

**ALL EMPLOYEES:
SAFETY . . . QUALITY . . .
100% RULES COMPLIANCE**

All of these can be enhanced by conducting a thorough Job Briefing.

STEP I. PLANNING THE BRIEFING

- A. Develop your own work plan by:
1. Studying the job print or work order.
 2. Checking the job location and work area.
 3. Breaking the job down into a step-by-step procedure.
 4. Determining your tool, equipment, and material requirements.
- B. Consider existing and potential hazards that might be involved as a result of:
1. Job and weather conditions.
 2. The nature of the work to be done.
 3. The job location.
 4. The tools, equipment, and material used.
 5. Equipment to be worked on.
 6. Traffic conditions.
- C. Consider how work assignments will be made:
1. Group assignments.
 2. Individual assignments.
 3. Abilities, experience, and classification of individuals.

STEP II. CONDUCTING THE BRIEFING. BE SURE ALL EMPLOYEES ARE PRESENT WHEN BRIEFING BEGINS.

- A. Show print to employees.
- B. Explain:
1. What is to be done.
 2. Why it is to be done.
 3. When it is to be done.
 4. Where it is to be done.
 5. How it is to be done.
 6. Who is to do it.
- C. Discuss the general plan of procedure to be followed.
- D. Discuss existing or potential hazards and ways to eliminate or protect against them.
- E. Make definite work assignments.
1. Make sure employees understand assignments.
 2. Ask questions of "how" and "why" type.
- F. If special tools, material, equipment, or methods are to be used, make sure employees know how to proceed.
- G. Issue all orders and instructions clearly and concisely; check to see that they are understood.

STEP III. BRIEFING FOR SPECIAL CONDITIONS

- A. Complex jobs.
1. Brief only a portion of the job.
 2. Give additional briefing as the job progresses.
- B. Changes in job conditions.
When it becomes necessary to change plans and procedures as the job progresses, brief employees on these changes.

STEP IV. FOLLOWING UP

- It is important that frequent checks be made as the job progresses to be sure that:
- A. Your plans are being followed and correct work methods are used.
 - B. Each person is carrying out the assigned responsibilities.
 - C. Any hidden hazards have been identified.

**ALL INJURIES
ARE PREVENTABLE**



**UNION PACIFIC
RAILROAD CO.**

SYSTEM

**TIMETABLE
No. 7**

**Effective 12:01 a.m. Sunday,
OCTOBER 29, 1989**

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

**MOUNTAIN STANDARD TIME WEST OF NORTH PLATTE,
NE., HORACE, KS., OAKLEY, KS., AND TOYAH, TX.,
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.**

R. K. DAVIDSON, Executive Vice President — Operation.
A. L. SHOENER, Vice President — Field Operations.
M. F. KELLY, Vice President — Transportation Services.
S. J. McLAUGHLIN, Vice President — Engineering Services.

Division	Safety Hot Line	Superintendent	Headquarters
R. M. Chapman, General Superintendent			
02 Midwest	992-1117	K. C. Packard	Kansas City, MO
03 Kansas City	992-3175	C. O. Malone	Kansas City, MO
04 Van Buren	992-1825	G. O. Everett	Van Buren, AR
05 Wichita	992-1800	R. L. Clarkson	Wichita, KS
06 Nebraska	271-3635	M. M. Connolly	Omaha, NE
07 North Platte	271-6706	T. E. Simon	North Platte, NE
12 Ft. Worth	878-4520	R. L. Short	Ft. Worth, TX
13 Texoma	878-4521	S. R. Searle	Ft. Worth, TX

R. D. Naro, General Superintendent			
01 St. Louis	992-2053*	D. K. Barnes	St. Louis, MO
09 Arkansas	992-1894	R. G. Lang	No. Little Rock, AR
10 No. Little Rock	373-2490	S. L. Hefley	No. Little Rock, AR
11 Red River	992-2173	B. D. Banion	Longview, TX
14 Palestine	992-2144	J. E. Dennis	Spring, TX
15 San Antonio	992-3025	F. A. Lopez	San Antonio, TX
16 Houston	992-1891	P. L. Tucker	Spring, TX
17 Louisiana	992-2303	P. N. Crabtree	Addis, LA

*992-3101 former Illinois Division

W. E. Wimmer, General Superintendent			
08 Cheyenne	778-3513	D. D. Tholen	Cheyenne, WY
18 Green River	992-4994	W. T. Farr	Green River, WY
19 Idaho	992-4995	R. W. Butler	Pocatello, ID
20 Nampa	465-8285	C. E. O'Hara	Nampa, ID
21 Columbia River	922-3189	J. L. Riney	Portland, OR
22 Feather River	942-5263	J. E. Bridger	Stockton, CA
23 Utah	992-3155*	D. M. Wheeler	Salt Lake City, UT
24 California	992-2111	A. A. Chacon	Los Angeles, CA

*992-3153 Milford to Las Vegas

R. B. King, Assistant Vice President — Train Management

Train Management	Area Superintendent
Central Area	— W. F. Sutton
Eastern Area	— R. W. Schreiber
Southern Area	— R. S. Blackburn
Western Area	— R. K. Bergholm

Protect Your Back

When Lifting:

1. Keep it close
2. Keep your upper body erect
3. Lift smoothly, don't jerk
4. Don't lift and twist

NOTICE

Before digging on right of way in close proximity to where fibre optic cable may be buried call 1-800-336-9193; CHEMTREC 1-800-424-9200.

Subdivisions	Page	Subdivisions	Page	Subdivisions	Page
A&S	32	Gay	105	Paris	50
Aberdeen	105	Georgetown	35	Payette	107
Albion	74	Glendale	91	Pea Ridge	5
Alexandria	16	Goshen	103	Pearson	97
Anaheim	91	Grace	101	Pilot Rock	107
Atchison	57	Grays Harbor	112	Pinckneyville	7
Atlas	58	Greeley	76-77	Pine Bluff	14
Austin	34-35	Greenville	27	Plainville	56
Avoyelles	20	Gurdon	13	Pleasant Valley	116
BMI	88	Hallam	67	Pocatello	100-101
Baird	32-33	Hardtner	53	Port Chicago	98
Bartlesville	47	Helena	9	Portland	111
Bastrop	15	Henderson	23	Provo	84
Baton Rouge	20	Heppner	112	Raft River	102
Baytown	41	Herrington	53	Rawlins	81
Beatrice	71	Hidalgo	43	Reno	95
Beaumont	18-19	Hill Field	83	Rio Hondo	43
Bend	112	Hillsboro	31	Riparia	115
Bestwall	66	Hoisington	91	River	62
Bieber	97	Holland	57	Rock St.	11
Boise Cutoff	106	Homedale	106	Rowley	93
Bonham	28	Hot Springs	13	St. Anthony	103
Bonne Terre	5	Houston	38	Ste. Genevieve	8
Boulder	78	Hoxie	10	St. Joseph	56
Brownsville	42-43	Huntsville	41	Salina	57
Burr Oak	54	Hutchinson	54	Salt Lake	82-83
Butterfield	13	Huttig	15	San Antonio	39
Cache Valley	87	Idaho Northern	106	San Jose	99
Caliente	86-87	Iron Mountain	87	San Pedro	92
Canyon	96	JSW	7	Scoville	103
Cape Girardeau	8	Jamaica	3	Seadrift	43
Carlisle	11	Joppa	4	Seattle	110
Carondelet	5	Joseph	107	Sedalia	60-61
Carrizo Springs	35	Julesburg	76	Shawnee	24
Carthage	58	Kansas City	46	Shreveport	21
Cedar City	87	Kearney	69	Sidney	75
Cedar Rapids	74	La Grande	108-109	Sikeston	7
Chemurgic	99	Lake	93	Solomon	55
Cherokee	46-47	Lake Charles	17	South Pass	81
Chester	6-7	Lakewood	91	South Torrington	7
Chicago	2-3	Laramie	78-79	Sparta	8
Choctaw	29	Laredo	44	Spokane	113
Church Point	19	Lawton	24	Springfield	59
Cima	88-89	Lenora	55	Stafford	53
Cissna Park	3	Lesperance	5	Stoddard	106
Clinton	59	Lexington	62	Stromsburg	71
Coeur d'Alene	113	Little Mountain	84	Sugarland	43
Coffeyville	48	Little Rock	12	Sunnyside	114
Concordia	55	Longview	23	Syracuse	83
Conda	101	Los Angeles	90-91	Tekoa	115
Condon	112	Loyalton	97	Tenark	11
Conway Springs	54	Lynndyl	85	Teton Valley	103
Corpus Christi	44	Malad	84	Texas	37
Council Bluffs	68-69	Manteca	99	Thibodeaux	16
Council Grove	50	Marblehead	93	Tidewater Southern	99
Crestmore	91	Marysville	66-67	Topeka	52
Crete	71	McPherson	52	Trigo	57
Crowley	19	Mead Lake	87	Trinity	41
Crystal City	35	Memphis	11	Tulsa	45
Cumberland	101	Midland Valley	45	Twin Falls	102
DK&S	10	Mission	43	Tyler	23
Dallas	22-23	Monroe	15	Umatilla	106
Dayton	114	Montana	105	Van Buren	49
Denton	27	Moscow	116	Victoria	43
Denver	77	Mosher	8	Wallace	116
De Soto	4-5	Nampa	104	Wallula	114
DFW	30	Nashville	13	Warren	14
Dozier	97	New Meadows	107	Weeping Water	65
Dry Valley	101	NO&LC	17	Webb City	58
Duncan	26	Norfolk	74	West Belt	103
East Belt	103	Norman	13	Western	28
Elkol	101	North Platte	76	Westville	3
Ellerbeck	93	North Side	102	Wichita	52
Enid	25	Oakland	98	Wilder	106
Evona	83	Oakley	102	Winnemucca	94-95
Exxon Industrial Spur	101	Ogden	83	WMW&NW	33
Falls City	65	Oklahoma	45	Woodland	97
Ft. Collins	78	Olympia	112	Wynne	9
Ft. Worth	36	Orange	19	Yakima	114
Freeport	42	Ord	74	Yellowstone	103
Galena	47	Oregon Eastern	107	Yuba City	97
Galveston	40	Pana	3		

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4 JOPPA BRANCH — ST. LOUIS DIVISION

Radio communication via Channel One				Station Nos.	Sidings Feet	Freeman Ind. Lead originates at Jenkins (5.0 Miles) Max. Speed 10 MPH
Mile Post	SOUTH	STATIONS	NORTH			
298.2	█	BENTON JCT.	CPI 298 ①-2	ZC-298		Operation on BN R.R. between Vienna Jct. and Metropolis 22.3 Miles.
		6.8				
305.0	█	WEST FRANKFORT	①-②	ZC-305		
		3.8				
308.8	█	JENKINS		ZC-309	3870	
		7.6				
316.4	█	MARION ① COE ②		ZC-317	2700	
		7.6				
324.0	█	NEILSON JCT.		ZC-324		
		5.3				
329.3	█	GOREVILLE	②-2	ZC-329	2655	
		10.4				
339.7	█	VIENNA JCT.		ZC-340		
		11.8				
351.5	█	KARNAK ① NS ②		ZK-352	6840	
		11.8				
363.3	█	JOPPA		ZK-363	Yd.	
		66.0				

Yard Limits:		Business Tracks		MP	Sta. No.
Benton Jct. to MP 306.0		Freeman #4	313.3	ZC-313	
Maximum Speed		Hudgens	321.8	ZC-322	
(Except as below) 35		Chasco	348.5	ZK-348	
Between Mile Posts		Cook (on BN)		ZK-367	
324.2 and 324.5	20	Metropolis (on BN)		ZK-370	
334.6 and 334.8	20	TWC in effect MP 306.0 to MP 364.2.			
347.2 and 363.1	25				
363.1 and End of track MP 364.2	10				
Spring Switch Neilson Jct.	30				

DE SOTO SUBDIV. — ST. LOUIS DIVISION

Radio Communication via Channel Two, call-in One.				Station Nos.	Sidings Feet	Maximum Speed (Except as below) Thru Grand Ave. Interlocking 15 15 Thru Turnout Iron Mtn. Jct. 10 10 Between Iron Mtn. Jct. and Davis St. Thru turnouts Davis Jct. 10 10 6.8 and 8.0 25 25 9.5 and 12.7 55 — 17.4 and 21.3 50 — 21.3 and 33.0 55 — 35.7 and 36.0 55 — 41.5 and 42.8 30 30† 42.8 and 45.7 55 — 54.5 and 54.5 45 45 54.5 and 70.3 55 — 70.3 and 71.1 45 45 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 35 145.6 and 145.7 30 25 146.4 and 148.9 35 35 148.9 and 151.0 45 — 153.2 and 154.2 45 — 164.5 and 165.4 40 — Thru Sidings DeSoto 10 10 Blackwell 10 10 Mineral Point 10 10 Tip Top 10 10 Annapolis 10 10 Loaded unit ore or ballast trains — 35
Mile Post	SOUTH	STATIONS	NORTH			
D0.5	█	ST. LOUIS	①-②	MX-1		
		1.8 Miles Via TRRA				
D2.3	█	GRAND AVE. ①	②			
		1.5 Via BN				
0.0	█	IRON MTN. JCT. ①	②	X-1		
		6.4				
6.4	█	BROADWAY JCT.	T	GH-11		
		0.4				
6.8	█	DAVIS JCT.	T	X-8		
		3.0				
9.8	█	BARRACKS	CPD10	X-10		
		8.9				
18.7	█	WICKES	X-19	4836		
		7.8				
26.5	█	RIVERSIDE	①-1 T	X-26	4951	
		15.7				
42.2	█	DE SOTO	①-1 T	X-42	6367	
		8.8				
51.0	█	BLACKWELL	X-51	4477		
		6.0				
57.0	█	CADET	①-1 †	X-57	4635	
		3.9				
60.9	█	MINERAL POINT	X-61	4399		
		14.4				
75.3	█	BISMARCK	①-1	X-75	5032	
		16.5				
77.2	█	TIP TOP	CPD78	X-92	4248	
		16.1				
107.9	█	ANNAPOLIS	X-108	4557		
		9.8				
117.7	█	GADS HILL	①-1	X-120	4353	
		9.6				
127.3	█	PIEDMONT	X-127	6579		
		18.1				
145.4	█	WILLIAMSVILLE	①-1	X-146	4437	
		19.2				
164.6	█	BLACK RIVER JCT. CPD164	X-164			
		0.9				
165.5	█	POPLAR BLUFF	①-1 T	X-166	Yd.	
		162.3				

See Special Instructions Item 20 for AMTK schedules.
Equations: MP 95 to MP 97 = 1.3 mi.; MP 119 to MP 121 = 0.7 mi.; and MP 160 to MP 161 = 0.7 mi.

DE SOTO SUBDIV. — ST. LOUIS DIVISION 5

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Triangle Spur	10.8	X-11	Chloride	100.1	X-101
Hillcrest	17.8	X-17	North Des Arc	111.8	X-112
Pevely	27.3	X-23	Leeper	133.1	X-133
Iron Mountain	80.7	X-81	Mill Spring	134.5	X-135
Middlebrook	83.1	X-83	Wilby	155.4	X-155
Glover	97.8	X-99			

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

Two main tracks between Black River Jct. and Poplar Bluff.
Trains originating 23rd St. and Lesperance St. secure track warrant before departing.
Overhead clearance Southwest Avenue, MP 0.9 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.

Operation between Grand Ave. and Iron Mtn. Jct. 1.5 miles via BN RR. Rule 105 in effect. Maximum Speed 20 MPH. 10 MPH through turnout Grand Ave. 10 MPH through turnout Iron Mtn. Jct. Movements controlled by operator Gratiot Street.

On McArthur Bridge — Maximum speed 10 MPH.
Dispatchers, yardmasters, Gratiot Street Opr., Gateway Opr., Road crews, maintenance of way, carmen and hostlers will monitor and use channel 1.

All St. Louis and Dupo Yard jobs will use channel 2 and will need to use channel 1 to communicate with the above when necessary.
Manchester Ave. and Chippewa-Christy Lead — Stop and flag crossing.

Lesperance Branch: between Gratiot St. and Davis Jct. 6.8 miles. Yard limits entire branch. Maximum speed 20 MPH except 10 MPH on elevated track between 8th St. and Rutger St.

Stations: Gratiot St. MP 0.0, Poplar St. Jct. MP 0.5, Lesperance St. MP 1.1, Sta. No. X-3, Davis Jct. MP 6.8.

The south end of the crossover at Nagel Street, MP 6.1, is equipped with spring switch. Normal position is lined for crossover movement.

Bonne Terre Branch: Bismarck MP 126.1 to Bonne Terre MP 30.1, 16.6 miles. Yard Limits entire branch. Max. speed 10 MPH. Equation: MP 118.2 equals MP 38.8.

Stations:	MP	Sta. No.	Stations:	MP	Sta. No.
Bismarck	126.0	X-75	Desloge	35.6	MC-35
Derby Jct.	38.8	MB-36	Dolomite	34.0	MC-34
Rivermines	37.6	MC-38	McDowell Spur	32.3	MC-32
Flat River	37.1	MC-37	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

CARONDELET BRANCH — ST. LOUIS DIVISION

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Notes
13.0	█	KIRK JCT.	CPD13 ①-②	MX-12	① 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.
		0.6			
13.6	█	① BN ②			
		3.0			
16.6	█	GRANT		GH-4	
		7.1			
23.6	█	BROADWAY JCT.	T	GH-11	
		10.6			

PEA RIDGE BRANCH — ST. LOUIS DIVISION

Yard Limits:		Radio Communication via Channel Two, call-in One.			Station Nos.
MP	Notes	WEST Miles	STATIONS	EAST	
MP 57.8 to MP 59.0.					
MP 83.0 to end of Track					
Maximum Speed	MPH	57.7	CADET	①-1 ①	X-57
(Except as below)	30		0.9		
MP 60.0 - MP 62.0	10	58.6	NEW FOUNTAIN FARM		XA-58
MP 81.0 - MP 81.4	25		13.8	①-1	
MP 83.1 - MP 84.8	10	72.4	INDIAN CREEK		XA-72
			11.7		
Switch point derail installed main track MP 83.6.		84.1	PEA RIDGE	①	XA-84
Movement within yard limits must be made at restricted speed and stop short of men and machines fouling track.			27.2		
Rule 10(D) not in effect.					

6 CHESTER SUBDIV. — ST. LOUIS DIVISION

Radio communication via Channel One, call-in One.		STATIONS	Station No.	Siding Feet	Maximum Speed (Except as Below) MPH
Mile Post	SOUTH					NORTH
0.0	VALLEY JCT. ⊕ TRRA ⊕	⊕ ⊕ I	C-9		60
0.2	1.4	CPD0			10
1.4	AIRPORT	CPD1			30
1.9	0.5	CPD2 I	C-10		10
4.4	PARKS	CPD2 I			30
	2.5				10
	NO. DUPO	CPD4 ⊕ I	C-13		10
	1.8				20
6.2	DUPO	CPD6 ⊕ ⊕ -1 I	C-15	Yd.	50
7.3	1.1				40
	SOUTH DUPO	CPD8 ⊕			30
9.4	1.9	CPD9 I			25
20.7	11.3	CPD21 I	C-29		35
33.8	13.1	CPD34 I	C-42		35
47.7	13.9	CPD47 I	C-56		35
48.3	1.8	CPD48			35
49.5	FLINTON	I	C-58	Yd.	35
52.0	2.5	CPD52 I	C-60		35
55.8	3.8	CPD56 I	C-63		35
61.0	5.2	CPD61			35
62.8	2.1	CPD63			35
62.9	CHESTER	⊕ -1 T	C-70	7357	35
64.4	2.8	CPD64			35
65.7	FORD	CPD66	C-73	n6459 s6218	35
67.0	4.6	CPD67			35
70.3	ROCKWOOD JCT.	CPD70	C-77		35
72.4	2.1	CPD72	C-80		35
73.0	CORA	CPD73	C-81		35
76.4	0.6	CPD77	C-85		35
81.4	5.0	CPD81 I	C-90		35
83.8	JACOB	CPD84			35
84.6	2.8	⊕ -1 T	C-93	Yd.	35
84.8	0.2	CPD85 I	C-94		35
90.5	5.7	CPD90	C-100		35
95.0	4.5	CPD95	C-104		35
108.1	13.1	CPD108 I	C-117		35
115.7	7.6	CPD116 I	C-125		35
119.7	4.0	CPD120 ⊕ -1 I	C-129		35
122.7	3.0	CPD120 ⊕ -1 I	C-132		35
123.7	1.3	CPD120 ⊕ -1 I	C-133		35
192.6	45.6 via SSW		C-179		35
191.4	2.2 to CHARLESTON JCT.		XD-26		35
190.3	1.0	XD-26			35
190.1	0.2	XD-24	6402		35
178.7	11.4	XD-13	9285		35
172.1	6.6	XD-6	9891		35
165.7	6.6	XD-6			35
	POPLAR BLUFF	CPD165 ⊕ -1 T	X-166	Yd.	35
	196.5				35

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

Rule 252 in effect between Missouri Jct. and Charleston Jct. on west track only. Control operator is Chester Subdivision Dispatcher North Little Rock.

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

Southward trains must obtain permission from both SSW and UP dispatcher before occupying East Main track between dual control switch Dexter Jct. and Charleston Jct.

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

CHESTER SUBDIV. — ST. LOUIS DIVISION 7

All radio communication for loaded and empty coal trains between MP 0 and MP 9.9 will be via Channel 2.					
Sta. No.	SSW MP	Station	Sta. No.	SSW MP	Station
C-135	5.2	Ancell	C-157	29.7	Bell City
C-138	9.6	Quarry	C-159	32.2	Ardeola
D-074	16.1	Delta	C-162	35.0	Lozeta
C-149	21.4	Randles	C-164	37.0	Avert
C-151	23.7	Perkins	C-174	47.1	Paront
C-154	26.4	Mester	C-175	48.8	Mo. Jct.
C-156	28.6	Heagy			

Train Defect Detectors located on both tracks: ⊕ MP 28.0, ⊕ MP 50.6, ⊕ MP 111.7, Others: ⊕ 69.5, ⊕ MP 92.7, and ⊕ MP 182.5.

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

PINCKNEYVILLE SUBDIV. — ST. LOUIS DIVISION

Radio communication via Channel Two, call-in Two.		STATIONS	Station No.	Siding Feet
Mile Post	SOUTH				NORTH
	CHESTER	⊕ T	C-70	
64.0	8.0			
72.0	WELGE		CA-10	4540
	5.3			
77.3	STEELEVILLE		CA-16	9007
	2.0			
79.4	PERCY ⊕ IC ⊕		CA-18	
	4.2			
83.7	NEW WILSON		CA-23	5225
	7.9			
91.6	PINCKNEYVILLE		CA-31	8448
	0.9			
92.5	⊕ IC ⊕ -2			Yd.
	2.7			
95.5	SHAKE RAG		CA-34	
	7.4			
102.7	TAMAROA ⊕ IC ⊕		CA-41	
	8.5			
111.2	SCHELLER		CA-49	Yd.
	0.4			
111.6	⊕ IC ⊕			
	2.8			
115.0	WALTONVILLE ⊕ BN ⊕		CA-53	
	7.2			
121.8	JSW JCT.		CA-60	
	3.1 Via JSW Branch			
124.9	MT. VERNON	⊕ ⊕	ZC-276	Yd.
	60.9			

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

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

CAPTAIN MINE: (4.9 Miles) Originates at MP 81.2. Captain Mine Jct. 82.5. Captain Mine 86.1 CA-20. Over Scale 300 yard west of No. 1 and Load yard switch Cap. Mine. 3 MPH. Do not leave cars on scale track.

BURNING STAR NO. 4: (CA-21). Originates at New Wilson.

BURNING STAR NO. 2: (4.5 Miles). Originates at Shake Rag. IC Jct. — MP99.1. Jct. Burning Star No. 2 Mine. 101.2 CA-38.

ORIENT: (2.9 Miles). Originates at Scheller. IC Jct. 111.5. ⊕ BN ⊕. 113.5. Orient Mine No. 6. 114.1 CA-52.

JSW Industrial Lead: JSW Jct. to Old Ben 21 — 13.8 Miles. Max. Speed 20 MPH except MP 287.2-MP 290.5 — 10 MPH. Mt. Vernon MP 276.9 ZC-276, JSW Jct. MP 279.9.

Huff 279.9 ZC-280; Nason 286.5 CA-68; Inland No. 1 291.1 ZC-275; Old Ben 21 293.1 ZC-277; Old Ben 26 CA-053.

SIKESTON BRANCH — ST. LOUIS DIVISION

Radio Communication via Channel Two.		STATIONS	Station No.	Maximum Speed (Except as below) MPH
Mile Post	SOUTH				NORTH
216.4	END OF TRACK			35
	5.0			10
211.4	SIKESTON		XD-46	
	0.4			
211.0	⊕ BN ⊕			
	19.7			
191.2	DEXTER JCT. ⊕ SSW G ⊕ -1		XD-26	
	25.2			

Business Tracks MP Sta. No.
Miner 214.5 XD-49
Morehouse 205.4 XD-40
Essex 195.6 XD-30
Hunterville 198.7 XD-33

8 STE. GENEVIEVE BRANCH — ST. LOUIS DIV.

Yard Limits: Riverside-Crystal City		Radio Communication via Channel Two, Call-in One		Station Nos.
MPH	Mile Post	SOUTH STATIONS	NORTH	
Maximum Speed	10			
Operation on BN R.R. between Ste. Genevieve and Crystal City is 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.	0.0	RIVERSIDE	⊕ ⊕ T	X-27
	1.9	HERCULANEUM	⊕	MC-2
	4.5	CRYSTAL JCT.		MC-5
	5.2	CRYSTAL CITY	⊕	MC-6
24.0 MILES VIA BN				
Station on BN R.R. between Crystal City and Thomure:	83.0	THOMURE		MB-0
	85.0	STE. GENEVIEVE	T ⊕	MB-2
31.2				
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		

Mosher Branch: Ste. Genevieve to Derby Jct. 35.2 miles. Yard Limits entire branch. Maximum Speed 10 MPH FRA Excepted.

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 — ST. LOUIS DIVISION

Maximum Speed (Except as below)		Radio Communication via Channel Two, Call-in Two		Station Nos.	Sidings Feet
MPH	Mile Post	SOUTH STATIONS	NORTH		
35					
13.9 and 30.0	10				
30.0 and MP 54.5	25				
48.7	20				
54.5 and 56.2	10				
69.0 and 77.2	25				
80.2 and 83.0	10				
Operation on IC North Sparta to South Sparta.					
Yard Limits: MP 56.6 to MP 59.0, and MP 78.4 to End of Track at Kellogg.					
Business Tracks	MP	Sta. No.			
Oil Center	14.5	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			
	14.0	CENTRALIA		MI-14	
	32.6	NASHVILLE	⊕ CSX ⊕	MI-34	
	48.7	COULTERVILLE	⊕ IC ⊕	MI-49	
	57.4	SPARTA	⊕ -2 ⊕	MI-58	Yd.
	77.7	GAGE JCT.	CPD52		
2.8 MI. VIA CHESTER SUBDIV.					
	78.4	FLINTON	⊕ CPD49	MI-80	Yd.
	81.3	KELLOGG	⊕	MI-82	Yd.
66.7					

TWC in effect between MP 77.7 and MP 59.0, and between MP 56.2 and MP 14.0.

CAPE GIRARDEAU BRANCH — ST. LOUIS DIVISION

Radio Communication via Channel One, call-in One.		Maximum Speed (except as below)	
Mile Post	SOUTH STATIONS	NORTH	MPH
			30
122.8	CAPEDEAU JCT.		10
	4.2		
127.0	MARQUETTE		
	1.5		
128.5	RUSH JCT.		
5.7			

WYNNE SUBDIV. — ST. LOUIS & ARKANSAS DIVS. 9

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 MP 235.3—MP 278.3 (Except as Below)	MPH
Mile Post	SOUTH STATIONS					NORTH
191.4	DEXTER JCT. ⊕ UP ⊕	⊕ -1	XD-26	Between Mile Posts 235.3 and 235.5	30
65.6 MILES VIA SSW					
ST. LOUIS DIVISION					
ARKANSAS DIVISION					
219.9	PARAGOULD JCT.		C-245	235.5 and 242.1	50
221.6				242.1 and 243.6	45
13.7 Miles via SSW					
235.3	JONESBORO JCT.	CPY235	C-259	Harrisburg Siding	30
238.0	JONESBORO ⊕ BN ⊕	⊕ -2 †	C-262	MP 278.3—MP 407.5 (Except as below)	40
256.7	HARRISBURG		C-280	295.2 and 297.7	25
278.0	NORTH WYNNE	CPY278		312.0 and 313.6	30
280.4	⊕ UP ⊕			359.5 and 361.0	30
281.0	WYNNE	⊕ -2 †	C-304	365.0 and 368.5	10
290.9	CALDWELL		C-314	370.0 and 377.4	30
295.9	FORREST CITY ⊕ SSW ⊕		C-319	377.5 and 377.5	10
314.0	MARIANNA		C-337	380.0 and 380.0	30
325.5	LEXA	⊕ -2 †	C-349	380.5 and 380.5	10
326.5	HELENA JCT.	CPY326 T ⊕	C-351	380.5 and 406.8	30
339.5	LAKEVIEW		C-363	406.8 and 407.5	20
368.7	SNOW LAKE	⊕ -2 †	C-392	Yard Limits: MP 406.8 to MP 407.5	
377.8	WHITE RIVER ⊕ ⊕			Equations: MP 191.4 = SSW MP 50.1, SSW 67.6 = SSW MP 57.9, SSW MP 104.2 = MP 219.9	
381.1	MEDINA		C-405		
382.0	ARKANSAS RIVER ⊕				
387.0	WATSON	⊕ -2 †	C-411		
406.8	NORTH McGEHEE	CPA407 ⊕			
407.5	McGEHEE	⊕ ⊕ -2 T	C-432		
188.2					

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Paragould	219.9	C-243	Colt	286.2	C-310	Elaine	347.1	C-371
Greenfield	251.6	C-275	Yaletowne	293.3	C-317	Mellwood	356.6	C-380
Whitehall	262.4	C-286	Barton	329.2	CK-12	Vestal Spur	377.4	C-401
Cherry Valley	267.8	C-291	Oneida	335.3	C-359	Cypress Bend	399.7	C-423
Vanndale	274.3	C-298	Wabash	341.1	C-365	McArthur	402.5	C-426

Main track between MP 327.0 and MP 399.7 out of service. Trains will not operate over this territory without authority of either Division Superintendent or General Signal Supervisor.

Trains operating between Cypress Bend, MP 399.7 and Arkansas River Draw Bridge, MP 382.0, must stop and protect all crossings protected by flashers and flasher gates.

Normal position of main track switch Cypress Bend, MP 399.7, is lined and locked for the Cypress Bend-Potlatch Lead and can remain lined and locked for Cypress Bend Lead after use. Trains or engines must stop before passing through this switch when entering Cypress Bend Lead. Maximum speed through turnout 10 MPH.

Operation on SSW Between Jonesboro Jct and Dexter Jct. SSW Stations Dexter Jct. and Jonesboro Jct.:

Station	SSW MP	Sta. No.	Station	SSW MP	Sta. No.
Mo. Jct.	48.8	C-175	Greenway	78.8	C-215
Bernie	59.5	C-185	Rector	85.6	C-222
Airsule	64.3	C-190	Jay	90.7	C-227
Maiden	67.7-57.9	C-191	Marmaduke	92.9	C-229
Campbell	64.4	C-194	Blythville Jct.	103.0	C-239
St. Francis	69.9	C-206	Brookland	115.7	C-250
Piggott	75.6	C-212	Farville	117.8	C-252

Train defect detectors located at ⊕MP 250.6, ⊕MP 268.5, ⊕MP 287.1, ⊕MP 309.9, ⊕MP 329.2, ⊕MP 350.9.

15 MPH dual control switch turnouts: Helena Jct., south end siding Lexa.

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

Cypress Bend Ind. Lead: MP 399.7 to Potlatch 3.5 Miles. Max. Speed 5 MPH. Rule 105 in effect.

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

10 HOXIE SUBDIV. — ARKANSAS, ST. LOUIS & N.L.R. DIVS.

Radio Communication via Channel One, call-in Two.		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)	MPH Psg. Frt.	
Mile Post	SOUTH STATIONS				NORTH STATIONS	75	60
165.5	POPLAR BLUFF T ⁵ -2X	X-166	Yd.	165.3 and 165.6	30	30
165.6	4TH STREET CPD165			172.1 and 172.9	70	—
165.9	HENDERSON CPD166 I			179.2 and 179.3	65	—
167.5	SOUTH POPLAR CPD168			184.9 and 185.1	65	—
170.0	STANLEY CPD170 X	X-170		191.6 and 192.9	50	40†
172.9	HARVIELL JCT. CPD172	X-173		192.9 and 193.3	70	55
173.0	ST. LOUIS DIVISION			224.3 and 227.8	50	50†
180.4	NEELYVILLE	X-180	8302	Alicia Siding	10	10
192.2	CORNING	X-192	8359	258.0 and 263.9	50	50†
199.0	KNOBEL	X-199	9779	263.9 and 265.0	35	35
202.9	PEACH ORCHARD	X-203	8167	266.6 and 266.9	70	—
214.4	O'KEAN	X-214	8204	288.1 and 288.6	40	40†
223.6	MURTA JCT. CPY224	X-223		292.1 and 292.7	60	—
224.9	WALNUT RIDGE	X-225		292.7 and 293.1	55	55
226.3	HOXIE BN	X-226	8146	294.1 and 294.6	70	—
226.7	MINTURN JCT. CPY227	X-228		322.4 and 323.6	65	—
228.5	ALICIA	X-239	8456	333.2 and 333.5	60	—
251.8	TUCKERMAN	X-252	8423	339.1 and 343.8	40	40
258.1	CAMPBELL JCT. CPY258	X-258		North Wye	—	—
259.5	DIAZ JCT. CPY260 T X	X-259		Bald Knob	15	15
261.5	NEWPORT	X-262	Yd.	South Wye	—	—
262.6	NORTH BRIDGE JCT. CPY261	X-264		Bald Knob	10	10
263.9	WHITE RIVER	X-264		Do not exceed 55 MPH if freight train averages over 90 tons per operative brake — 50 MPH if train averages over 110 tons per operative brake.	—	—
264.1	SOUTH BRIDGE JCT. CPY265	X-265		40 MPH dual control switch turnouts: Harviell Jct., Murta Jct., Minturn Jct., Glaise Jct.	—	—
269.7	JIFFY	X-269		15 MPH dual control switch turnouts: 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.	—	—
274.3	GLAISE JCT. CPY274	X-275		Business Tracks	MP	Sta. No.
278.1	BRADFORD	X-278	9964	Delaplaine	207.6	X-208
286.7	RUSSELL JCT. CPY286	X-286		Olyphant	269.8	X-270
288.4	BALD KNOB	X-288	14580	Judsonia	292.6	X-293
289.7	JUD	X-289		Higginson	299.7	X-300
296.4	KENSETT	X-296		McRae	308.2	X-308
298.4	HIG	X-298		Beebe	312.7	X-313
306.5	MACK	X-306		Ward	317.6	X-318
319.2	WACROSS	X-320		Cabot	323.0	X-323
330.7	JAX	X-331		Valentine	336.1	X-336
332.1	JACKSONVILLE	X-332		Jacksonville Ind. Lead: 2.8 miles. Rule 105 in effect. Max. Speed 10 MPH originates at Jacksonville: Jacksonville - LRAFB.	—	—
339.2	ARKANSAS DIVISION			DK&S Branch: 5.5 miles between Kensett, Doniphan and Searcy. Yard Limits entire branch. Max. Speed 20 MPH, except 10 MPH on curves.	—	—
339.3	N. LITTLE ROCK DIV.			—	—	—
340.5	N. END YARD	X-344	Yd.	—	—	—
342.0	N. LITTLE ROCK	X-344	Yd.	—	—	—
343.6	N. LITTLE ROCK	X-344	Yd.	—	—	—

See Special Instructions Item 20 for AMTK schedules.

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.

Train Defect Detectors located at MP 188.6, MP 207.6, MP 232.5, MP 255.3, MP 283.4, on both tracks; MP 304.0 and MP 322.8.

MEMPHIS SUBDIV. — ARKANSAS DIVISION 11

Radio Communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed MPH (except as below)
Mile Post	WEST STATIONS				EAST STATIONS	MPH Between Mile Posts North and South wye
380.7	MEMPHIS (Sargent Yd.)	XG-93	Yd.	298.2 and 298.6
380.6	KC JCT. NS G			298.6 and 299.1
378.4	TEXAS ST. ICG			331.8 and 334.8
378.2	KENTUCKY ST.			334.8 and 336.1
378.1	HARAHAN			345.5 and 346.4
377.9	BRIDGE JCT. BN	XG-88		375.2 and 378.1
376.5	BRIARK	XG-87		ICG — Forest
375.8	PRESLEY JCT. BN	XG-82		Yard on NS Main Tracks
375.2	CRAWFORDSVILLE	XG-74	9903	Kentucky St. — ICG
370.0	SMITHDALE	XG-60	7659	ICG — Old Axon
361.5	WYNNE	C-304	8655	Tower on CSX Track
348.3	FAIR OAKS	XG-31	8197	ICG Southwest Wye at Iowa Avenue
332.4	NEW AUGUSTA	XG-12	6279	ICG West Jct. via Y and MV Track
320.0	WHITE RIVER	X-288		Trains originating Memphis secure track warrant prior to passing Kentucky St.
298.5	BALD KNOB	X-288		Business Tracks
289.4				Rio Vista
287.9				Patterson
				McCrorry
				Hamlin
				Levesque
				Earle
				Gavin
				W. Memphis Ind. Ld.

Movement of trains and engines between Sargent Yard and CPY 378 must be made at restricted speed and only on authority of operator Kentucky St.

Yard Limits: MP 376.5 to MP 380.7
Two main tracks designated North and South Tracks between Briark and CPY 378.

15 MPH turnouts: Wye conn Bald Knob.
Gate protecting NS RR crossing MP 380.6 may be left lined as last used.

Train Defect 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.

NORTH LITTLE ROCK DIVISION

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.
Radio Communication Via Channel 2.

Carlisle Branch:
North Little Rock to Carlisle 32.6 miles. Yard Limits entire branch.

Maximum speed 10 MPH — FRA Excepted track.

Stations:	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

Stations:	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.

12 LITTLE ROCK SUBDIV. — N.L.R. & RED RIVER DIVS.

Mile Post	Radio communication via Channel One, call-in One.		Station Nos.	Sidings Feet	MPH (except as below) Between Mile Posts	Pssr. Frt. 75 60
	SOUTH	NORTH				
343.6	N. LITTLE ROCK	TX	X-344	Yd.	339.1 and 343.8	40 40
345.1	HILL	CPX343			343.8 and 346.5	30 30
345.3	ARK. RIVER	CPX345			346.5 and 347.4	40 40
345.6	L. ROCK AMTK STA.	CPX346	X-346		347.4 and 351.2	60 —
345.9	LR JCT.	CPX347			351.2 and 351.7	50 50
347.2	ENSIGN	CPX352	X-352		355.9 and 356.3	70 —
351.7	N. LITTLE ROCK DIV.				357.3 and 357.7	60 50
358.8	RED RIVER DIVISION				361.1 and 363.3	60 50
358.9	ALEXANDER	CPA359	X-359		363.3 and 364.6	70 —
364.1	BAUXITE JCT.		X-364	5412	382.5 and 389.9	60 55
368.3	SHERIDAN JCT.		X-368		388.1 and 389.5	35 35
370.2	SALINE JCT.	CPA370	X-370		414.1 and 414.8	70 —
373.3	HASKELL		X-373	11147	425.9 and 426.9	40 40†
377.3	TRASKWOOD		X-377	6044	434.8 and 435.9	65 —
384.6	GIFFORD		X-385	6295	441.7 and 442.8	50 50†
388.7	MALVERN		X-389		457.0 and 459.1	30 30†
392.2	ABCO		X-390	9207	470.6 and 471.3	70 —
399.6	DONALDSON		X-400	6210	471.4 and 471.5	25 25
405.6	WITHERSPOON		X-406	6329	483.2 and 483.6	65 —
411.0	ARKADELPHIA		X-411	8616	485.9 and 488.9	60 —
422.3	CURTIS JCT.	CPA422	X-422		488.9 and 490.2	25 20
426.3	GURDON		X-426	Yd.	Union Station tracks	
429.3	BEIRNE JCT.	CPA429	X-429		Little Rock	10 10
437.6	BOUGHTON		X-438	8273	Van Buren Wye tracks	15 15
442.4	PRESCOTT		X-442	9081	Bauxite Siding	10 10
449.6	EMMET		X-450	6437	Malvern Wye tracks	10 10
457.7	HOPE		X-458	5739	Benton yard tracks	5 5
463.0	GUERNSEY		X-463	6160	Interchange Track	
470.3	FULTON		X-471	9476	Prescott	5 5
478.2	HOMAN		X-478	8871	Do not exceed 55 MPH if freight train averages over 90 tons per operative brake — 50 MPH if train averages over 110 tons per operative brake.	
480.4	CLEAR LAKE JCT.	CPA481	X-481		Business Tracks	MP Sta. No.
488.7	TEXARKANA	CPA489	X-491	Yd.	Vogels East Main	351.0 X-351
490.2					Sterling Stores-East Main	352.3 X-352
					Ark. Power & Light-West Main	353.4 X-353
					Mabelvale-West Main	355.0 X-355
					AG West Main	356.3 X-356
					Ark. Power & Light-East Main	356.5 X-356
					Enmar-East Main	356.7 X-357
					Ark. Cont. Corp.	357.1 X-357
					Bryant-West Main	362.7 X-363
					Benton	368.7 X-369
					Perla	386.7 X-387
					Daleville	410.0 X-410
					Gum Springs	415.5 X-415
					Beirne	430.1 X-430
					Equation: MP 490.28 = MP 0.0	

See Special Instructions Item 20 for AMTK schedules.

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.

40 MPH equilateral turnouts: Saline Jct. and Clear Lake Jct.

15 MPH dual control switch turnouts: 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 and Vinegar Spur Pulaski Ind. Lead; Bauxite — Siding switches; Benton — Switch to Benton Yard; Gurdon — Gurdon subdiv. conn. Texarkana — East lead.

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.

Train Defect Detectors located: ⊕MP 358.6 (both tracks), ⊕MP 373.9, ⊕MP 395.3, ⊕MP 415.5, ⊕MP 431.9, ⊕MP 452.9 and ⊕MP 475.5

HOT SPRINGS BRANCH — RED RIVER DIVISION 13

Mile Post	Radio communication via Channel One.		Station Nos.	Sidings Feet	Maximum Speed (except as below) Between Mile Posts	MPH
	SOUTH	NORTH				
422.3	MOUNTAIN PINE	T	XH-90		MP Mountain Pine to MP Jct. MP Junction to MP 397.7 (except as below)	10
410.4	HOT SPRINGS	⊕⊙T	XH-77	Yd.	MP 410.8 and MP 410.6	25
407.7	MP JCT.		XH-74		MP 407.0 and MP 406.3	10
393.9	BUTTERFIELD		XH-59	Yd.	MP 402.0 and MP 400.7	20
388.7	MALVERN	T ⊕-1	X-389	Yd.	MP 400.7 and MP 400.5	20
					MP 398.5 and MP 399.9	20
					MP 398.5 to MP 398.2	20
					MP 397.7 to Malvern (except as below)	25
					MP 396.5 to MP 396.2	20
					MP 393.9 to MP 393.3	20
					Butterfield Branch: Butterfield-Haskell 1.6 miles Yard Limits entire branch (Maximum Speed 10 MPH) Stop and protect crossing at MP 383.0.	

Switchback at MP Jct. to Mountain Pine.
Yard Limits: MP 390.2 to Malvern and MP 408.0 to MP 412.0.
Special Instructions, Item 9, applies Hot Springs 7:00 p.m. until 7:00 a.m.

Business Tracks	MP	Sta. No.
Sutco	407.4	XH-75
Lake Catherine	404.1	XH-71
Stratcor	402.6	XH-69
Ark. Aluminum	402.4	XH-69
Pirelli Cable	401.7	XH-68
Rolling Mill	399.6	XH-64
Jones Mill	398.1	XH-64

NORMAN BRANCH — RED RIVER DIVISION

Mile Post	Radio Communication via Channel One		Station Nos.	Maximum Speed (except as below) Yard Limits Gurdon to MP 430.0; MP 446.0 to MP 448.0	MPH
	SOUTH	NORTH			
479.2	BIRDS MILL		XL-52		Pike City Ind. lead (3.3 miles) Pike City Jct. — Pike Max. Speed 10 MPH. Rule 105 in effect. Pike
473.5	GLENWOOD		XL-47		449.5 XL-23
465.3	AMITY		XL-39		
454.0	GRAYSONIA		XL-28		
446.5	PIKE CITY JCT.	⊕	XL-20		
441.0	OKOLONA		XL-15		
426.3	GURDON	⊕⊕-1	X-426		

NASHVILLE BRANCH — RED RIVER DIVISION

Mile Post	Radio Communication via Channel One		Station Nos.	Maximum Speed (except as below) Between Mile Posts	MPH
	SOUTH	NORTH			
493.1	PERKINS	⊕	XJ-36	493.1 and 483.1	10
483.1	NASHVILLE	⊕GN&A ⊕	XJ-26	458.0 and 457.1	10
457.5	HOPE	⊕-1 ⊕	X-458		

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.
Business Tracks
North Hope — XJ-4.
Ozan Creek MP 472.0 — XJ-13.

GURDON BRANCH — RED RIVER DIVISION

Mile Post	Radio communication via Channel One.		Station Nos.	Sidings Feet	Maximum Speed (except as below) Between Mile Posts	MPH
	SOUTH	NORTH				
426.3	GURDON	⊕⊕-1	X426	Yd.	MP 456.0 — MP 456.8	20
459.8	CAMDEN	⊕-1 ⊕	E-33		MP 458.8 — MP 460.9	20
460.8	SSW				MP 487.1 — End of track	20
463.1	CULLENDALE		E-37		Monsanto Ind. lead (2.3 miles) max. speed 10 MPH	
474.5	LOUANN		E-48	6321	Yard Limits: Gurdon Little Rock Subdiv Conn. to MP 429.25; MP 487.1 to end of track MP 497.0.	
487.5	MONSANTO	⊕	E-61	3222	Business Tracks	
492.2	EL DORADO	⊕⊕	E-66	Yd.	Tracks	MP Sta. No.
497.0	END OF TRACK	⊕			Reader	437.6 E-11
					Chidester	444.7 E-18
					Lester	452.4 E-26
					Smackover	478.8 E-52
					Norphlet	484.5 E-58

14 PINE BLUFF SUBDIV. — N. LITTLE ROCK & ARKANSAS DIVS.

Mile Post	Radio communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed MPH LR Jct. — MP 371.3 (Except as below) 30 Between Mile Posts 50 LR Jct. and 346.1 30 346.1 and 346.3 30 346.3 and 349.3 35 MP 371.3 — MP 447.2 (Except as below) 60 385.8 and 389.7 20 427.5 and 428.3 35† 446.2 and 447.8 20
	SOUTH	NORTH			
343.6	N. LITTLE ROCK	Y	X-344	Yd.	
347.2	3.3				
347.2	LR JCT.	CPX348			
343.9	3.4				
347.3	BIDDLE		XZ-000	7554	
	6.8				
353.0	N. LITTLE ROCK DIVISION				
	ARKANSAS DIVISION				
354.1	HIGGINS		K-9	8912	10
	10.4				
364.5	HENSLEY		K-19	8260	10
	6.0				
370.5	WHITE BLUFF	CPA369	⊕-2	K-25	10
	17.1				
387.6	CP387				10
	1.0				
388.6	CP388				10
	2.3				
390.9	PINE BLUFF		⊕-2	K-43	10289
	18.7				
409.6	GRADY			K-64	9784
426.0	21.2	CPA426			
431.0	PICKENS			K-86	9403
446.5	16.2	CPA446			
447.2	McGEHEE		⊕-2T	C-432	Yd.

Operation N. Little Rock and LR Jct. on Little Rock Subdiv.

Two main tracks between CPA 387 and CPA 388 designated east track and west track, jointly used by UP and SSW.

Pine Bluff ⊕ in effect 10:00 p.m. until 6:00 a.m.

White Bluff Ind. Lead Max. Speed 10 MPH.

15 MPH dual control switch turnouts: White Bluff; South end old siding and Soltz Machinery Pine Bluff.

Train Defect Detectors located at ⊕MP 373.2, ⊕MP 398.3 and ⊕MP 421.0.

Equation: MP 447.2 = MP 408.1.

WARREN BRANCH — ARKANSAS DIVISION

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

Operation by General Order. Rule 99 (4) in effect.

Yard Limits: MP 442.0 to MP 447.3; MP 460.3 to end of track.

Maximum Speed 10 MPH

Except MP 422.3 to MP 425.0 5 MPH

Note — Trains and engines move over crossing, MP 445.7 when protected by crew member.

Business Tracks MP No. Killin 442.5 KC-28

MONROE SUBDIV. — ARKANSAS & LOUISIANA DIVS. 15

Mile Post	Radio communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed MPH 408.1 and 531.6 (Except as below) 60 Between Mile Posts 50 408.4 and 409.2 20 414.5 and 416.6 35 449.0 and 449.6 50 455.2 and 455.6 50 473.1 and 474.0 25† 480.9 and 481.0 25† 486.3 and 498.9 50 498.9 and 504.3 30
	SOUTH	NORTH			
408.1	McGEHEE	⊕-2T	C-432	Yd.	
409.6	7.5	CPA410			
415.6	DERMOTT		C-439		
	6.3				
422.0	HUDSPETH		C-446	8947	
	18.0				
440.1	SUNSHINE		C-464	8980	
	20.5				
460.8	BONITA		C-484	9135	
	20.1				
481.0	COLLINSTON	⊕-2	C-505	9137	
	10.7				
491.8	SWARTZ	CPA498	C-515	8884	
498.6	9.2				
501.0	HUTTIG JCT.	CPA501 T	C-524		
	0.1				
501.1	⊕ MSRC				
	1.8				
502.9	MONROE	⊕-2	C-525	13804	
	13.7				
516.6	BOSCO		C-540	9371	
	11.6				
528.2	OUACHITA RIVER	⊕			
	6.7				
535.1	GRAYSON	⊕-2	C-558	9166	
	13.6				
548.7	OLLA		C-572	7941	
	12.8				
561.6	GEORGETOWN	⊕-2	C-585	8020	
	15.3				
576.9	ANTONIA		C-601	9534	
	14.2				
591.4	ARKANSAS DIVISION				
	LOUISIANA DIVISION				
592.6	TIOGA	⊕ L&A	C-616	7370	
	2.5				
595.1	⊕ L&A				
	1.4				
596.5	RED RIVER	⊕			
	0.1				
596.6	RED RIVER JCT.	CPL596	C-620		
	1.1				
597.8	TEXMO JCT.	⊕	CPL196	TB-196	
	3.7				
192.1	ALEXANDRIA	⊕	C-625	Yd.	
	190.8				

Equations: MP 447.2 = MP 408.1
MP 597.8 = MP 195.7

Train Defect Detectors located at, ⊕MP 438.1, ⊕MP 469.2, ⊕MP 485.0, ⊕MP 525.8, ⊕MP 545.9, ⊕MP 569.3 and ⊕MP 586.9.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Montrose	432.1	C-456	Clarks	537.4	C-561
E. Ashley	435.6	C-459	Standard	546.9	C-570
Portland	436.4	C-460	Urania	552.8	C-576
Parkdale	445.0	C-469	H & C Veneer	574.5	C-599
Bayou	446.3	C-470	Christi Spur (Farmland)	577.9	C-602
Wilnot	449.3	C-473	Simms	⊕-2 586.9	C-611
Muller	454.0	C-477	Camp Beauregard	592.5	C-618
McGinty	454.1	C-478			
Jones	457.2	C-481			
Galion	467.2	C-491			
Mer Rouge	473.5	C-497			
Hancock	489.3	C-513			
Erc	508.3	C-532			
Riverton	526.2	C-550			
Columbia	530.5	C-554			

Bastrop Ind. Lead Collinston to MP 551.7 8.8 miles.
Rule 105 in effect
Bastrop ⊕ ALM ⊕ 553.6 E-127
Maximum speed 20 MPH except
MP 551.7 to MP 553.3 10 MPH
MP 560.2 over crossing 10 MPH

HUTTIG BRANCH — ARKANSAS DIVISION

Mile Post	Radio Communication via Channel One.		Station Nos.
	SOUTH	NORTH	
527.2	HUTTIG		F-3
	26.5		
553.7	OUACHITA RIVER	⊕	
	0.2		
554.0	STERLINGTON		F-30
	14.4		
568.1	⊕ A&LM		
	0.5		
568.6	HUTTIG JCT.	⊕	CPA501
	0.4		
	MONROE	T	⊕-2 C-525
	41.4		

18 BEAUMONT SUBDIV. — LOUISIANA DIV.

CTC—Gulf Coast Jct. to MP 449.7 and West Elizabeth to MP 641.5

Trains secure track warrant—DeQuincy unless otherwise instructed by train dispatcher.

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

Two main tracks designated north and south between Langham Road and KCS Ry. drawbridge Beaumont; and between Dyersdale Jct. and Settegast Jct.

Beaumont — Operation on SP R.R. between CPH 456 and Tower 74 — UP rules, timetable and Special Instructions apply.

Yard Limits: MP 449.7 to West Siding Switch Elizabeth; MP 641.5 to end of track.

Maximum Speed MPH Anchorage to MP 453.7 50 (Except as below)

Anchorage and MP 641.2 20

South Leg Wye Anchorage 5

Between Mile Posts

621.0 to 621.2 30

619.8 and 619.9 30

611.0 and 610.5 35

598.1 and 597.3 30

City Limits Opelousas 20

571.4 and 568.8 20

City Limits Basile 35

City Limits Elton 40

Wye Track Kinder 10

544.8 and 543.9 20

508.8 and 507.4 20

GCL Jct. and 453.6 20

MP 453.7 to Settegast Jct. 60

(Except as below)

453.7 and 449.7 55

445.8 and 445.5 50

Hull, Mobil Oil Racks 5

395.2 and 394.0 40

385.4 and 381.6 55

Gulf Coast Jct. to Settegast Jct. 35

Business Tracks MP Sta. No.

Boudreaux 637.8 B-637

McDearmon (Big River Ind.) 630.8 B-630

East Krotz Springs 611.2 B-611

Hazelwood 600.1 B-600

Unatex 563.6 B-563

Elton 553.6 B-553

LeBlanc 538.5 B-538

Fulton 523.2 B-523

Hardin 422.4 B-422

Int. Chem. Co. 418.5 B-418

Kenefick 413.9 B-413

10 MPH dual control switch turnouts: Livonia — conn. to Alexandria Sub.

15 MPH dual control switch turnouts: Krotz Springs; Lawtell; Basile; Beaumont — all switches except East and West Switches; Elizabeth.

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.

Equation: MP 507.2 = MP 720.3 MP 766.8 = MP 460.4

Train Defect Detectors located at ② MP 402.6, ② MP 422.5, ② MP 444.6, ② MP 529.9, ② MP 563.7 and ② MP 596.1.

Mile Post	Radio communication via Channel One, Call in Two		Station Nos.	Sidings Feet
	WEST	EAST		
643.9	ANCHORAGE ② UP ③	UP ③	B-644	....
631.5	ERWINVILLE 12.4	....	B-631	....
621.1	LIVONIA ② UP ③	CPL 621	TB-114	....
610.8	ATCHAFALAYA RIV. ②	....	....	....
609.4	KROTZ SPRINGS 1.4	....	B-610	4359
597.6	PORT BARRE 11.8	....	B-597	9009
590.7	OPELOUSAS 6.9	② -2	B-590	....
590.2	② SP ③	....	....	....
590.1	② UP ③	....	....	....
584.2	LAWTELL 5.9	....	B-584	4379
572.0	POWELL 12.2	....	B-572	8438
570.3	EUNICE 1.7	② -2 T	B-570	....
559.5	BASILE 10.8	CPL 546	B-559	4729
545.2	KINDER ② UP ③	② -2 T	B-544	....
544.5	HUB 0.1	CPL 545	....	....
544.4	K.D. SIDING 1.0	....	B-543	8300
543.4	REEVES 11.1	....	B-532	7601
532.3	GORDON 17.0	....	B-515	5616
515.3	② KCS ③	CPL 509	....	....
508.7	DEQUINCY 0.4	② -2	B-508	8386
508.0	CS JUNCTION 0.7	CPL 501	B-507	....
507.3	HELME 3.3	....	B-504	4881
720.3	LUCAS 4.8	....	B-499	4907
723.6	STARKS 6.9	....	B-492	7996
728.4	RULIFF 5.3	....	B-487	4890
735.2	MAURICEVILLE ② UP ③	....	B-477	10371
740.6	VIDOR 10.2	....	B-467	13359
750.2	SP JCT. 4.4	③	....	....
760.4	NECHES RIVER ② ③	....	....	....
764.9	② SP-ATSF ③	....	....	....
765.9	GCL JCT. 0.6	③	....	....
766.0	② SP-KCS-ATSF ③	....	....	....
766.6	BEAUMONT 0.6	CPH 460	B-461	Yd.
460.4	TOWER 74 0.6	CPH 459	....	....
459.8	ELIZABETH 3.9	CPH 457	B-455	7976
460.0	AMELIA 4.0	③ -2	B-450	10278
459.1	GRAYBURG 9.8	CPH 450	B-441	8773
456.6	HULL 14.1	③ -2 †	B-427	8094
456.6	MARSHA 18.2	....	B-409	4664
456.6	HUFFMAN 10.2	③ -2 †	B-398	8262
455.1	DYERSDALE JCT. 13.4	....	B-385	....
451.1	SETTEGAST JCT. 3.8	CPH 385	B-382	....
449.7	GULF COAST JCT. 3.6	....	A-229	....
441.3	266.6	....	....	....

TIMETABLE NO. 7

BEAUMONT SUBDIV. — LOUISIANA DIV. 19

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.

Max Speed GCL Jct. to CS Jct. MPH
 Except: Loaded unit coal, grain and soda ash trains 35
 (Except as below) 40
 Between MP 718.5 and MP 720.3 20

Location of Train Defect Detectors:
 ② MP 726.0
 ② MP 743.4
 ② MP 764.9 — also equipped with oversize load detector

On Green Island Industry Track, MP 726.8 5
 Siding Starks 10
 Siding Mauriceville 10
 Siding Vidor 30
 Between MP 757.0 and MP 764.9 30

② MP 766.4 (Both main tracks.)
 Equipped with only an oversize load feature. This alarm is a 30 seconds continuous dial tone type signal. When this alarm is sounded, train involved must be stopped as quickly as possible without an emergency application of the air brakes and a walking inspection made. The alarm transmits on KCS, SP & UP channels.

Between MP 764.9 and MP 766.6 Yard Speed
 Except: MP 766.1 15 Eng. Only
 Through turnouts and crossovers, and on all tracks other than the main track 10

This detector is equipped with an approach lit integrity light on top of the equipment box. Should this light not light upon the approach of a train, then a roll-by ground inspection of the train must be made before proceeding over the Neches River bridge.

Sidings Helme and Ruliff okay for storage cars only.
 NECHES RIVER BRIDGE, MP 765.9: This drawbridge is designated as a manual interlocking controlled by KCS control operator Beaumont.

Track cars will proceed over this bridge only after receiving verbal permission from the control operator and PROCEED indication of signal governing movement.

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

Business Tracks MP
 Alton Box Co. 721.2
 Green Island 726.8
 Lemonville 748.1
 Korf 764.9

Business Tracks MP
 Alton Box Co. 721.2
 Green Island 726.8
 Lemonville 748.1
 Korf 764.9

Business Tracks MP
 Alton Box Co. 721.2
 Green Island 726.8
 Lemonville 748.1
 Korf 764.9

Business Tracks MP
 Alton Box Co. 721.2
 Green Island 726.8
 Lemonville 748.1
 Korf 764.9

Business Tracks MP
 Alton Box Co. 721.2
 Green Island 726.8
 Lemonville 748.1
 Korf 764.9

Business Tracks MP
 Alton Box Co. 721.2
 Green Island 726.8
 Lemonville 748.1
 Korf 764.9

Business Tracks MP
 Alton Box Co. 721.2
 Green Island 726.8
 Lemonville 748.1
 Korf 764.9

Business Tracks MP
 Alton Box Co. 721.2
 Green Island 726.8
 Lemonville 748.1
 Korf 764.9

Business Tracks MP
 Alton Box Co. 721.2
 Green Island 726.8
 Lemonville 748.1
 Korf 764.9

Business Tracks MP
 Alton Box Co. 721.2
 Green Island 726.8
 Lemonville 748.1
 Korf 764.9

Business Tracks MP
 Alton Box Co. 721.2
 Green Island 726.8
 Lemonville 748.1
 Korf 764.9

Business Tracks MP
 Alton Box Co. 721.2
 Green Island 726.8
 Lemonville 748.1
 Korf 764.9

Business Tracks MP
 Alton Box Co. 721.2
 Green Island 726.8
 Lemonville 748.1
 Korf 764.9

Business Tracks MP
 Alton Box Co. 721.2
 Green Island 726.8
 Lemonville 748.1
 Korf 764.9

Business Tracks MP
 Alton Box Co. 721.2
 Green Island 726.8
 Lemonville 748.1
 Korf 764.9

Business Tracks MP
 Alton Box Co. 721.2
 Green Island 726.8
 Lemonville 748.1
 Korf 764.9

Business Tracks MP
 Alton Box Co. 721.2
 Green Island 726.8
 Lemonville 748.1
 Korf 764.9

Business Tracks MP
 Alton Box Co. 721.2
 Green Island 726.8
 Lemonville 748.1
 Korf 764.9

Business Tracks MP
 Alton Box Co. 721.2
 Green Island 726.8
 Lemonville 748.1
 Korf 764.9

Business Tracks MP
 Alton Box Co. 721.2
 Green Island 726.8
 Lemonville 748.1
 Korf 764.9

Business Tracks MP
 Alton Box Co. 721.2
 Green Island 726.8
 Lemonville 748.1
 Korf 764.9

Business Tracks MP
 Alton Box Co. 721.2
 Green Island 726.8
 Lemonville 748.1
 Korf 764.9

Business Tracks MP
 Alton Box Co. 721.2
 Green Island 726.8
 Lemonville 748.1
 Korf 764.9

Business Tracks MP
 Alton Box Co. 721.2
 Green Island 726.8
 Lemonville 748.1
 Korf 764.9

Business Tracks MP
 Alton Box Co. 721.2
 Green Island 726.8
 Lemonville 748.1
 Korf 764.9

Business Tracks MP
 Alton Box Co. 721.2
 Green Island 726.8
 Lemonville 748.1
 Korf 764.9

Business Tracks MP
 Alton Box Co. 721.2
 Green Island 726.8
 Lemonville 748.1
 Korf 764.9

ORANGE BRANCH — LOUISIANA DIVISION

Mile Post	Radio communication via Channel Two, Call-in Two		Station Nos.	Yard Limits Entire Branch Maximum Speed MPH (Except as below)
	SOUTH	NORTH		
477.7	MAURICEVILLE ② T	③	B-477	20 MP 477.0 to MP 478.4 10 MP 487.9 to MP 490.5 10
482.9	PEVETO 5.3	③	BE-482	Doc Brown : Dupont Industrial Lead 10 Dupont Industrial Lead East Conn. 10 Firestone Ind. Lead 10
486.9	② SP ③	....	....	Business Tracks MP Sta. No. Bancroft 485.0 BE-485 Kilowatt 486.5 BE-486
488.0	DOC BROWN 1.1	② T	BE-488	....
490.5	ORANGE 2.5	③	BE-490	....
		12.9		....

CROWLEY IND. LEAD — LOUISIANA DIVISION

Mile Post	Radio Communication via Channel One, Call-in Two		Station Nos.	Maximum Speed MPH (except as below)
	SOUTH	NORTH		
570.3	EUNICE 7.6	T ③ -2	B-570	20 MP 570.3 MP 571.3 10 MP 590.6 End of track 10
577.9	MOWATA 14.4	....	BD-578	Rule 105 in effect. FRA excepted track. Crowley-Mill Row Lead ② SP ③
592.0	CROWLEY 21.7	....	BD-592	Business Tracks MP Sta. No. Gulf States 575.5 BD-575 American Cyanamid 577.7 BD-577

CHURCH POINT IND. LEAD — LOUISIANA DIVISION

Mile Post	Radio Communication via Channel One, Call-in-Two		Station Nos.	Sidings Feet	Rule 105 in effect FRA Excepted track Maximum Speed MPH
	SOUTH	NORTH			
0.0	BUNKIE ② -2 T	....	TB-163	....	Business Tracks MP Sta. No. Cleco 9.5 TL-10 Tate Cove 15.4 TL-16 Lithcote 21.5 TL-21
3.6	EOLA 5.2	....	TL-4	....	....
8.8	ST. LANDRY 11.2	....	TL-9	470	....
20.0	VILLE PLATTE 6.7	....	TL-20	1927	....
26.7	LEDoux 9.3	....	TL-27	705	....
36.0	OPELOUSAS ② UP ③	③ -2	B-590	611	....
36.2	END OF TRACK 0.2	....	....	....	....

TIMETABLE NO. 7

20 AVOYELLES BRANCH — LOUISIANA DIV.

Maximum Speed MPH (Except as below)	MPH	Radio Communication via Channel One, Call-in Two, except Addis Terminal, Channel Two				Station Nos.	Sidings Feet
		Mile Post	SOUTH	STATIONS	NORTH		
Loaded unit coal, grain and soda ash trains	35						
Over Morganza Spillway, MP 747 and MP 748	25						
City Limits—Morganza	25†	735.9		LETTSWORTH		TD-58	2002
City Limits—New Roads	25†	742.6		BACHELOR		TD-51	4163
All L&A tracks other than main tracks, through turnouts and crossovers	10	750.9		MORGANZA		TD-42	1480
Bridge 767.7	20	760.9		NEW ROADS		TD-33	3768
Lobdell Jct.	20	768.3		GLYNN		TD-25	
West Jct. (Conn. with UP Baton Rouge Subdiv.)	20	779.9		LOBDELL		TD-13	7741
MP 11.8	10	780.7		LOBDELL JCT.		TD-12	
MP 11.9	10	11.9		BR JCT.		TD-10	
MP 11.8	20	10.4		ANCHORAGE JCT.		TD-9	
Business Tracks	Sta. MP No.	7.8		PORT ALLEN		TD-8	
La Cour	745.0	6.5		CANAL		TD-6	
Morrison	755.5	0.0		ADDIS		TB-90	Yd.
Cajun Elec. Power	762.6						
La. Elec. Coop	766.4						
Smithfield	774.4						
Avoyelles Parish Coop	2.0						
				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.

Sidings Lettsworth, Batchelor and Glenn, and Housetrack New Roads — North switch to loading dock, out of service.

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).

DTC in effect between Lettsworth and Lobdell Jct.

Train Defect Detectors: Ⓞ MP 737.2; Ⓞ MP 755.9 and Ⓞ MP 776.3.

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

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

BATON ROUGE BRANCH — LOUISIANA DIV.

Business Tracks	MP	Sta. No.	Radio Communication via Channel One, Call-in Two except Addis Terminal, Channel Two				Station Nos.	Sidings Feet
			Mile Post	SOUTH	STATIONS	NORTH		
Baton Rouge	649.0	B-649						
Baton Rouge Port	7.4	B-649	648.0		NO. BATON ROUGE		Yd.	
Maximum Speed (Except as below)	10		785.5		MP JCT.			
Tracks other than main tracks, all turnouts and crossovers	5		784.8		EAST JCT.			
			781.6		WEST JCT.			
			11.9		BR. JCT.			
					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 IC R.R. MP Jct. (IC MP 362) and No. Baton Rouge (IC 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.

Before entering IC main track ascertain from Control Operator location of track and speed restrictions.

Train Defect 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.)

SHREVEPORT SUBDIV. — RED RIVER & LOUISIANA DIVS. 21

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Yard Limits:	
						MP	MP
192.1		ALEXANDRIA		TB-195	Yd.	MP 190.4 to MP 195.8	MP 320.0 to MP 324.5
195.7		TEXMO JCT.		TB-196		MP 346.5 to MP 351.4	Maximum Speed (except as below) 50
LOUISIANA DIVISION							
RED RIVER DIVISION							
195.8		RAPIDES		TB-204	4096	190.4 and 195.8	20
203.7		FERN		TB-225	4136	195.8 and 199.8	25
225.2		CYPRESS		TB-236	5298	208.6 and 209.1	35
235.8		CANE		TB-246	4133	235.8 and 236.2	40
246.0		NATCHITOCHE		TB-247		245.8 and 247.8	25
247.5		LAKE END		TB-265	2572	310.9 and 320.3	20
265.7		WESTDALE		TB-286	8427	348.6 and 350.6	40
286.0		LUCAS		TB-308	4439	350.7 and 351.4	30
308.6		KCS				West leg of Wye between Hollywood Yard and Hollywood Jct. 10	
311.7		SP				Between Marshall and Lucas do not exceed 45 MPH if freight train averages over 80 tons per operative brake — 40 MPH if train averages over 90 tons per operative brake — 35 MPH if train averages over 100 tons per operative brake.	
313.9		CUTOFF JCT.		TB-315	Yd.	Business Tracks	Sta. No.
315.0		HOLLYWOOD JCT.		TB-316	Yd.	England AFB	199.8 TB199
315.6		HOLLYWOOD YD.		TS-316		Boyce	208.7 TB209
1.5		REISOR		TB-321	13348	Rodemacher	211.0 TB212
322.3		WASKOM		TB-331	3324	Soybean Spur	244.2 TB243
322.5		SCOTTSMILLE		TB-342	4065	Plywood Spur	251.0 TB251
343.1		LOUISIANA				Powhatan	258.8 TB258
349.5		MARSHALL		TP-67	Yd.	Gahagan	275.9 TB275
350.3		MARSHALL JCT.				Dolet Hill	280.9 TB281
351.0						Grand Bayou	281.0 TB280
351.4						Bayou Pierre	285.0 TB285
						Caspiana	296.0 TB296
						Gayles	302.4 TB302
						Olin	303.9 TB304
						Greenwood	326.4 TB325

Louisiana Division jurisdiction Texmo Jct. to Alexandria.

Westward trains must secure permission from Dallas Subdivision Dispatcher before passing east switch at Louisiana regardless of signal indication.

All trains contact train dispatcher before using business track at Rodemacher.

All trains secure permission from Reisor yardmaster before entering yard limits between MP 320.0 and MP 324.5.

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

Train Defect Detectors: Ⓞ MP 337.0, Ⓞ MP 292.0, Ⓞ MP 268.6, Ⓞ MP 242.6 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. 20 MPH turnout, Hollywood Jct.

Bayou Pierre lead — MP 0.0 to MP 3, 20 MPH; MP 3 to MP 6, 10 MPH.

22 DALLAS SUBDIV. — RED RIVER & FT. WORTH DIVS.

Mile Post	Radio Communication via Channel One, Call-in Two.		Station Nos.	Siding Feet	Maximum Speed MPH (Except as below)		Pgsr.	Frt.
	WEST	EAST			Between Mile Posts	75			60
0.0	TEXARKANA	CPR 489	TP-0	Yd.	0.0 and 1.0	20	20	
0.5	⊗ SSW				1.0 and 2.0	50	50	
1.8	NATIONAL JCT.	CPR 2			20.7 and 21.8	70	70	
2.4	⊗ KCS				23.7 and 23.9	30	30†	
7.9	SULPHUR		TP-8	9161	30.8 and 31.4	55	50	
14.8	SPRINGDALE		TP-15	4911	36.3 and 38.0	50	50	
20.4	QUEEN CITY		TP-21	7422	42.2 and 42.7	70	70	
31.2	BIVINS		TP-31	7442	45.0 and 45.6	60	60	
37.5	KILDARE		TP-37	5032	46.7 and 47.7	70	70	
43.5	PAYNE	⊕-2 †	TP-44	7731	48.7 and 49.0	50	50	
50.7	JEFFERSON	⊕ L&A ⊕	TP-51	8500	50.2 and 50.4	50	30	
58.7	WOODLAWN		TP-58	7409	51.3	25	25	
66.3	MARSHALL	⊕-2 T †	TP-67	8108	51.3 and 51.5	30	30	
70.5	QUINCY		TP-70	4755	51.5 and 54.0	65	65	
75.3	KEOKUK		TP-75	7423	56.2 and 56.8	65	65	
81.5	LANSING JCT.	CPR 82	TP-83		59.0 and 65.4	65	30	
87.7	RED	CPR 88 I			65.4 and 67.2	30	30	
89.6	LONGVIEW	I ⊕-2	TP-90	Yd.	67.2 and 68.9	65	65	
89.9	LONGVIEW JCT.	CPR 90			80.2 and 80.6	65	65	
90.2	GREGGTON	CPR 91	TP-94	13585	80.6 and 81.5	60	60	
93.8	GLADEWATER		TP-103	7206	81.5 and 85.0	65	65	
104.8	BIG SANDY	⊕ SSW ⊕	TP-113	7220	86.3 and 89.7	60†	40	
124.2	FADA	⊕-2	TP-124	7342	89.7 and 95.0	40	40†	
136.1	MINEOLA	⊕-2	TP-138	15167	100.7 and 102.6	60	40	
136.8	SILVER LAKE	CPR 137	TP-143	4579	102.6 and 102.9	40	40†	
142.2	GRAND SALINE		TP-149	7505	102.9 and 104.9	60	40	
158.8	EDGEWOOD		TP-160	7408	112.9	40	40	
167.4	WILLS POINT		TP-167	7571	126.5 and 126.8	70	25	
175.9	ELMO		TP-176	7275	131.5 and 132.2	65	50	
181.9	TERRELL	⊕-2	TP-183	4375	136.0 and 136.4	50	45†	
187.0	LAWRENCE		TP-187	7320	139.9 and 141.2	70	70	
199.1	MARITH		TP-199	7328	148.2 and 148.9	60	50	
	RED RIVER DIVISION							
203.5	MESQUITE	CPT 204	TP-204	20613	148.9 and 149.6	50	50	
205.4		4.6 CPT 205			156.0 and 157.0	—	45	
206.6		CPT 206			159.5 and 159.7	50	50†	
207.6		CPT 207			166.3 and 167.1	50	50†	
209.1	MILLER	CPT 208	TP-209	7030	182.2 and 183.3	40	40	
214.2	TOWER 19	CPT 210 †			183.9 and 184.6	60	60	
	DALLAS	⊕-2	TP-2		192.2 and 193.0	70	40	
214.8	TERMINAL JCT.	⊕ T	TP-216		193.2 and 194.3	45	40	
216.1	BROWDER	CPT 215	TP-218	4334	194.4 and 196.4	65	65	
219.9	CHALK	CPT 220 I	TP-220		196.4 and 201.3	70	70	
227.6	BOB	CPT 228	TP-230	Yd.	201.3 and 203.0	45	45	
229.0	BOWEN	CPT 235 I	TP-235		203.0 and 205.5	70	70	
241.1	POLY	CPT 241 I	TP-241		205.5 and 208.3	60	50	
244.2	TOWER 55	CPT 244	TP-245		208.3 and 210.2	25	25	
245.4	RIVER	⊕ I	TP-247		SP 5.1 — SP 0.0	25	25	
251.1	CENTENNIAL YD.	⊕ ⊕	TP-250		Absolute Sig.			
	FT. WORTH DIVISION							
					Tower 19 —			
					Terminal Jct.	20	20	
					Through curve			
					Terminal Jct.			
					(both Main tracks)	10	10	
					216.7 and 216.8	60	50	
					217.8 and 220.2	60	50†	
					224.8 and 225.8	50	50	
					225.8 and 226.7	30	30	
					226.7 and 228.9	50	50	
					228.9 and 235.4	40	40	
					235.4 and 236.4	70	70	
					237.0 and 238.8	70	70	
					238.8 and 239.2	55	40	
					239.2 and 244.2	40	40	
					244.2 and 251.9	20	20	
					Through			
					Interlocking			
					Tower 55	15	15	
					On Wye tracks			
					Tower 55	10	10	
					In siding			
					Marshall:			
					MP 66.5 —			
					MP 66.7 —	15	15	
					Does not apply to			
					trains entering or			
					leaving Shreveport			
					Subdiv. at Marshall			
					Jct.			
					Sidings Grand			
					Saline	25	25	
					Browder	10	10	
					Inside tracks			
					auto convoy-			
					TOFC			
					Mesquite	10	10	
					Through sidings			
					and turnouts			
					East Yard			
					Ft. Worth	15	15	
					15 MPH thru turnouts			
					between MP247.4 and			
					CPT252 (Baird Subdiv.).			

Do not exceed 55 MPH if freight train averages over 90 tons per operative brake — 50 MPH if train averages over 110 tons per operative brake.

TIMETABLE NO. 7

DALLAS SUBDIV. — RED RIVER & FT. WORTH DIVS. 23

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
South Texarkana	11.4	TP11	Eagle Ford	220.0	TP220
Pirkey	76.1	TP76	Cloudy	222.0	TP224
Trinity	84.6	TP85	June Pit	223.2	TP225
Pumps	87.0	TP87	Mt. Creek	223.8	TP226
Hawkins	118.6	TP119	Grand Prairie	226.4	TP227
Debbie	128.9	TP129	Great Southwest	231.2	TP231
Amoco	156.3	TP157	Arlington	232.7	TP233
Forney	194.0	TP194	Handley	239.2	TP239
Mesquite Team	202.0	TP202	Jamestown	242.9	TP243
Skyline	205.6	TP205			

Equation: MP 490.3 = MP 0.0, MP 209.9 = MP 4.2 (SP), MP 0.0 (SP) Forest Ave., MP 1.9 = MP 214.6

AMTK secure track warrant at Texarkana.

See Special Instructions Item 20 for Amtk schedules.

Trains originating Centennial Yard secure track warrant prior to passing Tower 55.

40 MPH dual control switch turnouts: Lansing Jct. 15 MPH dual control switch turnouts: Pirkey lead Keokuk; High One Yard crossover Longview; Track 23 west end Texarkana; all switches Tower 55.

Hand throw crossover located MP 88.3 between North Track and Water Track.

Train Defect Detectors: ⊕ MP 29.0, ⊕ MP 54.0, ⊕ MP 80.0, ⊕ MP 108.0, ⊕ MP 162.0, ⊕ MP 190.0 and ⊕ MP 223.0 (both tracks).

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

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, CPT 210 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 and not be handled under Houston St. Bridge on Kelly Lead or any tracks other than tracks "A" and "B".

Yard Limits between MP 244.2 and MP 251.9.

Radio communication at Centennial Yard and Texarkana via Channel Two.

LONGVIEW SUBDIV. — RED RIVER & PALESTINE DIVS.

Mile Post	Radio Communication via Channel One Call-in One		Station Nos.	Siding Feet
	SOUTH	NORTH		
81.3	LONGVIEW	⊕	TP-90	Yd.
80.5		12.1 CPR 81		
69.2	KILGORE		AX-12	7893
58.9	OVERTON		AX-22	7061
45.4	TROUP	⊕-2 T	AX-36	8923
33.4	TECULA		AX-48	8600
27.2	JACKSONVILLE	⊕-2	AX-54	
23.6	HUME		AX-57	8324
11.9	NECHES		AX-70	8873
5.0	WELLS CREEK		AX-77	5285
	RED RIVER DIV.			
1.0	PALESTINE DIV.			
0.4	PALESTINE	CPR 1	AX-81	Yd.
0.0				
	81.3			

Make all radio communications concerning terminal operation Palestine via Channel #2. Track between Longview and MP 80.6 controlled by Dallas Sub dispatcher.

Tyler Ind. Lead
Troup to Swan 27.1 Miles. Max Speed. 20 MPH except MP 26 to MP 27 — 10 MPH. Rule 105 in effect. Max. Wt. 263,000 lbs.

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

Henderson Ind. Lead
Overton to Henderson 16.0 Miles. Max. Speed 20 MPH. Rule 105 in effect.

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

TIMETABLE NO. 7

24 SHAWNEE BRANCH — TEXOMA DIVISION

Radio Communication via Channel Five			Station Nos.	Sidings Feet	Rule 10(D) not in effect	
Mile Post	WEST STATIONS	EAST			Maximum speed MPH (Except as below)	MPH
295.5	HOWE		ME295	1000	299.6 and 300.1	10
	6.3				365.0 and 366.4	20
301.8	WISTER BN		ME302	3125	397.1 and 398.3	10
	33.8				410.7	20
335.6	WILBURTON		ME335	3273	482.5	20
	4.4				484.0 and 485.6	10
340.0	LIMESTONE		ME340	7558	485.6 and 496.4	20
	26.4				512.0 and 513.6	10
366.4	MCALESTER UP		MK564		DO NOT EXCEED 5 MPH on all auxiliary tracks, turnouts and sidings except: Shawnee 10	
	11.0					
377.4	HAYWOOD		MO377	3845		
	9.1					
386.5	STUART		MO387	4080		
	24.2					
410.7	HOLDENVILLE BN		MO411	Yd.		
	11.3					
425.0	LIMA		MO425	5635		
	22.8					
477.8	ATSF JCT.					
	1.1					
448.9	SHAWNEE		MO449	6200		
	8.1					
457.0	DALE		MO457	4588		
	25.5					
482.5	BN					
	3.1					
485.6	HARTER		MO486	Yd.		
	0.9					
486.5	BN					
	0.3					
486.8	BN					
	7.7					
494.5	COUNCIL		MO495	987		
	6.4					
501.0	YUKON		MO501	2678		
	11.4					
512.3	BELT JCT.					
	1.3					
513.6	EL RENO		HM402	Yd.		
	218.1					

Equations: MP 352 to MP 354 = 1.6 miles. MP 491 to MP 492 = 1.4 miles.

Howe — Movements over public crossing MP 295.5 must be preceded by a crew member to provide warning.

Shawnee — Use only one unit while switching except Shawnee Mill track.

Shawnee — All tracks serving Shawnee Mill from Bell Street west have close clearance and will not clear a man on sides or top of cars.

Shawnee — No. 3 Yard Track is designated as siding. West siding switch located at MP 449.8; east siding switch located at MP 448.5.

Industrial and Yard Track Restrictions Account of Bridge:

Bethany Line (Oklahoma City) 190,000 Lbs.

El Reno — All tracks between MP 400.8 (Enid Sub) and Belt Jct. (MP 512.3) and Pacific Jct. (MP 403.6 Enid Sub) are yard tracks.

LAWTON BRANCH — TEXOMA DIVISION

Radio Communication via Channel Five			Station Nos.	Sidings Feet	Maximum speed MPH (Except as below)	
Mile Post	SOUTH STATIONS	NORTH			Between Mile Posts	MPH
0.0	CHICKASHA	T	HM436	Yd.	0.0 and 1.0	10
	9.3				17.7 and 17.9	10
9.3	VERDEN		HN009	2100	23.3 and 36.5	10
	8.7				42.1 and 54.6	10
17.8	ANADARKO		HN018	Yd.	Thru sidings and turnouts 5	
	15.5				Rule 10(D) not in effect.	
33.0	APACHE		HN033	2593		
	9.3					
42.2	RICHARDS SPUR	T	HN042	2286		
	10.9					
53.1	LAWTON		HN053	1259		
	0.2					
53.3	BN G					
	1.3					
54.6	END OF TRACK					
	54.6					

ENID SUBDIV. — WICHITA & TEXOMA DIVS. 25

Radio Communications via Channel Five			Station Nos.	Sidings Feet	Rule 10(D) not in effect	
Mile Post	SOUTH STATIONS	NORTH			Maximum speed MPH (Except as below)	MPH
241.8	WICHITA		H186	Yd.	241.8 and 243.7	10
	0.2				245.4 and 247.0	10
242.0	UP				339.5 and 342.0	10
	1.7				370.4 and 370.5	25
243.7	NORTH JCT.				400.0 and 402.7	20
	1.7				402.7 and 403.3	10
245.4	SOUTH JCT.				414.1 and 414.2	25
	4.2				417.9 and 418.0	25
249.6	MIDLAND		KX043	7200	435.4 and 437.0	20
					Auxiliary tracks, sidings and thru turnouts (Except as below) 5	
251.0	WICHITA DIVISION				Midland	10
	TEXOMA DIVISION				Caldwell	10
	16.8				Minco	10
266.4	RIVERDALE		NL121	6100	Chickasha	10
	7.4					
273.8	WELLINGTON		HM274	3900		
	20.7					
294.5	CALDWELL		HM295	5780		
	8.1					
302.6	RENFROW		HM303	4589		
	9.0					
311.6	ATSF					
	6.9					
318.5	JEFFERSON		HM319	6228		
	12.2					
330.7	KREMLIN		HM331	4640		
	8.8					
339.5	NORTH ENID	T	HM340	6044		
	1.0					
340.5	BN					
	1.3					
341.8	ENID		HM342	8095		
	24.7					
366.5	JACKS		HM367	4342		
	21.9					
388.4	OKARCHE		HM388	5178		
	7.7					
396.1	CONCHO		HM396	7302		
	4.8					
400.9	UP					
	1.6					
402.5	EL RENO		HM402	Yd.		
	1.1					
403.6	PACIFIC JCT.					
	14.4					
418.0	MINCO		HM418	8010		
	17.6					
435.6	BN					
	0.7					
436.3	CHICKASHA	T	HM436	6650		
	194.5					

Equation: MP 277 to MP 279 = 1.3 miles.

Rule 312(3) Exceptions:

ATSF Crossing (MP 311.6)—Trains and engines stopped by Stop indication at absolute signal governing movement over crossing must not proceed until way is seen to be clear on conflicting routes and a Proceed signal is given by crew member located at the crossing.

El Reno-UP Crossing (MP 400.9)—When train or engine is stopped by Stop indication at a signal governing movement over crossing, a crew member must go to the crossing and if no train or engine is on conflicting route and signals on conflicting route indicate Stop, train or engine may proceed on hand signal from crew member located at the crossing. If signals on conflicting route do not indicate Stop, flag protection per Rule 99 must be provided on conflicting routes.

Wichita:

Between North Jct. and South Jct., trains and engines will be governed by the Wichita Union Terminal Special Rules and Regulations, which provide:

“Between interlocking North Jct. and interlocking South Jct. the two west tracks are main tracks signalled in both directions. Trains and engines using these main tracks will be governed by interlocking and block signals whose indications supersede the superiority of trains for both opposing and following movements on the same track.

Interlocking signals at North Jct. and South Jct. controlled by Santa Fe Train Dispatcher located at Newton, Kansas.

Freight cars must not be handled on tracks adjacent to train sheds.

Except as provided above, crews on trains and engines operating over tracks of the Wichita Union Terminal Railway Company will be governed by rules and regulations of their respective company.”

Restrictions on Auxiliary Tracks:

Kingfisher — Open pit north end No. 3 Track Wolfe Ready Mix Plant.

El Reno — Evergreen Mill private industry scales are not equipped with dead rail. Engines are not permitted on these scales.

26 DUNCAN SUBDIV. — TEXOMA & FT. WORTH DIVS.

Radio communication via Channel Five				Rule 10(D) not in effect	
Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	Maximum speed (Except as below) MPH
436.3	CHICKASHA	T	HM436	6650	49
456.0	RUSH SPRINGS		HM456	6316	20†
475.5	DUNCAN		HM476	Yd.	25
481.2	SUNRAY		HM481	6682	40
500.1	WAURIKA		HM500	5800	25†
510.7	RYAN		HM511	6297	40
535.5	STONEBURG		HM536	4878	25†
543.4	BOWIE	BN	HM544	4585	25
TEXOMA DIVISION					
FT WORTH DIVISION					
561.0	CHICO		HM563	4608	10
569.6	BRIDGEPORT		HM570	4585	10
599.2	HICKS		HM599	5301	10
604.7	SAGINAW	ATSF	HM605		5
609.6	TOWER 60	SSW BN			10
611.4	PEACH		HM611	Yd.	10
611.9	PURINA JCT.				10
757.1	TOWER 55				10
176.6					
Rule 10(D) not in effect					

ABS between MP 596.7 and MP 608.9

Yard Limits: MP 434.0 — MP 438.0; MP 561.0 — MP 567.5; MP 596.7 — BN (17th St.)

Train Defect Detector at MP 506.0; MP 581.3.

Walters Ind. Lead: Waurika to Walters MP 513.5 Sta. No. HN072 24.0 Miles. Max. Speed 10 MPH. Rule 105 in effect. Bus. Track: Temple MP 521.8-HN079

Double Track between MP 610.2 and BN Crossing (17th St.), train dispatcher instructions will authorize movement on northward track or southward track against the current of traffic. Main Track switch at north end of Double Track (MP 610.2) may be left lined as needed. Race Track switch north end Peach (MP 611.0) may be left lined as needed.

Manual Interlocking between 6th Street Jct. (MP 612.4), Purina Jct. (MP 611.9) and Dalwor Jct. (MP 612.2). Do not exceed 10 MPH within these limits.

Between 6th St. Jct. (MP 612.4) and Purina Jct. (MP 611.9), and between Dalwor Jct. (MP 612.2) and Purina Jct. (MP 611.9), hand-operated switches must not be fouled or operated by hand unless governing signal displays Proceed indication or authority is obtained from the Control Operator.

Restrictions on Auxiliary Tracks:

Ryan — Unloading spout on elevator track will not clear man on east side of car.

Do not use more than one unit in movements beyond 4000 feet from Main Track switch on Texas Electric Spur, MP 597.5.

Peach — Engines must not be operated over scales on Purina Elevator Tracks 1 and 3.

GREENVILLE SUBDIV. TEXOMA & FT WORTH DIVS. 27

Radio Communication via Channel Five				Rule 10(D) not in effect.	
Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	Maximum speed (Except as below) MPH
658.1	DALLAS JCT.				35
659.8	SHERMAN JCT.				10
661.4	SP				25
668.7	PENLAND		MT668	5885	30†
674.3	BELLS	UP	MT674		20†
688.1	TRENTON		MT688	4927	25†
701.3	CELESTE	ATSF	MT707		20†
TEXOMA DIVISION					
FT. WORTH DIVISION					
711.5	GREENVILLE	SSW	MT714		10
714.3	MELTON		MT715	6116	25
715.6	ROCKWALL		MT738	4937	30†
728.7	ELLIS		MT750	4649	20†
750.0	GARLAND	ATSF	MT751		25†
750.8	ATKINS		MT761	4915	20†
761.4	DALLAS		TC642	Yd.	25
110.0					
ABS between: MP 661.2 and MP 750.4; MP 756.1 and MP 765.5					

Garland — Do not exceed 5 MPH on the Safeway Lead Track and on North or South Wye tracks at the TOFC Ramp.
Dallas — Do not exceed 5 MPH on any track except Main Track and No. 1, No. 2 and No. 3 yard tracks.

Business Tracks	MP	Sta. No.
Penland	668.7	MT668
Whitewright	681.3	MT681
Caddo Mills	721.6	MT721
Royce City	730.3	MT730
Thomas	731.6	MT731
Rowlett	746.5	MT746
Tex-Mat	747.4	MT747
Krem	752.9	MT752

Yard Limits: MP 658.1—MP 661.2; MP 711.5—MP 718.1; MP 749.4—MP 766.9.

Equation: MP 661 to MP 662 = 1.2 Mi.; MP 746 to MP 747 = 1.8 Mi.

Greenville — Trains and engines will approach MP 713.6 and MP 713.7 expecting to find Main Track switches lined against Main Track movements and will not operate over street crossings during the following hours except by special authority:

Monday through Saturday

7:00 AM to 7:15 AM
7:45 AM to 8:15 AM
11:45 AM to 12:15 PM
12:45 PM to 1:00 PM
4:45 PM to 5:15 PM

Sunday

11:45 AM to 12:15 PM

Northward trains holding Main Track at meeting point Melton remain back of "Fouling Point" sign until opposing train is entering siding.

Rockwall — Movements on siding and House Track over High School Road (south end siding) must be preceded by crew member at the crossing to provide warning.

Denison — Main Street Crossing; do not approach exceeding 5 MPH and crossing must not be occupied without protection by member of crew on the ground.

Greenville — Movements from main track to yard over Wellington Street know flashers working and gates down 20 seconds before occupying crossing.

Garland — Movements on Safeway Lead Tracks over Kingsley Road must occupy crossing circuit marked by yellow board attached to tie; know flashers have been actuated a minimum of twenty (20) seconds; then movement may proceed over crossing.

Krem — Movements on Krem Siding over Shiloh Road, Forest Lane and International Road must occupy circuit within thirty (30) feet of crossing identified by ties painted yellow; wait twenty-five (25) seconds to cause flashers to be actuated; and then movement may proceed over crossing.

Dallas — Movement from Dr. Pepper Spur over Mockingbird Lane (MP 762.16) must occupy circuit within thirty (30) feet of crossing identified by ties painted orange; know flashers have been actuated a minimum of twenty (20) seconds; then movement may proceed over crossing.

DENTON BRANCH — FT. WORTH DIVISION

Radio Communication via Channel Five				Yard Limits Entire Branch.	
Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
721.5	DENTON		TA209		20
744.6	CARROLLTON	BN SSW	TN744		10
750.7	OLDHAM		TN751	2245	10†
757.3	DFW JCT.				5
758.1	DENY			Yd.	5
36.6					

Carrollton—Cars must not be left on fouling point Belt Line Road, MP 744.7, on Team Track or on Cotton Belt Track. Fouling point marked by orange boards attached to ties.

Business Tracks	MP	Sta. No.
Coors	730.9	TN 731
Lewisville	736.8	TN 736
Trinity Mills	742.2	TN 742
Beaver	746.1	TN 746
Farmers Branch	749.6	TN 746

28 WESTERN BRANCH — TEXOMA DIVISION

Radio communications via Channel Five		Station Nos.	Sidings Feet	Maximum speed (Except as below) MPH
WEST	EAST			
Mile Post	STATIONS			
758.5	NEY	MK759	Yd.	0.9 and 2.0 10
757.1	TOWER 55	TP245		14.0 and 17.0 10
0.0	BN JCT.			33.8 and 51.2 10
(114.1 Miles Via BN)				
0.9	WF&NW JCT.			57.1 and 61.7 10
1.4	NORTH YARD	TI115	Yd.	66.3 and 73.0 10
20.9	DEVOL	TI135	2884	74.8 and 78.6 10
40.9	HOLLISTER	TI155	3228	Thru sidings and turnouts 10
50.3	FREDERICK	TI164		Business Tracks MP Sta. No.
61.1	TIPTON	TI175	2206	Bacon 6.7 TI120
74.8	BN			Burkburnett 14.0 TI128
76.2	ALTUS	TI182	5838	Grandfield 27.1 TI141
78.6	END OF TRACK			Loveland 34.3 TI148
196.2				

BONHAM BRANCH — TEXOMA & RED RIVER DIVS.

Radio Communication via Channel Two Call-in Two		Station Nos.	Sidings Feet	RULE 99 (4) in effect between Texarkana and Bonham only	Maximum Speed (except as below) MPH
WEST	EAST				
Mile Post	STATIONS				
0.3	TEXARKANA	TP-0	Yd.	0.0 and 4.0 20	
0.6	KCS			4.0 and 5.0 10	
14.8	HOOKS	TA15	4051	12.0 and 16.0 10	
34.2	DE KALB	TA34	4059	23.0 and 27.0 10	
61.0	CLARKSVILLE	TA61	2310	30.0 and 33.0 10	
91.0	PARIS	TA91	Yd.	61.0 and 62.0 10	
91.7	ATSF			64.0 and 66.0 10	
RED RIVER DIV.					
126.0	TEXOMA DIVISION			70.0 and 157.0 10	
128.1	BONHAM	TA128	Yd.	Business Tracks MP Sta. No.	
141.6	UP	TA142		Nash 5.1 TA-5	
154.5	SP			Proetz Lbr. Co. 6.0 TA-6	
154.6	UP			Anglo-American Paper 6.6 TA-7	
154.7	SHERMAN	TA155	Yd.	Lone Star Ord. Plant 15.7 TA-12	
173.3	WHITESBORO JCT.	TA173	Yd.	Red River Army Depot 17.3 TA-17	
173.0					

Yard Limits: MP 0.0 to MP 2.9; 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 173.3.

Within Red River Army Depot — Stop and protect Texas St. and 1st St. South. FRA excepted track between MP 91.5 and MP 152.2

Sherman Industrial Lead — 8.9 miles between Sherman Jct. and Sherman. Maximum speed 10 MPH. Rule 105 in effect. Sherman: flag crossings at Mulberry and King St.; UP at MP P-671.4; do not operate engine over pit on ABC track; do not ride cars in or out Conagra East Mill Lead or West Elevator track — close clearance.

CHOCTAW SUBDIV. — TEXOMA & FT. WORTH DIV. 29

Radio Communication via Channel Five		Station Nos.	Sidings Feet	Maximum speed (Except as below) MPH
SOUTH	NORTH			
Mile Post	STATIONS			
564.2	MCALESTER	MK564	11077	564.2 and 566.7 25†
565.9	UP			566.7 and 596.5 40
573.1	NAVY	MK573	8775	596.5 and 637.7 50
582.8	KIOWA	MK583	9106	637.7 and 645.2 40†
594.0	BURG	MK594	8886	653.9 and 660.2 40
602.6	STRINGTOWN	MK603	9164	660.2 and 669.0 30
609.6	ATOKA	MK610	7510	669.0 and 679.8 50
630.2	CADDO	MK630	8746	685.6 and 173.7 35
639.2				191.5 and 192.1 40
641.2				203.3 and 203.7 30
641.4	DURANT	MK641	19946	208.1 and 209.8 30
641.4	UP			221.7 and 222.2 30
643.1	OLIVE	MK649	9441	228.6 and 228.9 55
649.1	BN NORTH JCT.			229.2 and 242.7 40
655.9	BN SOUTH JCT.			242.7 and 251.1 20
656.2	JOE JCT.			Tower 55 — Through Interlocking 15
657.2	RAY JCT.			On Wye tracks Tower 55 10
660.2	RAY			7:30 AM to 8:30 AM and 3:00 PM to 4:00 PM weekdays do not exceed 50 MPH between MP 216 and MP 217
660.9				Train Defect Detectors — MP 588.3, MP 630.6, MP 682.7, MP 194.3 and MP 219.4
661.9				15 MPH dual control switch turnouts: Whitesboro Jct.
662.9				20 MPH dual control switch turnouts and through sidings: Olive, Ray, Pottsboro and Whitesboro.
663.7				10 MPH through sidings and turnouts: McAlester, Atoka and Durant.
669.6	POTTSBORO	MK670	6154	Business Tracks MP Sta. No.
685.7	WHITESBORO	TA173	8010	Etha Allen 607.1
173.3	WHITESBORO JCT.	TA173	Yd.	Calera 646.4 MK646
173.6				Excess 656.7 MK657
191.5	PILOT POINT	TA191	7621	Perrin Field 668.9
204.6	MINGO	TA203	7390	Sadler 681.9
209.1	DENTON	TA209	7208	Collinsville 179.5 TA179
215.3	ROANOKE	TA225	7691	Aubry 198.3 TA198
225.4				Pillsbury 206.3
TEXOMA DIVISION				
FT. WORTH DIVISION				
237.0	SSW			Denton 209.1 TA209
238.1	HODGE	TA240	10689	Affiliated Food 232.0
240.5	PEACH STREET	TA243	7617	Keller 230.2 TA230
242.8	TOWER 55	TP245	Yd.	Yard Limits: MP 563.0—MP 568.0, 655.4—MP 660.9 and MP 242.7—Tower 55.
244.5				Operation on Dallas Subdiv. between Tower 55 and Centennial Yard. Equation: MP 666 to MP 669 = 0.8 Mi.; MP685.9 = MP173.3.
211.6				

Stringtown — Movements in siding approaching State Highway 43 (MP 602.49) crossing must know that flashers are working and gates are down before occupying the crossing. The island circuit is designated by yellow boards attached to ties on both sides of the crossing. Trains, in siding, being met or passed will clear the island circuit when practicable.

Stringtown — When quarry is not operating, gate across quarry track by scale house is closed.

Durant — Movements over public crossings on all auxiliary tracks except the siding must be protected by a crew member on the ground at the crossing until the crossing is occupied.

Ray — Do not exceed 5 MPH with six-axle units on the following tracks:
C-4 Running Track from west end of yard to Dump Track.
Old Yard Running Track from east end of yard to Dump Track.

Red Dam Spur from Main Line switch (MP 658) to J-M Mfg. Co. Plant.
Trains and engines operating between MP 242.7 and Tower 55 be governed by instructions of Operator Tower 55.

McAlester — When making switch movements from Scale Track to Main Track and West Lead to siding (MP 565.4), movement must not be made over Monroe Street until gates are down and flashers are operating unless protected by member of crew.

McAlester — Engines or cars weighing 200,000 pounds or more must not move over private industry scales McAlester Oil Mill.

30 DFW SUBDIVISION — FT. WORTH DIVISION

Radio Communications via Channel Five			Rule 10(D) not in effect.	
Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet
757.1	TOWER 55			
612.2	DALWOR JCT. CPT611			
613.5	SYLVANIA		TC614	4728
621.6	HURST		TC622	2244
627.2	TARRANT		TC627	10000
634.4	NC JCT.			
634.7	IRVING		TC635	7103
635.2	SC JCT.			
638.9	MOCKINGBIRD		TC639	7429
642.5	DALLAS JCT.		TC642	
643.8	NORTH JCT.		TC643	
32.7				
Operation on Duncan Subdiv. between Tower 55 and Dalwor Jct.				
Restrictions On Auxiliary Tracks:				
Irving:				
Trains and engines will not stop and block any public street crossings between the hours of 7:00 a.m. and 8:30 a.m. and between 4:00 p.m. and 6:00 p.m., Monday through Friday.				
Movement on Richland Park Lead Track over Handley Edderville Road and movement on Hurst Team Track over Norwood Street must occupy island circuit; know gates are down and lights are flashing a minimum of 20 seconds; and then movement may proceed over crossing.				
Industrial and Yard Track Restrictions Account of Bridges:				
Highland Industrial District 240,000 Lbs.				
Trinity Industrial District 240,000 Lbs.				

NOTES

HILLSBORO SUBDIV. — FT. WORTH & PALESTINE DIVS. 31

Radio Communications via Channel Five			Rule 10(D) not in effect.	
Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet
766.8	DALLAS		TC643	
767.0	NORTH TOWER			
768.9	TOWER 19			
769.3	ENDOT			
781.7	LANCASTER		TF781	3932
791.2	STERRETT		TF791	6252
796.6	SP			
797.9	BRI JCT.			
798.1	WAXAHACHIE		TF798	2925
FT. WORTH DIVISION				
PALESTINE DIVISION				
832.5	DANA JCT.			
65.7				
Business Tracks MP No. Sta. No.				
Sargent 770.8 TF770				
Peeler 772.7 TF772				
Service 793.5 TF793				
Armaglass 794.6 TF794				
Nena 802.6 TF802				
Italy 813.1 TF813				
Milford 818.1 TF818				
Yard Limits: MP 769.3—MP 771.1, MP 790.0—MP 823.5				
Operation between Dallas and Endot via Dallas Subdiv.				
ABS between MP 769.3 and MP 797.9				

Endot — Southward trains restricted Endot remain back of absolute signal north of ATSF Interlocking (Tower 19); except, southward trains from Cadiz Street Yard remain at CJ Jct. to avoid fouling interlocking.

Northward BN Trains originating BRI Jct. secure Hillsboro Subdivision track warrant at BN station, Teague, Texas.

BRI Jct.—Normal Position main track switch lined for movement to and from UP/BN main tracks.

FRA Excepted Track from MP 797.9 to MP 832.5.

NOTES

32 BAIRD SUBDIV. — FT. WORTH & TEXOMA DIVS.

Mile Post	Radio Communication via Channel One Call-in One STATIONS		Station Nos.	Sidings Feet	Maximum Speed: Between Mile Posts MPH
	WEST	EAST			
251.1	CENTENNIAL YD.	⊕ T ⊕	TP-250	Yd.	251.9 and 304.0 (Except as below) 60 258.0 and 266.8 50 277.0 and 282.0 50 284.8 and 286.1 50 286.1 and 294.6 55 294.6 and 295.9 35 295.9 and 297.4 55 298.5 and 298.7 50 304.0 and 364.0 50 (Except as below) 50 326.2 and 326.8 45 329.9 and 337.1 35 340.5 and 341.3 45 343.1 and 345.6 35 350.5 and 352.0 40 360.3 and 364.0 45 364.0 and 417.0 60 (Except as below) 60 372.2 and 372.4 50 378.6 and 378.9 50 383.2 and 388.6 40 392.0 and 393.5 30† 393.5 and 405.3 50 405.3 and 406.1 45 406.1 and 409.2 30 413.0 and 414.6 40 417.0 and 513.4 50 (Except as below) 50 438.0 and 438.5 40 446.9 and 448.4 30 476.6 and 477.3 30 481.3 and 481.6 30 509.0 and 517.0 25 533.7 and 535.0 50 551.6 and 556.5 25† 570.3 and 574.0 45 587.1 and 587.6 55 600.0 and 606.7 30 606.7 and 611.0 30 646.8 and 647.1 45 692.7 and 696.7 50 730.8 and 730.9 30 735.3 and 735.6 50 741.3 and 744.0 40 Do not exceed 55 MPH if freight train averages over 90 tons per operative brake — 50 MPH if train averages over 110 tons per operative brake. Yard Limits: MP 251.1 — MP 251.9 10 MPH thru sidings Tiffin, Duoro and Wickett. 15 MPH thru turnouts Earls. 15 MPH thru turnouts between MP 247.4 (Dallas Subdiv.) and CPT252. 25 MPH thru turnouts: Bagdad, Merkel, Sweetwater, Coahoma, W. end Roscoe, Lorine, E. end Holder, Eskota, Dome, Iatan, W. end sidings Arcade, Pegasus and Boracho and E. end sidings Morita, Stanton, Monahans and Metz, and at Sierra Blanca to SP. Train Defect Detectors located: ⊕MP 283.0, ⊕MP 317.1, ⊕MP 347.3, ⊕MP 377.0, ⊕MP 416.0, ⊕MP 453.0, ⊕MP 485.4, ⊕MP 544.0, ⊕MP 582.0, ⊕MP 613.6, ⊕MP 644.5, and ⊕MP 706.3. Engines must not use No. 3 or Engine Spur at Crusher, Allamore. Operation via SP Sierra Blanca to El Paso. A & S Ind. Lead. Abilene to MP 7.0. FRA excepted track. Maximum speed 10 MPH. General Dynamics — Carswell AFB Ind. Lead. FRA excepted track. Maximum speed 10 MPH. Equation: MP 768.7 = SP MP 737.2 SP MP 752.6 = SP MP 756.5 SP MP 827.3 = MP 0.0
251.8	FT. WORTH	⊕	TP-252	Yd.	
251.8	FT. WORTH DIV.	CPT252			
260.3	TEXOMA DIV.				
260.3	IONA	⊕	TP-260	7695	
273.1	EARLS	⊕	TP-273	7985	
277.3	WEATHERFORD		TP-277	8327	
287.1	PREBLE	⊕-1 ⊕	TP-287	6732	
301.1	BRAZOS	⊕	TP-301	6824	
313.5	JUDD	⊕-1 ⊕	TP-313	6910	
326.8	STRAWN	⊕	TP-326	6861	
338.7	TIFFIN	⊕	TP-338	6609	
342.3		CPT342	TP-341		
351.5	EASTLAND	⊕	TP-351	6906	
360.7	CISCO	⊕-1 ⊕	TP-361	9797	
367.9	DOTHAN	⊕	TP-368	6778	
381.7	JAYELL	⊕	TP-381	7038	
392.8	CLYDE	⊕-1 ⊕	TP-392	7455	
393.6		CPT394			
404.5	HOLDER	⊕	TP-405	8797	
406.6	ABILENE	⊕-1	TP-407	Yd.	
409.9	BAGDAD	⊕	TP-409	6004	
423.9	MERKEL	⊕	TP-423	7728	
429.7	TRENT	⊕	TP-429	4892	
437.0	ESKOTA	⊕	TP-438	7479	
441.0	TECIFIC	⊕	TP-441		
447.8	SWEETWATER	⊕-1	TP-448	11545	
456.4	ROSCOE	⊕	TP-456	7438	
466.4	LORAIN	⊕	TP-467	7451	
478.1	DOME	⊕-1	TP-479	8263	
491.1	IATAN	⊕	TP-492	7474	
503.7	COAHOMA	⊕	TP-503	7405	
508.5	ZILER	⊕	TP-509	3808	
513.4	BIG SPRING	⊕	TP-513	Yd.	
523.9	MORITA	⊕	TP-524	7553	
533.3	STANTON	⊕	TP-534	7430	
549.2	CHUB	⊕	TP-549	7069	
553.3	MIDLAND	⊕-1	TP-553		
563.8	PEGASUS	⊕	TP-564	8392	
570.3	ODESSA	⊕	TP-570	Yd.	
578.9	ARCADE	⊕	TP-579	7864	
593.7	METZ	⊕	TP-594	7981	
609.4	MONAHANS	T ⊕-1	TP-609	7515	
646.6	PECOS	⊕-1	TP-647	4554	
666.1	TOYAH	⊕-1	TP-666	11867	
708.8	BORACHO	⊕-1	TP-709	8741	
768.7	SIERRA BLANCA	⊕-1	TP-768		
0.0	86.2 MILES VIA SP				
0.0	EL PASO	T ⊕	TP-860	Yd.	
	603.6				

BAIRD SUBDIV. — FT. WORTH & TEXOMA DIVS. 33

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Bomber	252.0	TP-252	Warfield	562.7	TP-563
Benbrook	254.0	TP-255	Solo	568.7	TP-569
Aledo	263.0	TP-264	Douro	584.1	TP-584
Bennett	294.0	TP-294	Texas Elec.	613.6	TP-614
Santo	307.0	TP-308	Wickett	615.6	TP-615
Gordon	318.0	TP-319	Monsanto	617.5	TP-618
Johnson Mines	324.0	TP-324	Pyote	624.2	TP-624
Ranger	340.8	TP-341	Barstow	640.0	TP-640
Putnam	373.0	TP-374	Gozar	676.7	TP-676
Baird	386.0	TP-386	San Martine	686.3	TP-687
Bandag	401.0	TP-401	Levinson	691.2	TP-691
Air Base Spur	413.0	TP-413	Kent	698.8	TP-698
Tye	515.0	TP-414	Wild Horse	727.1	TP-727
Pyramid	445.0	TP-445	Westex	729.0	TP-729
Colorado City	475.0	TP-476	Van Horn	735.0	TP-735
Reef Field	504.0	TP-504	Crusher	744.2	TP-744
Tex-Harvey	541.8	TP-541	Allamore	746.5	TP-746
Ind. Foundation	557.6	TP-558	Eagle Flat	753.9	TP-754
Bounce	559.0	TP-559	Arispe	763.6	TP-764

SP 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	—	—

WMW&NW BRANCH — TEXOMA DIV.

Maximum Speed:	10 MPH	WEST	EAST	Station Nos.
Yard Limits: Entire Branch	Miles	STATIONS		
FRA Excepted Track.	0.0	WEATHERFORD	⊕	TP-277
Radio Communication via Channel One, Call-in One.	18.1	18.1		
	22.0	WOLTERS	⊕	TK-18
		3.9		
		MINERALWELLS	⊕ T	TK-22
		22.0		

34 AUSTIN SUBDIV. — PALESTINE & SAN ANTONIO DIVS.

Mile Post	SOUTH ▼	STATIONS	NORTH ▲	Station Nos.	Sidings Feet	Radio Communication via Channel Two, Call-in Two Between Taylor and Sosan Channel One, Call-in One Exception: MKT Channel One		Maximum Speed MPH		
								MP 0.0—MP 93.9 (Except as below)	MPH	
0.0		PALESTINE	T ⊕	AX-81	Yd.			40		
1.0		WEST JCT.	CPQ ⊕	AX-81				20		
7.5		TUCKER		AX-90	3635			30†		
8.5		OAKWOOD		AX-99	7692			30		
16.7		BUFFALO	⊕-2	AX-116	3575			10		
34.7		JEWETT		AX-125	4265			25†		
43.8		MARQUEZ	⊕-2	AX-136	9207			30†		
54.8		EASTERLY		AX-152	3821			40		
70.4		FRANKLIN	Q	AX-158	9530			40		
77.1		HEARNE	⊕ SP ⊕	AX-171	6218			25		
77.2		VALLEY JCT.	⊕ UP ⊕	AX-175	Yd.			60		
89.8		GAUSE	⊕	AX-181	8151			35†		
93.4		MILANO	⊕ ATSF ⊕	AX-191	7759			40		
93.6		MARJORIE	⊕-2 †	AX-205	8254			45†		
99.6		THRALL	†	AX-220	8576			30		
110.0		⊕ UP ⊕						30		
123.4		TAYLOR	⊕	AX-226	Yd.			30†		
138.4		HESTES	†	AX-232	7413			50		
144.4		ROUND ROCK	†	AX-243	7148			50		
144.8								50		
150.8								50		
161.6								50		
162.0		PALESTINE DIVISION								
166.0		SAN ANTONIO DIVISION								
166.0		McNEIL	⊕ AUNW ⊕	AX-247	4931			30		
173.8		SNEED	†	AX-253	8494			30		
179.1		AUSTIN		AX-262	2893			30		
187.3		BERGSTROM	⊕-1 †	AX-268	7543			20		
201.0		KYLE	†	AX-282	7524			30		
208.7		CENTEX	†	AX-288	8249			35		
208.8		UP JCT.		AX-290				20		
209.7		SAN MARCOS		AX-291				35		
221.5		GOODWIN	†	AX-302	9990			20		
227.4		⊕ UP ⊕						35		
234.5		CORBYN	†	AX-316	7978			20		
235.9		CRAIG JCT.						35		
241.0		BRACKEN	†	AX-322	8428			20		
251.5		NORTH LOOP	†	AX-333	7559			35		
254.0		ADAMS		AX-335	4051			20		
258.8		SAN ANTONIO	⊕	AX-340				35		
259.1		APACHE JCT.	⊕ SP ⊕	AX-341				20		
259.8		⊕ SP ⊕						35		
260.4		SOSAN	⊕ T ⊕	AX-345	Yd.			20		
264.3								20		

See Special Instructions Item 20 for AMTK schedules.

15 MPH dual control switch turnouts; Leroy track Palestine; crossover West Jct.; switch to UP connection and crossover from freight lead to main track at Taylor.

Yard Limits: West Jct. to MP 4.1; MP 259.0 to MP 268.0.

All trains secure track warrant at Taylor. No. 22 will secure UP track warrant at SP Station San Antonio.

TIMETABLE NO. 7
AUSTIN SUBDIV. — PALESTINE & SAN ANTONIO DIVS. 35

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 SP Del Rio Dispr. for permission to use SP interlocking when engine passes over Martin Street.

Train Defect 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.

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 10 MPH.					
Yard limits entire branch.					
IBM	169.0	AX-251	Longhorn Industrial Lead 4.0 miles		
Hooper	171.1	AX-254	Max. Speed 10 MPH. (Track out of service Perrin-Bietel Road to end of track.) FRA excepted track.		
Stripling Blake	171.9	AX-253	Longhorn	249.2	AX-330
Steck Paper Co.	172.1	AX-253	Green Light Spur	250.0	AX-331
Vinson	183.8	AX-265	Towne Spur	251.8	AX-333
			Cementville	253.6	AX-334

CRYSTAL CITY BRANCH — SAN ANTONIO DIVISION

Yard Limits: MP 105.0 to MP 107.0; MP 142.0 to MP 153.0.

Mile Post	SOUTH ▼	STATIONS	NORTH ▲	Station Nos.	Sidings Feet	Radio Communication via Channel One	
153.0		END OF TRACK					
146.0		CRYSTAL CITY	⊕-1 T ⊕	FX146	Yd.		
143.4		RIVER	⊕	FX143	Yd.		
118.3		COUNTY LINE		FX118	2068		
105.0		GARDENDALE	⊕-1 T ⊕	AX422			
						85.8	

Carrizo Springs Branch: 12.2 miles. Crystal City — Carrizo Springs (FX-156). Yard Limits entire branch. Max. Speed 20 MPH Max. Wt. 240,000 lbs.

TIMETABLE NO. 7

Radio Communication via Channel Two — Call-in Two Exception: Between Ney and Waco via Channel Five		Station Nos.	Sidings Feet	Maximum speed (Except as below) MPH
Mile Post	SOUTH STATIONS	NORTH		
757.1	CENTENNIAL YD. T	TP250	Yd.	757.1 and 761.4 20
757.7	TOWER 55 T	TP245		761.4 and 773.4 40
758.5	NEY T	MK759	Yd.	773.4 and 777.3 40
759.2	SP T			777.3 and 784.3 50
759.4	WREN T	MK764	7632	784.3 and 787.8 50
763.9	FT. WORTH DIVISION			787.8 and 790.8 50
765.0	PALESTINE DIVISION			790.8 and 794.0 40†
777.6	EGAN T	MK778	8485	794.0 and 801.8 40†
783.0	ATSF T			801.8 and 810.0 50
793.2	GRANDVIEW T	MK794	9387	810.0 and 812.4 40
809.6	DANA JCT. CPQ	810		812.4 and 815.1 40
811.2	WINSLOW T	BV198	7431	815.1 and 828.2 40†
813.0	WEST T	MK828	8599	828.2 and 165.8 25
827.4	ELM MOTT T	MK837	7872	165.8 and 161.5 25
836.4	WACO JCT. CPQ	841		161.5 and 158.8 55
841.9	WACO JCT. CPQ	842		158.8 and 148.2 55
165.8	HARRISON T	BV-155	8531	148.2 and 138.0 25
163.7	MARLIN T	BV-139	7558	138.0 and 107.0 50
116.5	SALTER T	BV-117	8270	107.0 and 106.8 50
102.5	VALLEY JCT. UP	AX-175	7731	Valley Jct. thru No. 1 & No. 2 Tracks 25
100.9	MUMFORD T	BV-92	8154	100.6 and 100.6 40
100.6	BRYAN T	BV-78	3208	100.6 and 97.3 55
100.2	BRYAN JCT. CPQ	BV-75		97.3 and 78.2 40
97.3	NAVA JCT. SP	BV-49		78.2 and 77.8 25
92.0	NAVASOTA T	BV-49	3351	77.8 and 47.5 25
78.1	JERRY T	BV-44	10500	47.5 and 31.0 50
77.8	STONEHAM T	BV-37	4603	25.7 and 25.4 50
75.5	GAZZOLI T	BV-26	7450	22.7 and 22.2 40†
254.5	MAGNOLIA T	BV-22	4742	6.0 and 0.4 50
26.1	HUFSMITH T	BV-11	9201	0.4 and 0.0 35
11.2	SPRING JCT. CPQ	A-209		
0.0				

Operation on Dallas Subdiv. between Tower 55 and Centennial Yard.
 Train Defect Detectors: ⊕ MP 788.3, ⊕ MP 817.2, ⊕ MP 159.0, ⊕ MP 132.7, ⊕ MP 107.8, ⊕ MP 85.4 and ⊕ MP 19.3.
 Ney:
 Multiple Main Tracks between MP 757.7 and MP 759.2. Track on Yard Office side is North Track. Track on Yard side is South Track.
 Trains handling loads 11 feet 7 inches or wider must receive route from Yardmaster at Ney before occupying South Track.
 Restrictions on Auxiliary Tracks:
 Ney — Movements on Elders Tracks 1, 2 and 3 over Dickson Street must occupy island circuit; know gates are down and lights are flashing 20 seconds; and then movement may proceed over crossing.
 Burleson — Movements on House Track must occupy island circuit; know lights are flashing 20 seconds; and then movement may proceed over crossing.
 Hillsboro — On yard track west of Old Siding, movements over Walnut Street, Elm Street and Franklin Street must be preceded by flagman to provide warning.
 Winslow — Movements on Elevator Track over Church Street must occupy island circuit; know lights are flashing 20 seconds; and then movement may proceed over crossing.

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

Radio Communications via Channel Five		Station Nos.	Sidings Feet	Maximum speed MP 842.1 to MP 918.9 (Except as below) Between Mile Posts	MPH
Mile Post	SOUTH STATIONS	NORTH			
842.1	WACO JCT. CPQ	842		842.1 and 846.5 20	
842.9	BELLMEAD T	MK845	Yd.	846.5 and 848.0 25	
843.6	SSW NORTH JCT. T			848.0 and 852.6 50	
844.2	BASS T	MK850	10964	852.6 and 853.2 35†	
849.7	EDDY T	MK865	10142	862.3 and 863.3 50	
865.2	TEMPLE T	MK880	2128	870.8 and 873.2 50	
880.0	OPAL ATSF T			877.3 and 878.3 50	
880.8	COBEL T	MK882	3400	878.3 and 881.3 25	25†
881.1	LITTLE RIVER T	MK888	8093	881.3 and 888.5 60	50
887.6	GRANGER T	MK908	7371	888.5 and 890.3 45	40
908.1	BIRGE T	MK918	8962	893.3 and 896.1 60	50
918.4	TAYLOR UP	AX226		896.1 and 901.2 50	45
918.9	ELGIN AUNW T	MK935	6345	901.2 and 908.7 30	30†
935.0	PHELAN T	MK949	8804	912.8 and 914.2 50	45
948.9	SMITHVILLE T	BA110	Yd.	917.8 and 918.9 35	35†
969.4				MP 918.9 to MP 969.4 (Except as Below) 40	

See Special Instructions ITEM 20 for AMTK Schedules.
 Granger Industrial Lead: Granger to Georgetown. 15.6 Miles. Maximum Speed 10 MPH. Rule 105 in effect.
 FRA excepted
 Business Tracks MP Sta. No.
 Weir U-917.4 AH917
 Georgetown U-923.2 AH923

Yard Limits: MP 842.1—MP 843.5; MP 967.6—MP 969.4.
 Train Defect Detectors: ⊕ MP 865.7, ⊕ MP 892.2 and ⊕ MP 931.5.

ABS between MP 846.5 and MP 908.7.
 CTC between MP 908.7 and MP 918.9.

Restrictions on Auxiliary Tracks:
 Bellmead — Do not exceed 5 MPH on Yard Tracks.
 Temple — Do not exceed 5 MPH or use more than one 4-axle unit on Hole Track.
 Temple — Do not use more than one 4-axle unit while switching on House Track north leg of wye and on Williamson County Grain Tracks No. 1 and No. 2.
 Smith — Trains setting out must leave set out just in clear of fouling point to avoid blocking run-around track when possible.
 Granger — South leg of Wye, DO NOT exceed 5 MPH. Six-axle units must not be used on south leg of Wye unless authorized by Chief Dispatcher.
 Granger — Movements on siding approaching F.M. Road 2983 (MP 908.3) must know flashers are working and gates are down for 20 seconds before occupying crossing.
 Dunstan Mine Track — Stop will be made before engine passes over car retarder located under tippie. Crew member will inspect all units in engine consist to see that no part is lower than three inches above the top of the rail. Crew member will stand on the ground at the retarder each time the signal passes over the retarder. Do not exceed 2 MPH over retarder, engine only.
 Smithville — Movements on auxiliary tracks approaching Miller Street crossing (MP 970.2) must occupy island circuit and know flashers are working and gates are down for 20 seconds before occupying crossing. The island circuit is identified by orange boards attached to ties approximately 40 feet each side of the crossing.

Operation of Mechanical Electrically Locked Switches and Interlocking Devices:
 ATSF Crossing (MP 880.7) — When absolute signal displays Stop indication, communicate with Control Operator at ATSF Office and be governed by his instructions in proceeding through interlocking limits. Telephone connecting with Control Operator are located on control house at crossing, both absolute signals and on outside of station Temple. If unable to communicate with Control Operator to secure signal to proceed, devices may be manually operated. First, determine that absolute signals on ATSF display Stop indication, then manually line dual control derail for UP movement. After lining derail, must again determine that absolute signals on ATSF display Stop indication. Hand signal will then be given for movement over crossing. After movement over crossing and clear of interlocking limits, dual control derail must be restored to "Derailing" position and selector lever to "Power" position. Report, notifying Control Operator at ATSF Office, Temple, of handling must be made at first open office.
 Granger — Southward movements from the south leg of Wye or from the siding to the Main Track must communicate with Control Operator, Taylor. After Control Operator gives train or engine permission, a crew member must depress button in box located adjacent to Absolute Signal 908.7 and hold for two seconds to secure Proceed signal to enter CTC territory. If signal continues to display Stop indication after two minutes, crew member must communicate with Control Operator in accordance with Rule 350 or Rule 351.

38 HOUSTON SUBDIV. — PALESTINE & HOUSTON DIVS.

Radio communication via Channel Five		STATIONS	Station Nos.	Sidings Feet	Maximum speed (Except as below) MPH
Mile Post	SOUTH					NORTH
69.4		SMITHVILLE	BA110	Yd.	69.4 and 71.3 20 74.6 and 76.6 30 87.2 and 88.1 20 88.1 and 89.1 25 90.9 and 91.5 30 101.3 and 101.6 35 134.5 and 136.0 25 147.0 and 148.4 25† 154.7 and 157.0 30† 170.8 and 178.9 20 178.9 and 180.2 10 180.2 and 182.4 20 182.4 and 184.2 10
78.0	⊗ SP	8.6			
89.0		LA GRANGE	BA091	3933	
95.9		LCRA			
102.1		FAYETTEVILLE	BA078	9349	
113.6		NEW ULM	BA066	5565	
124.0		CAT SPRING	BA056	5649	
135.4	⊗ ATSF	11.4	BA044	2837	
147.8		BROOKSHIRE	BA032	4705	
156.0		KATY	BA024	4100	
161.2		WHIT	BA019	5900	
170.8		PALESTINE DIVISION			
178.9	⊗ SP	HOUSTON DIVISION			
180.2		EUREKA	BA001	Yd.	Rule 10(D) not in effect Yard Limits: MP 69.4-MP 71.3, MP 170.8-MP 184.2.
180.8	⊗ SP	0.6			Train Defect Detectors; ⊗MP 100.8, ⊗MP 127.4 and ⊗MP 153.0.
184.2	==	HOUSTON			
		114.8			

Southward trains arriving Eureka will contact Yardmaster before entering yard limits and will be governed by his instructions.

Eureka — Yard Lead/Main Track switch north end of yard must be left lined for Main Track to Yard Lead movements.

Restrictions on Auxiliary Tracks:

Smithville — Movements on auxiliary tracks approaching Miller Street crossing (MP 70.2) must occupy island circuit and know flashers are working and gates are down for 20 seconds before occupying crossing. The island circuit is identified by orange boards attached to ties approximately 40 feet each side of the crossing.

LCRA — Northward movements on Lead, do not exceed 5 MPH while approaching flasher crossing.

Sealy — Train crews delivering multi-levels of automobiles to ATSF will not shove other cars with automobile cars.

Sealy — ATSF Siding Track is designated as a "Controlled Siding" and is governed by Train Control System signal indication. Before opening switch and entering onto and using siding, communicate with ATSF Train Dispatcher and secure permission to use Siding Track. ATSF telephone in vicinity of switch or at Automatic Interlocking.

Brookshire — Trains leaving cars on siding must not leave cars standing in the island circuit at the gated crossing at MP 147.6. The limits of the island circuit are designated by ties painted yellow on each side of the crossing.

Whit — Track No. 1 (3000 feet long) located west of and adjacent to the siding track. Unless otherwise instructed, trains in excess of 5900 feet in length required to clear the Main Track will pull front portion of train into Track No. 1 and then pull rear portion of train into the siding track.

Eureka — Movements on auxiliary track crossing east Frontage Road (MP 178.02) must occupy circuit within 55 feet of crossing identified by ties painted orange; know flashers are working and gates are down for 20 seconds; and then movement may proceed over crossing.

Eureka — Southward movements from the Tail Track to the Main Track crossing Sheppard Drive at MP 180.4 must ascertain that crossing gates are down before proceeding over the crossing.

Eureka — While switching Southern Warehouse at MP 176.1, movement must not be made over Maryvest Road until it is known that the flashers and crossing gates are operating and in the proper position before fouling the crossing unless the crossing is protected by flagman.

Houston — Do not exceed 5 MPH on Tracks 1 through 6 and on Back Lead Track at City Yard.

SAN ANTONIO SUBDIV. — PALESTINE & SAN ANTONIO DIVS. 39

Radio Communications via Channel Five		STATIONS	Station Nos.	Sidings Feet	Maximum speed (Except as below) MPH																																	
Mile Post	SOUTH					NORTH																																
0.0		SMITHVILLE	BA110	Yd.	0.0 and 0.3 10 16.4 and 31.5 25 35.8 and 37.0 25 84.9 and 85.9 30 85.5 thru turnout 20 85.9 and 86.0 10 86.0 and 92.1 30 92.1 and 92.4 25 92.4 and 103.5 30 103.5 and 103.8 20 103.8 and 112.6 30 124.9 and 136.5 25† 136.5 and 138.5 10																																	
36.4		LOCKHART	BA146	4400																																		
46.8		REEDVILLE	BA156	1830																																		
51.9		PALESTINE DIVISION																																				
85.5		SAN ANTONIO DIVISION																																				
103.6		NEW BRAUNFELS	AX308																																			
112.6		OGDEN JCT.	AX318																																			
124.8		FRATT	AY039	2856																																		
136.5		SP JCT.																																				
137.5		SLOAN	AY052																																			
		53.6																																				
Restrictions on Auxiliary Tracks:																																						
TXI—Do not operate engines over scales.																																						
WRP—Do not exceed 10 MPH between WRP and WRRR Yard.																																						
WRP—Track 2A designated as scale track and must not be used without authority of WRRR.																																						
Sloan—Six-axle units must not be used on short leg of wye.																																						
Southward movements over Presa Street (Mile Post 136.2) must know flashers and gates have been activated minimum of 20 seconds before occupying crossing.																																						
Equation: MP 51.9 = MP 85.8																																						
<table border="1"> <thead> <tr> <th>Business Tracks</th> <th>MP</th> <th>Sta. No.</th> </tr> </thead> <tbody> <tr> <td>Red Rock</td> <td>20.3</td> <td>BA130</td> </tr> <tr> <td>Maxwell</td> <td>43.5</td> <td>BA153</td> </tr> <tr> <td>San Marcos</td> <td>86.3</td> <td>AX291</td> </tr> <tr> <td>TXI</td> <td>94.0</td> <td>AY009</td> </tr> <tr> <td>WRP</td> <td>106.7</td> <td>AX312</td> </tr> <tr> <td>Comal</td> <td>110.6</td> <td>AY025</td> </tr> <tr> <td>Ogden</td> <td>112.6</td> <td>AX318</td> </tr> <tr> <td>Longhorn</td> <td>123.6</td> <td>AX330</td> </tr> <tr> <td>Remount</td> <td>127.1</td> <td>AY041</td> </tr> <tr> <td>Travis</td> <td>130.3</td> <td>AY044</td> </tr> </tbody> </table>						Business Tracks	MP	Sta. No.	Red Rock	20.3	BA130	Maxwell	43.5	BA153	San Marcos	86.3	AX291	TXI	94.0	AY009	WRP	106.7	AX312	Comal	110.6	AY025	Ogden	112.6	AX318	Longhorn	123.6	AX330	Remount	127.1	AY041	Travis	130.3	AY044
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Yard Limits: MP 0.0—MP 2.0; MP 136.5—MP 137.5 Train Defect Detector at ⊗MP 39.0 and ⊗MP 98.2																																						

NOTES

40 GALVESTON SUBDIV. — HOUSTON DIVISION

Radio Communication via Channel One, Call in Two.		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	SOUTH STATIONS			
0.0	HOUSTON ⊗ SP ⊕	A231		35
0.6	⊗ HBT 0.6			10
1.0	CONGRESS 0.4		Yd.	20
1.4	HENDERSON JCT. ⊗ HBT ⊕			25
1.7	HBT JCT. 0.3			25
3.6	TOWER 85 ⊗ HBT ⊕			25
5.6	PTRA CONN. 2.0			20
5.8	⊗ SP ⊕ 0.2			20
6.1	HARRISBURG 0.3	A237		20
10.5	DUMONT 4.7	A241	3250	20
14.2	GENOA 3.7	A245	4500	20
17.7	GRAHAM 3.1	A248	5500	20
21.6	WEBSTER 4.3	A252	1650	20
25.6	SHELL SIDING 4.0	A257	5750	20
38.6	TEXAS CITY JCT. ⊗ TCT ⊕ 13.0	A270		20
39.2	TEXAS CITY YARD 0.6	A270	2750	20
42.7	VIRGINIA POINT 3.5	A274		20
43.6	CAUSEWAY BRIDGE D 0.9			20
44.6	ISLAND 1.0	A276		20
48.0	GALVEZ YARD 3.4	A280	Yd.	20
49.0	GALVESTON 1.0	A280		20

ABS between:
MP 0.0 and MP 0.2
MP 1.7 and MP 10.5

Operation on HB & T governed by HB & T Timetable. Radio communication in connection HB & T operation are to be handled exclusively on Channel Two.

Fondren Spur — When necessary to shove cars over Highway 3, MP 23.1, at night, crossing must be protected by flagman.

Fondren Spur — Cars set out on Spur Track must not be left between Main Track and Highway 3 crossing.

Do not exceed 10 MPH. while switching industries between MP 24.0 and MP 26.7.

Texas City Jct — Movement to TCT yard tracks must not exceed 8 MPH over connection and employ must ride leading car when shoving.

Maximum Speed (Except as below) MPH	Between Mile Posts	MP	Sta. No.
35	0.0 and 0.2	1.7	
10	0.2 and 11.0	5.5	
20	11.0 and 25.0	7.0	
25	25.0 and 42.6	9.0	
25	42.6 and 43.6	11.6	
20	43.6 over Lift Span	12.6	
20	43.6 and 49.0	13.4	
10	Thru sidings and turnouts	14.9	
	Business Tracks	15.3	A247
	Ford Lead	17.1	A248
	Tx. Crushed Stone	22.3	
	Rambler	22.9	A254
	T&T Siding	24.2	
	Kellogg	28.6	A260
	HP&L	28.8	A260
	Ashland	37.0	A267
	Gifford Hill		
	McDonough		
	Olcott		
	McCoy		
	Fondren		
	Midway Concrete		
	Dickinson		
	Marathon-Marco		
	LaMarque		

TWC in effect MP 10.1 to MP 42.7.
Yard Limits: MP 0.0—MP 10.1; MP 44.6—MP 49.0.

MOVEMENT THROUGH GALVESTON CAUSEWAY INTERLOCKING:

- If train or engine is stopped by absolute signal at Virginia Point or Island, crew member must immediately communicate with interlocking operator at lift bridge.
- Crew may be given verbal authority to proceed from Stop indication by sending a man ahead to inspect the route. Operator must not grant such authority until it is known the route is lined and clear of opposing movement.
- Operator must be advised in advance of any known condition that will delay the train or engine or prevent it from making usual speed.

TRINITY SUBDIV. — PALESTINE AND HOUSTON DIVNS. 41

Mile Post	Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet
	SOUTH STATIONS	NORTH STATIONS		
0.0	PALESTINE	⊕ -IT	AX-81	yd.
0.0	WEST JCT.	CPQ 0	A-81	
0.8		CPQ 1		
1.6	SOUTH JCT.	CPQ 2	A-83	
12.2	ELKHART		A-94	7540
37.5	CROCKETT	⊕ -1 ♯	A-119	9880
64.8	TRINITY	⊕ -1 ♯	A-146	9875
84.0	PHELPS	⊕ -1 T ♯	A-165	7992
95.7	NEW WAVERLY		A-177	4576
111.7	CONROE ⊗ ATSF ⊕		A-193	7727
127.8	SPRING JCT. CPQ 127 T		A-208	
128.2	LLOYD YD. CPQ 128			
130.4		CPQ 130 ⊕ -1 X	A-210	yd.
130.9		CPQ 131		
131.5	WESTFIELD	CPQ 132 X	A-213	
137.2	ALDINE	CPQ 137 X	A-219	
142.0	McGOWEN	CPQ 142 X	A-223	
144.0	PALESTINE DIVISION			
145.8	HOUSTON DIVISION			
146.6	BELT JCT. ⊗ HBT ⊕		A-227	
147.5	⊗ SP ⊕			VIA HB&T
150.1	GULF COAST JCT.			
150.1	SETTEGAST YD.	T ⊕ ♯	B-379	yd.

Train Defect Detectors located at ⊕ MP 33.4; ⊕ MP 67.4; ⊕ MP 97.5 and ⊕ MP 134.6 (both tracks). Trains and engines must secure track warrant before moving north of Belt Jct. Ft. Worth Subdiv. trains must secure track warrant before moving north of Spring Jct. Two main tracks designated east and west tracks between Spring Jct. and Belt Jct.

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.

15 MPH dual control switch turnouts; Leroy track Palestine; crossover West Jct. and South freight lead Palestine; south switch Lloyd Yard, east and west lead switches north end Lloyd Yard.

BAYTOWN BRANCH — HOUSTON DIVISION

Mile Post	Radio Communication via Channel One, Call-in Two		Station Nos.	Yard Limits Entire Branch (Except as below) MPH
	WEST STATIONS	EAST STATIONS		
35.0	CEDAR BAYOU ⊕		BG-35	20
33.4	BAYTOWN 1.6		BG-33	10
30.7	⊗ E.O. CO. ⊕ 2.7			10
28.5	DURHAM YARD 2.2		BG-28	10
27.0	COADY YARD 1.5		BG-27	10
22.5	HIGHLANDS 4.5		BG-22	10
18.0	COLE 2.0		BG-18	10
16.0	SMITH 6.5		BG-16	10
9.5	MARKET ST.	T	BG-9	10
3.8	SETTEGAST YD. 5.7	⊕ ⊗ T	B-379	10
	35.0			

Lift bridge over Cedar Bayou Bridge No. 3 — U.S. Steel lead protected by signals. When signals indicate Stop be governed by instructions in release box.

Business Tracks	MP	Sta. No.
Armco	12.6	BG-13
Walton Barge Terminal	13.1	BG-13
Greens Bayou	14.3	BG-14
Ordnance Spur	15.0	BG-15
Berwind Railway Service	16.3	BG-16
Arco Ind. Lead	17.5	BG-17
Mantu	19.8	BG-19

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.

Maximum Speed T&NO Jct.—Alvin (Except as below)	MPH	Radio communication via Channel Two Call-In Two		Station Nos.	Sid- ings Feet
T&NO Jct. — MP 18	20	Mile Post			
MP 18 — MP 14	45	SOUTH			
Between Alvin and Algoa (Except as below)	50	STATIONS			
Wye Tracks Alvin and Algoa (Except as below)	25	▲			
East leg wye Alvin	10	▼			
Between T&NO Jct. and Algoa trains exceeding 90 tons per operative brake or exceeding 7000 tons total must not exceed 45 MPH.	50				
Algoa—MP 204.3 (Except as below)	50				
Between Mile Posts					
343.3 and 318.9	25				
320.3 and 318.9	20				
309.6 and 308.2	25				
305.6 and 305.5	25				
285.5 and 283.4	30†				
North Leg Wye Angleton	10				
Inari Siding	10				
204.3 and 0.0 (Except as below)	49				
186.8 and 184.9	25				
162.2 and 161.6	20†				
155.1 and 154.2	20				
142.0 and 140.0	25				
132.0 and 131.2	20†				
125.3 and 125.0	15†				
118.8 and 95.0	40				
95.0 and 65.0	30				
48.0 and 45.4	35				
42.2 and 41.4	40				
25.6 and 24.8	7				
22.1 and 18.0	35†				
3.1 and 3.0	15†				
3.0 and 1.0	20				
Business Tracks	MP	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			
N.Faddin	209.4	B-209			
Refco Corp.	190.4	B-190			
Refugio	186.0	B-186			
Cranell	173.6	B-174			
Corpus Christi Filtration Plant	147.3	B-147			
Lon Hill	146.7	B-147			
Nueces	138.7	B-138			
Oriscoll	132.1	B-132			
Chemel	122.8	B-123			
Ricardo	112.0	B-112			
Yturria	52.4	B-52			
Lyford	41.4	B-41			
Sebastian	36.9	B-37			
Russelltown	14.1	B-14			
Yard Limits:	MP	Sta. No.			
MP 0.5 to MP 34.4					
MP 23.3 to MP 28.2					
MP 116.0 to MP 120.0					
MP 153.0 to MP 154.8					
All siding switches Algoa to Inari inclusive are 30 MPH turnouts.					
Equations:					
UP MP 377.0 = HB&T MP 2.4					
HB&T MP 11.1 = HB&T 20.8					
ATSF MP 0.0 = ATSF 28.7					
ATSF MP 24.3 = UP MP 343.1					
Freeport Ind. Lead:					
Between Angleton and Freeport 17.0 miles. Industrial lead entire branch.					
Maximum Speed	MPH				
(Except as below)	20				
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	MP	Sta. No.			
Clute	9.5	BH-8			
Hoskins	11.4	BH-6			
Freeport	15.4	BH-0			
Bridge	15.6	BH-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 ATSF timetable.

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. Track Warrants:

Trains secure track warrant Bloomington.

Brownsville Subdivision trains originating at Harlingen must receive track warrant at Harlingen.

Train Defect 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 Rule 105 in effect.

Max. Speed 10 MPH

Celanese Industrial

Lead — MP 277-00 Rule 105 in effect.

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

Dernal MP 4.2 BM-4

Airco Ind. 4.5 BM-4

Brownsville Port Line 7.9 miles

Maximum Speed 10 MPH

(Except as below)

MP 0.0 — MP 0.5 5

MP 0.5 — MP 2.2 10

⊕SP GMP 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 10 MPH

Business Tracks

Hidalgo Team 7.9 BYO48

McAllen Trade Zone 8.0 BYO48

Monsanto Ind. Lead—MP 335.6

5.6 miles

Maximum Speed 15 MPH

(Except as below)

MP 3 — MP 5 10

SUGARLAND BRANCH — HOUSTON DIVISION

All radio communication in connection with HB&T operation is to be conducted on Channel 2.				Station Nos.
Mile Post	SOUTH ▼	NORTH ▲	STATIONS	
7.9	PIERCE JCT.	⊕		AE-7
	11.1			
19.0	ARCOLA (End of Track)	⊕		AE-19
	11.1			

Yard Limits Entire Branch.
Maximum Speed 20 MPH

Business Tracks

Myrtle 8.5 AE-8

Klein Industrial 9.2 AE-9

Almeda 10.8 AE-10

Interpac 10.1 AE-11

Witco Co. 13.1 AE-13

Metal Arts 13.7 AE-14

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.

44 LAREDO SUBDIV.—SAN ANTONIO DIVISION

Radio Communication via Channel One, Call-In One		Sta. tion Nos.	Sid- ings Feet	Maximum Speed MPH	
Mile Post	SOUTH STATIONS NORTH			(Except as below)	MPH
264.3	SOSAN	AX345	Yd.	264.3 and 268.0	20
265.7	HEAFER JCT.			281.4 and 282.7	40†
278.5	GESSNER	AX360	8300	290.7 and 291.5	40†
318.0	MELON	AX399	7450	312.6 and 313.3	30†
339.5	GARDENDALE	AX422	7575	323.0 and 324.0	30
345.8	COTULLA	AX427	4616	345.0 and 346.0	40
371.0	FINLEY	AX451	8300		
412.0	LAREDO	AX494	Yd.		
412.2	LAREDO	AX494	Yd.		
147.9					

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

MAIN TRACK DERAIL LOCATED AT MP 265.25 NORMALLY LINED FOR DERAILING POSITION. Northbound trains and engines must stop clear of derail and not line derail until permission is received from yardmaster to proceed to Sosan. Southbound trains and engines do not need permission to line derail. All trains and engines must return derail to normal position immediately after train has passed. Trains arriving Laredo must not enter yard limits until securing yarding instructions from Laredo Yard.

Yard Limits: MP 259.0 to MP 268.0; MP 405.1 to end of track Laredo.

Train Defect Detectors: Ⓢ MP 299.3; Ⓢ MP 335.4 and Ⓢ MP 378.2

CORPUS CHRISTI SUBDIV.—SAN ANTONIO & HOUSTON DIVS.

Radio Communication via Channel Two Call-In Two between Sosan and Odem. Channel One Call-In Two between Odem and Corpus Christi		Sta. tion Nos.	Sid- ings Feet	Maximum Speed MPH	
Mile Post	SOUTH STATIONS NORTH			(Except as below)	MPH
3.1	SOSAN	AX345	Yd.		
SAN ANTONIO DIVISION					
8.0	LEHR	CC20	2570		
20.3	PLEASANTON	CC34	8307		
34.3	CAMPBELLTON	CC55	7898		
55.2	N. FLOOD GATE				
75.8	S. FLOOD GATE				
77.8	GEORGE WEST	CC88	7850		
88.1	MATHIS	CC113			
113.0	HUBERT	CC124	3176		
124.7	ODEM UP G	B-155	Yd.		
132.2	VIOLA	CC141			
141.2	MP JCT.				
145.6	CCTA				
145.9	CORPUS CHRISTI	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 8.0; 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 on duty at Corpus Christi. When not on duty contact train dispatcher.

TIMETABLE NO. 7

OKLAHOMA SUBDIV.—VAN BUREN DIVISION

45

Radio communication via Channel One, Call-in One		Sta- tion Nos.	Sid- ings Feet	Maximum Speed MPH	
Mile Post	SOUTH STATIONS NORTH			(Except as below)	MPH
120.2	OKAY JCT.	L-233			
122.4	AU JCT.				
133.8	MUSKOGEE UP	MG-3	8624		
145.9	WAINWRIGHT	MG-146	7766		
174.1	HENRYETTA	MG-174	4140		
42.5					
40 MPH turnouts: AU Jct.					

TULSA BRANCH —VAN BUREN DIVISION

Radio Communication via MKT Channel One		Sta- tion Nos.	Sid- ings Feet	Maximum speed MPH	
Mile Post	SOUTH STATIONS NORTH			(Except as below)	MPH
324.8	CHASE	LM499			
291.8	BROKEN ARROW	MM292	2850		
287.2	TULSA	MV153	Yd.		
278.3	END OF TRACK				
46.5					

Restrictions on Auxiliary Tracks:

Tulsa — Northward movements approaching Garnett Road on the three tracks in the Auto Convoy Yard must not exceed 5 MPH until ascertained that flashers have been actuated before proceeding over crossing.

Tulsa — Movements on auxiliary tracks crossing Rockford Avenue (MP 279.3) and Quincy Avenue (MP 279.2) must occupy island circuit within 30 feet of crossing identified by ties painted yellow, know flashers are working and gates are down for 20 seconds, and then movement may proceed over crossing.

Tulsa — Movements on side track over Third Street (MP 278.6) must occupy island circuit, know gates are down and lights are flashing 20 seconds, and then movement may proceed over crossing.

MIDLAND VALLEY BRANCH — VAN BUREN DIVISION

Radio Communication via Channel One, Call-In One		Sta- tion Nos.	Sid- ings Feet	Maximum Speed MPH	
Mile Post	WEST STATIONS EAST			(Except as below)	MPH
49.5	END OF TRACK				
55.2	STIGLER	MV55			
95.8	SHOPTON	MV96	Yd.		
97.1	END OF TRACK				
135.2	END OF TRACK				
141.5	JENKS	MV142	550		
148.1	TULSA	MV152	Yd.		
152.3	SS RY				
187.2	BARNSDALL	MV187			
166.4					

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. Max. speed 20 MPH except 10 MPH over 17th St. Cherokee Yd.

TIMETABLE NO. 7

46 KANSAS CITY SUBDIV.—KANSAS CITY & VAN BUREN DIVS.

Radio Communication via Channel Five.		Station Nos.		Siding Feet		Maximum speed (Except as below) MPH	
Mile Post	SOUTH STATIONS	NORTH	Station Nos.	Sidings	Feet	Between Mile Posts	MPH
0.0	KANSAS CITY					41.9 and 43.4	20
2.0	29TH STREET					43.4 and 95.0	50
4.0	KANSAS CITY DIVISION					70.4 (over bridge)	40
	VAN BUREN DIVISION					105.0 and 133.7	50
43.3	41.1 Miles Via BN					City Limits Erie	25 ¹
	PAOLA	CPV326	MX334			133.7 and 135.0	20
46.5	RINGER	RM047	8752			All sidings and turnouts	10
66.8	DUNLAY	RM067	8726			Business	Sta.
82.8	KINCAID	RM083	6278			Tracks	MP No.
94.7	MORAN	RM095	6285			Glen Park	2.6 KZ003
112.6	KIMBALL	RM113	6150			Beagle	54.6 RM055
120.6	ERIE	ATSF	RM121	8218		Parker	61.6 RM062
133.7	CROSS	RM133				Centerville	70.0 RM070
136.2	PARSONS	RM136	Yd.			Elsmore	103.4 RM103
						Savonburg	106.4 RM106
						Stark	110.4 RM110
						Yard Limits: MP 133.4—MP 387.1	
						TWC in effect between MP 43.3 and MP 133.4.	
						Equation: At Parsons MP 136.2 = MP 386.0.	

Track between MP 41.9 and MP 43.3 designated as Long Track. Rule 105 in effect.
 Northward trains enroute to Kansas City via BN trackage, secure BN track warrant at Parsons.
 Paola — Southward movements through crossover from BN to UP must know crossing protection for Peoria Street is working or flag crossing.
 Paola — Southward trains and engines using crossover from BN Main Track to UP Long Track must approach absolute signal at Paola. (MP 43.3) prepared to stop until absolute signal is seen to display a Proceed indication.
 Elsmore — Do not exceed 5 MPH on Elevator Track.
 Parsons — Do not exceed 20 MPH on the Bypass Track and East 14 Track between the turnouts and do not exceed 5 MPH on Gooseneck Track from north end of Diesel Shop to the East Yard Lead at the north end of the yard.
 Train Defect Detectors located: ⊕MP 54.6, ⊕MP 75.5 and ⊕MP 107.2.

CHEROKEE SUBDIV. — VAN BUREN & TEXOMA DIVS.

Radio Communications via Channel Five		Station Nos.		Siding Feet		Maximum speed (Except as below) MPH	
Mile Post	SOUTH STATIONS	NORTH	Station Nos.	Sidings	Feet	Between Mile Posts	MPH
386.0	PARSONS	T ⊕ ⊕	RM136	Yd.		387.5 Southland Ave.	30 ¹
394.4	LABETTE		LM394	9674		400.8	40
400.8	OSWEGO	⊗ BN ⊕	LM401			415.0 and 421.1	25 ¹
410.2	CHETOPA	⊗ SEK ⊕	N 075	4770		421.6 and 437.6	40
421.4	WELCH		LM421	7990		439.0 and 439.5	30 ¹
438.0	WINDERS		LM438	4621		454.1 and 454.9	45 ¹
438.8	VINITA	⊗ BN ⊕	LM439			461.0 and 462.6	40
442.0	KEELE		LM442	9136		462.6 and 464.7	25 ¹
454.4	ADAIR		LM454	7591		464.7 and 471.7	40
468.2	PRYOR		LM468	8971		471.7 and 472.3	25 ¹
477.7	MAZIE		LM478	5055		472.3 and 488.0	40
488.2	WAGONER	⊗ UP ⊕	L 242			488.0 and 489.2	25 ¹
496.0	AU JCT	CPY582 CPU496				489.2 and 501.8	40
497.4	UX JCT	CPY497				501.8 and 504.0	20
498.6	CHASE		LM499	8345		519.0 and 520.3	40
502.6	MUSKOGEE	⊗ ⊕	MG002	Yd.		563.6 and 564.2	25 ¹
524.8	CHECOTAH	CPY504	MK525	11033		40 MPH turnouts: AU Jct. and UX Jct.	
547.2	CANADIAN		MK547	10055		Other sidings and turnouts except Winders and Keele	10
563.7	VAN BUREN DIVISION					Siding and turnouts at: Winders	5
564.2	TEXOMA DIVISION					Keele	20
	McALESTER	T ⊕ ⊕	MK564	11077		Business	Sta.
						Tracks	MP No.
						Burkdoll	408.1 LM408
						Ranchers	420.0 LM420
						Big Cabin	446.8 LM447
						Chouteau	472.2 LM472
						LaBarge	486.8 LM487
						Eufala	538.1 MK539
						Train Defect Detectors located: ⊕MP 416.0, ⊕MP 446.9, ⊕MP 477.9, ⊕MP 529.8 and ⊕MP 557.1.	
						Equation: MP 386 to MP 387 = 1.6 mi.	
						Two main tracks between UX Jct and Muskogee designated East and West Tracks, CTC in effect on West Track MP 498.1 to MP 501.8.	

Yard Limits: MP 386.0—MP 387.1, MP 500.7—MP 505.6 and MP 563.0—MP 568.0.
 ABS between: MP 394.3 and MP 498.1; MP 503.9 and MP 564.2.
 CTC between: MP 387.1 and MP 394.3.

TIMETABLE NO. 7

CHEROKEE SUBDIV. — VAN BUREN & TEXOMA DIVS. 47

Welch—Movements in siding approaching the Highway 10 crossing, must STOP after entering the island circuit (identified by yellow insulated joints on both sides of the crossing) and must wait 26 seconds before occupying the crossing. If a train is being delayed in the siding to be met or passed by another train or trains, the train must not occupy the island circuit until it is ready to depart except to cut the crossing when necessary due to the length of the train. When necessary to cut crossing, the island circuit must be cleared when practicable.

Vinita—Do not exceed 5 MPH on BN Connection Track and on House Track.

Pryor—Industrial Area Restrictions:

GRDA Area: Do not exceed 5 MPH on GRDA Lead Track east and south of the Water Tower Crossing. Within the GRDA Area, fuseses must not be used for giving hand signals except in an emergency, and when used, they must not be dropped or thrown to extinguish.

Gate across track at MP 3.5 must be opened by GRDA personnel.

GRDA Area: Both loaded and empty coal trains must be weighted by motion-sensor scales at MP 3.6 to MP 3.7 on GRDA Lead Track. The use of train brakes is not permitted over scales. DO NOT STOP any part of train or engine on the scale except for an emergency or when instructed by the proper authority. Reverse movement must not be made while any part of train or engine is on the scale.

Speed over scales MUST NOT EXCEED 5 MPH. When speed of train is below 5 MPH, signal aspect will show Green. When Yellow aspect is on, train speed must be reduced to proper speed. When aspect is Red, scale is not weighing cars; contact GRDA Dumper Operator.

WIL GRO: Do not exceed 5 MPH on all tracks.

Georgia Pacific Co. (Bestwall Div.): There are two red lights on the southwest corner of the building. When one or both of these lights are illuminated, a lift bridge is obstructing Track 1. Do not couple into or move cars on Track 1 until the lift bridge has been raised. Red light on Track 2, when illuminated, indicates that door to building is closed.

Midwest Carbide Co.: Derails, secured with Midwest Carbide Co. locks, are in place on the west end of Tracks 1 and 2, and must be unlocked by Midwest Carbide employees only.

National Gypsum Co.: There are derails on Tracks 1 and 2 and a lift bridge which obstructs Track 2 when it is in use. Semaphore signals display Stop when the derails and lift bridge are on. Movement must not be made into these tracks when the signals display Stop. National Gypsum personnel only are authorized to operate the derails and signals.

McAlester—When making switch movements from Scale Track to Main Track and West Lead to siding (MP 565.4), movement must not be made over Monroe Street until gates are down and flashers are operating unless protected by member of crew.

McAlester—Engines or cars weighing 200,000 pounds or more must not move over private industry scales McAlester Oil Mill.

BARTLESVILLE BRANCH — VAN BUREN DIVISION

Radio Communication via Channel Five.		Station Nos.		Siding Feet		Maximum speed . . . 10 MPH (except as below)	
Mile Post	SOUTH STATIONS	NORTH	Station Nos.	Sidings	Feet	Between Mile Posts	MPH
170.9	BARTLESVILLE JCT.	⊕	R136			Bartlesville: All tracks-Zinc Corp'n of America	5
	12.0					Yard limits entire branch.	
182.9	WANN	⊕	RB183			Operation via ATSF between DY Jct. and BE Jct. Rule 94 in effect. Contact ATSF dispatcher for permission to occupy ATSF main track and report clear of main track.	
194.5	DY JCT.	⊕				Business	Sta.
	3.2 MI. VIA ATSF					Tracks	MP No.
197.7	BARTLESVILLE	⊕	RB198	Yd.		Dewey	193.7 RB193
	0.5 MI. VIA ATSF					Sutton	198.7 RB199
198.2	BE JCT.	⊕					
200.0	END OF TRACK	⊕					
	1.8						
	29.1						

Bartlesville — Movement on spur track over Oak Street must be preceded by crew member to provide warning.

Sutton — Crossing flashers at State Highway 123, MP 199.55, are activated only after a train or engine occupies the island circuit which is identified by yellow paint on the ties. Movements over this crossing must occupy the island circuit and ascertain that the flashers are operating for 23 seconds before occupying the crossing.

Equation: MP 170.9 = MP 660.7 (Coffeyville Sub).

GALENA BRANCH — VAN BUREN DIVISION

Radio Communication via Channel Five.		Station Nos.		Siding Feet		Maximum speed . . . 10 MPH	
Mile Post	SOUTH STATIONS	NORTH	Station Nos.	Sidings	Feet	Between Mile Posts	MPH
400.8	OSWEGO		LM401			Yard Limits: MP 419.1 to MP 434.2	
	(17.0 miles via BN)					BN trains operating between Columbus and End of Track secure authority of UP train dispatcher to occupy main track and report when clear.	
419.1	COLUMBUS	⊕	LL419	Yd.		Business	Sta.
	8.7					Tracks	MP No.
427.8	CRAIN	⊕	LL427	493		Hallowell	352.5 LL410
	1.5					Horn	433.9 LL433
429.3	MILITARY	T ⊕	LL429	1350		Equations:	
	2.2					At Oswego	
431.5	⊗ BN ⊕					MP 400.8 = BN MP 360.2	
	0.6					At Columbus	
432.1	GALENA	⊕	LL432	1494		BN MP 343.2 = MP 418.8	
	2.1						
434.2	END OF TRACK	⊕					
	32.7						

TIMETABLE NO. 7

48 COFFEYVILLE SUBDIV. — K.C. & VAN BUREN DIVS.

Mile Post	SOUTH Radio communication via NORTH Channel One, Call-in One		Station Nos.	Sidings Feet	Maximum Speed Nuff Yard to MP 296.9 (Except as below) 40	MPH
	STATIONS					
279.0	NEFF YARD	Ⓢ ⊕ T	MX-283	1.7	Wye to River Subdiv.	15
277.4						
279.1	⊗ KCT ⊕				Neff Yard and 278.7	20
279.2	KCT CONN	CPK279			278.7 and 280.3	25
280.1	12th ST.	CPK280 I			296.9 and 335.0	60
282.6	35th ST.	CPK282 I			(Except as below)	40
283.4	LEEDS JCT.	CPK284 ⊕	MX-291		325.2 and 327.0	40
284.7	KANSAS CITY DIVISION				327.0 and 327.9	55
	VAN BUREN DIVISION				331.3 and 331.7	55
290.0	DODSON	Ⓢ -1 ⊕	MX-298	13968	332.8 and 335.0	40
298.5	KENNETH	Ⓢ	MX-308	15477	Osawatomie —	10
310.9	BUCYRUS	Ⓢ	MX-319	7432	Around wye	10
317.2	WAGSTAFF	Ⓢ -1 ⊕	MX-326	7445	On running track	20
326.3	⊗ BN ⊕				333 to 334.5	20
326.4	PAOLA	CPV 326	MX-334		335.0 and 376.2	55
328.5	BROWN	CPV327	MX-336	10851	(Except as below)	60
333.0	OSAWATOMIE	CPV333 ⊕ T	MX-341	Yd.	338.5 and 339.9	50
334.5	TOLER	CPV334			340.9 and 341.8	45
336.0	BALDWIN	CPV339 I			343.5 and 344.2	50
343.5	LANE JCT.	CPV343	R-9		348.1 and 348.2	25†
353.4	HECLA	Ⓢ	R-20	7374	348.2 and 348.6	40
357.4	⊗ ATSF ⊕				356.9 and 357.8	30
361.3	BIRCH	Ⓢ	R-29	7770	371.6 and 372.6	50
371.7	DIXON	Ⓢ	R-39	9103	376.2 and 467.7	60
381.7	FIELDS	Ⓢ	R-51	7665	(Except as below)	30
391.0	VERNON	Ⓢ	R-59	8816	383.8 and 385.0	30
398.5	DURAND	Ⓢ -2 T ⊕	H-85	8244	385.0 and 392.1	55
415.1	ROPER	Ⓢ	R-82	7856	398.0 and 399.5	40
417.6	BENEDICT ⊕ ATSF ⊕		R-85		403.6 and 418.1	55
425.7	HENNELLY	Ⓢ	R-94	7742	417.6	30
434.8	NEODESHA	Ⓢ ⊕	R-102	8241	418.1 and 418.3	50
434.9	⊗ BN ⊕				418.3 and 423.0	55
442.3	SYCAMORE	Ⓢ	R-109	9489	423.0 and 423.3	45
448.6	⊗ ATSF ⊕				423.3 and 426.3	55
450.0	INDEPENDENCE	Ⓢ ⊕	R-116	8045	426.3 and 428.5	40
463.4	DEARING	Ⓢ	R-130	8237	428.5 and 433.6	55
467.1	COFFEYVILLE	CPV467	R-135	10506	433.6 and 435.2	30
467.8		Ⓢ -2 T			435.2 and 437.3	55
	190.1				443.4 and 448.2	55
					448.2 and 450.3	40
					450.3 and 451.3	55
					451.3 and 462.1	55
					462.1 and 462.2	45
					462.2 and 467.3	55
					467.3 and 467.7	20
					Business	Sta.
					Tracks	MP
					Centro-	No.
					polis	280.4
					Alexander	284.8
					Missey	285.6
					Barry-	
					Gann	
					Lbr. Co.	292.1
					International	
					Paper Co.	296.2
					Greeley	348.1
					Garrett	357.6
					Westphalia	373.6
					Le Roy	384.4
					Buffalo	411.2
					Altoona	427.2
					Blake	453.3
					Fredonia	
					Ⓢ -2	426.5
					RC-12	
					Do not exceed 55 MPH if freight train averages over 90 tons per operative brake — 50 MPH if train averages over 110 tons per operative brake.	
					Equation:	
					MP 299.2 = MP 300.0	

Two main tracks Neff Yard-Leeds Jct. and MP 334.5-Lane Jct. designated East and West tracks.

Yard Limits: MP 279.0 to MP 283.0.

Manual Interlocking with BN at MP 326.3: When interlocking signal displays Stop Indication, communicate with UP train dispatcher and be governed by instructions in release box.

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

Train Defect Detectors located at ⊕MP 314.0, ⊕MP 346.2, ⊕MP 366.5, ⊕MP 387.1, ⊕MP 410.9, ⊕MP 438.2 and ⊕MP 459.7.

VAN BUREN SUBDIV. — VAN BUREN & NO. LITTLE ROCK DIVS. 49

Mile Post	SOUTH Radio Communication via NORTH Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed MP 662.8 — (Except as below) 60	MPH
	STATIONS					
662.8	COFFEYVILLE	Ⓢ -2 T	R-135	10506	662.8 and 662.7	20
661.6						
661.0	BARTSVILLE JCT.	CPV 662	R-136		660.7 and 660.6	20
650.5	LENAPAH	CPV 661	L-311	7728	660.6 and 660.5	30
634.4	CLEM	Ⓢ	L-293	8826	657.1 and 657.0	55
622.1	Oologah	Ⓢ	L-282	7462	653.5 and 652.3	55
621.5	CLAREMORE	Ⓢ BN ⊕			646.5 and 646.4	55
610.3	PRATT	Ⓢ	L-268	7630	643.3 and 643.2	55
607.3	INOLA	Ⓢ	L-257	9182	640.6 and 639.6	35†
596.9	WAGONER	Ⓢ UP ⊕	L-242		639.6 and 639.2	55
581.4	COOKSON	CPV 582	L-239	9173	632.7 and 632.5	55
579.6	OKAY JCT.	CPV 576	L-233		628.5 and 628.3	55
575.5	OG & E SPUR	CPV 569	L-229		622.2 and 621.3	45
568.7	BRAGGS	Ⓢ -2	L-218	8427	620.3 and 620.1	55
557.5	UPSON	Ⓢ	L-201	8061	618.8 and 617.5	40
541.3	⊗ KCS ⊕				616.6 and 616.1	55
526.7	HANSON	Ⓢ	L-180	8068	613.3 and 611.6	55
519.7	GREENWOOD	Ⓢ	L-164	9016	610.3 and 609.3	30
504.7	⊗ AM ⊕				608.6 and 608.5	55
498.4	VAN BUREN	Ⓢ T ⊕ -2	L-158	Yd.	605.3 and 603.2	55
497.2	DYER	Ⓢ	L-146	7641	599.1 and 598.7	55
486.0	POPING	Ⓢ	L-130	7620	597.1 and 596.5	35
469.7	ALIX	Ⓢ	L-117	7586	589.1 and 588.6	55
456.5	SPADRA	Ⓢ -2	L-105	7593	586.3 and 585.6	55
443.0	SCOTIA	Ⓢ	L-85	8227	581.7 and 580.5	25
427.5	RUSSELLVILLE	Ⓢ -2	L-75	6225	576.2 and 575.7	55
417.6	D.&R. CONN.	Ⓢ			571.5 and 571.9	55
417.6	WORTHEN	Ⓢ	L-68	7922	OG&E Spur — MP 446.4	
410.7	BLACKVILLE	Ⓢ	L-57	7795	(Except as below) 50	
400.1	MENIFEE	Ⓢ	L-38	7598	On OG&E Spur	
381.3	MAYFLOWER	Ⓢ	L-21	10764	564.4 and 564.1	
363.6	MARCHE	CPV 355	L-11	7822	560.8 and 560.7	
355.4	VAN BUREN DIVISION				560.1 and 559.5	
354.6	NO. LITTLE ROCK DIVN.				556.3 and 556.1	
353.7	N. LITTLE ROCK			X-344	Yd.	554.5 and 544.1
346.1						536.2 and 536.1
						535.1 and 534.6
						526.8 and 525.2
						513.0 and 513.5
						508.9 and 507.6
						500.4 and 500.1
						499.2 and 497.6
						489.6 and 489.4
						479.7 and 479.5
						474.5 and 471.6
						467.3 and 464.3
						MP 446.4 — MP 395.0
						(Except as below) 60
						436.1 and 434.5
						427.0 and 426.8
						426.8 and 423.6
						420.2 and 415.0
						415.0 and 412.8
						412.8 and 411.1
						402.3 and 401.9
						MP 395.0 — MP 343.2
						(Except as below) 50
						392.9 and 391.4
						386.1 and 385.9
						382.1 and 371.0
						359.8 and 359.3
						359.3 and 357.5
						346.0 and 344.2
						Wye N. Little Rock
						Business
						Tracks: MP
						Nowata ⊕-2 640.1
						Talala L-288
						Public
						Service
						Black Fox 594.6
						Fort Gibson 567.9
						Gore 546.5
						Vian 537.4
						Salisaw ⊕-2 525.8
						Muldrow 513.1
						Bakaert Steel 500.5
						Alma 489.4
						Mulberry 479.7
						Ozark ⊕-2 464.8
						Co-op Spur 462.9
						Carbon 459.2
						Clarksville 435.6
						Knoxville 433.6
						AP&L 424.5
						Cargil 423.4
						Atkins 405.8
						Banquet 404.2
						Morrilton 392.5
						Conway ⊕-2 373.1
						AP&L
						No. 2 362.3
						Maumelle 355.3
						Jeffrey 349.5
						Levy 345.7

Yard Limits: MP 495.8 to MP 498.5.
10 MPH dual control switch turnouts: 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 Dispatcher.

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

TWC in effect MP 568.7 and MP 498.5, MP 495.8 and MP 355.4.

Between Coffeyville and OG&E Spur do not exceed 55 MPH if freight train averages over 90 tons per operative brake — 50 MPH if train averages over 110 tons per operative brake.

Train Defect 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.

50 COUNCIL GROVE SUBDIV.—VAN BUREN & WICHITA DIVS.

Mile Post	WEST	Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 60 MP 334.4 to MP 451.0 (Except as below) 40
		STATIONS	EAST			
334.4		OSAWATOMIE	CPV334 T	MX-341	Yd.	Osawatomie — Around wye
335.0			CPV335			Between Mile Posts 334.4 and 335.0
343.3		RANTOUL		MX-351	7158	353.8 and 354.9
354.1		OTTAWA	⊖-1	MX-362	7465	357.1 and 357.2
354.4		⊗ ATSF				425.7 and 426.7
357.1		⊗ ATSF				432.5 and 433.3
368.7		LOMAX		MX-376	4591	450.8 and 452.7
376.8		FLINT		MX-385	6662	495.9 and 497.0
386.2		⊗ ATSF				524.4 and 525.0
386.4		OSAGE CITY	⊖-1	MX-394	6398	529.6 and 529.8
401.9		ADMIRE		MX-410	6447	544.9 and 545.9
412.2		LAKE	?	MX-420	6125	557.3 and 559.4
VAN BUREN DIVISION						
424.3		WICHITA DIVISION				Do not exceed 50 MPH if freight train averages over 100 tons per operative brake — 45 MPH if train averages over 110 tons per operative brake. Eastward trains
425.6		COUNCIL GROVE	⊖-1	MX-432	Yd.	Westward trains Over 110 cars Over 6200 feet Over 6100 train tons
425.8		PETE		MX-433		Train Defect Detectors located at ⊗MP 364.8, ⊗MP 390.8, ⊗MP 440.2 and ⊗MP 533.0.
436.3		WILSEY		MX-444	6454	Business Tracks MP Sta. No. Richter 360.5 MX-368 Lyndon 378.6 MX-386 Vassar 375.3 MX-383 Miller 395.3 MX-403 Allen 405.8 MX-414 Bushong 411.0 MX-419 Delavan 443.9 MX-452 Dillon 462.9 MX-471 Carlton 470.9 MX-479 Gypsum
445.6		PRAIRIE		MX-454	8981	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 MP 556.0.
451.0		HERINGTON	⊖-1	MX-459		Frederick 478.0 MX-487 Prodo 530.4 MX-538 Redwing 535.4 MX-539 552.8 MX-561
451.5		⊗ SSW	⊖			
458.6		HOPE		MX-467	4618	
459.2		⊗ ATSF				
468.0		ELMO		MX-476	6347	
476.1		CODY		MX-485	6568	
491.2		BRIDGEPORT		MX-499	6559	
495.9		LINDSBORG		MX-504		
505.6		MARQUETTE	⊖-1	MX-513	6427	
518.2		CRAWFORD		MX-526	4391	
524.5		GENESEO	T ⊖-1	MX-532	12731	
529.7		⊗ BN				
537.6		BUSHTON		MX-545	4608	
545.2		CLAFLIN		MX-553	7177	
558.8		HOISINGTON	T ⊖-1	MX-567	Yd.	
224.5						

PARIS BRANCH — VAN BUREN DIVISION

Mile Post	SOUTH	Radio communication via Channel One, Call-in Two		Station Nos.	Sidings Feet
		STATIONS	NORTH		
502.5		VAN BUREN	⊖ T	L-158	
1.8 MILES VIA AM					
502.6		⊗ UP			
504.3		FT. SMITH	⊖	LD-5	
506.3		⊗ AM			
507.0		⊗ KCS			
509.3		⊗ AM			
512.8		SO. FT. SMITH	⊖	LD-10	
536.0		THESSING		LD-34	1727
553.1		PARIS	⊖	LD-51	
50.6					

Operation over AM between Van Buren and Ft. Smith, 1.8 miles. General Code of Operating Rules and AM Timetable apply. Employee must communicate with BN train dispr. before operating time release at Ark. River bridge 4106.

HOISINGTON SUBDIV.—WICHITA DIVISION 51

Mile Post	WEST	Mountain Standard Time Horace to Pueblo Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 60
		STATIONS	EAST			
558.8		HOISINGTON	⊖ ⊕-1 T	MX-567	Yd.	588.9 and 589.3
568.9		OLMITZ		MX-577		589.9 and 590.6
575.6		OTIS		MX-583		617.0 and 820.9
583.4		BISON		MX-592	6219	846 and 848
590.3		LA CROSSE	⊖-1	MX-598	3872	Thru Sidings
605.3		McCRACKEN		MX-613		Osgood
616.0		BROWNELL	⊖-1	MX-624		Ransom
622.1		OSGOOD		MX-630	6066	Utica
627.3		RANSOM		MX-635	3875	Shields
633.8		ARNOLD		MX-642	2521	Ranch
640.3		UTICA	⊖-1	MX-648	6429	Scott City
655.6		SHIELDS		MX-663	6304	Leoti
665.0		HEALY	⊖-1	MX-673		Selkirk
670.2		RANCH		MX-678	6211	Walkinghood
681.7		⊗ ATSF				Stuart
682.5		SCOTT CITY	⊖-1	MX-690	3309	Chivington
682.8		⊗ ATSF				Eads
692.1		MODOC		MX-700	6309	Haswell
699.2		MARIANTHAL		MX-707		Do not exceed 50 MPH if freight train averages over 100 tons per operative brake — 45 MPH if five train averages over 110 tons per operative brake. Eastward trains
707.1		LEOTI	⊖-1	MX-715	3968	Westward trains Over 110 cars Over 6200 feet long Over 6100 train tons
717.1		SELKIRK		MX-725	6089	On ATSF (Except as below) 597.3 and 598.6
729.0		TRIBUNE		MX-737	2521	615.9 and 616.0
730.8		HORACE	⊖ ⊕-1 T	MX-739	Yd.	617.2 and 617.5
740.5		WALKINGHOOD		MX-748	8954	Pueblo Jct.
746.6		TOWNER		MX-754		617.5 and 617.9
752.5		STUART		MX-760	6069	On ATSF do not exceed 45 MPH when averaging 90 tons or over per operative brake, or when train exceeds 7000 tons.
758.1		SHERIDAN LAKE	⊖-1	MX-766	3764	Train Defect Detectors located at ⊗MP 595.5, ⊗MP 625.7, ⊗MP 679.4, ⊗MP 705.6, ⊗MP 792.1, ⊗MP 850.5 and ATSF ⊗MP 595.1.
771.8		CHIVINGTON		MX-780	6181	Business Tracks MP Sta. No. Boyd 562.9 MX-571 Hargrave 598.0 MX-606 Pen
785.8		EADS	⊖-1	MX-794	6365	Dennis 649.4 MX-657 Manning 671.4 MX-679 Coronado 704.1 MX-712 Whitelaw 724.6 MX-732 Astor 736.9 MX-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
807.7		HASWELL	⊖-1	MX-816	6527	Springs 857.3 MX-865 Boone 598.6 MX-884 (Industrial Lead Pueblo to end of track — Old Main Line.)
830.5		HEATH		MX-838	6392	Yard Limits: MP 556.0 to MP 560.0; MP 730.0 to MP 733.0
841.2		SUGAR CITY		MX-849		Operation west of Pueblo Jct. governed by DRGW timetable and Special Instructions.
846.4		ORDWAY	⊖-1	MX-854	7234	Avondale: Entrance road to ordinance plant — Stop and protect before crossing. TWC in effect MP 560 to MP 730; MP 733 to MP 869.4.
863.1		PULTNEY		MX-871	6070	40 MPH Dual control switch turnout at NA Jct.
869.4		NA JCT.		MX-876		
869.8		AVONDALE	⊖-1	MX-889	8153	
603.6		DEVINE	-Via ATSF	MX-895		
609.6		BAXTER		MX-897	7500	
611.8		PUEBLO JCT.		MX-903		
617.8		PUEBLO	T ⊖	MX-905	Yd.	
338.8						

Operation between NA Jct. and Pueblo Jct. over joint UP-ATSF track controlled by ATSF dispr. at La Junta. 30 MPH turnouts both ends sidings Baxter and Avondale. ATSF mileage and mile post numbers used between NA Jct. and Pueblo Jct.

54 HUTCHINSON BRANCH — WICHITA DIVISION

Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	Maximum Speed Between Wichita and Geneseo (Except as below)	MPH
572.7	GENESEO		MX-532	3890	25	
561.0	⊗ ATSF				482.0 and 485.0	20
560.5	LYONS		M-76	2536	485.0 and 485.3	10
550.5	ST JCT.				530.5 and 533.7	20
235.6					559.2 and 561.1	20
12.9 MI. VIA ATSF						
222.7	YA JCT.				Business	Sta.
537.5	⊗ ATSF				Tracks	MP No.
533.5	HUTCHINSON		M-48	Yd.	Wichita	
532.0	⊗ SSW				Sand	490.5 M-5
531.6	⊗ ATSF				Superior	
531.5	⊗ ATSF				Sand	490.9 M-6
522.4	YODER		M-37	2192	Berwet	496.0 M-11
516.9	HAVEN		M-32	2888	Lock	
509.9	MT. HOPE		M-25	3029	Joint	497.7 M-13
499.1	COLWICH		M-14	1516	KGE Co.	498.3 M-14
495.0	MAIZE		M-10	1502	Andale	504.2 M-19
485.9	HARDTNER JCT.		M-1		Small Spur	511.1 M-26
483.0	⊗ ATSF				Elmer	526.0 M-41
483.0	⊗ WTA				Yaggy	535.8 M-54
482.6	⊗ UP				Nickerson	
482.4	⊗ BN				(between YA Jct. & ST Jct.)	544.0 M-59
482.0	WICHITA YD.		H-186	Yd.	Stations on ATSF between YA Jct. and ST Jct.:	
90.6						

Yard Limits: Wichita to MP 487.7; MP 529.5 to MP 537.4; MP 558.1 to MP 562.0 and MP 570.6 to Geneseo.
 Operations via ATSF, between YA Jct. and ST Jct. TWC in effect. (See Item 14(a) Special Instructions.)
 ATSF trains will use Union Pacific main track at Lyons between MP 561.1 and MP 559.2.
 Hutchinson: In yard ⊗ SSW G.

CONWAY SPRINGS BRANCH — WICHITA DIVISION

Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	Yard Limits: MP 537.3 to MP 544.5.
522.9	ARKANSAS CITY		NB-25		Maximum Speed Between Belle Plaine & MP 544.5
43.3 MI. VIA ATSF					
537.9	BELLE PLAINE		NL-115		Winfield Ind. Lead 5.0 miles opens off ATSF MP 249.7 Max. speed 10 MPH.
544.5	RIVERDALE		NL-121		
54.6					
Operation over ATSF Belle Plaine to Arkansas City Special Instructions Item 14(a).					
Business Tracks MP No. Winfield 517.2 NL-94					

BURR OAK BRANCH — WICHITA DIVISION

Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed	MPH
496.0	JAMESTOWN		S-166		10 MPH	
529.7	BURR OAK		SE-34		Yard Limits: Entire Branch FRA Excepted	
33.7						
Business Tracks MP No. Jewell 512.9 SE-17 Mankato 521.5 SE-26 At Mankato — Stop and protect crossing — U.S. Highway 36.						

CONCORDIA BRANCH — WICHITA DIVISION 55

Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed Between Mile Posts	MPH
408.8	FRANKFORT	UP	KX131		(Except as below)	25
413.7	TUTTLE		S-83	5235	491.2 and 491.4	10
425.6	BLUE RAPIDS		S-95		537.9 and End of Track 580.6	10
437.7	BARNES		S-107		(FRA Excepted)	
443.6	GREENLEAF		S-113	3103	Business Tracks	Sta. No.
464.4	CLIFTON		S-134	2701	Waterville	430.5 S-100
466.0	⊗ KYLE		S-136		Linn	450.6 S-120
471.0	CLYDE		S-141		Palmer	455.4 S-125
485.1	⊗ ATSF				Ames	473.8 S-143
485.4	CONCORDIA		S-155	Yd.	Gilbert	509.5 S-179
490.3	YUMA		S-160	2189	Solomon Rapids	519.3 S-189
496.3	BURR OAK JCT.		S-166		Glen Elder	525.6 S-195
496.4	JAMESTOWN		S-166		Cawker City	532.9 S-202
502.8	SCOTTSDALE		S-172		Bloomington	553.7 SF-15
514.4	BELOIT	UP	S-184	1633	Yard Limits: MP 484.0 to MP 496.7; MP 511 to MP 519.3; MP 537.9 to end of track Stockton MP 580.6.	
524.1	GLEN		S-194	1938	CONCORDIA: Washington Ave. and Cedar St. — Stop and protect.	
533.3	CAWKER		S-203	1724	At Osborne, stop and protect U.S. Highway 281 crossing.	
538.6	DOWNS		S-208	Yd.	TWC in effect MP 409.1 to MP 538.6.	
548.5	OSBORNE		SF-10		Equation: MP 421 to MP 424 = 0.2 mi.	
562.1	ALTON		SF-23			
570.4	WOODSTON		SF-32			
580.4	STOCKTON		SF-42	Yd.		
174.0						

LENORA BRANCH — WICHITA DIVISION

Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed	MPH
538.7	DOWNS		S-208		10 MPH	
557.8	GAYLORD		S-227		Yard Limits: Entire Branch FRA Excepted.	
572.6	KIRWIN		S-242		Business Tracks	Sta. No.
583.1	GLADE		S-253		Portis	547.7 S-217
598.5	LOGAN		S-268		Harlan	552.9 S-222
612.9	EDMOND		S-282		Cedar	563.0 S-233
623.3	LENORA		S-293		Claudell	567.8 S-237
84.5						
Equation: MP 582 to MP 583 = 0.6 mi. End of Track MP 623.6.						

SOLOMON BRANCH — WICHITA DIVISION

Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed	MPH
0.8	SOLOMON		KP172		(Except as below)	25
6.5	NILES		KS907	3042	Other than MT	5
14.7	BENNINGTON		KS915	2541	Between Mile Posts	
34.7	DELPHOS		KS935	1683	22.7 and 24.0	10
46.8	SIMPSON		KS947	1476	56.9 and 57.9	10
57.2	⊗ UP				Gasco and Asherville	10+
57.4	BELOIT		S184	1374	Yard Limits	
56.4						
MP 55.0 to MP 57.9						
Business Tracks MP No. Lindsey 20.9 KS921 Minneapolis 23.3 KS923 Gasco 41.6 KS942 Asherville 49.8 KS950 End of Track MP 57.9.						

56 PLAINVILLE BRANCH — WICHITA DIVISION

Mile Post	WEST ▼	STATIONS	EAST ▲	Station Nos.	Sidings Feet	Maximum speed MPH	
						(Except as below)	Other than MT
0.0		SALINA	⊙	KP187	Yd.	0.0 and 6.6	25
11.5		11.5 CULVER		KO012	1276	6.6 and 21.5	30
23.8		12.3 BEVERLY		KO024	2466	21.5 and 31.0	25
33.8		10.0 ⊗ ATSF ⊙				33.0 and 34.0	25
34.2		0.4 LINCOLN CENTER		KO034	1421	37.0 and 51.5	30
40.7		6.5 VESPER		KO041	2468	51.5 and 52.9	25
56.0		15.3 LUCAS		KO056	1714	61.5 and 63.8	30
71.5		15.5 WALDO		KO072	2061	67.0 and 79.0	30
79.2		7.7 PARADISE		KO079	1258	83.7 and 85.9	25
87.0		7.8 NATOMA		KO087	1618	87.8 and 88.0	25
95.1		8.1 CODELL		KO095	1478	94.1 and 98.5	25
103.5		8.4 PLAINVILLE	⊙ T	KO104	1899	101.2 and 102.8	25
110.4		6.9 ZURICH		KO110	1783	104.2 and 109.0	25
129.3		18.9 BOGUE		KO129		115.5 and 125.0	30
138.0		8.7 HILL CITY		KO138	1157	129.0 and 177.5	30
150.2		12.2 MORLAND		KO150	1306	194.0 and 203.1	30
170.4		20.2 HOXIE		KO170	1495	203.0 and 203.3 E leg	15
186.2		15.8 MENLO		KO186	1450	223.8 and 224.5	15
203.5		17.3 COLBY		KO204	946		
212.5		9.0 MINGO		KO213	1952		
224.5		12.2 OAKLEY	⊙ T	KP377			
224.5							

ST. JOSEPH BRANCH — NEBRASKA DIVISION

Mile Post	WEST ▼	STATIONS	EAST ▲	Station Nos.	Sidings Feet	Maximum Speed MPH	
						(Except as below)	Other than MT
0.3		ST. JOSEPH	⊙	OA021	Yd.	0.0 and 6.6	25
0.4		0.1 MO. RIV. BR. ⊙ ⊙ ⊙				6.6 and 21.5	30
1.7		1.3 ELWOOD	⊙	KJ112	3768	21.5 and 31.0	25
5.0		3.3 WATHENA	⊙	KJ108	1420	33.0 and 34.0	25
24.8		19.8 SEVERANCE		KJ089	1668	37.0 and 51.5	30
28.9		4.1 LEONA		KJ084	1703	51.5 and 52.9	25
34.2		5.3 ROBINSON		KJ079	1358	61.5 and 63.8	30
42.1		7.9 ⊗ UP ⊙				67.0 and 79.0	30
42.7		0.6 HIAWATHA	T	O 088	1805	83.7 and 85.9	25
53.9		11.2 MORRILL		KJ059		87.8 and 88.0	25
60.7		6.8 SABETHA		KJ053	4694	94.1 and 98.5	25
68.8		8.1 ONEIDA		KJ045	1497	101.2 and 102.8	25
77.2		8.4 SENECA		KJ036	1420	104.2 and 109.0	25
84.2		7.0 BAILEYVILLE		KJ029	1262	115.5 and 125.0	30
89.2		5.0 AXTELL		KJ024	2014	129.0 and 177.5	30
99.3		10.1 BEATTIE		KJ014	1838	194.0 and 203.1	30
107.7		8.4 UPLAND	CPZ143	KX143		203.0 and 203.3 E leg	15
107.4							

SALINA SUBDIV. — MIDWEST & WICHITA DIVISIONS 57

Mile Post	WEST ▼	STATIONS	EAST ▲	Station Nos.	Sidings Feet	Radio Communication via Channel Four		Maximum Speed MPH
						(Except as below)	Other than MT	
73.0		EAST MENOKEN	CPZ73 T			0.0 and 6.6	25	
78.7		5.7 SILVER LAKE		KP079	4578	6.6 and 21.5	30	
83.0		4.9 ROSSVILLE	CPZ82	KP084	6629	21.5 and 31.0	25	
83.6		8.4 ST. MARYS		KP092	4068	33.0 and 34.0	25	
92.0		12.7 WAMEGO		KP105	7007	37.0 and 51.5	30	
104.7		14.6 MANHATTAN		KP119		51.5 and 52.9	25	
119.3		12.3 EAST FUNSTON		KP132	6386	61.5 and 63.8	30	
131.6		7.9 JUNCTION CITY	T	KP140	6873	67.0 and 79.0	30	
139.5		MIDWEST DIVISION						
139.6		WICHITA DIVISION						
152.3		12.8 CHAPMAN		KP152	6591	83.7 and 85.9	25	
163.7		11.4 ABILENE		KP164	5818	87.8 and 88.0	25	
164.5		0.8 ⊗ ATSF ⊙				94.1 and 98.5	25	
164.7		0.2 WEST ABILENE		KP165		101.2 and 102.8	25	
172.3		7.6 SOLOMON	T	KP172	1791	104.2 and 109.0	25	
179.9		7.6 NEW CAMBRIA		KP180	4132	115.5 and 125.0	30	
184.6		4.7 EAST SALINA	⊙	KP185		129.0 and 177.5	30	
186.6		2.0 SALINA	T ⊙	KP187	Yd.	194.0 and 203.1	30	
187.2		0.6 ⊗ ATSF ⊙				203.0 and 203.3 E leg	15	
194.8		7.6 BAVARIA		KP195	2763	223.8 and 224.5	15	
200.9		6.1 BROOKVILLE		KP201	5275			
219.3		18.4 KANOPOLIS		KP219	2917			
223.3		4.0 ELLSWORTH		KP224	4902			
246.2		22.9 DORRANCE		KP246	5103			
263.6		17.4 RUSSELL		KP263	3022			
272.4		8.8 GORHAM		KP272	5024			
290.1		17.7 HAYS		KP290	5278			
303.3		13.2 ELLIS		KP303				
308.4		5.1 RIGA		KP308	2719			
322.3		13.9 WAKEENEY		KP322	2336			
343.3		21.0 QUINTER		KP343	3610			
350.9		7.6 BUFFALO PARK		KP351	3032			
365.2		14.3 GRINNELL		KP365	2370			
377.4		12.2 OAKLEY	⊙ T	KP377	5726			
304.4								

ATCHISON BRANCH — MIDWEST DIVISION

Mile Post	WEST ▼	STATIONS	EAST ▲	Station Nos.	Sidings Feet	Operation from Atchison to Winthrop over UP-BN Joint Bridge; BN tracks between Winthrop and French 16.7 miles.	
						Drawbridge: turn span over Missouri River protected by signals. When signals indicate Stop be governed by instructions posted at Absolute Signal.	St. Joseph: 1. Stop and protect following crossings: Illinois Ave., Highway 759 at Artesian Ice Plant. 2. If crossing signal does not operate, before occupying Packers Ave. Spur 759 Highway, flag each side crossing with red flag by day or fusee by night. 3. All tracks at St. Joseph are yard tracks.
349.9		ST. JOSEPH	⊙ T	OA-21			
18.2 Miles Via BN							
331.1		WINTHROP					
330.8		0.3 DRAWBRIDGE (Mo. River) ⊙					
330.7		0.1 ATCHISON	⊙ -1 T	O-48			
19.2							
5 MPH over UP-BN Joint Bridge							
End of Track; MP 354.2							
Equations: MP 349.9 = BN MP 58.2, BN MP 43.6 = BN MP 0.0, BN MP 3.6 = MP 331.1.							

58 **CARTHAGE BRANCH — MIDWEST & ARKANSAS DIVS.**

Radio Communication via Channel Two, Call-in One. RULE 10D NOT IN EFFECT				Maximum Speed MPH (Except as below)
Mile Post	SOUTH STATIONS	NORTH	Station Nos.	Between Mile Posts
642.8	PLEASANT HILL	CPM249	MX-249	593.3 and 592.4 ... 35†
637.3	ORE	T ⊕ -1 ⊕	P-5	574.4 and 574.2 ... 35
626.6	LONE TREE		P-16	549.0 and 548.7 ... 25
612.5	ADRIAN		P-29	528.7 and 528.0 ... 10
605.5	BUTLER	⊕ -1	P-38	528.0 and 527.0 ... 15
592.3	RICH HILL		P-50	490.4 and 488.0 ... 20
574.6	NEVADA ⊗ UP ⊕	⊕ -1	P-69	483.2 and 481.5 ... 35
572.7	NASSAU JCT.		P-71	478.0 and 477.9 ... 35†
550.7	LAMAR		P-93	475.5 and 475.0 ... 25
548.7	⊗ BN ⊕			471.1 and 470.6 ... 35
538.2	JASPER		P-105	468.4 and 467.4 ... 30
527.6	CARTHAGE ⊗ BN ⊕	⊕ -1 ⊕ T	P-115	462.9 and 460.1 ... 35
525.8	PEARL			460.1 and 459.5 ... 30
524.6	MIDWEST DIVISION			459.5 and 453.1 ... 35
	ARKANSAS DIVISION			448.3 and 447.6 ... 35
506.8	STOTT'S CITY		WR-250	447.6 and 445.4 ... 25
489.6	⊗ BN ⊕			445.4 and 436.7 ... 35
489.1	AURORA	⊕ -1	WR-232	436.7 and 429.4 ... 30
478.5	CRANE		WR-221	423.8 and 422.5 ... 35
451.5	GRETNA		WR-194	420.6 and 420.3 ... 30
434.3	DAVIS	⊕ -1	WR-178	411.3 and 409.9 ... 35
416.1	BERGMAN		WR-159	404.8 and 399.1 ... 35
392.3	YELLVILLE		WR-136	385.7 and 381.7 ... 35
381.5	COTTER	⊕ -1 ⊕	WR-125	376.1 and 374.3 ... 35†
357.4	NORFORK	⊕ -1	WR-102	360.0 and 359.0 ... 25†
339.5	CRESWELL		WR-83	341.6 and 339.3 ... 30
329.6	MOUNT OLIVE		WR-73	319.4 and 318.7 ... 25†
312.4	GUION	⊕	WR-56	306.6 and 305.8 ... 25†
307.6	MYERSVILLE		WR-50	288.3 and 286.5 ... 30†
304.9	BILTMORE		WR-49	286.5 and 286.0 ... 10
288.9	CUSHMAN		WR-30	286.0 and 285.4 ... 20
286.1	BATESVILLE	⊕ -1	WR-29	285.4 and 284.0 ... 30
267.7	INDEPENDENCE		WR-12	279.6 and 277.7 ... 35
259.5	DIAZ JCT.	CPY260 T ⊕	X-259	264.7 and 264.0 ... 10
				260.9 and 259.5 ... 35
				Business MP Sta.
				Tracks: MP No.
				Harrisonville
				Archie 633.2 P-10
				Passaic 620.3 P-23
				Sheldon 609.2 P-34
				Sheldon 561.2 P-82
				Irwin 556.3 P-86
				Carytown 533.7 P-109
				Empire Spur 515.2 WR-258
				Reeds Spring 460.5 WR-204
				Branson 447.3 WR-191
				Hollister 445.5 WR-189
				Crockett 432.7 WR-176
				Pyatt 403.0 WR-146
				Flippin 386.5 WR-130
				Calico Rock 341.4 WR-85
				Sylamore 325.0 WR-68
				Earnharts 293.0 WR-36
				Bushman Spur 288.1 WR-31
				Pfeiffer Spur 283.6 WR-27
				Moorefield 281.4 WR-25
				Ark. Eastman 273.6 WR-17
				Near 270.3 WR-14
				ZZ Siding 259.5 WR-1

Yard Limits: Jct. Sedalia Subdiv. to MP 641.4; Carthage — MP 530.4 to MP 524.6; MP 383.6 to MP 379.5; and MP 260.7 to Diaz Jct.
 TWC in effect: MP 260.7 and MP 379.5, MP 383.6 and MP 524.6, MP 530.4 and MP 641.4.
 Carthage Branch trains originating Kansas City secure Sedalia subdivision and Carthage branch track bulletins at Kansas City.
 Trains enroute to or from Carthage Branch via Diaz Jct. secure track warrant at Newport. Limited clearances of Cotter, Crest, Cricket, Pyatt and Reeds Spring tunnels necessitate careful handling of oversized shipments.
 Train Defect Detectors located at: ⊕ MP 623.3, ⊕ MP 602.8, ⊕ MP 584.8, ⊕ MP 542.0, ⊕ MP 474.0, ⊕ MP 426.0, ⊕ MP 387.4, ⊕ MP 369.0, ⊕ MP 352.5, ⊕ MP 325.0, ⊕ MP 298.8 and ⊕ MP 276.2.
 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.

Webb City Branch: Carthage to Joplin 16.8 Miles. Max. Speed 20 MPH except: MP 528.0 — MP 530.1 and MP 544.9 — MP 545.3 . 15 MPH. Yard Limits entire branch. Cars with height in excess of 18 feet 6 inches must not be handled south of MP 528.5.
 Stop and flag main street crossing Webb City on the ORONOGO Lead.

Business Tracks:	MP No.	Atlas Branch: Webb City to Atlas 6.6 miles. Yard limits entire branch. Max Speed 10 MPH.
Ireco	533.7 P-120	Atlas, MP 6.1; Sta. No. HC-6
Webb City	538.7 P-126	
Joplin	545.3 P-133	

CLINTON BRANCH — MIDWEST & VAN BUREN DIVS. 59

Radio Communication via Channel Five				Maximum Speed MPH (Except as below)
Mile Post	SOUTH STATIONS	NORTH	Station Nos.	Between Mile Posts
226.8	SEDALIA	⊕ ⊕	MX188	227.1 and 272.8 ... 25
230.8	CAMPBELL		MW231	City Limits Montrose ... 25†
265.4	NORTH CLINTON		MW265	Appleton City ... 30†
273.4	LADUE	⊕	MW273	Schell City ... 30†
287.9	LINDALE		MW288	333.0 and 334.8 ... 25
309.3	WALKER		MW309	334.8 and 335.4 ... 10
316.0	TODD		MW316	335.4 and 382.5 ... 25
316.7	NEVADA ⊗ UP ⊕	⊕ UP ⊕	MW317	382.5 and 385.0 ... 10
331.2	EVE		MW331	All sidings and turnouts 10
337.4	FORT SCOTT ⊗ BN ⊕	⊗ BN ⊕	MW338	On tracks except main tracks or sidings ... 5
339.1	GRIFFITH		MW339	Business MP Sta.
372.9	ST. PAUL		MW373	Tracks No.
381.0	MIDWEST DIVISION			Greenridge 239.2 MW231
383.5	VAN BUREN DIVISION			Windsor 247.8 MW248
385.0	CROSS	⊕	RM133	Calhoun 255.5 MW255
385.0	PARSONS	T ⊕	RM136	FPE Spur 262.6 MW263
				Clinton 266.1 MW267
				Montrose 280.2 MW280
				Appleton City 285.7 MW286
				Rockville 294.5 MW286
				Harwood 303.5 MW294
				Deerfield 326.9 MW321
				Hiatville 351.1 MW351
				Helper 368.0 MW358
				Walnut 355.0 MW365
				South Mound 379.5 MW380
				Yard Limits:
				MP 224.5-MP 231.5;
				MP 271.5-MP 274.1;
				MP 336.5-MP 341.0;
				MP 381.0-MP 387.1.

TWC in effect between MP 231.5 and MP 271.5; MP 274.0 and MP 336.5; MP 341.0 and MP 381.0.
 Equation: MP 272 to MP 273 = 1.4 miles
 Visual Hot Box and Drugging Equipment detectors located at: MP 262.9, MP 293.0, MP 329.0 and MP 355.2.

The Trackside Warning Detectors on the Clinton Branch go through a "SYSTEM TEST" as a train or engine enters the detector circuit approximately one-half mile in advance of the detector. If all the components are functioning properly as the train approaches the detector, the display board will light up and momentarily display zeros, the two outside lights will flash yellow a few times, and then all the lights will go out.

SPRINGFIELD BRANCH — ARKANSAS DIVISION

All tracks at Springfield are yard tracks. Max. Speed 10 MPH over crossings at Springfield at Highway, College, Kansas and Walnut Streets. BN Stations: Marionville, MP 264; Logan, MP 262; Billings, MP 257; Republic, MP 252; Brookline, MP 247; Nichols, MP 242.			
Mile Post	SOUTH STATIONS	NORTH	Station Nos.
488.2	AURORA	⊕	WR-232
	VIA BN 29.9 MILES		
511.1	SPRINGFIELD	⊗ BN ⊕	PD-34
			29.9

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

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts	MPH	Pscr.	Frt.
						Radio communications via Channel One, Call-in Two Radio Communications St. Louis Terminal via Channel Two			
0.0		GRATIOT ST. 2.3	Ⓞ Ⓟ						
2.3		GRAND AVE. ④		MX-2		MP 0.0 to MP 3.7	30	30	
0.5		ST. LOUIS 1.8 Miles Via TRRA	Ⓞ	MX-1		MP 0.0 to MP 2.3	30	30	
2.3		GRAND AVE. ④		MX-2		MP 2.4 to MP 3.7	30	30	
6.8		MAPLEWOOD CPD7 ①	Ⓢ	MX-7		Through Grand Ave Interlocking	15	15	
10.8		WEBSTER CPD11 ①	Ⓢ	MX-11		MP 2.4 to MP 3.7	30	30	
13.2		KIRK JCT. CPD13 ①	Ⓢ	MX-12		North and South Main Tracks:			
14.0		ST. LOUIS DIVISION				3.7 and 13.4	50	40	
21.0		MIDWEST DIVISION				13.4 and 13.7	30	30	
32.2		KEEFER CREEK CPM21 ①	Ⓢ	MX-21		13.7 and 14.0	50	50	
37.0		DOZIER CPM32 ①	Ⓢ	MX-31		14.0 and 15.4	65	50	
43.7		SUMMIT CPM37 ①	Ⓢ	MX-37		15.4 and 15.7	65	—	
46.5		WEST LABADIE CPM44 ①	Ⓢ	MX-44		17.1 and 21.0	70	—	
57.7		SOUTH POINT CPM47 ①	Ⓢ	MX-52		21.0 and 21.7	60	55	
72.9		PACE CPM58 ①	Ⓢ	MX-58		21.7 and 23.3	70	—	
86.2		BERGER CPM73 ①	Ⓢ	MX-74		23.3 and 27.1	60	—	
90.9		GASCONADE JCT. CPM86		MX-86		27.1 and 28.8	60	55	
102.0		MORRISON JCT. CPM91		MX-91		30.6 and 31.3	65	55	
116.7		AMES CPM102 ①	Ⓢ	MX-102		32.7 and 33.9	70	—	
117.3		BONNOT JCT. CPM117		MX-116		33.9 and 34.8	60	—	
124.3		OSAGE JCT. CPM118		MX-117		34.8 and 35.9	50	50	
125.5		MOREAU CPM124 ①	Ⓢ	MX-124		35.9 and 44.4	70	—	
126.4		JEFFERSON CITY TX		MX-125		48.9 and 49.8	65	—	
127.9		RIVER JCT. CPM128 ①	Ⓢ	MX-128		49.8 and 55.5	70	—	
140.2		CENTERTOWN ②		MX-140	8363	55.5 and 59.0	70	—	
150.3		CALIFORNIA ②		MX-150	4061	61.8 and 67.0	60	55	
166.1		DOW ②		MX-166	8548	67.0 and 67.2	60	50	
175.7		OTTERVILLE ②		MX-175	2551	70.7 and 71.3	65	—	
181.1		SMITHTON ②		MX-181	2760	72.2 and 75.8	55	50	
188.9		SEDALIA ②		MX-188	4719	80.3 and 81.5	50	50	
195.7		DRESDEN ②		MX-195	7588	83.9 and 85.0	55	—	
208.1		KNOBNOSTER ②		MX-208	6167	85.0 and 86.2	70	50	
218.4		WARRENSBURG ②		MX-218		86.2 and 87.9	65	55	
224.4		CENTERVIEW ②		MX-224	9002	87.9 and 89.3	40	40	
232.8		HOLDEN ②		MX-232	3468	89.3 and 89.8	60	55	
242.8		STRASBURG ②		MX-242	4316	89.8 and 92.2	70	—	
243.0		PLEASANT HILL ②		MX-249	10007	92.2 and 93.1	60	55	
243.8		AVON ②		MX-252	4164	93.1 and 94.4	70	—	
247.8		LEE'S SUMMIT ②		MX-259	7932	94.4 and 97.6	65	—	
249.0		INDEPENDENCE JCT. ②		MX-271		97.6 and 97.9	60	55	
249.8		MIDWEST DIVISION				106.9 and 107.1	60	55	
252.3		KANSAS CITY DIVISION				107.1 and 108.9	70	—	
259.8		ROCK CR. JCT. ②		MX-276		108.9 and 109.1	65	—	
271.2		KANSAS CITY (Un. Sta)		MX-282		109.1 and 109.9	70	—	
276.8						113.9 and 114.1	70	—	
278.8						115.6 and 126.8	75	55	
						(Except as below)			
						115.6 and 116.7	55	—	
						116.7 and 118.6	60	—	
						118.6 and 121.6	70	—	
						123.7 and 124.7	65	—	
						124.7 and 125.3	45	45	
						125.3 and 126.8	20	20	
						126.8 and 276.8			
						(Except as below)			
						126.8 and 128.5	55	—	
						128.5 and 129.8	55	50	
						129.8 and 132.4	60	—	
						132.4 and 132.8	55	50	
						132.8 and 136.5	60	—	
						136.5 and 141.9	55	45	
						141.9 and 143.9	60	—	
						146.1 and 147.6	60	—	
						147.6 and 149.0	65	—	
						150.1 and 151.2	50	50	
						151.2 and 151.6	65	—	
						153.6 and 155.9	60	—	
						156.9 and 162.1	65	—	
						162.1 and 163.0	30	50	
						167.0 and 168.4	65	—	
						168.4 and 171.2	55	50	
						171.2 and 173.9	65	—	
						173.9 and 174.3	60	—	
						174.3 and 178.3	65	—	
						178.3 and 178.8	60	—	
						183.7 and 187.7	65	—	
						187.7 and 190.1	40	40	
						190.1 and 193.5	60	—	
						200.7 and 201.1	55	—	
						205.3 and 208.7	65	55	
						212.0 and 212.5	65	—	
						216.7 and 218.0	60	55	
						218.0 and 218.8	45	45	
						218.8 and 221.4	55	50	
						221.4 and 222.4	60	—	
						227.5 and 227.9	65	—	
						231.7 and 232.9	65	—	
						232.9 and 233.2	55	—	
						248.5 and 249.4	45	45	
						252.0 and 252.4	65	—	
						253.1 and 255.2	65	—	
						256.4 and 257.2	65	—	
						257.2 and 259.4	60	45	
						259.4 and 259.8	45	45	
						259.8 and 260.2	35	35†	
						260.2 and 261.6	65	—	
						264.3 and 264.4	55	55†	
						264.4 and 265.8	60	40	
						265.8 and 265.9	55	55†	
						271.0 and 276.8	35	35	

See Special Instructions Item 20 for AMTK schedules.
Washington Equation: MP 51.8 equals MP 54.8.

TIMETABLE NO. 7

Business Tracks:	MP	Sta. No.	MP	Sta. No.
Lake Jct.	8.0	MX 8	Hermann	X 81.0 MX 80
Webster			Gasconade	88.5 MX 88
Groves	④ 10.0	MX 10	Chamois	100.2 MX 100
Kirkwood	④-2 13.4	MX 13	Bonnot's Mill	113.1 MX 112
Barretts	④ 16.5	MX 16	River Terminal	129.2 MX 130
Valley			Shell Spur	151.3 MX 151
Park	18.9	MX 18	Tipton	162.8 MX 162
Eureka	27.9	MX 29	Lamonte	200.9 MX 200
Pacific ②-2	X 34.8	MX 36	Missouri Public	257.3 MX 257
Gray Summit	39.9	MX 40	Western Electric	261.0 MX 261
Washington	51.7	MX 54	Little Blue	265.1 MX 265
Midwest Joist	56.8	MX 56	Independence	X ②-2 273.2 MX 273
New Haven	67.3	MX 67		

Yard Limits: MP 0.0 to MP 6.8.

Trains except AMTK must secure track warrant before leaving Jefferson City.

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

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

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

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

Bagnell Spur: West Main Street — stop and protect. Do not occupy crossing at Dix Road, Industrial Drive or Highway 179 until rotating white light on top of signal case is lighted. If not lighted after two minutes, crew member must protect crossing.

At Sedalia when operating on former MKT trackage crossing Emmitt Street, stop 100 feet before occupying crossing, wait 20 seconds to ensure warning devices are operating.

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

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.

40 MPH dual control switch turnouts: Gasconade Jct. and Morrison Jct.
15 MPH dual control switch turnouts: Grand Ave. on North track, Jct. switch with Carthage Subdivision at Pleasant Hill and both ends siding Avon.
10 MPH dual control switch turnouts: Grand Ave. on South track to BN.

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. 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 overduer Passenger 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.

Drugging equipment detectors located MP 84.2 (both tracks), MP 92.2 (both tracks), MP 116.8 and MP 117.3.

Drugging 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.

Drugging 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.

Train Defect Detectors located on both tracks: ④ MP 28.7, ④ MP 49.3, ④ MP 71.0, ④ MP 95.7, ④ MP 120.3. Others: ④ MP 152.8, ④ MP 170.0, ④ MP 190.3, ④ MP 210.8, ④ MP 230.1 and ④ MP 255.7.

TIMETABLE NO. 7

Mile Post	Radio communication via Channel Four, Call-in One		Station Nos.	Sidings Feet	Maximum Speed (except as below)	MPH PSGR. FRT	
	WEST	EAST				55	50
125.3	JEFFERSON CITY	⊕-2T	MX-125	Yd.	Between Mile Posts 129.3 and 129.8	40	35
127.9	RIVER JCT.	CPM128	MX-128		137.5 and 137.9	40	35
143.8	SANDY HOOK		G-15	9862	137.9 and 139.9	45	40
156.7	WOOLDRIDGE		G-27	8618	160.5 and 163.3	50	—
170.8	BOONVILLE		G-41	6562	163.3 and 163.7	45	45
178.4	LAMINE		G-50	12830	169.0 and 175.0	50	45
186.9	BLACKWATER		G-58	8215	175.6 and 177.1	40	35
195.0	NAPTON		G-66	6635	179.1 and 179.7	50	—
202.1	MARSHALL	T ⊕-1	G-73	6528	183.0 and 194.6	40	40
215.2	MALTA BEND	⊕-1	G-86	9184	194.6 and 197.1	50	45
230.6	HODGE	⊕	G-101	9616	197.1 and 207.8	50	45
247.6	MYRICK	⊕-1	G-118	11346	211.7 and 213.7	50	—
256.6	RENICK		G-127	7788	218.3 and 219.0	45	40
268.6	LAKE CITY		G-139	9416	220.7 and 229.8	45	40
276.2	ETON JCT.	⊕-1	G-145		236.3 and 237.5	50	45
	7.6 MILES VIA ATSF				242.0 and 242.2	50	45
283.8	CONGO		G-153		252.6 and 252.9	45	40
	MIDWEST DIVISION				252.9 and 253.9	50	45
284.5	KANSAS CITY DIVN.				269.6 and 271.4	50	—
284.5	ROCK CREEK JCT.	⊕	MX-276		On ATSF, (Except as below)		
276.8	SOUTHWEST JCT.	⊕ KCS	MX-277		Eton Crossover	55*	40
278.2	NEFF YARD	⊕ T	MX-283	Yd.	Un. Pac Conn	30	—
	161.4				MP 437.5	35	—
					MP 437.8	35	—
					MP 437.9	40	—
					MP 438.4	45	—
					MP 443.7	40	—
					MP 444.2	40	—
					Congo E. Crossover & Un. Pac Conn	30	—
					Congo W. Crossover	40	—
					*Except, trains averaging 90 tons or more per operative brake or over 7000 tons — 45 MPH.		

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 between Eton Jct. and Congo. (See Item 14(a) Special Instructions).
 All sidings Sandy Hook to East End Lake City inclusive are 25 MPH turnouts except west end Boonville.
 Yard Limits: MP 284.0 to Neff Yard.
 Train Defect Detectors located ⊕ MP 139.0, ⊕ MP 160.9, ⊕ MP 184.2, ⊕ MP 199.2, ⊕ MP 223.5, ⊕ MP 245.9 and ⊕ MP 263.8.
 Southwest Jct. wye ⊕ KCS ⊕.

Business Tracks	MP	Sia. No.
Nelson	189.6	G-60
Marshall Lead	202.1	GB-2
Stanhope	209.5	G-80
Blosser	211.0	G-82
Waverly	224.5	G-95
Blue Valley	270.4	G-141
Ripley	274.2	G-144

ATSF Station

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

Marshall Ind. Lead 2.0 Miles.
 Max. Speed 10 MPH. Rule 105 in effect.
 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.
 Lexington Industrial Lead:
 Myrick to Lexington 1.9 Miles.
 Max. Speed 10 MPH. Rule 105 in effect.
 Lexington — north side of Farmers Assn. Elevator — do not ride side of equipment beyond close clearance signs.

The following Opr. Limits and Yard Limits denote the outer limits of the Kansas City Division.

Subdiv.	Opr. Limits	Yard Limits
River	MP 284.5	MP 284.0
Sedalia	MP 276.8	None
Coffeyville	MP 284.7	MP 283.0
Falls City	MP 289.0	MP 288.0
Marysville	MP 6.5	MP 4.0
Kansas City (BN)	MP 4.0	

CTC — Rock Creek Jct. to West Yard Marysville Subdiv. MP 6.4
 15 MPH Dual control switch turnouts:
 Marysville Subdiv. Conn. Mile Pole 0.2; MP 1.0 to MP 1.4, between main tracks center crossover; Kaw Jct., MP 5.1 between westward main track & old belt; Wyandotte — connection; 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.

40 MPH dual control switch turnouts: West Yard MP 6.4 between Nos. 1 & 2.
 Speed frater switches 15 MPH.
 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.
 ⊕ BN ⊕ Santa Fe St. ⊕ KCS ⊕ Gillis St.

Radio communication Kansas City Terminal via Channel Two.
 Employees of all lines be governed by Greater Kansas City Area Operating Rules, Effective March 20, 1988, while operating on tracks of railroads other than that by which they are employed.

Maximum Speed:	MPH	Maximum Speed:	MPH
Falls City Subdiv.:		Lowline Track 333 to Troost	20
Neff Yard to MP 287.6	25	Marysville Subdiv.:	
(Except as below)		MP 0.1 and MP 1.4	15
Over Montgall Ave.	10	MP 1.4 and MP 4.6	30
Over Kan River Bridge	10	MP 4.6 and MP 6.4	60
MP 284.5	10	Coffeyville Subdiv.:	
River Subdiv.:		Neff Yard to MP 284.6	
Neff Yard to Congo	30	(except as below)	40
Wye to Coffeyville Subdiv.	15	MP 277.4 — MP 278.7	20
Kansas City Terminal:		MP 278.7 — MP 280.3	25
MP 276.8 and MP 284.0	40		
Highline Track 101	20		
Manchester to Troost	20		

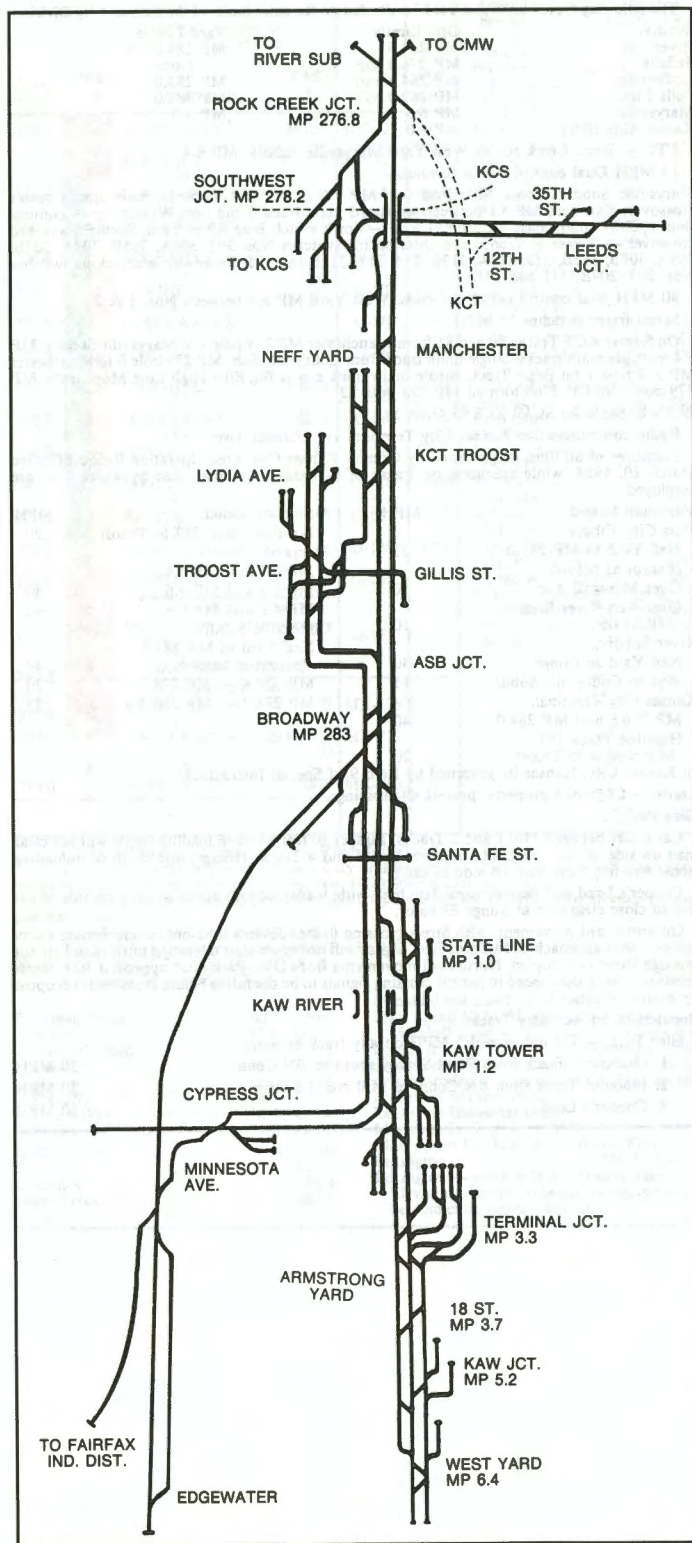
In Kansas City, Kansas be governed by Item 9 of Special Instructions.
 Leeds — Chevrolet property, protect all crossings.

Glen Park
 Car-puller between Mill 1 and 2 Tracks (Bunge) 80 feet north of loading tippel will not clear man on side of car. Car-puller between Mill 3 and 4 Tracks (Bunge) just south of unloading tippel will not clear man on side of car.

Cooper's Lead will not accommodate high-wide loads and will not clear man on side of car due to close clearance at Bunge Elevator.

On northward movement, 30th Street crossing flasher devices time out in one minute thirty seconds after approach circuit occupied. Signal will not again start operating until island circuit through street is occupied. Northward movements from Glen Park must approach 30th Street crossing at very slow speed to permit crossing signals to be operating before crossing is occupied by engine or cars.

Restrictions on Auxiliary Track:
 Glen Park — Do not exceed 5 MPH on any track except:
 1. Outbound Track from Point Shanty south to BN Conn. 20 MPH
 2. Inbound Track from BN Conn. to Mill No. 1 Switch 20 MPH
 3. Cooper's Lead 10 MPH



TIMETABLE NO. 7

FALLS CITY SUBDIV.—NEBRASKA-MIDWEST & KANSAS CITY DIVS. 65

Mile Post	STATIONS		Station Nos.	Sidings Feet	Notes
	SOUTH ▼	NORTH ▲			
5.2	SUMMIT	CPB7	Y		Radio communication via Channel One, Call-in One. Rule 10(D) not in effect.
6.4	1.2				Trains originating Atchison secure track warrant.
10.9	SOUTH OMAHA				Atchison Yard: Stop before crossing ATSF near 14th St. while entering old H & J lead.
473.1	4.5	GILMORE JCT.	Y	O-191	Yard Limits: MP 280.0 to MP 288.0; MP 383 to MP 385.6; Gilmore Jct. to Summit. Rule 251 in effect between Gilmore Jct. and Summit.
	NEBRASKA DIVISION				Maximum Speed: MPH
	MIDWEST DIVISION				Neff Yard and MP 287.6
467.1	5.9	LA PLATTE		O-185	25
465.5	1.6	⊗ BN			(except as below)
465.2	0.3	⊗ BN			Over Kaw River Bridge MP 284.5
455.1	10.1	MURRAY		O-172	Over Montgall Ave.
447.4	7.7	UNION	⊕-1 T	O-165	10
436.9	10.5	NEBRASKA CITY		O-153	Between MP 287.6 and Summit (Except as below)
428.5	8.4	PAUL	⊗ BN	O-146	40
414.1	14.1	AUBURN		O-132	Between Mile Posts
401.0	13.1	STELLA		O-119	291.1 and 291.7
393.2	7.8	VERDON		O-112	309.6 and 309.9
384.3	8.9	FALLS CITY	⊗ BN	O-102	311.5 and 311.8
370.3	14.0	HIAWATHA	⊕-1	O-88	322.5 and 322.9
369.7	0.6	UP CONN			329.5 and 332.2
358.7	11.0	WILLIS		O-76	20
339.2	20.6	SHANNON		CPZ339	Atchison — Around curve between curve and 10th Street and thru UP-BN Jt. Br. Connection
338.1	5.8	NORKAN JCT.	CPZ333	O-49	10
332.3	1.6	ATCHISON	⊕-1	O-48	Yd.
330.7	10.7	OAK MILLS		O-38	434.7 and 437.0
314.2	5.8	WADE		O-32	447.3 and 448.5
310.0	4.2	LEAVENWORTH		O-27	MP 5.2 and MP 10.9
306.2	3.8	COCHRANE		O-23	25
298.2	8.0	WOLCOTT	⊕-1	O-16	30
293.4	4.3	NEARMAN	CPZ294 CPZ293 CPZ292	O-10	25
	MIDWEST DIVISION				Business Tracks
289.0	KANSAS CITY DIVISION				MP No.
287.5	2.8	EDGEWATER	CPK288	O-05	310.7
284.7	0.2	MINNESOTA AVE.	⊕-1 CPK285		341.3
284.5	1.5	KAW PT.	⊕-1		347.4
283.0	1.0	BROADWAY	CPK283		351.7
282.0	2.0	KCS	CPK983		351.7
280.0	1.0	NEFF YD.	T	MX283	375.3
					379.1
					389.9
					401.0
					408.4
					420.1
					423.4
					458.9
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Radio Communication via Channel Three.		STATIONS		Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH
Mile Post	WEST	EAST				Industry tracks	5
1.0		STATE LINE	CPK1	KX003	Yd.	0.1 and 1.4	15
1.2		KAW TOWER	CPK2			1.4 and 4.6	30
3.3		TERMINAL JCT.	CPK3			4.6 and 7.4	60
3.7		18TH ST.	CPK4			Muncie Auto Facility	5
5.2		KAW JCT.	CPK5			13.1 and 13.4	60
6.4		WEST YARD	CPK6			16.3 and 17.9	55
		KANSAS CITY DIVISION				17.9 and 18.0	30
6.5		MIDWEST DIVISION				20.1 and 27.8	60
8.9		MUNCIE		KX010	c5072	33.1 and 33.4	60
17.5		BONNER SPRINGS		KX018	s4975	36.5 and 36.9	50
18.0		ATSF	CPZ19		c3104	38.5 and 40.5	40
21.5		COLD SPUR		XK022		42.5 and 43.1	60
28.8		LINWOOD		KX028	c8597	Lawrence spur	10
39.6		LAWRENCE		KX040		65.7 and 66.3	60
43.2		MIDLAND		KX043		67.2 and 68.3	20
51.6		PERRY		KX052	c6305	68.3 and 71.5	40
67.4		EAST TOPEKA	CPZ67			Menoken Jct. (West leg of Wye)	20
68.2		TOPEKA	CPZ68	KX068	Yd.	76.6 and 81.6	60
70.2		WEST TOPEKA	CPZ70			99.0 and 99.4	50
73.0		EAST MENOKEN	CPZ73	KX073		Jeffrey Spur 9.0 miles	
74.0		MENOKEN JCT.				Maximum Speed 25 MPH	
76.0		WEST MENOKEN	CPZ76			except 10 MPH beyond	
80.7		KENEFICK	CPZ80	KX084	12734	MP 5.6 Rule 105 in effect	
84.2		COOK		KX092	10227		
92.0		AIKINS	CPZ95	KX101	24182	Hanover industry spur	
102.0		JEFFREY	CPZ102	KX103		0.0 and 1.7	10
102.2		DULUTH	CPZ105	KX112	12569	185.9 and 186.9	30
118.3		EVANS		KX118	10939	188.4 and 188.7	50
126.8		SULLIVAN		KX127	12837	188.7 and 191.3	55
130.9		UP	CPZ131			196.9 and 198.3	60
132.1		FRANKFORT		KX131	9488	198.3 and 200.25	50
137.5		WINIFRED		KX137	11713	217.8 and 219.2	55
142.5		MIDWEST DIVISION				223.3 and 223.8	55
142.6		NEBRASKA DIVISION				260.0 and 262.0	30
148.1		UPLAND	CPZ143	KX143		285.2 and 287.7 (No. 1 Trk)	40
149.4		E MARYSVILLE	CPZ148	KX148	Yd.	287.4 and 287.7 (No. 2 Trk)	40
150.6		C MARYSVILLE	CPZ149		Yd.	Business Tracks	Sta. No.
155.5		W MARYSVILLE	CPZ150		Yd.	(E-W) 13.9	KX014
158.6		ORRICK	CPZ156	KX155		Forest Lake 15.0	KX015
164.5		BREMEN		KX158	12118	Sunflower (W) 16.7	KX017
171.8		GERRY		KX163	13471	Loring (E) 20.5	KX021
180.4		HOLLENBERG		KX172	13008	Buck Creek (W) 46.1	KX046
184.6		FAIRBURY	CPZ180			Newman (E) 55.9	KX056
187.7		FAIRBURY		KX188	13585	Grantville (W) 61.3	KX061
193.6		HEDEX	CPZ188	KX194	9253	Grove 80.7	KX081
201.9		ALEXANDRIA		KX203	12726	Delia 88.2	KX088
209.3		BELVIDERE		KX212	8020	Emmett 94.8	KX095
210.2		BELVIDERE		KX212	8020	Onaga 109.9	KX110
217.2		CARLETON		KX219	13259	Lillis 121.8	KX122
226.0		DAVENPORT		KX226	13184	Herkimer (W) 153.5	KX153
233.7		DAVENPORT	CPZ234			Hanover (W) 164.5	KX163
234.9		EDGAR		KX236	13072	Endicott 180.6	KX182
241.7		FAIRFIELD		KX244	8819	Sedan 229.6	KX231
248.0		ANAN		KX249	12765	Glenvil 251.5	KX253
256.4		LEVEL		KX257	19161	Equation:	
260.5		HASTINGS	CPZ260			MP 2.6 equals MP 3.3	
261.8		HAYLAND		KX262	13154	Yard Limits:	
273.9		DENMAN		KX275	12992	MP 1.4 to MP 4.0	
279.8		S. GIBBON	CPZ285			Vliets Ind. Lead — Frankfort to Vliets 5.3 mi. Max Speed 10 MPH — FRA Excepted.	
285.2		GIBBON JCT.	CPB175			Vliets — MP 403.8, S-74.	
287.9		GIBBON JCT.				Hansen Ind. Lead — Hastings to Hansen 7.5 mi. Max Speed 10 MPH — FRA Excepted.	
287.9		GIBBON JCT.				Hansen — MP 6.8, KG-108.	
287.9		GIBBON JCT.				Bestwall Branch — Marysville to Bestwall 10.1 mi. Max. Speed 20 MPH. Yard limits entire branch. Bestwall MP 9.9 KB 345.	

TIMETABLE NO. 7

Rule 251 in effect between West Yard and East Topeka.
 Two main tracks Kansas City to West Menoken; Upland to Orrick; So. Gibbon to Gibbon Jct.
 ACS in effect East Menoken to Gibbon Jct.
 Between East Topeka and westward hold signal 62.3 Grantville on westward track, trains and engines may move against the current of traffic at restricted speed after authority has been granted by train dispatcher. At westward hold signal 62.3 Grantville, rules 247(B) and 312(4) do not apply. Movement from Stop signal 62.3 may be made only on verbal authority of train dispatcher.
 40 MPH dual control switch turnovers: West yard MP 6.4 between Nos. 1 & 2; West Topeka MP 70.4 between Nos. 1 & 2; East Menoken; West Menoken; Aikens MP 104.5; Upland two main tracks; Orrick; Gibbon Jct.; South Gibbon - CPZ 285.

15 MPH dual control switch turnovers: Kansas City MP 1.0 to MP 1.4 between main tracks center crossover; Kaw Jct., MP 5.1 between Westward main track & old belt; East Topeka; Topeka; Marysville Yard lead; Endicott.

Speed Frater Switches 15 MPH.

TRACK WARRANT 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.

Train Defect Detectors located: Westward only @MP 15.0, \$MP 31.4, \$MP 53.0; Eastward only @MP 26.9, \$MP 46.9, \$MP 62.2; Other #MP 88.2, #MP 108.0, @MP 134.7, #MP 156.4, #MP 177.5, #MP 192.3, #MP 213.5, #MP 232.3, @MP 251.9, @MP 276.7.

HALLAM BRANCH — NEBRASKA DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	TWC in effect MP 2.0 to MP 36.0.	MPH
37.4		SHELDON STATION				Maximum Speed 25	
		1.4				Yard Limits:	
36.0		HALLAM		KH036	4529	MP 0.0 to MP 2.0	
		29.5				MP 36.0 to MP 37.4	
6.5		JANSEN		KH006	4344	Business	Sta. No.
		5.8				Tracks	MP No.
0.0		FAIRBURY		KX188	4906	Claytonia	30.0 KH030
		37.4				Plymouth	16.7 KH017

TIMETABLE NO. 7

Radio communication via Channel Four.				Maximum Speed	MPH
Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Summit to North Platte (Except as below)	70
			Sidings	Lite Eng's Summit	
			Feet	Fremont: Council Bluffs	60
-0.4	COUNCIL BLUFFS	CPB901	NX001	Track 1	10
2.0	CPB2			-80 to -50	10
2.5	7th ST	CPB3		Tracks 1 & 2	10
3.4	TOWER B.	CPB4	NX003	-50 to +60	10
3.8	20TH STREET	CPB5		MT 1	25
4.8	CPB6			MP 0.6 to 2.5	25
5.1	SUMMIT	CPB7	NX005	MT 2, 3 & 4	15
8.9	SEYMOUR		X NX009	MP 0.6 to 2.1	10
11.1	WOODY		TX NX011	MT 2	25
12.2	NASCO		X NX012	MP 2.1 to 2.5	25
13.6	WECO		TX NX014	Omaha	25
16.7	LANE		X NX017	MT 3 & 4 to Summit	25
21.5	ELKHORN		NX022	Side Hill Track	20
28.0	VALLEY		TX NX028	Between Mile Posts	60
33.9	MERCER		TX NX034	MT 1 & 2, MP 2.4 and 5.4	40
39.3	FREMONT	CPB39	X NX039	5.4 and 6.8	50
40.0	BN	CPB40		14.1 and 14.7	60
46.3	AMES		NX046	14.7 and 15.2	60
54.4	NORTH BEND		NX054	15.9 and 16.2	60
61.7	ROGEE		X NX061	18.1 and 19.3	60
68.7	SCHUYLER		X NX069	21.9 and 22.2	60
76.6	RICHLAND		X NX077	22.2 and 22.6	60
80.2	BEHLEN		X NX080	22.6 and 24.0	50
84.5	COLUMBUS		TX NX085	24.0 and 24.8	55
92.6	DUNCAN		NX092	27.3 and 28.5	45
100.5	SCHAFFER		X NX100	28 and 28.5	55
102.3	SILVER CREEK		X NX102	Fremont Old Passing	40
113.6	CLARKS		NX114	Track	5
117.9	THUMEL		X NX118	Fremont CNW Yard	10
124.3	BN			Tracks	10
124.9	CENTRAL CITY		TX NX125	68.7 and 69.2	50
135.1	CHAPMAN		NX135	83.6 and 85.0	50
144.6	GRAND ISLAND		TX NX147	Colombus yard tracks	10
146.2	BN			FARR Better Feed Lead	5
146.5	BN			Duncan	5
154.5	ALDA		TX NX155	124.3 BN crossing	45
162.3	WOOD RIVER		X NX162	144.0 and 145.8	60
169.9	SHELTON		X NX170	145.8 and 147.1	35
175.1	GIBBON JCT.		X NX176	147.1 and 149.3	50
176.0	BUDA		X NX184	Grand Island, fr. trains moving on yd tracks, except yd track No. 1	5
183.8	KEARNEY		X NX189	BN Transfer	10
191.5	ALFALFA CENTER		X NX194	Yard track No. 1	10
198.3	ODESSA		NX198	Alda, wye trackage and all trackage in and outside Ordnance plant	5
204.3	ELM CREEK		NX205	Buda, all airfield trackage	10
213.9	OVERTON		NX213	187.8 and 189.8	45
217.9	JOSSELYN		X NX218	both main tracks	45
224.4	LEXINGTON		TX NX224	Lexington	10
232.3	DARR		NX233	Main Street to 1500 feet east on Scalp track	10
238.2	COZA		NX238	On 3rd and 4th tracks north, east of depot	5
248.8	GOTHENBURG		TX NX249	Cozad Armour Trks	5
255.6	FARR		NX256	248.2 and 249.3	60
256.5	BRADY		NX262	258.1 and 258.3	65
257.7	MAXWELL		X NX271	Keith No. 3 Track	40
261.5	KEITH		NX273	281.1 and 282.2	55
274.0				282.5 and 283.0	45
276.0				283.0 and 289.0	40
282.0				289.0 and 290	20
283.4				290 and 291.5	40
286.5				Business Tracks	MP Sta. No.
291.0				Waterloo (W)	24.7 NX0225
				Hower	78.8 NX078
				Moorman	79.3 NX079
				Doulon (W)	80.9 NX081
				Havens (W)	108.2 NX108
				Gulfoil (W)	115.9 NX116
				Paddock (W)	128.7 NX129
				Optic (E)	179.8 NX180
				Willow Island	243.2 NX243
				Five main tracks Council Bluffs: MP 0.60 to MP 2.1	
				Two main tracks MP 2.1 to CPB 283 (No. 1 & No. 2 Trks): (westbound and eastbound Trks) CPB 283 to CPB 291.	
				Three main tracks CPB 274 to CPB 276.	
				Double track (Rule 251) MP 3.5 to MP 5.2 (No. 3 & No. 4 Trks) Summit to CPB 175; CPB 191 to CPB 274.	
				Yard Limits: YPB 283.0 to MP 291.5 ACS Summit to MP 283.4 North Platte to CPW 291.	
				Fremont-Canning Factory Spur BN	
				Alda — Ordnance Track — Only 4 axle locomotives having maximum gross weight of 275,000 lbs. permitted.	
				Manual interlocking switches located at Farr: East end westward siding; West end eastward siding.	
				Grand Island: East and west end, south one.	
				Fremont: No. 1 longway to CNW yard, shortway No. 2 track to CNW.	

At locations shown below, Rules 247(B) and 312(4) do not apply to trains moving with the current of traffic. Movement from Stop signals at these locations may be made only upon verbal authority of train dispatcher. Trains and engines may move against the current of traffic after verbal authority has been granted 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.

VALLEY, between hold indicators MP 26.1 and MP 34.6.
 FREMONT, on westward track between CPB 39 and MP 44.8.
 SCHUYLER, between hold indicators MP 66.9 and MP 70.0.
 COLUMBUS, on westward main track, from MP 84.6 to hold indicator at MP 83.5 and from MP 83.5 to MP 82.1 when dwarf signal at MP 83.5 displays a restricting indication per Rule 245M on eastward main track between MP 84.5 and the hold indicator at 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 2365 and eastward signal 2394 are hold signals.

Train Defect Detectors located at:
 Westward @MP 21.0, @MP 53.7, @MP 74.6, @MP 103.9, @MP 128.2, @MP 160.1, @MP 183.0, @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 183.0, @MP 157.3, @MP 121.8, @MP 100.1, @MP 81.0, @MP 62.9, @MP 43.7.
 HIGH WIDE SHIFTED LOAD DETECTOR located at: @MP 34.0.
 40 MPH dual control switch turnouts: CPB 175; CPB 184; CPB 191; Farr; CPB 274; CPB 276; CPB 283; CPB 285 eastward departure yard & eastward main track MP 285.5.
 15 MPH dual control switch turnouts: Council Bluffs; Omaha except at MP 3.4 between Nos. 1, 2 & 3 main tracks; Summit; Grand Island except at MP 144.6 between main tracks; CPB 286 eastward departure yard & eastward main track MP 286.2; North Platte westward classification yard area MP 286.7 & Balloon area MP 288.8.
 Speed frater switches 15 MPH.

Millard Industrial Lead: Lane to Papillion MP 16.25, 9.45 Miles, Rule 105 in effect. Maximum Speed 10 MPH. FRA Excepted Track. Business Tracks: Millard MP 22.6 NMO 23; Papillion MP 16.8 NMO 17.
 River Industrial Lead: Grand Island to River MP 18.4 KG 119, 3.9 Mi. Max. Speed 20 MPH, Rule 105 in effect.
 Kearney Industrial Lead: Kearney to Riverdale NK010, 10.0 Miles. Rule 105 in effect.
 Max. Speed 20 MPH.

Bridge Subdivision Tenam Lines Rules effective Oct. 6, 1985 are cancelled.
 At Council Bluffs and Omaha.
 No. 1 Track extends from end of block sign located MP—0.4 to CNW Conn. MP—80.
 No. 2 Track extends from end of block sign located MP—0.4 to Spring Switch MP—50.

Trains or engines must not enter these tracks unless authority received from UP Council Bluffs Tower Yardmaster. Rule 105 in effect.
 CTC in effect on main tracks between MP—0.4 Council Bluffs and 20th Street and on main tracks 1 and 2 between 20th Street and Summit.
 When authorized by dispatcher, movements on No. 3 and No. 4 tracks between 20th Street and Summit may be made against the current of traffic without being preceded by a flagman, except when moving over a public crossing protected by automatic signals or gates.

SPEED RESTRICTIONS:
 Over street crossings, Council Bluffs 15 MPH
 Over street crossings, Omaha 25 MPH

RAILROAD CROSSINGS—JUNCTIONS:
 COUNCIL BLUFFS: On No. 1 track at CCP Jct., MP—70 CCP ☉;
 On BN connection to No. 2 track MP 0.21 ☉
 OMAHA: Between Hall Ave. and Burdette St., at 11th Street, Omaha ☉ CCP ☉.
 Eastbound trains delivering to CNW Council Bluffs must not proceed beyond 9th Ave. MP—50 until contact has been made with CNW Council Bluffs yardmaster for movement instructions.

EXCESS HEIGHT:
 Due to insufficient clearance, auto racks and double stack equipment is prohibited from moving under 10th St. Bridge on Depot 2 track Omaha.
 Refer to General Code of Operating Rules Rule 103(L) Page 43. In the application of paragraph 2 at locations listed, the following minimum requirements apply:

Location	Minimum Requirements
Between 20th St. and Summit.	Not less than six hand brakes must be applied on east end of cuts of cars left standing on any track.
Summit	Not less than three hand brakes must be applied on east end of cuts of cars left standing on all tracks.
Council Bluffs	All coal trains enroute connecting lines must have a sufficient number of hand brakes to hold train regardless of the number of units attached to train. However, not less than six hand brakes must be set. All other tracks in the yard must have sufficient hand brakes, but not less than 3 hand brakes, to hold the cut.

Yard Limits: CPB 283 to MP 291.5

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

No more than eight coupled locomotives may be moved or switched within locomotive facility except up to eighteen coupled locomotives may be moved or switched between east end of locomotive service tracks and east end of locomotive make-up tracks. No more than twelve coupled locomotives may be moved within train yard, and moved between locomotive make-up or service tracks and train yard.

Rules applicable to main track movements apply on the North Running Track between CPB 283 and MP 286 and on Westward Receiving Lead between CPB 283 and MP 286.

Crews must contact West YM before initiating movement on Westbound MT, N Running Track, Westward Run-through Tracks or Westward Receiving Track. Contact Wash Rack Pilot before initiating movement on Eastbound MT.

Do not line any switch connected to, enter, or make reverse movement on main track without proper authority.

Manual Interlocking Locatons:

CPB 285 — controlled by train dispatcher.

MP 285.6 on Westbound receiving lead — controlled by West YM.

CPW 288 — Controlled by Wash Rack Pilot.

CPW 290 — Controlled by train dispatcher.

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
New coal run thru tracks 200 to 220 Mile Posts 289.0 to 290.5	20 MPH
All tracks in Eastbound Yard	25 MPH
All tracks in Westbound Yard	25 MPH
Power Lead Overpass	5 MPH
Eastbound movement North leg of Wye	10 MPH

BLOCK SIGNALS

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

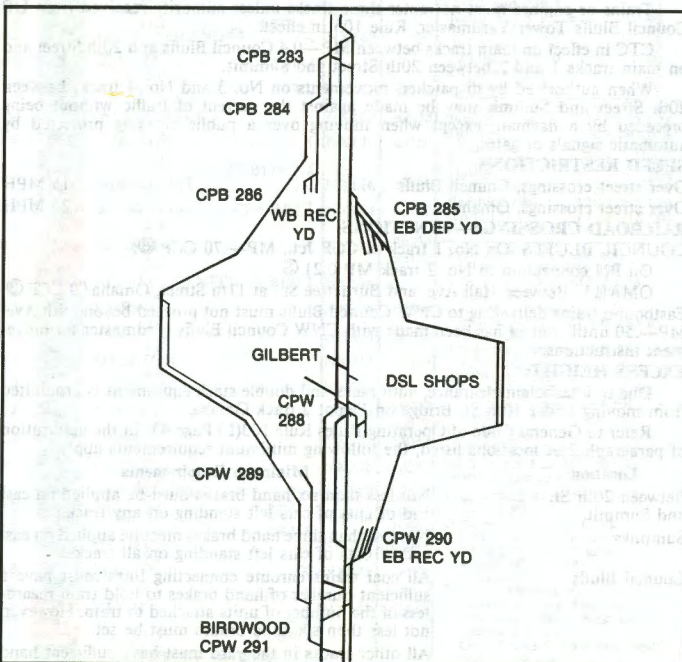
Westward Signals at MP 282.5 and MP 287.6 West Yardmaster

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

40 MPH dual control switch turnouts: CPB 283; CPB 285; CPB 291 between Nos. 1 & 2, 1 & departure lead and departure lead & coal departure track.

15 MPH dual control switch turnouts: CPW 288.

Speed frater switches 15 MPH.



TIMETABLE NO. 7

Radio Communication via Channel Four.					Station Nos.	Sidings Feet	Maximum Speed MPH	
Mile Post	WEST	STATIONS	EAST	(Except as below)			MPH	
0.0	VALLEY		⊙ T	NX028	Yd.	0.1 and 0.3	15	
5.8	⊗ BN	5.8				3.8 and 4.0	35	
11.6	MEAD	14.7		NA012	4247	5.8 BN Crossing	20†	
26.3	WESTON	11.0		NA026	3397	6.4 and 7.7	25	
37.3	VALPARAISO	10.1	⊙ T	NA037	4453	19.1 and 19.5	30	
47.4	GARRATT	8.1		NA048	5313	28.8 and 36.3	35	
55.5	BN CONN	1.0	⊙			36.3 and 37.4	25	
56.5	⊗ BN	0.6	⊙			55.4 and 56.5	20	
57.1	LINCOLN	0.3	⊙	NA057	1100	56.9 and 57.5	15	
57.4	⊗ BN	1.6	⊙			57.2 between west scale track and east house track switch	5†	
59.0	⊗ BN	5.7				59.0 BN Crossing	20	
64.7	JAMAICA	5.1		NA065	5821	83.0 and 93.0	25	
69.8	ALDO	19.1		OE039		96.5 and 97.3	15	
88.9	PICKRELL	7.9		NA089	3657	98.8 and 101.4	25	
96.8	BEATRICE	16.3	⊙	NA097	4320	107.2 and 112.6	30	
113.1	⊗ BN	1.2	⊙			113.1 BN Crossing	20†	
114.3	BADGER	19.9		NA114	5343	All tracks except main track	5	
134.2	MARYSVILLE		⊙ T	KX148	Yd.	Marysville — yard tracks	10	
		134.2						

Yard Limits: Valley to MP 2.1; MP 36.3 to MP 39.0; MP 52.0 to MP 58.9; MP 95 to MP 98.5; MP 131.3 to Marysville.

STROMSBURG BRANCH — NEBRASKA DIVISION

Radio Communication via Channel Four.					Station Nos.	Sidings Feet	Maximum Speed MPH	
Mile Post	WEST	STATIONS	EAST	(Except as below)			MPH	
-0.1	VALPARAISO		⊙ T	NA037		All tracks except MT	5	
13.5	BRAINARD	13.5		NS214	967	Between Mile Posts —		
21.8	YANKA	8.3		NS222	3300	1.3 and 6.4	30	
23.2	DAVID CITY	1.4		NS223	1156	6.4 and 8.0	25	
23.5	⊗ BN	0.3				8.1 and 11.0	30	
40.1	SHELBY	16.6	⊙	NS240	1507	13.5	25†	
52.9	STROMSBURG	12.8		NS253	1200	23.0 and 23.5	20	
56.8	DURANT	3.9		NS257	1079	29.9 and 31.0	30	
63.0	POLK	6.2		NS263	2497	47.5 and 48.2	30	
75.3	⊗ BN	10.8	⊙			72.0 and 73.0	25	
75.9	CENTRAL CITY	0.6	T	NX125		73.3 BN Crossing	20	
		76.0						

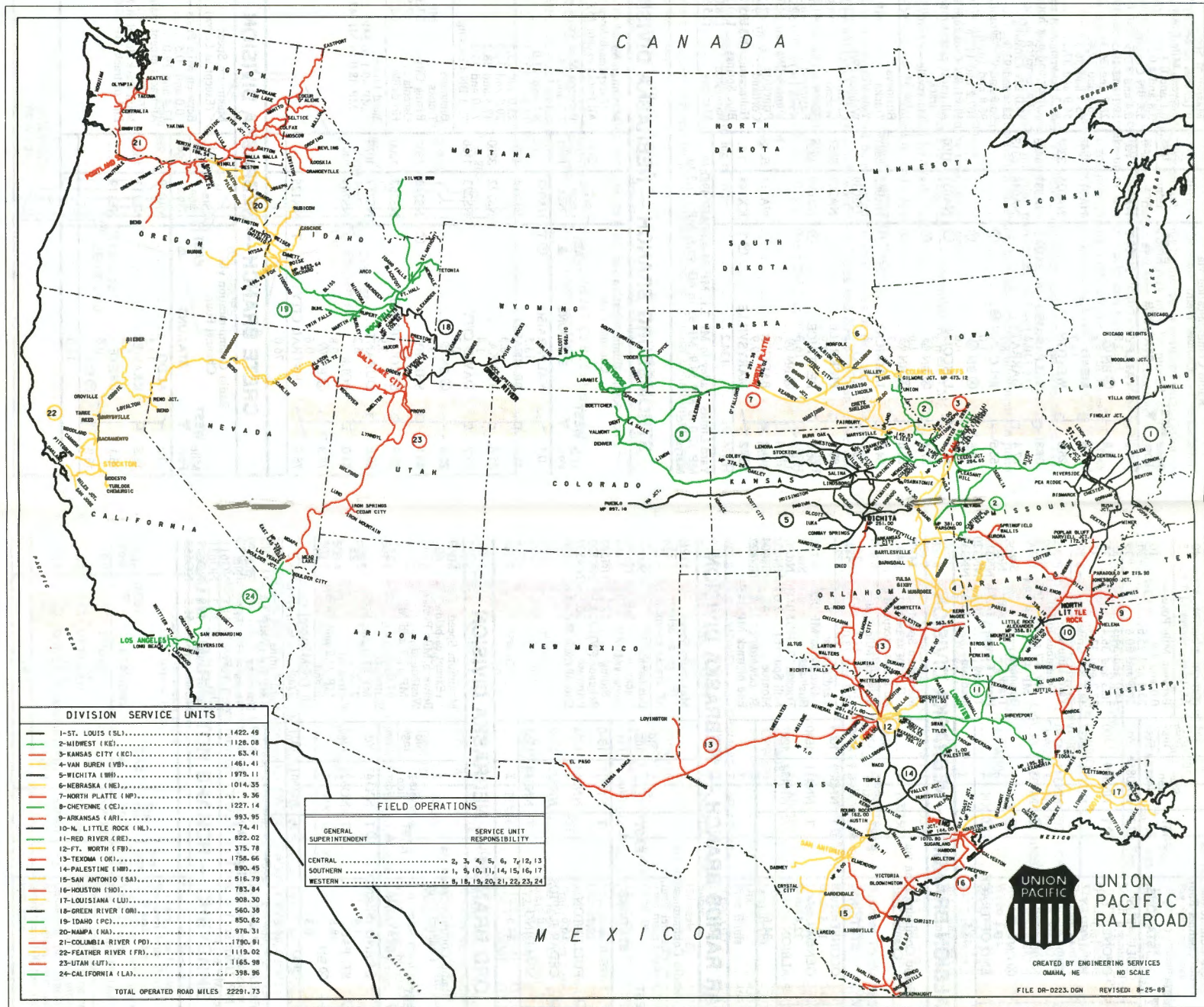
CRETE BRANCH — NEBRASKA DIVISION

Radio Communication via Channel Four.					Station Nos.	Sidings Feet	Maximum Speed MPH	
Mile Post	WEST	STATIONS	EAST	(Except as below)			MPH	
0.0	ALDO			NA070		Between Mile Posts —		
12.3	KRAMER	12.3		NE113	1603	0.0 and 0.5	10	
18.1	CRETE	5.8		NE119		17.4 and 19.0	10	
18.9	⊗ BN	0.8				All tracks except main track	5	
		19.0				Main track derail at MP 0.1		
						End of track MP 19.0		

TIMETABLE NO. 7

TIMETABLE NO. 7

TIMETABLE NO. 7



UNION
PACIFIC
RAILROAD

CREATED BY ENGINEERING SERVICES
OMAHA, NE NO SCALE

FILE DR-0223.DGN REVISED: 8-25-89

MEXICO

CANADA

74 NORFOLK BRANCH — NEBRASKA DIVISION

Radio Communication via Channel Four.				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 40 All tracks except MT 5
Mile Post	WEST	STATIONS	EAST			
0.6	▼	COLUMBUS	⊙ T	NX085	Yd.	Between Mile Posts— 0.0 and 1.9 10 25.4 and 25.6 35 29.8 and 30.6 35 34.0 and 34.3 35 36.3 and 36.4 35 37.2 and 37.4 35 48.7 BN Crossing 20
9.4	▼	OCONEE	⊙ T	NN309	400	Yard Limits: Columbus to MP 1.9 MP 8.7 to MP 10.3 MP 47.5 to MP 49.1
25.7	▼	HUMPHREY		NN326	2537	Business MP Sta. Tracks MP No. Platte Center 14.7 NN315 Tarnov 20.3 NN320 Madison 35.4 NN335
40.9	▼	ENOLA		NN341	4760	
48.3	▼	NORFOLK	⊙	NN350		
48.7	▼	⊗ CNW	⊙			
49.1	▼	END OF TRACK	⊙			
		48.5				

ALBION BRANCH — NEBRASKA DIVISION

Radio Communication via Channel Four.				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 40 All tracks except MT 5
Mile Post	WEST	STATIONS	EAST			
0.1	▼	OCONEE	⊙ T	NN309	1009	Between Mile Posts 11.0 and 12.1 25 22.2 and 23.0 25+
11.3	▼	GENOA	T	NN411	1640	Yard Limits: Oconee to MP 0.5
33.7	▼	ALBION		NN434	1207	Business MP Sta. Tracks MP No. Mill Spur (E) 2.0 NN402 Monroe 4.0 NN404 St. Edward 22.3 NN422 End of track MP 34.7
		34.6				

CEDAR RAPIDS BRANCH — NEBRASKA DIVISION

Radio Communication via Channel Four.				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 25 All tracks except MT 5
Mile Post	WEST	STATIONS	EAST			
0.1	▼	GENOA	T	NN411	1640	Business MP Sta. Tracks MP No. Stockyard Siding 22.2 NN522 Belgrade (W) 23.1 NN523 Primrose 36.6 NN537 End of track MP 44.6
13.7	▼	FULLERTON		NN514	1604	
30.3	▼	CEDAR RAPIDS		NN530	1052	
44.3	▼	SPALDING	T	NN544	1955	
		44.5				

ORD BRANCH — NEBRASKA DIVISION

Radio Communication via Channel Four.				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 40 Between Mile Posts— Westbound MP 17.7 and MP 61.0 25 Eastbound MP 61.0 and MP 22.2 25 Eastbound MP 22.2 and Grand Island 40 All Tracks except main Track 5
Mile Post	WEST	STATIONS	EAST			
0.5	▼	GRAND ISLAND	⊙ T	NX147	Yd.	Yard Limits MP 0.8 to MP 3.8
21.9	▼	ST. PAUL	T	NO622	1348	Business MP Sta. Tracks MP No. St. Libory 11.1 NO611 Elba 30.7 NO631 North Loup 48.8 NO649 Saunders (E) 58.5 NO658
61.0	▼	ORD	T	NO661	1311	
		60.8				

TWC in effect MP 3.8 to MP 61.3
No 6-Axle units allowed on East leg of Wye, St. Paul MP 21.9.
End of track MP 61.3

SIDNEY SUBDIV. — N. PLATTE & CHEYENNE DIVS. 75

Radio Communication via Yard Channel east of MP 293; via Channel 3 MP 293 to CPW501; via Channel 4 west of CPW501.				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 70 Big Springs, over highway crossing when using siding 5 Between Mile Posts— 283.2 and 291.5 40 South Running Track (CPW 291 to CPW 298) 40 O'Fallons Siding 40 323.5 and 324.4 60 Ogallala North Siding 40 Julesburg Sidings 40 422.6 and 423.5 60 456.9 and 457.2 65 462.8 and 463.0 65 466.5 60+ Wypo Trks. 5 486.2 and 486.5 60 493.7 and 494.0 60 497.7 and 498.2 60 502.2 and 503.0 50 506.3 and 508.3 (No. 3 trk.) 40 508.3 and 509.1 35 509.1 and 510.5 20+
Mile Post	WEST	STATIONS	EAST			
291.0	▼	BIRDWOOD	CPW291	X		
		5.5				
		NORTH PLATTE DIVISION				
		CHEYENNE DIVISION				
296.5	▼	HERSHEY	CPW298	X	NX297	n3388
297.9	▼				NX298	
300.3	▼	O'FALLONS	CPW 300	† X	NX301	n10603
		4.6				
303.7	▼	SUTHERLAND		X	NX303	
305.5	▼		CPW306			
311.5	▼	CPW312			NX312	
		11.0				
322.5	▼	CPW322				
326.5	▼		CPW326			
332.4	▼		CPW332			n11263
334.7	▼	OGALLALA	CPW335	† X	NX335	
		14.9				
349.6	▼	CPW350			NX350	
		4.6				
354.3	▼	BIG SPRINGS		Z	NX354	
		11.0				
363.0	▼	JULESBURG	CPW363	† X	NX363	n9111
365.2	▼		CPW365	† X	NX365	s9500
		12.2				
377.4	▼	CPW378				
		2.8				
380.3	▼	CHAPPELL		Z	NX380	
382.0	▼		CPW382			
390.0	▼		CPW390			
392.0	▼	CPW392				
		15.5				
407.9	▼	SIDNEY	CPW408	T	NX408	n11311
410.2	▼		CPW410			
415.5	▼	BROWNSON		T	NX416	c4169
		8.4				
423.9	▼	CPW424				
426.4	▼		CPW426			
437.2	▼		CPW437			
439.4	▼	OWASCO	CPW439	† X	NX440	n10464
443.6	▼		CPW444			
444.5	▼	KIMBALL			NX445	c6324
445.5	▼		CPW446			
448.5	▼	CPW449				
		7.7				
456.2	▼	BUSHNELL		Z	NX457	
		3.3				
459.5	▼	CPW459			NX459	
465.6	▼		CPW465			
467.4	▼		CPW467			
469.5	▼	CPW469			NX469	
		7.0				
475.4	▼		CPW 475			n10800
476.5	▼	EGBERT		T	NX478	
477.6	▼		CPW 478			
		3.3				
480.7	▼	CPW481			NX481	
482.8	▼		CPW483			
491.0	▼	CPW491			NX491	
		9.6				
501.4	▼	ARCHER	CPW 501	X	NX501	s5956
		5.9				
506.5	▼	CPW506				
		3.0				
508.4	▼		CPW 508	X		
509.5	▼	CHEYENNE		T	WX510	Yd.
		218.5				

40 MPH dual control switch turnouts: CPW291 between Nos. 1 & 2, 1 & departure lead and departure lead & coal departure track; CPW298; CPW300; CPW312; CPW322; CPW332; CPW335; CPW350; CPW363; CPW365; CPW378; CPW392; CPW408; CPW424; CPW437 between Nos. 1 & 2; CPW449; CPW459; CPW469; CPW481; CPW491; CPW501; CPW506; CPW508 except east set crossovers between Nos. 2 & 3 & Drill Tracks.
15 MPH dual control switch turnouts: CPW508 Yard lead & Drill track.

Two main tracks CPW291 to CPW506.
Three main tracks CPW506 to CPW508.
Four main tracks CPW508 to Cheyenne.
ACS CPW 291 to Cheyenne Train Defect Detectors located at: @MP 297.7, @MP 316.4, @MP 342.6, @MP 353.1, @MP 372.5, @MP 397.1, @MP 416.1, @MP 434.4, @MP 454.3, @MP 475.2, @MP 499.0.
Spring switches at west end of north siding Sidney and Owasco are 30 MPH turnouts and equipped with facing point lock.
All trains must contact Yardmaster by radio before arriving Cheyenne.
Yard Limit CPB 283 to MP 291.5.

SOUTH TORRINGTON BRANCH — CHEYENNE DIV.

Radio Communication via Channel Four.				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 20 Between Mile Posts— 18.0 and 18.6 5 Other than main track 5 Yard Limits: MP 17.0 to MP 18.6
Mile Post	WEST	STATIONS	EAST			
0.0	▼	YODER	T	NP182		
		5.8				
5.8	▼	VETERAN		NP188		
		12.7				
18.5	▼	SOUTH TORRINGTON	⊙ T	NP201	Yd.	
		18.6				

South Torrington — Holly Sugar Track 853, no engine or loaded car permitted over unloading pit. Tracks 856 & 857, engines not permitted more than 100 feet inside factory gate.

76 NORTH PLATTE SUBDIV. — CHEYENNE DIVISION

Mile Post	Radio Communication via Channel 3 MP 0 to MP 10.1 via Channel 4 West of MP 10.		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
	WEST STATIONS	EAST			
-0.3	O'FALLONS	CPW300 T	NX301		50
1.0		CPW1			50
8.9		CPW9			50
19.5	NEVENS		NP019	8000	30
35.7	MARTIN		NP035	8000	30
51.4	RUTHFON		NP052	8000	30
67.6	NEW OSHKOSH		NP068	8000	25
96.8	EASTWOOD		NP097	8000	5
113.7	NORTHPORT	CPW114	NP114	6936	20
115.1	BN	CPW115	NP115		20
140.7	BROCKHOFF		NP141	8000	20
145.9	GERING		NP146	3132	20
159.7	SOUTH MORRILL		NP162	Yd.	20
162.1	AJ	CPW162	NP163		20
164.2	JOYCE		NP164		20
181.6	YODER		NP182	2250	20
222.9	ALBIN		NP422	2553	20
244.4	EGBERT	CPW478 T	NX478		20
					20

40 MPH dual control switch turnouts: O'Fallons.
15 MPH dual control switch turnouts: Northport.
Main track out of service MP 184.0 to MP 222.0.

Train Defect Detectors: \odot MP 15.9, \odot MP 31.6, \odot MP 46.7, \odot MP 61.2, \odot MP 79.7, \odot MP 91.1, \odot MP 107.2, \odot MP 121.6, \odot MP 136.3, \odot MP 150.8.
Joyce — Normal position main track switch lined for WRPI (CNW) connection.
Yoder — Normal position main track switch lined for South Torrington Branch.

JULESBURG SUBDIV. — CHEYENNE DIVISION

Mile Post	Radio Communication via Channel Three		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
	WEST STATIONS	EAST			
-0.6	JULESBURG	CPW363 CPW365	NX365		50
7.1	OVID		NJ372	3412	5
23.1	RED LION		NJ388	4254	40
57.5	STERLING		NJ423	8277	20
75.3	MESSEX		NJ441	6910	20
81.1	UNION		NJ446		20
98.6	FT. MORGAN		NJ464	4825	20
117.7	ORCHARD		NJ483	3797	20
143.1	KERSEY		NJ508	3554	20
150.9	LASALLE	CPW46	WD687	2723	20
					20

Equation: MP -0.6 = MP 364.7 (Sidney Sub); MP 50.9 = MP 46.3 (Greeley Sub).
Main track out of service MP 99 to MP 139.

GREELEY SUBDIV. — CHEYENNE DIVISION

TONNAGE/SPEED RESTRICTIONS — FREIGHT TRAINS
SOUTHWARD SPEER JCT. (CPW 98) TO CARR (CPW 86)

Tons/Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
59/Less		Timetable
60-79	500 or less Over 500	Timetable 30 MPH
80-99	500 or less Over 500 to 1000 Over 1000	35 MPH 30 MPH 20 MPH
100 & Over	500 or less Over 500	30 MPH 20 MPH

GREELEY SUBDIV. — CHEYENNE DIV. 77

Mile Post	Radio Communication via Channel Four.		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
	SOUTH STATIONS	NORTH			
103.3	BORIE	CPW519			60
99.9	WEST SPEER	CPW520			20
98.6	SPEER	CPW518	WS518	66775	10
97.7	SPEER JCT.	CPW98 T			10
85.9	CARR		WD726	7716	35
72.0	NUNN		WD712	8250	40
63.0	AULT		WD703	8206	50
55.7	CPW56				50
54.2		CPW54			50
52.5		CPW53		8345	45
51.8	GREELEY		WD692		50
50.7		CPW51			25
47.2		CPW47			40
46.3		CPW46			50
46.1	LA SALLE		WD687	Yd.	15
45.3		CPW45			15
34.8	PLATTEVILLE		WD675	8299	20
19.2	BRIGHTON		WD659	8203	20
11.5	HAZELINE		WD652	8232	20
6.2	ADAMS	CPW6	WD646		20
4.9	COMMERCE CITY	CPW5	WD645		20
4.0	DRGW CONN.				20
2.2	PULLMAN		KP638	Yd.	20
1.7	36th STREET		WD640		20
0.0	DENVER UNION TERMINAL				20

103.3

Yard Limits: MP 0.0 to MP 6.2. 40 MPH dual control switch turnout: CPW 45.

DENVER SUBDIV. — WICHITA & CHEYENNE DIVS.

Mile Post	Radio Communication via Channel Four. MP 377.4 to MP 399.0; via Channel Three MP 399.0 to MP 638.2.		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
	WEST STATIONS	EAST			
377.4	OAKLEY		KP377	5726	40
378.3	WICHITA DIVISION				35
	CHEYENNE DIVISION				35
386.1	MONUMENT		KP386	2456	35
421.2	WALLACE		KP421	2168	35
429.8	SHARON SPRINGS		KP430	3599	35
441.8	WESKAN		KP442	3082	35
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
638.2	PULLMAN		KP638	Yd.	35

260.8

Yard Limits: MP 375.9 to MP 378.5, MP 626.0 to MP 638.2.
Signals governing Stapleton Airport runway (MP 633.38) Trackside warning detectors are actuated by train movement.
Eastward: 635.0 and 634.0
Westward: 631.9 and 632.9
If stop signal received at 632.9 or 634.0 movement must not be made until track has been inspected by crew member and known to be clear.
TWC in effect between MP 378.5 and MP 626
Rule 10(D) not in effect.

Business Tracks MP 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
Roydale . . . 631.9 KP632
Sandown . . . 634.5 KP634

78 FORT COLLINS BRANCH — CHEYENNE DIVISION

Mile Post	Radio Communication via Channel Four		Station Nos.	Sidings Feet	Yard Limits Entire Branch Maximum Speed (Except as below) MPH
	WEST STATIONS	EAST STATIONS			
0.0	LA SALLE	⊙ T	WD687	Yd	Between Mile Posts — 7.4 and 7.8 Wye switch 5 30.0 10† 31.2 10† 32.5 and 32.7 10 Boettcher spur to Cement Plant 10
7.5	DENT	⊙ T	WF683		
16.3	⊗ GWR				
16.4	KELIM	⊙	WF809		
32.4	FORT COLLINS	⊙ T	WF825	Yd	Business Tracks MP Sta. No. Milliken 9.0 WF802 Boyd Lake 21.0 WF814 Harmony 26.8 WF820 Poudre 35.2 WF828
32.5	⊗ BN				
32.6	⊗ BN				
37.7	BOETTCHER	⊙	WF830		End of Track: MP 38.1
	38.1				

MP 17.2. If signal displays Stop movement must be preceded by flagman over highway crossing. At Fort Collins, engine bell must be rung continuously while moving within city limits.

Boulder Branch: Commerce City to Valmont 33.0 miles. Yard Limits entire branch. At Commerce City — while standing, trains must not block Brighton Blvd.

Maximum Speed (Except as below)	MPH	Business Tracks	MP	Sta. No.
Between Mile Posts —	20	North Glenn	6.7	WF652
11.6	10	Eastlake	9.0	WF654
17.1 and 17.4 Wye track	5	St. Vrain	17.1	WF683
23.6 and 24.2	10	David Joseph	19.1	WF610
33.0 and 34.1 (end of track)	10	Valmont	33.0	WF624

LARAMIE SUBDIV. — CHEYENNE DIVISION

TONNAGE/SPEED RESTRICTIONS — FREIGHT TRAINS EASTWARD BUFORD (CPW 536) TO CHEYENNE (CPW 511)

Tons/Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
59/less		Timetable
60-79	500 or less Over 500	Timetable 30 MPH*
80-99	500 or less Over 500 to 1,000 Over 1,000	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 CPW 536 to CPW 519 and 30 MPH CPW 519 to CPW 511 20 MPH

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

EASTWARD DALE JCT. (CPW 545) TO CHEYENNE (CPW 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

WESTWARD WEST HERMOSA (CPW 549) TO RED BUTTES (CPW 556)

Tons/Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
59/less		Timetable
60-79	500 or less Over 500	Timetable 30 MPH
80-99	500 or less Over 500 to 1,000 Over 1,000	35 MPH 25 MPH 20 MPH
100 & over	500 or less Over 500	30 MPH 20 MPH

Laramie weigh-in-motion scale lights indicate: GREEN — Proper Speed; FLASHING YELLOW — Caution, approaching weighing speed; RED — Stop movement and re-weigh unless otherwise instructed. Scale speed 5 MPH. Do not allow wheels of units to slip or slide on scale.

Train Defect Detectors located at: Both tracks @MP 527.6, @MP 561.5, @MP 576.0, @MP 595.8, @MP 632.5, @MP 650.2, @MP 672.9, @MPC 543.6, @MPB 557.7.

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.

LARAMIE SUBDIV. — CHEYENNE & GREEN RIVER DIVS. 79

Mile Post	Radio communication via Channel Four		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
	WEST STATIONS	EAST STATIONS			
509.5					70
510.9	CHEYENNE	CPW511	WX510	Yd.	Cheyenne—Yard Leads 15
519.4	BORIE	CPW519	WX519		Between Mile Posts— 508.3 and 509.1 35 509.1 and 510.1 No. 1 20† 509.1 and 510.2 No. 2 & 3 20† 509.1 and 510.3 No. 4 20† 510.5 and 511.8 40
528.5	GRANITE	CPW529	WX529	n4424	Via Buford & Colores— 511.8 and 522.1 55 522.1 and 525.6 45 525.6 and 530.0 55 530.0 and 532.1 45 532.1 and 537.9 55 537.9 and 540.4 40 540.4 and 544.1 45 544.1 and 546.4 40 546.4 and 565.3 40
529.6	BUFORD	CPW536	WX537	c6048	CPW519 C/O No. 1 Track to or from Borie cutoff 15 Borie and Speer 50
537.2	DALE	CPW543	WX545		Via Speer & Harriman— C511.8 and C553.5 50 C553.5 and C555.1 40
543.0	DALE JCT.	CPW545			Via Red Buttes— B547.3 and B549.0 40 B549.0 and B565.6 60
545.5	HERMOSA	CPW549	WX548		CPW564 and CPW570 Siding 40
547.3	LARAMIE	CPW567	WX566	Yd.	Laramie-Tie Yard Lead 10 Ice House 2, 3 & 4 Trks 5
548.3					387.7 and 588.4 60 593.3 and 593.7 65 598.5 and 602.5 65 637.5 and 637.8 60
553.9					Hanna Sidings 40 Except: 639.4 to 642.6 25
556.4					Hanna — Yd Trks 5
566.7					643.4 and 648.0 60 650.2 and 650.7 60 653.1 and 656.4 60 661.0 and 662.8 65 662.8 and 666.5 60
567.6					Rawlins Sidings 40 682.3 and 682.8 MT & Sidings 20†
509.5	CHEYENNE	CPW511	WX510	Yd.	Coal Spur Tracks — Rule 105 governs.
510.9					Ramsey Spur (Arch II, Rosebud & Cypress) 0.0 and 3.6 25 2.7 and 2.9 (Arch Siding) 15 3.6 and 4.2 15
517.2	SPEER	CPW518	WS518	c6775	Eastward movements must contact dispatcher before passing East Switch Ramsey Lead at MP 1.8.
518.3					Medicine Bow Spur 25 Other Trks on Coal Spurs 5
519.7					Business Tracks MP Sta. No. Wycon (E) 314.5 WX515 Sherman (W) T 340.4 WX340 Colores (E) 353.8 WX554 Forelle (E) 361.7 WX562 Cooper Lake (E) 390.6 WX591 Edson (W) 656.6 WX657
525.6	EMKAY		WS526	6558	At Cheyenne Westward trains on North or South leads must not pass sign reading "approach section" unless governing signal (approximately 400 feet west of sign) displays a proceed indication or authority has been obtained from control operator.
534.5	LYNCH		WS534	6286	MAIN TRACKS: Nos. 1 & 2 via Buford-Colores to Rawlins; Nos. 3 & 4 Cheyenne to West Speer, MP prefixed "C"; No. 3 via Harriman, MP prefixed "H"; No. 3 via Red Buttes, MP prefixed "B"; ACS in effect entire subdivision.
543.1	HARRIMAN		WS543	6872	
550.0	PERKINS		WS550	6493	
555.1	DALE JCT.	CPW545			
557.2	HERMOSA	CPW547	WX548		
558.3					
558.6					
567.6	RED BUTTES	CPW549	WX548	6147	
565.3					
565.6	LARAMIE	CPW567	WX566	Yd.	
568.0					
567.6					
570.5	CPW570				
582.3	BOSLER	CPW585	WX585	c4300	
584.9	LOOKOUT	CPW594	WX594		
594.1					
601.0					
605.2	ROCK RIVER	CPW605	WX605	c6195	
609.0	WILCOX	CPW609	WX609		
616.8	RIDGE	CPW617			
623.4	MEDICINE BOW	CPW623	WX623		
622.8					
624.5					
632.6	CPW633				
639.0	RAMSEY	CPW639	WX639	n18967	
641.0	CPW641				
643.0	HANNA	CPW643	WX643	s19146	
650.1	DURRANT	CPW650	WX649		
662.1					
662.3	GREEN RIVER DIVISION				
672.1	WALCOTT	CPW662	WX662		
672.1	BENTON	CPW672			
675.8	SINCLAIR		WX676		
678.0					
680.3					
681.2					
682.7					
682.8	RAWLINS	CPW685	WX683		
685.0					

Mileage Cheyenne-Rawlins Via Sherman = 173.3 Via Harriman = 182.8

40 MPH dual control switch turnouts: CPW508 except east set crossovers between Nos. 2 & 3 & Drill Track; CPW511 except east set crossovers between Nos. 2 & 3 and except all crossovers between Nos. 3 & 4 or yard leads; CPW518 No. 4 & Greeley Subdiv; CPW543; CPW545; CPW564; CPW565 except West crossover between No. 2 and siding; CPW570; CPW582; CPW594; CPW601; CPW609 CPW617; CPW624; CPW633; CPW639 between Nos. 1 & 2 & south siding; CPW643 between Nos. 1 & 2 sidings; CPW650; CPW662; CPW672; CPW680; CPW681 No. 2 & siding; CPW683; CPW685
15 MPH dual control switch turnouts: CPW508 Yard lead & Drill track; CPW681 yard lead. All trains must contact Yardmaster by radio before arriving Cheyenne.

Mile Post	Radio communication via Channel Four		Station Nos.	Sidings Feet	Maximum Speed MPH
	WEST	EAST			
682.7			CPW683	n11990	Rawlins sidings 40
682.8			TX ↑ WX683	s19126	682.3 and 682.8
685.0			CPW685 ↓		MT & Sidings 20 †
	17.5		CPW700 ↓ WX700		Between Mile Posts —
699.6			WX701	n12580	Riner siding 40
700.3					703.0 and 704.2 60
702.1			CPW702 ↓		708.6 and 709.0 60
	11.7			n3071	713.7 and 714.3 60
712.0			T WX712	c10089	740.2 and 740.9 EW 60
	12.2				740.2 and 743.1 WW 60
724.2			TX WX724	n10794	760.7 and 762.3 60
	8.5			s7964	774.3 and 776.6 45
732.7			Z WX733	cx2074	797.3 and 798.4 50
	7.3				798.4 and 801.3 40
740.0			X WX740	n2219	801.3 and 803.5 55
744.4			CPW744		803.3 and 807.8 50
746.5			CPW746	s10131	807.5 and 807.8 45
	10.7		CPW756	s10843	809.6 and 814.1 45
756.4			X WX757	n10497	814.1 and 816.7 30
757.4			CPW758		816.7 and 816.9 20 †
758.5			CPW766 ↓		No. 1, 2 & Running Trks.
768.0			ZTX WX766	n6560	Running Tracks 3 & 4 25
766.7			CPW769	n7340	816.9 and 818.2 30
768.0			TX WX777	c7968	818.2 and 823.6 50
777.4			X WX784	n12550	823.6 and 828.4 60
783.2			WX796	c5947	833.6 and 834.1 60
796.1					Westvaco Running Trk
	6.0		CPG798		Granger Siding 40
798.7			CPG801 ↓		Jim Bridger Spur — 8.1 Miles
801.0			TX ↑ WX802	n14212	originates at Point of Rocks
802.1			CPG803		Maximum speed 20
802.5			CPG804 ↓		(Except as below)
804.0					4.0 and 4.7 10
	6.9				6.2 and 8.2 10
809.0			Z WX809		Chevron Spur originates at
814.7			CPG814 ↓		CPG 798 — 9.0 Miles
815.1			CPG815 ↓		Maximum Speed 20
817.0					Tenneco Spur originates
817.3			T X ↓ WX817	Yd.	at MP 830.7 — 9 Miles 10
819.3			CPG819		Stauffer Spur originates
824.9			CPG825 ↓		at MP 834.1 — 10
	8.5		WX825		Miles 20
833.4			CPG833 ↓		7.0 and 10.2 10
834.9			CPG835		General Chem Spur
	1.7		WX835		originates at MP 835.1
	2.9				— 2.4 Miles 10
839.1			CPG839		Texas Gulf originates at
844.0			CPG844 ↓		MP 842.5 — 5.2 Miles 20
846.8			TX ↑ WX847	n13456	3.6 and 4.8 15
					4.8 and 5.2 5

164.4

Trains secure track warrant at Green River.
 40 MPH dual control switch turnouts: CPW683;
 CPW685; CPW700; CPW702; CPW766 between Nos. 1 & 2;
 CPG801; CPG804; CPG814; CPG825; CPG833; CPG844;
 CPG847;
 20 MPH dual control switch turnouts: CPG815;
 15 MPH dual control switch turnouts: CPG817 between
 Running Track & Yard lead; CPG835 between Running
 Track & Allied Spur.

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
Bryan(W)	830.2	WX830
Tenneco(E)	830.7	WX831
Stauffer(E)	834.1	WX834
Westvaco	838.0	WX838
Texas Gulf		
Soda(E)	842.5	WX843

Movements on Jim Bridger, Chevron, Tenneco, Texas Gulf, General Chemical and Stauffer Spurs are governed by Rule 105.

Two main tracks Rawlins to CPW702; CPG801 to CPG847.

Double track (Rule 251) CPW702 to CPG801 except CTC in effect on No. 2 Track between CPG798 and CPG801.

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

ACS in effect entire subdivision.

Train Defect 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 731.5, @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.

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: MP 6.0 and MP 9.3 — 10 MPH, and 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.	9.3	WW710

TIMETABLE NO. 7

TIMETABLE NO. 7

Radio communication via Channel Four East of MP 980 and via Channel Three West of MP 980		Station Nos.	Sid- ings Feet	Maximum Speed Granger to Evanston Evanston to Ogden (Except as below) Between Mile Posts —	MPH 65 50
WEST ▼ STATIONS	EAST ▲				
846.8	GRANGER ... CPG847 T	WX847	n13456	868.0 and 869.1	60
854.0	VERNE ...	WX854	c6040	880.1 and 885.0	50
866.2	HAMPTON ... X	WX866	x1913	885.0 and 896.7	60
875.4	CARTER ...	WX875	c6522	896.7 and 901.7	45
885.6	BRIDGER ...	WX886	c6378	901.7 and 903.6	40
890.5	LEROY ... X	WX891	x1079	903.6 and 908.6	45
897.6	SPRING VALLEY ...	WX898	c5561	908.6 and 916.0	60
900.1	ASPEN ... CPG900 X	WX902		916.0 and 919.1	45
904.8	ALTIMONT ... CPG905 X	WX904	e4825	919.1 and 927.5	35
912.5	MILLIS ...	WX913	c1501	927.5 and 928.8	WW 30
917.2	EVANSTON ... TX	WX917	n9064	928.8 and 935.4	WW 30
927.1	WAHSATCH ...	WX928	s9218	935.4 and 939.4	WW 40
931.5	EMORY ...	WX943	c5665	939.4 and 942.9	EW 45
943.0	ECHO ... X	WX952	c6628	942.9 and 941.6	EW 45
952.7	ECHO ... X	WX952	c6628	941.6 and 952.1	40
957.1	HENEFER ...	WX957		952.1 and 952.5	35
961.1	DEVIL'S SLIDE ...	WX961	c5791	952.5 and 954.5	45
968.0	MORGAN ...	WX968	c6751	963.1 and 965.1	30
977.7	STRAWBERRY ... CPG978 X	WX978		974.1 and 976.1	40
988.5	GREEN RIVER DIVISION				
988.5	UTAH DIVISION				
988.6	EAST RIVERDALE CPC988 X			Ogden to Salt Lake City ...	79 70
989.7	RIVERDALE ... CPC990 X	WX990	Yd.	(Except as below)	
992.6	OGDEN ... T	UY993	Yd.	Bridge Jct. CPC817 to Shasta Lead ...	15 15
818.2	BRIDGE JCT CPC818 X	UY994		N leg of Wye between Bridge Jct. CPC817 & 28th St. ...	10 10
818.0	CLEARFIELD CPC809 T X	UZ002	c4727	Main Track No. 1 & South leg of Wye Trk between Patterson Ave. & Bridge Jct. CPC818 ...	15 15
817.8	LAYTON ... CPC804	UZ007			
811.5	KAYSVILLE ... CPC802	UZ009	n6352		
809.3	CENTERVILLE ... CPC793 X	UZ018			
807.2	WOODS CROSS ...	UZ021			
803.9	NORTH SALT LAKE CPC788 X	UZ024			
802.5	18TH NORTH CPC785 X				
793.4	NORTH YARD ... T		Yd.		
791.0	SALT LAKE CITY ...	UZ029	Yd.		
787.9	GRANT TOWER (D&RGW)				

See Special Instructions Item 20 for AMTK schedules.
40 MPH dual control switch turnouts: CPG900; CPG905; CPG977; CPC988 except between ByPass & yard lead; CPC818 between Nos. 1 & 2 MP 817.8; CPC811; CPC807; CPC793; CPC788;
15 MPH dual control switch turnouts: CPC990; CPC819; CPC817 at MP 817.6 between Nos. 1 & 2; CPC809; CPC785 between Nos. 1 & 2 except east crossover.
Between Strawberry CPG977 and Riverdale CPC990, and between Bridge Jct. CPC818 and Grant Tower MP782.9 — No. 1 Main Track is North track, No. 2 Main Track is South track.
Double track (Rule 251) CPG847 to CPG900; CPG905 to CPG977; CPC990 to Ogden. CPC785 to MP 783.5.
ACS in effect Granger to Ogden.
Train Defect Detectors located at:
Both Tracks Eastward only Westward only
@MP 986.2 @MP 958.6 @MP 968.8
@MP 799.7 @MP 925.6 @MP 955.1
@MP 884.1 @MP 936.9
@MP 867.7 @MP 909.1
@MP 854.7
Wind indicator at MP 798.0.
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.

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

Tons/Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
59/Less		Timetable
60-79	500 or Less Over 500	Timetable 20 MPH MP 928-936; 30 MPH MP 936-990
80-99	500 or Less Over 500 to 1000 Over 1000	Timetable 20 MPH MP 928-936; 30 MPH MP 936-990 20 MPH MP 928-952; 25 MPH MP 952-990
100 & Over	500 or Less Over 500	20 MPH MP 928-936; 30 MPH MP 936-990 20 MPH MP 928-936; 30 MPH MP 952-990

The Following are Utah Div. Branches
Syracuse Branch Clearfield to Barnes 2.1 Miles. Yard Limits entire branch. Maximum Speed 10 MPH.
Business Tracks MP Sta. No. 0.6 UZ002A
Freeport Center 2.1 UB602
Barnes
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
Evrona 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.
Business Tracks MP Sta. No. Evrona(E) 0.7 UV700 Relico(E) 1.0 UV702
Sugar Works

OGDEN SUBDIV. — GREEN RIVER & UTAH DIVS.

Radio Communication via Channel Three.		Station Nos.	Sid- ings Feet	Maximum Speed	MPH Pgr. Frt.
SOUTH ▼ STATIONS	NORTH ▲				
111.4				McCammon to MP 57.8	70 60
111.2	CP G192	IY038	e6624	MP 57.8 to Ogden (Except as below)	79 60
109.8	CP G111 T		w6368	Between Mile Posts —	
109.8	GREEN RIVER DIVISION				
104.8	UTAH DIVISION				
95.0	ARIMO ...	UN105	6046	111.4 and 111.2	40 35
84.4	DOWNEY ...	UN095	5991	111.2 and 110.8	45 35
78.8	SWAN LAKE ...	UN085	6005	107.7 and 107.4	65 55
71.4	COULAM ...	UN078	6007	102.6 and 102.4	65 55
65.4	DAYTON ...	UN071	6011	99.6 and 99.4	60 50
56.6	WESTON ...	UN065	6103	90.4 and 90.2	65 55
48.6	TRENTON ...	UN057	6098	87.5 and 85.6	65 55
44.0	CACHE JCT ... T	UN049	8619	83.0 and 82.7	50 40
35.7	WHEELON ...	UN045	6010	67.1 and 66.1	50 40
30.4	DEWEY ...	UN036	6044	64.5 and 64.1	65 55
21.1	HONEYVILLE ...	UN030	5984	53.9 and 53.5	70 55
14.6	BRIGHTON ... T	UN021	Yd.	51.4 and 49.3	50 40
9.5	LITTLE MOUNTAIN JCT ... T	UN014	6027	49.3 and 49.0	20 20
9.0	HOT SPRINGS ...	UN009	5938	49.0 and 47.2	35 35
1.7	SP JCT ...	UN002	6079	47.2 and 46.4	30 30
0.0	OGDEN ... T	UY993	Yd.	46.4 and 44.6	12 12
111.4	Equation MP 111.4 = MP 191.6.				
9.0	Business Tracks			44.6 and 42.0	50 40
1.7	Virginia			42.0 and 41.0	65 55
0.0	Cornish			38.0 and 37.8	50 40
0.0	Perry			23.4 and 23.1	70 55
0.0	Randall			22.0	70 1
0.0	Wip			21.1 and 20.9	45 35
0.0	Harrisville			19.3 and 19.2	65 55
0.0				13.9 and 10.3	70 1
0.0				3.0 and 2.0	70 1
0.0				2.0 and 1.0	35 35
0.0				1.0 and 0.0	15 15

See Special Instructions Item 20 for AMTK schedules.
Yard Limits: MP 23.0 to MP 19.0; MP 2.0 Ogden Subdiv. to MP 818.0 Salt Lake Subdiv.
Train Defect Detectors @MP 88.7, @MP 59.7, @MP 16.5.

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed Between Mile Posts — (Except as below)	MPH
783.6	NORTH YARD	⊙ T		Yd.	Salt Lake City — Between 2nd South & 9th South Sts.	50
P800.2	GRANT TOWER	⊙			Between Mile Posts — Midvale Spur at Atwood	10
P796.6	DRGW	⊙			P798.7 and P757.3	20
P787.0	SANDY	⊙	UP042	5072	Geneva Steel Plant	
P782.6	DRAPER	⊙	UP046	2760	Xings	15
P775.8	MOUNT	⊙	UP053	3667	P757.3 and P755.0	35
P771.1	CUTLER	⊙	UP058	3657	P755.0 and P753.4	30
P769.3	LEHI	⊙	UP059	2047	P753.4 and P752.8	20
P766.4	AMERICAN FORK	⊙	UP062		P733.5 and P732.6	30
P763.0	PLEASANT GROVE	⊙	UP065	4002	P711.8 and P710.0	30
P760.9	PIPEMILL	⊙		2360	P694.4 and P692.6	35
P757.9	GENEVA	⊙	UP072	5975	P692.6 and P691.8	30
P757.2	LAKOTA JCT.				Parley Siding	20
P752.8	CP C758	⊙			P686.2 and P676.4	30
P752.0	PROVO	⊙ T	UP076	Yd.	P676.4 and P674.8	35
P748.9	CPC749	⊙			P667.2 and P666.3	35
P736.3	PAYSON	⊙	UP092	6102	P666.3 and P665.8	30
P722.2	STARR	⊙	UP107	6085	Yard Limits P800.1 and P749.0.	
P711.5	NEPHI	⊙	UP118	6007	Business Tracks	
P700.6	SHARP	⊙	UP128	13436	MP	
P696.0	JUAB	⊙	UP133	6082	Sta. No.	
P680.7	PARLEY	⊙	UP148	6242	Officer P797.4	UP032
P668.8	CPC669	⊙			Burton P796.8	UP033
P665.7	LYNNNDYL	⊙ X	UZ147	6930	Husters P795.6	UP034
135.1					Murray P793.0	UP036
					Pallas P791.7	UP037
					Atwood (E) P790.5	UP039
					Hardy (W) P761.8	UP067
					Bunker (E) P759.9	UP070
					Gate (E) P756.1	UP075
					Spanish Fork (E-W) P744.4	UP085
					Martmar P676.1	UP153
					CTC between MP P757.3 & MP P752.8.	

In addition trains operate over DRGW between Grant Tower and Lakota Jct. MP P757.2. Train Defect Detector: #MP P727.8, #MP P690.2. (Eastward trains must immediately reduce to restricted speed until head end of train is at MP P694 before stopping to inspect train)

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.

MALAD BRANCH — UTAH DIVISION

Mile Post	SOUTH STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH
51.5	MALAD	T	UD952	1091	Between Mile Posts — 0.0 and 16.0	25
31.0	NUCOR		UD931		16.0 and 51.1	15
17.8	TREMONTON		UD918	2409	Business Tracks	
5.5	CORINNE		UD906	2643	Ford	11.5
0.0	BRIGHAM CITY	⊙ T	UN021		Garland	19.7
52.1						

Yard Limits Brigham City MP 0.0 to 4.0.

Little Mountain Branch Little Mountain Jct. to Little Mountain 14.4 miles. TWC in effect. Maximum Speed 40 MPH (except as below).

0.0 and 0.4	15	3.5 and 3.7	25
1.4 and 1.7	20	14.2 and 14.3 (End UP operations)	15
Business Track		MP	Sta. No.
Little Mountain		14.3	UL314

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed Between Mile Posts — (Except as below)	MPH	Pggr.
783.6	NORTH YARD	⊙ T		Yd.	Between Mile Posts — 779.2 and 678.0	79	60
782.8	SALT LAKE CITY	⊙	UZ029	Yd.	678.0 and 576.5	79	70
782.9	GRANT TOWER	⊙			(Except as below) Grant Tower		
782.5	DRGW	⊙			(except south leg of Wye)	15	15
782.0	CPC782	⊙			South leg of Wye	10	10
780.5	CPC781	⊙		s6004	Sidings at:		
779.2	CPC779	⊙			Warner, Faust, Boulter, Jericho, Lynndyl, Delta, Cruz and Milford		30
778.5	BUENA VISTA	⊙	UZ034	s6004	Between Mile Posts —		
768.2	GARFIELD	X	UZ045	n5832 s6153	782.9 and 780.8	20	20
766.4	SMELTER	X	UZ047		No. 1 & No. 2	50	50
764.5	LAKE POINT		UZ049	6015	No. 1 & No. 2	70	—
756.2	ERDA		UZ057	6005	770.6 and 770.1	70	—
747.5	WARNER	⊙ T	UZ065	9722	No. 1 & No. 2	70	—
743.1	STOCKTON		UZ070	6410	767.5 and 767.1	65	55
736.2	ST. JOHN		UZ077	6010	No. 1 & No. 2	70	—
723.0	FAUST	⊙	UZ090	8805	763.4 and 762.7	65	55
717.1	PEHRSON		UZ096	6013	758.9 and 757.1	55	40
710.6	LOFGREEN		UZ103	6717	757.1 and 754.2	60	45
704.8	BOULTER	⊙	UZ109	8855	744.1 and 742.1	50	40
698.0	TINTIC		UZ114	5964	721.0 and 719.6	60	50
691.9	McINTYRE		UZ121	6037	715.9 and 711.3	55	45
685.1	JERICHO	⊙	UZ128	9709	711.3 and 705.8	55	40
675.5	CHAMPLIN		UZ138	6797	700.0 and 699.6	75	—
667.5	LYNNNDYL		UZ147	8804	689.0 and 680.5	60	45
665.7	STRONG	⊙	UZ157	5990	680.5 and 679.2	60	50
664.4	DELTA	⊙ T	UZ164	n6069 s9023	679.2 and 678.8	60	50
658.3	VAN		UZ173	5998	679.2 and 678.8	60	50
650.9	CLEAR LAKE		UZ182	5991	680.5 and 679.2	60	50
649.7	BLOOM		UZ198	5990	679.2 and 678.8	60	50
648.0	CRUZ	⊙	UZ203	8862	679.2 and 678.8	60	50
639.8	BLACK ROCK		UZ214	6027	679.2 and 678.8	60	50
631.2	READ		UZ223	5997	679.2 and 678.8	60	50
617.3	MURDOCK		UZ228	5995	679.2 and 678.8	60	50
610.0	MILFORD	⊙	CX236	8799	679.2 and 678.8	60	50

See Special Instructions Item 20 for AMTK schedules.

Yard Limits: MP 787.0 to MP 781.0.

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

Movements on IPP Spur are authorized by Track Warrant Control.

Train Defect Detectors: ⊙MP 751.0, ⊙MP 729.7, #MP 703.3, ⊙MP 670.9, #MP 644.0, #MP 623.4, ⊙MP 604.6, ⊙MP 583.5.

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

40 MPH dual control switch turnouts: CPC766.

15 MPH dual control switch turnouts: Warner MP 748.4 to yard lead.

Radio Communication via Channel Four.		STATIONS	Station Nos.	Sidings Feet	Maximum Speed MPH	
WEST	EAST				Psgr.	Frt.
Mile Post						
576.7		MILFORD	CPC577	CX236	8862	
574.7			CPC575			
571.4	5.4	UPTON		CX241	6026	
561.5	9.9	THERMO		CX251	8737	
550.7	10.8	LATIMER		CX262	5988	
541.8	8.9	LUND		CX272	9101	
531.7	10.1	ZANE		CX281	6006	
526.2	5.5	BERYL		CX286	5972	
516.5	10.0	HEIST		CX297	8854	
510.2	6.0	MODENA		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	6034	
475.8	8.6	ISLEN		CX338	8539	
470.6	5.0	RICHMOND		CX342	5876	
464.5	6.1	ECCLES		CX349	15177	
461.0	4.7	CALIENTE	CPC461	CX353	E6248	
459.8	5.2		CPC460		W6779	
458.3		ETNA	CPC458	CX358	6098	
454.8	4.9	STINE		CX363	5976	
449.9	4.7	BOYD		CX368	8824	
445.5	6.8	ELGIN		CX375	6166	
438.4	3.9	KYLE		CX379	8833	
434.7	5.4	LEITH		CX384	5950	
429.1	10.4	CARP		CX394	8922	
418.4	5.3	VIGO		CX399	6083	
413.4	5.4	GALT		CX405	6145	
408.0	5.2	HOYA		CX410	8839	
402.5	4.7	ROX		CX415	6660	
398.1	5.1	FARRIER		CX420	6066	
393.0	9.9	MOAPA		CX430	8919	
383.5	9.3	UTE		CX439	6102	
373.8	10.6	DRY LAKE		CX450	6094	
363.2	6.2	GARNET		CX456	8787	
356.9	5.0	APEX		CX461	6072	
352.0	5.3	DIKE		CX466	6156	
346.7	7.6	WANN		CX474	8979	
338.7		UTAH DIV.				
335.3		CALIFORNIA DIV.				
335.3	4.8	LAS VEGAS	CPC336	CX479	Yd.	
334.6			CPC335			
334.3			X T			
	242.5					

Distance MP 493 to 494 = 850 Ft.
See Special Instructions Item 20 for AMTK schedules.
Train Defect Detectors: #MP 566.4, #MP 546.4, #MP 520.8, #MP 388.2, #MP 353.1.

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 MP 494 eastward and westward.
At Milford not less than four hand brakes must be applied on train left unattended.
Train Defect Detectors: #MP 566.4, #MP 546.5, #MP 520.8, #MP 478.8, #MP 474.0, #MP 472.3, #MP 470.0, #MP 448.7, #MP 442.9, #MP 434.6, #MP 432.3, #MP 430.2, #MP 423.0, #MP 410.4, #MP 406.4, #MP 388.2, #MP 353.1.
20 MPH dual control switch turnouts: W. Islen; E. Richmond; Eccles; W. Etna; E. Boyd; W. Elgin; W. Kyle; Galt; Dry Lake; E. Dike.

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. On any Frt. train with over 500 tons per dynamic brake axle and averaging more than 75 tons per operative brake, all retaining valves from Islen to Richmond.
2. On any Frt. train with over 500 tons per dynamic brake axle averaging less than 75 tons per operative brake, not less than 25 retaining valves on head end of train, from Islen to Richmond.
Any Frt. train with over 500 tons per dynamic brake axle 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.
EXCEPTION TO ITEM 5-B INTERMODAL TRAINS:
Trains consisting entirely of 5 platform articulated well cars (double stack) exceeding 90 tons per operative brake must not exceed 50 MPH between Ute and MP 382 — eastward.

CACHE VALLEY BRANCH — UTAH DIVISION

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
50.8		PRESTON		UC251	1319	15
41.5	9.3	PRESTO		UC242	7700	15
37.4	4.1	RICHMOND		UC237	1692	25
24.1	14.3	LOGAN		UC224	2311	10
0.2	24.1	CACHE JCT.		UN049	5300	10
	51.1					15

CEDAR CITY BRANCH — UTAH DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
0.1		LUND		CX272	9101	25
20.3	20.3	IRON SPRINGS		CI321		10
31.8	11.5	CEDAR CITY		CI333		20
						10

IRON MOUNTAIN BRANCH — UTAH DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
0.0		IRON SPRINGS		CI321		25
14.4	14.4	IRON MOUNTAIN		CI415		10
						10

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 trackage.

MEAD LAKE BRANCH — UTAH DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
0.0		MOAPA		CX430	6066	25
16.7	16.7	MEAD LAKE		CV717		10
						10

Business Tracks MP No. Sta. No.
Arrowhead 3.3 CV703
Logandale 10.2 CV710

Radio Communication via Channel Three.				MPH		
Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed	Psgr. Frt.
334.3	LAS VEGAS	XT	CX479	Yd.	334.3 and 309.3	79 60
334.0	3.8				309.3 and 163.6	79 70
330.5	CPC330	X	CX484		163.6 and 163.1	79 60
328.5	3.1				(Except as below)	
327.9	CPC329	X			All sidings except Sloan, Joshua, Cima, Kelso No. 1 Siding, Sands	20 20
326.4	BOULDER JCT.	T	CX486		Between Mile Posts—	
322.4	5.0				334.6 and 333.0	20 20
314.8	ARDEN	T	CX490	6338	Las Vegas—	
309.0	7.6				329.5 Cind-R-Lite and Stocks Mill	
301.3	SLOAN	†	CX498	6288	Spurs	5
296.4	5.5				332.6 and 326.4	
287.9	ERIE	†	CX504	8831	(North Running Trk)	40 40
277.5	8.0				Arden-Blue Diamond Spur	10
272.4	JEAN	†	CX512	5730	321.1 and 319.7	65 55
267.0	4.9				319.7 and 314.6	40 30
263.2	BORAX	†	CX517	5791	312.5 and 311.7	50 40
257.9	8.8				309.8 and 309.3	70 60
254.6	CALADA	†	CX526	8792	254.0 and 236.0	
252.6	10.1				WW Psgr Trains handled with dynamic brake in operation; light engines with operative dynamic brake	45 45
250.4	NIPTON	†	CX535	5765	WW Frt Trns controlled exclusively with dynamic brake	35
247.3	5.1				254.4 and 251.3	45 45
243.0	MOORE	†	CX541	5769	246.7 and 246.5	45 45
239.3	5.0				231.2 and 230.9	75 60
236.5	IVANPAH	†	CX545	9835	196.2 and 194.1	55 45
234.5	4.2				194.1 and 191.8	50 40
228.1	BRANT	†	CX550	5760	191.8 and 188.4	55 45
218.3	5.3				188.4 and 186.1	70 60
211.6	JOSHUA	†	CX555	6062	163.6 and 163.6	40† 40†
203.5	3.9				EW	40† 40†
197.0	CIMA	†	CX559	59664	163.6 and 163.9	40† 40†
191.8	3.6				WW	40† 40†
187.1	CHASE	†	CX563	5766	Running Track from Toomey-CPC168 to Center Yermo-CPC162	40 40
182.3	5.1					
177.5	ELORA	†	CX566	5781		
171.2	4.0					
	DAWES	†	CX570	9029		
	4.0					
	HAYDEN	†	CX574	5788		
	3.9					
	KELSO	†	CX577	9191		
	9.3					
	KERENS	†	CX587	5757		
	8.1					
	SANDS	†	CX595	9016		
	6.4					
	BALCH	†	CX601	5758		
	8.1					
	CRUCERO	†	CX609	5765		
	6.5					
	BASIN	†	CX616	6198		
	5.2					
	AFTON	†	CX621			
	4.4					
	DUNN	†	CX626	9526		
	5.1					
	FIELD	†	CX631	5764		
	4.8					
	MANIX	†	CX635	5771		
	9.5					
	TOOMEY	†	CX645			
	4.9					
	YERMO	T	CX650	Yd.		

See Special Instructions Item 20 for AMTK schedules.

BMI BRANCH — CALIFORNIA DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed	MPH
0.0	BOULDER JCT.	T	CX486		(Except as below)	25
9.9	HENDERSON		CN810	2527	MP 0.0 to MP 0.4	10
	10.9 = End of Track				MP 0.4 to MP 1.0	20
					9.5 and 10.9	10
					Henderson	
					BMI Lead and Yard Tracks	5
					Yard Limits	
					Boulder Jct. to MP 1.0	
					Main Trk details at MP 10.5 and 10.8	

- 40 MPH dual control switch turnouts: Toomey;
- 20 MPH dual control switch turnouts: W. Calada; Cima MP 253.2 & 252.8; Elora; E. Dawes; E. Kelso; W. Field;
- 15 MPH dual control switch turnouts: Kelso between siding & yard tracks.
- On westward trains between Cima and Kelso, all empty flat cars must be entrained near rear of train. Through freight trains must not pick up loads on rear end of train.
- Running air test as required by Air Brake Rule 1007(B) must be made by passenger trains at Cima eastward and westward.
- Psgr. trains without operative dynamic brake must not exceed 20 MPH Cima to Kelso and must stop and remain standing ten minutes at Dawes to cool wheels.
- On descending grades from Cima to Kelso the following applies:
- Train exceeding 3500 tons must not be controlled exclusively with dynamic brake.
- Retaining valves must be used as described by 1-3 below:
1. On any Frt. train exceeding 90 tons per operative brake.
- EXCEPTIONS:
- Trains consisting entirely of five platform intermodal articulated well cars (double stack) will not require retainers if trailing tonnage does not exceed 100 tons per operative brake.
- Trains consisting entirely of five platform intermodal articulated well cars (double stack) when trailing tonnage is between 90 and 100 tons per operative brake that is stopped between Cima and Kelso must, when stopped, apply train brakes with not less than a 20 lb. brake pipe reduction and must not release brakes until sufficient number of retainers are set starting behind lead locomotive to hold train while recharging train line.
- When retainers are used, a sufficient amount of retainers to hold train while recharging must be set (in high pressure position) but not less than 1/2 of the entire train's retainers must be set, and retaining valves must not be placed in exhaust position until the train is stopped at Kelso.
2. On any Frt. train exceeding 80 tons per operative brake with over 250 tons per dynamic brake axle.
 3. On any Frt. train with over 500 tons per dynamic brake axle. Such trains must not exceed 15 MPH Cima to Kelso and must stop and remain standing ten minutes at Dawes to cool wheels.
- On all westward trains, dynamic brake must be tested between MP 309 and MP 292. Conductor must advise engineer number of cars in train, total tonnage, and tons per operative brake.
- From Cima to Kelso, Frt. trains less than 85 tons per operative brake, not required to use retaining valves may operate at a speed not to exceed 25 MPH provided speed can be controlled with minimum brake pipe reduction (6-8 lbs.). If more than minimum brake pipe reduction (6-8 lbs.) is required to control speed, a speed of 20 MPH must not be exceeded.
- Frt. Trains exceeding 85 tons per operative brake must not exceed 20 MPH Cima to Kelso.
- Maximum speed of westward trains over crest of grade at Cima must be 10 MPH less than maximum authorized speed Cima to Kelso.
- In cases where a train is required to stop between Cima and Kelso, provisions of Air Brake Rule 1101(B) will govern.
- Between Kelso and MP 217.6, westward Frt. trains exceeding 75 tons per operative brake and which have over 500 tons per dynamic brake axle, must not exceed 30 MPH at any point.
- EXCEPTION TO ITEM 5-B INTERMODAL TRAINS:
- Trains consisting entirely of 5 platform articulated well cars (double stack) exceeding 90 tons per operative brake must not exceed 50 MPH between Kelso and MP 217.6 — westward and Cima and MP 282 — eastward.
- Train Defect Detectors: #MP 324.2, #MP 292.7, #MP 273.7, #MP 256.0, MP 245.4 cold wheel detector, #MP 233.4, #MP 209.2, #MP 175.3.
- On all westward manifest trains (except TOFC, COFC, Unit trains, and "z" symbol trains) operating between Cima and Kelso:
- Trains requiring use of retaining valves, and all trains which required a brake pipe reduction in excess of 10 p.s.i. to control speed on Cima grade will stop at Kelso where crew will perform a walking inspection of their train in accordance with Operating Rule 109(A). While inspecting, particular attention must be given box cars and flat cars, loaded or empty, for signs of smoke, fire, or heat being generated from within car or lading, also noting underframe of car for these signs. On affected retainer trains this inspection will be performed when train is stopped to position retaining valves to the Exhaust position.
- These instructions will be in effect during the months of May through October.

Radio Communication via Channel Three.				Stations Nos.	Sidings Feet	Maximum Speed Between Mile Posts—	MPH
Mile Post	WEST STATIONS	EAST	MPH				
163.1	YERMO	CPC 162 CPC 161	CX650	T	163.1 and 158.5	79	60
162.0							
160.5							
158.8	DAGGETT	CPC 159	CX654		158.8 and 150.8	20	20
102.1 MILES VIA ATSF DAGGETT TO WEST RIVERSIDE							
56.6	WEST RIVERSIDE				161.3 and 159.0	55	45
53.8	STREETER	CPC 57	CX759	6095	158.8 and 56.6	35	30
48.2	PEDLEY		CX765	5986	55.4 and 53.4	50	50
45.2	MIRA LOMA		CX767	5952	53.4 and 51.8	65	55
38.4	CPC38				50.8 and 49.9	70	—
38.1	SPADRA				Mira Loma		
36.1	MONTCLAIR		CX777	5968	Space Center		5
33.0	SPADRA	CPC 33			Trucks	65	55
28.0	SPADRA		CX784	8991	40.0 and 38.4	45	45
24.8	WALNUT		CX789	6032	38.4 and 38.1	65	—
17.8	PUENTE JCT.	CPC 18	CX795		38.1 and 11.3	65	—
16.9	CITY OF INDUSTRY	CPC 17	CX796	5937	11.3 and 10.2	65	55
16.6	BARTOLO	CPC 11	CX801		10.2 and 8.0	65	50
11.3	WHITTIER JCT.	CPC 10	CX802		8.0 and 7.2	35	35
10.8	PICO RIVERA	CPC 9	CX803	5918	East Yd EW on Trk 3	40	40
9.5	CPC8				7.7 and 5.7	20	20
7.7	CPC7				7.2 and 1.6	20	20
7.2	CPC6				1.6 and 0.0	35	35
5.9	EAST LOS ANGELES		CX806		LA Union		
4.2	EAST YARD		CX809	Yd.	Psg. Term.		
2.8	DOWNNEY ROAD	CPC 4			LA Riv. Br.	15	15
2.1	SOTO ST. JCT.	CPC 3			& 0.0		
1.7	NINTH ST. JCT.	CPC 1			Yard Limits:		
0.0	FIRST ST.	CPC 0			MP 8.0 to MP 3.0.		
-0.9	PASADENA JCT.		CX812		All eastward crews must contact U.P. Dispatcher to confirm that they can proceed directly onto the Santa Fe at West Riverside, in accordance with signal indication. If not, train must be stopped short of West Streeter. Information regarding ability to proceed without blocking crossing can be obtained from either U.P. or Santa Fe Dispatcher.		
-1.1	MISSION TOWER				When stopped at West Riverside, either in westward or eastward direction account signal in stop indication, train can not "proceed" unless permission is received from both UP and ATSF Dispatchers.		
-1.8	LOS ANGELES (Union Station)		CX813	Yd.	All westward trains approaching Vail Avenue will contract Crest Yardmaster for yarding instructions and to inform the Yardmaster as to which track the Dispatcher has his train lined down into the Yard.		

See Special Instructions Item 20 for AMTK schedules.
 40 MPH dual control switch turnouts: West Riverside;
 20 MPH dual control switch turnouts: Pico Rivera MP 9.5;
 15 MPH dual control switch turnouts: Daggett MP 158.8; Whittier Jct.; First St (into yard), Ninth St. Jct., (Sears SW) and Downey Rd. (X-over to No. 1 track).

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

When stopped by signal with stop indication at Daggett, eastward trains must contact both ATSF and UP Dispatchers; westward trains must contact ATSF Dispatchers before flagging block.
 Union Pacific trains originating at Colton and operating on ATSF tracks must secure ATSF track warrant at Colton and must secure UP track warrant at Colton to operate on UP tracks west of Riverside.

Except for double stack trains, eastward UP trains operating with helper locomotives on the ATSF Rwy. will remove helpers at Summit, ATSF MP 55.9. Double stack trains may operate helpers through to Yermeo (and beyond) or may remove helpers at any point between these stations at the discretion of train mgmt.

Train Defect Detectors: @MP 16.4, #MP 42.4.
 Maximum speed for westward trains when the lead locomotive passes the location where the heavy descending grade begins at MP 56.6 on ATSF (where the tracks separate) must be at least 5 MPH less than the maximum authorized speed for that train for the track being operated on between MP 56.6 and Cajon (MP 62.8). Head end locomotive consist with operative dynamic brake must be in dynamic brake prior to train reaching maximum authorized speed after the lead locomotive has passed MP 56.6 (the head end locomotive consist can be in dynamic brake prior to MP 56.6). Train air brakes can be used before or after dynamic brake is applied. When helper locomotives with operative dynamic brake are being used, helper must be in dynamic brake when passing crossovers at Summit on ATSF (MP 53.9). To properly control train speed on the heavy descending grade between Summit and San Bernardino with operative dynamic brake, head end locomotive consist (and helper) dynamic brake must be operated at a sufficient level (as directed by lead engineer) and train air brakes must be used as required.

UP Station Numbers on ATSF		Sta. No.	Business Tracks	MP	Sta. No.
Nebo	741.6	CX658	Riverside Jct.	58.1	CX754
Barstow	746.4	CX663	Riverside	57.5	CX755
Lenwood	6.7	CX668	Arlington	53.2	CX760
Hodge	13.6	CX674	Champagne (W)	43.3	CX769
Helendale	21.1		Ballou	40.4	CX773
East Oro Grande	29.4		Ontario	37.1	CX775
Oro Grande	31.5	CX693	Pomona	31.9	CX781
Victorville	36.7	CX699	Montebello	8.1	CX804
Frost	38.0	CX702	AT&SF hot box and dragging equipment detectors #MP 8.5, #MP 28.5, #MP48.5 — Cajon Subdivn. #MP 6.0 — San Bernardino Subdivn Equations on AT&SF: Needles Subdivn @ Daggett UP158.8 — AT&SF 737.4 Cajon Subdivn @ Barstow AT&SF 749.8 — AT&SF 3.4 San Bernardino Subdivn @ San Bernardino AT&SF 81.2 — ATSF 0.0 @ West Riverside AT&SF 10.7 — UP 56.6		
Thorn	41.1				
Hesperia	45.1	CX707			
Lugo	50.1	CX712			
Summit	55.9	CX718			
Alray	59.7				
Cajon	62.8	CX726			
Keenbrook	69.4	CX730			
Devore	71.5	CX735			
Verdemont	73.9	CX737			
Ono	76.1	CX740			
San Bernardino	81.3	CX746			
Colton	2.9	CX749			
Highgrove	6.7	CX752			

ANAHEIM BRANCH — CALIFORNIA DIVISION

Radio Communication via Channel Three.				Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	SOUTH STATIONS	NORTH	MPH			
0.0	WHITTIER JCT.	CPC 10	CX802			0.0 and 0.2
0.1	SPADRA					0.2 and 0.3
5.2	COLIMA JCT.					0.3 and 2.8
5.5 MILES VIA SP						
10.5	FULLERTON JCT.					5.1 and 5.2
15.5	ATSF					10.5 and 11.0
17.3	FULLERTON		CW217			11.0 and 15.6
19.0	ATSF					16.8 and 17.7
19.3	ANAHEIM		CW220	1056		18.5 and 19.3

Crestmore Br.-California Division Pedley to Crestmore 6.9 Miles. Yard Limits entire branch. Maximum Speed 10 MPH. (FRA excepted track)

Business Track	MP	Sta. No.
Crestmore	6.8	CE007

Glendale Br.-California Division Pasadena Jct. to Forest Lawn 5.8 Miles. Yard Limits entire branch. Maximum Speed 10 MPH. (FRA excepted track) Branch out of service. MP 4.6 to MP 5.8

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

Operation on SP MP 2.0 to Arroyo Jct. MP 4.6.
 At Arroyo Jct., Dayton interlocking operator must be contacted for authority to handle switch.

Lakewood Br.-California Division Douglas Jct. to Lakewood 2.8 Miles. Yard Limits entire branch. Maximum Speed 10 MPH. Trains must contact Hobart Tower before initiating movement on branch to ensure they have the most current track bulletin. (FRA excepted track)

Business Track	MP	Sta. No.
Lakewood	1.6	CS602

92 SAN PEDRO BRANCH—CALIFORNIA DIVISION

Radio Communication via Channel Three.		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 20 Lead known as Consolidated Lumber Co. track 5 Thenard connecting tracks 5 Between Mile Posts — 21.6 and 23.6 10 23.6 and 25.2 5 Mead yard tracks 10 Yard Limits Entire Branch
Mile Post	SOUTH STATIONS NORTH			
2.8	DOWNNEY RD. CPC4	CX809		
3.1	HOBART ATSF	CS500		
3.6	LA JCT RY			
5.1	SP			
7.4	SP			
11.2	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				

All southward trains must receive current track bulletins before passing Hobart Tower. All other trains must contact Hobart before initiating movement on any portion of the branch to ensure they have the most current track bulletin.

Trains enroute to or from LA Harbor must obtain track warrant 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, track warrant 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 track warrant is obtained from HBL and SP. (213-629-6217 or 6185)

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.

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 (213-629-6217 or 6185).

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.

TIMETABLE NO. 7

LAKE SUBDIV.—UTAH & FEATHER RIVER DIVISIONS 93

Radio Communication via Channel Four.		Station Nos.	Sidings Feet	Maximum Speed MPH Between Mile Posts — 911.4 and 669.2 79 70 (Except as below)
Mile Post	WEST STATIONS EAST			
911.4	SMELTER	CPC766	UX047	886.7 and 886.5 70 60
897.7	14.3	CPF898		872.0 and 868.6 65 55
897.1	BURMESTER	T	UX061	868.6 and 864.2 60 50
886.0	11.1		UX072	864.2 and 856.9 70 60
878.6	TIMPIE		UX079	856.9 and 856.6 60 50
	7.4			806.1 and 800.0 70 60
	DELLE		UX079	800.0 and 799.3 40 35
	12.5			799.3 and 795.2 50 45
866.1	LOW		UX092	795.2 and 786.5 70 60
854.9	11.9	CPF855		786.5 and 784.5 60 45
854.2	CLIVE		UX104	784.5 and 776.5 30 25
	8.9			776.5 and 775.1 50 40
845.3	KNOLLS		UX113	775.1 and 772.6 75 60
	10.4			758.7 and 758.4 60 50
834.9	BARRO		UX123	758.4 and 755.2 45 40
	9.8			755.2 and 753.3 70 60
825.1	ARINOSA		UX133	753.3 and 749.5 70 60
	9.6			720.6 and 717.0 70 60
815.5	SALDURO		UX143	717.0 and 716.2 65 55
	8.9			716.2 and 715.1 70 60
806.6	WENDOVER	T	UX151	713.6 Alazon using crossover 25 25
	8.0			713.6 and 707.8 70 60
798.6	OLA		UX160	707.8 and 685.0 70 70
	9.7			685.0 and 681.0 70 60
788.9	PILOT		UX169	681.0 and 674.8 55 45
	7.8			674.8 and 669.5 65 50
781.1	CLIFSIDE		UX177	669.5 and 669.0 35 35
	8.7			Business Tracks MP Sta. No.
772.4	SILVER ZONE		UX186	Lake Point (E) 906.3
	6.0			Solar (W) 893.4 UX064
766.4	SHAFTER		UX192	Ellerbeck (E) 892.9 UX065
	8.9			Marblehead 870.8 UX087
757.5	SAGE		UX201	Aragonite (E) 861.5 UX097
	10.3			Argee 855.0 UX104
747.2	SPRUCE	T	UX211	Blair (W) 808.7 UX149
	9.0			Tulasco (E) 708.8 UX249
738.2	VENTOSA		UX220	Pardo (E) 673.6 UX285
	10.1			Equation:
728.1	RUBY		UX230	MP 713.6 = SP MP 603.7
	10.4			UP station numbers on SP track.
717.7	WELLS		UX240	Halleck UX271
	4.1			Osinio UX284
713.7	UTAH DIV.			Vivian UX311
713.6	FEATHER RIVER DIV.			Palisade UX321
	ALAZON CPF714	UX244		Mosel UX355
	12.6			New Argenta UX357
701.0	SP CONN.		UX257	Hilltop UX370
	1.0			Battle Mountain UX371
700.0	DEETH		UX258	Mote UX381
	16.7			Iron Point UX394
683.3	ELBURZ		UX275	
	0.2			
683.1	SP CONN.			
670.7	13.9	CPF671		
669.2	ELKO		UX293	
668.7	3.0	CPF669		
	ELKO AMTRAK STATION			
666.2				
	259.4			

See Special Instructions Item 20 for AMTK Schedules Mountain Standard Time Smelter to the Eastward signal at East Burmester. Pacific Standard Time from the Westward signal at East Burmester to Oakland. 40 MPH dual control switch turnouts: Smelter; 25 MPH dual control switch turnouts: Alazon SP connection to westward SP main track; 15 MPH dual control switch turnouts: Argee MP 855.0. Dual control switches located east and west Elko. Amtrak No. 6 need not receive track warrant at Elko. At Elko only Eastward UP Fgt. trains need receive a Lake Subdiv. and Lyndyl Subdiv. track warrant.

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.

Elko: Between MP 664.0 and MP 676.2 trains and engines may move in either direction on authority of train dispatcher. Movement against the current of traffic must be made at restricted speed.

Rule 251 in effect Elko to Alazon, Eastward only. Train Defect Detectors located at: #MP 701.1, #MP 732.8, #MP 769.4, #MP 830.0, #MP 860.4, #MP 893.7.

The following are Utah Div. Branches:	
Ellerbeck Branch Ellerbeck to Dolomite 5.7 Miles. Yard Limits entire branch.	Marblehead Branch Marblehead to Marblehead Plant 4.9 Miles. Yard Limits entire branch. Maximum Speed 10 MPH
Maximum Speed 20 MPH	Business Track MP Sta. No.
Wye 2.7 UQ103	Marblehead Plant 4.7 UM305
Flux 3.7 UQ104	
Dolomite 4.7 UQ105	

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

TIMETABLE NO. 7

94 WINNEMUCCA SUBDIV. — FEATHER RIVER DIVISION

Mile Post	Radio Communication via Channel Four.		Station Nos.	Sidings Feet	Maximum Speed Between Mile Posts	MPH				
	WEST	EAST				Psg.	Frt.			
670.7		Ⓜ CPF671	UX293	Yd.	669.2 and 535.9	79	70			
668.7		ELKO			Ⓜ CPF669			All sidings (Except as below)		
666.2		ELKO AMTRAK STATION						South Pass		
646.0		EAST CARLIN			Ⓜ CPF646			Winnemucca	10	10
643.4		WEST CARLIN			Ⓜ CPF643			Herlong Siding	10	10
630.5		BARTH						669.5 and 669.0	35	35
619.5		BEOWAWE						669.0 and 664.0	60	60
575.4		ELLISON						660.7 and 659.0	70	60
572.2		VALMY			Ⓜ CPF572			654.1 and 652.6	70	60
535.8		WESO						652.6 and 650.8	65	50
536.0					CPF536			650.8 and 650.3	50	40
535.8					CPF533			650.3 and 649.0	60	45
532.1		WINNEMUCCA			CPF532 T			649.0 and 648.3	55	45
530.8					CPF531			East and West Carlin using turnout	15	15
530.6					CPF530			648.3 and 643.4	60	60
519.2		RAGLAN						643.4 and 641.6	70	60
508.6		GASKELL						638.3 and 637.7	70	60
496.6		JUNGO						637.7 and 628.2	45	40
487.6		ANTELOPE						625.8 and 625.4	70	60
479.4		FLOKA						618.5 and 618.0	70	60
470.6		RONDA						611.0 and 610.1	70	60
461.3		CHOLONA						604.4 and 603.1	75	30
451.2		TREGO						537.2 and 536.7	75	—
437.9		GERLACH			T			Maximum Speed Between Mile Posts	MPH	
430.8		PHIL						535.9 and 321.4 (Except as below)	70	
416.3		REYNARD						All sidings	20	
404.7		SANO						535.9 and 527.0	60	
393.7		SAND PASS						521.8 and 520.9	60	
384.4		SP CONN			CPF384			510.4 and 509.9	65	
382.9		FLANIGAN						497.0 and 495.7	60	
371.7		HERLONG			CPF383			495.7 and 494.5	40	
362.6		DOYLE						494.5 and 489.9	35	
352.2		SCOTT'S			CPF352			489.9 and 488.3	50	
345.6		RENO JCT.			CPF341 T			488.3 and 481.1	60	
341.8	CHILCOOT		481.1 and 480.1	55						
339.1	HAWLEY	CPF322	480.1 and 474.2	60						
327.5	PORTOLA	CPF320	434.1 and 429.5	60						
322.2			404.7 and 399.9	55						
321.4			399.9 and 397.7	50						
320.1			397.7 and 397.0	35						
347.8			397.0 and 395.4	30						
			395.4 and 390.7	35						
			390.7 and 387.4	50						
			387.4 and 384.0	60						
			374.0 and 353.8	60						
			353.8 and 348.4	40						
			348.4 and 347.6	35						
			347.6 and 343.7	40						
			343.7 and 340.0	50						
			340.0 and 324.1	60						
			324.1 and 321.4	30						
			Equation: MP 355.7 = SP MP 420.9							

See Special Instructions Item 20 for AMTK Schedules
 25 MPH dual control switch turnouts: Valmy;
 20 MPH dual control switch turnouts: Weso, SP Connection MP 384.4 & MP 384.2;
 15 MPH dual control switch turnouts: East & West Carlin;
 10 MPH dual control switch turnouts: Reno Jct., CPF 341 to Reno Branch.

Business Tracks	MP	Sta. No.			
Hunter (E)	657.0	UX302	Kampos (E)	601.3	UX356
Tonka (E)	650.1	UX309	Rennox (E)	591.3	UX367
Carlin (E)	644.6	UX314	Russell (E)	582.3	
Duggan (E)	631.8	UX326	Golconda (E)	548.0	UX409
Cluro (E)	627.1	UX331	E. Army (E)	373.1	
Dunphy (E)	610.1	UX348	Red House (E)	563.0	UX395
			Pozla	349.1	PX610

UP station numbers on SP track.
 Vivian . . . UX311 New Argenta UX357 Battle . . . Iron Point UX394
 Palisade . . . UX321 Argenta . . . UX358 Mountain UX371 Tule . . . UX420
 Mosel . . . UX355 Hilltop . . . UX370 Mote . . . UX381

Elko: Between MP 664.0 and MP 676.2 trains and engines may move in either direction on authority of train dispatcher. Movement against the current of traffic must be made at restricted speed.

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

Rule 251 in effect Weso to Elko, Eastward only.
 Dual control switches located East Carlin and West Carlin are for SP detour routes. Dual control switch located at Valmy.

Train Defect Detectors located at: #MP 358.3, #MP 387.1, #MP 434.5, #MP 475.0, #MP 503.8, #MP 554.4, #MP 585.8, #MP 615.4, #MP 639.1, #MP 662.6. High Load Detector at #MP 340.3.

Westward trains may entrain empty intermodal equipment behind the first 10 cars of the train between Reno Jct. and Portola. (This modifies Item 5-B of the Special Instns.) Westward empty intermodal equipment must be switched back to the rear 3000 tons of the train before departing Portola.

TIMETABLE NO. 7

WINNEMUCCA SUBDIV. — FEATHER RIVER DIVISION 95

TRACK WARRANT REQUIREMENTS

All trains via UP Winnemucca must secure Union Pacific track warrant at Winnemucca.

Amtrak No. 6 must, unless otherwise instructed, secure Union Pacific track warrant at Sparks authorizing movement over Winnemucca, Lake and Lyndyl Subdivisions.

SP trains originating Sparks which are to operate east of Weso on Union Pacific must, unless otherwise instructed, secure Union Pacific track warrant at Sparks.

SP trains originating SP Winnemucca which are to operate east of Weso on Union Pacific must check with Union Pacific train dispatcher prior to departing from SP Winnemucca.

Eastward SP trains originating Wendel must secure Union Pacific track warrant at Wendel authorizing movement Flanigan to Winnemucca.

Westward SP trains enroute UP Winnemucca from Carlin must secure Union Pacific track warrant at Carlin authorizing movement Weso to UP Winnemucca.

Eastward SP trains must receive Union Pacific track warrant at Carlin authorizing movement Carlin to Alazon.

Flanigan: Connection to SP at CPF 384. Westward absolute signal governing movement over connection is a two-unit signal. Upper unit governs movement to UP main track. Lower unit has lunar light indicators mounted on signal mast which indicate to right of mast route lined to SP connection; and to left of mast lined for UP into Flanigan siding.

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 27.2	20
					Learno Ind. Lead	10
					27.2 and 33.1	10
					Interchange to SP	5
					Business Tracks	MP Sta. No.
					Anderson	18.8 PR419
					Leareno	21.0 PR422
					Panther	23.4 PR423
					Cougar(W)	25.4 PR425
					Comstock	30.3 PR430
					Sierra Pacific(E)	30.5 PR431

Main track details: MP 28.9; 30.7; 31.7.

Six axle units prohibited MP 30.5 to MP 33.

Yard Limits: MP 20.0 to MP 33.1.

TWC in effect Reno Jct. - MP 20.0.

TIMETABLE NO. 7

Mile Post	Radio Communication via Channel Four.		Station Nos.	Sidings Feet	Maximum Speed Between Mile Posts MPH
	WEST STATIONS	EAST STATIONS			
322.3		CPF322			321.4 and 201.9 45
321.4	PORTOLA		PX637	10748	201.9 and 92.0 70
320.1	11.0	CPF320			All sidings 20
310.4	BLAIRSDEN		PX648	4869	(Except as below)
	8.5				321.4 and 299.8 30
301.9	SLOAT		PX656	7869	299.8 and 232.2 25
	5.5				225.2 and 224.3 35
296.4	SPRING GARDEN		PX662	4610	202.0 and 201.7 30
282.2	14.2	CPF282			180.0 and 177.5 30
281.5	KEDDIE		PX677	7386	167.1 and 165.8 40
280.7	4.2	CPF281			141.3 and 135.2 25
280.5	2.2	CPF280			135.2 and 129.0 40
277.3	PAXTON		PX681	4202	129.0 and 97.3 60
	6.8				97.3 and 95.2 50
270.5	VIRGILIA		PX688	9810	95.2 and 92.0 20
	10.4				Quincy Jct.—Stock, House & Interchange Tracks 5
260.1	BELDEN		PX698	4573	West Wye Switch Keddie, Diverging Route 10
	4.5				Business Tracks MP Sta. No.
255.6	CAMP RODGERS		PX703	6670	Quincy Jct. 287.9 PX670
250.9	8.0	CPF251			Twain 273.9 PX685
247.5	MERLIN		PX711	3683	Tobin (W) 253.1 PX706
243.9	8.1	CPF243			W. Oroville (E) 201.2 PX753
239.5	PULGA		PX719	6091	Cleveland 175.6 PX779
	4.6				Sankey (W) 152.6 PX802
234.9	POE		PX723	6859	Bombay (E) 146.6 PX807
230.4	8.9	CPF230			Globe 140.7 PX814
226.0	JAMES		PX732	6613	Cordova (E) 134.4 PX820
	6.0				Kenwood (E) 133.2 PX821
220.0	ELSEY		PX738	6478	Laguna Creek (E) 129.8 PX823
	6.1				Villinger (W) 107.8 PX845
213.9	KRAMM		PX744	6379	Kingdon 104.7 PX849
204.5	MITCHELL AV.	CPF205			Slide Detector devices: At locations listed below, if a detector device has been actuated signal will display aspect per Rule 245N. After stopping trains must proceed not exceeding restricted speed looking out for rocks on track or other obstructions.
203.9	CPF204				Eastward:
202.5	OROVILLE YARD		PX751	Yd.	Signals 2362; 2368; 2576; 2644.
202.5	9.9	CPF202			Westward:
193.0	CRAIG		PX761	6249	Signal 2675.
	12.8				Absolute signals: West Belden; West Pulga.
180.2	BINNEY JCT	SP	PX774		Signals 2379; 2371.
	1.4	CPF180			At Stockton ATSF connection between UP and ATSF movements must not exceed 5 MPH and cars 61 feet or longer are prohibited.
178.8	MARYSVILLE		PX776	5082	25 MPH dual control switch turnouts: Virgilia;
	5.9				20 MPH dual control switch turnouts: Hammer Lane MP 97.3;
172.9	MOUNKES		PX782	7290	15 MPH dual control switch turnouts: Blairsdien; Sloat; Spring Garden; Keddie; Keddie Wye; Paxton; Belden; Camp Rodgers; Merlin; Pulga; Poe; Mitchell Ave. MP 204.5; East Oroville MP 203.7; West Oroville MP 202.6; South Sacramento MP 136.9; Pollock; Stockton Tower MP 93.1; Stockton MP 90.9.
156.5	PLEASANT GROVE		PX798	6337	⊙ Applies only between the hours of 6:01 pm and 7:01 am between MP 139.5 and MP 132.4.
143.6	DEL PASO		PX811	6234	
	12.9				
139.7	HAGGIN	CPF140			
136.9	3.5	CPF137			
	SO. SACRAMENTO		PX818	Yd.	
135.1	3.6	CPF135			
132.4	POLLOCK		PX822	4848	
	10.5				
121.9	PHILLIPS		PX832	6171	
	8.0				
113.9	THORNTON		PX840	3613	
104.9	16.0	CPF105			
97.9	HAMMER LANE		PX856	5750	
	2.8				
95.1	EL PINAL	SP	PX859		
	0.8				
94.3	FLORA ST.	CPF95			
	0.5				
93.8	WEBER AVE.	SP			
	0.6	CPF94			
93.2	ATSF				
92.7	1.2	CPF93			
92.0	STOCKTON		PX862	Yd.	
	225.4				

Equation: MP 205.5 equals MP 209.5.

Track Warrant Requirements
 All westward trains originating Oroville must receive track warrant at Oroville.
 All eastward trains originating Oroville must receive track warrant at Oroville.

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 262.0	%MP 234.2
%MP 312.6	%MP 281.5	%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 300.0	%MP 273.4	%MP 245.6	
%MP 293.8	%MP 269.5	%MP 243.5	

Train Defect Detector: ⊙MP 212.7, #MP 161.3, #MP 124.6, ⊕MP 109.5

Mile Post	STATIONS		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
	SOUTH	NORTH			
111.8	BIEBER	⊙ T	PK112	Yd.	40
	17.0				20
94.8	LITTLE VALLEY		PK095	4251	20
	18.3				10
76.5	HALLS FLAT	T	PK076	6758	25
	13.6				25
62.9	LODGE POLE		PK063	4235	1.0 and 0.0 10
	24.4				Yard Limits MP 111.0 to MP 111.8
38.5	WESTWOOD		PK039	4388	At Bieber MP 111.8 = BN MP 91.0
	12.8				Business Trks. MP Sta. No.
25.7	ALMANOR		PK026	7942	Little Valley Lumber Co.(W)95.4 PK096
	11.0				Willow Springs (W) 89.8 PK090
14.7	GREENVILLE		PK015	4236	Crescent Mills 8.8 PK009
	8.5				Indian Creek (W) 3.1 PK003
6.2	MOCCASIN		PK006	4208	Clear Creek Jct. 35.2 PK035
0.2	6.2	CPF901 T			
0.0	KEDDIE	CPF280	PX677		
	111.8				

TWC in effect MP 0.28 to Bieber.
 Train Defect Detector: %MP 1.1.

The following are Feather River Div. Branches
6 axle units are prohibited on ALL Feather River Branches except the San Jose Branch.
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 5.9 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 Montezuma 22.2 Miles 10 MPH. Yard Limits Cannon to Montezuma (equation Dozier MP 0.0 = MP 64.3). Track out of service entire branch.
 Business Tracks MP Sta. No. Business Tracks MP Sta. No.
 Haggin 95.5 PX815 Dozier 64.3 PZ708
 19th Street Jct. 95.0 Creed-Atlas Powder Co (W) 59.8 PM805
 34.5 Miles via SP T 7.9 PV681 Rio Vista Jct. (W) 57.8 PM807
 Cannon T 7.9 PV681 Montezuma 50.0 PM815
 UP trains operate on SP Haggin to Cannon to reach Dozier Br.

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

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
 Lovdal 2.7 PW403 Woodland 16.6 PW417

Holland Branch Broderick to Clarksburg 11.5 Miles. Yard Limits entire branch. Maximum Speed 10 MPH.
 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.
Loyalton Branch Hawley to Loyalton 12.3 Miles. Yard Limits entire branch. Maximum Speed 10 MPH Main Track Derail at MP 12.2
 Business Track MP Sta. No.
 Loyalton 11.8 PL512
 Six axle units prohibited.

98 PORT CHICAGO BRANCH — FEATHER RIVER DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
93.2	STOCKTON TOWER		PX862		20
	33.5 MILES VIA ATSF				
48.5	EAST PITTSBURG		PN931		48.7 and 46.1 39.1 and 38.6
48.1	⊗ ATSF				Business Tracks MP No. Shell Point (W) 43.6 PN935 McAvoy 42.5 PN936 Nichols (W) 41.0 PN937 Clyde 37.2 PN941
47.4	⊗ ATSF				Operation Via ATSF Stockton to East Pittsburg.
47.0	PITTSBURG		PN932		Yard Limits:
46.2	⊗ ATSF				Entire Branch
44.9	WEST PITTSBURG		PN933	510	At Stockton ATSF connection between UP and ATSF movements must not exceed 5 MPH and cars 61 feet or longer are prohibited.
39.0	PORT CHICAGO		PN939		Track out of service MP 38.6 to MP 37.1
	44.8				

UP Station Numbers on ATSF

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

OAKLAND SUBDIV. — FEATHER RIVER DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
	Radio Communication via Channel Four				
92.0	STOCKTON		PX862	Yd.	60
91.7		CP F92			92.0 and 90.4
91.0		CP F91			Hunter St. Lead 5
89.9		CP F90			84.5 SP Xing 30
84.5	⊗ SP				74.1 SP Xing 25
	3.4				Tracy Branch Spur 5
82.1	WYCHE		PX872	5377	67.0 and 58.2 35
74.1	⊗ SP				58.2 and 52.3 30
72.8	TRACY		PX881	10692	52.3 and 45.0 50
63.3	MIDWAY		PX891	5508	45.0 and 38.8 45
56.2	ALTAMONT		PX898	5418	38.8 and 34.4 35
49.5		CP F50			34.4 and 30.9 40
47.0	LIVERMORE	CP F47	PX907	12378	30.9 and 29.2 30
42.9	HEARST	CP F43	PX916	4402	15.2 and 10.6 35
38.1		CP F31			10.6 and 7.2 20
30.8	NILES JCT.	CP F30	PX923		Business Tracks MP No.
30.5		CP F30			French Camp 88.4 PX867
29.7	FREMONT		PX924	4042	Lathrop 85.8 PX870
29.3		CP F29			Cochran 75.6 PX878
27.5		CP F27			Lyoht (W) 73.8 PX880
25.5		CP F25			Ayala (E) 70.9 PX882
20.8	HAYWARD		PX934	4025	Lincoln (E, W) 51.5 PX903
20.1		CP F19			Lox (W) 50.3 PX904
19.3		CP F15			Trevarno (W) 49.2 PX905
15.4	MELROSE	CP F10	PX943		Radum 43.4 PX911
10.6		CP F10			Pleasanton (W) 41.7 PX912
7.2	FALLON ST.	CP F7	PX946		Pabrico (W) 27.0 PX927
		CP F7			Union City 25.9 PX928
5.8	MAGNOLIA TOWER				Carpenter 24.9 PX929
4.7	OAKLAND		PX949	Yd.	Estudillo 16.1 PX938
	89.5				San Leandro 14.7 PX939
					Cal. Glass Spur (E) 14.1
					Kohler 11.3 PX942
					Fruitvale 9.6
					Chestnut Jct. 5.9 PX948
					Two main tracks Fallon Street to Magnolia Tower (SPXing). Movements made under instructions of Yardmaster Oakland or train dispatcher.

Yard Limits MP 8.0 to Oakland

Train Defect Detector:

⊗ MP 23.2 ⊗ MP 42.5 Detector will verbalize its location as being MP 43 while detector is actually at MP 42.5.

MP 90.5 ⊗ SP ⊗ — Hunter Street Lead.

20 MPH dual control switch turnouts: W. Ortega MP 89.9;

15 MPH dual control switch turnouts: Stockton Tower MP 93.1; Stockton MP 90.9;

E. Ortega MP 90.8; E. Wyche; E. Midway; W. Altamont; Livermore (S.P.) MP 48.6; W. Hearst;

Niles Jct., except E. Niles Jct., MP 30.8; Fremont; Fallon St.; Magnolia Tower (SPXing).

10 MPH dual control switch turnouts: E. Niles Jct. MP 30.8.

No 6 Axle units allowed beyond McArthur Rd., South Tracy.

TIDEWATER SOUTHERN SUBDIV. — FEATHER RIVER DIVISION 99

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
0.0	STOCKTON YD.		PX862	Yd.	25
1.7	ORTEGA		PX864		Between Mile Posts — 29.7 and 33.2 10
5.2	MANTECA JCT.		PQ005	2170	All tracks in No. Yard 46.6 and 47.9 10
19.8	ESCALON		PQ020	1390	Business Tracks MP No. Valimet (E) 2.2 PQ002 Sharps Lane (E) 3.3 PQ003 Turner 6.2 PQ006 Atlanta 12.5 PQ012 Simms 14.2 PQ014 Alba 17.0 PQ017 Aurora 29.5 PQ029 Moore (E) 33.2 PQ034 Bronco (W) 37.5 PQ037
25.6	MCHENRY		PQ026	1220	Yard Limits MP 0.0 to MP 6.0 TWC in effect MP 6.0 to Turlock.
30.1	NORTH YARD JCT.		PQ030		
31.4	MODESTO M&ET		PQ032		
32.7	⊗ SP				
34.5	ROGERS		PQ035	2010	
41.6	HATCH		PQ042	1240	
44.7	KEARNEY		PQ045		
47.9	TURLOCK		PQ048		
	47.9				

Manteca Br.—Feather River Div. Manteca Jct. to South Manteca 6.6 Miles. (FRA excepted track) 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 Br.—Feather River Div. 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) MPH
0.0	NILES JCT.	CP F31 T	PX923		35
0.2		CP F902			Between Mile Posts — 0.0 and 0.3 including wye 10
4.5		CP F904			7.5 and 10.0 25
7.0	WARM SPRINGS		PS707	Yd.	10.0 and 15.7 20
8.5		CP F909			15.7 and 23.0 10
10.2		CP F910			Business Tracks MP No. Irvington (W) 3.3 PS703 Inland Steel 4.9 PS705 Curtner (W) 8.0 PS708 Berryessa (W) 14.1 PS714
11.5	MILPITAS		PS711	Yd.	Yard Limits: MP 10.0 to MP 23.0 CTC Niles Jct. to MP 10.2.
17.5	SAN JOSE		PS717	Yd.	
19.6	VALBRICK	⊗ SP	PS720		
20.4	WILLOW GLEN	⊗ SP	PS721		
22.3	WEST SAN JOSE		PS722		
	23.0				

100 POCATELLO SUBDIV. — GREEN RIVER & IDAHO DIVS.

Mile Post	Radio Communication via Channel Three.		Station Nos.	Sidings Feet	Maximum Speed (Except as below) All Sidings except Granger, Nutria, Opal, Kemmerer, Leefe and Montpelier	MPH Frt. 70
	WEST STATIONS	EAST STATIONS				
0.0	GRANGER	CPG847 T ↑	WX847	7260	0.0 and 0.8	40
1.6	8.4	CPG2			28.7 and 31.3	60
8.4	MOXA		IX855	7359	31.3 and 32.3	40
16.4	NUTRIA		IX863	12015	32.3 and 35.5	50
24.8	8.4				35.5 and 40.8	35
33.3	OPAL		IX872	7345	40.8 and 44.6	55
39.1	8.6				48.8 and 49.6	50
39.9	7.3	CPG39			54.5 and 55.8	30
39.9	KEMMERER			6567	55.8 and 57.8	35
40.6	8.1	CPG40 X			57.8 and 63.6	60
42.2		CPG42		7867	63.6 and 65.4	50
48.0	FOSSIL		IX898	7329	65.4 and 68.2	55
53.3	5.3				87.4 and 87.7	50
53.3	NUGGET		IX903	7316	92.9 and 93.1	50
59.5	6.2				96.7 and 98.3	60
59.5	ORR		IX907	7251	98.3 and 99.7	50
65.3	5.9				102.6 and 104.8	50
65.3	LEEFE	T ↑	IX912	11783	104.8 and 105.4	60
72.0	6.7				107.8 and 120.4 No.	50
72.0	BECKWITH		IX919	7342	120.6 and 130.1	60
77.4	5.4				130.1 and 138.7	60
77.4	PIXLEY		IX925	7399	138.7 and 141.0	50
83.1	5.7				141.0 and 146.3	45
83.1	COKEVILLE		IX931	8566	146.3 and 148.3	60
88.8	5.7				152.1 and 152.4	50
88.8	MARSE		IX935	7367	163.5 and 168.9	60
94.5	5.7				168.9 and 171.7	50
94.5	CHAUSSE		IX941	7339	171.7 and 174.7	55
102.3	7.8				174.7 and 177.4	60
102.3	HARER		IX950	7389	177.4 and 179.0	45
107.9	5.6	CPG108			179.0 and 180.0	35
114.8	7.3	CPG115 X			180.0 and 183.1	45
115.2	MONTPELIER		IX962	Yd.	183.1 and 185.5	55
116.9	5.2	CPG117 X			185.5 and 187.9	35
120.4	PESCADERO	CPG121			Maximum Speed (Except as below)	79 70
127.7	7.3				187.9 and 195.3	60 50
127.7	GEORGETOWN		IX974	10057	195.3 and 197.7	65 55
136.2	8.5				McCammion Jct. - No. 1 MT to or from Ogden	
144.0	10.0	CPG144	IX983	7354	Subdivn. crossing over	15 15
145.5	5.0	CPG146			197.7 and 200.0	70 55
146.2	SODA SPRINGS	T	IX993	7465	200.0 and 202.6	55 50
146.5	5.0	CPG147			212.2 and 213.8	70 —
151.2	ALEXANDER		IX999	7297	213.8 and 215.0	20 20
156.7	5.5				Do not exceed 65 MPH if freight train averages over 80 tons per operative brake. Do not exceed 60 MPH if freight train averages over 100 tons per operative brake.	
162.2	TALMAGE		IY003	7426	Business Tracks	
170.2	5.5				Sage	MP 63.0 Sta. No. IX910
170.2	BANCROFT		IY009	17498	Pegram	98.1 IX945
177.0	8.0				Lava Hot Springs	180.5 IY027
177.0	PEBBLE		IY018	7337	Inkom	201.7 IY049
185.9	6.8	CPG177				
185.9	8.9	CPG179 X				
189.8	5.9	CPG186				
196.4	5.9	CPG190				
203.6	5.2	CPG198 T X	IY038			
210.7		GREEN RIVER DIV.				
213.1		IDAHO DIV.				
213.3	3.5	CP P212 X				
214.2		CP P213 X				
		POCATELLO T X	IY061	Yd.		
	214.2					

See Special Instructions Item 20 for AMTK schedules.

Two main tracks Dingle to Pescadero; Blaser to Topaz; CPG190 to Pocatello.

Train Defect Detectors: #MP 20.3, #MP 61.4, #MP 79.6, #MP 106.6, #MP 153.4, #MP 174.2, #MP 197.4 (Trks 1 and 2).

Yard Limits MP 213.8 to MP 215.0.

40 MPH dual control switch turnouts: Granger CPG847; CPG2; CPG108; CPG121; CPG177; CPG186; CPG190;

15 MPH dual control switch turnouts: CPG42 Cumberland Branch; CPP13; CPP14. CPP16 between Nos. 1 & 2 or No. 3 & Montana ML.

Speed frater switches 15 MPH.

POCATELLO SUBDIV. — GREEN RIVER & IDAHO DIVS. 101

The Following Are Green River Div. Branches:

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 MP 3.5 (End of UPRR operations). Yard limits entire branch.

Maximum speed 20 MPH (except as below). MP 0.0 and 1.0 15 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 10 MPH except between MP 6.5 to MP 7.5 and Conda yard 5 MPH.

Business Tracks MP Sta. No. Monsanto 1.8 IC002

Epo 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 — GREEN RIVER DIVISION

Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH
0.0	EPCO		IC006	9873	25	25
11.7	11.7 WOOLEY VALLEY		ID012		10	10
18.3	6.6 DRY VALLEY	T	ID018		5	5
	18.3				5	5

Mountain Fuel Track

No. 1 5

Center Load Track

above rollover dumper 5

Between Mile Posts —

0.0 and 1.0 15

3.5 and 4.9 15

Dry Valley Yard 5

Yard Limits Epo to MP 2.3

Radio Communication via Channel Four				Maximum Speed MPH
Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	(Except as below)
0.0	MINIDOKA	⊙ T	IY120	40
13.5	RUPERT	⊙ T	IT614	12†
21.8	BURLEY	T	IT622	10
26.0	STARRH'S FERRY		IT626	12†
41.8	MURTAUGH		IT641	35†
53.3	KIMBERLY		IT653	10
58.7	TWIN FALLS	⊙ T	IT659	10
73.8	BUHL	T	IT674	10
74.4 END OF TRACK				10

Yard Limits: MP 0.0 to MP 2.0; MP 11.0 to MP 15.0; MP 55.0 to MP 60.0.

NORTH SIDE BRANCH — IDAHO DIVISION

Radio Communication via Channel Four				Maximum Speed MPH
Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	(Except as below)
0.2	RUPERT	⊙ T	IT614	40
4.4	MYERS	⊙	IT805	25
5.7	PAUL	⊙	IT806	7.0 and 7.0
15.9	SCHODDE		IT816	7.0 and 7.0
47.9	JEROME		IT848	7.0 and 7.0
56.7	WENDELL		IT857	7.0 and 7.0
72.9	BLISS	⊙ T	IY198	7.0 and 7.0
72.7				7.0 and 7.0

Operation by General Order.

Myers — Engines must not enter covered area at TASC0 bulk sugar loading plant or covered area at wet hopper.

Raft River Br. — Idaho Div. Burley to Declo 9.2 Miles. Operation by General Order. 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.	Business Tracks	MP	Sta. No.
Unity	3.1	IT903	Crippen(E)	2.1	IT702
Elcock	4.0	IT904	Ruby(W)	3.1	IT703
Evans(E)	4.7	IT905	Beetville	4.3	IT704
Springdale	6.0	IT906	Pella	5.2	IT705
Hatch	7.5	IT908	North Kenyon	8.1	IT708
Declo	9.0	IT909	Kenyon	9.6	IT710
			Martin	11.5	IT712

Oakley Br. — Idaho Div. Burley to Martin 11.6 Miles. Operation by General Order. Maximum Speed 20 MPH. Except between MP 0.1 and 1.0 10 MPH, MP 11.5 and MP 11.7 10 MPH.

Mile Post	NORTH STATIONS	SOUTH STATIONS	Station Nos.	Sidings Feet	Maximum Speed MPH
7.1	ABERDEEN JCT.		IA607		40
20.1	TABER		IA620	1540	15
39.7	SCOVILLE	T	IA640	1650	25
59.1	ARCO	T	IA659	1760	10
59.4 END OF TRACK					10

YELLOWSTONE BRANCH — IDAHO DIVISION

Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	Maximum Speed MPH
51.0	ASHTON	⊙ T	IE051	2145	40
36.8	ST. ANTHONY	T	IE037	5225	20†
26.0	REXBURG		IE026	3135	20†
13.8	RIGBY		IE014	2530	10
7.6	UCON	⊙	IE008	2805	20†
3.0	ORVIN	⊙ T	IE003	825	25
1.0	IDAHO FALLS	⊙ T	IF185	Yd.	10
51.6 END OF TRACK					10

St. Anthony Br.-Idaho Div. Egin to St. Anthony 9.7 Miles. Operation by General Order. 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.	Business Tracks	MP	Sta. No.
Egin	29.2	IE229	Ammon	18.1	IE158
Parker	33.3	IE234	Bonded Siding (S)	20.8	IE1520

Goshen Br.-Idaho Div. Ammon to Lincoln Jct. 4.1 Miles. Operation by General Order. Maximum Speed 20 MPH except between Mile Posts: 21.4 and 21.6 — 10 MPH; 17.5 and 18.4 — 10 MPH.

EAST BELT BRANCH — IDAHO DIVISION

Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	Maximum Speed MPH
38.0	NEWDALE		IE438	550	40
16.2	RIRIE		IE416	990	25
3.0	LINCOLN JCT.		IE403		20
0.0	ORVIN	T	IE003	825	25
38.6 END OF TRACK					10

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

West Belt Br.-Idaho Div. Ucon to Menan 10.7 Miles. Maximum speed 10 MPH. Operation by General Order (FRA Excepted Track).

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Ucon	0.0	IE008	Ashton	0.0	IE051
Coltman (E)	2.6	IE203	Marysville	1.7	IV502
Grant (E)	4.6	IE205	Grainville	6.0	IV506
Lewisville	8.7	IE209	Drummond	8.5	IV509
Midway	9.6	IE210	France	12.7	IV513
Menan	10.4	IE211	Lamont	15.7	IV516

Teton Valley Br.-Idaho Div. Ashton to Teton 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.	Business Tracks	MP	Sta. No.
Ashton	0.0	IE051	Walker	28.1	IE429
Marysville	1.7	IV502	Parkinson	32.2	IE432
Grainville	6.0	IV506	Moody	34.3	IE434
Drummond	8.5	IV509	Operation by General Order.		
France	12.7	IV513			
Lamont	15.7	IV516			
Judkins (S)	22.2	IV522			
Felt (S)	26.2	IV526			
Tetonia	30.3	IV530			

Mile Post	Radio Communication via Channel Four.		Station Nos.	Sidings Feet	Maximum Speed MPH	
	WEST STATIONS	EAST STATIONS			(Except as below)	Psgr. Frt.
214.2	POCATELLO	⊙ T X	IY061	Yd.	79	70
215.8	2.1	⊙ CPP214				
216.0		⊙ CPP215				
216.3	POCATELLO JCT.	⊙ CPP216 X				
216.9	8.1	⊙ CPP217 X				
222.8	MICHAUD	⊙ CPP223	IY071	7358-c	20	20
224.4		⊙ CPP225				
230.2	BANNOCK		IY077	8242	75	40
238.4	AMERICAN FALLS		IY086	7104	60	50
242.5	BORAH		IY090	6053	40	40
250.0	QUIGLEY		IY097	8258	65	45
256.0	WAPI		IY103	5973	35†	35†
260.3	DEWOLF		IY107	8280	—	60
267.9	HAWLETT		IY115	5980	40	40
272.9	MINIDOKA	T †	IY120	13190	70	60
276.8	MAX		IY123	5909	45†	45†
284.6	ADELAIDE		IY132	8273	60	50
289.8	KIMAMA		IY136	5965	55	45
295.7	SENER		IY143	5976	—	60
303.1	OWINZA		IY151	8359	65	60
314.7	DIETRICH	⊙ CPP315			70	60
320.4		⊙ CPP320			60	50
321.8	SHOSHONE		IY169		45	35
323.1	8.5	⊙ CPP323 X			35†	35†
330.3	TUNUPA		IY178	8269	—	60
337.1	GOODING		IY185	8232	60	50
344.8	FULLER		IY191	8283	60	50
350.0	BLISS	T	IY198	5872	40	40
356.0		⊙ CPP356			45†	45†
356.7	TICESKA		IY205	6030	—	60
372.8	17.3	⊙ CPP373 X			55	55
374.0	GLENN'S FERRY	⊙ CPP376 X	IY221	Yd.	—	40
376.3	19.3	⊙ CPP384			45.0	45.1
382.4		⊙ CPP382			35	35
391.6	REVERSE	⊙ CPP393	IY240	8341	20	20
393.3		⊙ CPP400			20	20
395.9	MOUNTAIN HOME	⊙ CPP401 T	IY249	8234	Do not exceed 65 MPH if freight train averages over 80 tons per operative brake. Do not exceed 60 MPH if freight train averages over 100 tons per operative brake.	
401.2	SEBREE	⊙ CPP403	IY255	8251	Business Tracks MP Sta. No. Don 219.8 IY067 Schiller(W) 226.8 IY074 King Hill(W) 367.7 IY214 Hammett X 382.6 IY230 Simco(W) 419.1 IY266 LaFleur(W) 438.9 IY286 Amtrak operates on Boise Cut-off between CPP424 and CPN456.	
413.7	CLEFT	⊙ CPP422	IY260	8242		
421.6	ORCHARD	⊙ CPP424	IY270	9349		
423.6	OWYHEE		IY282	8214		
435.2	KUNA	⊙ CPP447	IY294	8227		
448.8	IDAHO DIVISION					
448.8	NAMPA DIVISION					
454.9	FOX	⊙ CPN449				
454.9	8.0	⊙ CPN455 X				
456.4	NAMPA	⊙ CPN456	IY304	Yd.		
456.8	242.6					

See Special Instructions Item 20 for AMTK schedules.
 At Pocatello (Pole Line Road), Shoshone, Glens Ferry, Ontario and Mountain Home whistle detectors mounted on orange colored whistle posts have been installed near main crossings.
 All eastward trains must sound whistle before passing whistle posts. **Exceptions:** At Glens Ferry both eastward and westward trains must sound whistle.
 Yard Limits in effect MP 213.8 to MP 215.0.
 Train Defect Detectors #MP 233.5, #MP 252.3, ⊙MP 268.9, #MP 290.9, #MP 313.4, #MP 339.9, #MP 369.0 (No. 1 track), %MP 374.0 (No. 1 track), ⊙MP 379.8 (No. 2), #MP 397.3, #MP 417.9, ⊙MP 445.1.
 Two main tracks Pocatello to CPP225; CPP315 to CPP324; CPP356 to CPP393; CPP449 to CPN465.
 40 MPH dual control switch turnouts: CPP225 between main tracks; CPP315; CPP324; CPP356; CPP393 between main tracks; CPP423 to Boise; CPP449;
 20 MPH dual control switch turnouts: CPP223 siding; CPP225 siding; CPP356 siding; CPP393 siding;
 15 MPH dual control switch turnouts: CPP214; CPP215 No. 3 to Montana Subdiv. or crossover between No. 1 & 2 main tracks; CPP373; CPP392; CPP456 to Boise or west crossover; CPP376 No. 1 to No. 2 and to West Glenn's Ferry.
 Speed frater switches 15 MPH.

Mile Post	Radio Communication via Channel Three.		Station Nos.	Sidings Feet	Maximum Speed MPH	
	NORTH STATIONS	SOUTH STATIONS			(Except as below)	MPH
0.0	FORT HALL		IF146	Yd.	20	20
9.3	NINE MILE				15	15
20.4	GAY	T	IQ020	1650	10	10
	21.5				15	15

Trains from Gay must not be controlled exclusively by dynamic brake. Dynamic brake must be tested prior to passing MP 18.0. On trains from Gay, if dynamic brake is inoperative, retaining valves in "HP" position must be used on all cars.

MONTANA SUBDIV. — IDAHO DIVISION

Mile Post	Radio Communication via Channel Three.		Station Nos.	Sidings Feet	Maximum Speed MPH	
	SOUTH STATIONS	NORTH STATIONS			(Except as below)	MPH
390.0	SILVER BOW	⊙ T	IF390	Yd.	10	10
380.6	FEELY		IF381	1135	30	30
369.9	DIVIDE		IF370	2234	25	25
359.1	MELROSE		IF359	3352	30	30
340.3	APEX		IF340	2587	30	30
328.0	DILLON	⊙	IF328	7733	30	30
320.2	BARRETT'S		IF320	9567	30	30
301.8	RED ROCK		IF303	7784	30	30
280.1	LIMA		IF280	4688	30	30
273.3	SNOWLINE		IF273	2744	25†	25†
264.9	MONIDA	T	IF265	3268	30†	30†
258.7	HUMPHREY		IF258	5740	35	35
248.5	SPENCER		IF249	3091	20†	20†
234.6	DUBOIS	T	IF235	5128	25	25
217.4	HAMER		IF218	2660	30	30
201.9	ROBERTS		IF202	2842	30	30
184.8	IDAHO FALLS	⊙ T	IF185	Yd.	35	35
175.5	SHELLEY		IF176	6683	10	10
169.1	FIRTH		IF169	6135	15	15
158.1	BLACKFOOT	⊙ T	IF158	4322	15	15
146.0	FORT HALL		IF146	7265	15	15
140.8	TYHEE		IF140	6142	15	15
136.7	MONTANA JCT.	⊙ T			15	15
135.1	POCATELLO JCT.	⊙ T			15	15
	254.9				15	15

Yard Limits: Silver Bow to MP 388.0; MP 330.0 to MP 325.0; MP 188.0 to MP 181.0; MP 160.0 to MP 156.0; MP 138.0 to Pocatello Jct.
 MP 186.7 to MP 189.4 is ABS-TWC.
 Equation: Distance MP 314 to MP 316 is 1.4 miles.

ABERDEEN BRANCH — IDAHO DIVISION

Mile Post	Radio Communication via Channel Three.		Station Nos.	Sidings Feet	Maximum Speed MPH	
	NORTH STATIONS	SOUTH STATIONS			(Except as below)	MPH
B0.0	BLACKFOOT	⊙ T	IF158	Yd.	10	10
B7.1	7.1				20	20
0.0	ABERDEEN JCT.	⊙	IA607		25	25
4.1	ROCKFORD		IA904	1485	25†	25†
28.2	ABERDEEN	T	IA928	1760	15	15
	35.3				10	10

Business Tracks MP Sta. No. Collins B2.9 IA602 Clarkson B4.3 IA604 Moreland(N) B5.6 IA605 Liberty 5.9 IA906 Pingree 10.3 IA910

106 BOISE CUT-OFF — NAMPA & IDAHO DIVISION

Radio Communication via Channel Four.		WEST		EAST		MPH	
Mile Post	STATIONS	Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts —	MPH	Psgr. Frt.	
B423.5	ORCHARD	CPP424	IY270	9349	B439.5 and B440.4	25	25
	25.1				B446.5 and B451.8	20	20
					B467.0 and B467.8	30	25
B423.6	IDAHO DIVISION				Business Tracks	Sta. No.	
	NAMPA DIVISION				Hillcrest	B445.2	IB292
B448.6	BOISE	T	IB296	1055	Perkins	B451.5	IB299
B450.9	BOISE JCT.		IB298		Beatty	B454.9	IB302
B457.5	MERIDIAN		IB305	3850	Aluma (W)	B462.8	IB311
B467.8	NAMPA	CPN456 T	IY304		4 axle units only are to be used when spotting industries.		
	44.3						

See Special Instructions Item 20 for AMTK schedules.

40 MPH dual control switch turnouts: CPP 424; 15 MPH dual control switch turnouts: CPN 456.

Stoddard Br.-Nampa Div. Nampa to Stoddard 17.5 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between Mile Posts: 0.1 and 0.8 — 15 MPH; 16.7 and 17.6 — 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 — NAMPA DIVISION

Mile Post	SOUTH STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum speed (Except as below) Between Mile Posts —	MPH
99.1	CASCADE	⊙ T	IN099	1485	99.7 and 98.0	10
	16.4				98.0 and 92.5	30
82.7	SMITHS FERRY	T	IN083	1430	92.5 and 83.1	20
	18.8				81.0 and 64.0	SWD10-NWD15
63.9	BANKS		IN064	1650	64.0 and 60.0	20
	14.2				60.0 and 53.0	SWD10-NWD15
49.7	HORSESHOE BEND		IN050	1485	53.0 and 50.3	20
	22.8				49.1 and 45.7	25
26.9	EMMETT	⊙ T	IN027	4510	45.7 and 44.1	35
	24.3				40.3 and 38.7	30
2.6	FISCHER	⊙	IN003	2310	38.7 and 37.4	SWD10-NWD15
	2.6				37.4 and 33.2	20
0.0	NAMPA	⊙ T	IY304		33.2 and 31.2	25
	99.7				27.7 and 25.6	12 1/2
					22.4 and 18.2	SWD15-NWD10
					14.8 and 13.8	30
					8.8 and 8.7	25
					0.4 and 0.2	15

Yard Limits: Nampa to MP 7.0; MP 24.0 to MP 28.0; MP 98.0 to Cascade. TWC in effect Cascade to Nampa.

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.

At Emmett, the normal position of the junction switch for the Payette Branch main track and the Idaho Northern main track is lined for the Payette Branch main track.

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

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

Homedale Br.-Nampa Div. Nyssa to Marsing 33.4 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

Umatilla Br. — Nampa Div. Hinkle to Umatilla 10.6 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between Mile Posts:

	MPH	Business Tracks	MP	Sta. No.
0.0 and 0.1	10	Hermiston	4.1	OK904
2.3 and 3.7	15	Umatilla	10.2	OK911
3.8	10 1/2			
9.4 and 10.6	10			

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

PAYETTE BRANCH — NAMPA DIVISION 107

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
	4.7				1.0 and 4.9	25
5.1	FRUITLAND		IN305	1265	6.5 and 6.9	25
	24.0				6.9	10 1/2
29.1	EMMETT	⊙ T	IN027	4510	9.6 and 10.8	25
	28.7				13.7 and 13.9	35
					25.2 and 25.6	35
					28.4 and 29.1	12 1/2

Yard Limits: MP 0.4 to MP 1.0 and MP 27.0 to MP 29.1 TWC in effect MP 1.0 to MP 27.0

At Emmett, the normal position of the junction switch for the Payette Branch main track and the Idaho Northern main track is lined for the Payette Branch main track.

NEW MEADOWS BRANCH — NAMPA 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
	2.3				7.4 and 7.7	25
81.8	TAMARACK	⊙ T	IM482	1375	9.9 and 11.0	25
	21.7				11.0 and 29.3	20
60.1	COUNCIL	⊙ T	IM460	2750	32.9 and 33.5	25
	19.6				33.5 and 34.3	20
40.5	CAMBRIDGE		IM441	1650	34.3 and 36.8	25
	21.4				36.8 and 39.1	20
19.1	CONCRETE		IM419	2255	39.1 and 42.4	30
	19.1				42.4 and 43.2	20
0.0	WEISER	⊙ T	IY363	Yd.	45.1 and 54.8	25
	84.5				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.

Yard Limits:
Weiser to MP 1.0
MP 59.0 to MP 61.0
MP 81.0 to MP 84.5

OREGON EASTERN BRANCH — NAMPA DIVISION

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

Track out of Service
MP 25 to MP 157.2

JOSEPH BRANCH — NAMPA DIVISION

Mile Post	SOUTH STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts —	MPH
83.3	JOSEPH	T	OJ084	1980	83.6 and 82.5	10
	23.8				81.8 and 78.9	25
59.5	WALLOWA	T	OJ060	1246	78.2 and 77.2	20
	38.9				77.9 and 75.0	25
20.6	ELGIN	T	OJ021	1805	72.8 and 71.8	25
	16.9				65.2 and 64.4	20
3.7	BAUM	⊙	OJ004	2000	56.0 and 24.0	10
	3.7				24.0 and 19.1	20
0.0	LA GRANDE	⊙ T	OX486		19.1 and 15.6	15
	83.6				0.3 and 0.0	15

MP 290.3 (1st St.) La Grande stop sign controls eastward movements.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Enterprise	77.6	OJ078	Kimmel	39.4	OJ040	Alicel	8.1	OJ008
Lostine	67.5	OJ068	Looking Glass	33.6	OJ034	Island City	2.2	OJ003
Sevier	56.3	OJ057	Gulling	24.9	OJ025			
Minam	46.7	OJ047	Imbler	12.0	OJ012			

Pilot Rock Br.-Nampa Div. 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.
Sparks	6.0	OM107	Pilot Rock	14.0	IM115

Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed MPH	Psg. Frt.
	Radio Communication via Channel Four. Hinkle to Huntington Radio Communication Via Channel Three — Huntington CPN538 to Nampa.					
456.4	NAMPA	CPN456	IY304	Yd.		
456.4		CPN456				
456.4		CPN456				
456.4	8.9	CPN465				
456.4	CALDWELL		IY313			
456.4		CPN466	IY320	8284		
456.4	NOTUS		IY328	8261		
456.4	PARMA	CPN474	IY328			
456.4		CPN482				
456.4	10.7					
498.9	ONTARIO	CPN300	IY346	N8433		
498.9		CPN501		S8278		
498.9	PAYETTE		IY350			
502.7	CRYSTAL		IY357			
502.7		CPN514				
509.6	WEISER		IY363	N8245		
514.3				S8069		
526.2	COBB		IY373			
532.8	ROCK ISLAND		IY381	8242		
538.4	HUNTINGTON	CPN538	OX386	8343		
538.4		CPN388				
538.4	LIME		OX391	6885		
538.4						
538.4	WEATHERBY		OX398	8510		
538.4	DURKEE		OX407	9859		
538.4	OXMAN		OX414	8436		
538.4	PLEASANT VALLEY	CPN356	OX420			
538.4		CPN353				
538.4	ENCINA	CPN348	OX424			
538.4		CPN348				
538.4	QUARTZ		OX428	12044		
538.4	BAKER		OX434	10458		
538.4	WING		OX438	5190		
538.4	HAINES		OX444	8633		
538.4	NORTH POWDER		OX453	8564		
538.4	TELOCASET		OX463	7240		
538.4	CROOKS		OX467	8436		
538.4	UNION JCT.		OX473	8554		
538.4	LONE TREE	CPN295				
538.4		CPN291				
538.4	LA GRANDE	CPN289	OX486			
538.4		CPN289				
538.4	289.0		OX488			
538.4	289.0		OX490			
538.4	285.7		OX494	9295		
538.4	285.7		OX494	9295		
538.4	282.4		OX500	8727		
538.4	275.6		OX504			
538.4	272.1		OX504			
538.4	271.0		OX505	6848		
538.4	265.0		OX511			
538.4	257.7		OX518	9003		
538.4	254.3		OX522	5817		
538.4	248.7		OX527	8679		
538.4	239.8		OX536	8619		
538.4	236.9		OX538	5047		
538.4	234.6		OX540			
538.4	229.6		OX546	5785		
538.4	225.3		OX551	9078		
538.4	219.0		OX557	5662		
538.4	215.7		OX560	7935		
538.4	212.7		OX564	13672		
538.4	208.1		OX567	6390		
538.4	199.7		OX577	8478		
538.4	192.5		OX583	6342		
538.4	188.0					
538.4	185.3					
538.4	286.5					
538.4	HINKLE		OX591			

See Special Instructions Item 20 for AMTK schedules.

Equation: MP 538.8 = MP 389.8.

All trains secure track warrant at La Grande. AMTRAK trains are not required to receive a track warrant at Hinkle or LaGrande. Two main tracks CPN356 to CPN351; CPN295 to CPN286; CPN273 to CPN265; CPE189 to Hinkle.

TIMETABLE NO. 7

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Apple Valley(E)	486.1	IY333	Wix(W)	514.2	IY362
Washoe(W)	501.1	IY348	Nelson	372.6	OX403
Wood(W)	506.4	IY353	Mission(W)	220.8	OX555
Feltham	512.9	IY360	Stanfield	188.4	OX587

40 MPH dual control switch turnouts: CPN 465; CPN 295; CPE 189; CPE 183 between departure track & No. 1 main track;

20 MPH dual control switch turnouts: W. and E. Cobb; W. Oxman; CPN 273; W. Camp; E. Minthorn; W. Pendleton; W. Echo.

15 MPH dual control switch turnouts: CPN 456 to Boise or west crossover; CPN 457; E. Crystal W. LaGrande; Kamela; Rieth to Pilot Rock Branch; CPE 185.

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 Pleasant Valley to Durkee, from Kamela to Hilgard, and from Kamela to Huron, the following items A, B, and C apply:

A. Freight trains exceeding 60 tons per operative brake must be handled with a brake pipe reduction of not less than 6 pounds. The first reduction must be made before the entire train is on the heavy descending grade.

B. Retaining valves must be set:

1. On any freight train exceeding 80 tons per operative brake and 7200 trailing tons. (See Note 1 below)

2. On any freight train exceeding 80 tons per operative brake and 250 tons per dynamic brake axle (including helper). (See Note 1 below)

Note 1: Retaining valve requirement does not apply to trains consisting entirely of five platform intermodal articulated well cars (double stack) not exceeding 100 tons per operative brake, not exceeding 8400 trailing tons and not exceeding 350 tons per dynamic brake axle (including helper locomotives).

3. On any freight train exceeding 500 tons per dynamic brake axle (including helper locomotives).

4. On any freight train being handled without pressure maintaining.

C. All freight trains exceeding 80 tons per operative brake and operating without retainers:

1. Anytime train is stopped with a total brake pipe reduction exceeding 15 pounds, sufficient hand brakes, but not less than 10, must be applied to hold train and brake system must be recharged before proceeding. (See Note 2)

2. Anytime total brake pipe reduction exceeds 15 pounds to control speed, train must be stopped and retainers set prior to releasing train brakes. Brake system must be recharged before proceeding. If retainers are not sufficient to hold train while recharging, hand brakes must also be applied. (See Note 2)

Note 2: Whenever necessary to apply hand brakes to hold train on grade; after air brake system is recharged, reduce brake pipe pressure not less than 6 pounds to hold train while hand brakes are released.

On descending grades from Encina to Quartz and from Telocaset to Union Junction, the following items A, B and C apply:

A. Freight trains exceeding 85 tons per operative brake must not exceed 25 MPH.

B. Freight trains exceeding 60 tons per operative brake must be handled with a brake pipe reduction of not less than 6 pounds. The first reduction must be made before the entire train is on the descending grade.

C. Retaining valves must be set:

1. On any freight train exceeding 100 tons per operative brake and 500 tons per dynamic brake axle (including helper locomotives).

2. On any freight train being handled without pressure maintaining.

Train Defect Detector:

⊕MP 478.1	⊕MP 507.4	%MP 312.6	%MP 307.2	%MP 261.5	%MP 259.4
#MP 524.6	%MP 380.6	%MP 304.9	#MP 298.9	%MP 256.1	%MP 255.6
%MP 378.7	%MP 375.2	%MP 284.4	%MP 280.3	%MP 253.0	#MP 243.7
#MP 371.8	%MP 357.0	%MP 278.8	%MP 276.8	%MP 239.7	(MT and
%MP 344.2	#MP 336.0	%MP 272.9	%MP 268.2	sidings) ⊕MP 222.0	%MP 276.8
%MP 318.3	%MP 315.0	(Both Tracks) %MP 263.5		211.1	#MP 194.9
		%MP 262.5		188.6	%MP

At Wix, do not exceed 5 MPH with 6-axle units on all industry or business tracks.

At Hinkle, up to 12 coupled locomotives may be moved or switched when at least 4 locomotives have independent brakes connected and operable.

TIMETABLE NO. 7

110 SEATTLE SUBDIV. — COLUMBIA RIVER DIV.

Radio Communication via Channel Three.		Station Nos.	Sidings Feet	Maximum speed MPH	
Mile Post	STATIONS			Seattle to Fife	(except as below)
180.1	SEATTLE	OX951	Yd.	45	12
179.9	BN			40	20
178.7		CPS179		40	20
173.6	BN			40	20
173.7		CPS174		40	20
173.1	BN			40	20
166.9		CPS173		40	20
166.9	KENT	OX938	3148	30	20
162.3	AUBURN	OX933	4319	30	20
154.5	SUMNER	OX925	4574	30	20
148.0	FIFE	OX919	4962	30	20
147.4		CPS147		30	20
146.8	RESERVATION	OX917		30	20
	140.0 MILES VIA BN			30	20
6.8	NO. PORTLAND JCT.	OX778		30	20
5.6	PENINSULA JCT.	CPS5 T OX776		30	20
4.0	ST. JOHNS JCT.	CPS4 O P501		30	20
1.6	ALBINA	O P500	Yd.	30	20
	181.2			30	20

All caboosless 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.

Equations:

UP-MP 146.6 = BN-MP 38.4
 BN-MP 40.1 = BN-MP 0.0
 BN-MP 136.5 = BN-MP 9.9
 BN-MP 8.1 = UP-MP 6.8

Station Numbers on BN Track

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

PORTLAND SUBDIV. — NAMPA & COLUMBIA RIVER DIVISIONS

Business Tracks	MP	Sta. No.	Bonneville (W)	38.0	OX737
Ordanance	177.6	OX597	Rockwood	11.8	OP764
Rufus	108.7	OX666	Reynolds	20.0	OX762
Biggs	103.8	OX672	Hemlock	17.0	OX765
Rowena	76.6	OX700	Fir	12.4	OX769
Hood River	63.1	OX712	St. Johns		OP504
Wyeth	49.8	OX726	Barnes		OP507

All caboosless 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.

PORTLAND SUBDIV. — NAMPA & COLUMBIA RIVER DIVISIONS 111

Radio Communication via Channel Three.		Station Nos.	Sidings Feet	Maximum Speed MPH	
Mile Post	STATIONS			West	East
185.3	HINKLE	OX591	Yd.	79	70
183.7	3.2	CPE183		79	70
182.1	CPE182			79	70
	6.2			79	65
175.9	MUNLEY	OX600	8763	50	40
	6.1			50	40
169.8	CLARKE	OX605	6386	60	50
	5.0			60	50
164.2	BOARDMAN	OX612	10639	70	60
	5.0			70	60
		CPE163		70	60
	NAMPA DIVISION				
163.2	COLUMBIA RIVER DIVISION				
157.7	7.5	CPS158		60	50
156.7	CASTLE	OX617	9527	75	65
	9.8			75	65
146.9	HEPPNER JCT.	OX627	9975	40	40
139.8	8.2	CPS140		60	50
137.7	ARLINGTON	OX638	9962	55	45
136.1	9.9	CPS136		60	50
128.8	BLALOCK	OX646	9747	55	45
	7.9			60	50
120.9	QUINTON	OX652	9740	65	55
	8.3			50	40
112.6	GOFF	OX661	10795	40	30
	9.4			55	45
103.2	CPS103			45	35
	8.3			55	45
94.9	OREGON TRUNK JCT.	OX680		50	40
88.9	10.0	CPS89		55	45
84.9	THE DALLES	OX691	Yd.	50	45
	3.2			55	45
81.7	CRATES	OX694		50	40
	9.5			35	25
72.2	MOSIER	OX706	6988	60	50
	13.8			50	45
58.4	MENO	OX716	9912	60	50
	15.0			50	45
43.0	CASCADE LOCKS	OX733	6752	55	45
	9.7			55	45
33.3	DODSON	OX741	10616	50	40
	6.6			50	40
26.7	BRIDAL VEIL	OX749	6360	50	40
	9.7			50	40
17.0	SANDY	OX753	10618	50	40
15.9	1.4	CPS16		50	40
	VIA GRAHAM LINE				
15.6	TROUTDALE	CPS15 OX760	2626	50	40
	15.0			50	40
0.6	E. PORTLAND CPI	O P773		35	35
	VIA KENTON LINE				
22.0	TROUTDALE	CPS15 OX760	4958	50	50
	11.6			35	35
12.4	FIR	OX769	4974	10	10
	2.3			15	15
10.4	CHAMP	OX772	8476	25	25
	2.3			15	15
				6	6
8.1	KENTON	OX775	n5322 s4885	10	10
	2.1			10	10
5.6	PENINSULA JCT.	CPS5 T OX776		10	10
	1.6			10	10
4.0	ST. JOHNS JCT.	CPS4 O P501		10	10
	2.4			10	10
1.6	ALBINA	O P500	Yd.	25	20
	1.0			20	15
0.6	E. PORTLAND CPI	O P773		15	10
	0.2			10	10
0.4	STEEL BRIDGE	O P775		10	10
	0.4			10	10
0.0	PORTLAND	O P775		10	10
	PORTLAND VIA GRAHAM 184.2				
	PORTLAND VIA KENTON 190.6				

Amtrak trains are not required to receive a track warrant at Hinkle. See Special Instructions Item 20 for AMTK schedules. ACS in effect The Dalles to Troutdale and Troutdale to East Portland via Graham line. Two main tracks Hinkle to CPE 182; Albina to Portland. Double track (Rule 251) CPS103 to Crates. Yard Limits: MP 81.7 to MP 88.0; St. Johns Jct. to MP 0.5. Train Defect 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). 60 MPH dual control equilateral turnout; CPS103. 40 MPH dual control switch turnouts: CPE 183 between Departure track & No. 1 main track; CPE182; CPS82; CPS15 to Kenton main; 20 MPH dual control switch turnouts: W. Boardman; W. Blalock; Goff; E. Mosier; Cascade Locks. 15 MPH dual control switch turnouts: CPS5 and CPS1. Equation: MP 165.0 to MP 166.0 = 0.4 MP 55.0 to MP 57.0 = 1.5 At Hinkle, up to 12 coupled locomotives may be moved or switched when at least 4 locomotives have independent brakes connected and operable.

112 BEND BRANCH — COLUMBIA RIVER 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 track warrant at The Dalles.
0.0	OREGON TRUNK JCT.	T	OX680		
	151.9 MILES VIA BN				
151.9	BEND	T	OB151		
	151.9				

Station	Station No.	Station	Station No.	Station	Station No.
Moody	OB005	Nena	OB063	Metolius	OB109
Lockitt	OB017	Dant	OB070	Culver	OB114
Dike	OB026	Dixon	OB073	Opal City	OB121
Sinamox	OB029	Kaskela	OB080	Terrebonne	OB129
Oakbrook	OB039	So. Jct.	OB085	Prineville Jct.	OB132
Sherar	OB047	Gateway	OB093	Redmond	OB134
Tuscan	OB050	Paxton	OB099	Deschutes	OB143
Maupin	OB054	Madras	OB104	Bend	OB151
Cambrai	OB055				

Heppner Br. — Columbia River Div. Heppner to Heppner Jct. 45.4 Miles. Maximum Speed 25 MPH except between Mile Posts:

Mile Post	MPH	Business Tracks	MP	Sta. No.
45.4 and 43.4	10	Heppner	45.2	OH245
31.7 and 31.5	20	Lexington	36.3	OH236
22.7 and 20.7	15	Jordan	31.0	OH231
19.0 and 17.9	20	Jone	28.3	OH228
16.2 and 16.0	20	McNab	25.2	OH225
0.3 and 0.0	15	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 Br. — Columbia River Div. Condon to Arlington 44.8 Miles. Maximum Speed 25 MPH except between Mile Posts:

Mile Post	MPH	Business Tracks	MP	Sta. No.
44.8 and 40.5	10	Condon	44.5	ON345
36.0 and 24.0	10	Clem	28.6	ON329
22.0 and 21.2	15	Mikkalo	24.4	ON325
19.2 and 18.6	15	Rock Creek	16.0	ON316
18.6 and 15.0	10	Shutler	7.3	ON308
0.4 and 0.0	15	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.

Olympia Industrial Spur—Columbia River Div. East Olympia to Olympia 7.2 miles. Max speed 10 MPH. Yard limits MP 0.0 to MP 0.3; MP 7.0 to MP 7.2. Three axle units are prohibited. Main track derails at MP 5.6 and MP 7.2.

Stations:	Sta. No.	MP	Business Track:	Sta. No.	MP
East Olympia	OX881	0.0	Capitol	00902	1.9
Tumwater	00905	4.8			
Olympia	00907	7.2			

GRAYS HARBOR BRANCH — COLUMBIA RIVER DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	MPH
0.6	CENTRALIA	T	OX862		10
	53.3 MILES VIA BN				
69.0	ABERDEEN	T	OQ654		10
	3.6				
72.6	HOQUIAM	T	OQ658		5
	58.4				

Business Tracks	MP	Sta. No.
Raisch Spur	3.2	OQ603
Cosmopolis	51.2	OQ651
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.

SPOKANE SUBDIV. — COLUMBIA RIVER & NAMPA DIVISIONS 113

Mile Post	SOUTH STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum speed MPH Eastport to St. Yard 40 Fish Lake to Hinkle 50
	Radio Communication via Channel Three.				(Except as below) Between Mile Posts —
					139.1 and 133.5 35
					133.5 and 123.7 30
					130.5 and 124.2 30
					124.2 and 123.7 10
140.7	EASTPORT	T	OS141	3990	123.7 and 117.4 20
	21.6				117.4 and 116.7 15
119.1	MOYIE SPRINGS		OS119	1730	116.7 and 110.2 20
	9.8				110.2 and 109.5 10
109.3	BN				109.5 and 108.0 20
	0.3				105.9 and 105.4 35
109.0	BONNERS FERRY	T	OS110	2270	100.4 and 96.6 30
	13.2				96.6 and 92.6 35
95.8	SHILOH		OS096	4615	85.9 and 83.2 35
	9.0				69.4 and 68.8 35
86.8	SAMUELS		OS087	2205	68.8 and 63.0 25
	11.5				63.0 and 60.0 35
75.3	BN				Clagstone Siding 10
	0.7				22.0 BN Xing 20
74.6	SANDPOINT	T	OS075	4900	2.5 and 1.5 10
	17.0				354.7 30
57.6	VAY		OS058	8615	353.5 and 352.8 45
	7.5				351.8 and 350.0 35
50.1	CLAGSTONE		OS050	6200	305.9 and 305.6 40
	24.8				294.5 and 294.4 45
25.3	COEUR D'ALENE JCT.	T	OS026	1730	292.3 and 291.9 35
	3.3				282.2 and 275.1 45
22.0	BN				273.0 and 271.6 20
	0.3				East Switch Ayer & Ayer Jct. 40
21.7	GRAND JCT.		OS022	2690	245.7 and 244.5 45
	19.0				239.0 and 238.4 45
2.7	SI YARD	T		2190	236.0 and 235.4 45
	0.2				232.3 and 230.6 35
2.5	BN CONN.	T			220.0 and 219.7 40
	14.4 MILES VIA BN				216.6 and 215.6 35
354.8	FISH LAKE				215.6 and 213.5 20
350.4	4.8	CPE350			215.0 and 213.5 Siding 20
350.0			OK169	5099	213.5 and 210.2 40
	20.9				210.2 and 209.2 35
329.1	WELLS		OK147	7077	185.1 and 185.1 35
	22.9				185.1 and 184.7 20
306.2	MARENGO		OK125	3508	184.7 and 184.4 (Wye) 20
	21.2				Hinkle-Mikami Spur 10
285.0	HOOPER JCT.	T	OK103	1875	All southward cabooses trains operating on Spokane Subdivision between MP 195.2 and Hinkle must not exceed 35 MPH
	11.2				Yard Limits: Eastport to MP 139.0, MP 78.0 to MP 71.0, MP 13.0 to BN Conn.
273.8	JOSO		OK092	2385	Business Tracks MP No.
	4.1	CPE273			Meadow Creek (N) 126.7 OS126
269.7	AYER JCT.	T	OK086		Deep Creek(S) 103.7 OS104
	3.8	CPE270			Mesenbrink (N) 119.8 OS120
267.9	AYER	T	OK082		Dover (S) 71.2 OS072
	11.2	CPE269			Chilco 31.2 OS037
256.7	MATTHEWS		OK072	9770	Interstate (S) 20.2 OS021
	10.0				Austin (N) 12.7 OS013
246.7	WALKER		OK062	9752	Trentwood-Velox 10.8 OS012
	9.8	CPE238			Millwood-Irvin 6.8 OS009
237.8	PAGE	T	OK052	9710	Crosby (S) 333.2 OK151
	21.7	CPE236			Anken (S) 293.0 OK111
235.9		CPE223			Park (S) 279.7 OK098
223.1		CPE216			Ash 228.2 OK044
215.8		CPE215			Sun Harbor 224.1 OK039
215.4					Humorist 222.6 OK038
215.2	WALLULA	T	OK031	7640	Wallula Heights (N) 218.0 OK034
	1.8				Train defect detector located at %MP 195.2.
213.4	WALLULA JCT.	T	OK029		Rotating amber lights located on pole line at Hinkle at CP 187 and CP 188 have been placed into operation for protection of car department personnel working along roadways between receiving track No. 5, Mainline No. 1, and Mainline No. 2.
	10.1	CPE213			When rotating amber lights are operating, train speeds must be reduced not to exceed 20 MPH on Mainline No. 2 when cars are standing on Mainline No. 1 between CP 187 and CP 188, and on Mainline No. 1 when cars are standing on receiving track No. 5. Trains arriving from the east destined to Mainline No. 2 must ascertain from yardmaster whether cars are occupying Main No. 1.
203.3	JUNIPER	T	OK019	7395	
	0.0				
193.3	COLD SPRINGS	T	OK009	7490	
	COLUMBIA RIVER DIV.				
186.5	NAMPA DIV.				
	9.6	CPE187			
186.6		CPE184			
185.1	HINKLE	T	OX591	Yd.	
184.2					
	327.7				

ABS Rules in effect MP 185.1 and MP 186.6
Operation on BN from BN Conn. to Fish Lake
Northward trains via Fish Lake must secure BN track warrant prior to departing Hinkle.
Southward trains must secure BN track warrant prior to departing BN Connection.

When northward signal at MP 350.4 (Cheney) displays Stop indication, northward trains must contact UP train dispatcher and be governed by his instructions.

Mileage Equation: MP 269.69 Equals MPB 267.64.

Equation: BN Conn.
UP-MP 2.5 = BN-MP 0.0
Napa St.
BN-MP 0.7 = BN-MP 69.7
Spokane
BN-MP 71.5 = BN-MP 0.0
Sunset Jct.
BN-MP 1.1 = BN-MP 1481.0
Latah Jct.
BN-MP 1481.6 = BN-MP 375.1
Fish Lake
BN-MP 364.9 = UP-MP 354.7

Coeur D'Alene Br.—Columbia River Div. 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	7.8	OG008
Coeur D'Alene	8.7	OG009

114 YAKIMA BRANCH — COLUMBIA RIVER DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
0.0	WALLULA	CPE 215 T	OK031	7640	40	Between Mile Posts— On Richland Spur— Richland Jct. to Richland 25 0.0 and 0.1 20 0.1 and 0.5 35 7.4 and 8.0 15
0.6	ATTALIA	CPE 2	OW401	3670		Yakima Industrial Lead (MP 98.0-end of track) ... Restricted speed with a maximum of 10 MPH 37.9 and 38.7 20 57.2 and 58.5 25 72.5 and 74.0 30 78.3 and 79.2 30† 89.2 and 89.6 20 91.0 and 91.7 20 97.0 and 98.0 10
0.6	VILLARD JCT.	⊙ CPE 7	OW407	3675		Siding at Richland Jct. 10
7.5	KALAN BR.	⊙ CPE 8 ⊙				Business Tracks MP Sta. Union Gap 94.9 OW496 Zillah 78.5 OW479 Granger 73.7 OW474 Biggam 48.3 OW449
8.9	HEDGES	⊙ T	OW409	675		TWC in effect between MP 15 and MP 98
13.0	KENNEWICK	⊙	OW414	2205		
19.0	RICHLAND JCT.		OW420	2575		
57.5	GRANDVIEW		OW459	2600		
63.7	MIDVALE	T	OW464	1960		
91.3	⊙ WASH. CENT. RR	⊙				
98.0	YAKIMA	⊙ T	OW498			

MP 7 to MP 8 Equals 1.5 Miles.
15 MPH dual control switch turnouts: CPE6; CPE2;
CPE1.
Yard Limits: MP 97.0 to End of Track.
MP 7.0 to MP 15.0

Sunnyside Br — Columbia River Div. Midvale to Sunnyside 3.2 Miles. Yard Limits entire
branch. Maximum Speed 20 MPH.
Business Track MP Sta.
Sunnyside 2.8 OW503

WALLULA BRANCH — COLUMBIA RIVER DIV.

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
30.8	WALLA WALLA	⊙ T	OW647			26.6 and 26.5 35 24.6 and 24.5 35 19.1 and 18.5 25 15.1 30 12.6 and 12.3 35 13.3 and 12.1 15 12.1 and 9.7 25 9.7 and 4.7 15 4.7 and 3.8 25
15.3	TOUCHET		OW315	6165		
3.8	ZANGAR JCT.	CPE 3	OW304			
0.1	WALLULA JCT.	CPE 213	OK029			

MP 5 to MP 6 equals 0.7 miles
Yard Limits: MP 29.0 to Walla Walla
15 MPH dual control Switch turnouts; CPE3.

DAYTON BRANCH — COLUMBIA RIVER DIV.

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

TWC in effect between Dayton and MP 20.5
Yard Limits
MP 48.0 to MP 45.0

TEKOA BRANCH — COLUMBIA RIVER DIVISION 115

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
163.3	BN CONN	⊙				Spokane to MP 41.5 40 MP 41.5 to Hooper Jct. 25
161.0	SPOKANE	⊙ ⊙ T	OT161	Yd.		(Except as below) Between Mile Posts— 155.4 and 149.9 25 148.7 and 148.2 35 144.0 and 142.6 20 141.2 and 138.5 25 138.5 and 137.0 15 137.0 and 135.8 25 135.8 and 133.6 25 133.6 and 133.3 35 131.8 and 131.7 25† 130.6 and 127.7 30 125.6 and 124.2 25 124.2 and 123.4 20 123.4 and 119.6 25 119.6 and 117.6 20 117.6 and 117.1 15 Tekoa — Tilma Spur 10 117.1 and 115.0 20 115.0 and 111.8 30 105.8 and 104.6 25 104.6 and 104.0 20 102.4 and 98.7 30 95.8 and 91.9 25 91.9 and 91.2 15 91.2 and 87.0 20 87.0 and 86.5 15 86.5 and 83.1 25 83.1 and 82.8 15 82.8 and 81.5 20 81.5 and 79.8 25 77.1 and 77.1 12 77.1 and 73.2 15 70.0 and 69.0 30 69.0 and 68.2 25 65.6 and 64.9 30 63.0 and 62.7 35 61.5 and 61.2 35 58.1 and 57.8 25† 55.0 and 53.3 35 53.3 and 51.5 25 51.5 and 50.0 25 50.0 and 49.3 35 44.4 and 41.8 25 41.8 and 41.0 20 41.6 (over switch on wye) 15 38.2 and 38.0 20 35.0 and 33.8 15 32.3 and 31.8 20 26.5 and 25.6 10
143.6	MANITO		OT143		1840	
131.7	FAIRFIELD		OT132			
116.1	TEKOA	T	OT116			
110.5	SELTICE		OT110		720	
95.4	⊙ BN	⊙				
77.7	COLFAX	⊙ T	OT077	1600		
52.3	WINONA	T	OT052	3260		
48.0	SUTTON		OT048	2320		
25.6	HOOPER JCT.	⊙ T	OK103	1585		

Business Tracks MP Sta.
Mica 149.7 OT150
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 163.3 to MP 158.0; MP 78.0 to
MP 76.0; MP 28.0 to MP 25.6

RIPARIA BRANCH — COLUMBIA RIVER DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
71.5	EAST LEWISTON	⊙				70.0 and 69.6 10 11.5 and 10.0 25 B5.5 and B4.6 25 Ayer Jct. T/O 25
69.9	CLEARWATER RIV.	⊙ ⊙				Business Tracks MP Sta. Ballast Trk. 50.0 Almota 35.0 OC335
69.1	TRANSFER	⊙	OC369	4015		Yard Limits East Lewiston to MP 66.0 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.
45.5	CRUM		OC345	3685		
22.3	PENAWAWA		OC322	4538		
15.8	CENTRAL FERRY		OC315	5228		
1.0	RIPARIA	⊙ T	OT017	2690		
B0.0	AYER JCT. CPE 270		OK086			

Mile Post	WEST ▼	STATIONS	EAST ▲	Station Nos.	Sidings Feet	Maximum Speed MPH	
						(Except as below)	40
7.6		MULLAN	⊙			0.0 and 7.6	10
80.4		7.6		OT584		80.0 and 80.3	5†
68.8		WALLACE	⊙			67.2 and 80.0	10†
		11.6				60.0 and 61.2	25
62.5		KELLOGG-WARDNER	⊙	OT573	1710	58.8 and 60.0	35
		6.3				53.6 and 54.9	30
30.5		ENAVILLE	⊙ T	OT566	375	50.6 and 50.9	30
		32.0				47.9 and 48.9	30
23.5		HARRISON		OT534	1000	43.7 and 43.9	35
		7.0				38.3 and 39.9	35
22.8		ST. JOE RIV.	⊙ ⊕			34.0 and 35.2	30
		0.7				28.7 and 31.3	20
16.3		CHATCOLET		OT526	1220	23.9 and 28.7	20
B19.8		6.5				23.5 and 23.9	10
B12.2		PLUMMER		OT520		(St. Joe Bridge)	10
		7.6				16.6 and 23.5	20
B0.4		MOZART		OT512	4660	B19.4 and 16.6	10
		12.2				B16.6 and B19.4	20
		MANITO		OT143	3373	B0.0 and B0.2	20
		91.5					

Business Trks. MP Sta. No.
Shont ⊕ 72.8 OT576
Bradley 67.2 OT571
Lanc 45.2 OT549
Worley MPB 13.5 OT513
Setters MPB 6.8 OT507

Yard Limits MP 62.0 to Mullan
Mile Posts Manito to Plummer are prefixed with letter "B". Mileage equation MP B19.8 equals MP 16.2.

PLEASANT VALLEY BRANCH — COLUMBIA RIVER DIVISION

Mile Post	WEST ▼	STATIONS	EAST ▲	Station Nos.	Sidings Feet	Maximum Speed MPH	
						(Except as below)	35
47.8		SELTICE		OT110	720	47.8 and 47.5	20
		8.1				47.5 and 45.1	30
39.7		⊙ BN ⊕				45.1 and 44.6	20
		0.6				44.6 and 41.3	30
39.1		OAKESDALE		OT439	1735	41.3 and 34.4	20
		20.8				34.4 and 29.7	25
18.3		ST. JOHN		OT418	1455	27.8 and 25.7	15
		18.3				25.7 and 23.0	30
0.0		WINONA	⊙ T	OT052	3260	23.0 and 22.7	25
		47.8				22.7 and 19.3	30
						19.3 and 15.8	25
						14.3 and 12.5	20
						6.0 and 5.1	25
						2.2 and 1.8	30
						0.2 and 0.0	15

Business Tracks MP No. Business Tracks MP No.
Warner 45.3 OT445 Juno 20.8 OT421
Thornton 31.2 OT431 Willada 11.5 OT412
Sunset 25.4 OT425

Yard Limits: MP 1.0 to 0.0

MOSCOW BRANCH — COLUMBIA RIVER DIVISION

Mile Post	WEST ▼	STATIONS	EAST ▲	Station Nos.	Sidings Feet	Maximum Speed MPH	
						(Except as below)	25
28.1		MOSCOW	⊙	OT228		28.5 and 26.5	12†
		8.8				25.4 and 24.6	15
19.3		⊙ BN ⊕				20.0 and 19.5	15
		0.6				19.5 and 18.5	6†
18.7		PULLMAN		OT219	1225	18.5 and 17.3	15
		6.0				17.3 and 15.0	20
12.7		ALBION		OT213	1155	15.0 and 12.2	15
		12.7				11.3 and 10.6	15
0.0		COLFAX	⊙ T	OT077		10.6 and 9.9	20
		28.5				8.8 and 8.4	15
						7.5 and 5.5	15
						4.2 and 3.9	20
						3.1 and 1.1	15
						1.1 and 0.0	12

Business Tracks
Willson MP 25.8 OT226 Parvin MP 7.8 OT208
Whitlow MP 20.5 OT221 Risbeck MP 4.5 OT205
Shawnee MP 9.7 OT210

Yard Limits
MP 28.5 to MP 27.0
MP 1.0 to MP 0.0

ITEM 1. TIME COMPARISON:

Coordinated Universal Time (Greenwich Time) may be obtained by calling: 8-976-1111 or 8-271-4601.

To convert from Greenwich time stated on the recording, to:

Central Daylight Savings Time, subtract 5 hours.

Central Standard Time, subtract 6 hours.

Mountain Daylight Savings Time, subtract 6 hours.

Mountain Standard Time, subtract 7 hours.

Pacific Daylight Savings Time, subtract 7 hours.

Pacific Standard Time, subtract 8 hours.

(Daylight Savings Time is in effect from the first Sunday in April until the last Sunday in October).

ITEM 2. MAXIMUM SPEEDS: GENERAL

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	Key Trains (formerly chemical trains)	50
2	Intermodal Trains	See Item 5B
3	Loaded Bulk Commodity Trains (see Item 5A) for transportation of coal, grain, ore, phosphate rock, soda ash or other bulk commodities.	50
4	Trains with retaining valves set, or charged and in use.	20
5	Trains handling logs, unless cars are staked and wired in accordance with AAR rules. Through truss bridges	20 5
6	Moving against the current of traffic unless otherwise specified.	49
7	Thru No. 20 equilateral turnout. (Unless otherwise specified on subdivision page)	60
8	Thru dual control switch turnouts. (Unless otherwise specified on subdivision page)	30
9	Thru other turnouts. (Unless otherwise specified on subdivision page)	15
10	Sidings (Except as specified on subdivision page) Bonded Controlled Sidings Other Sidings.	30 20
11	Other than main tracks and sidings (except as specified on subdivision page)	10
12	Balloon tracks & Wye tracks, except those portions used as main track or siding.	5
13	Movements on live rails of track scales.	5
14	Movements of engines at servicing facilities.	5
15	Trains operating on track segments identified on subdivision page as "FRA Excepted" (Note: No passenger train shall be operated and no freight train shall be operated that contains more than five cars of hazardous materials.)	10
16	Engines 90-95, 951, 6936 and Amtrak engines. Road engines Road switchers 1300-1314, 1330-1396, MP 1530-1554, and MKT 56-59	82 70 60
17	Yard switch engines 1200-1274; 1315-1327; MP 1520 and MKT 50-55	50
18	When multiple unit engine is controlled from other than leading unit.	30
19	Engines running light when operative dynamic brake is insufficient to control speed. Engines running light, on descending grade in excess of 1 percent, when operative dynamic brake is insufficient to control speed.	45 25

ITEM 2-A. MAXIMUM SPEEDS: CARS

- Notes: A. The maximum speed for loaded and empty equipment is 60 MPH unless a higher or lower speed is shown on the TCS train consist or shown below (this does not apply to Amtrak, which may operate at maximum passenger train speed). For the speeds shown below, if a higher or lower speed is shown on the TCS train consist, the consist speed will govern.
- B. The TCS train consist will govern the maximum speed of the train. The maximum speed for each car and the maximum train speed (the lowest maximum speed for any car entrained) will be shown on the TCS train consist. All slower speeds (such as maximum track speed, speeds for tons per operative brake restrictions, locomotive maximum speeds, etc) must be observed. The maximum train speed will not include restrictions for loaded bulk commodity trains, key trains and intermodal trains, all of which must be respected. The maximum train speed shown on the TCS train consist must be observed when operating on any foreign railroad, except when their requirements are more restrictive.
- C. The speeds shown below are a backup summary of various maximum speeds when a TCS train consist is not available, when a pickup is made on line of road without TCS information, and as a summary for foreign railroads operating on the UP. Additionally, refer to maximum speeds for MofW and Mechanical equipment shown in Item 2B.

	MPH
1 Empty bulkhead flat cars. Exception: UP 215400-215649, UP 215700-215799 series cars; Center Beam Flat Cars including TTXZ 83500- 83799, TTXZ 86000-86374, UP 217000-217141, UP 260100-260219, and UP 273000-273679 series cars; MP 728000-728099 series cars; and empty JTTX flat cars with bulkheads without Toyota truck-bed racks.	40 50
2 Empty gondolas or empty open-top hopper cars. Exceptions: (a) EJE 4000-4549, EJE 4800-4874, CR 607000-607480. (b) UP 229580-229587.	50 40 70
3 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
4 Loaded tank cars Exception: Loaded FMLX 19000-19023, MONX 17000-17010, and VICX 9011, 9036, 9060, 9077, 9080.	60 40
5 Empty tank cars Exception: Empty UTLX 83000-83080 with outside length (coupler pulling face length) over 85 feet.	50 40
6 Ballast cars in series WP 10049-10874, UP 90000- 91999, UP 901000-901599, UP 902100-902545, UP 60000-66799.	50
7 Loaded ordinary flat cars, loaded bulkhead flat cars or loaded gondola cars. Exceptions: (a) Flat cars loaded with auto frames; gondola cars UP 903084-903094 and flat cars UP 904150- 904162 loaded with locomotive traction motors; gondola cars with initials UP, WP, MP, CEI, TP or GONX loaded with aluminum ingots. (b) Loaded JTTX flat cars with bulkheads and Toyota truck-bed racks; TBCX 7471-7481, TBCX 76700-76707, EJE 6800-7283, UP 229580-229587, MP 950050-950224 series cars, and specially-equipped flatcars carrying airplane and rocket equipment	50 60 70

ITEM 2-A. (CONTINUED)

	MPH
8. Empty TOFC or COFC flat cars or other empty intermodal equipment. This includes empty JTTX flat cars without bulkheads and Toyota truck-bed racks. Exceptions: (a) Empty intermodal flat cars made from box cars in series ATSF 294950-294980, CNW 780000- 780001, CNW 780500-780799, GTW 350000, KCS 720003-720011, MKT 14400-14599, SOU 150800-150859, SOU 151000-151500, SOU 155000-155999 (b) All empty five-platform articulated double stack well cars; empty UP 252000-252001 and all empty NTTX five-platform articulated single- level spine cars for carrying containers.	60 50 70
9. Loaded TOFC or COFC flat cars or other loaded intermodal equipment. Exceptions: (a) Loaded intermodal flat cars made from box cars in series ATSF 294950-294980, CNW 780000- 780001, CNW 780500-780799, GTW 350000, KCS 720003-720011, MKT 14400-14599, SOU 150800-150859, SOU 151000-151500, SOU 155000-155999 (b) Loaded intermodal flat cars made from box cars in series ATSF 299000-299684, CNW 780100- 780288, GTW 350001-350020.	70 50 60
10. Mechanical reefers; cryogenic reefers with initials CRYX or JRSX	70
11. Loaded stock cars	70
12. Cabooses	70

ITEM 2-B. MAXIMUM SPEEDS: M of W and MECHANICAL EQUIPMENT

Notes:

- 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.
Speeds of rail equipment shown below will be displayed on the TCS train consist.

	MPH
1 Loaded continuous welded or jointed rail trains Empty continuous welded or jointed rail trains	40 50
2 Trains handling tie plate spreader MP 15417	40
3 Trains handling MPX cars (excluding outfit cars and locomotive cranes). Exception: Series 27028-27060, 30000-30014 and 50001-50014 unless otherwise restricted.	35 50
4 Trains handling outfit cars. Exception: After mechanical department approval following inspection of cars prior to movement or after inspection and approval at first mechanical point.	40 50
5 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); or company owned cranes loaded on flat cars (except series MP 17001-17048 which may be operated at 50 MPH unless otherwise restricted):	30
6 Self-propelled cranes, pile drivers and similar equipment moving under own power.	35
7 Holmes, Pettibone and similar type cranes, and hy- rail equipped wheel changers.	25

ITEM 2-B. (CONTINUED)

Assigned Location	If Consist Contains Equipment:	MPH
8	Jordan spreaders in operation with wings extended or plowing with nose of spreader should operate at speed as instructed by spreader operator or MofW supervisor, not exceeding Jordan spreaders when moving in forward or reverse direction in work trains only (when moving in reverse direction wings should be fully retracted)	25 25
9	Derrick Consists The following derrick consists are assigned to locations shown. When operating derrick consists, the maximum authorized speed for that consist is restricted to the equipment having the lowest authorized speed, unless further restricted.	
a. Cheyenne	UP 903046, 909308, 906200, 906208, 904239, 909328, 904200, 909307, 909309. UP 905275, 905280, 908455.	60 50
b. North Platte	UP 910006, 909306, 906206, 906213, 904201, 904271, 909304, 909305, 909324. UP 905264, 905268.	60 50
c. Green River	UP 903047, 909317, 906204, 906209, 904206, 909318. UP 905270, 905273, 905274, 908380, 908381, 908382.	60 50
d. Hinkle	UP 903050, 909351, 906203, 906212, 904294, 904295, 909356, 909355. UP 916120, 916408, 916532, 916547, 916614.	60 50
e. Salt Lake	MP 250, 1081, MPX 702, 131, UP 906205, 906207, 904298, 904293, 909329, 908467. UP 908464, 908465, 908466.	60 50
f. Oroville	UP 909320, 904232, WPMW 457. WPMW 37-8, 37-7, 37-6, 37-12, UP 916533. UP 900310, WPMW 37, 37-1, 37-10.	60 50 40
g. Las Vegas	UP 903045, 909313, 904237, 904301, 909323, 905543, 909314, 909325. WPMW 79-7, 79-8, 79-6. UP 910005, 909334, 904386, 911436.	60 50 40
h. North Little Rock	MP 15427, 3646, 15082, 517, 2909, 4324, MPX 251. MP 2155, 3160, 4214, 15090.	60 50

ITEM 2-C. TRACK BUCKLING

During periods of extreme heat, conditions exist that could affect track structure. When instructed by track bulletin, train speed is restricted during the time and within the limits specified by the track bulletin as follows:

Restriction:	Restriction:
LEVEL 1 HEAT RESTRICTION:	
Passenger trains, light engines, trains with symbol Z that are 5000 tons or less and unit double stack trains that are 5000 tons or less.	No Additional Restriction
Trains with symbol Z more than 5000 tons and unit double stack trains more than 5000 tons.	60 MPH
All other trains averaging less than 90 tons per car or platform.	50 MPH
All other trains averaging 90 tons or more per car or platform.	40 MPH
LEVEL 2 HEAT RESTRICTION:	
Freight trains averaging 90 tons or more per car or platform.	40 MPH
All other trains (including light engines).	50 MPH

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 Chief Engineer - Maintenance or Chief Engineer - Programs, with maximum consist not to exceed 70 cars. Two rail train sets must not be combined unless authorized by Chief Engineer - Maintenance or Chief Engineer - Programs, and under no conditions should two train sets, either loaded or empty, be allowed to operate through Caliente Canyon (Brown-MP 490 to Farrier-MP 393), Feather River Canyon (Portola-MP 324 to Eley-MP 221), Blue Mountains (Huntington-MP 389 to Minthorn-MP 225), Montana Subdivision (Spencer-MP 251 to Silver Bow-MP 390), Spokane Subdivision (Juniper-MP 205 to Eastport-MP 140.7), Carthage Subdivision (Diaz Jct.-MP 259.5 to Pleasant Hill-MP 642.8) or any track with curvature greater than 6 degrees. Train and engine crews must be alert for any signal from alarm device, MofW supervisor or instructions given by MofW supervisor in charge on rail train. Loaded rail trains must not be moved without authorization from MofW supervisor in charge of rail train or MofW Train Management. MofW supervisor must accompany all movements to ensure safe operation.

Derricks, locomotive cranes and similar equipment must have booms properly secured and, except in work train service, booms must be trailing unless they are detached. 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. When in freight train, crane moving on its own wheels with boom attached and not in trailing position may be moved to first location where crane can be turned only when authorized by train management or operating manager and speed must not exceed 15 MPH. 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. The above restrictions do not apply to burro cranes loaded on flat cars, series MP 17001-17048, which may operate at 50 MPH and may be operated with boom not in trailing position if properly secured.

Jordan spreaders, except in work trains, must be headed in direction train is moving. Wings of Jordan 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. When in freight train, Jordan spreaders headed in reverse direction may be moved to first location where spreaders can be turned only when authorized by train management or operating manager and speed must not exceed 15 MPH.

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 (SELM-1) and Houston (UPP-104) must not be handled in head end of any freight train.

When in freight trains, outfit cars must be handled on head end unless other instructions are in effect. Outfit cars must not be handled while switching.

Flat cars or gondola cars carrying traction motors must be placed immediately behind engine when possible, but in no case further than 5 cars behind engine.

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
GP38-2	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	266,600	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	3600	394,000	71	98,500	83,000
SD60	6	3800	394,000	71	98,500	84,000
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	81,000
E9	6	2400	333,770	71	83,943	58,000
DD40X	8	6600	545,000	99	135,000	88,800
DASH8-40C	6	4000	391,000	70	97,750	82,000

ITEM 4-A. LOCOMOTIVE INSTRUCTIONS:

Except for double stack trains, power transfers with or without cabooses, or when authorized by train management, freight trains will be limited to eight locomotives on head end not to exceed 16,600 working horsepower. The maximum of eight locomotives includes units that are working, isolated, dead in consist, or dead in train immediately behind the locomotive consist, including waybilled revenue units.

Unless otherwise provided on subdivision page, no more than eight coupled locomotives may be moved or switched within locomotive facilities including movement between service tracks and train yards.

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

Caboose, including those unoccupied, are not to be moved other than at rear of train unless authorized by train management, except when handling less than 20 cars (and not exceeding 2500 tons).

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 Manager-Clearances and/or track bulletin with instructions relative to movement of such shipment. Such shipments must be positioned in train as close to engine as possible, but in no case further than 5 cars behind engine.

Exceptions:

- (1) Cars requiring handling on rear end only;
- (2) Cars moving in local trains may be positioned not to exceed 5 cars ahead of occupied caboose; or,
- (3) In the states of California and Nevada, shipments classed as excess height or width must not be nearer than the sixth car behind the engine.

Yardmasters must notify train dispatcher before placing loads exceeding 12 feet in width in a train (11 feet east and south of Kansas City and in California and Nevada). Train dispatcher will issue a track bulletin to that train and to all trains which may meet, pass or be passed by that train, notifying them of the wide load. If no message or track bulletin is received to cover such shipments, conductor will notify dispatcher prior to movement of train.

ITEM 5-A. LOADED BULK COMMODITY TRAINS:

A loaded bulk commodity train is any train containing a continuous block of 50 or more cars loaded with bulk commodities. This includes loaded bulk commodity unit trains which are trains of 50 or more cars only containing loads of bulk commodities, with or without caboose.

ITEM 5-B. INTERMODAL TRAINS:

Intermodal cars are defined as:

1. TOFC and COFC flat cars, for containers or trailers;
2. Five-platform articulated well cars (double stack), for containers;
3. Five-platform articulated single-level spine cars (UP 252000-252001 and NTTX series), for containers;
4. Five-platform articulated ARC-5 cars (UTTX series), for trailers;
5. Four-platform single axle 4-Runner cars (TTFX series), for trailers; and
6. Single-platform single axle Front Runner cars (TTUX and TTOX series), for trailers.

Trains consisting entirely of five platform articulated well cars (double stack) not exceeding 28 cars (35 cars between North Platte and Fremont) may operate at maximum authorized speed when trailing tonnage does not exceed 100 tons per operative brake. When trailing tonnage exceeds 100 tons per operative brake or train length exceeds 28 cars (35 cars between North Platte and Fremont), speed must be reduced by 10 MPH when maximum authorized speed is above 60 MPH and to 50 MPH when maximum authorized speed is between 50 MPH and 60 MPH. This does not modify requirements of other tonnage restrictions where listed.

Trains received from another railroad may be moved as received, with regard to intermodal cars, to the first point where train is switched. Cars must then be placed as designated below.

When empty, intermodal cars must not be entrained ahead of more than 3000 tons in any train and must be entrained behind helper locomotives or may be ahead of helper locomotives if separated from helper by at least 15 platforms or cars. TOFC and COFC flat cars are considered empty when not carrying any trailers or containers (trailers moving single must not be loaded on center hitch). All other intermodal cars are considered empty when any platform is empty.

This paragraph applies only west of North Platte and Denver. When loaded, single-platform single axle Front Runner cars (TTUX and TTOX) and five-platform articulated single-level spine cars (UP 252000-252001 and NTTX) must not be entrained ahead of more than 4500 tons in any train. Loaded Front Runner cars must be entrained behind helper locomotives, or may be ahead of helper locomotives if separated from helper by at least 10 platforms or cars.

ITEM 6. MAXIMUM GROSS WEIGHT LIMITATIONS:

Work equipment or cars exceeding following gross weight must not be handled except as authorized by train management:

4 axles 263,000 lbs.

Exception: FMLX 19000-19023 and
MONX 17000-17010 Series cars and
VICX 9011, 9036, 9060, 9077, 9080 315,000 lbs.

6 axles 394,500 lbs.

8 axles 526,000 lbs.

Such authority together with any restrictions, must be furnished to conductor. If speed restrictions are required, track bulletin must be issued, 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 subdivision page of that Branch. Cars exceeding weight shown below must not be handled, except as authorized by train management, thus:

If maximum weight shown is

Then: 4 axle cars may handle
" 6 " " " "
" 8 " " " "

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

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

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 - 2nd Edition (Eff. 10/89).
- (2) Safety, Radio and General Rules For All Employees (Rev. 10/89).
- (3) Air Brake and Train Handling Rules (Rev. 04/86).
- (4) Form 8620 — Instructions for Handling Hazardous Materials (Rev. 10/89).
- (5) Valid certificate of operating rules examination card.

All books must contain current rules and latest revised pages 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 25 mile limit, when authorized by a division manager to handle equipment within such limits. Authority must not be granted unless the engineer is knowledgeable of the territory, or an employee who is knowledgeable of the territory occupies the control compartment with the engineer to advise him regarding the physical characteristics.

ITEM 8. RAIL DETECTOR CARS:

When operating track geometry evaluation cars and hyrail rail detector cars, be governed by M/W Rules 1400 through 1461. In Rule 251 territory, these cars must be accompanied by a transportation manager familiar with the territory over which they will operate.

ITEM 9. RESTRICTIONS ON USE OF ENGINE HORN:

Within city limits at points designated by symbol © on subdivision 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 ADDITIONS (and M/W Rules Where Applicable):

Note: Portion of rule not referenced remains unchanged.

(1) DEFINITIONS:

Bonded Controlled Siding — A controlled siding within CTC or interlocking limits designated by timetable 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.

Restricted Speed: A speed that will permit stopping within one half the range of vision; short of train, engine, on-track equipment, railroad car, stop signal, derail or switch not properly lined, looking out for broken rail, not exceeding 20 MPH.

(3) RULE G: Changed to read:

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

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

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

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

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

(4) **RULE 4:** Continental time is authorized systemwide (see conversion chart inside back cover)

(5) **RULE 10:** First paragraph changed to read: A yellow flag will be displayed not less than 2 miles, when practicable, in advance of each location where train movement is to be restricted by track bulletin, track warrant or general order due to track conditions or structures. A yellow-red flag will be displayed in a like manner where train movement is to be restricted due to men and equipment working on or fouling track affected. Restriction specified by track bulletin, track warrant or general order must be complied with until rear of train has passed green flag or train has cleared limits of the restriction when green flag is not displayed.

All other references to yellow flags also apply to yellow-red flags.

When a yellow-red flag is displayed within 1 hour before or after the time a Form B Track Bulletin is in effect, train or engine may comply with provisions of Rule 455, when definitely assured by the employe in charge that the yellow-red flag displayed is specifically for the Form B Track Bulletin.

On subdivisions where intermediate pole numbers or quarter mile markers are not used, track bulletin Form A will specify the numbered mile posts between which the restriction is located and flags displayed will indicate actual area of the restriction. On such subdivisions, the limits of 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 track bulletin.

ITEM 10. (CONTINUED)

(6) **RULE 10(A):** Revise to include red light.

(7) **RULE 10(D):** Except as shown on subdivision 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.

(8) **RULE 10(E):** Permanent speed restriction sign will be placed 2500 feet in advance of restriction.

(9) **RULE 15(I):** This signal must also be used approaching private crossings at grade when pedestrians or motor vehicles are at or near the crossing or when view of crossing is obstructed.

Within the State of Wyoming, duration of complete whistle signal approaching public crossings must be not less than twenty seconds.

(10) **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.

Maintenance of Way flagging distances are as follows: When the maximum speed of the subdivision is over 40 MPH, a red flag will be placed ¼ mile from the obstruction, with torpedoes placed 1 mile and 2 miles from the red flag; 40 MPH or less, a red flag will be placed ¼ mile from the obstruction, with torpedoes placed between 1 and 2 miles from the red flag.

(11) **RULE 100:** Returning movement must be made at restricted speed unless train dispatcher authorizes, by signal indication, a higher speed.

(12) **RULE 102(2): Changed to read:** Inspection must be made on each side of all cars and units and it must be known that equipment and track are in safe condition and that all wheels are properly positioned on the rail before proceeding, except that when bridge or other physical characteristics prevent walking inspection of entire train, inspection will be made of as much of train as is possible, then train moved not exceeding 4 mph no further than is necessary to permit walking inspection of remainder of train.

(The following exception does not apply to restricted key trains or any train containing a rail car, trailer or freight container placarded "EXPLOSIVES A" regardless of train symbol.)

Exception: For symbol trains ending in the letter "Z" that do not exceed 5000 trailing tons AND do not contain any loaded placarded tank cars; and for trains consisting entirely of five platform articulated double stack well cars and/or five platform articulated single-level spine cars (NTTX Series, UP Series) regardless of train symbol and trailing tonnage, the following applies when stopped by an emergency application of the brakes and no harsh slack action is experienced incidental to stopping. If brake pipe pressure on rear car has been restored as indicated by caboose gauge or end of train telemetry device, leakage test must be made and be within prescribed limits, then train may proceed without providing inspection on each side of all cars and units. If brake pipe pressure cannot be restored or leakage test is not within prescribed limits; or if there is harsh slack action incidental to stopping; or if train required excessive power to start after stopping; then both sides of entire train must be inspected.

(13) **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, Sedalia, Portland and Marysville Subdivisions or Lake and Winnemucca Subdivisions on paired track with S.P.

(14) **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.

(15) **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.

(16) **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.

(17) **Add: 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

ITEM 10. (CONTINUED)

Units — Cars as indicated in Form 8620, Instructions for Handling Hazardous Materials.

(18) **RULE 104(B): Add:**

(6) Within ABS-TWC territory, trains operating without caboose may leave switch used to leave siding lined and locked for siding, only upon authority stated on Line 17 of the Track Warrant in words "Leave the ... (location) ... switch ... (station) ... lined for siding." Until cleared by the dispatcher, subsequent track warrants will read on Line 17 "... (location) ... switch ... (station) ... open."

Unless block signal indicates that the switch is properly lined, trains must approach switches listed on Line 17 prepared to stop short of the switch.

After lining a switch listed on Line 17 of a track warrant for the main track movement, trains must inform the dispatcher that switch has been restored to its normal position.

(19) **RULE 104(L): Last sentence changed to read:** Derails must be equipped with a lock and must be locked.

Employs finding derails with lock missing or defective must report that fact to the train dispatcher or manager in charge.

(20) **RULE 105: Changed to read:** Except on track where a block system is in effect, trains or engines using other than main track must move prepared to stop within one half the range of vision short of train, engine, on-track equipment, railroad car, stop signal, derail or switch not properly lined.

(21) **RULE 107: Changed to read:** A passenger train approaching a station where it will receive or discharge passengers, if routed on a track where an adjacent track could be used by other trains to pass between it and the station platform, must contact the train dispatcher to ascertain that no trains or engines are approaching or will use the adjacent track. If trains or engines are approaching on the adjacent track, passenger train must be instructed to delay arrival until train or engine has cleared or has stopped clear of the platform unloading area.

When a passenger train is receiving or discharging traffic, a train or engine must not pass between it and the station platform until all passengers and all employes have cleared the track between the passenger train and the station platform. Thereafter, train or engine may pass when preceded by an employe walking just ahead of the engine, or first car when shoving cars, to protect movement.

(22) **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.

(23) **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.

(24) **Add: 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 reset by depressing Reset button and conductor must make report to train dispatcher.

(25) **RULE 153:** Except where noted on subdivision 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.

(26) **RULE 305: First paragraph, add:** A passenger train is not considered delayed after: (1) making a scheduled stop of less than five minutes and experiencing no other delay, or (2) stopping less than five minutes to line the switch behind after leaving the siding at a meeting or passing point.

Exception (1), add: Speed must not exceed 30 MPH.

(27) **RULE 305(A): Changed to read:** A train having passed a signal governing the approach to an automatic interlocking displaying a proceed indication and speed is below 30 MPH or below one half the timetable speed, whichever is less, must proceed prepared to stop until engine passes interlocking signal.

(28) **RULE 312(4): 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.

(29) **RULE 315(A):** First paragraph changed to read: After stopping for a Stop signal, when authorized to proceed, movement may proceed to the

ITEM 10. (CONTINUED)

first dual control switch or derail. Before movement passes over switch or derail, movement must stop and crew member must make inspection from the ground of 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. If inspection is made before movement passes signal governing movement over the switch or derail, crew member must remain at the switch or derail until leading wheels have passed the signal. Remaining switches or derails, if any, must be inspected by crew member on the ground before movement is made over them.

(30) **RULE 317:** When using 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.

(31) **RULE 317(2):** Does not apply.

(32) **RULE 322:** Does not apply.

(33) **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.

(34) **RULE 351(C):** First sentence 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.

(35) **RULE 403:** When track warrant is issued verbally using mileposts as locations in lines 2, 3 or 4, the dispatcher will state "on ... (name) ... subdivision/branch" after reading the line, and employe copying track warrant will enter the subdivision/branch at the end of that line. Subdivision/branch must be included when repeating the track warrant back to the dispatcher.

(36) **RULE 462:** When track bulletins are transmitted mechanically, all numbers written in the body of the track bulletin will be reprinted on the line directly below that number and bracketed. Crews must make sure that numbers are repeated identically. In addition, crews must verify that all lines of the bulletin are printed. This is done by verifying:

1. The sequential order of line numbers printed on the extreme left of the bulletin;
2. Each numbered line contains information (Note: Lines containing bracketed numbers reprinted directly below numbers written in the body of the bulletin do not have line numbers); and,
3. The numbered line containing the train dispatcher's initials directly follows the last numbered line of information.

(37) **RULE 620:** Add: Exception: Conductor may ride in trailing locomotive equipped with on-board terminal to perform work order reporting if control compartment is not equipped with operable on-board terminal.

(38) **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 not provided with speed tape dispatcher must be notified before departing. 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 managers.

ITEM 11. (Reserved)

NOTES

ITEM 12. USE OF RADIO.

(a) Employees may contact train dispatcher by using the radio call-in system. Tone switch position 1 (one) on 5-position switches and position 11 (eleven) on 20-position switches are the same and may be used to contact train dispatcher on the Union Pacific Railroad. If call-in is specified on the subdivision by symbols B-1 and B-2 then use tone switch position 2 (two) on 5-position switches and position 18 (eighteen) on 20-position switches for B-1, and use tone position 3 (three) on 5-position switches and position 19 (nineteen) on 20-position switches for B-2.

Operation of push-button on radio control head 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 five more seconds. If contact is not then established other available means of communication should be used. Older Union Pacific base stations do not return confirmation tone.

(b) Radios identified with UPRR R— identification tags with 12 (twelve) position channel switches have the following channel allocations assigned:

Position	Channel	Label	Position	Channel	Label
1	UP Road 1	20	7	UP Road 4	42
2	UP Road 2	24	8	HBT/MILW	44
3	UP Road 3	27	9	CNW Road	52
4	UP Road 5	32	10	BN Disp	66
5	ATSF Road 1	36	11	BN/SLSW	70
6	UP Yard	38	12	SPRR/SLSW	96

Radios identified with MP Stenciled on front and with 12 (twelve) position channel switches have the following channel allocations assigned:

Position	Channel	Label	Position	Channel	Label
1	UP Road 1	20	7	ATSF Road	36
2	UP Road 2	24	8	IC Road 1	72
3	UP Road 4	42	9	IC No. 2	54
4	UP Road 3	27	10	CSX Road 1	84
5	BN Disp	66	11	CSX No. 2	94
6	SP Road	96	12	NS Road	56

(c) Radios equipped for 64/97 channel AAR frequency assignment plan are identified by 4 digit channel display. The channels are selected by rotary, push button or toggle switches on radio front panel. On radios with three toggle switches the "Receive Up/Down" switch should not be used under normal service. Channel Assignments:

Railroad	Channel	Display	Railroad	Channel	Display
UPRR	Road 1	2020	CNW	Dispatcher	5252
UPRR	Road 2	2424	CSP	Dispatcher	3030
UPRR	Road 3	2727	CSX	End to End	0808
UPRR	Road 4	4242		Point to	
UPRR	Road 5	3232	CSX	Train	1414
UPRR	Yard	3838	DRGW	Dispatcher	5454
ATSF	Road 1	3636	HBT/MILW	Dispatcher	4444
ATSF	Road 3	5555	IC	Dispatcher	7878
ATSF	Road 4	7272	NS	Road	5656
BN	Dispatcher 1	6666	SP	Dispatcher	9696
BN/SLSF	Dispatcher 2	7070			

Tone Position:

5-position Tone Switch	Dispatcher	20-position Tone Switch
1	UP DISPATCHER	11
2	UP DISPATCHER 1	18
3	UP DISPATCHER 2	19

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.

ITEM 13. TRAIN DEFECT DETECTORS:**(1) General Instructions:**

The following instructions apply to all detectors:

- (a) Train speed of at least 10 MPH must be maintained while train is moving over detector when practicable. If train stops or speed is less than 10 MPH over detector, unless detector reports "No Defects", refer to Item 13(6).
- (b) Do not stop train over detector equipment when practicable.
- (c) Avoid braking, if practicable, while approaching or passing hot box detector. Excessive braking will cause false indications.
- (d) When detectors are actuated and inspection required, train must be stopped at once. Inspection of car by axle count must be made to ensure 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 inspection of car indicates 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 detector is actuated and overheated journal is indicated on car with initials UPFE or SPFE or on car in series FGMR 13000-13449, car must be set out even if inspection of car develops no defects, unless another car within five cars ahead or behind the car indicated is found to have an overheated journal. When detector is actuated and overheated journal is indicated on any car in a key train, car must be set out even if inspection of car develops no defects, unless another car within five cars ahead or behind the car indicated is found to have an overheated journal.

- (e) When bridge or other physical characteristic prevents required inspection, train may be moved not exceeding 4 mph, no further than necessary to permit inspection.
- (f) 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.
- (g) 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.

(2) 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.

(3) Hot Box and Dragging Equipment Detector Stations Equipped With Radio Transmitted Verbal Defect Indicators — Talk On Defect Only With Hold or Stop Signals:

The Hold or Stop signal ahead will indicate Stop until entire train has passed the detector and no defects are identified and will then automatically clear. 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.

ITEM 13. (CONTINUED)

Train dispatcher must be advised result of inspection and crew must be governed by his instructions.

If detector fails, train dispatcher may release the Hold signal after notifying train crew of failure. In such case refer to Item 13(6).

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

- (a) 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.
 - (b) 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.
 - (c) 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.
 - (d) 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.
 - (e) If no defects are found by the detector, a "No Defect" message will be broadcast.
- (5) Dragging Equipment Detectors Equipped With Radio Transmitted Verbal Defect Indicators — Talk On Defect Only:**
- The dragging equipment detector will announce only when a defect is detected. If a defect is detected, a two-second alarm tone will be transmitted followed by the warning message. Train must be stopped at once and entire train inspected.

(6) Detector Failure

- (a) All designated restricted key trains and restricted key trains must stop immediately and give full inspection with any detector failure.
- (b) When train has passed a wayside detector equipped with radio transmitted verbal defect indicator and the verbal information is not received or understood or detector announces "integrity failure", or when a "Talk On Defect Only" detector announces "integrity failure", the following procedure must be followed:
 - (1) Train speed must be immediately reduced not to exceed 35 MPH.
 - (2) Train dispatcher must be immediately notified.
 - (3) If train dispatcher has access to remote readout which indicates there are no defects, he may allow train to proceed at normal speed.
 - (4) Train may proceed not exceeding 35 MPH if determination is made that train will receive a complete roll-by inspection on both sides of train by qualified employes standing on the ground or pass an operable detector within 30 miles. Train dispatcher may provide this information; or, train crew may establish their own roll-by inspection if they have knowledge of location of qualified employes and are assured by those employes that a roll-by inspection will be performed. In the event the train will receive roll-by inspection, train to be inspected must know the location where the inspection will be performed. Train speed must be reduced to not exceeding 10 MPH during inspection.

Train dispatcher may elect to have train stop and make inspection prior to receiving roll-by inspection or passing next detector and will also determine location that train is to be stopped and inspected. In all cases, train must be inspected within 30 miles after passing defective or nonoperable detector, and may not pass two consecutive defective or nonoperable detectors without stopping for inspection or receiving roll-by inspection.

ITEM 14. OPERATIONS OVER FOREIGN LINES:

NOTE: When operating on foreign railroads that have speed restrictions on empty cars, crews must consider any car as empty when the explanation in the Commodity column of the TCS consist indicates the car as being a revenue empty (REVMTY or MTYTTX), regardless of the entry in the Car Kind column.

Restrictions listed in Items 2, 2-A and 2-B must be respected when operating on any foreign railroad, except when their requirements are more restrictive.

(a) Use of ATSF Tracks Between:

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 UP 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 UP connection.

9. Temple and Ft. Worth.
10. Daggett and Riverside.

11. Stockton and Pittsburgh.

General Code of Operating Rules and ATSF Timetable apply.

(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 French (St. Joseph)
6. Oregon Trunk Jct. and Bend
7. Reservation and North Portland Jct.
8. Centralia and Hoquiam
9. BN Conn. (Spokane) and Fish Lake
10. 29th Street (Kansas City) and Paola
11. Oswego and Columbus
12. BN Jct. and WF & NW Jct.

General Code of Operating Rules and BN Timetable apply.

(c) Use of KCS and L & A Tracks Between:

1. GCL Jct. and CS Jct. (Seventh Subdivision)
2. Lettsworth and Lobdell Jct (L&A Baton Rouge Subdiv)
3. East Jct and Lobdell Jct

Be governed by General Code of Operating Rules, UP System Timetable and Special Instructions except as modified below:

- (1) KCS Definition, Restricted Speed. A speed that will permit stopping short of train, engine, 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(G): Green Resume Speed signs are not used.
- (4) Rule 93: Within yard limits, trains and engines must not exceed yard speed. Block signal indications within yard limits do not relieve trains and engines from moving at yard speed.
- (5) Rule 99(C), add: When flagman of preceding 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.

ITEM 14. (CONTINUED)

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.
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 245M (Restricting): Proceed at Yard Speed instead of Restricted Speed.
- (10) KCS Rule 284: Aspect: Flashing yellow. Name: Medium Approach. Indication: Proceed, reducing speed to 30 MPH before leading wheels pass the next signal.
- (11) KCS Rule 291(A): Aspect: Red with number plate and letter "P" marker. Name: Permissive. Indication: Proceed at Restricted Speed.
- (12) Rule 305: Exceptions to Rule 305 do not apply.
- (13) 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.
- (14) 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. Facing point movements: After all movements over switch have been completed, switch must be restored to normal position by hand and then switch returned to power. Trailing point movements: Same as GCOR.
- (15) SD 40 and U 30 units must not be coupled to cars with gross weight in excess of 263,000 lbs.
- (16) 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.
- (17) 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.
- (18) UP Special Instructions Item 13 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.
White light illuminated on equipment house indicates "System On."

(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

(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.

ITEM 14. (CONTINUED)

(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-I. 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-K. 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 83-A. 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.

(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.

ITEM 14. (CONTINUED)

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 Tower. The use of the 13th South crossover from running track to Westbound Passenger Main Track must be authorized by DRGW dispatcher.

Union Pacific crews before entering DRGW tracks at Roper Yard must contact Roper Tower and obtain track on which to yard delivery, and track for return movement.























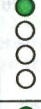



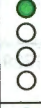


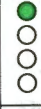


















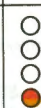

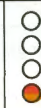
ITEM 15. (Reserved)

ITEM 16. DISTANT SIGNALS

RULE	ASPECTS	NAME	INDICATION
228.		DISTANT SIGNAL CLEAR.	Proceed. If a train or engine is delayed between Distant Signal Clear and block signal, interlocking signal or switch point indicator, it must then proceed prepared to stop short of next signal or switch point indicator.
229.		DISTANT SIGNAL APPROACH.	Approach next signal prepared to stop short of next signal or switch point indicator. The maximum speed in interlocking limits for which "DISTANT SIGNAL APPROACH" is displayed at a distant signal, is 20 MPH.

NOTES

ITEM 17. BLOCK AND INTERLOCKING SIGNALS:

RULE	NAME	ASPECT	ACS
245A	CLEAR	 DARK  DARK  (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	
245B	APPROACH LIMITED	 DARK  DARK  (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	
245C	APPROACH MEDIUM	  (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	
245D	APPROACH	 DARK  DARK  (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	
245E	APPROACH RESTRICTING	   (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	
245F	DIVERGING CLEAR LIMITED	   (WITH OR WITHOUT LETTER "A" PLATE)	
245G	DIVERGING CLEAR	   (WITH OR WITHOUT LETTER "A" PLATE)	
245H	DIVERGING CLEAR SLOW	  (WITH OR WITHOUT LETTER "A" PLATE)	
245J	DIVERGING APPROACH LIMITED	   (WITH OR WITHOUT LETTER "A" PLATE)	
245K	DIVERGING APPROACH	   (WITH OR WITHOUT LETTER "A" PLATE)	
245L	DIVERGING APPROACH SLOW	  (WITH OR WITHOUT LETTER "A" PLATE)	
245M	RESTRICTING	LUNAR     DARK  LUNAR  NUMBER PLATE  (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	
245N	FLASHING STOP AND PROCEED	 FLASHING RED LIGHT ON ANY SIGNAL	

INDICATION

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 or Approach Limited.

Proceed. Speed passing next signal must not exceed 30 MPH.

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 prepared to pass next signal at restricted speed, not exceeding 15 MPH.

Proceed on diverging route. Speed through turnout must not exceed 40 MPH.

Proceed on diverging route at prescribed speed through turnout.

Proceed on diverging route. Speed through turnout must not exceed 15 MPH.

Proceed on diverging route at prescribed speed through turnout. Speed passing next signal must not exceed 40 MPH unless it can be plainly seen that indication of the next signal displays Clear or Approach Limited.

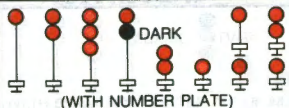

Proceed on diverging route at prescribed speed through turnout prepared to stop before any part of train or engine passes the next signal. Trains exceeding 30 MPH must immediately reduce to that speed.

Proceed on diverging route prepared to stop before any part of train or engine passes the next signal. Speed through turnout must not exceed 15 MPH. Speed to next signal must not exceed 30 MPH.

Proceed at restricted speed, not exceeding prescribed speed through turnout.





Stop before any part of train or engine passes the signal then proceed at restricted speed to next signal.

ITEM 17. (Continued)



RULE	NAME	ASPECT	ACS
245P	STOP AND PROCEED		
245Q	STOP		

ITEM 18. AUTOMATIC CAB SIGNALS:

Note: Refer to Rule 369, paragraph 3.

RULE	NAME	ASPECT	INDICATION
246.	RESTRICTING		Proceed at restricted speed.
246A.	APPROACH		Proceed prepare to stop before any part of train or engine passes the next signal. Trains exceeding 30 MPH must immediately reduce to that speed.
246B.	APPROACH LIMITED		Proceed. Speed passing next signal must not exceed 40 MPH unless it can be plainly seen that indication of the next signal displays Clear or Approach Limited.
246C.	CLEAR		Proceed.

ITEM 19. INDICATORS

RULE	ASPECTS	NAME	INDICATION
247B	 (TO APPLY TO TRAINS GOVERNED BY FIXED SIGNAL WITH WHICH CONNECTED)	Hold	Communicate with operator or dispatcher before proceeding. If unable to communicate with dispatcher, operator or operating manager, 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 to next signal.
247E	 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.

INDICATION

Stop before any part of train or engine passes the signal then proceed at restricted speed to next signal.

Stop before any part of train or engine passes the signal.

NOTES

ITEM 20. AMTRAK TRAIN SCHEDULES

(a). Scheduled times for AMTRAK trains are for information purposes only, except AMTRAK trains must observe station stops and time(s) shown.

(b). Trains scheduled to receive or discharge traffic must not leave the point where such traffic is received or discharged before the time shown in the schedule.

(c). Where one time is shown at a station, it is the leaving time, except at terminating stations, it is the arriving time. Where two times are shown, they are arriving and leaving time.

(d).

5 Daily ↓	SALT LAKE CITY — WINNEMUCCA	6 Daily ↑
11:37 pm(MST)	SALT LAKE CITY (D&RGW)	5:20 am(MST)
	ELKO	11:43 pm
	WINNEMUCCA (SP)	9:45 pm(PST)
5 ↓	STATIONS	6 ↑

(e).

31 Daily ↓	33 Daily ↓	ST. LOUIS — KANSAS LOUIS — CITY	30 Daily ↑	32 Daily ↑
5:20 pm	8:05 am	ST. LOUIS	2:35 pm	9:20 pm
5:45 pm	8:30 am	KIRKWOOD	2:04 pm	8:45 pm
7:39 pm	10:18 am	JEFFERSON CITY	12:15 pm	6:56 pm
8:44 pm	11:29 am	SEDALIA	11:04 am	5:47 pm
9:14 pm	11:59 am	WARRENSBURG	10:32 am	5:17 pm
9:54 pm	12:39 pm	LEE'S SUMMIT	9:51 am	4:36 pm
10:11 pm	12:56 pm	INDEPENDENCE	9:34 am	4:19 pm
10:40 pm	1:25 pm	KANSAS CITY (Un. Sta.)	9:15 am	4:00 pm
31 ↓	33 ↓	STATIONS	30 ↑	32 ↑

(f).

35 Daily ↓	SALT LAKE CITY — BARSTOW	36 Daily ↑
11:57 pm	SALT LAKE CITY (D&RGW)	5:10 am
2:59 am	MILFORD	1:30 am
3:02 am	MILFORD	1:27 am
4:57 am	CALIENTE	11:30 pm
7:58 am (MST)	LAS VEGAS	9:10 pm (MST)
7:13 am (PST)	LAS VEGAS	7:55 pm (PST)
10:27 am	BARSTOW (ATSF)	4:35 pm
35 ↓	STATIONS	36 ↑

ITEM 20. (Continued)

(g).

21 Leave Sun Tue Fri	ST. LOUIS — SAN ANTONIO	22 Arrive Mon Wed Sat
10:05 pm	ST. LOUIS	6:45 am
1:50 am	POPLAR BLUFF	2:34 am
1:53 am	POPLAR BLUFF	2:29 am
2:47 am	WALNUT RIDGE	1:25 am
3:23 am	NEWPORT	12:51 am
5:08 am	L. ROCK AMTK STA.	11:27 pm
5:13 am	L. ROCK AMTK STA.	11:22 pm
5:58 am	MALVERN	10:15 pm
6:19 am	ARCADEPHIA	9:52 pm
7:44 am	TEXARKANA	8:37 pm
7:54 am	TEXARKANA	8:27 pm
9:09 am	MARSHALL	7:08 pm
9:39 am	LONGVIEW	6:36 pm
12:14 pm	DALLAS	3:55 pm
12:34 pm	DALLAS	3:20 pm
6:02 pm	TAYLOR	10:10 am
6:57 pm	AUSTIN	9:20 am
7:37 pm	SAN MARCOS	8:30 am
9:32 pm	SAN ANTONIO (SP)	6:50 am
21 Arrive Mon Wed Sat	STATIONS	22 Depart Sun Tue Fri

(h).

25 Daily ↓	SALT LAKE CITY — PORTLAND	26 Daily ↑
11:50 pm	SALT LAKE CITY (D&RGW)	5:40 am
12:43 am	OGDEN	4:18 am
3:06 am	POCATELLO	1:53 am
3:10 am	POCATELLO	1:49 am
4:40 am	SHOSHONE	12:08 am
7:07 am	BOISE	10:03 pm
7:42 am	NAMPA	9:28 pm
7:52 am	NAMPA	9:18 pm
8:28 am	ONTARIO	8:28 pm
10:22 am	BAKER	6:31 pm
11:26 am (MST)	La GRANDE	5:28 pm (MST)
10:30 am (PST)	La GRANDE	4:24 pm (PST)
12:43 pm	PENDLETON	2:18 pm
12:47 pm	PENDLETON	2:14 pm
1:20 pm	HINKLE	1:23 pm
1:25 pm	HINKLE	1:21 pm
2:52 pm	THE DALLES	11:57 am
3:22 pm	HOOD RIVER	11:30 am
5:05 pm	PORTLAND	10:15 am
25 ↓	STATIONS	26 ↑



TRACK WORKER



FOR CROSSINGS

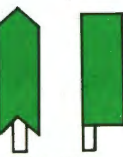


FOR TUNNELS, ETC.

REQUIRED WHISTLE SIGNAL RULE 15(l).



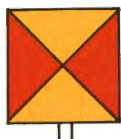
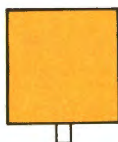
YARD LIMIT SIGN

PERMANENT
SPEED
RESTRICTION
SIGNPERMANENT
RESUME
SPEED
SIGN

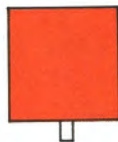
STOP SIGN.



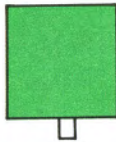
STOP SIGN.

YELLOW-RED FLAG
PROTECTING MEN
AND EQUIPMENT

YELLOW FLAG



RED FLAG



GREEN FLAG

COLOR CODES



CTC

ABS

ABS-TWC

TWC

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

TIMETABLE NO. 7

EXPLANATION OF CHARACTERS

- Ⓐ —Automatic Interlocking.
 Ⓑ —Radio Base Station.
 Ⓑ-1 —Call-in System Dispatcher 1.
 Ⓑ-2 —Call-in System Dispatcher 2.
 Ⓓ —Draw Bridge.
 Ⓒ —Gate — Normal Position
 Against Conflicting Route.
 Ⓒ —Gate — Normal Position
 Against This Subdiv.
 Ⓜ —Manual Interlocking.
 Ⓢ —Stop Sign.
 Ⓣ —Turning Facility.
 Ⓧ —Railroad Crossing At Grade.
 Ⓨ —Yard Limits.
 n —Northward.
 s —Southward.
 e —Eastward.
 w —Westward.
 c —Center.
 X —Crossover Between Main
 Tracks — Dual Control
 Switches.
 X —Hand Operated Crossover.
 Z —Rule 104(c), para. 2 does
 not apply.
 Ⓢ —Item 9 Special Instructions
 Applies.
 † —Applies Only Until Eng.
 Has Reached Resume
 Speed Sign.
 ‡ —Applies Only Until Eng.
 Has Passed Hand Operated
 Switches.
 Ⓟ —Reduce/Resume Speed
 Signs at Other Than
 Prescribed Location.
- Ⓢ —Hot Box and Dragging
 Equipment Detector Station
 equipped with Radio
 Transmitted Verbal
 Indicator.
 # —Hot Box Detector Station
 equipped with Radio
 Transmitted Verbal
 Indicator.
 @ —Hot Box and Dragging
 Equipment Detector Station
 equipped with Radio
 Transmitted Verbal
 Indicator — Talk On Defect
 Only With Hold or Stop
 Signals.
 \$ —Hot Box Detector Station
 equipped with Radio
 Transmitted Verbal
 Indicator — Talk On Defect
 Only With Hold or Stop
 Signals.
 % —Dragging Equipment
 Detectors with Radio
 Transmitted Verbal
 Indicator — Talk On Defect
 Only.
 € —High Wide Shifted Load
 and Dragging Equipment
 Detector Equipped with
 Radio Transmitted Verbal
 Indicator.
 † —Bonded Controlled Siding.

Capacity of sidings shown clearance point to clearance point.

Continental Time Conversion Chart

1:00 AM	0100	1:00 PM	1300
1:30 AM	0130	1:30 PM	1330
2:00 AM	0200	2:00 PM	1400
3:00 AM	0300	3:00 PM	1500
4:00 AM	0400	4:00 PM	1600
5:00 AM	0500	5:00 PM	1700
6:00 AM	0600	6:00 PM	1800
7:00 AM	0700	7:00 PM	1900
8:00 AM	0800	8:00 PM	2000
9:00 AM	0900	9:00 PM	2100
10:00 AM	1000	10:00 PM	2200
11:00 AM	1100	11:00 PM	2300
11:59 AM	1159	11:59 PM	2359
Noon	1200	Midnight	2400
12:01 PM	1201	12:01 AM	0001

TABLE OF TRAIN SPEEDS

Min. Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec. Per Mi.	Miles Per Hour
0	45	80.0	1	6	54.5	1	21	44.4	1	35	37.9
0	48	75.0	1	7	53.7	1	22	43.9	1	40	36.0
0	50	72.0	1	8	52.9	1	23	43.4	1	45	34.3
0	52	69.2	1	10	51.4	1	24	42.9	1	50	32.7
0	54	66.6	1	11	50.7	1	25	42.4	1	55	31.3
0	56	64.2	1	12	50.0	1	26	41.9	2	0	30.0
0	58	62.0	1	13	49.3	1	27	41.4	2	5	28.8
1	0	60.0	1	14	48.6	1	28	40.9	2	10	27.7
1	1	59.0	1	15	48.0	1	29	40.4	2	15	26.7
1	2	58.0	1	16	47.4	1	30	40.0	2	20	25.7
1	3	57.1	1	17	46.7	1	31	39.6	2	25	24.8
1	4	56.2	1	18	46.1	1	32	39.1	3	0	20.0
1	5	55.3	1	19	45.6	1	33	38.7	4	0	15.0
1			1	20	45.0	1	34	38.2	6	0	10.0

TIMETABLE NO. 7