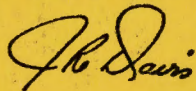


## ALL EMPLOYEES:

We have undergone many changes both as an industry and as a company. As a company we have had to adapt to these changes in order to stay strong and competitive. Any change brings with it new ways of doing things and new responsibilities. One responsibility that has not changed is our commitment to the prevention of injuries to our employes and to the general public. Our safety effort to prevent all injuries must continue to guide our activities so that we can all share in a safe and healthy future.



Executive Vice President Operation

**ALL INJURIES  
ARE PREVENTABLE**



# UNION PACIFIC RAILROAD CO.

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SYSTEM

## TIMETABLE No. 5

Effective 12:01 a.m. Sunday,  
APRIL 5, 1987

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.

## SOUTHERN REGION

G. T. GRAHAM  
C. AADNESEN  
M. D. DEALY  
G. R. LILLY  
G. A. TAYLOR  
R. G. LANG  
P. N. CRABTREE  
J. L. RINEY  
P. L. TUCKER  
V. R. HARDIN  
D. D. BEGGS

**General Manager**  
**Asst. General Manager**  
**Regional Transportation Supt.**  
Regional Engineer  
Regional Mechanical Officer  
Superintendent — Arkansas Division  
Superintendent — Louisiana Division  
Superintendent — Texas Division  
Superintendent — Gulf Division  
Chief Dispatcher  
Chief Dispatcher

Spring, Tx.  
Spring, Tx.  
Spring, Tx.  
Spring, Tx.  
Spring, Tx.  
N. Little Rock, Ar.  
Addis, La.  
Ft. Worth, Tx.  
Houston, Tx.  
Spring, Tx.  
N. Little Rock, Ar.

## CENTRAL REGION

A. L. SHOENER  
R. B. KING  
D. K. BARNES  
J. M. DUNN  
G. O. EVERETT  
R. D. NARO  
C. E. O'HARA  
L. D. SMITH  
S. C. WALLACE  
D. D. BRUNS  
A. L. LANDRETH  
J. W. FRAMPTON

**General Manager**  
**Asst. General Manager**  
**Regional Transportation Supt.**  
Regional Engineer  
Regional Mechanical Officer  
Superintendent — Illinois Division  
Superintendent — Kansas Division  
Superintendent — Nebraska Division  
Superintendent — Wyoming Division  
Chief Dispatcher  
Chief Dispatcher  
Chief Dispatcher  
Chief Dispatcher

N. Kansas City, Mo.  
N. Kansas City, Mo.  
N. Kansas City, Mo.  
N. Kansas City, Mo.  
N. Kansas City, Mo.  
St. Louis, Mo.  
Kansas City, Mo.  
Council Bluffs, Ia.  
Cheyenne, Wyo.  
North Platte, Ne.  
North Platte, Ne.  
Kansas City, Kas.  
Cheyenne, Wyo.

## WESTERN REGION

E. C. MAY  
A. W. REES  
R. M. CHAPMAN  
W. E. WIMMER  
L. L. MILLER  
D. M. WHEELER  
R. J. LARKIN  
J. L. VERHAAL  
K. D. MILAM  
B. E. SCHROEDER  
T. J. CARNEY  
B. S. SCHULTHIES  
D. L. STEINHOFF

**General Manager**  
**Asst. General Manager**  
**Regional Transportation Supt.**  
Regional Engineer  
Regional Mechanical Officer  
Superintendent — Idaho Division  
Superintendent — Oregon Division  
Superintendent — Feather River Division  
Superintendent — California Division  
Chief Dispatcher  
Chief Dispatcher  
Chief Dispatcher  
Chief Dispatcher

Salt Lake City, Ut.  
Salt Lake City, Ut.  
Salt Lake City, Ut.  
Salt Lake City, Ut.  
Salt Lake City, Ut.  
Pocatello, Id.  
Albina, Or.  
Stockton, Ca.  
Los Angeles, Ca.  
Sacramento, Ca.  
Salt Lake City, Ut.  
Salt Lake City, Ut.  
Albina, Or.

# SAFETY WITHOUT COMPROMISE

TIMETABLE NO. 5

## INDEX

1

### SOUTHERN REGION 2-28

Arkansas Division 2-9, 17-19  
Louisiana Division 9-16  
Texas Division 17-22  
Gulf Division 23-28

Subdivisions:	*Pg.	**ID
A&S	20	150
Aberdeen	79	423
Albion	55	209
Alexandria	12	100
Anaheim	99	339
Atchison	57	070
Atlas	41	052
Austin	24-25	151
Avoyelles	16	101
BMI	97	337
Baird	20	152
Bastrop	10	015
Baton Rouge	16	102
Baytown	23	103
Beatrice	58	205
Beaumont	14-15	104
Bend	90	438
Bestwall	59	218
Bieber	105	319
Boise Cutoff	81	409
Bonham	17	153
Bonne Terre	35	005
Boulder	71	232
Brownsville	26-27	105
Burr Oak	60	050
Butterfield	5	007
Cache Valley	75	302
Caliente	94-95	332
Canyon	104	318
Cape Girardeau	36	001
Carlisle	3	008
Carondelet	35	051
Carizzo Springs	25	109
Carthage	40-41	052
Cedar City	95	333
Cedar Rapids	55	210
Chemurgic	107	330
Chester	32-33	003
Chicago	30-31	004
Church Point	15	106
Cima	96-97	336
Cissna Park	31	004
Clarksville	44	024
Coalmont	69	234
Coeur d'Alene	88	445
Coffeyville	43	062
Concordia	60	054
Conda	77	405
Condon	85	437
Conway Springs	51	055
Corpus Christi	28	107
Council Bluffs	52-53	201
Council Grove	45	057
Crestmore	99	340
Crete	58	207
Crowley	15	108
Crystal City	26	109
Cumberland	77	402
DK&S	3	005
Dallas	18-19	154
Dayton	89	449
Delta	33	002
Dent	71	230
Denver	65	227
De Soto	34-35	005
Dozier	105	327
Dry Valley	77	407
East Belt	80	428
Elkol	77	403
Ellerbeck	102	311
Encampment	69	235
Evona	73	306
Exxon Industrial Spur	77	404
Falls City	54	070
Ft. Collins	71	231
Ft. Worth	22	156
Freeport	26	105
Gay	79	422
Georgetown	25	151
Glendale	99	341
Goshen	80	427
Grace	77	406

### CENTRAL REGION 2, 3, 29-71

Illinois Division 2, 3, 29-41  
Kansas Division 41-51  
Nebraska Division 52-62  
Wyoming Division 63-71

Subdivisions:	*Pg.	**ID
Grand Island	59	220
Grays Harbor	87	442
Greeley	64-65	228
Gurdon	5	006
Hallam	59	219
Hardther	50	058
Helena	7	027
Henderson	6	157
Heppner	85	436
Hidalgo	27	105
Hill Field	73	307
Hoisington	46	059
Holland	105	326
Homedale	81	419
Hot Springs	5	007
Hoxie	2-3	008
Huntsville	23	163
Hutchinson	51	061
Huttig	11	009
Idaho Northern	81	414
Iron Mountain	95	334
JSW	33	021
Jamaica	31	004
Joppa	29	010
Joseph	86	432
Julesburg	64	229
Keamey	53	212
La Grande	82-83	431
Lake	101-102	310
Lake Charles	13	111
Lake Providence	11	011
Lakewood	100	342
Laramie	68-69	333
Laredo	28	112
Lenora	60	064
Lexington	37	073
Little Mountain	73	304
Little Rock	4-5	012
Longview	6	158
Los Angeles	98-99	338
Loyalton	103	317
Lumtie	35	005
Lynndyl	92-93	308
Malad	74	303
Manteca	107	329
Marblehead	102	312
Manysville	56-57	216
McKay	49	068
McPherson	89	450
Mead Lake	95	335
Memphis	8	014
Midland Valley	48	069
Mission	27	105
Monroe	10	015
Montana	79	421
Montezuma	105	327
Moscow	91	457
Mosher	36	022
Mount Hood Railway	85	439
Nampa	78	408
Nashville	6	016
New Meadows	86	416
NO&LC	13	113
Norfolk	55	208
Norman	6	017
North Platte	64	214
North Side	75	411
Oakland	106	324
Oakley	75	413
Ogden	74	301
Oklahoma	48	159
Old Main Line	55	202
Olympia	87	443
Ontario	73	239
Orange	15	114
Ord	55	211
Oregon Eastern	86	417
Pana	29	018
Paris	47	019
Park City	73	238

### WESTERN REGION 72-107

Idaho Division 72-80, 92, 93  
Oregon Division 81-91  
California Division 92-100  
Feather River Division 101-107

Subdivisions:	*Pg.	**ID
Payette	86	415
Pea Ridge	35	020
Pearson	105	323
Pilot Rock	86	433
Pine Bluff	8	028
Pineckeyville	33	021
Pittsburg	49	072
Plainville	62	226
Pleasant Valley	91	456
Pocatello	76-77	401
Port Chicago	106	321
Portland	84-85	434
Provo	93	309
Raft River	75	412
Rawlins	70	236
Reno	107	316
Rio Hondo	27	105
River	90	452
Rock St.	3	008
Rowley	102	313
St. Anthony	80	426
St. Genevieve	36	022
St. Johns	87	440
St. Joseph	59	075
Salina	61	074
Salt Lake	72-73	240
San Jose	107	331
San Pedro	100	343
Scoville	80	424
Seardrift	27	105
Seattle	87	441
Sedalia	38-39	076
Shreveport	9	160
Sierra Nevada	63	213
Sikeston	91	455
Sikeston	33	002
Solomon	62	225
South Pass	70	237
South Tarrington	71	215
Sparta	36	023
Spokane	88	444
Springfield	41	077
Stafford	50	078
Stoddard	81	418
Stromsburg	58	206
Sugarland	27	115
Sunnyside	89	447
Syracuse	73	305
T-NM	21	161
Tekoa	90	451
Tenark	8	014
Teton Valley	80	430
Thibodeaux	12	100
Tidewater Southern	107	328
Topoka	57	079
Toyah	21	162
Trigo	61	074
Trinity	23	163
Twin Falls	75	410
Tyler	6	164
Umatilla	85	435
Van Buren	44	024
Victoria	27	105
Vidalia	11	011
Wallace	91	454
Wallula	89	448
Warren	11	025
Weeping Water	57	066
Webb City	41	081
West Belt	80	429
Westville	31	026
Whitesboro	17	165
Wichita	47	082
Wilder	81	420
Winnemucca	102-103	315
WMW&NW	20	166
Woodland	105	325
Wynne	7	027
Yakima	89	446
Yellowstone	80	425
Yuba City	105	322

\*Timetable Page

\*\*Subdivision Number

K. C. Terminal Map	42
System Map	66-67
Special Instructions	108-130
Roadway Signs	132
Explanation of Characters	Inside Back Cover
Table of Speeds	Inside Back Cover

TIMETABLE NO. 5

2 HOXIE SUBDIV. — ARKANSAS & ILLINOIS DIVS.

HOXIE SUBDIV. — ARKANSAS & ILLINOIS DIVS. 3

SOUTH				NORTH			
First Class				First Class			
21				22			
Psg.				Psg.			
Mon. Wed. Sat.	Mile Post	Radio Communication via Channel One, call-in Two. STATIONS	Station Nos.	Sidings Feet	Mon. Wed. Sat.		
AM 3 18	165.5	POPLAR BLUFF . T ⊕ - 2 X	X-166	Yd.	AM s3 04		
	165.6	0.1 4TH STREET					
	165.7	0.2 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 12	224.9	1.3 WALNUT RIDGE	X-225		s2 00		
	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				
s4 48	261.7	2.2 NEWPORT	⊕ - 2 X-262	Yd.	s1 26		
	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	6.7 JUD	X-289				
	296.4	2.0 KENSSETT	X-296				
	298.4	8.1 HIG	X-298				
	306.5	6.2 MACK	X-306				
	312.7	6.5 BEEBE	⊕ - 2 X-313				
	319.2	11.5 WACROSS	X-320				
	330.7	1.4 JAX	X-331				
	332.1	7.3 JACKSONVILLE	T X-332				
	339.4	4.2 NORTH END YARD					
	343.6	2.0 N. LITTLE ROCK	⊕ T X-344	Yd.			
s6 21 AM	345.6	L. ROCK AMTK STA.	X-346		12 07 AM		
	180.1						

Maximum Speed (Except as below) Between Mile Posts	MPH Psg. Frt.		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.	Sta. No.
	75	60		
165.3 and 165.6	30	30	<b>Business Tracks</b>	MP 207.6 X-208
172.1 and 172.9	70	—	Delaplane	269.8 X-270
179.2 and 179.3	65	—	Olyphant	292.6 X-293
184.9 and 185.1	70	—	Judsonia	299.7 X-300
191.6 and 192.9	50	40	Higginson	308.2 X-308
192.9 and 193.3	70	55	McRae	317.6 X-318
224.3 and 227.8	50	50	Ward	323.0 X-323
258.0 and 263.9	50	50	Cabot	336.1 X-336
263.9 and 264.6	35	35	Valentine	
264.6 and 265.0	70	—		
266.6 and 266.9	70	—		
288.1 and 288.6	40	40	<b>Jacksonville Ind. Lead: 2.8 miles. Max. Speed 10 MPH originates at Jacksonville: Jacksonville - LRAF.B.</b>	
292.1 and 292.7	60	—		
292.7 and 293.1	55	55		
294.1 and 294.6	70	—		
322.4 and 323.6	65	—	<b>DK &amp; S Branch: 5.5 miles between Kensett, Doniphan and Searcy. Yard Limits entire branch. Max. Speed 20 MPH, except 10 MPH on curves.</b>	
333.2 and 333.5	60	—		
339.4 and 339.6	65	—		
339.6 and 343.8	40	40		
North and South Wye Bald Knob	15	15		

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 MP 226.9.  
 Newport — West main track to south end of yard MP 262.5.  
 Bald Knob — All crossovers, siding and Memphis Subdiv. wye conn.  
 N. Little Rock — East departure lead, 3 switches north end receiving yard, main track crossovers at crest.  
 N. Little Rock — ABS West Departure lead from Signal 3404 to Hoxie Subdiv. main track at North end yard.  
 N. Little Rock — West departure lead Max. Speed 30 MPH.  
 East departure lead, Trim 1 and Trim 2 Max. Speed 20 MPH.  
 Radio Communication Via Channel 2.

**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

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

Station	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.

Illinois Division jurisdiction Poplar Bluff to Harviell Jct.  
 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.  
 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.

4 LITTLE ROCK SUBDIV. — ARKANSAS DIVISION

SOUTH		Radio communication via Channel One, call-in One.				NORTH	
First Class		Radio Communication at Texarkana and N. Little Rock via Channel 2.		First Class			
21				22			
Psg.				Psg.			
Mon. Wed. Sat.	Mile Post	STATIONS		Station Nos.	Sidings Feet	Sun. Tues. Fri.	
AM	343.6	N. LITTLE ROCK	⊕TX	X-344	Yd.	AM	
	345.1	HILL					
	345.3	ARK. RIVER	⊕⊙				
6 21 5 29	345.6	L. ROCK AMTK STA.	X	X-346		12 07 11 57	
	347.2	LR JCT.					
	351.7	ENSIGN	X	X-352			
	358.9	ALEXANDER	X	X-359			
	364.1	BAUXITE JCT.	⊕-1	X-364	5208		
	368.7	BENTON	T ⊕	X-369			
	370.2	SALINE JCT.	∅	X-370			
	373.3	HASKELL	†	X-373	11099		
	377.3	TRASKWOOD	†	X-377	8044		
	384.6	GIFFORD	†	X-385	6210		
s7 14	388.7	MALVERN	T ⊕-1	X-389	s10 50		
	392.2	ABCO	†	X-390	9238		
	399.6	DONALDSON	†	X-400	6320		
	405.6	WITHERSPOON	†	X-406	6329		
s7 35	411.0	ARKADELPHIA	⊕-1 †	X-411	8626 s10 28		
	422.3	CURTIS JCT.		X-422			
	426.3	GURDON	⊕-1 T X	X-426	Yd.		
	429.3	BEIRNE JCT.		X-429			
	437.6	BOUGHTON	†	X-438	8164		
	442.4	PRESCOTT	†	X-442	8900		
	449.6	EMMET	†	X-450	6297 n10477		
	457.7	HOPE	⊕ BN ⊕ ⊕-1 †	X-458	s5769		
	463.0	GUERNSEY	†	X-463	5997		
	470.3	FULTON	†	X-471	9308		
	478.2	HOMAN	†	X-478	8729		
	480.4	CLEAR LAKE JCT.	∅	X-481			
s8 59	490.2	TEXARKANA	⊕⊕TX	X-491	Yd.	9 12	
AM		146.6				PM	

Two main tracks designated East and West tracks between N. Little Rock and Saline Jct.; Curtis Jct. and Beirne Jct.; Clear Lake Jct. and Texarkana.  
 Dual control switches are 30 MPH turnouts except:  
 N. Little Rock — Main track crossovers Locust St., south end receiving yard at Locust St. and south end running track.  
 Little Rock — Crossover switch entrance north end Amtrak Depot.  
 Little Rock — Vinegar Spur Pulaski Ind. Lead.  
 Bauxite — Siding switches.  
 Sheridan — Switch to Benton Yard.  
 Gurdon — Gurdon subdiv. conn.  
 N. Little Rock — Departure lead Max. Speed 30 MPH.  
 N. Little Rock — ABS Departure Lead from Signal 3435 to Little Rock Subdiv. main track at south end of yard.  
 Ark. River lift bridge is remotely controlled by operator Locust St. If signals governing movement over bridge display stop, contact operator. If bridge is closed and signal cannot be cleared by operator, be governed by instructions in push button box located each end of lift span.  
 Hot Box and Dragging Equipment Detectors located: ⊕MP 373.9, ⊕MP 395.3, ⊕MP 415.6, ⊕MP 431.9, ⊕MP 452.9 and ⊕MP 475.6

LITTLE ROCK SUBDIV. — ARKANSAS DIVISION 5

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.
	Psg.	Frt.	
Between Mile Posts	75	60	
339.6 and 343.8	40	40	Business Tracks MP No.
343.8 and 346.5	30	30	Vogels East Main 351.0 X-351
346.5 and 347.4	40	40	Sterling Stores-East Main 352.3 X-352
347.4 and 351.2	60	—	Ark. Power & Light-West Main 353.4 X-353
351.2 and 351.7	50	50	Mabelvale-West Main 355.0 X-355
357.3 and 357.7	60	50	AG West Main 356.3 X-356
361.1 and 363.3	60	50	Ark. Power & Light-East Main 356.5 X-356
363.3 and 364.6	70	—	Enmar-East Main 357.1 X-357
364.9 and 366.3	65	—	Ark. Cont. Corp. 357.1 X-357
382.5 and 385.9	60	55	Jacuzzi Bros.-West Main 357.3 X-357
388.1 and 389.5	35	35	Bryant-West Main 362.7 X-363
414.1 and 414.8	70	—	Perla 386.7 X-387
425.9 and 426.9	40	40†	Daleville 410.0 X-410
434.8 and 435.9	65	—	Gum Springs 415.5 X-415
441.7 and 442.8	50	50†	Beirne 430.1 X-430
457.0 and 459.1	30	30†	
470.6 and 471.3	70	—	
471.5 and 471.6	25	25	
483.2 and 483.6	65	—	
485.9 and 488.9	60	—	
488.9 and 490.2	25	20	
Union Station tracks Little Rock	10	10	
Van Buren Wye tracks	15	15	
Malvern Wye tracks	10	10	

HOT SPRINGS BRANCH — ARKANSAS DIVISION

Radio communication via Channel Two.		Station Nos.	Sidings Feet	Maximum Speed MPH
Mile Post	SOUTH STATIONS NORTH			
422.3	MOUNTAIN PINE	XH-90		20
410.4	HOT SPRINGS	XH-77	Yd.	25
407.7	MP JCT	XH-74		10
398.1	JONES MILLS	XH-64	1331	10
393.9	BUTTERFIELD	XH-59	Yd.	20
388.7	MALVERN	X-389	Yd.	20
	33.6			35
Switchback at MP Jct. to Mountain Pine.				
Yard Limits: MP 407.7 to MP 412.0; MP 390.2 to Malvern.				
<b>Butterfield Branch:</b> Butterfield-Haskell 12.6 miles Yard Limits entire branch (Maximum Speed 10 MPH) Special Instructions, Item 9, applies Hot Springs 7:00 p.m. until 7:00 a.m.				
Business Tracks		MP No.		
Crabtree		421.6	XH-88	
Sutco		407.4	XH-75	
Lake Catherine		404.1	XH-71	
Stator		402.6	XH-70	
Ark. Aluminum		402.4	XH-69	
Pirelli Cable		401.7	XH-68	
Rolling Mill		399.6	XH-66	

GURDON BRANCH — ARKANSAS DIVISION

Radio Communication via Channel One		Station Nos.	Sidings Feet
Mile Post	SOUTH STATIONS NORTH		
426.3	GURDON	X426	Yd.
459.8	CAMDEN	E-33	
460.8	SSW		
463.1	CULLENDALE	E-37	
474.5	LOUANN	E-48	6321
487.5	MONSANTO	E-61	3222
492.2	EL DORADO	E-66	Yd.
	65.9		

**6 NORMAN BRANCH — ARKANSAS DIVISION**

Maximum Speed (except as below)	MPH	Radio Communication via Channel One		Station Nos.
Between Mile Posts		SOUTH Mile Post	NORTH Mile Post	
479.2 and 472.1	20			
472.1 and 472.0	10			
472.0 and 457.7	20			
457.7 and 457.4	10			
457.4 and 448.0	20			
Yard Limits Gurdon to MP 430.0; MP 446.0 to MP 448.0				
<b>Business Tracks</b>				
Summit	MP 433.1	XL-7		
Rosboro	MP 469.8	XL-43		
Pike City Ind. lead (3.3 miles)				
Pike City Jct. — Pike Max. Speed 10 MPH.				
Pike	MP 449.5	XL-23		

**NASHVILLE BRANCH — ARKANSAS DIVISION**

Maximum Speed (except as below)	MPH	Radio Communication via Channel One		Station Nos.
Between Mile Posts		SOUTH Mile Post	NORTH Mile Post	
492.0 and 484.0	25			
483.3 and 483.2	10			
458.0 and 457.1	10			
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 branch.				
<b>Business Tracks</b>				
North Hope — XJ-4.				
Ozan Creek MP 472.0 — XJ-13.				

**LONGVIEW SUBDIV. — ARKANSAS DIVISION**

Maximum Speed (except as below)	MPH	Radio Communication via Channel One Call-in Two		Station Nos.	Sidings Feet
Between Mile Posts		SOUTH Mile Post	NORTH Mile Post		
0.0 and 0.5	20				
18.9 and 19.2	45				
21.5 and 22.2	45				
26.3 and 28.9	35†				
30.1 and 31.5	45				
36.4 and 36.5	40				
44.9 and 45.9	45				
50.3 and 50.8	45				
52.3 and 53.0	35†				
56.3 and 56.6	45				
59.6 and 60.6	45				
68.0 and 71.0	45				
73.1 and 73.8	45				
78.2 and 80.3	40				
80.3 and 81.1	25				
<b>Business Tracks</b>					
Alcoa Spur	MP 7.4	AX-73			
Bodie	MP 78.0	AX-4			
30 MPH turnouts north end freight route Palestine, all sidings except Jacksonville.					
Hot Box and Dragging Equip- ment Detectors: ⊕ MP 25.4, ⊕ MP 53.0 and ⊕ MP 76.3.					
LeTourneau Ind. Lead (5.2 Miles) Max. Speed 10 MPH.					
Make all radio communications concerning terminal operation Palestine via Channel #2.					

**Tyler Branch**

Troup to Swan 27.0 Miles. Industrial Lead  
entire branch.  
Max Speed. 10 MPH.  
Max. Wt. 263,000 lbs.

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

**Henderson Branch**

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

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

**7 WYNNE SUBDIV. — ARKANSAS DIVISION**

		Radio Communication and call in via Channel Two except Channel One between Paragould and Jonesboro Jct. and on Helena Ind. lead.		Station Nos.	Sidings Feet	Maximum Speed MPH		
Mile Post	SOUTH Mile Post	NORTH Mile Post	STATIONS			MPH		
219.9			PARAGOULD	C-243	8938	MP 235.3 — MP 407.5 (Except as Below)		
221.6			PARAGOULD JCT.	C-245		60		
13.7 Miles via SSW								
235.3			JONESBORO JCT.	C-259		Between Mile Posts		
238.0			JONESBORO ⊕ BN ⊕	⊕ -2 †	C-262	235.3 and 235.5		
256.7			HARRISBURG	†	C-280	235.5 and 242.1		
278.0			NORTH WYNNE			242.1 and 243.6		
281.0			WYNNE ⊕ UP ⊕	⊕ -2 †	C-304	243.6 and 278.3		
290.9			CALDWELL	†	C-314	280.7 and 295.2		
295.9			FORREST CITY ⊕ SSW ⊕		C-319	297.7 and 312.0		
314.0			MARIANNA	†	C-337	312.0 and 313.6		
325.5			LEXA	⊕ -2 †	C-349	313.6 and 326.4		
326.5			HELENA JCT.	T ⊕	C-351	326.4 and 326.7		
339.5			LAKEVIEW	†	C-363	326.7 and 365.4		
368.7			SNOW LAKE	⊕ -2 †	C-392	365.4 and 366.4		
377.8			WHITE RIVER ⊕ ⊕			366.4 and 372.5		
381.1			MEDINA		C-405	372.5 and 376.0		
382.0			ARKANSAS RIVER ⊕			376.0 and 377.0		
387.0			WATSON	⊕ -2 †	C-411	377.0 and 377.0		
406.8			NORTH McGEHEE	†		377.4 and 377.4		
407.5			McGEHEE	⊕ ⊕ -2 T	C-432	377.4 and 380.0		
188.2								
<b>Business Tracks</b>								
Greenfield	MP 251.6	C-275	Yaletowne	MP 293.3	C-317	Mellwood	MP 356.6	C-380
Whitehall	MP 262.4	C-286	Barton	MP 329.2	CK-12	Vestal Spur	MP 377.4	C-401
Cherry Valley	MP 267.8	C-291	Oneida	MP 335.3	C-359	Cypress Bend	MP 399.7	C-423
Vanndale	MP 274.3	C-298	Wabash	MP 341.1	C-365	McArthur	MP 402.5	C-426
Colt	MP 286.2	C-310	Elaine	MP 347.1	C-371			

Operation on SSW Between Jonesboro Jct and Paragould Jct.

SSW Stations Paragould Jct. and Jonesboro Jct.:

Station	SSW MP	Sidings-feet
Brookland	115.7	7263
Farville	117.8	

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.

Trains operating over SSW between Paragould and Jonesboro Jct. must secure SSW clearance at originating station.

Cypress Bend Ind. Lead: MP 399.7 to Potlatch 3.5 Miles. Max. Speed 10 MPH.

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

**8 PINE BLUFF SUBDIV. — ARKANSAS DIVISION**

Mile Post	Radio Communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed LR Jct. — MP 371.3 (Except as below) . . . . . 50	MPH
	SOUTH	NORTH				
343.6	N. LITTLE ROCK . . . . . I ⊕ T		X-344	Yd.	LR Jct. and 346.1 . . . . . 35	
347.2	3.6				346.1 and 346.3 . . . . . 30	
344.2	LR JCT. . . . .				346.3 and 349.3 . . . . . 40	
	3.1				371.3 and 447.2 . . . . . 60	
347.3	BIDDLE . . . . .		XZ-000	7221	(Except as below) . . . . . 20	
	6.8				385.8 and 389.7 . . . . . 60	
354.1	HIGGINS . . . . .		K-9	9150	427.5 and 428.3 . . . . . 35†	
	10.4				446.2 and 447.8 . . . . . 20	
364.5	HENSLEY . . . . .		K-19	8700	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.	
370.5	WHITE BLUFF . . . . . ⊕ -2		K-25			
	16.9					
387.4	⊗ SSW ⊗ . . . . .					
	3.5					
390.9	PINE BLUFF . . . . . ⊕ ⊕ -2		K-43	10286	Business Tracks MP Sta. No.	
	18.7				Drury Spur . . . . . 350.3 K-5	
409.6	GRADY . . . . .		K-64	9820	Redfield . . . . . 368.9 K-23	
	21.2				Baldwin . . . . . 381.8 K-36	
431.0	PICKENS . . . . .		K-86	9446	Noble Lake . . . . . 398.3 K-53	
	16.2				Moscow . . . . . 402.5 K-57	
447.2	McGEHEE . . . . . ⊕ -2T		C-432	Yd.	Varner . . . . . 420.2 K-75	
					Gould . . . . . 420.2 K-75	
					Dumas . . . . . 427.9 K-82	
					Tillar . . . . . 440.7 K-95	
					Helena Chem. 446.6 K-100	
	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 and North end siding Pickens. Dual control switches are 30 MPH turnouts except — North end siding Higgins, South end sidings Hensley, White Bluff and Grady; South end old siding Pine Bluff. Hot Box and Dragging Equipment Detectors located at ⊕MP 373.2, ⊕MP 398.3 and ⊕MP 421.5.

**MEMPHIS SUBDIV. — ARKANSAS DIVISION**

Mile Post	Radio Communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed (except as below) . . . . . 60	MPH
	WEST	EAST				
380.7	MEMPHIS (Sargent Yd.) ⊕		XG-93	Yd.	Between Mile Posts	
	0.1				North and South wye	
380.6	KC JCT. ⊗ NS G . . . . .				Bald Knob . . . . . 15	
	2.4				298.2 and 298.6 . . . . . 30	
378.2	TEXAS ST. ⊗ ICG ⊗ . . . . .				298.6 and 299.1 . . . . . 40	
	0.1				331.8 and 334.8 . . . . . 40	
378.1	KENTUCKY ST. ⊗ . . . . . ⊕				334.8 and 336.1 . . . . . 50	
	1.6				345.5 and 346.4 . . . . . 50	
376.5	HARAHAN . . . . .				375.2 and 378.1 . . . . . 25	
	0.7				ICG ⊗ — Forest	
375.8	BRIDGE JCT. ⊗ BN ⊗ . . . . .		XG-88		Yard on NS Main	
	0.6				Tracks . . . . . 10	
375.2	BRIARK . . . . .		XG-87		Kentucky St. — ICG ⊗ . . . . . 10	
	5.2				ICG ⊗ — Old Aulon	
370.0	PRESLEY JCT. ⊗ BN ⊗ . . . . .		XG-82		Tower on CSX Track . . . . . 10	
	8.5				ICG Southwest Wye at Iowa Avenue . . . . . 5	
361.5	CRAWFORDSVILLE . . . . . †		XG-74	9760	ICG West Jct. via Y and MV Track . . . . . 10	
	13.2				Trains originating Memphis secure clearance prior to passing Kentucky St.	
348.3	SMITHDALE . . . . . †		XG-60	7697		
	15.9				Business Tracks MP Sta. No.	
332.4	WYNNNE ⊗ UP ⊗ . . . . . ⊕ -2T †		C-304	8618	Rio Vista . . . . . 292.8 XG-6	
	13.6				Patterson . . . . . 307.3 XG-19	
318.8	FAIR OAKS ⊗ SSW ⊗ . . . . . †		XG-31	9489	McCrory . . . . . ⊕ -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 . . . . . ⊕ -2T		X-288		W. Memphis Ind. Ld. . . . . 370.0 XG-85	
	92.8					

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 designated North and South 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 NS 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.

**SHREVEPORT SUBDIV. — ARKANSAS & LOUISIANA DIVS. 9**

Mile Post	Radio Communication via Channel Two, Call-in One		Station Nos.	Sidings Feet	Yard Limits: MP 190.4 to MP 195.8 MP 310.6 to MP 324.5 MP 347.5 to MP 351.4	MPH
	WEST	EAST				
192.1	ALEXANDRIA . . . . . ⊕ ⊕		TB-195	Yd.	(except as below) . . . . . 50	
	3.6				Between Mile Posts	
195.7	TEXMO JCT. ⊕ . . . . .		TB-196		190.4 and 195.8 . . . . . 20	
	7.9				195.8 and 199.8 . . . . . 25	
203.7	RAPIDES . . . . .		TB-204	4105	208.6 and 209.1 . . . . . 35	
	22.3				235.8 and 236.2 . . . . . 40	
225.2	FERN . . . . .		TB-225	4124	245.8 and 247.8 . . . . . 25	
	10.6				310.9 and 320.3 . . . . . 20	
235.8	CYPRESS . . . . .		TB-236	5094	348.6 and 350.6 . . . . . 40	
	10.2				350.7 and 351.4 . . . . . 30	
246.0	CANE . . . . .		TB-246	4066	Between Marshall and Lucas 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.	
247.5	NATCHITOCHE . . . . . ⊕ -1		TB-247		Between Natchitoches & Texmo Jct. do not exceed 45 MPH if train averages over 110 gross tons per car.	
	18.2				Business Tracks MP Sta. No.	
265.7	LAKE END . . . . .		TB-265	2935	Red River Ind. . . . . 197.0 TB197	
	20.3				England AFB . . . . . 199.8 TB199	
286.0	WESTDALE . . . . .		TB-286	8400	Boyce . . . . . 208.7 TB209	
	22.6				Rodemacher . . . . . 211.0 TB212	
308.6	LUCAS . . . . .		TB-308	4805	Soybean Spur . . . . . 244.2 TB243	
	3.7				Plywood Spur . . . . . 251.0 TB251	
311.7	⊗ KCS ⊗ . . . . .				Powhatan . . . . . 258.8 TB258	
	2.2				Gahagan . . . . . 275.9 TB275	
313.9	⊗ SP ⊗ . . . . .				Dolet Hill . . . . . 280.9 TB281	
	1.1				Grand Bayou . . . . . 281.0 TB280	
315.0	CUTOFF JCT. . . . .		TB-315	Yd.	Bayou Pierre . . . . . 285.0 TB285	
	0.6				Caspiana . . . . . 296.0 TB296	
315.6	HOLLYWOOD JCT. . . . .		TB-316	Yd.	Gayles . . . . . 302.4 TB302	
	0.3				Olin . . . . . 303.9 TB304	
1.5	HOLLYWOOD YD. ⊕ -1T		TS-316		Flournoy . . . . . 317.7 TB319	
	6.4				Greenwood . . . . . 326.4 TB325	
322.3	REISOR . . . . .		TB-321	13515	Jonesville . . . . . 335.4 TB334	
	20.8				Waskom . . . . . 332.5 TB331	
343.1	SCOTTSVILLE . . . . .		TB-342	4028		
	6.4					
349.5	LOUISIANA . . . . .			7551		
	1.5					
351.0	MARSHALL . . . . . ⊕ -1		TP-67	Yd.		
	0.4					
351.4	MARSHALL JCT. . . . . ⊕ T					
	156.9					

Arkansas Division jurisdiction Cutoff Jct. to Marshall Jct.

Louisiana Division jurisdiction Cutoff Jct. to Alexandria.

Between Reisor and Cutoff Jct. all movements will be made under direction of Operator at Reisor and under provision of Rule 93.

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 216.8.

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

**10 MONROE SUBDIV. — LOUISIANA DIVISION**

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum Speed		MPH
						408.1 and 531.6	(Except as below)	
408.1		McGEHEE 7.5	⊕-2 T	C-432	Yd.	408.4 and 409.2	20	
415.6		DERMOTT 6.3		C-439		414.5 and 416.6	35	
422.0		HUDSPETH 18.0		C-446	8873	449.4 and 449.6	50	
440.1		SUNSHINE 20.5		C-464	9010	452.2 and 455.6	50	
460.8		BONITA 20.1		C-484	9135	473.1 and 474.0	25†	
481.0		COLLINSTON 10.7	⊕-2 T	C-505	9058	480.9 and 481.0	25†	
491.8		SWARTZ 9.2		C-515	8872	486.3 and 498.9	50	
501.0		HUTTIG JCT. 0.1	T	C-524		498.9 and 504.3	30	
501.1		⊗ MSRC 1.8				507.0 and 507.4	50	
502.9		MONROE 13.7	⊕-2	C-525	13840	524.5 and 525.1	50	
516.6		BOSCO 11.6		C-540	9387	528.1 and 531.6	30	
528.2		OUACHITA RIVER 6.7	⊕			<b>531.6 — Texmo Jct.</b>		
535.1		GRAYSON 13.6	⊕-2	C-558	9200	(Except as below)	50	
548.7		OLLA 12.8		C-572	7952	537.4 and 537.8	30†	
561.6		GEORGETOWN ⊗ LOAM 15.3	⊕-2	C-585	8003	558.6 and 559.0	30	
576.9		ANTONIA 14.2		C-601	9584	571.8 and 575.3	40	
592.6		TIOGA ⊗ L&A 2.5	⊕	C-616	8029	582.3 and 585.7	40	
595.1		⊗ L&A 1.4				590.2 and 590.6	40†	
596.5		RED RIVER 0.1	⊕			593.1 and 593.2	30	
596.6		RED RIVER JCT. 1.1	⊕	C-620		597.1 and Texmo Jct.	30	
597.8		TEXMO JCT. 3.7	⊕	TB-196				
601.5		ALEXANDRIA	⊕	C-625	Yd.			
						190.8		

Operation between Texmo Jct. and Alexandria on Shreveport Subdiv. Radio communication at Alexandria: 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 Hudspeth, Sunshine, Bonita, Bosco, Olla, Tioga; South end sidings Collinston, Swartz, Grayson, Georgetown, Antonia.

Hot Box and Drugging 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.

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	⊕-2 586.9	C-611
Galion	467.2	C-491	Camp Beaugard	592.5	C-618
Mer Rouge	473.5	C-497	<b>Bastrop Branch</b> 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		

**HUTTIG BRANCH — LOUISIANA DIVISION 11**

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Radio Communication via Channel One.	
					SOUTH	NORTH
527.2		HUTTIG 26.5			F-3	
553.7		OUACHITA RIVER 0.2	⊕			
554.0		STERLINGTON			F-30	
568.1		⊗ A&LM 14.4	⊕			
568.6		HUTTIG JCT. 0.5	⊕			
		MONROE 0.4	T ⊕-2		C-525	
						41.4

**LAKE PROVIDENCE BRANCH — LOUISIANA DIV.**

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet	Radio Communication via Channel One		Rule 99 (4) in effect	
						SOUTH	NORTH	Maximum Speed	MPH
408.1		McGEHEE 16.0	⊕ ⊕-2 T	C-432	Yd.			411.0 and 421.0	10
424.1		MACON LAKE 7.2		K-118				425.0 and 441.0	10
431.3		LAKE VILLAGE 15.5		K-126	2574			446.0 and 464.0	10
446.8		EUDORA 23.3		K-141	2654			469.0 and 477.0	10
470.1		LAKE PROVIDENCE 17.3		K-165	2597			481.0 and Ferriday	10
487.4		SONDHEIMER 11.0		K-182				<b>Business Tracks</b>	
498.4		TALLULAH ⊗ MSRC 13.1	⊕	K-194	2051			Warehouse	463.8 K-159
511.5		QUIMBY 11.8		K-207				Hollybrook	474.4 K-169
523.3		NEWELLTON 10.4		K-219	2607			Transylvania	478.5 K-173
533.7		ST. JOSEPH 12.4		K-229				Talla Bena	490.9 K-186
546.1		WATERPROOF 11.1		K-242				Goldman	544.4 K-240
557.2		CLAYTON 5.5		E-210				<b>YARD LIMITS</b>	
637.2		FERRIDAY 5.5		E-216	Yd.			McGehee to MP 410.2	
642.2								Talla Bena Ind. Lead	
						154.6		2.2 miles — Maximum speed 10 MPH	
								<b>Vidalia Ind. Lead</b>	
								9.3 miles Ferriday to Vidalia. Max Speed 10 MPH.	
								<b>Business Tracks</b>	
								Concordia Jct.	643.4 E-217
								Vidalia	651.6 E-226

**WARREN BRANCH — LOUISIANA DIVISION**

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Radio Communication via Channel One.	
					SOUTH	NORTH
422.6		DERMOTT 22.6			C-439	
445.3		MONTICELLO ⊗ AD&N 16.1	⊕		KC-29	
461.4		WARREN	⊕		KC-45	
						38.7



14 BEAUMONT SUBDIV. — LOUISIANA 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			
643.9	▼	ANCHORAGE	⊗ UP ⊙ T ⊙	B-644	.....
		12.4			
631.5		ERWINVILLE		B-631	.....
		10.4			
621.1		LIVONIA	⊗ UP ⊙	TB-114	.....
		10.2			
		ATCHFALAYA RIV.	⊙ ⊙		.....
		.05			
610.4		KROTZ SPRINGS		B-610	4114
		12.8			
597.6		PORT BARRE	↑	B-597	8300
		6.9			
590.7		OPELOUSAS	⊙	B-590	.....
		0.5			
590.2		SP	⊙		.....
		0.1			
590.1		UP	⊙		.....
		5.9			
584.2		LAWTELL		B-584	3700
		12.2			
572.0		POWELL		B-572	8300
		1.7			
570.3		EUNICE	⊙ T	B-570	.....
		10.8			
559.5		BASILE		B-559	4116
		15.0			
544.5		KINDER	⊗ UP ⊙ ⊙ T	B-544	.....
		0.1			
544.4		HUB			.....
		1.0			
543.4		K.D. SIDING		B-543	8300
		11.1			
532.3		REAVES		B-532	7616
		17.0			
515.3		GORDON		B-515	5616
		6.9			
508.4		KCS	⊙		.....
		0.4			
508.0		DEQUINCY	⊙	B-508	8386
		0.7			
507.3		CS JUNCTION		B-507	.....
		3.3			
504.0		HELME		B-504	4820
		4.8			
499.2		LUCAS		B-499	4784
		6.9			
492.3		STARKS		B-492	7511
		5.3			
487.0		RULIFF		B-487	4646
		9.6			
477.4		MAURICEVILLE	⊗ UP ⊙	B-477	9863
		10.2			
467.2		VIDOR		B-467	13018
		4.4			
462.8		SP JCT.			.....
		1.0			
461.8		DRAWBRIDGE	⊙ ⊙		.....
		0.2			
461.6		SP-ATSF	⊙		.....
		0.8			
460.8		GCL JCT.			.....
		0.5			
460.3		SP-KCS	⊙		.....
		1.2			
459.1		BEAUMONT	T ⊙	B-461	Yd.
		4.0			
455.1		ELIZABETH	⊙	B-455	7768
		4.0			
451.1		AMELIA	⊙ ⊙ -2 ⊙	B-450	Yd.
		9.8			
441.3		GRAYBURG	↑	B-441	8300
		14.1			
427.2		HULL	⊙ -2 ↑	B-427	8087
		18.2			
409.0		MARTHA		B-409	4664
		10.2			
398.8		HUFFMAN	⊙ -2 ↑	B-398	8290
		13.4			
385.4		DYERSDALE JCT.		B-385	.....
		3.8			
381.6		SETTEGAST JCT.		B-382	.....
		3.6			
378.0		GULF COAST JCT.		A-229	.....
		266.6			

Hot Box and Dragging Equipment Detectors located at # MP 402.6, ⊙ MP 422.5, ⊙ MP 444.6, ⊙ MP 529.9, ⊙ MP 563.6 and ⊙ MP 596.1.

Between MP 449.7 and west switch 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. — LOUISIANA DIVISION 15

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.

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		

Yard Limits — Indicated by Yard limit signs: MP 764.9 to GCL Jct.

Location of Hot Box and Dragging Equipment Detectors:

- # MP 726.0
- # MP 743.4
- # MP 764.9 — also equipped with over-size load detector
- # MP 766.4 — also equipped with over-size load detector (both main tracks)

ORANGE BRANCH — LOUISIANA DIVISION

Mile Post	Radio communication via Channel One, Call-in Two		Station Nos.	Yard Limits Entire Branch (Except as below)	
	SOUTH	NORTH		MPH	MPH
	▼	STATIONS	▲		
477.7		MAURICEVILLE	⊗ KCS ⊙ ⊙ T	B-477	20
		5.3			10
482.9		PEVETO		BE-482	10
		4.0			10
486.9		SP	⊙		10
		1.1			10
488.0		DOC BROWN		T BE-488	10
		2.5			10
490.5		ORANGE	⊙ ⊙	BE-490	10
		12.9			10

CROWLEY BRANCH — LOUISIANA DIVISION

Mile Post	Radio Communication via Channel One, Call-in Two		Station Nos.	Maximum Speed (except as below)	
	SOUTH	NORTH		MPH	MPH
	▼	STATIONS	▲		
570.3		EUNICE	T ⊙	B-570	10
		7.6			10
577.9		MOWATA		BD-578	10
		14.4			10
592.3		CROWLEY		BD-592	10
		22.0			10

Industrial Lead Entire Branch Crowley-Mill Row Lead ⊙ SP ⊙

Business Tracks MP No. Gulf States 575.5 BD-575 American 577.7 BD-577 Cyanamid

CHURCH POINT BRANCH — LOUISIANA DIVISION

Industrial Lead Entire Branch		Radio Communication via Channel One, Call-in-Two		Station Nos.	Sidings Feet
MPH	Mile Post	SOUTH	NORTH		
		▼	STATIONS	▲	
Maximum Speed (Except as below)	25				
Between Mile Posts	10†				
35.0 and 36.8	10				
47.1 and End of track	10				
Business Tracks	MP No.				
Cleco	9.5 TL-10				
Tate Cove	15.4 TL-16				
Lithote	21.5 TL-21				
Swift Co.	41.1 TX-30				
Canal Refinery Spur	46.0 TX-35				
0.0		BUNKIE	⊙ 2-T	TB-163	.....
3.6		EOLA		TL-4	.....
8.8		ST. LANDRY		TL-9	470
20.0		VILLE PLATTE		TL-20	1927
26.7		LEDoux		TL-27	705
36.0		OPELOUSAS	⊙ UP ⊙ ⊙	B-590	611
47.9		CHURCH POINT		TX-36	752
		47.9			

16 AVOYELLES BRANCH — LOUISIANA DIV.

Maximum Speed (Except as below) . MPH	Radio Communication via Channel One, Call-in Two, except Addis Terminal, Channel Two			
	Mile Post	SOUTH STATIONS	NORTH	Station Nos. / Sidings Feet
City Limits—Morganza . . . . . 25†				
City Limits—New Roads . . . . . 25†				
All L&A tracks other than main tracks, through turnouts and crossovers . . . . . 10	735.9	LETTSWORTH . . . . .	TD-58	2002
Bridge 767.7 . . . . . 20	742.6	BATCHELOR . . . . .	TD-51	4163
Lobdell Jct. — West Jct. (Conn. with UP Baton Rouge Subdiv.) . . . . . 20	750.9	MORGANZA . . . . .	TD-42	1234
MP 11.8 — MP 11.9 . . . . . 10	760.9	NEW ROADS . . . . .	TD-33	3768
MP 11.8 — MP 0.0 . . . . . 20	768.3	GLYNN . . . . .	TD-25	
Business Tracks . . . . . 20	779.9	LOBDELL . . . . .	TD-13	7741
La Cour . . . . . 745.0 TD-48	780.7	LOBDELL JCT. . . . .	TD-12	
Morrison . . . . . 755.5 TD-38	12.8	BR JCT. . . . .	TD-10	
Cajun Elec. Power . . . . . 762.6 TD-30	11.9	ANCHORAGE JCT. ⊗ UP ⊕	TD-9	
La. Elec. Coop. . . . . 766.4 TD-26	10.4	PORT ALLEN . . . . .	TD-8	
Smithfield . . . . . 774.4 TD-19	7.8	CANAL ⊕ ⊗	TD-6	
Avoyelles Parish Coop . . . . . 2.0 TD-2	6.5	ADDIS . . . . .	⊕-2 ⊕	TB-90 Yd.
	0.0			
		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 jointly by the UP and L&A Superintendents.

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 fuse protects movement on the ground at the crossing. A lighted red fuse must be left displayed during the time the crossing is obstructed.

BATON ROUGE BRANCH — LOUISIANA DIV.

Business Tracks . . . . .	Sta. MP No.	Radio Communication via Channel One, Call-in Two except Addis Terminal, Channel Two			
		Mile Post	SOUTH STATIONS	NORTH	Station Nos. / Sidings Feet
Baton Rouge . . . . . 649.0 B-649					
Baton Rouge Port . . . . . 7.4 B-649					
Maximum Speed (Except as below) . . . . . 10		648.0	NO. BATON ROUGE . . . . .	⊕	B-647 Yd.
Tracks other than main tracks, all turnouts and crossovers . . . . . 5		785.5	MP JCT. . . . .	⊕	B-646
		784.8	EAST JCT. . . . .	⊕	B-645
		781.6	WEST JCT. . . . .	⊕	TD-11
		11.9	BR. JCT. . . . .	⊕	TD-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:

1. Timetable direction MP Jct. to No. Baton Rouge is south. No scheduled trains.
2. ABS in effect MP 362 — MP 367. CTC in effect MP 362 — MP 363.5.
3. All movements must be made per Rule 93.
4. 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.

WHITESBORO SUBDIV. — TEXAS DIVISION 17

Maximum Speed Between Whitesboro Jct. and Tower 55 (Except as below) . . . . .	MPH	Radio communication via Channel Two, Call-in Two				Station Nos.	Sidings Feet
		Mile Post	SOUTH STATIONS	NORTH			
Between Mile Posts 173.3 and 173.7 . . . . .	60						
186.2 and 186.5 . . . . .	35						
188.6 and 189.1 . . . . .	50						
191.5 and 192.1 . . . . .	40						
203.3 and 203.7 . . . . .	30						
208.1 and 209.8 . . . . .	30						
221.7 and 222.2 . . . . .	30						
228.6 and 228.9 . . . . .	55						
229.2 and 232.7 . . . . .	40						
236.7 and 242.7 . . . . .	40						
242.7 and 251.1 . . . . .	20						
Tower 55 — Through Interlocking . . . . .	15						
On Wye tracks Tower 55 . . . . .	10						
		173.1	WHITESBORO JCT. . . . .	⊕	TA-173	Yd.	
		191.5	PILOT POINT . . . . .	↑	TA-191	7627	
		204.6	MINGO . . . . .	↑	TA-203	7589	
		209.1	DENTON . . . . .	⊕-2	TA-209	7208	
		225.4	ROANOKE . . . . .	↑	TA-225	7699	
		238.1	⊗ SSW ⊕				
		240.5	HODGE . . . . .		TA-240	9688	
		242.8	PEACH STREET . . . . .		TA-243	7549	
		244.5	TOWER 55 . . . . .	⊕ ⊕	TP-245	Yd.	
			92.3				

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. Union Pacific crews operating on MKT use radio communication via Channel One.

Northward trains secure UP clearance prior to passing Tower 55. Northward trains secure MKT clearance at Tower 55. Southward trains operating on Whitesboro Subdiv. secure UP clearance if required prior to passing MKT Ray Yard.

Trains and engines operating between MP 242.7 and Tower 55 be governed by instructions of Operator Tower 55.

Hot Box and Dragging Equipment Detectors — ⊕MP 194.3 and ⊕MP 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 No.	Sidings Feet
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	5970
Affiliated Foods	232.0	TA-232	SADLER	681.9 MK 682	
			WHITESBORO	685.7	8424

BONHAM BRANCH — TEXAS & ARKANSAS DIVS.

Maximum Speed (except as below) . . . . .	MPH	Radio Communication via Channel Two				Station Nos.	Sidings Feet
		WEST	STATIONS	EAST			
Between Mile Posts 0.0 and 4.7 . . . . .	25						
75.0 and 85.0 . . . . .	10						
Over Church St., Paris . . . . .	10						
91.7 ATSF ⊕ . . . . .	10						
97.0 and 121.0 . . . . .	10						
126.0 and 157.0 . . . . .	10						
		0.0	TEXARKANA . . . . .	⊕ ⊕	TP-0	Yd.	
		0.6	⊗ KCS ⊕				
		14.8	HOOKS . . . . .	⊕ T	TA15	4051	
		34.2	DE KALB . . . . .		TA34	4059	
		61.0	CLARKSVILLE . . . . .	⊕	TA61	2310	
		91.0	PARIS . . . . .	⊕ ⊕	TA91	Yd.	
		91.7	⊗ ATSF ⊕				
		128.1	BONHAM . . . . .	⊕ ⊕	TA128	Yd.	
		141.6	⊗ MKT ⊕		TA142		
		154.5	⊗ SP ⊕				
		154.6	⊗ MKT ⊕				
		154.7	SHERMAN . . . . .	⊕-2 ⊕	TA155	Yd.	
		173.1	WHITESBORO JCT. . . . .	⊕	TA173	Yd.	

Yard Limits: MP 0.0 to MP 2.9; 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.

Arkansas Div. Jurisdiction MP 0 to MP 126.0.

Texas 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 Pgr.	Mile Post	DALLAS SUBDIVISION	Sta- tion Nos.	Sid- ings Feet	First Class 22 Pgr.
Mon. Wed. Sat.		STATIONS			Sun. Tues. Fri.
AM 9 02	0.0	TEXARKANA . . . T ⊕ ⊕	TP-0	Yd.	PM 9 09
	0.5	⊗ SSW ⊗			
	1.8	NATIONAL JCT. . . . .			
	2.4	⊗ KCS ⊗			
	7.9	SULPHUR . . . . . ↑	TP-8	9265	
	14.8	SPRINGDALE . . . . . ↑	TP-15	4914	
	20.4	QUEEN CITY . . . . . ↑	TP-21	7491	
	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 17	66.3	MARSHALL . . . . . ⊕ -2 T ↑	TP-67	8086	s7 54
	70.5	QUINCY . . . . . ↑	TP-70	4748	
	75.3	KEOKUK . . . . . ↑	TP-75	7484	
	81.5	LANSING JCT. . . . . ↑	TP-83		
	87.7	RED . . . . . X			
s10 47	89.6	LONGVIEW . . . . . ⊕ -2	TP-90	Yd.	s7 23
	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. ⊗ . . . . . ⊕ T ↑	TP-209	7037	
	214.2	TOWER 19 ⊗ . . . . .			
s1 42	214.8	DALLAS ⊗ . . . . . ⊕ -2	TP-215		s4 43
	214.8	TERMINAL JCT. ⊗ . . . . . T	TP-216		
	216.1	BROWDER . . . . . ⊕ ↑	TP-218	4334	
	219.9	CHALK . . . . . X	TP-220		
	229.0	BOP . . . . . ⊗	TP-230	Yd.	
	235.1	BOWEN . . . . . X	TP-235		
	241.1	POLY . . . . . X	TP-241		
2 35 PM	245.4	TOWER 55 ⊗ . . . . . ⊕ T	TP-245		3 43 PM
	247.4	RIVER ⊗ . . . . . X	TP-247		
	251.1	CENTENNIAL YD. . . . . ⊕	TP-250		

TIMETABLE NO. 5

## DALLAS SUBDIV.

Maximum Speed (Except as below)	MPH		Maximum Speed	MPH	
	Pgr.	Frt.		Pgr.	Frt.
Between Mile Posts	75	60	Forest Ave. — Eastward		
0.0 and 1.0 . . . . .	20	20	Absolute Sig. Tower 19 . . .	10	10
1.0 and 2.9 . . . . .	50	50	Eastward Absolute Sig.		
2.9 and 3.8 . . . . .	70	—	Tower 19 — Terminal Jct.	20	20
3.8 and 4.2 . . . . .	70	—	Through curve Terminal Jct.		
4.2 and 4.7 . . . . .	70	—	(both Main tracks) . . . . .	10	10
4.7 and 5.0 . . . . .	70	—	216.7 and 216.8 . . . . .	60	50
5.0 and 5.6 . . . . .	60	—	217.8 and 220.2 . . . . .	60	50†
5.6 and 6.0 . . . . .	70	—	224.4 and 225.8 . . . . .	50	50
6.0 and 6.3 . . . . .	50	50	225.8 and 226.7 . . . . .	30	30
6.3 and 6.7 . . . . .	70	—	226.7 and 228.9 . . . . .	50	50
6.7 and 7.2 . . . . .	60	—	228.9 and 235.4 . . . . .	40	40
7.2 and 7.6 . . . . .	70	—	235.4 and 236.4 . . . . .	70	—
7.6 and 8.0 . . . . .	70	—	236.4 and 237.0 . . . . .	50	50
8.0 and 8.4 . . . . .	50	50	237.0 and 238.8 . . . . .	70	—
8.4 and 8.9 . . . . .	30	30	238.8 and 239.2 . . . . .	55	40
8.9 and 9.5 . . . . .	25	25	239.2 and Tower 55 . . . . .	40	40
9.5 and 10.0 . . . . .	25	25	Tower 55 — River . . . . .	20	20
10.0 and 10.9 . . . . .	65	—	Through Interlocking Tower		
10.9 and 11.3 . . . . .	65	—	55 . . . . .	15	15
11.3 and 12.6 . . . . .	30	30	On Wye tracks Tower 55 . . . . .	10	10
12.6 and 12.8 . . . . .	65	—	In siding Marshall:		
12.8 and 13.5 . . . . .	65	—	MP 66.5 — MP 66.7 . . . . .	15	15
13.5 and 13.6 . . . . .	65	—	Does not apply to trains		
13.6 and 13.9 . . . . .	60	—	entering or leaving		
13.9 and 14.1 . . . . .	65	—	Shreveport Subdiv. at		
14.1 and 14.2 . . . . .	60†	—	Marshall Jct.		
14.2 and 14.8 . . . . .	40	40†	Inside tracks auto convoy-		
14.8 and 14.9 . . . . .	40	40†	TOFC Mesquite . . . . .	10	10
14.9 and 15.0 . . . . .	25	25	Through sidings and		
15.0 and 15.5 . . . . .	65	—	turnouts		
15.5 and 15.7 . . . . .	70	—	East Yard Ft. Worth . . . . .	15	15
15.7 and 15.9 . . . . .	65	—	Do not exceed 55 MPH if freight train aver-		
15.9 and 16.3 . . . . .	50	45†	ages over 90 gross tons per car — 50 MPH if		
16.3 and 16.7 . . . . .	70	—	train averages over 110 gross tons per car.		
16.7 and 183.3 . . . . .	60	—	Business		
183.3 and 184.6 . . . . .	40	40	Trucks	MP	Sta.
184.6 and 189.2 . . . . .	60	—	South Texarkana . . . . .	11.4	TP11
189.2 and 193.0 . . . . .	60	50†	Pirkey . . . . .	76.1	TP76
193.0 and 194.3 . . . . .	40	40	Trinity . . . . .	84.6	TP85
194.3 and 196.4 . . . . .	60	—	Pumps . . . . .	87.0	TP87
196.4 and 201.3 . . . . .	70	—	Hawkins . . . . .	118.6	TP119
201.3 and 203.0 . . . . .	45	45	Debbie . . . . .	128.9	TP129
203.0 and 205.5 . . . . .	70	—	Amoco . . . . .	156.3	TP157
205.5 and 208.3 . . . . .	60	50	Forney . . . . .	194.0	TP194
208.3 and 210.0 . . . . .	10	10	Mesquite Team . . . . .	202.0	TP202
210.0 and 210.9 . . . . .	10	10	Skyline . . . . .	205.6	TP205
210.9 and 211.0 . . . . .	25	25	Eagle Ford . . . . .	220.0	TP220
211.0 and 211.1 . . . . .	10	10	Cloudy . . . . .	222.0	TP224
211.1 and 211.2 . . . . .	25	25	June Pit . . . . .	223.2	TP225
211.2 and 211.3 . . . . .	10	10	Mt. Creek . . . . .	223.8	TP226
211.3 and 211.4 . . . . .	25	25	Grand Prairie . . . . .	226.4	TP227
211.4 and 211.5 . . . . .	25	25	Great Southwest . . . . .	231.2	TP231
211.5 and 211.6 . . . . .			Arlington . . . . .	232.7	TP233
211.6 and 211.7 . . . . .			Handley . . . . .	239.2	TP239
211.7 and 211.8 . . . . .			Jamestown . . . . .	242.9	TP243

Trains originating Centennial Yard secure clearance prior to passing Tower 55.

All trains except No. 21 and No. 22 secure clearance at Mineola. 30 MPH turnouts at all junctions, all sidings and crossovers Red, Poly, Chalk, Bowen and River except 40 MPH turnout Lansing Jct.

MW Crossover, Mineola located at MP 136-25.

Hand throw crossover located MP 88.3.

Hot Box and Dragging Equipment Detectors: ⊕ MP 29.5, ⊕ MP 54.7, ⊕ MP 80.2, ⊕ MP 108.2, ⊕ MP 162.3, ⊕ MP 190.6 and ⊕ MP 223.0.

Trains originating secure clearance at Longview.

Do not exceed 5 MPH on Morton Salt Co. tracks, Grand Saline.

Texas Division jurisdiction Centennial Yard to Mineola inclusive.

Arkansas Division jurisdiction Texarkana to Mineola.

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.

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

TIMETABLE NO. 5

Maximum Speed: Between Mile Posts 251.9 and 304.0 (Except as below)	MPH	Radio Communication via Channel One, Call-in One			Station Nos.	Sid- ings Feet
		Mile Post	WEST STATIONS	EAST STATIONS		
258.0 and 266.8	50	251.1	CENTENNIAL YD. . . . . T	TP-250	Yd.	
277.0 and 282.0	50	251.9	FT. WORTH . . . . .	TP-252	Yd.	
284.8 and 286.1	50	260.3	IONA . . . . .	TP-260	7792	
286.1 and 294.6	55	273.1	EARLS . . . . .	TP-273	7983	
294.6 and 295.6	35	277.3	WEATHERFORD . . . . .	TP-277	8327	
295.6 and 297.4	55	287.1	PREBLE . . . . .	TP-287	6795	
298.5 and 298.7	50	301.1	BRAZOS . . . . .	TP-301	6921	
304.0 and 364.0 (Except as below)	50	313.5	JUDD . . . . .	TP-313	6952	
326.2 and 326.8	45	326.8	STRAWN . . . . .	TP-326	6959	
329.9 and 337.1	35	338.7	TIFFIN . . . . .	TP-338	6913	
340.5 and 341.3	45	340.8	RANGER . . . . .	TP-341		
343.1 and 345.6	35	351.5	EASTLAND . . . . .	TP-351	6913	
350.5 and 352.0	40	360.7	CISCO . . . . .	TP-361	9803	
360.3 and 364.0	45	367.9	DOTHAN . . . . .	TP-368	6920	
372.2 and 372.4	50	381.7	JAYELL . . . . .	TP-381	6772	
378.6 and 378.9	50	392.8	CLYDE . . . . .	TP-392	7366	
383.2 and 388.6	40	404.5	HOLDER . . . . .	TP-405	8779	
392.0 and 393.5	30†	406.6	ABILENE . . . . .	TP-407	Yd.	
393.5 and 405.3	50	409.9	BAGDAD . . . . .	TP-409	6008	
405.3 and 406.1	45	415.0	TYE . . . . .	TP-414	5520	
406.1 and 409.2	30	423.9	MERKEL . . . . .	TP-423	7775	
413.0 and 414.6	40	429.7	TRENT . . . . .	TP-429	4884	
417.0 and 513.4 (Except as below)	50	437.0	ESKOTA . . . . .	TP-438	7481	
438.0 and 438.5	40	441.0	TECIFIC . . . . .	TP-441		
446.9 and 448.4	35	447.8	SWEETWATER . . . . .	TP-448	11649	
509.0 and 510.0	25	456.4	ROSCOE . . . . .	TP-456	7430	
Do not exceed 55 MPH if freight train averages over 90 gross tons per car — 50 MPH if train aver- ages over 110 gross tons per car.		466.4	LORLAINE . . . . .	TP-467	7451	
Business	MP	Sta. No.				
Bomber	252	TP-252				
Benbrook	254	TP-255				
Aledo	263	TP-264				
Bennett	294	TP-294				
Santo	307	TP-308				
Gordon	318	TP-319				
Johnson Mines	324	TP-324				
Putnam	373	TP-374				
Baird	386	TP-386				
Bandag	401	TP-401				
Air Base Spur	413	TP-413				
Pyramid	445	TP-445				
Colorado City	475	TP-476				
Reef Field	504	TP-504				
Trains will be governed by instructions of Crest Yardmaster from Ft. Worth to Centennial Yard.						
A & S Branch: 38.2 Miles. Abilene to Winters. Industrial Lead entire branch.						
Maximum Speed 25 MPH except MP 4.0-MP 17.0	10					
Business Tracks						
ATSF	16.7					
Tuscola	17.2	TJ-17				
Bradshaw	27.4	TJ-28				
Winters	38.2	TJ-38				
			262.3			
Hot Box and Dragging Equipment Detectors located ①MP 283.0, ②MP 317.1, ③MP 347.3, ④MP 377.0, ⑤MP 416.0, ⑥MP 433.0 and ⑦MP 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&amp;N BRANCH — TEXAS DIV.

Maximum Speed: . . . . .	10 MPH	Radio Communication via Channel One, Call-in One			Station Nos.
		Miles	WEST STATIONS	EAST STATIONS	
Yard Limits: Entire Branch		0.0	WEATHERFORD . . . . .	TP-277	
Radio Communication via Channel One, Call-in One.		18.1	WOLTERS . . . . .	TK-18	
		22.0	MINERAL WELLS . . . . .	TK-22	
			22.0		

TIMETABLE NO. 5

Mile Post	Radio Communication via Channel One, Call-in One			Station Nos.	Sid- ings Feet	Maximum Speed (Except as below) . . . . .	MPH
	WEST STATIONS	EAST STATIONS	STATIONS				
513.4	BIG SPRING . . . . .	TP-513	Yd.			513.4 and 517.0	40
523.9	MORITA . . . . .	TP-524	7560			551.6 and 556.5	25†
533.3	STANTON . . . . .	TP-534	7492			587.1 and 587.6	55
549.2	CHUB . . . . .	TP-549	6856			692.7 and 696.6	50
553.3	MIDLAND . . . . .	TP-553				735.3 and 735.6	50
559.0	BOUNCE . . . . .	TP-559	4335			741.3 and 744.0	45
563.8	PEGASUS . . . . .	TP-564	8312			Through turnout to SP Sierra Blanca . . . . .	25
568.7	SOLO . . . . .	TP-569	4186			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.	
570.3	ODESSA . . . . .	TP-570	Yd.			Business	MP
578.9	ARCADE . . . . .	TP-579	7862			Tracks	Sta. No.
584.1	DOURO . . . . .	TP-584	4303			Tex-Harvey	541.8
593.7	METZ . . . . .	TP-594	7899			Ind. Foundation	557.6
609.4	MONAHANS . . . . .	TP-609	7465			Warfield	562.7
615.6	WICKETT . . . . .	TP-615	5451			Texas Elec.	613.6
646.6	PECOS . . . . .	TP-647	4584			Monsanto	617.5
666.1	TOYAH . . . . .	TP-666	11467			Pyote	624.2
676.7	GOZAR . . . . .	TP-676	4216			Barstow	640.0
686.3	SAN MARTINE . . . . .	TP-687	4203			Westex	729.0
691.2	LEVINSON . . . . .	TP-691	4130			Crusher	744.2
698.8	KENT . . . . .	TP-698	4348			25 MPH turnouts at west end siding Arcade, Pegasus and Boracho and east end of sid- ings Morita, Stanton, Monahans and Metz.	
708.8	BORACHO . . . . .	TP-709	8764			Trains secure clearance Toyah.	
727.1	WILD HORSE . . . . .	TP-727	4216			Hot Box and Dragging Equip- ment Detectors: ①MP 544.0, ②MP 582.0, ③MP 613.6, ④MP 644.5 and ⑤MP 706.3.	
735.0	VAN HORN . . . . .	TP-735	3584			Engines must not use No. 3 or Eng. Spur at Crusher, Allamore. Operation via SP Sierra Blanca to El Paso.	
746.5	ALLAMORE . . . . .	TP-746	4220			Sierra Blanca — Time applies at SP connection.	
753.9	EAGLE FLAT . . . . .	TP-754	4232				
763.6	ARISPE . . . . .	TP-764	4129				
768.5	SIERRA BLANCA . . . . .	TP-768					
858.4	EL PASO . . . . .	TP-860	Yd.				
		343.5					

## 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
McNARY . . . . .	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 — TEXAS DIVISION

Mile Post	Radio Communication Via SOUTH Channel One, NORTH Call-in One			Station Nos.	Rule 99 (4) in effect. Maximum Speed (Except as below) . . . . .	MPH
	WEST STATIONS	EAST STATIONS	STATIONS			
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 . . . . .	TM-000			Business Tracks	MP
		105.5			Combust	Sta. No.
					United Carbon	52.6
					Warren	55.9
					Climax	78.0
					Southern Union Oil	80.1
					Lea County Oil	100.0
						101.0

TIMETABLE NO. 5

Mile Post	Radio communication via Channel Two, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed MP 0.0 — MP 165.8 (Except as below)	MPH
	SOUTH	NORTH				
0.0	▲	▲	TP-250	Yd.	MP 0.0 — MP 165.8	60
5.7	▲	▲	TP-245	Yd.	Between Mile Posts	35
165.8	▲	▲	BV-181	8548	0.0 and 0.4	40
163.7	▲	▲	BV-178	8548	0.4 and 6.0	50
155.0	▲	▲	BV-155	8562	20.9 and 22.7	40
137.0	▲	▲	BV-139	7552	25.4 and 25.7	50
116.5	▲	▲	BV-117	8260	31.0 and 47.5	50
110.1	▲	▲	BV-110	4616	47.5 and 48.3	25
100.6	▲	▲	AX-175	7766	78.0 and 78.2	25
97.3	▲	▲	BV-92	8206	97.3	40
92.0	▲	▲	BV-78	3208	97.3 and 100.6	55
78.1	▲	▲	BV-75	3208	100.6	40
77.8	▲	▲	BV-49	3351	Valley Jct. thru No. 1 & No. 2 Tracks	25
75.5	▲	▲	BV-49	3351	106.8 and 107.0	50
48.6	▲	▲	BV-44	10500	138.0 and 140.6	25
48.5	▲	▲	BV-37	4603	148.2 and 148.5	55
45.0	▲	▲	BV-26	7450	158.5 and 158.8	55
36.5	▲	▲	BV-22	4742	161.5 and 165.8	25
26.1	▲	▲	BV-11	9201	On Wye tracks Tower 55	10
22.1	▲	▲	BV-11	9201	Thru Turnout Waco Jct.	25
11.2	▲	▲	A-209	254.5	Thru Turnout SP-Bryan Jct.	25
0.0	▲	▲	A-209	254.5	Thru Turnout SP-Nava Jct.	25

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 and MKT clearance prior to passing 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	⊕	Yd.
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	Yd.
HILLSBORO	811.9	⊕	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	Yd.
WACO JCT.	842.1	Yd.	Yd.
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	Yd.
COBEL	881.1	MK 882	3400
SMITH	883.1	MK 883	Yd.
LITTLE RIVER	887.6	MK 888	8993
GRANGER	908.1	MK 908	7371
BIRGE	918.4	MK 918	9121
TRANSFER JCT.	918.9	Yd.	Yd.

STATIONS BETWEEN BRYAN AND NAVASOTA

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

Mile Post	Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts	MPH
	SOUTH	NORTH				
0.0	▲	▲	AX-81	Yd.	MP 0.0 — MP 165.8	60
0.0	▲	▲	A-81	Yd.	Between Mile Posts	35
1.6	▲	▲	A-83	Yd.	0.0 and 1.6	30
12.2	▲	▲	A-94	7512	1.6 and 4.0	40
37.5	▲	▲	A-119	9961	4.0 and 9.4	45
64.8	▲	▲	A-146	9755	9.4 and 11.9	50
84.0	▲	▲	A-165	7977	11.9 and 21.7	45
95.7	▲	▲	A-177	4777	23.6 and 25.2	30
111.7	▲	▲	A-193	7765	25.2 and 26.6	45
127.7	▲	▲	A-208	Yd.	36.7 and 38.6	40
128.3	▲	▲	A-210	Yd.	42.7 and 43.3	45
131.5	▲	▲	A-213	Yd.	43.3 and 48.3	55
137.2	▲	▲	A-219	Yd.	50.7 and 51.3	45
142.0	▲	▲	A-223	Yd.	59.6 and 59.8	55
145.8	▲	▲	A-227	Yd.	63.7 and 65.5	40
146.6	▲	▲	Yd.	Yd.	70.2 and 72.2	50
147.5	▲	▲	Yd.	Yd.	82.1 and 82.4	55
150.1	▲	▲	B-379	Yd.	82.4 and 89.0	45
150.1	▲	▲	Yd.	Yd.	99.3 and 99.7	55
150.1	▲	▲	Yd.	Yd.	105.3 and 105.5	55
150.1	▲	▲	Yd.	Yd.	110.1 and 113.2	30
150.1	▲	▲	Yd.	Yd.	144.0 and Belt Jct.	45

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

Operation between MP 144.0 and Settegast 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.

BAYTOWN BRANCH — GULF DIVISION

Mile Post	Radio Communication via Channel One, Call-in Two		Station Nos.	Yard Limits Entire Branch (Except as below) Between Mile Posts	MPH
	WEST	EAST			
35.0	▲	▲	BG-35	7.5 and 9.0	10
33.4	▲	▲	BG-33	11.0 and 11.6	10
30.7	▲	▲	Yd.	14.7 and 14.9	10
28.5	▲	▲	BG-28	Jacinto Port Lead (Except Penn City Road east to end of track)	20
27.0	▲	▲	BG-27	Arco Industrial lead	10
22.5	▲	▲	BG-22	US Steel Industrial lead	10
18.0	▲	▲	BG-18	22.6 and 23.3	10
16.0	▲	▲	BG-16	25.0 and 35.0	10
9.5	▲	▲	BG-9	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.	Yd.
3.8	▲	▲	B-379	Business Tracks	MP No.
				Armco	12.6 BG-13
				Walton Barge Terminal	13.1 BG-13
				Greens Bayou	14.3 BG-14
				Ordinance Spur	15.0 BG-15
				Berwind Railway Service	16.3 BG-16
				Arco Ind. Lead	17.5 BG-17
				Mantu	19.8 BG-19

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.

SOUTH				NORTH			
First Class	Radio Communication via Channel Two, Call-in Two Between Taylor and Sosan Channel One, Call-in One	STATIONS	Station Nos.	Sidings Feet	First Class	Sun. Tues. Fri.	22
21 Psgr.					22 Psgr.		
Mon. Wed. Sat.	Mile Post						
	0.0	PALESTINE	T ⊕	AX-81	Yd.		
	1.0	WEST JCT.	⊙	AX-81			
	7.5	TUCKER		AX-90	3686		
	9.5	OAKWOOD		AX-99	7609		
	16.7	BUFFALO	⊕-2	AX-116	3546		
	34.7	JEWETT		AX-125	4237		
	43.8	MARQUEZ	⊕-2	AX-136	9141		
	54.8	EASTERLY		AX-152	3919		
	70.4	FRANKLIN		AX-158	9819		
	77.1	HEARNE	⊙ SP ⊕	AX-171	6199		
	89.6	VALLEY JCT.	⊙ UP ⊕	AX-175	Yd.		
	93.4	GAUSE	⊙ T ⊕-2	AX-181	8170		
	99.6	MILANO	⊙ ATSF ⊕	AX-191	7744		
	110.0	MARJORIE	⊕-2 †	AX-205	8194		
	123.4	THRALL	†	AX-220	8482		
	138.4	⊙ MKT ⊕					
	144.4						
	PM						AM
	s7 20	TAYLOR	⊕	AX-226	Yd.	s11 15	
	144.8	HESTES	†	AX-232	7450		
	150.8	ROUND ROCK	†	AX-243	7115		
	161.6	McNEIL	⊙ A & NW ⊕	AX-247	4931		
	166.0	SNEED	†	AX-253	8516		
	173.8	AUSTIN		AX-262	2893	s10 25	
	179.1	BERGSTROM	⊕-1 †	AX-268	7370		
	187.3	KYLE	†	AX-282	7391		
	201.0	CENTEX	†	AX-288	8105		
	208.7	MKT JCT.		AX-290			
	208.8	SAN MARCOS		AX-291		s9 31	
	209.7	GOODWIN	†	AX-302	9921		
	221.5	⊙ MKT ⊕					
	227.4	CORBYN	†	AX-316	7627		
	234.5	CRAIG JCT.					
	235.9	BRACKEN	†	AX-322	8248		
	241.0	NORTH LOOP	†	AX-333	7596		
	241.0	ADAMS		AX-335	4051		
	251.5	SAN ANTONIO	⊙	AX-340			
	254.0	APACHE JCT.	⊙ SP ⊕	AX-341		8 15	
	259.1						
	259.8	SOSAN	⊕ T ⊙	AX-345			
	260.4						
	264.3						
	PM						AM

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 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.

Southward trains operating via MKT at Craig Jct. secure MKT clearance at Taylor.

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

Trains arriving Palestine call yard office from Tucker.

Trains arriving Sosan call yardmaster from North Loop MP 251.5.

Trains arriving in 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 103.0, ⊕MP 119.8, ⊕MP 140.3, ⊕MP 168.9, ⊕MP 198.1, and ⊕MP 245.0.

Maximum Speed	MPH	Maximum Speed	MPH
MP 0.0—MP 93.9			
(Except as below)	50		
Between Mile Posts			
0.0 and 1.5	20	179.6 and 179.8	15 15
1.5 and 2.0	30†	179.8 and 186.1	35 35†
2.0 and 3.0	30	190.5 and 192.0	60 55
3.0 and 4.0	30	192.0 and 195.0	65 —
4.0 and 5.0	30	201.6 and 203.2	55 50
5.0 and 6.0	30	203.2 and 207.6	55 50
6.0 and 7.0	40	207.6 and 211.1	30 30
7.0 and 8.0	45	219.9 and 220.0	60 —
8.0 and 9.0	45	223.0 and 230.0	30 30†
9.0 and 10.0	45	230.0 and 232.0	60 50
10.0 and 11.0	25†	232.0 and 235.6	60 —
11.0 and 12.0	40	240.3 and 240.7	60 —
12.0 and 13.0	40	242.8 and 244.3	60 —
13.0 and 14.0	25	247.4 and 248.6	60 —
14.0 and 15.0	60	248.6 and 256.1	45 45
15.0 and 16.0	45	256.1 and 257.4	40 40
16.0 and 17.0	45	257.4 and 258.5	30 30
17.0 and 18.0	40	258.5 and 260.0	20 20†
18.0 and 19.0	45	260.0 and 260.9	30 30
19.0 and 20.0	45†	260.9 and 264.7	35 35
20.0 and 21.0	10		
21.0 and 22.0	30		
22.0 and 23.0	35†		
23.0 and 24.0	15		

Maximum Speed	MPH	Maximum Speed	MPH
144.9 and 264.3			
(Except as below)	70		
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	—	
165.9 and MP 166	30	30	
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. Yard limits entire branch.			Parker Bros.	231.2	AX-312
IBM	169.0	AX-251	Ogden	236.7	AX-318
Hooper	171.1	AX-254	Wetmore	247.7	AX-329
Stripling Blake	171.9	AX-253	Longhorn Industrial Lead 4.0 miles		
Steck Paper Co.	172.1	AX-253	Max. Speed 10 MPH.		
Vinson	183.8	AX-265	Longhorn	249.2	AX-330
			Green Light Spur	250.0	AX-331
			Towne Spur	251.8	AX-333
			Cementville	253.6	AX-334

### CRYSTAL CITY BRANCH — GULF DIVISION

Mile Post	Radio Communication via Channel One		STATIONS	Sta. tion Nos.	Sidings Feet
	SOUTH	NORTH			
190.8			DABNEY	HX18	
			3.5		
187.3			BLEWETT ⊕ URA ⊕	HX14	
			41.5		
146.0			CRYSTAL CITY	⊕-1 T ⊙	FX146 Yd.
			2.4		
143.4			RIVER		FX143 Yd.
			8.9		
134.5			BRUNDAGE		FX134 4324
			16.2		
118.3			COUNTY LINE		FX118 2068
			13.3		
105.0			GARDENDALE	⊕-1 T ⊙	AX422
			85.8		

Business Tracks MP No. LaPryor .....163.9 GX-164

Maximum Speed	MPH
T & NO Jct.—Alvin	55
(Except as below)	20
T & NO Jct. — MP 18	20
MP 18 — MP 14	45
Between Alvin and Algoa	50
(Except as below)	25
Wye Tracks Alvin and Algoa	10
East leg wye Alvin	25
Between T & NO Jct. and Algoa	20
trains exceeding 90 tons per car	25
or exceeding 7000 tons total must not exceed 45 MPH.	35
Algoa—MP 204.3	30†
(Except as below)	20
Between Mile Posts	25
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)	25
186.8 and 184.9	20†
162.2 and 161.6	20
155.1 and 154.2	20
Over Bridge 147.4	25
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
42.2 and 41.4	40
25.6 and 24.8	15
22.1 and 18.0	35†
3.1 and 1.0	15†
3.0 and 1.0	20
Business Tracks	Sta. 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
Cranel	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
Chemel	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.	

Monsanto Ind. Lead—MP 335.6	5.6 miles
Maximum Speed	MPH
(Except as below)	15
MP 3 — MP 5	10

<b>Freeport Branch:</b>	
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 Tracks	Sta. No.
Ross	7.3 BH-10
Clute	9.5 BH-8
Hoskins	11.4 BH-6
Freeport	15.4 BH-0

Radio communication via Channel One Call-In Two		Station Nos.	Sidings Feet
Mile Post	SOUTH STATIONS	NORTH STATIONS	
377.0	SETTEGAST YD. T ⊕	B-379	Yd.
	8.9		
368.1	NEW SOUTH YD.	B-368	Yd.
20.3	0.9		
19.4	T & NO JCT. ⊗ SP ⊕	B-367	
	5.4		
14.0	MYKAWA	B-362	5400
	4.0		
10.0	PEARLAND	B-358	12800
	5.9		
4.1	HASTINGS	B-352	
	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	ALGOA	B-343	
343.2	0.4		
342.8	BROWNIE T †	B-342	9636
	9.4		
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. ⊕ M	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	Yd.
	3.3		
216.0	BARGE CANAL ⊕ T		
	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	Yd.
	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	B-46	5228
	19.6		
26.8	⊗ SP ⊕		
	1.2		
25.6	HARLINGEN ⊕ T ⊕-2	B-25	Yd.
	6.6		
19.0	SAN BENITO	B-19	
	18.3		
0.7	BROWNSVILLE ⊕ T	B-0	Yd.
	377.0		

Operation on HB&T T & NO Jct. to Settegast 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.

Phillips Refinery Spur — MP 297.5

2.3 miles  
Max. Speed 10 MPH

Celanese Industrial Lead — MP 277-00

2.3 miles  
Max. Speed 10 MPH

Victoria Branch: Between Bloomington and Victoria 12.5 miles. Yard Limits entire branch.

Maximum Speed 20 MPH

Business Tracks MP Sta. No. Dernal 4.2 BM-4 Aircal Ind. 4.5 BM-4

Brownsville Port Line 7.8 miles

Maximum Speed MPH (Except as below) 15

MP 0.0 — MP 0.5 5  
MP 0.5 — MP 2.2 10

⊗ SP ⊕ MP 1.2

When operating on Brownsville and Rio Grande International RR be governed by its timetable and special instructions.

Hidalgo Branch: Mission to Hidalgo 8.0 miles. Yard Limits entire branch.

Maximum Speed 15 MPH

Business Tracks MP Sta. No. Hidalgo Team 7.9 BYO48 McAllen Trade Zone 8.0 BYO48

<b>Seardrift Branch:</b>	
Between Bloomington and Long Mott	14.0 miles. Yard Limits entire branch.
Maximum Speed	MPH
MP 0.0 — MP 13.0	20
MP 13.0 — MP 14.0	10
Business Tracks	MP No.
Heyser	5.0 BK-05
Green Lake	10.3 BK-10
North Seardrift	12.5 BK-12
Long Mott	14.0 BK-14

<b>Rio Hondo Branch:</b>	
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 No.
Fresnal	6.6 BS-6
Rio Hondo	9.0 BS-9
⊗ SP ⊕	5.5

<b>Mission Branch:</b>	
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 ⊕	MP 34.5
Business Tracks	MP 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 — GULF DIVISION

All radio communication in connection with HB&T operation is to be conducted on Channel 2.		Station Nos.
Mile Post	SOUTH STATIONS	NORTH STATIONS
0.0	TAP	AE-7
	7.9	
7.9	PIERCE JCT.	AE-19
	11.1	
19.0	ARCOLA ⊗ ATSF ⊕	AE-19
	2.3	
21.1	HAWDON	AE-21
	21.1	

<b>Yard Limits Entire Branch.</b>	
Maximum Speed 20 MPH	
Business Tracks	MP 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 Settegast Yard 5.8 Miles  
Tap and T & NO Jct 3.5 Miles

Mile Post	Radio Communication via Channel One, Call-In One		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
	SOUTH	NORTH			
264.3	SOSAN	⊕ T ⊕	AX345	Yd.	281.4 and 282.7 40† 290.7 and 291.5 40† 312.6 and 313.3 30† 340.0 and 363.0 40
265.7	HEAFER JCT.				Business Sta. Tracks MP No. Lytle 282.1 AX-363 Natalia 287.1 AX-368 Devine 291.5 AX-373 Armour Chemical 310.1 AX-390 Medina Electric 310.5 AX-391 Pearsall ⊕-1 313.0 AX-394 Derby 321.9 AX-403 Dilley 329.1 AX-410 Artesia Wells 356.9 AX-438 Encinal ⊕-1 373.6 AX-455 Callaghan 385.3 AX-467 Nye 408.3 AX-490
278.5	GESSNER		AX360	8300	
318.0	MELON		AX399	7450	
339.5	GARDENDALE	⊕-1 T	AX422	7575	
345.8	COTULLA		AX427	4616	
367.6	ATLEE		AX449	3191	
371.0	FINLEY		AX451	8300	
412.0	⊗ TM ⊕				
412.2	LAREDO	T ⊕ ⊕	AX494	Yd.	
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 265.75; MP 405.6 to end of track Laredo.

## CORPUS CHRISTI SUBDIV. — GULF DIV.

Mile Post	Radio Communication via Channel Two Call-In Two between Sosan and Odem. Channel One Call-In Two between Odem and Corpus Christi		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
	SOUTH	NORTH			
3.1	SOSAN	T ⊕ ⊕	AX345	Yd.	33.0 and 35.0 20† 77.1 and 77.8 20† 113.1 and 113.2 30† 145.5 and 149.0 10
20.3	LEHR		CC20	2570	Business Sta. Tracks MP No. San Jose 6.7 CC-7 Espy 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
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.

Mile Post	Radio communication via Channel One		Station Nos.	Sidings Feet	Yard Limits: Benton Jct. to MP 300.1 MP 303.0 to MP 309.6
	SOUTH	NORTH			
298.2	BENTON JCT.	⊕ ⊕-2	ZC-298		Freeman Ind. Lead originates at Jenkins (5.0 Miles)
305.0	WEST FRANKFORT	⊕ ⊕	ZC-305		Freeman Ind. Lead Max. Speed 10 MPH
308.8	JENKINS	⊕	ZC-309	3870	Business Sta. Tracks MP No. Johnston City
316.4	MARION ⊕ COE ⊕		ZC-317	2700	310.7 ZC-311
324.0	NEILSON JCT. ⊕	⊕	ZC-324		Freeman #4 313.3 ZC-313
329.3	GOREVILLE	⊕-1	ZC-329	2655	Hudgens 321.8 ZC-322 Cypress 345.3 ZC-345 Chasco 348.5 ZK-348
339.7	VIENNA JCT.		ZC-340		Cook (on BN) ZK-367
351.5	KARNAK ⊕ NS ⊕		ZK-352	6840	Metropolis (on BN) ZK-370
363.3	JOPPA	T	ZK-363	Yd.	
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.

## PANA SUBDIV.—ILLINOIS DIVISION

Mile Post	Radio communication via Channel One, call-in Two		Station Nos.	Sidings Feet
	SOUTH	NORTH		
185.5	FINDLAY JCT.	⊕	ZB-186	
205.1	PANA	⊕	ZB-205	8773
213.5	OHLMAN	⊕	ZB-213	10340
232.1	HILLSBORO	⊕-2 ⊕	ZB-232	11961
243.7	WALSH JCT.			
248.1	JOAN	⊕	ZB-243	10203
265.1	GARD	⊕	ZB-260	10782
273.7	VIERLING JCT.			
275.7	LENOX	⊕-2		
290.0	ST. LOUIS	⊕ ⊕	MX-001	
104.8				

Remote control switches are 30 MPH turnouts except BN Wye at Vierling Jct., crossover at Lenox MP 275.7.

Hot Box and Dragging Equipment Detectors located at ⊕ MP 198.5, ⊕ MP 219.2, ⊕ MP 241.6 and ⊕ MP 260.5.

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.

Radio Communication via Channel One Call-in Two. Exception: Yard Center yard engs. via Channel Two.	STATIONS	Station Nos.	Sidings Feet	Maximum Speed Between 81st St. and Gorham (Except as below)	MPH
9.0	81ST STREET			81st St. to Dotton Jct.	30
10.1	Oakdale CRL			Dotton Jct. to Thornton Jct.	20
16.9	DOLTON JCT. CSX, IHB	ZA-17		Between Mile Posts — Thornton Jct. to	40
18.0	YARD CENTER	ZA-18	Yd.	28.0	50
20.1	THORNTON JCT. GTW	ZA-20		49.0 and 51.0	55
25.7	TWELFTH ST.			60.3 and 61.7	30
27.0	JAY & EJ&E	ZA-26		Northward track	30
27.8	CHICAGO HEIGHTS	ZA-27	Yd.	146.9	20
49.7	PENCE CR	ZA-49		153.4 and 153.5	30
49.9	MOMENCE	ZA-50		164.8 and 165.0	30
60.1	ST. ANNE KBS	ZA-60		175.7 and 176.6	30
73.6	BEN			193.9 and 194.6	35
77.5	WATSEKA ATSF	ZA-77		195.0 and 195.4	30
82.6	WOODLAND JCT.	ZA-83		202.7 and 203.5	20
94.0	GOODWINE	ZB-92	10800	218.4 and 219.1	30
108.0	ELLIS	ZB-108	10474	224.5 and 224.7	30
125.9	GLOVER CR	ZB-126	8229	252.0 and 254.2	55
135.6	BLOCK	ZB-136	12458	264.9 and 266.7	50
145.1	VILLA GROVE	ZB-145	11710	270.4 and 270.9	30
153.4	TUSCOLA ICG, CSX	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		Through sidings	10
185.2	FINDLAY	ZB-185	11988	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 NS	ZC-205		323.0 and 336.0	20
218.9	ALTAMONT	ZC-219	9622	338.0 and Chester Subdiv. Conn.	10
220.9	EAST ST. ELMO			North leg wye	10
224.3	WEST ST. ELMO			Gorham	10
235.7	ST. PETER	ZC-236	10284	Yard Limits between MP 9.0 and MP 32.6.	
242.4	KINMUNDY ICG	ZC-242			
252.1	SALEM	ZC-252	14761		
254.1	CSX				
263.3	KELL	ZC-263	9718		
274.9	MT. VERNON NS, CSX	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.		

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-1 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.

Southward trains originating Chicago area secure clearance Yard Center.  
 Northward CSX 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	Sta. MP No.	Cissna Park Branch:
Thornton	21.7 ZA- 22	Goodwine to Cissna Park 5.9 Miles.
Steger	28.8 ZA- 29	Yard Limits entire branch.
Balmo	32.5 ZA- 33	Max. Speed 10 MPH.
Beecher X	35.8 ZA- 38	Claytonville 94.2 ZF-94
Grant Park X	44.7 ZA- 45	Cissna Park 97.9 ZF-98
Wichert	57.9 ZA- 58	Westville Branch: Villa Grove to Danville 42.2 Miles. Yard Limits Villa Grove-Westville Max. Speed 20 MPH
Papineau X	64.2 ZA- 64	Fairland 161.9 ZD162
Martinetou	67.7 ZA- 68	Zeigler #5 161.0 ZD161
Pittwood	71.5 ZA- 72	Longview 159.7 ZD160
Coaler	79.6 ZA- 80	Broadlands 155.7 ZD156
Woodland	81.8 ZA- 82	Allerton 152.6 ZD153
Bryce	87.5 ZB- 88	Hastings 150.1 ZD150
Fountain Creek	96.1 ZB- 96	Sidell 146.5 ZD146
Reilly	103.4 ZB-103	Indianola 142.1 ZD142
Dailey	116.5 ZB-117	Westville 132.8 ZD132
Royal	120.0 ZB-120	Danville 122.7 ZD123
Bongard	140.0 ZB-140	Operation via CR 10.1 Miles Westville to Danville.
West Ridge	148.9 ZB-149	Jamaica Branch: Sidell Jct. to Jamaica 5.4 Miles. Yard Limits entire branch. Max. Speed 10 MPH.
Bourbon	159.4 ZB-159	Jamaica 150.9 ZE151
Arthur	164.7 ZB-165	Crew members must communicate with train dispatcher before operating time release at automatic interlocking CR crossing Glover.
Chippis	173.1 ZB-173	Hot Box Detectors and Dragging 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 201.8, MP 219.5, MP 237.6, MP 267.1, MP 293.5 and MP 321.0.
Findlay	185.2 ZB-185	30 MPH turnouts — Dual control switches at: Twelfth St., Ben, Woodland Jct., and Benton Jct.; North end Tuscola, St. Peter, Kell and Glover; Both ends Goodwine, Ellis, Block, Villa Grove, Cadwell, Findlay, Clarksburg, Altamont, St. Elmo, Salem, Mt. Vernon, Ina, Benton, Bush and Grimbsy.
Shelbyville	193.9 ZC-194	30 MPH turnouts — Spring switch at South end sidings Glover, Tuscola, St. Peter, Kell.
Moccasin	212.9 ZC-213	Operation via Conrail between MP 220.9 and MP 224.3. Radio transmission established with CR train dispatcher by pushing radio transmit button four times.
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	



SOUTH		Radio Communication via Channel Two, call-in One.				NORTH	
First Class						First Class	
21 Pegr.						22 Pegr.	
Sun. Tue. Fri.	Mile Post	STATIONS	NORTH	Station Nos.	Sidings Feet	Mon. Wed. Sat.	
	0.0	GRATIOT ST. . . . .	⊙ ⊕				
		0.5					
	0.5	POPLAR ST. JCT. . . . .	⊙				
		0.6					
	1.1	LESPERANCE ST. . . . .	⊕ ⊙	X-3			
		5.7					
PM	6.8	DAVIS JCT. . . . .	⊙	X-4		AM	
11 30	0.5	ST. LOUIS . . . . .	⊕ ⊕	MX-1		7 20	
		1.8 Miles Via TRRA					
	2.3	GRAND AVE. ⊕	⊕				
		1.5 Via BN					
	3.6	IRON MTN. JCT. ⊕	⊕	X-1			
		6.9					
	10.6	DAVIS JCT. . . . .	T	X-8			
	6.8						
12 08	9.5	BARRACKS . . . . .		X-10	5 50		
		9.2					
	18.7	WICKES . . . . .		X-19	4842		
		7.8					
	26.5	RIVERSIDE . . . . .	⊕ -1 T	X-26	4865		
		15.7					
	42.2	DE SOTO . . . . .	⊕ -1 T	X-42	6370		
		8.8					
	51.0	BLACKWELL . . . . .		X-51	4311		
		6.0					
	57.0	CADET . . . . .	⊕ -1 †	X-57	4630		
		3.9					
	60.9	MINERAL POINT . . . . .		X-61	4300		
		14.4					
	75.3	BISMARCK . . . . .	⊕ -1	X-75	4909		
		16.5					
	91.8	TIP TOP . . . . .	⊕ -1	X-92	4180		
		16.1					
	107.9	ANNAPOLIS . . . . .		X-108	4474		
		9.8					
	117.7	GADS HILL . . . . .	⊕ -1	X-120	4296		
		9.6					
	127.3	PIEDMONT . . . . .		X-127	6570		
		18.1					
	145.4	WILLIAMSVILLE . . . . .	⊕ -1	X-146	4382		
		19.2					
	164.6	BLACK RIVER JCT. . . . .		X-164			
		0.9					
s3 15	165.5	POPLAR BLUFF . . . . .	⊕ -1 T	X-166	Yd.	3 20	
AM		162.3				AM	

Operation between Grand Ave. and Iron Mtn. Jct. 1.5 miles via BN RR. Maximum Speed 20 MPH. 15 MPH through turnout Iron Mtn. Jct. Rule 105 in effect. Movements controlled by operator Gratiot Street.

Between Lesperance St. and Davis Jct.  
Maximum Speed (except as below) . . . . . 20 MPH  
Elevated Track Between 8th St., and Rutger St. . . . . 10

Yard Limits: Gratiot St. MP 0.0 to Barracks MP 9.5.

The south end of the crossover at Nagel Street is equipped with spring switch. Normal position is lined from northward to southward track. Between Iron Mtn. Jct. and Barracks, single main track, signaled for movement in both directions. Trains or engines must not enter, foul or re-enter after having cleared main track at hand operated switch without obtaining authority of train dispatcher.

All southward extra trains and engines must obtain authority from train dispatcher before passing Davis Jct.

On Municipal Bridge — Maximum speed 10 MPH.

Radio communications St. Louis Terminal via channel 2.

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

Operation on TRRA between St. Louis and Grand Ave.

Maximum Speed (Except as below)	MPH		Business Tracks	MP	Sta. No.
	Psg.	Frt.			
Thru Grand Ave. Interlocking	60	50	Triangle Spur . . . . .	10.8	X-11
Thru Turnout Iron Mtn. Jct. . .	15	15	Bussen Spur . . . . .	11.6	X-12
Between Iron Mtn. Jct. . . . .	15	15	Hillcrest . . . . .	17.8	X-17
and Davis St. . . . .	25	25	Sulphur Spring Spur . . . . .	22.9	X-27
Thru turnouts Davis Jct. . . . .	15	15	Pevely . . . . .	27.3	X-27
6.8 and 8.0 . . . . .	25	25	Hematite . . . . .	35.6	X-36
9.5 and 12.7 . . . . .	55	—	Iron Mountain . . . . .	80.7	X-81
17.4 and 21.3 . . . . .	50	—	Middlebrook . . . . .	83.1	X-83
21.3 and 33.0 . . . . .	55	—	Arcadia-Ironton . . . . .	88.6	X-89
35.7 and 36.0 . . . . .	55	—	Glover . . . . .	97.8	X-99
41.5 and 42.8 . . . . .	30	30†	Chloride . . . . .	100.1	X-101
42.8 and 45.7 . . . . .	55	—	North Des Arc . . . . .	111.8	X-112
52.9 and 54.5 . . . . .	45	45	Leeper . . . . .	133.1	X-133
54.5 and 70.3 . . . . .	55	—	Mill Spring . . . . .	134.5	X-135
70.3 and 71.1 . . . . .	45	45	Wilby . . . . .	155.4	X-155
71.1 and 75.3 . . . . .	55	—			
75.3 and 75.5 . . . . .	30	30†			
75.5 and 78.1 . . . . .	55	—			
97.2 . . . . .	45	45			
98.0 and 98.4 . . . . .	55	—			
100.4 and 126.3 . . . . .					
(Except as below)	55	50			
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 165.9 . . . . .					
(Except as below)	55	40			
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 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 97.5

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.

Trains originating 23rd St. and Lesperance St. secure clearance before departing.

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.

CARONDELET BRANCH — ILLINOIS DIVISION

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

PEA RIDGE BRANCH — ILLINOIS DIVISION

Yard Limits:	Radio Communication via Channel Two, call-in One.				Station Nos.
	Miles	WEST	STATIONS	EAST	
MP 57.8 to MP 59.0.					
MP 83.1 to end of Track					
Maximum Speed . . . . . MPH	57.7	CADET . . . . .	⊕ -1 ⊙	X-57	
(Except as below) . . . . . 30		0.9			
MP 81.0 - MP 81.4 . . . . . 25	58.6	NEW FOUNTAIN FARM . . . . .	⊕ ⊕ -1	XA-58	
Switch point derail installed main track MP 83.6.	72.4	13.8			
Rule 10(D) not in effect.	84.1	INDIAN CREEK . . . . .	⊕	XA-72	
		11.7			
		PEA RIDGE . . . . .	⊕	XA-84	
		26.4			

### 36 STE. GENEVIEVE BRANCH — ILLINOIS DIVISION

Yard Limits: Riverside-Crystal City		Radio Communication via Channel Two, Call-in One		Station Nos.
MPH	Mile Post	SOUTH STATIONS	NORTH STATIONS	
Maximum Speed	10			
Operation on BN R.R. between Stc. Genevieve and Crystal City be governed by General Code of Operating Rules and Special Instructions Item 14(b).				
Thomure — Track and time must be granted by BN train dispatcher before switches are lined for BN main.				
Station on BN R.R. between Crystal City and Thomure:				
Name	BN MP			
Crystal City	42.1			
Selma	44.6			
Rush Island	46.1			
Brickleys	53.1			
Coral	56.6			
Duren	61.5			
Operation on PPG Co. tracks between Crystal City and Crystal Jct. Max Speed 10 MPH. Crystal City Spur breaks out at Crystal Jct. Max. Speed 10 MPH. Max. gross wt. 220,000 lbs. 3.5 miles.				
Business Tracks	MP		Sta. No.	
McClay Spur	6.2		MC-6	
Ag-Nit Spur	8.0		MC-8	
<b>Mosher Branch: Ste. Genevieve to Derby Jct. 35.2 miles. Yard Limits entire branch.</b>				
Maximum Speed	10 MPH			
Business Tracks	MP		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 D; MP 101.7 Route 32.				

### SPARTA BRANCH — ILLINOIS DIVISION

Maximum Speed (Except as below)		Radio Communication via Channel Two, Call-in Two		Station Nos.	Sidings
MPH	Mile Post	SOUTH STATIONS	NORTH STATIONS		Feet
35					
Between Mile Posts					
Chicago Subdiv. Conn. and 30.0	10				
30.0 and MP 54.5	25				
54.5 and 56.2	10				
56.2 and 77.2	25				
77.2 and 83.0	10				
Operation on ICG Branch Jct. to ICG Jct.; North Sparta to South Sparta.					
Yard Limits: MP 0.0 to MP 11.1. MP 56.6 to MP 59.0, and MP 80.2 to End of Track at Kellogg.					
Business Tracks					
MP	Sta. No.				
Selmaville	3.0	MI-4			
Centralia	13.5	MI-14			
Oil Center	44.5	MI-16			
Hoyleton	23.2	MI-24			
Oakdale	40.9	MI-41			
IP Co.	47.0	MI-47			
Zeigler					
Mine # 11	51.5	MI-51			
Evansville	69.6	MI-70			
TWC in effect between MP 77.7 and MP 59.0, and between MP 56.2 and MP 14.0.					

### CAPE GIRARDEAU BRANCH — ILLINOIS DIVISION

Radio Communication via Channel Two, call-in One.		Maximum Speed 30 MPH	
Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.
122.8	CAPEDEAU JCT.		C-132
127.0	MARQUETTE		CF-4
128.5	RUSH JCT.		CF-6
5.7			

### RIVER SUBDIV. — ILLINOIS DIVISION

Radio communication via Channel One, Call-in Two		Station Nos.	Sidings	Maximum Speed (except as below)	MPH PSGR. FRT
Mile Post	WEST STATIONS	EAST STATIONS	Feet	Between Mile Posts	
				55	50
125.3	JEFFERSON CITY	⊕ ⊕ -2T	MX-125	129.3 and 129.8	40 35
127.9	RIVER JCT.	⊕	MX-128	137.5 and 137.9	40 35
143.8	SANDY HOOK		G-15	137.9 and 139.9	45 40
156.7	WOOLDRIDGE	⊕ -1	G-27	160.5 and 163.3	50 45
170.8	BOONVILLE		G-41	163.3 and 163.5	50 45
178.4	LAMINE		G-50	163.5 and 163.7	50 45
186.9	BLACKWATER		G-58	169.0 and 175.0	50 45
195.0	NAPTON		G-66	175.6 and 177.1	40 35
202.1	MARSHALL	T ⊕ ⊕ -1	G-73	179.1 and 179.7	50 45
215.2	MALTA BEND	⊕ -1	G-86	183.0 and 194.6	40 40
230.6	HODGE	⊕	G-101	194.6 and 197.1	50 45
247.6	MYRICK	⊕ ⊕ -1	G-118	197.1 and 207.8	50 45
256.6	RENICK		G-127	211.7 and 213.7	50 45
268.6	LAKE CITY		G-139	218.3 and 219.0	45 40
276.2	ETON JCT.	⊕ -1	G-145	220.7 and 229.8	45 40
7.6 MILES VIA ATSF					
283.8	CONGO		G-153	220.7 and 229.8	45 40
284.5	ROCK CREEK JCT.	⊕ ⊕	MX-276	236.3 and 237.5	50 45
276.8	SOUTHWEST JCT.	⊕ KCS ⊕	MX-277	242.0 and 242.2	50 45
278.2	NEFF YARD	⊕ T	MX-283	252.6 and 252.9	45 40
279.0				252.9 and 253.9	50 45
161.4					

CTC — Between Jefferson City and River Jct.; Eton Jct. and Congo.  
 Two main tracks between Jefferson City and River Jct.; 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.  
 All sidings Sandy Hook to East End Lake City inclusive are 25 MPH turnouts except Napton and west end Boonville.  
 Yard Limits: MP 284.3 to MP 278.2 Southwest Jct.  
 Hot Box and Draggng 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 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**

Nelson	189.6	G-60	Marshall Ind. Lead 2.0 Miles.
Stanhope	209.5	G-80	Max. Speed 10 MPH.
Blosser	211.0	G-82	<b>Lexington Branch:</b>
Waverly	224.5	G-95	Myrick to Lexington 1.9 Miles.
Levay	261.5	G-132	Max. Speed 10 MPH. Yard limits entire branch.
Buckner	265.1	G-136	Lexington — north side of Farmers Assn.
Blue Valley	270.4	G-141	Elevator — do not ride side of equipment beyond close clearance signs.
Marshall Lead	202.1	GB-2	ATSF Station

ATSF MP  
 Eton ..... 436.5  
 Courtney ..... 439.4  
 Sugar Creek ..... 442.6  
 Congo ..... 444.2

WEST		No. 30 and No. 32 are regular to No. 31 and No. 33.		EAST			
First Class		Radio communications via Channel One, Call-in Two Radio Communications St. Louis Terminal via Channel Two		First Class			
31 Psgr.	33 Psgr.	Mile Post	STATIONS	Station Nos.	Sidings Feet	30 Psgr.	32 Psgr.
Daily	Daily					Daily	Daily
		0.0	GRATIOT ST. (⊕) (⊙)				
		1.8	EWING AVENUE (T) (⊕)				
		2.3	GRAND AVE. (⊙)	MX-2			
5 05	8 05	0.5	ST. LOUIS (⊕)	MX-1		2 15	9 00
		2.3	1.8 Miles Via TRRA GRAND AVE. (⊕)	MX-2			
		6.8	MAPLEWOOD (⊕) (X)	MX-7			
		10.8	WEBSTER (⊕) (X)	MX-11			
		13.2	KIRK JCT. (X)	MX-12			
8 58	8 26	13.4	KIRKWOOD (⊕) (⊕-2)	MX-13	s1 44	s8 28	
		18.7	PARK (X)	MX-18			
		23.4	BOYD (X)	MX-22			
		32.2	DOZIER (X)	MX-31			
		37.0	SUMMIT (X)	MX-37			
		43.7	WEST LABADIE (X)	MX-44			
		46.5	SOUTH POINT (X)	MX-52			
		51.7	WASHINGTON (⊕) (⊕-2)	MX-54			
		57.7	PACE (X)	MX-58			
		86.2	GASCONADE JCT. (⊕)	MX-86			
		90.9	MORRISON JCT. (⊕)	MX-91			
		100.2	CHAMOIS (T)	MX-100			
		102.0	AMES (X)	MX-102			
		116.7	BONNOT JCT. (X)	MX-116			
		117.3	OSAGE JCT. (X)	MX-117			
		124.3	MOREAU (⊕) (⊕-2)	MX-124			
s7 18	s10 12	125.5	JEFFERSON CITY (⊕) (⊕-2) (TX)	MX-125	s12 01	s6 43	
7 22	10 16	127.9	RIVER JCT. (X)	MX-128	11 49	6 34	
7 35	10 28	140.2	CENTERTOWN (X)	MX-140	8456	11 36	6 21
7 45	10 38	150.3	CALIFORNIA (X)	MX-150	3947	11 26	6 11
8 00	10 53	166.1	DOW (X)	MX-166	8556	11 11	5 56
8 10	11 01	175.7	OTTERVILLE (X)	MX-175	1131	11 01	5 47
8 16	11 08	181.1	SMITHTON (X)	MX-181	3266	10 57	5 42
		187.7	⊕ MKT (⊕)				
s8 25	s11 16	188.9	SEDALIA (⊕) (⊕-2) (T)	MX-188	4615	s10 50	s5 34
8 34	11 29	195.7	DRESDEN (X)	MX-195	7658	10 40	5 25
8 46	11 42	208.1	KNOBNOSTER (X)	MX-208	6097	10 28	5 13
s8 56	s11 57	218.4	WARRENSBURG (⊕)	MX-218		s10 18	s5 03
9 03	12 04	224.4	CENTERVIEW (X)	MX-224	8937	10 12	4 57
9 11	12 13	232.8	HOLDEN (X)	MX-232	3328	10 04	4 49
9 15	12 17	237.5	KINGSVILLE (X)	MX-237	2797	10 00	4 45
9 21	12 23	243.0	STRASBURG (X)	MX-242	4287	9 54	4 39
		249.2	PLEASANT HILL (⊕) (⊕-1) (T)	MX-249	9890		
		252.3	AVON (X)	MX-252	4061		
s9 38	s12 42	259.8	LEE'S SUMMIT (⊕) (⊕-2)	MX-259	8106	s9 36	s4 21
		271.2	INDEPENDENCE JCT. (X)	MX-271			
s9 54	s1 02	273.2	INDEPENDENCE (X) (⊕) (⊕-2)	MX-273		s9 20	s4 05
		276.8	ROCK CR. JCT. (⊕)	MX-276			
10 30	1 30	283.0	6.2 Miles Via KCT KANSAS CITY (Un. Sta)	MX-282		9 00	3 45
PM	PM		278.8			AM	PM

TIMETABLE NO. 5

MPH		MPH		Trains must secure clearance before leaving Jefferson City.	
Maximum Speed	Psgr. Frt.	Maximum Speed	Psgr. Frt.		
(Except as below)	75 60	126.8 and 128.5	55 50	Yard Limits: MP 0.0 to MP 6.8, MP 187.6 to MP 194.0.	
Between Mile Posts		128.5 and 129.8	55 50	Business Tracks: MP No. 8.0 MX 8	
2.3 and 13.4	50 40	129.8 and 132.4	60 60	Lake Jct. .... 8.0 MX 8	
13.4 and 13.7	30 30	132.4 and 132.8	55 50	Webster	
13.7 and 14.0	50 50	136.5 and 139.0	55 45	Groves (⊕) 10.0 MX 10	
14.0 and 15.4	65 50	139.0 and 143.9	60 60	Barretts (⊕) 16.5 MX 16	
15.4 and 15.7	65 60	146.1 and 147.6	60 60	Valley	
17.1 and 21.0	70 70	147.6 and 149.0	65 65	Park ..... 18.9 MX 18	
21.0 and 21.7	60 55	150.1 and 151.2	50 50	Pacific (⊕) (⊕-2)	
21.7 and 23.3	70 70	151.2 and 151.6	65 65	..... X 34.8 MX 36	
23.3 and 27.1	60 60	153.6 and 155.9	60 60	Gray Summit ..... 39.9 MX 40	
27.1 and 28.8	60 55	156.9 and 162.1	65 65	Midwest	
30.6 and 31.3	65 55	162.1 and 163.0	50 50	Joist ..... 56.8 MX 56	
32.7 and 33.9	70 70	168.4 and 171.2	55 50	New Haven 67.3 MX 67	
33.9 and 34.8	60 60	171.2 and 173.9	65 65	Berger ..... 75.1 MX 74	
34.8 and 35.9	50 50	173.9 and 174.3	60 60	Hermann X 81.0 MX 80	
35.9 and 44.4	70 70	174.3 and 178.3	65 65	Gasconade 88.5 MX 88	
48.9 and 49.8	65 65	178.3 and 178.8	60 60	Bonnot's	
49.8 and 55.5	70 70	183.7 and 187.7	65 65	Mill ..... 113.1 MX 112	
58.5 and 59.0	70 70	187.7 and 190.1	40 40	Osage ..... 117.4 MX 117	
61.8 and 67.0	60 55	190.1 and 193.5	60 60	River	
67.0 and 67.2	60 50	200.7 and 201.1	55 55	Terminal ..... 129.2 MX 130	
70.7 and 71.3	65 65	205.3 and 208.1	65 65	McGirk ..... 144.7 MX 144	
72.2 and 75.8	55 50	208.1 and 208.2	55 55	Shell Spur ..... 151.3 MX 151	
80.3 and 81.5	50 50	212.0 and 212.5	65 65	Clarksburg	
83.9 and 85.0	55 55	216.7 and 218.8	45 45	(⊕) (⊕-2) ..... 156.6 MX 156	
85.0 and 86.2	70 50	218.8 and 221.4	55 50	Tipton ..... 162.8 MX 162	
86.2 and 88.0	65 55	221.4 and 222.4	60 60	Syracuse ..... 168.1 MX 168	
88.0 and 89.3	45 45	227.5 and 227.9	65 65	Lamonte ..... 200.9 MX 200	
89.3 and 89.8	60 55	231.7 and 232.9	65 65	Montserratt	
89.8 and 92.2	70 70	232.9 and 233.2	55 55	(⊕) (⊕-2) ..... 211.5 MX 211	
92.2 and 93.1	60 55	248.5 and 249.4	45 45	Missouri	
93.1 and 94.4	70 70	256.4 and 257.2	65 65	Public ..... 257.3 MX 257	
94.4 and 97.6	65 65	257.2 and 259.8	60 45	Western	
97.6 and 97.9	60 55	259.8 and 260.2	35 35	Electric ..... 261.0 MX 261	
106.9 and 107.1	60 55	260.2 and 261.6	65 65	Little Blue ..... 265.1 MX 265	
107.1 and 108.9	70 70	264.3 and 264.4	55 55		
108.9 and 109.1	65 65	264.4 and 265.8	60 40		
109.1 and 109.9	70 70	265.8 and 265.9	55 55		
113.9 and 114.1	70 70	271.0 and 276.8	35 35		
115.6 and 126.8					
(Except as below)	75 55	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.			
115.6 and 116.7	55 55	Between 7:00 a.m. and 7:00 p.m. whistle signal 15(!) must be sounded for Rock Hill Road MP 10.5 and MP 10.6.			
116.7 and 118.6	60 60	Independence-Pixley Spur: Maximum overhead clearance 16 ft. 6 inches. Maximum speed 10 MPH.			
118.6 and 121.6	70 70	State Fair Spur ..... 10 MPH			
123.7 and 124.7	65 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				

MacArthur Bridge, between Gratiot Street Tower and Valley Jct, max speed 10 MPH. 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 is governed by Kansas 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 operator Gratiot St. 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 operator Gratiot St.

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 train dispatcher and must not exceed 20 MPH.

Trains and engines moving with the current of traffic and delayed must ascertain from train dispatcher 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 train dispatcher.

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 49.3, ⊕MP 71.0, ⊕MP 95.9, ⊕MP 120.3, ⊕MP 152.8, ⊕MP 170.0, ⊕MP 190.3, ⊕MP 210.8, ⊕MP 230.2 and ⊕MP 255.7.

TIMETABLE NO. 5

40 CARTHAGE SUBDIV. — ILLINOIS DIVISION

Radio Communication via Channel One, Call-in One, Pleasant Hill to Cotter. Channel Two, Call-in One, Cotter to Diaz.					Maximum Speed MPH
Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	Between Mile Posts
642.8	PLEASANT HILL	④ T ① -1	MX-249	9890	642.8 and 468.4
	5.5				(Except as below) 49
637.3	ORE		P-5	7690	633.6 and 632.1 40
	4.1				593.3 and 592.4 25
633.2	HARRISONVILLE	④ BN ④ T	P-10	2234	574.4 and 574.2 35
	6.6				528.0 and 527.0 15
626.6	LONE TREE		P-16	4009	511.7 and 511.5 40
	14.1				490.4 and 488.0 20
612.5	ADRIAN		P-29	7514	483.2 and 481.5 35
	7.0				481.5 and 478.0 45
605.5	BUTLER	④ -1	P-38	4593	478.0 and 477.9 30†
	13.2				471.1 and 470.6 35
592.3	RICH HILL		P-50	8216	468.4 and 409.9
	2.7				(Except as below) 40
589.6	PANAMA		P-54	4614	467.7 and 467.4 30
	5.0				462.9 and 460.1 35
584.6	HORTON		P-58	2533	460.1 and 459.5 30
	10.0				459.5 and 453.1 35
574.6	NEVADA	④ MKT ④ ④ ④ -1	P-69	1741	448.3 and 447.6 35
	1.9				447.6 and 445.4 25
572.7	NASSAU JCT.		P-71		445.4 and 436.7 35
	11.5				436.7 and 429.4 30
561.2	SHELDON		P-82	3472	423.8 and 422.5 35
	10.5				420.6 and 420.3 30
550.7	LAMAR		P-93	7646	411.3 and 409.9 35
	10.5				(Except as below) 49
548.7	④ BN ④				404.8 and 399.1 35
	10.5				399.1 and 393.6 45
538.2	JASPER		P-105	4404	393.6 and 392.1 40
	10.6				385.7 and 381.7 35
527.6	CARTHAGE	④ BN ④ ④ ④ -1 T	P-115		381.7 and 259.5
	2.1				(Except as below) 45
525.8	PEARL			7478	376.1 and 374.3 35†
	19.0				360.0 and 359.0 25†
506.8	STOTTS CITY		WR-250	7761	341.6 and 339.3 30
	17.2				319.4 and 318.7 25†
489.6	④ BN ④				306.6 and 305.8 25†
	0.5				288.3 and 286.5 30†
489.1	AURORA	④ ④ -1	WR-232	3002	286.5 and 286.0 10
	10.7				286.0 and 285.4 20
478.5	CRANE		WR-221	7738	285.4 and 284.0 30
	17.8				284.0 and 279.6 40
460.7	REEDS SPRING		WR-204	2378	279.6 and 277.7 35
	9.2				277.7 and 275.0 40
451.5	GREYNA		WR-194	6790	264.7 and 264.4 30
	5.8				260.9 and 259.5 35
445.7	HOLLISTER		WR-189	2136	Business Sta.
	11.4				Tracks: MP No.
434.3	DAVIS	④ -1	WR-178	6851	Archie . 620.3 P-23
	1.6				Passaic . 609.2 P-34
432.7	CRICKET		WR-176	2191	Irwin . 556.3 P-86
	16.6				Carytown . 533.7 P-109
416.1	BERGMAN		WR-159	7710	Empire Spur . 515.2 WR-258
	23.8				Hoberg . 499.0 WR-242
392.3	YELLVILLE		WR-136	7547	Galena . 468.0 WR-211
	10.8				Branson . 447.3 WR-191
381.5	COTTER	④ -1	WR-125	7840	Pyatt . 403.0 WR-146
	24.1				Flippin . 386.5 WR-130
357.4	NORFORK	④ -1	WR-102	8342	Calico
	17.9				Rock . 341.4 WR-85
339.5	CRESWELL		WR-83	2539	Sylamore . 325.0 WR-68
	9.9				Earnharts . 293.0 WR-36
329.6	MOUNT OLIVE		WR-73	7913	Cushman Spur . 288.1 WR-31
	17.2				Pfeiffer Spur . 283.6 WR-27
312.4	GUION	④	WR-56	2364	Moorefield 281.4 WR-25
	4.8				Sulphur Rock . 276.3 WR-20
307.6	MYERSVILLE		WR-50	8097	Ark. Eastman . 273.6 WR-17
	2.7				Newark . 270.3 WR-14
304.9	BILTMORE		WR-49	2553	Inde. pendence . 267.7 WR-12
	16.0				ZZ Siding 259.5 WR-1
288.9	CUSHMAN		WR-30	8294	
	2.8				
286.1	BATESVILLE	④ ④ -1	WR-29	2492	
	20.6				
265.5	PAROQUET		WR-9	4363	
	7.4				
259.5	DIAZ JCT.	T ④	X-259		
	383.3				

Trains secure clearance at Carthage and Cotter.  
 Yard Limits: Jct. Sedalia Subdiv. to MP 641.4; Carthage — MP 530.4 to MP 524.6; MP 490.0 to MP 488.0; MP 383.6 to MP 379.5; and MP 260.7 to Diaz Jct.  
 Temporary Yard Limits: MP 287.3 to MP 283.0 — 9:01 a.m.-5:01 p.m.

CARTHAGE SUBDIV. — ILLINOIS DIVISION 41

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

Hot Box and Dragging Equipment detectors located at: ④MP 623.3, ④MP 602.8, ④MP 584.8, ④MP 542.0, ④MP 522.3, ④MP 498.0, ④MP 474.0, ④MP 454.8, ④MP 426.0, ④MP 408.7, ④MP 387.4, ④MP 369.0, ④MP 352.5, ④MP 325.0, ④MP 298.8 and ④MP 274.0.

Six axle engines must not operate over Bridge #1 at Hayes Bros. Lbr. Calico Rock. Engs. must not go beyond Midwest Lime Co. loading chute on Midwest Spur Batesville. 25 MPH turnouts: sidings Ore, Adrian, Rich Hill, Lamar, Stotts City, Crane, Cotter; South end Pearl.

Trains enroute to or from Carthage Subdiv. via Diaz Jct. secure clearance at Newport.  
 Webb City Branch: Carthage to Joplin 17.4 Miles. Max. Speed 20 MPH except: MP 527.3 — MP 528.9 and MP 543.7 — MP 544 . . 15 MPH. Yard Limits entire branch. Cars with height in excess of 18 feet 6 inches must not be handled south of MP 527.3

Business Tracks:	MP No.	Sta. No.
Dumont . . . . .	530.5	P-119
Hercules-Dynamite . . . . .	532.5	P-120
Center Creek . . . . .	533.9	P-122
Webb City . . . . .	537.5	P-126

Atlas Branch: Webb City to Atlas 6.1 miles. Yard limits entire branch. Max Speed 10 MPH.  
 Atlas, MP 6.1; Sta. No. HC-6

SPRINGFIELD BRANCH — ILLINOIS DIVISION

Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.
488.2	AURORA		WR-232
	VIA BN 29.9 MILES		
511.1	SPRINGFIELD	④BN ④	PD-34
	29.9		

Operation via BN between Springfield and Aurora. See Item 14(b) Special Instructions. Crew secure clearance at Aurora from BN train dispatcher before occupying BN tracks at Aurora.

KANSAS DIVISION

The following jurisdiction of the Kansas Division is designated Kansas City Terminal:

Subdiv.	Opr. Limits	Yard Limits
River	MP 283.9	MP 284.3
Sedalia	MP 275.3	None
Coffeyville	MP 284.7	MP 283.4
Falls City	MP 289.0	MP 287.5
Marysville	MP 6.4	MP 4.0

CTC — Rock Creek Jct. to West Yard Marysville Subdiv. MP 6.4  
 Dual control switches are 30 MPH turnouts except 15 MPH turnouts located at:  
 Marysville Subdiv. Conn. Mile Pole 0.2; Wyandotte — connection; Kaw Point — C&NW yard lead; Kaw Point — end of two main tracks; KCNW conn.; East Yard Jct.; Leeds — north switch Blue River Yard; 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 Marysville Subdiv. MP 6.4 multiple main tracks. Single main track from Coffeyville Sub. 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.

④BN ④ Santa Fe St. ④KCS ④ Gillis 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	Maximum Speed:	MPH
Falls City Subdiv.:		Marysville Subdiv.:	
Neff Yard to MP 287.6 . . . . .	25	MP 1.4 and MP 4.6 . . . . .	30
Except over State Line Ave. and Montgall Ave. . . . .	10	MP 4.6 and MP 6.4 . . . . .	60
River Subdiv.:		Coffeyville Subdiv.:	
Neff Yard to Congo . . . . .	30	Neff Yard to MP 284.6 (except as below) . . . . .	40
Kansas City Terminal:		MP 277.4 — MP 278.7 . . . . .	20
MP 276.8 and MP 284.0 . . . . .	40	MP 278.7 — MP 280.3 . . . . .	25
MP 0.1 and MP 1.4 . . . . .	15		

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



Mile Post	SOUTH ▼ Radio Communication via Channel One, Call-in Two	STATIONS	Station Nos.	Siding Feet	Maximum Speed MPH MP 662.8 — Okay Jct (Except as below) . . . 60 Between Mile Posts	MPH
662.8		COFFEYVILLE . . . ⊕ -2T †	R-135	7900	662.8 and 662.7 . . . 20	
660.5		⊗ MKT ⊕			660.7 and 660.6 . . . 20	
651.0		LENAPAH . . . †	L-311	7737	660.6 and 660.5 . . . 30	
634.4		CLEM . . . †	L-293	9273	657.1 and 657.0 . . . 55	
622.1		OOLOGAH . . . †	L-282	7503	653.5 and 652.3 . . . 55	
610.3		CLAREMORE ⊗ BN ⊕			646.5 and 646.4 . . . 55	
607.3		PRATT . . . †	L-268	7274	643.3 and 643.2 . . . 55	
596.9		INOLA . . . †	L-257	9316	640.6 and 639.6 . . . 30	
581.4		WAGONER ⊗ MKT ⊕ ⊕ -2	L-242		639.6 and 639.2 . . . 55	
579.6		COOKSON . . . †	L-239	9209	632.7 and 632.5 . . . 55	
575.5		OKAY JCT.	L-233		628.5 and 628.3 . . . 55	
568.7		OG & E SPUR . . . †	L-229		622.2 and 621.3 . . . 45	
557.5		BRAGGS . . . ⊕ -2	L-218	8622	620.3 and 620.1 . . . 55	
541.3		UPSON . . . †	L-201	8033	618.8 and 617.5 . . . 40	
526.7		⊗ KCS ⊕			616.6 and 616.1 . . . 55	
519.7		HANSON . . . †	L-180	8087	613.3 and 611.6 . . . 55	
504.7		GREENWOOD . . . †	L-164	9055	610.3 and 609.3 . . . 30	
498.4		⊗ AM ⊕			608.6 and 608.5 . . . 30	
497.2		VAN BUREN . . . ⊕ T ⊕ -2	L-158	Yd.	605.3 and 603.2 . . . 55	
486.0		DYER . . . †	L-146	7703	599.1 and 598.7 . . . 55	
469.7		POPING . . . †	L-130	7671	597.1 and 596.5 . . . 35	
456.5		ALIX . . . †	L-117	7616	589.1 and 588.6 . . . 55	
443.0		SPADRA . . . ⊕ -2	L-105	7447	586.3 and 585.6 . . . 55	
435.6		CLARKSVILLE JCT.	L-93		581.7 and 580.5 . . . 25	
427.5		SCOTIA . . . †	L-85	8266	576.2 and 575.7 . . . 55	
417.7		RUSSELLVILLE . . . ⊕ -2	L-75	6073	Okay Jct — MP 343.2 (Except as below) . . . 50 On OG & E Spur . . . 10	
417.6		D.&R. CONN. . . †			564.4 and 564.1 . . . 40	
410.7		WORTHEN . . . †	L-68	7945	560.8 and 560.7 . . . 40	
400.1		BLACKVILLE . . . †	L-57	7840	560.1 and 559.5 . . . 45	
392.5		MORRILTON . . . †	L-50	4664	556.3 and 556.1 . . . 45	
381.3		MENIFEE . . . †	L-38	7598	544.5 and 544.1 . . . 45	
373.1		CONWAY . . . ⊕ ⊕ -2	L-30	4750	536.2 and 536.1 . . . 30	
363.6		MAYFLOWER . . . †	L-21	10749	535.1 and 534.6 . . . 40	
354.6		MARCHE . . . †	L-11	7920	526.8 and 525.2 . . . 35	
344.2		N. LITTLE ROCK . . . ⊕	X-344	Yd.	508.9 and 507.6 . . . 45	
					500.4 and 500.1 . . . 45	
					499.2 and 497.6 . . . 25	
					479.7 and 479.5 . . . 45	
					474.5 and 471.6 . . . 40	
					467.3 and 464.3 . . . 45	
					434.9 and 434.5 . . . 45	
					427.0 and 426.8 . . . 45	
					419.9 and 415.0 . . . 35	
					412.9 and 412.8 . . . 45	
					392.9 and 391.4 . . . 30	
					386.1 and 385.9 . . . 45	
					382.1 and 371.0 . . . 45	
					359.8 and 359.3 . . . 35	
					359.3 and 357.5 . . . 45	
					346.0 and 343.2 . . . 25	
					Wye N. Little Rock . . . 15	
					Business	Sta.
					Tracks: MP	No.
					Nowata ⊕ -2 640.1	L-300
					Talala . . . 627.8	L-288
					Public	
					Service . . . 621.5	L-281
					Black Fox . . . 594.6	L-254
					Fort Gibson . . . 567.9	L-228
					Gore . . . 546.5	L-206
					Vian . . . 537.4	L-197
					Salisaw ⊕ -2 525.8	L-186
					Muldrow . . . 513.1	L-173
					Bakaert	
					Steel . . . 500.5	L-158
					Alma . . . 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 . . . 424.5	L-83
					Cargil . . . 423.4	L-82
					Atkins . . . 405.8	L-63
					Banquet . . . 404.2	L-63
					AP&L	
					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

318.6

Trains secure clearance at Van Buren.  
Between OG & E Spur and N. 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.  
Yard Limits: MP 495.8 to MP 498.5; MP 412.0 to MP 419.9; MP 371.0 to MP 374.0.  
Dual control switches are 30 MPH except Public Service and OG & E Spur, Maumelle Lead and West Leg of Wye North Little Rock.  
25 MPH turnout both ends Braggs, Upson, Hanson, Greenwood, Dyer, Popping, Alix, Scotia, Worthen, Blackville, Menifee and Mayflower.  
Before D & R trains or engines enter Union Pacific main track at Russellville, permission must be obtained from Operator.  
All trains must flag crossing Conway when using siding and cutoff track.  
Hot Box and Dragging Equipment Detectors located ⊕MP 637.0, ⊕MP 614.5, ⊕MP 588.6, ⊕MP 554.6, ⊕MP 533.5, ⊕MP 510.3, ⊕MP 463.5, ⊕MP 433.5, ⊕MP 403.0 and ⊕MP 368.7.  
Clarksville Branch: 8.4 miles. Clarksville Jct. to Clarksville. Max. speed 20 mph. Yard Limits entire branch.  
Clarksville . . . 443.7 L-101 Lambrick . . . 440.7 L-97 Clarksville Jct. . . 435.3 L-93  
King Switch . . . 441.9 L-99 Lamar . . . 438.5 L-95

Mile Post	WEST ▼	STATIONS	EAST ▲	Station Nos.	Siding Feet	Maximum Speed MPH (Except as below) . . . 60 Osawatomie — Around Wye . . . 10 Between Mile Posts
334.4		OSAWATOMIE . . . T ⊕		MX-341	Yd.	334.4 and 335.0 . . . 30
343.3		RANTOUL . . . †		MX-351	7158	338.9 and 339.8 . . . 45
354.1		OTTAWA . . . ⊕ -1		MX-362	7465	344.4 and 344.8 . . . 50
354.4		⊗ ATSF ⊕				352.2 and 352.6 . . . 50
357.1		⊗ ATSF ⊕				353.8 and 354.9 . . . 20
368.7		LOMAX . . . †	MX-376	4591		357.1 and 357.2 . . . 30
376.8		FLINT . . . †	MX-385	6662		357.2 and 357.3 . . . 50
378.6		LYNDON . . . †	MX-386			385.0 and 387.1 . . . 40†
386.2		⊗ ATSF ⊕				401.7 and 406.2 . . . 50
386.4		OSAGE CITY . . . ⊕ -1	MX-394	6398		425.7 and 426.7 . . . 25
401.9		ADMIRE . . . †	MX-410	6447		430.6 and 430.9 . . . 50
412.2		LAKE . . . †	MX-420	6125		432.5 and 433.3 . . . 30
425.6		COUNCIL GROVE . . . ⊕ -1	MX-432	Yd.		433.3 and 435.0 . . . 45
425.8		PETE . . . †	MX-433			City Limits Herington . . . 30
436.3		WILSEY . . . †	MX-444	6454		495.9 and 497.0 . . . 30
445.6		PRAIRIE . . . †	MX-454	8981		Over street crossings Geneseo . . . 40
451.0		HERINGTON . . . ⊕ -1	MX-459	4624		544.9 and 545.9 . . . 30†
451.5		⊗ SSW ⊕				557.3 and 559.4 . . . 30
458.6		HOPE . . . †	MX-467	4618		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.
459.2		⊗ ATSF ⊕				Eastbound Trains . . . 55 Westbound Trains . . . 55
468.0		ELMO . . . †	MX-476	6347		Over 110 cars . . . 55 Over 6200 feet long . . . 55 Over 6100 train tons . . . 55
476.1		CODY . . . †	MX-485	6568		Hot Box and Dragging, etc. Hot box and dragging equipment detectors located at ⊕MP 364.8, ⊕MP 390.8, ⊕MP 440.2 and ⊕MP 533.0.
478.0		GYPSUM . . . ⊕ -1	MX-487			Business
491.2		BRIDGEPORT . . . †	MX-499	6559		Tracks
495.9		⊗ UP ⊕				Richter . . . 360.5 MX-368
496.2		LINDSBORG . . . †	MX-504			Vassar . . . 375.3 MX-383
505.6		MARQUETTE . . . ⊕ -1	MX-513	6427		Miller . . . 395.3 MX-403
518.2		CRAWFORD . . . †	MX-526	4391		Allen . . . 405.8 MX-414
524.5		GENESEO . . . T ⊕ -1	MX-532	12731		Bushong . . . 411.0 MX-419
529.7		⊗ BN ⊕				Delavan . . . 443.9 MX-452
537.6		BUSHTON . . . †	MX-545	4608		Dillon . . . 462.9 MX-471
545.2		CLAFLIN . . . †	MX-553	7177		Carlton . . . 470.9 MX-479
558.8		HOISINGTON . . . ⊕ T ⊕ ⊕ -1	MX-567	Yd.		Frederick . . . 530.4 MX-538
						Prodo . . . 535.4 MX-539
						Redwing . . . 552.8 MX-561
						Dual control switches are 30 MPH turnouts except Council Grove at west end No. 1 track. Dual control switches located both ends Hoisington yard. 25 MPH turnouts both ends of Prairie, Elmo and Cody. Yard Limits: MP 556.0 to MP 560.0. TWC in effect MP 335.0 to Lake. Pete to MP 556.0.

224.5

Mountain Standard Time Horace to Pueblo Radio communication via Channel One. Call-in One				Dual control switches located both ends Hoisington yard and are 30 MPH turnouts.
Mile Post	WEST STATIONS EAST	Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) . . . . . 60 Between mile posts 588.9 and 589.3 . . . . . 50 City Limits La Crosse . . . . . 45 617.0 and 820.9 . . . . . 40 City Limits Ordway . . . . . 40 NA Jct.—Pueblo Jct. (Except as below) . . . . . 55 Boone . . . . . 40† 615.9 and 616.0 . . . . . 50 617.2 and 617.6 . . . . . 25 Pueblo Jct.: 617.5 and 617.9 . . . . . 15 Pueblo Jct. Switch 617.5 . . . . . 15 893.2 and 895.2 . . . . . 20 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. Eastbound trains . . . . . 55 Westbound trains Over 110 cars . . . . . 55 Over 6200 feet long . . . . . 55 Over 6100 train tons . . . . . 55
558.8	HOISINGTON	MX-567	Yd.	
568.9	OLMITZ	MX-577	8231	
575.6	OTIS	MX-583	3870	
583.4	BISON	MX-592	6219	
590.3	LA CROSSE	MX-598	3872	
605.3	MCCRACKEN	MX-613	7555	
616.0	BROWNELL	MX-624	3988	
622.1	OSGOOD	MX-630	6066	
627.3	RANSOM	MX-635	3875	
633.8	ARNOLD	MX-642	2521	
640.3	UTICA	MX-648	6429	
655.6	SHIELDS	MX-663	6304	Hot Box and Drugging Equipment Detectors located at ② MP 595.5, ② MP 625.7, ② MP 679.4, ② MP 705.6, ② MP 792.1, ② MP 851.0 and ATSF ② MP 595.1.
665.0	HEALY	MX-673		Business Tracks MP No. Boyd . . . . . 562.9 MX-571 Hargrave . . . . . 598.0 MX-606 Pen
670.2	RANCH	MX-678	6211	Dennis . . . . . 649.4 MX-657 Manning . . . . . 671.4 MX-679 Coronado . . . . . 704.1 MX-712 Whitelaw . . . . . 724.6 MX-732 Astor . . . . . 736.9 MS-745 Kanco . . . . . 742.9 MX-750 Brandon . . . . . 766.2 MX-774 Galatea . . . . . 799.1 MX-807 Arlington . . . . . 821.4 MX-829 Crowley . . . . . 851.9 MX-860 Olney
681.7	ATSF			Springs . . . . . 857.3 MX-865 Boone . . . . . 876.1 MX-884 (Industrial Lead West of Fountain River Bridge, Pueblo, Colo — Old Main Line.)
682.5	SCOTT CITY	MX-690	3309	Yard Limits: MP 556.0 to MP 560.0; MP 730.0 to MP 733.0.
682.8	ATSF			Operation in Pueblo Terminal will be governed by DRGW timetable and Special Instructions of Pueblo Union Depot.
692.1	MODOC	MX-700	6309	Avondale: Entrance road to ordnance plant — Stop and protect before crossing. TWC in effect MP 560 to MP 730; MP 733 to MP 869.4.
699.2	MARIENTHAL	MX-707		
707.1	LEOTI	MX-715	3968	
717.1	SELKIRK	MX-725	6089	
729.0	TRIBUNE	MX-737	2521	
730.8	HORACE	MX-739	Yd.	
740.5	WALKINGHOOD	MX-748	8954	
746.6	TOWNER	MX-754		
752.5	STUART	MX-760	6069	
758.1	SHERIDAN LAKE	MX-766	3764	
771.8	CHIVINGTON	MX-780	6181	
785.8	EADS	MX-794	6365	
807.7	HASWELL	MX-816	6527	
830.5	HEATH	MX-838	6392	
841.2	SUGAR CITY	MX-849		
846.4	ORDWAY	MX-854	7234	
863.1	PULTNEY	MX-871	6070	
869.4	NA JCT.	MX-876		
591.8	AVONDALE	MX-889	8153	
603.6	DEVINE	MX-895		
609.6	BAXTER	MX-897	7500	
611.8	PUEBLO JCT.	MX-903		
617.8	PUEBLO	MX-905	Yd.	
897.1				
338.8				

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.

Maximum Speed MPH 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	Radio communication via Channel One, Call-in Two	Station Nos.	Sidings Feet
Mile Post	WEST STATIONS EAST		
367.4	IOLA	H-68	
367.8	ATSF		
374.7	PIQUA	H-76	1560
383.6	DURAND	H-85	4872
386.0	YATES CENTER	H-87	
394.4	BATESVILLE	H-96	4851
420.7	EUREKA	H-122	
438.6	SUMMIT	H-140	4256
452.7	WALNUT	H-154	4472
454.5	ELDORADO	H-155	
454.6	McPHERSON JCT.	H-155	
482.0	WICHITA YD.	H-183	Yd.
114.6			
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 No. Sta. Athens . . . . . 378.9 H-80 Toronto . . . . . 399.5 H-101 Neal . . . . . 407.6 H-109 Reece . . . . . 430.5 H-132 Towanda . . . . . 463.6 H-164 Benton . . . . . 469.4 H-170 Electric Spur . . . . . 472.4 H-172 Greenwich . . . . . 474.4 H-175			
TWC in effect MP 387.7 to MP 451.9 MP 458.3 to MP 476.6			

PARIS BRANCH — KANSAS DIVISION

Rule 99 (4) in effect. Yard Limits: MP 504.5 to MP 515.00.	Radio communication via Channel One, Call-in Two	Station Nos.	Sidings Feet
Mile Post	SOUTH STATIONS NORTH		
497.2	VAN BUREN	L-158	
498.4	UP		VIA AM
499.8	FT. SMITH	LD-5	
504.5	BN		
506.3	KCS		
507.0	BN		
509.3	BN		
512.8	SO. FT. SMITH	LD-10	
519.4	FORT CHAFFEE	LD-17	
535.3	CHARLESTON	LD-33	
536.0	THESSING	LD-34	1727
553.1	PARIS	LD-51	
51.2			
Operation over AM between Van Buren and Ft. Smith. See Item 14(b) Special Instructions. Crew member must communi- cate with BN train dispr. before operating time release at Ark. River bridge 4106.			

Maximum Speed between Okay Jct. and KO&G Jct. (Except as below) 49 128.2 and 128.3 ... 10 City Limits Muskogee ... 25† Muskogee Over UP ... 20 167.4 and 167.6 ... 45 173.0 and 175.0 ... 25 183.7 and 184.0 ... 25 184.6 and 185.1 ... 40 202.0 and 217.0 ... 40 Except: Calvin — Over MKT ... 20 231.1 and 231.4 ... 45 242.5 and 246.4 ... 40 249.0 and 250.0 ... 25 256.5 and 256.8 ... 30 267.6 and 273.5 ... 40 284.0 and 289.3 ... 40 291.5 and 295.5 ... 30 Thru Conn. KO&G Jct. ... 15 Yard Limits MP 128.0 to MP 135.2 MP 172.5 to MP 174.5 MP 296.2 to KO&G Jct	Mile Post	Radio communication via Channel One, Call-in One		Station Nos.	Sid- ings Feet
		SOUTH STATIONS	NORTH STATIONS		
	120.2	OKAY JCT. 2.2		L-233	
	122.4	AU JCT. ②	∅		
	123.9	UX JCT. ②	∅		
	128.3	⊗ MKT ④			
	133.8	MUSKOGEE ⊗ UP ④	⊗ T ①	MG-3	8624
	145.9	WAINWRIGHT 12.1		MG-146	7766
	174.1	HENRYETTA 14.5	⊗ T ①	MG-174	4140
	188.6	TANNER 13.6		MG-189	4513
	202.2	MINA 13.1	⊗ -1	MG-202	7560
	215.3	⊗ MKT ④			
	216.3	CALVIN 9.7		MG-216	4303
	226.0	LEON 26.5		MG-226	7700
	252.5	TUPELO 17.0	⊗ -1	MG-252	7798
	269.5	WAPANUCKA 8.5	⊗ -1	MG-270	
	278.0	CAIN 19.6		MG-279	7760
	297.6	KO&G JCT.	⊗	MG-298	
	20.9 MILES VIA MKT				
	RAY-DENISON ... ① MK-662 Yd.				
	198.3				
Northward trains secure clearance Durant Operation over Verdigris River MP 122.4 to MP 123.9 joint-MKT. Hot Box and Drugging Equipment Detectors — *MP 169-25; *MP 199-04; *MP 236-25 and *MP 271-18. 30 MPH turnout Okay Jct.					

## STATIONS BETWEEN KO&amp;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 STATIONS	Station Nos.	Sid- ings Feet	Rule 99 (4) in effect.	
					MPH	MPH
20.8	PANAMA 8.5		MV21		56.0, MP 93.0 to MP 101.1 and MP 146.1 to MP 154.7.	25
29.3	⊗ FS & VB ④				Maximum Speed (Except as below) ... 25	
55.2	STIGLER 25.9	⊗	MV55		Between Mile Posts 95.1 and 96.0 ... 20 96.0 and 98.0 ... 12 98.0 and 100.0 ... 25 132.8 and 135.3 ... 20 141.1 and 148.2 ... 25 148.2 and 154.7 ... 20 154.7 and 169.4 ... 25 169.6 and 187.2 ... 25	
95.8	SHOPTON 1.3	⊗ T ①	MV96	Yd.		
97.1	⊗ BN ④					
97.2	⊗ MKT G					
100.1	MUSKOGEE ⊗ UP G	⊗ T ①	MV97			
117.3	HASKELL 17.2	⊗ T ①	MV117	1248	Business Tracks	Sta. No.
141.5	JENKS 24.2		MV142	550	Bokoshe	27.2 MV-27
148.1	TULSA 6.6	T ①	MV152	Yd.	Keota	40.9 MV-41
152.3	⊗ SS RY ④				Gloco	47.4 MV-47
187.2	BARNSDALL 34.9		MV187		Kerr McGee	50.5 MV-50
					Porum	67.5 MV-67
					Carbonex Coal	69.7 MV-67
					Warner	77.2 MV-77
					Bixby	134.0 MV-134
					Skiatook	166.6 MV-167
	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.

Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sid- ings Feet	Rule 99 (4) in effect between Chetopa and Nassau Jct. only.	
					MPH	MPH
319.3	NASSAU JCT.	⊗ T	P-71			Trains arriving Nassau Jct. will secure authority from train dispatcher before fouling main track on Carthage Subdiv.
343.4	⊗ BN ④	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	⊗ V ①	N-41	Yd.		
362.8	FLEMING 4.8		N-46	1961		
365.6	⊗ BN ④	2.8				Maximum Speed
365.8	CHEROKEE 0.2		N-48	839		10
366.8	⊗ BN G	1.0				
379.6	SHERWIN ⊗ BN G 12.8		N-62	1290		
386.1	FAULKNER 6.5		N-68	1531		Sta. No.
392.8	CHETOPA 6.7		N-75	1191		Moundville ... 328.0 N-11 Bronaugh ... 333.2 N-16 Liberal ... 343.3 N-26 Bartlett ... 400.0 N-83 Edna ... 408.1 N-91
393.2	⊗ MKT G 0.4					
413.2	VALEDA 20.0		N-96	900		
423.0	⊗ ATSF ⊗ MKT ④	9.8				
423.3	COFFEYVILLE	0.3	R-135	Yd.		
	104.0					

## McPHERSON BRANCH — KANSAS DIVISION

Maximum Speed (Except as below) ... 49 City Limits Potwin ... 25 City Limits Mound Ridge ... 20 MP 486.5 — MP 488.8 ... 20 MP 35.4 — MP 0.0 (Except as below) ... 40 MP 33.0 — MP 25.2 ... 30 MP 5.1 — MP 0.0 ... 10 Over Crossings at: MP 8.1 ... 25† MP 10.1 (westward) ... 25† Through Assaria ... 30 Yard Limits: MP 3.0 to MP 0.0. MP 487 to MP 486: MP 457.4 and MP 454.6.	MPH	Radio communication via Channel One, Call-in Two		Station Nos.	Sid- ings Feet
		WEST STATIONS	EAST STATIONS		
	454.6	McPHERSON JCT.	⊗ T	H-155	
	467.1	POTWIN 12.5		PB-13	
	474.5	WHITEWATER 7.4		PB-20	1087
	474.7	⊗ OKT ④			
	486.8	NEWTON 12.1		PB-32	976
	487.0	⊗ ATSF ④			
	495.1	HESSTON 8.1		PB-41	1862
	501.6	MOUND RIDGE 6.5		PB-47	1730
	514.9	⊗ SSW ④			
	516.2	McPHERSON	⊗	PB-62	Yd.
	35.4				
	35.1	⊗ ATSF ④			
	30.3	HILTON 4.5		KM030	1154
	20.9	LINDSBORG ⊗ UPG 9.4	⊗	MX504	1257
	12.2	ASSARIA 8.7		KM012	1513
	8.0	MENTOR 4.2		KM008	1618
	0.6	⊗ UP ④			
	0.5	⊗ ATSF ④			
	0.0	SALINA 0.5	⊗	KP187	
	97.0				

Track warrant control in effect

MP 3.0 to MP 487.0

MP 486.0 to MP 457.4



Radio communication via Channel One		STATIONS	Station Nos.	Sidings Feet	Maximum Speed	MPH
Mile Post	WEST EAST					
0.0		COUNCIL BLUFFS	NX001	Yd.	Summit to North Platte	70
2.1		EE MO. RIV. BR.			(Except as below)	
2.4		WE MO. RIV. BR.			Lite Eng's Summit-Fremont	60
3.1		TOWER "B"	NX003		Council Bluffs	
3.9		20TH STREET			MT 1 & 2	15
5.2		SUMMIT	NX005		MP 0.0 to 0.5	25
8.9		SEYMOUR	NX009	w2000	MT 1	25
11.1		WOODY	NX011	e11353	MP 0.5 to 2.4	25
12.2		NASCO	NX012		MP 2, 3 & 4	15
13.6		WECO	NX014	e8240	MP 0.5 to 2.1	15
16.7		LANE	NX017		MT	
21.5		ELKHORN	NX022	c3400	MP 0.5 to 2.1	10
28.0		VALLEY	NX028	w5400	MP 2.1 to 2.4	25
33.9		MERCER	NX034	e8850	Omaha	
39.3		FREMONT	NX039	w4073	MT 3 & 4	25
40.0		BN		w10000	Running Tracks 7 & 8	20
46.3		AMES	NX046	c3670	Between Mile Posts —	
54.4		NORTH BEND	NX054	c7530	MT 1 & 2, MP 2.4 and 5.4	40
61.7		ROGERS	NX061	w6300	5.4 and 6.8	50
68.7		SCHUYLER	NX069	e5350	14.1 and 14.7	60
76.6		RICHLAND	NX077		15.9 and 16.2	60
78.8		HOWER	NX078		18.1 and 19.8	60
80.2		BEHLEN	NX080	w2073	21.9 and 22.2	60
84.5		COLUMBUS	NX085	w6600	22.2 and 22.6	50
92.6		DUNCAN	NX092	e6300	22.6 and 24.0	60
100.5		SCHAFFER	NX100	c5320	24.0 and 24.8	55
102.3		SILVER CREEK	NX102		27.5 and 28.5	45
113.6		CLARKS	NX114	c3700	38.5 and 40.7	40
117.9		THUMEL	NX118		Fremont Old Passing Track	5
124.3		BN		w4758	Fremont CNW Yard Tracks	10
124.9		CENTRAL CITY	NX125	e5300	83.6 and 85.0	50
135.1		CHAPMAN	NX135	c7400	Columbus yard tracks	10
146.2		GRAND ISLAND	NX147	Yd.	124.3 BN crossing	45
146.5		BN			144.0 and 145.8	60
154.5		ALDA	NX155	e2166	145.8 and 147.1	35
162.3		WOOD RIVER	NX162		147.1 and 149.3	50
169.9		SHELTON	NX170	c3305	Grand Island, tri trains moving on yd tracks except yd track No. 1	5
175.3		GIBBON	NX176	s4236	BN Transfer	10
176.0		BUDA	NX184	e3227	Yard track No. 1	15
189.1		KEARNEY	NX189	w8543	Alda, wye trackage, both in and outside Ordinance plant	
191.5		ALFALFA CENTER	NX194	e5190	All other Ordinance trackage except main tracks	5
198.3		ODESSA	NX198	c3630	Ordinance main tracks	10
204.3		ELM CREEK	NX205	c6250	Buda, all airfield trackage	10
213.9		OVERTON	NX213	c10600	187.8 and 189.8	45
217.9		JOSSELYN	NX218	e1679	WW ↑ & rear of trn is by MP 189.1	45
224.4		LXINGTON	NX224	w5450	187.8 and 189.8	45
232.3		DARR	NX233	c3750	EW ↑ & rear of trn is by MP 188.9	45
238.2		COZAD	NX238	c14000	Lexington	
248.8		GOTHENBURG	NX249	w5845	Main Street to 1500 feet east on Scale track	10
256.5		FARR	NX256	w10458	On 3rd and 4th tracks north, east of depot	5
261.5		BRADY	NX262	c3645	Cozad Armour Trks	5
270.6		MAXWELL	NX271	e2182	248.2 and 249.3	60
274.0		KEITH	NX273		258.1 and 258.3	65
275.0		NORTH PLATTE	NX284	Yd.	Keith No. 3 Track	40
283.4					281.1 and 282.5	55
286.5					282.5 and 283.0	45
291.0					283.0 and 291.5	40

NOTE: For additional Omaha/Council Bluffs Special Instructions refer to Bridge Subdivision Tenant Lines Rules, effective 12:01 am Oct. 6, 1985.

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 crossings protected by crossing signals or gates, or when view is obstructed, or when moving through interlocking and conditions that require movement be preceded by a 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 34.6.

FREMONT, on westward track between hold indicators CP 39 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.

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 @285.5, @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.

Kearney Ind. Lead: Kearney to Riverdale NK010, 10.0 Miles. Yard limits entire branch. Max. Speed 20 MPH.

**NORTH PLATTE TERMINAL**

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.

54 FALLS CITY SUBDIV. — NEBRASKA DIVISION

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.
Mile Post	SOUTH STATIONS			Trains originating Atchison secure clearance.
5.2	SUMMIT			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.
6.4	SOUTH OMAHA			Atchison Yard: Stop before crossing ATSF.
473.1	GILMORE JCT.	O-191		Yard Limits: MP 280.0 to MP 287.5; MP 383 to MP 385.6; Gilmore Jct. to Summit.
467.1	LA PLATTE	O-185	3517	Maximum Speed: MPH
465.5	BN			Neff Yard and MP 287.6 25
465.2	BN			Over State line and Montgall Ave. 10
455.1	MURRAY	O-172	3633	Between MP 287.6 and Summit (Except as below) 40
447.4	UNION	O-165	4586	Between Mile Posts 291.1 and 291.7 35
436.9	NEBRASKA CITY	O-153	Yd.	309.6 and 309.9 30
428.5	PAUL	O-146	3522	322.5 and 322.9 35
423.2	JULIAN	O-141	2896	329.5 and 332.2 20
414.1	AUBURN	O-132	6145	Atchison — Around curve Union depot and between curve and 10th Street and thru UP-BN Jt. Br.
401.0	STELLA	O-119	3523	Connection 10
393.2	VERDON	O-112	6137	434.7 and 437.0 25
384.3	FALLS CITY	O-102	Yd.	447.3 and 448.5 30
379.1	RESERVE	O-97		Business Tracks MP Sta. No.
370.3	HIAWATHA	O-88	4631	Ft. Leavenworth 310.7 0-030
369.7	UP CONN.			Huron 347.4 0-064
358.7	WILLIS	O-76	6383	Everest 351.7 0-069
341.3	LANCASTER	O-59		Padonia 375.3 0-093
338.1	SHANNON	O-56	6378	Sirausville 389.9 0-107
332.3	NORKAN JCT.	O-49		Stella 401.0 0-119
330.7	ATCHISON	O-48	Yd.	Howe 408.4 0-126
320.0	OAK MILLS	O-38	7495	Clarke 420.1 0-138
314.2	WADE	O-32	5049	Mynard 458.9 0-176
310.0	LEAVENWORTH	O-27	4024	Ft. Crook 471.3 0-189
309.2	BN			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.
306.2	COCHRANE	O-23	5624	At Wolcott Smoot Grain Co. Elevator do not operate engine over pit on No. 2 track.
298.2	WOLCOTT	O-16	7809	
293.4	NEARMAN	O-10	6243	
287.5	EDGEWATER	O-05	4000	
284.7	UP			
284.5	KAW PT.			
283.0	BROADWAY			
282.0	KCS			
280.0	NEFF YD.	MX283	Yd.	

197.1

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

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

Between Gilmore Jct. and Summit be governed by Bridge Subdivision Tenant Line Rules. Rule 251 in effect between Gilmore Jct. and Summit. Norkan Jct. Industrial Lead: Norkan Jct. to MP 338.0, 5.7 miles. Rule 10(D) not in effect.

OLD MAIN LINE — NEBRASKA DIVISION 55

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

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

NORFOLK BRANCH — NEBRASKA DIVISION

Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 40
Mile Post	WEST STATIONS	EAST		All tracks except MT 5
0.0	COLUMBUS	NX085	Yd.	Between Mile Posts—
9.4	OCONEE	NN309	400	0.0 and 1.0 5
25.7	HUMPHREY	NN326	2537	25.4 and 25.6 35
40.9	ENOLA	NN341	4760	29.8 and 30.6 35
48.7	CNW			34.0 and 34.3 35
49.3	NORFOLK	NN350		36.2 and 36.4 35
	49.3			37.3 and 37.4 35
				Yard Limits:
				Columbus to MP 1.9
				MP 8.7 to MP 10.3
				MP 47.5 to MP 49.3
				Business Tracks MP Sta. No.
				Platte Center 14.7 NN315
				Tarnov 20.3 NN320
				Madison 35.4 NN335

ALBION BRANCH — NEBRASKA DIVISION

Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 40
Mile Post	WEST STATIONS	EAST		All tracks except MT 5
0.0	OCONEE	NN309	1009	Between Mile Posts
11.3	GENOA	NN411	1640	11.0 and 12.1 25
33.7	ALBION	NN434	1207	22.2 and 23.0 25+
	34.7			Yard Limits:
				Oconee to MP 0.5
				Business Tracks MP Sta. No.
				Mill Spur (E) 2.0 NN402
				Mynroe 20.3 NN404
				St. Edward 22.3 NN422

CEDAR RAPIDS BRANCH — NEBRASKA DIVISION

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

ORD BRANCH — NEBRASKA DIVISION

Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 40
Mile Post	WEST STATIONS	EAST		Carey Airport Trackage 10
0.8	GRAND ISLAND	NX147	Yd.	Between Mile Posts—
21.9	ST. PAUL	NO622	1348	17.7 and 18.2 25
61.0	ORD	NO661	1311	22.2 and 61.0 25
	60.2			Yard Limits
				MP 0.8 to MP 3.8
				Business Tracks MP Sta. No.
				St. Libory 11.1 NO611
				Elba 30.7 NO631
				North Loup 48.8 NO649
				Saunders (E) 58.5 NO658

56 MARYSVILLE SUBDIV. — NEBRASKA DIVISION

Radio Communication via Channel Two.		STATIONS		Station Nos.	Sidings Feet	Maximum Speed (Except as below) Industry tracks. Between Mile Posts —	MPH
Mile Post	WEST	EAST					
1.4	ARMSTRONG YARD	⊙ T	XKX003	Yd.	0.1 and 1.4	15	70
3.3	TERMINAL JCT.	⊙			1.4 and 4.6	30	
5.2	KAW JCT.	⊙			4.6 and 7.4	60	
6.4	WEST YARD	⊙			Muncie Auto Facility	5	
8.9	MUNCIE		KX010	c4350	13.1 and 13.4	60	
17.5	BONNER SPRINGS	●	KX018	c2806	16.3 and 17.9	55	
18.0	⊙ ATSF				17.9 and 18.0	30	
21.5	COLD SPUR	X	KX022		20.1 and 27.8	60	
28.8	LINWOOD		KX028	c8600	33.1 and 33.4	60	
39.6	LAWRENCE	●	KX040	c1997	36.5 and 36.9	50	
43.2	MIDLAND	X	KX043		38.5 and 40.5	40	
51.6	PERRY		KX052	c6093	42.5 and 43.1	60	
67.4	EAST TOPEKA	X			Lawrence spur	10	
67.5	⊙ ATSF	⊙			65.7 and 66.3	60	
68.0	TOPEKA	● X	KX068		67.2 and 68.3	20	
68.2	⊙ SSW	⊙			68.3 and 71.5	40	
70.2	WEST TOPEKA	X			Menoken Jct. (West leg of Wye)	20	
73.0	EAST MENOKEN	X	KX073		76.6 and 81.6	60	
74.0	MENOKEN JCT.	T			99.0 and 99.4	50	
76.0	WEST MENOKEN				Jeffrey Spur	25	
84.2	KENEFICK	†	KX084	12502	Beyond MP 5.6	10	
92.0	COOK	†	KX092	9467	106.1 and 106.4	60	
102.0	AIKINS	†	KX101	24081	109.2 and 109.6	50	
102.2	JEFFREY	†	KX103		117.3 and 117.9	60	
112.7	DULUTH	†	KX112	12512	130.7 and 131.1	45	
118.3	EVANS	†	KX118	10938	140.3 and 140.6	50	
126.8	SULLIVAN	†	KX127	12837	Marysville yard tracks	10	
130.9	⊙ UP	†			147.3 and 147.8	35	
132.1	FRANKFORT	†	KX131	9887	147.8 and 149.3	20 †	
137.5	WINIFRED	†	KX137	11708	Hanover industry spur		
142.6	UPLAND	†	KX143		0.0 and 1.7	25	
148.1	MARYSVILLE	● T X	KX148		185.9 and 186.9	30	
149.4	WEST MARYSVILLE	X			188.4 and 188.7	50	
150.3	ORRICK	†	KX155		188.7 and 191.3	55	
155.5	BREMEN	†	KX158	12120	196.9 and 198.3	60	
164.5	GERRY	†	KX163	13514	198.3 and 199.7	50	
171.6	HOLLENBERG	†	KX172	12776	217.8 and 219.2	55	
180.4	⊙ BN	†			223.3 and 223.8	55	
184.6	FAIRBURY	†	KX188	13353	Hastings		
193.6	HEDRIX	†	KX194	9227	Kansas Ave. Lead to Tracks 5, 6, 7	5	
201.9	ALEXANDRIA	†	KX203	12725	No. 7 Track	5	
209.3	BELVIDERE	†	KX212	8000	South Yard Tracks	5	
210.2	⊙ BN	†			260.0 and 262.7	30 †	
217.2	CARLETON	†	KX219	13024	285.2 and 287.7 (No. 1 Trk)	40	
226.0	DAVENPORT	†	KX226	13179	287.4 and 287.7 (No. 2 Trk)	40	
233.7	⊙ BN	†			Business Tracks		
234.9	EDGA	†	KX236	12553	Edwardsville		
241.7	FAIRFIELD	†	KX244	8000	(E-W)	13.9	KX014
248.0	ANAN	†	KX249	12765	Forest Lake	15.0	KX015
256.4	LEVEL	T	KX257	19163	Sunflower (W)	16.7	KX017
260.5	⊙ BN	†			Loring (E)	20.5	KX021
261.8	HASTINGS	● T	KX262	12922	Buck Creek (W)	46.1	KX046
273.9	HAYLAND	†	KX275	12992	Newman (E)	55.9	KX056
279.8	DENMAN	†	KX283	9996	Grantville (W)	61.3	KX061
285.2	CP 285				Grove	80.7	KX081
287.9	GIBBON JCT.	CP175 T			Delia	88.2	KX088
285.8					Emmett	94.8	KX095
					Onaga	109.9	KX110
					Lillis	121.8	KX122
					Herkimer (W)	153.5	KX153
					Hanover (W)	164.5	KX163
					Endicott	180.6	KX182
					Sedan	229.6	KX231
					Glennville	251.5	KX253

TIMETABLE NO. 5

MARYSVILLE SUBDIV. — NEBRASKA DIVISION 57

Rule 251 in effect between West Yard and East Topeka.  
Two main tracks Kansas City to West Menoken; Upland to Orrick; CP 285 to Gibbon Jct.

ACS in effect East Menoken Jct. to Gibbon Jct.

CLEARANCE REQUIREMENTS

SSW Trains: Westward SSW Yard office, Kansas City; Eastward SSW yard office Herrington, KS.

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 276.7.

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

Equation MP 2.6 equals MP 3.3.

WEEPING WATER BRANCH — NEBRASKA DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as Below) Between Mile Posts —	20 MPH
447.4	UNION	⊙ -1 ⊕ T	O-165		461.4 and 465.9	10
460.4	WEEPING WATER	⊕ ⊙ -1	OD-41		Business Tracks MP No. Nehawka	451.7 OF4
461.4	OMAHA JCT.	⊕	OD-42		Manley	459.8 OD-46
465.9	LOUISVILLE	⊕	OD-52		Yard Limits: Entire Branch	
					23.9	

ATCHISON BRANCH — NEBRASKA DIVISION

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

TOPEKA BRANCH — NEBRASKA DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Yard Limits: Entire Branch.	MPH
368.1	LOMAX		MX-376	Maximum Speed	20
406.5	⊕ ATSF			Business Tracks	
407.6	TOPEKA	⊕ T ⊕	T-130	Michigan	374.4 T-97
				Overbrook	381.6 T-104
				Pauline	401.1 T-124
				39.5	

TIMETABLE NO. 5

**58 BEATRICE BRANCH — NEBRASKA DIVISION**

Radio Communication via Channel One.			Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST STATIONS	EAST			
0.0	VALLEY	T	NX028	Yd.	40
5.8	⊗ BN	⊙			15
11.6	MEAD		NA012	4247	35
26.3	WESTON		NA026	3397	20†
37.3	VALPARAISO	T	NA037	4453	25
47.4	GARRATT		NA048	5313	30
55.5	BN CONN	⊙			35
56.5	⊗ BN	⊙			20
57.1	LINCOLN	⊙	NA057	1100	25
57.4	⊗ BN	⊙			20
59.0	⊗ BN	⊙			15
64.7	JAMAICA		NA065	5821	15
69.8	ALDO		OE039		20
88.9	PICKRELL		NA089	3657	25
96.8	BEATRICE	●	NA097	4320	30
113.1	⊗ BN	⊙			20
114.3	BADGER		NA114	5343	30
134.2	MARYSVILLE	⊙	KX148	Yd.	20†
134.2					

Yard Limits: Valley to MP 2.1; MP 54.5 to MP 58.9; MP 131.3 to Marysville.

**STROMSBURG BRANCH — NEBRASKA DIVISION**

Radio Communication via Channel One.			Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST STATIONS	EAST			
0.0	VALPARAISO	T	NA037		40
13.5	BRAINARD		NS214	967	30
21.8	YANKA		NS222	3300	25
23.2	DAVID CITY		NS223	1156	20
23.5	⊗ BN	⊙			20
40.1	SHELBY		NS240	1507	30
52.9	STROMSBURG		NS253	1200	30
56.8	DURANT		NS257	1079	20
63.0	POLK		NS263	2497	30
75.3	⊗ BN	⊙			30
75.9	CENTRAL CITY	●	NX125		20
75.9					

**CRETE BRANCH — NEBRASKA DIVISION**

Radio Communication via Channel One.			Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST STATIONS	EAST			
0.0	ALDO		NA070		25
12.3	KRAMER		NE113	1603	10
18.1	CRETE		NE119		10
19.0					

TIMETABLE NO. 5

**ST. JOSEPH BRANCH — NEBRASKA DIVISION 59**

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
0.0	ST. JOSEPH	⊙	OA021	Yd.	40
0.4	MO. RIV. BR.	⊙			5
1.7	ELWOOD	⊙	KJ112	3768	5
5.0	WATHENA		KJ108	1420	5
24.8	SEVERANCE		KJ089	1668	10
28.9	LEONA		KJ084	1703	25
34.2	ROBINSON		KJ079	1358	25
42.1	⊗ UP	⊙			30
42.7	HIAWATHA	T	O 088	1805	30
53.9	MORRILL		KJ059		25
60.7	SABETHA		KJ053	4694	25
68.8	ONEIDA		KJ045	1497	25
77.2	SENECA		KJ036	1420	25
84.2	BAILEYVILLE		KJ029	1262	25
89.2	AXTELL		KJ024	2014	25
99.3	BEATTIE		KJ014	1838	25
107.7	UPLAND		KX143		30
107.7					

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

Yard Limits  
 St. Joseph to MP 5.2

Bestwall Branch Marysville to Bestwall 9.9 Miles. Maximum Speed 20 MPH. Track warrant control in effect.  
 Business Track MP Sta. No.  
 Bestwall 9.9 KB345

**HALLAM BRANCH — NEBRASKA DIVISION**

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH
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	
37.4					

**GRAND ISLAND BRANCH — NEBRASKA DIVISION**

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH
0.0	HASTINGS	⊙	KX262	Yd.	25
6.8	HANSEN		KG108	3266	12.2
21.5	⊗ BN	⊙			18.4
22.3	GRAND ISLAND	⊙	NX147	Yd.	18.0
22.3					

Business Tracks MP No. Sta. No.  
 Doniphan 12.2 KG113  
 River(W) 18.4 KG119

Yard Limits:  
 MP 0.0 to MP 1.0  
 MP 18.0 to MP 22.3  
 TWC MP 1.0 to MP 18.0

TIMETABLE NO. 5

60 CONCORDIA BRANCH — NEBRASKA DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	
403.8		VLIETS		S-74		
		5.0				
408.8		FRANKFORT ⊗ UP ⊗		KX131	2168	
		4.9				
413.7		TUTTLE		S-83	5235	
		9.1				
425.6		BLUE RAPIDS		S-95		
		12.1				
437.7		BARNES		S-107		Rule 99(4) in effect
		5.9				Maximum Speed
443.6		GREENLEAF		S-113	3103	(Except as below) 35
		20.8				Between Mile Posts —
464.4		CLIFTON		S-134	2701	418.0 and 580.5 30
		1.6				491.2 and 491.4 10
466.0		⊗ KYLE ⊗		S-136		
		5.0				
471.0		CLYDE		S-141		Business Tracks MP Sta.
		14.1				Waterville 430.5 S-100
485.1		⊗ ATSF ⊗				Linn 450.6 S-120
		0.3				Palmer 455.4 S-125
485.4		CONCORDIA	⊗-1 ⊕	S-155	Yd.	Ames 473.8 S-143
		4.9				Gilbert 509.5 S-179
490.3		YUMA		S-160	2189	Solomon
		6.0				Rapids 519.3 S-189
496.3		BURR OAK JCT.	⊕	S-166		Glen
		0.1				Elder 525.6 S-195
496.4		JAMESTOWN	⊕	S-166		Cawker
		6.4				City 532.9 S-202
502.8		SCOTTSVILLE		S-172		Bloomington 553.7 SF-15
		11.6				
514.4		BELOIT ⊗ UP ⊗	⊕	S-184	1633	Yard Limits: MP 403.8 to
		9.7				MP 408.8; MP 484.0 to MP
524.1		GLEN		S-194	1938	496.7; MP 513.0 to MP
		9.2				515.0; MP 537.9 to MP
533.3		CAWKER		S-203	1724	539.5; MP 578.6 to end of
		5.3				track Stockton.
538.6		DOWNS	⊗-1 T ⊕	S-208	Yd.	
		9.9				
548.5		OSBORNE		SF-10		CONCORDIA: Washington
		13.6				Ave. and Cedar St. — Stop
562.1		ALTON		SF-23		and protect.
		8.3				
570.4		WOODSTON		SF-32		At Osborne, stop and protect
		10.0				U.S. Highway 281
580.4		STOCKTON	⊕ T	SF-42	Yd.	crossing.
		245.3				

BURR OAK BRANCH — NEBRASKA DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	
496.4		JAMESTOWN	⊕	S-166		Rule 99(4) in effect
		33.3				Maximum Speed 10 MPH
529.7		BURR OAK	⊕	SE-34		Yard Limits: Entire Branch
		33.3				Business Tracks MP Sta.
						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 Feet	
538.6		DOWNS	⊕-2 T ⊕	S-208		Rule 99(4) in effect
		19.2				Maximum Speed 25
557.8		GAYLORD		S-227		(Except as below) 25
		14.8				Between Mile Posts —
572.6		KIRWIN		S-242		614.6 and 614.7 10†
		10.5				Yard Limits:
583.1		GLADE		S-253		MP 538.8 to MP 539.5;
		15.4				MP 622.3 to Lenora
598.5		LOGAN		S-268		Business Tracks MP Sta.
		14.4				Portis 547.7 S-217
612.9		EDMOND		S-282		Harlan 552.9 S-222
		10.4				Cedar 563.0 S-233
623.3		LENORA	⊕	S-293		Claudeil 567.8 S-237
		84.7				Speed 589.8 S-259

SALINA SUBDIV. — NEBRASKA DIVISION 61

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Radio Communication via Channel One	Maximum Speed (Except as below)	MPH
73.0		EAST MENOKEN	T				Sidings (6 axle units)	40
		5.7					Industry Tracks	5
78.7		SILVER LAKE		KP079	4578		Menoken (W Leg of Wye)	20
		4.9					Between Mile Posts—	
83.6		ROSSVILLE		KP084	6558		91.0 and 91.8	30
		8.4					104.6 and 104.8⊕	35
92.0		ST. MARYS		KP092	4068		118.2 and 119.0	35
		12.7					119.0 and 119.7	25
104.7		WAMEGO		KP105	7007		119.7 and 121.8	35
		14.6					123.1 and 123.5	35
119.3		MANHATTAN	●	KP119			129.7 and 133.7	35
		12.3					133.7 and 137.2⊕	30
131.6		EAST FUNSTON		KP132	6386		137.2 and 141.0	35
		7.9					143.6 and 145.3	35
139.5		JUNCTION CITY	● T	KP140	6873		162.7 and 163.3	35
		12.8					163.3 and 164.6	25
152.3		CHAPMAN		KP152	6591		164.6 and 165.3	35
		11.4					167.9 and 168.3	35
163.7		ABILENE	●	KP164	5818		171.6 and 173.7	35
		0.8					184.2 and 187.2	35
164.5		⊗ ATSF ⊗					187.2 ATSF Xing	25
		0.2					210.0 and 216.1	30
164.7		WEST ABILENE		KP165			221.9 and 224.5	30
		7.6					231.7 and 233.5	35
172.3		SOLOMON	T	KP172	1791		235.0 and 236.2	35
		7.6					263.0 and 264.2	35
179.9		NEW CAMBRIA		KP180	4132		301.8 and 303.6	35
		4.7					322.2 and 322.4	25
184.6		EAST SALINA	⊕	KP185			375.8 and 378.3	35
		2.0						
186.6		SALINA	T ⊕ ●	KP187	Yd.		Business Tracks MP No.	
		0.6					Kiro 75.2 KP075	
187.2		⊗ ATSF ⊗					Belvue 98.0 KP098	
		7.6					Industrial	
194.8		BAVARIA		KP195	2763		Park(W) 118.2 KP118	
		6.1					Eureka Lake(W) 125.9 KP126	
200.9		BROOKVILLE		KP201	5275		Funston 133.6 KP134	
		18.4					Fort Riley 135.7 KP136	
219.3		KANOPOLIS		KP219	2917		Lacy(E-W) 143.0 KP143	
		4.0					Stoney(W) 150.6 KP151	
223.3		ELLSWORTH		KP224			Detroit 158.5 KP159	
		16.6					Black Wolf 231.5 KP232	
239.9		WILSON		KP240	2584		Bunker Hill 253.4 KP253	
		6.3					Walker 275.5 KP276	
246.2		DORRANCE		KP246	2925		Victoria 279.6 KP280	
		17.4					Toulon 284.8 KP285	
263.6		RUSSELL		KP263	3022		Yocemento(E) 295.3 KP295	
		8.8					Ogallah 313.1 KP314	
272.4		GORHAM		KP272	5024		Voda 330.0 KP330	
		17.7					Collyer 335.8 KP336	
290.1		HAYS		KP290	5278		Grainfield 356.3 KP356	
		13.2					Campus 371.2 KP371	
303.3		ELLIS		KP303				
		5.1						
308.4		RIGA		KP308	2719			
		13.9						
322.3		WAKEENEY		KP322	2336			
		21.0						
343.3		QUINTER		KP343	3610			
		7.6						
350.9		BUFFALO PARK		KP351	3032			
		14.3						
365.2		GRINNELL		KP365	2370			
		12.2						
377.4		OAKLEY	⊕ ● T	KP377	5726			
		304.4						

Yard Limits

MP 184.2 to MP 187.4.

MP 375.9 to Oakley.

At Salina trains enroute Marysville Subdivision secure clearance.

Rule 10(d) not in effect.

TRIGO INDUSTRIAL LEAD: MP 479.1 to MP 502.5. Maximum speed 20 MPH except Ohio Street Salina — 10 MPH. ⊗UP⊗ MP 494.8

Business Tracks	MP	Sta. No.
KIPP	484.7	GK- 6
SALINA ⊕ T	494.9	GK-16
TRIGO	499.1	GK-21

62 SOLOMON BRANCH — NEBRASKA DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	MPH	
						Maximum speed (Except as below)	Other than MT
0.0		SOLOMON	T	KP172		40	5
6.5		NILES		KS907	3042	25	10
14.7		BENNINGTON		KS915	2541	25	15
34.7		DELPHOS		KS935	1683	25	10
46.8		SIMPSON		KS947	1476	25	10
57.4		BELOIT	●	S184	1374	25	10

PLAINVILLE BRANCH — NEBRASKA DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	MPH	
						Maximum speed (Except as below)	Other than MT
0.0		SALINA	●	KP187	Yd.	40	5
11.5		CULVER		KO012	1276	25	30
23.8		BEVERLY		KO024	2466	25	30
33.8		ATSF	●			25	30
34.2		LINCOLN CENTER		KO034	1421	25	30
40.7		VESPER		KO041	2468	25	30
46.9		SYLVAN GROVE		KO047	1938	25	30
56.0		LUCAS		KO056	1714	25	30
71.5		WALDO		KO072	2061	25	30
79.2		PARADISE		KO079	1258	25	30
87.0		NATOMA		KO087	1618	25	30
95.1		CODELL		KO095	1478	25	30
103.5		PLAINVILLE	●	KO104	1899	25	30
110.4		ZURICH		KO110	1783	25	30
129.3		BOGUE		KO129		25	30
138.0		HILL CITY		KO138	1157	25	30
150.2		MORLAND		KO150	1306	25	30
155.4		STUDLEY		KO155	1338	25	30
170.4		HOXIE		KO170	1495	25	30
186.2		MENLO		KO186	1450	25	30
203.5		COLBY	T	KO204	946	25	30
212.5		MINGO		KO213	1952	25	30
224.7		OAKLEY	●	KP377		25	30

SIDNEY SUBDIV. — WYOMING DIVISION 63

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	MPH	
						Maximum Speed (Except as below)	Other than MT
291.0		CP291	I			40	5
296.5		HERSHEY	X	NX297	n3388	40	5
297.7		O'FALLONS	CP 298 I	NX298	n10600	40	5
299.1		O'FALLONS	CP 300 T I	NX301		40	5
303.7		SUTHERLAND	X	NX303		40	5
311.5		CP312	I	NX312		40	5
322.5		CP322	I			40	5
332.3		OGALLALA	CP332 I	NX335	n11600	40	5
334.8		OGALLALA	CP335 I	NX335	s7079	40	5
349.7		CP350	I	NX350		40	5
354.3		BIG SPRINGS	X	NX354		40	5
363.0		JULESBURG	CP363 I	NX363	n9500	40	5
365.3		JULESBURG	CP365 I	NX365	s9500	40	5
377.5		CP378	I			40	5
380.3		CHAPPELL	X	NX380		40	5
392.0		CP392	I			40	5
407.5		SIDNEY	CP408 T I	NX408	n12280	40	5
415.5		BROWNSON	T	NX416	s12280	40	5
423.9		CP424	I		c4169	40	5
437.2		OWASCO	CP437 I	NX440	n9550	40	5
438.4		OWASCO	I			40	5
444.5		KIMBALL		NX445	c6324	40	5
448.5		CP449	I			40	5
456.2		BUSHNELL	X	NX457		40	5
459.5		CP459	I	NX459		40	5
469.5		CP469	I	NX469		40	5
475.4		EGBERT	CP 475 T I	NX478	n10550	40	5
476.5		EGBERT	CP 478 I			40	5
477.5		EGBERT	I			40	5
480.8		CP481	I	NX481		40	5
491.0		CP491	I	NX491		40	5
500.6		ARCHER	CP 501 I	NX501	s5956	40	5
506.3		BARNETT	CP506 I	NX506		40	5
508.3		CHEYENNE	CP 508 I	WX510		40	5
509.5		CHEYENNE	I			40	5

Two main tracks CP291 to CP506.  
 Three main tracks CP506 to CP508.  
 Four main tracks CP508 to Cheyenne.  
 ACS CP 291 to Cheyenne

Speed Signal locations: CP291 to CP508.

Hot Box and Dragging Equipment Detectors located at: @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.

64 NORTH PLATTE SUBDIV. — WYOMING DIVISION

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
	WEST STATIONS	EAST STATIONS			
0.0	O'FALLONS	CPO T	NX301		40
19.5	NEVENS	†	NP019	8000	25
35.7	MARTIN	†	NP035	8000	5
51.4	RUTHTON	†	NP052	8000	25
67.6	NEW OSHKOSH	†	NP068	8000	5
96.8	EASTWOOD	†	NP097	8000	25
113.7	NORTHPORT	●†	NP114	6936	40
115.1	⊗ BN ⊙	CP115	NP115		25
140.7	BROCKHOFF		NP141	8000	5
145.9	GERING	⊙ T	NP146	3132	25
159.7	SOUTH MORRILL	● ⊙	NP162	8000	40
164.2	JOYCE	⊙	NP164		25
181.6	YODER	T	NP182	2250	20
222.9	ALBIN		NP422	2553	20
244.4	EGBERT	T	NX478		20
244.4					

Maximum Speed (Except as below) MPH  
 Between Mile Posts—  
 164.2 and 244.4 ..... 25  
 182.1 and 182.5 ..... 5  
 ACS in effect O'Fallons to CP113. MP 115.6 to MP 157.0 for Westward Trains, MP 115.6 to MP 158.8 for Eastward Trains.  
 Yard Limits  
 MP 144.0 to MP 146.1  
 MP 156.8 to MP 164.2  
 Contact CNW Operator before entering or leaving yard limits  
 MP 156.8 to MP 164.2.  
 Business Tracks MP Sta. No.  
 Sarben ..... 12.8 NP013  
 Keystone ..... 28.4 NP028  
 Lewellen ..... 59.3 NP059  
 Oshkosh ..... 70.8 NP071  
 Lisco ..... 86.4 NP086  
 Broadwater ..... 100.4 NP100  
 Towers ..... 109.6 NP110  
 Melbeta(W) ..... 137.9 NP138  
 South Mitchell(E) ..... 155.8 NP156  
 Lyman ..... 167.9 NP168  
 Hawk Springs ..... 192.8 NP452  
 Meier ..... 201.1 NP444  
 La Grange ..... 203.9 NP441  
 Lindbergh ..... 229.8 NP415  
 Westward Trains secure clearance before leaving Northport.  
 Speed signal MP 1.0 Eastward.

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 150.8.

Joyce — Normal position of main track switch is lined for WRPI (CNW) connection.

JULESBURG SUBDIV. — WYOMING DIVISION

Mile Post	Radio Communication via Channel Two		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
	WEST STATIONS	EAST STATIONS			
0.0	JULESBURG	●	NX365		50
7.1	OVID		NJ372		5
14.6	SEDGWICK		NJ380	3602	20
23.1	RED LION		NJ388	4254	20
54.5	CERES		NJ420	2000	20
57.5	STERLING	⊙ ●	NJ423	8277	20
75.3	MESSEX		NJ441	6910	20
81.1	UNION		NJ446		20
87.0	SNYDER		NJ452	4599	20
98.6	FT. MORGAN		NJ464	4825	20
109.0	WELDONA		NJ474	3809	20
117.7	ORCHARD		NJ483	3797	20
135.4	HARDIN		NJ501	5800	20
143.1	KERSEY		NJ508	3554	20
151.1	LASALLE	⊙ ● T	WD687	2723	20
151.1					

Maximum Speed (Except as below) MPH  
 Ovid Sugar Company ..... 5  
 Between Mile Posts—  
 56.1 and 59.1 ..... 20  
 150.7 and 151.1 ..... 20  
 Business Tracks MP Sta. No.  
 Crook ..... 30.1 NJ395  
 Proctor ..... 38.8 NJ404  
 Iliff ..... 45.6 NJ411  
 Ford(W) ..... 50.1 NJ415  
 Merino(W) ..... 70.2 NJ436  
 Goodrich ..... 114.2 NJ480  
 Monfort ..... 140.3 NJ505  
 Yard Limits  
 MP 56.1 to MP 59.1  
 MP 149.7 to LaSalle  
 UNION MP 81.1 — Eastward BN trains must not release mechanical time lock (remove padlock from hasp) without authority from UP Train Dispatcher. Movement to UP trackage is governed by signal indication.  
 At Sterling BN trains must receive authority from UP dispatcher before fouling UP main track.  
 TWC in effect Julesburg to MP 56.1; MP 59.1 to MP 149.7.

GREELEY SUBDIV. — WYOMING DIVISION

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

GREELEY SUBDIV. — WYOMING DIVISION 65

Mile Post	Radio Communication via Channel One.		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
	SOUTH STATIONS	NORTH STATIONS			
103.3	BORIE	CP519			60
99.9	WEST SPEER	CPC520			25
98.6	SPEER	CPC518	WS518	6740	12
97.7	SPEER JCT.	CP98	T		20
85.9	CARR		WD726	7355	10
72.0	NUNN		WD712	7951	35†
63.0	AULT		WD703	7905	40†
55.7	CP56			8320	20
54.2		CP53			40
52.5		CP53			20†
51.8	GREELEY		WD692		45
50.7		CP51			50
47.2		CP47			25
46.3		CP46			40
46.1	LA SALLE	● T	WD687	9118	50
45.3		CP45			50
34.8	PLATTEVILLE		WD675	7975	15
19.2	BRIGHTON		WD659	7960	15
11.5	HAZELTINE		WD652	7935	15
6.3	ADAMS		WD646		15
4.9	COMMERCE CITY	●	WD645		15
	⊗ BN ⊙	CP5			15
4.0	DRGW CONN.	⊙			15
2.2	PULLMAN	⊙ T	KP638	Yd.	15
1.7	36th STREET	⊙	WD640		15
	DENVER UNION TERMINAL	⊙ ● T			15
0.0					15
103.3					15

Maximum Speed (Except as below) MPH  
 Between Mile Posts—  
 0.4 and 3.0 both tracks ..... 25  
 4.0 to DRGW Belt Line Through Spring Switch DRGW Belt Line to N.Yd. BN-DRGW Xing ..... 12  
 N.Yd. DRGW Yrd Trks ..... 10  
 Between Mile Posts—  
 3.0 and 6.6 ..... 35†  
 17.9 and 20.0 ..... 40†  
 25.2 and 26.3 ..... 40†  
 45.9 and 46.9 ..... 20†  
 46.9 and 48.0 ..... 50  
 48.0 and 49.7 ..... 55  
 49.7 and 50.8 ..... 50  
 50.8 and 52.4 ..... 20†  
 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 CP519 C/O No. 1 Trk to or from Borie Cut-off ..... 15  
 Business Tracks MP Sta. No.  
 DuPont ..... 8.2 WD648  
 Rolla ..... 10.6 WD650  
 Henderson ..... 14.1 WD655  
 Powars ..... 22.8 WD663  
 Lupton (S) ..... 25.8 WD666  
 Lone ..... 30.3 WD671  
 Gilcrest ..... 40.3 WD680  
 Evans (S) ..... 48.3 WD689  
 Garden City ..... 49.8 WD690  
 Gill ..... 54.6 WD694  
 Lucerne ..... 56.1 WD696  
 Eaton ..... 58.8 WD700  
 Pierce ..... 66.7 WD707  
 Dover (S) ..... 77.0 WD717  
 Double Track (Rule 251)  
 MP 0.4 to MP 4.0  
 Two main tracks MP 4.0 to MP 5.1.

MP 4: Spring switch at MP 4 on southward 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.  
 Yard Limits: MP 0.0 to MP 4.8

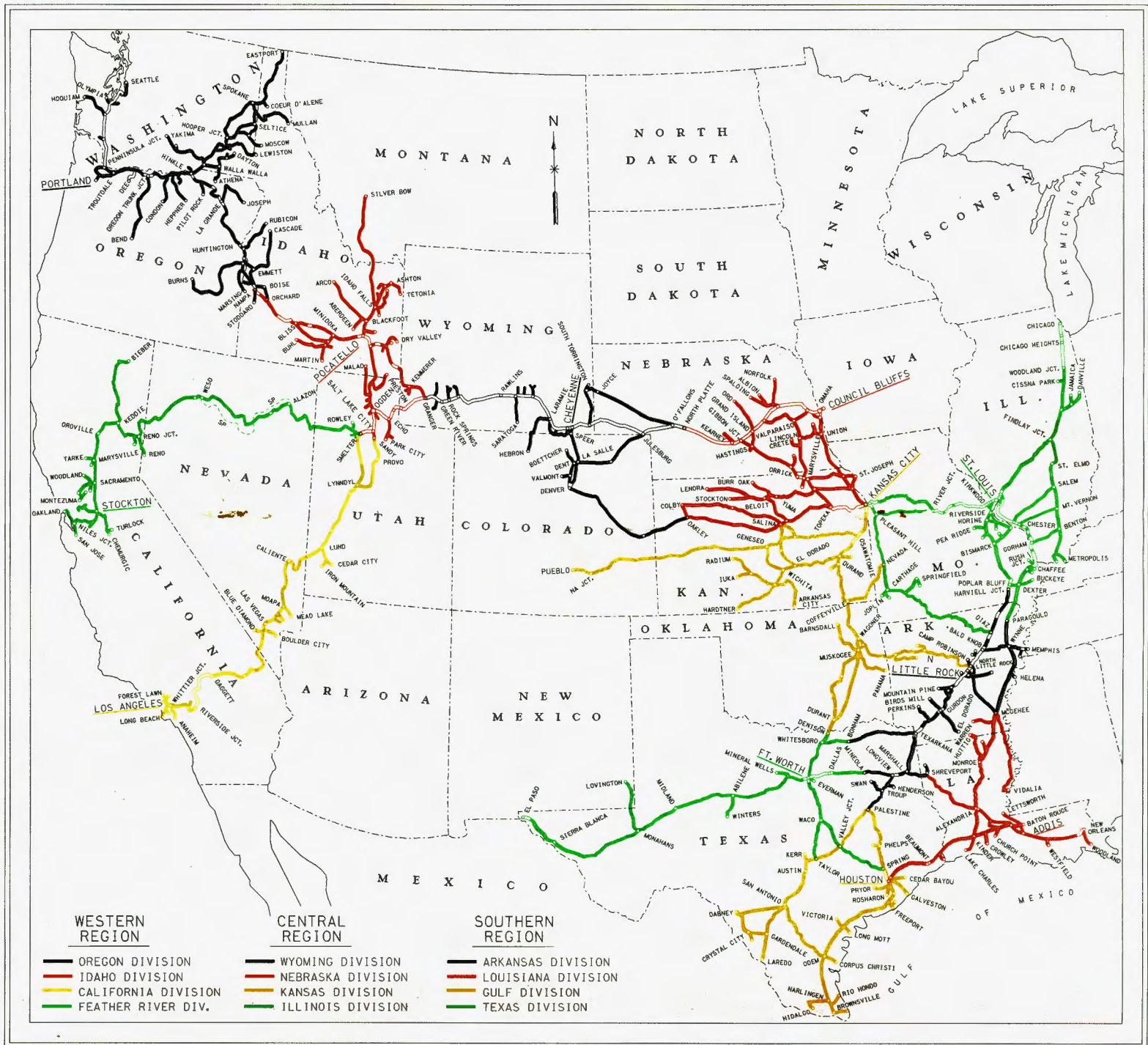
DENVER SUBDIV. — WYOMING DIVISION

Mile Post	Radio Communication via Channel One.		Station Nos.	Sidings Feet	Maximum speed (Except as below) MPH
	WEST STATIONS	EAST STATIONS			
377.4	OAKLEY	⊙ ● T	KP377	5726	40
386.1	MONUMENT		KP386	2456	35
421.2	WALLACE		KP421	2168	35
429.8	SHARON SPRINGS		KP430	3599	15
441.8	WESKAN		KP442	3082	5
463.0	CHEYENNE WELLS		KP463	2670	35
473.5	FIRST VIEW		KP474	2451	35
487.5	KIT CARSON		KP488	2806	35
507.6	AROYA		KP508	2292	35
517.7	BOYERO		KP518	2576	35
526.7	CLIFFORD		KP526	4760	35
535.8	HUGO		KP536	3777	35
550.5	LIMON		KP551	2075	35
550.6	⊗ CLK ⊙				35
563.0	CEDAR POINT		KP563	4947	35
571.7	AGATE		KP572	4837	35
584.0	DEER TRAIL		KP584	2680	35
609.3	BENNETT		KP609	4976	35
618.4	WATKINS		KP618	4632	35
630.5	SABLE	⊙	KP631	4132	35
631.9	ROYDALE	⊙ ● T	KP632	5102	35
634.5	SANDOWN	⊙	KP634	3454	35
638.2	PULLMAN	⊙ T	KP638	Yd.	35
260.8					

Maximum speed (Except as below) MPH  
 Oakley to 622.0 ..... 40  
 622.0 to Pullman ..... 35  
 (Except as below)  
 Between Mile Posts—  
 375.8 and 378.5 ..... 35  
 534.8 and 536.6 ..... 35  
 637.5 and 638.2 ..... 15  
 All tracks except MT ..... 5  
 Yard Limits: Oakley to MP 378.5, MP 622.0 to MP 638.2.  
 Business Tracks MP Sta. No.  
 Page City ..... 393.6 KP394  
 Winona ..... 399.0 KP399  
 McAllister ..... 408.4 KP408  
 Arapahoe ..... 453.3 KP453  
 Byers ..... 596.4 KP597  
 Strasburg ..... 602.5 KP603  
 Wattenberg (E) ..... 622.5 KP622  
 Mesa ..... 625.0 KP625  
 Magee ..... 628.1 KP628

TIMETABLE NO. 5

TIMETABLE NO. 5



Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
	WEST	EAST			
509.5			● T X		
510.9	CHEYENNE	CP511	WX510	Yd.	508.3 and 509.1 ..... 35
519.4	BORIE	CP519	WX519		509.1 and 510.1 (●) No. 1 ..... 20
529.0	GRANITE	CP529	WX529	n4238	510.1 and 510.2 (●) No. 2 & 3 ..... 20
536.6	BUFORD	CP536	WX537	c6151	509.1 and 510.5 (●) No. 4 ..... 20
543.0	DALE	CP543	WX545		510.5 and 511.8 ..... 40
545.6	DALE JCT.	CP545			Via Buford & Colores—
547.3		CP547			511.8 and 522.1 ..... 55
548.3	HERMOSA	CP548	WX548		522.1 and 525.6 ..... 45
548.6		CP549			525.6 and 530.0 ..... 55
565.3		CP565			530.0 and 532.1 ..... 45
566.0	LARAMIE	CP566	WX566	Yd.	532.1 and 537.9 ..... 55
567.4		CP567			537.9 and 540.4 ..... 40
509.5			● T X		
510.9	CHEYENNE	CP511	WX510	Yd.	540.4 and 544.1 ..... 45
C518.3	SPEER	CPC518 T	WS518	c6740	544.1 and 546.4 ..... 40
C519.3		CPC520			546.4 and 565.3 ..... 40
C525.6	EMKAY	CP525	WS526	6558	CP519 C/O No. 1 Track to or from Borie cutoff ..... 15
C534.5	LYNCH	CP534	WS534	6687	Borie and Speer ..... 50
C543.1	HARRIMAN	CP543	WS543	7079	Via Red Buttes—
C550.0	PERKINS	CP550	WS550	6492	B547.3 and B549.0 ..... 40
C554.9	DALE JCT.	CP545			B549.0 and B565.6 ..... 60
B547.3	HERMOSA	CP547	WX548		CPB564 and CP570 Siding ..... 40
B548.3		CP549			Laramie-Tie Yard Lead ..... 10
B548.6	RED BUTTES	CP549	WS557	5852	Warehouse 2, 3 & 4 Trks ..... 5
B565.3		CPB564	WX565		587.7 and 588.4 ..... 60
B565.6	LARAMIE	CP565	WX566	Yd.	593.3 and 593.7 ..... 65
566.0		CP567			598.5 and 602.5 ..... 65
567.4		CP567			637.5 and 637.8 ..... 60
570.6	CP570				Hanna South Siding ..... 40
582.2	CP582				Hanna — Yd Trks ..... 5
584.8	BOSLER	CP585	WX585	c4300	643.4 and 648.0 ..... 60
594.1	LOOKOUT	CP594	WX594		650.2 and 650.7 ..... 60
601.0	CP601				653.1 and 656.4 ..... 60
605.2	ROCK RIVER	CP605	WX605	c6195	661.0 and 666.8 ..... 65
609.0	WILCOX	CP609	WX609		662.8 and 662.5 ..... 60
616.8	CP617				Rawlins Sidings ..... 40
623.5	MEDICINE BOW	CP623	WX623	c5984	682.3 and 682.8 MT & Sidings ..... 20
624.5		CP624			Coal Spur Tracks
632.6	CP633				Ramsey Spur (Arch II, Rose-Bud & Carbon County)
639.0	RAMSEY	CP639	WX639	n19198	0.0 and 3.6 ..... 20
641.0	CP641				2.7 and 2.9 (Arch Siding) ..... 15
643.0	HANNA	CP643	WX643	s19202	3.6 and 4.2 ..... 15
650.1	DURRANT	CP650	WX649		Old Energy Lead ..... 20
662.3	WALCOTT	CP662	WX662		Other Trks on Coal Spurs ..... 5
672.1	BENTON	CP672			Dual control turnout at MP 547.3 between No. 2 track and No. 3 track is a No. 10 equilateral — 30 MPH.
675.8	SINCLAIR		WX676		Dual control turnout at MP 565.3 between No. 2 and No. 3 track is a No. 20 equilateral — 60 MPH.
678.0		CP678		n10788	Business Tracks MP Sta. No.
680.3		CP680		n11990	Wycon (E) ..... 514.5 WX515
681.2		CP681			Sherman (W) ..... 540.4 WX540
682.7		CP683			Colores (E) ..... 553.8 WX554
682.8	RAWLINS	CP683	WX683		Forelle (E) ..... 561.7 WX562
685.0		CP685		s19126	Cooper Lake (E) ..... 590.6 WX591
					Edson (W) ..... 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. 5

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, CPC517, CPC518, CP519, CPC520, Borie, CP528, CP530, CP536, CP537, Dale Jct. (1&2), CP547 (except EW signal on No. 2), CP549, CP556, CPB557, CPB564, CP565, CP570 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 (Except as below) MPH
	WEST	EAST			
0.0	LARAMIE	● T	WX566	Yd.	20
14.7	MILLER		WC015	1223	15
54.6	FOX PARK	T	WC055	932	10
64.1	WYOCOLO		WC064	2851	5
70.8	CAMP		WC071	1601	Sta. No.
79.8	NORTHGATE	T	WC080	1497	29.7 WC030
92.2	WALDEN	⊙	WC092	Yd.	40.4 WC040
	108.0				73.6 WC074
					88.3 WC088
					At MP 48, eastward trains must stop and fully recharge train line before proceeding.
					Yard Limits entire branch.

ENCAMPMENT BRANCH — WYOMING DIVISION

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

TIMETABLE NO. 5

70 RAWLINS SUBDIV. — WYOMING DIVISION

Mile Post	Radio communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed MPH
	WEST STATIONS	EAST STATIONS			
682.8 685.0	RAWLINS	TX CP685	WX683	n11990 s19126	Rawlins sidings Rawlins to CP 801 ..... 70 CP 801 to Green River ..... 60 Green River to Granger ..... 70 (Except as below) Rawlins sidings 682.3 and 682.8 MT & Sidings ..... 20±
699.6 700.3 702.2	RINER	CP700 CP702	WX700 WX701	n13042	Between Mile Posts — Riner siding ..... 40 703.0 and 704.2 ..... 60 708.6 and 709.0 ..... 60 713.7 and 714.3 ..... 60 740.2 and 740.9 EW ..... 60 740.2 and 743.1 WW ..... 60 760.7 and 762.3 ..... 60 774.3 and 776.6 ..... 60 797.3 and 798.4 ..... 45 798.4 and 800.5 ..... 50 800.5 and 801.3 ..... 55 801.3 and 803.3 ..... 40 803.3 and 803.5 ..... 55 806.6 and 807.5 ..... 60 807.5 and 807.8 ..... 50 809.6 and 814.1 ..... 45 814.1 and 816.7 ..... 30 816.7 and 816.9
712.0	CRESTON	T	WX712	w2865 c10002	No. 1, 2 & Running Trks. 20± Running Tracks 3 & 4 ..... 25 816.9 and 818.2 ..... 30 818.2 and 823.6 ..... 50 823.6 and 828.4 ..... 60 833.6 and 834.1 ..... 60 Westvaco Running Trk ..... 10 Granger Siding ..... 40
724.2	WAMSUTTER	TX	WX724	w11200 e9080	Jim Bridger Spur — 8.2 Miles originates at Point of Rocks Maximum speed (Except as below) 4.0 and 4.7 ..... 10 6.2 and 8.0 ..... 10
732.7	RED DESERT	X	WX733	w2470	Chevron Spur — 9.0 Miles Maximum Speed ..... 20
740.0	TIPTON	X	WX740	e10279	Tenneco Spur — 9 Miles ..... 20
746.7	TABLE ROCK	⊙	WX747	w11000 e10298	Stauffer Spur — 10 Miles 7.0 and 8.0 ..... 10
757.4	BITTER CREEK	⊙ X	WX757	w6560 w7340	General Chem — 2.4 Miles ..... 15
766.0 766.7	BLACK BUTTES	TX	WX766	c8103	Texas Gulf — 5.2 Miles .. 20 3.6 and 4.8 ..... 15 4.8 and 5.2 ..... 5
777.4	POINT OF ROCKS	TX	WX777	w12550	Business Tracks MP Sta. No. Hadsell(E.W) ..... 690.2 WX690 Robinson(W) ..... 744.1 WX743 CIG Spur(W) ..... 748.7 WX749 Monell(E) ..... 751.7 WX752 Patrick Draw(W)753.6 WX754 Hallville(W) ..... 771.2 WX771 Salt Wells(W) ..... 788.6 WX789 Bryan (W) ..... 830.2 WX830 Tenneco (E) ..... 830.7 WX831 Stauffer (E) ..... 834.1 WX834 Texas Gulf Soda (E) ..... 842.5 WX843
783.2	THAYER	X	WX784	c5646	Business Tracks MP Sta. No. Welby ..... 8.2 WF648 Northglenn ..... 11.7 WF652 Eastlake ..... 14.1 WF654 Gowanda ..... 34.6 WF675 Rivers ..... 36.9 WF677
796.1	BAXTER	WX796	WX796	n16690	Business Tracks MP Sta. No. Milliken ..... 1.7 WF802 Kelim(GW) ..... 9.1 WF809 Boyd Lake ..... 13.7 WF814 Harmony ..... 19.5 WF820
808.8	ROCK SPRINGS	TX	WX802	n16690	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; 22.6 — 10 MPH; 23.8 — 10 MPH; 25.0 and 30.8 — 10 MPH; Boettcher spur to cement plant — 10 MPH.
802.1 802.5 804.1	ROCK SPRINGS	TX	WX802	n16690	Business Tracks MP Sta. No. Fort Collins ..... 25.0 WF825 BNG ..... 25.2 BNG ..... 25.3 Poudre ..... 27.9 WF828 Boettcher ..... 30.4 WF830
809.0	KANDA	X	WX809	n16690	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 Governors. BOETTCHER — Cement plant — No engines permitted east of cement truck crossing on Track 7 or 200 feet west of highline switch.
814.7 815.1	CENTER GREEN RIVER	X	WX817	n16690	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 Governors. BOETTCHER — Cement plant — No engines permitted east of cement truck crossing on Track 7 or 200 feet west of highline switch.
817.0	GREEN RIVER	TX	WX817	n16690	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 Governors. BOETTCHER — Cement plant — No engines permitted east of cement truck crossing on Track 7 or 200 feet west of highline switch.
819.4 824.9	PERU	TX	WX819	n16690	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 Governors. BOETTCHER — Cement plant — No engines permitted east of cement truck crossing on Track 7 or 200 feet west of highline switch.
833.4	ALCHEM	CP833	WX833	n16690	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 Governors. BOETTCHER — Cement plant — No engines permitted east of cement truck crossing on Track 7 or 200 feet west of highline switch.
835.1	ALCHEM	CP835	WX835	n16690	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 Governors. BOETTCHER — Cement plant — No engines permitted east of cement truck crossing on Track 7 or 200 feet west of highline switch.
838.0 843.9 847.2	WESTVACO	WX838 CP844 CP847	WX838 WX844 WX847	n16690	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 Governors. BOETTCHER — Cement plant — No engines permitted east of cement truck crossing on Track 7 or 200 feet west of highline switch.

Trains secure clearance at Green River.

Movements on Jim Bridger, Chevron, Tenneco, Texas Gulf, General Chemical and Stauffer Spurs are governed by Rule 93.

Two main tracks Rawlins to CP702; CP801 to CP847.

Double track (Rule 251) CP702 to CP801 except CTC in effect on No. 2 Track between CP798 and CP801.

Manual interlocking switches located at: West switch eastward siding Table Rock and Bitter Creek; CP766.

ACS in effect entire subdivision.

Speed Signal locations: Rawlins to CP702, CP766, CP801 to CP814, CP825 and CP833.

Hot Box and Dragging Equipment Detectors located at: Both Tracks @MP 692.2, @MP 792.3, @MP 808.2, @MP 819.3, @MP 822.3, @MP 834.5; 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 dragging equipment and train dispatcher advised of any exceptions noted. 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 General Chemical & Texas Gulf Spurs and Stauffer Spur between MP 0.0 & MP 8.0.

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

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. CTC in effect MP 0.0 to MP 2.9.

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

TIMETABLE NO. 5

SOUTH TORRINGTON BRANCH — WYOMING DIV. 71

Mile Post	Radio communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed MPH
	WEST STATIONS	EAST STATIONS			
0.0	YODER	OT	NP182	.....	(Except as below) ..... 20 Between Mile Posts — 18.0 and 18.5 ..... 5 Other than main track ..... 5 Yard limits entire branch.
5.8	VETERAN (E)	⊙	NP188	.....	Trains to or from this branch must contact dispatcher before entering or leaving.
18.5	SOUTH TORRINGTON	OT	NP201	Yd.	South Torrington — Holly Sugar Track 853, no engine or loaded car permitted over unloading pit. Unattended trains with cabooses must have hand brakes applied on 4 rear cars and cabooses. Trains with "EOT" device must have hand brakes applied on 10 head cars.

DENT BRANCH — WYOMING DIVISION

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed MPH
	WEST STATIONS	EAST STATIONS			
5.1	CP 5	⊙	.....	.....	(Except as below) ..... 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. St. Vrains ..... 17.1 WF802 Frederick ..... 3.9 WF667 Dent ..... 16.7 WF683 La Salle ..... 7.8 WF687 45.5
26.1	FREDERICK	.....	WF667	4420	Fort Collins ..... 25.0 WF825 BNG ..... 25.2 BNG ..... 25.3 Poudre ..... 27.9 WF828 Boettcher ..... 30.4 WF830
42.8	DENT	OT	WF683	984	
50.6	LA SALLE	⊙	WD687	.....	

TWC in effect MP 6.4 to MP 42.2.

Yard Limits: MP 5.1 to MP 6.4; MP 42.1 to MP 50.6.

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; 22.6 — 10 MPH; 23.8 — 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	WF802	Fort Collins	25.0	WF825
Kelime(GW)	9.1	WF809	BNG	25.2	.....
Boyd Lake	13.7	WF814	BNG	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 Governors.

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. 5

WEST		Radio communication via Channel One East of MP 980 and via Channel Two West of MP 980			EAST	
First Class				First Class		
26 Pgr.				25 Pgr.		
Daily	Mile Post	STATIONS	Station Nos.	Sid- ings Feet	Daily	
	847.2	GRANGER ..... CP847 T	WX847	n15057		
	854.0	VERNE ..... 6.8	WX854	c5795		
	866.2	HAMPTON ..... 12.2 X	WX866			
	875.4	CARTER ..... 9.2	WX875	c6277		
	885.6	BRIDGER ..... 10.2	WX886	c6068		
	890.5	LEROY ..... 4.9	WX891			
	897.6	SPRING VALLEY ..... 7.1	WX898	c5807		
	900.1	ASPEN ..... 2.5	WX902			
	904.8	ALTAMONT ..... 4.1	WX904	e4944 w8875 e8264		
	917.2	EVANSTON ..... 13.0 TX	WX917			
	927.1	WAHSATCH ..... 9.9	WX928	c4254		
	943.0	EMORY ..... 15.9	WX943	c5797		
	952.7	ECHO ..... 9.7 X	WX952	c5845		
	957.1	HENEFER ..... 4.4	WX957	c5489		
	961.1	DEVIL'S SLIDE ..... 4.0	WX961	c5483		
	968.0	MORGAN ..... 6.9	WX968	c5546		
	977.7	STRAWBERRY ..... 9.7 CP977	WX978			
	988.6	EAST RIVERDALE ..... 10.9				
	989.9	RIVERDALE ..... 1.3 CP990	WX990	Yd.		
AM	992.6	OGDEN ..... 2.7	UY993	Yd.	AM	
5 13	0.0	OGDEN ..... 1.0	UY993	Yd.	s12 57	
	818.4	BRIDGE JCT ..... CP819	UY994			
	817.8	BRIDGE JCT ..... CP818	UY994			
	817.5	BRIDGE JCT ..... CP817	UY994			
	811.5	CLEARFIELD ..... CP811	UZ002	c4727		
	809.2	CLEARFIELD ..... CP809	UZ002			
	807.2	LAYTON ..... CP807	UZ007			
	803.9	LAYTON ..... CP804	UZ007			
	802.2	KAYSVILLE ..... CP802	UZ009	n6418		
	793.2	CENTERVILLE ..... CP793	UZ018			
	791.0	WOODS CROSS ..... 2.2	UZ021			
	787.5	NORTH SALT LAKE ..... 3.5 CP788	UZ024			
	787.9	18TH NORTH ..... 2.0 CP785				
	783.6	NORTH YARD ..... 1.9		Yd.		
	782.8	SALT LAKE CITY ..... 0.8	UZ029	Yd.		
6 30	782.9	GRANT TOWER (D&RGW) ..... 0.1			11 57	

AM	171.6	PM
Maximum Speed	MPH	
Granger to Evanston	65	941.6 and 942.9 EW
Evanston to Ogden	50	942.9 and 952.1
(Except as below)		952.1 and 952.5
Between Mile Posts —		952.5 and 954.5
868.0 and 869.1	60	963.1 and 965.1
880.1 and 880.3	50	974.1 and 976.1
880.3 and 882.5	60	978.7 and 980.3
882.5 and 885.0	50	980.3 and 983.8 No. 2
885.0 and 896.7	60	986.8 and 989.5 No. 2
896.7 and 901.7	45	980.3 and 981.0 No. 1
901.7 and 903.6	40	981.0 and 983.5 No. 1
903.6 and 908.6	45	983.5 and 989.5 No. 1
908.6 and 916.0	60	989.5 and 992.0
916.0 and 917.6	35	992.0 and 992.6
917.6 and 919.1	45	Ogden, between East
927.5 and 928.8 WW	35	Riverdale & West Bridge
928.8 and 935.8 WW	30	Jct. CP818 Bypass Trk
935.8 and 939.4 WW	40	
939.4 and 942.9 WW	45	Spurs not otherwise shown
926.5 and 941.6 EW	45	

Maximum Speed	MPH	Business Trks.	MP	Sta. No.
Ogden to Salt Lake City	70	Millis (E-W)	912.5	WX913
Riverdale By-Pass Trk	40	Curvo (E)	932.1	WX933
Bridge Jct. CP817 to Shasta Lead	15	Castlerock (E-W)	936.2	WX936
N leg of Wye between		Baskin (E)	947.9	WX948
Bridge Jct. CP817 & 28th St.	10	Peterson (W)	975.4	WX976
Main Track No. 1 & South leg of		Uintah (E-W)	984.7	WX985
Wye Trk between Patterson		Lodjic(W)	816.7	UY995
Ave. & Bridge Jct. CP818	15	Layton	804.2	UZ007
Ogden Terminal Limits		Kaysville	803.2	UZ009
Cecil Jct. Through crossover	15	Woods Cross	791.3	UZ021
798.2 and 796.5	70	Pioneer	789.2	UZ022
792.4 and 792.2	70	Becks	786.1	UZ026
787.3 and 784.5	35	Begin Western Region at MP 846.5		
784.5 and 782.8	20			
Salt Lake Switching				
District Industry tracks	5			

Between Strawberry CP977 and Riverdale CP990, and between Bridge Jct. CP818 and 18th North CP785 — No. 1 Main Track is North track, No. 2 Main Track is South track.  
Double track (Rule 251) CP847 to CP900; CP905 to CP977; CP990 to Ogden. To CP818; CP785 to MP 783.5.

ACS in effect entire Subdivision.  
Hot Box and Draggings Equipment Detectors located at: Both Tracks @ 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.

Rule 151 Exception: Between MP 931.5 and Strawberry trains must keep to the left.  
Yard limits MP 989.0 to Ogden; Ogden to MP 818.0, MP 787.0 to MP 781.0.

Speed Signal locations: Strawberry, East Riverdale. CP785, CP788, CP793, CP807, CP811, CP817, CP818.  
⊙ in effect in Salt Lake City.

**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.

**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.
Coalville	5.7	WP606	Keetley Jct.	24.5	WP625
Wanship	13.0	WP613	Park City	T. 27.4	WP628

Air brakes must be cut in and operative on all cars handled.  
Track out of service MP 0.0 to MP 27.4.

**Ontario Branch** Keetley Jct. to Phoston 2.5 miles. Yard Limits entire branch. Maximum speed 15 MPH. Track out of service MP 0.0 to MP 2.5.

Business Track: Phoston, MP 2.2 Sta. No. WP 702.  
Air brakes must be cut in and operative on all cars handled.

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

Business Tracks	MP	Sta. No.	Evona Branch Ogden to Relico 1.6 Miles.	Relico to Sugar Wks xng (D&RGW) 0.5 miles, Sugar Wks xng to Sugar Wks Plant 1.1 miles. Total length 3.2 miles. Yard Limits entire branch. Maximum Speed 10 MPH.	
Freepport Center	0.6	UZ002A	Business Tracks	MP	Sta. No.
Barnes	2.1	UB602	Evona(E)	0.7	UV700
			Relico(E)	1.0	UV702
			Sugar Wks		

**Hill Field Branch** Ogden to Arsenal 6.8 Miles. Yard Limits entire branch. Maximum Speed 15 MPH except between MP 4.4 to MP 4.8 10 MPH, MP 6.0 to MP 6.8 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

**Little Mountain Branch** Little Mountain Jct. to Little Mountain 14.4 miles. Yard Limits — entire branch. Maximum Speed 10 MPH. Branch out of service MP 5.0 to MP 13.0.  
Business Track MP Sta. No.  
Little Mountain 13.8 UL314

SOUTH		Radio communication via Channel Two.				NORTH	
First Class			Station Nos.	Sidings Feet	25 Pgr.	First Class	
26 Pgr.	Mile Post	STATIONS			Daily		
AM	111.4		CP 192		AM		
3 10	111.2	McCAMMON	CP U11	IY038	3 05		
	111.1	6.4	CP U10				
	109.7						
3 17	104.8	ARIMO		UN105	6046	2 57	
		4.4					
3 21	100.4	VIRGINIA		UN100	3600	2 52	
		5.4					
3 26	95.0	DOWNEY		UN095	5991	2 47	
		10.6					
3 35	84.4	SWAN LAKE		UN085	6005	2 37	
		5.6					
3 40	78.8	COULAM		UN078	6007	2 29	
		7.4					
3 46	71.4	DAYTON		UN071	6011	2 23	
		6.0					
3 52	65.4	WESTON		UN065	6022	2 17	
		8.8					
4 00	56.6	TRENTON		UN057	6102	2 09	
		8.0					
4 10	48.6	CACHE JCT	⊙ T	UN049	8619	2 03	
		4.6					
4 22	44.0	WHEELON		UN045	6010	1 47	
		8.3					
4 30	35.7	DEWEY		UN036	6039	1 39	
		5.3					
4 35	30.4	HONEYVILLE		UN030	5984	1 34	
		9.3					
4 44	21.1	BRIGHAM CITY	⊙ T	UN021	6519	1 25	
		6.5					
4 51	14.6	WILLARD		UN014	5965	1 18	
		5.1					
...	9.5	LITTLE MOUNTAIN JCT	T				
		0.5					
4 56	9.0	HOT SPRINGS		UN009	5938	1 13	
		3.2					
...	5.8	WIP		UN006	1140		
		3.3					
5 02	2.5	SP JCT	⊙	UN002	6573	1 05	
		2.5					
5 10	0.0	OGDEN	⊙ T	UY993	Yd.	1 00	
AM	111.4					AM	

No. 25 is superior to No. 26 between Ogden and McCammon.

Speed Signal locations: McCammon, MP 111.4 = MP 191.6 on Pocatello Subdiv.

Yard Limits: MP 50.0 to MP 47.0; MP 23.0 to MP 20.0; MP 2.0 to MP 818.0.

MPH		MPH	
Maximum Speed	Pgr. Frt.	Maximum Speed	Pgr. Frt.
McCammon to Ogden	70 60	38.0 and 37.8	50 40
(Except as below)		23.4 and 23.1	65 55
Between Mile Posts —		21.1 and 20.9	35 35
111.4 and 110.8	45 35	20.9 and 19.2	70 55
107.7 and 107.4	65 55	2.0 and 1.0	35 35
102.6 and 102.4	65 55	Ogden to Salt Lake City	70 70
99.6 and 99.4	60 50	Riverdale By-Pass Trk.	40 40
93.9 and 92.3	65 55		
90.4 and 90.2	55 45	N leg of Wye between	
87.5 and 85.6	65 55	Bridge Jct. CP 817 & 28th St.	10 10
83.0 and 82.7	50 40	Bridge Jct CP 817 to	
67.1 and 66.1	50 40	Shasta Lead	15 15
64.5 and 64.1	65 55	Main Track No. 1 & South leg of	
53.9 and 53.5	65 55	Wye Trk between Patterson	
51.4 and 49.3	50 40	Ave. & Bridge Jct. CP 818	15 15
49.3 and 49.0	25 25		
49.0 and 47.5	35 35	Ogden Terminal Limits	
47.5 and 47.2	35 35	Cecil Jct. Through crossover	15 15
47.2 and 46.4	30 30	Business Tracks	MP Sta. No.
46.4 and 44.6	12 12	Cornish	60.6 UN061
44.6 and 42.0	50 40	Perry	17.3 UN017
42.0 and 41.0	65 55	Randall	6.3 UN007
		Harrisville	4.7 UN005

## MALAD BRANCH — IDAHO DIVISION

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts—	MPH
51.5		MALAD	T	UD952	1091	1.0 and 1.5	30
		20.5				3.6 and 3.9	30
31.0		NUCOR		UD931		5.2 and 6.5	30
		13.2				11.7 and 12.1	30
17.8		TREMONTON		UD918	2409	27.0 and 27.9	30
		12.3				29.3 and 29.9	30
5.5		CORINNE		UD906	2643	34.9 and 35.1	30
		5.5				42.4 and 42.7	30
0.0		BRIGHAM CITY	⊙ T	UN021		48.4 and 51.1	30
						51.1 and 52.1	10
		52.1					
Yard Limits		Brigham City	MP 0.1 to MP 2.0			Business Tracks	MP Sta. No.
						Ford	11.5 UD912
						Garland	19.7 UD920

Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts —	MPH
Mile Post	WEST	STATIONS	EAST		
0.0		MINIDOKA	⊙ T	IY120	13190
		13.5			
13.5		RUPERT	⊙ T	IT614	9185
		8.3			
21.8		BURLEY	⊙ T	IT622	2750 2970
		4.2			
26.0		STARRH'S FERRY	⊙	IT626	3575
		15.8			
41.8		MURTAUGH		IT641	3355
		11.5			
53.3		KIMBERLY		IT653	2805
		5.4			
58.7		TWIN FALLS	⊙ T	IT659	
		15.1			
73.8		BUHL	T	IT674	
		73.8			

Yard Limits: MP 0.0 to MP 2.0; MP 11.0 to MP 27.0; MP 55.0 to MP 60.0.

## NORTH SIDE BRANCH — IDAHO DIVISION

Radio Communication via Channel One.		Station Nos.	Sidings Feet	Maximum Speed	MPH
Mile Post	WEST	STATIONS	EAST		
0.0		RUPERT	⊙ T	IT614	9185
		4.4			
4.4		MYERS	⊙	IT805	7865
		1.3			
5.7		PAUL	⊙	IT806	1705
		10.2			
15.9		SCHODDE		IT816	2530
		32.0			
47.9		JEROME		IT848	2530
		8.8			
56.7		WENDELL		IT857	2530
		16.2			
72.9		BLISS	⊙ T	IY198	5845
		72.9			

Operation by General Order.

Myers — Engines must not enter covered area at TASCO 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 15 MPH. Except between MP 0.0 and 1.0 10 MPH, MP 9.0 and MP 9.2 10 MPH.

Business Tracks	MP	Sta. No.
Unity	3.1	IT903
Elcock	4.0	IT904
Evans(E)	4.7	IT905
Springdale	6.0	IT906
Hatch	7.5	IT908
Declo	9.0	IT909

Oakley Branch Burley to Martin 11.6 Miles.  
Yard Limits entire branch. Maximum Speed 20 MPH. Except between MP 0.1 and 1.0 10 MPH, MP 11.5 and MP 11.7 10 MPH.

Business Tracks	MP	Sta. No.
Crippen(E)	2.1	IT702
Ruby(W)	3.1	IT703
Beetville	4.3	IT704
Pella	5.2	IT705
North Kenyon	8.1	IT708
Kenyon	9.6	IT710
Martin	11.5	IT712

## CACHE VALLEY BRANCH — IDAHO DIVISION

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts—	MPH
50.8		PRESTON	T	UC251	1319	7.5 and 9.0	35
		2.7				13.6 and 22.0	15
48.1		WHITNEY		UC248	1301	22.0 and 24.0	35
		4.5				25.6 and 25.7	35
43.6		FRANKLIN		UC244	1699	31.3 and 32.6	35
		2.1				37.4 and 39.9	35
41.5		PRESTO		UC242	7700	42.9 and 44.0	25
		4.1				44.6 and 50.2	35
37.4		RICHMOND		UC237	1692	50.2 and 51.1	10
		14.3					
24.1		LOGAN	T	UC224	2311	Business Tracks	MP Sta. No.
		6.5				Holt	20.2 UC220
17.6		HYRUM		UC218	1224	Sugar Factory(E)	21.7 UC222
		3.8				Smithfield	31.5 UC232
13.8		WELLSVILLE		UC214	1023	Yard Limits	
		13.8				Cache Jct.	MP 0.0 to MP 1.0
0.0		CACHE JCT.	⊙ T	UN049	5300		
		51.1					

WEST		Radio Communication via Channel Two.		EAST	
First Class				First Class	
25 Psgr.	Mile Post	STATIONS	Station Nos.	26 Psgr.	Sidings Feet
Daily				Daily	
0.0		GRANGER CP847 T ↑ X	WX847	7260	
1.6		8.4 CP2			
8.4		MOXA	IX855	7359	
16.4		8.0			
24.8		NUTRIA	IX863	12034	
		8.4			
33.3		OPAL	IX872	7345	
38.9		8.6			
39.9		WATERFALL	IX881	7370	
40.6		7.3 CP39			
42.2		KEMMERER	IX887	7867	
		8.1 CP40 X CP42		6567	
48.0		FOSSIL	IX898	7329	
53.3		5.3			
59.5		NUGGET	IX903	7374	
		6.2			
65.3		ORR	IX907	7352	
		5.9			
72.0		LEEFE	IX912	11783	
		6.7 T ↑			
77.4		BECKWITH	IX919	7342	
		5.4			
83.1		PIXLEY	IX925	7399	
		5.7			
88.8		COKEVILLE	IX931	8566	
		5.7			
94.5		MARSE	IX935	7367	
		5.7			
102.3		CHAUSSE	IX941	7331	
		7.8			
107.9		HARER	IX950	7405	
		5.6			
114.8		DINGLE	CP108		
		7.3			
115.2		MONTPELIER	IX962	Yd.	
116.9		5.2 CP115 X 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 CP145			
145.5		SODA SPRINGS	IX993	7465	
146.2		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 CP179 X			
185.9		TOPAZ	CP186		
AM 189.8		5.9 CP190			AM
3 05 191.7		McCAMMON CP192 T X	IY038		3 10
		9.9			
201.7		INKOM	IY049	5777	
		9.0			
210.7		E. POCATELLO	CP211 X		
213.1		3.5 CP P13 X			
213.5		CP P14 X			
214.2		POCATELLO	IY061	Yd.	2 45
AM		214.2			AM

Trains enroute to Ogden Subdiv. must identify opposing trains.

Two main tracks Dingle to Pescadero; Blaser to Topaz; CP190 to Pocatello.

Speed Signal locations: Granger, Nutria, Opal, Kemmerer, Leefe, CP108, CP115, CP117, CP121, CP177, CP178, CP186, CP190, McCammon, East Pocatello.

Hot Box and Dragging Equipment Detectors: #MP 20.5, #MP 61.4, #MP 79.6, #MP 106.6, #MP 153.4, #MP 174.2.

Yard Limits MP 212.0 to MP 216.5.

Maximum Speed	MPH	MPH	
(Except as below)	Psgr.	Frts.	
	70	70	
141.9 and 143.7			55
143.7 and 146.3			45
146.3 and 148.3			60
152.1 and 152.4			50
163.5 and 168.9			60
168.9 and 171.7			50
171.7 and 174.7			55
174.7 and 177.4			60
177.4 and 179.0			45
179.0 and 180.0			35
180.0 and 181.8			55
181.8 and 183.1			45
183.1 and 185.5			55
185.5 and 187.9			35
187.9 and 195.3			60 50
McCammon Jct.-No. 1 MT			
to or from Utah Div. C/O			15 15
195.3 and 200.0			65 55
200.0 and 202.6			60 50
213.4 and 215.0			20 20
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	

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 — 15 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

Epcoc 5.9 IC006

Conda 7.1 IC007

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

Maximum Speed 10 MPH except at MP 5.3 and on Grace Elevator Tracks 5 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
0.0	▼	EPCO	⊙	IC006	9873	25	
11.7	↖	WOOLEY 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 Epcoc to MP 2.0



Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
7.1	ABERDEEN JCT.		IA607		25 Aberdeen Jct. T/O Between Mile Posts — 58.6 and 59.4
20.1	TABER		IA620	1540	15
39.7	SCOVILLE	T	IA640	1650	10
59.1	ARCO	T	IA659	1760	10
	52.0				

**YELLOWSTONE BRANCH — IDAHO DIVISION**

Mile Post	SOUTH STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
51.0	ASHTON	T	IE051	2145	40 25.1 and 26.1 ..... 20† 29.6 and 29.8 ..... 20† 36.9 ..... 10
36.8	ST. ANTHONY	T	IE037	5225	20† 36.9 and 38.2 ..... 20† 38.2 and 50.7 ..... 25 50.7 and 52.0 ..... 10
26.0	REXBURG		IE026	3135	10
13.8	RIGBY		IE014	2530	10
7.6	UCON	⊙	IE008	2805	10
3.0	ORVIN	⊙ T	IE003	825	10
1.0	IDAHO FALLS	⊙ ● T	IF185	Yd.	10
	51.0				

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

Business Tracks	MP	Sta. No.
Egin	29.2	IE229
Parker	33.3	IE234

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.
Ammon	18.1	IE158
Bonded Siding (E)	20.8	IE1520

**EAST BELT BRANCH — IDAHO DIVISION**

Mile Post	SOUTH STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
38.0	NEWDALE		IE438	550	40 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
16.2	RIRIE		IE416	990	25
3.0	LINCOLN JCT.		IE403		25
0.0	ORVIN	T	IE003	825	25
	38.6				

Operation by General Order.

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 Ucon to Menan 10.7 Miles. Yard limits entire branch. Maximum Speed 20 MPH except between Mile Posts 9.0 and 10.7 — 10 MPH.

Business Tracks	MP	Sta. No.
Ucon	0.0	IE008
Coltman (E)	2.6	IE203
Grant (E)	4.6	IE205
Lewisville	8.7	IE209
Midway	9.6	IE210
Menan	10.4	IE211

Teton Valley Branch Ashton to Tetonia 30.8 Miles. Operation by General Order. Maximum Speed 25 MPH except between Mile Posts: 4.5, 7.0 and 20.0 (Bridges) 12 MPH, 19.0 and 19.3 — 15 MPH, 25.0 and 25.4 — 15 MPH, 30.0 and 30.8 — 10 MPH.

Business Tracks	MP	Sta. No.
Ashton	0.0	IE051
Marysville	1.7	IV502
Grainville	6.0	IV506
Drummond	8.5	IV509
France	12.7	IV513
Lamont	15.7	IV516
Judkins (W)	22.2	IV522
Felt (W)	26.2	IV526
Tetonia	30.3	IV530

WEST	Radio Communication via Channel One.	EAST
First Class 25 Pgr.	STATIONS	First Class 26 Pgr.
Daily	Mile Post	Station Nos.
AM 6 37	B423.5	ORCHARD ..... CP423
s7 32	B448.6	BOISE ..... T
....	B450.9	BOISE JCT. .... T
....	B457.5	MERIDIAN ..... T
s8 07	B467.8	NAMPA ..... CP456 ● T
AM	44.3	CP456 ● T

Maximum Speed (Except as below)	MP	Sta. No.	Business Tracks	MP	Sta. No.
Between Mile Posts —	49	40	Hillcrest	B445.2	IB292
B439.5 and B440.4	25	25	Perkins	B451.5	IB299
B446.5 and B451.3	20	20	Beatty	B454.9	IB302
B467.0 and B467.8	30	25	Aluma (W)	B462.8	IB311

Stoddard Branch Nampa to Stoddard 17.2 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between Mile Posts: 0.1 and 0.8 — 15 MPH; 16.7 and 17.2 — 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			

**IDAHO NORTHERN BRANCH — OREGON DIVISION**

Mile Post	SOUTH STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum speed (Except as below) MPH
99.1	CASCADE	⊙ T	IN099	1485	40 99.7 and 98.0 ..... 10 98.0 and 92.5 ..... 30 92.5 and 83.1 ..... 20 81.0 and 64.0 ..... SW10-NW15 64.0 and 60.0 ..... 20 60.0 and 53.0 ..... SW10-NW15 53.0 and 50.3 ..... 20 49.1 and 45.7 ..... 25 45.7 and 44.1 ..... 35 40.3 and 38.7 ..... 30 37.7 and 37.4 ..... SW10-NW15 37.4 and 33.2 ..... 20 33.2 and 31.2 ..... 25 22.4 and 25.6 ..... 12† 22.4 and 18.9 ..... SW10-NW15 14.8 and 13.8 ..... 30 8.8 and 8.7 ..... 25 0.4 and 0.2 ..... 15
82.7	SMITHS FERRY	T	IN083	1430	30
63.9	BANKS		IN064	1650	20
49.7	HORSESHOE BEND		IN050	1485	20
26.9	EMMETT	⊙ ● T	IN027	4510	20
2.6	FISCHER	⊙	IN003	2310	20
0.0	NAMPA	⊙ ● T	IY304		20
	99.7				

Yard Limits: Nampa to MP 4.0; MP 24.0 to MP 28.0; MP 98.0 to Cascade. TWC in effect Fischer to Emmett.

Operation by General Order

Southward 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. All trains on descending grade between Smith's Ferry and Banks, the following applies: Retaining valves must be used on all trains. Retaining valves must be set on all cars in the train, with retaining valves in "HP" position. Any train requiring a brake pipe reduction greater than 15 lbs. to control speed must be stopped and inspected and air brake system recharged before proceeding. Exception: On any train having 5 or more horsepower effective dynamic brake per trailing ton, retaining valves are not required. Air brake rule 1107(B) remains in effect.

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

Wildier Branch Caldwell to Wildier 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	Wildier	11.0	IW711

Homedale Branch Nyssa to Marsing 33.1 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between Mile Posts: 32.9 and 33.5 — 10 MPH.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Nyssa	0.0	IY336	Napton	16.9	IH817
Overstreet	8.1	IH808	Homedale	24.5	IH824
Adrian	10.6	IH811	Marsing	33.1	IH833

WEST	Radio Communication via Channel One. Hinkle to Huntington Radio Communication Via Channel Two — Huntington CP538 to Nampa.				EAST
First Class	STATIONS				First Class
25 Pgr.	Mile Post	Station Nos.	Sidings Feet	26 Pgr.	
Daily				Daily	
AM	456.4	NAMPA	CP456	IY304	PM
8 17	456.8		CP457	Yd.	s10 05
	457.1	8.9	CP458		
	459.4		CP459		
	462.8		CP465		
	465.7	CALDWELL		IY313	
	472.6	NOTUS		IY320	8292
	480.3	PARMA		IY328	8261
	488.8	NYSSA		IY336	8717
					8311
s8 57	498.9	ONTARIO		IY346	s9 25
	502.7	PAYETTE		IY350	8100
	509.6	CRYSTAL		IY357	8256
					8070
	516.1	WEISER		IY363	8246
	526.2	COBB		IY373	7974
	532.8	ROCK ISLAND		IY381	8242
	538.4	HUNTINGTON	CP538	OX386	8295
	538.8		CP388		
	538.5	LIME		OX391	6885
	538.3				
	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 52	341.6	BAKER		OX434	10495
	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		
	290.7				
s11 02	280.1	LA GRANDE	CP291	OX486	s9 25
	289.0		CP288	OX487	s9 20
	287.8		CP287	OX488	
	285.7	PERRY	CP286	OX490	
	282.4	HILGARD		OX494	9295
	275.6	MOTANIC		OX500	8727
	272.1	NORDEEN	CP273	OX504	
	271.0	KAMELA		OX504	6965
	265.0	MEACHAM	CP265	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
s1 17	215.7	PENDLETON		OX560	7935
	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				
	185.5		CP188		
	185.5		CP185		
s2 02	185.3	HINKLE		OX591	2 25
PM		286.5			PM

All trains secure clearance at La Grande. Two main tracks CP295 to CP286; CP273 to CP265; CP189 to Hinkle.

Maximum Speed	MPH		MPH	
	Psg.	Frt.	Psg.	Frt.
Nampa to LaGrande	70	70	304.0 and 303.2	40
LaGrande to Pendleton	70	60	303.2 and 302.6	40
Pendleton to Hinkle	70	65	295.3 and 291.1 No. 1	40
(Except as below)			291.1 and 288.9 No. 1	20†
Sidings: Durkee, Pleasant Valley, Encina, Quartz, Baker, Wing, Haines, Telocaset, Camp, Gibbon, Homly, Minthorn, Munra, Thru Turnouts			288.9 and 282.0 No. 1	25
Barnhart, Echo	20	20	291.1 and 289.8 No. 2	20†
Lime (Siding)	30	25	288.9 and 285.7 No. 2	25
Between Mile Posts—			282.0 and 257.2	25
447.3 and 450.8	70	60	E & W Kamela	15
448.8 and 454.7 No. 2	50	50	257.2 and 247.3	35
454.7 and 456.0 No. 1	65	55	247.3 and 244.8	55
454.7 and 456.0 No. 2	40	40	244.8 and 244.0	45
456.0 and 457.1 No. 1	35	35	244.0 and 242.0	55
456.0 and 458.0 No. 2	20	20	242.0 and 239.7	25
458.0 and 464.8 No. 2	50	50	239.7 and 237.9	50
465.0 and 466.0	50	50	237.9 and 236.6	35
481.0 and 481.3	60	60	234.0 and 231.6	55
489.1 King	60†	60†	231.6 and 227.3	40
498.7 and 498.8	60	60	218.9 and 217.6	50
502.6 and 503.2	60	60	217.6 and 214.1	35
Crystal—using T/O EE	15	15	213.3 and 213.0 Siding	20
515.8 and 516.4	60	60	214.1 and 212.8	50
523.2 and 524.9	70	60	210.9 and 208.9	55
524.9 and 528.1	60	50	206.9 and 204.5	60
529.4 and 535.5	70	60	204.5 and 202.3	55
535.5 and 536.9	70	60	202.3 and 200.7	50
536.9 and 388.5	40	30	198.2 and 194.5	65
MP 538.8 equals MP 389.8			194.5 and 193.4	50
389.8 and 388.5	40	30	192.2 and 191.8	50
388.5 and 372.7	30	25	191.8 and 190.7	60
371.1 and 370.7	70	60	188.6 and 182.1 No. 1	40
366.6 and 366.2	70	60	188.6 and 182.1 No. 2	60
364.6 and 355.9	30	20		
355.9 and 348.4	35	30	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.	
348.4 and 347.2	70	60	<b>Business Tracks</b>	MP
347.2 and 346.9	50	50	Apple Valley(E)	486.1
346.9 and 345.1	70	60	Washoe(W)	501.1
345.1 and 341.1	50	50	Wood(W)	506.4
321.6 and 319.5	70	60	Feltham	512.9
319.5 and 316.0	30	25	Wix(W)	514.2
316.0 and 315.4	40	30	Nelson	372.6
315.4 and 311.9	50	40	Mission(E)	220.8
311.9 and 307.1	40	30	Stanfield	188.4
307.1 and 304.0	35	25		

**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 Frt. train exceeding 90 tons per operative brake.
2. On any Frt. train exceeding 80 tons per operative brake with less than TWO horsepower effective dynamic brake per trailing ton.
3. On any Frt. 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 Frt. 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: CP455, CP456, CP465, CP538, CP388, Lime, Weatherby, Oxman, North Powder, Crooks, Union Jct., CP295, CP291, CP289, CP286, Hilgard, Motanic, CP273, Kamela, CP265, Huron, Duncan, Bonifer, Minthorn, Pendleton, Rieth, Nolin, CP189 No. 2, CP188 No. 1, CP187 No. 1, CP185 No. 1.

Hot Box and Dragging Equipment Detector: #MP 478.1, #MP 507.0, #MP 524.6, #MP 380.5, #MP 371.8, #MP 345.6, #MP 333.1, #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 211.1, #MP 195.0, #MP 188.6. Exception to Item 13(4) of Special Instructions apply at #MP 380.5, #MP 345.6, #MP 304.9, #MP 284.4, #MP 272.9, #MP 268.2, #MP 263.5, #MP 261.5, #MP 259.4, #MP 255.6, #MP 239.7, #MP 222.0 and #MP 188.6.

**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.

WEST		Radio Communication via Channel Two.				EAST	
First Class		STATIONS		Station Nos.	Sidings Feet	First Class	
25 Pgr.	Mile Post					26 Pgr.	Daily
Daily						Daily	
PM 2 05	185.3	HINKLE	● T	OX591		PM s2 22	
	183.7	CP182	CP184 X				
	182.1						
	175.9	MUNLEY		OX600	8785		
	169.8	CLARKE		OX605	6465		
	164.2	BOARDMAN		OX612	9844		
	156.7	CASTLE		OX617	9527		
	146.9	HEPPNER JCT.		OX627	9735		
	138.7	ARLINGTON		OX638	9962		
	128.8	BLALOCK		OX646	9747		
	120.9	QUINTON		OX652	9740		
	112.6	GOFF		OX661	10795		
	103.2	CP104					
	100.4	MILLER	X	OX675	2585		
	94.9	OREGON TRUNK JCT.	X	OX680			
s3 37	84.9	THE DALLES	⊙ ● ⊕	OX691		s12 55	
	81.7	CRATES	CP82	OX694			
	72.2	MOSIER	†	OX706	6385		
s4 07	63.1	HOOD RIVER	●	OX712		s12 25	
	58.4	MENO	†	OX716	9895		
s4 32	43.0	CASCADE LOCKS	● †	OX733	6752	s11 59	
	33.3	DODSON	†	OX741	10635		
	26.7	BRIDAL VEIL	†	OX749	6360		
	17.0	SANDY	†	OX753	10560		
		VIA GRAHAM LINE					
	15.6	TROUTDALE	CP15 ●	OX760	2850		
	0.6	E. PORTLAND	CP1 ● T	OP773			
		VIA KENTON LINE					
	22.0	TROUTDALE	CP15 ●	OX760	6045		
	10.4	CHAMP			8403		
	7.7	KENTON		OX775			
	5.6	PENINSULA JCT.	CP5 T	OX776			
	4.0	ST. JOHNS JCT.	CP4 ⊙	OP501			
	1.6	ALBINA	⊙ ● T	OP500	Yd.		
	0.6	E. PORTLAND	CP1 ⊙ T	OP773			
	0.4	STEEL BRIDGE	⊙ ⊕				
s5 42	0.0	PORTLAND	⊕	OP775		11 00	
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. 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, Mosler, 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 91.5(WB), #MP 107.5, #MP 124.9, #MP 142.9, #MP 160.5, #MP 7.8 (Graham Line). Exception to Item 13(4) of Special Instructions apply at #MP 7.8 (Graham Line) and #MP 91.5(WB)

Maximum Speed		MPH		Maximum Speed		MPH	
		Pgr.	Frt.			Pgr.	Frt.
Hinkle to The Dalles		70	70	Via Graham			
The Dalles to Albina		70	65	Maximum Speed	55	45	
(Except as below)				Between Mile Posts —			
All sidings Munley to Goff	20	20		13.5 and 13.2	50	40	
Between Mile Posts —				7.6 and 6.8	50	40	
188.6 and 182.1 No. 1	40	40		5.2 and 2.8	35	35	
188.6 and 182.1 No. 2	60	50		2.8 and 0.9	35	25	
182.1 and 181.8	60	50		0.9 and 0.5	6	6	
114.7 and 113.4	70	60		Via Kenton			
104.9 and 103.2	70	60		Between Mile Posts —			
103.2	60	60		21.9 and 16.4	50	50	
99.3 and 98.8	60	50		16.4 and 6.2	35	35	
97.8 and 96.5	70	65		6.7 (Tyndall Ave)	10†	10†	
88.2 and 86.1	70	65		Peninsula Jct. Wye	15	15	
86.1 and 83.2	40	40		6.2 and 4.0	25	25	
83.2 and 81.2	60	50		4.0 and 0.9	15	15	
81.2 and 79.0	60	45		0.9 and 0.5	6	6	
79.0 and 77.0	65	55		0.5 (Steel Bridge) and 0.0	6	6	
77.0 and 75.9	60	50		Portland Union Station on all tracks P.T.R.R.	10	10	
75.9 and 75.0	55	45		Carty Industrial Lead (Castle)		25	
75.0 and 73.7	60	50		0.5 and 0.7		20	
72.7 and 70.4	50	40		1.5 and 1.7		15	
70.4 and 68.4	40	30		10.9 PGE Tracks		10	
68.4 and 66.7	55	45		Do not exceed 65 MPH if freight train averages over 80 gross tons per car.			
66.7 and 66.4	45	35		Do not exceed 60 MPH if freight train averages over 100 gross tons per car.			
66.4 and 63.4	55	45		Business Tracks	MP	Sta. No.	
63.4 and 59.4	50	40		Rufus	108.7	OX666	
59.4 and 49.0	60	55		Biggs	103.8	OX672	
49.0 and 45.0	55	45		Rowena	76.6	OX700	
45.0 and 42.5	50	40		Wyeth	49.8	OX726	
42.5 and 41.4	30	25		Bonneville (W)	38.0	OX737	
39.9 and 37.3	60	50		Rockwood	11.8	OP764	
37.3 and 35.5	55	45		Graham	4.4	OP771	
32.8 and 27.5	60	50		Reynolds	20.0	OX762	
25.9 and 24.0	60	50		Hemlock	17.0	OX765	
24.0 and 23.8	50	40		Fir	12.4	OX769	
22.4 and 20.1	60	50					
18.5 and 18.1	55	45					
18.1 and 15.9	70	60					
All cabooses trains operating on Portland and Seattle Subdivisions between Portland Terminal area and the state of Washington must not exceed 20 MPH while operating in the state of Oregon.							

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 Business Tracks MP Sta. No.  
 2.3 and 3.7 15 MPH Hermiston 4.1 OK904  
 3.8 10† MPH Umatilla 10.2 OK911  
 10.2 and 10.6 10 MPH  
 Main track derail 40 feet west of Johns Manville spur at Umatilla.

Heppner Branch. Heppner to Heppner Jct. 45.4 Miles. Maximum Speed 25 MPH except between Mile Posts:  
 45.4 and 43.4 10 MPH Business Tracks MP Sta. No.  
 31.7 and 31.5 20 MPH Heppner 45.2 OH245  
 22.7 and 20.7 15 MPH Lexington 36.3 OH236  
 19.0 and 17.9 20 MPH Jordan 31.0 OH231  
 16.2 and 16.0 20 MPH lone 28.3 OH228  
 0.3 and 0.0 15 MPH McNab 25.2 OH225  
 Morgan 19.8 OH220  
 Heppner Jct. 0.0 OX627

Operation by General Order  
 Main track derails at MP 44.9 and MP 43.4. At Heppner when cars are left on main track for Kinzua Lumber Co. the switch must be lined and locked for chip track to provide derail protection.

Condon Branch. Condon to Arlington 44.8 Miles. Maximum Speed 25 MPH except between Mile Posts:  
 44.8 and 40.5 10 MPH Business Tracks MP Sta. No.  
 36.0 and 24.0 10 MPH Condon 44.5 ON345  
 22.0 and 21.2 15 MPH Gwendolen 36.3 ON337  
 19.2 and 18.6 15 MPH Clem 28.6 ON329  
 18.6 and 15.0 10 MPH Mikalo 24.4 ON325  
 0.4 and 0.0 15 MPH Rock Creek 16.0 ON316  
 Shutler 7.3 ON308  
 Arlington 0.0 OX638

Operation by General Order  
 Main track derail at MP 44.0. Retaining valves must be used on descending grades on all westward trains, MP 35 to MP 16 and in "HP" position on all loads.

Mt. Hood Railway. Hood River to Dee 15.5 Miles. Yard Limits on entire railway. Maximum Speed 20 MPH except between Mile Posts:  
 0.0 and 1.8 15 MPH Business Tracks MP Sta. No.  
 1.8 and 2.1 10 MPH Hood River 0.0 OX712  
 2.8 and 3.7 10 MPH Switchback 2.9  
 3.7 and 5.6 15 MPH Pinegrove 5.6  
 7.6 and 7.8 15 MPH Lenz 7.4  
 10.7 and 11.1 15 MPH Odell 8.5  
 12.9 and 13.1 15 MPH Dee 15.5  
 15.3 and 15.5 10 MPH

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 Dee. 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.

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum speed (Except as below) Between Mile Posts —	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
					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†
					28.7	
Yard Limits					Business Tracks	MP Sta. No.
MP 27.0 to MP 29.1					Effie (W)	4.0 IN304
					Buckingham	8.8 IN307
					Tom Thumb	8.8 IN309
					New Plymouth	11.1 IN311

NEW MEADOWS BRANCH — OREGON DIVISION

Mile Post	SOUTH STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum speed (Except as below) Between Mile Posts —	MPH
84.1	RUBICON	T	IM484	2035	4.3 and 5.7	35
81.8	TAMARACK	T	IM482	1375	7.4 and 7.7	25
60.1	COUNCIL	● T	IM460	2750	9.9 and 11.0	25
40.5	CAMBRIDGE		IM441	1650	11.0 and 29.3	20
19.1	CONCRETE		IM419	2255	32.9 and 33.5	25
0.0	WEISER	● T	IY363	Yd.	33.5 and 34.3	20
					34.3 and 36.8	25
					36.8 and 39.1	20
					39.1 and 42.4	30
					42.4 and 43.2	25
					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
Operation by General Order					Business Tracks	MP Sta. No.
Yard Limits					Presley	11.6 IM412
Weiser to MP 1.0					Midvale	31.8 IM432
MP 59.0 to MP 61.0					Mesa (W)	56.6 IM457

OREGON EASTERN BRANCH — OREGON DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed	MPH
0.0	ONTARIO	● T	IY346	Yd.	Yard Limits	20
15.5	VALE	●	IO016	6325	Ontario to MP 25	
23.5	CELATOM	●	IO024	2145	Business Tracks	MP Sta. No.
73.6	JUNTURA	T	IO074	2475	Claude(W)	2.7 IO003
126.6	CRANE		IO127	1430	Cairo	3.7 IO004
156.8	BURNS	● T	IO157	1155	Luse	6.9 IO007
					Little Valley	34.8 IO035
					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						

JOSEPH BRANCH — OREGON DIVISION

Mile Post	SOUTH STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts —	MPH
83.3	JOSEPH	T	OJ084	1960	83.6 and 82.5	10
59.5	WALLOWA	T	OJ060	2405	81.8 and 78.2	25
20.6	ELGIN	T	OJ021	1805	78.2 and 77.9	20
3.7	BAUM	●	OJ004	2000	77.9 and 75.0	25
0.0	LA GRANDE	● T	OX486		72.8 and 71.8	25
					65.2 and 64.4	20
					56.0 and 24.0	10
					24.0 and 19.1	20
					19.1 and 15.6	15
					0.3 and 0.0	15
Operation by General Order						
Yard Limits:						
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	Alicia	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 12.5 and MP 13.9. Operation by General Order.

Business Tracks	MP Sta. No.	Business Tracks	MP Sta. No.
McBee	2.1 OM103	Pilot Rock	14.0 OM115
Sparks	6.0 OM107		

Mile Post	SOUTH STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum speed (Except as below) Between Mile Posts —	MPH
180.1	SEATTLE	● T	OX951	Yd.	Radio Communication via Channel Two.	45
179.9	GEORGETOWN				Argo Interlocking	12
179.3					Between Mile Posts —	
173.7					182.7 and 180.1	15
173.3					168.0 and 167.2	20
166.9					173.3 and 173.0	30
162.3					171.0 and 166.0	40
154.5					162.8 and 161.8	20
148.0					162.3 and 160.8	40
147.4					154.9 and 154.3	30
146.8					154.7 and 153.7	10
					148.5 and 147.4	30
					146.9 and 146.7	15
					Peninsula Jct. Wye	15
					6.8 and 4.0	25
					4.0 and 0.9	15
					0.9 and 0.0 (Riv. Br.)	6
					Yard Limits:	
					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. 15 MPH	
					Tacoma (Muni Line) — ● BN ●	
					Tidewater — ● BN ●	
					Spokane St. ● BN ●	
					(Railroad Ave. and Atlantic St.) ● BN ●	
					Business Tracks	MP Sta. No.
					Puyallup	152.9 OX924
					Andover	171.5 OX942
					Black River	173.7 OX945
					Drugging equipment detector located at: #MP 164.0. Exception to Item 13(4) of Special Instructions apply.	
					All caboosese trains operations on Portland and Seattle subdivisions between Portland Terminal Area and the State of Washington must not exceed 20 MPH while operating in the State of Oregon.	

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

GRAYS HARBOR BRANCH — OREGON DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed	MPH
0.6	CENTRALIA	● T	OX862		Raisch Spur	10
					Cosmopolis Spur	10
					53.1	5†
					53.4 (Drawbridge)	5
69.0	ABERDEEN	● T	OQ654		Business Tracks	MP Sta. No.
72.6	HOQUIAM	●	OQ658		Raisch	3.2 OQ603
					Cosmopolis	51.2 OQ651
					● BN ●	53.3
					Yard Limits:	
					Cosmopolis to Aberdeen.	
					Blakeslee Jct. to Raisch.	
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	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed	MPH
0.0	EAST OLYMPIA	● T	OX881		Main Track derails at MP 5.6 and MP 7.2.	10
4.8	TUMWATER		OO905		Business Track	MP Sta. No.
7.2	OLYMPIA	●	OO007		Capitol	1.9 OO902
					Yard Limits	MP 0.0 to MP 0.3;
					MP 7.0 to MP 7.2.	
					Three axle units are prohibited	

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

Radio Communication via Channel Two.		Station Nos.	Sidings Feet	Maximum speed Eastport to SI Yard Fish Lake to Hinkle	MPH
Mile Post	SOUTH STATIONS	NORTH STATIONS		(Except as below) Between Mile Posts —	
140.7	EASTPORT	OS141	3990	139.1 and 133.5	35
119.1	MOYIE SPRINGS	OS119	1730	133.5 and 132.7	30
109.3	BN			130.5 and 124.2	30
109.0	BONNERS FERRY	OS110	2270	124.2 and 123.7	15
95.8	SHILOH	OS096	4615	117.4 and 117.4	20
86.8	SAMUELS	OS087	2205	117.4 and 116.7	15
75.3	BN			116.7 and 110.2	20
74.6	SANDPOINT	OS075	2445	110.2 and 109.5	10
57.6	VAY	OS058	8615	109.5 and 108.0	10
50.1	CLAGSTONE	OS050	6200	105.9 and 105.4	35
25.3	COEUR D'ALENE JCT.	OS026	1730	100.4 and 96.6	30
22.0	BN			96.6 and 92.6	35
21.7	GRAND JCT.	OS022	2690	85.9 and 83.2	35
2.7	SI YARD		2190	69.4 and 68.8	25
2.5	BN CONN.			68.8 and 63.3	35
	14.4 MILES VIA BN			63.3 and 63.0	25
354.8	FISH LAKE			63.0 and 60.0	35
350.4	CHENEY	OK169	5140	Clastagon Siding	20
329.1	WELLS	OK147	6595	22.0 BN Xing	10
285.0	HOOPER JCT.	OK103	2065	354.7 through turnout	30
273.8	JOSO	OK092	6715	353.5 and 352.8	45
273.0	AYER JCT.	OK086		351.8 and 350.0	35
269.7	AYER	OK082		305.9 and 305.6	40
267.9	MATTHEWS	OK072	9770	294.5 and 294.4	45
246.7	WALKER	OK062	9752	292.3 and 291.9	35
237.8	PAGE	OK052	9710	282.2 and 275.1	45
236.9	WALLULA	OK031	7640	273.0 and 271.6	20
215.8	WALLULA JCT.	OK029		East Switch Ayer & Ayer Jct.	40
215.4	JUNIPER	OK019	7395	245.7 and 244.5	45
193.3	COLD SPRINGS	OK009	7490	239.0 and 238.4	45
186.6	HINKLE	OK0591	Yd.	236.0 and 235.4	45
185.1				232.3 and 230.6	35
184.2				220.0 and 219.7	40
				216.6 and 215.6	35
				215.6 and 213.5	20
				215.0 and 213.5	Siding 20
				213.5 and 210.2	40
				210.2 and 209.2	35
				186.6 and 185.1	35
				185.1 and 184.7	20
				184.7 and 184.4 (Wye)	20
				Hinkle-Mikami Spur	10

ABS Rules in effect MP 185.1 and MP 186.6  
 Mileage Equation: MP 269.69 Equals MPB 267.64.  
 Operation on BN from BN Conn. to Fish Lake  
 Northward trains via Fish Lake must secure BN clearance prior to departing Hinkle.  
 Southward 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 113.8 114.5 to 115.8  
 116.7 to 117.6 120.2 to 122.0 123.7 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

Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts	MPH
98.0	YAKIMA	OW498			98.0 and 97.0	10
91.3	BN				89.6 and 89.2	20
63.7	MIDVALE	OW464	1960		79.2 and 78.3	30
57.5	GRANDVIEW	OW459	2600		74.0 and 72.5	30
19.0	RICHLAND JCT.	OW420	2575		58.5 and 57.2	25
13.0	KENNEWICK	OW414	2205		38.7 and 37.9	20
8.9	HEDGES	OW409	675		On Richland Spur	
7.5	KALAN BR.				Richland Jct. to Richland	25
7.0	VILLARD JCT.	OW407	3675		8.0 and 7.4	15
0.6	ATTALIA	OW401	3670		Thru Turnouts E&W	
0.0	WALLULA	OK031	7640		Attalia	15
					0.5 and 0.1	35
					0.1 and 0.0	20
					Siding at Richland Jct.	10

MP 7 to MP 8 Equals 1.5 Miles.

Business Tracks	MP	Sta. No.
Union Gap	94.9	OW496
Zillah	78.5	OW479
Granger	73.7	OW474
Biggam	48.3	OW449

Operation by General Order between MP 20 and Yakima  
 Yard Limits: MP 15.0 to MP 7.0

Sunnyside Branch Midvale to Sunnyside 3.2 Miles. Yard Limits entire branch. Maximum Speed 20 MPH.  
 Business Tracks Sunnyside MP 2.8 Sta. No. OW503

WALLULA BRANCH — OREGON DIVISION

Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts	MPH
30.8	WALLA WALLA	OW647			26.6 and 26.5	35
15.3	TOUCHET	OW315	6165		24.6 and 24.5	35
3.8	ZANGAR JCT.	OW304			19.1 and 18.5	25
0.1	WALLULA JCT.	OK029			13.6 and 12.6	35
					12.6 and 12.1	15
					12.1 and 9.7	25
					9.7 and 4.7	15
					4.7 and 3.8	25

MP 5 to MP 6 equals 0.7 miles  
 Yard Limits: MP 30.0 to Walla Walla

Business Tracks	MP	Sta. No.
Whitman	24.0	OW324
Lowden	19.4	OW319

DAYTON BRANCH — OREGON DIVISION

Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts	MPH
13.1	DAYTON	OW713	875		14.1 and 12.5	10
5.2	WAITSBURG JCT.	OW705			Waitsburg Spur	10
0.0	BOLLES	OW672	1345		0.6 and 0.0	15
71.3	PRESCOTT	OW667	1310		71.3	10
66.7	BN				66.3 and 64.8	15
47.2	WALLA WALLA	OW647			53.4 and 52.7	15
36.1	MILTON-FREEWATER	OW637	1900		48.2 and 45.1	12
20.8	WESTON	OW622	3400		36.8 and 35.8	15
					33.4 and 28.3	15
					26.2 and 24.0	15
					33.1 and 24.0	10
					Descending	10
					21.3 and 20.5	20

Operation by General Order.  
 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 Menoken MP 75.5 Sta. No. OW676  
 McKay MP 78.6 Sta. No. OW679

90 **TEKOA BRANCH — OREGON DIVISION**

Mile Post	SOUTH ▼	STATIONS	NORTH ▲	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
149.7		MICA		OT150	3660	40	25
143.6		MANITO		OT143		40	25
131.7		FAIRFIELD		OT132	1840	40	25
116.1		TEKOA	T	OT116		40	25
110.5		SELTICE		OT110	720	40	25
95.4		BN	⊙			40	25
77.7		COLFAX	⊙ ● T	OT077	1600	40	25
52.3		WINONA	T	OT052	3260	40	25
48.0		SUTTON		OT048	2320	40	25
25.6		HOOPER JCT.	⊙ T	OK103	1585	40	25
						135.5	
<b>Business Tracks</b>						MP	Sta. No.
Freeman						146.9	OT147
Rockford						138.4	OT138
Rahm						126.6	OT126
Latah						123.3	OT123
Farmington						104.5	OT104
Walters						98.6	OT098
Garfield						95.1	OT095
Elberton						89.9	OT090
Glenwood						83.6	OT083
Mockonema						72.5	OT072
Diamond						68.5	OT068
Thera						64.8	OT065
Endicott						57.9	OT058
La Crosse						41.5	OT041
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
0.0		AYER JCT.		OK086		40	25
						82.0	
<b>Business Tracks</b>						MP	Sta. No.
Ballast Trk						50.0	OC335
Almota						35.0	OC335
Yard Limits East Lewiston to MP 66.5 MP B10.0 to MP 3.0 Mileposts prefixed with letter "B" Ayer Jct. to Riparia. Mileage equation MP B10.5 equals MP 0.0.							

**BEND BRANCH — OREGON DIVISION**

Mile Post	WEST ▼	STATIONS	EAST ▲	Station Nos.	Sidings Feet	Operation via BN Oregon Trunk Jct. to Bend. Trains enroute Bend Branch must receive BN clearance at The Dalles.	
						MP	Sta. No.
0.0		OREGON TRUNK JCT.	T	OX680			
151.9		151.9 MILES VIA BN					
151.9		BEND	T	OB151			
						151.9	

**WALLACE BRANCH — OREGON DIVISION** 91

Mile Post	WEST ▼	STATIONS	EAST ▲	Station Nos.	Sidings Feet	Maximum Speed MPH	
						(Except as below)	MPH
80.4		MANITO		OT143	3373	40	20
B12.2		MOZART		OT512	4660	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		KELLOGG-WARDNER	⊙	OT573	1710	40	20
68.8		WALLACE	⊙	OT584		40	20
80.4		MULLAN	⊙			40	20
0.0						40	20
7.6						40	20
						91.5	
Yard Limits MP 62.0 to Mullan							
Mile Post Manito to Plummer are prefixed with letter "B". Mileage equation MP B19.8 equals MP 16.2.							
<b>Business Trks.</b>						MP	Sta. No.
Setters						MPB 6.8	OT507
Worley Lane						MPB 13.5	OT513
Bradley						45.2	OT549
Shont						67.2	OT571
						72.8	OT576

**Sierra Nevada Spur** Bradley to end of track 2.0 Miles. Yard Limits entire branch. Maximum Speed 5 MPH. ICC. Re-classified as side track.  
Main track derailed 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		SELTICE		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	
<b>Business Tracks</b>						MP	Sta. No.
Warner						45.3	OT445
Thornton						31.2	OT431
Sunset						25.4	OT425
Willada						20.8	OT421
						11.5	OT412
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		40	25
19.3		BN	⊙			40	25
18.7		PULLMAN		OT219	1225	40	25
12.7		ALBION		OT213	1155	40	25
0.0		COLFAX	⊙ ● T	OT077		40	25
						28.5	
<b>Business Tracks</b>						MP	Sta. No.
Wilson						25.8	OT226
Whitlow						20.5	OT221
Shawnee						9.7	OT210
Parvin						7.8	OT208
Risbeck						4.5	OT205
Yard Limits MP 28.5 to MP 27.0 MP 1.0 to MP 0.0							

92 LYNNDYL SUBDIV. — IDAHO & CALIFORNIA DIVS.

WEST				EAST			
First Class		Mile Post	Radio Communication via Channel One	Station Nos.	Sidings Feet	First Class	
35 Psgr.	5 Psgr.					6 Psgr.	36 Psgr.
Daily	Daily					Daily	Daily
STATIONS							
VIA PASSENGER LINE							
...	...	782.8	SALT LAKE CITY ...	UZ029	Yd.	...	...
...	...	782.6	⊗ DRGW ⊙	...	...	...	...
...	...	782.4	⊗ DRGW ⊙	...	...	...	...
...	...	779.8	INDUSTRIAL CENTER ...	UZ033	...	...	...
VIA FREIGHT LINE							
PM	PM	783.6	NORTH YARD ...	...	Yd.	AM	AM
11 45	11 32	782.9	GRANT TOWER (D&RGW)	...	...	6 05	6 15
...	...	782.5	⊗ DRGW ⊙	CPC779	...	...	...
...	...	782.0	10th WEST	CPC781	...	...	...
...	...	780.5	ORANGE ST.	CPC780	s6004	...	...
...	...	779.2	BUENA VISTA	CPC779	s6004	...	...
...	...	778.5	...	...	n6050	...	...
...	...	768.2	GARFIELD	UZ045	s6155	...	...
...	...	766.4	SMELTER	CPC766	UZ047	...	...
IDAHO DIVISION							
PM	PM	764.5	LAKE POINT	UZ049	6015	AM	AM
...	...	756.2	ERDA	UZ057	6005	...	...
...	...	747.5	WARNER	UZ065	9722	...	...
...	...	743.1	STOCKTON	UZ070	6410	...	...
...	...	736.2	ST. JOHN	UZ077	6010	...	...
...	...	723.0	FAUST	UZ090	8805	...	...
...	...	717.1	PEHRSON	UZ096	6013	...	...
...	...	710.6	LOFGREEN	UZ103	6717	...	...
...	...	704.8	BOULTER	UZ109	8855	...	...
...	...	698.0	TINTIC	UZ114	6005	...	...
...	...	691.9	McINTYRE	UZ121	6037	...	...
...	...	685.1	JERICO	UZ128	9709	...	...
...	...	675.5	CHAMPLIN	UZ138	6797	...	...
...	...	667.5	LYNNDYL	CPC667	UZ147	8804	...
...	...	664.4	STRONG	CPC664	UZ157	5990	...
...	...	658.3	DELTA	CPC651	UZ164	9024	s3 30
s1 55	...	649.7	VAN	CPC648	UZ173	5998	...
...	...	648.0	CLEAR LAKE	UZ182	5991	...	...
...	...	639.8	BLOOM	UZ198	5990	...	...
...	...	631.2	CRUZ	UZ203	8862	...	...
...	...	617.3	BLACK ROCK	UZ214	6027	...	...
...	...	610.0	READ	UZ223	5997	...	...
...	...	599.5	MURDOCK	UZ228	5995	...	...
...	...	589.9	MILFORD	CPC579	UX236	8799	2 35
...	...	579.0	...	CPC577	...	...	...
...	...	576.7	...	...	...	...	...
AM	AM	206.8	...	...	...	AM	AM

Idaho Div. jurisdiction Salt Lake City to Smelter, California Div. jurisdiction Smelter to Milford.

⊙ in effect at Salt Lake City. Yard Limits: Salt Lake City to MP 780.8. MP 787.0 to MP 781.0. 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, Lyndyl, CP 664, Milford.

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

At Milford not less than four hand brakes must be applied on train left unattended.

LYNNDYL SUBDIV. — IDAHO & CALIFORNIA DIVS. 93

Maximum Speed	MPH	LOCATION	MPH
	Psgr. Frt.		Psgr. Frt.
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.		689.0 and 680.5	60 45
Station & 4th West & 5th		680.5 and 678.9	65 50
West Streets	12 12	656.4 and 655.8	70 60
Between Mile Posts —		576.3 (Siding)	20 20
782.6 and 782.4 DRG W Kings.	20 20	576.5	20 20
782.4 and 779.2	25 25	576.5 and 576.2	50 35
Freight Line —		IPP Spur @ Lyndyl CP C664	40 40
Grant Tower (except south leg		0.0 and 8.9	15 15
of Wye)	15 15	Offsite siding	15 15
South leg of Wye	10 10	All other tracks	15 15
All sidings except Lyndyl and			
Milford	20 20		
Between Mile Posts —		Business Tracks	MP Sta. No.
782.9 and 780.8 No. 1 & No. 2	20 20	SLGW Conn. (W)	778.9
780.8 and 779.2 No. 1 & No. 2	50 50	Centennial Park (E)	777.6
770.6 and 767.2 No. 1 & No. 2	70 60	Terminal (W)	777.2
		Garfield Pit	766.7
763.4 and 762.7	65 55	Shields	752.2
758.9 and 757.1	55 40	Bauer (E)	745.0
757.1 and 754.2	60 45	Clover (E)	732.8
744.1 and 742.1	50 40	Cline (E)	661.2

PROVO SUBDIV. — IDAHO & CALIFORNIA DIVS.

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum Speed	MPH
	▼		▲			Between Mile Posts —	
783.6		NORTH YARD ...	...	...	Yd.	P786.4 and P764.0	40
P800.1		GRANT TOWER	...	...	...	P752.7 and P665.7	50
P796.6		⊗ DRGW ⊙	...	...	...	(Except as below)	
P787.0		SANDY	...	UP042	5072	Salt Lake City —	
		IDAHO DIVISION				Between 2nd South &	
		CALIFORNIA DIVISION				9th South Sts.	12
P782.6		DRAPER	...	UP046	2760	Between Mile Posts —	
P775.8		MOUNT	...	UP053	3667	P798.5 and P782.0	20
P771.1		CUTLER	...	UP058	3657	Midvale Spur	
P769.3		LEHI	...	UP059	2047	at Atwood	10
P766.4		AMERICAN FORK	...	UP062	...	P782.0 and P778.0	35
P763.0		PLEASANT GROVE	...	UP065	4002	P778.0 and P777.6	20
P760.9		PIPEMILL	...	...	2360	P777.6 and P773.4	30
P757.9		GENEVA	...	UP072	5975	P772.0 and P757.3	20
P757.3		LAKOTA JCT.	...	...	...	Thru #15 turnout at	
P752.0		PROVO	...	UP076	Yd.	Lakota Jct.	30
P748.9		CPP749	...	...	...	P757.4 and P755.0	35
P736.3		PAYSON	...	UP092	5420	Geneva Steel Plant Kings	15
P722.2		STARR	...	UP107	6129	P755.0 and P753.4	30
P711.5		NEPHI	...	UP118	6108	P753.4 and P752.8	20
P700.6		SHARP	...	UP128	13420	P733.5 and P732.6	30
P696.0		JUAB	...	UP133	6135	P711.8 and P710.0	30
P680.7		PARLEY	...	UP148	6138	P692.6 and P691.8	30
P665.7		LYNNDYL	...	UZ147	6930	P694.4 and P692.6	35
		135.1				P692.6 and P691.8	30
						Parley Siding	20
						P686.2 and P676.4	30
						P676.4 and P674.8	35
						P667.2 and P666.3	35
						P666.3 and P665.8	30
						Yard Limits	
						MP P800.1 and MP P782.0	
						MP P772.0 and MP P749.0	
						Business Tracks	MP Sta. No.
						Officer	P797.4 UP032
						Burton	P796.8 UP033
						Huslers	P795.6 UP034
						Murray	P793.0 UP036
						Pallas	P791.7 UP037
						Atwood (E)	P790.5 UP039
						Hardy (W)	P761.8 UP067
						Bonnie (W)	P760.3 UP069
						Bunker (E)	P759.9 UP070
						Clyde (W)	P759.4 UP071
						Gate (E)	P756.1 UP075
						Spanish Fork	
						(E-W)	P744.4 UP085
						Martmar	P676.1 UP153

Idaho Div. jurisdiction No. Yd. to Sandy (MP P 786.4), California Div. jurisdiction Sandy to Lyndyl.

In addition trains operate over DRGW between Grant Tower and Lakota Jct. MPP 757.3.

⊙ 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.

TWC in effect between MP P782 and MP P772.

CTC in effect between MP P757.3 and MP P752.8.

94 CALIENTE SUBDIV. — CALIFORNIA DIVISION

WEST			EAST			
First Class	Mile Post	Radio Communication via Channel One.	Stations	Station Nos.	Siding Nos.	First Class
35 Pgr.						36 Pgr.
Daily						Daily
AM 3 15	576.7		MILFORD .. CPC577	CX236	8862	AM s2 30
	574.7		5.4 CPC575 † X			
	571.4		UPTON ..	CX241	6026	
	561.5		9.9 THERMO ..	CX251	6002	
	550.7		10.8 LATIMER ..	CX262	5988	
	541.8		8.9 LUND .. T	CX272	9101	
	531.7		10.1 ZANE ..	CX281	6006	
	526.2		5.5 BERYL ..	CX286	5981	
	516.5		10.0 HEIST ..	CX297	8854	
	510.2		6.0 MODENA .. T	CX303	6004	
	501.1		9.1 UVADA ..	CX312	6008	
	496.8		4.6 CRESTLINE .. †	CX319	8817	
	489.6		6.0 BROWN ..	CX324	6013	
	484.2		5.4 ACOMA ..	CX328	6041	
	475.8		8.6 ISLEN ..	CX338	8539	
	470.6		5.0 RICHMOND .. †	CX342	5812	
	464.5		6.1 ECCLES .. †	CX349	15105	
s5 25	461.0		4.7 CPC461	CX353	9708	s12 20
	459.8		CALIENTE CPC460 T † X		7830	
	458.3		5.2 CPC458	CX358	6079	
	454.8		ETNA ..	CX358	6079	
	449.9		4.9 STINE ..	CX363	5976	
	445.5		4.7 BOYD .. †	CX368	8824	
	438.4		6.8 ELGIN ..	CX375	6275	
	434.7		3.9 KYLE ..	CX379	8833	
	429.1		5.4 LEITH ..	CX384	5925	
	418.4		10.4 CARP .. †	CX394	8922	
	413.4		5.3 VIGO ..	CX399	8068	
	408.0		5.4 GALT .. †	CX405	6100	
	402.5		5.2 HOYA ..	CX410	8839	
	398.1		4.7 ROX ..	CX415	6645	
	393.0		5.1 FARRIER ..	CX420	6056	
	383.5		9.9 MOAPA .. T	CX430	8919	
	373.8		9.3 UTE ..	CX439	6102	
	363.2		10.6 DRY LAKE ..	CX450	6094	
	356.9		6.2 GARNET .. †	CX456	8787	
	352.0		5.0 APEX ..	CX461	6072	
	346.7		5.3 DIKE ..	CX466	6107	
	338.7		7.6 WANN .. †	CX474	8974	
	335.3		CPC336			
	334.6		CPC335			
s8 20	334.3		4.8 LAS VEGAS .. ● X T	CX479	Yd.	9 50
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.

At Milford not less than four hand brakes must be applied on train left unattended.

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.

TIMETABLE NO. 5

CALIENTE SUBDIV. — CALIFORNIA DIVISION 95

Maximum Speed	Pgr.	MPH	Pgr.	MPH
Between Mile Posts—		Frt.		Frt.
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, Richmond, Eccles, Caliente, Carp, Galt, Garnet .....	20	20	419.7 and 418.0 .....	40
Between Mile Posts—			418.0 ⊕ and 403.7 .....	35
578.0 (Siding) .....	20	20	398.6 and 397.5 .....	40
576.5 and 576.2 ⊕ .....	50	35	395.9 and 394.2 .....	35
576.3 (Siding) .....	20†	20†	394.2 and 393.9 .....	60
502.5 and 500.0 .....	70	55	380.9 and 379.6 .....	65
498.0 and 489.9 .....	60	50	379.6 and 379.1 .....	60
489.9 and 488.7 .....	50	40	359.5 and 358.5 .....	60
488.7 and 486.8 .....	30	30	358.5 and 356.1 .....	45
486.8 and 481.7 .....	60	50	Fibreboard Spur-11.3 miles .....	20
481.7 and 477.3 .....	40	35	On Fibreboard Spur MP 9.2 and 11.3 .....	10
477.3 and 475.0 .....	25	25	Lovell-Nellis Spur .....	10
475.0 ⊕ and 470.7 .....	20	20	351.1 and 348.3 .....	45
470.7 and 469.1 .....	25	25	Valley-Nellis Spur .....	10
469.1 and 463.9 .....	55	45	Las Vegas Industrial Park Spur On Curves .....	5
463.9 and 461.7 .....	40	35	336.1 and 335.4 .....	60
461.7 and 461.2 .....	30	25	334.6 and 333.0 .....	20
461.2 and 460.0 .....	40	35	Business Tracks .....	MP No.
460.0 and 458.4 .....	50	40	Little Springs .....	472.0 CX341
455.2 and 452.5 .....	35	35	Arrolime .....	353.8 CX459
452.5 and 444.0 .....	35	30	Fibreboard Spur(W) .....	352.0 CX461
444.0 and 441.9 .....	25	25	Lovell(W) .....	344.6 CX468
441.9 and 430.7 .....	35	35	Valley-Nellis Air Base(W) .....	342.6 CX470
			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)	MPH
0.0		LUND ..	T	CX272	9101	Between Mile Posts —	25
		20.3				MP 0.1 and 0.5 .....	10
20.3		IRON SPRINGS ..	T	CI321		23.0 and 29.7 .....	20
		11.5				29.7 and 32.4 .....	10
31.8		CEDAR CITY ..		CI333		Business Tracks .....	MP No.
		32.4				Stock Yards (W) ..	29.9
						Main Track Derail at MP 31.8	

IRON MOUNTAIN BRANCH — CALIFORNIA DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings	Maximum Speed (Except as below)	MPH
0.0		IRON SPRINGS ..	T	CI321		Between Mile Posts —	25
		14.4				0.0 and 1.2 .....	10
14.4		IRON MOUNTAIN ..		CI415		10.1 and 14.5 .....	10
		14.7				Business Tracks .....	MP No.
						Comstock .....	T 10.9 CI411
						Main Track Details at MP 13.5 and MP 14.5	

Retaining valves must be used on all cars on all trains from Iron Mountain or Comstock to Iron Springs.

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

MEAD LAKE BRANCH — CALIFORNIA DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings	Maximum Speed (Except as below)	MPH
0.0		MOAPA ..	T	CX430	6066	Between Mile Posts —	25
		16.7				1.6 and 2.3 .....	20
16.7		MEAD LAKE ..	T	CV717		5.0 and 6.7 .....	10
		17.1				7.0 and 9.0 .....	20
						16.5 and 17.1 .....	10
						Business Tracks .....	MP No.
						Arrowhead (W) ..	3.3 CV703
						Logandale .....	10.2 CV710

TIMETABLE NO. 5





100 SAN PEDRO BRANCH — CALIFORNIA DIVISION

Radio Communication via Channel Two.		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 20
Mile Post	SOUTH STATIONS NORTH			
2.8	DOWNEY RD. CPC4	CX809		
3.1	HOBART ATSF	CS500		
3.6	LA JCT RY			
5.1	SP			
7.4	SP			
12.5	PARAMOUNT	CS510	5915	
14.6	DOUGLAS JCT.	CS512		
19.2	MANUEL	CS516	5807	
21.6	THENARD CONN.			
21.7	SP			
22.1	MEAD TRANSFER	CS519	Yd.	
23.2	HENRY FORD BLVD.			
25.3	EAST SAN PEDRO	CS523		
22.2				

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 (213-834-8511 or 8512).

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. (213-830-1443)

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.

⊙ Entire San Pedro Branch

Harbor Belt Line RR: Employees 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 (213-830-1443) and the SP Eighth Street Yard (213-437-0639).

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.

Lakewood Branch Douglas Jct. to Lakewood 2.8 Miles. Yard Limits entire branch. Maximum Speed 10 MPH.

Business Track	MP	Sta. No.
Lakewood	1.6	CS602

LAKE SUBDIV. — FEATHER RIVER DIVISION 101

WEST First Class 5 Pgr. Daily	Mile Post	Radio Communication via Channel One.	STATIONS	Station Nos.	Sidings Feet	EAST First Class 6 Pgr. Daily
PM	911.4		SMELTER CPC766 I 14.3 IDA DIVN.	UX047		AM
	897.7		FEATHER RIVER DIVN.			
	897.1		BURMESTER CP F898 T	UX061	6168	
	886.0		TIMPIE	UX072	8274	
	878.6		DELLE	UX079	8080	
	866.1		LOW	UX092	6146	
	854.2		CLIVE	UX104	6161	
	845.3		KNOLLS	UX113	6150	
	834.9		BARRO	UX123	6160	
	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	
	2 30	713.6	ALAZON CPF714	UX244		12 36
AM	701.0		SP CONN.	UX257		
	700.0		DEETH	UX258	5769	
	683.3		ELBURZ	UX275	5844	
	683.1		SP CONN.			
	670.7		ELKO CPF671			
	669.2		ELKO CPF669	UX293		
	668.7		ELKO AMTRAK STATION			11 50
	666.2					
			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 Oakland.  
Yard Limits MP 664.0 to MP 671.0.

Maximum Speed	MPH			MPH	
	Pgr.	Frt.		Pgr.	Frt.
Between Mile Posts —					
911.4 and 669.2	70	70	758.7 and 758.4	60	50
(Except as below)			758.4 and 755.2	70	60
All sidings	20	20	755.2 and 753.3	40	40
(Except as below)			753.3 and 717.0	70	60
Timpie Siding	30	30	717.0 and 716.2	65	55
886.7 and 886.5	70	60	716.2 and 681.0	70	60
880.0 and 872.0	70	60	681.0 and 674.8	55	45
872.0 and 868.6	65	55	674.8 and 671.0	60	50
868.6 and 864.2	60	50	671.0 and 664.0	35	35
864.2 and 856.9	70	60			
856.9 and 856.6	60	50	Business Tracks	MP	Sta. No.
856.6 and 837.1	70	60	Lake Point (E)	906.3	
818.0 and 806.1	70	60	Solar (W)	893.4	UX064
806.1 and 800.0	60	50	Ellerbeck (E)	892.9	UX065
800.0 and 799.3	40	35	Marblehead	870.8	UX087
799.3 and 795.2	50	45	Aragonite (E)	861.5	UX097
795.2 and 786.5	70	60	Argee	855.0	UX104
786.5 and 784.5	50	45	Blair (W)	808.7	UX149
784.5 and 776.5	25	25	Tulasco (E)	708.8	UX249
776.5 and 775.1	50	40	Pardo (E)	673.6	UX285
775.1 and 768.3	70	60			
UP station numbers on SP track.					
Halleck	UX271	Mosel	UX355	Battle Mountain	UX371
Osino	UX284	New Argenta	UX357	Mote	UX381
Vivian	UX311	Hilltop	UX370	Iron Point	UX394
Palisade	UX321				

Amtrak No. 6 need not receive clearance at Elko.

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

**102 LAKE SUBDIV. — FEATHER RIVER DIVISION**

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.

Eastward SP inferior trains arriving Weso may run ahead of superior trains Weso to Carlin when CTC signal at Weso displays proceed indication. Under the same conditions, eastward inferior UP trains may run ahead of superior trains Weso to Alazon. Inferior SP trains receiving proceed signal at east Carlin may run ahead of eastward superior trains Carlin to Alazon. Eastward superior trains must run expecting to find inferior trains running ahead under these conditions.

Rule 251 in effect Elko to Alazon, Eastward only.

Speed Signal location: Smelter, Timpie.

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 also). 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 stop and contact train dispatcher to determine location of hot journal in train.

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

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

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

**WINNEMUCCA SUBDIV. — FEATHER RIVER DIVISION 103**

Maximum Speed	MPH	MPH	Maximum Speed	MPH
Between Mile Posts —	Psg.	Frt.	Between Mile Posts	MPH
669.2 and 535.9 (Except as below)	70	70	535.9 and 321.4 (Except as below)	70
All sidings (Except as below)	20	20	All sidings	20
Valmy (No. 20 T.O.), Weso —	25	25	535.9 and 527.0	60
Using Turnouts	35	35	521.8 and 520.9	60
671.0 and 664.0	25	25	510.4 and 509.9	65
664.0 and 652.6	70	60	508.4 and 504.0	60
652.6 and 651.1	60	50	497.0 and 495.7	60
651.1 and 650.1	50	40	495.7 and 494.5	40
650.1 and 648.3	55	45	494.5 and 489.9	35
648.3 and 643.4	60	60	489.9 and 488.3	50
643.4 and 638.3	70	60	488.3 and 481.1	60
638.3 and 637.7	60	60	481.1 and 480.1	55
637.7 and 628.2	45	40	480.1 and 474.2	60
628.2 and 605.0	70	60	434.1 and 429.5	60
East and West Carlin using Turnout	15	15	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
<b>Business Tracks</b>	MP	No.	387.4 and 353.8	60
Hunter (E)	657.0	UX302	353.8 and 348.4	60
Tonka (E)	650.1	UX309	348.4 and 347.6	35
Carlin (E)	644.6	UX314	347.6 and 343.7	40
Duggan (E)	631.8	UX326	343.7 and 340.0	50
Cluro (E)	627.1	UX331	340.0 and 324.1	60
Dunphy (E)	610.1	UX348	324.1 and 321.4	30
Kampos (E)	601.3	UX356	Reno Jct. Using Turnout	10
Rennox (E)	591.3	UX367		
Red House (E)	563.0	UX395		
Golconda (E)	548.0	UX409		
Pozla	349.1	PX610		

Speed thru turnout must not exceed 15 MPH at W. Floka, E. Flanigan & W. Reno. Jct.

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 671.0 to MP 664.0.

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. See General Order FR 17 (to be added).

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 556.9, #MP 639.1, #MP 662.6. 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.

Westward	HOT BOX DETECTORS		
	Eastward	Westward	Eastward
MP 497.2	MP 363.2	MP 382.9	MP 480.0
MP 469.1	MP 393.1	MP 352.1	MP 509.1
MP 430.2	MP 438.6		

Hot Box and Dragging Equipment Detectors: \$MP 503.8, \$MP 475.0, \$MP 434.5, \$MP 387.1, \$MP 358.3.

Special Instruction 247B Applies.

**CLEARANCE REQUIREMENTS**

Southern Pacific trains which are to operate east of Winnemucca or Weso on the Union Pacific must, unless otherwise instructed, receive a Union Pacific clearance at Wendel or Sparks. Union Pacific clearance at Winnemucca is not required.

AMTRAK No. 6 must receive Union Pacific clearance at Winnemucca authorizing movement over Elko — Lake and Lyndyl subdivisions.

Southern Pacific orders affecting movement between Southern Pacific Winnemucca and Weso will be delivered to Union Pacific Crew at Southern Pacific Winnemucca.

Westward SP trains secure clearance at Carlin.

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 main route lined to SP connection; and to left of main lined for UP into Flanigan siding. "SA" and "P" apply to SP trains only.

**RENO BRANCH — FEATHER RIVER DIVISION**

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH
						Reno Jct. to east wye switch	25
0.0		RENO JCT. ....	CPF341 T	PX616	.....	12.5 and 12.7	10
21.3		MARTIN	.....	PR421	2000	14.9 and 17.0	10
28.3		NORTH RENO	.....	PR428	.....	19.5 and 20.3	10
33.1		RENO	.....	PR433	Yd.	20.5 and 27.3	20
						27.2 and 28.2	10
						28.2 and 30.0	20
						30.0 and 33.1	10
						Interchange to SP	5
						<b>Business Tracks</b>	MP No.
						Anderson	18.8 PR419
						Learno	21.0 PR422
						Panther	23.4 PR423
						Cougar(W)	25.4 PR425
						Comstock	30.3 PR430
						Sierra Pacific(E)	30.5 PR431

Loyalton Branch Hawley to Loyalton 12.3 Miles. Yard Limits entire branch. Maximum Speed 10 MPH Main Track Derail at MP 12.2

<b>Business Track</b>	MP	Sta. No.
Loyalton	11.8	PL512

**WINNEMUCCA SUBDIV. — FEATHER RIVER DIVISION**

WEST	Radio Communication via Channel One.	STATIONS	Station Nos.	Sidings Feet	EAST
Mile Post					First Class
669.2		ELKO	UX293	Yd.	6 Psg.
668.7		3.0 CPF669			Daily
666.2		ELKO AMTRAK STATION			PM
646.0		20.2 EAST CARLIN	UX312		11 50
643.4		2.6 WEST CARLIN	UX315		11 45
630.5		12.9 BARTH	UX327		
619.5		11.0 BEOAWAWA	UX339	5999	
575.4		44.1 ELLISON	UX383	6268	
572.2		3.2 VALMY	UX386		
536.0		36.2 WESO	UX422		9 45
532.8		3.7 CPF536 CPF533	UX422	n10000	
532.1		13.1 WINNEMUCCA	UX426	s5150	PM
530.8		13.1 CPF531			
530.6		13.1 CPF530			
519.2		10.6 RAGLAN	PX440	6145	
508.6		10.6 GASKELL	PX450	6148	
496.6		12.0 JUNGO	PX461	6163	
487.6		9.0 ANTELOPE	PX471	6156	
479.4		8.2 FLOKA	PX479	6167	
470.6		8.8 RONDA	PX488	6158	
461.3		9.3 CHOLONA	PX497	6150	
451.2		10.1 TREGO	PX507	6145	
437.9		13.3 GERLACH	PX520	6289	
430.8		7.1 PHIL	PX528	6160	
416.3		14.5 REYNARD	PX542	5647	
404.7		11.6 SANO	PX554	6152	
393.7		11.0 SAND PASS	PX565	6162	
384.4		9.3 SP CONN	CPF384		
383.5		0.9 FLANIGAN	PX574	6162	
382.9		11.8 CPF383			
371.7		9.1 HERLONG	PX587	4193	
362.6		9.1 DOYLE	PX596	6369	
352.1		17.0 CPF352	PX613	6126	
345.6		3.8 SCOTTS	PX616	3000	
341.8		2.7 RENO JCT.	CPF341 T	PX616	3000
339.1		2.7 CHILCOOT	PX619	6245	
327.5		11.6 HAWLEY	PX631	5770	
322.2		6.1 CPF322	PX637	10771	
321.4		6.1 PORTOLA	PX637	10771	
		347.8			

**104 CANYON SUBDIV. — FEATHER RIVER DIVISION**

Radio Communication via Channel One.		Station Nos.	Sidings Feet	Maximum Speed Between Mile Posts MPH
Mile Post	WEST STATIONS EAST			
321.4	PORTOLA	PX637	10771	321.4 and 201.9
320.1	11.0 CPF320			201.9 and 92.0
310.4	BLAIRSDEN	PX648	4869	All sidings
301.9	8.5 SLOAT	PX656	7892	(Except as below)
296.4	5.5 SPRING GARDEN	PX662	4610	321.4 and 299.8
287.9	8.5 QUINCY JCT.	PX670	3843	299.8 and 232.2
282.2	6.4 KEDDIE	PX677	7169	225.2 and 224.3
281.5	4.2 PAXTON	PX681	4202	201.9 and 201.7
280.7	6.8 VIRGILIA	PX688	9810	201.7 and 180.6
280.5	10.4 BELDEN	PX698	4573	180.6 and 177.5
277.3	8.0 CAMP RODGERS	PX703	6713	177.5 and 166.6
270.5	8.1 MERLIN	PX711	3683	166.6 and 166.3
261.1	4.6 PULGA	PX719	6091	166.3 and 141.3
255.6	8.9 POE	PX723	6739	141.3 and 135.2
247.6	6.0 JAMES	PX732	6515	135.2 and 129.0
239.5	9.9 ELSEY	PX738	6385	97.3 and 95.2
234.9	6.1 KRAMM	PX744	6311	95.2 and 92.0
226.0	4.8 OROVILLE	PX749	4687	Quincy Jct.—Stock, House & Interchange Tracks
220.0	2.2 OROVILLE YARD	PX751	Yd.	West Wye Switch
213.9	9.9 CRAIG	PX761	6155	Keddie, Diverging Route
210.0	12.8 BINNEY JCT	PX774	...	Speed thru turnout must not exceed 15 mph at E&W Haggin and E&W Pollock
205.0	1.4 MARYSVILLE	PX776	5055	Business Tracks MP Sta. No.
204.7	5.9 MOUNKES	PX782	7290	Mable (W) 318.3 PX640
203.9	16.4 PLEASANT GROVE	PX798	6242	Tobin (W) 253.1 PX706
202.9	12.9 DEL PASO	PX811	6247	Twain 273.9 PX685
202.5	4.1 HAGGIN	PX815	...	W. Oroville (E) 201.2 PX753
193.0	3.5 SO. SACRAMENTO	PX816	Yd.	Cleveland 175.6 PX779
185.6	10.5 POLLOCK	PX822	4874	Sankey (W) 152.6 PX802
180.2	1.2 PHILLIPS	PX832	6250	Bombay (E) 146.6 PX807
178.8	8.0 THORNTON	PX840	3638	Globe 140.7 PX814
172.9	16.0 HAMMER LANE	PX856	5895	Cordova (E) 134.4 PX820
161.9	2.8 EL PINAL	PX859	...	Kenwood (E) 133.2 PX821
156.5	1.3 FLORA ST.	PX860	...	Laguna Creek (E) 129.8 PX823
143.6	0.0 WEBER AVE.			Villages (W) 107.8 PX845
140.8	0.6 STOCKTON			Terminus Jct. (W) 105.3 PX848
139.5	1.2			Kingdom 104.7 PX849
136.9	0.6			Slide Detector devices: At locations listed below, if a detector device has been actuated signal will display aspect per Rule 245C. After stopping trains must proceed not exceeding restricted speed looking out for rocks on track or other obstructions.
136.0	1.2			Eastward: Signals 2362; 2368; 2576; 2644.
135.1	1.2			Westward: Signal 2675.
132.4	1.2			Absolute signals: West Belden; West Pulga.
121.9	1.2			Signals 2379; 2371.
113.9	1.2			Special Instructions Item 11 in effect.
97.9	1.2			Where signal aspect 245S and 245T are displayed, the prescribed speeds through turnouts are:
95.1	1.2			
94.3	1.2			
93.8	1.2			
93.2	1.2			
92.7	1.2			
92.0	1.2			
225.4				

Equation: MP 205.5 equals MP 209.5.

**Dragging Equipment Detectors:**

#MP 319.2	#MP 290.2	#MP 267.5	#MP 241.5
#MP 316.7	#MP 286.3	#MP 264.6	#MP 237.2
#MP 314.7	#MP 284.0	#MP 262.5	#MP 234.2
#MP 312.6	#MP 282.2	#MP 257.6	#MP 222.2
#MP 308.0	#MP 279.5	#MP 253.5	#MP 217.7
#MP 305.2	#MP 275.5	#MP 249.2	#MP 109.5
#MP 300.0	#MP 273.4	#MP 245.6	
#MP 293.8	#MP 269.5	#MP 243.5	

Hot Box Detector: #MP 161.3, #MP 124.6, #MP 109.5. (Hot Box also)

At Stockton ATSF connection between UP and ATSF movements must not exceed 5 MPH and cars 61 feet or longer are prohibited.

**BIEBER SUBDIV. — FEATHER RIVER DIVISION 105**

Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH
111.8	BIEBER		PK112		40	40
94.8	17.0 LITTLE VALLEY		PK095	4251	20	20
76.5	18.3 HALLS FLAT		PK076	6758	30	30
62.9	13.6 LODGE POLE		PK063	4235	25	25
55.8	19.1 ROBBERS CREEK	CPN 56	PK044	7245	35	35
43.8	18.1 ALMANOR	CPN 39	PK026	7942	25	25
38.5	11.0 GREENVILLE		PK015	4236	10	10
25.7	8.5 MOCCASIN		PK006	4208	15	15
6.2	6.2 KEDDIE	CPN 1	PX677		15	15
0.0		CPN 1			15	15
111.8					15	15

Eastward signal MP 55.8 is east end of CTC.  
TWC in effect MP 55.8 to Bieber.  
Westward trains must obtain clearance at Bieber for territory between MP 55.8 and Oroville.  
At Keddie, eastward trains must check with Bieber Subdivision dispatcher and westward trains must check with Canyon Subdivision dispatcher before leaving. Clearance not required at Keddie.  
Dragging Equipment Detector: #MP 1.1.

**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 Track out of service MP 5.5 to MP7.1  
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** Cannon to Libfarm 10 MPH. Yard Limits Cannon to Libfarm. Track out of service entire branch.  
Business Tracks MP Sta. No. Libfarm 74.2 PZ718  
Haggin 95.5 PX815 Maximum gross weight on cars 220,000 lbs.  
19th Street Jct. 95.0 Cannon to Libfarm.  
34.5 Miles via SP UP trains operate on SP Haggin to Cannon to reach Dozier Br.  
Cannon T 7.9 PV681  
Dozier T 64.6 PZ708

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

**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. Track out of service entire branch.

**Woodland Branch** Westside to Woodland 16.7 Miles. Yard Limits entire branch. Maximum Speed 10 MPH.  
Business Tracks MP Sta. No. Business Tracks MP Sta. No.  
Broderick 92.3 PH501 Conaway (W) 11.8 PW412  
Mikon SP 1.6 PW402 Hebron (E) 14.8 PW415  
Loldal 2.7 PW403 Woodland 16.6 PW417

**Holland Branch** Broderick to Clarksburg 11.5 Miles. Yard Limits entire branch. Maximum Speed 10 MPH except between:  
Business Tracks MP Sta. No. Business Tracks MP Sta. No.  
West Sacramento 92.2 PV601 Bascule Bridge 90.7  
Westgate 91.6 PH502 Riverview 87.0 PH507  
Yolo Port Conn. 90.9 PH503 Clarksburg (W) 5.9 PH513  
UP trains operate on SP from Haggin to reach Woodland and Holland Branches.

**106 PORT CHICAGO BRANCH — FEATHER RIVER DIVISION**

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts —	MPH
93.2	STOCKTON TOWER	⊙	PX862	.....	48.7 and 46.1	10
	33.5 MILES VIA ATSF					
48.5	EAST PITTSBURG	⊙	PN931	.....	39.1 and 38.6	10
	0.4					Sta. No.
48.1	⊙ ATSF ⊙	⊙			Business Tracks	MP No.
	0.7				Shell Point (W)	43.6 PN935
47.4	⊙ ATSF ⊙	⊙			McAvoy	42.5 PN936
	0.4				Nichols (W)	41.0 PN937
47.0	PITTSBURG	⊙	PN932	.....	Clyde	37.2 PN941
	0.7				Operation Via ATSF Stockton to East Pittsburg.	
46.2	⊙ ATSF ⊙	⊙			Yard Limits: Entire Branch	
	1.3				At Stockton ATSF connection between UP and ATSF movements must not exceed 5 MPH and cars 61 feet or longer are prohibited.	
44.9	WEST PITTSBURG	⊙	PN933	510	Track out of service MP 38.6 to MP 37.1	
	5.9					
39.0	PORT CHICAGO	⊙	PN939	.....		
	44.8					

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

**OAKLAND SUBDIV. — FEATHER RIVER DIVISION**

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts —	MPH
92.0	STOCKTON	T	PX862	Yd.	92.0 and 90.4	45
91.7	7.5	CP F92			Hunter St. Lead	5
91.0		CP F91			84.5 SP Xing	30
89.9	⊙ SP ⊙	CP F90			74.1 SP Xing	50
84.5	3.4				Tracy Branch Spur	5
82.1	WYCHE		PX872	6555	67.0 and 58.2	35
	8.0				58.2 and 52.3	30
74.1	⊙ SP ⊙				52.3 and 45.0	50
	1.3				45.0 and 38.8	45
72.8	TRACY	T	PX881	10692	38.8 and 34.4	35
	9.5				34.4 and 30.9	40
63.3	MIDWAY		PX891	5518	30.9 and 29.2	30
	7.1				30.8 thru turnout	10
56.2	ALTA MONT		PX898	5560	15.2 and 10.6	35
	9.2				10.6 and 7.2	20
47.0	LIVERMORE		PX907	4117	7.2 and Chestnut Jct.	10
	8.9				Where signal aspect 245S and 245T are displayed, the prescribed speeds through turnouts are:	
38.1	HEARST		PX916	4423	E. Niles Jct: MP 30.8	10
30.8	7.6	CP F31			W. Tracy: MP 71.7	30
30.5	NILES JCT	⊙ SP ⊙ T	PX923	.....	E. Tracy: MP 73.6	30
30.4	0.8	CP F30			<b>Business Tracks</b> MP Sta. No.	
29.7	FREMONT		PX924	4042	French Camp	88.4 PX867
29.3	1.3	CP F29			Lathrop	85.8 PX870
27.5	9.6	CP F27			Cochran	75.6 PX878
25.5		CP F25			Lyoht (W)	73.8 PX880
20.8	HAYWARD		PX934	6922	Ayala (E)	70.9 PX882
20.1	8.8	CP F19			Lox (W)	50.3 PX904
19.3		CP F15			Trevarno (W)	49.2 PX905
15.4		CP F14			Radum	43.4 PX911
13.8	KOHLER		PX942	3524	Pleasanton (W)	41.7 PX912
11.3	1.3				Pabrico (W)	27.0 PX927
10.6	MELROSE	⊙ SP ⊙	CP F10		Union City	25.9 PX928
9.9	2.8	CP F9			Carpenter	24.9 PX929
8.8		CP F8			Estudillo	16.1 PX938
7.2	FALLON ST.	CP F7	PX946	.....	San Leandro	14.7 PX939
	1.3				Fruitvale	9.6
5.8	MAGNOLIA TOWER	⊙ SP ⊙	PX948	.....	Two main tracks Fallon Street to Oakland. Movements made under instructions of Yardmaster Oakland.	
	1.1					
4.7	OAKLAND	⊙ T	PX949	Yd.		
	89.5					

Yard Limits MP 8.0 to Oakland  
 Shifted Load and Dragging Equipment Detector:  
 ‡MP 23.2 (hot box also)  
 MP 90.5 ⊙ SP ⊙ — Hunter Street Lead.

**TIDEWATER SOUTHERN SUBDIV. — FEATHER RIVER DIVISION 107**

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts —	MPH
0.0	STOCKTON YD.	⊙ T	PX862	Yd.	13.8 and 14.5	20
	1.7				19.2 and 21.0	20
1.7	ORTEGA	⊙	PX864	.....	22.5 and 23.2	20
	3.5				25.7 and 9th & P Sts.	20
5.2	MANTECA JCT.	⊙	PQ005	2170	Modesto	20
	14.6				North Yard	10
19.8	ESCALON		PQ020	1390	Modesto 9th and P Sts.	10
	5.8				and MP 33.2	20
25.6	McHENRY		PQ026	1220	33.2 and 34.8	10
	4.5				41.6 and 42.2	20
30.1	NORTH YARD JCT.		PQ030	.....	44.7 and 46.6	20
	1.5				46.6 and 47.9	10
31.4	MODESTO ⊙ M&ET		PQ032	.....	When handling more than 50 cars or 5,000 tons, or 15 or more loaded covered hoppers, do not exceed 25 MPH.	
	1.1					
32.7	⊙ SP ⊙					
	1.8					
34.5	ROGERS		PQ035	2010	<b>Business Tracks</b> MP Sta. No.	
	7.1				Valmet (E)	2.2 PQ002
41.6	HATCH	T	PQ042	1240	Sharps Lane (E)	3.3 PQ003
	3.1				Turner	6.2 PQ006
44.7	KEARNEY		PQ045	.....	Atlanta	12.5 PQ012
	3.2				Simms	14.2 PQ014
47.9	TURLOCK		PQ048	.....	Alba	17.0 PQ017
	47.9				Aurora	29.5 PQ029
					Moore (E)	33.2 PQ034
					Bronco (W)	37.5 PQ037
					Yard Limits MP 0.0 to MP 6.2.	

Manteca Branch Manteca Jct. to South Manteca 6.6 Miles. Yard Limits entire branch. Maximum Speed 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 10 MPH.

Business Track	MP	Sta. No.
Chemurgic	2.9	PG203

**SAN JOSE BRANCH — FEATHER RIVER DIVISION**

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts —	MPH
0.0	NILES JCT	CP F31 T	PX923	.....	0.0 and 0.3 including wye	10
0.2	7.0	CPSJ 1			7.5 and 10.0	25
4.5		CPSJ 4			10.0 and 15.7	20
7.0	WARM SPRINGS		PS707	Yd.	10.0 and 23.0	10
8.8	4.5	CPSJ 9				
10.1		CPSJ 10				
11.5	MILPITAS	⊙ T	PS711	Yd.	<b>Business Tracks</b> MP Sta. No.	
	6.0				Irvington (W)	3.3 PS703
17.5	SAN JOSE	⊙	PS717	Yd.	Inland Steel	4.9 PS705
	2.1				Curtner (W)	8.0 PS708
19.6	VALBRICK	⊙ SP ⊙	PS720	.....	Berryessa (W)	14.1 PS714
	0.8				Yard Limits: MP 10.0 to MP 23.0	
20.4	WILLOW GLEN	⊙ SP ⊙	PS721	.....	CTC Niles Jct. to MP 10.1.	
	1.9					
22.3	⊙ SP ⊙					
	23.0					

## 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. (Except Illinois, Arkansas and Kansas Divisions)	60
3 Thru No. 20 equilateral turnout designated by Ø and thru No. 20 precurved turnout designated by Θ. (Illinois, Arkansas and Kansas Divisions only)	40
4 Thru No. 20 turnout unless different speed specified on schedule page.	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) Other Sidings.	30 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. Road engines Road switchers 1000-1014 and 1322-1399	82 70 60
13 Yard switch engines.	50
14 When multiple unit engine is controlled from other than leading unit.	30
15 Engines running light unless all locomotives in consist are equipped with fully effective dynamic brake. Engines running light, on descending grade in excess of 1 percent, when necessary to use engine brake to control speed.	45 25
16 Trains handling wrecking derricks: American hoist derricks 903045, 903046, 903047, 903050. Other Derricks. Exception: MPX-153	60 40 35
17 Trains handling two axle scale test cars, snow plows, Jordan spreaders or locomotive cranes on their own wheels; foreign line or privately owned derricks, cranes or other similar equipment on their own wheels on revenue billing (unless further restricted on waybill or train consist); company owned cranes loaded on flat cars (except series MP 17001-17042 which may be operated at 50 MPH unless otherwise restricted): On Subdivisions on tangent track On Subdivisions on curved track On Branches	35 25 25
18 Loaded or empty welded or jointed rail trains	40
19 Self-propelled cranes, pile drivers and similar equipment moving under own power.	35

## ITEM 2. (CONTINUED)

	MPH
20 Holmes, Pettibone and similar type cranes, and hydraulic 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 for transportation of coal, grain, soda ash, ore or other bulk commodities. When loaded: When empty. Exception: Loaded Unit trains between Council Bluffs and Salt Lake City and loaded Valmy coal trains (Note: All loaded phosphate rock trains 40 MPH)	40 50 50 50
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 217000-217141 and MP 728000-728099 series cars. JTXX cars and those equipped with Toyota truck-bed racks.	40 50 70
30 Trains handling loaded ordinary flat cars, bulkhead flat cars and gondola cars. 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 empty TOFC or COFC flat cars	60
33 Trains handling tie plate spreader MP 15417	40
34 MPX cars Exception: Series 8007-8034; 8105-8124; 27006-27060; 30000-30014; 50001-50014; and 70004-70039 may be handled at 50 MPH unless otherwise restricted.	30
35 Coiled steel Geneva UT-Pittsburg CA only.	45

### 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. Bridge cranes will be accompanied by bridge crane operator who will require the crane to be inspected within 50 miles of initial terminal where crane departs, thence every 100 miles. Inspection to determine that crane headed in right direction, boom tied down and being handled at appropriate speed. Crane with boom not in trailing position may be moved to first location where crane can be turned only when authorized by chief dispatcher or operating officer. 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. 18 Ton or less capacity on-track cranes must not be handled in trains on their own wheels.

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 Selma 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.
GP15-1	4	1500	260,800	55	62,200	46,800
GP28	4	2000	263,000	56	65,750	51,300
GP30	4	2250	263,000	56	65,750	55,440
GP35	4	2500	261,000	56	65,750	55,440
GP38	4	2000	263,000	59	65,750	51,300
GP38-2	4	2000	269,000	59	67,250	55,440
GP40	4	3000	277,000	59	69,250	55,400
GP40-2	4	3000	277,000	59	69,250	55,400
GP40X	4	3500	274,000	60	68,750	41,520
GP50	4	3500	273,000	59	68,250	64,200
SW10	4	1200	251,000	44	62,800	35,100
SW1500	4	1500	261,160	45	65,290	43,000
MP15	4	1500	266,800	48	66,520	46,800
MP15DC	4	1500	267,800	49	66,950	46,800
B23-7	4	2250	266,800	62	66,650	60,400
B30-7A	4	3000	267,700	62	66,925	60,400
SD40	6	3000	393,000	66	98,250	83,160
SD40-2	6	3000	392,000	69	97,500	83,160
SD50	6	3800	394,000	71	98,500	96,300
SD80	6	3800	394,000	71	98,500	100,000
U30C	6	3000	393,000	67	97,750	76,000
C30-7	6	3000	395,000	67	98,250	76,000
C36-7	6	3750	391,000	67	97,750	96,900
E9	6	2400	333,770	71	83,943	58,000
DD40X	8	6600	645,000	99	136,000	88,800

### ITEM 5. TRAIN MAKE-UP AND SHIPMENTS REQUIRING CLOSE ATTENTION:

In freight trains, freight cars 85 feet or more in length must not be coupled to any car 39 feet or less in length. This does not apply to a freight car 85 feet or more in length when coupled to a caboose and caboose is the last car in train.

Tonnage profile at end of train consist will indicate 39 feet or shorter cars by letter "S" and 85 feet or longer cars by letter "L".

TIMETABLE NO. 5

### ITEM 5. (CONTINUED)

Empty 89 foot TOFC or COFC flatcars are to be entrained in the rear half of the train.

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

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

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 AND HAVE AVAILABLE FOR REFERENCE:

- (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."

All books must contain current rules and latest revisions in proper page sequence.

### ITEM 7-A. QUALIFICATIONS OF ENGINEERS:

An engineer who has not made a road trip over the subdivision as engineer or fireman during the preceding 12 months must make fact known when called and may be required by the company to make a round trip over said subdivision to familiarize himself with changed conditions. An engineer who qualifies under these provisions but has not made road trip as engineer during the preceding 150 days, will make the fact known to his conductor and before starting the trip, the two of them will thoroughly discuss and arrive at a mutual understanding of all General Orders issued on said Subdivision during such 150 days period.

This Item does not apply to engineers working in yard service, operating within the 15 mile limit, when authorized by a division officer to handle equipment within such limits. Authority must not be granted unless an employe who is qualified on this territory occupies the control compartment with the engineer to advise him regarding physical characteristics.

TIMETABLE NO. 5

**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:**

**Bonded Controlled Siding** — A controlled siding within CTC or interlocking limits designated by special instructions or general order. ABS-CTC and other operating rules applicable to main track apply in bonded controlled sidings.

**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.

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

**(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. Employees are expected to know those drugs, narcotics, or controlled substances which are illegal to use.

Employees 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.

Employees 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:** Employees 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: Employees 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.

(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 and Track Bulletin Form A will specify the numbered mile posts between which the

**ITEM 10. (CONTINUED)**

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 or Track Bulletin Form B 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 flag.

(8) **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 flag.

(9) **RULE 10(E):** Rectangular type signs with white background will be placed a sufficient distance in advance of restriction.

Arrow type signs with yellow background will be placed 2500 feet in advance of restrictions.

(10) **RULE 11:** Revised and requires train must stop before any part of train passes fusee.

(11) **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 Oregon and Washington, in addition to locations listed in Operating Rule 15(I), engine whistle must be sounded and bell rung approaching private crossings.

(12) **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.

(13) **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.

(14) **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.

(15) **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.

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

(17) **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 and Sedalia Subdivisions or Lake and Winnemucca Subdivisions on paired track with S.P.

(18) **RULE 103(I):** When road engines with or without cars 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.

(19) **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.

(20) **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.

(21) **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 — Cars as indicated in Form 8620, Instructions for Handling Hazardous Materials.

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

## ITEM 10. (CONTINUED)

(23) **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.

(24) **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.

(25) **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.

(26) **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.

(27) **RULE 204:** One additional copy of all train orders, track bulletins and clearances addressed to a train will be delivered to the conductor and engineer for other crew members.

(28) **RULE 205:** When used in clearances, train orders, track warrants or track bulletins, Missouri Pacific engines will be designated by initial preceding the engine number. Example: "Eng. MP 4220".

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

(30) **RULE 209(B):** Train orders, track warrants and track bulletins may be transmitted mechanically to stations equipped with CRT machines. All numbers written in the body of train orders and track bulletins 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 or track bulletins 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) **RULES 230 THROUGH 242 AND RULES 245A THROUGH 245T (SIGNAL ASPECTS AND INDICATIONS):** Aspects and indications as shown in General Code of Operating Rules will not apply.

Aspects and indications shown in Special Instructions Item 17 apply.

Speed signals as shown on schedule page apply approaching and through turnouts on Main Tracks and approaching and entering sidings.

(34) **RULE 246B: Indication changed to read:** Proceed. Speed passing next signal must not exceed 40 MPH unless it can be plainly seen that indication of the next signal displays clear, advance approach or approach limited.

(35) **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.

(36) **RULE 305: First paragraph, add:** Within ABS limits this does not apply to a passenger train operating on a first-class schedule after making a scheduled stop of less than five minutes and experiencing no other delay.

Exception revised to read 30 MPH instead of 40 MPH.

(37) **RULE 312(4):** Also applies in Rule 251 Territory.

## ITEM 10. (CONTINUED)

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.

(38) **RULE 314:** Speed must not be increased until after rear of train has passed the next signal or the end of block system.

(39) **RULE 315(A): First paragraph changed to read:**

Before proceeding from a stop indication over a dual control switch or derail, crew member must precede the movement and examine the first dual control switch or derail, see that it is properly lined, and that selector lever or hand crank, if so equipped, is in proper position, and remain at switch or derail until leading wheels have passed the signal governing movement over the switch or derail. Remaining switches or derails, if any, must then be examined by crew member on the ground before movement is made over switch or derail.

**Second and third paragraphs changed to read:** If control operator is unable to line dual control switch or derail to desired position, or indication of control machine does not show that switch or derail is lined and locked, before authorizing train to proceed, he must instruct crew member to operate it by hand for the movement. After at least one unit or car has passed over the switch points or derail, it must be returned to power unless otherwise instructed by control operator.

(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 351: Third and Fourth paragraphs changed to read:** Track and time limits must be cleared and released before expiration of time granted. If additional time is required, authority must be obtained from control operator before authorized time limit has expired. When unable to contact control operator and track and time limits have expired, authority is extended until control operator can be contacted or train clears such limits by signal indication as prescribed by the last paragraph of this rule.

(45) **RULE 351(C) changed to read: JOINT TRACK AND TIME:** Before track and time limits are granted for machines, track cars or employes in the same limits with other machines, track cars, employes or a train, each person holding or requesting track and time limits must be notified of the fact. When so notified, it is further required that all movements must be prepared to stop short of equipment fouling the track within the limits.

(46) **RULE 371 AUTOMATIC CAB SIGNALS:** Second paragraph 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.

(47) **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).

(48) **RULE 409(1):** Line 15 of Track Warrant Form used to record TWC information is revised to read: "Protection as prescribed by RULE 99 not required against following trains on the same track". Regardless of how Line 15 on form reads, an "X" marked in Box 15 only provides protection against following trains on the same track and all other provisions of RULE 99 must be complied with.

(49) **RULE 410: First paragraph changed to read:** A track warrant, once in effect, is in effect until crew member has reported clear of the limits, or it has become void. Crew member must report to train dispatcher when they have cleared the limits.

**Add to Second paragraph:** When unable to contact dispatcher and time limits have expired, authority is extended until train dispatcher can be contacted.

(50) **RULE 450:** Form C track bulletin is authorized for conditions not covered by Forms A and B.

**ITEM 10. (CONTINUED)**

(51) **RULE 610:** Only operating employes in the performance of their duties, including deadheading, are permitted to ride trains or engines. Other employes holding company passes with proper authorization of Vice President Operations traveling on company business may ride freight trains but only to stations where train is scheduled to stop.

(52) **RULE 620:** Not more than five people may ride in the control compartment.

(53) **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. If speed recorder not equipped with viewing ports is sealed, engineer may assume tape is in place. Speed tapes will be applied and removed only by mechanical department employes or operating officers.

**ITEM 10-A. SAFETY, RADIO AND GENERAL RULES FOR ALL EMPLOYEES CHANGES:**

(1) **RULE 4057:** Second, third and fourth paragraphs changed to read:

They must be seated while caboose is moving or about to move and must have seat belts and restraining harnesses fastened when cabooses are so equipped. Exception: Employes may be out of seat:

1. After boarding moving caboose (at other than initial or final terminal);
2. To use toilet facilities;
3. During switching or shoving operation requiring employe to ride caboose platform or steps to protect the movement; or,
4. In case of emergency.

Employes moving about as described in 1, 2, 3 and 4 must seat or reseat themselves as quickly as is safely possible and, while moving around, must be braced and maintain firm hold. The practice of standing on rear end platform or in the doorway of caboose for the purpose of roll-by inspection is specifically prohibited.

When stopping or when entering or leaving initial or final terminals, employes must, except in an emergency, be seated and must have seat belts and restraining harnesses fastened when cabooses are so equipped. In addition, when entering final terminal, caboose employes must remain seated until movement has stopped and, when leaving initial terminal, caboose employes must be seated before movement starts.

When getting on or off cabooses, employes must not have hands encumbered with grips or other material which would prevent having a secure handhold on grab iron.

(2) **Add: RULE 4057(A). RIDING ENGINE CONSIST:** When getting on or off engines, employes must not have hands encumbered with grips or other material which would prevent having a secure handhold on grab iron.

**ITEM 10-B. AIR BRAKE AND TRAIN HANDLING INSTRUCTIONS CHANGES:****(1) DEFINITIONS:**

**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 1005(A)2:**

**Exception:** When train is to be parted to cut-in or detach helper units, Rule 1005(A)1 applies providing trainman remains with detached portion until entire train consist is recoupled.

**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 or number 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 understanding is reached, HMP operator may occupy main track only after radio contact has been established with train to be escorted.

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 by HMP to escorted train and train will acknowledge such passings.

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 report clear of main track to train dispatcher and release escorted train.

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

**ITEM 12. USE OF RADIO.**

(a) Radio call-in system areas are identified by symbols ⊕-1 and ⊕-2 which denote base stations or radio control points. Employes 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.

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	— CSX No. 1 Rd. Channel
6	— SP Road Channel	11	— CSX No. 2 Channel
7	— ATSF Road Channel	12	— NS 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:

## ITEM 12. (CONTINUED)

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	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:

#### (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 and inspection required, train must be stopped at once. Inspection of car by axle count must be made to insure retaining valves in exhaust position, hand brakes fully released, no sticking brakes, no broken truck bolster, no brake rigging down or dragging, no lading down or dragging between cars, no lading has dropped down through container floor or cross members of double stack container flat cars. All journals on both sides of car indicated by axle count must be inspected. If no obvious sign of overheating is present on axle indicated, cautiously place bare hand on truck side frame working hand toward roller bearing end cap, keeping in mind that any part of this equipment may be extremely hot. If bare hand cannot be held on side frame or roller bearing for a few seconds, car must be set out. If car develops no defects, in addition to inspection of other conditions outlined above, inspection must be made on both sides of five cars ahead and five cars behind the car indicated by axle count. When defect is found, pink tag supplied in crew packet, must be noted as to type of defect and attached on or near overheated bearing or on car body nearest defective equipment. Conductor will advise train dispatcher by radio of all information relative to inspection and disposition of car involved.
- 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 Southern Region and on Illinois and Kansas Divisions.**

- 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".

- 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.

- 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 or announces "integrity failure", train must be stopped and inspected as required by instructions for that system.

#### (2) Detector Station Equipped With Light Array Indicator:

When illuminated, array lights indicate the following:

- 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.
- 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.

#### (3) High Wide Shifted Load and Dragging Equipment Detector Stations Equipped With Radio Transmitted Verbal Defect Indicators:

- When high wide shifted load detector or dragging equipment detector is activated, a separate message for each detector will be voice broadcasted to the train which must be stopped and inspected.
- When high wide shifted load message is received, an inspection must be made to ensure that there is no excessive width or height car in train. If double stack cars are in train, inspection must be made to determine that there are not two (2) 9 foot 6 inch containers stacked on the same car. Notify dispatcher to call signal maintainer to reset detector.
- Any car found in train with shifted load or with two (2) containers of 9 foot 6 inches stacked will be reported to dispatcher and, if required, car set out.
- After passing detector, if no message is received, train must stop and inspection made for dragging equipment, high wide or shifted loads. Dispatcher must be called to notify signal maintainer to reset detector.
- If no defects are found by the detector, a "No Defect" message will be broadcast.

#### (4) Hot Box and Dragging Equipment 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.

Train must also be stopped at once and entire train inspected when:

- Verbal information is not received or understood.
- When detector announces, "integrity failure".

## ITEM 13. (CONTINUED)

Exception: Dragging equipment detectors on the Western Region and Nebraska and Wyoming Divisions transmit only when a defect has been detected.

## (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.

## (6) Detector Stations Equipped With Wind Speed Indicators:

When instructions from detector indicates wind speed is:

- (1) 40-49 MPH — Any train that has DTTX type double stacks that do not have at least one loaded container on each platform, will not be operated.
  - (2) 50-69 MPH — Any double stack train not having at least one loaded container on each platform must immediately reduce speed to 25 MPH.
  - (3) 70 MPH and above — Double stack trains will not be operated.
- On the Salt Lake Subdivision only, when wind speed is:
- (1) 50-59 MPH — All trains restricted to 25 MPH.
  - (2) 60-69 MPH — All trains restricted to 20 MPH and all trailer and container trains must operate on No. 2 Main Track.
  - (3) 70 MPH and above — No trains will be operated.

## ITEM 14. OPERATIONS OVER FOREIGN LINES:

## (a) Use of ATSF Tracks Between: (General Code of Operating Rules Apply Except as Modified Below.)

1. Tecific 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.
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.
10. Daggett and Riverside.
11. Stockton and Pittsburgh.

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.

## ITEM 14. (CONTINUED)

- (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.

## (b) Use of BN Tracks Between:

1. Crystal City and Ste. Genevieve
2. Springfield and Aurora
3. Cherokee Yard and BN-ATSF Connection, Tulsa
4. Rockview and Chaffee
5. Winthrop and St. Joe
6. Oregon Trunk Jct. and Bend
7. Reservation and North Portland Jct.
8. Centralia and Hoquiam
9. BN Conn. (Spokane) and Fish Lake

General Code of Operating Rules and BN Timetable apply.

## (c) Use of KCS and L &amp; 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, railroad equipment, track car, 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, railroad equipment, track car, 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 93: Within yard limits, trains and engines must not exceed yard speed.
- (5) 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.
- (6) 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.

- (7) 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.

## ITEM 14. (CONTINUED)

Engines or cars set out in sidings, industry tracks or other tracks must have wheels chocked in addition to hand brakes being set.

- (8) Rule 105: Trains or engines using a siding or any track other than a main track must proceed at Yard Speed.
- (9) Rule 245D (Approach): Immediately reduce to 30 MPH instead of 40 MPH.
- (10) Rule 245G (Restricting): Proceed at Yard Speed instead of Restricted Speed.
- (11) KCS Rule 284: **Aspect:** Flashing yellow. **Name:** Medium Approach. **Indication:** Proceed, reducing speed to 30 MPH before leading wheels pass the next signal.
- (12) KCS Rule 291(A): **Aspect:** Red with number plate and letter "P" marker. **Name:** Permissive. **Indication:** Proceed at Restricted Speed.
- (13) Rule 305: Exception to requirement for Restricted Speed in CTC territory does not apply.
- (14) 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.

- (15) 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.
- (16) Road engines backing or controlled from rear unit must not exceed 30 MPH.
- (17) SD 40 and U 30 units must not be coupled to cars with gross weight in excess of 263,000 lbs.
- (18) 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.
- (19) 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.

- (20) UP Special Instructions. Item 13. Hot Box and Dragging Equipment Detectors.

<b>Aspect:</b>	<b>Indication:</b>
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.

- (d) Use of DRGW Tracks Between: (General Code of Operating Rules Apply Except As Modified Below.)

1. Denver — DRGW Belt Line and North Yard
2. Salt Lake City — Grant Tower and Provo

## ITEM 14. (CONTINUED)

(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 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 employe 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 employe receiving it. If it is possible for an opposing train or locomotive to be in the block, the train dispatcher will authorize the train or locomotive to proceed by issuing Permissive Form "A":

Form "A" — Proceed on . . . track under flag protection and according to Rule 509.

When 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.

## ITEM 14. (CONTINUED)

(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. 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 was previously noted on the document by the industry.
- Note any exceptions to document under appropriate equipment ID.
- Sign and date bottom of list.

## ITEM 15. (CONTINUED)

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:**  
SIGNAL RULES 245A-245I APPLY IN ALL TERRITORIES  
ON UNION PACIFIC RAILROAD.

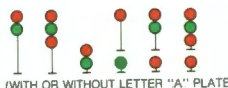





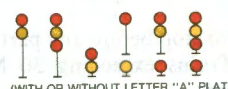



RULE	NAME	ASPECT	ACS
245A	STOP	 (WITH OR WITHOUT LETTER "A" PLATE)	
245B	STOP AND PROCEED	 (WITH NUMBER PLATE)	
245C	FLASHING STOP AND PROCEED	 FLASHING RED LIGHT ON ANY SIGNAL	
245D	APPROACH	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	
245E	CLEAR	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	
245F	APPROACH LIMITED	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	
245G	RESTRICTING	 (WITH OR WITHOUT LETTER "A" PLATE)	
245H	PERMISSIVE	 (WITH NUMBER PLATE)	
245I	ADVANCE APPROACH		

SIGNAL RULES 245J-245R APPLY IN SPEED SIGNAL  
TERRITORY ONLY.

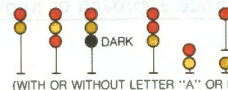

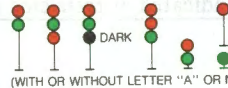







245J	APPROACH MEDIUM	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	
245K	APPROACH SLOW	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	
245L	DIVERGING CLEAR LIMITED	 (WITH OR WITHOUT LETTER "A" PLATE)	

INDICATION
 Stop before any part of train or engine passes the signal.
 Stop before any part of train or engine passes the signal then proceed at restricted speed through entire block.
 Stop before any part of train or engine passes the signal. Block occupied. Proceed at restricted speed.
 Proceed prepared to stop before any part of train or engine passes the next signal. Trains exceeding 30 MPH must immediately reduce to that speed.
 Proceed.
 Proceed. Speed passing next signal must not exceed 40 MPH unless it can be plainly seen that indication of the next signal displays clear, advance approach or approach limited.
 Proceed on route indicated at restricted speed.
 Proceed at restricted speed through entire block.
 Proceed. Speed passing next signal must not exceed 50 MPH.
 Proceed. Speed passing next signal must not exceed 30 MPH.
 Proceed. Speed passing next signal must not exceed 15 MPH.
 Proceed on diverging route. Speed through turnout must not exceed 40 MPH.

## ITEM 17. (CONTINUED)

RULE	NAME	ASPECT	ACS
245M	DIVERGING CLEAR MEDIUM	 (WITH OR WITHOUT LETTER "A" PLATE)	
245N	DIVERGING CLEAR SLOW	 (WITH OR WITHOUT LETTER "A" PLATE)	
245P	DIVERGING APPROACH LIMITED	 (WITH OR WITHOUT LETTER "A" PLATE)	
245Q	DIVERGING APPROACH MEDIUM	 (WITH OR WITHOUT LETTER "A" PLATE)	
245R	DIVERGING APPROACH SLOW	 (WITH OR WITHOUT LETTER "A" PLATE)	



SIGNAL RULES 245S-245W APPLY IN NON-SPEED  
SIGNAL TERRITORY.

245S	DIVERGING APPROACH	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	
245T	DIVERGING CLEAR	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	
245U	APPROACH DIVERGING		
245V	APPROACH RESTRICTING	 LUNAR	
245W	DIVERGING APPROACH DIVERGING		

INDICATION
Proceed on diverging route. Speed through turnout must not exceed 30 MPH.
Proceed on diverging route. Speed through turnout must not exceed 15 MPH.
Proceed on diverging route. Speed through turnout must not exceed 40 MPH. Speed passing next signal must not exceed 40 MPH unless it can be plainly seen that indication of the next signal displays clear, advance approach or approach limited.
Proceed on diverging route prepared to stop at next signal. Speed through turnout and to next signal must not exceed 30 MPH.
Proceed on diverging route prepared to stop at next signal. Speed through turnout must not exceed 15 MPH. Speed to next signal must not exceed 30 MPH.
Proceed on diverging route prepared to stop at next signal. Prescribed speed through turnout. Trains exceeding 30 MPH must immediately reduce to that speed.
Proceed on diverging route. Prescribed speed through turnout.
Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.
Proceed prepared to pass next signal at restricted speed.
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.

## ITEM 18. INDICATORS

## INDICATOR RULES 247B AND 247E.

RULE	ASPECTS	NAME	INDICATION
247B	<b>HOLD INDICATOR</b>		
	 (TO APPLY TO TRAINS GOVERNED BY FIXED SIGNAL WITH WHICH CONNECTED) ILLUMINATED	Hold	Communicate with operator or dispatcher before proceeding.
247E	<b>SLIDE WARNING INDICATOR</b>  (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.

## NOTES



## COLOR CODES

010  
432  
444-445  
447





TRACK WORKER

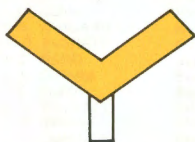


FOR CROSSINGS



FOR TUNNELS, ETC.

## REQUIRED WHISTLE SIGNAL RULE 15(I).



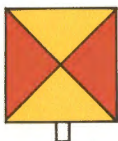
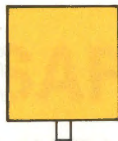
YARD LIMIT SIGN

PERMANENT  
SPEED  
RESTRICTION  
SIGNPERMANENT  
RESUME  
SPEED  
SIGN

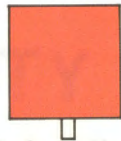
STOP SIGN.



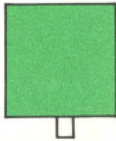
STOP SIGN.

YELLOW-RED FLAG  
PROTECTING MEN  
AND EQUIPMENT

YELLOW FLAG



RED FLAG



GREEN FLAG

## COLOR CODES



CTC

ABS

ABS-TWC

TWC

TIMETABLE NO. 5

## EXPLANATION OF CHARACTERS

- (A) —Automatic Interlocking. † —Applies Only Until Eng.  
 (B) —Radio Base Station. Has Reached Resume  
 (B-1) —Call-in System Dispatcher 1. Speed Sign.  
 (B-2) —Call-in System Dispatcher 2. ‡ —Applies Only Until Eng.  
 (W) —Wayside Radio Station. Has Passed Hand Operated  
 (D) —Draw Bridge. Switches.  
 (G) —Gate — Normal Position (R) —Reduce/Resume Speed  
 Against Conflicting Route. Signs at Other Than  
 (G) —Gate — Normal Position Prescribed Location.  
 Against This Subdiv. \* —Detector Stations Equipped  
 (M) —Manual Interlocking. With Digital Display.  
 (S) —Stop Sign. # —Detector Stations Equipped  
 T —Turning Facility. With Radio Transmitted  
 (X) —Railroad Crossing At Grade. Verbal Defect Indicators.  
 (Y) —Yard Limits. (S) —Detector Stations Equipped  
 (Ø) —40 MPH Equilateral Turnout. With Verbal and Visual  
 Defect Indicators.  
 (e) —40 MPH Precurved Turnout. @ —Remote Readout — Hot  
 Box and Dragging  
 n —Northward. Equipment Detector.  
 s —Southward. \$ —Remote Readout — Hot  
 e —Eastward. Box Detector.  
 w —Westward. % —Remote Readout —  
 c —Center. Dragging Equipment  
 (X) —Crossover Between Main Detector.  
 Tracks — Dual Control ‡ —High Wide Shifted Load  
 and Dragging Equipment  
 (X) —Hand Operated Crossover. Detector.  
 (●) —Air Brake Rule 1101(A)6. † —Bonded Controlled Siding  
 (Ø) —Item 9 Special Instructions Applies.

Capacity of sidings shown clearance point to clearance point.

Track diagrams and color codes are for general information only and are not to scale.

## NOTICE

Before digging on right of way in close proximity to where fibre optic cable may be buried call 1-800-336-9193.

## 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	1	59.0	1	16	47.4	1	30	40.0	2	20	25.7
1	2	58.0	1	17	46.7	1	31	39.6	2	25	24.8
1	3	57.1	1	18	46.1	1	32	39.1	3	0	20.0
1	4	56.2	1	19	45.6	1	33	38.7	4	0	15.0
1	5	55.3	1	20	45.0	1	34	38.2	6	0	10.0

TIMETABLE NO. 5