



UNION PACIFIC RAILROAD CO.

SYSTEM TIMETABLE No. 8

**Effective 12:01 a.m. Sunday,
APRIL 7, 1991**

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

**MOUNTAIN TIME WEST OF NORTH PLATTE, NE.,
HORACE, KS., OAKLEY, KS., AND EL PASO, TX.,
TO SMELTER, UT., LAS VEGAS, NV., AND
LA GRANDE, OR.**

**PACIFIC TIME WEST OF SMELTER, 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	G. O. Everett	Kansas City, MO
04 Van Buren	992-1825	J. E. Dennis	Van Buren, AR
05 Nebraska	271-3635	M. M. Connolly	Omaha, NE
06 North Platte	271-6706	T. E. Simon	North Platte, NE
11 Ft. Worth	878-4520	R. F. Stephan	Ft. Worth, TX
12 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
08 Arkansas	992-1894	R. G. Lang	No. Little Rock, AR
09 No. Little Rock	373-2490	S. L. Helley	No. Little Rock, AR
10 Red River	992-2173	B. D. Banion	Longview, TX
13 San Antonio	992-3025	F. A. Lopez	San Antonio, TX
14 Houston	992-1891	P. L. Tucker	Spring, TX
15 Louisiana	992-2303	P. N. Crabtree	Addis, LA
D. J. Duffy, General Superintendent			
07 Cheyenne	778-3513	C. O. Malone	Cheyenne, WY
16 Green River	992-4994	W. T. Farr	Green River, WY
17 Idaho	992-4995	J. E. Bridger	Pocatello, ID
18 Columbia River	249-2539	J. L. Riney	Portland, OR
19 Feather River	942-5263	S. R. Barkley	Stockton, CA
20 Utah	992-3155*	R. S. Blackburn	Salt Lake City, UT
21 California	992-2111	A. A. Chacon	Los Angeles, CA

Engineering Services	Safety Hot Line
Tie Gangs	800-877-0538
Rail Gangs	800-877-0539

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

Train Management	Area Superintendent
Central Area	— W. F. Sutton
Eastern Area	— R. W. Schreiber
Southern Area	— D. M. Wheeler
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 1-800-424-9300.

Subdivisions/ Branches	ID #	Page	Subdivisions/ Branches	ID #	Page	Subdivisions/ Branches	ID #	Page
Aberdeen	423	98	Grays Harbor	442	109	Plainville	226	49
Albion	209	61	Greeley	228	69	Pleasant Valley	456	113
Alexandria	100	16-17	Greenville	552	28	Pocatello	401	96-97
Anaheim	339	87	Gurdon	6	13	Port Chicago	321	93
Atchison	528	57	Hallam	219	59	Portland	434	107-108
Atlas	501	51	Hardtner	58	23	Provo	309	80
Austin	151	32-33	Helena	512	9	Raft River	412	97
Avoyelles	101	17	Heppner	436	109	Reno	316	90
Baird	152	30-31	Herington	569	23	Rio Hondo	530	41
Baton Rouge	102	19	Hidalgo	513	41	Riparia	452	112
Baytown	103	34	Hill Field	307	79	River	73	56
Beatrice	205	60	Hoisington	59	46-47	Rowley	313	89
Beaumont	104	18-19	Homedale	419	101	St. Anthony	426	99
Bend	438	109	Hot Springs	7	13	Ste. Genevieve	22	8
Bestwall	218	58	Houston	568	38-39	Salina	74	48
Bieber	319	94	Hoxie	8	10	Salt Lake	240	78-79
BMI	337	85	Hutchinson	61	22	San Antonio	560	37
Boise Cutoff	409	101	Idaho Northern	414	101	San Jose	331	95
Boulder	232	69	Iron Mountain	334	81	San Pedro	343	87
Brownsville	105	40-41	Joppa	10	5	Scoville	424	99
Burr Oak	50	50	Joseph	432	102	Seadrift	522	41
Cache Valley	302	81	Julesburg	229	67	Seattle	441	108
Caliente	332	82-83	KCT	90	54	Sedalia	76	52-53
Canyon	318	92-93	La Grande	431	104-106	Shawnee	547	26
Cape			Lakewood	342	87	Sidney	213	68
Girardeau	1	8	Laramie	233	75-77	Sikeston	2	7
Carlisle	505	11	Lawton	567	26	Solomon	225	50
Carthage	52	51	Lenora	64	50	South		
Cedar City	333	81	Little Mountain	304	80	Torrington	215	68
Cedar Rapids	210	61	Little Rock	12	12	Sparta	23	8
Chemurgic	330	95	Longview	158	21	Spokane	444	110
Cherokee	540	42-43	Los Angeles	338	84-86	Springfield	77	51
Chester	3	6-7	Loyalton	317	94	Stafford	78	23
Chicago	4	2-3	Malad	303	80	Stoddard	418	101
Choctaw	541	27	Marblehead	312	89	Stromsburg	206	60
Clinton	549	49	Marysville	216	58-59	Sugarland	115	41
Coeur D'Alene	445	110	McPherson	68	25	Sunnyside	447	111
Coffeyville	62	44	Mead Lake	335	83	Syracuse	305	79
Concordia	54	50	Memphis	14	11	Tekoa	451	112
Condon	437	109	Midland Valley	69	43	Tenark	523	11
Conway			Monroe	15	15	Teton Valley	430	99
Springs	55	22	Montana	421	98	Thibodeaux	529	16
Corpus Christi	107	37	Moscow	457	113	Tidewater	328	95
Council Bluffs	201	62-63	Nampa	408	100	Southern		
Crestmore	340	87	Nashville	16	13	Trinity	163	34
Crete	207	60	New Meadows	416	102	Tulsa	551	43
Dallas	154	20-21	NOLC	113	19	Twin Falls	410	97
Dayton	449	111	Norfolk	208	61	Umatilla	435	106
Denton	553	28	Norman	17	13	Van Buren	24	45
De Soto	5	4	North Platte	214	67	Victoria	525	41
DFW	554	29	North Side	411	97	Wallace	454	113
DK&S	509	10	Oakley	413	97	Wallula	448	111
Dozier	327	94	Ogden	301	79	Warren	25	14
Dry Valley	407	97	OKT	566	24-25	Waxahachie	557	29
East Belt	428	99	Olympia	443	109	Weeping Water		
Elko	315	88-89	Orange	114	19	Webb City	81	51
Ellerbeck	311	89	Ord	211	61	West Belt	429	99
Evona	306	79	Pana	18	3	Wichita	82	49
Falls City	70	57	Paris	19	44	Wilder	420	101
Ft. Collins	231	69	Payette	415	102	Woodland	325	94
Ft. Worth	156	36	Pea Ridge	20	5	Wynne	27	9
Galena	544	43	Pearson	323	94	Yakima	446	111
Gay	422	98	Pilot Rock	433	106	Yellowstone	425	99
Georgetown	511	33	Pinckneyville	21	7	Yuba City	322	94
Goshen	427	99	Pine Bluff	28	14			

K. C. Terminal Map 55

North Platte Terminal Instructions and Map 64-66

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Roadway Signs 144

Explanation of Characters Inside Back Cover

Continental Time Conversion Chart Inside Back Cover

Table of Speeds Inside Back Cover

Mile Post	Radio Display—2020		Station Nos.	Sidings Feet	Maximum Speed MPH
	SOUTH	NORTH			
9.0		81ST STREET			60
10.1	1010	OAKDALE CR	ZA017		30
16.7		DOLTON JCT			20
17.2	1016	144TH STREET			40
17.6	1017	145TH STREET			30
18.0		YARD CENTER	ZA018	Yd.	50
18.1	1018	SIBLEY BLVD.			50
19.4	1019	159TH STREET			50
19.8	1020	162ND STREET			50
20.1		THORNTON JCT.	ZA020		50
25.9	1026	TWELFTH STREET			20
27.0		JAY EJ&E	ZA026		35
27.8		CHICAGO HEIGHTS X	ZA027	Yd.	50
49.7	1050	PENCE CR			40
49.9		MOMENCE	ZA050		30
60.1	1060	ST. ANNE KBS	ZA060		50
73.7	1074	BEN	ZA074		30
77.5	1078	WATSEKA TPW	ZA077		55
82.4	1083	WOODLAND JCT	ZA083		10
92.9	1093	GOODWINE	ZB092	10136	5
95.0	1095	ELLIS	ZB108	9308	40
108.8	1109	GLOVER CR	ZB126	8174	50
125.9	1128	BLOCK	ZB136	12111	20
134.2	1137	VILLA GROVE	ZB145	10537	10
136.7	1145	TUSCOLA IC	ZB153	9587	5
144.6	1147	CADWELL	ZB168	9989	40
146.8	1153	SULLIVAN IC	ZB176		50
153.5	1155	FINDLAY	ZB185	11361	20
155.5	1169	FINDLAY JCT	ZB186		10
169.1	1171	CLARKSBURG	ZC200	10184	50
171.1	1200	ALTAMONT	ZC219	9691	20
176.1	1218	EAST ST. ELMO	ZC221		10
183.1	1221	WEST ST. ELMO	ZC226		10
185.5	1224	ST. PETER	ZC236	10359	40
197.8	1233	KINMUNDY IC	ZC242		40
199.8	1235	SALEM	ZC252	14882	40
216.0	1250	KELL	ZC263	9093	40
218.0	1251	MT. VERNON	ZC276	7143	40
220.8	1253	NS CSX			40
224.4	1262	INA	ZC287	8107	40
233.4	1263	BENTON JCT. IC	ZC298		40
234.2	1279	BENTON	ZC302	10727	40
236.7	1287	BN	CD024	6506	40
242.7	1289	BUSH	CD003	5772	40
250.0	1298	GRIMSBY	C094		40
251.3	D301	CHAP			40
253.0	D303				40
254.1	D085				40

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

Rule 252 in effect between Ben and MP 20.2; and between MP 16.5 and MP 9.1 on both tracks. Control operator located in Yard Center.

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

Trains receiving a Stop indication at Signal 292 must communicate with control operator at Jay Tower before proceeding.

Southward trains originating Chicago area secure track warrant Yard Center.
Northward CSX and Soo Line trains secure UP track warrant at Danville.
Chicago Subdiv. trains secure track warrant Villa Grove and Salem.
Trains to and from Pinckneyville Subdiv. secure track warrant at Mt. Vernon.

Mile Post	Radio Display—2020		Station Nos.	Sidings Feet	Maximum Speed MPH
	SOUTH	NORTH			
21.7		21.7	ZA-022		40
28.8		28.8	ZA-029		30
35.8		35.8	ZA-038		40
44.7		44.7	ZA-045		50
57.9		57.9	ZA-058		50
64.2		64.2	ZA-064		50
67.7		67.7	ZA-068		50
71.5		71.5	ZA-072		50
79.6		79.6	ZA-080		50
87.5		87.5	ZB-088		50
96.1		96.1	ZB-096		50
103.4		103.4	ZB-103		50
116.5		116.5	ZB-117		50
120.0		120.0	ZB-120		50
140.0		140.0	ZB-140		50
159.4		159.4	ZB-159		50
164.7		164.7	ZB-165		50
173.1		173.1	ZB-173		50
185.2		185.2	ZB-185		50
193.9		193.9	ZC-194		50
204.5		204.5	ZC-205		50
212.9		212.9	ZC-213		50
224.6		224.6	ZC-224		50
225.0		225.0	ZC-225		50
279.3		279.3	ZC-282		50
317.5		317.5	022		50
328.8		328.8	010		50

Business Tracks MP No. Station No. Cissna Park Industrial Lead:
Goodwine MP 98.2 to Cissna Park MP 104.1, 5.9 Miles.
Max. Speed 10 MPH. FRA Excepted.
Rule 105 in effect.
Claytonville 94.2 ZF-94
Cissna Park 97.9 ZF-98
Westville Industrial Lead: Villa Grove MP 164.9 to Danville MP 122.7 42.2 Miles.
Max Speed 10 MPH. FRA Excepted.
Rule 105 in effect.
Fairland 161.9 ZD162
Zeigler #5 161.0 ZD161
Longview 159.7 ZD160
Broadlands 155.7 ZD156
Allerton 152.6 ZD153
Hastings 150.1 ZD150
Sidell 146.5 ZD146
Indianola 142.1 ZD142
Westville 132.8 ZD132
Danville 122.7 ZD123
Operation via CR 10.1 Miles Westville to Danville.
Jamaica Industrial Lead: Sidell Jct. MP 141.4 to Jamaica MP 135.9 5.4 Miles. Max. Speed 10 MPH. FRA Excepted, Rule 105 in effect.
Jamaica 150.9 ZE151
Salem Industrial Lead: Breaks out Salem 2.7 miles Max. Speed 10 MPH. FRA Excepted, Rule 105 in effect.

Crew members must communicate with train dispatcher before operating time release at automatic interlocking CR crossing Glover.
Train Defect Detectors located on both tracks: MP 32.2, MP 55.5, MP 75.7. Others: MP 91.3, MP 103.4, MP 122.7, MP 140.0, MP 160.7, MP 179.5, MP 190.1, MP 201.8, MP 219.5, MP 237.7, MP 267.1, MP 293.5, MP 308.4 and MP 321.0.
40 MPH dual control switch turnout: Findlay Jct.
30 MPH Spring switch turnouts: South end sidings Glover, St. Peter, Kell.
15 MPH Dual control switch turnouts: Twelfth St., 144th St., Dolton Jct., Thornton Jct., Pence and middle crossover Salem.
Operation via Conrail between MP 220.8 and MP 224.4. Radio transmission established with CR train dispatcher by pushing radio transmit button four times.

PANA SUBDIV.—ST. LOUIS DIV.

Mile Post	Radio Display—2020		Station Nos.	Sidings Feet	Maximum Speed MPH
	SOUTH	NORTH			
185.5	1185	FINDLAY JCT.	ZB186		60
205.7	1206	PANA	ZB205	7734	40
207.3	1208				40
212.9	1213	OHLMAN	ZB213	10442	40
215.0	1215				40
231.4	1231	HILLSBORO	ZB232	11736	40
233.8	1234				40
243.7	1244	WALSH JCT.	ZB239		40
247.5	1248	JOAN	ZB243	9809	40
249.6	1249				40
263.7	1264	GARD	ZB260	10462	40
265.9	1266				40
273.7	1273	VIERLING JCT.	ZB274		40
275.7		LENOX	ZB277		40
290.0		ST. LOUIS	MX001		40

Findlay Jct.-Lenox (Except as below) 60
MP 205.1 — MP 205.4 40
MP 269.4 NWD only 40
BN iron ore trains loaded or empty between Lenox and Walsh Jct. max. speed 40 MPH.
Two main tracks designated East and West tracks between Vierling Jct. and Lenox. Control Operator at Lenox.
Northward trains departing St. Louis, Valley Jct., A&S and Madison secure track warrant before leaving Lenox.
Southward BN trains secure UP track warrant at Toland.
BUSINESS TRACKS Sta. No.
Sohigro MP 188.8 ZB189
Westervelt MP 191.8 ZB192
Rosamond MP 209.4 ZB209
Nokomis MP 218.2 ZB218
Witt MP 222.9 ZB222
Irving MP 227.4 ZB227
Taylor Springs MP 234.4 ZB234
15 MPH dual control switch turnouts: BN Wye at Vierling Jct., crossover at Lenox MP 275.7.
Train Defect Detectors located at MP 198.5, MP 219.2, MP 241.5 and MP 260.5.

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

4 DE SOTO SUBDIV. — ST. LOUIS DIVISION

Radio Display — 2424			Station	Sidings	Maximum Speed	MPH	Psg.	Frt.
Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Feet	(Except as below)	60 50
D0.5			ST. LOUIS	Ⓞ	MX-001		Thru Turnout Iron Mtn. Jct.	15 15
			1.8 Miles Via TRRA				Interlocking	10 10
D2.3			GRAND AVE. Ⓞ	Ⓞ			Between Iron Mtn. Jct. and Davis St.	25 25
			1.5 Via BN				6.7 and 6.9	15 15
0.0			IRON MTN. JCT. Ⓞ		X-001		6.9 and 8.0	25 25
			6.4				9.5 and 12.7	55 —
6.4			BROADWAY JCT. T		GH-011		17.3 and 21.3	50 —
			0.4				21.3 and 33.0	55 —
6.8			DAVIS JCT. T		X-008		35.6 and 36.0	55 —
			3.0				41.5 and 42.6	30 30†
9.8		D010	BARRACKS		X-010		42.8 and 45.7	55 —
			8.9				32.9 and 34.5	45 45
18.7		D019	WICKES		X-019	4836	Diverging Route Cadet	— —
19.7		D020					56.5 and 56.75	10 10
26.3		D026	RIVERSIDE	Ⓞ	X-026	4912	54.5 and 70.3	55 55
27.3		D027					70.3 and 71.1	45 45
41.5		D041	DE SOTO	Ⓞ	X-042	6359	71.1 and 75.3	55 —
42.8		D043					75.4 and 75.5	30 30†
50.7		D051	BLACKWELL		X-051	4390	75.5 and 78.1	55 55
51.8		D052					97.2	45 45
56.7		D057	CADET	Ⓞ	X-057	4602	98.0 and 98.4	55 —
57.7		D058					100.4 and 126.3	55 50
60.4		D060	MINERAL POINT		X-061	4349	(Except as below)	30 30
61.3		D062					101.3 and 101.5	45 40
74.9		D075	BISMARCK	Ⓞ	X-075	4992	105.7 and 108.7	45 45
76.0		D076					109.3	45 45
77.2		D078					125.4 and 126.3	45 40
91.4		D091	TIP TOP	Ⓞ	X-092	4243	126.3 and 165.9	55 40
92.3		D092					(Except as below)	45 —
107.9		D107	ANNAPOLIS		X-108	4538	129.6 and 131.0	45 —
108.9		D109					135.1 and 136.7	35 35
117.2		D117	GADS HILL	Ⓞ	X-120	4334	136.7 and 137.4	30 25
118.2		D118					145.6 and 145.7	35 35
126.5		D127	PIEDMONT		X-127	6560	146.4 and 148.9	45 —
127.9		D128					148.9 and 151.0	45 —
144.2		D144	WILLIAMSVILLE	Ⓞ	X-146	4418	153.2 and 154.2	45 —
145.2		D145					164.5 and 165.4	40 —
164.9		D164	BLACK RIVER JCT.		X-164		All Sidings	10 10
			0.6				Except:	20 20
165.5			POPLAR BLUFF	Ⓞ	X-166	Yd.	Wickes	20 20
			162.3				Riverside	20 20
							Bismarck	20 20
							Loaded unit ore or ballast trains	— 35

See Special Instructions Item 20 for AMTK schedules.

Train Defect detectors located: Ⓞ MP 18.0, Ⓞ MP 60.1, Ⓞ MP 98.0 and Ⓞ MP 143.0.

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.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Triangle Spur	10.8	X-11	Chloride	100.1	X-101
CF Industries	11.0		North Des Arc	111.8	X-112
Hillcrest	17.8	X-17	Leeper	133.1	X-133
Pevely	27.3	X-23	Mill Spring	134.5	X-135
Iron Mountain	80.7	X-81	Wilby	155.4	X-155
Middlebrook	83.1	X-83			
Glover	97.8	X-99			

Switching at following stations or Business Tracks restricted to one (1) four axle unit: CF Industries; Dow Lead Riverside; Desoto yard tracks; Buckman Lead Cadet; Roundhouse and new track Bismarck; Iron Mountain; Glover; Annapolis-Tie track and GAF Lead; and Tie track Williamsville, Triangle Spur and Hillcrest switches spiked and tracks out of service.

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. 15 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.

Yardmasters, Gratiot Street Opr., Gateway Opr., Road crews, maintenance of way, carmen and hostlers will monitor and use Radio display 2020.

All St. Louis and Dupo Yard jobs will use Radio display 2424 and will need to use Radio display 2020 to communicate with the above when necessary.

Lesperance Industrial Lead: Rutger St. to Davis Jct., 6.1 miles. Maximum Speed 10 MPH Rule 105 in effect. Stations: Gratiot St. MP 0.0 Ⓞ, Poplar St. Jct. MP 0.5, Lesperance St. MP 1.1 Ⓞ Sta. No X-003 and Davis Jct. MP 6.8. Between 8th St. and Rutger St. authority must be obtained from Operator Gratiot Tower.

Broadway Industrial Lead: Broadway Jct. MP23.6 T Sta. No. GH011 to MP 22.0 (Old Carondelet Branch) 1.6 miles. Maximum speed 10 MPH. Rule 105 in effect. At Bayless Ave., movement must be stopped and crew member on ground warn traffic until crossing is occupied. Entire Lead restricted to four axle units. Deraill installed at MP 22.0.

Bonne Terre Industrial Lead: Bismarck MP 126.1 to Bonne Terre MP 30.1, 16.6 miles. Max. speed 10 MPH. Except 5 MPH MP 125.9 to MP 126.1. Rule 105 in effect. Equation: MP 118.2 equals MP 38.8. Entire lead restricted to 4 axle units.

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). Deraill on lead at MP 97.5. Rule 105 in effect.

PEA RIDGE BRANCH — ST. LOUIS DIVISION 5

Radio Display 2424.			Station	
Miles	WEST	STATIONS	EAST	Station Nos.
57.7		CADET	Ⓞ	X-57
		0.9		
58.6		NEW FOUNTAIN FARM	Ⓞ	XA-58
		13.8		
72.4		INDIAN CREEK		XA-72
		11.7		
84.1		PEA RIDGE	Ⓞ	XA-84
		27.2		

Yard Limits:
MP 57.8 to MP 59.0.
MP 83.0 to end of Track

Maximum Speed MPH
(Except as below) 30
MP 60.0 - MP 62.0 10
MP 81.0 - MP 81.4 25
MP 83.1 - MP 84.8 10

Pea Ridge-over all switches 5
Switch point deraill installed main track MP 83.6.

Movement within yard limits must be made at restricted speed and stop short of men and machines fouling track.

Rule 10(D) not in effect.

Switching at New Fountain Farm and Indian Creek Restricted to one (1) four axle unit.

JOPPA BRANCH — ST. LOUIS DIVISION

Radio Display — 2020			Station	Sidings	Freeman Ind. Lead	
Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Feet	originates at Jenkins (5.0 Miles)
298.2		BENTON JCT.	CPI 298 Ⓞ	ZC-298		Max. Speed 10 MPH
		6.8				Rule 105 in effect.
305.0		WEST FRANKFORT	Ⓞ	ZC-305		Operation on BN R.R. between Vienna Jct. and Metropolis 22.3 Miles.
		3.8				
308.8		JENKINS		ZC-309	3870	
		7.6				
316.4		MARION Ⓞ COE	Ⓞ	ZC-317	2700	
		7.6				
324.0		NEILSON JCT.		ZC-324		
		5.3				
329.3		GOREVILLE	Ⓞ-2	ZC-329	2655	
		10.4				
339.7		VIENNA JCT.		ZC-340		
		11.8				
351.5		KARNAK		ZK-352	6840	
		11.8				
363.3		JOPPA		ZK-363	Yd.	
		66.0				

Yard Limits:

Benton Jct. to MP 302.0

Maximum Speed	MPH
(Except as below)	35
Between Mile Posts	
324.2 and 324.5	20
334.6 and 334.8	20
347.2 and 363.1	25
363.1 and End of track MP 364.2	10
Spring Switch Neilson Jct.	30

Business Tracks	MP	Sta. No.
Freeman #4	313.3	ZC-313
Hudgens	321.8	ZC-322
Chasco	348.5	ZK-348
Cook (on BN)		ZK-367
Metropolis (on BN)		ZK-370
TWC in effect	MP 302.0 to MP 364.2.	

6 CHESTER SUBDIV. — ST. LOUIS DIVISION

Radio Display—2424		STATIONS		Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH
Mile Post	SOUTH CP No.	NORTH					
0.2	D000	VALLEY JCT. TRRA	⊕ ⊙ I	C-002		60	60
1.4	D001	AIRPORT	I			10	10
1.9	D002	PARKS	I	C-010		30	30
4.4	D004	NO. DUPO	⊕ I	C-013		40	40
6.2	D006	DUPO	⊕ ⊙ I	C-015		40	40
7.5	D008	SOUTH DUPO	⊕	C-015S		40	40
9.4	D009	ICG	I			30	30
20.7	D021	VAL	I	C-029		30	30
33.8	D034	FULTS	I	C-042		30	30
47.7	D047	KIDD	I	C-056		30	30
48.3	D048	FLINTON	I	C-058	Yd.	30	30
49.5	D049	FLINTON	I	C-058	Yd.	30	30
52.0	D053	GAGE JCT.	I	C-060		30	30
55.8	D056	REILY	I	C-063		30	30
61.0	D061	MENARD JCT.				30	30
62.8	D063	CHESTER	⊕ T	C-070	7663	30	30
62.9	D064	FORD		C-073	6459	30	30
64.4	D066	FORD		C-073	6459	30	30
65.7	D067	ROCKWOOD JCT.		C-077		30	30
67.0	D070	ROCKWOOD JCT.		C-077		30	30
70.3	D072	CORA		C-080		30	30
72.4	D072	CORA		C-080		30	30
73.0	D073	CORA JCT.		C-081		30	30
76.4	D077	RADDLE JCT.		C-085		30	30
81.4	D081	JACOB	I	C-090		30	30
83.8	D084	GORHAM	⊕ T	C-093	Yd.	30	30
84.6	D084	GORHAM	⊕ T	C-093	Yd.	30	30
84.8	D085	CHAP.	I	C-094		30	30
90.5	D090	HOWARDTON JCT.		C-100		30	30
95.0	D095	HALSEY JCT.		C-104		30	30
108.1	D108	POTTS	I	C-117		30	30
115.7	D116	NILE	I	C-125		30	30
119.7	D120	SIMBCO	⊕ I	C-129		30	30
122.7		CAPEDEAU JCT.		C-132		30	30
123.7		ILLMO	⊕	C-133		30	30
192.6		MISSOURI JCT.		C-179		30	30
191.4		DEXTER JCT.		XD026		30	30
190.3	D191	CHARLESTON JCT.		XD025		30	30
189.9	D190	DEXTER	⊕ I	XD024	6474	30	30
188.6	D189	IVES	†	XD013	9275	30	30
179.4	D180	IVES	†	XD013	9275	30	30
177.5	D178	JUNLAND	†	XD006	9878	30	30
173.1	D173	JUNLAND	†	XD006	9878	30	30
171.1	D171	POPLAR BLUFF	⊕ T	X 166	Yd.	30	30
165.7	D165	POPLAR BLUFF	⊕ T	X 166	Yd.	30	30
						196.5	

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

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

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 Simbco; 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 Simbco MP 119.4 and Illmo MP 123.7 (SSW MP 13.1) over SI & MB Co. between Illmo SSW MP 13.1 (SI & MB Co. MP 123.7) — Missouri Jct. SSW MPI 48.8 (UP MP 192.6) — Dexter Jct. SSW MP 150.1 (UP MP 191.4) 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. Stations on SSW between Illmo and Dexter Jct.:

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	Mesler	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 Display-2424		STATIONS		Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH
Mile Post	SOUTH	NORTH					
64.0	CHESTER		⊕ T	C-70		35	35
72.0	WELGE			CA-10	4540	20	20
77.3	STEELEVILLE			CA-16	9007	30	30
79.4	PERCY	⊕ IC ⊕		CA-18		20	20
83.7	NEW WILSON			CA-23	5225	10	10
91.6	PINCKNEYVILLE			CA-31	8448	25	25
92.5	⊕ IC ⊕					10	10
95.5	SHAKE RAG			CA-34		20	20
102.7	TAMAROA	⊕ IC ⊕		CA-41		10	10
111.2	SCHELLER			CA-49	Yd.	20	20
111.6	⊕ IC ⊕					10	10
115.0	WALTONVILLE	⊕ BN ⊕		CA-53		20	20
121.8	JSW JCT.		⊕	CA-60		10	10
124.9	MT. VERNON		⊕ ⊕	ZC-276	Yd.	20	20
						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 — Rule 105 in effect;
FIDELITY MINE LEAD: 3.2 Miles; Maximum speed 5 MPH;
CAPTAIN MINE: 4.9 miles, originates at MP 81.2; Captain Mine Jct. MP82.5; Captain Mine MP 86.0. Sta. No. CA-20; Maximum speed 10MPH except 3MPH over Scale 300 feet West of No. 1 and Load Yard Switch. Do not leave cars on scale track.
BURNING STAR NO. 4: Sta-No. CA-21. Originated New Wilson. Maximum speed 10MPH.
BURNING STAR NO. 2: 4.5 Miles. Originates at Shake Rag. IC Jct MP99.1; Jct Burning Star No. 2 Mine MP101.2 CA-38; Maximum speed 10MPH except 5 MPH MP 98.0 to MP 101.2.
ORIENT: 2.9 Miles. Originates at Scheller. IC Jct. MP 111.5; ⊕ BN ⊕ MP 114.4; Orient Mine No. 6. MP 114.6 CA-52; Maximum Speed 10 MPH except 5 MPH over BN.
JSW Industrial Lead: JSW Jct. to Old Ben 21 — 13.8 Miles. Max. Speed 20 MPH except: MP 7.2—MP 10.4—10 MPH, and, 5 MPH Inland Mine and Lead tracks. Stations; Mt. Vernon MP 276.9 ZC276, JSW Jct. MP 121.8, Huff MP 280.9 ZC-280; Nason 286.5 CA-68; Inland No. 1 MP 291.1 ZC-275; Old Ben 21 MP 293.1 ZC-277; Old Ben 26 CA-053.

SIKESTON BRANCH — ST. LOUIS DIVISION

Radio Display-2424.		Station Nos.	Maximum Speed (Except as below)	MPH
Mile Post	SOUTH STATIONS	NORTH		
216.4	END OF TRACK		Between Mile Posts 209.9 and 216.4	10
211.4	SIKESTON		(Approach Highway 61 Crossing, Kingshighway and Sunset Dr. Sikeston, prepared to stop for highway traffic.)	
211.0	⊕ BN ⊕			
191.2	DEXTER JCT. ⊕ SSW G ⊕			
			Business Tracks MP No.	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 Display-2424		Station Nos.
Mile Post	SOUTH STATIONS	NORTH STATIONS		
Maximum Speed Restricted to four axle units only	MPH 10	0.0 RIVERSIDE	1.9 HERCULANEUM	X-27 MC-2
Operation on BN R.R. between Ste. Genevieve and Crystal City be governed by General Code of Operating Rules and Special Instructions Item 14(b). Thomure - Track and time must be granted by BN train dispatcher before switches are lined for BN main.		4.5 CRYSTAL JCT.	5.2 CRYSTAL CITY	MC-5 MC-6
Station on BN R.R. between Crystal City and Thomure:		8.2 END OF TRACK		
Name	BN MP	Operation on PPG Co. tracks between Crystal City and Crystal Jct. Max Speed 10 MPH. Crystal City Industrial Lead: Crystal Jct. MP 4.5 to End of Track, 3.5 miles; Maximum Speed 10 MPH. Gross wt. 220,000 lbs. Rule 105 in effect. Business Tracks: Ag-Nit Spur MP 8.0 Sta. No. MC-8. Crews must ensure that warning to highway traffic is provided at all road crossings equipped with warning devices by crew member on the ground at crossing before crossing is occupied by train or engine. Restricted to one four axle unit only.		
Crystal City	42.1	24.0 MILES VIA BN TO STE GENEVIEVE		
Selma	44.6	31.2		
Rush Island	46.1	Between MP 83 and MP 118.2 crews must ensure that warning to highway traffic is provided at all road crossings equipped with warning devices by crew member on the ground at crossing before crossing is occupied by train or engine.		
Brickeys	53.1	Main Track out of service MP 91.7 to MP 118.2. Derails installed at MP 83.05, MP 88.0 and MP 116.5.		
Coral	56.6			
Duren	61.5			

SPARTA BRANCH — ST. LOUIS DIVISION

Maximum Speed (Except as below)		Radio Display-2424		Station Nos.	Sidings
Mile Post	MPH	SOUTH STATIONS	NORTH STATIONS		
23.0 and 30.0	10	23.0 HOYLETON		MI-24	
30.0 and MP 54.5	25	32.6 NASHVILLE	9.4	MI-34	
48.7	10	48.7 COULTERVILLE	16.1	MI-49	
54.5 and 56.2	10	56.1 NORTH JCT.	8.5		
69.0 and 77.2	25	56.7 SOUTH JCT.	0.6	MI-58	Yd.
80.2 and 83.0	10	57.4 SPARTA	20.2		
Operation on IC between North Jct. and South Jct.: Yard Limits in effect. Obtain permission from IC Dispatcher before entering Yard Limits and report clear of limits when movement has been completed. Maximum speed 10 MPH.		77.7 CPD053 GAGE JCT.		C 060	
Yard Limits: MP 56.7 to MP 59.0, and MP 78.4 to End of Track at Kellogg.			2.8 MI. VIA CHESTER SUBDIV.		
Business Tracks	MP	78.4 CPD049 FLINTON		C 058	Yd.
Oakdale	40.9	81.3 KELLOGG	2.8	MI-82	Yd.
IP Co.	47.0		58.3		
Zeigler					
Mine # 11	51.5				

CAPE GIRARDEAU BRANCH — ST. LOUIS DIVISION

Radio Display - 2424.		Maximum Speed	
Mile Post	SOUTH STATIONS	NORTH STATIONS	FRA Excepted.
122.8	CAPEDEAU JCT.		10 MPH
127.0	MARQUETTE		
128.5	RUSH JCT.		
	5.7		

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

Radio Display: Dexter Jct. to Jonesboro Jct.—2020 Jonesboro Jct. to McGehee—2424		Station Nos.	Sidings	Maximum Speed (Except as below)	MPH
Mile Post	SOUTH STATIONS				
191.4	DEXTER JCT.	XD26		MP 235.3—MP 278.3	60
	65.6 MILES VIA SSW			Between Mile Posts 235.3 and 235.5	30
	ST. LOUIS DIVISION			235.5 and 242.1	50
219.9	PARAGOULD JCT.	C243		242.1 and 243.6	45
	13.7 Miles via SSW			Harrisburg Siding	30
221.6	JONESBORO JCT.	C259		MP 278.3—MP 407.5	40
	ST. LOUIS DIVISION			295.2 and 297.7	25
	ARKANSAS DIVISION			312.0 and 313.6	30
235.3	JONESBORO	C262	8048	359.5 and 361.0	30
236.6	HARRISBURG	C280	7759	365.0 and 368.5	10
238.0	NORTH WYNNE			370.0 and 373.0	30
256.9	WYNNE			377.4 and 377.5	10
258.5	CALDWELL			377.5 and 380.0	30
277.9	FORREST CITY			380.0 and 380.5	10
280.4	MARIANNA			380.5 and 406.8	30
282.2	LEXA			406.8 and 407.5	20
289.3	HELENA JCT.			Yard Limits: MP 399.7 to MP 407.5	
290.9	LAKEVIEW			Equations: MP 191.4 = SSW MP 1-50.1, SSW MP 167.6 = SSW MP 57.9, MP 219.9 = SSW MP 104.3, MP 221.6 = SSW MP 106.0, MP 235.3 = SSW MP 119.7.	
295.9	SNOW LAKE			Business Tracks	Sta. No.
313.5	WHITE RIVER			Paragould	219.9 C-243
315.0	ARKANSAS RIVER			Greenfield	251.6 C-275
323.9	WATSON			Whitehall	262.4 C-286
325.5	NORTH McGEHEE			Cherry Valley	267.8 C-291
326.2	McGEHEE			Colt	286.2 C-310
338.7				Yaletowne	293.3 C-317
340.2				Barton	329.2 CK-12
368.0				Oneida	335.3 C-359
369.4				Wabash	341.1 C-365
377.8				Elaine	347.1 C-371
382.0				Mellwood	356.6 C-380
386.3				Medina	381.1 C-405
387.8				Cypress Bend	399.7 C-423
406.8					
407.5					

CTC between MP 235.3 and MP 406.8.
 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.
 Wynne — Normal position Coal Shute Wye track switch lined for movement to Memphis Subdiv.
 Train defect detectors located at MP 250.6, MP 268.5.
 15 MPH dual control switch turnouts: Helena Jct., south end siding Lexa.
 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.	1-48.8	C-175	Greenway	78.8	C-215
Bernie	1-59.5	C-185	Rector	85.6	C-222
Airsucle	1-64.3	C-190	Jay	90.7	C-227
Maiden	1-67.7-57.9	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

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 10 MPH. FRA Excepted Track. 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 Display:		MPH			
Poplar Bluff to Harviell Jct.—2424		(Except as below)		75 60	
Harviell Jct. to Jax—2727		Maximum Speed		Psg. Frt.	
Jax to N. Little Rock—4242		Between Mile Posts			
Mile Post	SOUTH CP No.	NORTH STATIONS	Station Nos.	Sidings Feet	Maximum Speed
165.5		POPLAR BLUFF	X-166	Yd.	165.3 and 165.6 30 30
165.6	D165	4TH STREET	XD000		172.1 and 172.9 70 —
165.9	D166	HENDERSON			179.2 and 179.3 65 —
167.6	D168	SOUTH POPLAR	X-168		184.9 and 185.1 65 —
170.0	D170	STANLEY	X-170		191.6 and 192.9 50 40†
172.9	D172	HARVIELL JCT.	X-173		192.9 and 193.3 70 55
173.0		ST. LOUIS DIVISION			224.3 and 227.8 50 50†
		ARKANSAS DIVISION			226.3 25 25
179.6	Y180	NEELYVILLE	X-180	8418	258.0 and 263.9 50 50†
181.3	Y181	CORNING	X-192	8355	263.9 and 264.3 25 25
190.5	Y190	CORNING	X-192	8355	264.3 and 265.0 35 35
192.2	Y192	KNOBEL	X-199	9779	266.6 and 266.9 70 —
198.0	Y198	KNOBEL	X-199	9779	288.1 and 288.6 40 40†
200.0	Y200	PEACH ORCHARD	X-203	8061	292.1 and 292.7 60 —
202.2	Y202	PEACH ORCHARD	X-203	8061	292.7 and 293.1 55 55
203.9	Y204	O'KEAN	X-214	8171	294.1 and 294.6 70 —
212.7	Y213	O'KEAN	X-214	8171	322.4 and 323.6 65 —
214.5	Y214	MURTA JCT.	X-223		333.2 and 333.5 60 40
223.6	Y224	MURTA JCT.	X-223		339.1 and 343.8 40 40
224.9		WALNUT RIDGE	X-225		North Wye Bald Knob 10 10
226.3		BN			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.
226.8	Y227	HOXIE	X-226	C8643	40 MPH dual control switch turnouts: Harviell Jct., Murta Jct., Minturn Jct., Glaise Jct.
228.6	Y229	MINTURN JCT.	X-228		15 MPH dual control switch turnouts: Poplar Bluff — MP 165.6 cross-over 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 cross-overs at crest.
238.3	Y238	ALICIA	X-239	8456	N. Little Rock — ABS West Departure lead from Signal 3404 to Hoxie Subdiv. main track at North end yard.
240.0	Y240	TUCKERMAN	X-252	8421	N. Little Rock — West departure lead Max. Speed 30 MPH.
250.1	Y250	TUCKERMAN	X-252	8421	Key Trains — Do not exceed 10 MPH on West Departure Lead (North End Yard).
251.8	Y252	CAMPBELL JCT.	X-258		Business MP No. Sta. Delaplaine 207.6 X-208 Olyphant 269.8 X-270 McRae 308.2 X-308 Beebe 312.7 X-313 Ward 317.6 X-318 Valentine 336.1 X-336
258.1	Y258	CAMPBELL JCT.	X-258		Jacksonville Ind. Lead: 2.8 miles. Rule 105 in effect. Max. Speed 10 MPH originates at Jacksonville: Jacksonville - LRAFB.
259.5	Y260	DIAZ JCT.	X-259		DK&S Branch: 5.5 miles between Kensett, Doniphan and Searcy. Yard Limits entire branch. Max. Speed 10 MPH.
261.5	Y261	NORTH NEWPORT	X-262	Yd.	
262.6	Y263	SOUTH NEWPORT	X-226		
263.9	Y264	NORTH BRIDGE JCT.	X-264		
264.1		WHITE RIVER			
264.6	Y265	SOUTH BRIDGE JCT.	X-265		
269.3	Y269	JIFFY	X-269		
274.3	Y274	GLAISE JCT.	X-275		
277.2	Y277	BRADFORD	X-278	9969	
279.2	Y279	RUSSELL JCT.	X-286		
286.7	Y286	RUSSELL JCT.	X-286		
287.9	Y287	BALD KNOB	X-288	14741	
288.5	Y289	JUD	X-289		
289.7	Y290	JUD	X-289		
296.4		KENSETT	X-296		
298.4	Y298	HIG	X-298		
306.5	Y307	MACK	X-306		
319.3	Y319	WACROSS	X-320		
330.8	Y331	JAX	X-331		
333.0		JACKSONVILLE	X-332		
339.2		ARKANSAS DIVISION			
		N. LITTLE ROCK DIV.			
339.3	X339	N. END YARD			
340.5	X340	ONE LEAD			
341.9	X341	CREST			
343.6		N. LITTLE ROCK	X-344	Yd.	

CTC between MP 165.5 and MP 343.6
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 183.6, ⊕MP 201.1, ⊕MP 216.3, ⊕MP 232.5, ⊕MP 248.0, ⊕MP 283.4; both tracks: ⊕MP 266.8, ⊕MP 304.0 and ⊕MP 322.8.

MEMPHIS SUBDIV.—ARKANSAS DIVISION 11

Radio Display: 2020		MPH			
		(except as below)		60	
		Maximum Speed		Between Mile Posts	
		North and South			
Mile Post	WEST CP No.	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed
380.7		MEMPHIS (Sargent Yd.)	XG-93	Yd.	wye Bald Knob 10
380.6		KC JCT. NS G			298.2 and 298.6 30
378.4	Y381	TOWER 17			298.6 and 299.1 40
378.3		ICG ST.			318.9 30
378.2	Y380	TEXAS ST.			306.5 and 306.8 30
378.1	Y379	KENTUCKY ST.	XG-91		331.8 and 334.8 40
377.0	Y378	HARAHAN			334.8 and 336.8 50
376.5	Y377	BRIDGE JCT. BN	XG-88		345.5 and 346.4 50
375.9	Y375	BRIARK	XG-87		367.7 and 368.2 40
375.3	Y901	BRIARK JCT.			375.2 and 377.9 25
375.3		PRESLEY JCT. BN	XG-82		377.9 and 378.4 20
370.0		CRAWFORDSVILLE	XG-74	9901	ICG — Forest Yard on NS Main Tracks 10
361.6	Y362	SMITHDALE	XG-60	7656	Kentucky St. — ICG 10
359.6	Y349	UP			ICG — Old Aulon Tower on CSX Track 10
349.1	Y347	WYNNE	C-304	8649	ICG Southwest Wye at Iowa Avenue 5
347.5	Y347	FAIR OAKS	XG-31	8197	ICG West Jct. via Y and MV Track 10
332.4	Y280	NEW AUGUSTA	XG-12	6280	Trains originating Memphis secure track warrant prior to passing Kentucky St.
332.3	Y332	WHITE RIVER	XG-10		Business MP No. Sta. Rio Vista 292.8 XG-6 Patterson 307.3 XG-19 McCrory 309.3 XG-21 Hamlin 324.7 XG-37 Levesque 337.5 XG-50 Earle 352.1 XG-64 Gavin 368.0 XG-80 W. Memphis Ind. Ld. 370.0 XG-85
330.5	Y330	EAST BALD KNOB	X-288		Tenark Branch: 3.6 Miles (Max. Speed 10 MPH) SSW Jct. to end of track MP 352.0. Yard Limits entire branch. CTC Briark to SSW Jct. via SSW RR. SSW Jct. — 355.6 Tenark 354.5 CH-42
329.9	Y321	BALD KNOB			
319.2	Y318				
318.9					

CTC between MP 287.9 and MP 378.4
Yardmaster Sargent Yard must be notified before movement is made in either direction between Sargent Yard and CPY 381.
Yard Limits: MP 376.5 Eastward to End of Track.
Two main tracks designated North and South Tracks between Briark and CPY 378.
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). Radio Display: 2424.

NORTH LITTLE ROCK DIVISION

Carlisle Branch:
North Little Rock to Carlisle 32.6 miles. Yard Limits entire branch. Radio communications via Display 4242.
Maximum speed 10 MPH — FRA Excepted track.
Stations: 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. Industrial Lead: North Little Rock to East Little Rock, 5.6 miles. Rule 105 in effect. Max. Speed 10 MPH
Radio communications via Display 4242.
Stations: 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.

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

Mile Post	Radio Display: N. Little Rock to Biddle—4242 Biddle to McGehee—2020		Station Nos.	Siding Feet	Maximum Speed LR Jct. — MP 371.3 (Except as below) . . . 50 Between Mile Posts LR Jct. and 346.1 . . . 35 346.1 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 . . . 30 427.5 and 428.3 . . . 35+ 446.2 and 447.8 . . . 20
	SOUTH CP No.	NORTH STATIONS			
343.6		N. LITTLE ROCK	X-344	Yd.	
343.9	X348	LR JCT.	X-345		
346.6	X349	BIDDLE		Yd.	
348.1	X350		XZ-000		
353.0		N. LITTLE ROCK DIVISION			
353.0		ARKANSAS DIVISION			
353.0	A353	HIGGINS	K-9	8912	
354.8	A355				
363.8	A353	HENSLEY	K-19	8257	
365.5	A366				
370.5	A369	WHITE BLUFF	K-25		
387.6	A387	N. SSW CONN.	K-41		
388.6	A388	S. SSW CONN.			
389.7	A389			11945	
390.6	A390	PINE BLUFF	K-43	10289	
392.1	A392				
392.7	A394				
407.6	A408	GRADY	K-64	9779	
409.6	A409				
426.1	A426				
431.1	A431	PICKENS	K-86	9397	
433.0	A433				
446.5	A446	NORTH McGEHEE	K-101		
447.2		McGEHEE	C-432	Yd.	
		106.6			

CTC between MP 343.6 and MP 447.2.
 Operation N. Little Rock and LR Jct. on Little Rock Subdiv.
 FRA exempted tracks: All tracks McGehee Yard except No. 1 and No. 2; Sheridan Lead (PB&W Spur).
 Two main tracks between CPA 387 and CPA 388 designated No. 1 and No. 2, jointly used by UP and SSW. Most eastern track is No. 1.
 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.
 Old siding track Biddle designated No. 102. Max. Speed 20 MPH Rule 105 in effect.
 Train Defect Detectors located at ⊕ MP 360.0, ⊕ MP 373.2, ⊕ MP 398.3, ⊕ MP 421.0 and ⊕ MP 435.0.
 Equation: MP 447.2 = MP 408.1.

WARREN BRANCH — ARKANSAS DIVISION

Operation by General Order.		Radio Display: 2020	
Maximum Speed (Except as below) . . . 30 Between Mile Posts	MPH	SOUTH ▼	NORTH ▲
422.0 and 422.3	10		
422.3 and 425.0	5		
425.0 and 431.0	10		
431.0 and 442.0	25		
442.0 and 446.0	10		
446.0 and 459.0	30		
459.0 and 461.4	10		
Yard Limits: MP 442.0 To MP 447.3 and MP 459.0 To MP 461.4 (End of Track). Note — Trains and engines move over crossing, MP 445.7 when protected by crew member.			
Business Tracks MP No. Killin 442.5	KC-28		
		Mile Post	Station Nos.
		STATIONS	
		422.6	DERMOTT C-439
		445.3	MONTICELLO ⊗ AD&N ⊕ KC-29
		461.4	WARREN KC-45
			38.7

MONROE SUBDIV.—ARKANSAS & LOUISIANA DIVS. 15

Mile Post	Radio Display: McGehee to Alexandria—2020 Alexandria to Lake Charles—2727		Station Nos.	Siding Feet	Maximum Speed 408.1 and 531.6 (Except as below) . . . 60 Between Mile Posts 408.4 and 409.2 . . . 20 414.5 and 416.6 . . . 35 449.4 and 449.6 . . . 50 455.0 and 455.6 . . . 40 473.1 and 474.0 . . . 25+ 480.9 and 481.0 . . . 40+ 486.3 and 498.9 . . . 50 498.9 and 504.3 . . . 30
	SOUTH CP No.	NORTH STATIONS			
408.1		McGEHEE	C-432	Yd.	
409.2	A410		C-433		
415.6		DERMOTT	C-439		
421.4	A421	HUDSPETH	C-446	8947	
423.3	A423				
439.7	A440	SUNSHINE	C-464	8980	
441.6	A441				
460.7	A461	BONITA	C-484	9019	
462.5	A462				
479.2	A480	COLLINSTON	C-505	9137	
481.0	A482				
490.6	A491	SWARTZ	C-515	8884	
492.4	A492				
498.7	A498				
501.0	A501	HUTTIG JCT.	C-524		
501.1	A501	⊗ MSRC ⊕			
501.1	A501				
503.8	A501	MONROE	C-525	13804	
518.4	A504				
518.3	A516	BOSCO	C-540	9328	
528.2	A518				
534.5	A535	GRAYSON	C-558	9166	
536.4	A536				
548.2	A548	OLLA	C-572	7941	
549.8	A550				
560.3	A560	GEORGETOWN	C-585	8009	
561.9	A563				
575.8	A576	ANTONIA	C-601	9534	
577.8	A577				
		ARKANSAS DIVISION			
591.4		LOUISIANA DIVISION			
591.5	L592	TIOGA	C-616	7370	
593.0	L593				
593.1	⊗ L&A ⊕				
593.2	L595	MALLIN	⊗ L&A ⊕		
596.6	L596	RED RIVER JCT.	C-620		
597.0	L598	(WYE CONN)			
195.7	L196	TEXMO JCT.	TB-196		
192.1	L190	ALEXANDRIA	C-625	Yd.	
190.4	L190	WILLOW GLENN	TB-190		
615.7		BRINGHURST	C-640	7619	
642.0		TRACY	C-666	8409	
654.1		ELDER	C-679	5241	
660.6		KINDER	⊗ UP G T ⊕	B-544	
680.0		IOWA JCT.	⊗ SP ⊕	C-704	
690.2	⊗ SP ⊕				
694.2		LAKE CHARLES	⊕ ⊗ C	C-720	Yd.
		285.8			

CTC between MP 408.1 and MP 195.7.
 CTC on Wye Conn at CPL 598.
 ABS between MP 190.4 and MP 660.6
 TWC between MP 190.4 and MP 694.2.
 Equations: MP 408.1 = MP 447.2
 on Pine Bluff Subdiv.
 MP 597.8 = MP 195.7
 MP 190.4 = MP 602.3

Train Defect Detectors located at ⊕ MP 420.0, ⊕ MP 438.1, ⊕ MP 454.0, ⊕ MP 469.2, ⊕ MP 485.0, ⊕ MP 509.0, ⊕ MP 525.8, ⊕ MP 545.9, ⊕ MP 569.3, ⊕ MP 586.9, ⊕ MP 625.2 and ⊕ MP 648.7.

Gate governing movement over railroad crossing Kinder must not be operated without authority of train dispatcher.
 City Lead — 5.5 miles CPA 501, to MP 566.0. Maximum speed 10 MPH. Yard Limits entire Lead.

Lake Charles Goss Port Lead ⊗ SP ⊕
 ⊗ KCS ⊕
 Harbor Ind. Lead—Lake Charles to Harbor 12.4 miles—max. speed tangent track 25 MPH: curved track 10 MPH.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Dermott	415.6	C-439	Camp Beauregard	592.5	C-618
Montrose	432.1	C-456	Woodworth	610.6	C-634
E. Ashley	435.6	C-459	McNary	622.6	C-646
Portland	436.4	C-460	Glenmora	623.6	C-647
Parkdale	445.0	C-469	Oakdale	635.6	C-659
Bayou	446.3	C-470	Van-Ply	638.1	C-662
Muller	454.0	C-477	Fontenot	664.2	C-688
McGinty	454.1	C-478	Fenton	669.4	C-694
Jones	457.2	C-481	Woodlawn	675.0	C-700
Galion	467.2	C-491	American M.F.C.	680.5	C-703
Mer Rouge	473.5	C-497	Manchester	688.0	C-712
Erco	508.3	C-532	Harbor	690.0	C-713
Riverton	526.2	C-550			
Columbia	530.5	C-554			
Clarks	537.4	C-561			
Louisiana Pac.	551.5	C-575			
Urania	552.8	C-576			
H & C Veneer	574.5	C-599			
Christi Spur (Farmland)	577.9	C-602			

Bastrop Ind. Lead Collinston to MP 551.7 & 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

16 ALEXANDRIA SUBDIV. — RED RIVER & LOUISIANA DIVS.

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum Speed MPH	
							(Except as below)	MPH
							351.4 and 350.7	30
							350.6 and 348.6	40
							320.3 and 310.9	20
							247.8 and 245.8	25
							236.2 and 235.8	40
							209.1 and 208.6	35
							199.8 and 195.8	25
							(Except as below)	60
							Between Mile Posts	20
							195.8 and 190.4	20
							179.2 and 178.4	45
							Meeker Siding	10
							170.9 and 170.3	35
							163.3 and 162.5	40
							Bunkie Siding	10
							Palmetto Siding	10
							128.8 and 128.1	30
							118.9 and 117.6	40
							115.0 and 114.8	30
							109.9 and 108.9	35
							102.5 and 101.0	35
							95.3 and 94.9	25
							91.4 and 84.0	20
							White Castle Siding	10
							Hercules Bus. Trk.	5
							75.5 and 75.0	35
							66.0 and 64.0	40
							Donaldsonville Siding	25
							20.9 and 20.8	40
							16.6 and 16.4	40
							13.8 and 10.2	20
							10.2 and 1.0	10
							Both legs of Wye at Hollywood Jct. and Cutoff Jct.	10
							Drill extension Wills to Wagaman	20
							Thru city limits:	6
							Westwego	10
							Gretna	10
							On Leads at:	5
							Occidental	5
							Copolymer	5
							Dow	5
							Hercules	5
							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.	
							Business Tracks	Sta. No.
							Greenwood	326.4 TB-325
							Waskom	322.5 TB-331
							Olin	303.9 TB-304
							Gayles	302.4 TB-302
							Caspiana	296.0 TB-296
							Cross Keys	292.3 TB-292
							Bayou Pierre	285.0 TB-285
							Grand Bayou	281.0 TB-280
							Dolet Hill	280.9 TB-281
							Gahagan	275.9 TB-275
							Powhatan	258.8 TB-258
							Plywood	251.0 TB-251
							Spur	247.5 TB-247
							Nachitoches	211.0 TB-212
							Rodemacher	208.7 TB-209
							Boyce	199.8 TB-199
							England AFB	199.8 TB-199
							Red River	197.0 TB-197
							Ind. L.	184.0 TB-185
							Chambers	182.8 TB-183
							MFC Spur	169.8 TB-170
							Chem. Co.	148.7 TB-149
							LeMoyen	145.1 TB-146
							Rosa	120.9 TB-121
							McKneely	119.1 TB-118
							Fordoché	96.0 TB-96
							Marrineaux	89.3 TB-89
							Spur	88.8 TB-88
							Marigouin	84.2 TB-82
							Lynch Spur	81.3 TB-83
							Richardson	81.3 TB-81
							Copolymer	81.3 TB-81
							Gulf	62.5 TB-63
							Vacherie	62.3 TB-63
							Plaquemine	61.0 TB-61
							Dover	46.3 TB-46
							Armant	46.3 TB-46
							Columbia	35.8 TB-36
							Edgard	35.0 TB-35
							Edgard Spur	30.0 TB-30
							Taft	28.5 TB-28
							Hahnville	25.0 TB-26
							Dufresne	23.3 TB-23
							Monsanto	21.4 TB-21
							Ama	19.3 TB-19
							Farmers	19.2 TB-19
							Export	14.0 TB-14
							Service Foundry	14.0 TB-14

CTC between MP 197.3 and MP 195.7; MP 190.4 and MP 13.9. TWC between MP 348.0 and MP 197.3. ABS between MP 351.4 and MP 197.3. CTC on Conn. track at CPR 197. All radio communications in connection with Alexandria, Addis and Avondale are to be handled exclusively on Radio Display — 2424. Yard limits: MP 351.4 to MP 348.0; MP 324.5 to MP 320.0; MP 195.7 to MP 190.4 and MP 13.8 to MP 0.0. **Thibodeaux Branch:** McCall to Lula 5.0 Miles. Yard Limits entire branch. Max. Speed 20 MPH. **Business Tracks** MP 5.0 Sta. No. TH-7

ALEXANDRIA SUBDIV. — RED RIVER & LOUISIANA DIVS. 17

Two main tracks designated East and West tracks between Ama Jct. and Avondale; and, between Texmo Jct. and Alexandria. 0 MPH dual control switch turnout on cross-over and connection to Beaumont Subdiv. at Livonia. 15 MPH dual control switch turnouts: Willow Glen; North yard lead Addis; crossovers Farmers, Sellers and Wills. 40 MPH dual control switch turnout: Ama Jct. 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. 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 "X" Yard — 10 MPH. Bayou Pierre lead — MP 0.0 to MP 3. 20 MPH; MP 3 to MP 6. 10 MPH. Engines may occupy main track between switching limit signs Willow Glen, MP 190.5 and MP 189.9 upon signal indication after authority has been obtained from train dispatcher. Operation W. Bridge Jct. to E. Bridge Jct. to Cotton Whse Yard via New Orleans Public Belt RR. NOPB Rules and Special Instructions apply. For operation over Mississippi River Bridge, when helper engine is placed at rear of train behind caboose, not more than two operating units nor more than 4,000 operative horsepower will be used and 1050 amps of power must not be exceeded. All employees on caboose must ride on helper units during entire movement. When helper engine is placed at rear of train without caboose, be governed by UP Air Brake Rule 1108(B)1. Operation E. Bridge Jct. to Gentilly Yard via NS and CSX RR. Operation between Wills and Gouldsboro governed by instructions yardmaster Avondale. Train Defect Detectors located at: MP 337.0, MP 292.0, MP 268.6, MP 242.6, MP 216.8, MP 181.2, MP 168.2, MP 150.1, MP 134.1, MP 118.3, MP 108.2, MP 83.1, MP 60.1, MP 45.2 and MP 22.1. Between Texmo Jct. and Willow Glen movement of trains and engines will be governed by instructions of yardmaster, Alexandria. Trains and engines approach Louisiana Ave., Sala Ave. and Avenue "A" — Westwego; and, Barataria Blvd., Marrero, on riverside track at restricted speed, looking out for highway vehicles and prepared to stop short of crossing.

AVOYELLES BRANCH — LOUISIANA DIV.

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet	Radio Display—2727	
						Maximum Speed MPH	(Except as below)
						40	Loaded unit coal, grain and soda ash trains
						35	Over Morganza Spillway, MP 747 and MP 748
						25	City Limits—Morganza
						25	City Limits—New Roads
						25	All L&A tracks other than main tracks, through turnouts and crossovers
						10	Bridge 767.7
						20	Lobdell Jct.
						20	West Jct. (Conn. with UP Baton Rouge Subdiv.)
						10	MP 11.8 — MP 11.9
						10	Port Allen
						10	Bridge 6.3
						10	MP 11.8 — MP 0.0
						20	Business Tracks
						20	La Cour
						48	Morrison
						38	Cajun Elec. Power
						30	La. Elec. Coop
						26	Smithfield
						19	Avoyelles Parish Coop
						2	Coop

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: e MP 737.2; e MP 755.9 and e MP 776.3.

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). 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.

CTC—Gulf Coast Jct. to MP 449.7 and West Elizabeth to MP 641.5		Radio Display: 2727		Station Nos.	Sidings
Mile Post	WEST CP No.	STATIONS	EAST ▲		Feet
643.9		ANCHORAGE ⊙ UP ⊙ T ⊙		B-644	
641.5	L541	⊙ UP ⊙			
621.0	L621	LIVONIA		TB114	
620.9		10.2			
		ATCHAFALEYA RIV. ⊙ ⊙ ⊙			
610.8		0.9			
	L610	KROTZ SPRINGS		B-610	4359
609.9	L609	10.7			
599.2	L599	PORT BARRE		B-597	9009
597.4	L597	9.0			
590.2		⊙ SP ⊙			
		0.1			
		⊙ AKDN ⊙			
590.1		5.2			
	L585	LAWTELL		B-584	4379
584.9	L584	11.3			
573.6	L574	POWELL		B-572	8438
571.9	L572	3.3			
570.3		EUNICE		B-570	
		11.6			
560.3	L560	BASILE		B-559	4729
559.3	L559				
545.3	L546	23.0			
544.5		KINDER ⊙ UP ⊙ T		B-544	
		0.1			
544.4	L545	HUB		B-543	
		0.2			
544.2	L544	K.D. SIDING			8282
542.5	L542	10.6			
533.6	L534	REEVES		B-532	7601
532.0	L532	18.0			
515.6	L516	GORDON		B-515	5821
514.4	L515	7.0			
508.6	L509	DEQUINCY		B-508	8819
508.4		⊙ KCS ⊙			
507.2	L507	1.2			
507.2		CS JUNCTION		B-507	
720.3		3.3			
		HELMÉ		B-504	4881
723.6		4.8			
		LUCAS		B-499	4907
728.4		6.9			
		STARKS		B-492	7996
735.2		5.3			
		RULIFF		B-487	4890
740.6		9.4			
		MAURICEVILLE		B-477	10371
750.0		0.2			
		⊙ UP ⊙			
750.2		10.2			
		VIDOR		B-467	13359
760.4		4.5			
		SP JCT.			
764.9		1.0			
		NECHES RIVER ⊙ ⊙			
765.9		0.1			
		⊙ SP ⊙			
766.0		0.6			
		GCL JCT.			
766.6		0.1			
		⊙ AT&SF ⊙			
460.4		⊙ KCS-SP ⊙			
459.8		1.3			
		BEAUMONT		B-461	YARD
459.1		0.4			
		TOWER 74		⊙ SP	
458.7		3.6			
		ELIZABETH		B-455	7976
455.1		4.0			
		AMELIA		B-450	10278
451.1		8.1			
449.7	H450				
		GRAYBURG		B-441	8773
443.0	H443	14.0			
441.2	H441				
429.0	H429	HULL		B-427	8094
427.3	H427	20.0			
409.0		MARTHA		B-409	4888
		8.9			
400.1	H400	HUFFMAN		B-398	8262
398.4	H398	4.6			
385.4	H385	DYERSDALE JCT.		B-385	
		3.9			
381.6	H382	SETTEGAST JCT.		B-382	
		3.6			
378.0		GULF COAST JCT.		A-229	
		266.6			

Operation on HB&T Settegast Jct. to Gulf Coast Jct. Be governed by HB&T timetable and Special Instructions.

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.

CTC between MP 641.0 and MP 453.8.
 ABS between MP 453.8 and 449.7.
 CTC between MP 449.7 and 378.0.
 Equation: MP 507.2 = MP 720.3 MP 766.8 = MP 460.4
 Train Defect Detectors located at ⊙ MP 402.6, ⊙ MP 422.5, ⊙ MP 444.6, ⊙ MP 522.1, ⊙ MP 538.1, ⊙ MP 558.8, ⊙ MP 578.0, ⊙ MP 596.1, and ⊙ MP 611.0.

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	Location of Train Defect Detectors:
Except: Loaded unit coal, grain and soda ash trains	35	⊙ MP 726.0
(Except as below)	40	⊙ MP 743.4
Between MP 718.5 and MP 720.3	20	⊙ MP 764.9 — also equipped with oversized load detector
On Green Island Industry Track, MP 726.8	5	⊙ MP 766.4 (Both main tracks.)
Siding Starks	10	Equipped with only an oversized load feature.
Siding Mauriceville	10	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.
Siding Vidor	20	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.
750.2 ⊙	30	
Between MP 757.0 and MP 762.0	30	
Between 762.0 and 764.9	20†	
Between MP 764.9 and MP 766.6	Yard Speed	
Except: Between MP 765.8 and MP 766.1	15 Eng. Only	
Through turnouts and crossovers, and on all tracks other than the main track	10	
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 721.2
 Alton Box Co. 726.8
 Green Island 748.1
 Lemonville 748.1
 Korf 764.9

ORANGE BRANCH — LOUISIANA DIVISION

Radio Display—2727		Station Nos.	Yard Limits Entire Branch	MPH
Mile Post	SOUTH STATIONS NORTH		Maximum Speed (Except as below)	
477.7	MAURICEVILLE ⊙ T	B-477	MP 477.0 to MP 478.4	20
	5.3		MP 487.9 to MP 490.5	10
482.9	PEVETO ⊙	BE-482	Doc Brown; Dupont Industrial	10
	4.0		Lead	10
486.9	⊙ SP ⊙		Dupont Industrial Lead East Conn.	10
	1.1		Firestone Ind. Lead	10
488.0	DOC BROWN ⊙ T	BE-488	Business Tracks MP No.	
	2.5		Bancroft 485.0 BE-485	
490.5	ORANGE ⊙ T	BE-490	Kilowatt 486.5 BE-486	
	12.9			

BATON ROUGE BRANCH — LOUISIANA DIV.

Radio Display—2727		Station Nos.	Sidings
Mile Post	SOUTH STATIONS NORTH		Feet
649.0	NO. BATON ROUGE ⊙	B-647	Yd.
	1.0		
785.5	MP JCT. ⊙	B-646	
	0.6		
784.8	EAST JCT. ⊙	B-645	
	3.2		
781.6	WEST JCT. ⊙	TD-11	
	0.5		
11.9	BR. JCT. ⊙	TD-10	
	5.4		

Operation over L.&A. Railway between BR Jct. and MP Jct.
 Yard limits BR Jct. to MP Jct.
 CTC East Jct. to West Jct. — Control Operator at Baton Rouge.
 Operation over 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.
 All movements must be made per Rule 93.
 3. 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.)

NOLC BRANCH — LOUISIANA DIVISION

Radio Display—2727		Station Nos.	Yard limits entire Branch	MPH
Mile Post	SOUTH STATIONS NORTH		Maximum Speed (Except as below)	
1.0	GOULDSBORO ⊙	Y-1	CITY LIMITS GRETTA	6
6.5	ALGIERS CANAL ⊙		MP 6.4 TO MP 6.6	10
9.2	BELLE CHASE ⊙	Y-10	MP 8.2 TO MP 9.0	10
12.0	CHEV CHEM ⊙	Y-12	MP 10.7 TO MP 11.5	10
21.4	ALLIANCE ⊙	Y-21	MP 15.3 TO MP 16.8	10
22.2	MYRTLE GROVE ⊙	Y-26	MP 20.8 TO END OF TRACK	10
24.0	END OF TRACK			
	23.0			

Radio Communication with Avondale Yard via Radio Display — 2424.
 Crews must communicate with each other to avoid meeting between stations.

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

Radio Display: Texarkana to Marshall—2727 Marshall to Mineola—2424 Mineola to Cent. Yd.—2020		Maximum Speed MPH (Except as below) 75 60		
Mile Post	WEST CP No. STATIONS EAST	Station Nos.	Sidings Feet	MPH Psg. Frt.
0.0	TEXARKANA	TP-0	0.0 and 1.0	30 30
0.5	SSW		1.1 and 2.9	50 50
1.8	R002 NATIONAL JCT.	TP-2	11.1 and 13.1	70 —
2.4	KCS		15.4 and 18.4	70 —
6.8	R007 SULPHUR	TP-8	20.7 and 21.8	70 —
8.7	R009 SPRINGDALE	TP-15	23.5 and 23.9	30 30†
14.2	R015		30.8 and 31.4	55 50
15.3	R020 QUEEN CITY	TP-21	36.3 and 38.0	50 50
19.7	R021		42.2 and 42.7	70 —
21.2	R030 BIVINS	TP-31	45.0 and 45.6	60 —
30.4	R032		46.7 and 47.7	70 —
31.9	R037 KILDARE	TP-37	48.7 and 49.0	70 —
36.9	R038		50.2 and 50.4	50 50
42.7	R043 PAYNE	TP-44	51.3 and 51.3	30 30
44.3	R044		51.3 and 51.5	65 —
49.4	R049 JEFFERSON	TP-51	51.5 and 54.0	65 —
51.1	R051		56.2 and 56.8	65 —
58.0	R058 WOODLAWN	TP-58	59.0 and 65.4	30 30
59.5	R060		65.4 and 67.2	45 45
65.5	R065 MARSHALL	TP-67	67.2 and 68.0	65 —
66.7	R066 (CONN TO ALEX. SUBDIV.)		68.0 and 68.9	65 —
67.2	R067		80.2 and 80.6	65 —
70.0	R070 QUINCY	TP-70	80.6 and 81.5	60 —
71.0	R072		81.5 and 85.0	65 —
74.5	R076 KEOKUK	TP-75	86.3 and 89.7	60†
76.1	R076		89.7 and 95.0	40 40†
81.5	R082 LANSING JCT.	TP-83	100.7 and 102.6	60 —
87.8	R088 RED	I	102.6 and 102.9	40 40†
89.6	R089 LONGVIEW	TP-90	102.9 and 104.9	60 —
89.8	R090 LONGVIEW JCT.		112.9	40 40
90.2	R091 WEST LEAD	TP-91	126.5 and 126.8	70 —
93.0	R093 GREGGTON	TP-94	131.3 and 132.2	65 —
95.7	R096		136.0 and 136.4	50 45†
104.0	R104 GLADEWATER	TP-103	139.7 and 141.2	70 —
105.5	R105		148.2 and 148.9	60 —
113.0	R113 BIG SANDY SSW	TP-113	148.9 and 149.6	50 50
114.5	R114		156.0 and 157.0	45 45
123.4	R123 FADA	TP-124	159.5 and 159.7	50 50†
124.9	R125		166.3 and 167.1	50 50†
135.9	R136 MINEOLA	TP-138	182.5 and 183.3	40 40
138.9	R139		183.9 and 184.6	60 —
141.7	R142 SILVER LAKE	TP-143	192.2 and 193.0	70 —
142.7	R143		193.2 and 194.3	45 40
149.6	R150 GRAND SALINE	TP-149	194.3 and 196.4	65 —
151.1	R151		196.4 and 201.3	45 45
158.1	R158 EDGEWOOD	TP-160	201.3 and 203.0	45 45
159.6	R160		203.0 and 205.5	70 70
166.7	R167 WILLS POINT	TP-167	205.5 and 208.3	60 50
168.3	R168		208.3 and 210.2	25 25
175.1	R175 ELMO	TP-176	210.2 and 210.2	25 25
176.7	R177		210.2 and 210.2	25 25
181.4	R181 TERRELL	TP-183	210.2 and 210.2	25 25
172.4	R182		210.2 and 210.2	25 25
186.2	R186 LAWRENCE	TP-187	210.2 and 210.2	25 25
187.7	R188		210.2 and 210.2	25 25
198.3	R198 MARITH	TP-199	210.2 and 210.2	25 25
199.9	R200		210.2 and 210.2	25 25
203.5	RED RIVER DIVISION			
203.5	FT. WORTH DIVISION			
205.5	T204 MESQUITE	TP-202	20613	
206.6	T206			
207.6	T207 4.8			
208.3	T208			
209.8	T209 MILLER	TP-209	7255	
209.9	T210 1.6			
	T211 MP JCT.			
	5.2 Miles Via SP			
	1.9 Miles Via Dallas ROW Dist.			
	TOWER 19			
214.8	T215 DALLAS TERMINAL JCT.	TP-215		
215.6	T216 BROWDER	TP-218		
219.9	T220 CHALK	I		
227.6	T228 15.3			
235.2	T235 BOWEN	TP-235		
241.0	T241 POLY	TP-241		
244.0	T244			
245.4	TOWER 55	TP-245		
247.4	RIVER	TP-247		
251.1	CENTENNIAL YD.	TP-250		

CTC between MP 0.0 and MP 244.0

DALLAS SUBDIV. — RED RIVER & FT. WORTH DIVS. 21

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
South Texarkana	11.4	TP11	Eagle Ford	220.0	TP220
Atlanta	24.0	TP24	Cloudy	222.0	TP224
Pirkey	76.1	TP76	June Pit	223.2	TP225
Trinity	84.6	TP85	Mt. Creek	223.8	TP226
Pumps	87.0	TP87	Grand Prairie	225.5	TP227
Hawkins	118.6	TP119	BOB	229.0	TP230
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
Skyline	205.6	TP205			

Following tracks are FRA excepted: Skyline — MP 205.6; East Dallas Lead — MP 211.0; Trinity Ind. Dist. Lead — MP 214.0; Eagle Ford Ind. Lead — MP 220.0; Great Southwest So. Ind. Lead — MP 229.0; Great Southwest RR Lead — MP 231.0 and Everman Lead and Ind. Tracks — MP 225.0.

Equation: MP 490.3 = MP 0.0, MP 209.9 = MP 5.2 (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.

Mineola — Maximum speed track A-1 ... 20 MPH

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.

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

Train Defect Detectors: MP 5.9, MP 29.5, MP 46.6, MP 62.0, MP 80.3, MP 98.0, MP 108.2, MP 128.9, MP 147.0, MP 162.3, MP 180.0, MP 201.0 and MP 223.0 (both tracks).

Bonham Ind. Lead — MP 0.0 to MP 0.6

Do not exceed 10 MPH on Wye track siding Marshall to Alex. Subdiv.

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

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

Two main tracks designated No. 1 and No. 2 between Texarkana and National Jct. Most southern track is No. 1.

Operation via SP, CPT 211 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.

Operation via ATSF MP 54 and Tower 19 (MP 51.4) governed by Rule 93.

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

Yard Limits between MP 244.0 and MP 251.9.

Radio communication at Centennial Yard and Texarkana: Display—2424.

LONGVIEW SUBDIV. — RED RIVER DIV.

Radio Display: 2424		Maximum Speed MPH (Except as below) 50		
Mile Post	SOUTH CP No. STATIONS NORTH	Station Nos.	Sidings Feet	MPH
81.3	R089 LONGVIEW	TP-90	Yd.	21.5 and 22.2
80.5	R080			18.9 and 19.2
70.9	R071 KILGORE	AX-12	7893	26.3 and 28.9
69.2	R069			30.1 and 31.5
59.0	R059 OVERTON	AX-22	7061	35.4 and 36.5
57.5	R057			44.9 and 45.9
46.0	R046 TROUP	AX-36	8923	50.3 and 50.8
44.2	R045			52.3 and 53.0
33.7	R034 TECULA	AX-48	8600	56.3 and 56.6
31.9	R033			59.6 and 60.4
28.2	R028 JACKSONVILLE	AX-54		68.0 and 70.3
				73.1 and 73.8
				78.2 and 80.3
				80.3 and 81.1
24.2	R024 HUME	AX-57	8324	15 MPH dual control switch turnouts: CPR 080 and Leroy Track Palestine; Train Defect Detectors: MP 17.3, MP 29.8, MP 49.8, MP 61.8 and MP 76.2.
22.6	R022			
12.7	R013 NECHES	AX-70	8873	
10.9	R011			
5.4	R005 WELLS CREEK	AX-77	5285	
4.3	R003			
0.4	R001			
0.2	R000			
0.0	PALESTINE	AX-81	Yd.	
				81.3

Make all radio communications concerning terminal operation Palestine on Radio Display—2424

CTC between MP 81.3 and MP 0.0.

Tyler Ind. Lead
Troup to Swan 27.1 Miles. Operation by General Order. Max Speed, 20 MPH
Except between:
MP 26 to MP 27, 10 MPH
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
Overtone to Henderson 16.0
Operation by General Order.
Max. Speed, 20 MPH

Business Tracks	MP	Sta. No.
Humble Oil Rack	2.7	BX-4
Henderson	16.0	BX-16

LeTourneau Ind Lead 5.2 Miles.
Maximum Speed, 10 MPH
Rule 105 in effect.

22 HUTCHINSON BRANCH — TEXOMA DIVISION

Radio Display 4242		Station Nos.	Sidings Feet	Maximum Speed Between Wichita and Geneseo (Except as below) 25	MPH
SOUTH	NORTH				
Mile Post	STATIONS				
572.7	GENESEO T ⊕	MX-532	3890	Between Mile Posts	
	11.7			482.0 and 485.0	20
561.0	⊗ ATSF ⊕			485.0 and 485.3	20
	0.5			530.5 and 533.7	20
560.5	LYONS ⊕	M-76	2536	559.2 and 561.1	20
	10.4				
550.5	ST JCT.			Business	Sta. MP No.
235.6				Tracks	
	12.9 MI. VIA ATSF			Wichita	
				Sand	490.5 M-5
222.7				Superior	
537.5	YA JCT.			Sand	490.9 M-6
	4.0			Berwet	496.0 M-11
533.5	⊗ ATSF ⊕			KGE Co.	498.3 M-14
	0.9			Andale	504.2 M-19
532.6	HUTCHINSON ⊕ ⊕	M-48	Yd.	Small Spur	511.1 M-26
	0.6			Elmer	526.0 M-41
532.0	⊗ SSW ⊕			Yaggy	535.8 M-54
	0.4			Nickerson	
531.6	⊗ ATSF ⊕			(between	
	0.1			YA Jct. &	
531.5	⊗ ATSF ⊕			ST Jct.)	544.0 M-59
	0.1			Stations on ATSF between	
522.4	YODER	M-37	2192	YA Jct. and ST Jct.:	
	5.5			Name	ATSF MP
516.9	HAVEN	M-32	2888	YA Jct.	222.7
	7.0			Yaggy	223.2
509.9	MT. HOPE	M-25	3029	Nickerson	228.6
	10.8			ST Jct.	235.6
499.1	COLWICH	M-14	1516		
	4.1			TWC in effect MP 487.7 to	MP 570.6
495.0	MAIZE	M-10	1502		
	9.1			Normal position of Hardtner	Jct. switch is lined for
485.9	HARDTNER JCT. ⊕ T	M-1		Hardtner Branch.	
	2.9			Yard Limits: Wichita to	MP 487.7; MP 529.5 to
483.0	⊗ ATSF ⊕			MP 537.4; MP 558.1 to	MP 562.0 and MP 570.6
	0.0			to Geneseo.	
483.0	⊗ WTA ⊕				
	0.4				
482.6	⊗ UP ⊕				
	0.2				
482.4	⊗ BN ⊕				
	0.4				
482.0	WICHITA YD. ⊕ ⊕ T	H-186	Yd.		
	90.6				

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 to Arkansas City (NB-25). Operation via ATSF 43.3 miles/special instructions Item 14(a). Radio Communications via Radio Display — 2020.

Winfield Ind. Lead:	
5.0 miles Opens off ATSF MP 249.7.	Max. Speed 10 MPH. Rule 105 in effect.
Business Track	MP 517.2
Winfield	Sta. No. NL-94

Arkansas City Ind. Lead:	
1.8 Miles open off ATSF MP 264.2.	Max. Speed 10 MPH. Rule 105 in effect.

NOTES

Yard Limits: Entire Branch	
Maximum Speed MPH (Except as below)	Between Mile Posts
20	585.0 and 654.1 10
	(FRA Excepted)
	Olcott to Iuka 10
	(FRA Excepted)
Business Tracks	Sta. No.
Milton	567.1 NL-144
Norwich	571.4 NL-148
Belmont	580.4 NL-157
Alameda	585.3 NL-162
Browns Spur	598.4 NL-175
Penalosa	605.8 NL-183
Neola	620.9 NL-198
Hudson	639.3 NL-216
Seward	648.3 NL-225
Max. Wt. 220,000 lbs. between Olcott and Iuka, except on authority of Superintendent.	
End of Track: MP 654.1. FRA Excepted Track: MP 585.0 to MP 654.1 and between Olcott and Iuka.	

HERINGTON BRANCH — TEXOMA DIVISION 23

Radio Display — 4242		Station Nos.	Sidings Feet	Maximum Speeds (Except as below)
SOUTH	NORTH			
Mile Post	STATIONS			Between Mile Posts
171.3	HERINGTON ⊕ UP ⊕ ⊕	PB20		194.5 ⊕ 20
	7.2			208.5 ⊕ 20
178.5	LOST SPRINGS ⊕ ATSF ⊕	HM179	6000	221.0-223.1 20
	15.8			Thru sidings and turnouts:
194.3	MARION	HM194	4660	Lost Springs 10
	0.2			Marion 10
194.5	⊗ ATSF ⊕			Whitewater 10
	13.9			Rule 10(D) not in effect.
208.4	ATSF JCT.			⊗ UP ⊕ (MP 171.3) is controlled by SSW train dispatcher at Kansas City, Ks.
	0.1			
208.5	⊗ ATSF ⊕			Business Tracks Mile Post No.
	14.3			Lincolnton 183.5 HM184
222.8	WHITEWATER ⊕ UP ⊕ ⊕	PB020	6200	Antelope 187.4 HM187
	0.3			Aulne 200.4 HM200
223.1	HERINGTON JCT. ⊕			Peabody 208.3 HM208
	51.8			Elbing 216.2 HM216

TWC Entire Branch: MP 223.1=MP 474.7 on McPherson Subdiv.

Woodbine Industrial Lead: Abilene to Woodbine 18.8 miles. Maximum Speed is 10 MPH except 5 MPH on auxiliary tracks. Rule 105 in effect. FRA excepted.

Business Tracks	MP	Sta. No.
Pearl	W-186.7	KA186
Woodbine	W-180.3	KA180
Enterprise ⊗ ATSF ⊕	W-192.8	KA193

HARDTNER BRANCH — TEXOMA DIVISION

Yard Limits: Entire Branch		Radio Display 2020		Station Nos.	Sidings Feet
Maximum Speed MPH (Except as below)	Between Mile Posts	WEST	EAST		
20	514.6 and 573.5 10	STATIONS			
		485.9	HARDTNER JCT. ⊕ T	M-001	
			2.0		
		487.9	⊗ ATSF ⊕		
			0.9		
		488.8	⊗ ATSF ⊕		
			5.5		
		494.3	FRONTIER	H-196	6398
			7.1		
		501.4	CLEARWATER	H-202	1169
			11.5		
		512.9	CONWAY SPRINGS ⊕ ⊕ T	NL-135	Yd.
			11.6		
		524.5	⊗ ATSF ⊕		
			6.7		
		531.2	FREEPART	H-232	2220
			10.8		
		542.0	⊗ ATSF ⊕		
			29.2		
		571.2	KIOWA	H-272	
			1.3		
		572.5	⊗ ATSF ⊕		
			0.6		
		573.1	⊗ ATSF ⊕		
			8.4		
		581.5	HARDTNER ⊕ T	H-283	
			95.9		

STAFFORD BRANCH — TEXOMA DIVISION

Yard Limits: Entire Branch		Radio Display 2020		Station Nos.	Sidings Feet
Maximum Speed MPH (Except as below)	Between Mile Posts	WEST	EAST		
20	585.0 and 654.1 10	STATIONS			
		558.7	CONWAY SPRINGS ⊕ ⊕ T	NL-135	Yd.
			13.5		
		572.2	⊗ ATSF ⊕		
			20.1		
		592.3	KINGMAN	NL-169	
			0.8		
		593.1	⊗ ATSF ⊕		
			0.8		
		593.9	⊗ ATSF ⊕		
			16.1		
		610.0	OLCOTT T	NL-187	
			9.9		
		619.9	PRESTON ⊕	NC-10	599
			0.2		
		620.1	⊗ SSW ⊕		
			10.0		
		630.1	IUKA ⊕ T	NC-20	
			4.5		
		614.5	TURON	NL-191	
			0.5		
		615.0	⊗ SSW ⊕		
			13.6		
		628.6	STAFFORD	NL-205	
			1.0		
		629.6	⊗ ATSF ⊕		
			24.1		
		653.7	RADIUM ⊕	NL-230	
			95.4		

Radio Display: 2424		Rule 10(D) not in effect	
Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.
241.8	WICHITA		H186
242.0	UP		
243.7	NORTH JCT.		HA001
245.4	SOUTH JCT.		HM245
249.6	MIDLAND		HM250
266.4	RIVERDALE		HM266
273.8	WELLINGTON		HM274
294.5	CALDWELL		HM295
302.6	RENFROW		HM303
311.6	ATSF		
318.5	JEFFERSON		HM319
330.7	KREMLIN		HM331
339.5	NORTH ENID		HM340
340.5	BN		
341.8	ENID		HM342
366.5	JACKS		HM367
388.4	OKARCHE		HM388
396.1	CONCHO		HM396
400.9	UP		
402.5	EL RENO		HM402
403.6	PACIFIC JCT.		HM403F
418.0	MINCO		HM418
435.6	BN		
436.3	CHICKASHA		HM436
456.0	RUSH SPRINGS		HM456
475.5	DUNCAN		HM476
481.2	SUNRAY		HM481
500.1	WAURIKA		HM500
510.7	RYAN		HM511
535.5	STONEBURG		HM536
543.4	BOWIE BN		HM544
561.0	TEXOMA DIVISION		
563.0	FT WORTH DIVISION		
569.6	BRIDGEPORT		HM570
599.2	HICKS		HM599
604.7	SAGINAW ATSF		HM605
609.6	TOWER		
611.4	PEACH		HM611
611.9	PURINA JCT.		HM612
612.4	6TH ST. JCT.		HM613
612.9	17TH ST. BN		

Sidings Feet	Maximum speed Between MP 241.8 and MP 436.3	MPH
Yd.	(Except as below)	40
	241.8 and 243.7	10
	243.7 and 245.4	20
	245.4 and 247.0	10
	247.5 and 247.7	10
	300.0 and 320.4	25
	370.4 and 370.5	25†
	400.0 and 403.3	20†
	414.1 and 414.2	25
	418.0 and 418.6	35†
	435.4 and 436.3	20†
7200	Between MP 436.3 and MP 561.0	
6100	(Except as below)	49
3900	436.3 and 437.0	20†
5780	437.0 and 473.0	40
	473.0 and 477.0	25†
	477.0 and 499.5	40
	499.5 and 500.6	25
	500.6 and 509.0	40
	543.2 and 543.8	25
6228	Between MP 561.0 and MP 612.9	
4640	(Except as below)	40
6044	584.5 and 584.8	25†
	590.4 and 593.1	25†
	604.7	10
	604.8 and 608.9	25
	608.9 and 611.0	20
	611.0 and 611.3	10
	611.3 and 611.9	20
	611.9 and 612.9	10
4342	Thru sidings and turnouts	10
5178	Auxiliary tracks except Chickasha Yard	5
7302	Train Defect Detectors:	
	% MP 272.7, % MP 301.2,	
	% MP 328.4, % MP 362.8,	
	% MP 406.3, % MP 534.0,	
	% MP 469.0, % MP 506.0,	
	% MP 581.3, % MP 593.0.	
	Business	
	Trucks	MP Sta. No.
	Peck	258.8 HM259
	Wellington	
	Coop.	270.8 HM271
	Perth	283.0 HM283
	Corbin	287.0 HM287
	Medford	311.8 HM312
	Orin	314.6 HM315
	Pond Creek	322.2 HM322
	Cyanamid	322.3 HM323
	Great Lakes	
	Carbon	333.4 HM333
	Waukomis	349.5 HM350
	Bison	355.4 HM355
	Hennessey	361.4 HM361
	Dover	370.4 HM370
	Dolese	371.9 HM372
	Kingfisher	378.6 HM379
	Armour	380.5 HM380
	Jensen Spur	405.4 HM405
	Oklahoma	
	Brick	409.7 HM410
	Union City	412.3 HM412
	Pocasset	426.0 HM426
	Marlow	465.6 HM466
	Comanche	485.5 HM485
	Addington	493.8 HM494
	Ringgold	524.4 HM524
	Cities Service	561.4 HM561
	Lone Star	564.0 HM564
	Perch Hill	565.2 HM566
	TXI Stonespur	565.5 HM568
	Paradise	575.6 HM575
	Boyd	584.5 HM585
	Newark	591.6 HM592
	Texas Electric	597.6 HM598
	Yard Limits: MP 239.0 — MP 251.0; MP 338.0 — MP 341.0 and MP 434.0 — MP 438.0, MP 561.0 — MP 567.5; MP 608.9 — BN (17th St.).	

ABS between MP 596.7 and MP 608.9.
 TWC between MP 241.8 and MP 608.9.
 Multiple main track between MP 610.2 and 17th St. (BN).
 Trains and Engines must contact yardmaster at Ney yard before entering yard limits between north end Peach yard (MP 611.4), Purina Jct (MP 611.9) and 17th St. (MP 612.9). Main Track switch at north end of Multiple Main 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:

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.
 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.
 All auxiliary Tracks Bridgeport, Paradise, Boyd and Newark are FRA excepted Tracks.
 Peach — Engines must not be operated over scales on Purina Elevator Tracks 1 and 3.
 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.

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.”

McPHERSON SUBDIV — MIDWEST AND TEXOMA DIVS

Radio Display — 4242		Rule 10(D) not in effect	
Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.
551.7	SALINA		KP187
551.5	ATSF		
551.4	UP		
544.0	MIDWEST DIVISION		
544.0	TEXOMA DIVISION		
544.0	MENTOR		KM008
539.8	ASSARIA		KM012
531.1	LINDSBORG		MX504
521.7	HILTON		KM030
516.9	ATSF		
516.2	McPHERSON		PB-62
514.9	SSW		
501.6	MOUND RIDGE		PB-47
495.1	HESSTON		PB-41
487.0	ATSF		
486.8	NEWTON		PB-32
475.0	WHITEWATER JCT.		
474.7	HERINGTON JCT.		
229.5	FURLEY		HM230
241.2	CLINE		HA003
241.6	BN		
241.8	WICHITA		H186
242.0	UP		

Maximum Speed	MPH
(Except as below)	40
MP 551.7 — MP 550.1	10
MP 550.1 — MP 545.5	25†
MP 544.1	20
MP 542.1 (northward)	25†
Through Assaria	30
MP 518.2 — MP 514.0	20
MP 502.0 — MP 501.0	20
MP 496.2 — MP 494.0	20
MP 488.8 — MP 486.0	20
MP 475.0 — MP 474.7	25
All Sidings	10
Yard Limits: MP 551.7 to MP 545.5; MP 518.2 to MP 514.0; MP 488.0 to MP 486.0; MP 239.0 — MP 241.8.	
Business	MP Sta. No.
Trucks	
Kechi	236.1 PB-27
McLains	481.4 PB-27
Marvel Industries	488.8 PB-34
Zimmerdale	491.7 PB-37
Elyria	509.3 PB-56
Bridgeport	536.2 MX499
Sid	547.0 KM005

McPherson Subdiv. trains operate over Hoisington sub between west siding switch Bridgeport and Lindsayborg.
 Salina, Iron Ave. and Ash Street.
 Rule 10D not in effect
 Equation: MP 516.2 = MP 516.6. MP 474.7 = MP 223.1.

TWC in effect MP 545.5 to MP 239.0.
 Train Defect Detectors:
 % MP 492.1 and % MP 528.2

Whitewater Ind. Lead — 0.6 miles off MP 475.0 to end of track. Max. speed 10 MPH. Rule 105 in effect. UPG at MP 222.8 on Herington Branch. Bus. Trk.: Whitewater (PB-20).

Radio Display: 2020			Station Nos.	Sidings Feet	Rule 10(D) not in effect.	
Mile Post	SOUTH STATIONS	NORTH			Maximum speed (Except as below)	MPH
711.5	END TRACK	⊙			35	
714.3	GREENVILLE ⊗ SSW ⊗	⊙	MT714		20†	
715.6	MELTON	⊙	MT715	6116	25†	
738.7	ROCKWALL		MT738		20†	
750.0	ELLIS	⊙	MT750	4649	25	
750.8	GARLAND ⊗ ATSF ⊗	⊙	MT751		10	
761.4	ATKINS	⊙	MT761			
766.8	DALLAS	⊙	TP215	Yd.		
110.0						
ABS between: MP 711.5 and MP 750.4 MP 756.1 and MP 765.5 TWC in effect between MP 711.5 and MP 766.8 Yard Limits: MP 748.4—MP 766.9. Equation: 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						

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.
Caddo Mills	721.6	MT721
Royse City	730.3	MT730
Thomas	731.6	MT731
Rowlett	746.5	MT746
Tex-Mat	747.4	MT747
Krem	752.9	MT752

Denton Branch — 36.6 miles Deny (MP 758.1) to Denton (MP 721.5). Yard limits entire branch. Maximum speed 20 MPH except 10 MPH between MP 752.0 and MP 758.0. All tracks except main track . . . 5 MPH. Main track out of service between MP 721.7 and MP 729.5. Radio communication via radio display-2020.
 FRA EXCEPTED TRACK: MP 743.9 to MP 721.7; Brookhollow Ind. Lead and all Industry Tracks; Air Lawn Ind. Lead and all Industry Tracks.

Stations	MP	Sta. No.
Denton	⊙ 721.5	TA209
Coors	⊙ 730.9	TN731
Lewisville	⊙ 736.8	TN736
Trinity Mills	⊙ 742.2	TN742
Carrollton	⊙ BN/SSW 744.6	TN744
Beaver	⊙ 746.1	TN746
Farmers Branch	⊙ 746.9	TN746
Oldham	⊙ 750.7	TN751
Dallas Jct.	X 757.3	TC642
Deny	⊙ 758.1	MT766

NOTES

Radio Display: 2020			Station Nos.	Sidings Feet	Rule 10(D) not in effect.	
Mile Post	SOUTH STATIONS	NORTH			Maximum speed (Except as below)	MPH
612.9	17TH ST. ⊗ BN ⊗	⊙			40	
612.4	T612 6TH ST. JCT. ⊙ T ⊙	⊙	HM613		10	
612.2	T611 DALWOR JCT. T ⊙	⊙			20†	
613.5	T613 SYLVANIA	⊙	TC614	4802	20†	
614.5	T614	⊙	TC622	5043	20†	
621.1	T621 HURST	⊙	TC627	10039	10	
622.2	T622	⊙			30	
625.8	T626 TARRANT	⊙			25	
627.8	T628	⊙			10	
633.4	T634 NC JCT.	⊙			25	
634.8	T635 IRVING	⊙	TC635	4729	10	
635.1	T636 SC JCT.	⊙			10	
635.8	T637	⊙			5	
637.4	T638 MOCKINGBIRD	⊙	TC639	Yd.		
639.0	T639	⊙				
642.6	T634 DALLAS JCT.	⊙	TC642			
643.9	T644 NORTH JCT.	⊙	TC643			
31.8						

CTC between MP 612.2 and MP 643.9.
 Yard Limits: 17th St. (MP 612.9) to 6th St. Jct. (MP 612.4).

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.

Industrial and Yard Track Restrictions Account of Bridges:
 Highland Industrial District 240,000 Lbs.
 Trinity Industrial District 240,000 Lbs.

BN trains originating N.C. Jct. or S.C. Jct. must secure track warrant at BN Irving Station.

Southward BN trains must secure track warrant at BN North Yard, Ft. Worth.

FRA Excepted Tracks: Brookhollow leads A and B; Record-xing Team; Mockingbird Yard — all tracks except Siding and Tail Track.

WAXAHACHIE BRANCH — FT. WORTH & HOUSTON DIVS.

Radio Display: 2020			Station Nos.	Sidings Feet	Rule 10(D) not in effect.	
Mile Post	SOUTH STATIONS	NORTH			Maximum speed (Except as below)	MPH
766.8	DALLAS	⊙	TP215		40	
767.0	NORTH TOWER ⊗ UP ⊙	⊙			10†	
768.9	TOWER 19 ⊗ ATSF ⊙	⊙			20†	
769.3	ENDOT	⊙			10	
781.7	LANCASTER		TF781	3932	25	
791.2	STERRETT	⊙	TF791	6252	30	
796.6	⊗ SP ⊙	⊙			25	
797.9	BRI JCT.	⊙			10	
798.1	WAXAHACHIE	⊙	TF798	1435	10	
FT. WORTH DIVISION						
HOUSTON DIVISION						
832.5	DANA JCT.	⊙	MK811		10	
65.7						

Equation: MP 766.8 = MP 214.8 (Dallas Subdiv.)

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
 TWC between MP 769.3 and MP 797.9

Main Track out of service between MP 802.7 and MP 832.0.
 Endot — Southward trains restricted Endot remain back of absolute signal north of ATSF Interlocking (Tower 19).

Northward BN Trains originating BRI Jct. secure Waxahachie Branch 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

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

Mile Post	WEST CP No.	Station	EAST ▲	Station Nos.	Sidings Feet	Maximum Speed: MPH	
						Between Mile Posts	MPH
251.1		CENTENNIAL YD. ... ⊕ T ⊕				251.9 and 304.0	
251.4		0.3 FT. WORTH ... ⊕		TP250	Yd.	(Except as below)	60
251.8	T252	8.2 FT. WORTH DIV.				258.0 and 266.6	50
259.6	T260	12.8 IONA ... †		TP260	7731	266.6 and 266.8	25
261.2	T261	12.8 EARLS ... †		TP273	7989	277.0 and 282.0	50
272.4	T273	4.1 WEATHERFORD ... †		TP277	8385	284.8 and 286.1	50
274.0	T274	4.1 WEATHERFORD ... †		TP277	8385	286.1 and 294.6	55
276.5	T277	9.9 PREBLE ... ⊕ †		TP287	6734	294.6 and 295.9	35
278.2	T278	9.9 PREBLE ... ⊕ †		TP287	6734	295.9 and 297.4	55
286.4	T286	14.0 BRAZOS ... †		TP301	6853	298.5 and 298.7	50
287.8	T288	14.0 BRAZOS ... †		TP301	6853	304.0 and 364.0	50
300.4	T300	12.4 JUDG ... †		TP313	6898	(Except as below)	50
301.9	T302	12.4 JUDG ... †		TP313	6898	326.2 and 326.8	45
312.8	T313	13.3 STRAWN ... †		TP326	6964	329.9 and 337.1	35
314.3	T314	13.3 STRAWN ... †		TP326	6964	340.5 and 341.3	45
326.1	T326	11.9 TIFFIN ... †		TP338	6907	343.1 and 345.6	35
327.5	T328	11.9 TIFFIN ... †		TP338	6907	350.5 and 352.0	40
338.0	T339	12.8 EASTLAND ... †		TP351	6902	360.3 and 364.0	45
339.4	T339	12.8 EASTLAND ... †		TP351	6902	364.0 and 417.0	50
342.2	T342	9.6 CISCO ... ⊕ †		TP361	9786	(Except as below)	50
350.8	T351	6.8 DOTHAN ... †		TP368		372.2 and 372.4	50
352.2	T352	13.9 JAYELL ... †		TP381	6926	378.6 and 378.9	50
360.4	T360	11.0 CLYDE ... ⊕ †		TP392	7457	383.2 and 388.6	40
362.4	T362	12.4 HOLDER ... †		TP405	8784	392.0 and 393.5	30†
367.2	T367	2.1 ABILENE ... ⊕		TP407	Yd.	393.5 and 405.3	50
368.4	T369	3.3 BAGDAD ... †		TP409	6006	405.3 and 406.1	45
381.1	T381	14.0 MERKEL ... †		TP423	7737	406.1 and 409.2	30
382.5	T382	5.8 TRENT ... †		TP429	4908	413.0 and 414.6	40
392.1	T392	7.3 ESKOTA ... †		TP438	7490	417.0 and 513.4	40
393.6	T394	4.0 TECIFIC ... †		TP441		(Except as below)	50
404.5		8.6 SWEETWATER ... ⊕		TP448	11569	438.0 and 438.5	40
406.6		10.0 ROSCOE ... †		TP456	7577	446.9 and 448.4	30
409.9		11.7 LORAIN ... †		TP467	7457	476.6 and 477.3	30
429.9		13.0 DOME ... ⊕		TP479	8257	481.3 and 481.6	30
429.7		12.6 IATAN ... †		TP492	6830	509.0 and 513.4	25
437.0		4.8 COAHOMA ... †		TP503	7405	513.4 and 768.7	25
441.0		4.9 ZILER ... †		TP509	3801	(Except as below)	60
447.8		10.5 BIG SPRING ... ⊕		TP513	Yd.	533.7 and 535.0	50
456.4		9.5 MORITA ... †		TP524	7555	551.6 and 556.5	25†
466.4		9.5 STANTON ... †		TP534	7515	570.3 and 574.0	45
478.1		15.3 CHUB ... †		TP549	7086	587.1 and 587.6	55
491.1		14.6 PEGASUS ... †		TP564	8410	600.0 and 606.7	50
503.7		15.1 ARCADE ... †		TP579	7864	606.7 and 611.0	30
508.5		14.8 METZ ... †		TP594	8000	646.8 and 647.1	45
513.4		15.7 MONAHANS ... ⊕ T		TP609	7505	692.7 and 696.7	50
523.9		37.2 PECOS ... ⊕		TP647		735.3 and 735.6	50
529.9		19.5 TOYAH ... ⊕		TP666	11865	741.2 and 744.0	40
533.3		42.7 BORACHO ... ⊕		TP709	8742	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.	
549.2		59.9 SIERRA BLANCA ... ⊕		TP768		Yard Limits: MP 251.1 — MP 251.9	
563.8		86.2 MILES VIA SP				10 MPH thru sidings Earls, Tiffin, Clyde, Holder, Bagdad, Merkel, Eskota, Dome, Chub, Arcade, Toyah and Borracho.	
578.9		EL PASO ... ⊕ T		TP860	Yd.	15 MPH thru turnouts Earls.	
603.6						15 MPH thru turnouts between MP 247.4 (Dallas Subdiv.) and CPT252.	

CTC between MP 251.8 and MP 393.6.
 ABS between MP 393.6 and MP 768.7.
 TWC between MP 393.6 and MP 768.7.

BAIRD SUBDIV. — FT. WORTH & TEXOMA DIVS. 31

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	Odessa	570.3	TP-570
Bennett	294.0	TP-294	Douro	584.1	TP-584
Santo	307.0	TP-308	Texas Elec.	613.6	TP-614
Gordon	318.0	TP-319	Wickett	615.6	TP-615
Johnson Mines	324.0	TP-324	Monsanto	617.5	TP-618
Ranger	340.8	TP-341	Pyote	624.2	TP-624
Putnam	373.0	TP-374	Barstow	640.0	TP-640
Baird	386.0	TP-386	Gozar	676.7	TP-676
Bandag	401.0	TP-401	San Martine	686.3	TP-684
Air Base Spur	413.0	TP-413	Levinson	691.2	TP-691
Tye	414.0	TP-414	Kent	698.8	TP-698
Pyramid	445.0	TP-445	Wild Horse	727.1	TP-727
Colorado City	475.0	TP-476	Westex	729.0	TP-729
Reef Field	504.0	TP-504	Van Horn	735.0	TP-735
Dix	538.7	TP-539	Crusher	744.2	TP-744
Midland	553.3	TP-553	Allamore	746.5	TP-746
Tex-Harvey	541.8	TP-541	Eagle Flat	753.9	TP-754
Ind. Foundation	557.6	TP-558	Arispo	763.6	TP-764
Bounce	559.0	TP-559			

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	794.0	TP-826	8589
FABENS	800.2	TP-831	—
CLINT	808.0	TP-839	8705
BELEN	815.2	TP-846	—
ALFALFA	822.8	TP-854	—
TOWER 47 SP CONN	827.5	—	—

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.

NOTES

Radio Display: 4242				Maximum Speed		MPH
Mile Post	SOUTH	CP No.	NORTH	Station Nos.	Sidings Feet	MPH
0.0			PALESTINE	AX-81	Yd.	0.0 and 54.0 40
1.1	Q000		WEST JCT.	A-81		54.0 and 144.9 60
8.5			TUCKER	AX-90	3635	(Except as below) Between Mile Posts
18.0			OAKWOOD	AX-99	7692	0.0 and 1.5 20
34.7			BUFFALO	AX-116	3575	1.5 and 2.0 30†
43.8			JEWETT	AX-125	4265	13.0 and 14.0 30
54.8			MARQUEZ	AX-136	9207	58.7 and 61.9 50
70.4			EASTERLY	AX-152	3821	61.9 and 62.2 40
76.0			FRANKLIN	AX-158	9530	62.2 and 63.2 50
77.2	Q077		SP			63.2 and 67.1 40
89.2			HEARNE	AX-171	6218	76.5 and 77.5 50
89.6			UP			80.1 and 80.3 55
93.4	Q094		VALLEY JCT.	AX-175		89.0 and 91.0 25†
93.6			GAUSE	AX-181	8151	93.4 and 93.9 40
99.0	Q101		MILANO	AX-191	7759	Valley Jct. thru No. 113 & 114 Tracks 25
100.7	Q109		MARJORIE	AX-205	8254	94.7 and 94.9 45
111.5	Q111		THRALL	AX-220	8576	Siding Milano 10
122.6	Q122		RED RIVER DIVISION			109.9 and 110.1 25
124.4	Q124		SAN ANTONIO DIVISION			113.0 and 114.0 45
137.3	Q136		UP			118.7 and 120.9 45†
139.0	Q139		TAYLOR	AX-226	Yd.	130.1 and 130.3 30
142.5			HESTES	AX-232	7413	143.9 and 144.3 35†
144.3	Q145		ROUND ROCK	AX-243	7148	144.3 and 144.9 15
144.4	Q146		McNEIL	AX-247	4972	(Except as below) 70 60
146.2	Q152		SNEED	AX-253	8494	144.9 and 145.9 35 35†
149.9	Q160		AUSTIN	AX-262	1953	145.9 and 146.7 40 40
151.5	Q162		BERGSTROM	AX-268	7543	146.7 and 147.7 60 45
160.4	Q173		KYLE	AX-282	7524	160.0 and 161.8 60 45
161.8	Q174		CENTEX	AX-288	8249	165.9 and 166.0 45 45
166.1	Q202		UP JCT.	AX-294		171.0 and 171.0 60
172.6	Q206		GOODWIN	AX-302	9990	166.9 and 174.3 60 35†
174.3	Q221		CORBYN	AX-316	7978	174.3 and 178.2 40 35†
179.1	Q235		CRAIG JCT.	AX-317		178.2 and 179.6 15 15
186.6	Q236		BRACKEN	AX-322	8428	179.6 and 179.8 35 35†
188.1	Q252		NORTH LOOP	AX-333	7559	179.8 and 185.1 60 55
188.1	Q252		SAN ANTONIO	AX-340		190.5 and 192.0 60 55
200.2			APACHE JCT.	AX-341		192.0 and 195.0 65 50
201.8			SP			201.6 and 203.2 55 50
206.7			SOSAN	AX-345	Yd.	205.3 and 207.6 55 50
208.3			HEAFER JCT.	AX-360	8737	207.6 and 211.1 30 30
212.0			GESSNER	AX-360	8737	219.9 and 220.0 60 30
219.0			MELON	AX-399	7653	224.5 and 229.2 30 30†
220.9			GARDENDALE	AX-422	7721	229.2 and 232.0 60 50
223.1			COTULLA	AX-427	5421	232.0 and 240.7 60 60
233.4			FINLEY	AX-451	8444	240.3 and 246.3 60 60
235.0			CALLAGHAN	AX-467	8800	242.8 and 248.6 60 60
239.3			TM			247.4 and 248.6 60 60
241.1			LAREDO	AX-494	Yd.	248.6 and 256.1 45 45
250.6						256.1 and 257.4 40 40
252.1						257.4 and 258.5 30 30
259.1						258.5 and 260.0 20 20†
260.4						260.0 and 260.9 30 30
264.3						260.9 and 263.1 35 35
265.2						263.1 and 264.3 20 20
265.7						(Except as below) 49
278.5						Between Mile Posts
318.0						264.3 and 268.0 20†
339.5						281.4 and 282.7 40†
345.8						290.7 and 291.5 40†
371.0						297.0 and 291.5 40†
385.3						312.6 and 313.3 30†
412.0						345.0 and 346.0 40
412.2						Between West Jct. and Valley Jct. do not exceed 40 MPH if freight train averages over 90 tons per operative brake and do not exceed 35 MPH if freight train averages over 100 tons per operative brake.

Radio communications concerning terminal operation at: Palestine — Radio Display 2424; Sosan — Radio Display 8080 or 2424; Laredo — Radio Display 2020.

Southward trains arriving Sosan call yardmaster from North Loop — MP 251.5. Northward trains arriving Sosan call yardmaster from Von Ormy — MP 273.

Trains arriving Laredo secure instructions from Laredo yard before entering yard limits.

Southward trains arriving San Antonio must contact SP Del Rio Dispr. for permission to use SP interlocking when engine passes over Martin Street.

Train defect detectors located: ⊕ MP 26.7, ⊕ MP 51.3, ⊕ MP 73.1, ⊕ MP 103.0, ⊕ MP 119.7, ⊕ MP 140.3, ⊕ MP 168.9, ⊕ MP 198.1, ⊕ MP 227.3, ⊕ MP 245.0, ⊕ MP 299.3, ⊕ MP 329.0, ⊕ MP 356.0 and ⊕ MP 378.2.

RESTRICTIONS:

Double-stack cars must not be handled on track No. 1 (old MKT Main) between CPQ 212 and CPQ 219.

Taylor—Do not use more than one 4-axle unit while switching on house track, north leg of Wye, Williamson County grain tracks No. 1 and No. 2 at MP 144.

Austin—Crews handling trains in excess of 30-cars must not make a backup movement at south end of Austin siding while any portion of train occupies crossover and track to north end of Colorado River Bridge.

Texas Cement—Do not allow locomotive to occupy scales on track 706 or 707. Do not allow more than one loaded car at a time to occupy these scales.

Dittlinger—MP 231.1, do not exceed 10 MPH on WRRRC tracks.

Main track split — Derail located at MP 265.2, normally lined in derailing position, is a power operated, radio activated derail equipped with switch point indicators. Operating instruction by general order.

Do not exceed 40 MPH on following trains unless otherwise instructed by track warrant or track bulletin; SAHO, SAHO-2, OSAHO, HOSA, HOSA-2 and OHOSA.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Long Lake	12.3	AX-93	Parker Bros.	231.2	AX-312
Koch (Conn. BN)	45.7	AX-127	Ogden	236.7	AX-318
Rockdale	119.1	AX-201	Wetmore	247.7	AX-329
Majorie (Conn. RS&S)	124.4	AX-205	Longhorn	249.2	AX-330
Thorndale	132.2	AX-214	Green Light Spur	250.0	AX-331
Hutto	153.4	AX-235	Towne Spur	251.8	AX-333
Round Rock	161.6	AX-243	Adams	254.0	AX-335
IBM	169.0	AX-251	Devine	291.5	AX-373
Hooper	171.1	AX-254	Armour		
Stripling Blake	171.9	AX-253	Chemical	310.1	AX-390
Steck Paper Co.	172.1	AX-253	Medina Electric	310.5	AX-391
Vinson	183.8	AX-265	Pearsall	313.0	AX-394
Buda	194.2	AX-276	Derby	321.9	AX-403
Texas Cement	196.1	AX-278	Dilley	329.1	AX-410
Cedar Supply	202.3	AX-284	Atlee	367.6	AX-449
San Marcos	209.7	AX-29	Encinal	397.6	AX-455
Kroger	211.6	AX-293	UNITEC	397.9	AX-478
Geronimo Spur	220.0	AY-010	Port Laredo	400.6	AX-482
New Braunfels	227.3	AX-308	Nye	408.3	AX-490
Landas Park	227.8	AX-309			
Dittlinger	231.1	AX-312			

Georgetown Branch: Round Rock to Kerr DX-002 2.0 mi. Max. Speed 10 MPH.

Yard limits entire branch. Bergstrom Ind. Lead 5.0 miles Vinson to end of track. Max. Speed 10 MPH.

Longhorn Industrial Lead 4.0 miles Max. Speed 10 MPH. (Track out of service Perrin-Bietel Road to end of track.) FRA excepted track. Dabney Ind. Lead—3.5 miles between Dabney (HX18) and Blewett (HX14) Operated by Vulcan Materials.

No. 22 will secure UP track warrant at SP Station San Antonio. All trains secure track warrant at Taylor as prescribed by Rule 450.

Maximum Speed (Except as below)	MPH	Radio Display: 2020	Station Nos.	Sidings Feet
Between Mile Posts	60	SOUTH CP No. STATIONS NORTH		
0.0 and 1.6	30	0.0 PALESTINE	AX-81	Yd.
1.6 and 4.0	40	1.0		
4.0 and 9.4	45	0.1 Q000 WEST JCT.	A-81	
9.4 and 11.9	45	0.8 Q001		
11.9 and 21.7	50	1.6 Q002 SOUTH JCT.	A-83	
23.6 and 25.2	30	10.5		
25.2 and 26.7	45	12.1 Q012 ELKHART	A-94	7540
36.7 and 38.6	40	13.7 Q014		
42.7 and 43.3	45	37.5 Q037 CROCKETT	A-119	9880
43.3 and 48.3	55	39.5 Q039		
50.7 and 51.3	45	64.0 Q064 TRINITY	A-146	9875
59.6 and 59.8	55	65.0 Q066		
63.7 and 65.5	40	83.0 Q083 PHELPS	A-165	7992
70.2 and 72.7	50	84.7 Q085		
82.1 and 82.4	55	110.1 Q110 CONROE	A-193	7827
82.4 and 89.0	45	111.6 Q112		
99.3 and 99.9	55	127.75		
105.3 and 105.6	55			
110.1 and 114.0	30			
144.0 and Belt Jct.	45			
Sidings Elkhart, Crockett, Trinity, Phelps and Conroe 10				
Business Tracks	MP Sta.			
Salmon	18.3 A-100	128.3 Q127 SPRING JCT.	A-208	
Nucor	23.1 A-104	130.4 Q128 LLOYD YARD	A-210	Yd.
Grapeland	24.5 A-106	130.9 Q130 SPRING	A-209	
Southwest Chemical	33.2 A-114	131.5 Q132 WESTFIELD	A-213	
Lovelady	51.2 A-133	137.3 Q137 ALDINE	A-219	
Wedco	52.5 A-134	142.0 Q142 MCGOWEN	A-223	
Riverside	71.7 A-153	144.0 Q144		
La. Pacific	93.2 A-175	145.8		
New Waverly	95.7 A-177			
Willis	103.7 A-185			
Tin Barn	117.9 A-197			
Bison	117.4 A-198			
Woodlands	118.6 A-199			
Tamina	120.6 A-202			
Spring	128.3 A-209			
Jetero & Drillco	136.3 A-218			
Texas Crushed Stone	138.9 A-220			
Hardy	142.3 A-224			
Houston	B-372			
Huntsville Industrial				
Lead — Phelps to Huntsville, AD-7, 6.8 miles, maximum speed 10 MPH, Rule 105 in effect, Business Tracks: Townley MP 3 — Sta. No. AD-4.				

VIA HBT

CTC between MP 0.0 and MP 150.1.
 Train Defect Detectors located at MP 16.9; MP 33.4; MP 49.1; MP 67.4; MP 91.3; MP 115.1 and MP 134.6.
 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.
 Yard limits: MP 144.0 — MP 150.1.
 Palestine — Key trains must not use Old South Main.

All radio communications concerning terminal operations at Palestine must be handled on Radio Display — 2424.

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 Radio Display — 2424.

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	WEST STATIONS EAST	Station Nos.	Yard Limits Entire Branch	MPH
35.0	CEDAR BAYOU	CPH035	Maximum Speed	20
33.4	BAYTOWN		(Except as below)	
30.7	E.O. CO.		Between Mile Posts	
28.5	DURHAM YARD		7.5 and 9.0	10
27.0	COADY YARD		Jacinto Port Lead	10
22.5	HIGHLANDS		(Except Penn City Road east to end of track)	
18.0	COLE		Arco Industrial lead	20
16.0	SMITH		US Steel Industrial lead	10
9.5	MARKET ST.		25.0 and 35.0	10
3.8	SETTEGAST YD.			
			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	
			Armco	12.6 BG-13
			Walton Barge Terminal	13.1 BG-13
			Greens Bayou	14.3 BG-14
			Ordinance Spur	15.0 BG-15
			Berwind Railway Service	16.3 BG-16
			Arco Ind. Lead	17.5 BG-17
			Mantu	19.8 BG-19
			Normal position main track switch East Coady Yard (MP 27.4) lined for movement to lead.	

All radio communication in connection with HB&T operations is to be handled exclusively on Radio Display — 2424. 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.

36 FT. WORTH SUBDIV. — FT. WORTH & HOUSTON DIVS.

Radio Display: 2727 Waco Jct. to Spring Jct.—2424		Maximum speed Between Tower 55 and Bryan Jct. (Except as below) 60		MPH
Mile Post	SOUTH CP No.	STATIONS	NORTH Station Nos.	Sidings Feet
250.9		CENT. YD.	TP250	
250.3		TOWER 55	TP245	
249.5		HATTIE ST.		
248.8	T249	NEY	MK759	Yd.
248.6		⊗ SP ⊗	MK760	
244.8	T245	WRENN	MK764	7626
244.8		12.7		
243.3	T243	FT. WORTH DIVISION		
243.2		HOUSTON DIVISION		
230.6	Q231	EGAN	MK778	8430
228.9	Q229	5.7		
224.9		⊗ ATSF ⊗		
		10.3		
214.6	Q215	GRANDVIEW	MK794	9407
212.8	Q213			
198.4	Q199	18.7		
195.9	Q197	WINSLOW	MK813	6933
194.5	Q195	15.0		
180.9	Q181	WEST	MK828	8558
179.2	Q179	9.2		
171.7	Q172	ELM MOTT	MK837	7761
171.1	Q170	5.5		
166.2	Q166	CAPHEAD	MK843	
		0.3		
165.9	Q165	WACO JCT.	BV-181	
		3.0		
162.9	Q163	WACO	BV-178	8524
161.1	Q161	7.0		
155.9	Q156	HARRISON	BV-155	8531
154.2	Q154	8.0		
137.9	Q138	MARLIN	BV-139	7558
136.3	Q135	20.7		
117.2	Q117	SALTER	BV-117	8270
115.5	Q115	16.3		
102.5	Q103			
100.9	Q102	VALLEY JCT.	AX-175	7631
100.6		⊗ UP ⊗		
100.4	Q100	3.3		
97.3		⊗ SP ⊗		
		3.9		
93.4	Q093	MUMFORD	BV-92	8154
91.7	Q092	15.6		
77.8		⊗ SP ⊗		
		2.1		
75.7	Q076	BRYAN JCT.	BV-75	
S97.0	Q075	SP BRYAN JCT	BV75	8169
S95.2	Q073	SP BRYAN		
		15.0		
S82.0	Q060	SP MILLICAN	BV59	8135
S80.6	Q058			
		11.3		
S70.7	Q048	SP NAVASOTA JCT		
		2.4		
46.2	Q046	JERRY	BV-44	10449
44.1	Q044	19.3		
26.9	Q027	GAZZOLI	BV-26	7414
25.3	Q025	15.3		
11.6	Q011	HUFSMITH	BV-11	9175
9.7	Q010	9.7		
0.0	Q127	SPRING JCT.	A-208	

CTC between MP 0.0 (Spring JCT) and MP 250.3 (Double Crossover) operate on Dallas Subdiv. between Tower 55 and Centennial Yard.

Equations:
MP 165.85 = MP 842.14 (Houston Subdiv.), MP 75.67 = SP MP 96.99, SP MP 70.73 = MP 48.39, MP 0.0 = MP 127.84 (Trinity Subdiv.)

Yard Limits:
MP 250.7 to MP 246.6.

Train Defect Detectors:
⊗ MP 234.0, ⊗ MP 219.9, ⊗ MP 200.4, ⊗ MP 183.5, ⊗ MP 159.0, ⊗ MP 142.5, ⊗ MP 124.3, ⊗ MP 107.8, ⊗ MP 85.4, % SP MP 89.9, % SP MP 84.6, ⊗ SP MP 75.0, ⊗ MP 32.4, and ⊗ MP 13.7.

Ney — Multiple Main Tracks between MP 250.3 and MP 248.8 Track on yard office side is North Track. Track on yard side is South Track.

Restrictions on Auxiliary Tracks:
Burlison — Movements over 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.
Waco — FRA excepted tracks; all tracks on Old Main Line (Mart) at MP 164.0
Marlin — FRA excepted tracks; all tracks on Old Main Line at MP 138.0.
Bryan — FRA excepted tracks; all tracks on Bryan Ind. Park lead at MP 80.3.

Operation on SP RR between Bryan Jct and Navasota Jct. Be governed by general code operating rules and SP RR timetable.

SAN ANTONIO SUBDIV. — SAN ANTONIO DIVISION 37

Radio Display: 4242		Maximum speed Between Tower 55 and Bryan Jct. (Except as below) 60		MPH
Mile Post	SOUTH STATIONS	NORTH Station Nos.	Sidings Feet	Maximum speed (Except as below) Between Mile Posts
0.0	SMITHVILLE	BA-110	Yd.	0.0 and 0.3 10
	36.4			0.3 and 2.0 25
36.4	LOCKHART	BA-146	4400	35.8 and 37.0 25
	10.4			84.9 and 85.9 30
46.8	REEDVILLE	BA-156	1830	85.5 thru turnout 20
	4.7			85.9 and 86.0 10
85.5	AJAX	BA-161		86.0 and 88.7 30
	3.2			112.4 and 112.6 25
88.7	UP JCT.	CPQ212		124.9 and 136.5 25†
				136.5 and 138.5 10
				Thru siding and turnouts 10
				Thru dual control switch
112.4	CRAIG JCT.	CPQ236	AX-317	turnout 25
	12.4			CRAIG JCT.
124.8	FRATT	AY-039	2856	Maximum Speed on connecting
	11.7			track from
136.5	SP JCT. ⊗ SP ⊗			Austin Sub main track to
	1.0			Ajax 20 MPH
137.5	SLOAN	AY-052		
	79.9			

Business Tracks MP No.
Red Rock 20.7 BA130
Maxwell 43.5 BA153
San Marcos 86.3 AX291
Ogden 112.6 AX318
Longhorn 123.6 AX330
Remount 127.1 AY041
Travis 130.3 AY044

Rule 10(D) not in effect

Yard Limits: MP 0.0—MP 0.3;
MP 84.9—MP 88.7; MP
136.5—MP 137.5
Train Defect Detector at ⊗MP
39.0.
Operate on Austin Subdiv.
between UP Jct. and Craig Jct.

Radio Display: 2020		Maximum Speed (Except as below) South Leg SAUG Wye MP 3.1 49		MPH
Mile Post	SOUTH STATIONS	NORTH Station Nos.	Sidings Feet	Maximum speed (Except as below) Between Mile Posts
3.1	SOSAN	AX345	Yd.	3.0 and 35.0 20†
	17.2			77.1 and 77.8 20†
20.3	LEHR	CC20	2570	113.1 and 113.2 30†
	14.0			145.5 and 149.0 10
34.3	PLEASANTON	CC34	8307	Thru all sidings and
	20.9			turnouts 10
55.2	CAMPBELLTON	CC55	7898	
	20.6			
75.8	N. FLOOD GATE ⊗			Business Tracks MP No. San Jose 6.7 CC-7 Leming 26.6 CC-27 Coughran 38.8 CC-39 McCoy 46.3 CC-46 San Miguel
	2.0			Power Plant 53.0 CC-53 Whittett 63.3 CC-63 Sunniland 68.0 CC-68 Three Rivers 77.3 CC-77 Edroy 126.1 CC-126
77.8	S. FLOOD GATE ⊗			Train Defect detectors located: ⊗MP 43.5 and ⊗MP 86.0 TWC between MP 8.0 and MP 140.5.
	10.3			
88.1	GEORGE WEST	CC88	7850	
	24.9			
113.0	MATHIS	CC113		
	11.7			
124.7	HUBERT	CC124	3176	
	7.5			
132.2	ODEM ⊗ UP G.	B-155	Yd.	
	9.0			
141.2	VIOLA	CC141		
	4.4			
145.6	MP JCT.			
	0.3			
145.9	⊗ CCTA ⊗			
	3.1			
149.0	CORPUS CHRISTI ⊗ T ⊗	CC150	Yd.	
	145.9			

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

Handle all radio communications concerning terminal operation Sosan on Radio Display — 8080 or 2424; Corpus Christi on Radio Display — 2424.
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.
Corpus Christi — FRA excepted tracks in Old Yard: No. 2, No. 3 and No. 4.

38 HOUSTON SUBDIV. — HOUSTON & SAN ANTONIO DIV.

Radio Display: Waco Jct. to MP 194—2424 MP 194 to Galveston—2727	Mile Post	STATIONS		Station Nos.	Sidings Feet	Maximum speed MPH			
		SOUTH	NORTH			MP 842.1 to MP 918.9	Psgr 70	Frt 60	
	842.1	WACO JCT. CPQ165		BV-181		(Except as below)			
	842.9	BELLMead	T	MK845	Yd.	842.1 and 846.5	—	20	
	843.6	SSW NORTH JCT.				846.5 and 848.0	—	25	
	844.2	SSW SOUTH JCT.				848.0 and 852.6	—	50	
	849.7	BASS		MK850	10964	852.6 and 853.2	—	35†	
	865.2	EDDY		MK865	10142	862.3 and 863.3	—	50	
	880.0	TEMPLE		MK880	2128	870.8 and 873.2	—	50	
	880.8	OPAL	ATSF	MK881		877.3 and 878.3	—	50	
	881.1	COBEL		MK882	3400	878.3 and 881.3	25	25†	
	887.6	LITTLE RIVER		MK888	8093	888.1 and 888.5	60	50	
	908.1	GRANGER	T	MK908	7371	889.8 and 890.3	45	40	
	918.4	BIRGE		MK918	8962	894.3 and 896.1	60	50	
		HOUSTON DIV.					897.7 and 898.1	50	40
		SAN ANTONIO DIV.					901.2 and 903.0	50	45
	918.5	TAYLOR	UP	AX226		907.7 and 908.7	30	30†	
	935.0	ELGIN	AUNW	MK935	6345	912.8 and 914.2	50	45	
	948.9	PHELAN		MK949	8804	917.8 and 918.9	35	35†	
	969.4	SMITHVILLE		BA110	Yd.	MP 918.9 to MP 184.2			
	78.0	SP				(Except as below)		40	
	89.0	LA GRANGE		BA091	3933	918.9 and 920.4	—	35†	
	95.9	LCRA				934.0 and 935.7	—	20†	
	102.1	FAYETTEVILLE		BA078	9349	952.0 and 954.3	—	25	
	113.6	NEW ULM		BA066	5565	960.1 and 961.0	—	30	
	124.0	CAT SPRING		BA056	5649	962.8 and 965.3	—	35	
	135.4	SEALY	ATSF	BA044	2837	967.6 and 969.4	—	20	
	147.8	BROOKSHIRE		BA032	4705	69.4 and 71.3	—	20	
	156.0	KATY		BA024	4100	74.6 and 76.2	—	30	
	161.2	WHIT		BA019	5900	87.2 and 89.2	—	25	
		SAN ANTONIO DIVISION					88.2 and 89.4	—	30
		HOUSTON DIVISION					90.9 and 91.5	—	25
	178.9	EUREKA	T	BA001	Yd.	101.3 and 101.7	—	35	
	180.8	HOUSTON	SP			134.5 and 136.0	—	25	
	184.2	N.G.H&H JCT.				147.0 and 148.4	—	25†	
	184.8	CONGRESS			Yd.	154.7 and 157.0	—	30†	
	185.2	S.G.H&H JCT.				170.8 and 178.9	—	20	
	185.9	TOWER 85	HBT	A235		178.9 and 180.2	—	10	
	187.8	PTRA CONN				180.2 and 182.4	—	20	
	190.0	HARRISBURG		A237		182.4 and 184.2	—	10	
	190.3	DUMONT		A241	3854	MP184.2 and MP233.2			
	194.7	GENOA		A245	4930	(Except as below)		35	
	198.4	GRAHAM		A248	6884	184.2 and 184.4	—	10	
	201.9	WEBSTER		A252	1986	184.4 and 195.2	—	20	
	205.8	SHELL SIDING		A257	6802	203.2 and 209.2	—	25	
	209.8	TEXAS CITY JCT.	TCT	A270		222.8	—	20	
	222.8	TEXAS CITY YARD		A270	3650	223.6 and 226.8	—	25	
	223.4	VIRGINIA POINT		A274		226.8 and 227.8	—	20	
	226.9	CAUSEWAY BRIDGE				227.8 over Lift Span	—	10	
	228.8	ISLAND		A276		227.8 and 233.2	—	20	
	232.2	GALVEZ YARD	T	A280	Yd.	Thru sidings and turnouts between: MP842.1 and MP 969.4		20	
	233.2	GALVESTON		A280		(Except)		10	
						Temple		10	
						Cobel		10	
						Thru sidings and turnouts between: MP 969.4 and MP 233.2		10	
						(Except)			
						Fayetteville		20	
						LCRA (Turnout)		20	
						Business Tracks	MP No.	Sta.	
						Waco	845.5	BV178	
						Troy	872.1	MK872	
						Smith	883.1	MK883	
						Holland	896.8	MK897	
						Bartlett	902.8	MK903	
						Coupland	926.7	MK927	
						Dunstan Mine	946.0	MK947	
						Bastrop	953.8	MK954	
						Plum	82.1	BA098	
						Cardiff	150.8	BA029	
						Addicks	166.7	BA013	
						Hennessey	172.9	BA007	
						Ford Lead	185.9		
						Tx. Crushed	189.7	A237	
						Stone	191.7	A237	
						Rambler	193.2		
						T&T Siding	195.8	A241	
						Kellogg	196.8	A241	
						HL&P	197.6	A245	
						Ashland	199.1	A245	
						Gifford Hill	199.5	A247	
						McDonough	201.3	A248	
						Olcott	206.5	A252	
						McCoy	207.1	A254	
						Fondren	208.4		
						Midway Concrete	212.8	A260	
						Dickinson	213.0	A260	
						Marathon-Marco	221.2	A267	
						LaMarque			
						Yard Limits: MP 842.1—MP 843.5; MP 969.0—MP 969.4; MP 177.0—MP 194.3; MP 228.8—MP 233.2.			
						ABS between MP 846.5 and MP 918.9; MP 184.2 and MP 184.4; MP 185.9 and MP 194.7.			
						TWC in effect between: MP 842.1 and MP 177.0; MP 194.3 and MP 226.9.			
						Equation: MP 969.4 = MP 69.4.			
						See Special Instructions Item 20 for AMTK Schedules.			

HOUSTON SUBDIV. — HOUSTON & SAN ANTONIO DIVS. 39

MOVEMENTS BETWEEN EUREKA AND HOUSTON GOVERNED BY AUTHORITY HB&T-RTC OPERATOR.

Northward Movements must contact HB&T-RTC Operator before passing Howard Drive (MP 193.0).

MOVEMENT THROUGH GALVESTON CAUSEWAY INTERLOCKING:

- (1) 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.
- (2) 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.
- (3) Operator must be advised in advance of any known condition that will delay the train or engine or prevent it from making usual speed.

Train Defect Detectors: MP 852.6, MP 874.0, MP 892.2, and MP 911.4. MP 931.7, MP 951.4, MP 85.5, MP 106.3, MP 127.4, MP 146.0 and MP 164.0.

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.
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 tipple. 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. 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. ATSF Control Operator must be notified as soon as possible.

Dunstan — Loaded unit coal trains allowed only on Bastrop Mine track.
Smithville Yard Tracks — loaded unit coal trains allowed only on back lead, straight track, old No. 1 track and No. 16 track.

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

Operation on HB & T governed by HB & T Timetable. Radio communication in connection HB & T operation are to be handled exclusively on Radio Display-2424.

Fondren Spur — When necessary to shove cars over Highway 3, MP 207.3 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 208.2 and MP 210.9.

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

Galveston — Transfer lead switch into Museum Track must be left lined and locked for transfer lead movement.

NOTES

Maximum Speed T&NO Jct. — Alvin (Except as below)	MPH	Mile Post	SOUTH ▼	CP No.	Radio Display — 2020 STATIONS ▲	NORTH ▲	Station Nos.	Sid- ings Feet
T&NO Jct. — MP 18	20	2.4			SETTEGAST YD. ... T		B-379	Yd.
MP 18 — MP 14	45				8.9			
Between Alvin and Algoa (Except as below)	50	20.6			NEW SOUTH YD. ...		B-368	Yd.
Wye Tracks Alvin and Algoa	25	19.4			T & NO JCT. ... SP		B-367	
East leg wye Alvin	10				5.4			
Between T&NO Jct. and Algoa trains exceeding 90 tons per operative brake or exceeding 7000 tons total must not exceed 45 MPH.		14.0			MYKAWA ...		B-362	n7690 s9350
Algoa — MP 204.3 (Except as below)	50	10.0			PEARLAND ...		B-358	5400
Between Mile Posts 343.3 and 342.9	25	4.1			HASTINGS ...		B-352	
320.3 and 318.6	20	28.6			ALVIN ... T		B-348	Yd.
309.6 and 308.2	25				27 CROSSOVER ...		B-347	
305.6 and 305.5	25	27.0			1.6			
285.5 and 283.4	30	24.3			2.5			
North Leg Wye	10	343.1			ALGOA ...		B-343	
Angleton	10	342.8			0.3			
Inari Siding	10	341.2			BROWNIE ... T		B-342	10025
(Except as below)	49	341.2			9.0			
186.8 and 184.9	25	333.8		H341	LIVERPOOL ...		B-333	7631
162.2 and 161.6	20	332.2		H334				
155.1 and 154.2	20	322.1		H332	13.7		B-322	
142.0 and 140.0	20	320.1		H320	ANGLETON ... T		B-321	Yd.
132.0 and 131.2	20	318.0		H318				
125.3 and 125.0	15	315.5		H315	11.5			
118.8 and 95.0	40	308.6		H309	BRAZORIA ...		B-309	7642
95.0 and 65.0	30	307.0		H307	3.1			
48.0 and 45.4	35	305.5			S. BERNARD RIV. ...			
42.2 and 41.4	40				4.3			
25.6 and 24.8	15	301.2		H301	SWEENEY ...		B-301	5637
22.1 and 18.0	35	300.0		H300	8.1			
3.1 and 3.0	20	293.1		H293	ALLENHURST ...		B-292	7785
3.0 and 1.0	20	291.5		H291				
Business Tracks	MP No.	284.1		H284	ATSF ...			
Monsanto Storage	335.9 B-336				0.6			
Chocolate Bayou Spur	335.6 B-336	283.5		H283	BAY CITY ... T		B-284	5655
Danbury	327.3 B-327	282.3		H282	8.1			
Pan American Petroleum Spur	298.5 B-299	275.4		H275	BUCKEYE ... T		B-275	8266
Abercrombie	297.5 B-297	273.6		H274	10.5			
Bonus Crop Fertilizer	290.5 B-290	264.9		H265	BLESSING ...		B-265	7801
Celanece Storage	277.3 B-277	263.3		H263	15.0			
Elmaton	269.6 B-270	249.9		H250	LAWARD ...		B-250	7760
McFaddin Refco Corp.	209.4 B-209	248.3		H248	5.5			
Refugio	186.0 B-186	244.4			LOLITA (CONN TO PC&N RR) ...		B-245	
Cranell	173.6 B-174				4.1			
Corpus Christi Filtration Plant	147.3 B-147	240.3		H240	VANDERBILT ...		B-240	6680
Lon Hill	146.7 B-147	238.6		H239	9.9			
Nueces	138.7 B-138	230.4		H230	KEERAN ...		B-234	5686
Driscoll	132.1 B-132	229.3		H229	6.1			
Bishop	124.9 B-125	224.3		H224	PLACEDO ... SP		B-224	
Chemical	122.8 B-123	224.1			CONN TO SP RR ...			
Ricardo	117.0 B-117	221.0		H221	BLOOMINGTON ... T		B-219	Yd.
Yturria	52.0 B-52	219.1		H219	5.0			
Lyford	41.4 B-41	216.0			BARGE CANAL ...		B-218	
Sebastian	36.9 B-37			H206	10.0			
Russelltown	14.1 B-14	206.0		H205	INARI ...		B-205	7667
Yard Limits:		204.4			12.6			
MP 0.5 to MP 3.4	3.4	193.4			GRETA ...		B-193	7252
MP 23.5 to MP 28.2	28.2	180.0			13.4			
MP 116.0 to MP 150.0	150.0	162.0		J162	WOODSBORO ...		B-180	6392
MP 153.0 to MP 154.8	154.8	161.2		J161	18.0			
All siding switches Algoa to Inari inclusive are 30 MPH turnouts.		159.0		J159	SINTON JCT. ... SP		B-162	
		156.4		J156	0.8			
		154.6		J155	SINTON ...		B-162	11004
		154.5			6.6			
		141.4			ODEM ... T		B-155	Yd.
		118.4			13.2			
		97.6			ROBSTOWN ... TM		B-141	7116
		77.0			23.0			
		67.6			KINGSVILLE ...		B-119	Yd.
		46.4			21.0			
		26.8			SARITA ...		B-98	5168
		25.6			20.6			
		19.0			ARMSTRONG ...		B-77	7456
		0.7			9.4			
					NORIAS ...		B-68	4496
					21.2			
					RAYMONDVILLE ...		B-46	5730
					19.6			
					SP			
					1.2			
					HARLINGEN ... T		B-25	Yd.
					6.6			
					SAN BENITO ...		B-19	
					18.3			
					BROWNSVILLE ...		B-0	Yd.
					377.0			

CTC between MP 2.4 and MP 204.4; MP 162.0 and MP 154.5.
TWC between MP 204.4 and MP 162.0; MP 154.5 and MP 0.7.

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 Radio Display — 2424.

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.

Sidings at Norias, Sarita, Raymondville, and Greta equipped with derails and must not be used for meeting or passing trains unless otherwise instructed by the train dispatcher.

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

Train Defect Detectors located @MP 134.2, @MP 148.4, @MP 167.5, @MP 189.7, @MP 209.9, @MP 226.9, @MP 246.8, @MP 270.3, @MP 295.5, @MP 314.0 and @MP 330.0.

Phillips Refinery Spur — MP 297.5

2.3 miles Rule 105 in effect.
Max. Speed 10 MPH

Celanece 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.
Except between MP 5.0 and End of Track 10 MPH

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

Brownsville Port Line 7.9 miles
Maximum Speed MPH
(Except as below) 10
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	MP	Sta. No.
Hidalgo Team	7.9	BYO48
McAllen Trade Zone	8.0	BYO48

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

Sadrift Branch:

Between Bloomington and Long Mott 14.0 miles. Yard Limits entire branch.
Maximum Speed MPH
MP 0.0 — MP 13.0 20
MP 13.0 — MP 14.0 10

Business Tracks	MP	No.
Heyser	5.0	BK-05
Green Lake	10.3	BK-10
North Sadrift	12.5	BK-12
Long Mott	14.0	BK-14

Rio Hondo Branch:

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

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

Mission Industrial Lead:

Rule 105 in effect.
Harlingen to Mission 42.0 miles.
Max. Speed 20 MPH except 10 MPH MP 13.0 to MP 42.0 (FRA Excepted).

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

SUGARLAND BRANCH — HOUSTON DIVISION

Mile Post	All radio communication in connection with HB&T operation is to be conducted on Radio Display: 2424.		Station Nos.
	SOUTH ▼	NORTH ▲	
7.9	PIERCE JCT. ...		AE-7
19.0	ARCOLA (End of Track) ...		AE-19
		11.1	

Yard Limits Entire Branch.
Maximum Speed 20 MPH

Business Tracks	MP	Sta. No.
Myrtle	8.5	AE-8
Klein Industrial	9.2	AE-9
Almeda	10.8	AE-11
Interpac	10.1	AE-10
Witco Co.	13.1	AE-13
Metal Arts	13.7	AE-14
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 COFFEYVILLE SUBDIV.—VAN BUREN DIVISION

Mile Post	SOUTH	CP No.	Radio Display — 2020 STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum Speed MP 283.4 to MP 296.9	MPH
283.4		K284	LEEDS JCT. ⊕		MX291		(Except as below) . . . 40	
284.7			KANSAS CITY DIVISION				Between Mile Posts 296.9 and 335.0	
			VAN BUREN DIVISION				(Except as below) . . . 60	
288.4	V288		DODSON ⊕		MX298	13857	325.2 and 327.0	40
291.2	V291		8.5				327.0 and 327.9	55
296.7	V297		KENNETH ⊕		MX308	15477	331.3 and 331.7	55
300.6	V301		12.4				332.8 and 335.0	40
310.0	V310		BUCYRUS ⊕		MX319	7432	Osawatomie —	
311.6	V312		6.2				Around wye	10
316.2	V316		WAGSTAFF ⊕		MX326	7445	On running track 333 to 334.5	20
317.7	V318		9.1				335.0 and 376.2	
326.4	V326		⊗ BN ⊕				(Except as below) . . . 55	
			0.1				338.5 and 339.9	50
326.9	V327		PAOLA ⊕		MX334		340.9 and 341.8	45
329.1	V329		2.1				343.5 and 344.2	45
333.0	V333		BROWN ⊕		MX336	10608	348.1 and 348.2	25†
334.5	V334		4.5				348.2 and 348.6	40
			OSAWATOMIE ⊕		MX341	Yd.	356.9 and 357.8	30
			3.0				371.6 and 372.6	50
336.0	V336		TOLER I				376.2 and 467.7	
			2.9				(Except as below) . . . 60	
338.9	V339		BALDWIN I				383.8 and 385.0	30
			4.6				385.0 and 392.1	55
343.5	V343		LANE JCT. R		R 009		398.0 and 399.5	40
			9.9				403.6 and 418.1	55
352.4	V352		HECLA ⊕		R 020	7374	417.6	30
353.9	V354		7.8				418.1 and 418.3	50
360.5	V360		BIRCH ⊕		R 029	7770	418.3 and 423.0	55
362.1	V362		10.4				423.0 and 423.3	45
370.8	V371		DIXON ⊕		R 039	9103	423.3 and 426.3	55
372.6	V373		10.0				426.3 and 428.5	40
380.9	V381		FIELDS ⊕		R 049	7665	428.5 and 433.6	55
382.6	V383		9.3				433.6 and 435.2	30
390.1	V390		VERNON ⊕		R 059	8816	435.2 and 437.3	55
391.9	V392		7.5				443.4 and 448.2	55
398.6	V398		DURAND ⊕		H 085	8244	448.2 and 450.3	40
400.3	V400		16.6				450.3 and 451.3	55
414.1	V414		ROPER ⊕		R 082	7909	458.1 and 462.1	55
415.8	V416		2.5				462.1 and 462.2	45
417.6			BENEDICT ⊗ ATSF ⊕		R 085		462.2 and 467.3	55
			8.1				467.3 and 467.7	20
424.9	V425		HENNELLY ⊕		R 094	7742	Business Tracks	
426.5	V426		9.1				MP No. 284.8	
433.1	V433		NEODESHA ⊕		R 102	8241	Koch Ind. 284.8	MX-291
434.8	V435		0.1				Vance Bros. Missey	285.6 MX-293
434.9			⊗ BN ⊕				Barry-Gann Lbr. Co.	292.1 MX-300
441.5	V442		SYCAMORE ⊕		R 109	9489	International Paper Co.	296.2 MX-305
443.5	V444		6.3				Greeley	348.1 R-15
448.6			⊗ ATSF ⊕				Garnett	357.6 R-24
449.1	V449		INDEPENDENCE ⊕		R 116	8045	Westphalia	373.6 R-41
450.8	V451		1.4				Le Roy	384.4 R-51
462.6	V462		DEARING ⊕		R 130	8237	Buffalo	411.2 R-78
464.3	V464		4.4				Altoona	427.2 R-94
467.1	V467				R 135	7900	Blake	453.3 R-120
467.8			COFFEYVILLE ⊕				Fredonia	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
MP 467.2=MP 663.4 on Van Buren Sub Div.

Two main tracks MP 334.5-Lane Jct. designated No. 1 and No. 2 Tracks. (No. 1 is old "East" Track and No. 2 is old "West" Track.)

Manual interlocking with BN at MP 326.3: When interlocking signal at CP V326 displays Stop Indication, communicate with UP train dispatcher and be governed by instructions in release box.

Northward Trains to operate over BN between Paola and Kansas City must not leave Brown without first contacting BN Train Dispatcher Springfield for permission to enter Long Track at CP V326.

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 313.9, **⊕**MP 345.8, **⊕**MP 366.6, **⊕**MP 387.0, **⊕**MP 410.9, **⊕**MP 438.2 and **⊕**MP 459.5.

PARIS BRANCH — VAN BUREN DIVISION

TWC in effect MP 515.0 to MP 551.0.	Radio Display - 2424	Station Nos.	Sidings Feet
Yard Limits: MP 504.5 to MP 515.0; MP 551.0 to MP 553.4.			
Maximum Speed 10 MPH			
Business Tracks MP No. 502.5	VAN BUREN ⊕	L-158	
	0.1		
	1.8 MILES VIA AM		
502.6	⊗ UP ⊕		
	1.4		
504.3	FT. SMITH ⊕	LD-5	
	1.8		
506.3	⊗ AM ⊕		
	0.7		
507.0	⊗ KCS ⊕		
	2.3		
509.3	⊗ AM ⊕		
	3.5		
512.8	SO. FT. SMITH ⊕	LD-10	
	23.2		
536.0	THESSING ⊕	LD-34	1727
	17.1		
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.

VAN BUREN SUBDIV.—VAN BUREN & NO. LITTLE ROCK DIVS. 45

Mile Post	SOUTH	CP No.	Radio Display 2020 Coffeyville — OG&E Spur 2424 OG&E Spur — MP 355.4 4242 MP 355.4 — NL Rock	NORTH	Station Nos.	Sidings Feet	Maximum Speed MP 662.8 — OG&E Spur (Except as below) . . . 60	MPH
662.8			COFFEYVILLE ⊕		R 135	10506	662.8 and 662.7	20
661.6	V662		2.3				661.0 and 660.2	25
660.5	V661		BARTLESVILLE JCT. ⊕		L 320		657.1 and 657.0	55
			8.8				653.5 and 652.3	55
651.7	V652		LENAPAH ⊕		L 311	7714	646.3 and 646.4	55
650.1	V650		16.7				643.3 and 643.2	55
635.0	V635		CLEM ⊕		L 293	9219	640.6 and 639.6	35†
633.1	V633		11.8				639.6 and 639.2	55
623.2	V623		OOLONGAH ⊕		L 282	7470	632.7 and 632.5	55
621.5	V621		12.9				628.5 and 628.3	55
610.3			CLAREMORE ⊗ BN ⊕		L 268	7262	622.2 and 621.3	45
			3.5				620.3 and 620.1	55
608.1	V608		PRATT ⊕		L 257	9147	618.8 and 617.5	40
606.8	V606		10.4				616.6 and 616.1	55
598.1	V598		INOLA ⊕		L 242		613.5 and 612.5	45
596.4	V596		15.0				612.5 and 611.6	55
581.6	V582		WAGONER ⊗ UP ⊕		L 229		610.3 and 609.3	30
			0.9				608.6 and 608.5	55
580.5	V581		COOKSON ⊕		L 239	9158	605.3 and 603.2	55
578.7	V579		5.0				599.1 and 598.7	55
575.6	V576		OKAY JCT. ⊕		L 233		597.1 and 596.3	35
			6.8				589.3 and 588.6	55
568.7	V569		OG & E SPUR ⊕		L 229		587.2 and 580.5	25
			11.2				576.2 and 575.7	55
557.5			BRAGGS ⊕		L 218	8444	571.5 and 571.9	55
			17.2				OG&E Spur —	
541.3			UPSON ⊕		L 201	7964	(Except as below) . . . 50	
			14.6				On OG&E Spur	10
526.7	⊗ KCS ⊕		7.0				564.4 and 564.1	35
			15.0				560.8 and 560.7	40
519.7			HANSON ⊕		L 180	8017	560.1 and 559.5	45
			6.3				556.3 and 556.1	45
504.7	⊗ AM ⊕		GREENWOOD ⊕		L 164	9002	544.5 and 544.1	45
			1.2				536.2 and 536.1	40
498.4			VAN BUREN ⊕		L 158	Yd.	531.1 and 534.6	30
			11.2				526.8 and 525.2	35
497.2			DYER ⊕		L 146	7641	513.0 and 513.5	45
			16.2				508.9 and 507.6	45
486.0			POPING ⊕		L 130	7602	500.4 and 500.1	45
			13.2				499.2 and 497.6	25
456.5			ALIX ⊕		L 117	7602	489.6 and 489.4	40†
			13.1				479.7 and 479.5	45
443.0			SPADRA ⊕		L 105	7582	474.5 and 471.6	40
			15.5				467.3 and 464.3	45
427.5			SCOTIA ⊕		L 085	8219	MP 446.4 — MP 395.0	
			9.8				(Except as below) . . . 60	
417.7			RUSSELLVILLE, T. ⊕		L 075	6225	436.1 and 434.5	45
			0.1				427.0 and 426.8	45
417.6			D.&R. CONN. ⊕		L 068	7897	426.8 and 423.6	50
			6.9				420.2 and 415.0	35
410.7			WORTHEN ⊕		L 057	7755	415.0 and 412.8	45
			10.6				412.8 and 411.1	50
400.1			BLACKVILLE ⊕		L 057	7755	402.3 and 401.9	50
			18.8				MP 395.0 — MP 343.2	
381.3			MENIFEE ⊕		L-038	7576	(Except as below) . . . 50	
			17.7				392.9 and 391.4	30†
383.6			MAYFLOWER ⊕		L 021	10691	386.1 and 385.9	45
			9.0				382.1 and 371.0	45
355.4	V355		MARCHE ⊕		L 010	7796	359.8 and 359.3	35
353.7	V353		10.4				359.3 and 357.5	45
346.1			VAN BUREN DIVISION				346.0 and 344.2	25
			NO. LITTLE ROCK DIVN.				Wye N. Little Rock	15
343.9	X342		LOCUST ST. ⊕					

Radio Display 4242 Osawatomie to Wilsey 2020 Wilsey to Pueblo		STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) . 60 MP 334.4 to MP 451.0 (Except as below) . 40 Osawatomie — Around wye . 10
Mile Post	WEST					
334.4		CPV334 OSAWATOMIE	T	MX-341	Yd.	Between Mile Posts 334.4 and 335.0 . 30 335.8 and 334.9 . 20
335.0		CPV335				357.1 and 357.2 . 25
343.3		RANTOUL		MX-351	7158	424.9 and 426.0 . 10 432.5 and 433.3 . 30 450.8 and 452.7 . 30 477.8 and 479.0 . 40 495.9 and 497.0 . 30 524.4 and 525.0 . 40 529.6 and 529.8 . 30 544.9 and 545.9 . 30†
354.1		OTTAWA		MX-362	7465	557.3 and 559.4 . 30 588.9 and 589.3 . 50 589.9 and 590.6 . 45 617.0 and 820.9 . 40 846 and 847 . 10 All Sidings . 10
354.4		⊗ ATSF				Except Avondale . 30 Baxter . 30 On ATSF . 55
357.1		⊗ ATSF				(Except as below) 597.3 and 598.6 . 40† 615.9 and 616.0 . 50 617.2 and 617.5 . 25
368.7		LOMAX		MX-376	4591	Pueblo Jct.: 617.5 and 617.9 . 15 On ATSF do not exceed 45 MPH when averaging 90 tons or over per operative brake, or when train exceeds 7000 tons.
376.8		FLINT		MX-385	6662	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 . 55 Westward trains Over 110 cars . 55 Over 6200 feet long . 55 Over 6100 train tons . 55
386.2		⊗ ATSF				Train Defect Detectors located at ⊗ MP 533.0, ⊗ MP 595.5, ⊗ MP 625.7, ⊗ MP 679.4, ⊗ MP 705.6, ⊗ MP 792.1, ⊗ MP 850.5 and ATSF ⊗ MP 595.1.
386.4		OSAGE CITY		MX-394	6398	Business Sta. Tracks MP 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 . 478.0 MX-487 Frederick . 530.4 MX-538 Prodcoc . 535.4 MX-539 Redwing . 552.8 MX-561 Boyd . 562.9 MX-571 Hargrave . 598.0 MX-606 Pen . 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 Sheridan Lake . 758.1 MX-766 Brandon . 766.2 MX-774 Galatea . 799.1 MX-807 Arlington . 821.4 MX-829 Crowley . 851.9 MX-860 Olney Springs . 857.3 MX-865 Boone . 598.6 MX-884
401.9		ADMIRE		MX-410	6447	Yard Limits: MP 424 to MP 425.8; MP 556.0 to MP 560.0, MP 730 to MP 733.0.
412.2		LAKE		MX-420	6125	Within yard limits make all movements at restricted speed regardless of more favorable signal indication.
424.3		VAN BUREN DIVISION				TWC in effect MP 335 to MP 424; MP 425.8 to MP 556; MP 560 to MP 730; MP 733 to MP 869.4.
425.6		CHEYENNE DIVISION				
425.6		COUNCIL GROVE		MX-432	Yd.	
425.8		PETE		MX-433		
436.3		WILSEY		MX-444	6454	
445.6		PRAIRIE		MX-454	8981	
451.0		HERINGTON		MX-459		
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		MX-513	6427	
518.2		CRAWFORD		MX-526	4391	
524.5		GENESE		MX-532	12731	
529.7		⊗ BN				
537.6		BUSHTON		MX-545	4608	
545.2		CLAFLIN		MX-553	7177	
558.8		HOISINGTON		MX-567	Yd.	
568.9		OLMITZ		MX-577	8231	
575.6		OTIS		MX-583		
583.4		BISON		MX-592	6219	
590.3		LA CROSSE		MX-598	3872	
605.3		MCCRACKEN		MX-613	7555	
616.0		BROWNELL		MX-624		
622.1		OSGOOD		MX-630	6066	
627.3		RANSOM		MX-635	3875	
633.8		ARNOLD		MX-642	2521	
640.3		UTICA		MX-648	6429	
655.6		SHIELDS		MX-663	6304	
665.0		HEALY		MX-673		
670.2		RANCH		MX-678	6211	
681.7		⊗ ATSF				
682.5		SCOTT CITY		MX-690	3309	
682.8		⊗ ATSF				
692.1		MODOC		MX-700	6309	
699.2		MARIENTHAL		MX-707		
707.1		LEOTI		MX-715	3968	
717.1		SELKIRK		MX-725	6089	
729.0		TRIBUNE		MX-737	2521	

Mountain Time Horace to Pueblo		STATIONS	EAST	Station Nos.	Sidings Feet	(Industrial Lead Pueblo to end of track—Old Main Line.) Operation west of Pueblo Jct. governed by DRGW timetable and Special Instructions.
Mile Post	WEST					
729.0		TRIBUNE		MX-737	2521	Avondale: Entrance road to ordnance plant—Stop and protect before crossing. 40 MPH Dual control switch turnout at NA Jct.
730.8		HORACE		MX-739	Yd.	Operation between NA Jct. and Pueblo Jct. over joint UP-ATSF track controlled by ATSF dispr. at Newton KS. . . . 30 MPH turnouts both ends sidings Baxter and Avondale. ATSF mileage and mile post numbers used between NA Jct. and Pueblo Jct. CTC in effect.
740.5		WALKINGHOOD		MX-748	8954	
746.6		TOWNER		MX-754		
752.5		STUART		MX-760	6069	
771.8		CHIVINGTON		MX-780	6181	
785.8		EADS		MX-794	6365	
807.7		HASWELL		MX-816	6527	
830.5		HEATH		MX-838	6392	
841.2		SUGAR CITY		MX-849		
846.4		ORDWAY		MX-854	7234	Topeka Industrial Lead: 13.7 miles; from Lomax MP 368.1 MX-376 to End of Track MP 381.8. Max. speed 20 MPH. Rule 105 in effect. Stations: Michigan MP 374.4 T-097 and Overbrook MP 381.6 T-104.
863.1		PULTNEY		MX-871	6070	
869.4		NA JCT		MX-876		
603.6		AVONDALE		MX-889	8153	
609.6		DEVINE		MX-895		
611.8		BAXTER		MX-897	7500	
617.8		PUEBLO JCT.		MX-903		
897.1		PUEBLO		MX-905	Yd.	
		562.7				

48 SALINA SUBDIV. — MIDWEST & CHEYENNE DIVISIONS

Mile Post	WEST	Radio Display — 4242 STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH	
						(Except as below)	MPH
73.0		CPZ073 EAST MENOKEN T				40	
78.0		CPZ078 SILVER LAKE		KP079		5	
79.0		CPZ079				5	
83.0		CPZ082 4.9				5	
83.6		ROSSVILLE		KP084	6629	5	
92.0		ST. MARYS		KP092		5	
104.7		WAMEGO		KP105	7007	5	
119.3		MANHATTAN		KP119		5	
131.6		EAST FUNSTON		KP132	6386	5	
139.5		JUNCTION CITY	T	KP140	6873	5	
152.3		CHAPMAN		KP152	6591	5	
163.7		ABILENE	⊙	KP164	5818	5	
164.5		⊙ ATSF 0.2				5	
164.7		WEST ABILENE	⊙	KP165		5	
172.3		SOLOMON	T	KP172	3528	5	
179.9		NEW CAMBRIA		KP180	4132	5	
184.6		EAST SALINA	⊙	KP185		5	
186.6		SALINA	T ⊙	KP187	Yd.	5	
187.2		⊙ ATSF 0.6				5	
194.8		BAVARIA		KP195	2763	5	
200.9		BROOKVILLE		KP201	5275	5	
219.3		KANOPOLIS		KP219	2917	5	
223.3		ELLSWORTH		KP224	4902	5	
246.2		DORRANCE		KP246	2925	5	
263.6		RUSSELL		KP263	3022	5	
272.4		GORHAM		KP272	5024	5	
290.1		HAYS		KP290	5278	5	
303.3		ELLIS		KP303		5	
308.4		RIGA		KP308	2719	5	
322.3		WAKEENEY		KP322	2336	5	
343.3		QUINTER		KP343	3610	5	
350.9		BUFFALO PARK		KP351	3032	5	
365.2		GRINNELL		KP365	2370	5	
377.4		OAKLEY	⊙ T	KP377	5726	5	
378.3		MIDWEST DIVISION					
		CHEYENNE DIVISION					
386.1		MONUMENT		KP386	2456	5	
421.2		WALLACE		KP421	2168	5	
429.8		SHARON SPRINGS		KP430	3599	5	
441.8		WESKAN		KP442	3082	5	
463.0		CHEYENNE WELLS		KP463	2670	5	
473.5		FIRST VIEW		KP474	2451	5	
487.5		KIT CARSON		KP488	2806	5	
507.6		AROYA		KP508	2292	5	
517.7		BOYERO		KP518	2576	5	
526.7		CLIFFORD		KP526	4760	5	
535.8		HUGO		KP536	3777	5	
550.5		LIMON		KP551	2075	5	
550.6		⊙ CLK 0.1				5	
563.0		CEDAR POINT		KP563	4947	5	
571.7		AGATE		KP572	4837	5	
584.0		DEER TRAIL		KP584	2680	5	
609.3		BENNETT		KP609	4976	5	
618.4		WATKINS		KP618	4632	5	
630.5		SABLE	⊙	KP631	4132	5	
638.2		PULLMAN	⊙ T	KP638	Yd.	5	
		565.2					

PLAINVILLE BRANCH — MIDWEST DIVISION 49

Mile Post	WEST	Radio Display — 4242 STATIONS	EAST	Station Nos.	Sidings Feet	Maximum speed MPH	
						(Except as below)	MPH
0.0		SALINA	⊙	KP187	Yd.	40	
11.5		CULVER		KO012	1276	5	
23.8		BEVERLY		KO024	2466	5	
33.8		⊙ ATSF 10.0				5	
34.2		LINCOLN CENTER		KO034	1421	5	
40.7		VESPER		KO041	2468	5	
56.0		LUCAS		KO056	1714	5	
79.2		PARADISE		KO079	1258	5	
87.0		NATOMA		KO087	1618	5	
95.1		CODEL		KO095	1478	5	
103.5		PLAINVILLE	⊙ T	KO104	1899	5	
110.4		ZURICH		KO110	1783	5	
129.3		BOGUE		KO129		5	
138.0		HILL CITY		KO138	1157	5	
150.2		MORLAND		KO150	1306	5	
170.4		HOXIE		KO170	1495	5	
186.2		MENLO		KO186	1450	5	
203.5		COLBY		KO204	946	5	
212.5		MINGO		KO213	1952	5	
224.5		OAKLEY	⊙ T	KP377		5	
		224.5					

CLINTON BRANCH — MIDWEST DIVISION

Mile Post	SOUTH	Radio Display 2727 STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum speed MPH	
						(Except as below)	MPH
226.8		SEDALIA	⊙ ⊕	MX188		25	
230.8		CAMPBELL	⊙	MW231	6928	5	
265.4		NORTH CLINTON		MW265		5	
273.4		LADUE		MW273	4800	5	
316.0		TODD		MW316	9205	5	
316.7		NEVADA	⊙ UP ⊕	MW317		5	
337.4		FORT SCOTT	⊙ BN ⊕ ⊙	MW338		5	
339.1		GRIFFITH	⊙	MW339	6878	5	
340.5		END OF TRACK				5	
		158.6					

WICHITA SUBDIV. — TEXOMA & VAN BUREN DIVISIONS

Mile Post	WEST	Radio Display — 4242 STATIONS	EAST	Station Nos.	Sidings Feet	Maximum speed MPH	
						(except as below)	MPH
385.5		DURAND	T ⊕ ⊙	H-85	4872	40	
		YATES CENTER	⊙	H-87		25	
386.0		BATESVILLE		H-96	4851	10	
394.4		EUREKA		H-122		35	
420.7		SUMMIT		H-140	4256	25	
438.6		WALNUT		H-154	4472	35	
452.7		ELDORADO	⊕	H-155		25	
454.5						10	
476.6		VAN BUREN DIVISION					
		TEXOMA DIVISION					
482.0		WICHITA YD.	⊙ ⊕ T	H-186	Yd.		
		98.3					

50 CONCORDIA BRANCH — MIDWEST DIVISION

Radio Display - 2020			Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH Between Mile Posts — 491.2 and 491.4 10 537.9 and End of Track 580.6 10 (FRA Excepted)
Mile Post	WEST STATIONS EAST				
408.8	FRANKFORT		KX131		
413.7	TUTTLE		S-83	5235	
425.6	BLUE RAPIDS		S-95		Business Tracks MP No. Sta. No.
437.7	BARNES		S-107		Waterville 430.5 S-100
443.6	GREENLEAF		S-113	3103	Linn 450.6 S-120
464.4	CLIFTON		S-134	2701	Palmer 455.4 S-125
466.0	KYLE		S-136		Ames 473.8 S-143
471.0	CLYDE		S-141		Gilbert 509.5 S-179
485.1	ATSF		S-155	Yd.	Solomon Rapids 519.3 S-189
485.4	CONCORDIA		S-160	2189	Glen Elder 525.6 S-195
490.3	YUMA		S-166		Cawker City 532.9 S-202
496.3	BURR OAK JCT.		S-166		Bloomington 553.7 SF-15
496.4	JAMESTOWN		S-172		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.
502.8	SCOTTSVILLE		S-184	1633	CONCORDIA: Washington Ave. and Cedar St. — Stop and protect.
514.4	BELOIT		S-194	1938	At Osborne, stop and protect U.S. Highway 281 crossing.
524.1	GLEN		S-203	1724	TWC in effect MP 409.1 to MP 538.6.
533.3	CAWKER		SF-10	Yd.	Equation: MP 421 to MP 424 = 0.2 mi.
538.6	DOWNS		SF-23		
548.5	OSBORNE		SF-32		
562.1	ALTON		SF-42	Yd	
570.4	WOODSTON				
580.4	STOCKTON				
174.0					

LENORA BRANCH — MIDWEST DIVISION

Radio Display - 2020			Station Nos.	Sidings Feet	Maximum Speed 10 MPH Yard Limits: Entire Branch FRA Excepted.
Mile Post	WEST STATIONS EAST				
538.7	DOWNS		S-208		Business Tracks MP No. Sta. No.
557.8	GAYLORD		S-227		Portis 547.7 S-217
572.6	KIRWIN		S-242		Harlan 552.9 S-222
583.1	GLADE		S-253		Cedar 563.0 S-233
598.5	LOGAN		S-268		Claudell 567.8 S-237
612.9	EDMOND		S-282		Speed 589.8 S-259
623.3	LENORA		S-293		Equation: MP 582 to MP 583 = 0.6 mi. End of Track MP 623.6.
84.5					

SOLOMON BRANCH — MIDWEST DIVISION

Radio Display - 4242			Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH Other than MT 5 Between Mile Posts — 22.7 and 24.0 10 56.9 and 57.9 10 Glasco and Asherville 10†
Mile Post	WEST STATIONS EAST				
0.8	SOLOMON		KP172		Yard Limits MP 55.0 to MP 57.9
6.5	NILES		KS907	3042	Business Tracks MP No. Sta. No.
14.7	BENNINGTON		KS915	2541	Lindsey 20.9 KS921
34.7	DELPHOS		KS935	1683	Minneapolis 23.3 KS923
46.8	SIMPSON		KS947	1476	Glasco 41.6 KS942
57.2	UP				Asherville 49.8 KS950
57.4	BELOIT		S184	1374	End of Track MP 57.9.
56.4					

BURR OAK BRANCH — MIDWEST DIVISION

Radio Display 2020			Station Nos.	Sidings Feet	Maximum Speed 10 MPH Yard Limits: Entire Branch FRA Excepted
Mile Post	WEST STATIONS EAST				
496.0	JAMESTOWN		S-166		Business Tracks MP No. Sta. No.
529.7	BURR OAK		SE-34		Randall 506.7 SE-11
33.7					Jewell 512.9 SE-17
					Mankato 521.5 SE-26
					At Mankato — Stop and protect crossing — U.S. Highway 36.

CARTHAGE BRANCH — MIDWEST & ARKANSAS DIVS. 51

Radio Display 2727 Pleasant Hill-Carthage 2424 Carthage-Diaz Jct.			Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH Between Mile Posts 10 643.25 and 642.8 25 640.2 and 639.8 25 633.75 and 632.0 25 593.3 and 592.4 35† 574.4 and 574.2 35 549.0 and 548.7 25 528.7 and 527.0 10 490.4 and 488.0 20 483.2 and 481.5 35 478.0 and 477.9 35† 477.25 and 477.0 25 475.5 and 475.0 25 471.1 and 470.6 35 468.4 and 467.4 30 462.9 and 460.1 35 460.1 and 459.5 30 459.5 and 453.1 35 448.3 and 447.6 35 447.6 and 445.4 25 445.4 and 436.7 35 436.7 and 429.4 30 423.8 and 422.5 35 420.6 and 420.3 30 411.3 and 409.9 35 404.8 and 399.1 35 385.7 and 381.7 35 383.75 and 384.0 25 378.75 and 378.5 25 376.1 and 374.3 35† 360.0 and 359.0 25† 341.6 and 339.3 30 319.4 and 318.7 25† 308.5 and 308.25 10 306.6 and 305.8 25† 288.3 and 286.5 30† 286.5 and 286.0 10 286.0 and 285.4 20 285.4 and 284.0 30 279.6 and 277.7 35 264.7 and 264.0 10 260.9 and 259.5 35 All sidings and turnouts 10 All tracks except main tracks or sidings 5 North leg of Wye Diaz Jct. out of service
Mile Post	SOUTH CP No.	STATIONS NORTH			
643.25	M249	PLEASANT HILL	MX-249		
637.3		ORE	P-5 7690		
626.6		LONE TREE	P-16 4009		
612.5		ADRIAN	P-29 7514		
605.5		BUTLER	P-38 4593		
591.5		RICH HILL	P-50 8216		
574.6		NEVADA	P-69 1741		
572.7		NASSAU JCT.	P-71		
551.0		LAMAR	P-93 7646		
548.9		BN			
538.8		JASPER	P-105 4404		
527.6		CARTHAGE	P-115		
525.8		PEARL	7478		
506.8		STOTTS CITY	WR-250 7761		
489.6		BN			
489.1		AURORA	WR-232 3002		
478.5		CRANE	WR-221 7738		
451.5		GRETNA	WR-194 6790		
434.3		DAVIS	WR-178 6851		
416.1		BERGMAN	WR-159 7710		
392.3		YELLVILLE	WR-136 7547		
MIDWEST DIVISION					
ARKANSAS DIVISION					
383.6		COTTER	WR-125 7840		
381.5		NORFORK	WR-102 8342		
357.4		CRESWELL	WR-83 2539		
329.6		MOUNT OLIVE	WR-73 7913		
312.4		GUION	WR-56 2364		
307.6		MYERSVILLE	WR-50 8097		
288.9		CUSHMAN	WR-30 8294		
286.1		BATESVILLE	WR-29 2492		
267.7		INDEPENDENCE	WR-12		
259.5	Y260	DIAZ JCT.	X-259		
383.3					
Business Tracks: MP No. Sta. No.					
Harrisonville 632.1 P-10					
Archie 620.3 P-23					
Passaic 609.2 P-34					
Sheldon 561.4 P-82					
Irwin 556.5 P-86					
Carytown 533.7 P-109					
Empire 515.2 WR-258					
Spring Spur 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 341.4 WR-85					
Sylamore 325.0 WR-68					
Earnharts 293.0 WR-36					
Cushman Spur 288.1 WR-31					
Pfeiffer Spur 283.6 WR-27					
Moorefield 281.4 WR-25					
Ark. Eastman 273.6 WR-17					
Newark 270.3 WR-14					

Yard Limits: Jct. Sedalia Subdiv. to MP 642.0; 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 Carthage Branch via Diaz Jct. secure track warrant before passing Diaz Jct. Limited clearances of Cotter, Crest, Cricket, Pyatt and Reeds Spring tunnels necessitate careful handling of oversized shipments.

Six axle engines must not operate over Bridge #1 at Hayes Bros. Lbr. Calico Rock. Eng's. must not go beyond Midwest Lime Co. loading chute on Midwest Spur Batesville.

Webb City Branch: Carthage MP 528.0 to Joplin 16.8 Miles. Max. Speed 20 MPH except: MP 528.0 — MP 529.0, MP 539.0 — MP 539.75, and MP 542.6 — MP 545.8: 10 MPH. operation by General Order. 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.	Sta. No.
Ireco	533.7	P-120
Webb City	538.7	P-126
Joplin	545.3	P-133

Atlas Branch: Webb City to Atlas 6.6 miles. Yard limits entire branch. Max Speed 10 MPH.
Atlas, MP 6.1; Sta. No. HC-6

Springfield Branch: Aurora MP 488.2 WR-232 via BN 29.9 miles to Springfield MP 511.1 BN PD-34. All tracks Springfield are yard tracks. Maximum speed 10 MPH over crossings at Springfield at Highway, College, Kansas and Walnut Streets. Operation via BN between Aurora and Springfield. See Item 14(b) Special Instructions. Crew secure track warrants at Aurora from BN train dispatcher before occupying BN track at Aurora. BN Stations: Marionville MP 264; Logan MP 262; Billings MP 257; Republic MP 252; Brookline MP 247 and Nichols MP 242.

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet	MPH	
							Maximum Speed	Psg. Frt.
Radio Display 2020 Gratiot St. — River Jct. 2424 River Jct. — Kansas City							75	60
0.0			GRATIOT ST. (M) (C) (V)				MP 0.0 to MP 3.7	30
2.3			GRAND AVE. (M)		MX002		MP 2.4 to MP 3.7	30
0.5			ST. LOUIS 1.8 Miles Via TRRA		MX001		MP 2.4 to MP 3.7	30
2.3			GRAND AVE. (M)		MX002		MP 2.4 to MP 3.7	30
6.8	D007		MAPLEWOOD (V) (I)		MX007		MP 2.4 to MP 3.7	30
10.8	D011		WEBSTER (C) (I)		MX011		MP 2.4 to MP 3.7	30
13.2	D013		KIRK JCT. (I)		MX012		MP 2.4 to MP 3.7	30
14.0			ST. LOUIS DIVISION				MP 2.4 to MP 3.7	30
			MIDWEST DIVISION				MP 2.4 to MP 3.7	30
20.0	M021		KEEFER CREEK (I)		MX021		MP 2.4 to MP 3.7	30
32.3	M032		DOZIER (I)		MX031		MP 2.4 to MP 3.7	30
37.0	M037		SUMMIT (I)		MX037		MP 2.4 to MP 3.7	30
43.7	M044		WEST LABADIE (I)		MX044		MP 2.4 to MP 3.7	30
46.5	M047		SOUTH POINT (I)		MX052		MP 2.4 to MP 3.7	30
57.7	M058		PACE (I)		MX058		MP 2.4 to MP 3.7	30
72.9	M073		BERGER (I)		MX074		MP 2.4 to MP 3.7	30
85.9	M086		GASCONADE JCT. (I)		MX086		MP 2.4 to MP 3.7	30
90.6	M091		MORRISON JCT. (I)		MX091		MP 2.4 to MP 3.7	30
102.0	M102		AMES (I)		MX102		MP 2.4 to MP 3.7	30
116.8	M117		BONNOT JCT. (I)		MX116		MP 2.4 to MP 3.7	30
117.3	M118		OSAGE JCT. (I)		MX117		MP 2.4 to MP 3.7	30
124.3	M124		MOREAU (I)		MX124		MP 2.4 to MP 3.7	30
125.5	M126		JEFFERSON CITY (C) (TX)		MX125	Yd.	MP 2.4 to MP 3.7	30
126.4	M128		RIVER JCT. (I)		MX128		MP 2.4 to MP 3.7	30
128.0							MP 2.4 to MP 3.7	30
140.2			CENTERTOWN (I)		MX140	8363	MP 2.4 to MP 3.7	30
150.3			CALIFORNIA (I)		MX150	4061	MP 2.4 to MP 3.7	30
166.1			DOW (I)		MX166	8548	MP 2.4 to MP 3.7	30
175.7			OTTERVILLE (I)		MX175	1244	MP 2.4 to MP 3.7	30
181.1			SMITHTON (I)		MX181	2760	MP 2.4 to MP 3.7	30
188.9			SEDALIA (C)		MX188	4719	MP 2.4 to MP 3.7	30
195.7			DRESDEN (I)		MX195	7488	MP 2.4 to MP 3.7	30
208.1			KNOBNOSTER (I)		MX208	6167	MP 2.4 to MP 3.7	30
218.4			WARRENSBURG (C)		MX218		MP 2.4 to MP 3.7	30
224.4			CENTERVIEW (I)		MX224	9015	MP 2.4 to MP 3.7	30
242.8	M243		STRASBURG (I)		MX242	4316	MP 2.4 to MP 3.7	30
243.8	M244						MP 2.4 to MP 3.7	30
247.8	M248		PLEASANT HILL (C)		MX249	9700	MP 2.4 to MP 3.7	30
249.0	M249						MP 2.4 to MP 3.7	30
249.8	M250		AVON (I)		MX252	4164	MP 2.4 to MP 3.7	30
252.3	M252						MP 2.4 to MP 3.7	30
253.2	M253						MP 2.4 to MP 3.7	30
258.0	M258		LEES SUMMIT (C)		MX259	7932	MP 2.4 to MP 3.7	30
259.6	M260						MP 2.4 to MP 3.7	30
271.2	M271		INDEPENDENCE JCT. (I)		MX271		MP 2.4 to MP 3.7	30
276.8	M277						MP 2.4 to MP 3.7	30
276.8			MIDWEST DIVISION				MP 2.4 to MP 3.7	30
276.8			KANSAS CITY DIVISION				MP 2.4 to MP 3.7	30
276.9			ROCK CREEK JCT. (C)		MX276		MP 2.4 to MP 3.7	30
283.0			6.2 Miles Via KCT RY KANSAS CITY (UN-STA)		MX282		MP 2.4 to MP 3.7	30
			278.8				MP 2.4 to MP 3.7	30

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

Business Tracks:	MP	Sta. No.	Business Tracks:	MP	Sta. No.
Lake Jct.	8.0	MX 8	Hermann	81.0	MX 80
Webster			Gasconade	88.5	MX 88
Groves	10.0	MX 10	Chamois	100.2	MX 100
Kirkwood	13.4	MX 13	Bonnot's Mill	113.1	MX 112
Barretts	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	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	Independence	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).

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.

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 overdue 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.

LAKE INDUSTRIAL LEAD: Lake Jct. MP 8.4 to MP 10.5 2 miles. Maximum speed 5 MPH. Rule 105 in effect. FRA excepted track. Restricted to four axle units.

KIRKWOOD INDUSTRIAL LEAD: Kirk Jct. MP 13.2 CPD13 Sta. No. MX012 (C) (B) to MP 15.75; 2.5 miles; (C) BN (C) at MP 13.6; (C) Crestwood MP13.9 to MP 15.75; at street crossing MP 15.3, movement must stop and crew member on ground warn traffic until crossing occupied. Rule 105 in effect; maximum speed 10 MPH. FRA excepted track. Derail installed MP 16.5.

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. Split point Derail located between Industrial Blvd. and Brooks St. East of Convenience Store. Crews using this Spur will be required to line derail behind them while switching only if cars are to be switched to main line or run around track is being used. When making straight deliveries or pick ups, it will not be required to be lined behind while Spur is being used.

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.

40 MPH dual control switch turnouts: Keefer Creek, East crossover Dozier, Gasconade Jct., Morrison Jct., Bonnot Jct., Osage Jct., and East crossover River Jct.

15 MPH dual control switch turnouts: Grand Ave. Jct. switch with Carthage Subdivision at Pleasant Hill and both ends siding Avon.

Dragging equipment detectors located MP 84.2 (both tracks), MP 92.4 (both tracks), MP 113.6 (both tracks) and MP 120.75 (Both tracks).

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

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

Train Defect Detectors located on both tracks: (C) MP 28.7, (C) MP 49.3, (C) MP 71.0, (C) MP 95.7, (C) MP 120.2. Others: (C) MP 152.8, (C) MP 170.0, (C) MP 190.3, (C) MP 210.8, (C) MP 230.1 and (C) MP 255.7.

Radio Display 5858 East of Kaw River 3838 West of Kaw River		STATIONS	Station Nos.	Sidings Feet	Maximum Speed MPH (Except as Below) Between Mile Posts Rock Creek Jct. and Southwest Jct. 30 Wye to Old Coffeyville Subdiv. 15
Mile Post	WEST CP No.	EAST			
276.9	K977	ROCK CREEK JCT.	MX276		276.9 and 282.4 40
277.0		SOUTHWEST JCT.	MX277		282.4 and 0.4 25
A278.2		⊗ KCS			0.4 and 1.4 15
276.9	K977	ROCK CREEK JCT.	MX276		1.4 and 4.6 30
277.0		MANCHESTER			Highline Track 101 Manchester to KCT Troost 20
278.9	K978				Lowline Track 333 to KCT Troost 20
279.0	K979				
281.8	K981	KCT TROOST			
282.1	K983	GILLIS ST.	⊗ KCS		
A281.7	K980	LYDIA AVE.			Lydia Ave. MP A281.7 to Broadway 25
A282.0	K982	TROOST AVE.	⊗ KCS		(Except as below) BN Coal Route Between KCT Troost and ASB Bridge 10
282.4	K984	ASB JCT.			Broadway to MP A287.6 25
283.1	K283	BROADWAY			(Except as below)
283.7	K985	SANTA FE ST.	⊗ BN		Over Kaw River Bridge at MP 284.5 10
0.4	K000	HICKORY ST.			A287.6 and 289 40
0.8	K001	STATE LINE			
1.2	K002	KAW TOWER			
3.3	K003	TERMINAL JCT.			
3.7	K004	18TH ST.			
5.2	K005	KAW JCT.			
6.4	K006	WEST YARD			
SOUTH		STATIONS NORTH			
A287.5	K288	EDGEWATER		0 005	4000
A286.4	K287	UP CONN			
A284.7	K285	MINNESOTA AVE.			
A286.0	K286	NO. CYPRESS JCT.			
283.1	K283	BROADWAY			
B278.2	K278	NEFF YARD		MX283	Yd.
B278.6		BIG BLUE			
B279.1		⊗ KCT			
B279.2	K279	KCT CONN.			
B280.1	K280	12TH STREET			
B282.6	K282	35TH STREET			
B283.4	K284	LEEDS JCT.		MX291	
					Business Tracks Centropolis MP B280.4-Sta. No. MX-288
					Equations: MP 2.61=MP 3.31 MPA285.84=MPA287.5

Southwest Jct. Wye ⊗ KCS ⊗
The following operating and Yard Limits denote the outer limits of the KCT Subdivision:
 River Subdiv. Operating Limits: MP 284.5 Yard Limits: MP 284.0
 Coffeyville Subdiv. MP 284.7 MP B279.0
 Marysville Subdiv. MP 6.5 MP 4.0
 Falls City Subdiv. MP 289.0 MP A288.0
 Kansas City (BN) MP 4.0

Two main tracks: Manchester MP 278.7 to West Yard MP 6.4 designated No. 1 and No. 2 (No. 1 track is north track); Lydia Ave. MP A281.7 to MP 282.4 designated No. 3 and 4; No. 3 track extends from Lydia Ave. MP A281.7 to Broadway and is 3rd. Main track between MP 282.4 and Broadway, (North of No. 1 track); No. 4 track extends from Lydia Ave. MP A281.7 to ASB Jct. MP 282.4; Leeds Jct. MP B283.4 to Neff Yard designated No. 5 and No. 6; No. 6 extends from Manchester CPK978 (Old Eagle 1) to Leeds Jct. CPK284; No. 5 extends from Leeds Jct. CPK284 to Neff Yard MPB278.2.

CTC — Between: Rock Creek Jct. MP 276.9 and Southwest Jct. MP A278.2; Rock Creek Jct. MP 276.9 and MP 6.5; Lydia Ave. MP A281.7 and ASB Jct. MP 282.4; MP 289 and Broadway CPK283; MP B284.7 and Neff Yard on No. 6 track; and, MP B283.4 and CPK279 on No. 5 track.
 On No. 5 track between KCT Crossing (Sheffield) MP B279.1 and Neff Yard, between Southwest Jct. and Neff Yard, and on Nos. 3 and 4 tracks between Lydia Ave. CPK980 and Neff Yard, trains and engines will use these tracks on authority of Yardmaster Topping Ave.

15 MPH Dual Control Switch Turnouts: Manchester CPK978 No. 7 crossover between No. 1 and No. 2 tracks; KCT Troost CPK981 all switches except No. 3 switch Lowline to Highline; Troost Ave. CPK982 all switches; Broadway CPK283 No. 3 crossover between No. 1 and No. 2 track; and, Incline switch No. 1 to KCT Ry; Hickory Street CPK000 MP 0.4 to MP 1.4 all switches; Kaw Jct. MP 5.1 No. 9 crossover between No. 1 track and Old Belt; Wyandotte Connection; Leeds-North Switch No. 5 to Blue River Yard and No. 7 crossover between No. 5 and No. 6 tracks; Sheffield Wye and Crossover Tower 8.

40 MPH Dual Control Switch Turnouts: No. 1 crossover switches West Yard MP 6.4 main track 1 to main track 2; and, Leeds Jct. CPK284.

In Kansas City, Kansas be governed by item 9 of Special Instructions.

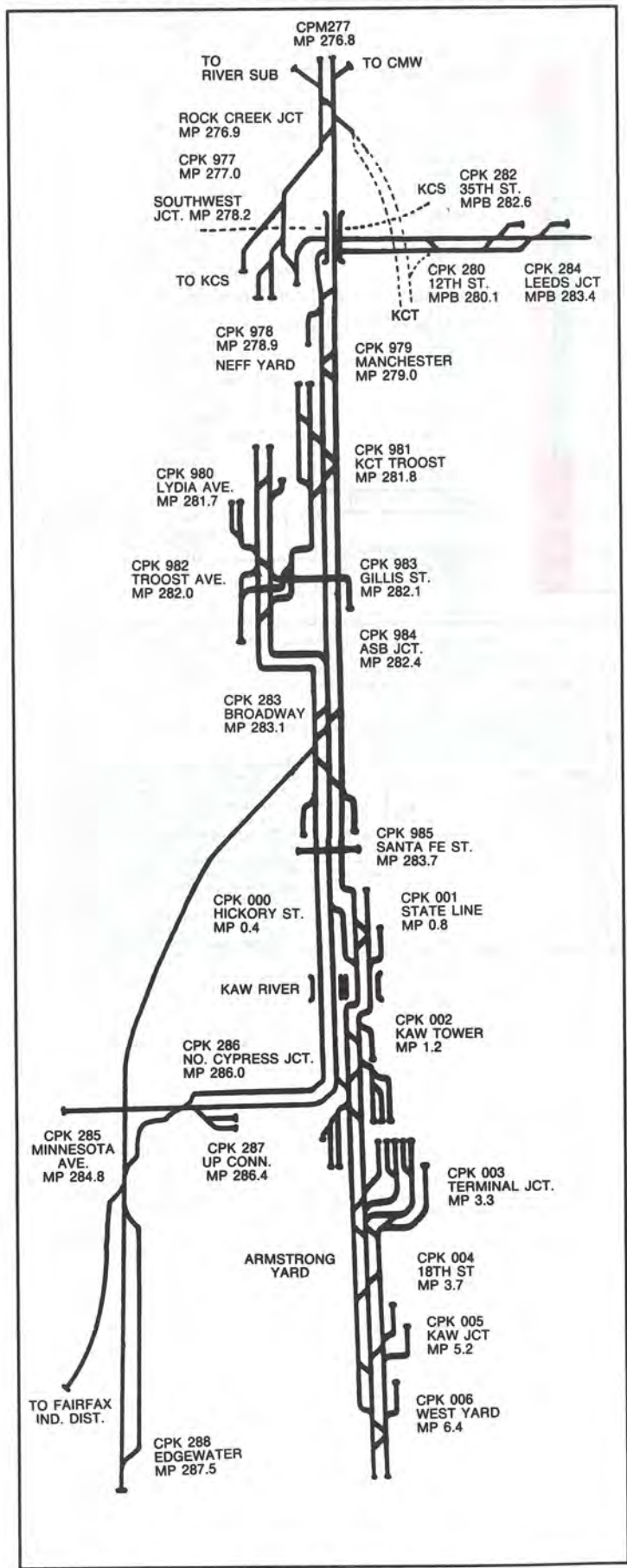
Leeds — Chevrolet property, protect all crossings.
 When operating on railroads in Kansas City other than Union Pacific be governed by Greater Kansas City Area Operating and Special Instructions 1991 Edition.

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

Coopers 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 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 operate before crossing is occupied by engines or cars.

Restrictions on auxiliary tracks 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 1 switch 20 MPH
 3. Coopers Lead 10 MPH



56 RIVER SUBDIV. — MIDWEST DIVISION

Radio Display — 4242						MPH	
Mile Post	WEST CP No.	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed (except as below)	PSGR.	FRT
125.3		JEFFERSON CITY	MX125	Yd.	129.3 and 129.8	40	35
127.9	M128	RIVER JCT.	MX128		137.5 and 137.9	40	35
143.8		SANDY HOOK	G-015	9495	160.5 and 163.3	50	—
156.7		WOOLDRIDGE	G-027	9140	163.3 and 163.7	45	45
170.8		BOONVILLE	G-041	6562	169.0 and 175.0	50	45
178.4		LAMINE	G-050	12830	175.6 and 177.1	40	35
186.9		BLACKWATER	G-058	8215	179.1 and 179.7	50	—
195.0		NAPTON	G-066	6635	183.0 and 194.6	40	40
202.1		MARSHALL	G-073	6528	194.6 and 197.1	50	—
215.2		MALTA BEND	G-086	9184	197.1 and 207.8	50	45
230.6		HODGE	G-101	9616	211.7 and 213.7	50	—
247.6		MYRICK	G-118	11346	213.7 and 219.0	45	40
256.6		RENICK	G-127	7788	220.7 and 229.8	45	40
268.6		LAKE CITY	G-139	9204	220.7 and 229.8	45	40
275.9	M276	ETON JCT.	G-145		236.3 and 237.5	50	45
276.2		CONGO	G-153		242.0 and 242.2	45	40
283.8		CONGO	G-153		252.6 and 252.9	50	45
284.5		CONGO	G-153		252.9 and 253.9	50	45
284.5		CONGO	G-153		269.6 and 271.4	50	—
161.4							

CTC — Between Jefferson City and River Jct; Eton Jct. and Congo.
 Two main tracks between Jefferson City and River Jct.; Operation on ATSF, two main tracks between Eton Jct. and Congo. (See Item 14(a) Special Instructions).
 All sidings Sandy Hook to East End Lake City inclusive are 20 MPH turnouts except west end Boonville.
 Yard Limits: MP 284.0 to Rock Creek Jct.
 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.

Business Tracks	MP	Sta. No.	Max. Speed
Nelson	189.6	G-60	10 MPH
Marshall Lead	202.1	GB-2	10 MPH
Stanhope	209.5	G-80	10 MPH
Blosser	211.0	G-82	10 MPH
Waverly	224.5	G-95	10 MPH
Ripley	274.2	G-144	10 MPH
ATSF 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.
 Lexington — north side of Farmers Assn.
 Elevator — do not ride side of equipment beyond close clearance signs.

FALLS CITY SUBDIV. — NEBRASKA-MIDWEST & KANSAS CITY DIVS. 57

Radio Display						MPH	
Mile Post	SOUTH CP No.	NORTH STATIONS	Station Nos.	Sidings Feet	Maximum Speed (except as below)	PSGR.	FRT
5.1	B007	SUMMIT			129.3 and 129.8	40	35
6.4		SOUTH OMAHA			137.5 and 137.9	40	35
10.9		GILMORE JCT.	O-191		160.5 and 163.3	50	—
473.1		NEBRASKA DIVISION			163.3 and 163.7	45	45
467.1		LA PLATTE	O-185	3636	169.0 and 175.0	50	45
465.5		⊗ BN ⊙			175.6 and 177.1	40	35
465.2		⊗ BN ⊙			179.1 and 179.7	50	—
455.1		MURRAY	O-172	3746	183.0 and 194.6	40	40
447.5		UNION	O-165	2730	194.6 and 197.1	50	—
435.9		NEBRASKA CITY	O-153	Yd.	197.1 and 207.8	50	45
435.8		⊗ BN ⊙			211.7 and 213.7	50	—
428.5		PAUL	O-146	3617	213.7 and 219.0	45	40
414.1		AUBURN	O-132	6228	220.7 and 229.8	45	40
401.0		STELLA	O-119	3618	220.7 and 229.8	45	40
394.2		VERDON	O-112	6245	236.3 and 237.5	50	45
384.3		FALLS CITY	O-102	5200	242.0 and 242.2	45	40
370.3		HIAWATHA	O-088	Yd.	252.6 and 252.9	50	45
369.7		NEK & MRR CONN			252.9 and 253.9	50	45
358.7		WILLIS	O-076	6495	269.6 and 271.4	50	—
394.2	Z339	SHANNON	O-056	6390			
337.9	Z338						
332.3	Z333	NORKAN JCT.	O-049				
332.1	Z332	ATCHISON	O-048	Yd.			
329.5	Z329	OAK MILLS	O-038	7567			
320.9	Z321	WADE	O-032	5177			
319.3	Z319	LEAVENWORTH	O-027	4155			
314.7	Z315	COCHRANE	O-023	5781			
313.6	Z314	WOLCOTT	O-016	7855			
310.5	Z311	NEARMAN	O-010	6304			
309.8	Z310						
306.9	Z307						
305.7	Z306						
299.2	Z299						
297.6	Z298						
294.0	Z294						
293.8	Z293						
292.7	Z292						
289.0		NEBRASKA DIVISION					
287.5	K288	KANSAS CITY DIVISION	O-005	4000			
		EDGEWATER					

Northward Trains contact Dispatcher Radio Display 4242 before passing Gilmore Jct.
 Southward trains contact Dispatcher Radio Display 2020 before passing Gilmore Jct.

Movement across Fourth and Tenth Streets at Atchison — crossing gates must be in lowered position before 4th or 10th St. crossing can be occupied. If gates do not lower automatically or have raised due to automatic time out feature, movement must be stopped and gates lowered prior to occupying crossings by operating the lowering switch located on both sides of 4th and 10th Sts. These switches are marked indicating the track they serve and can be activated by the use of a switch key. Compliance with Rule 103(A) of the General Code of Operating Rules is not altered by these instructions.

Gilmore Industrial lead: 1.3 miles MP 10.9 to MP 12.2, Gilmore, NMO12. Maximum speed 10 MPH, FRA excepted track. At Gilmore all movements must stop and crew member sent ahead to warn traffic at 25th Street crossing. Rule 105 in effect.

Norkan Jct. Industrial Lead: Norkan Jct. to MP 338.0, 5.7 miles. Max. speed: 10 MPH. Rule 105 in effect.

WEeping WATER BRANCH: 23.9 Miles: Union ⊕ ⊙ T MP 447.4 Sta. No. O-165 to Louisville ⊕ MP 465.9 Sta. No. OD-52. Yard Limits Entire Branch; Maximum Speed 20 MPH. Stations: Weeping Water ⊕ ⊙ OD-41 MP 460.4; Omaha Jct. ⊕ ⊙ OD-42 MP 461.4-456.0; Biz Tracks Nehawka OF 4 MP 451.7; Manley OD-46 MP 459.8.

ATCHISON BRANCH: 19.2 Miles: Atchison ⊕ ⊙ T O-48 MP 330.7 to Winthrop MP 331.1; Station — Drawbridge ⊕ MP 330.8; 18.2 Miles Via BN to St. Joseph ⊕ T OA-21 MP 349.9. Radio display 2020. 10 MPH over UP-BN Joint Bridge and connection to Atchison Siding. End of Track MP 354.2. Equations: MP 349.9 = BN MP 58.2; BN MP 43.6 = BN MP 00; BN MP 3.6 = MP 331.1. Operation from Atchison to Winthrop over UP-BN Joint Bridge; BN track 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, provide warning each side crossing with Red flag by day or fusee by night.
 3. All tracks St. Joseph are Yard Tracks.

Mile Post	Radio Display 2727		Station Nos.	Sidings Feet	Maximum Speed West Yard to West Menoken (Except as below)	MPH
	WEST	EAST				
6.4	K006	WEST YARD	KX006		70	
KANSAS CITY DIVISION						
MIDWEST DIVISION						
6.5		MUNCIE	KX010	C 5097 S 4975	60	
8.9	Z009	BONNER SPRINGS	KX018	C 3039	55	
17.5	Z019	(HOLD SIG) 3.8			30	
20.6	Z020	(EWD HOLD SIG)			60	
21.3		COLD SPUR	KX022		60	
21.4	Z021	(WWV HOLD SIG) 7.7			60	
29.0		LINWOOD	KX028	C 8597	40	
38.0	Z038	(WWV HOLD SIG) 9.8			60	
43.2	Z040	LAWRENCE	KX040	C 2229	10	
		(EWD HOLD SIG) 5.0			60	
51.6		MIDLAND	KX043		20	
52.3	Z052	(EWD HOLD SIG)	KX052	C 6305	40	
54.0	Z054	(WWV HOLD SIG) 15.8			10	
62.3	Z063	(WWV HOLD SIG)			10	
67.4	Z067	EAST TOPEKA			10	
68.2	Z068	TOPEKA SSW	KX068	Yd.	15	
70.3	Z070	WEST TOPEKA			10	
72.9	Z073	EAST MENOKEN	KX073		60	
76.0	Z076	WEST MENOKEN			50	
80.7	Z080					
82.9	Z083	KENEFICK	KX084	12734		
85.5	Z086					
91.0	Z091	COOK	KX092	9472		
92.9	Z093					
95.2	Z095					
99.7	Z100	EAST AIKINS	KX101	24182	50	
102.2	Z102	JEFFREY	KX103		45	
104.4	Z105	WEST AIKINS			50	
111.4	Z111	DULUTH	KX112	12569	35	
113.9	Z114				20	
117.2	Z117	EVANS	KX118	10939		
119.4	Z119					
125.5	Z125	SULLIVAN	KX127	12837	30	
128.1	Z128				50	
131.1	Z131	FRANKFORT	KX131	9488	55	
133.1	Z133				50	
136.4	Z136	WINIFRED	KX137	11713	55	
138.7	Z139				55	
MIDWEST DIVISION						
142.5	NEBRASKA DIVISION					
142.6	Z143	UPLAND	KX143		40	
147.9	Z148	E MARYSVILLE	KX148	Yd.	40	
149.4	Z149	C MARYSVILLE		Yd.		
150.3	Z150	W MARYSVILLE	KX150	Yd.		
155.5	Z155	ORRICK	KX155			
165.9	Z166	GERRY	KX165			
170.3	Z170	HOLLENBERG	KX172	13008		
172.9	Z173					
177.1	Z177	RUDY	KX178	9561		
179.3	Z179					
180.4	Z180	BN				
183.3	Z183	FAIRBURY	KX188	13585		
185.9	Z186					
187.7	Z188					
192.6	Z193	HEDRIX	KX194	9253		
194.5	Z195					
200.6	Z201	ALEXANDRIA	KX203	12717		
203.2	Z203					
208.3	Z208	BELVIDERE	KX212	8020		
209.9	Z210					
210.2	Z210	BN				
214.8	Z215	CARLETON	KX219	13253		
217.5	Z218					
224.7	Z225	DAVENPORT	KX226	13180		
227.3	Z227					
233.6	Z234	BN				
233.7	Z234	EDGAR	KX236	13070		
236.3	Z236					
240.5	Z240	FAIRFIELD	KX244	8819		
242.4	Z242					
246.7	Z247	ANAN	KX249	12765		
249.3	Z249					
254.5	Z254	LEVEL	KX257	19161		
258.3	Z258					
260.5	Z260	BN				
262.1	Z262	HASTINGS	KX262	13152		
264.7	Z265					
272.6	Z273	HAYLAND	KX275	12996		
275.2	Z275					
278.8	Z279	DENMAN	KX283	9998		
280.9	Z281					
285.2	Z285	S. GIBBON				
287.8	B175	GIBBON JCT.	NX176			
		281.3				

Rule 251 in effect between West Yard and East Topeka.

Two main tracks West Yard to West Menoken; Upland to Gerry; So. Gibbon to Gibbon Jct.

ACS in effect East Menoken to Gibbon Jct.

CCS Test Loops located Hastings and Fairbury.

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 turnouts: 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 (between No. 1 and No. 2); Gerry CPZ 166; Gibbon Jct.; South Gibbon - CPZ 285.

15 MPH dual control switch turnouts: East Topeka; Topeka; Marysville Yard lead; Endicott.

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 Marysville Yard for instructions before coming into yard and must not block Highway 77 crossing.

Train Defect Detectors located: Both Tracks @MP 15.0, @MP 31.6, @MP 46.8 & @MP 61.3. Other @MP 76.3, @MP 88.2, @MP 108.0, @MP 122.0, @MP 134.7, @MP 160.9, @MP 175.4, @MP 187.6, @MP 198.2, @MP 213.5, @MP 228.4, @MP 245.1, @MP 258.8, @MP 270.3, and @MP 283.3.

HALLAM BRANCH — NEBRASKA DIVISION

Mile Post	Radio Display-2727		Station Nos.	Sidings Feet	TWC in effect MP 2.0 to MP 32.88.	MPH
	WEST	EAST				
37.4		SHELDON STATION				25
36.0		HALLAM	KH036	4529		
6.5		JANSEN	KH006	4344		
0.0		FAIRBURY	KX188	4906		

Six axle units not allowed on sidings and elevator tracks. Before entering Main Track or initiating movement within Yard Limits at Hallam, employees must call NPPD, AC402-787-2555, and determine that NPPD crew is not occupying Main Track. Telephones located trackside at Plymouth MP 16.7 and Hallam MP 37.4.

If NPPD crew is occupying Main Track, movement must not be made until NPPD crew is clear of Main Track.

60 BEATRICE BRANCH — NEBRASKA DIV.

Radio Display — 2424				Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST STATIONS	EAST	Station Nos.			
0.0	VALLEY	Y	NX028	Yd.	40	0.1 and 0.3
5.8	BN	Y			35	3.8 and 4.0
11.6	MEAD		NA012	4247	20	5.8 BN Crossing
26.3	WESTON		NA026	3397	25	6.4 and 7.7
37.3	VALPARAISO	Y	NA037	4453	30	19.1 and 19.5
47.4	GARRATT		NA048	5313	35	28.8 and 36.3
55.5	BN CONN	Y			25	36.3 and 37.4
56.5	BN	Y			20	55.4 and 56.5
57.1	LINCOLN	Y	NA057	1100	15	56.9 and 57.5
57.4	BN	Y			5	57.2 between west scale track and east house track switch
59.0	BN	Y			20	59.0 BN Crossing
64.7	JAMAICA		NA065	5821	25	83.0 and 93.0
69.8	ALDO		NA070		15	96.5 and 97.3
88.9	PICKRELL		NA089	3657	25	98.8 and 101.4
96.8	BEATRICE	Y	NA097	4320	30	107.2 and 112.6
113.1	BN	Y			20	113.1 BN Crossing
114.3	BADGER		NA114	5343	5	All tracks except main track
134.2	MARYSVILLE	Y	KX148	Yd.	10	Marysville — yard tracks
134.2						

Business Tracks MP Sta. No.
 Yutan(E) 6.3 NA006
 Wapco(W) 14.7 NA015
 Krume(E) 17.4 NA017
 Wahoo 18.9 NA019
 Agnew 41.8 NA042
 Raymond 46.5 NA047
 Kawa(W) 52.2 NA052
 Linpark(W) 54.7 NA054
 Princeton 74.7 NA075
 Cortland 79.5 NA080
 Holmesville(W) 105.7 NA106
 Blue Springs 110.3 NA110
 Barnston 118.0 NA118
 Marietta 125.9 NA126

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 Display — 2424				Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST STATIONS	EAST	Station Nos.			
-0.1	VALPARAISO	Y	NA037		40	All tracks except MT
13.5	BRAINARD		NS214	967	30	Between Mile Posts — 1.3 and 6.4
21.8	YANKA		NS222	3300	25	6.4 and 8.0
23.2	DAVID CITY		NS223	1156	30	8.1 and 11.0
23.5	BN				25	13.5
40.1	SHELBY	Y	NS240	1507	20	23.0 and 23.5
52.9	STROMSBURG		NS253	1200	30	29.9 and 31.0
56.8	DURANT		NS257	1079	30	47.5 and 48.2
63.0	POLK		NS263	2497	25	58.0 and 68.0
75.3	BN	Y			25	72.0 and 73.0
75.9	CENTRAL CITY	T	NX125		20	73.3 BN Crossing
76.0						

Business Tracks MP Sta. No.
 Rising City 33.3 NS233
 Osceola 47.5 NS248
 Hordville 68.5 NS269

Yard Limits:
 MP -0.1 to MP 1.0
 MP 38.0 to MP 42.0
 MP 73.0 to MP 75.15

CRETE BRANCH — NEBRASKA DIVISION

Radio Display — 2424				Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST STATIONS	EAST	Station Nos.			
0.0	ALDO		NA070		25	0.0 and 0.5
12.3	KRAMER		NE113	1603	10	All tracks except main track
13.0	END OF TRACK				5	Main track derail at MP 0.1
						Crete — Sta. No. NE 119 reached via BN. All tracks Crete are yard tracks. (MP 18.5 to MP 19.04)

NORFOLK BRANCH — NEBRASKA DIVISION 61

Radio Display — 4242.				Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST STATIONS	EAST	Station Nos.			
0.6	COLUMBUS	Y	NX085	Yd.	40	All tracks except MT
9.4	OCONEE	Y	NN309	400	10	Between Mile Posts — 0.0 and 1.9
25.7	HUMPHREY		NN326	2537	35	25.4 and 25.6
40.9	ENOLA		NN341		35	29.8 and 30.6
48.0	NORFOLK	Y	NN350		35	34.0 and 34.3
48.6	END OF TRACK	Y			35	36.3 and 36.4
						37.2 and 37.4

Yard Limits:
 Columbus to MP 1.9
 MP 8.7 to MP 10.3
 MP 47.5 to MP 48.6

Business Tracks MP Sta. No.
 Platte Center 14.7 NN315
 Tarnov 20.3 NN320
 Madison 35.4 NN335

ALBION BRANCH — NEBRASKA DIVISION

Radio Display — 4242.				Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST STATIONS	EAST	Station Nos.			
0.1	OCONEE	Y	NN309	1009	40	All tracks except MT
11.3	GENOA	T	NN411	1640	25	Between Mile Posts — 11.0 and 12.1
33.7	ALBION		NN434	1207	25	22.2 and 23.0
						34.6

Yard Limits:
 Oconee to MP 0.5

Business Tracks MP Sta. No.
 Mill Spur (E) 2.0 NN402
 Monroe 4.0 NN404
 St. Edward 22.3 NN422
 End of track MP 34.7

Six axle units not allowed on east leg of Wye track 119 Albion MP 34.5.

CEDAR RAPIDS BRANCH — NEBRASKA DIVISION

Radio Display — 4242.				Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST STATIONS	EAST	Station Nos.			
0.1	GENOA	T	NN411	1640	25	All Tracks except MT
13.7	FULLERTON		NN514	1604	40	Business Tracks MP Sta. No.
30.3	CEDAR RAPIDS		NN530	1052	22.2	NN522
44.3	SPALDING	T	NN544	1955	23.1	NN523
					36.6	NN537
					44.6	NN537

End of track MP 44.6
 Six axle units not allowed on yard track 725 (Cobb track) Fullerton.

ORD BRANCH — NEBRASKA DIVISION

Radio Display — 4242.				Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST STATIONS	EAST	Station Nos.			
0.5	GRAND ISLAND	Y	NX147	Yd.	40	Between Mile Posts — Westbound MP 17.7 and MP 61.0
21.9	ST. PAUL	T	NO622	1348	25	Eastbound MP 61.0 and MP 22.2
61.0	ORD	T	NO661	1311	40	Eastbound MP 22.2 and Grand Island
					5	All Tracks except main Track

Yard Limits
 MP 0.8 to MP 3.8

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

Business Tracks MP Sta. No.
 St. Liberty 11.1 NO611
 Elba 30.7 NO631
 North Loup 48.8 NO649
 Saunders (E) 58.5 NO658

Radio Display 4242 Council Bluffs — Grand Island 2424 Grand Island — North Platte		Maximum Speed Summit to North Platte (Except as below) Lite Engs Summit- Fremont	MPH 70
Mile Post	WEST CP No. STATIONS EAST	Station Nos. Sidings Feet	
0.4	B901	NX001	60
0.6	B000		
0.9	B001		
2.0	B002		
2.5	B003		
3.4	B004	NX003	10
3.8	B005		
4.8	B006		
5.1	B007	NX005	10
8.9	SEYMOUR	NX009	40
11.1	WOODY	NX011	60
12.2	NASCO	NX012	60
13.6	WECO	NX014	50
16.7	LANE	NX017	55
21.5	ELKHORN	NX022	45
26.0	B026 (WWD HOLD SIG)	n6356	5
28.0	VALLEY	NX028	10
34.5	B035 (EWD HOLD SIG)	s4533	50
34.7	MERCER	NX034	5
39.2	B039 FREMONT	n4196	45
40.0	B040	s6520	60
46.3	AMES	NX046	50
54.4	NORTH BEND	NX054	5
55.6	B056 (EWD HOLD SIG)	c7912	10
61.5	ROGERS	NX061	5
61.8	B062 (WWD HOLD SIG)	n6778	10
68.7	SCHUYLER	s5991	5
71.9	B072 (EWD HOLD SIG)	nX077	5
76.6	RICHLAND	NX077	45
80.2	BEHLEN	NX080	5
83.6	B084 (WWD HOLD SIG)	n7062	10
84.5	COLUMBUS	s6980	10
92.6	DUNCAN	NX092	5
93.6	B094 (EWD HOLD SIG)	c5765	5
100.5	SCHAFFER	NX100	60
102.3	SILVER CREEK	NX102	65
112.1	B112 (WWD HOLD SIG)	NX114	45
113.1	CLARKS	NX114	40
114.2	B114 (EWD HOLD SIG)	c4069	40
117.9	THUMEL	NX118	20
123.0	B123 (WWD HOLD SIG)	n4144	20
124.3	B126 (EWD HOLD SIG)	s5611	40
124.9	B136 (WWD HOLD SIG)	c7976	20
128.2	CHAPMAN	NX135	20
135.0	B145		20
144.6	B147		20
146.2	B150		20
146.5	B150 (EWD HOLD SIG)	s2424	20
146.6	B158		20
149.9	B168		20
154.5	B175		20
162.3	B184		20
168.1	B191		20
169.9	B198		20
175.1	B218		20
183.8	B226		20
189.1	B238		20
191.5	B241		20
198.3	B244		20
198.7	B254		20
204.3	B256		20
213.9	B258		20
218.0	B261		20
224.4	B254		20
225.7	B256		20
232.3	B258		20
237.9	B261		20
240.7	B254		20
243.9	B256		20
254.4	B258		20
255.6	B261		20
261.7	B254		20
267.4	B256		20

Mile Post	WEST CP No.	STATIONS	EAST	Station Nos.	Sidings Feet	CCS Test Loops located:
261.4	B261	BRADY		NX262		Weco Valley
274.0	B274	KEITH		NX275	si0611	Fremont
276.0	B276			NX276		Columbus
282.0	B282					Grand Island
282.0		NEBRASKA DIVISION				Kearney
283.4	B283					Lexington
284.5	B284					Gothenburg
285.5	B285					
285.4	B286					
286.0	B287					
286.6		NORTH PLATTE		NX284	Yd.	

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.
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 53.7, @MP 74.6, @MP 103.9, @MP 128.2, @MP 160.1, @MP 183.0, @MP 210.1, @MP 233.4; Eastward (No. 2 only) %285.5, @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. Both tracks: @MP 20.0; @MP 243.2; @MP 263.9; %MP 281.1. Acoustical Bearing Detector; MP 269.5 (No. 2 only); Cracked Wheel Detector; MP 283.2 (No. 1 only). HIGH WIDE SHIFTED LOAD DETECTOR located at: e MP 34.0.

40 MPH dual control switch turnouts: CPB 175; CPB 184; CPB 191; CPB 244; CPB 254; CPB 256 No. 1 only; CPB 258 No. 2 only; CPB 261; 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.

When moving against the current of traffic over the following public crossings protected by automatic crossing signals or by gates, crew member must be on the ground at the crossing to warn traffic until crossing is occupied, unless a crossing watchman is on duty. This does not modify requirements of Rule 103(A).

Location	Description	Location	Description
MP 76.9	Richland, Ne.	MP 169.2	Shelton, Ne.
MP 98.4	County Road	MP 198.3	Odessa, Ne.
MP 149.1	Webb Road	MP 198.4	Odessa, Ne.
MP 152.0	County Road	MP 213.3	Overton, Ne.
MP 154.9	County Road	MP 213.5	Overton, Ne.
MP 161.7	County Road	MP 224.3	Lexington, Ne.
MP 162.4	Wood River, Ne.	MP 224.5	Lexington, Ne.
MP 162.7	Wood River, Ne.	MP 232.3	Darr, Ne.

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 NM-023; Papillion MP 16.8 NM 017.

River Industrial Lead: Grand Island to River MP 18.4 Kilg 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.

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 Yard. Rule 105 in effect.

CTC in effect on Main Tracks No. 1 and No. 2 between MP -0.40 and Summit MP 5.1; on Main Tracks No. 3, No. 4 and No. 5 between MP 0.60 and East end River bridge MP 2.1; and, on Main Tracks No. 3 and No. 4 between MP 3.5 and MP 5.2.

SPEED RESTRICTIONS:
Over street crossings, Council Bluffs 10 MPH

RAILROAD CROSSINGS—JUNCTIONS:
COUNCIL BLUFFS: On No. 1 track at CCP Jct., MP—70 CCP ☉;
On No. 2 Track at BN connection MP 0.18 BN ☉.

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—25 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

CPB 283 is end of CTC Westward

CPW 291 is the start of CTC Westward

Movements to and from diesel supply —

West end authority from Washrack Pilot.

East end authority from East Tower Yardmaster.

Movement through locomotive Washrack at diesel servicing facility must be made at one MPH after making sure all doors and windows are closed and secured on the locomotive consist.

No more than eight coupled locomotives may be moved or switched in or around diesel shop.

When moving locomotives into the North loadbox track, no more than two locomotives are to be set into this track, and at a speed that will permit locomotives to be stopped and spotted no closer than fifteen feet from the bumper stop.

No more than eighteen coupled locomotives may be moved or switched between east end of locomotive service track (pits) and west end of locomotive departure tracks, which includes the east end makeup tracks. When handling more than twelve locomotives a second locomotive must have all air lines (mu'ed) to the controlling locomotive for braking power.

Authority for movement to Balloon Track or Wye Tracks either inbound to diesel servicing facility or outbound to train yard must be obtained from Washrack Pilot. Track occupancy indicators located west end diesel servicing facility (MP 288.7 south side of respective track) for outbound movement to train yard and located on north side of East Hump Bridge for inbound movement. When those indicators display a stop indication, authority to pass these indicators must be obtained from the Washrack Pilot.

Track occupancy indicators display the following aspects:

Lunar — Proceed at restricted speed, not exceeding prescribed speed through turnout.

Red — Stop before any part of train or engine passes signal.

No more than twelve coupled locomotives may be moved to or from service track servicing facility, to or from train yard and air must be train lined. (Exception to the 12 locomotives would be power transfer to and from North Platte).

When engineers are taking power to train yard and in the absence of the conductor and brakeman:

1. Eastward movements from diesel servicing facility departure tracks by road locomotives to yards may trail through Racor 22 switches provided there is no conflicting movement (do not make any reverse movements over switches after forward movement has started).

2. All outbound power out of the east end of, the east departure tracks of the service track will use Dark Shadows Lead to go to the East Departure Yard Lead in front of the East Tower.

3. Westward movements from diesel servicing facility departure tracks and west shop lead switch and #6 track switch by road locomotives to yards may trail through Racor 22 switches provided there is no conflicting movement (do not make any reverse movements over switches after forward movement has started).

If for some reason you have to take your power consist out of Six Track (that is the first track south of the oil lab building), do not foul the west end of the diesel shop leads until the Washrack Pilot has given you permission and has lined you out.

Authority for train movement around diesel shop on south running track must be obtained from Washrack Pilot who will, in turn, obtain authority from diesel tower foreman.

Locomotives moving out of or into diesel servicing facility with an "A" unit on each end must be operated from the "A" unit according to direction in which the trailing "A" unit is headed. (Exception is when a member of the train crew is positioned on the trailing unit and has constant communication with the engineer).

Movements in train yards:

Rules applicable to main track movements apply to:

1. North running track (belt) between CPB 283 and CPB 286, CPW 289 and MP 291.5.

2. Westward receiving lead between CPB 283 and CPB 286.

3. Westward departure lead between CPW 289 and MP 291.5.

Crews must contact west yardmaster before initiating movement on:

1. Westbound main track — North running track (Belt) Westward run-through tracks — Westward receiving track — from power lead overpass to westward departure tracks or westward coal run-through lead — (eastbound movement on westbound main track from CPW 288 to Ice House Crossovers (MP 286.2) may be authorized by Washrack Pilot only after Pilot contacts west yardmaster.

Crews must contact Washrack Pilot before initiating movement on:

1. Eastbound main track — power lead overpass in either direction — to or from diesel servicing facility.

Manual interlocking locations — (Rule 312(2) in effect at control points shown as manual interlockings):

CPB 284 — (MP 284.6 or Willow Street)

1. On westbound main track westward movement — controlled by west yardmaster.

2. On westbound main track eastward movement — controlled by train dispatcher.

3. On westbound receiving lead westward movement — controlled by west yardmaster.

4. On westbound receiving lead eastward movement — controlled by train dispatcher.

CPB 285 — (MP 285.5)

1. On eastbound main track eastward or westward movement — controlled by train dispatcher.

CPB 286 (MP 285.6)

1. On westbound receiving lead (east or westbound) controlled by west yardmaster.

CPB 287 — (MP 286.0) (Franklin Street)

1. North running track westward movement — controlled by west yardmaster.

2. North running track eastward movement — controlled by train dispatcher.

CPW 288 — (MP 288.4)

1. Controlled by Washrack Pilot either direction.

CPW 290 — (MP 290.4)

1. Controlled by train dispatcher either direction.

CPW 291 —

1. Controlled by train dispatcher either direction.

Rule 312(4) does not apply to stop signals at the following control points movements from these stop signals may be made only on verbal authority of the authority listed —

TIMETABLE NO. 8

CPB 287 — (MP 286.0) (Franklin Street)

1. North running track westward movement — controlled by west yardmaster.

2. North running track eastward movements — controlled by train dispatcher.

CPW 289 —

1. North running track westward movement — controlled by train dispatcher.

2. Westward departure lead westward movement — controlled by train dispatcher.

3. Westward departure lead eastward movement — controlled by west yardmaster.

4. Westbound main track westward movement — controlled by train dispatcher.

5. Westbound main track eastward movement — controlled by Washrack Pilot.

Westward trains must contact west yardmaster for instructions before passing CPB 283.

Eastward trains must contact East Hump Yardmaster for instructions before passing CPW 291.

If unable to contact the respective yardmasters for instructions before passing the above locations, movements must be stopped and dispatcher contacted for track to be used.

Speed Restrictions:

Between MP 283 and MP 291.5 main tracks 40 MPH

Exceptions:

MP 283.2 #1 main track 20 MPH

Between MP 289 and MP 290.5 westbound main track 20 MPH

(Sound bell and horn frequently)

Between MP 289 and MP 290.75 eastbound main track 15 MPH

(Sound bell and horn frequently)

Dual control switch turnouts:

CPB 283; CPB 285; CPB 291 between Nos. 1 & 2, 1 and departure lead; and 40 MPH

departure lead and coal departure track 15 MPH

Dual control switch turnouts: CPW 288 15 MPH

All speed frater switches 15 MPH

Speed over dowry retarders in both east and westbound bowl tracks 10 MPH

All westbound yard tracks 20 MPH

Exceptions:

North running track — new westward coal tracks and new westward receiving lead 35 MPH

1. Between MP 283.8 and MP 291.2 35 MPH

2. Between MP 287.6 and MP 289 new coal run-through tracks 289 — 290 — 15 MPH

291 — 292 15 MPH

3. Over westbound run-through fueling station 15 MPH

4. Power lead overpass from signal location MP 288.6 south side to and 5 MPH

including the westbound departure/westbound coal run-through lead switch 15 MPH

north side 5 MPH

5. Eastward movement on west trim 1 and 2 15 MPH

6. Westward movement to west departure tracks 5 MPH to road crossing, then 15 MPH

may be increased to 10 MPH.

7. Westward movement out of west receiving to west hump pullbacks 15 MPH

All eastbound yard tracks 20 MPH

Exceptions:

1. New eastbound coal run-through tracks 218 — 219 — 220 15 MPH

2. Over eastbound fueling station 15 MPH

3. South running track between MP 286.2 and MP 287.75 25 MPH

4. Wye tracks east leg — north leg — west leg 5 MPH

Except eastward movement only on north leg of Wye 10 MPH

5. Balloon track 5 MPH

6. South diesel facilities tracks 5 MPH

Except passing through Washrack 1 MPH

7. Diesel shop south runner between MP 287.75 and MP 288.7 5 MPH

8. Biz car spur tracks 5 MPH

All industrial tracks 5 MPH

Other Instructions and Information

When switching at Zone 2, 804 Track (House 4). Operate units and cars at walking speed past the auger on the south side of track.

When spotting cars at Zone 2, 804 Track (House 4) at Poplar Street dock, be sure cars are spotted west of Silver Painted Insulated Joint on North Rail to prevent crossing lights from flashing continuously.

When setting out bad orders on eastbound trains in the extension of the running track, train crews must shove cars west of sign in the extension of the runner.

When setting out bad orders into westbound track #288 make cut before fouling Birdwood Crossing.

Westbound trains arriving North Platte that are delayed for an arrival track east of CPB 283, must not pull past MP 282.5 to avoid blocking the visibility of traffic moving across the stockyards crossing and activating the crossing warning device.

Retarder Yards:

Switching movements handled by car retarder system are controlled by signal indications or as instructed by yardmaster.

Eastward movements on Hump Leads are governed by hump signals located at crest of hump. Aspect displayed on hump signal is repeated on repeater signals located along lead. Indications of these signals are as follows:

Color	Indication
Red	Stop
Green	Proceed (toward hump) not exceeding 8 MPH.
Yellow	Proceed (toward hump) not exceeding 3 MPH.
Flashing Red	Back up (away from hump.)

Trimmer signals, located at crest of hump control movements from the bowl tracks and switching area, westward over the hump, repeater signals repeat the indication displayed by the trimmer signal — the indication of these signals are as follows:

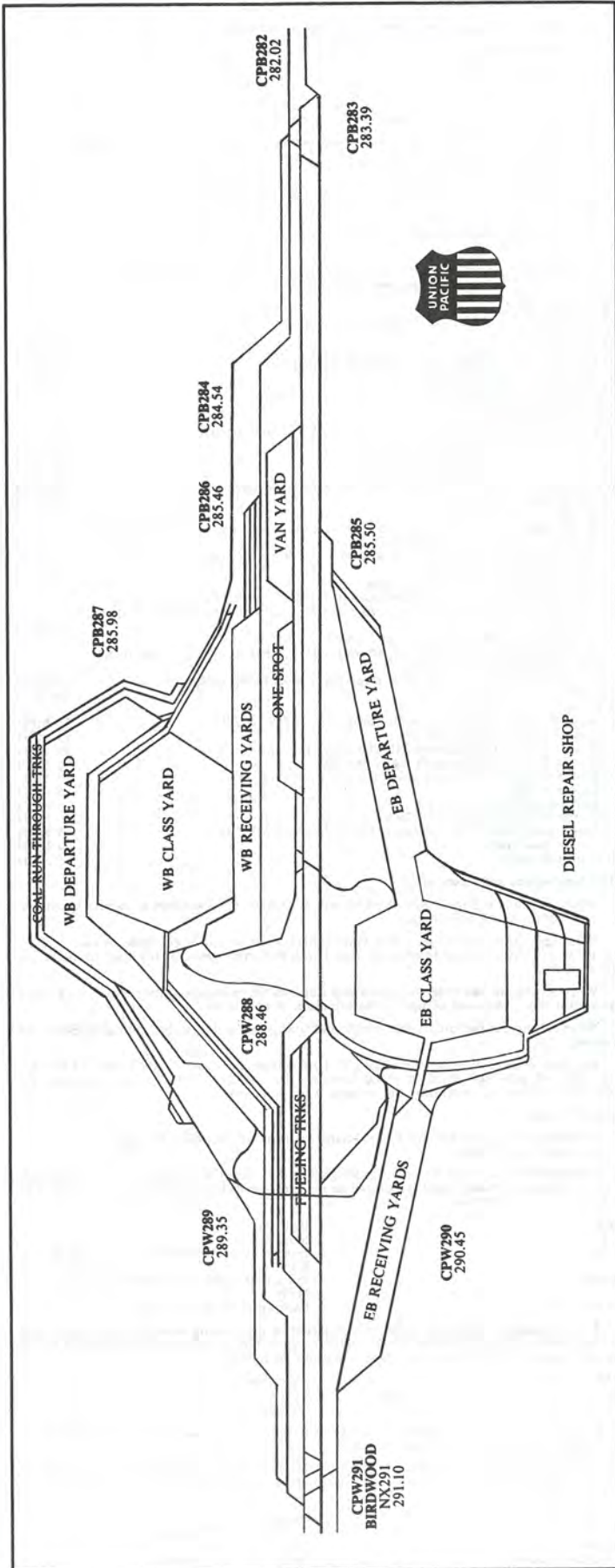
Color	Indication
Red	Stop
Green	Proceed

Hump signals, trimmer signals are controlled from crest of hump by hump yardmaster, engine foreman or other designated employee.

Air whistles, located near humps, are controlled from tower at crest of hump and may also be operated by engine foreman or from tower operators console. Following whistle signals will be used:

Signal	Indication
One long sound	Humping operations about to start.
Two short sounds	Call for maintainer.
Three short sounds	Call for section foreman.

TIMETABLE NO. 8



TIMETABLE NO. 8

Radio Display — 2727		Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts—	MPH
Mile Post	WEST CP No.	STATIONS	EAST ▲		
300.3	W300	O'FALLONS	T	NX301	50
CHEYENNE DIVISION					
NORTH PLATTE DIVISION					
1.0	W001	JORDAN	8.9	NP009	8712
10.4	W012	NEVENS	9.8	NP019	8190
18.7	W018	MARTIN	16.2	NP035	8441
20.4	W020	RUTHTON	15.7	NP050	8010
34.9	W035	NEW OSHKOSH	16.2	NP068	8003
35.6	W037	LYTLE	15.3	NP081	6945
50.6	W050	EASTWOOD	17.0	NP097	7999
52.3	W052	NORTHPORT	2.6	NP114	7173
66.8	W067	SOUTH BAYARD	15.9	NP125	7881
68.4	W068	BROCKHOFF	7.8	NP141	8010
80.5	W080	HOKAMP	9.4	NP148	8212
95.8	W082	SOUTH MORRILL	5.1	NP162	Yd.
97.4	W087	AJ	2.1	NP163	...
112.8	W113	JOYCE	17.4	NP164	...
114.3	W114	YODER	62.8	NP182	Yd.
115.4	W115	EGBERT	244.4	NX478	...
124.8	W125				
126.4	W127				
139.8	W140				
141.5	W142				
147.6	W147				
149.3	W149				
157.0	W157				
159.7					
162.1	W162				
164.2	W164				
181.6					
222.0					
244.4	W478				
CHEYENNE DIVISION					
Business Tracks					
	MP	Sta. No.	MP	Sta. No.	
Sarben (E)	12.8	NP013	Gering	145.9	NP146
Keystone	28.4	NP028	South		
Lewellen	59.3	NP059	Mitchell (E)	155.8	NP156
Oshkosh	70.8	NP071	Lyman	167.9	NP168
Lisco	86.4	NP086	Hawk Springs	192.8	NP452
Broadwater	100.4	NP100	Meier	201.1	NP444
Towers	109.6	NP110	La Grange	203.9	NP441
Melbeta (W)	137.9	NP138	Albin	222.9	NP422
			Lindbergh	229.8	NP415

Train Defect Detectors: @MP 15.9, @MP 31.6, @MP 46.7, @MP 61.2, @MP 79.7, @MP 91.1, @MP 107.2, @MP 121.6, @MP 136.3, @MP 150.8.
 Joyce — Normal position main track switch lined for WRPI (CNW) connection.
 Yoder — Normal position main track switch lined for North Platte Subdiv.

JULESBURG SUBDIV. — CHEYENNE DIVISION

Radio Display — 2727		Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts—	MPH
Mile Post	WEST CP No.	STATIONS	EAST ▲		
-0.6	CPW363	JULESBURG		NX365	50
7.1	CPW365	IVID		NJ372	3412
23.1		RED LION		NJ388	4254
57.5		STERLING		NJ423	8277
75.3		MESSEX		NJ441	6910
81.1		UNION		NJ446	...
98.6		FT. MORGAN		NJ464	4825
117.7		ORCHARD		NJ483	3797
143.1		KERSEY		NJ508	3554
150.9	CPW46	LASALLE		WD687	2723
151.1					
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.					

TIMETABLE NO. 8

Radio Display 3838 East of MP 293 2727 MP 293 to Sidney 2424 Sidney to Cheyenne		Maximum Speed (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 60 486.2 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	MPH
Mile Post	WEST STATIONS EAST	Station Nos.	Sidings Feet
286.5	W288 NORTH PLATTE	NX284	Yd.
288.5	W289 (HOLD SIGS)		
289.4	W290		
290.5	W291 BIRDWOOD	NX291	
291.0			
NORTH PLATTE DIVISION			
292.0			
CHEYENNE DIVISION			
296.5	W298 HERSHEY	NX297	n6387
297.9	W300 O'FALLONS	NX301	n11356
300.3	W302 5.8		
305.5	W306		
311.5	W312 28.7	NX312	
322.5	W322		
326.5	W326		
332.4	W332 OGALLALA	NX335	n11263
334.7	W335		
343.1	W343		
345.2	W345 30.6		
349.6	W350	NX350	
363.0	W363 JULESBURG	NX363	n9509
365.2	W365	NX365	s10854
377.4	W378 44.9		
382.0	W382		
390.0	W390		
392.0	W392		
407.9	W408 SIDNEY	NX408	n11315
410.2	W410 7.6		
415.5	W416 BROWNSON	NX416	c5026
424.9	W424 23.9		
426.4	W426		
437.2	W437		
439.4	W439 OWASCO	NX440	n10472
443.6	W444 5.1		
444.5	W446 KIMBALL	NX445	c6357
445.5	W449		
459.4	W459 30.9	NX459	
465.6	W465		
467.4	W467		
469.5	W469	NX469	
475.4	W475 EGBERT	NX478	n10805
477.6	W478		
480.7	W481	NX481	
482.8	W483 26.0		
491.0	W491	NX491	
501.4	W501 ARCHER	NX501	s6045
506.5	W506 BARNETT 8.1	NX506	
508.4	W508		
509.5	W510 CHEYENNE	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.

SOUTH TORRINGTON BRANCH — NORTH PLATTE DIV.

Radio Display 2727		Maximum Speed (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	MPH
Mile Post	WEST STATIONS EAST	Station Nos.	Sidings Feet
0.0	YODER	NP182	
5.8	VETERAN 5.8	NP188	
18.5	SOUTH TORRINGTON 12.7	NP201	Yd.
	18.6		

Radio Display — 2424		Maximum Speed MP 103.3 to MP 99.9 (Except as below) 50 50 Between Mile Posts— 103.3 and 102.6 15 15 MP 99.9 to MP 98.6 60 50 MP 98.6 to MP 63.7 (Except as below) 65 55 Between Mile Posts— 98.5 and 97.8 40 40 97.8 and 97.7 25 25 97.7 and 96.1 60 50 MP 63.7 to MP 0.4 (Except as below) 70 60 Between Mile Posts— 59.3 and 58.8 60 45 52.4 and 50.8 20 20 46.9 and 45.9 60 50 26.3 and 25.2 40 40 20.0 and 17.9 40 40 6.6 and 3.0 35 35 3.0 and 0.4 20 20	MPH
Mile Post	SOUTH STATIONS NORTH	Station Nos.	Sidings Feet
103.3	W519 BORIE	WX519	
99.9	W520 WEST SPEER 3.4		
98.6	W518 SPEER 1.3	WS518	c6756
97.7	W098 SPEER JCT. 0.9		
86.2	W086 CARR 11.5	WD726	7716
86.2	W085 13.2		
73.0	W073 NUNN	WD712	8250
71.2	W071 9.3		
63.7	W064 AULT	WD703	8206
62.0	W062 11.2		
55.7	W056		
54.2	W054		
52.5	W053 GREELEY 6.2	WD692	8349
47.2	W051		
46.3	W047		
45.3	W046 LA SALLE	WD687	Yd.
35.6	W045 10.7		
33.9	W036 PLATTEVILLE 14.9	WD675	8299
20.7	W021 BRIGHTON 7.7	WD659	8203
19.0	W019 6.8		
13.0	W013 HAZELTINE	WD652	8232
11.3	W011		
6.2	W006 ADAMS	WD646	
4.9	W005 COMMERCE CITY 1.3	WD645	
4.0	D&RGW CONN. 0.9		
2.2	PULLMAN 1.8	KP638	Yd.
1.7	36th STREET 0.5	WD640	
0.0	DENVER UNION 1.7		
	TERMINAL		
	103.3		

Train Defect Detector: @MP 28.4; @MP 82.0.

Yard Limits: MP 0.0 to MP 6.2. 40 MPH dual control switch turnout: CPW045.

**TONNAGE/SPEED RESTRICTIONS — FREIGHT TRAINS
SOUTHWARD SPEER JCT. (CPW098) TO CARR (CPW086)**

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

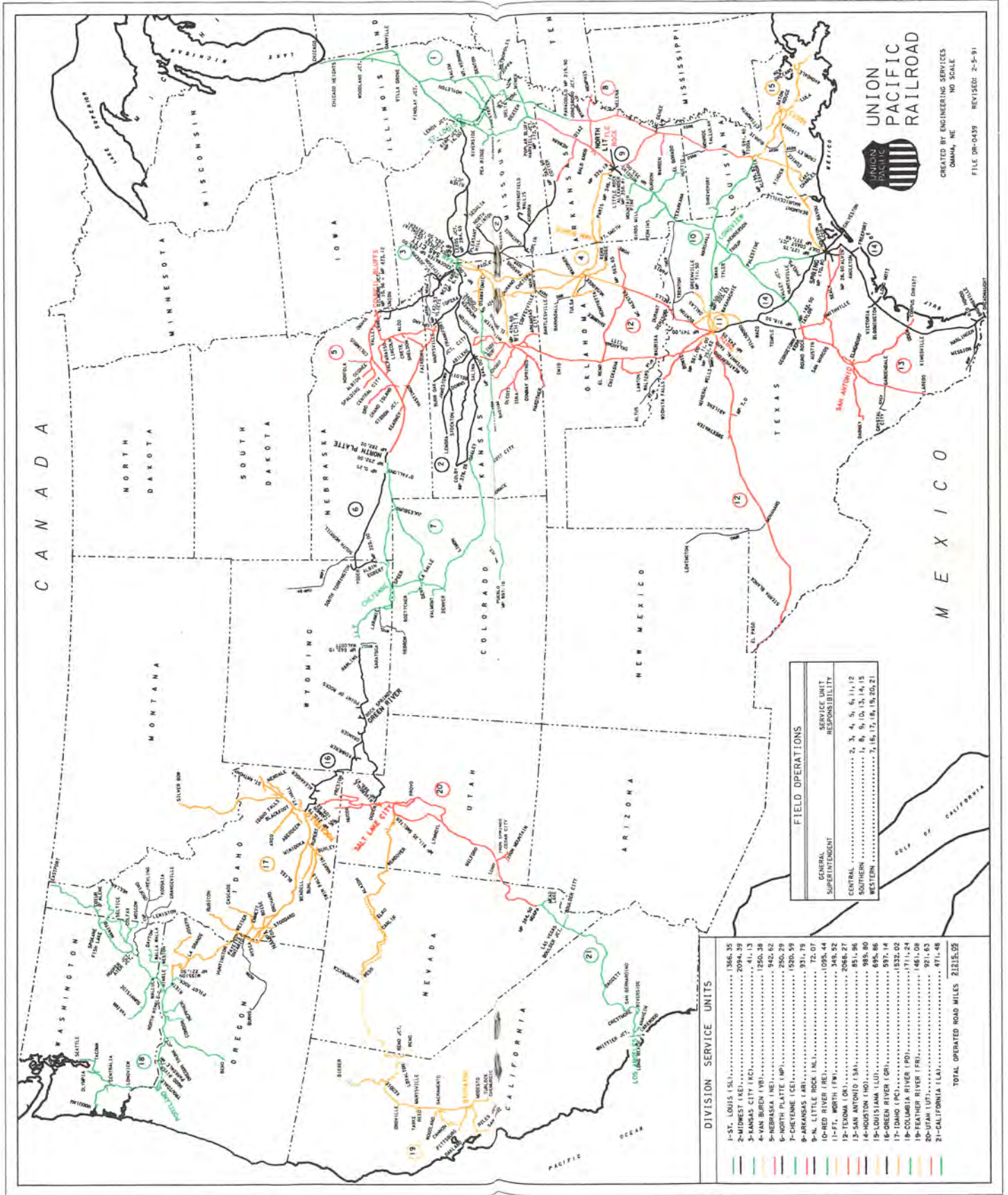
FORT COLLINS BRANCH — CHEYENNE DIVISION

Radio Display — 2424		Yard Limits Entire Branch Maximum Speed (Except as below) 20 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	MPH
Mile Post	WEST STATIONS EAST	Station Nos.	Sidings Feet
0.0	LA SALLE	WD687	Yd.
7.5	DENT 7.5	WF683	
16.3	GWR 8.8		
16.4	KELIM 0.1	WF809	
32.4	FORT COLLINS 16.0	WF825	Yd.
32.5	BN 0.1		
32.6	BN 0.1		
37.7	BOETTCHER 5.1	WF830	
	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. At MP 32.4, College Ave. Fl. Collins: Circuits changed to include railroad grade crossing. Stop lead unit or lead car past sign "Crossing Start", wait fifty (50) seconds for clear signal which indicates College Ave. auto traffic signals are in stop position before proceeding. If signals do not clear, wait two (2) minutes for circuits to recycle. If signals still do not clear, movement must be preceded by flagman on the ground to warn traffic.

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	WF663
23.6 and 24.2	10	David Joseph	19.1	WF610
33.0 and 34.1 (end of track)	10	Valmont	33.0	WF624



CREATED BY ENGINEERING SERVICES
OMAHA, NE
NO SCALE
FILE DR-0439 REVISED: 2-5-91

FIELD OPERATIONS

GENERAL SUPERINTENDENT	SERVICE UNIT RESPONSIBILITY
CENTRAL	2, 3, 4, 5, 6, 11, 12
SOUTHERN	1, 8, 9, 10, 13, 14, 15
WESTERN	7, 16, 17, 18, 19, 20, 21

DIVISION SERVICE UNITS

1-ST. LOUIS (SL)	1366.35
2-SPRINGFIELD (SP)	2094.35
3-KANSAS CITY (KC)	411.35
4-WAN BUREN (WB)	1250.38
5-NEBRASKA (NE)	842.62
6-NORTH PLATTE (NP)	250.29
7-CHEYENNE (CE)	1920.59
8-ARKANSAS (AR)	931.79
9-N. LITTLE ROCK (NL)	72.07
10-RED RIVER (RR)	1055.44
11-FT. WORTH (FW)	248.52
12-TEXOMA (TX)	2068.27
13-SAN ANTONIO (SA)	851.56
14-HOUSTON (HO)	985.80
15-LOUISIANA (LU)	695.86
16-GREEN RIVER (GR)	597.14
17-DENVER (DC)	1322.02
18-COLUMBIA RIVER (CR)	771.24
19-FEATHER RIVER (FR)	461.09
20-UTAH (UT)	471.49
21-CALIFORNIA (CA)	471.49
TOTAL OPERATED ROAD MILES	21315.02

**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 (See Note 1 below)	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.

Note 1: Exception:

Trains consisting entirely of double stack cars with 100 or more tons per operative brake are authorized to operate 35 MPH eastward from Buford to Cheyenne provided the train has 325 or less tons per dynamic brake axle.

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

Between Rawlins and Cheyenne operative dynamic brakes on the head end of eastbound trains that are 100 or more tons per operative brake consisting entirely of double stack cars must not exceed 32 axles. All other trains must not exceed 28 axles.

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 609.25, @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.

76 LARAMIE SUBDIV. — CHEYENNE & GREEN RIVER DIVS.

Radio Display 2424 Cheyenne — Laramie 4242 Laramie — Rawlins		Station Nos.	Sidings Feet	Maximum Speed Between Mile Posts — PSGR FRT MPH
WEST	CP	EAST		
Mile Post	No.	STATIONS		
509.5 510.8	W511	CHEYENNE TX	WX510 WX511	Yd. ...
519.1 528.5 529.6	W519 W528 W530	BORIE GRANITE	WX519 WX529	n4424 ...
536.0 537.2 543.0	W536 W537 W543	BUFORD DALE	WX537	c6048 ...
545.5	W545	DALE JCT	WX545	...
547.3 548.6 553.9 565.4	W547 W549 W554 W565	HERMOSA ROMA LARAMIE	WX548 WX566	Yd. ...
567.6	W567		WX567	...
509.5 510.8	W511	CHEYENNE TX	WX510	Yd. ...
C517.2 C518.3 C519.7 C525.0 C526.5 C533.5 C534.9 C541.9 C543.4 C548.8 C550.2 C555.1	W517 W518 W520 W525 W526 W533 W535 W542 W544 W548 W550 W545	SPEER EMKAY LYNCH HARRIMAN PERKINS DALE JCT	WX517 WS518 WS526 WS534 WS543 WS550 WX545	c6756 6523 6703 7096 6476
B547.3 B548.6 B556.1 B557.4 B565.3 B565.4	W547 W549 W556 W557 W564 W565	HERMOSA RED BUTTES LARAMIE	WX548 WS557 WX566	...
567.6	W567		WX567	...
570.5	W570	16.3	WX585	...
582.3	W582	BOSLER	WX585	...
584.9	W585	9.3	WX594	...
594.1	W594	LOOKOUT	WX594	...
601.0	W601	11.1	WX605	...
605.2	W605	ROCK RIVER	WX605	...
609.0	W609	WILCOX	WX609	...
616.8 622.8	W617 W623	RIDGE	WX617	...
624.5	W624	MEDICINE BOW	WX623	...
632.6 639.0	W633 W639	COMO RAMSEY	WX639	n19125
641.0	W641	4.0	WX643	s19197
643.0	W643	HANNA	WX643	...
650.1	W650	DURRANT	WX650	...
662.1		CHEYENNE DIVISION		
662.3	W662	WALCOTT	WX662	...
672.1	W672	BENTON	WX672	...
678.0 680.3 681.2 682.8	W678 W680 W681 W683	RAWLINS	WX683	n10682 n11990 s19201
685.0	W685		WX685	...

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; CPWC518 No. 4 & Greeley Subdiv; CPW543; CPW545; CPWB564; 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. ACS in effect entire subdivision. Exceptions: (Following CCS Test Loops) Nos: 1 and 4 (No. Runner) MP 681.8 to CPW 683 Nos: 2 and 3 (So. Runner) MP 683.0 to MP 682.2 CPG 815 to CPG 819 Westward Nos. 1 and 2 CPG 815 to CPG 817 Westward Nos: 3 and 4 CPG 817 to CPG 815 Eastward Nos: 1-4.

LARAMIE SUBDIV. — CONTINUED

Radio Display 4242		Station Nos.	Sidings Feet	Maximum Speed Between Mile Posts — PSGR FRT MPH
WEST	CP	EAST		
Mile Post	No.	STATIONS		
682.8 685.0	W683 W685	RAWLINS TX W. RAWLINS	WX683 WX685	N11990 S19201
699.6 700.3 702.1	W700 W702	RINER	WX700 WX701	N12575
712.0		11.7	WX712	N3071 C10086
723.7 724.2 724.4	W723 W724	(WWD 12.0 HOLD SIG.) WAMSUTTER TX (EWD 8.5 HOLD SIG.)	WX724	N10841 S8867
732.7 739.9 740.0 744.4 746.5	W740 W744 W746	RED DESERT TIPTON TABLE ROCK	WX733 WX740 WX747	CX2074 N2340 S10131
756.4 757.4 758.5 766.0 766.7 768.0 777.4 781.2 783.2 785.9 796.1	W756 W757 W758 W766 W767 W768 W769 G781 G782 G786 G798 G801 G802 G803 G804	BITTER CREEK BLACK BUTTES POINT OF ROCKS THAYER BAXTER CHEVRON ROCK SPRINGS TX KANDA E. GREEN RIVER GREEN RIVER	WX757 WX766 WX777 WX784 WX796 WX802 WX809 WX814	S10843 N10412 N7484 N9225 C8374 N12676 C5972 N14212 C6294 WX814
809.0 814.7 815.1	G803 G804 G814 G815			

40 MPH dual control switch turnouts: CPW683; CPW685; CPW700; CPW702; CPW766 between Nos. 1 & 2; CPG801; CPG804; CPG814; 20 MPH dual control switch turnouts: CPG815.

Movements on Jim Bridger and Chevron Spurs are governed by Rule 105. Two main tracks Rawlins to CPW702; CPG801 to Green River. 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.

Train Defect Detectors located at: Both Tracks @MP 692.2, @MP 792.3, @MP 808.2, Westward only @MP 713.4, MP 719.5, MP 721.7, @MP 733.4, @MP 754.0, @MP 773.8; Eastward only @MP 767.7, @MP 748.5, @MP 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.

When moving against the current of traffic over public crossings protected by automatic crossing signals or by gates at Table Rock, Wy. at MP 746.4 and MP 746.5, crew member must be on the ground at the crossing to warn traffic until crossing is occupied, unless a crossing watchman is on duty. This does not modify requirements of Rule 103(A).

Before departure from Chevron, terminal test of air brakes must be made as prescribed by Rule 1002(B).

South Pass Industrial Lead Rock Springs to MP 8.4 = 8.4 miles. Yard limits entire branch. Maximum speed 15 MPH except: MP 6.0 and MP 8.4 — 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

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

78 SALT LAKE SUBDIV. — GREEN RIVER & UTAH DIVISIONS

Mile Post	WEST	CP No.	Radio Display 2727 STATIONS	EAST	Station Nos.	Sidings Feet	MAXIMUM SPEED MPH	PSGR	FRT	
815.1		G815	GREEN RIVER				Green River to Evanson (MP 815.1 to 917.2)	79	70	
817.3		G817	9.8 W. GREEN RIVER	TX	WX817 WX818 WX819	Yd.	Evanson to Ogden (MP 917.2 to 992.6)	70	50	
819.3		G819	PERU		WX825		Ogden to Salt Lake (MP 818.2 to 782.9)	79	70	
824.9		G825					(Except as Below) Between Mile Posts— 814.1 and 816.7 816.7 and 816.9	40	30	
833.3		G833	1.7		WX833		No. 1 & Running Trk. 4	20	20	
834.9		G835	ALCHEM		WX835		Running Trks. 3 & 4	30	25	
839.1		G839	2.9 W. WESTVACO		WX844		816.9 and 818.2	40	30	
844.0		G844	9.2		WX847	n13456	818.2 and 823.6	60	50	
846.8		G847	GRANGER	T	WX847		823.6 and 828.4	65	60	
854.0			7.2				833.6 and 834.1	70	60	
866.2			12.2 VERNE		WX854	c6040	Running Track CPG835 & CPG839	10	10	
875.4			9.2		WX866	x1913	Siding CPG844 & CPG847	40	40	
875.6		G876	10.2 CARTER (HOLD SIGS)		WX875	c6522	844.8 and 845.4	65	65	
885.6			4.9 BRIDGER		WX886	c6378	849.9 and 850.2	70	60	
897.6			7.1 LEROY	X	WX891	x1079	860.1 and 862.5	70	60	
900.1		G900	2.5 SPRING VALLEY	Z	WX898	x689	866.7 and 874.5	65	60	
904.8		G905	4.7 ASPEN	I	WX902		878.2 and 880.1	70	60	
912.5			7.7		WX904	e4825	880.1 and 885.0	60	50	
915.8		G915	4.7 MILLIS (WWD HOLD SIG)		WX913	c1501	885.0 and 896.7	65	60	
917.2			4.7		WX917	n9064	896.7 and 901.7	60	45	
919.2		G919	9.9 EVANSTON (EWD HOLD SIG)	TX	WX917	s9218	901.7 and 903.6	50	40	
927.1			15.9 WAHSATCH		WX928	c4662	903.6 and 908.6	50	45	
942.3		G942	9.7 EMORY (WWD HOLD SIG)		WX943	c5665	908.6 and 915.6	70	60	
943.0			9.7				915.6 and 919.1	50	45	
952.2		G952	8.4 ECHO (EWD HOLD SIG)	X	WX952	c6628	919.1 and 926.5	70	—	
961.1			6.9		WX961	c5791	WW Track	926.5 & 928.8	55	35
961.6		G962	6.9 DEVIL'S SLIDE (WWD HOLD SIG)		WX961	c5791	928.8 & 935.8	35	30	
968.0			9.7		WX968	c6751	935.8 & 939.4	50	40	
975.5		G975	10.9 MORGAN (WWD HOLD SIG)	I	WX978		939.4 & 942.9	55	45	
977.7		G978	10.9 STRAWBERRY	I	WX978		EW Track	926.5 & 941.6	60	45
988.5			1.1				941.6 & 942.9	50	40	
988.6		C988	1.1 EAST RIVERDALE	I			942.9 and 952.1	50	40	
989.7			2.7				952.1 and 952.5	35	35	
992.6		C990	2.7 RIVERDALE	I	WX990	Yd.	952.5 and 954.5	60	45	
0.0			1.0				958.1 and 963.1	60	30	
818.2		C819	1.0 OGDEN	I	UY993	Yd.	963.1 and 965.1	45	30	
818.0		C818					967.2 and 967.8	60	—	
817.8		C817					972.4 and 974.1	75	—	
811.5		C811	8.5 BRIDGE JCT	I	UY994		974.1 and 976.5	50	40	
809.3		C809	5.4 CLEARFIELD	TX	UZ002	c4727	976.1 and 978.7	60	—	
807.2		C807	1.4 LAYTON		UZ007		978.7 and 980.3	40	30	
803.9		C804	9.1 KAYSVILLE		UZ009	n6352	No. 1 Track	980.3 & 981.0	45	35
802.5		C802	5.5 CENTERVILLE	I	UZ018		981.0 & 983.5	50	40	
793.4		C793					983.5 & 987.9	60	45	
787.9		C788	2.5 NORTH SALT LAKE	I	UZ024		987.9 & 989.5	65	45	
785.4		C785	1.8 18TH NORTH	I	UZ024		No. 2 Track	980.3 & 983.8	45	35
783.6			0.8				983.8 & 986.8	70	—	
782.8			0.8				986.8 & 989.5	60	45	
782.9			203.6				989.5 and 992.0	35	35	
							992.0 and 992.6	20	20	

See Special Instructions Item 20 for AMTK schedules. ACS in effect Green River to Ogden. 40 MPH dual control switch turnouts: CPG825; CPG833; CPG844; CPG847; CPG900; CPG905; CPG977; CPG988 except between ByPass & yard lead; CPC818 between Nos. 1 & 2 MP 817.8; CPC811; CPC807; CPC793; CPC788; 15 MPH dual control switch turnouts: CPG817 between Running Track & Yard lead; CPG835 between Running Track & Allied Spur. CPG990; 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. 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. 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 Stauffer, General Chemical, Texas Gulf and FMC plant yards, terminal test of air brakes must be made as prescribed by Rule 1002(B). Train Defect Detectors located at: Both Tracks Eastward only Westward only % MP 819.3 @MP 958.6 @MP 968.8 % MP 822.3 @MP 925.6 @MP 955.1 @ MP 834.5 @MP 910.6 @MP 936.9 @MP 986.2 @MP 884.1 @MP 909.1 @MP 799.7 @MP 854.7 @MP 890.5 @MP 867.7

Wind indicator at MP 798.0 and MP 793.5.

TIMETABLE NO. 8

SALT LAKE SUBDIV. — GREEN RIVER & UTAH DIVISIONS 79

MPH	Business Trks.	MP	Sta. No.
General Chem Spur originates at MP 835.1 — 2.4 Miles Rule 105 applies.	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
	Curvo (E)	930.5	WX933
Texas Gulf originates at MP 842.5 — 5.2 Miles 3.6 and 4.8 4.8 and 5.2 Rule 105 applies.	Castlerock (E-W)	936.2	WX936
	Baskin (E)	947.9	WX948
	Peterson (W)	975.4	WX976
	Uintah (E-W)	984.7	WX985
	Lodjic (W)	816.7	UY995
Spurs not otherwise shown.	Layton	804.2	UZ007
	Kaysville	803.2	UZ009
	Woods Cross	791.3	UZ021
	Pioneer	789.2	UZ022
	Becks	786.1	UZ026

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 928-952; 30 MPH MP 952-990

The Following are Utah Div. Branches
 Syracuse Industrial Lead Clearfield to Barnes 2.1 Miles. Yard Limits entire branch. Maximum Speed 10 MPH.
 Business Tracks MP Sta. No. Freepoint Center 0.6 UZ002A Barnes 2.1 UB602
 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 Arsenal 6.7 UH106
 Evona Industrial Lead 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. Evona(E) 0.7 UV700 Relico(E) 1.0 UV702 Sugar Works

OGDEN SUBDIV. — GREEN RIVER & UTAH DIVS.

Mile Post	SOUTH	Radio Display 2020 STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum Speed	MPH	PSGR	Frt.
111.4			CP G192	UY038	e6624	McCammon to Ogden (Except as below)	79	60	
111.2		McCAMMON CP G111 T			w6368	Between Mile Posts —			
109.8		6.4 GREEN RIVER DIVISION	CP G110						
109.8		UTAH DIVISION							
104.8		ARIMO		UN105	6046	110.8 and 111.2	45	40	
95.0		DOWNEY		UN095	5991	107.3 and 107.8	70	60	
84.4		SWAN LAKE		UN085	6005	102.3 and 102.7	65	60	
78.8		COULAM		UN078	6007	99.4 and 99.7	60	55	
71.4		DAYTON		UN071	6011	92.3 and 93.9	70	60	
65.4		WESTON		UN065	6103	90.1 and 90.4	55	50	
56.6		TRENTON		UN057	6098	85.6 and 87.5	70	60	
48.6		CACHE JCT	T	UN049	8619	82.7 and 83.0	50	45	
44.0		WHEELON		UN045	6010	66.0 and 67.2	50	45	
35.7		DEWEY		UN036	6044	64.1 and 64.5	70	60	
30.4		HONEYVILLE		UN030	5984	53.5 and 53.9	70	60	
21.1		BRIGHAM CITY	T	UN021	Yd.	51.1 and 51.4	50	45	
14.6		WILLARD		UN014	6027	47.2 and 49.4	40	30	
9.5		LITTLE MOUNTAIN JCT	T			46.2 and 47.2	40	25	
9.0		HOT SPRINGS		UN009	5938	44.6 and 46.2	12	12	
1.7		SP JCT		UN002	6079	43.9 and 44.6	45	40	
0.0		OGDEN	T	UY993	Yd.	42.0 and 43.9	50	45	
						38.1 and 42.0	70	60	
						37.8 and 38.1	50	45	
						23.1 and 23.5	70	60	
						20.9 and 21.1	45	40	
						19.1 and 20.9	65	55	
						10.3 and 14.0	70	60	
						1.9 and 3.0	75	55	
						0.8 and 1.9	45	25	
						0.0 and 0.8	20	15	
						Ogden Terminal Limits Cecil Jct. Through crossover	15	15	
						Business Tracks			
						Virginia	100.4	UN100	
						Randall	6.3	UN007	
						Wip	5.8	UN006	
						Harrisville	4.7	UN005	
		111.4				Equation MP 111.4 = MP 191.6.			

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, @16.5.

TIMETABLE NO. 8

Radio Display 4242				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
Mile Post	WEST STATIONS	EAST STATIONS	▲			
783.6		NORTH YARD	T		Yd.	Between 2nd South & 9th South Sts. — 12
P800.2		GRANT TOWER	⊗			Between Mile Posts— Midvale Spur at Atwood P798.7 and P757.3 20
P796.6		DRGW	⊗			Geneva Steel Plant Xings 15
P787.0		SANDY	⊗	UP042	5072	P752.8 and P748.9 15 P733.5 and P732.6 30 P711.8 and P710.0 30 P694.4 and P692.6 35 P692.6 and P691.8 30 Parley Siding 20
P782.6		DRAPER	⊗	UP046	2760	P686.2 and P676.4 35 P676.4 and P674.8 35 P667.2 and P666.3 35 P666.3 and P665.8 30
P775.8		MOUNT	⊗	UP053	3667	Yard Limits P800.1 and P748.9
P771.1		CUTLER	⊗	UP058	3657	
P769.3		LEHI	⊗	UP059	2047	
P766.4		AMERICAN FORK	⊗	UP062		
P763.0		PLEASANT GROVE	⊗	UP065	4002	
P760.9		PIPEMILL	⊗		2360	Business Tracks MP Sta. No.
P757.9		GENEVA	⊗	UP072	5975	Officer P797.4 UP032 Burton P796.8 UP033 Huslers P795.6 UP034 Murray P793.0 UP036 Pallas P791.7 UP037 Hardy (W) P761.8 UP067 Bunker (E) P759.9 UP070 Gatex (E) P756.1 UP075
P757.2	C758	LAKOTA JCT.	⊗			Spanish Fork (E-W) P744.4 UP085 Martmar P676.1 UP153 CTC between MP P757.3 and MP P752.8, CPC 749 and CPC 666.
P752.8	C753	PROVO	T	UP076	Yd.	
P752.0						
P748.9	C749					
P737.1	C738	PAYSON	†	UP092	6102	
P736.3	C735					
P735.8	C723					
P722.9		STARR	†	UP107	6085	
P721.6	C721					
P712.1	C712	NEPHI	†	UP118	6007	
P711.5						
P710.9	C710					
P701.7	C702	SHARP	†	UP128	13,436	
P700.6						
P699.1	C700					
P696.7	C696	JUAB	†	UP133	6082	
P696.0						
P695.4	C695					
P681.2	C681	PARLEY	†	UP148	6242	
P680.7						
P668.8	C669	LYNN DYLAN	X †	UZ147	6930	
P665.7	C666					
		135.1				

In addition trains operate over DRGW between Grant Tower and Lakota Jct.. MP P757.2.
Train Defect Detector: ⊗MP P743.7, ⊗MP P727.8, ⊗MP P709.0, ⊗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) ⊗MP P671.0

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

Radio Display 2020				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
Mile Post	SOUTH STATIONS	NORTH STATIONS	▲			
51.5		MALAD	T	UD952	1091	0.0 and 1.5 20 3.6 and 3.9 30 5.2 and 6.5 30 11.7 and 12.1 30 27.0 and 27.9 30 29.3 and 29.9 30 32.0 and 51.1 30 51.1 and 52.1 10
31.0		NUCOR		UD931		
17.8		TREMONTON		UD918	2409	
5.5		CORINNE		UD906	2643	
0.0		BRIGHAM CITY	⊗ T	UN021		Business Tracks MP Sta. No. Ford 11.5 UD912 Garland 19.7 UD920
		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

CACHE VALLEY BRANCH — UTAH DIVISION

Radio Display 2020				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
Mile Post	SOUTH STATIONS	NORTH STATIONS	▲			
50.8		PRESTON	T	UC251	1319	13.6 and 13.9 15 17.7 and 18.0 15 50.2 and 51.1 10
41.5		PRESTO		UC242	7700	
24.1		LOGAN	T	UC224	2311	TWC in effect. Business Tracks MP Sta. No. Wellsville(E) 13.8 UC214 Hyrum 17.6 UC218 Holt 20.2 UC220 Smithfield 31.5 UC232 Franklin 43.6 UC244
0.2		CACHE JCT.	T	UN049	5300	
		51.1				

CEDAR CITY BRANCH — UTAH DIVISION

Radio Display 4242				Station Nos.	Sidings	Maximum Speed MPH (Except as below)
Mile Post	WEST STATIONS	EAST STATIONS	▲			
0.1		LUND	⊗ T	CX272	9101	0.0 and 0.25 40 23.0 and 29.7 20 29.7 and 32.4 10 TWC in effect. Yard limits are in effect MP 0.0 to MP 1.0.
20.3		IRON SPRINGS	T	CI321		
31.8		CEDAR CITY		CI333		
		32.5 = End of Track				Main Track Derail at MP 31.8

IRON MOUNTAIN BRANCH — UTAH DIVISION

Radio Display 4242				Station Nos.	Sidings	Maximum Speed MPH (Except as below)
Mile Post	WEST STATIONS	EAST STATIONS	▲			
0.0		IRON SPRINGS	⊗ T	CI321		0.0 and 1.2 10 10.1 and 14.5 10 TWC in effect. Yard limits are in effect MP 0.0 to MP 1.2.
14.4		IRON MOUNTAIN		CI415		
		14.7 = End of Track				

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.

Business Track MP Sta. No.
Comstock T 10.9 CI411
Main Track Details at MP 13.5 and MP 14.5
Locomotives or cupola cabooses must not operate under the old tipple located over tracks Nos. 732 and 733 at Comstock.
Locomotives are not to occupy the scale located south of the tipple on Track 733.

82 CALIENTE SUBDIV. — UTAH & CALIFORNIA DIVISIONS

Mile Post	Radio Display 4242 Salt Lake to Caliente, 2727 Caliente to Las Vegas		Station Nos.	Siding Feet	Maximum Speed MPH	MPH Psgr. Frt.
	WEST	EAST				
VIA FREIGHT LINE						
783.6		NORTH YARD T				
782.8		SALT LAKE CITY	UZ029			
782.4	C782	GRANT TWR. DRGW	UZ030			
781.9	C781	10TH WEST				
780.5	C780	ORANGE ST.	UZ032	S6000		
779.1	C779	BUENA VISTA	UZ034	S6000		
777.9	C778					
769.6	C771	GARFIELD	UZ045	S6153		
768.8	C770					
768.3	C769					
767.5	C768					
766.4	C766	SMELTER	UZ047			
765.2	C765	LAKE POINT	UZ049	6012		
763.9	C764					
756.9	C757	ERDA	UZ057	5985		
755.6	C756					
748.4	C748	WARNER	UZ065	9722		
746.4	C746					
743.8	C744	STOCKTON	UZ070	6410		
742.5	C742					
736.9	C737	ST. JOHN	UZ077	6009		
735.6	C736					
723.9	C724	FAUST	UZ090	8805		
722.1	C722					
717.7	C718	PEHRSON	UZ096	6013		
716.4	C716					
709.9	C709	LOFGREEN	UZ103	6717		
705.7	C706	BOULTER	UZ109	8855		
703.9	C704					
698.7	C699	TINTIC	UZ114	5964		
697.4	C697					
692.6	C693	McINTYRE	UZ121	6036		
691.3	C691					
686.1	C686	JERICHO	UZ128	9709		
684.1	C684					
676.2	C676	CHAMPLIN	UZ138	6797		
674.8	C675					
667.5	C667	LYNNDYL	UZ147	8804		
665.7	C666					
664.2	C664					
659.0	C659	STRONG	UZ157	5989		
657.7	C658					
650.9	C651	DELTA	UZ164	N6069		
649.6	C650					
647.9	C648					
640.4	C640	VAN	UZ173	5997		
639.2	C639					
631.9	C632	CLEAR LAKE	UZ182	5990		
630.7	C631					
617.9	C618	BLOOM	UZ198	5989		
616.7	C617					
610.9	C611	CRUZ	UZ203	8862		
609.1	C609					
600.2	C600	BLACK ROCK	UZ214	6022		
598.9	C599					
590.6	C591	READ	UZ223	5996		
589.3	C589					
585.4	C585	MURDOCK	UZ228	5995		
584.1	C584					
579.0	C579	E. MILFORD	CX235	21474		
578.1	C578					
576.7	C577	MILFORD	CX236			
574.8	C575		CX237			
572.0	C572	UPTON	CX241	6026		
570.8	C571					
562.1	C562	THERMO	CX251	8737		
560.3	C561					
551.3	C551	LATIMER	CX262	5982		
550.0	C550					
542.8	C543	LUND	CX272	9100		
540.9	C541					
532.4	C532	ZANE	CX281	6006		
531.1	C531					
526.9	C527	BERYL	CX286	5972		
525.6	C525					
517.4	C518	HEIST	CX297	8854		
515.6	C516					
510.8	C511	MODENA	CX303	6000		
509.6	C510					
501.8	C502	UVADA	CX312	6007		
500.5	C501					
497.6	C498	CRESTLINE	CX319	8811		
495.8	C496					
490.3	C490	BROWN	CX324	6013		
489.0	C489					
484.8	C485	ACOMA	CX328	6034		
483.6	C484					
476.7	C477	ISLEN	CX338	8539		
475.0	C475					
471.3	C471	RICHMOND	CX342	5876		
470.0	C470					
466.9	C467	ECCLES	CX349	15177		
463.9	C464					
461.0	C461	CALIENTE	CX353	E6257		
459.7	C460					
458.2	C458					
455.5	C455	ETNA	CX358	6098		
454.2	C454					
450.5	C451	STINE	CX363	5978		
449.2	C449					
446.4	C447	BOYD	CX368	8820		
444.6	C445					
439.0	C439	ELGIN	CX375	6166		

CALIENTE SUBDIV. — CONTINUED

Mile Post	Radio Display 4242 Salt Lake to Caliente, 2727 Caliente to Las Vegas		Station Nos.	Siding Feet	Maximum Speed MPH	MPH Psgr. Frt.
	WEST	EAST				
439.0	C439	ELGIN	CX375	6166		
437.8	C438					
435.6	C436	KYLE	CX379	8832		
433.8	C434					
429.7	C430	LEITH	CX384	5957		
428.5	C428					
419.3	C419	CARP	CX394	8927		
417.5	C418					
414.0	C414	VIGO	CX399	6083		
412.7	C413					
408.6	C409	GALT	CX405	6145		
407.7	C408					
403.4	C402	HOYA	CX410	8839		
398.8	C399	ROX	CX415	6680		
397.5	C397					
393.7	C394	FARRIER	CX420	6066		
392.4	C392					
UTAH DIV.						
384.5	C384	MOAPA	CX430	8919		
382.6	C383					
374.4	C374	UTE	CX439	6101		
373.1	C373					
363.9	C364	DRY LAKE	CX450	6094		
362.6	C363					
357.8	C358	GARNET	CX456	8774		
356.0	C356					
352.7	C353	APEX	CX461	6074		
351.4	C351					
347.3	C347	DIKE	CX466	6156		
346.1	C346					
339.7	C340	WANN	CX474	8974		
337.8	C338					
335.3	C336	EAST LAS VEGAS	CX477			
334.6	C335					
334.3	C335	LAS VEGAS	CX479	Yd.		
449.3						

Equation: MP 493 to 494 = 850 Ft.
Equation: MP 495 to 493 = 1.2 mi.

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.
Train Defect Detectors: @MP 773.4 (both tracks) @MP 751.0, @MP 729.7, @MP 703.3, @MP 682.2, @MP 663.0, @MP 644.0, @MP 623.4, @MP 604.6, @MP 583.5, @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.
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.

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 650 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 650 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 DOUBLE STACK 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.

MEAD LAKE BRANCH — CALIFORNIA DIVISION						
Mile Post	Radio Display 2727.		Station Nos.	Siding Feet	Maximum Speed MPH	MPH
	WEST	EAST				
0.0		MOAPA	CX430	6066		
		16.7				
16.7		MEAD LAKE	CV717			
17.1 = End of Track						

TWC in effect.
Business Tracks MP Sta. No.
Arrowhead (W) 3.3 CV703
Logandale 10.2 CV710

Radio Display 2727.				Station Nos.	Siding Feet	Maximum Speed Between Mile Posts—	MPH
Mile Post	WEST	CP No.	EAST STATIONS				
334.3			LAS VEGAS	CX479	Yd.	334.3 and 309.3	79 60
334.0		C334		CX481		309.3 and 163.6	79 70
330.5		C330		CX484		163.6 and 158.5	79 60
328.6		C329	6.8			(Except as below)	
327.8		C328	BOULDER JCT	CX486		All sidings except Sloan, Joshua, Cima, Kelso No. 1	
326.4		C326				Siding, Sands	20 20
323.9		C323	ARDEN	CX490	8467	Except Spadra No. Siding	30 30
321.3		C321				Mira Loma	10 10
315.3		C315	SLOAN	CX498	6282	Between Mile Posts—	
314.0		C314				334.6 and 333.0	20 20
310.0		C310	ERIE	CX504	8843	Las Vegas	
308.1		C308				329.5 Cind-R-Lite	
301.9		C302	JEAN	CX512	5721	and Stocks Mill Spurs	5
300.7		C301				332.6 and 326.4 (North Running Trk)	40 40
297.0		C297	BORAX	CX517	5792	321.1 and 319.7	65 55
295.8		C296				319.7 and 314.6	40 30
288.8		C289	CALADA	CX526	8791	312.5 and 311.7	50 40
287.0		C287				309.8 and 309.3	70 60
278.2		C278	NIPTON	CX535	5767	254.0 and 236.0	
276.9		C277				W Psg Trains handled with dynamic brake in operation; light engines with operative dynamic brake	45 45
273.0		C273	MOORE	CX541	5765	W Frt Trns not exceeding 85 tons per operative brake which are controlled exclusively with dynamic brake	35
271.8		C272				254.4 and 251.3	45 45
268.0		C268	IVANPAH	CX545	9835	246.7 and 246.5	45 45
266.0		C266				231.2 and 230.9	75 60
263.9		C264	BRANT	CX550	5751	196.2 and 194.1	55 45
262.8		C263				194.1 and 191.8	55 45
258.5		C259	JOSHUA	CX555	6066	191.8 and 188.4	70 60
257.2		C257				188.4 and 186.1	70 60
254.6		C255	CIMA	CX559	S9862	163.3 and 163.6	
253.3		C253		N6266		Eastward	40† 40†
252.6		C252				163.6 and 163.9	
251.7		C251	CHASE	CX563	5765	Westward	40† 40†
249.8		C250				Running Track from Toomey-CPC168 to	
247.9		C248	ELORA	CX566	5780	CPC164	40 40
246.7		C247				CPC164 to	20 20
243.9		C244	DAWES	CX570	9025	CPC162	55 45
242.0		C242				161.8 and 161.3	55 45
240.0		C240	HAYDEN	CX574	5780	159.0 and 158.8	35 30
238.7		C239				58.1 and 0.0	79 60
236.5		C237	KELSO	CX577	9190	(Except as below)	
234.5		C235				Between Mile Posts—	
226.7		C227	KERENS	CX587	5754	56.6 and 55.4	45 45
225.4		C225				55.4 and 53.4	50 50
219.5		C220	SANDS	CX595	9017	53.4 and 51.8	65 55
217.7		C218				50.8 and 49.9	70 —
212.2		C212	BALCH	CX601	5765	Mira Loma Space Center Tracks	5
211.0		C211				CPC46 and CPC44 South Siding	
204.2		C204	CRUCERO	CX609	5775	40.0 and 38.4	65 —
202.9		C203				38.4 and 38.1	45 45
197.6		C197	BASIN	CX616	6196	38.1 and 11.3	65 —
196.3		C196				11.3 and 10.2	65 55
191.8		C192	AFTON	CX621		10.2 and 8.0	65 50
188.0		C188	DUNN	CX626	9529	8.0 and 7.2	35 35
186.1		C186				7.2 and 1.6	20 20
182.9		C183	FIELD	CX631	5760	1.6 and 0.0	35 35
181.7		C182				LA Union Psg. Term.	
178.2		C178	MANIX	CX635	5775	LA Riv. Br. & 0.0	15 15
176.9		C177				0.0 and -1.9	25 25
168.7		C168	TOOMEY	CX645		Yard Limits: MP 8.0 to MP -1.9	
163.8		C164				9th St. Jct. to Redondo Tower (No.2 Main)	10
162.0		C162	YERMO	CX650	Yd.	Equations: MP 158.81 = ATSF MP 737.42	
160.5		C161	W. YERMO	CX652		ATSF MP 749.84 = ATSF MP 3.39	
159.0		C159	DAGGETT	CX654		ATSF MP 81.23 = ATSF MP 0.0	
						ATSF MP 10.7 = MP 56.62	
102.1 MILES VIA ATSF DAGGETT TO WEST RIVERSIDE							
56.6		C057	WEST RIVERSIDE				
54.5		C055	STREETER	CX759	6090		
53.2		C049					
48.2		C048	PEDLEY	CX765	5984		
46.6		C047					
45.7		C046	MIRA LOMA	CX767	14264		
45.7		C044					
43.9		C038	ONTARIO				
38.4		C038	SP				
36.7		C037	MONTCLAIR	CX777	5971		
35.4		C035					
33.0		C033	SP				
29.6		C030	SPADRA	CX784	8985		
27.8		C028					
25.5		C026	WALNUT	CX789	6023		
24.1		C024					
17.8		C018	PUENTE JCT	CX795			
16.9		C018	CITY OF INDUSTRY	CX796	5936		
16.6		C017					
11.4		C011	BARTOLO	CX801			
10.9		C010	WHITTIER JCT	CX802			
10.7		C009					
9.2		C008	PICO RIVERA	CX803	7427		
7.6		C008	VAIL AVE.	CX807			
7.2		C007	GARFIELD AVE				
5.6		C006	EAST LOS ANGELES	CX806			

Radio Display 2727.				Station Nos.	Siding Feet	Maximum Speed (Except as below)	MPH
Mile Post	WEST	CP No.	EAST STATIONS				
4.2			EAST YARD	CX809	Yd.	MP 0.0 to MP 0.4	25
2.8		C004	DOWNY ROAD			MP 0.4 to MP 1.0	10
2.1		C003	SOTO ST. JCT			MP 1.0 to MP 1.9	20
		C002	BRIDGE JCT			9.5 and 10.9	10
		C901	REDONDO TOWER				
		C900	SANTA FE AVE				
1.7		C001	NINTH ST. JCT				
-0.1		C900	FIRST ST				
-0.8		C900	PASADENA JCT	CX812			
			MISSION TOWER				
-1.1			SP				
-1.9			LOS ANGELES		Yd.		
334.3							

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. 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. All westward trains approaching Vail Avenue will contact Crest Yardmaster for yarding instructions and to inform the Yardmaster as to which track the Dispatcher has his train lined down into the Yard. Drott Tracks: Air Brake Rule 1005(A)-4 does not apply. Rule 1005(A)-1 will apply.

See Special Instructions Item 20 for AMTK schedules. CTC in effect MP 334.3 to MP 5.8 MP 2.8 to MP -1.9 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; Pico Rivera MP 9.5; 15 MPH dual control switch turnouts; Kelso between siding & yard tracks; 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 Yermo. 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. 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, @MP 42.4, @MP 16.4, AT&SF hot box and dragging equipment detectors #MP 8.5, #MP 28.5, #MP 48.5 — Cajon Subdiv. #MP 6.0 — San Bernardino Subdiv. 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 55.9). 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	Business Tracks	MP	Sta. No.
Nebo	Devore	71.5	CX735
Barstow	Verdemont	73.9	CX737
Lenwood	Ono	76.1	CX740
Hodge	San Bernardino	81.3	CX746
Helendale	Colton	2.9	CX749
East Oro Grande	Highgrove	6.7	CX752
Oro Grande	Riverside Jct.	58.1	CX754
Victorville	Riverside	57.5	CX755
Frost	Arlington	53.2	CX760
Thorn	Champagne (W)	43.3	CX769
Hesperia	Ballou	40.4	CX773
Lugo	Ontario	37.1	CX775
Summit	Pomona	31.9	CX781
Alray	Montebello	8.1	CX804
Cajon	LA Union Station	-1.8	CX813
Keenbrook			

BMI BRANCH — CALIFORNIA DIVISION

Radio Display 2727				Station Nos.	Siding Feet	Maximum Speed (Except as below)	MPH
Mile Post	WEST	CP No.	EAST STATIONS				
0.0			BOULDER JCT.	CX486		MP 0.0 to MP 0.4	25
9.9			HENDERSON	CN810	2527	MP 0.4 to MP 1.0	10
10.9 = End of Track							

Hendersen BMI Lead and Yard Tracks 5 TWC in effect. Yard Limits Boulder Jct. to MP 2.0 Main Trk derails at MP 10.5 and 10.8

On westward trains between Las Vegas and Yermo, operative dynamic brakes on the head end of loaded bulk commodity unit trains and double stack trains must not exceed 32 axles; all other trains must not exceed 28 axles. Double stack trains may contain up to four other types of TOFC/COFC cars if entrained in the rear 4500 tons of the train.

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

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.

At Cima, speed of all westward trains over crest of grade must be 10 MPH less than maximum authorized speed on descending grade.

With passenger trains, running test as prescribed in Air Brake Rule 1007(B) must be made before descending grade at Cima eastward and westward.

Passenger 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 grade from Cima to Kelso the following items A through G apply:

- A. Freight trains exceeding 3500 trailing tons must not be controlled exclusively with dynamic brake.
- B. Retaining valves must be set:

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

Note 1: Retaining valve requirement does not apply to double stack trains not exceeding 115 tons per operative brake, not exceeding 9600 trailing tons and not exceeding 300 tons per dynamic brake axle (including helper locomotives). These trains may contain up to four other types of TOFC/COFC cars if entrained in the rear 4500 tons of the train.

- 2. On any freight train exceeding 500 tons per dynamic brake (including helper locomotives). Such trains must not exceed 15 MPH and must stop and remain standing ten minutes at Dawes to cool wheels.
- 3. 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 a train is stopped with a total brake pipe reduction exceeding 15 pounds, sufficient hand brakes, but not less than 15, 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.

- D. Freight trains not exceeding 85 tons per operative brake and 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 pounds). If more than minimum brake pipe reduction is required to control speed, a speed of 20 MPH must not be exceeded.

- E. Freight trains exceeding 85 tons per operative brake must not exceed 20 MPH.

- F. Freight trains authorized to operate at a maximum speed of 35 MPH when controlled exclusively with dynamic brake must comply with the provisions of item D shown above when train air brakes are used. These trains may operate at a maximum speed of 35 MPH after a running release provided not more than a 12 pound reduction has been made or after train has been stopped and brake system has been recharged.

- G. In cases where a train is required to stop, provisions of Air Brake Rule 1101(C) 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 DOUBLE STACK 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.

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 Display 4242. SP 9696 HBL 5858		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)..... 20
Mile Post	SOUTH STATIONS NORTH			Lead known as Consolidated
2.8	DOWNEY RD. CPC4	⊙	CX809	Lumber Co. track 5
3.1	HOBART ⊙ ATSF	⊙	CS500	Thenard connecting tracks 5
	0.5			Between Mile Posts —
3.6	LA JCT RY ⊙	⊙		21.6 and 23.6 10
	1.5			23.6 and 25.2 5
5.1	⊙ SP ⊙	⊙		Mead yard tracks 10
	1.1			East Leg Hobart Wye 10
6.2	SO. BELL		CS506	Yard Limits: MP 2.8 to MP 5.0;
	1.2			MP 21.6 to MP 25.3.
7.4	⊙ SP ⊙			TWC in effect MP 5.0 to MP
	3.8			21.6. Track warrants are issued
11.2	⊙ SP ⊙			by Hobart Tower
	1.3			Rule 10(D) not in effect.
12.5	PARAMOUNT		CS510	Business Tracks MP Sta. No.
	2.1		5915	Bell ⊙ 5.4 CS504
14.6	DOUGLAS JCT.		CS512	Workman 9.3 CS507
	4.6			Rioco 13.8 CS511
19.2	MANUEL TWO		CS516	Carson 17.7 CS515
	1.4		5807	Terminal
20.6	MANUEL THREE		CS517	Island ⊙ 24.2 CS521
	1.0		5807	At MP 22.02 — Anaheim St.
21.6	THENARD CONN. ⊙	⊙	CS518	Overhead Viaduct the clearance
	0.1			is 19.65 feet A.T.R.
21.7	⊙ SP ⊙	⊙		MP23.6 — Begin Harbor Belt
	0.4			Line RR operations.
22.1	MEAD TRANSFER	⊙	CS519	
	1.1		Yd.	
23.2	HENRY FORD BLVD. ⊙ ⊙ ⊙	⊙		
	2.1			
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. (213-490-7098)

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 (213-490-7098) and the SP Eighth Street Yard (213-490-7096 or 437-0639).

For movements to and from Long Beach Harbor, advance switch point indicators and horn receivers to activate switches are located as follows: Westward — MP 21.15; Eastward 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 hi-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.

ANAHEIM BRANCH — CALIFORNIA DIVISION

Display 2727.		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)..... 20
Mile Post	SOUTH STATIONS NORTH			Between Mile Posts —
0.0	WHITTIER JCT. CPC 10 ⊙	⊙	CX802	0.0 and 0.2 5
	0.1			0.2 and 0.3 10
0.1	⊙ SP ⊙	⊙		0.3 and 2.8 15
	5.1			5.1 and 5.2 10
5.2	COLIMA JCT. ⊙	⊙	CW205	10.5 and 11.0 5
	5.5 MILES VIA SP			11.0 and 15.6 15
				16.8 and 17.7 15
				18.5 and 19.3 10
10.5	FULLERTON JCT. ⊙	⊙	CW211	Business Tracks MP Sta. No.
	5.0			Whittier 2.4 CW202
15.5	⊙ ATSF ⊙	⊙		La Habra 9.6 CS210
	1.8			Yard Limits entire branch.
17.3	FULLERTON	⊙	CW217	Operation on SP Colima Jct to
	1.7			Fullerton Jct.
19.0	⊙ ATSF	⊙		Stop sign at end of track.
	0.3			All trains must contact train dis-
19.3	ANAHEIM	⊙	CW220	patcher before initiating move-
	19.3		1056	ment on any portion of branch
				to ensure they have the most
				current track bulletin.
				⊙ At MP 19.0 on auxiliary
				track.

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

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

Radio Display 2424.		STATIONS		STATION NOS.		Siding Feet		Maximum Speed MPH	
Mile Post	WEST	CP No.	EAST	Station Nos.	Sidings Feet	Between Mile Posts	MPH	Psg. Frt.	
766.4		C766	SMELTER	UX047		911.4 and 535.9	79	70	
911.35			UTAH DIVN.			(Except as below)			
			FEATHER RIVER DIVN.			886.7 and 886.5	70	60	
897.8	F898		BURMESTER	UX061	6292	872.0 and 868.6	65	55	
896.5	F896					868.6 and 864.2	55	50	
887.0	F887		TIMPIE	UX072	8028	864.2 and 856.9	70	60	
885.3	F885		7.4			856.9 and 856.6	60	50	
879.4	F879		DELLE	UX079	8000	806.1 and 800.0	70	60	
877.8	F878		12.5			800.0 and 799.3	40	35	
866.8	F867		LOW	UX092	6236	799.3 and 795.2	50	45	
865.5	F865		11.9			795.2 and 786.5	70	60	
854.9	F855		CLIVE	UX104	6002	786.5 and 784.5	60	45	
853.6	F854		8.9			784.5 and 776.5	30	25	
845.8	F846		KNOLLS	UX113	5965	776.5 and 775.1	50	40	
844.5	F845		10.4			775.1 and 772.6	75	60	
835.5	F836		BARRO	UX123	6251	758.7 and 758.4	60	50	
834.3	F834					758.4 and 755.2	—	60	
825.8	F826		ARINOSA	UX133	6239	755.2 and 753.3	45	40	
824.5	F825		9.6			753.3 and 749.5	70	60	
816.0	F816		SALDURO	UX143	6114	720.6 and 717.0	70	60	
814.8	F815		8.9			717.0 and 716.2	65	55	
808.1	F808		WENDOVER	UX151	10410	716.2 and 715.1	70	60	
806.0	F806		8.0			713.6 Alazon using crossover	25	25	
799.3	F799		OLA	UX160	6012	713.6 and 707.8	70	60	
798.0	F798		9.7			707.8 and 685.0	70	70	
789.6	F790		PILOT	UX169	5994	685.0 and 681.0	70	60	
788.4	F788					681.0 and 674.8	55	45	
781.6	F782		CLIFSIDE	UX177	5983	674.8 and 669.0	65	50	
780.3	F780		8.7			669.0 and 664.0	60	60	
773.1	F773		SILVER ZONE	UX186	5990	660.7 and 659.0	70	60	
771.8	F772		6.0			654.1 and 652.6	70	60	
767.1	F767		SHAFTER	UX192	6006	652.6 and 650.8	65	50	
765.8	F766		8.9			650.8 and 650.3	50	40	
758.3	F758		SAGE	UX201	6027	650.3 and 649.0	60	45	
757.0	F757		10.3			649.0 and 648.3	55	45	
747.9	F748		SPRUCE	UX211	6246	648.3 and 643.4	60	60	
746.6	F747		9.0			643.4 and 641.6	70	60	
738.9	F739		VENTOSA	UX220	6224	638.3 and 637.7	70	60	
737.7	F738		10.1			637.7 and 628.2	45	40	
728.7	F729		RUBY	UX230	5966	628.2 and 625.4	70	60	
727.4	F727		10.4			625.4 and 618.5	70	60	
718.4	F718		WELLS	UX240	6189	618.5 and 618.0	70	60	
717.1	F717		4.1			618.0 and 610.1	70	60	
713.6	F714		ALAZON	UX244		610.1 and 537.2	75	—	
701.0			SP CONN.	UX257		Between Mile Posts			
700.0			DEETH	UX258	5723	535.9 and 321.4	70		
683.3			ELBURZ	UX275	5780	(Except as below)	20		
683.1			SP CONN.			All sidings	20		
670.7	F671		ELKO	UX293		535.9 and 527.0	60		
668.8	F669		3.0			521.8 and 520.9	65		
666.2			ELKO AMTRAK STATION			510.4 and 509.9	60		
646.0	F646		EAST CARLIN	UX312		497.0 and 495.7	60		
643.4	F643		WEST CARLIN	UX315		495.7 and 494.5	40		
630.5			BARTH	UX327		494.5 and 489.9	35		
619.5			BEOVAWE (EWD 44.1 HOLD SIG.)	UX339	5907	489.9 and 488.3	50		
588.0	F588		ELLISON	UX383	6053	488.3 and 481.1	60		
575.4			3.2			481.1 and 480.1	55		
572.2	F572		VALMY	UX386		480.1 and 474.2	60		
568.0	F568		(EWD 36.2 HOLD SIG.)	UX422		Business Tracks	MP	Sta. No.	
559.8	F560		WESO			Lake Point (E)	906.3		
535.8	F536		3.7			Solar (W)	893.4	UX064	
532.8	F533		WINNEMUCCA	UX426	N10007	Ellerbeck (E)	892.9	UX065	
532.1	F532		13.1		S7091	Marblehead	870.8	UX087	
530.8	F531					Enviro	855.0	UX104	
530.7	F530					Blair (W)	808.7	UX149	
519.8	F520		RAGLAN	PX440	6223	Tulasco (E)	708.8	UX249	
518.5	F518		10.6			Pardo (E)	673.6	UX285	
509.2	F509		GASKELL	PX450	6249	Hunter (E)	657.0	UX302	
507.9	F508		12.0			Tonka (E)	650.1	UX309	
497.2	F497		JUNGO	PX461	6255	Carlin (E)	644.6	UX314	
496.0	F496		9.0			Duggan (E)	631.8	UX326	
488.2	F488		ANTELOPE	PX471	6246	Cluro (E)	627.1	UX331	
487.0	F487		8.2			Dunphy (E)	610.1	UX348	
480.0	F480		FLOKA	PX479	6163	Kampos (E)	601.3	UX356	
478.7	F479		8.8			Rennox (E)	591.3	UX367	
471.2	F471		RONDA	PX488	6246	Russell (E)	582.3		
469.9	F470		9.3			Golconda (E)	548.0	UX409	
461.9	F462		CHOLONA	PX497	6243	Marcus	525.8	UX432	
						E. Army (E)	373.1		
						Red House (E)	563.0	UX395	
						Pozla	349.1	PX610	
						Equation:			
						MP 766.4 = MP 911.42			
						MP 713.6 = SP MP 603.7			
						MP 535.7 = SP MP 420.9			

Radio Display 2424.		STATIONS		STATION NOS.		Siding Feet		UP station numbers on SP track.	
Mile Post	WEST	CP No.	EAST	Station Nos.	Sidings Feet	Station Nos.	Sidings Feet	Station Nos.	Sidings Feet
461.9		F462	CHOLONA	PX497	6243	Halleck		UX271	
460.6		F461	10.1			Osino		UX284	
451.9		F452	TREGO	PX507	6222	Vivian		UX311	
450.6		F451	13.3			Palisade		UX321	
438.6		F439	GERLACH	PX520	6380	Mosel		UX355	
437.3		F437	7.1			New Argenta		UX357	
431.5		F432	PHIL	PX528	6245	Hilltop		UX370	
430.3		F430	14.5			Battle Mountain		UX371	
416.9		F417	REYNARD	PX542	5739	Mote		UX381	
415.7		F416	11.6			Iron Point		UX394	
405.4		F405	SANO	PX554	6235	Vivian		UX311	
404.1		F404	11.0			Palisade		UX321	
394.4		F394	SAND PASS	PX565	6234	Mosel		UX355	
393.1		F393	11.5			New Argenta		UX357	
384.3		F384	FLANIGAN	PX574	6258	Argenta		UX358	
382.9		F383	11.8			Hilltop		UX370	
372.1		F372	HERLONG	PX587	4279	Battle Mountain		UX371	
371.2		F371	9.1			Mote		UX381	
363.2		F363	DOYLE	PX596	6456	Iron Point		UX394	
361.9		F362	17.0			Tule		UX420	
352.2		F352	SCOTT'S	PX613	6213	480.1 and 474.2		60	
346.2		F346	3.8			434.1 and 429.5		60	
344.9		F345	3.8			404.7 and 399.9		55	
			RENO JCT	PX616	6131	399.9 and 397.7		50	
			2.7			397.7 and 397.0		35	
341.5		F341	CHILCOOT	PX619	6342	397.0 and 395.4		30	
339.7		F340	11.6			395.4 and 390.7		35	
338.5		F338	HAWLEY	PX631	5857	390.7 and 387.4		50	
328.1		F328	6.1			387.4 and 384.0		60	
326.3		F327	PORTOLA	PX637	10748	374.0 and 353.8		60	
322.3		F322				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	
			607.2						

See Special Instructions Item 20 for AMTK Schedules
 Pacific Time west of Smelter.
 40 MPH dual control switch turnouts: Smelter;
 25 MPH dual control switch turnouts: Alazon SP connection to westward SP main track; Valmy.
 20 MPH dual control switch turnouts: Weso, SP Connection MP 384.4 & MP 384.2;
 15 MPH dual control switch turnouts: Argee MP 855.0, East and West Carlin.
 10 MPH dual control switch turnouts: Reno Jct., CPF 341 to Reno Branch.
 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 Weso to Alazon, Eastward only.
 Dual control switches located East Carlin and West Carlin are for SP detour routes.
TRACK WARRANT REQUIREMENTS
 Amtrak No. 6 need not receive track warrant at Elko.
 Trains operating west of Alazon must receive a SP track warrant at north yard.
 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 Elko Subdivision.
 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.
 Westward trains exceeding 4500 trailing tons may entrain empty intermodal equipment behind the first 10 platforms or 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 4500 tons of the train before departing Portola.
 Train Defect Detectors located at: @MP 893.7, @MP 860.4, @MP 829.8, @MP 802.8, @MP 769.4, @MP 733.0, @MP 701.0, @MP 662.7, @MP 639.1, @MP 615.4, @MP 585.8, @MP 554.4, @MP 503.8, @MP 475.0, @MP 456.0, @MP 434.5, @MP 412.8, @MP 387.1, @MP 358.3, High Load Detector at @MP 340.3.
 The following are Feather River Div. Branches:
Ellerbeck Branch Ellerbeck to Dolomite 5.7 Miles. Yard Limits entire branch.
 Maximum Speed 20 MPH

RADIO DISPLAY 2424.				Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH
Mile Post	WEST	STATIONS	EAST				
0.0		RENO JCT.	CPF341 T	PX616	.....	Reno Jct. to east wye switch	10
21.3		MARTIN	.....	PR421	2000	12.5 and 12.7	10
28.3		NORTH RENO	.....	PR428	.....	14.9 and 17.0	10
33.1		RENO	.....	PR433	Yd.	19.5 and 20.3	10
						20.5 and 27.2	20
						Learno Ind. Lead	10
						27.2 and 33.1	10
						Interchange to SP	5
						Business Tracks	MP
						Coast Gas	11.5
						Anderson	18.8
						Leareno	21.0
						Panther	23.4
						Cougar(W)	25.4
						Comstock	30.3
						Sierra Pacific(E)	30.5
						Sta. No.	
							PR410
							PR419
							PR422
							PR423
							PR425
							PR430
							PR431

Main track details: MP 28.9; 30.7; 31.7.
 Six axle units prohibited MP 30.5 to MP 33.
 Yard Limits: MP 0.0 to MP 1.0; MP 20.0 to MP 33.1.
 TWC in effect MP 1.0 - MP 20.0.

Mile Post	Radio Display 2727		Station Nos.	Sidings Feet	Maximum Speed Between Mile Posts	MPH
	WEST	EAST				
321.4		PORTOLA	PX637	10748	321.4 and 202.0	45
320.2	F320				202.0 and 92.0	70
311.0	F310	BLAIRSDEN	PX648	4869	92.0 and 4.7	60
309.9	F303				All sidings	20
302.7	F301	SLOAT	PX656	7869	(Except as below)	
301.1	F297				321.4 and 299.8	30
296.8	F296	SPRING GARDEN	PX662	4610	299.8 and 232.2	25
295.9	F282				225.2 and 224.3	35
282.3	F281	KEDDIE	PX677	7386	202.0 and 201.7	30
280.7	F280				180.6 and 177.5	30
277.8	F278				141.3 and 135.2	25
276.9	F277	PAXTON	PX681	4202	135.2 and 129.0	40
271.5	F272				129.0 and 97.3	60
269.6	F270	VIRGILIA	PX688	9810	97.3 and 95.2	50
260.6	F260				95.2 and 92.0	20
259.6	F256	BELDEN	PX698	4573	Quincy Jct.—Stock, House & Interchange Tracks	5
256.3	F255				West Wye Switch	
254.9	F251	CAMP RODGERS	PX703	6670	Keddie, Diverging Route	10
250.9	F248				92.0 and 90.4	20
248.0	F247	MERLIN	PX711	3683	Hunter St. Lead	5
247.2	F243				84.5 SP Xing	50
243.5	F240				74.1 SP Xing	50
240.1	F239	PULGA	PX719	6091	Tracy Branch Spur	5
238.9	F236				67.0 and 58.2	30
235.6	F234	POE	PX723	6859	58.2 and 52.3	30
234.2	F230				52.0 and 45.0	50
230.4	F225				45.0 and 38.8	45
226.7	F221	JAMES	PX732	6613	38.8 and 34.4	35
225.3	F219				34.4 and 30.9	40
220.7	F215	ELSEY	PX738	6478	30.9 and 29.2	30
219.3	F213				15.2 and 10.6	35
214.5	F205	KRAMM	PX744	6379	10.6 and 7.2	20
213.2	F202				7.2 and 4.7	10
204.5	F204	MITCHELL AV. OROVILLE YARD	PX751	Yd.	At Stockton ATSF connection between UP and ATSF movements must not exceed 5 MPH and cars 61 feet or longer are prohibited.	
203.7	F194				25 MPH dual control switch turnouts: Virgilia;	
202.6	F192	CRAIG	PX761	6249	20 MPH dual control switch turnouts: Hammer Lane MP 97.3; W. Ortega MP89.9.	
193.6	F180	BINNEY JCT	PX774		15 MPH dual control switch turnouts: Blairsden, Sloat; Spring Garden; Keddie, Keddie Wye; Paxton; Belden; Camp Rodgers; Merlon; 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. E. Ortega MP 90.8; E. Wyche; E. Midway; W. Altamont; Livermore (S.F.) MP 48.6; W. Hearst; Niles Jct. except E. Niles Jct., MP 30.8; Fremont; Fallon St.; Magnolia Tower (SPXing).	
182.2	F179	MARYSVILLE	PX776	5082	10 MPH dual control switch turnouts: E. Niles Jct. MP 30.8.	
178.4	F178				Applies only between the hours of 6:01 pm and 7:01 am between MP 139.5 and MP 131.6.	
173.6	F174	MOUNKES	PX782	7290	At Stockton, up to 16 coupled locomotives may be moved between locomotive make-up or service tracks and train yard.	
172.1	F172				Business Tracks MP No. Quincy Jct. 287.9 PX670	
157.2	F157	PLEASANT GROVE	PX798	6337	Twin 273.9 PX685	
155.9	F156				Tobin (W) 253.1 PX706	
144.2	F144	DEL PASO	PX811	6234	W. Oroville (E) 201.2 PX753	
142.9	F143				Cleveland 175.6 PX779	
139.8	F140	HAGGIN	PX815		Sankey (W) 152.6 PX802	
136.9	F137	SO. SACRAMENTO	PX818	Yd.	Bombay (E) 146.6 PX807	
135.2	F135				Globe 140.7 PX814	
132.9	F133	POLLOCK	PX822	4848	Cordova (E) 134.4 PX820	
131.9	F132				Kenwood (E) 133.2 PX821	
122.6	F123	PHILLIPS	PX832	6171	Laguna Creek (E) 129.8 PX823	
121.3	F121				Villinger (W) 107.8 PX845	
114.3	F114	THORNTON	PX840	3613	Kingdon 104.7 PX849	
113.5	F113				French Camp 88.4 PX867	
108.9	F098	HAMMER LANE	PX856	5750	Cochran 75.6 PX878	
97.3	F097				Ayala (E) 70.9 PX882	
95.1	F096	EL PINAL	PX859		Lincoln (E, W) 51.5 PX903	
94.3	F095	FLORA ST.	PX860		Lox (W) 50.3 PX904	
93.8	F094	WEBER AVE.	PX862	Yd.	Trevarno (W) 49.2 PX905	
93.2	F093	ATSF	PX862		Radum 43.4 PX911	
92.7	F092	STOCKTON	PX862		Pleasanton (W) 41.7 PX912	
91.7	F091				Pabico 27.0 PX927	
90.9	F090	ORTEGA	PX870		Union City 25.9 PX928	
84.5	F084	SP LATHROP	PX870		Carpenter 24.9 PX929	
82.7	F083	WYCHE	PX872	5377	Estudillo 16.1 PX938	
81.6	F082				San Leandro 14.7 PX939	
74.1	F075	SP LYOTH	PX880		Cal. Glass Spur (E) 14.1	
73.9	F074	TRACY	PX881	10692	Kohler 11.3 PX942	
71.7	F072				Fruitvale 9.6	
63.9	F064	MIDWAY	PX891	5508	Chestnut Jct. 5.9 PX948	
62.8	F063					
56.7	F057	ALTAMONT	PX898	5418		
55.6	F056					
49.5	F050	LIVERMORE	PX907	12378		
47.0	F047					
42.9	F043	HEARST	PX916	4402		
38.6	F039					
37.6	F038	NILES JCT.	PX923			
30.9	F031					
30.3	F030	FREMONT	PX924	4042		
30.2	F029					
29.3	F029					

Mile Post	Radio Display 2727		Station Nos.	Sidings Feet	Maximum Speed MPH
	WEST	EAST			
30.5	F030	FREMONT	PX924	4042	321.4 and 202.0
29.3	F029				202.0 and 92.0
27.6	F027				92.0 and 4.7
26.6	F025	HAYWARD	PX934	4025	All sidings
20.9	F021				(Except as below)
19.4	F019				321.4 and 299.8
15.4	F015	MELROSE	PX943		299.8 and 232.2
10.7	F010				225.2 and 224.3
7.3	F007	FALLON ST.	PX946		202.0 and 201.7
5.8		MAGNOLIA TOWER	PX946		180.6 and 177.5
4.7		OAKLAND	PX949	Yd.	141.3 and 135.2

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.
 Yard Limits MP 8.0 to Oakland
 Dragging Equipment Detectors:
 %MP 319.2 %MP 290.2 %MP 267.5 %MP 241.6
 %MP 316.6 %MP 286.3 %MP 264.4 %MP 237.1
 %MP 314.6 %MP 284.0 %MP 262.4 %MP 234.2
 %MP 312.6 %MP 281.5 %MP 257.7 %MP 222.2
 %MP 308.0 %MP 279.5 %MP 253.4 %MP 217.8
 %MP 305.2 %MP 275.6 %MP 249.1
 %MP 300.0 %MP 273.5 %MP 245.7
 %MP 293.8 %MP 269.5 %MP 243.5
 Train Defect Detector: @MP 212.7, @185.6, @MP 161.1, @MP 124.7, @MP 109.5, @MP 69.5, @MP 42.5 Detector will verbalize its location as being MP 43 while detector is actually at MP 42.5, @MP 23.2.

PORT CHICAGO BRANCH — FEATHER RIVER DIVISION

Mile Post	Radio Display 2727		Station Nos.	Sidings Feet	Maximum Speed MPH
	WEST	EAST			
93.2		STOCKTON TOWER	PX862		East Pittsburg to Clyde (Except as below) 20
		33.5 MILES VIA ATSF			Between Mile Posts
48.5		EAST PITTSBURG	PN931		48.7 and 46.1 10
48.1	@ ATSF				39.1 and 38.6 10
47.4	@ ATSF				Business Tracks MP No. Shell Point (W) 43.6 PN935
47.0	PITTSBURG		PN932		McAvoy 42.5 PN936
46.2	@ ATSF				Nichols (W) 41.0 PN937
44.9	WEST PITTSBURG		PN933	510	Clyde 37.2 PN941
39.0	PORT CHICAGO		PN939		Operation Via ATSF Stockton to East Pittsburg.
		44.8			Yard Limits: Entire Branch

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

94 BIEBER SUBDIV. — FEATHER RIVER DIVISION

Radio Display 2727				Maximum Speed MPH	
Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	(Except as below)
111.8	BIEBER	PK112		40	All sidings 20
94.8	LITTLE VALLEY	PK095	4251	10	Bieber Main Track 10
76.5	HALLS FLAT	PK076	6758	25	Between Mile Posts —
62.9	LODGE POLE	PK063	4235	25	78.7 and 111.0 25
38.5	WESTWOOD	PK039	4388	35	16.0 and 37.3 35
25.7	ALMANOR	PK026	7942	25	16.0 and 14.2 25
14.7	GREENVILLE	PK015	4236	10	6.2 and 1.0 10
6.2	MOCCASIN	PK006	4208	25	1.0 and 0.0 25
0.0	KEDDIE	CPF901 T CPF280	PX677		Yard Limits MP 111.0 to MP 111.8
At Bieber MP 111.8 = BN MP 91.0					
Rule 10(D) Not in effect					
Business Trks. MP Sta. No.					
Little Valley Lumber Co.(W) 95.4 PK096					
Willow Springs (W) 89.8 PK090					
Crescent Mills 8.8 PK009					
Indian Creek (W) 3.1 PK003					
Clear Creek Jct. 35.2 PK035					

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
Rio Vista Jct. (W) 57.8 PM807
Cannon 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 Sucro 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 1.6 PW402 Hebron (E) 14.8 PW415
Loydal 2.7 PW403 Woodland 16.6 PW417

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. FRA exempted track between MP 0.02 and MP 12.3
Business Tracks MP Sta. No.
Loyalton 11.8 PL512
Six axle units prohibited.

TIDEWATER SOUTHERN SUBDIV.—FEATHER RIVER DIVISION 95

Radio Display 2727				Maximum Speed MPH	
Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	(Except as below)
0.0	STOCKTON YD.	PK862		25	Between Mile Posts —
1.7	ORTEGA	PK864		10	29.7 and 33.2 10
5.2	MANTECA JCT.	PQ005	2170	10	All tracks in No. Yard Modesto 10
19.8	ESCALON	PQ020	1390	10	46.6 and 47.9 10
26.1	McHENRY	PQ026	1220		Business Tracks MP Sta. No.
30.1	NORTH YARD JCT.	PQ030			Valimet (E) 2.2 PQ002
31.4	MODESTO M&ET	PQ032			Sharps Lane (E) 3.3 PQ003
32.7	SP				Turner 6.2 PQ006
34.5	ROGERS	PQ035	2010		Atlanta 12.5 PQ012
41.6	HATCH	PQ042	1240		Simms 14.2 PQ014
44.7	KEARNEY	PQ045			Alba 17.0 PQ017
47.9	TURLOCK	PQ048			Aurora 29.5 PQ029
Yard Limits MP 0.0 to MP 6.0					
TWC in effect MP 6.0 to Turlock					
Rule 10(D) Not in effect.					

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

Radio Display 2727				Maximum Speed MPH	
Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	(Except as below)
0.0	NILES JCT.	CP F31 T	PX923		35
0.2		CP F902			Between Mile Posts —
4.5		CP F904			0.0 and 0.3 including wye 10
7.0	WARM SPRINGS	PS707	Yd.		7.5 and 10.0 25
8.5		CP F909			10.0 and 15.7 20
10.2		CP F910			15.7 and 23.0 10
11.5	MILPITAS	PS711	Yd.		Business Tracks MP Sta. No.
17.5	SAN JOSE	PS717	Yd.		Irvington (W) 3.3 PS703
19.6	VALBRICK	PS720			Inland Steel 4.9 PS705
20.4	WILLOW GLEN	PS721			Curtner (W) 8.0 PS708
22.3	WEST SAN JOSE	PS722			Berryessa (W) 14.1 PS714
Yard Limits: MP 10.2 to MP 23.0					
CTC Niles Jct. to MP 10.2.					

Radio Display 2020											
Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) All Sidings except	MPH Frt.			
846.8		G847	GRANGER	T ↑	WX847	8046	0.0 and 0.8	20			
1.6		G002	8.4				0.0 and 0.8	40			
8.4		G008	MOXA		IX855	7354	28.7 and 31.3	60			
9.2		G009	6.8				31.3 and 32.3	40			
15.2		G015	NUTRIA	↑	IX863	12015	32.3 and 35.5	50			
17.6		G018	8.8				35.5 and 40.8	35			
24.0		G024	OPAL	↑	IX872	7340	40.8 and 44.6	55			
25.6		G026	8.5				48.8 and 49.6	50			
32.5		G033	WATERFALL		IX881	7371	54.5 and 55.8	30			
34.1		G034	7.4				55.8 and 57.8	35			
39.1		G039	KEMMERER	↑	IX887	6567	57.8 and 63.6	60			
40.6		G040				7867	63.6 and 65.4	50			
42.2		G042	MOYER JCT.				65.4 and 68.2	55			
47.2		G047	FOSSIL		IX898	7331	87.4 and 87.7	50			
48.7		G048	5.4				92.9 and 93.1	50			
52.6		G053	NUGGET		IX903	7316	96.7 and 98.3	60			
54.1		G054	6.0				98.3 and 99.7	50			
58.6		G059	ORR		IX907	7251	102.6 and 104.8	50			
60.1		G060	5.5				104.8 and 105.4	60			
64.1		G064	LEEFE	T ↑	IX912	11781	107.8 and 120.4 No. 10	60			
66.5		G066	7.1				120.6 and 130.1	50			
71.2		G071	BECKWITH		IX919	7337	130.1 and 138.7	60			
72.4		G073	5.4				138.7 and 141.0	50			
76.6		G077	PIXLEY		IX925	7396	141.0 and 146.3	45			
78.2		G078	5.7				146.3 and 148.3	60			
82.3		G082	COKEVILLE		IX931	8565	152.1 and 152.4	50			
84.0		G084	5.8				163.5 and 168.9	60			
88.1		G088	MARSE		IX935	7364	168.9 and 171.7	50			
89.6		G090	5.7				171.7 and 174.7	55			
93.8		G094	CHAUSSE		IX941	7339	174.7 and 177.4	60			
95.3		G095	7.8				177.4 and 179.0	45			
101.6		G102	HARER		IX950	7389	179.0 and 180.0	35			
103.1		G103	6.3				180.0 and 183.1	45			
107.9		G108	DINGLE				183.1 and 185.5	55			
			7.3				185.5 and 187.9	35			
114.8		G115	MONTPELIER		IX962	Yd.	Maximum Speed	79	70		
116.9		G117	5.2				(Except as below)	60	50		
120.4		G121	PESCADERO				187.9 and 192.7	60	50		
			6.3				192.7 and 195.0	70	50		
126.7		G127	GEORGETOWN		IX974	10057	195.0 and 195.3	60	50		
128.8		G129	8.7				McCammion Jct.				
135.4		G135	MANSON		IX983	7358	No. 1 MT to or from Ogden				
136.9		G137					Subdivn.				
144.0		G144	10.8				crossing over	15	15		
145.5		G146					195.3 and 200.0	70	55		
146.5		G147			IX993	7347	200.0 and 202.6	55	50		
			4.3				212.2 and 213.8	70	—		
150.5		G150	ALEXANDER		IX999	7300	213.8 and 215.0	20	20		
152.0		G152	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.				
156.0		G156	TALMAGE		IX003	7424	Business Tracks	MP	Sta. No.		
157.5		G158	4.5				Sage	63.0	IX910		
160.5		G161	BANCROFT		IX009	17492	Pegram	98.1	IX945		
164.0		G164	9.0				Lava Hot Springs	180.5	IX027		
169.5		G169	PEBBLE		IX018	7339	Inkom	201.7	IX049		
171.0		G171	7.5				Rotating amber lights on pole line at MP 212.8, CP211, CP214 and MP 215.7 are for the protection of car dept. personnel working along roadways between east main tracks 1-2-3.				
177.0		G177	BLASER				When lights are operating, train speeds must not exceed 20 MPH and bell rung continuously. Exception: Amtrak trains.				
178.7		G179	8.9				Equation:				
185.9		G186	TOPAZ				MP 846.81 = MP -0.15				
189.7		G190	McCAMMON		IX038						
191.6		G192	21.2								
198.4		G198									
203.6		G204									
			GREEN RIVER DIV.								
210.7			IDAHO DIV.								
210.9		P211	E. POCATELLO	↑	IX060						
213.1		P212	3.3								
213.3		P213									
214.2			POCATELLO	⊙ T X	IX061	Yd.					
			214.2								

See Special Instructions Item 20 for AMTK schedules.
 Two main tracks Dingle to Pescadero; Blaser to Topaz; MP 189.7 to MP 224.4.
 Train Defect Detectors: ⊙MP 20.3, ⊙MP44.6 ⊙MP 61.4, ⊙MP 79.6, ⊙MP 99.9, ⊙121.8, ⊙139.5, ⊙MP 153.4, ⊙MP 174.2, ⊙MP 197.4 (Trks 1 and 2).
 Yard Limits MP 212 to MP 217.
 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.

The Following Are Green River Div. Branches:
Cumberland Industrial Lead 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.
Elk Industrial Lead Glencoe Jct. to Elk 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.
 Elk 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 Industrial Lead MP 5.1 to Conda Mine. 2.0 miles. Rule 105 in effect. Maximum speed 10 MPH. Conda yd. 5 MPH.
 Business Tracks MP Sta. No.
 Epco 5.5 IC006
 Conda 7.1 IC007
Grace Industrial Lead Alexander to Grace 5.8 Miles. Yard limits entire lead. FRA maximum track (.4 to end of track)
 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
 Locomotives are restricted to no more than 4 axles due to Bridge 5.3.

Radio Display 2020									
Mile Post	SOUTH	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH		
0.0		SODA SPRINGS	T				20		
1.8		MONSANTO		IC002			20		
5.5		EPCO	⊙	IC006	9873		20		
17.1		WOOLEY VALLEY		ID012			20		
23.0		DRY VALLEY	T	ID018			20		
							20		

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

Radio Display 4242.									
Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH		
0.0		MINIDOKA	⊙ T	IY120	13190		40		
13.5		RUPERT	⊙ T	IT614	9185		40		
21.8		BURLEY	T	IT622	2750		40		
26.0		STARRH'S FERRY		IT626	3575		40		
41.8		MURTAUGH		IT641	3355		40		
53.3		KIMBERLY		IT653	2805		40		
58.7		TWIN FALLS	⊙ T	IT659			40		
73.8		BUHL	T	IT674			40		
							40		

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

Radio Display 4242.									
Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH		
0.2		RUPERT	⊙ T	IT614	9185		40		
4.4		MYERS	⊙	IT805	7865		40		
5.7		PAUL	⊙	IT806			40		
47.9		JEROME	⊙	IT848	2530		40		
56.7		WENDELL		IT857			40		
							40		

Yard Limits: MP 0.0 to MP 7.0.

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. Yard limits in effect MP 0.0 to MP 1.0. 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.
 Unity 3.1 IT903
 Elcock 4.0 IT904
 Evans(E) 4.7 IT905
 Springdale 6.0 IT906
 Hatch 7.5 IT908
 Declo 9.0 IT909
Oakley Br. — Idaho Div. Burley to Martin 11.6 Miles. Yard limits in effect MP 0.0 to MP 2.0. 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.
 Business Tracks MP Sta. No.
 Crippen(E) 2.1 IT702
 Ruby(W) 3.1 IT703
 Beetville 4.3 IT704
 Pella 5.2 IT705
 North Kenyon 8.1 IT708
 Kenyon 9.6 IT710
 Martin 11.5 IT712

GAY BRANCH — IDAHO DIVISION

Radio Display 2727		STATIONS		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	SOUTH	NORTH				
20.4	GAY	T	IQ020			20
9.3	NINE MILE		IQ009	1650		15
0.0	FORT HALL		IF146	Yd.		10
						21.5

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

Radio Display 2727		STATIONS		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	SOUTH	NORTH				
390.0	SILVER BOW	T	IF390	Yd.		10
380.6	FEELY		IF381	1135		30
369.9	DIVIDE		IF370	2234		25
359.1	MELROSE		IF359	3352		30
340.3	APEX		IF340	2587		30
328.0	DILLON		IF328	7733		30
320.2	BARRETT'S		IF320	9567		30
301.8	RED ROCK		IF303	7784		35
280.1	LIMA		IF280	4688		35
273.3	SNOWLINE		IF273	2744		10
258.7	HUMPHREY		IF258	5740		25
248.5	SPENCER		IF249	3091		30
234.6	DUBOIS		IF235	5128		25
217.4	HAMER		IF218	2660		35
201.9	ROBERTS		IF202	2842		35
184.8	IDAHO FALLS	T	IF185	Yd.		30
175.5	SHELLEY		IF176	6683		35
169.1	FIRTH		IF169	6135		35
158.1	BLACKFOOT	T	IF158	4322		25
146.0	FORT HALL		IF146	7265		25
140.8	TYHEE		IF140	6142		25
136.7	MONTANA JCT.		IF136			25
135.1	POCATELLO JCT.		IY063			25
						254.9

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

Radio Display 2727		STATIONS		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	SOUTH	NORTH				
28.2	ABERDEEN	T	IA928	1760		10
4.1	ROCKFORD		IA904	1485		20
0.0	ABERDEEN JCT.		IA607			25
B7.1						25
B0.0	BLACKFOOT	T	IF158	Yd.		15
						35.3

Yard Limits
 MP B0.0 to MP B7.1.
 Between Blackfoot and Aberdeen Jct. Mile Posts are prefixed with letter "B".
 Rule 10(D) not in effect.

SCOVILLE BRANCH — IDAHO DIVISION

Radio Display 2727		STATIONS		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	SOUTH	NORTH				
59.1	ARCO	T	IA659	1760		40
39.7	SCOVILLE	T	IA640	1650		15
20.1	TABER		IA620	1540		40
7.1	ABERDEEN JCT.		IA607			15
						59.4 END OF TRACK

Business Tracks MP No. Olsen (S) 15.9 IA616
 TWC in effect MP 7.1 to MP 42.5.
 Yard limits in effect MP 42.5 to MP 59.4.
 Rule 10(D) not in effect.

YELLOWSTONE BRANCH — IDAHO DIVISION

Radio Display 2727		STATIONS		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	SOUTH	NORTH				
51.0	ASHTON	T	IE051	2145		20
36.8	ST. ANTHONY	T	IE037	5225		20
26.0	REXBURG		IE026	3135		25
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

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; 28.8 = END OF TRACK
 Goshen Br.-Idaho Div. Ammon to Lincoln Jct. 4.1 Miles. Yard limits in effect. Maximum Speed 20 MPH except between Mile Posts: 21.4 and 21.6 — 10 MPH; 17.5 and 18.4 — 10 MPH.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Egin	29.2	IE229	Ammon	18.1	IE158
Parker	33.3	IE234	Bonded Siding (S)	20.8	IE520

EAST BELT BRANCH — IDAHO DIVISION

Radio Display 2727		STATIONS		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	SOUTH	NORTH				
38.0	NEWDALE	T	IE438	550		25
16.2	RIRIE		IE416	990		25
3.0	LINCOLN JCT.		IE403			25
0.0	ORVIN	T	IE003	825		10
						38.6 END OF TRACK

Business Tracks MP Sta. No. Walker 28.1 IE429
 Parkinson 32.2 IE432
 Moody 34.3 IE434
 Rule 10(D) not in effect.
 TWC in effect MP 0.0 to MP 37.
 Yard limits MP 37 to end of track.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Ucon	0.0	IE008	Ashton	0.0	IE051
Coltman (S)	2.6	IE203			
Grant (S)	4.6	IE205			
Lewisville	8.7	IE209			
Midway	9.6	IE210			
Menan	10.4	IE211			

Mile Post	Radio Display 4242		Station Nos.	Siding Feet	Maximum Speed (Except as below)	MPH	
	WEST	EAST				Psg.	Frt.
214.2			POCATELLO	Yd.	All sidings except Michaud, Minidoka, Bliss, Sebree, Cleft and Kuna	79	70
215.8	P214						
216.0	P215	2.1	POCATELLO JCT.	IY063	Between Mile Posts—		
216.3	P216				213.8 and 215.0	20	20
216.9	P217	8.1			215.0 and 215.9	75	40
222.7	P223		MICHAUD	IY071	218.8 and 220.0	—	50
224.4	P225	4.9			224.2 and 224.3	40	40
229.3	P229	8.6	BANNOCK	IY077	No. 2	65	45
231.0	P231				321.5 and 321.8	35†	35†
237.9	P238	3.8	AMERICAN FALLS	IY086	321.8 and 323.3	—	60
239.4	P240				No. 2	40	40
241.7	P242	7.4	BORAH	IY090	323.3 and 325.6	70	60
243.0	P243				325.6 and 326.6	79	60
249.1	P249	6.2	QUIGLEY	IY097	337.5 and 338.0	45†	45†
250.8	P251				340.7 and 343.4	60	50
255.3	P255	4.1	WAPI	IY103	356.0 and 356.2	40	40
256.5	P256				No. 2	40	40
259.4	P260	7.4	DEWOFF	IY107	356.0 and 360.2	60	60
261.2	P261				360.2 and 360.9	55	45
266.8	P267	5.8	HAWLEY	IY115	364.9 and 365.4	—	60
268.0	P268				365.4 and 366.0	65	60
271.3	P271	4.5	MINIDOKA	IY120	367.5 and 367.9	70	60
274.0	P274				367.9 and 369.1	60	50
276.1	P276	7.6	MAX	IY123	371.1 and 371.1	60	50
277.4	P277				371.1 and 374.1	45	35
283.7	P284	5.4	ADELAIDE	IY132	374.1	35†	35†
285.4	P285				374.1 and 376.5	—	60
289.1	P289	5.8	KIMAMA	IY136	376.5 and 377.6	60	50
290.4	P290				377.6 and 384.8	—	60
294.9	P295	7.3	SENTER	IY143	384.8 and 390.6	60	50
296.2	P296				393.2 and 393.2	40	40
302.2	P302	12.5	OWINZA	IY151	No. 1	40	40
303.9	P304				400.8 and 402.3	45†	45†
314.7	P315	8.1	DIETRICH	IY169	447.3 and 447.9	—	60
320.4	P320				447.9 and 448.4	70	60
321.8	P323	8.4	SHOSHONE	IY178	448.4 and 450.4	—	60
323.1	P329				450.4 and 450.8	70	60
329.5	P331	6.7	TUNUPA	IY185	454.7 and 456.1	60	55
331.2	P336				No. 1	60	55
336.2	P338	7.8	GOODING	IY191	454.7 and 456.4	50	40
337.9	P348				No. 2	50	40
344.0	P349	5.3	FULLER	IY198	456.4 and 457.1	35	35
345.7	P346				No. 1	35	35
349.3	P349		BLISS	IY198	456.4 and 457.4	20	20
350.6	P350				No. 2	20	20
356.0	P356	7.4	TICESKA	IY205	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.		
367.3	P367	17.3	GLENN'S FERRY	IY221	Business Tracks MP Sta. No.		
372.9	P373				Don 219.8 IY067		
374.0	P373				Schiller(W) 226.8 IY074		
376.2	P376	19.3			King Hill(W) 367.7 IY214		
384.4	P384				Hammitt X 382.6 IY230		
391.6	P392		REVERSE	IY240	Simco(W) 419.1 IY266		
393.3	P393	7.9			LaFleur(W) 438.9 IY286		
399.5	P400				Amtrak operates on Boise-cut off between CPP 424 and CPN 456.		
401.2	P401	6.2	MOUNTAIN HOME	IY249			
402.6	P403						
407.4	P407	5.4	SEBREE	IY255			
409.1	P409						
412.8	P413	10.7	CLEFT	IY260			
414.5	P415						
421.6	P422	10.9	ORCHARD	IY270			
423.5	P424						
434.4	P434	11.2	OWYHEE	IY282			
436.1	P436						
445.6	P446	3.2	KUNA	IY294			
447.3	P447						
448.8	N449		FOX	IY303			
454.9	N455	8.0	E. NAMPA	IY303			
456.4	N456						
456.8			NAMPA	IY304	Yd.		
		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 212 to MP 217.
 Train Defect Detectors @MP 233.5, @MP 252.3, @MP 268.9, @MP 290.9, @MP 313.4, @MP 333.7, @MP 353.5, @MP 374.0 (No. 1 track), @MP 379.8 both tracks, @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 Display 4242		Station Nos.	Siding Feet	Maximum Speed (Except as below)	MPH	
	WEST	EAST				Psg.	Frt.
B423.5	ORCHARD	CPP424	IY270	9349	B423.5 and B424.0	49	40
B423.6	BOISE	T	IB296	1055	B429.1 and B429.5	49	40
B448.6	BOISE JCT.		IB298		B433.3 and B434.3	49	40
B450.9	MERIDIAN		IB305	3850	B439.5 and B440.4	30	25
B457.5	NAMPA	CPN456 T	IY304		B442.1 and B446.5	55	40
B467.8					B446.5 and B452.1	20	20
					B465.1 and B465.5	49	40
					B467.0 and B467.8	30	25
					Note: B423.5 and B467.8 reduce speed sign at other than prescribed location.		

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.-Idaho 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
Bowmon	8.9	IS609	Stoddard	17.0	IS617
Melmont(E)	11.6	IS612			

IDAHO NORTHERN BRANCH — IDAHO DIVISION

Mile Post	Radio Display 2727		Station Nos.	Siding Feet	Maximum speed (Except as below)	MPH	
	SOUTH	NORTH				Psg.	Frt.
99.1	CASCADE	IN099	1485		87.0 and 98.0	10	
82.7	SMITHS FERRY	IN083	1430		81.0 and 64.0	SWD10-NWD15	
63.9	BANKS	IN064	1650		64.0 and 60.0	20	
49.7	HORSESHOE BEND	IN050	1485		60.0 and 53.0	SWD10-NWD15	
26.9	EMMETT	IN027	4510		53.0 and 50.3	20	
2.6	FISCHER	IN003	2310		49.1 and 45.7	25	
0.0	NAMPA	IY304			45.7 and 44.1	35	
					40.3 and 38.7	30	
					38.7 and 37.4	SWD10-NWD15	
					37.4 and 33.2	20	
					33.2 and 31.2	25	
					28.0 and 24.0	10†	
					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.-Idaho 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.
So. Caldwell	2.0	IW702	Greenleaf(W)	7.0	IW707
Simplot	2.5	IW703	Allendale	9.7	IW710
Hop(E)(W)	4.4	IW704	Wilder	11.0	IW711
Doles	5.0	IW705			

Homedale Br. Idaho 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

PAYETTE BRANCH — IDAHO DIVISION

Radio Display 2727				Maximum speed MPH (Except as below) 25	
Mile Post	WEST STATIONS EAST	Station Nos.	Sidings Feet	Between Mile Posts —	
0.4	PAYETTE	IY350	8100	0.4 and 0.7	10
5.1	FRUITLAND	IN305	1265	6.9	10†
29.1	EMMETT	IN027	4510	27.0 and 29.1	10†
	28.7				

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

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 — IDAHO DIVISION

Radio Display 2727				Maximum speed MPH (Except as below) 40	
Mile Post	SOUTH STATIONS NORTH	Station Nos.	Sidings Feet	Between Mile Posts —	
84.1	RUBICON	IM484	2035	4.3 and 5.7	35
81.8	TAMARACK	IM482	1375	7.4 and 7.7	25
60.1	COUNCIL	IM460	2750	9.9 and 11.0	25
40.5	CAMBRIDGE	IM441	1650	11.0 and 29.3	20
19.1	CONCRETE	IM419	2255	31.5 and 32.0	30
0.0	WEISER	IY363	Yd.	(Applies only until engine has passed limits)	
	84.5			32.9 and 33.5	25
				33.5 and 34.3	20
				34.3 and 36.8	25
				36.8 and 39.1	20
				39.1 and 42.4	30
				42.4 and 43.2	20
				45.1 and 54.8	25
				54.8 and 56.7	20
				65.4 and 67.3	30
				67.3 and 80.7	20
				83.9 and 84.5	10

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

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

JOSEPH BRANCH — IDAHO DIVISION

Radio Display 2020				Maximum Speed MPH (Except as below) 30	
Mile Post	SOUTH STATIONS NORTH	Station Nos.	Sidings Feet	Between Mile Posts —	
83.3	JOSEPH	OJ084	1960	83.6 and 82.5	10
59.5	WALLOWA	OJ060	1246	81.8 and 78.2	25
20.6	ELGIN	OJ021	1805	78.2 and 77.9	20
3.7	BAUM	OJ004	2000	77.9 and 75.0	25
0.0	LA GRANDE	OX486	....	72.8 and 71.8	25
	83.6			65.2 and 64.4	20
				56.0 and 24.0	10
				24.0 and 19.1	20
				19.1 and 15.6	15
				0.3 and 0.0	15

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

TWC in effect between MP 5 and MP 83.5.
 Yard Limits:
 MP 5.0 to MP 0.0.

Business Tracks MP Sta. No.	Business Tracks MP Sta. No.	Business Tracks MP Sta. No.
Enterprise 77.6 OJ078	Kimmel 39.4 OJ040	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	

Radio Display 2727 Nampa to LaGrande, 2020 LaGrande to Hinkle			Maximum Speed MPH					
Mile Post	WEST	CP No.	STATIONS	EAST	Station No.	Sidings Feet	Psgr.	Frt.
456.5		N456	C. NAMPA		IY305		79	70
456.8		N457	NAMPA		IY304	Yd.		
457.1		N458					79	65
457.5		N459	W. NAMPA				79	65
459.4			8.9					
464.7		N465						
466.2		N466	CALDWELL		IY313			
470.6		N470	NOTUS		IY320	8284	20	20
472.3		N472					30	25
473.6		N474						
478.9		N479	PARMA		IY328	8261		
480.7		N481						
482.3		N482						
487.9		N488	NYSSA		IY336	8717	35	35
489.7		N490						
496.4		N496	ONTARIO		IY346	N8440	20	20
498.2		N498				S8435		
499.8		N500						
501.3		N501						
503.3		N503	PAYETTE		IY350	8067	50	50
504.9		N505					50	50
508.8		N509	CRYSTAL		IY357	8256	79	60
510.5		N510						
514.3		N514						
516.3		N516	WEISER		IY363	N8247	60	60
517.9		N518				S8064	60	60
525.4		N525	COBB		IY373	7895	60	60
527.0		N527					70	—
531.9		N532	ROCK ISLAND		IY381	8235	70	—
533.6		N534					75	60
538.4		N538	HUNTINGTON		OX386	8331	60	50
388.4		N388					75	60
389.9		N385	LIME		OX391	6897	60	45
383.5		N383					40	30
378.0		N378	WEATHERBY		OX398	8449	35	25
376.2		N376					70	60
369.7		N370	DURKEE		OX407	9961	70	60
367.7		N368					30	20
361.9		N362	OXMAN		OX414	8422	40	30
360.2		N360						
355.9		N356	PLEASANT VALLEY		OX420		20	20
352.9		N353						
350.9		N351	ENCINA		OX424	10207	60	50
348.0		N348					60	50
345.6		N346	QUARTZ		OX428	12047	50	50
342.7		N343	BAKER		OX434	10458	70	60
340.5		N341					70	60
338.3		N339	WING		OX438	5197	40	30
337.2		N337					40	30
333.1		N333	HAINES		OX444	8636	50	40
331.4		N332					35	25
322.9		N323	NORTH POWDER		OX453	8653	40	30
321.2		N321					40	30
313.4		N313	TELOCASET		OX463	7181	70	55
311.9		N312						
308.7		N310	CROOKS		OX467	8436	40	40
307.9		N308						
303.1		N303	UNION JCT.		OX473	8547	20	E20 ⁺ E
301.3		N301					30	20
295.3		N295	LONE TREE				35	30
290.7		N291	E. LA GRANDE		OX485		55	45
290.1		N290	LA GRANDE		OX486		45	35
289.0		N289			OX487		30	25
287.7		N288	W. LA GRANDE		OX488		50	40
285.7		N286	PERRY		OX490		45	40
283.3		N283					35	25
281.4		N281	HILGARD		OX494	9294	50	45
276.4		N277	MOTANIC		OX500	8724	55	45
274.6		N275					40	30
272.1		N273	NORDEEN		OX504		70	65
271.8		N272					55	45
270.3		N270	KAMELA		OX505	6907	Do not exceed 65 MPH if freight train averages over 80 gross tons per operative brake.	
267.7		N268	ROSS		OX509		Do not exceed 60 MPH if freight train averages over 100 gross tons per operative brake.	
265.1		N265	MEACHAM		OX511		Engines running light may operate at passenger speed, but not exceeding 70 MPH.	
258.7		N259	HURON		OX518	9100	At Wix, do not exceed 5 MPH with 6-axle units on all industry or business tracks.	
256.8		N257					TWO MAIN TRACKS	
254.9		N253	CAMP		OX522	5844	MP 448.8 TO MP 459.4	
253.7		N253					MP 355.9 TO MP 350.9	
249.6		N250	DUNCAN		OX527	8458	MP 295.3 TO MP 285.7	
247.8		N248					MP 272.1 TO MP 265.1	
240.7		N241	BONIFER		OX536	8596	MP 188.6 TO MP 182.0	
238.9		N239						
237.4		N237	GIBBON		OX538	5063		
236.4		N236						
235.9		N235	MILAM		OX540	8077		
233.3		N233						
230.2		N230	HOMLY		OX546	5762		
228.9		N229						
226.2		N226	MINTHORN		OX551	9070		
221.5			IDAHO DIVISION					
219.6		N219	MUNRA		OX557	5631		
218.4		N218						
216.1		N216	PENDLETON		OX560	7940		
214.5		N215						

Radio Display 2727 Nampa to LaGrande, 2020 LaGrande to Hinkle			Maximum Speed MPH					
Mile Post	WEST	CP No.	STATIONS	EAST	Station No.	Sidings Feet	Psgr.	Frt.
217.6 and 214.1							35	35
213.3 and 213.0								
214.1 and 213.0							20	20
210.9 and 208.9							50	40
206.9 and 204.5							50	50
204.5 and 202.3							55	45
202.3 and 200.7							60	50
198.2 and 194.5							55	45
194.5 and 193.4							50	40
192.2 and 191.8							50	50
191.8 and 188.6							60	50
188.6 and 182.1								
No. 1							50	40
188.6 and 182.1								
No. 2							60	50
At Hinkle, up to 12 coupled locomotives may be moved or switched when at least 4 locomotives have independent brakes connected and operable.								
Rotating amber lights located on pole line at CP187 and 188 protect the car dept. personnel while working along roadways between receiving Track 5, Main Track 1 and 2.								
When lights are operating, train speeds must be reduced to 20 MPH or less on No. 2 when cars are standing on No. 1 between CP 187 and 188 and on No. 1 when cars are standing on receiving track No. 5.								

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.

40 MPH dual control switch turnouts: CPN 465; CPN 295; CPE 189; CPE 183 between departure track & No. 1-main track; CPN 268.

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; CPN 239; W. Bonifer; Rieth to Pilot Rock Branch; CPE 185.

Train Defect Detector:			
MP 478.1	MP 507.4	MP 307.5	MP 304.9
MP 524.6	MP 380.6	MP 298.9	MP 284.4
MP 378.7	MP 375.0	MP 280.3	MP 278.8
MP 371.8	MP 357.0	MP 276.8	MP 272.9
MP 344.2	MP 336.0	MP 268.2 (Both Tracks)	MP 222.9 (MT and siding)
MP 318.3	MP 315.9	MP 263.5	MP 262.5
		MP 261.5	MP 259.4
		MP 256.1	MP 255.6
		MP 253.0	MP 243.7
		MP 239.7 (MT and siding)	MP 222.9 (MT and siding)
		MP 194.9	MP 188.6

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Wildier Jct.	465.9	IW701	Feltham	512.9	IY360
Apple Valley(E)	486.1	IY333	Wix(W)	514.2	IY362
Ontario/Wyco	497.0	I0001	Nelson	372.6	OX403
Washoe(W)	501.1	IY348	Harney	325.8	OX449
Wood(W)	506.4	IY353	Mission(W)	220.8	OX555

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 75 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.

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 double stack trains* not exceeding 115 tons per operative brake, not exceeding 300 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 75 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.

Maximum Trailing Tonnages Between Hinkle & Huntington

All Trains Except Double Stack Trains*		Double Stack Trains*	
With Head-end Power Only	With Rear-end Helper	With Head-end Power Only	With Rear-end Helper
5200 tons	7200 tons	7000 tons	8400 tons
6200 tons	8600 tons	8400 tons	9400 tons
4800 tons	7200 tons	6800 tons	8400 tons

Eastward Trains from:
Hinkle to LaGrande
LaGrande to Huntington
Westward Trains from:
Huntington to Hinkle

*Note: Double stack trains containing from 15 to 26 double stack cars may also contain the following number of other cars and still be considered a double stack train for maximum trailing tonnage limitations:

1. A maximum of four TOFC/COFC flat cars; or,
2. A maximum of two multi-platform cars; or,
3. A maximum of two TOFC/COFC flat cars and one multi-platform car.

When double stack trains contain other cars, these cars must not be entrained ahead of more than 4500 tons; and, when entrained ahead of helper, these cars must be separated from helper by at least 2 loaded double stack cars. Provisions in Special Instructions Item 5-B for empty intermodal cars remain in effect.

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

Mile Post	MPH	Business Tracks	MP	Sta. No.
0.0 and 0.1	10			
2.3 and 3.7	15	Hermiston	4.1	OK904
3.8	10†	Umatilla	10.2	OK911
9.4 and 10.6	10			

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

Pilot Rock Br.—Columbia River 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	OM115

Mile Post	Radio Display 2727		STATIONS	Station Nos.	Sid-ings Feet	Maximum Speed MPH	Fr. 70
	WEST ▼	EAST ▲					
185.3			HINKLE	OX591	Yd.	79	70
183.7						79	65
182.1						79	65
176.6	E183		8.7	OX594		60	50
174.8	E182			OX600	8763	79	70
170.5	E177		MUNLEY			70	60
169.1	E175		6.1	OX605	6462	70	60
165.9	E171		CLARKE			70	60
163.3	E169		4.6	OX612	9836	50	50
157.7	E166		BOARDMAN			60	50
155.7	E163		10.2	OX617	9525	75	65
147.9	S158		CASTLE			79	65
145.9	S156		7.8	OX627	9735	75	65
139.8	S148		HEPPNER JCT.			40	40
137.7	S145		10.2	OX638	9956	40	40
136.1	S140		ARLINGTON			60	50
	S138					55	45
	S136					70	55
129.8	S130		7.9	OX646	9741	60	50
127.8	S128		7.9			55	45
121.9	S122		QUINTON			60	50
119.9	S120		8.2	OX652	9744	79	55
113.7	S114		GOFF			50	40
111.5	S112		18.8	OX661	10795	55	45
103.2	S103		BIGGS			45	35
			8.3			55	45
94.9			OREGON TRUNK JCT.	OX680		70	55
			10.0			55	45
88.9	S089		(WWD HOLD SIG) THE DALLES	OX691	Yd.	50	45
84.9			3.3	OX694		55	45
81.6	S082		CRATES			60	45
			10.8	OX706	6388	50	40
70.8	S071		MOSIER			35	25
69.4	S069		11.4			60	50
63.5	S063					50	40
59.4	S059		MENO			65	50
57.4	S057		16.4	OX716	9916	60	50
43.5	S043		CASCADE LOCKS			65	50
42.1	S041		8.6	OX733	6751	60	50
34.4	S035		DODSON			65	50
32.3	S032		7.0	OX741	10617	60	50
27.4	S027		BRIDAL VEIL			60	50
26.0	S026		9.3	OX749	6360	60	50
18.1	S018		SANDY			50	40
15.9	S016		1.4	OX753	10617	60	50
						55	45
						60	50
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108 PORTLAND SUBDIV. — COLUMBIA RIVER DIVISION

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	St. Johns		OP504
Wood River	63.1	OX712	Barnes		OP507
Wyeth	49.8	OX726			

SEATTLE SUBDIV. — COLUMBIA RIVER DIV.

Mile Post	Radio Display 2727		STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum speed MPH
	SOUTH	CP No.					
181.2		S180	SEATTLE	T	OX951	Yd.	Seattle to Fife 45
180.1			BN	0.2			(except as below)
179.9			BN	6.2			Argo Interlocking 12
178.7		S179					Between Mile Posts —
173.7		S174	BN				178.0 (Military Rd) 40
173.1		S173	BN				173.3 and 173.0 30
168.0		S168	KENT		OX938	3147	171.0 and 166.0 40
167.3		S167					168.0 and 167.2 Siding 20
162.7		S163	AUBURN		OX933	4319	162.3 and 161.8 Siding 40
161.8		S162					162.3 and 160.8 20
154.7		S155	SUMNER		OX925	4550	154.9 and 154.3 30
153.8		S154					154.7 and 153.7 Siding 10
148.6		S149	FIFE		OX919	4962	148.5 and 147.4 Siding 20
147.5		S147					147.0 and 146.7 15
146.8		S146	RESERVATION		OX917		148.5 and 147.4 Siding 20
							147.0 and 146.7 15
							Peninsula Jct. Wye 15
6.8		S007	NO. PORTLAND JCT		OX778		6.8 and 4.0 25
5.6		S005	PENINSULA JCT	T	OX776		4.0 and 0.9 15
4.0		S004	ST. JOHNS JCT		OP501		Yard Limits:
1.6			ALBINA		OP500	Yd.	St Johns Jct. to Albina
							Penn. Jct. MP 5.6 to St. Johns
							Jct. via Barnes
							Operation on BN Reservation
							to North Portland Jct.
							Northward trains via BN secure
							BN track warrant at Albina and
							southward trains via BN, may
							depart Seattle without BN track
							warrant but must secure BN
							track warrant prior to entering
							BN trackage at Reservation.
							15 MPH
							Tacoma (Muni
							Line) — BN Tide-
							water — BN
							Spokane St. BN (Railroad
							Ave. and Atlantic St.) BN
							Sta.
							Business Tracks MP No.
							Puyallup 152.9 OX924
							Andover 171.5 OX942
							Black River 173.7 OX945
							Georgetown 179.3
							15 MPH dual control switch
							turnouts; Summer, CPS5.
							Train Defect Detectors: %MP
							6.16 (Talk on defect only) and
							%MP 164.0. BN detectors: %MP
							11.2 (SWD), %MP 17.5 (NWD),
							#MP 30.0 (both tracks) #MP
							56.9 (both tracks) #MP 86.2
							(both tracks) #MP 113.2 (both
							tracks) #MP 9.0 (both tracks).

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

BEND BRANCH — COLUMBIA RIVER DIVISION 109

Mile Post	Radio Display 2727		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.
	WEST						
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
Lockit	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:	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	Ione	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 BRANCH — COLUMBIA RIVER DIVISION

Mile Post	Radio Display 2727		STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum Speed MPH
	SOUTH						
44.5			CONDON	T	ON345	1410	44.8 and 40.5 10
24.4			MIKKALO		ON325	1490	36.0 and 24.0 10
0.0			ARLINGTON		OX638	9960	22.0 and 21.2 15
							19.2 and 18.6 15
							18.6 and 15.0 10
							0.4 and 0.0 15

Main track derail at MP 44.0. Retaining valves must be used on descending grades on all westward trains, MP 35 to MP 16, all retaining valves must be used and must be placed in "HP" position on all loads. TWC in effect.

Olympia Industrial Spur-Columbia River Div. East Olympia to Olympia 7.2 miles. Max speed 10 MPH. Rule 105 in effect. 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	Radio Display 2727		STATIONS	EAST	Station Nos.	Sidings Feet	Raisch Spur	MPH
	WEST							
0.6			CENTRALIA		OX862			10
								10
								5†
								5
69.0			ABERDEEN		OQ654			3.2
								51.2
								53.3
72.6			HOQUIAM		OQ658			

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.

110 SPOKANE SUBDIV. — COLUMBIA RIVER DIVISION

Mile Post	SOUTH	CP No.	Radio Display 4242	NORTH	Station Nos.	Sidings Feet	Maximum speed Eastport to Si Yard Fish Lake to Hinkle	MPH	
140.7				EASTPORT	OS141	3990	(Except as below) Between Mile Posts		
119.1				MOYIE SPRINGS	OS119	1730	139.1 and 133.5	35	
109.3				BN			133.5 and 132.7	30	
109.0				BONNERS FERRY	OS110	2270	130.5 and 124.2	20	
95.8				SHILOH	OS096	4615	124.2 and 123.7	10	
86.8				SAMUELS	OS087	2205	123.7 and 117.4	20	
75.3				BN			117.4 and 116.7	15	
74.6				SANDPOINT	OS075	4900	116.7 and 110.2	20	
57.6				VAY	OS058	8615	110.2 and 109.5	20	
50.1				CLAGSTONE	OS050	6200	109.5 and 108.0	35	
25.3				COEUR D'ALENE JCT.	OS026	1730	105.4 and 105.4	20	
22.0				BN			100.4 and 96.6	30	
21.7				GRAND JCT.	OS022	2690	96.6 and 92.6	35	
2.7				SI YARD		2190	85.9 and 83.2	35	
2.5				BN CONN.			69.4 and 68.8	25	
354.8				14.4 MILES VIA BN			2445	68.8 and 63.3	35
350.4		E350		FISH LAKE (HOLD SIG)			63.3 and 63.0	35	
350.0				CHENEY	OK169	5010	63.0 and 60.0	20	
329.1				WELLS	OK147	6746	Class Stone Siding	20	
306.2				MARENGO	OK125	3589	2.5 and 1.5	10	
285.0				HOOPER JCT.	OK103	1845	354.7	30	
273.8				JOSO	OK092	6715	353.5 and 352.8	45	
273.2		E273		AYER JCT.	OK086		351.8 and 350.0	35	
269.7		E269		AYER	OK082	11203	305.9 and 305.6	40	
269.4		E269		MATTHEWS	OK072	9737	294.5 and 294.4	35	
256.7				WALKER	OK062	9736	292.7 and 291.9	45	
246.7				PAGE	OK052	9660	282.2 and 275.1	45	
237.8		E238		WALLULA	OK031	7640	273.0 and 271.6	20	
235.9		E236		WALLULA JCT.	OK029		East Switch Ayer & Ayer Jct.	40	
223.1		E223		JUNIPER	OK019	7357	245.7 and 244.5	45	
215.8		E216		COLD SPRINGS	OK009	7406	239.0 and 238.4	45	
215.4		E215		N. HINKLE	OX591	Yd.	236.0 and 235.4	45	
204.1		E204		HINKLE			232.3 and 230.6	35	
202.5		E202					230.0 and 219.9	45	
194.1		E194					216.6 and 215.6	35	
192.5		E192					215.6 and 213.3	20	
186.5		E187					Siding	20	
185.1		E187					213.3 and 210.2	40	
185.1		E184					210.2 and 209.2	35	
184.2		E184					186.6 and 185.1	35	
							185.1 and 184.7	20	
							184.7 and 184.4	20	
							(Wye)	20	
							Hinkle-Mikami Spur	10	

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

Train defect detector located at %MP 126.5, %MP 123.2, %MP 114.6, %MP 81.3, %MP 28.9, %MP 34.3, %MP 310.7, %MP 283.8, %MP 253.9, %MP 226.0, %MP 200.4, %MP 195.0.
 BN Detector % MP 70.0 (E&W) % MP 371.4
 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.
 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.

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

YAKIMA BRANCH — COLUMBIA RIVER DIVISION 111

Mile Post	WEST	CP No.	Radio Display 4242	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts—	MPH
0.0		E215		WALLULA	OK031	7640	On Richland Spur	
0.5		E001		ATTALIA	OW401	3670	Richland Jct. to Richland	25
1.3		E002					0.0 and 0.1	20
6.3		E006					0.1 and 0.5	35
7.0		E007		VILLARD JCT.	OW407	3675	7.4 and 8.0	15
7.8		E008		KALAN BR.			Yakima Industrial Lead (MP 98.0-end of track)	
8.9				HEDGES	OW409	675	Restricted speed with a maximum of 10 MPH	
13.0				KENNEWICK	OW414	2205	37.9 and 38.7	20
19.0				RICHLAND JCT.	OW420	2575	57.2 and 58.5	25
57.5				GRANDVIEW	OW459	2600	72.5 and 74.0	30
63.7				MIDVALE	OW464	1960	78.3 and 79.2	30+
91.3				WASH. CENT. RR			89.2 and 89.6	20
98.0				YAKIMA	OW498		91.0 and 91.7	20
							97.0 and 98.0	10

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 2.8
 Sunnyside Sta. No. OW503

WALLULA BRANCH — COLUMBIA RIVER DIV.

Mile Post	WEST	Radio Display 4242	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts	MPH	
30.8				WALLA WALLA	OW647		26.6 and 26.5	35
15.3				TOUCHET	OW315	6165	24.6 and 24.5	35
3.8				ZANGAR JCT.	CPE 3 OW304		19.1 and 18.5	25
0.1				WALLULA JCT.	CPE 213 OK029		15.1	30
							13.6 and 12.3	35
							12.3 and 12.1	15
							12.1 and 9.7	25
							9.7 and 4.7	15
							4.7 and 3.8	25

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

DAYTON BRANCH — COLUMBIA RIVER DIV.

Mile Post	WEST	Radio Display 4242	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts	MPH	
13.1				DAYTON	OW713	875	14.1 and 12.5	10
5.2				WAITSBURG JCT.	OW705		Waitsburg Spur	10
0.0				BOLLES	OW672	1345	0.6 and 0.0	15
71.3				PRESCOTT	OW667	1310	71.3	15
66.7				BN			66.3 and 64.8	15
47.2				WALLA WALLA	OW647		53.4 and 52.7	15
46.8				MILTON-FREEWATER	OW637	1900	48.2 and 45.1	12
36.1				WESTON	OW622	3400	36.8 and 35.8	15
20.8							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

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

Business Tracks	MP	Sta. No.
Waitsburg	3.5	OW704
Ennis	60.9	OW662
Valley Grove	53.6	OW654
Spofford	39.9	OW641
Barrett	33.1	OW634
Bade	30.2	OW631

112 TEKOA BRANCH — COLUMBIA RIVER DIVISION

Radio Display 4242		Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH
Mile Post	SOUTH STATIONS NORTH				
163.3	BN CONN			155.4 and 149.9	25
	2.3			148.7 and 148.2	35
161.0	SPOKANE	OT161	Yd.	144.0 and 142.6	20
	17.4			141.2 and 138.5	25
143.6	MANITO	OT143		138.5 and 137.0	15
	11.9			137.0 and 135.8	25
131.7	FAIRFIELD	OT132	1840	135.8 and 133.6	35
	15.6			133.6 and 133.3	15
116.1	TEKOA	OT116		131.8 and 131.7	25†
	5.6			130.6 and 127.7	30
110.5	SELTICE	OT110	720	125.6 and 124.2	25
	15.1			124.2 and 123.4	20
95.4	BN			123.4 and 119.6	25
	17.7			119.6 and 117.6	20
77.7	COLFAX	OT077	1600	117.6 and 117.1	15
	25.4			Tekoa — Tilma Spur	10
52.3	WINONA	OT052	3260	117.1 and 115.0	20
	4.3			115.0 and 111.8	30
48.0	SUTTON	OT048	2320	105.8 and 104.6	25
	22.4			104.6 and 104.0	20
25.6	HOOPER JCT.	OK103	1585	102.4 and 98.7	30
	137.9			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
				78.5 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	35
				50.0 and 49.3	25
				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

Business Tracks	MP	Sta. No.
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

Radio Display 4242		Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH
Mile Post	WEST STATIONS EAST				
71.5	EAST LEWISTON			70.0 and 69.6	40
	1.6			11.5 and 10.0	25
69.9	CLEARWATER RIV.			B5.5 and B4.6	25
	0.8			Ayer Jct. T/O	25
69.1	TRANSFER	OC369	4015		
	23.6				
45.5	CRUM	OC345	3685		
	23.2				
22.3	PENAWAWA	OC322	4538		
	6.5				
15.8	CENTRAL FERRY	OC315	5228		
	14.8				
1.0	RIPARIA	OT017	2690		
	11.5				
B0.0	AYER JCT. CPE 270	OK086			
	82.0				

Business Tracks	MP	Sta. No.
Ballast Trk	50.0	
Almota	35.0	OC335

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.

WALLACE BRANCH — COLUMBIA RIVER DIVISION 113

Radio Display 4242		Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH
Mile Post	WEST STATIONS EAST				
7.6	MULLAN			80.0 and 80.3	5†
	7.6			67.2 and 80.0	10†
0.0	WALLACE	OT584		60.0 and 61.2	25
80.4	11.6			58.8 and 60.0	35
68.8	KELLOGG-WARDNER	OT573	1710	53.6 and 54.9	30
	6.3			50.6 and 50.9	30
62.5	ENAVILLE	OT566	375	47.9 and 48.9	30
	32.0			43.7 and 43.9	35
30.5	HARRISON	OT534	1000	38.3 and 39.9	35
	7.0			34.0 and 35.2	30
23.5	ST. JOE RIV.			28.7 and 31.3	20
	0.7			23.9 and 28.7	20
22.8	CHATCOLET	OT526	1220	23.5 and 23.9	20
	6.5			(St. Joe Bridge)	10
16.3	PLUMMER	OT520		16.6 and 23.5	20
B19.8	7.6			B19.4 and 16.6	10
B12.2	MOZART	OT512	4660	B16.6 and B19.4	20
B0.4	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

Radio Display 4242		Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH
Mile Post	WEST STATIONS EAST				
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	30
	18.3			25.7 and 23.0	30
0.0	WINONA	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	Sta. No.	Business Tracks	MP	Sta. 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

Radio Display 4242		Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH
Mile Post	WEST STATIONS EAST				
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	20
0.0	COLFAX	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	MP	Sta. No.	Business Tracks	MP	Sta. No.
Willson	25.8	OT226	Parvin	7.8	OT208
Whitlow	20.5	OT221	Risbeck	4.5	OT205
Shawnee	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 Bulk Commodity Trains	See Item 5A
2 Intermodal Trains	See Item 5B
3 Key Trains (formerly chemical trains)	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) Sidings identified with † 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 required to be placarded by the Hazardous Materials Regulations.)	10
16 Engines 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. If the maximum train speed shown on the TCS train consist is restricted due to a car or cars which are subsequently set out at an unscheduled location, train may operate at the lowest maximum speed of any car remaining in the train. 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 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 TTZX 83500- 83799, TTZX 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.	50 40
(b) Coal gondolas and open-top hopper cars having constant-contact side bearings or center plate extension pads.	60 70
(c) UP 229580-229587.	50
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 60
4 Loaded tank cars Exception: Loaded 4-axle tank cars with 125 ton trucks designed for maximum gross weight of 315,000 lbs.	50 50
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 loaded with coal; 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.	50 60
(b) Loaded JTTX flat cars with bulkheads and Toyota truck-bed racks (with or without truck beds); 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	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, GTW 350000, KCS 720003-720011, MKT 14400-14599, SOU 150800-150859, SOU 151000-151500, SOU 155000-155999	60 50
(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.	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, GTW 350000, KCS 720003-720011, MKT 14400-14599, SOU 150800-150859, SOU 151000-151500, SOU 155000-155999	70 50
(b) Loaded intermodal flat cars made from box cars in series ATSF 299000-299684, CNW 780100- 780288, CNW 780500-780799, GTW 350001- 350020.	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
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

ITEM 2-B. (CONTINUED)

MPH

Assigned Location	If Consist Contains Equipment:	MPH
9 Wrecking derrick consists are assigned to locations shown below. When operating derrick consists, the maximum authorized speed for that consist is restricted to the equipment having the lowest authorized speed, unless further restricted.	UP 903046, 909308, 906200, 906208, 904239, 909328, 904200, 909307, 909309.	60
	UP 905275, 905280, 908455.	50
	UP 910006, 909306, 906206, 906213, 904201, 904271, 909304, 909305, 909324.	60
b. North Platte	UP 905264, 905268.	50
	UP 903047, 909317, 906204, 906209, 904206, 909318.	60
c. Green River	UP 905270, 905273, 905274, 908380, 908381, 908382.	50
	UP 903050, 909351, 906203, 906212, 904294, 904295, 909356, 909355.	60
d. Hinkle	UP 916120, 916408, 916532, 916547, 916614.	50
	MP 250, 1081, MPX 702, 131, UP 906205, 906207, 904298, 904293, 909329, 908467.	60
e. Salt Lake	UP 908464, 908465, 908466.	50
	UP 909313, 904301, WPMW 796, 797, UP 900310, TPX 14181.	60
f. Stockton	UP 903045, 904232, 904300, 909320, 909325, WPMW 376, 378.	50
	MP 15427, 3646, 15082, 517, 2909, 4324, MPX 251, MP 2155, 3160, 4214, 15090.	60
g. Portola		50
h. North Little Rock		60
		50

ITEM 2-C. HOT WEATHER SPEED RESTRICTIONS

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:

LEVEL 1 HEAT RESTRICTION:

Passenger trains, light engines, and the following trains if 5000 tons or less: Double stack trains that have fewer than 5 other types of TOFC/COFC cars, trains with symbol Z, automobile trains, and foreign railroad intermodal or automobile trains.

The following trains if more than 5000 tons: Double stack trains that have fewer than 5 other types of TOFC/COFC cars, trains with symbol Z, automobile trains, and foreign railroad intermodal or automobile trains.

All other trains averaging less than 90 tons per car or platform.

All other trains averaging 90 tons or more per car or platform.

Restriction:

No
Additional
Restriction

60 MPH

50 MPH

40 MPH

LEVEL 2 HEAT RESTRICTION:

Freight trains averaging 90 tons or more per car or platform.
All other trains (including light engines).

Restriction:

40 MPH

50 MPH

ITEM 2-D. COLD WEATHER SPEED RESTRICTIONS

During periods of extreme cold, conditions exist that could affect rail and track structure. When instructed by track bulletin, train speed is restricted as follows:

LEVEL 1 COLD RESTRICTION:

Passenger trains, light engines, double stack trains that have fewer than 5 other types of TOFC/COFC cars, trains with symbol Z, automobile trains, and foreign railroad intermodal or automobile trains.

All other trains.

Restriction:

50 MPH

40 MPH

LEVEL 2 COLD RESTRICTION:

All trains (including light engines).

Restriction:

40 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, with maximum consist not to exceed 70 cars. Two rail train sets must not be combined unless authorized by Chief Engineer - Maintenance, 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 Elsey-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.

Wrecking derricks, locomotive cranes and similar equipment must have booms secured and, except in work train service, booms must be trailing unless they are detached. Locomotive cranes will be accompanied by Crane Operator, riding either in the crane, on the train with the entrained crane, or nearby in a vehicle with radio communications. The crane is to be inspected just prior to departure from the initial terminal, within 50 miles of the initial terminal, and within 100 miles thereafter. Inspection is to determine that crane is headed in the right direction, boom is properly secured, and is being handled at appropriate speed. Wrecking derrick will be accompanied by mechanical employee. When in freight train and only when authorized by Train Management or operating manager, derrick or crane moving on its own wheels with the boom attached and not in trailing position may be moved not exceeding 15 MPH to first location where derrick or crane can be turned. Cranes must be handled with boom disconnected, unless accompanied with a boom rest car specifically designed to enable crane to be moved with the boom attached. Derricks and cranes are to be entrained at rear of train, not to exceed 5 cars ahead of rear end of train. On-track cranes having a capacity of 18 tons or less must not be handled on their own wheels. The above restrictions do not apply to 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.

Two-axle scale test cars must be entrained next ahead of rear car. If more than one two-axle scale test car is to be moved, handle in separate trains.

Passenger cars, business cars and outfit cars must not be handled while switching. When in freight trains, outfit cars must be handled on head end and passenger or business cars must be handled on rear end unless specifically instructed by Train Management to handle otherwise. If specifically authorized by Train Management to handle passenger or business cars on the head end of freight train, when handling two or more of these cars and trailing tonnage exceeds 2500 tons, these cars must be separated from each other by at least two loaded freight cars. Exceptions: Business car SELM1 must be handled on rear of freight train, and mobile laboratory car UPP210 may be handled at any location in freight train.

When possible, flat cars or gondola cars carrying locomotive traction motors should be placed immediately behind engine and should be kept immediately behind engine when pickups are made enroute. This expedites delivery of traction motors to locomotive shops.

Car series UP 901900-901949 and UP 901991-901999, ballast cars equipped with air-operated ballast gates and an independent ballast air system, are to have the ballast air system rendered inoperative when these cars are loaded and in transit. To make inoperative, terminate the air supply to the ballast air system, bleed ballast air system reservoirs by opening an air drain valve on the ballast reservoirs, located on the "A" end of the car, and leave the ballast air line angle cocks open. Before the ballast air system can be used, all ballast reservoir drain valves must be closed. The system is to be charged only during short work train moves to an unloading site and during actual ballast unloading.

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	55,400
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 power transfers with or without cabooses or when specifically authorized otherwise by Train Management, freight trains will be limited to eight locomotives on lead or helper consist, not to exceed 20,000 working HP on either consist. When working locomotives exceed 20,000 HP on either consist, the excess trailing locomotives must be isolated and the train dispatcher notified. 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 car 85 feet or longer must not be coupled to any car 39 feet or shorter. This does not apply to a freight car 85 feet or longer when coupled to a caboose and caboose is the last car in train; and, does not apply to locomotive cranes 39 feet or shorter coupled to boom idler cars 85 feet or longer. 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". Any type of empty flat car which is 85 feet or longer must not be entrained in the head 10 cars or platforms of any train exceeding 3000 trailing tons and must not be entrained ahead of helper locomotives unless separated from helper by at least 15 platforms or cars.

Cabooses, 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).

Equipment tagged, stencilled, billed or shown on consist as "rear end only" or "rear rider" must be entrained in the rear 5 cars of the train. Solid blocks of this equipment may extend up to 20 cars from the rear of the train, provided the trailing car of the block is in the rear 5 cars.

All shipments classed as excess height, width, high value, waybilled 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. Unless otherwise provided in clearance wire or track bulletin, such shipments must be positioned in train as close to engine as possible, but in no case further than 10 cars behind the engine. Note: Solid blocks of shipments classed as excess height or width may extend beyond 10 cars, provided the first car of the block is no further than 10 cars behind the engine.

Exceptions:

- (1) Cars or locomotives 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) Shipments classed as excess height or width that are destined to travel to the states of Nevada or California must be positioned not nearer than the sixth car nor further than the tenth 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. BULK COMMODITY TRAINS:

Unless otherwise indicated on subdivision page, the following maximum train speeds apply:

1. Loaded bulk commodity trains speeds are 50 MPH;
2. Empty bulk commodity trains are governed by the TCS consist speed, except for empty coal trains which are 50 MPH.

All slower speeds (such as maximum track speeds, speeds for tons per operative brake restrictions, TCS consist speeds, locomotive maximum speeds, etc.) must be observed.

A loaded bulk commodity train is any train containing a continuous block of 40 or more cars loaded with coal, grain, ore, phosphate rock, soda ash or other bulk commodity. This includes loaded bulk commodity unit trains of 40 or more cars only containing loads of a bulk commodity, with or without caboose.

An empty bulk commodity train is any train containing a continuous block of 40 or more empty cars for the transportation of a bulk commodity (including empty bulk commodity unit trains).

ITEM 5-B. INTERMODAL EQUIPMENT:

Intermodal cars and their number of operative brakes for ton per operative brake calculations are defined as follows:

1. TOFC and COFC flat cars which have one operative brake per car;
2. Five-platform articulated well cars (double stack); mostly APLX, DTTX and MAEX series; which have three operative brakes per five-platform car;
3. Five-platform articulated single-level spine cars; NTTX, TTAX, TTLX and UTTX series cars and UP 252000-252001; which have two operative brakes per five-platform car;
4. Four-platform single axle 4-Runner cars, TTFX series, which have two operative brakes per four-platform car;
5. Two TOFC/COFC flat cars with solid drawbar connection, TTEX series, which have two operative brakes per solid drawbar-connected car;
6. Single-platform single axle Front Runner cars, TTUX and TTOX series, which have one operative brake per car;
7. Two-platform articulated flat car for automobiles, UP 252002, which has one operative brake per two-platform car;

Five-platform articulated well cars (double stacks) are shown on the train consist as five individual cars. All other intermodal equipment are shown on the train consist as one car.

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 reduced 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.

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.

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. Intermodal car placement instructions effective west of North Platte and Denver should be taken into account on trains made-up east of these locations that will operate west of these locations.

Empty intermodal cars must not be in the head 10 cars or platforms of any train exceeding 3000 trailing tons 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. Loaded single-platform single axle Front Runner cars and loaded five-platform articulated single-level spine 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.

West of North Platte and Denver, empty intermodal cars, loaded Front Runner and loaded spine cars must not be entrained ahead of more than 4500 trailing tons in any train.

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.
- Exceptions:
- (1) Cars carrying coal 268,000 lbs.
- (2) Tank cars with 125 ton trucks 315,000 lbs.
- (3) UP 23600-23849,
UP 221100-221399,
UP 222001-222199 272,000 lbs.
- (4) UP 31900-32099 275,000 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. 1991).
- (4) Form 8620 - Instructions for Handling Hazardous Materials (Rev. 10/89).
- (5) Valid certificate of operating rules examination card.
- (6) UPRR photo identification 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.

The above paragraph 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.

Many promoted and qualified engineers retain seniority rights in train service as brakemen and/or conductors. Changes in manpower requirements may result in some of these engineers returning to brakeman or conductor assignments. When this occurs these individuals may be permitted to operate the locomotive under the provisions of Rule 633, provided that such activity does not interfere with their assigned duties, and they have the consent of the working engineer of the crew. The location where this may be permitted is not limited to territories where the person was previously qualified. These instructions apply only to persons who were promoted and qualified as an engineer while an employee of this company. For persons who had their seniority restricted while an engineer, that restriction will remain in effect. Persons who were disqualified while an engineer are not permitted to operate a locomotive.

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:

Controlled Siding: Changed to read: A siding within CTC or interlocking limits, the authorization for which is governed by signal indication or control operator. Rules applicable on main tracks apply on controlled sidings within CTC or interlocking limits.

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.

(2) RULE G: Changed to read:

The use of alcoholic beverages by employees subject to duty, when on duty, or on company property is prohibited. Employees must not have any alcohol in their blood while on duty, or in their possession while on company property.

The illegal use, possession, manufacture, distribution, dispensation or transportation of any drug or controlled substance is prohibited at any time, either on duty or off duty. Employees are expected to know those drugs or controlled substances which are illegal to use.

Employees must not report for duty or be on company property under the influence of, or use while on duty, 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 employee is in doubt as to whether an over-the-counter or prescription drug may have an adverse effect on alertness, coordination, reaction, response, or safety, the employee should make sure that the following steps are taken:

1. The employee's treating medical practitioner should make a good faith judgement, in writing, with notice of the employee's assigned duties and on the basis of the available medical history, that the use of the substance by the employee at the prescribed or authorized dosage applicable is consistent with the safe performance of the employee's duties;
2. The substance must be used only at the dosage prescribed or authorized;
3. In the event the employee is being treated by more than one medical practitioner, at least one treating medical practitioner should be informed of all medications authorized or prescribed and should determine that use of the medications is consistent with the safe performance of the employee's duties (and the employee must observe any restrictions imposed with respect to use of the medications in combination);
4. The employee must notify the Railroad Medical Director, 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 judgement, as set out above; and,
5. The Railroad Medical Director (or his designee) must give approval in writing to the employee for use on duty of the drug or medication.

(3) RULE J: Third paragraph changed to read: Employees must not exceed the hours of service laws without proper authority except, trains, engines or cars will not be left on the main track without protection as prescribed by Rule 99. Train must be properly secured, before exceeding the hours of service if practicable, and except as provided by this paragraph, crew will then be considered relieved of all duties, but not released, upon reaching hours of service limitations.

(4) RULE 2: 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 employee 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.

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

(7) RULE 10(C): In multiple main track territory, yellow, yellow-red, red and green flags will be placed on the field side of the track. When operating on

ITEM 10. (CONTINUED)

the left track, these flags will be displayed to the left of the track as viewed from an approaching train.

(8) **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.

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

(10) **Add: RULE 10(F): ABSENCE OF SIGNS:** Temporary restrictions and permanent speed restrictions identified by timetable, track bulletin, track warrant or general order must be complied with, regardless of whether flags and signs as prescribed by Rules 10, 10(A) and 10(E) are displayed.

(11) **RULE 15: Third paragraph changed to read:** Radio may be used in place of whistle signals to convey information, except Rules 15(a), 15(l) and 15(n); and, when working in conjunction with mechanical or maintenance of way employees, in which case whistle must be sounded before making all moves.

(12) **RULE 15(l):** 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.

(13) **Add: RULE 17(D): DITCH LIGHTS:** When equipped, ditch lights must be displayed to the front of train when headlight is required to be on bright.

(14) **RULE 19:** In caboosless train operations, the initials and number of the car on which the marker is applied must be verified by the conductor, either verbally from the qualified person making the initial terminal road train air brake test or included on the written notification of the test before proceeding. Where the original car with the marker will no longer be the rear car in the train, such as setouts, derailments, etc., an employee must report to the conductor the initials and number of the car on which the marker has been applied before the train departs.

After an emergency application of the air brakes, inspection must determine that the marker is attached to the designated rear car. Indication, from an end of train telemetry device, that pressure is being restored will satisfy this requirement.

When train is set out clear of the main track at other than crew change locations, a member of the crew must remove the end of train telemetry device, if so equipped, and transport the device on the engine to the destination where the crew will be relieved. When the engine is to remain with the train, unless advised by proper authority to leave devices with the train, both head-end and rear-end telemetry devices are to be removed by crew and delivered to proper authority at the tie-up point. In all cases, the train dispatcher must be notified of the disposition of the devices.

(15) **Add: RULE 25A. PROTECTION OF OCCUPIED OUTFIT CARS:** This rule prescribes the requirements that must be followed for the protection of occupied outfit cars.

As used in this rule, the following definitions apply:

Outfit Car: Any on-track vehicle, including outfit, camp, or bunk car or modular home mounted on a flat car used to house railroad employees. Such equipment is not included when placed in a wreck train.

Effective Locking Device: When used in relation to a manually operated switch or a derail, a lock used that can be locked or unlocked only by the craft or group of workmen applying the lock.

Rolling Equipment: Engines, railroad cars, and one or more engines coupled to one or more cars.

Switch Providing Direct Access: A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected.

Warning Signal: A white sign with the words "OCCUPIED CAMP CAR" in black lettering during daylight hours and in addition an illuminated white signal at night.

When occupied outfit cars are placed on a track, protection must be provided in accordance with one of the following methods.

(1) **ON A MAIN TRACK** — One of the following methods of protection must be provided.

(a) Each manually operated switch providing direct access to that portion of main track on which occupied outfit cars are placed must be lined against movement to that track, secured with an effective locking device and spiked or clamped. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to that portion of the main track on which occupied outfit cars are placed, control operator shall line the switch against movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

ITEM 10. (CONTINUED)

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

In addition, a derail capable of restricting access to that portion of the main track on which occupied outfit cars are located must be positioned at least 150 feet from the end of occupied outfit cars and locked in derailing position with an effective locking device. Warning signals must be displayed at each derail.

(2) **ON OTHER THAN MAIN TRACK** — One of the following methods of protection, or a combination thereof, must be provided.

(a) Each manually operated switch providing direct access to the track on which occupied outfit cars are placed must be lined against movement to that track and secured with an effective locking device. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to the track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

(c) A derail capable of restricting access to that portion of the track on which occupied outfit cars are located will fulfill the requirements for protection when:

- positioned at least 150 feet from the end of the occupied outfit cars; or,
- positioned at least 50 feet from the end of the occupied outfit cars where maximum authorized speed for movements on that track is limited to 5 MPH.

(3) **WARNING SIGNALS** — When a warning signal is displayed for the protection of occupied outfit cars:

- Such occupied outfit cars must not be coupled to or moved;
- Rolling equipment must not pass the warning signal; and,
- Rolling equipment must not be placed on the same track so as to reduce or block the view of the warning signal.

(16) **RULE 81:** Relieving crews must attempt to contact train dispatcher before departing from their originating location, where mechanical printers are located, to obtain track warrant and track bulletins.

(17) **RULE 82: Second paragraph changed to read:** Permission from train dispatcher must be obtained before making reverse movement in DTC, non-signalized TWC territory or between the outer opposing signals governing movement over a dual control switch or derail.

(18) **RULE 99:** The flagging distances are as follows: When the maximum speed of the subdivision for freight trains is:

- (a) 70 MPH or more, 2¼ miles;
- (b) 41 MPH to 69 MPH, 2 miles; and,
- (c) 40 MPH or less, 1 mile.

Maintenance of Way flagging distances as specified in MW Rules 99(E) and 99(F) are changed as follows: When the maximum speed of the subdivision for freight trains is:

- (a) 70 MPH or more, a red flag will be placed ¼ mile from the obstruction, with torpedoes placed 1 mile and 2¼ miles from the red flag or red light;
- (b) 41 MPH to 69 MPH, a red flag will be placed ¼ mile from the obstruction, with torpedoes placed 1 mile and 2 miles from the red flag or red light; and,
- (c) 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 or red light.

(19) **RULE 99(7): Changed to read:** Outside Rule 93 or Rule 94 limits, when necessary to cross over to another main track to perform switching moves in Rule 251 territory, verbal authority must be obtained from the train dispatcher, including advice that no movements have been, or will be authorized against the current of traffic. After verbal authority has been

ITEM 10. (CONTINUED)

received to cross over to another main track, protection against trains must be provided as follows:

- (a) Movement must not be made until 5 minutes after the switch has been lined.
- (b) If movement must be made against the current of traffic beyond the opposing block signal that protects the crossover movement against trains moving with the current of traffic, leading engine or car must pull 100 feet beyond that signal and wait 10 minutes before making further movement against the current of traffic. All movements must be made at restricted speed.
- (c) No movement may continue against the current of traffic beyond further opposing block signals without authority granted by track bulletin per Rule 464.
- (d) Crew member must notify train dispatcher when their movement is clear of the other track.

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

(21) **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.

(22) **RULE 103(B):** Changed to read: When a train or cut of cars is parted to clear a road crossing or is standing closer than 250 feet to the crossing, if crossing is not equipped with electronic warning devices, a crew member, when practicable, should be in position to warn traffic against trains or engines approaching on adjacent tracks.

(23) **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.

(24) **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.

(25) **RULE 103(P):** Third paragraph is cancelled.

(26) **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.

(27) **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: Cars carrying transformers, loaded depressed-center flat cars, cars carrying modular house units, articulated and solid drawbar connected cars with more than 2. car bodies, and cars indicated in Form 8620, Instructions for Handling Hazardous Materials.

(28) **RULE 104(B)(5):** Changed to read: Within ABS limits at meeting or passing points, train operating without caboose may leave siding switch used to enter siding lined and locked for siding when authorized to do so by the train dispatcher, or when communication has been established and understanding reached with train to be met or passed. Train using main track must stop and lock the switch in the normal position.

(29) **RULE 104(B)(6):** Added, to read:

(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."

ITEM 10. (CONTINUED)

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.

(30) **RULE 104(L):** Last sentence changed to read: Derails must be equipped with a lock and must be locked. Employees finding derails with lock missing or defective must report that fact to the train dispatcher or manager in charge.

(31) **RULE 104(M)(2):** Changed to read: STOPPED BY SIGNAL: When a train or engine is stopped by a signal governing trailing point movement through a spring switch equipped with a facing point lock and no conflicting movement is evident, the switch must be operated by hand for the route to be used. Switch must not be lined and locked in normal position until after movement has been completed.

When a train or engine is stopped by a signal governing trailing point movement through a spring switch not equipped with a facing point lock and no conflicting movement is evident, the switch must be operated by hand unless the provisions of Rule 317 indicate the 5 minute wait is not required. Switch may be lined and locked in normal position after the leading wheels have passed the signal.

(32) **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.

(33) **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 employees have cleared the track between the passenger train and the station platform. Thereafter, train or engine may pass when preceded by an employee walking just ahead of the engine, or first car when shoving cars, to protect movement.

(34) **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.

(35) **RULE 109(A):** Second paragraph changed to read: When train stops enroute or conditions require a train inspection, if the train crew size permits, at least two trainmen should participate by inspecting each side of the train simultaneously. Such walking inspection of the train must be made as time will permit or purpose of the train inspection is resolved.

(36) **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.

(37) **RULE 152:** First paragraph changed to read: Movements against the current of traffic must be authorized by track bulletin or track warrant except as provided by Rule 93, 94, 99(7) or 252.

(38) **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.

(39) **RULE 251:** Changed to read: Within defined limits on designated tracks so specified in the timetable, trains will be authorized to run with the current of traffic on verbal authority from the train dispatcher; or, a proceed indication of a controlled signal.

(Note: See definition of "controlled signal". An example of where the dispatcher would authorize entry into 251 territory by use of a controlled signal is the controlling signal leaving CTC to enter 251. Verbal authority from the dispatcher does not modify the 5 minute wait requirement of Rule 317.)

(40) **RULE 300:** Add: When a track intervenes between a signal and the track governed, a stub post with a blue light at night will be placed to the right of the signal.

(41) **RULE 305:** First paragraph, add: Except in CTC or interlocking limits, 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) changed to read: Within CTC limits, train may proceed not exceeding 30 MPH and prepared to stop at next signal until it can be seen that next signal indicates proceed and track is clear to that signal.

ITEM 10. (CONTINUED)

(42) **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.

(43) **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.

(44) **RULE 315(A): First paragraph changed to read:** After stopping for a Stop signal, when authorized to proceed, movement may proceed to the first dual control switch or derail. Before movement passes over dual control 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 dual control switch or derail, crew member must remain at the dual control switch or derail until leading wheels have passed the signal. Remaining dual control switches or derails, if any, must be inspected by crew member on the ground before movement is made over them.

(45) **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.

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

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

(48) **RULE 350:** Changed to read:

AUTHORITY: CTC limits will be designated in the timetable. A train must not enter or occupy any track where CTC is in effect unless there is a governing signal displaying a proceed indication or authority has been obtained from the control operator.

Authority may be granted to enter such track without track and time limits in the words "Authority to enter (track) at (location) granted (train) for movement (direction)." After entering the track, train is authorized to move only in the direction specified.

If signal governs movement over a hand operated switch not electrically locked, authority to enter main track or controlled siding must be obtained from the control operator before switch is opened. After switch is opened, if signal does not display a proceed indication, be governed by Rule 312(1). Exception: If block to be entered is occupied by its standing train, engine may, after stopping, pass absolute signal displaying Stop indication without contacting control operator.

(49) **RULE 350(A): Changed to read:**

TRACK AND TIME IN CTC SIDINGS: Track and time will be issued for all CTC sidings. A train must not occupy any siding in CTC territory without track and time authority, except as provided by Rule 350.

(50) **RULE 351: First and second paragraphs changed to read:**

TRACK AND TIME LIMITS: Train may occupy a track or tracks within specified limits for time periods authorized by control operator in words "Track and time permit number ____ to (engine #) at (location), (adding, if applicable: joint with trains/joint with M of W) from CP ____ (track) switch (yes/no) to CP ____ (track) switch (yes/no). Blocked until (time). (Dispatchers initials)." Track may be used in either direction within the limits specified until released without providing flag protection, but all movements must be made at restricted speed.

When the limits are designated by a switch, such limits extend only to the signal governing movement over the switch. Exception: When the track and time permit includes "switch yes", limits will include that switch and track between absolute signals governing movement over the switch.

Sixth paragraph changed to read:

If no other employee has been granted track and time limits within the same limits, track and time may be released by a train while within the limits to move in a specified direction and will then be governed by signal indications upon verbal authority of control operator in words "Track and time permit number ____ granted (train) on (track) between (point) and (point) released for movement (direction) at (time)."

(51) **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.

(52) **Suggested Form for Track Warrant (page 82) Add:**

18. () Joint With:

(identification)	BETWEEN	(loc.)	AND	(loc.)
	BETWEEN		AND	
	BETWEEN		AND	

(53) **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

ITEM 10. (CONTINUED)

enter the subdivision/branch at the end of that line. Subdivision/branch must be included when repeating the track warrant back to the dispatcher.

(54) **RULE 406: Last sentence changed to read:**

A track warrant once in effect must not be added to or altered in any manner, except as provided in Rule 450(A).

(55) **RULE 409(2): Changed to read:**

Two or more trains authorized to "WORK BETWEEN" two specific points have been instructed by track warrant (Line 11) to move at restricted speed within the overlapping limits and crew member of train to enter limits has contacted all trains listed on Line 18 of the track warrant and reached an understanding of moves to be made or received advice from the train dispatcher that the train has reported clear of the limits. When crew member is unable to contact all trains listed on Line 18 of the track warrant and advice has not been received from the train dispatcher that trains have reported clear, overlapping limits must not be entered except when preceded by flagman walking not less than 1 mile in advance.

(56) **RULE 409(3): Changed to read:**

Trains are moving in one direction through the limits of a train authorized to "WORK BETWEEN" two specific points and all trains have been instructed by track warrant (Line 11) to move at restricted speed within the overlapping limits and crew member of train to enter limits has contacted all trains listed on Line 18 of track warrant and reached an understanding of moves to be made or received advice from the train dispatcher that the train has reported clear of the limits. When crew member is unable to contact all trains listed on Line 18 of the track warrant and advice has not been received from the train dispatcher that the train has reported clear, overlapping limits must not be entered except when preceded by flagman walking not less than 1 mile in advance.

(57) **RULE 410:** All trains operating in non-signalled TWC territory are to have either a manned caboose or an operative end-of-train (telemetry) device. Not meeting these requirements, trains will not report clear of the limits of a track warrant until it has been determined that the rear car of the train is still on the train and is clear of the limits. This can be determined by visual inspection either by the train crew or by another employee, such as the crew on a train being met, M/W forces, etc.

Trains equipped with an operative EOT device, immediately before proceeding, will verify that pressure is being restored at the rear of the train before proceeding.

Provisions listed above are not required for a train maintaining a speed of 10 MPH or greater through the limits of the track warrant.

(58) **RULE 412(2): Changed to read:**

Trains authorized to occupy the same or overlapping limits have been notified of the authority granted men and machines (Line 12) and have been instructed to make all movements at restricted speed and to stop short of men or machines on or fouling track and employee in charge of maintenance is so notified by track warrant. Train must not enter overlapping limits until crew member has contacted employee in charge, listed on Line 18 of track warrant, and reached an understanding of the moves to be made or received advice from the train dispatcher that the employee in charge has reported clear of the limits. When crew member is unable to contact employee listed on Line 18 of track warrant and advice has not been received from the train dispatcher that employees have reported clear, overlapping limits must not be entered except when preceded by flagman walking not less than 1 mile in advance. If track is not safe for movement at restricted speed, employee in charge must protect such track by placing red flags per Rule 10(A).

(59) **RULE 450: Last sentence changed to read:**

Each crew member must read and understand them, and ensure they apply to the route on which train may operate.

(60) **Add: RULE 450(A). TRACK WARRANTS FOR LISTING TRACK BULLETINS ONLY:**

When a track warrant for listing track bulletins only is in effect and it becomes necessary to change the engine number, the train dispatcher may verbally authorize crew member to change the original track warrant number and engine number in words "Track warrant no. ____ to (engine no.) at (station) changed to read track warrant no. ____ to (engine no.) at (station)." These words must be repeated by crew member holding the track warrant and notation of correction made on his track warrant without otherwise altering the track warrant. Crew member must notify other crew members of the correction made.

(61) **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,

ITEM 10. (CONTINUED)

3. The numbered line containing the train dispatcher's initials directly follows the last numbered line of information.

(62) **RULE 607: Add second paragraph:** The conduct of any employee leading to conviction of any misdemeanor involving moral turpitude (including without limitation, the unlawful use, possession, manufacture, distribution, dispensation or transportation of any illegal drug or controlled substance) or of any felony is prohibited. Any employee convicted of any such misdemeanor or felony must notify his or her supervisor of the conviction no later than five days after such conviction.

(63) **RULE 620: Add:** Crewmembers are prohibited from riding in trailing units when seats are available in the control compartment.

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.

(64) **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 10-A. SAFETY, RADIO AND GENERAL RULES FOR ALL EMPLOYEES CHANGES:

(1) **RULE G:** (see Item 10).

(2) **RULE 607:** (see Item 10).

(3) **RULE 811: Changed to read:** When unauthorized persons are seen in the vicinity of track or bridges or on other Company property where they may be in danger of injury or their presence interferes with normal operations, they should be asked to leave and if they fail to do so voluntarily, Security and Special Services or the proper authorities should be notified at once.

(4) **RULE 4025:** (see Item 10, Rule 25).

(5) **RULE 4049 (A): First two paragraphs changed to read:** Employees are prohibited from getting on or off moving engines, cars or other equipment except when necessary in the performance of their duties and only when this can be done safely. Equipment must not exceed walking speed, not exceeding 4 MPH, before getting on or off, except in case of emergency. In all cases, the trailing foot must strike the ground first.

Before getting on or off equipment, employees must guard against injury by looking out for unsafe footing, obstructions or equipment moving on other tracks. Extreme care should be used during wet, muddy, snowy or icy conditions and at night in unlit areas. When conditions require, equipment must be stopped before getting on or off.

ITEM 11. MOVEABLE POINT FROGS

Moveable point frog locations are listed on subdivision pages and are identified by signs that are 24 inches wide by 18 inches high.

Signs that can be viewed by approaching trains are white signs with black borders and black lettering reading "Moveable Point Frog". These signs are placed directly across the track from each switch machine.

Signs that can be viewed when facing switch machines are white signs with red borders and red and black lettering. These signs are placed directly across the track from each switch machine. In addition, decals are attached to each switch machine. These signs and decals read: "IMPORTANT: This turnout is equipped with a moveable point frog. When hand operation is required, the switch machine which operates the switch points AND the switch machine which operates the moveable point frog must BOTH be operated. RULES 315 AND 315A APPLY."

At turnout locations, two switch machines; and at crossover locations, four switch machines must be operated before movement is started. Inspection of switch points and points of frog must be made as per Rules 315 and 315A.

NOTES

ITEM 12. USE OF RADIO.

(1) Radio Call-in System

Employees may contact the train dispatcher by using the radio call-in system. The (*) button on the microphone, position (1) on the 5-position tone switch and position (11) on the 20-position tone switch are the same and may be used to contact the dispatcher on the Union Pacific Railroad. In the event of an emergency, the (9) button on the microphone and position (9) on the 20-position tone switch will notify the train dispatcher of the emergency. Position (4) on the 5-position tone switch may have the emergency tone capability; however, not all radios with the 5-position tone switch are equipped with the emergency tone.

Operation of the appropriate push-button on the radio microphone or on the front panel of the radio for 5 seconds will identify the calling station to the dispatcher. Receipt of a tone will confirm the dispatcher has been alerted. The dispatcher will answer the call as soon as other duties permit. If no tone is received, operate the push button again for 5 seconds. If contact is not then established, other means of communication should be used.

Type Tone Switch	Normal Call-in Position	Emergency Call-in Position
5-position	1	4
20-position	11	9
Microphone	*	9

(2) Radio Channel Assignments

Radios equipped for 64/94 channel AAR frequency assignment plan are identified by a 4-digit channel display. The channels are selected by rotary dial, push-buttons or toggle switches. On radios with 3 toggle switches on the front panel, the "Receive Up/Down" switch should not be used under normal service. Instructions to use channels other than those identified as UPRR may be provided by dispatchers or yardmasters, using the 4-digit numbers.

Railroad	Display	Railroad	Display
UPRR 01	2020	CNW	5252
UPRR 02	2424	CMW	7878
UPRR 03	2727	CSP	3030
UPRR 04	4242	CSX	8484
UPRR 05	3838	CP 01	9191
UPRR 06	5858	CP 02	6767
ATSF 01	3636	DRGW	5454
ATSF 02	9696	HBT	4444
ATSF 03	5555	IC	7272
ATSF 04	7272	KCS	1010
ATSF 05	3232	KCT	8080
ATSF 06	3030	NS	2222
BNRR 01	6666	NS	5656
BNRR 02	7070	SP	9696

(3) Operation of Motorola "Spectra" Clean Cab Radio

Selecting Channels

UPRR Spectra radios are pre-programmed with UPRR road channels for easy access. To select a UPRR road channel using the "HOME" key, press the "HOME" key followed by the two digit home channel. For other channels, press the "CHAN" key followed by the two digit transmit channel and then the two digit receive channel. The TX/RX display will update.

Home Channel	Channel	Keystrokes	TX/RX Display
01	UPRR 01	"HOME" 0 1	2020
02	UPRR 02	"HOME" 0 2	2424
01	UPRR 03	"HOME" 0 3	2727
04	UPRR 04	"HOME" 0 4	4242

Adjusting Volume

Press the right side of the "VOL" key to increase volume or the left side to decrease volume.

Transmitting Voice Messages

To transmit voice messages press "PTT" on radio and talk in the direction of the radio, or press the transmit button on microphone and talk into the microphone. The yellow TX display will illuminate.

Transmitting Dispatcher Call-In and Emergency Tones

For normal call-in press the "*" key for 5 seconds. For emergency call-in press the "9" key for 5 seconds. Once programmed, pressing the "DISP" key will transmit the selected tone; however, do not use the "DISP" key unless you have programmed it using the optional instructions below.

Use of "DISP" Key

To program the "DISP" key for a selected tone, press the "DTMF" key followed by a single digit. This programs the key, but does not transmit the tone. To program either of the two tones commonly used on UPRR, enter:

Tone	Function	Keystrokes	Disp T/D Display
DTMF *	Dispatcher Call-In	"DTMF" *	D*
DTMF 9	Emergency Call-In	"DTMF" 9	D9

After it has been programmed, pressing the "DISP" key will transmit the selected dispatcher call-in tone.

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 equipped with friction bearings, car with initials UPFE or SPFE, car in series FGMR 13000-13499, or 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.
- (h) When detector is actuated and overheated journal is indicated on steam locomotive or tender, it is not necessary to stop and inspect unless otherwise instructed by the assigned manager in charge of the steam locomotive.

(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. 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).

ITEM 13. (CONTINUED)**(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. Tecfic and Sweetwater
2. Eton Jct. and Congo
3. Benedict and Fredonia
4. Belle Plaine and Arkansas City
5. YA Jct. and ST Jct.
6. NA Jct. and Pueblo Jct.
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.

ITEM 14. (CONTINUED)

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.

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.

ITEM 14. (CONTINUED)

- (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:

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

General Code of Operating Rules and DRGW Timetable apply. Note: DRGW signal mast with:

- No number plate or "P" marker is an interlocking signal;
- Number plate only is a Stop-and-Proceed signal; or,
- A "P" marker and number plate is a Positive ABS.

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. WORK ORDER FEEDBACK:

1. The conductor or foreman will be furnished a computer-generated Work Order Issue document at the beginning of or during a tour of duty. This document includes one or more individual Work Orders, which describe the scheduled work to be performed in stations/yards, at industries, and at interchanges. The conductor must record the following information on this document: pull times, placement (spot) times, and interchange times. The conductor must sign and date the completed report.

When making station/yard setouts, the conductor must record the setout times, yard numbers, and track numbers of where the setout was made, as well as the direction and sequence showing how the setouts line up within each track.

If a car or block is handled differently from the instructions appearing on the Work Order, the exception to the detail line, in addition to the "Setout Exception Reason" code must be noted on the document on the blank space below the printed detail line.

Conductor must show the "Not Done Reason Why" code for every line of scheduled work that is not done.

ITEM 15. (CONTINUED)

2. When unscheduled work is performed, which is work not prescribed by a Work Order Issue document, the conductor must record the moves on Form 29363.
3. At locations where Work Order Issue documents are not received or a job has been designated to pickup or setout cars from industry/interchange, the document used, such as a track list, must be treated as a Work Order. Work performed must be noted on the document as prescribed by section (1). Upon completing the work, the conductor must sign the document and must show date and time the work is completed. Where Form 29363 is not available, track lists used in the manner described above must also be marked and signed.
4. When verbal instructions are received, the work performed must be recorded as prescribed by section (2). When performing intra-plant switching moves requested by the customer, the name of the customer's employee requesting the moves must be recorded in the RSN field of Form 29363. If Form 29363 is not available, the car movements may be recorded on the reverse side of the Work Order Issue document.
5. If an industry provides switch lists to crews, the conductor has two alternatives:
 - a. If the industry document can be retained, the conductor must:
 - Note date and time each block of work is performed;
 - Note type of work performed by crew, i.e., pull, place or switch to another spot, even if the work was previously noted on the document by the industry;
 - Note any exceptions to the documents under the appropriate equipment ID's; and,
 - Date and sign bottom of list.
 - b. If the industry will not release the list and retains the document for their own records, the conductor must:
 - Transfer all pertinent information from the document to Form 29363 (see section 2) or a handwritten list if Form 29363 is not available;
 - Note date and time the work was accomplished; and,
 - Date and sign.
6. Upon completing all documents pertaining to car movements, including Work Order Issues, conductors are required to provide feedback as soon as practicable. Feedback may be accomplished as follows:
 - a. Telephone the area representative designated in the National Customer Service Center (NCSC) to report your train;
 - b. Transmit via facsimile to the designated representative in the NCSC with mandatory telephone verification; or,
 - c. Via on-board terminal using the Advanced Train Control System Work Order method if governed by Special Instructions Item 15-A, section (1).
7. Documentation as outlined above must also be provided for locomotives and end-of-train telemetry devices; such as, locomotive consist at originating point and locomotives picked up or set out enroute.

Accurate, complete and timely feedback is the basis for proper TCS reportings providing our customers with up-to-the-minute car location information, also ensuring assessment of all applicable car handling charges.

ITEM 15-A. ATCS WORK ORDER FEEDBACK:

1. These instructions are applicable to conductors, footboard yardmasters, and yard engine foremen who have successfully completed the ATCS Work Order Reporting course, whose train or job is designated as an ATCS train, and whose duties include:
 - a. Handling car and train movements while assigned to a train equipped with an on-board terminal (OBT) or who are required to report car and train movement activity using an office OBT; and,
 - b. Recording car and train movement activity on documents prescribed in Special Instructions Item 15.
2. Employees covered by section (1) must have available for reference, be governed by requirements of, and comply with procedures contained in Form PB22250, Advanced Train Control System (ATCS) Work Order Reporting Procedures "Conductor's On-board Manual".
3. When logging on to the TCS/ATCS sessions of the OBT, conductor must enter his/her assigned user-id and unique password.
4. The Work Order Issue document referred to in Special Instructions Item 15 hereafter will be referred to as the back-up document.
5. Conductors are required to input car and train handling information into the OBT as soon as practicable after the event occurs.
6. Hours of Service/Relief Situations

Conductors of trains/jobs subject to an Hours of Service situation or handled by a series of conductors will, before being relieved:



 - a. Ensure the back-up document or other documents prescribed by Special Instructions Item 15 are completed in accordance with Item

ITEM 15A. (CONTINUED)

- 15 and complete all on-board reportings accounting for all work to the Hours of Service or relief point;
- b. Logoff from both the TCS/ATCS reporting sessions;
- c. Leave the documents for the relieving conductor. The relieving conductor will logon to TCS/ATCS sessions and continue reporting car and train movement activity for that same train or yard/industry job; and,
- d. If conductor is not being relieved, complete section (6)a and (6)b taking the back-up document to the tie-up point or nearest station, notifying the local manager or be governed by local instructions.
7. Crew Room OBT

Certain crew rooms or local facilities are equipped with permanently secured OBT units. The units are the same as those found on board locomotives and are capable of making the same reportings as locomotive-mounted units. Crew room OBTs are available to conductors assigned to trains/jobs not equipped with an OBT on the locomotive or for conductors who experience a technical problem with the OBT on the locomotive. In such cases, these devices are used to complete reportings. Conductors should refrain from using an office OBT in lieu of any operable OBT accompanying the train or yard/industry job unless otherwise instructed.

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	(WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	
245B	APPROACH LIMITED	(WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	
245C	APPROACH MEDIUM	(WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	
245D	APPROACH	(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	(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.

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 ↓	5 Daily ↓	SALT LAKE CITY — WINNEMUCCA	6 Daily ↑
12:30 am(MT)	12:20 am(MT)	SALT LAKE CITY (DRGW)	4:15 am(MT)
		ELKO	10:38 pm
		WINNEMUCCA (SP)	8:40 pm(PT)
5 ↓ Until Apr. 09, 1991	5 ↓ Eff. Apr. 09, 1991	STATIONS	6 ↑ Eff. Apr. 07, 1991

(e).

31 Daily ↓	33 Daily ↓	ST. LOUIS — KANSAS CITY	30 Daily ↑	32 Daily ↑
5:20 pm	8:05 am	ST. LOUIS	2:35 pm	9:05 pm
5:45 pm	8:30 am	KIRKWOOD	2:04 pm	8:30 pm
7:39 pm	10:18 am	JEFFERSON CITY	12:15 pm	6:41 pm
8:44 pm	11:29 am	SEDALIA	11:04 am	5:32 pm
9:14 pm	11:59 am	WARRENSBURG	10:32 am	5:02 pm
9:54 pm	12:39 pm	LEE'S SUMMIT	9:51 am	4:21 pm
10:11 pm	12:56 pm	INDEPENDENCE	9:34 am	4:04 pm
10:40 pm	1:25 pm	KANSAS CITY (Un. Sta.)	9:15 am	3:45 pm
31 ↓	33 ↓	STATIONS	30 ↑	32 ↑

(f).

35 Daily ↓	35 Daily ↓	SALT LAKE CITY — BARSTOW	36 Daily ↑
12:50 am	12:40 am	SALT LAKE CITY (DRGW)	4:10 am
3:55 am	3:45 am	MILFORD	12:30 am
5:50 am	5:40 am	CALIENTE	10:30 pm
8:46 am (MT) 8:00 am (PT)	8:35 am (MT) 7:50 am (PT)	LAS VEGAS	8:10 pm (MT) 6:55 pm (PT)
11:20 am	11:10 am	BARSTOW (ATSF)	3:35 pm
35 ↓ Until Apr. 09, 1991	35 ↓ Eff. Apr. 09, 1991	STATIONS	36 ↑ Eff. Apr. 07, 1991

ITEM 20. (Continued)

(g).

21 Daily ↓	ST. LOUIS	SAN ANTONIO	22 Daily ↑
12:20 am	ST. LOUIS		7:00 am
4:05 am			2:49 am
4:08 am	POPLAR BLUFF		2:44 am
5:02 am	WALNUT RIDGE		1:40 am
5:38 am	NEWPORT		1:06 am
7:23 am			11:42 pm
7:28 am	L. ROCK AMTK STA.		11:37 pm
8:13 am	MALVERN		10:30 pm
8:34 am	ARKADELPHIA		10:07 pm
9:59 am			8:52 pm
10:09 am	TEXARKANA		8:42 pm
11:24 am	MARSHALL		7:23 pm
11:54 am	LONGVIEW		6:51 pm
2:29 pm			4:10 pm
2:49 pm	DALLAS		3:35 pm
8:17 pm	TAYLOR		10:25 am
9:12 pm	AUSTIN		9:35 am
9:52 pm	SAN MARCOS		8:45 am
11:45 pm	SAN ANTONIO (SP)		7:05 am
21 ↓	STATIONS		22 ↑

(h).

25 Daily ↓	25 Daily ↓	SALT LAKE CITY — PORTLAND	26 Daily ↑
12:40 am	12:30 am	SALT LAKE CITY (DRGW)	4:55 am
1:33 am	1:23 am	OGDEN	3:18 am
4:00 am	3:55 am	POCATELLO	12:55 am
5:34 am	5:29 am	SHOSHONE	11:17 pm
7:46 am	7:41 am	BOISE	9:06 pm
8:50 am	8:35 am	NAMPA	8:33 pm
9:28 am	9:13 am	ONTARIO	7:38 pm
11:22 am	11:07 am	BAKER	5:44 pm
12:22 pm (MT) 11:26 am (PT)	12:07 pm (MT) 11:11 am (PT)	La GRANDE	4:41 pm (MT) 3:37 pm (PT)
1:55 pm	1:35 pm	PENDLETON	1:29 pm
2:33 pm	2:13 pm	HINKLE	12:39 pm
3:55 pm	3:35 pm	THE DALLES	11:14 am
4:23 pm	4:03 pm	HOOD RIVER	10:48 am
6:05 pm	5:45 pm	PORTLAND	9:30 am
25 ↓ Until Apr. 09, 1991	25 ↓ Eff. Apr. 09, 1991	STATIONS	26 ↑ Eff. Apr. 07, 1991

Industrial Leads/Spurs	ID #	Page	Industrial Leads/Spurs	ID #	Page	Industrial Leads/Spurs	ID #	Page
A&S	150	31	Firestone	910	19	Midvale	690	80
Arco	901	34	Fondren	911	39	Mikami	913	110
Arkansas City	778	22	Freeman	715	5	Millard	779	63
Bastrop	852	15	Freemont Canning			Mission	519	41
Bayou Pierre	903	17	Factory	912	62	Monsanto	681	4
Bergstrom	739	33	Freeport	755	40	Mosher	804	57
Bonham	153	21	General Chem	870	79	OG&E	669	45
Bonne Terre	503	4	Gilmore	805	57	Olympia	443	109
Broadway	680	4	Grace	406	97	Orient	727	7
Brownsville Port Line	753	41	Gross Port	821	15	Phillips Refinery	684	41
Burning Star No. 2	726	7	Hansen	845	58	Pike City	854	13
Burning Star No. 4	724	7	Harbor	820	15	Ramsey	824	76
Camp Beauregard	904	15	Henderson	157	21	Richland	677	111
Captain Mine	723	7	Huntsville	514	34	River	780	63
Carswell AFB	905	31	IPP	838	82	Rock St.	521	11
Carty	864	107	Jacinto Port	746	34	Salem	710	3
Celanese	754	41	Jacksonville	714	9	South Pass	237	77
Chevron	867	77	Jamaica	732	3	Stauffer	869	79
Cind-R-Lite	906	84	Jenks	685	43	Stocks Mill	907	84
Cissna Park	709	3	Jim Bridger	866	77	Syracuse	305	79
Conda	405	97	JSW	728	7	Tenneco	868	79
Consolidated Lumber	908	87	Kearney	781	63	Texas Gulf	871	79
Crystal City	731	8	Kirkwood	51	53	Tilma	665	112
Cumberland	402	97	Lake	650	53	Topeka	79	47
Cypress Bend	733	9	Las Vegas			Trigo	878	48
Dabney	782	33	Las Vegas Industrial Park	762	83	Tyler	164	21
Dupont	909	19	Learno	872	90	U.S. Steel	902	34
Elkol	403	97	Lesperance	533	4	Valley-Nellis	763	83
Evona	306	79	Letourneau	833	21	Vliets	841	58
Exxon	404	97	Lexington	877	56	Westville	26	3
Fibreboard	765	83	Longhorn	740	33	White Bluff	858	14
Fidelity	725	7	Lovell-Nellis	764	83	Winfield	776	22
			Marshall	876	56	Woodbine	813	23
			Medicine Bow	827	76	Yakima	446	111

ROADWAY SIGNS



TRACK WORKER

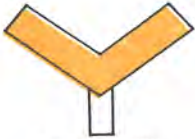


FOR CROSSINGS



FOR TUNNELS, ETC.

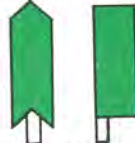
REQUIRED WHISTLE SIGNAL RULE 15(I).



YARD LIMIT SIGN



PERMANENT SPEED RESTRICTION SIGN



PERMANENT 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.

EXPLANATION OF CHARACTERS

- (A) —Automatic Interlocking.
- (P) —Radio Base Station.
- (F) —Draw Bridge.
- (G) —Gate — Normal Position Against Conflicting Route.
- G —Gate — Normal Position Against This Subdiv.
- (M) —Manual Interlocking.
- (S) —Stop Sign.
- T —Turning Facility.
- (X) —Railroad Crossing At Grade.
- (Y) —Yard Limits.
- n —Northward.
- s —Southward.
- e —Eastward.
- w —Westward.
- c —Center.
- I —Crossover Between Main Tracks — Dual Control Switches.
- X —Hand Operated Crossover.
- Z —Rule 104(c), para. 2 does not apply.
- (9) —Item 9 Special Instructions Applies.
- (11) —Item 11 Special Instructions Applies
- † —Applies Only Until Eng. Has Reached Resume Speed Sign.
- ‡ —Applies Only Until Eng. Has Passed Hand Operated Switches.
- (R) —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.
- † —Siding with entering signal allowing aspect more favorable than lunar.

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



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Fellow Employees:

In his "Chapter Two" message, Chairman Mike Walsh has challenged each of us to become totally committed to our company's business plan. Each employee's involvement is an essential element in achieving competitive success. With that as our guide, I ask each of you to consider your role in accomplishing this department's and this company's mission: to become and remain the best — and safest — provider of transportation services to our customers. I also ask your personal involvement in preventing injuries so we may all share in a safe, healthy and prosperous future. May you have great success in your individual and team efforts.

R K Davidson

Executive Vice President Operations