



**UNION PACIFIC RAILROAD CO.
SYSTEM
TIMETABLE NO.**

1

**Effective 0001 Sunday
APRIL 10, 1994**

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

**MOUNTAIN TIME WEST OF NORTH PLATTE, NE.,
HORACE, KS., OAKLEY, KS., AND EI 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 GUIDANCE AND USE OF
EMPLOYEES AFFECTED.**

A. L. SHOENER, Executive Vice President — Operations.
R. D. NARO, Vice President — Transportation.
S. J. McLAUGHLIN, Vice President — Engineering Services.
H. WAGENSEIL, Vice President — Maintenance Operations.

Service Unit	Safety Hot Line	Superintendent	Headquarters
General Superintendent East/West — Dennis Tholen			
02: Council Bluffs	271-3635	Mike Ring	Omaha, NE
06: Cheyenne	778-3513	Jeff Crandall	Cheyenne, WY
07: Boise	249-2539	Jerry Heavin	Boise, ID
08: Los Angeles	992-2111 SLC-LA 992-3238 SLC-OAK	Joe Bearden	Los Angeles, CA
General Superintendent North/South — Steve Barkley			
01: St. Louis	992-2053	Rick Schreiber	St. Louis, MO
03: Central	992-1555 (800) 228-9576	Ken Packard	Kansas City, MO
04: Houston	992-2303	Jerry Everett	Spring, TX
05: San Antonio	921-4004	Felix Lopez	San Antonio, TX
General Superintendent Terminals — Charles Malone			
09: Little Rock Terminal	992-1894	Pat Meriwether	North Little Rock, AR
10: Kansas City Terminal	992-3175	Steve Searle	N. Kansas City, MO
11: Fort Worth Terminal	878-4520	Jim Riney	Fort Worth, TX
12: Southern Terminals	992-1891	Pat Crabtree	Spring, TX
13: North Platte Terminals	271-6706	Tom Jacobi	North Platte, NE
14: Western Terminals	992-3155	Bill Farr	Salt Lake City, UT
Other Reporting Units			
15: Bulk Operations	General Superintendent	Jim Bridger	Omaha, NE
16: Intermodal/Automotive Operations	Superintendent West	Gary Davidson	Los Angeles, CA
	Superintendent East	Bob Allan	Dolton, IL
	Superintendent Central	Bob MacDonald	Omaha, NE
Train Management — Harriman Dispatching Center — Omaha, NE			
Sr. Assistant Vice President — Transportation			Chris Adnesen
Area Superintendent West		Al Orrick	
Area Superintendent South		Brennan Banion	
Area Superintendent Terminals		Jack Dennis	
Engineering Services Safety Hot Line			
Tie Gangs		800-877-0538	
Rail Gangs		800-877-0539	

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	Page	ID #	Subdivisions / Branches	Page	ID #	Subdivisions / Branches	Page	ID #
Aberdeen	90	423	Gay	90	422	Pea Ridge	5	20
Alexandria	14	100	Grays Harbor	99	442	Pinckneyville	7	21
Anaheim	81	339	Greeley	65	228	Plainville	47	226
Atchison	53	528	Gurdon	19	6	Pocatello	88-89	401
Austin	30-31	151	Hallam	55	219	Portland	97-98	434
Avoyelles	18	101	Helena	9	512	Provo	75	309
Baird	28-29	152	Henderson	32	157	Reno	85	316
Baton Rouge	17	102	Herington	26	569	Riparia	101	452
Baytown	35	103	Hoisington	44-45	59	River	52	73
Beatrice	56	205	Homedale	92	419	Ste. Genevieve	8	22
Beaumont	16-17	104	Houston	36-37	558	Salina	46	74
Bend	99	438	Hoxie	10	8	Salt Lake	70-71	240
Bieber	85	319	Iron Mountain	75	334	San Antonio	34	560
BMI	79	337	Joppa	5	10	San Jose	87	331
Boise	92	409	Julesburg	63	229	San Pedro	81	343
Boulder	65	232	KCT	50	90	Scoville	90	424
Brownsville	38-39	105	La Grande	94-96	431	Seattle	98	441
Cache Valley	74	302	Lake Charles	15	111	Sedalia	48-49	76
Caliente	76-77	332	Laramie	67-69	233	Shawnee	24	547
Canyon	84-85	318	Lawton	24	567	Shreveport	18	160
Cedar City	75	333	Little Mountain	74	304	Sidney	64	213
Cherokee	40-41	540	Little Rock	12	12	Sikeston	7	2
Chester	6-7	3	Los Angeles	78-80	338	South		
Chicago	2-3	4	Malad	74	303	Torrington	64	215
Choctaw	25	541	Marysville	54-55	216	Sparta	8	23
Coffeyville	42-43	62	McPherson	23	68	Spokane	100	444
Conway	26	55	Mead Lake	77	335	Tidewater		
Springs	33	107	Memphis	11	14	Southern	87	328
Corpus Christi	58-59	201	Monroe	13	15	Tulsa	41	551
Council Bluffs	20-21	154	Montana	90	421	Wallace	101	454
Dallas	27	553	Nampa	91	408	Warren	15	25
Denton	4	5	Nashville	19	16	Waxahachie	27	557
De Soto	27	554	North Platte	63	214	Weeping		
DFW	89	407	Ogden	74	301	Water	53	66
Dry Valley	82-83	315	OKT	22-23	566	Wichita	47	82
Elko	53	70	Orange	17	114	Wynne	9	27
Falls City	65	231	Osawatomie	45	72	Yoder	63	220
Ft. Collins	33	156	Palestine	32	163			
Ft. Worth			Pana	3	18			

List of Subdivisions/Branches	1
Kansas City Terminal Map	5
North Platte Terminal Map and Instructions	60-62
System Map	72-73
Special Instructions	103-135
Item 1 Time Comparison	103
Item 2 Maximum Speeds: General	103
Item 2-A Maximum Speeds: Cars	104-105
Item 2-B Maximum Speeds: MW and Mechanical Equipment	105-106
Item 2-C Hot Weather Speed Restrictions	106
Item 2-D Cold Weather Speed Restrictions	107
Item 2-E Maximum Speeds: Fuel Conservation	107
Item 2-F Maximum Speeds: Tons per Operative Brake	107
Item 3 Trains Handling Company Equipment	107-109
Item 4 Locomotive Table	109
Item 4-A Locomotive Instructions	110
Item 5 Train Make-up & Shipments Requiring Close Attention	110-111
Item 5-A Bulk Commodity Trains	111
Item 5-B Intermodal Equipment	112-113
Item 6 Maximum Gross Weight Limitations	113
Item 7 Employees Must Have Available for Reference	114
Item 7-A Qualifications of Engineers	114
Item 8 Track Geometry Evaluation Cars	114
Item 9 Restrictions on Use of Engine Horn	114
Item 10 Rule Supplements & Amendments	115-119
Item 11 Moveable Point Frogs	119
Item 12 Use of Radio	120-121
Item 13 Train Defect Detectors	121-123
Item 14 Operating Over Foreign Railroads	124-126
Item 14-A Foreign Railroads Operating on UPRR Tracks	126-127
Item 15 Work Order Feedback	127-128
Item 15-A ATCS Work Order Feedback	128-129
Item 16 Distant Signals	129
Item 17 Block and Interlocking Signals	130-132
Item 18 Automatic Cab Signals	132
Item 19 Indicators	132
Item 20 Amtrak Train Schedules	133-134
Item 21 Tornado Watch and Warning Instructions	135
Job Briefing Guidelines	142
List of Industrial Leads/Spurs	143
Accessing General Order and General Notice Electronic Files	143
Roadway Signs	144
Explanation of Characters	Inside Back Cover
Continental Time Conversion Chart	Inside Back Cover
Table of Speeds	Inside Back Cover
Mission Statement	Outside Back Cover

CHICAGO SUBDIVISION

Table with columns: Mile Post, SOUTH CP No., STATIONS, NORTH, Station Nos., Sidings Feet, Maximum Speed MPH. Includes stations like 81ST STREET, OAKDALE, DOLTON JCT, etc.

CTC in effect: Between 81st Street (CPI009) and 162nd Street (CP I020) and between CP 1074 Ben and CP 1083, Woodland Jct. on No. 1 and No. 2 Main tracks...

CHICAGO SUBDIVISION

Northward CSX and Soo Line trains secure UP track warrant at Danville. Chicago Subdiv. trains secure track warrant Villa Grove and Salem. Crew members must communicate with train dispatcher before operating time release at automatic interlocking CR crossing Glover.

Table with columns: Business Tracks, MP, Sta. No., Business Tracks, MP, Sta. No. Lists tracks like Thornton, Steger, Beecher X, etc.

Cisna Park Industrial Lead: Goodwine MP 98.2 to Cisna Park MP 104.1, 5.9 miles. Max. Speed 10 MPH. FRA Exceeded.

Salem Industrial Lead: Breaks out Salem 2.7 miles Max. Speed 10 MPH. FRA Exceeded. Trains and engines must ascertain that crossing warning devices are operating before occupying Marion St., Broadway St., and College St.

PANA SUBDIVISION

Table with columns: Mile Post, SOUTH CP No., STATIONS, NORTH, Station Nos., Sidings Feet, Maximum Speed MPH. Includes stations like FINDLAY JCT., PANA, OHLMAN, etc.

Trains Defect Detectors located at MP 198.5, MP 219.2, MP 241.5, MP 260.5. Operation over CR-SP joint track Lenox-Granite City and TRRA Granite City-St. Louis.

DE SOTO SUBDIVISION

Table with columns: Mile Post, SOUTH CP No., STATIONS, NORTH, Station Nos., Sidings Feet, MPH. Includes stations like ST. LOUIS, GRAND AVE., IRON MTN. JCT., BROADWAY JCT., DAVIS JCT., BARRACKS, WICKES, RIVERSIDE, DE SOTO, BLACKWELL, CADET, MINERAL POINT, BISMARCK, TIP TOP, ANNAPOLIS, GADS HILL, PIEDMONT, WILLIAMSVILLE, BLACK RIVER JCT., POPLAR BLUFF.

TWC/ABS between MP 0.0 and MP 9.8. CTC between MP 9.8 and MP 165.5. See Special Instructions Item 20 for AMTK schedules. Train Defect Detectors located at MP 16.2, MP 64.3, MP 98.0, MP 142.8. 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.

Table with columns: Business Tracks, MP, Sta. No., Business Tracks, MP, Sta. No. Lists various tracks like Triangle Spur, CF Industries, Hillcrest, Pevly, Iron Mountain, Middlebrook with their respective mileposts and station numbers.

Ivory Yard — FRA excepted tracks: 2 through 19, Maximum Speed 5 MPH. 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. 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 Lepseance 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 via BN RR, 1.5 miles between Grand Ave. BN MP 2.1 and Iron Mtn. Jct (Tower Grove Avenue on BN). Two Main Tracks, 31 and 32, (Track 32 is the South track) Track Number 32 between Grand Ave. and Tower Grove Avenue within Manual Interlocking Limits, Rule 317 applies. All movements within these limits including use of hand throw switches must be authorized by Gratiot Street Control Operator. Yard Limits in effect between Grand Ave MP 2.1 and Tower Grove Ave. Maximum Speed 20 MPH (Except as below) Grand Ave. Interlocking 10 MPH Iron Mtn. Jct thru turnout 10 MPH On McArthur Bridge — Maximum speed 10 MPH. St. Louis Terminal Radio Instructions: Display 2020: M of W on other than Main Track. Mechanical forces working within Mechanical Facilities, Trains on A&S property. Display 2424: Main Track movements, Yardmasters, Gratiot St., Signal department, St. Louis Roundhouse, Chester and DeSoto Sub Dispatchers. Display 3232: Yard Jobs Making Yard movements when practicable. Display 2626: When unable to reach TRRA West Belt Dispr on 2424.

Lepseance Industrial Lead: MP 0.0 to MP 6.8 Davis Jct. 6.8 Miles Southward Victor St. MP 1.6 to Davis Jct MP 6.8 maximum speed 20 MPH Over Spring Switch Davis Jct MP 6.8 10 MPH Stations: Gratiot St. MP 0.0, Poplar St. Jct. MP 0.5, Lepseance 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. FRA Excepted Track: Between MP 0.0 and MP 1.5: Tracks 500-504, 107, 110 and 729.

Excessive Height: Overhead Clearance, between Poplar St. Jct and Lepseance St. Yard is 19 feet. Double stack and TTQX Car will not clear.

Broadway Industrial Lead: Broadway Jct. MP 23.6 T Sta. GH011 to MP 22.0 (Old Carondelet Branch) 1.6 miles. Maximum speed 10 MPH. 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.

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. Equation: MP 118.2 equals MP 38.8. Entire lead restricted to one 4 axle unit.

Table with columns: Stations, Miles, Stations, Miles. Lists Bismarck, Derby Jct., Rivermines, Flat River, Desloge, Dolomite, McDowell Spur, Bonne Terre with mileposts and station numbers.

Monsanto Ind. lead 2.0 miles, originates at MP 32.0 Bonne Terre Branch (max. speed 5 MPH).

PEA RIDGE BRANCH

Table with columns: Yard Limits, Radio Display — 2424, Miles, WEST, STATIONS, EAST, Station Nos., MPH. Includes stations CADET, NEW FOUNTAIN FARM, PEA RIDGE.

Pea Ridge: Engines are not permitted under tipple when loading belts are in motion. Use two (2) engines only when operating over all switches. Operation of Pea Ridge Ore Trains: With reference to Rule 30.5.1 B of the Air Brake and Train Handling Rules, the following will govern when leaving either loaded or empty cars unattended in the yard tracks between the derail and end of track at Pea Ridge, Missouri: When leaving cars in yard tracks, hand brakes must be applied on not less than 30 percent of cars to be left in track and must be known that amount of handbrakes applied are sufficient to hold cars before detaching locomotives and/or cars.

JOPPA BRANCH

Table with columns: Radio Display — 2020, Mile Post, SOUTH, STATIONS, NORTH, Station Nos., Sidings Feet, MPH. Includes stations BENTON JCT., MARION, NEILSON JCT., VIENNA JCT., KARNAK, JOPPA.

Operation on BN R.R. between Vienna Jct. and Metropolis 22.3 Miles. Business Tracks MP No. Business Tracks MP No. West Frankfort 305.0 ZC305 Chasco 348.5 ZK348 Jenkins 308.8 ZC309 Cook (on BN) ZK367 Freeman #4 313.6 ZC313 Metropolis (on BN) ZK370 Goreville 329.3 ZC329

- At Neilson Jct. MP 324.0: (1) Normal position of spring switch is lined and locked for movement on the Union Pacific Railroad. (2) Switch point indicator signal 3240 will indicate position of spring switch for facing point movement as follows: (A) GREEN — Indicates switch is lined for Union Pacific Track. (B) YELLOW — Indicates switch is lined for BN Track. (C) RED — Indicates switch is out of correspondence. (3) Northward BN trains must stop and line switch for their movement. After train has completed movement, switch must be lined and locked for Union Pacific Track. (4) Failure of switch point indicator must be reported to UP Dispatcher.

At Vienna Jct.: The normal position of the Junction switch at MP 339.7 is lined for the Burlington Northern Railroad. At Joppa: The normal position of Jct. Switch at MP 361.1 is lined for the Joppa and Eastern RR.

Freeman Ind. Lead FRA Excepted Track originates at Jenkins (5.0 Miles). Max. Speed... 10 MPH

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
							MPH
							(Except as below) 60
							Valley Jct. Interlocking . . . 10
							Between Mile Posts —
							0.0 and 7.5 30
							Both legs Wye Chester . . . 10
							Chicago Subdiv. Conn.
							Chap 20
							116.4 and 117.6 50
							117.6 and 119.3 40
							119.3 and 119.5 30
							189.3 and Dexter Jct. . . . 25+
							Missouri Jct. and Charleston Jct. on West Trk. 35
							165.6 and 165.9 30
							Between Menard Jct. MP 61 and Illmo MP 123.7 do not exceed 55 MPH if freight train averages over 90 tons per operative brake — 50 MPH if freight train averages over 100 tons per operative brake.
							Business Tracks MP No. Sta.
							Warnock 15.1 C-024
							Powder Plant . . . 98.6 C-098
							Wolf Lake 99.7 C-107
							Ware 104.0 C-113
							McClure 113.0 C-122
							Dudley 182.9 XD-17
							Bess 179.7 XD-14
							Boeving 170.3 XD-4
							SSW southward trains originating Valley Jct. secure track warrant.
							UP southward trains departing A&S, Valley Jct. or Dupo secure track warrant.
							40 MPH dual control switch turnouts: Menard Jct., Raddle Jct., Howardton Jct., Halsey Jct.
							15 MPH dual control switch turnouts: Valley Jct., Airport, No. Dupo, Dupo, Flinton — both ends yard, Chester — south end siding.
							Southward UP trains destined beyond Illmo secure SSW track warrant Dupo.
							Northward trains secure SSW track bulletins and track warrant at Poplar Bluff.
							Equations: MP 123.7 equals SSW MP 3.1; MP SSW 50.1 equals MP 191.4
							Train Defect Detector located at
							⊙ MP 69.5
							⊙ MP 92.7
							⊙ MP 182.5
							Both Tracks at
							⊙ MP 28.0
							⊙ MP 50.6
							⊙ MP 104.7
							⊙ MP 117.0
							Operation between Simbco MP 119.4 and Illmo MP 123.7 (SSW MP 13.1) over SI & MB Co. between Illmo SSW MP 1 3.1 (SI & MB Co. MP 123.7) — Missouri Jct. SSW MPI 48.8 (UP MP 192.6) — Dexter Jct. SSW MP 1 50.1 (UP MP 191.4) over SSW.
							Maximum Speed MPH (Except as below) 60 Valley Jct. Interlocking . . . 10 Between Mile Posts — 0.0 and 7.5 30 Both legs Wye Chester . . . 10 Chicago Subdiv. Conn. Chap 20 116.4 and 117.6 50 117.6 and 119.3 40 119.3 and 119.5 30 189.3 and Dexter Jct. . . . 25+ Missouri Jct. and Charleston Jct. on West Trk. 35 165.6 and 165.9 30
							Between Menard Jct. MP 61 and Illmo MP 123.7 do not exceed 55 MPH if freight train averages over 90 tons per operative brake — 50 MPH if freight train averages over 100 tons per operative brake.
							Business Tracks MP No. Sta.
							Warnock 15.1 C-024
							Powder Plant . . . 98.6 C-098
							Wolf Lake 99.7 C-107
							Ware 104.0 C-113
							McClure 113.0 C-122
							Dudley 182.9 XD-17
							Bess 179.7 XD-14
							Boeving 170.3 XD-4
							SSW southward trains originating Valley Jct. secure track warrant.
							UP southward trains departing A&S, Valley Jct. or Dupo secure track warrant.
							40 MPH dual control switch turnouts: Menard Jct., Raddle Jct., Howardton Jct., Halsey Jct.
							15 MPH dual control switch turnouts: Valley Jct., Airport, No. Dupo, Dupo, Flinton — both ends yard, Chester — south end siding.
							Southward UP trains destined beyond Illmo secure SSW track warrant Dupo.
							Northward trains secure SSW track bulletins and track warrant at Poplar Bluff.
							Equations: MP 123.7 equals SSW MP 3.1; MP SSW 50.1 equals MP 191.4
							Train Defect Detector located at
							⊙ MP 69.5
							⊙ MP 92.7
							⊙ MP 182.5
							Both Tracks at
							⊙ MP 28.0
							⊙ MP 50.6
							⊙ MP 104.7
							⊙ MP 117.0
							Operation between Simbco MP 119.4 and Illmo MP 123.7 (SSW MP 13.1) over SI & MB Co. between Illmo SSW MP 1 3.1 (SI & MB Co. MP 123.7) — Missouri Jct. SSW MPI 48.8 (UP MP 192.6) — Dexter Jct. SSW MP 1 50.1 (UP MP 191.4) over SSW.

CTC — Between Valley Jct. & Dexter Jct.; on No 2 Track only between Dexter Jct. & Charleston Jct. and between Charleston Jct. and Poplar Bluff. Signal indication with current of traffic on No 1 Track only between Missouri Jct. & Charleston Jct.

Rule 9.15 in effect between Missouri Jct. and Charleston Jct. on West track only. Control operator is Chester Subdivision Dispatcher Omaha.

Two main tracks designated No 1 and No 2 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 No 1 track between dual control switch Dexter Jct. and Charleston Jct.

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			

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 SUBDIVISION

Maximum Speed MPH (Except as below)	Radio Display-2424	Station Nos.	Sidings Feet
(Except as below) . . . 35			
Between Mile Posts —			
64.0 and 65.9 20			
65.9 and 77.0 30			
North leg of wye			
Pinckneyville 10			
92.5 ⊙ 20			
101.7 and 103.7 10			
111.0 and 121.5 25			
BN Siding			
Waltonville 10			
115.0 ⊙ 20			
121.5 and 121.6 10			
121.6 and Mt. Vernon . 20			
Rule 5.4,4 not in effect			
Business Tracks MP No. Sta.			
Shake Rag 95.5 CA340			
Scheller 111.2 CA049			
TWC In Effect			
MP 64.0 to MP 121.8			
64.0	CHESTER ⊙ T	C 070	
72.0	WELGE	CA010	4540
77.3	STEELEVILLE	CA016	9007
79.4	PERCY ⊙ IC ⊙ A	CA018	
	NEW WILSON	CA023	4730
83.7			
91.6	PINCKNEYVILLE ⊙	CA031	8448
92.5	⊙ IC ⊙ A		
102.7	TAMAROA ⊙ IC ⊙ A	CA041	
111.6	⊙ IC ⊙ A		
115.0	WALTONVILLE ⊙ BN ⊙ A	CA053	YARD
121.8	JSW JCT.	CA060	
	57.8		

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 —

CAPTAIN MINE: 4.9 miles, originates at MP 81.2; Captain Mine Jct. MP 82.5; Captain Mine MP 86.0, Sta. No. CA-20; Maximum speed 10 MPH except 3 MPH over Scale 300 feet West of No. 1 and Load Yard Switch. Do not leave cars on scale track.

Captain Mine main track switch (MP 82.5) may be left lined as last used. Movement approach this switch prepared to stop.

BURNING STAR NO. 4; Sta-No. CA-21. Originated New Wilson. Maximum speed 10 MPH.

BURNING STAR NO. 2; 4.5 Miles. Originates at Shake Rag. IC Jct MP 99.1; Jct Burning Star No. 2 Mine MP 101.2 Ca-38; Maximum speed 10 MPH 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: Mt. Vernon to Old Ben 21 — 16.9 Miles. Max. Speed 20 MPH except: 10 MPH between MP 283.0 MP 293.0, 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 — Dexter Jct. ⊙ SSW G ⊙ MP 191.3 Sta. No. XD026 — 25.1 Miles Northward to MP 216.3 End of Track. TWC in effect entire Branch. Maximum Speed 25 MPH except 10 MPH — MP 209.9 and MP 216.3. (Approach Highway 61 Crossing, Kingshighway and Sunset Dr. Sikeston, prepared to stop for highway traffic.) Radio Display — 2424. Stations: ⊙ BN ⊙ . . . MP 211.0; Sikeston . . . MP 211.4 Sta. No. XD046.

Business Tracks	MP	Sta. No.
Miner	214.5	XD049
Morehouse	205.4	XD040
Essex	195.6	XD030
Hunterville	198.7	XD033

STE. GENEVIEVE BRANCH

Operation on BN R.R. between Ste. Genevieve and Crystal is governed by General Code of Operating Rules and Special Instructions Item 14(b).
Thomure - Track and time must be granted by BN train dispatcher before switches are lined for BN main.
Station on BN R.R. between Crystal City and Thomure:

		Radio Display — 2020		Station Nos.
Mile Post		SOUTH STATIONS	NORTH	
0.0	RIVERSIDE	⊕	⊕	X 027
	1.9			
1.9	HERCULANEUM		⊕	MC002
	2.6			
4.5	CRYSTAL JCT.			MC005
	0.7			
5.2	CRYSTAL CITY		⊕	MC006
	3.0			
8.2	END OF TRACK			
24.0 MILES VIA BN TO STE GENEVIEVE				
31.2				
Yard Limits: Riverside to Crystal City.				
Maximum Speed 10 MPH				
Restricted to four axle units only.				

Business Tracks

MP	Sta. No.	Business Tracks	MP	Sta. No.
Thomure	83.0	MB000	Ogborn	110.7
Ste. Genevieve	85.0	MB002	Esther	115.2
Mosher	87.0	MB005	Derby Jct.	118.2
MFA	91.5	MB009		

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. **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.

Mosher Industrial Lead: Thomure to Derby Jct. 37.2 miles. Maximum Speed 10 MPH. FRA Excepted. Main Track out of service MP 91.7 to MP 110.0. Derails installed at MP 83, MP 88.0 and MP 116.5. 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.

Business Tracks

MP	Sta. No.	Business Tracks	MP	Sta. No.
Thomure	83.0	MB000	Ogborn	110.7
Ste. Genevieve	85.0	MB002	Esther	115.2
Mosher	87.0	MB005	Derby Jct.	118.2
MFA	91.5	MB009		

SPARTA BRANCH

Maximum Speed MPH (Except as below) . . . 35		Radio Display — 2424		Station Nos.	Sidings Feet
Mile Post		SOUTH STATIONS	NORTH		
23.0 and 30.0	10				
30.0 and MP 54.5	25				
48.7	⊕				
54.5 and 56.2	10				
69.0 and 77.2	25				
80.2 and 83.0	10				
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.					
Yard Limits: MP 56.1 to MP 59.0, and MP 78.4 to End of Track at Kellogg.					
		23.0	HOYLETON	MI024	
			9.4		
		32.6	NASHVILLE ⊕ CSX ⊕	MI034	
			16.1		
		48.7	COULTERVILLE ⊕ IC ⊕	MI049	
			8.5		
		56.1	NORTH JCT.	⊕	
			0.6		
		56.7	SOUTH JCT.	⊕	yard
		57.4	SPARTA	⊕	MI058
			20.2		
		77.7	CPD053 GAGE JCT.	C 060	
2.8 MI. VIA CHESTER SUBDIV.					
		78.4	CPD049 FLINTON	⊕	C 058 yard
			2.8		
		81.3	KELLOGG	⊕	MI082 yard
58.3					
TWC in effect between MP 77.7 and MP 59.0, and between MP 56.1 and MP 23.0.					
Business Tracks					
MP No.	Sta. No.				
Oakdale	40.9	MI-41			
IP Co.	47.0	MI-47			
Zeigler					
Mine # 11	51.5	MI-51			

Cape Girardeau Industrial Lead — Capedeau Jct. MP 122.8 Sta. No. C 132 to Rush Jct. MP 128.5 Sta. No. CF006 — 5.7 miles. Stations: Marquette MP 127.0 Sta No. CF004. Radio Display — 2424. Maximum Speed 10 MPH. FRA Excepted.

WYNNE SUBDIVISION

		Radio Display: Dexter Jct. to Jonesboro Jct.—SSW 1414 Jonesboro Jct. to MP 280.4—2424		Station Nos.	Sidings Feet	Maximum Speed MPH MP 235.3— MP 280.4 (Except as below) 60
Mile Post		SOUTH CP No.	NORTH STATIONS			
1-50.1			DEXTER JCT	⊕	XD26	235.3 and 235.5 30
1-50.2			⊕ UP ⊕			235.5 and 242.5 50
65.6 MILES VIA SSW						
106.0			PARAGOULD JCT.		C245	242.5 and 242.75 25
13.7 Miles via SSW						
235.3		Y235	JONESBORO JCT.		C259	242.75 and 243.6 45
			1.3			278.0 and 280.4 40
236.6		Y236	JONESBORO	⊕	C262	Wynne-Coal Chute
238.0		Y237	20.3	⊕ BN ⊕		Wye 10
256.9		Y257	HARRISBURG	⊕	C280	Siding Paragould 10
258.5		Y259	21.0			Do not exceed 55MPH if freight train averages over 90 tons per operative brake; 50 MPH if train averages over 100 tons per operative brake.
277.9		Y278	NORTH WYNNE		C303	Business Tracks
			2.5			Paragould 219.9
280.4		Y280	Conn. to Memphis Subdiv.			Cherry Valley 267.8
127.1						

CTC between MP 235.3 and MP 280.4.
 Train Defect Detectors located at ⊕MP 250.6, ⊕MP 268.5.
 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; MP 280.4 = MP 332.6 (Memphis Sub.)
 FRA Excepted track: Old Knobel main track at Paragould from MP 219.7 to end of track

Operation on SP RR between Dexter Jct. and Jonesboro Jct. Be governed by SP Timetable and Special Instructions.

SSW Stations Dexter Jct. and Jonesboro Jct.:

Station	SSW MP	Sta. No.	Station	SSW MP	Sta. No.
Mo. Jct.	1-48.9	C175	Greenway	78.8	C215
Dexter	1-50.9		Jay	90.7	C227
Bernie	1-59.5	C185	Marmaduke	92.9	C229
Airsault	1-64.3	C190	Paragould	103.5	C243
EM Jct.	1-65.2		Brookland	115.7	C250
Malden	1-67.7-57.9	C191	Farville	117.8	C252
WM Jct.	59.6				
Campbell	64.4	C194			
St. Francis	69.9	C206			
Piggott	75.6	C212			

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

Helena Branch — Wynne (MP 280.2—CPY332) southward to Helena Jct. (MP 326.2), 46.0 miles. TWC in effect MP 283 to MP 323. Yard Limits: MP 280.2 to MP 283; MP 323 to MP 326.2. Radio Display — 2424.

Maximum Speed MPH			
(Except as below)	40		
Between Mile Post			
294.9 and 295.7	25		
295.7 and 296.0	10		
296.0 and 297.7	25		
312.0 and 313.6	30		
Business Tracks			
Wynne	280.7	⊕	Sta. No. C304
Colt	286.2		C310
Caldwell	289.3		C314
Yaletowne	293.3		C317
Forrest City	295.9	⊕ SSW ⊕	
Maniana	313.5		C337
Lexa	323.9	⊕	C349
Helena Jct.	326.2	⊕	C351

Mile Post	SOUTH CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet	MPH	
						Maximum Speed	Psgr. Frt. (Except as below)
						75	60
165.5		POPLAR BLUFF... T		X166	Yard	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		X168		184.9 and 185.1	65 —
170.0	D170	STANLEY		X170		191.6 and 192.9	50 40+
172.9	D172	HARVIELL JCT.		X173		192.9 and 193.3	70 55
179.6	Y180	NEELYVILLE		X180	8418	224.3 and 227.8	50 50+
181.3	Y181					No. 2 track	40 40
190.5	Y190	CORNING		X192	8355	No. 1 track	50 50
192.2	Y192					258.0 and 263.9	50 50+
198.0	Y198	KNOBEL		X199	9779	263.9 and 264.3	25 25
200.0	Y200					264.3 and 265.0	35 35
202.2	Y202	PEACH ORCHARD		X203	8061	266.6 and 266.9	70 —
203.9	Y204					288.1 and 288.6	40 40+
212.7	Y213	O'KEAN		X214	8171	292.1 and 292.7	60 —
214.5	Y214					292.7 and 293.1	55 55
223.6	Y224	MURTA JCT.		X223		294.1 and 294.6	70 —
224.9		WALNUT RIDGE		X225		322.4 and 323.6	65 —
226.3						333.2 and 333.5	60 —
226.8	Y227	HOXIE		X226		339.1 and 343.8	40 40
228.6	Y229	MINTURN JCT.		X228		Thru Siding Alicia	10 10
238.3	Y238	ALICIA		X239	8456	North Wye Bald	10 10
240.0	Y240					Knob	10 10
250.1	Y250	TUCKERMAN		X252	8421	South Wye	
251.8	Y252					Bald Knob	10 10
258.1	Y258	CAMPBELL JCT.		X258		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.	
259.5	Y260	DIAZ JCT.		X259		40 MPH dual control switch turnouts: Harviell Jct., Murta Jct., Minturn Jct., Glaise Jct.	
261.5	Y261	NORTH NEWPORT		X262	Yard	15 MPH dual control switch turnouts: Poplar Bluff — MP 165.6 crossover No. 2 track to north end Poplar Bluff yard; Newport — No. 1 track to south end of yard MP 262.5; Bald Knob — All crossovers, siding and Memphis Subdiv. Wye conn; N. Little Rock — all switches at Crest CP X341.	
262.6	Y263	SOUTH NEWPORT		X263		N. Little Rock — ABS West Departure lead from Signal 3404 to Hoxie Subdiv. main track at North end yard.	
263.9	Y264	NORTH BRIDGE JCT.		X264		N. Little Rock — West departure lead Max. Speed 30 MPH	
264.1		WHITE RIVER				New Running Track between MP 342.3 and Hill (Little Rock Sub.) Max Speed 30 MPH.	
264.6	Y265	SOUTH BRIDGE JCT.		X265		Key Trains — Do not exceed 10 MPH on West Departure Lead (North End Yard)	
269.3	Y269	JIFFY		X269		Two main tracks designated No. 1 and No. 2 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. Eastern most track is No. 2.	
274.3	Y274	GLAISE JCT.		X275		Train Defect Detectors located at:	
277.2	Y277	BRADFORD		X278	9969	MP 183.6 MP 248.0	
279.2	Y279					MP 201.1 MP 257.5	
286.7	Y286	RUSSELL JCT.		X286		MP 216.3 MP 283.4	
287.9	Y287	BALD KNOB		X288	14741	MP 232.5	
288.5	Y289					Both Tracks at:	
289.7	Y290	JUD		X289		MP 171.3 MP 304.0	
296.4		KENSETT		X296		MP 266.8 MP 317.2	
298.4	Y298	HIG		X298		MP 294.9 MP 329.2	
306.5	Y307	MACK		X306		Business Sta.	
319.3	Y319	WACROSS		X320		Tracks MP No.	
330.8	Y331	JAX		X331		Delaplane 207.6 X208	
333.0		JACKSONVILLE		X332		McRae 308.2 X308	
339.3	X339	N. END YARD				Beebe 312.7 X313	
340.5	X340	ONE LEAD				Ward 317.6 X318	
341.9	X341	CREST				Jacksonville Ind. Lead: 2.8 miles, Max. Speed 10 MPH originates at Jacksonville: Jacksonville - LRAFB.	
343.6		N. LITTLE ROCK		X344	Yard	DK&S ind. Lead: 5.5 miles between Kensett, Doniphan and Searcy. Max. Speed 10 MPH.	

CTC between MP 165.5 and MP 343.6
See Special Instructions Item 20 for AMTK schedules.

Mile Post	WEST CP No.	STATIONS	EAST	Station Nos.	Sidings Feet	MPH	
						Maximum Speed	(except as below)
						75	60
380.7		MEMPHIS (Sargent Yd.)		XG093	Yard	Between Mile Posts —	
380.6		KC JCT. NS G				North and South	
378.4	Y381	TOWER 17				Wye Bald Knob	10
378.3		IC				298.2 and 298.6	30
378.2	Y380	TEXAS ST.				298.6 and 299.1	40
378.1	Y379	KENTUCKY ST.		XG091		318.9	30
377.9	Y378					331.8 and 334.8	40
376.5	Y377	HARAHAN				334.8 and 336.1	50
375.9	Y376	BRIDGE JCT. BN		XG088		345.5 and 346.4	50
375.3	Y375	BRIARK		XG087		367.7 and 368.2	40
375.3	Y901	BRIARK JCT.				375.2 and 377.9	25
370.0		PRESLEY JCT. BN		XG082		377.9 and 378.4	20
361.6	Y362	CRAWFORDVILLE		XG074	9901	IC — Forest	
359.6	Y360					Yard on NS	
349.1	Y349	SMITHDALE		XG064	7656	Main Tracks	Rule 6.27
347.5	Y347					Kentucky St. —	
332.6	Y280	WYNNE SUBDIV. CONN.				IC	
332.3	Y332	WYNNE		C304	8649	IC — Old	
330.5	Y330					Aulon Tower on	
320.9	Y321	FAIR OAKS		XG031	8197	CSX Track	
319.2	Y318					IC Southwest	
318.9		SSW				Wye at Iowa	
301.3	Y301	NEW AUGUSTA		XG012	6280	Avenue	5
300.0	Y300					IC West Jct. via	
298.5		WHITE RIVER		XG010		Y and MV	
288.4	Y288	EAST BALD KNOB				Track	10
287.9	Y289	BALD KNOB		X288		Siding Wynne	10
						Siding Fair Oaks	10
						Coal Chute Wye Track	10
						Trains originating Memphis secure track warrant prior to passing Kentucky St.	

CTC between MP 287.9 and MP 377.9
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 No. 1 and No. 2 Tracks between Briark and CPY 378.
Movement between CPY 381 and CPY 378 on Authority Train Dispatcher Only — Do Not Exceed Restricted Speed.
CPY 379 — Refer to Rule 8.10.
Gate protecting NS RR crossing MP 380.6 may be left lined as last used.

Train Defect Detectors located at:
MP 292.5 MP 341.0
MP 303.3 MP 357.5
MP 315.2 MP 371.4
MP 326.8

FRA Excepted Track:
North Memphis Main
From North end of Leewood Yard to end of track (Old North Yard) including Union Pacific owned portion of North Loop.
White River Drawbridge (MP 298.5) Manual Interlocking operation governed by General Order instructions.

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.
Georgia Street Ind. Lead
From Dehyco switch to D. Canale switch (Industry Lead).

Tenark Ind. Lead: 4.9 Miles (Max. Speed 10 MPH) SSW Jct. to end of track MP 352.0.
CTC Briark to SSW Jct. via SSW RR.
SSW Jct. 355.6
Tenark 354.5 CH042

NOTES

Table with columns: Mile Post, SOUTH CP No., STATIONS, NORTH, Station Nos., Sidings Feet, MPH (Maximum Speed, Psg., Frt.), and Radio Display information.

CTC between MP 343.6 and MP 490.3. See Special Instructions Item 20 for AMTK schedules. Two main tracks designated No. 1 and No. 2 tracks between N. Little Rock and Saline Jct.; Curtis Jct. and Beirne Jct. Most Eastern Track is No. 2.

Rock St. Industrial Lead: North Little Rock to East Little Rock, 5.6 miles. Max. Speed . . . 10 MPH. Radio communications via Display 5555.

Table with columns: Stations, MP, and Sta. No. listing North Little Rock, Arkansas River, and East Little Rock.

Table with columns: Mile Post, SOUTH CP No., STATIONS, NORTH, Station Nos., Sidings Feet, MPH (Maximum Speed, Psg., Frt.), and Radio Display information.

CTC between MP 343.6 and MP 195.7. CTC on Wye Conn. at CPL 598. Operation N. Little Rock and LR Jct. on Little Rock Subdiv. FRA excepted tracks: All tracks McGehee Yard except No. 1 and No. 2; Sheridan Lead (PB&W Spur).

Cypress Bend Ind. Lead: McGehee (MP 407.5) to Potlatch, 11.1 Miles. Bus. Track Cypress Bend—C423. Maximum Speed; MP 407.5 to MP 399.7 — 10 MPH, MP 399.7 to Potlatch — 5 MPH. White Bluff Ind. Lead Max. Speed 10 MPH.

Table with columns: Stations, MP, and Sta. No. listing various stations like Drury Spur, Baldwin, Noble Lake, etc.

ALEXANDRIA SUBDIVISION

Table with columns: Mile Post, SOUTH CP No., STATIONS, NORTH, Station Nos., Sidings Feet, Maximum Speed MPH. Includes stations like ALEXANDRIA, WILLOW GLEN, MEEKER, BUNKIE, MORROWS, PALMETTO, MELVILLE, L115, L114, L113, L112, L111, L110, L104, L101, L091, L087, L086, L081, L077, L075, L069, L067, L065, L063, L054, L052, L042, L039, L031, L027, L021, L019, L017, L016, L014, L012, L010, L007, L005, L003, L001, L000.

CTC between MP 190.4 and MP 13.9
Yard Limits: MP 192.1 to MP 190.4 and MP 13.8 to MP 0.0
Two main tracks designated No. 1 and No. 2 tracks between Ama Jct. and Avondale; and, between Texmo Jct. and Alexandria.

Business Tracks table with columns: Business Tracks, MP, Sta. No.
Lula 5.0 TH007

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

LAKE CHARLES SUBDIVISION

Table with columns: Mile Post, SOUTH CP No., STATIONS, NORTH, Station Nos., Sidings Feet, Maximum Speed MPH. Includes stations like L190 WILLOW GLEN, BRINGHURST, TRACY, ELDER, KINDER, IOWA JCT, LAKE CHARLES.

ABS between MP 601.0 and MP 660.6
TWC between MP 601.0 and MP 694.2.
Yard Limits: MP 190.4 to 603.2; MP 658.6 to MP 662.0 and MP 688.5 to MP 694.2

Train Defect Detectors located at: MP 625.2 and MP 648.7.
Gate governing movement over railroad crossing Kinder must not be operated without authority of train dispatcher.

Business Tracks table with columns: Business Tracks, MP, Sta. No.
Woodworth 610.6 C634
McNary 622.6 C646

WARREN BRANCH

Table with columns: Mile Post, SOUTH CP No., STATIONS, NORTH, Station Nos., Sidings Feet, Maximum Speed MPH. Includes stations like DERMOTT, MONTICELLO, WARREN, END OF TRACK.

TWC between MP 422.3 and MP 459.0
Yard Limits: MP 442.0 To MP 446.0 and MP 459.0 To MP 461.7 (End of Track).

Business Tracks table with columns: Business Tracks, MP, Sta. No.
Killin 442.5 KC028

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

All radio communication in connection with HB&T operation is to be handled exclusively on Radio Display - 4444.

Two main tracks designated No. 1 and No. 2 between Langham Road and KCS Ry, drawbridge Beaumont; and between Dyersdale Jct. and Settegast Jct.

Beaumont - Operation on SP R.R. between MP 456.7 and Tower 74 - UP rules, timetable and Special Instructions apply.

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

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

Maximum Speed MPH Anchorage to MP 453.7 (Except as below) ... 50 Between Mile Posts - Anchorage and MP

641.2 ... 10 South Leg Wye Anchorage ... 5 621.0 to 621.2 ... 30 611.0 and 610.5 ... 25 598.1 and 597.3 ... 30+

Business Tracks MP Sta. No. Boudreaux ... 637.8 B637 Erwinville ... 631.5 B631 McDearmon (Big River Ind.) ... 630.8 B630 Krotz Springs ... 610.4 B610

10 MPH dual control switch turnouts; Livonia - conn. to Alexandria Sub.

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

Anchorage - South Wye switch may be left lined as last used. Approach switch prepared to stop.

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 6.13.

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

Table with columns: Mile Post, WEST, CP No., STATIONS, EAST, Station Nos., Sidings Feet. Includes stations like ANCHORAGE, LIVONIA, ATCHAFALAYA RIV., KROTZ SPRINGS, PORT BARRE, AKDN, LAWTELL, POWELL, EUNICE, BASILE, KINDER, HUB, K.D. SIDING, REAVES, GORDON, DEQUINCY, CS JUNCTION, HELME, LUCAS, STARKS, RULIFF, MAURICEVILLE, SRN, VIDOR, SP JCT., NECHES RIVER, SP, GCL JCT., AT&SF, KCS-SP, BEAUMONT, TOWER 74, ELIZABETH, AMELIA, GRAYBURG, HULL, HUFFMAN, DYERSDALE JCT., SETTEGAST JCT., GULF COAST JCT.

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. Train Defect Detectors located at: MP 611.0, MP 596.1, MP 583.2, MP 571.3, MP 558.8, MP 546.7, MP 531.7, MP 522.1, MP 511.7, MP 444.6, MP 422.5, MP 413.5, MP 402.6, MP 389.0

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 Except: Loaded unit coal, grain and soda ash trains ... 35 (Except as below) ... 40 Between MP 718.5 and MP 720.3 ... 20 On Green Island Industry Track, MP 726.8 ... 5 Siding Starks ... 10 Siding Mauriceville ... 10 Siding Vidor ... 20 750.2 ... 30 Between MP 757.0 and MP 762.0 ... 30 Between 762.0 and 764.9 ... 20+

Location of Train Defect Detectors: MP 726.0, MP 743.4, MP 764.9 - also equipped with oversize load detector, MP 766.4 (Both main tracks.) Equipped with only an oversize load feature. This alarm is a 30 seconds continuous dial tone type signal. When this alarm is sounded, train involved must be stopped as quickly as possible without an emergency application of the air brakes and a walking inspection made. The alarm transmits on KCS, SP & UP channels. This detector is equipped with an approach lit integrity light on top of the equipment box. Should this light not light upon the approach of a train, then a roll-by ground inspection of the train must be made before proceeding over the Neches River bridge.

Sidings Helme/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 764.6 to GCL Jct. Business Tracks: Alton Box Co. ... 721.2 Green Island ... 726.8 Lemonville ... 748.1 Korf ... 764.9

Orange Branch - Mauriceville to Orange, 12.9 miles. Yard Limits entire branch. Maximum Speed - 20 MPH except: 10 MPH between MP 477.7 and MP 479.0; MP 486.75 and MP 490.5. Tracks other than main track, all turnouts and crossovers - 5 MPH. Radio Display - 2424.

Table with columns: Business Tracks, MP, Sta. No., Business Tracks, MP, Sta. No. Mauriceville ... T 477.7 B477, Peveto ... 482.9 BE482, Bancroft ... 485.0 BE485

Do not exceed 10 MPH on Dupont Ind. Lead and East connection, and on Firestone Ind. Lead.

BATON ROUGE SUBDIVISION

Table with columns: Business Tracks, MP, Sta. No., Radio Display - 2020, Mile Post, SOUTH, STATIONS, NORTH, Station Nos., Sidings Feet. Includes stations BR. JCT., WEST JCT., EAST JCT., MP JCT., NO. BATON ROUGE.

Operation over IC R.R. MP Jct. (IC MP 362) and No. Baton Rouge (IC MP 367). Be governed by UP timetable and General Code of Operating Rules except: 1. ABS in effect MP 362 - MP 367. CTC in effect MP 362 - MP 363.5. All movements must be made per Rule 6.13. 2. Before entering IC main track ascertain from Control Operator location of track and speed restrictions.

NOTES

SHREVEPORT SUBDIVISION

Radio Display — 2424		STATIONS		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH	
Mile Post	SOUTH CP No.	NORTH				MPH	
351.4	R066	MARSHALL JCT. .. T	Ⓢ			351.4 and 350.7	
351.0		MARSHALL	Ⓢ	TP067	Yard	350.7 and 348.6	
349.5	1.5	LOUISIANA	Ⓢ	TB350	7549	324.0 and 321.0	
343.1	6.4	SCOTTSVILLE	Ⓢ	TB342	4058	320.3 and 315.6	
322.3	20.8	REISOR	Ⓢ	TB321	13337	315.6 and 315.3	
1.5	0.4	HOLLYWOOD YD. ...	Ⓢ	TS316	Yard	247.8 and 245.8	
315.6	0.3	HOLLYWOOD JCT.	Ⓢ	TB316	Yard	236.2 and 235.8	
315.0	0.6	CUTOFF JCT.	Ⓢ	TB315	Yard	209.1 and 208.6	
313.9	1.1	Ⓢ SP Ⓢ				199.8 and 195.8	
311.7	2.2	Ⓢ KCS Ⓢ				195.8 and 192.1	
308.6	3.7	LUCAS	Ⓢ	TB308	4439	Both legs of Wye at Hollywood Jct. and Cutoff Jct. 10	
286.0	22.6	WESTDALE	Ⓢ	TB286	8427	Gould Battery Lead over 70th Street	
246.0	40.0	CANE	Ⓢ	TB246	4133	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.	
235.8	10.2	CYPRESS	Ⓢ	TB236	5298	Business Tracks	
196.3	32.9	R197 (CONN TO MONROE SUB) Ⓢ				Trucks	MP No. Sta. No.
195.7	7.9	L196 TEXMO JCT.	Ⓢ	TB196		Greenwood	326.4 TB325
192.1	3.6	ALEXANDRIA ..	Ⓢ	C625	Yard	Waskom	332.5 TB331
	160.6					Olin	303.9 TB304
						Gayles	302.4 TB302
						Caspiana	296.0 TB296
						Cross Keys	292.3 TB292
						Bayou Pierre	285.0 TB285
						Grand Bayou	281.0 TB280
						Gahagan	275.9 TB275
						Lake End	265.7 TB265
						Powhatan	258.8 TB258
						Plywood Spur	251.0 TB251
						Natchitoches	247.5 TB247
						Fern	225.2 TB225
						Rodemacher	211.0 TB212
						Boyce	208.7 TB209
						Rapides	203.9 TB204
						England AFB	199.8 TB199
						Red River Ind. L.	197.0 TB197

CTC between: MP 196.3 and 195.7; On Conn. track at CPR 197.
 ABS between: MP 348.0 and MP 196.3.
 TWC in effect: MP 348.0 and MP 196.3
 Yard Limits: MP 351.4 to MP 348.0; MP 324.5 to MP 320.0; MP 195.7 to MP 192.1
 Train Defect Detectors at: Ⓢ MP 337.0 Ⓢ MP 292.0
 Ⓢ MP 268.6 Ⓢ MP 242.6 Ⓢ MP 216.8

Northward trains must secure permission from Dallas Subdivision Dispatcher before passing south switch at Louisiana regardless of signal indication.
 All trains secure permission from Reisor yardmaster before entering yard limits between MP 320.0 and MP 324.5.
 Derails located each end siding at Lucas and Cane.
 Dolet Hill Lead (TB281) 10 miles. Maximum Speed 20 MPH except; 10 MPH over LA Hwy 510.
 Bayou Pierre Lead — Maximum Speed: MP 0.0 to MP 3.0 — 20 MPH; MP 3.0 to MP 6.0 — 10 MPH.
 Good Roads Lead — North Drill track switch to Good Roads (Shreveport). Maximum speed-20 MPH except; 10 MPH between Cross Bayou and "X" yard. All trains and engines stop and protect Levy Street, Shreveport. Movements enroute KCS RR main track must obtain permission from KCS-Deramus Yardmaster before fouling KCS main track.

AVOYELLES BRANCH

Radio Display — 2020		STATIONS		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	SOUTH	NORTH				MPH
780.7		LOBDELL JCT.	Ⓢ	TD012		MP 11.8 —
12.8	0.9					MP 11.9
11.9		BR JCT.	Ⓢ	TD010		Port Allen
10.4	1.5	ANCHORAGE JCT. Ⓢ UP		TD009		Bridge 6.3
7.8	2.4	PORT ALLEN	Ⓢ	TD008		Yard Limits: MP 12.8 to Addis.
6.5	1.3	CANAL Ⓢ	Ⓢ	TD006		Business Tracks
0.0	6.5	ADDIS	Ⓢ	TB090	Yard	MP No. Sta. No.
	57.0					Avoyelles Parish
						Coop
						2.0 TD002

Operation over KCS Ry. between Lettsworth and Lobdell Jct. (KCS Baton Rouge Subdivision).
 Train movements between Lettsworth and Lobdell Jct. will be handled by KCS 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 KCS Superintendents.
 Southward trains leaving KCS main track at Lobdell Jct. will report clear to KCS train dispatcher.
 Mile post locations Lettsworth to Lobdell Jct. inclusive are KCS (Baton Rouge Subdiv.) mileages.
 Sidings Lettsworth, Batchelor and Glenn, and Houstrack 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.
Maximum Speed (Except as below) MPH
 Loaded unit coal, grain and soda ash trains

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Lettsworth	735.9	TD058	Cajun Elec. Power	762.6	TD030
Batchelor	742.6	TD051	La. Elec. Coop.	766.4	TD026
La Cour	745.0	TD048	Glynn	768.3	TD025
Morganza	750.9	TD042	Smithfield	774.4	TD019
Morison	755.5	TD038	Lobdell	779.9	TD013
New Roads	760.9	TD033			

NASHVILLE BRANCH

Radio Display — 2727		STATIONS		Station Nos.	Maximum Speed (Except as below) MPH
Mile Post	SOUTH	NORTH			MPH
493.1		PERKINS	Ⓢ	XJ036	Between Mile Posts —
483.1	9.9	NASHVILLE	Ⓢ	XJ026	493.1 and 483.0
457.5	25.3	HOPE	Ⓢ	X458	458.0 and 457.5
	35.3				10
					5

TWC Entire Branch.
 Six-Axle locomotives must not be used on Nashville Branch

GURDON BRANCH

Radio Display — 2727		STATIONS		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	SOUTH	NORTH				MPH
426.3		GURDON	Ⓢ	X426	Yard	MP 441.0 and MP 456.8
460.8	34.5	Ⓢ NASH Ⓢ				MP 456.8 and MP 458.8
474.5	13.7	LOUANN	Ⓢ	E048	6321	MP 458.8 and MP 460.9
492.2	17.7	EL DORADO	Ⓢ	E066	Yard	MP 460.9 and MP 478.0
497.0	4.8	END OF TRACK	Ⓢ			MP 478.0 and MP 492.3
	70.7					MP 492.3 and MP 497.0
						10
						Monsanto Ind. lead (2.3 miles) max. speed 10 MPH

TWC Entire Branch
 Yard Limits: Gurdon Little Rock Subdiv. Conn. to MP 429.25; MP 478.0 to end of track MP 497.0.
 Train Defect Detectors At:
 Ⓢ MP 449.0 Ⓢ MP 482.0
 Ⓢ MP 469.0

Business Tracks	MP	Sta. No.
Reader	437.6	E011
Lester	452.4	E026
Gilcrest	457.4	E032
Camden	459.8	E033
Cullendale	463.1	E037
Smackover	478.8	E052
Norphlet	484.5	E058
Monsanto	487.5	E061

NOTES

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below)		MPH	Psgr.	Ft.
							0.0 and 1.0	1.0 and 2.9			
0.0							0.0 and 1.0	30		30	
0.4	R490		TEXARKANA	(B)	TP000	Yard	1.0 and 2.9	50		50	
0.5	R001	(X)SSW	(M)				9.7 and 10.0	40		40	
1.8	R002		NATIONAL JCT.		TP002		11.1 and 13.1	70		70	
2.4		(X)KCS	(A)				15.4 and 18.4	70		—	
6.8	R007		SULPHUR		TP008	9283	20.7 and 21.8	70		—	
8.7	R009						23.5 and 23.9	30		30	
14.2	R014		SPRINGDALE		TP015	4898	30.8 and 31.4	55		50	
15.3	R015						36.3 and 38.0	50		50	
19.7	R020		QUEEN CITY		TP021	7401	42.2 and 42.7	70		—	
21.2	R021						45.0 abd 45.6	60		—	
30.4	R030		BIVINS		TP031	7225	46.7 and 47.7	70		—	
31.9	R032						48.7 and 49.0	70		—	
36.9	R037		KILDARE		TP037	5012	50.2 and 50.4	50		50	
38.0	R038						51.3 and 51.3	30		25	
42.7	R043		PAYNE	(B)	TP044	7761	51.3 (X)	25		25	
44.3	R044						51.3 and 51.5	30		30	
49.4	R049		JEFFERSON	(X)L&A	TP051	8475	51.5 and 54.0	65		—	
51.1	R051			(A)			56.2 and 56.8	65		—	
58.0	R058		WOODLAWN		TP058	7390	59.0 and 65.4	65		—	
59.5	R060						65.4 and 67.2	30		30	
65.5	R065		MARSHALL	(B) T	TP067	8060	67.2 and 68.0	45		45	
66.7	R066		(CONN TO SHREV. SUBDIV.)				68.0 and 68.9	60		—	
67.2	R067						80.2 and 80.6	65		—	
70.0	R070		QUINCY		TP070	4747	80.6 and 81.5	60		—	
71.0	R072						81.5 and 85.0	65		—	
74.5	R075		KEOKUK		TP075	7406					
76.1	R076										
81.5	R082		LANSING JCT.		TP083		No. 2 Track only between: 81.7 and 82.2	50		50	
87.8	R088		RED				86.3 and 89.7	60		—	
89.6	R089		LONGVIEW	(B)	TP090	Yard	89.7 and 95.0	40		40	
89.8	R090		LONGVIEW JCT.				100.7 and 102.6	60		—	
90.2	R091		WEST LEAD		TP091		102.6 and 102.9	40		40	
93.0	R093		GREGGTON		TP094	13475	102.9 and 104.9	60		—	
95.7	R096						112.9 (X)	40		40	
104.0	R104		GLADEWATER		TP103	7410	126.5 and 126.8	70		—	
105.5	R105						131.5 and 132.2	65		—	
113.0	R113		BIG SANDY (X)SSW (A) (B)		TP113	7272	136.0 and 136.4	50		45	
114.5	R114						139.7 and 141.2	70		—	
123.4	R123		FADA		TP124	7516	148.2 and 148.9	60		—	
124.9	R125						148.9 and 149.6	50		50	
135.9	R136		MINEOLA	(B)	TP138	Yard	156.0 and 157.0	—		45	
138.9	R139						159.5 and 159.7	50		50	
142.7	R143		SILVER LAKE		TP143		166.3 and 167.1	50		50	
149.6	R150		GRAND SALINE		TP149	7517	182.2 and 183.3	40		40	
151.1	R151						183.9 and 184.6	60		—	
158.1	R158		EDGEWOOD		TP160	7540	192.2 and 193.0	70		—	
159.6	R160						193.2 and 194.3	45		40	
166.7	R167		WILLS POINT		TP167	7727	194.3 and 196.4	65		—	
168.3	R168						196.4 and 201.3	70		—	
175.1	R175		ELMO		TP176	7445	201.3 and 203.0	45		45	
176.7	R177						203.0 and 205.5	70		—	
181.4	R181		TERRELL	(B)	TP183	4406	205.5 and 209.6	60		50	
182.4	R182						209.6 and 212.8	40		40	
186.2	R186		LAWRENCE		TP187	7462	212.8 and 213.3	40		40	
187.7	R188						213.3 and B217.0	40		40	
198.3	R198		MARITH		TP199	7311	B217.0 and 215.0	30		30	
199.9	R200						215.0 and 220.2	60		50	
203.5	T204		MESQUITE	(B)	TP202	20613	224.4 and 231.2	50		50	
205.5	T206						231.2 and 235.4	40		40	
206.6	T207						235.4 and 239.0	70		—	
207.6	T208						239.0 and 245.3	40		40	
208.3	T209		MILLER		TP209	7255	245.3 and 246.0	20		20	
209.8	T210						246.0 and 248.0	30		30	
210.3	T211		MP JCT				248.0 and 249.7	40		40	
212.9	T212		SP JCT	T			ATSF Bypass —				
...	T913		(SP Connection)	T			248.0 and 249.7	15		15	
213.3	T213		BELT JCT	T	A227		Through Interlocking				
B215.2	T914		FOREST AVE				Tower 55	10		10	
B216.2	T915		SOUTH JCT.				On Wye tracks				
214.5	T916		DALLAS		TP215		Tower 55	10		10	
214.6	T917		NORTH JCT.	(B) T			In siding Marshall:				
...	T645		BN CONN.	T			MP 66.5—MP 66.7	15		15	
214.7	T918		DFW JCT.	T			Does not apply to trains entering or leaving Shrev. Subdiv. at Marshall Jct.				
214.8	T215		TERMINAL JCT.		TP216		Sidings: Grand Saline	25		25	
215.6	T216		BROWDER		TP218		Browder	10		10	
216.6	T217						10 MPH thru turnouts between MP244.0 and 247.4				
219.9	T220		CHALK		TP241		All auxiliary tracks at Centennial Yard between MP 247.4 and MP 249.7 do not exceed 15 MPH.				

Radio Display: Texarkana to Marshall — 2727 Marshall to MP Jct. — 2424 MP Jct. to Cent. Yd. — 2020											
Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet	SSW Interlocking (CPR 001) — When Interlocking signal displays Stop indication, communicate with train dispatcher and in addition, be governed by Instructions in Release Box located at the crossing.				
219.9		T220	CHALK		TP241		Yard Limits between: MP 244.0 and MP 249.7 on track No. 2; MP 244.0 and MP 248.0 on track No. 1.				
227.6		T228	15.3								
235.2		T235	BOWEN		TP235						
241.0		T241	POLY		TP241						
244.0		T244	4.4				Yard Limits between: MP 244.0 and MP 249.7 on track No. 2; MP 244.0 and MP 248.0 on track No. 1.				
245.4		T244	5.8		TP245						
247.4			TOWER 55	T (B) (M)			Yard Limits between: MP 244.0 and MP 249.7 on track No. 2; MP 244.0 and MP 248.0 on track No. 1.				
248.0			2.0								
249.7			RIVER	(M) (Y)	TP247		Yard Limits between: MP 244.0 and MP 249.7 on track No. 2; MP 244.0 and MP 248.0 on track No. 1.				
249.7		T248	UNIV. AVE.	(Y)							
249.7			CENTENNIAL Yard	T (B) (Y)	TP250	Yard					

249.7

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	Aviation	225.5	
Pumps	87.0	TP87	Navy	223.8	TP226
Hawkins	118.6	TP119	Grand Prairie	225.5	TP227
Debbie	128.9	TP129	BOP	230.0	TP230
Amoco	156.3	TP157	Great Southwest	231.0	TP231
Forney	194.0	TP194	Arlington	232.7	TP233
Skyline	205.6	TP205	Handley	239.2	TP239
Briggs	210.9	TP211			

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; Everman Lead and Ind. Tracks — MP 245.0.

Derris located both ends Siding Quincy and at east end Siding Terrell.

Train Defect Detectors:

- MP 5.9
- MP 18.5
- MP 29.5
- MP 46.6
- MP 62.0
- MP 72.5
- MP 84.0 (both tracks)
- MP 98.0
- MP 108.2
- MP 128.9
- MP 147.0
- MP 162.3
- MP 180.0
- MP 201.0
- MP 223.0 (both tracks)

Equation: MP 490.3 = MP 0.0; MP 214 = MP B214; MP B217 = MP 214.3; MP B215.1 = MP 769.3 on Waxahachie Subdiv.

AMTK secure track warrant at Texarkana.

See Special Instructions Item 20 for Amtk schedules.

40 MPH dual control switch turnouts: Lansing Jct, CPT 914 Crossovers only and CPT 248.

15 MPH dual control switch turnouts: Pirkey lead Keokuk; High One Yard crossover Longview; Track 23 west end Texarkana; all turnouts leading off Track No. 1 and No. 2 between CPT914 and CPT215.

Hand throw crossover located MP 88.3 between track No. 1 and Water Track.

Bonham Ind. Lead — MP 0.0 to MP 0.6.

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

Movement on Airport Lead over Delphine Street, Terrell, Texas, must stop and be proceeded by a crew member to provide warning.

Two main tracks designated No.1 and No. 2 tracks between Lansing Jct. and Longview Jct. Two main tracks designated No. 1 and No. 2 between Texarkana and National Jct.

Two main tracks designated No. 1 and No. 2 between MP 213.3 and MP 248.0.

Movement on siding at Mesquite between CPT206 and CPT208 must stop and flag public crossing.

Obtain permission from control operator at TWR-55 before passing Stop indication displayed by eastward signals at MP 245.5 on track No. 1 and at MP 245.1 on track No. 2.

Cars higher than 17 feet 6 inches can not be handled under Houston St. Bridge on Kelly Lead or any tracks other than tracks No. 1 and No. 2.

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

Radio Display — 2424				Maximum Speed	MPH
Mile Post	SOUTH STATIONS	NORTH	Station Nos.	Sidings Feet	
241.8	WICHITA	Ⓟ	H186	Yard	MP 241.8 — MP 403.3 (Except as below) 40
242.0	Ⓟ UP	Ⓟ			Between Mile Posts —
243.7	NORTH JCT.	Ⓜ	HA001		241.8 and 243.7 10
245.4	SOUTH JCT.	Ⓜ	HM245		243.7 and 245.4 20
249.6	MIDLAND	Ⓜ	HM250	7200	341.0 and 342.0 20
266.4	RIVERDALE	Ⓟ	HM266	5500	400.9 and 403.3 25
294.5	CALDWELL		HM295	5780	MP 403.3 and MP 561.0 (Except as below) 49
318.5	JEFFERSON		HM319	6228	435.4 and 437.0 20†
330.7	KREMLIN		HM331	4640	449.0 and 473.0 40
339.5	NORTH ENID	T Ⓟ	HM340	6044	473.0 and 477.0 25†
340.5	Ⓟ BN	Ⓟ			477.0 and 499.5 40
341.8	ENID	Ⓟ	HM342	8095	499.5 and 500.6 25†
366.5	JACKS		HM367	4342	500.6 and 509.0 40
388.4	OKARCHE		HM388	5178	543.4 and 543.8 25
396.1	CONCHO	Ⓟ	HM396	7302	MP 561.0 and MP 612.9 (Except as below) 40
400.9	Ⓟ UP	Ⓟ			604.7 Ⓟ 10
402.5	EL RENO	Ⓟ	HM403	Yard	604.8 and 608.9 25
403.6	PACIFIC JCT.		HM403P		608.9 and 609.9 20
418.0	MINCO		HM418	8010	609.9 and 612.9 10
435.6	Ⓟ BN	Ⓟ			Thru sidings and turnouts 10
436.3	CHICKASHA	T Ⓟ	HM436	6650	Auxiliary tracks except Chickasha Yard 5
456.0	RUSH SPRINGS	Ⓟ	HM456	6316	Train Defect Detectors at:
481.2	SUNRAY		HM481	6682	% MP 272.7, % MP 469.0, % MP 301.2, % MP 506.0, % MP 328.4, % MP 534.0, % MP 362.8, % MP 581.3, % MP 406.3, % MP 593.0
500.1	WAURIKA	Ⓟ	HM500	5800	Business Sta. Tracks
510.7	RYAN		HM511	6297	MP No. HM259
535.5	STONEBURG		HM536	4878	Wellington 273.8 HM274
543.4	BOWIE	Ⓟ BN	HM544	4585	Coop 270.8 HM271
563.0	CHICO	Ⓟ	HM563	4608	Wellington 273.8 HM274
599.2	HICKS		HM599	5301	Perth 283.0 HM283
604.7	SAGINAW	Ⓟ ATSF	HM605		Corbin 287.0 HM287
609.6	TOWER 60	Ⓟ SSW BN	HM609		Renfrow 302.6 HM303
611.4	PEACH		HM611	Yard	Medford 311.8 HM312
611.9	PURINA JCT. (T610)	T	HM612		Pond Creek 322.2 HM322
612.4	6TH ST. JCT. (T612)	T	HM613		Cyanamid 322.3 HM323
612.9	TOWER 55	T	TP245		Great Lakes
371.1					Carbon 333.4 HM333

ABS between MP 596.7 and MP 608.9.
 TWC between MP 241.8 and MP 608.9.
 Trains and Engines must contact yardmaster at Ney yard before entering yard limits between MP 608.9 and MP 612.9. Main Track switch at north end of Multiple Main Track (MP 610.2) and/or Race Track switch north end Peach (MP 611.0) may be left lined as needed.
 Two Main Tracks designated No. 1 and No. 2 between MP 610.2 and MP 612.9. Most eastern track is No. 2 track.

CTC between 6th St. Jct. (CPT 612) and Purina Jct. (CPT 610) and between Dalwor Jct. (CPT 611) and Purina Jct. (CPT 610). Do not exceed 10 MPH within these limits.
 Use Radio Display — 2020 within these limits.

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.

FRA Exempted Tracks:
 Peach — New Yard Track 410.
 ALL auxiliary tracks — Newark, Boyd, Paradise and Bridgeport.
 El Reno — All tracks in big yard.
 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 9.12.3 Exception:
 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 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 signal indications.
 Interlocking signals at North Jct. and South Jct. controlled by Santa Fe Train Dispatcher located at Schaumburg, Illinois.
 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 SUBDIVISION

Radio Display — 4242				
Mile Post	SOUTH STATIONS	NORTH	Station Nos.	Sidings Feet
551.7	SALINA	T Ⓟ	KP187	Yard
551.5	Ⓟ CKR	Ⓟ		
551.4	Ⓟ UP	Ⓟ		
516.9	Ⓟ CKR	Ⓟ		
514.9	Ⓟ SSW	Ⓟ		
487.0	Ⓟ ATSF	Ⓟ		
475.0	WHITEWATER JCT.	Ⓜ		
474.7	HERINGTON JCT.	Ⓜ		
241.2	CLINE	Ⓜ	HA003	5830
241.6	Ⓟ BN	Ⓟ		
241.8	WICHITA	Ⓜ	H186	Yard
242.0	Ⓟ UP	Ⓟ		
96.2				

Rule 5.4.4 not in effect
Maximum Speed MPH (Except as below) . . . 40
 MP 551.7 — MP 550.1 . . . 20
 MP 550.1 — MP 545.5 . . . 20
 MP 544.1 25†
 MP 542.1 (northward) . . . 25†
 Through Assaria 30
 MP 531.1 — 531.0 10
 MP 518.2 — 514.0 10
 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 . . . 20
 All Sidings 10

Yard Limits:
 MP 551.7 to MP 545.5
 MP 488.0 to MP 486.0
 MP 475.0 to MP 474.7
 MP 239.0 to MP 241.8

Business Sta. Tracks
 Furley 229.5 HM230
 Kechi 236.1 HM230
 McLains 481.4 PB027
 Newton 486.8 PB032
 Marvel
 Industries 488.8 PB034
 Hesston 495.1 PB041
 Mound
 Ridge 501.6 PB047
 McPherson 516.2 PB062
 Hilton 521.7 KM030
 Lindsborg 531.1 MX504
 Bridgeport 536.2 MX499
 Assria 539.8 KM012
 Mentor 544.0 KM008
 Sid 547.0 KM005

McPherson Subdiv. trains operate over Hoisington sub between west siding switch Bridgeport and Lindsborg.

TWC in effect MP 545.5 to MP 534.8; MP 531.1 to MP 474.7 and MP 223.1 to MP 239.0
Trains Defect Detectors: % MP 225.7, % MP 492.1 and % MP 528.2
Herington Jct — In yard limits Rule 8.3 does not apply to trains over 2000 feet long equipped with EDT. All trains expect to find switches lined for other than main track movement.
Whitewater Ind. Lead — 0.6 miles off MP 475.0 to end of track. Max. speed 10 MPH. Ⓟ UPG at MP 222.8 on Herington Branch. Bus. Trk.: Whitewater (PB2020).
Equation: MP 516.2 = MP 516.6 MP 474.7 = MP 223.1.

Table for Shawnee Branch showing stations from Howe to El Reno with mile posts, station numbers, and siding lengths.

TWC between MP 295.5 and MP 370.5; MP 417.0 and MP 512.3
Yard Limits: MP 323.1 — MP 325.1, MP 365.0 — MP 370.5; MP 482.9 — MP 492.8.
Equations: MP 352 to MP 354 = 1.6 miles. MP 491 to MP 492 = 1.4 miles.

Exception to Rule 8.3: McAlester — Main Track switch (MP 366.6) must be left lined and locked for movement from Main Track to north leg of Wye when not otherwise in use.

Howe — Movements over public crossing MP 295.5 must be preceded by a crew member to provide warning.
Shawnee — Use only one unit while switching except Shawnee Mill track.
All tracks serving Shawnee Mill from Bell Street west have close clearance and will not clear a man on sides or top of cars.
No. 3 Yard Track is designated as siding. West siding switch located at MP 449.8; east siding switch located at MP 448.5.
El Reno — All tracks between MP 400.8 (OKT Sub) and Belt Jct. (MP 512.3) and Pacific Jct. (MP 403.6 OKT Sub) are yard tracks.

LAWTON BRANCH

Table for Lawton Branch showing stations from Chickasha to End of Track with mile posts, station numbers, and siding lengths.

TWC between MP 0.0 to MP 42.2.
FRA Excepted Tracks: All tracks except main track at Anadarko and Apache; Main Track and auxiliary tracks between MP 42.2 and MP 54.6.

Table for Choctaw Subdivision showing stations from McAlester to Tower 55 with mile posts, station numbers, and siding lengths.

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

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

Stringtown — When quarry is not operating, gate across quarry track by scale house is closed.
Durant — Movements over public crossings on all auxiliary tracks except the siding must be protected by a crew member on the ground at the crossing until the crossing is occupied.

FRA Excepted Tracks:
Ray — New yard tracks 25, 27, 29 and all tracks in Welding Plant.
Perrin Field — Spur Track.

HERINGTON BRANCH

Table for HERINGTON BRANCH showing stations (HERINGTON, LOST SPRINGS, MARION, ATSF JCT, WHITEWATER, HERINGTON JCT), mile posts, sidings, and maximum speeds. Includes notes on TWC Entire Branch and yard limits.

Hutchinson Ind. Lead — 3.9 miles between Wichita Yard and Hardtner Jct. Maximum Speed ... 20 MPH except between MP 485.0 and MP 485.3 ... 10 MPH.

Business Tracks table for Hutchinson Ind. Lead listing stations like Hardtner Jct., ATSF, WTA, UP, BN, and Wichita Yard with mileposts and station numbers.

Conway Springs Branch — Wichita to Arkansas City (NB025). Operation via ATSF 43.3 miles/special instructions Item 14(a). Radio Communications via Radio Display — 2020.

Table for Winfield Ind. Lead and Arkansas City Ind. Lead showing mileposts and station numbers for business tracks.

NOTES

WAXAHACHIE SUBDIVISION

Table for WAXAHACHIE SUBDIVISION showing stations (FOREST AVE., LANCASTER, STERRET, SP, BRI JCT., WAXAHACHIE, END OF TRACK), mile posts, sidings, and maximum speeds. Includes notes on Northward BN Trains, Lancaster movements, and yard limits.

Denton Branch — 29.3 miles MP 758.8 to MP 729.5. Yard limits entire branch. Maximum speed 20 MPH except 10 MPH between MP 752.0 and MP 758.9. All tracks except main track ... 5 MPH.

Business Tracks table for Denton Branch listing stations like Coors, Lewisville, Trinity Mills, Carrollton, Beaver, Farmers Branch, Oldham, Oaken, and Dallas Jct. with mileposts and station numbers.

Greenville Ind. Lead — 1.2 miles MP 766.1 to MP 765.0. Max. speed 10 MPH except 5 MPH on lead track and tracks No. 1, No. 2 and No. 3. FRA excepted track. Equation: MP 758.8 (Denton Branch) = MP 766.1

DFW SUBDIVISION

Table for DFW SUBDIVISION showing stations (6TH ST. JCT., PURINA JCT., DALWOR JCT., (BN HOLD SIGNAL), (DALLAS SUB) WYE, NORTH JCT.), mile posts, sidings, and maximum speeds. Includes notes on FRA Excepted Tracks and CTC between 6th St. Jct.

Radio Display — 2020			STATION	EAST	Station Nos.	Sidings Feet	Maximum Speed Between Mile Posts — 249.7 and 304.0	MPH
Mile Post	WEST	CP No.						
249.7			CENTENNIAL YD ① T			Yard	60	
250.0			0.3 FT. WORTH		TP250	Yard	(Except as below)	40
251.6	T251		BRYANT IRVIN				AT & SF Bypass:	40
251.8	T252		8.0				249.7 and 251.8	40
259.6	T260		IONA		TP260	7731	258.0 and 266.6	50
261.2	T261		12.8				266.6 and 266.8	25
272.4	T273		EARLS		TP273	7989	277.0 and 282.0	50
274.0	T274		4.1				284.8 and 286.1	50
276.5	T277		WEATHERFORD		TP277	8385	286.1 and 294.6	55
278.2	T278		9.9				294.6 and 295.9	35
286.4	T286		PREBLE ①		TP287	6734	295.9 and 297.4	55
287.8	T288		14.0				298.5 and 298.7	50
300.4	T300		BRAZOS		TP301	6853	304.0 and 364.0	
301.9	T302		12.4				(Except as below)	60
312.8	T313		JUDD ①		TP313	6898	372.2 and 372.4	50
314.3	T314		13.3				378.6 and 378.9	50
326.1	T326		STRAWN		TP326	6864	383.2 and 388.6	40
327.5	T328		11.9				392.0 and 405.3	50
338.0	T338		TIFFIN		TP338	6807	405.3 and 406.1	45
339.4	T339		12.8				406.1 and 409.2	30
342.2	T342				TP341		417.0 and 438.0	50
350.8	T351		EASTLAND		TP351	6902	438.0 and 438.5	40
352.2	T352		9.6				438.5 and 446.9	50
360.4	T360		CISCO ①		TP361	9786	446.9 and 448.4	30
362.4	T362		6.8				448.4 and 476.6	50
367.2	T367		DOTHAN		TP368		476.6 and 477.3	30
368.4	T369		13.9				477.3 and 493.5	50
381.1	T381		JAYELL		TP381	6926	496.0 and 509.0	50
382.5	T382		11.0				509.0 and 513.4	25
392.1	T392		CLYDE ①		TP392	7457	533.7 and 535.0	50
393.6	T394		12.4				551.6 and 556.5	25
404.5			HOLDER		TP405	8784	570.3 and 574.0	45
			2.1				587.1 and 587.6	55
406.6			ABILENE ①		TP407	Yard	600.0 and 606.7	50
			3.3				606.7 and 611.0	30
409.9			BAGDAD		TP409	6006	646.8 and 647.1	45
			14.0				692.7 and 696.7	50
423.9			MERKEL		TP423	7737	735.3 and 735.6	50
			13.1				741.2 and 744.0	40
437.0			ESKOTA		TP438	7490		
			4.0				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.	
441.0	T441		TECIFIC ① M		TP441			
			6.8				All auxiliary tracks at Centen- nial Yard between MP 249.7 and MP 251.8 do not exceed 15 MPH.	
447.8			SWEETWATER ①		TP448	11569	10 MPH thru sidings Earls, Tiffin, Clyde, Holder, Bagdad, Merkel, Eskota, Dome, Chub, Arcade, Toyah and Boracho. 15 MPH thru turnouts Earls. 25 MPH thru turnouts: Bag- dad, Merkel, Sweetwater, Coahoma, W. end Roscoe, Lorine, E. end Holder, Eskota, Dome, Iatan, W. end sidings Arcade, Pegasus and Boracho and E. end sidings Morita, Stan- ton, Monahans and Metz, and at Sierra Blanca to SP.	
456.4			ROSCOE		TP456	7577	40 MPH thru turnout at CPT252.	
466.4			LORAINÉ		TP467	7457		
478.1			DOMÉ ①		TP479	8257		
491.1			IATAN		TP492	6830		
503.7			COAHOMA		TP503	7405		
513.4			BIG SPRING ①		TP513	Yard		
523.9			MORITA		TP524	7555		
533.3			STANTON		TP534	7515		
549.2			CHUB		TP549	7086		
563.8			PEGASUS ①		TP564	8410		
578.9			ARCADE ①		TP579	7864		
593.7			METZ		TP594	8000		
609.4			MONAHANS ① T		TP609	7505		
666.1			TOYAH ①		TP666	11865		
708.8			BORACHO ①		TP709	8742		
768.7			SIERRA BLANCA ①		TP768			
			86.2 MILES VIA SP					
858.4			EL PASO ① T		TP860	Yard		
			605.0					

CTC between MP 249.7 and MP 393.6.
ABS between MP 393.6 and MP 768.7.
TWC between MP 393.6 and MP 768.7.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Bomber	252.0	TP252	Warfield	562.7	TP563
Benbrook	254.0	TP255	Solo	568.7	TP569
Aledo	263.0	TP264	Odessa (Yard) ①	570.3	TP570
Bennett	294.0	TP294	Douro	584.1	TP584
Santo	307.0	TP308	Texas Elec.	613.6	TP614
Gordon	318.0	TP319	Wickett	615.6	TP615
Johnson Mines	324.0	TP324	Pyote	624.2	TP624
Ranger	340.8	TP341	Barstow	640.0	TP640
Putnam	373.0	TP374	Pecos	646.6	TP647
Baird	386.0	TP386	Gozar	676.7	TP676
Bandag	401.0	TP401	San Martine	685.9	TP687
Air Base Spur	413.0	TP413	Levinson	691.2	TP691
Tye	414.0	TP414	Kent	698.8	TP698
Trent	429.7	TP429	Wild Horse	727.1	TP727
Pyramid	445.0	TP445	Westex	729.0	TP729
Colorado City	475.0	TP476	Reef Field	735.0	TP735
Reef Field	504.0	TP504	Ziler	744.2	TP744
Dix	508.5	TP509	Dix	746.5	TP746
Midland ①	553.3	TP553	Allamore	746.5	TP746
Tex-Harvey	540.8	TP541	Eagle Flat	753.9	TP754
Ind. Foundation	557.6	TP558	Arispo	763.6	TP764
Bounce	559.0	TP559			

SP STATIONS BETWEEN SIERRA BLANCA AND EL PASO

Station	SP Mile Post	Sta. No.	Sidings Feet
SIERRA BLANCA	738.2	TP768	10425
LASCA	746.1	TP777	8507
SMALL	751.3	TP785	8479
FINLAY	760.9	TP790	7835
McNARY	770.1	TP803	8306
ISER	783.6	TP815	9978
TORNILLO	794.0	TP826	8589
FABENS ①	800.2	TP831	—
CLINT	808.0	TP839	8705
BUFORD	813.7	—	—
BELÉN	815.2	TP846	—
ALFALFA	822.8	TP854	—
TOWER 47 SP CONN. ①	827.9	—	—

El Paso:

Operation between SP Tower 47 Connection and UPRR yard is Manual Interlocking Limits. SP Tower 47 is the control operator.

Operation between Alfalfa Yard and Sierra Blanca use SP Road Channel 1414.

Operation between Alfalfa Yard and UPRR El Paso yard use SP Road Channel 9696.

El Paso Yard — SP train or engines contact footboard Yardmaster before entering yard or, crew member must precede movement until a clear track is entered.

A & S Ind. Lead, Abilene to MP 4.0, FRA excepted track. Maximum speed 10 MPH.

Carswell AFB Ind. Lead — General Dynamics, FRA excepted track, maximum speed 10 MPH.

NOTES

Radio Display — 4242				Station	Sidings	Maximum Speed MPH
Mile Post	SOUTH	CP No.	STATIONS	NORTH	Stations	MPH
1.1	H083		WEST JCT.		AX081	MP 1.1 to MP 54.0 (Except as below) — 50
18.0			OAKWOOD		AX099 7692	Between Mile Posts — 1.1 and 1.5
54.8			MARQUEZ		AX136 9207	1.5 and 2.0
76.0			FRANKLIN		AX158 9530	13.0 and 14.0
77.2	Q077		SP			Siding Oakwood
89.2			HEARNE		AX171 6218	MP 54.0 and MP 144.5 (Except as below) — 60
93.4	Q094		UP VALLEY JCT.		AX175	Between Mile Posts
93.6			TAYLOR		AX226 Yard	58.7 and 61.9
99.0	Q099		GAUSE		AX181 8151	61.9 and 62.2
100.7	Q101		MILANO	ATSP	AX191 7759	62.2 and 63.2
109.9	Q109		MARJORIE		AX205 8254	63.2 and 67.1
111.5	Q111		THRALL		AX220 8576	76.5 and 77.5
122.6	Q122		CORBYN		AX316 7978	80.1 and 80.3
124.4	Q124		CORBYN		AX316 7978	89.0 and 91.0
137.3	Q136		UP			93.4
139.0	Q139		UP			93.4 and 93.9
144.3	Q145		UP			Valley Jct. thru No. 113 & 114 Tracks
144.4	Q146		HEBES		AX232 7413	94.7 and 95.3
146.2	Q150		HEBES		AX232 7413	Siding Milano
149.9	Q152		ROUND ROCK		AX243 7148	Siding Marjorie
151.5	Q152		ROUND ROCK		AX243 7148	109.9 and 110.1
160.4	Q160		ROUND ROCK		AX243 7148	118.7 and 120.9
161.8	Q162		ROUND ROCK		AX243 7148	130.1 and 130.3
166.1	Q162		ROUND ROCK		AX243 7148	143.9 and 144.3
172.6	Q173		SNEED		AX253 8494	144.3 and 144.5
174.3	Q174		SNEED		AX253 8494	Maximum Speed Psgr. Frt.
186.6	Q186		BERGSTROM		AX268 7543	MP 144.5 to MP 264.3 (Except as below) — 70
188.1	Q188		BERGSTROM		AX268 7543	Between Mile Posts
200.2	Q200		KYLE		AX282 7524	144.5 and 145.9
201.8	Q202		KYLE		AX282 7524	145.9 and 146.7
206.7	Q206		CENTEX		AX288 8249	146.7 and 147.7
208.3	Q208		CENTEX		AX288 8249	160.0 and 161.8
209.1	Q209		CENTEX		AX288 8249	165.9 and 166.0
212.0	Q212		UP JCT.		AX294	166.9 and 171.0
219.0	Q219		JUDE		AX301	171.0 and 174.3
220.9	Q221		GOODWIN		AX302 9990	174.3 and 178.2
223.1	Q223		GOODWIN		AX302 9990	178.2 and 179.6
233.4	Q233		CORBYN		AX316 7978	179.6 and 179.8
235.0	Q235		CORBYN		AX316 7978	179.8 and 186.1
235.9	Q236		CRAIG JCT.		AX317	190.5 and 192.0
235.9	Q237		OGDEN JCT.		AX333 7559	192.0 and 195.0
239.3	Q239		BRACKEN		AX322 8428	201.6 and 203.2
241.1	Q241		NORTH LOOP		AX333 7559	203.2 and 207.6
250.6	Q250		NORTH LOOP		AX333 7559	207.6 and 211.1
252.1	Q252		NORTH LOOP		AX333 7559	219.9 and 220.0
259.1	J259		SAN ANTONIO		AX340	Siding Goodwin
259.9	J259		SAN ANTONIO		AX340	224.5 and 229.2
259.9	J259		SAN ANTONIO		AX340	229.2 and 232.0
260.4	J259		SAN ANTONIO		AX340	232.0 and 235.6
259.9	J259		SAN ANTONIO		AX340	(Via Track No. 1) MP 235.9 to MP 260.4 (Except as below) — 60
260.4	J259		SAN ANTONIO		AX340	240.3 and 240.7
260.4	J259		SAN ANTONIO		AX340	242.8 and 244.3
260.4	J259		SAN ANTONIO		AX340	247.4 and 248.6
260.4	J259		SAN ANTONIO		AX340	248.6 and 256.1
260.4	J259		SAN ANTONIO		AX340	256.1 and 257.4
260.4	J259		SAN ANTONIO		AX340	257.4 and 258.5
260.4	J259		SAN ANTONIO		AX340	258.5 and 260.0
260.4	J259		SAN ANTONIO		AX340	260.0 and 260.4
260.4	J259		SAN ANTONIO		AX340	(Via Track No. 2) MP 235.9 to MP 260.4 (Except as below) — 25
260.4	J259		SAN ANTONIO		AX340	CPQ 236 and CPQ 237
260.4	J259		SAN ANTONIO		AX340	235.9 and 248.2
260.4	J259		SAN ANTONIO		AX340	248.2 and 251.1
260.4	J259		SAN ANTONIO		AX340	251.1 and 251.2
260.4	J259		SAN ANTONIO		AX340	251.2 and 259.8
260.4	J259		SAN ANTONIO		AX340	259.8 and 260.0
260.4	J259		SAN ANTONIO		AX340	260.0 and 260.4
260.4	J259		SAN ANTONIO		AX340	(Via Track No. 3) MP 264.3 to MP 412.2 (Except as below) — 49
260.4	J259		SAN ANTONIO		AX340	Between Mile Posts —
260.4	J259		SAN ANTONIO		AX340	264.3 and 268.0
260.4	J259		SAN ANTONIO		AX340	281.4 and 282.7
260.4	J259		SAN ANTONIO		AX340	290.7 and 291.5
260.4	J259		SAN ANTONIO		AX340	312.6 and 313.3
260.4	J259		SAN ANTONIO		AX340	345.0 and 346.0
260.4	J259		SAN ANTONIO		AX340	Between West Jct. and MP 54.0 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.
260.4	J259		SAN ANTONIO		AX340	Maximum Speed-Track No. 2
260.4	J259		SAN ANTONIO		AX340	Between MP 209.1 and MP 218.8 .. 25 MPH; between MP 218.8 and MP 219.0 .. 15 MPH.
260.4	J259		SAN ANTONIO		AX340	See Special Instructions Item 20 for AMTK schedules.
260.4	J259		SAN ANTONIO		AX340	15 MPH dual control switch turnout South end Palestine Yard.

CTC between:

MP 77.2 and MP 259.1
 CPQ 145 and CPQ 919 (Houston Sub) on Wye track
 CPQ 236 and CPQ 237 — Do not exceed 25 MPH.
 ABS between: MP 1.1 and MP 77.2; Ogden Jct. and SP Jct. on track No. 2. MP 260.4 and MP 262.3.
 TWC between: MP 1.1 and MP 77.2; Ogden Jct. and SP Jct. on track No. 2. MP 264.3 and MP 412.2.
 Two main tracks CPQ208 to CPQ219. CTC in effect on Both Tracks. Tracks designated No. 1 and No. 2. Most eastern track at CPQ208 is No. 2.
 Two main tracks CPQ236 to Tower 105 (MP 260.4) designated No. 1 and No. 2. Most western track is No. 1.

Yard Limits: MP 259.0 (No. 1) to MP 268.0; MP 405.1 to end of track.
 No. 22 will secure UP track warrant at SP Station San Antonio.
 All trains secure track warrant at Taylor as prescribed by Rule 14.1.

Radio communications concerning terminal operation at: Palestine — Radio Display 2424; Sosa — Radio Display 8080; Laredo — Radio Display 2020.
 Southward trains arriving Sosa call yardmaster from North Loop — MP 251.5. Northward trains arriving Sosa 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 at:
 Ⓢ MP 26.7 Ⓢ MP 119.7 Ⓢ MP 227.3 Ⓢ MP 328.7
 Ⓢ MP 51.3 Ⓢ MP 140.3 Ⓢ MP 245.0 Ⓢ MP 356.6
 Ⓢ MP 73.1 Ⓢ MP 168.9 Ⓢ MP 281.5 Ⓢ MP 378.2
 Ⓢ MP 103.0 Ⓢ MP 198.1 Ⓢ MP 299.3

RESTRICTIONS:

Taylor — Do not use more than one 4-axle unit while switching on Williamson County Fertilizer Spur or Taylor Cotton Compress track.
McNeil — North end siding transfer switch leave lined for ANW RR movement.
McNeil — When signals indicate Stop, assure conflicting route signals indicate Stop and derail in proper position, then obtain permission to pass Stop indication from UP train dispatcher.
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 WRRR tracks.
Sosa — Maximum speed 20 MPH on Running Track between Quintana Rd. crossover and Guadalupe St. crossover.
Sosa — Main track switches at following locations may be left lined as last used: Martin St. — MP 259.1; Saug main — MP 262.0; South main — MP 264.7.
 Crossover switches at following locations may be left lined as last used: Guadalupe St. — MP 259.6; Saug crossover — MP 262.0; Quintana Rd — MP 263.3.
 Approach these switches prepared to stop unless properly lined.
Sosa — Tracks No. 502 and No. 503 are FRA excepted tracks.
Main track split-derail located at MP 265.2, normally lined in derailling position, is a power operated, radio activated derail equipped with switch point indicators. Operating instruction by general order.
Port Laredo — Dual control switches at MP 400.25 and MP 400.89 operated by radio control. Operating instructions by general order.
Laredo — Stop and flag public crossing at Hidalgo Street MP 412.25.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Tucker	8.5	AX090	Landas Park	227.8	AX309
Long Lake	12.3	AX093	Dittlinger	231.1	AX312
Buffalo	34.7	AX116	Parker Bros.	231.2	AX312
Jewett	43.8	AX125	Erick Spur (No. 2)	235.9	AX317
Nucor	45.5	A104	Ogden (No. 1)	236.7	AX318
Koch (Conn. BN)	45.7	AX127	Longhorn (No. 2)	247.0	AX329
Easterly	70.4	AX152	Wetmore (No. 1)	247.7	AX329
Rockdale	119.1	AX201	Frat (No. 2)	248.6	AY039
Marjorie (Conn. RS&S)	124.4	AX205	Longhorn (No. 1)	249.2	AX330
Thorndale	132.2	AX214	Green Light Spur (No. 1)	250.0	AX331
Hutto	153.4	AX235	Remount (No. 2)	250.7	AY041
Round Rock	161.6	AX243	Towne Spur (No. 1)	251.8	AX333
IBM	169.0	AX251	Adams (No. 1)	254.0	AX335
Hooper	171.1	AX254	Travis (No. 2)	254.3	AY044
Stripling Blake	171.9	AX253	Lytle	281.9	AX363
Steck Paper Co.	172.1	AX253	Natalia	287.3	AX368
Austin	179.1	AX262	Devine	291.0	AX373
Vinson	183.8	AX265	Armour Chemical	310.1	AX390
Buda	194.2	AX276	Western	311.2	AX390
Texas Cement	196.1	AX278	Pearshall	313.0	AX394
Cedar Supply	202.3	AX284	Derby	321.5	AX403
San Marcos (No. 2)	209.8	AX291	Diley	328.9	AX410
H.E.B. (No. 1)	211.6	AX293	Atlee	367.6	AX449
Jama (No. 2)	213.5	AY005	Encinal	373.6	AX455
Hunter (No. 2)	217.4	AY008	UNITEC	397.9	AX478
Geronomo Spur	220.0	AY010	Milo Distb. Ctr.	408.3	AX490
new Braunfels	227.3	AX308			

Georgetown Ind. Lead: Round Rock to Kerr DX-002 2.0 mi. Max. speed 10 MPH. Trains must not leave Round Rock or Kerr without permission from train dispatcher.
Bergstrom Ind. Lead: 5.0 miles Vinson to end of track. Max. speed 10 MPH.
Longhorn Industrial Lead: 3.3 miles Max. Speed 10 MPH. (Track out of service Perrin-Bietel Road MP 1.86 to MP 2.87.) FRA excepted track.
Dabney Ind. Lead: —3.5 miles between Dabney (HX018) and Blewett (HX014) Operated by Vulcan Materials.

Mile Post	Radio Display: Longview to Palestine — 2424 Palestine to Belt Jct. — 2020		STATIONS	NORTH	Station Nos.	Siding Feet	Maximum Speed MPH	
	SOUTH	CP No.					MP 0.0 to MP 81.4 (Except as below)	MP 81.4 to MP 226.8 (Except as below)
0.0			R089 LONGVIEW	⑤	TP090	Yard	0.0 and 1.0	25
1.1			H001 10.4				1.0 and 3.1	40
10.3			H010 KILGORE	⑤	AX012	7893	7.5 and 8.2	45
12.0			H012 11.9				11.0 and 13.3	45 ⁺
22.3			H022 OVERTON		AX022	7061	20.9 and 21.7	45
23.7			H024 13.0				24.7 and 25.0	45
35.0			H035 TROUP	⑤ T	AX036	8923	28.3 and 29.0	35 ⁺
37.0			H037 12.3				30.5 and 31.0	45
47.7			H047 TECULA		AX048	8600	35.4 and 36.4	45
49.4			H049 9.5				44.8 and 45.9	40
57.0			H057 HUME		AX057	8324	49.8 and 51.2	45
58.7			H059 11.5				52.4 and 55.0	35 ⁺
68.7			H069 NECHES		AX070	8873	59.1 and 59.8	45
70.5			H071 7.3				62.1 and 62.4	45
76.1			H076 WELLS CREEK		AX077	5285	80.8 and 81.4	20
77.2			H077 5.4				MP 81.4 to MP 226.8 (except as below)	60
81.0			H081 1.3				Between Mile Posts —	
81.4			H082 PALESTINE	⑤ T	AX081	Yard	81.4 and 82.7	20
			H083 WEST JCT.		A081		82.7 and 84.3	30
82.7			H084 1.5				84.3 and 86.8	40
82.9			H085 SOUTH JCT.		A083		86.8 and 92.2	45
84.3			H094 ELKHART	⑤ T	A094	7540	92.2 and 94.6	50
94.7			H096 25.4				94.6 and 104.6	45
96.2			H102 CROCKETT	⑤ T	A119	9880	106.5 and 107.9	30
120.0			H122 26.4				107.9 and 109.4	45
146.5			H147 TRINITY	⑤ T	A146	9875	119.4 and 121.3	40
148.6			H166 PHELPS	⑤ T	A165	7992	125.6 and 126.0	45
167.4			H193 CONROE	⑤ ATSF	A193	7827	126.0 and 131.0	45
192.9			H195 17.7				133.4 and 134.3	45
194.6			H211 SPRING JCT.	⑤ T	A208		142.5 and 142.8	55
210.8			H212 LLOYD YARD	⑤ I		Yard	146.4 and 148.2	40 ⁺
211.1			H213 SPRING	I	A209		152.9 and 155.4	50
213.1			H214 1.1				164.9 and 171.7	45
213.9			H215 WESTFIELD	I	A213		182.0 and 182.6	55
214.6			H220 ALDINE	I	A219		188.0 and 188.3	55
220.4			H225 McGOWEN	I	A223		192.8 and 195.9	30 ⁺
225.0			H227 (BEGIN HB&T RY.)	⑤			226.7 and Belt Jct.	45
226.8			H227 (BEGIN HB&T RY.)	⑤			Sidings: Elkhart, Crockett, Phelps and Conroe	10 15 MPH turnout at CPH001.
3.0			101 BELT JCT.	⑤ HBT	A227		Train defect detectors at: ⑤ MP 4.9 ⑤ MP 115.9 ⑤ MP 19.2 ⑤ MP 131.7 ⑤ MP 31.4 ⑤ MP 150.0 ⑤ MP 40.3 ⑤ MP 162.7 ⑤ MP 51.4 ⑤ MP 174.2 ⑤ MP 64.0 ⑤ MP 186.4 ⑤ MP 73.7 ⑤ MP 198.0 ⑤ MP 91.4 ⑤ MP 207.5 ⑤ MP 99.4 ⑤ MP 217.5 Both tracks — ⑤ MP 217.5	
4.0			207 RABBIT	⑤ SP			Equation: MP 226.8 = HB&T MP 0.0 HB&T MP 2.0 = HB&T MP 3.0.	
4.4			212 GULF COAST JCT.		A229			
6.3			213 PIERCE YD.			Yard		
6.5			233 KIRKPATRICK JCT.					
			SETTEGAST YD.	⑤ T	B372	Yard		

CTC between MP 0.0 and MP 226.8.
Yard Limits: MP 226.8 and Settegast yard.
15 MPH Dual Control Turnouts at: South end Palestine yard; south switch Lloyd yard; east and west lead track switches at north end Lloyd yard.
Two main tracks designated No. 1 and No. 2 between Spring Jct. and Belt Jct.
Palestine yard: Key trains must not use old south main track; radio communications on radio display — 2424.
Operations between MP 226.8 and Settegast yard use HB&T RY. Timetable and special instructions; radio communications on radio display — 4444.

Business Tracks			Business Tracks		
MP	Sta. No.		MP	Sta. No.	
Bodie	2.9	AX004	New Waverly	178.2	A 177
Jacksonville	53.2	AX054	Willis	180.7	A 185
Alcoa Spur	73.9	AX073	Tin Barn	200.3	A 197
Salmon	101.0	A 100	Bison	200.4	A 198
Nucor	105.7	A 104	Woodlands	201.6	A 199
Grapeland	107.4	A 106	Tamina	203.4	A 202
S. W. Chemical	116.2	A 114	Gator Hawk	216.7	
Lovelady	134.0	A 134	Jetero	219.3	A 218
Wedco	135.0	A 134	Drillo	219.4	A 218
Riverside	154.4	A 153	Tx Crushed Stone	221.7	A 220
La Pacific	176.1	A 175			

Tyler Ind. Lead: Troup to Swan 27.1 Miles. Operation by General Order.			Henderson Branch: Overton Southward to Henderson 16.0 miles.		
MP	MPH		MP	MPH	
Maximum Speed (Except as below)	20		TWC in effect between: MP 1.0 and MP 16.0.		
22.5 to 22.7	10		Yard Limits: MP 0.0 to MP 1.0.		
26.0 to 27.0	10		Maximum speed	20	MPH
Maximum weight	263,000	lbs.	Business Track	MP	Sta. No.
Business Tracks	MP	Sta. No.	Henderson	16.0	BX016
Whitehouse	8.6	CQ009	LeTourneau Ind. Lead 5.2 Miles.		
General Electric	13.5	CQ013	Maximum Speed	10	MPH
Elberta	13.9	CQ014			
Tyler [⊗] SSW [⊕]	19.0	CQ019			
Swan	26.3	CQ027			

Mile Post	Radio Display: Hattie St. to Elm Mott — 2727 Elm Mott to Bryan — 2424 Bryan Jct. to Navasota Jct. — 9696 Jerry to Spring Jct. — 2424		STATIONS	NORTH	Station Nos.	Siding Feet	Maximum Speed MPH	
	SOUTH	CP No.					Between Tower 55 and Bryan (Except as below)	Between Mile Posts — (Except as below)
250.9			TOWER 55	⑤	TP245	Yard	250.9 and 248.5	20
250.3			T250 HATTIE ST.	⑤			248.5 and 243.0	40 ⁺
249.5			T249 NEY	⑤	MK759		231.3 and 230.7	40
248.8			T249 2.3		MK760	Yard	228.1 and 224.9	50
248.6			T245 [⊗] SP [⊕]		MK764	7626	224.9 [⊗]	50
244.8			T245 WRENN				224.9 and 223.7	50
243.3			T243 12.7				220.4 and 220.2	50
230.6			Q231 EGAN		MK778	8430	218.7 and 217.2	50
228.9			Q229 5.7				196.3 and 195.6	40.
224.9			[⊗] ATSF [⊕]				193.1 and 192.9	40
			10.3				181.4 and 179.8	40 ⁺
214.6			Q215 GRANDVIEW		MK794	9407	165.8 and 163.1	25
212.8			Q213				158.8 and 158.5	55
198.4			Q199 18.7				148.5 and 148.2	55
195.9			Q197 WINSLOW		MK813	6933	141.0 and 138.0	25
184.5			Q195 15.0				107.0 and 106.8	50
179.2			Q181 WEST		MK828	8558	Valley Jct. thru No. 1 & No. 2 Tracks	25
171.7			Q179 9.2				100.6 [⊗] and 97.3	55
170.1			Q172 ELM MOTT		MK837	7761	97.3 [⊗]	25
166.2			Q170 5.5				78.2 and 77.8	25
			Q166 CAPHEAD		MK843		Between Bryan and Navasota Jct:	
165.9			Q165 WACO JCT.		BV181		Psg. Frt.	
			3.0				(Except as below)	60 60
162.9			Q163 WACO		BV178	8524	Between Mile Posts —	
161.1			Q161 7.0				75.6 and 71.9	30 ⁺ 30 ⁺
155.9			Q156 HARRISON	⑤ T	BV155	8531	65.4 and 65.1	50 50
154.2			Q154 8.0				51.6 and 49.4	50 50
137.9			Q138 MARLIN		BV139	7558	49.4 and 48.3	25 25
136.3			Q135 20.7				Thru sidings:	
117.2			Q117 SALTER		BV177	8270	Bryan	10 10
115.5			Q115 16.3				Millican	10 10
102.5			Q103				Between Navasota Jct and Spring Jct	
100.9			Q102 VALLEY JCT.	⑤ T	AX175	7631	(Except as below)	60
100.6			[⊗] UP [⊕]				48.3 and 47.5	25
100.4			[⊗] SP [⊕]				47.5 and 31.0	50
97.3			3.3				25.7 and 25.4	50
			Q093 MUMFORD		BV092	8154	6.0 and 0.4	50
93.4			Q092 15.6				0.4 and 0.0	35
91.7			[⊗] SP [⊕]				All Auxiliary tracks at Ney Yard between MP 250.3 and MP 248.0, do not exceed 15 MPH	
77.8			2.1				Tower 55:	
75.5			Q075 BRYAN	⑤ T	BV075	8276	Wye Tracks	10
73.6			Q073				Interlocking	20
			15.0				Thru sidings and turnouts at:	
60.5			Q060 MILLICAN		BV059	8396	Egan, Winslow and West	20
58.8			12.3				Business	
			Q048 NAVASOTA JCT.				Tracks	Sta.
48.6			2.4				No.	
46.2			Q046 JERRY	⑤ T	BV044	10449	Frazier	MP MK
44.1			Q044 19.3				Burleson	242.0 MK776
26.9			Q027 GAZZOLI	⑤ T	BV026	7414	Quail Plastics	236.8 MK771
25.3			Q025 15.3				Alvarado	235.2 MK771
11.6			Q011 HUFSMITH		BV011	9175	Itasca	224.2 MK784
9.7			Q010 9.7				Hillsboro	206.7 MK802
0.0			Q127 SPRING JCT.	⑤	A208		Wardlaw (Waco)	196.1 MK812
			244.4				Sarge	110.1 BV110
							Sand Hill	86.7 BV087
							NIPAC	82.0 BV082
							Indpark	80.3 BV079
							Bryan	77.4 BV078
							College Sta.	72.5 BV074
							Navasota	48.3 BV049
							Stoneham	36.5 BV037
							Chandler Spur	35.2 BV035
							Magnolia	22.1 BV022
							Dubrook	2.4
							Sutherland Lbr.	1.5
							Parker Bros.	1.0
							Campbell	0.8
							Ready Mix	0.8

CTC between MP 0.0 (Spring Jct.) and MP 250.3 Hattie St.
Yard Limits: MP 250.3 to MP 246.6

Train Defect Detectors at:
⑤ MP 234.0 ⑤ MP 142.5 ⑤ MP 62.7
⑤ MP 219.9 ⑤ MP 124.3 ⑤ MP 52.9
⑤ MP 200.4 ⑤ MP 107.8 ⑤ MP 32.4
⑤ MP 183.5 ⑤ MP 85.4 ⑤ MP 13.7
⑤ MP 159.0 ⑤ MP 68.1

Ney — Two Main Tracks between MP 250.3 and MP 248.8 designated No. 1 and No. 2. Most eastern track is No. 2.

Equations:
MP 165.85 = MP 842.14 (Houston Subdiv.), MP 75.7 = MP 74.6,
MP 0.0 = MP 127.84 (Palestine Subdiv.)

Restriction on Auxiliary Tracks:
Burleson — Movements over House Tracks 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.
FRA Except

SAN ANTONIO SUBDIVISION

Radio Display — 4242					Maximum Speed (Except as below) MPH
Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	
0.0	SMITHVILLE		BA110	Yard	40
36.4	LOCKHART		BA146	9484	10
38.5	15.1				25
51.9	AJAX	CPQ209	BA161		25

ABS between MP 36.4 and MP 38.5.
TWC between MP 0.0 and MP 51.3.
Yard Limits: MP 0.0—MP 0.5; 51.3—51.9
Equation: MP 51.9 = MP 209.1 on Austin Sub.
Train Defect Detector at MP 20.6 and MP 39.0.

CORPUS CHRISTI SUBDIVISION

Radio Display — 2020					Maximum Speed (Except as below) MPH
Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	
3.1	SOSAN		AX345	Yard	49
20.3	LEHR		CC020	2570	10
34.3	PLEASANTON		CC034	8307	10
55.2	CAMPBELLTON		CC055	7898	25
75.8	N. FLOOD GATE				30
77.8	S. FLOOD GATE				30
88.1	GEORGE WEST		CC088	7850	10
132.2	ODEM	UP	B155	Yard	10
145.6	MP JCT.				10
145.9	CTA				10
149.0	CORPUS CHRISTI		CC150	Yard	10

Business Tracks MP No. Sta. No.
San Jose 6.7 CC007
Lehr 20.3 CC020
Leming 26.6 CC027
Wilco Peanut 31.6 CC034
Coughran 38.8 CC039
McCoy 46.3 CC046
San Miguel Power Plant 53.0 CC053
Whittett 63.3 CC063
Sunniland 68.0 CC068
Three Rivers 77.3 CC077
Mathis 113.0 CC113
Hubert 124.7 CC124
Edroy 126.1 CC126
Viola 141.2 CC141

Trains or yard engines operating over the Tule Lake Bridge, located on the Corpus Christi Terminal Association trackage in Corpus Christi, Texas, will not have more than four (4) locomotives in consist.

Train Defect detectors located: MP 46.3 and MP 86.0
TWC between MP 8.0 and MP 140.5.
Yard Limits: MP 3.1 to MP 8.0; MP 130.0 to MP 133.8; MP 140.5 to Corpus Christi.

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 9.12.2. 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; Corpus Christi on Radio Display — 2424.

Trains arriving Sosan call yardmaster from Loop 410, MP 8.7.

Exception to Rule 8.3: East leg of Wye switch (MP 132.3) may be left lined and locked as last used. Trains approach this switch prepared to stop.

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.

BAYTOWN BRANCH

Radio Display: Cedar Bayou to Market St. — 2020 Market St. to Settegast — 4444						Maximum Speed (Except as below) MPH
Mile Post	WEST CP No.	STATIONS	EAST	Station Nos.	Sidings Feet	
35.0		US STEEL				20
34.9		CEDAR BAYOU		BG035		10
30.7		E.O. CO				10
28.5		DURHAM YARD		BG028	Yard	10
27.0		COADY YARD		BG027	Yard	10
14.8		JACINTO PORT LEAD				10
9.5		MARKET ST.	T	BG009	Yard	10
8.7	256	P.T.R.A. JCT.				10
	254	NORTH SHORE JCT.				10
7.5	241	SP INTERCHANGE				20
7.2		TWR. 87	SP			10
7.0	238	INTERSTATE JCT.				10
		SETTEGAST YARD		B 372	Yard	10

Business Tracks MP No. Sta. No.
Baytown 33.4 BG033
Highlands 22.5 BG022
Mantle 19.8 BG019
Cole 18.0 BG018
Arco Ind. Lead 17.5 BG017
Berwind Rivy 16.3 BG016
Smith 16.0 BG016
Ordinance Spur 15.0 BG013
Greens Bayou 14.3 BG014
Walton Barge Terminal 13.1 BG013
Arco 12.6 BG013

Maximum Speed (Except as below) MPH
Between Mile Posts —
35.0 and 25.0 10
9.0 and 7.5 10
Jacinto Port Lead 20

Yard Limits in effect entire Branch.
When using HB&T tracks HB&T timetable and Special Instructions apply.
Normal position Main track switch at East Cody Yard (MP 27.4) lined for movement to lead.
San Jacinto public crossing (MP 30.6) must not be occupied unless a crew member is on the ground at the crossing to provide warning.

Movement between P.T.R.A. Jct. (CP256) and Interstate Jct. (CP238) governed by authority HB&T-RTC Operator. West movements must contact HB&T-RTC Operator before leaving Market St. (MP 8.1).

NOTES

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum Speed MP 842.1 to MP 918.9 Pgr Ftr (Except as below) Between Mile Posts —	MPH 70 60
842.1	842.1 Waco Jct. to MP 194 — 2424 MP 194 to Galveston — 2727	WACO JCT. ... CPQ165	Ⓢ	BV181		842.1 and 846.5	— 20
842.9		BELLMEAD T ⊕	Ⓢ	MK845	Yard	846.5 and 848.0	— 25
843.6		SSW NORTH JCT.				848.0 and 852.6	— 50
844.2		SSW SOUTH JCT.				852.6 and 853.2	— 35 ^f
849.7		BASS 5.5		MK848	10964	862.3 and 863.3	— 50
865.2		EDDY 15.5		MK865	10142	870.8 and 871.6	— 50
880.8		OPAL ⊕ ATSF ⊕ 6.8	Ⓢ	MK881		877.3 and 878.3	— 50
887.6		LITTLE RIVER 20.5		MK888	8093	878.3 and 881.3	25 25 ^f
908.1		GRANGER T		MK908	7371	889.8 and 890.3	45 40
918.4		BIRGE 0.3		MK918	8962	894.3 and 896.1	60 50
918.9		TAYLOR ⊕ UP ⊕ Q918 ⊕		AX226		897.7 and 898.1	50 40
919.3		CPQ 919 ⊕				901.2 and 903.0	50 45
935.0		ELGIN ⊕ AUNW ⊕		MK935	6345	907.7 and 908.7	30 30 ^f
948.9		PHELN 20.1		MK949	8804	912.8 and 914.2	50 45
969.4		SMITHVILLE ⊕	Ⓢ	BA110	Yard	917.8 and 918.9	35 35 ^f
78.0		LCRA 17.9				MP 918.9 to MP 178.9	
95.9		FAYETTEVILLE 11.5		BA078	9349	(Except as below)	
102.1		NEW ULM 10.4		BA066	5565	918.9 and 920.4	— 35 ^f
124.0		CAT SPRING 11.7		BA056	5649	920.4 and 934.3	— 20 ^f
135.4		SEALY ⊕ ATSF ⊕ 25.8	Ⓢ	BA044	2837	934.0 and 935.7	— 25
161.2		WHIT 7.1		BA019	5900	952.0 and 954.3	— 25
178.9		HOUSTON ⊕ SP ⊕ 4.0	Ⓢ	BA001	Yard	960.1 and 961.0	— 30
180.2		CONGRESS 0.7				962.8 and 965.3	— 35
184.2		S.G.H. JCT. (CP150)		A235		74.6 and 76.6	— 30
184.8		TWR. 85 ⊕ HBT ⊕ (CP283)		A235		87.2 and 88.2	— 20
185.2		PTRA CONN.				88.2 and 89.4	— 25
187.8		GRAHAM 8.3		A248	6884	90.9 and 91.5	— 30
189.8		SHELL SIDING 13.0		A257	6802	101.3 and 101.7	— 35
222.8		TEXAS CITY JCT. ⊕ TCT ⊕		A270		134.5 and 136.0	— 25
226.9		VIRGINIA POINT 1.2		A274		147.0 and 148.4	— 25 ^f
227.8		CAUSEWAY BRIDGE D ⊕		A276		154.7 and 157.0	— 30 ^f
228.8		ISLAND 3.4		A280	Yard	170.8 and 178.9	— 20
232.2		GALVEZ YARD T ⊕		A280	Yard	MP 178.9 to MP 233.2	
233.2		GALVESTON ⊕				(Except as below)	
291.1						178.9 and 184.2	— 10 10
						184.2 and 184.4	— 10 10
						184.4 and 195.2	— 20 20
						195.2 and 203.2	— 35 —
						203.2 and 208.4	— 25 —
						208.4 and 208.8	— 25 —
						208.8 and 209.2	— 35 —
						210.9 and 213.4	— 35 —
						217.6 and 223.7	— 20 20
						222.8	— 20 20
						223.7 and 226.8	— 10 10
						227.8 Over Lift Span	— 10 10
						227.8 and 233.2	— 20 20
						Business Tracks	
						Waco	845.5 BV178
						Troy	872.1 MK872
						Plantation Food	875.9
						Smith	883.1 MK883
						Temple	880.0 MK880
						Cobel	881.1 MK882
						Holland	896.8 MK893
						Bartlett	902.8 MK903
						Coupland	926.7 MK927
						Dunstan Mine	946.0 MK947
						Bastrop	953.8 MK954
						Plum	82.1 BA098
						La Grange	89.0 BA091
						Brookshire	147.8 BA032
						Cardiff	150.8 BA029
						Katy	156.0 BA024
						Addicks	166.7 BA013
						Hennessey	172.9 BA007
						Tx. Crushed	
						Stone	189.7 A237
						Harrisburg	190.3 A237
						Rambler	191.7 A237
						T&T Siding	193.2
						Dumont	194.7 A241
						Kellogg	195.8 A241
						HL&P	196.8 A241
						Ashland	197.6 A245
						Genoa	198.4 A245
						Gifford Hill	199.1 A245
						McDonough	199.5 A247
						Oleott	201.3 A248
						Webster	205.8 A252
						McCoy	206.5 A252
						Pondren	207.1 A254
						Midway Concrete	208.4
						Dickinson	212.8 A260
						Marathon-Maroo	213.0 A260
						LaMarque	221.2 A267
						Texas City Yd.	223.4 A270

Yard Limits: MP 842.1 — MP 844.2; MP 968.6 — MP 71.3; MP 177.0 — MP 194.3; MP 228.8 — MP 233.2.

ABS between MP 846.5 and MP 919.3; MP 184.2 and MP 184.4; MP 185.9 and MP 194.7.

CTC between MP 226.9 and MP 228.8. Bridge Operator is the Control Operator.

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.

Train Defect Detectors At:

Ⓢ MP 852.6	Ⓢ MP 931.7	Ⓢ MP 127.4
Ⓢ MP 874.0	Ⓢ MP 951.4	Ⓢ MP 145.5
Ⓢ MP 892.2	Ⓢ MP 85.7	Ⓢ MP 164.0
Ⓢ MP 911.4	Ⓢ MP 106.3	Ⓢ MP 208.8

MOVEMENTS BETWEEN EUREKA AND HOUSTON GOVERNED BY AUTHORITY HB&T-RTC OPERATOR.
No. Movements must contact HB&T-RTC Operator before passing Howard Dr. (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.

Bellmead — Do not exceed 5 MPH on Yard Tracks. All tracks are FRA excepted tracks except from Caphead to and including Track No. 49 and No. 51 to south main track switch.

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 Corridor Mgr.

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.

ATSF Crossing (MP 880.7) — When absolute signal displays Stop indication, communicate with Control Operator at ATSF Office via Radio Channel 7272-Tone 1, 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 — loaded unit coal trains allowed only on back lead, straight track, old No. 1 track and No. 16 track.

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 — Do not exceed 5 MPH on curve after passing Ash Pond. 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.

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.

Cat Springs — Trains must not be met or passed at this siding.

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.

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.

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-4444.

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

Fondren Spur — When necessary to shove cars over Highway 3, MP 207.3 at night, crossing must be protected by flagman.

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. — Movements to TCT yard tracks must not exceed 8 MPH over connection and employe must ride leading car when shoving.

Galveston — Transfer lead switch into Museum Track must be left lined and locked for transfer lead movement. Main track Galveston Yard (Track 100) must not be blocked on Friday, Saturday or Sunday.

NOTES

Maximum Speed T&NO Jct.-Alvin (Except as below) . . . 55 T&NO Jct. — MP 18 — MP 14 . . . 45 MP 18 — MP 14 . . . 45	Radio Display — 2020				Station Nos.	Sid- ings Feet
MPH	Mile Post	SOUTH CP No.	STATIONS	NORTH		
Between Alvin and Algoa (Except as below) . . . 50			SETTEGAST YD. . . ⊕ T	B372	Yard	
Wye Tracks Alvin and Algoa . . . 25	7.0	238	INTERSTATE JCT.			
East leg Wye Alvin and Algoa . . . 10	14.2	169	DOUBLE TRK. JCT.			VIA HBT
Between T&NO Jct. and Algoa trains exceeding 90 tons per operative brake or exceeding 7000 tons total must not exceed 45 MPH.	9.8	175	NEW SOUTH YD.	B368	Yard	
Algoa — MP 204.3 (Except as below) . . . 50	10.0	178	T & NO JCT. . . ⊕ SP ⊕	B367		
Between Mile Posts — 343.3 and 342.9 . . . 25 320.3 and 318.6 . . . 20 309.6 and 308.2 . . . 25 305.6 and 305.5 . . . 25 285.5 and 283.4 . . . 30†	11.0	184	5.4			n7690
North Leg Wye Angleton . . . 10	14.0		MYKAWA	B362	s9350	
216.0 and 215.3 . . . 35	10.0		PEARLAND	B358	5400	
Inari Sidings . . . 10	4.1		HASTINGS	B352		
204.3 and 0.0 (Except as below) . . . 49	0.0		ALVIN ⊕ T	B348	Yard	VIA ATSF
186.8 and 184.9 . . . 25	28.6		27 CROSSOVER	B347		
162.2 and 161.6 . . . 20†	27.0		1.6			
155.1 and 154.2 . . . 20	24.3		2.5			
142.0 and 140.0 . . . 25	343.1		ALGOA	B343		
132.0 and 131.2 . . . 20†			0.3			
125.3 and 125.0 . . . 15†			BROWNIE T †	B342	10025	
118.8 and 95.0 . . . 30	342.8		9.0			
95.0 and 65.0 . . . 40	341.2	H341	LIVERPOOL †	B333	7631	
48.0 and 45.4 . . . 35	333.8	H334				
42.2 and 41.4 . . . 40	332.2	H332				
25.6 and 24.8 . . . 15	322.1	H322	13.7			
22.1 and 18.0 . . . 35†	320.1	H320	ANGLETON ⊕ T	B321	Yard	
3.1 and 3.0 . . . 15†	318.0	H318				
3.0 and 1.0 . . . 20	315.5	H315	11.5			
Business Tracks	308.6	H309	BRAZORIA †	B309	7642	
Monsanto 335.9 B336	307.0	H307	3.1			
Storage 335.9 B336	305.5		S. BERNARD RIV. ⊕ ⊙			
Chocolate			4.3			
Bayou 335.6 B336	301.2	H301	SWEENEY ⊕	B301	Yard	
Danbury 327.3 B327	300.0	H300	8.1			
Pan American	293.1	H293	ALLENHURST †	B292	7785	
Petroleum	291.5	H291	9.0			
Spur 298.5 B299	284.1	H284	⊕ ATSF ⊕			
Abercrombie . . . 297.5 B297			0.6			
Bonus Crop	283.5	H283	BAY CITY ⊕ T	B284	5655	
Fertilizer 290.5 B290	282.3	H282	8.1			
Celanese	275.4	H275	BUCKEYE T †	B275	8266	
Storage 277.3 B277	273.6	H274	10.5			
Elimaton 269.6 B270	264.9	H265	BLESSING ⊕	B265	7801	
Formosa Plastics . 247.5 B247	263.3	H263	15.0			
McFaddin 209.4 B209	249.9	H250	LAWARD †	B250	7760	
Refugio ⊕ 186.0 B186	248.3	H248	5.5			
Cranell 173.6 B174	244.4		LOLITA (CONN TO PC&N RR)	B245		
Corp Christi			4.1			
Filtration	240.3	H240	VANDERBILT ⊕	B240	6680	
Plant 147.3 B147	238.6	H239	9.9			
Lon Hill 146.7 B147	230.4	H230	KEERAN	B234	5686	
Nueces 138.7 B138	229.3	H229	6.1			
Driscoll 132.1 B132	224.3		PLACEDO ⊕ SP ⊕	B224		
Bishop 124.9 B125	224.1	H224	CONN TO SP RR			
Chemel 122.8 B123			3.3			
Ricardo 112.0 B112	221.0	H221	BLOOMINGTON . . ⊕ T	B219	Yard	
Yturria 52.4 B052	219.1	H219	5.0			
Lyford 41.4 B041	216.0		ARGE CANAL . . . ⊕ ⊙	B218		
Sebastian 36.9 B037	206.0	H206	10.0			
Russelltown . . . 14.1 B014	204.4	H205	12.6			
	193.4		GRETA	B193	7252	
			13.4			
	180.0		WOODSBORO	B180	6392	
	162.0	J162	18.0			
	161.2	J161	SINTON JCT. . . ⊕ SP ⊕	B162		
	159.0	J159	0.8			
	156.4	J156	SINTON	B162	11004	
	154.6	J155	6.6			
	154.5		ODEM ⊕ T †	B155	Yard	
			⊕ UP ⊕			
	141.4		13.2			
	118.4		ROBUSTOWN ⊕ TM ⊕	B141	7116	
	97.6		23.0			
	77.0		KINGSVILLE . . . ⊕ †	B119	Yard	
	67.6		21.0			
	46.4		SARITA	B098	5168	
	26.8		20.6			
	25.6		ARMSTRONG . . . ⊕	B077	7456	
	19.0		9.4			
	0.7		NORIAS ⊕	B068	4496	
			21.2			
			RAYMONDVILLE . . ⊕	B046	5730	
			19.6			
			⊕ SP ⊕			
			1.2			
			HARLINGEN . . . ⊕ T †	B025	Yard	
			6.6			
			SAN BENITO	B019		
			18.3			
			BROWNSVILLE . . ⊕ †	B000	Yard	

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 — 4444.

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 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 6.14 in effect. Maximum speed 10 MPH.

Sidings at Norias, Sarita, Raymondville, and Greta equipped with derrails 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 At:

⊕ MP 134.2	⊕ MP 189.7	⊕ MP 246.8	⊕ MP 303.6
⊕ MP 148.4	⊕ MP 209.9	⊕ MP 262.0	⊕ MP 314.0
⊕ MP 167.5	⊕ MP 226.9	⊕ MP 279.0	⊕ MP 330.0
⊕ MP 178.9	⊕ MP 236.3	⊕ MP 295.5	⊕ MP 339.4

Almeda Ind. Lead —

Pierce Jct. to Arcola (end of track),
11.1 miles.

Maximum Speed 20 MPH
Be governed by HB&T timetable Special Instructions. Radio Display — 4444. Operation over SP RR between T&NO Jct. and Sugarland (AG033), be governed by SP timetable.

Business Tracks	MP	Sta. No.
Pierce Jct.	7.9	AE007
Myrtle	8.5	AE008
Klein Industrial	9.2	AE009
Interpac	10.1	AE010
Almeda	10.8	AE011
Witco Co.	13.1	AE013
Metal Arts	13.7	AE014
Arcola	19.0	AE019

Monsanto Ind. Lead — MP 335.6

5.6 miles
Maximum Speed 15 MPH
(Except as below) 10
MP 3 — MP 5 10

Phillips Refinery Spur — MP 297.5
2.3 miles.
Max. Speed 10 MPH

Celanese Industrial Lead:
MP 277.0-2.3 miles.
Max. Speed 10 MPH

Victoria Ind. Lead:
Between Bloomington and Victoria 12.5 miles.
Maximum Speed 20 MPH
Except between MP 5.0 and
End of Track 10 MPH

Business Tracks	MP	Sta. No.
Dernal	4.2	BM004
Willard Grain	5.0	
Victoria Nav Dist	5.1	

Seadrift Ind. Lead:

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

Business Tracks	MP	Sta. No.
Heysler	5.0	BK005
Green Lake	10.3	BK010
North Seadrift	12.5	BK012
Long Mott	14.0	BK014

Mission Industrial Lead:

Harlingen — MP 0.0 to MP 1.0.
Max. Speed 10 MPH
Entire Ind. Lead (FRA Excepted).

Rio Hondo Ind. Lead:

San Benito to Rio Hondo 9.0 miles.
Max. speed is 10 MPH except 5 MPH
over Highway 77, San Benito.
Entire Lead FRA Excepted Track.

Business Tracks	MP	Sta. No.
Fresnal	6.6	BS006
Rio Hondo	9.0	BS009
⊕ SP ⊕	5.5	

Brownsville Port Line 7.9 miles

Maximum Speed 10 MPH
(Except as below) 5
MP 0.0 — MP 0.5 10
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.

Radio Display: Paola to Wagoner — 2424 Wagoner to McAlester — 2020			Maximum Speed MPH MP 41.9 to MP 136.2 (Except as below) 60 Between Mile Posts — 41.9 and 43.2 20 58.7 and 59.2 50 60.0 and 61.0 55 69.9 and 71.1 40 87.7 and 88.1 50 93.2 and 93.7 50 112.0 and 113.0 50 133.7 and 136.2 20 MP 386.0 and MP 564.8 (Except as below) 60 386.0 and 387.1 20 387.5 Southern Ave. 30† 400.8⊙ 30 401.3 and 401.5 45 409.0 and 409.6 50 409.8⊙ 30 409.6 and 410. 50 421.1 and 421.6 25† 438.0 and 439.8 30† 487.5 and 489.2 25† 501.8 and 504.0 20 MLK Blvd on — No. 2 Track 10 504.0 and 505.2 25 563.6 and 564.8 25† 40 MPH turnouts: AU Jct. and UX Jct. CPV326-Cherokee Sub. to Coffeyville Sub. Sidings Adair and Chase 10 Other Sidings and associated turnouts except Whitman and Canadian 20 South Switch Muskegee at MP 504.0 20		
Mile Post	SOUTH	NORTH	Stations	Station Nos.	Sidings Feet
0.0			KANSAS CITY		
2.0			29TH STREET		
41.8			SO. HILLSDALE		
43.3			PAOLA	MX334	
46.5			RINGER	RM047	8752
66.8			DUNLAY	RM067	8726
82.8			KINCAID	RM083	6178
94.7			MORAN	RM095	6185
112.6			KIMBALL	RM113	6050
120.6			ERIE	RM121	8218
136.2			PARSONS	RM136	Yard
386.0			LABETTE	LM394	9177
387.1			OSWEGO	LM401	
394.2			CHETOPA	LM410	
400.8			WELCH	LM421	7830
409.6			VINITA	LM439	
421.4			KEELE	LM442	8889
438.8			ADAIR	LM454	7495
442.0			PRYOR	LM468	8741
454.1			WAGONER	L 242	
468.2			OKAY JCT	L 233	
488.2			AU JCT	LM496	
575.6			UX JCT	LM497	
493.8			CHASE	LM499	
496.0			MUSKOGEE	MG003	Yard
497.4			WHITMAN	MG517	8302
498.9			CANADIAN	MK547	9892
501.8			McALESTER	MK564	
503.9				MK566	11226
505.0					
515.0					
516.7					
517.1					
535.7					
547.2					
549.3					
563.7					
564.8					

Two main tracks between UX Jct and Muskogee designated No. 1 and No. 2 Tracks, No. 2 Track extends from UX Jct MP 497.4 to MP 504.0. No. 1 Track extends from OKAY Jct MP 493.8 to AU Jct MP 496.0 and UX Jct MP 497.4 to MP 504.0.

Yard Limits: MP 134.5—MP 387.7 on No. 2 Track MP 501.8 to MP 503.9.

ABS between: MP 43.3 and MP 488.2;

CTC between: On Main Track and No. 1 Track MP 488.2 and MP 564.8; and between Okay Jct. MP 493.8 and AU Jct. MP 496.0. On No. 2 Track UX Jct. MP 497.4 to MP 501.8.

TWC in effect between: MP 43.3 and MP 134.5; MP 387.7 and MP 488.2.

Track between MP 41.9 and MP 43.3 designated as Long Track.
Northward trains enroute to Kansas City via BN trackage, secure BN track warrant before departing Parsons, and; do not leave Ringer without first contacting BN Train Dispatcher at Springfield for permission to enter the Long Track at CP V326.

Elsmore — Do not exceed 5 MPH on Elevator Track.

- Train Defect Detectors located at**
- ⊕ MP 54.6
 - ⊕ MP 75.5
 - ⊕ MP 89.1
 - ⊕ MP 107.2
 - ⊕ MP 124.5
 - ⊕ MP 406.5
 - ⊕ MP 426.3
 - ⊕ MP 446.6
 - ⊕ MP 466.6
 - ⊕ MP 486.1
 - ⊕ MP 507.4
 - ⊕ MP 529.8
 - ⊕ MP 557.1

Vinita—Do not exceed 5 MPH on BN Connection Track. Pryor—Industrial Area Restrictions: GRDA Lead, between Pryor yard (track No. 4 Switch), 1000 feet from north end of yard at MP 0.0 and GRDA generating plant MP 4.0.	Maximum Speed MPH (Except as below) 10 MP 3.6 and 3.7 5 MP 4.0 Loop Switch, around Loop 10 Coal Dumper 2 MP 2.3 Plant Jct. all tracks Mid-America Industrial Park 10 Kaiser Switch, Lone Star Cement curve with heavy rail 5	Normal position of Switches No. 4 track Lined for GRDA lead Plant Jct. Lined for power plant Loop switch Lined for straight track to coal dumper South Wye Lined from plant Jct. to North Wye North Wye Lined for East leg of Wye
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Do not exceed 5 MPH on GRDA Lead Track east and south of the Water Tower Crossing. Within the GRDA Area, fuses must not be used for giving hand signals except in an emergency, and when used, they must not be dropped or thrown to extinguish.

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

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

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

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

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

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

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

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

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

TULSA BRANCH

Radio Display — 2020			Maximum Speed MPH (Except as below) 25 290.0 and 287.7 20† 287.7 and 284.0 10 284.0 and 280.3 20† 280.3 and 278.3 10 Thru sidings and turnouts 10		
Mile Post	SOUTH	NORTH	Stations	Station Nos.	Sidings Feet
324.8			CHASE	LM499	
291.8			BROKEN ARROW	MM292	2850
287.2			TULSA	MV153	Yard
278.3			END OF TRACK		
		46.5			
Restrictions on Auxiliary Tracks:					
Tulsa — Northward movements approaching Garnett Road on the three tracks in the Auto Convoy Yard must not exceed 5 MPH until ascertained that flashers have been actuated before proceeding over crossing.					
Tulsa — Movements on auxiliary tracks crossing Rockford Avenue (MP 279.3) and Quincy Avenue (MP 279.2) must occupy island circuit within 30 feet of crossing identified by ties painted yellow, movement must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and the crossing gates, are fully lowered.					
Tulsa — Movements on side track over Third Street (MP 278.6) must occupy island circuit, movement must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and the crossing gates, are fully lowered then movement may proceed over crossing.					
JENKS INDUSTRIAL LEAD: MP 135.2 to MP 146.1 Stations: Tulsa T ⊕ Sta. No. MV152 MP 148.1. Jenks — Sta. No. MV142. All tracks MP 146.1 to MP 154.7 Yard Tracks. Maximum speed 20 MPH.					
Operation via BN between Cherokee Yd. and ATSF yard lead, Tulsa. Secure verbal authority from BN dispatcher before entering CTC territory for movement in either direction. Maximum speed 20 MPH except 10 MPH over 17th St. Cherokee Yard.					

Table with columns: Mile Post, SOUTH CP No., STATIONS, NORTH, Station Nos., Sidings Feet, Maximum Speed MPH. Includes radio display information for Leeds Jct. to OG&E Spur and MP B355.4 to NL Rock.

Table with columns: Mile Post, SOUTH CP No., STATIONS, NORTH, Station Nos., Sidings Feet, Business Tracks MP, Sta. No. Includes radio display information for Leeds Jct. to OG&E Spur and MP B355.4 to NL Rock.

Ft. Smith Industrial Lead: Van Buren MP 502.5 to Ft. Smith MP 504.3, 1.8 Miles VIA AM RR. UP MP 502.6. General Code of Operating Rules and AM Timetable apply.

Mile Post	Radio Display: Council Grove to Wilsey — 4242 Wilsey to Pueblo — 2020		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
	WEST	EAST			
425.0		END OF TRACK			40
425.6		COUNCIL GROVE	MX432	Yard	40
436.3		WILSEY	MX444	6454	40
445.6		PRAIRIE	MX454	8981	40
451.5		SSW			30
458.6		HOPE	MX467	4618	50
459.2		ATSF			40
468.0		ELMO	MX476	6347	40
476.1		CODY	MX485	6568	40
491.2		BRIDGEPORT	MX499	6559	55
495.9		LINDSBORG	MX504		40
505.6		MARQUETTE	MX513	6427	50
518.2		CRAWFORD	MX526	4391	25
524.5		GENESEO	MX532	12731	40
529.7		CKR			40
537.6		BUSHTON	MX545	4608	40
545.2		CLAFIN	MX553	7177	40
558.8		HOISINGTON	MX567	Yard	40
568.9		OLMITZ	MX577	8231	55
583.4		BISON	MX592	6219	55
590.3		LA CROSSE	MX598	3872	55
605.3		MCCRACKEN	MX613	7555	55
622.1		OSGOOD	MX630		55
627.3		RANSOM	MX635	3875	55
640.3		UTICA	MX648	6429	55
655.6		SHIELDS	MX663	6304	55
670.2		RANCH	MX678	6211	55
681.7		CKR			55
682.5		SCOTT CITY	MX690	3309	55
682.8		CKR			55
692.1		MODOC	MX700	6309	55
707.1		LEOTI	MX715	3968	55
717.1		SELKIRK	MX725	6089	55
730.8		HORACE	MX739	Yard	55
740.5		WALKINGHOOD	MX748	8954	55
752.5		STUART	MX760	6069	55
771.8		CHIVINGTON	MX780	6181	55
785.8		EADS	MX794	6365	55
807.7		HASWELL	MX816	6527	55
830.5		ADOBE CREEK	MX838	6392	55
846.4		ORDWAY	MX854	7234	55
863.1		PULTNEY	MX871	6036	55
869.4		NA JCT.	MX876		55
591.8		AVONDALE	MX889	8153	55
603.6		DEVINE	MX895		55
609.6		BAXTER	MX897	7500	55
611.8		PUEBLO JCT.	MX903		55
617.8					55
897.1		PUEBLO	MX905	Yard	55

Operation between NA Jct. and Pueblo Jct. over joint UP-ATSF track controlled by ATSF dispr. at Schaumburg, Ill. Phone AC708-995-6716. 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.

Maximum Speed MPH
MP 425.0 to MP 451.0
(Except as below) 40
Between Mile Posts—
425.0 and 426.0 10
432.5 and 433.3 30
450.8 and 451.0 30
MP 451.0 and MP 869.4
(Except as below) 60
451.0 and 452.7 30
459.0 40
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
557.3 and 559.4 30
588.9 and 589.3 50
589.9 and 590.6 45
621.0 and 681.7 40
681.7 30
681.7 and 820.9 40
846 and 847 40
All Sidings 10
On ATSF 55
(Except as below)
597.3 and 598.6 40
615.9 and 616.0 50
617.2 and 617.5 25
Pueblo Jct.:
617.5 and 617.9 10
On ATSF do not exceed 45 MPH when averaging 90 tons or over per operative brake, or when train exceeds 7000 tons.
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
Train Defect Detectors located at
MP 533.0 MP 705.6
MP 595.5 MP 792.1
MP 625.7 MP 850.5
MP 679.4 ATSF MP 595.1
Business Tracts MP Sta. Nos.
Delavan 443.9 MX452
Herington 451.0 MX459
Dillon 462.9 MX471
Carlton 470.9 MX479
Gypsum 478.0 MX487
Frederick 530.4 MX538
Procco 535.4 MX539
Redwing 552.8 MX561
Boyd 562.9 MX571
Otis 575.5 MX583
Hargrave 598.0 MX606
Brownell 616.0 MX624
Arnold 633.8 MX642
Pen Dennis 649.4 MX657
Healy 665.0 MX673
Manning 671.4 MX679
Marienthal 699.2 MX707
Coronado 704.1 MX712
Whitelaw 724.6 MX732
Tribune 729.0 MX737
Astor 736.9 MX745
Kanco 742.9 MX750
Towner 746.6 MX754
Sheridan
Lake 758.1 MX766
Brandon 766.2 MX774
Galatea 799.1 MX807
Arlington 821.4 MX829
Sugar City 841.2 MX849
Crowley 851.9 MX860
Olney
Springs 857.3 MX865
Boone 598.6 MX884
Yard Limits: MP 425 to MP 425.8; MP 557.0 to MP 560.0, MP 730 to MP 732.1.
Within yard limits make all movements at restricted speed regardless of more favorable signal indication.
SSW Switch: MP 451.5 will be left lined for SSW.
Rule 8.3: Will not apply at Lindsborg or Hoisington.
Exception to Rule 6.20: Within yard limits Hoisington. When cutting off engines on eastward trains to fuel, do not use torpedoes to protect returning movement.
TWC in effect MP 425.8 to MP 557.0; MP 560 to MP 730; MP 732.1 to MP 869.4
ABS between MP 451.5 and 830.5.
Mountain Time Horace to Pueblo.
(Industrial Lead Pueblo to end of track — Old Main Line.)
Operation west of Pueblo Jct. governed by SP timetable and Special Instructions. Maximum Speed 10 MPH.
Avondale: Entrance road to ordinance plant — Stop and protect before crossing.
30 MPH Dual control switch turnout at NA Jct.

Mile Post	Radio Display: Oswatomie to Osage City — 4242		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
	WEST	EAST			
334.4		CPV334 OSAWATOMIE T	MX341	Yard	40
335.0		CPV335 8.9			40
343.3		RANTOUL	MX351	7158	30
354.1		OTTAWA	MX362	7465	20
357.1		ATSF			25
368.7		LOMAX	MX376	4591	30
376.8		FLINT	MX385	6662	30
386.2		ATSF			30
386.4		OSAGE CITY	MX394	6398	30
388.2		END OF TRACK			30
					30

Business Tracts MP Sta. No.
Richter 360.5 MX368
Lyndon 378.6 MX386
Vassar 375.3 MX383
CTC between MP 334.4 and MP 335.0.
TWC in effect MP 335 to MP 388.2
Topeka Industrial Lead:
13.7 miles; from Lomax MP 368.1
MX-376 to End of Track MP 381.8.
Max speed 20 MPH. Stations; Michigan MP 374.4 T-097 and Overbrook MP 381.6 T-104.
334.4 and 335.0 30
335.8 and 354.9 20
357.1 and 357.2 25

SALINA BRANCH

Table for Salina Branch showing mile posts, stations, sidings, and maximum speeds. Includes details for Radio Display 2727 and 4242, and Maximum Speed MPH (Except as below).

Business Tracks table for Salina Branch listing MP, Sta. No., and Station names like Kiro, St. Mary's, Belvue, etc.

PLAINVILLE BRANCH

Table for Plainville Branch showing mile posts, stations, sidings, and maximum speeds. Includes details for Radio Display 4242 and Maximum Speed MPH.

Business Tracks table for Plainville Branch listing MP, Sta. No., and Station names like Zurich, Palco, Damar, etc.

WICHITA BRANCH

Table for Wichita Branch showing mile posts, stations, sidings, and maximum speeds. Includes details for Radio Display 4242, Maximum Speed MPH, and Business Tracks.

Text block containing Rule 5.4.4 not in effect and Rule 8.3: Will not apply within yard limits at Wichita, for train over 2000 feet equipped with end of train device and no employee available to handle switch.

Piqua Industrial Lead: 9.7 Miles; Durand MP 383.7 to End of Track MP 374.0 Maximum Speed 10 MPH.

Mile Post	Radio Display: Gratiot St. to Moreau — 2020 Moreau to Kansas City — 2424		STATIONS	Station Nos.	Sidings Feet	MPH	
	WEST	EAST				Maximum Speed (Except as below)	Psg. Frt.
0.0			GRATIOT ST. (M) (B) (V)				75 60
2.3			GRAND AVE. (M)	MX002			
0.5			ST. LOUIS (M) (B) (V)	MX001			
2.3			1.8 Miles Via TRRA GRAND AVE. (M)	MX002			
6.9			D007 MAPLEWOOD (B) (V)	MX007			
10.8			D011 WEBSTER (B) (V)	MX011			
13.2			D013 KIRK JCT. (B) (V)	MX012			
20.8			M021 KEEFER CREEK (V)	MX021			
32.3			M032 DOZIER (V)	MX031			
37.0			M037 SUMMIT (B) (V)	MX037			
43.7			M044 WEST LABADIE (V)	MX044			
46.5			M047 SOUTH POINT (B) (V)	MX052			
57.7			M058 PACE (V)	MX058			
72.9			M073 BERGER (B) (V)	MX074			
85.9			M086 GASCONADE JCT. (B)	MX086			
90.6			M091 MORRISON JCT. (V)	MX091			
102.0			M102 AMES (V)	MX102			
116.8			M117 BONNOT JCT. (V)	MX116			
117.3			M118 OSAGE JCT. (V)	MX117			
124.3			M124 MOREAU (B) (V)	MX124			
125.5			JEFFERSON CITY (B) (TX)	MX125	Yard		
126.4			M126				
128.0			M128 RIVER JCT. (V)	MX128			
140.2			M140 CENTERTOWN (V)	MX140	8363		
141.9			M142				
165.2			M165 DOW (B) (V)	MX166	8548		
166.9			M167				
180.9			M181 SMITHTON (V)	MX181	9331		
182.9			M183				
195.7			M196 DRESDEN (V)	MX195	7488		
197.4			M198				
223.7			M223 CENTERVIEW (B) (V)	MX224	9015		
225.5			M225				
242.8			M243 STRASBURG (V)	MX242	4316		
243.8			M244				
247.8			M248 PLEASANT HILL (B) (V)	MX249	9700		
249.0			M249				
249.8			M250				
258.0			M258 LEES SUMMIT (B) (V)	MX259	7932		
259.2			M260				
271.2			M271 INDEPENDENCE JCT. (B) (V)	MX271			
276.8			M277				
276.9			ROCK CREEK JCT. (M) (V)	MX276			
283.0			6.2 Miles Via KCT RY KANSAS CITY (UN-STA)	MX282			
			278.8				

CTC in effect CP D007 to CP M277
See Special Instructions Item 20 for AMTK schedules.

Washington Equation: MP 51.8 equals MP 54.8.

Train Defect Detectors Located At

MP 152.8	MP 229.9
MP 170.0	MP 251.8
MP 190.3	MP 265.7
MP 210.8	

Both Tracks:

MP 12.2	MP 95.7
MP 28.7	MP 109.2
MP 49.3	% MP 113.0
MP 71.0	MP 120.2
MP 84.5	
% MP 92.2	

Business Tracks:	MP	Sta. No.	Business Tracks:	MP	Sta. No.
Lake Jct.	8.0	MX008	Chamois	100.2	MX100
Webster			Bonnot's Mill	113.1	MX112
Groves	(B) 10.0	MX010	River Terminal	129.2	MX130
Kirkwood	(B) 13.4	MX013	California	150.3	MX150
Barretts	16.5	MX016	Shell Spur	151.3	MX151
Valley Park	18.9	MX018	Tipton	(B) 162.8	MX162
Eureka	27.9	MX029	Otterville	175.7	MX175
Pacific (B)	34.8	MX036	Sedalja	(B) 188.9	MX188
Gray Summit	39.9	MX040	Lamonte	200.9	MX200
Washington	51.7	MX054	Knobnoster	208.1	MX208
New Haven (B)	67.3	MX067	Warrensburg	(B) 218.4	MX218
Hermann	81.0	MX080	Missouri Electric	(B) 257.3	MX257
Gasconade	88.5	MX088	Western Public	X 261.0	MX261
			Independence	(B) 273.2	MX273

Yard Limits: MP 0.0 to 6.9

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 No. 1 and No. 2 tracks.

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

Excessive Height: Overhead clearance, between Poplar St. and Lesperance St. yard is 19 feet. Double stacks and TYQX cars will not clear.

MacArthur Bridge, between Gratiot Street Tower and Valley Jct. max speed 10 MPH.

Trains or Engines approaching the Compress Track, MP 2.3 — MP 2.9, from either direction on the South Main Track should sound bell and whistle if Compress Track is occupied by a Coal Train to warn carmen who may be inspecting cars on the Compress Track of approaching train.

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 restricted speed. 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 9.14 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 restricted speed.

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.

FRA Exempted Tracks: All tracks south of Main Track and Siding at Ewing Ave. from MP 1.44 to MP 2.33; and all tracks on lead breaking off track 737, Howards Team Track, north side of Main Track MP 4.75. Maximum Speed this Lead — 5MPH, restricted to 4-Axle Units only.

LAKE INDUSTRIAL LEAD: Lake Jct. MP 8.4 to MP 10.5 2 miles. Maximum speed 5 MPH. FRA exempted track. Restricted to four axle units.

KIRKWOOD INDUSTRIAL LEAD: Kirk Jct. MP 13.2 CPD13 Sta. No. MX012 (B) (V) to MP 15.75; 2.5 miles; (B) (V) at MP 13.6; (B) Crestwood MP 13.9 to MP 15.75; at street crossing MP 15.3, movement must stop and crew member on ground warn traffic until crossing occupied. Maximum speed 10 MPH. FRA exempted track. Derail installed MP 16.5.

Between 7:00 a.m. and 7:00 p.m. whistle signal 5.8.2(11) must be sounded for Rock Hill Road MP 10.5 and MP 10.6.

Labadie Spur: West Labadie MP 0.0 to MP 5.75. Maximum speed 10 MPH. When operating on Union Electric trackage at West Labadie, do not exceed 10 MPH. If any restrictive signal is encountered, i.e. blue flag, red flag, torpedoes, etc., stop train and do not proceed until authorized by personnel responsible for the signal or Union Electric supervisor.

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. Maximum speed 10 MPH.

At Sedalia when operating on former MKT trackage crossing Emmitt Street and Booneville St., stop 100 feet before occupying crossing. Movement must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and the crossing gates, are fully lowered.

Campbell Industrial Lead — Sedalia MP 226.8 MX188 to MP 231.5 — 4.3 miles — . Maximum speed 20 MPH. Business Track: Campbell MW231 MP 230.8. At Sedalia, Mo., Stop and Flag Grade Crossing at 3, 5, 10, 16, Ohio Streets, Missouri Ave. and Grand Ave.

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

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

15 MPH dual control switch turnouts Grand Ave. Jct. switch with MNA RR at Pleasant Hill.

Radio Display: East of Broadway — 5858 West of Broadway — 3838				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 60 Between Mile Posts 444.2 — Congo East Crossover and A278.2 Southwest Jct. 30 Wye — KCS Malone CPV277 to Old River Main 10 276.8 and 282.4 40 282.4 and 0.7 25 0.7 and 4.6 40 Highline Track 101 Manchester to KCT Troost 20 Lowline Track 333 to KCT Troost 20 South Tail Track between CP K005 and CP K006 30 Tracks 3 & 4, Montgall Ave. to Lydia Ave. 20 Lydia Ave. MP A281.7 to Broadway 25 (Except as below) BN Coal Route Between KCT Troost and ASB Bridge 10 Broadway to MP 287.6 25 (Except as below) Over Kaw River Bridge at MP 286.2 10 287.6 and 289 40 No. 1 and No. 2 Tracks between Manchester and Big Blue 40 Neff Yard to MPB284.7 40 (Except as below) Neff Yard and MPB278.7 20 Movement to or from East Bowl, out of tracks 01 to 41, 130 and 131 Neff yard 15 B278.8 & B280.3 25 Business MP Sta. Tracks MP No. Centropolis B281.5 MX288
Mile Post	WEST CP No.	STATIONS	EAST			
444.2		CONGO	G 153			
444.8	M277	ROCK CREEK JCT. ...	MX276			
276.8						
277.0	K277					
A278.2		SOUTHWEST JCT. ...	MX-277			
276.8		ROCK CREEK JCT. ...	MX276			
277.0	K277					
278.9	K279	MANCHESTER				
279.0		NEFF YARD.	MX283 Yard			
281.8	K281	KCT TROOST ...				
282.1	K282	GILLIS ST.				
A279.0		NEFF YARD.	MX283 Yard			
A281.7	M281	LYDIA AVE.				
A282.0	M282	TROOST AVE. ...				
282.4	K283	ASB JCT.				
283.0	K284	BROADWAY				
0.7	K000	SANTA FE ST. ...				
1.1	K001	HICKORY ST.				
1.8	K002	KAW TOWER				
3.3	K003	TERMINAL JCT. ...				
3.7	K004	18TH ST.				
5.0	K005	KAW JCT.				
6.3	K006	WEST YARD				
SOUTH STATIONS		NORTH				
287.5	K288	EDGEWATER	O 005 4000			
286.6	K287	MINNESOTA AVE. ...				
9.9	K010	UP CONN. ...				
9.5	K009	NO. CYPRESS JCT. ...				
283.0	K284	BROADWAY				
B278.8	K279	MANCHESTER				
B279.8	V278	MALONE				
B280.1	V279	BIG BLUE				
B280.4	V280	SHEFFIELD ...				
B281.4	V281	12TH STREET				
B283.9	V284	35TH STREET				
B284.7	V285	LEEDS JCT.	MX291			

YARD LIMITS:

No. 1 and No. 2 between MP 281.6 and MP 0.7 Santa Fe St.
No. 3 between Lydia Ave. MP M281.7 and Broadway MP 283.0
No. 4 between Lydia Ave. MP 281.7 and ASB Junction MP 282.4
Main Track Old Fall City Subdivision between Mimmnesota Ave. MP 286.8

Two main tracks: Leeds Jct. MP B283.4 to West Yard MP 6.4 designated No. 1 and No. 2; 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.

CTC — Between: Rock Creek Jct. MP 444.8 and Southwest Jct. A278.2; Rock Creek Jct. MP 276.8 and MP 6.5; Lydia Ave. MP A281.7 and ASB Jct. MP 282.4; MP 289 and Broadway CPK284; MP B284.7 and Manchester CPK279 on No. 2 track; CPV284 Leeds Jct. and Manchester CPK279 on No. 1 track; Big Blue CPV278 and Malone CPV277 on CK departure track; and, on South Tail Track between CPK005 and CPK006.

On CK departure between Malone CP V277 and Neff Yard, East Bowl Yardmaster controls movement. On Nos. 3 and 4 tracks between Lydia Ave. CPM281 and Montgall Ave., Topping yardmaster controls movement.

15 MPH Dual Control Switch Turnouts: Manchester CPK279 No. 7 crossover between No. 1 and No. 2 tracks; KCT Troost CPK281 all switches except No. 3 switch Lowline to Highline; Troost Ave. CPM282 all switches; Broadway CPK284 No. 3 crossover between No. 1 and No. 2 track; and, Incline switch No. 1 to KCT Ry; Hickory Street CPK001 MP 1.1 to MP 2.0 all switches; Kaw Jct. MP 5.0 No. 9 crossover between No. 1 track and Old Belt; Wyandotte Connection; CPV282 35th St.; Sheffield Wye and Crossover Sheffield CPV279; and Malone CPV277.

10 MPH Dual Control Switch turnout and Siding Smithton CP M181 and CP M183.

20 MPH Dual Control Switch Turnouts: Big Blue CPV278.

40 MPH Dual Control Switch Turnouts: No. 1 and No. 3 crossover switches West Yard MP 6.4 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 Special Instructions 1991 Edition.

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

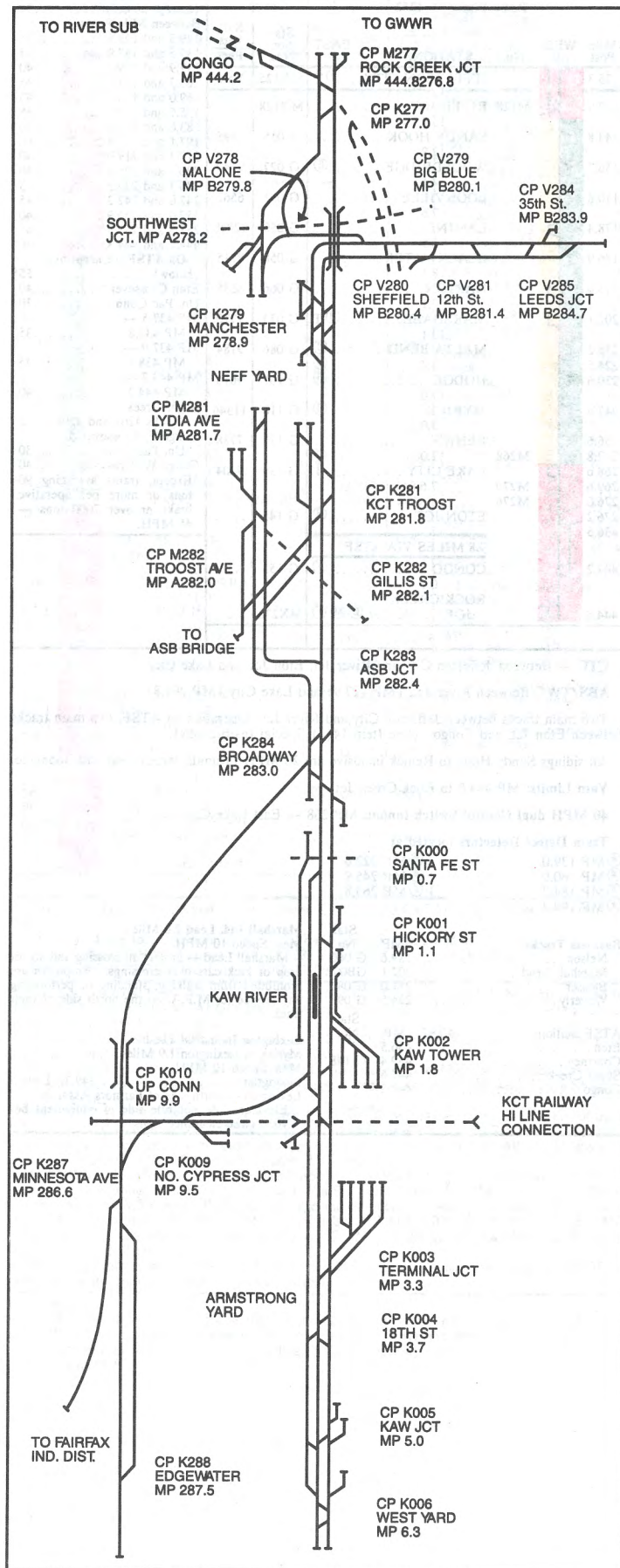
On northward movement, 30th Street flasher devices time out in one minute thirty seconds after approach circuit occupied. Signal will not again start operating until island circuit through street is occupied. Northward movements from Glen Park must approach 30th street crossing at very slow speed to 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. 10 MPH
2. Inbound track from BN Conn. to Mill 1 switch 10 MPH
3. Coopers Lead 10 MPH

Identity:

MP 0.00 Marysville Sub. = MP 282.97
Sedalia Sub. and, = MP 284.71 Falls City Sub.



Mile Post	Radio Display — 4242		Station Nos.	Sidings Feet	MPH Frt.
	WEST	EAST			
	CP No.	STATIONS			Maximum Speed (Except as below) — 50
125.3		JEFFERSON CITY... (T)	MX125	Yard	129.3 and 129.8 35
127.9	M128	RIVER JCT.	MX128		137.5 and 137.9 35
143.8		SANDY HOOK G 015	9495		137.9 and 139.9 40
156.7		WOOLDRIDGE (B) G 027	9140		163.3 and 163.7 40
170.8		BOONVILLE G 041	6562		169.0 and 175.0 45
178.4		LAMINE G 050	12830		175.6 and 177.1 35
186.9		BLACKWATER G 058	8215		183.0 and 194.6 40
195.0		NAPTON G 066	6635		197.1 and 207.8 45
202.1		MARSHALL..... (T) G 073	7920		218.3 and 219.0 40
215.2		MALTA BEND (B) G 086	9184		220.7 and 229.8 40
224.5		HODGE (B) G 101	9616		236.3 and 237.5 45
230.6		MYRICK (B) G 118	11346		242.0 and 242.2 45
247.6		RENICK G 127	7788		252.6 and 252.9 45
256.6	M268	LAKE CITY G 139	9204		252.9 and 253.9 45
268.6		ETON JCT. (B) G 145			444.2 and 444.8 30
269.6		7.8 MILES VIA ATSF			
276.0	M270	CONGO G 153			On ATSF, (Except as below) 55*
276.2		ROCK CREEK JCT. (T) (M) (V) MX276			Eton Crossover 40
436.5					Un. Pac Conn 30
444.2					MP 437.5 —
444.8					MP 437.8 —
					MP 438.4 —
					MP 443.7 —
					MP 444.2 —
					Sugar Creek Tracks 4202 and 4204 ... 5
					Congo E. Crossover & Un. Pac Conn 30
					Congo W. Crossover 40
					*Except, trains averaging 90 tons or more per operative brake or over 7000 tons — 45 MPH.

CTC — Between Jefferson City and River Jct; Eton Jct. and Lake City.

ABS/TWC Between River Jct. (MP 127.9) and Lake City (MP 267.8).

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 Renick inclusive are 20 MPH turnouts except west end Boonville.

Yard Limits: MP 444.0 to Rock Creek Jct.

40 MPH dual Control Switch turnout: MP 268 — East Lake City.

Train Defect Detectors located at

Ⓢ MP 139.0	Ⓢ MP 222.6
Ⓢ MP 160.9	Ⓢ MP 245.9
Ⓢ MP 184.2	Ⓢ MP 263.8
Ⓢ MP 199.2	

Business Tracks	MP	Sta. No.
Nelson	189.6	G 060
Marshall Lead	202.1	GB002
Blosser	211.0	G 082
Waverly	224.5	G 095

ATSF Station	ATSF	MP	Sta. No.
Eton		436.5	G 148
Courtney		439.4	
Sugar Creek		442.6	
Congo		444.2	

Marshall Ind. Lead 2.0 Miles.
Max. Speed 10 MPH.
Marshall Lead — protect all crossing 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.
Lexington 249.3 LA055
Lexington — north side of Farmers Assn.
Elevator — do not ride side of equipment beyond close clearance signs.

Mile Post	Radio Display: Summit to Offutt Jct. — 4242		Station Nos.	Sidings Feet	MPH
	SOUTH	NORTH			
480.8	B004	16th ST. 0.5			466.8 and 464.9 40
480.3	B005	20th ST. 0.9			448.5 and 447.3 35
479.4	B479	VINTON ST. 1.0			440.25 and 439.0 45
1.7	B008	48th ST. 1.7			437.0 and 434.7 25
478.4	B478	G ST.			387.7 and 387.4 45
474.2	Z474	WILSON 4.3			384.9 and 384.6 35
472.1	Z472	OFFUTT 2.0			371.5 and 371.3 45
465.5	Ⓢ BN	(T)			367.4 and 367.0 45
465.2	Ⓢ BN	(A)			332.2 and 330.8 20
455.5	MURRAY	..... 10.1	O 172	6830	330.8 and 330.5 10
447.5	UNION	..... (T) 7.6	O 165	2730	330.5 and 329.5 20
435.9	NEBRASKA CITY	..... (B) 11.6	O 153	Yard	329.9 and 322.5 35
435.8	Ⓢ BN	(A) 0.1			291.7 and 291.1 35
428.0	PAUL	..... 7.3	O 146	7160	287.6 and 287.5 25
414.0	AUBURN	..... (B) 14.4	O 132	6228	
394.3	VERDON	..... 19.9	O 112	6684	Business Tracks Sta. No.
384.3	FALLS CITY	(A) (B) (T) 5.2	O 102	5200	Ⓢ MP 296.2
383.7	Z384				Ⓢ MP 304.8
380.7	Z381	RESERVE 10.2	O 097	8071	Ⓢ MP 356.3
379.0	Z379				Ⓢ MP 370.8
369.7	NEK & MRR CONN.	..... 11.0			Ⓢ MP 405.5
359.6	Z360	WILLIS 20.6	O 076	7291	Ⓢ MP 420.5
358.0	Z358				Ⓢ MP 452.3
339.2	Z339	SHANNON 6.9	O-056	6390	
337.9	Z338				
332.3	Z333	NORKAN JCT. 0.2	O 049		
332.1	Z332	ATCHISON (B) 11.2	O 048	Yard	
329.1	Z329				
320.9	Z321	OAK MILLS 6.2	O 038	7567	
319.3	Z319				
314.7	Z315	WADE 15.5	O 032	5177	
313.6	Z314				
299.2	Z299	WOLCOTT (B) 5.2	O 016	7855	
297.6	Z298				
294.4	Z295	POWER PLANT 6.5	O 010	6304	
294.0	Z294	NEARMAN 6.5	O 005	4000	
292.7	Z292				
287.5	K288	EDGEWATER 197.1			

Trains originating Atchison secure track warrant.

Maximum Speed MPH

Between CP B004 and G ST. 25

Between CP B008 and G St. 25

G St. and Offutt 40

Offutt and MP 287.5 (except as below) 50

Between Mile Posts —

466.8 and 464.9 40

448.5 and 447.3 35

440.25 and 439.0 45

437.0 and 434.7 25

387.7 and 387.4 45

384.9 and 384.6 35

371.5 and 371.3 45

367.4 and 367.0 45

332.2 and 330.8 20

330.8 and 330.5 10

330.5 and 329.5 20

329.9 and 322.5 35

291.7 and 291.1 35

287.6 and 287.5 25

Business	MP	Sta. No.
Cochrane	306.3	O 023
Leavenworth	310.0	O 027
Lancaster	341.3	O 059
Everest	351.7	O 069
Hiawatha	370.3	O 088
Padonia	375.3	O 093
Strausville	389.9	O 107
Stella	401.0	O 119
Howe	408.4	O 126
Julian	423.4	O 141
Mynard	458.9	O 176
La Platte	467.1	O 185
Ft. Crook	471.3	O 189
Gilmore Jct.	473.3	O 191

Train Defect Detectors
Located at

Ⓢ MP 296.2

Ⓢ MP 304.8

Ⓢ MP 356.3

Ⓢ MP 370.8

Ⓢ MP 405.5

Ⓢ MP 420.5

Ⓢ MP 452.3

Ⓢ MP 468.5

30 MPH Spring Switches:
North switches Sidings MURRAY, PAUL, VERDON.
40 MPH Dual Control switch turnout: Offutt

Two Main Tracks; No. 3 and No. 4 between CPB004 and CPZ472 No. 3 is the western most track.

CCS Test Loop located South of Signal CPB478 Main Tracks 3 and 4.
CTC in effect CPK288 Edgewater to CPZ384 Fall City, CPZ472 to CP B004.
TWC in effect CPZ384 Fall City to CPZ472 Offutt.

Gilmore Industrial Lead: 1.3 miles MP 473.3 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.

Norkan Jct. Industrial Lead: Norkan Jct. to MP 338.0, 5.7 miles. Max. speed: 10 MPH. Lead track derail installed at MP 366.5 near Parnell Road.

Southward Trains at South Shannon: (CPZ338), that exceed 90 tons per car or platform, must not have joint track and time authority with trains, engines, men or equipment, between South Shannon and South Atchison.

WEeping WATER BRANCH: 26.2 miles: Union (T) MP 447.4 Sta No. 0165 to end of track MP 463.7 and Omaha Jct (OD042) MP 456.0 (461.4) to Louisville MP 465.9 Sta No. OD052. Yard limits entire branch; maximum speed 20 mph. Biz tracks: Nehawka 07004 MP 451.7; Weeping Water (O) OD041 MP 460.4; Manley OD046 MP 459.8.

ATCHISON BRANCH: 17.7 Miles; Atchison (T) O 048 MP 330.7 to Winthrop MP 331.1; Station — Drawbridge (B) MP 330.8; 18.2 Miles Via BN to St. Joseph (T) OA021 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 15.2 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.

Radio Display - 2727. Table with columns: Mile Post, WEST CP No., STATIONS, EAST, Station Nos., Sidings Feet, Maximum Speed West Yard to Gibbon Jct., MPH. Includes stations like WEST YARD, MUNCIE, LORING, LINWOOD, TOPEKA, etc.

CTC in effect: CPK 006 to CPZ 030; and, CPZ 067 to CPB 175. Rule 9.14 in effect between CPZ 030 and CPZ 067. Two main tracks West Yard to West Menoken; Winifred to Gerry; So. Gibbon to Gibbon Jct. ACS in effect East Menoken to MP 147.8, MP 150.50 to Gibbon Jct. CCS Test Loops located: Topeka MP 71.7 No. 1 and No. 2 Tracks westbound only, Menoken Wye MP 73.5, Jeffrey Spur, 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 9.12.4 do not apply. Movement from Stop signal 62.3 may be made only on verbal authority of train dispatcher.

60 MPH dual control switch turnouts: CP Z283 South Gibbon CPZ 265 Oxbow and CPZ 253 Micken (between single main track and 2nd main track) 40 MPH dual control switch turnouts: CPK 006 West Yard No. 1 and No. 3 Crossovers; CPZ 010; CPZ 021; CPZ 028; CPZ 030; CPZ 070 West Topeka West Crossover between Nos. 1 & 2; East Menoken; West Menoken; West Aikens MP 104.5; Winifred CPZ 136; Upland CPZ 143; Orrick (between No. 1 and No. 2); Gerry CPZ 166; Gibbon Jct.,

30 MPH dual control switch turnout: CPZ067 East Topeka East Crossover between No. 1 and No. 2 15 MPH dual control switch turnouts: CPZ067 East Topeka West Crossover between No. 1 and No. 2; Topeka; Marysville Yard lead; Fairbury, Connection to Hallam Branch CPZ 186.

TRACK WARRANT REQUIREMENTS

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

GENERAL INSTRUCTIONS

Maximum speed for loaded coal and grain trains not exceeding 120 cars and not exceeding 134 tons per operative brake (T/OB) is 60 MPH; if either the total car limit or average T/OB limit is exceeded the maximum speed is reduced to 50 MPH (see Special Instructions Item 5-A).

At Topeka a member of the crew must report to yardmaster for instructions. Radio Display 3553.

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 at

Both tracks

- @ MP 76.3 @ MP 160.9 @ MP 228.4 @ MP 15.6
@ MP 88.2 @ MP 175.4 @ MP 245.1 @ MP 31.6
@ MP 108.0 @ MP 187.6 @ MP 260.0 @ MP 46.8
@ MP 122.0 @ MP 198.2 @ MP 270.3 @ MP 61.3
@ MP 134.7 @ MP 213.5 @ MP 283.3

Vliets Ind. Lead — Frankfort to Vliets 5.3 miles. Maximum Speed 10 MPH — FRA Excepted. Vliets — MP 403.8, S-74.

Hansen Ind. Lead — Hastings to Hansen 7.5 miles. Maximum Speed 10 MPH — FRA Excepted. Hansen — MP 6.8, KG108.

Bestwall Industrial Lead — Marysville to Bestwall 10.1 miles. Maximum Speed 10 MPH. Bestwall MP 9.9 KB345. Entire Lead Out of Service.

HALLAM BRANCH — NEBRASKA DIVISION

Table with columns: Mile Post, SOUTH STATIONS, NORTH, Station Nos., Sidings Feet, Maximum Speed, MPH, All Indust/House Tracks, 5 MPH, Yard Limits, Business Tracks, Station No.

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. EXCEPT: ON FAIRBURY SIDING, 6-axle units are not allowed on other than Main Track on Hallam Branch without Authority of MTM.

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

Radio Display — 2424		Station Nos.	Sidings Feet	Maximum Speed MPH
Mile Post	SOUTH STATIONS NORTH			MP 0.0 to MP 58.9 (Except as below) 40
0.0	VALLEY	NX028	Yard	0.1 and 0.3 15
5.8	⊙ BN 5.8			3.8 and 4.0 35
11.6	MEAD	NA012	4247	5.8 BN Crossing 20†
26.3	WESTON	NA026	3397	6.4 and 7.7 ⊙ 25
37.3	VALPARAISO	NA037	4453	19.1 and 19.5 30
47.4	GARRATT	NA048	5313	28.8 and 36.3 35
55.5	BN CONN ⊙			36.3 and 37.4 25
56.5	⊙ BN 1.0			55.4 and 56.5 20
57.1	LINCOLN	NA057	Yard	56.9 and 57.5 15
57.4	⊙ BN 0.3			57.2 between west scale track and east house track switch 5†
59.0	⊙ BN 1.6			MP 58.9 and MP 131.3
64.7	JAMAICA	NA065	5821	Except as below 25
88.9	PICKRELL	NA089	3657	59.0 BN Crossing 20
96.8	BEATRICE	NA097	4320	96.5 and 97.3 ⊙ 20
113.1	⊙ BN 16.3			All tracks except main track 5
114.3	BADGER	NA114	5343	Marysville — yard tracks 10
134.2	MARYSVILLE	KX148	Yard	
	134.2			

Business Tracks	MP	Sta. No.
Yutan (E)	6.3	NA006
Wahpco (W)	14.7	NA015
Krumel (E)	17.4	NA017
Wahoo	18.9	NA019
Agnew (W)	41.8	NA042
Raymond	46.5	NA047
Kawa (W)	52.2	NA052
Linpark (W)	54.7	NA054
Aldo	69.8	NA070
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

Equation:
MP 101.72 = MP 103.0.
TWC between MP 0 and MP 134.2

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

Blank area for notes and timetables.

Table with columns: Mile Post, WEST, CP No., STATIONS, EAST, Station Nos., Sidings Feet, Maximum Speed MPH. Includes Radio Display: Council Bluffs to Grand Island - 4242, Grand Island to North Platte - 2424.

Maximum speed for loaded coal and grain trains not exceeding 120 cars and not exceeding 134 tons per operative brake (T/OB) is 60 MPH; if either the total car limit or average T/OB limit is exceeded the maximum speed is reduced to 50 MPH (see Special Instructions Item 5-A).

TIMETABLE NO. 1

Table with columns: Mile Post, WEST, CP No., STATIONS, EAST, Station Nos., Sidings Feet, CCS Test Loops located: Weco Valley, Fremont, Columbus, Central City.

CPB 283 is end of CTC westward. CPW 291 is start of CTC westward. ABS in effect CPB 283 to CPW 291 - Permission must be obtained from control operator N. Platte before entering main track.

At locations shown below, Rules 247(B) and 9.12.4 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.

VALLEY, between hold indicators MP 26.1 and MP 34.6. CENTRAL CITY, westward signal 1231 and eastward signal 1262. GRAND ISLAND, between east remote control switch MP 144.0 and hold indicator located at MP 149.8.

Train Defect Detectors located at: Table with columns: No. 1 Only, No. 2 Only, Both tracks: @MP 197.2, @MP 210.8, @MP 227.0, @MP 243.2, @MP 263.9, @MP 278.2.

Acoustical Bearing Detector No. 1 Only MP 269.5. HIGH WIDE SHIFTED LOAD DETECTOR located at: \$ MP 34.0. 40 MPH dual control switch turnouts: CPB 017; CPB 049; CPB 058; CPB 166; CPB 175; CPB 184; CPB 191; CPB 200; CPB 208; CPB 221; CPB 233; CPB 244; CPB 254; CPB 256 No. 1 only; CPB 258 No. 2 only; CPB 261; CPB 274; CPB 276; CPB 283; CPB 285.

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 6.32.2.

Table with columns: Location, Description, Location, Description. Includes MP 98.4 County Road, MP 149.1 Webb Road, MP 152.0 County Road, MP 154.9 County Road.

Millard Industrial Lead: Lane to end of track MP 17.6, 8.10 miles. Maximum speed 10 MPH. FRA excepted track. Business tracks: Millard MP 22.6 NM023. At the following locations, movements must ascertain crossing warning devices have been operating long enough to provide warning and crossing warning gates, if equipped, are fully lowered.

Q Street MP 22.0; Cottner Street MP 22.4; Millard Street MP 22.5; L Street MP 22.7; 144th Street MP 23.7; and 156th Street MP 24.9. If it is not known such device is providing warning, a crew member must be on the ground at the crossing to warn traffic until crossing is occupied.

Abbott Drive Crossing, Omaha: Movements must not foul crossing until automatic warning devices have operated long enough to provide warning to traffic. A crew member must be on the ground at the crossing until crossing is occupied.

River Industrial Lead: Grand Island to River MP 18.4 KG 119, 3.9 Mi. Max Speed 20 MPH. Kearney Industrial Lead: Kearney to MP 3.75-3.75 Miles. Max. Speed 10 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. CTC in effect on Main Tracks No. 3 and No. 4 Falls City Sub between CP B004 and CP Z472.

SPEED RESTRICTIONS: FOP Park: Tracks 1, 2, 3, 4 and 5 to hump lead switch 5 MPH

RAILROAD CROSSINGS-JUNCTIONS: COUNCIL BLUFFS: On No. 1 track at CCP Jct., MP-.70 CCP (S); On No. 2 Track at BN connection MP 0.18 BN (S). OMAHA: Between Hall Ave. and Burdette St., at 11th Street, Omaha (S) CCP (S). 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.

Refer to General Code of Operating Rules Rule 7.6. In the application of paragraph 1 at locations listed, the following minimum requirements apply:

Table with columns: Location, Minimum Requirements. Includes Council Bluffs, Summit, Council Bluffs.

TIMETABLE NO. 1

- 1) **ABS in Effect** MP 283 to MP 291.5. Control Operator located at North Platte Terminal.
- 2) Permission to enter Main Track between MP 283 and MP 291.5 must be obtained from the Control Operator at North Platte.
- 3) **Movements in south diesel supply area:**
 — 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 load box 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 18 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 12 locomotives a second locomotive must have all air lines (mu'ed) to the controlling locomotive for braking power.
- 4) Authority for movement to balloon track or WYE tracks, either inbound to South Diesel Servicing Facility or outbound from South Diesel Servicing to train yard, or movement inbound/outbound to/from South Diesel Servicing Facility at East Tower location must be obtained from Diesel Tower Supervisor, he in turn will contact Control Operator, who controls the switches and blue flags for your movement.
- After passing over these switches and blue flags either inbound or outbound you must contact Diesel Tower Supervisor immediately so he can contact Control Operator to re-establish blue flag protection. Track occupancy indicators located west end, South Diesel Servicing Facility (MP288.7 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 North Platte Control Operator.
- Switches and blue flags at west end of South Diesel Servicing Facility are located at MP288.6, switch and blue flag at east end of South Diesel Servicing Facility is located at MP287.7.
- 5) No more than 12 coupled locomotives may be moved to or from south diesel servicing facility, to or from train yard and air must be train lined. (Exception to the 12 locomotives would be a power transfer to and from North Platte proper).
- 6) Power consist movement out of South Diesel Facility Six Track (that is the first track south of the oil lab building), do not foul west end of the Shop Lead until the Diesel Tower Foreman has given permission for the movement and switches are lined.
- 7) Authority for train movement around south end of Diesel Shop and Servicing Facility on South Running Track must be obtained from Diesel Tower Foreman.
- 8) Locomotives moving out of south diesel facility to train yards or moving from train yards to south diesel facility or at any other time light power is being moved, 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 positioned on the trailing unit and has constant communication with the engineer.
- 9) **Movements in train yards:**
 — Rules applicable to main track movements apply to
 — Belt track between CPB 283 and CPB 284
 — Inbound coal lead #1 and #2 between CPB 284 and CPB 286
 — Outbound coal lead #2 between CPB 289 and CPW 291
 — Westward receiving lead between CPB 283 and CPB 290
 — Westward departure lead between CPB 289 and CPW 291
- 10) — Movement to enter the following tracks over hand throw switches not governed by signal indication must be authorized by North Platte Control Operator:
 — Westward Main Track (CP B283 to CP W291)
 — Eastward Main Track (CP B283 to CP B284)
 — Belt Track (CP B283 to CP B286)
 — Inbound Coal Lead #1 (CP B283 to CP B286)
 — Outbound Coal Lead #1 and #2 (CP B289 to CP W291)
 — Westward Departure Lead (CP B289 to CP W291)
 — Westward Receiving Lead (CP B283 to CP B290)
 — All movements over Power Lead Overpass in either direction must be authorized by North Platte Control Operator.
 — Speed Frater and YM4 Switches located at the following are controlled by North Platte Control Operator:
 — CP W289 (MP 290.6 — Eastward Receiving Yard)
 — CP W287 (MP 289.0 — WYE Switches)
 — CP W286 (MP 288.7 — West Leg/East Leg Wye Switch)
 — CP W285 (MP 298.5 — South Diesel Servicing Tracks)
 — CP W284 (MP 287.7 — East Tower)
- 11) **Manual Interlocking Locations** — (Rule 9.12.2 in effect at control points shown as manual interlockings):
 — **CONTROLLED BY NORTH PLATTE CONTROL OPERATOR:**
 — CP B284 — (MP 284.7 or Willow Street)
 — CP B285 — (MP 285.5 — Eastward Departure)
 — CP B286 — (MP 286.6 — Westward Coal Leads)
 — CP B287 — (MP 286.9 — Westward Coal Yard)
 — CP B288 — (MP 287.2 — Coal Running Tracks)
 — CP B290 — (MP 285.4 — Westward Receiving Lead)
 — CP B291 — (MP 285.6 — Westward Receiving Yard)
 — CP W288 — (MP 288.4 — Eastward Fueling Rack)
 — CP B289 — (MP 289.3 — Hold Signals)
 — CP W290 — (MP 290.4 — West End Eastward Run-Thru's)
- 12) Westward trains must contact west yardmaster for instructions before passing CPB 283.
- 13) Eastward trains must contact East Hump yardmaster for instructions before passing CPW 291.

- 14) Note: If unable to contact the respective yardmasters for instructions before passing CPB 283 or CPW 291, movements must be stopped and dispatcher contacted for track to be used.
- 15) **Speed Restrictions:**
 — Between MP 283 and MP 291.5 both main tracks 35 MPH
 — **Exceptions:**
 — Between MP 285.5 and MP 286.5 Westward Main Track 10 MPH
 — Westward movement into east end of West Departure Tracks 10 MPH
 — Dual control switches and turnouts CPW 288 15 MPH
 — All speed frater and YM4 switches 15 MPH
- 16) All westward yard tracks 20 MPH
 — **Exceptions:**
 — Dowty retarders west end westward bowl tracks 10 MPH
 — Dowty retarders east end westward bowl tracks 15 MPH
 — Over westbound run-through fueling station 15 MPH
 (Sound bell and horn frequently)
 — Power lead overpass from signal # 289.3 south side to and including the westward departure/westward outbound coal lead #2 switch north side 5 MPH
 — Westward movement into west end of west departure tracks 10 MPH
- 17) All eastward yard tracks 20 MPH
 — **Exceptions:**
 — Dowty retarders west end eastward bowl tracks 10 MPH
 — Dowty retarders east end eastward bowl tracks 15 MPH
 — Over eastward run through fueling station 15 MPH
 (Sound bell and horn frequently)
 — South running track between MP 286.2 and MP 287.75 35 MPH
 — Eastward movement only north leg of Wye 10 MPH
 — South diesel facilities tracks 5 MPH
 — Biz car spur tracks 5 MPH
 — Eastward departure tracks 25 MPH
 — Turnouts east end of East Departure 25 MPH
- 18) All industrial tracks 5 MPH
- 19) **Other Instructions and Information:**
 — Reference safety Rule 81.10 — flat cars.
 — **Exception:** Flat cars equipped with stirrup plus two horizontal grab irons mounted above deck or flat cars equipped with stirrup plus two verticle hand holds mounted above deck are permissible to ride when practical, employees must ride with 3 point contact, with one arm above the shoulder.
 It is not permissible to ride flat cars with any other combination of hand holds.
 — Refer to air brake and train handling rules book, Page 31.2 Rule 31.1.2(7).
 — Revise item 7 to read: Within North Platte terminal, windows on switch engines setting in yard tied down may be left open a gap of six inches in hot weather, unless weather conditions prohibit.
 — When switching at Zone 2, 804 track (House 4) — Operate units and cars at walking speed past auger on 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 eastward trains in the extension of the Eastward running track, train crews must shove cars west of sign in the extension of the runner.
 — Westward 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.
- 20) **Retarder Yards:**
 — While humping trains at the east and westward humps, a speed of 2.2 MPH must not be exceeded.
 — Trains may be humped at 3.2 MPH, if they have cuts of ten or more cars that have a length of 85 feet or longer, unless otherwise instructed by the yardmaster.
 — 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:

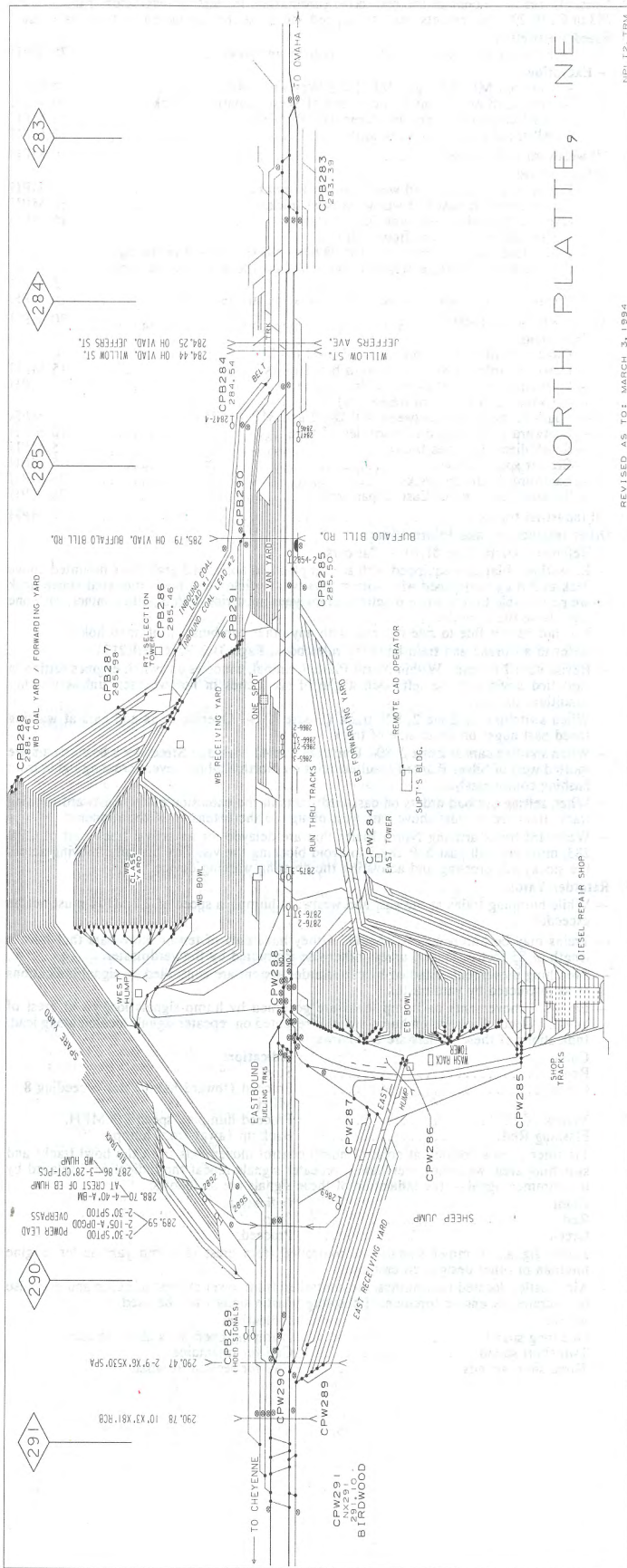
Color:	Indication:
Red	Stop
Green	Proceed (toward hump) not exceeding 8 MPH.
Yellow	Proceed humping speed 2.2 MPH.
Flashing Red	Back up (away from hump).

 — Trimmer signals, located at crest of hump control movements from the bowl tracks and switching area, westward over 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 yardmaster, engine foreman or other designated employe.
 — Air whistles, located near humps, are controlled from tower at crest of hump and may also be operated by engine foreman. 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. 1

Radio Display: CPW300 to CPW157 — 2727 CPW157 to CPW166 — 4242					Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST	CP No.	STATIONS	EAST			
300.3		W300	O'FALLONS		NX301		17.7 and 18.3
1.0		W001					
2.8		W003					
8.9		W009	JORDAN		NP009	8024	
10.6		W012					
18.7		W018	NEVENS		NP019	8190	
20.4		W020					
27.7		W028	KEYSTONE		NP028	8431	
29.4		W030					
34.9		W035	MARTIN		NP035	8441	
36.4		W037					
50.6		W050	RUTHTON		NP050	8010	
52.3		W052					
61.2		W061	BARTON		NP062	8504	
62.9		W063					
66.8		W067	NEW OSHKOSH		NP068	8003	
68.4		W068					
80.5		W080	LYTLE		NP081	6945	
82.0		W082					
87.9		W088	RETTIE		NP089	8266	
89.7		W090					
95.8		W096	EASTWOOD		NP097	7999	
97.4		W097					
112.8		W113	NORTHPORT		NP114	6884	
114.3		W114					
115.4		W115	BN		NP115		
124.8		W125	SOUTH BAYARD		NP125	7881	
126.4		W127					
139.8		W140	BROCKHOFF		NP141	8010	
141.5		W142					
147.6		W147	HOKAMP		NP148	8212	
149.3		W149					
157.0		W157					
158.8		W159			NP162	Yard	
160.7		W161					
162.1		W162	AJ		NP163		
164.1		W164	JOYCE		NP164		
CNW							
54.8		W166	HORSE CREEK		NP165		

164.2							
Business Tracks		MP	Sta. No	Business Tracks	MP	Sta. No	
Sarben (E)	12.8	NP013		Melbeta (W)	137.9	NP138	
Lewellen	59.3	NP059		Gering	145.9	NP146	
Oshkosh	70.8	NP071	South				
Lisco	86.4	NP086	Mitchell (E)	155.8	NP156		
Broadwater	100.4	NP100	Swanson Jct. (E)	164.2	NP164		
Glover (W)	117.3	NP117					

Train Defect Detectors:

●MP 15.9 ●MP 65.0 ●MP 107.2 ●MP 150.8
 ●MP 31.6 ●MP 79.7 ●MP 121.6
 ●MP 46.7 ●MP 91.1 ●MP 136.3

Gering — MP 145 to MP 147 when approaching public crossing at grade use manual locomotive whistle instead of sequencer.

Maximum speed for loaded coal trains not exceeding 120 cars and not exceeding 134 tons per operative brake (T/OB) is 60 MPH; if either the total car limit or average T/OB limit is exceeded the maximum speed is reduced to 50 MPH (see Special Instructions Item 5-A).

Yoder Branch: Swanson Jct. MP 164.2 to Egbert MP 244.4 is 80.2 miles westward. TWC in effect Swanson Jct. to Egbert.
Radio Display — 2727

Yoder Limits:
MP 164.2 to MP 168.25
MP 241.0 to MP 244.4

Yoder: Normal position main track switch lined for Yoder Branch

Train Defect Detectors:

%MP 179.9	%MP 193.8	%MP 209.3	%MP 228.7
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Radio Display — 2727					Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST		STATIONS	EAST			

-0.6		CPW363	JULESBURG		NX365		0.0 and 56.1
		CPW365	7.1				
		OVID			NJ372	3412	56.1 and 59.1
			16.0				81.1 and 98.8
			34.4				
			34.4				
			34.4				
			17.8				
			5.3				
			6.8				
			98.8	(End of Track)			

Equation: MP -0.6 = MP 364.7 (Sidney Sub);
TWC in effect MP 2.0 to MP 56.1; MP 59.1 to MP 98.8.
ABS-TWC in effect MP 59.1 to MP 81.1

JULESBURG SUBDIVISION

Radio Display — 2727					Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST		STATIONS	EAST			

-0.6		CPW363	JULESBURG		NX365		0.0 and 56.1
		CPW365	7.1				
		OVID			NJ372	3412	56.1 and 59.1
			16.0				81.1 and 98.8
			34.4				
			34.4				
			34.4				
			17.8				
			5.3				
			6.8				
			98.8	(End of Track)			

Equation: MP -0.6 = MP 364.7 (Sidney Sub);
TWC in effect MP 2.0 to MP 56.1; MP 59.1 to MP 98.8.
ABS-TWC in effect MP 59.1 to MP 81.1

TIMETABLE NO. 1

Table with columns: Mile Post, WEST CP No., STATIONS, EAST, Station Nos., Siding Feet, Maximum Speed MPH. Includes stations like NORTH PLATTE, O'FALLONS, OGALLALA, BRULE, OWASCO, KIMBALL, PINE BLUFFS, EGEBERT, ARCHER, BARNETT, CHEYENNE.

CPB 283 is end of CTC westward. CPW 291 is start of CTC westward. ABS in effect CPB 283 to CPW 291. Permission must be obtained from control operator at No. Platte before entering main track.

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. Between North Platte and CPW300: Maximum speed for loaded coal trains not exceeding 120 cars and not exceeding 134 tons per operative brake (T/OB) is 60 MPH; if either the total car limit or average T/OB limit is exceeded the maximum speed is reduced to 50 MPH (see Special Instructions Item 5-A).

North Siding - Sidney (MP 407.9 to MP 410.2) Westward Trains Only: Cab signal displaying approach indication will upgrade to approach limited when leaving signal located at MP 410.2 displays a signal more favorable than Stop indication. Reverser handle must be in forward position in order to receive cab signal upgrade. Lead locomotive must be west of MP 409 to receive cab signal upgrade.

Cheyenne - Safety Rule 81.4 - Getting on or off moving equipment during switching operations in the Cheyenne yard is prohibited.

Trains containing reefer cars (with R as the second letter in the car code field of the TCS train consist) may operate at a maximum speed of 70 MPH provided the train: Does not exceed an average of 110 tons per operative brake, Does not exceed a total of 75 cars, and Does not contain more than four other cars, including four multi-platform intermodal cars. Respect all lower speeds, such as TCS train consist speed requirements.

South Torrington Branch: Yoder MP 0.0 T Sta. No. NP182 Westward to South Torrington T MP 18.5 NP201 - 18.6 miles. At Yoder, normal position for main track switch is lined for Yoder Br. Yard Limits: MP 0.0 and MP 2.0 including both legs of Wye; MP 17.0 to MP 18.6. TWC in effect MP 2.0 and MP 17.0. Maximum Speed 20 MPH except: 5 MPH MP 18.0 and MP 18.6, and, on other than main track. Stations: Veteran (E) MP 5.8 NP188, South Torrington - Holly Sugar: Only 4 axle units permitted inside factory fence. Radio Display - 2727.

Table with columns: Mile Post, SOUTH CP No., STATIONS, NORTH, Station Nos., Siding Feet, Maximum Speed MPH. Includes stations like BORIE, WEST SPEER, SPEER, SPEER JCT., CARR, NUNN, AULT, LUCERNE, GREELEY, LA SALLE, PLATTEVILLE, BRIGHTON, HAZELTINE, ADAMS, COMMERCE CITY, SP CONN, PULLMAN, 36th STREET, DENVER UNION TERMINAL.

CTC in effect between Borie and MP 4.8. Double Track (Rule 9.14) MP 2.9 to MP 4.8. ACS in effect West Speer to Speer Jct. (No. 3 and 4 MTS.) Yard Limits: MP 0.0 to MP 6.2. Train Defect Detectors: (M) MP 28.4; (E) MP 57.5; (T) MP 82.0. 40 MPH dual control switch turnout: CPW045.

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

Table with columns: Tons Per Operative Brake, Tons Per Dynamic Brake Axle, Maximum Speed. Rows include 59 or less, 60-79, 80-99, 100 & Over.

Fort Collins Branch - LaSalle T MP 0.0 Sta. No. WD687 westward to Boettcher MP 37.3 WF830, 38 miles. Yard Limits entire Branch. Maximum Speed 20 MPH: Except 5 MPH: MP 7.4 to MP 7.8 Wye switch; 10 MPH MP 30.0, and at MP 31.2; 10 MPH: MP 32.5 to MP 32.7, and on Boettcher spur to Cement Plant. Radio Display - 2424. FRA excepted track MP 8.0 to MP 33.0.

Stations: Dent T MP 7.5 WF683, GWR M MP 16.3, Kelim MP 16.4, WF809, Fort Collins T MP 32.4 WF825, BN M MP 32.5, BN M MP 32.6. Business tracks: Milliken MP 9.0 WF802, Boyd Lake MP 21.0 WF814, Harmony MP 26.8 WF 820, Poudre MP 35.2 WF828. End of Track MP 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. Ft. 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.

At MP 31.1, Mulberry Street, Fort Collins: Eastward trains are restricted to 5 MPH when occupying crossing approach marked by "crossing signal start" sign. Normal authorized speed may be resumed when engine occupies entire crossing.

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

Table with columns: Maximum Speed MPH, Business Tracks, MP, Sta. No. Includes stations like North Glenn, Eastlake, St. Vrain, David Joseph, Valmont.

Monfort Industrial Lead: La Salle (MP 150.9 to Monfort (MP 140.0) Equated at La Salle MP 150.9 = MP 46.3 (Greeley Sub.). Radio Display 2424. Business Tracks: Monfort M MP 140.3 N J508 Maximum Speed 20 MPH; Kersey M MP 143.1 N J508 Except Between MP 140.0; La Salle M MP 150.9 WD687 and MP 139.0 - 10 MPH.

**TONNAGE/SPEED RESTRICTIONS — FREIGHT TRAINS
EASTWARD BUFORD (CPW 536) TO CHEYENNE (CPW 511) ON 1 AND 2 TRACKS**

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
59 or less	No Dynamic Required	Timetable
60-79	500 or less Over 500	Timetable 25 MPH
80-99	500 or less Over 500	35 MPH 25 MPH
100 & over (See Note 1 below)	350 or less Over 350 to 750 Over 750	30 MPH 25 MPH 20 MPH

Note 1: Exception — Trains that are 100 or more tons per operative brake with symbol Z and/or consisting entirely of double stack cars 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) ON 3 AND 4 TRACKS

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
99 or less	500 or less Over 500	Timetable 40 MPH MPC555.1 - C553.5 45 MPH MPC553.5 - C511.8
100 & over	500 or less Over 500	40 MPH 30 MPH

WESTWARD WEST HERMOSA (CPW 549) TO RED BUTTES (CPW 556) ON 3 TRACK

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
59 or less	No Dynamic Required	Timetable
60-79	500 or less Over 500	Timetable 30 MPH
80-99 (See Note 2 below)	500 or less Over 500 to 1,000 Over 1,000	35 MPH 25 MPH 20 MPH
100 & over (See Note 2 below)	500 or less Over 500	30 MPH 20 MPH

Note 2: Exception — Trains with symbol Z and/or consisting entirely of double stack cars are authorized to operate at timetable speed provided the train has 250 or less tons per dynamic brake axle and the train does not exceed 5,000 trailing tons.

Between Green River and Cheyenne operative dynamic brake must not exceed 32 axles on the head end of eastward and westward loaded bulk commodity unit trains and trains consisting entirely of double stack cars that are 100 or more tons per operative brake. All other trains must not exceed 28 axles.

		Applies to Amtrak Only	
Both Nos. 1 and No. 2			
Tracks		661.10 and 663.70	75 740.90 and 742.70
528.68 and 528.96	70	663.70 and 663.95	70 742.70 and 743.10
No. 2 Track Only		663.95 and 666.55	75 760.50 and 761.00
536.69 and 536.89	70	681.10 and 681.25	60 774.30 and 775.05
537.23 and 537.55	70	683.50 and 683.75	60 800.95 and 801.60
540.73 and 540.91	55	No. 1 Track Only	806.60 and 807.00
Both Nos. 1 and No. 2		598.50 and 599.40	79 Eastward Track Only
Tracks		599.80 and 599.80	70 702.90 and 703.30
593.30 and 593.75	79	599.80 and 602.50	75 760.50 and 761.00
643.40 and 650.75	70	598.50 and 602.50	60 774.30 and 775.05
650.75 and 653.10	79	No. 2 Track Only	775.76 and 776.60
653.10 and 655.20	75	702.90 and 703.30	60 800.95 and 801.60
655.20 and 655.45	70	Westward Track Only	806.60 and 807.00
655.45 and 656.40	79	740.20 and 740.90	70 813.60 and 813.95

		Radio Display: Cheyenne to Laramie — 2424 Laramie to Rawlins — 4242				Maximum Speed MPH Between Mile Posts— Psgr. Frt.	
Mile Post	WEST CP No.	STATIONS EAST	Station Nos.	Sidings Feet			
509.5 510.8	W511	CHEYENNE TX	WX510 WX511	Yard		Via Buford (Trks. 1 & 2) (508.3 and 545.5) 70 55	
519.1	W519	BORIE	WX519			Via Harriman (Trks. 3 & 4) (C511.8 and C555.1) 60 50	
528.5 529.6	W528 W530	GRANITE TX	WX529	n4424		Dale Jct. to Laramie Via Trks. 1 & 2 (545.5 and 565.4) 45 40	
536.0 537.2 543.0	W536 W537 W543	BUFORD	WX537	c6048		Via Red Buttes (Trk. 3) (B54.3 and B55.4) 70 60	
545.5	W545	DALE JCT.	WX545			Laramie to Rock Springs (565.4 and 801.0) 79 70	
547.3 548.6 553.9 565.4	W547 W549 W554 W565	HERMOSA COLORES LARAMIE TX	WX548 WX554 WX566	Yard		Rock Springs to Green River (801.0 and 815.1) 79 60	
567.6	W567		WX567			Boric Cut-off 103.3 and 99.9 50 50	
509.5 510.8	W511	CHEYENNE TX	WX510	Yard		(Except as below) AMTK Speeds Page 69	
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 W535 W535 W542 W544 W548 W550 W545	SPEER EMKAY LYNCH HARRIMAN PERKINS DALE JCT.	WX517 WS518 WS526 WS534 WS543 WS550 WX545	Yard c6756 6523 6703 7096 6476		508.3 and 510.5 35 35 509.1 and 510.5 20 20 (Trks 1 and 4) 510.5 and 511.8 40 40	
B547.3 B548.6 B556.1 B557.4 B563.3 B565.4	W547 W549 W556 W557 W564 W565	HERMOSA RED BUTTES LARAMIE TX	WX548 WS557 WX566	Yard 6154 Yard		Tracks 1 & 2— 515.5 and 515.8 65 55 522.1 and 525.6 55 45 528.6 and 529.0 65 55 530.0 and 532.1 55 45	
570.5	W570		WX570			536.6 and 537.6 65 55	
582.3	W582	BOSLER	WX585			Tracks 1 & 2 537.9 and 540.4 45 40	
584.9	W585		WX585			Track 2 540.4 and 540.9 50 45	
594.1	W594	LOOKOUT TX	WX594			540.9 and 544.1 55 45 598.5 and 602.5 75 65	
601.0	W601		WX601			Tracks 1 & 2 544.1 and 546.4 40 —	
605.2	W605	ROCK RIVER	WX605			587.7 and 588.4 70 60	
609.0	W609	WILCOX	WX609			593.3 and 593.7 75 65	
616.8 622.8 624.5	W617 W623 W624	RIDGE MEDICINE BOW T	WX617 WX623			Track 3 598.5 and 599.4 75 65 599.4 and 599.8 70 65 599.8 and 602.5 75 65	
632.6	W633	COMO	WX633			Tracks 1 & 2 637.5 and 637.8 70 60	
639.0	W639	RAMSEY TX	WX639	n19125		637.5 and 637.8 70 60 643.8 and 653.1 70 60 650.8 and 653.1 70 60 652.2 and 655.5 70 60 655.5 and 656.4 70 60 661.1 and 663.7 75 60 663.3 and 664.0 70 60 664.0 and 666.6 75 60 681.1 and 681.3 60 50 682.3 and 682.8 20 20 683.5 and 683.8 60 50	
641.0	W641		WX641			Track 3 C553.5 and C555.1 40 40 B547.3 and B549.0 45 40 B549.8 and B550.1 65 60	
643.0	W643	HANNA TX	WX643	sl9197		Crossover No. 1 Trk. to/from Boric cutoff 15 15	
650.1	W650	DURRANT	WX650			Sidings: CPW564 to CPW570 40 40 CPW639 to CPW643 25 25 CPW678 to CPW680 30 30 CPW680 to CPW685 40 40 Laramie Tie Yard Lead 10	
662.3	W662	WALCOTT	WX662			Laramie Ice House 2, 3 & 4 Trks. 5 Hanna Yard Trks. 5	
672.1	W672	BENTON	WX672			Other Trks. on Coal Spurs 5	
678.0	W678		WX678	n10682		Medicine Bow Spur 25	
680.3 681.2 682.8	W680 W681 W683	RAWLINS TX	WX680 WX683	sl19201		Ramsey Spur (Arch II, Rosebud & Cyprus) 0.0 and 3.6 25 2.7 and 2.9 (Arch Siding) 3.6 and 2 15 Eastward movements must contact dispatcher before passing East Switch Ramsey Lead at MP 1.8.	
685.0	W685		WX685			Business Tracks MP Sta. No. Wycon (E) 514.5 WX515 Sherman (W)T 540.4 WX540 Colores (E) 553.8 WX554 Forelle (E) 561.7 WX562 Cooper Lake (E) 590.6 WX591 Edson (W) 656.6 WX657 Sinclair 675.8 WX676	

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

CTC in effect. Cheyenne to Rawlins
40 MPH dual control switch turnouts: CPW508 except east set crossovers between Nos. 2 & 3 & Drill Tracks; CPW511 except east set crossovers between Nos. 2 & 3 and all crossovers between Nos. 3 & 4 & yard leads; CPW518 No. 4 & Greeley Subdiv; CPW543; CPW 545; CPW654; CPW 565 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; CPW 683; 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. Except: Nos. 1 and 4 MP 681.8 to CPW 683 and, Nos. 2 and 3 MP 683.0 to MP 682.2.
CCS Test Loops on main tracks 1 thru 4 and Center Service Loop at fuel rack Rawlins; main tracks 1 thru 4 eastward MP 815.7 to CPG 815 and Bitter Creek Lead eastward MP 815.4 to CPG 815.
At Cheyenne westward trains on North or South leads must not pass sign reading "approach section" unless governing signal (approximately 400 feet west of sign) displays a proceed indication or authority has been obtained from control operator.
Main Tracks: Nos. 1 & 2 via Buford to Rawlins; Nos. 3 & 4 Cheyenne to West Speer (MP prefixed "C"); No. 3 via Harriman (MP prefixed "C"); No. 3 via Red Buttes (MP prefixed "B").
Cheyenne — Safety Rule 81.4 — Getting on or off moving equipment during switching operations in the Cheyenne yard is prohibited.
Trains containing reefer cars (with R as the second letter in the car code field of the TCS train consist) may operate at a maximum speed of 70 MPH provided the train:
* Does not exceed an average of 110 tons per operative brake,
* Does not exceed a total of 75 cars, and
* Does not contain more than four other cars, including four multi-platform intermodal cars.
Respect all lower speeds, such as TCS train consist speed requirements.

TIMETABLE NO. 1

		Radio Display — 4242				Maximum Speed MPH Between Mile Posts — Psgr. Frt.	
Mile Post	WEST CP No.	STATIONS EAST	Station Nos.	Sidings Feet			
682.8 685.0	W683 W685	RAWLINS TX	WX683 WX685			565.4 and 801.0 79 70 (Except as below)	
699.6	W700	RINER TX	WX701	N12579		Sidings: CPW 680 and CPW 683 40 40 CPW 681 and CPW 685 40 40 682.3 and 682.8 MT & Sidings 20 20	
702.1	W702		WX702			Between Mile Posts — Siding: CPW 700 and CPW 702 40 40 681.1 and 681.3 60 50 683.5 and 683.8 60 50 703.0 and 704.2 70 60 708.6 and 709.0 70 60 713.7 and 714.3 70 60 740.2 and 740.9 70 60	
709.9 712.0	W710 W723	MAY E. WAMSUTTER TX	WX710 WX724	C10086 N10841		EW only 740.2 and 740.9 70 60 740.9 and 742.7 — 60 742.7 and 743.1 70 60 760.7 and 762.3 70 60 774.3 and 775.0 75 60 797.3 and 798.4 55 45 798.4 and 801.3 60 50 801.0 and 817.3 79 60 (Except as below)	
724.4 726.0 732.7 739.9	W724 W726 W740	(EWD 8.5 HOLD SIG.) W. WAMSUTTER TX RED DESERT Z	WX724 WX726 WX733	N10841 S8867 CX2074		Siding: CPG 801 and CPG 804 40 40 801.3 and 803.3 40 40 803.3 and 803.5 65 55 807.5 and 807.8 60 50 809.6 and 811.6 50 45 811.6 and 814.1 60 45 814.1 and 816.7 40 30	
744.4 746.5	W746 W756	TABLE ROCK TX E. BITTER CRK. TX	WX747 WX757	S10131 N10412		CPW 801 and CPG 804 40 40 801.3 and 803.3 40 40 803.3 and 803.5 65 55 807.5 and 807.8 60 50 809.6 and 811.6 50 45 811.6 and 814.1 60 45 814.1 and 816.7 40 30	
756.4 758.5	W756 W758	E. BITTER CRK. TX W. BITTER CRK. TX	WX757 WX757	N10412 S10843		801.3 and 803.3 40 40 803.3 and 803.5 65 55 807.5 and 807.8 60 50 809.6 and 811.6 50 45 811.6 and 814.1 60 45 814.1 and 816.7 40 30	
762.0 766.0 766.7 767.8 774.4 781.2 783.2 785.9 796.1	W762 W766 W769 G781 G786 G786	(WWD HOLD SIG.) BLACK BUTTES TX POINT OF ROCKS TX THAYER TX EWD 12.9 HOLD SIG.) BAXTER TX	WX766 WX776 WX777 WX784 WX796	N7484 N9225 C8374 N12676 C5972		811.6 and 814.1 60 45 814.1 and 816.7 40 30 801.3 and 803.3 40 40 803.3 and 803.5 65 55 807.5 and 807.8 60 50 809.6 and 811.6 50 45 811.6 and 814.1 60 45 814.1 and 816.7 40 30	
798.7 801.0	G798 G801	CHEVRON TX ROCK SPRINGS TX	WX798 WX802	N14212		811.6 and 814.1 60 45 814.1 and 816.7 40 30	
802.5 804.0	G803 G804		WX803 WX804			Jim Bridger Spur — 8.1 miles. Originates at Point of Rocks. Maximum speed 20 (Except as below) 4.0 and 4.7 10 6.2 and 8.2 10	
809.0	W809	KANDA TX	WX809	C6294		Chevron Spur originates at CPG 798 — 9.0 Miles Maximum Speed 20	
814.7	G814	E. GREEN RIVER TX	WX814				
815.1	G815	GREEN RIVER TX	WX817				

132.4
Two main tracks Rawlins to CPW710; CPG801 to Green River. CTC in effect Rawlins to CPW710 and CPW801 to Green River.
Double track (Rule 9.14) CPW710 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; CPW766.
40 MPH dual control switch turnouts: CPW683; CPW685; CPW700; CPW702; CPW710; CPW766 between Nos. 1 & 2; CPG801; CPG804; CPG814;
20 MPH dual control switch turnouts: CPG815.
Before departure from Chevron, terminal test of air brakes must be made as prescribed by Rule 30.2.2.
Rawlins — Rule 6.8 — Westward trains must pull down a sufficient distance to allow fueling of locomotives on all tracks.
Rawlins — Amber rotating tri-radial lights are located at main track fueling facilities between main track No. 1 and the North Pass and main track No. 2 and the South Pass. When these lights are burning, this is an indication that mechanical forces are fueling units or working on or about the fuel rack. Trains approaching this area must move at restricted speed, ring bell, and be on the lookout and protect against employees working in this area.

South Pass Industrial Lead Rock Springs to MP 6.5 6.5 miles. Maximum speed 15 MPH except: MP 6.0 and MP 6.5 — 10 MPH, and on Reliance Spur — 5 MPH.
Business Tracks MP Sta. No.
Reliance 6.0 WW706

Train Defect Detectors:
Both Tracks:
@ MP 527.6 @ MP 609.25 @ MP 672.9
@ MP 561.5 @ MP 532.5 @ MP 692.9
@ MP 576.0 @ MP 650.2 @ MP 792.3
@ MP 595.8 @ MP 808.2
@ MPC 543.6 @ MPB 557.7

Westward only:
@ MP 713.4 % MP 721.7 @ MP 754.0
% MP 719.5 @ MP 733.4 @ MP 773.8
Eastward only: @ MP 767.7, @ MP 748.5, @ MP 731.5 and @ MP 710.6

TIMETABLE NO. 1

Table with columns: Mile Post, WEST CP No., STATIONS, EAST STATION Nos., Siding Feet, MPH Psgr. Frt., Maximum Speed. Includes station names like GREEN RIVER, PERU, ALCHEM, GRANGER, VERNE, HAMPTON, CARTER, BRIDGE, LEROY, ASPEN, ALTAMONT, MILLIS, EVANSTON, WAHSATCH, EMORY, ECHO, DEVIL'S SLIDE, MORGAN, STRAWBERRY, EAST RIVERDALE, RIVERDALE, OGDEN, BRIDGE JCT., CLEARFIELD, LAYTON, KAYSVILLE, CENTERVILLE, NORTH SALT LAKE, 18TH NORTH, NORTH YARD, SALT LAKE CITY, GRANT TOWER, D&RGW.

See Special Instructions Item 20 for AMTK schedules. Eastward AMTK trains at Ogden must receive a Track Warrant for the Salt Lake Subdiv. at Salt Lake City. Crew of Amtrak No. 25 is responsible for notifying Train Dispatcher when between M.P. 906 and Mills to provide Train Dispatcher sufficient time to place hold signal CPG919 at Stop to protect passengers crossing eastward track at Evanston. Upon departure, Dispatcher must also be notified in order to clear the hold signal. Eastward trains being held at CPG919 for Amtrak No. 25 must not depart until a proceed indication is received or Dispatcher permission is granted. CTC in effect Green River to CPG847, CPG900 to CPG905, and CPG978 to CPG785. Double track (Rule 9.14) CPG847 to CPG 900; CPG905 to CPG977; CPC785 to MP 783.5. Yard limits: MP 989.6 to Ogden; Ogden to MP 818.0, MP 787.0 to MP 781.0. Rule 6.24 Exception: Between MP 931.5 and Strawberry trains must keep to the left. ACS in effect MP 818.2 to CPC 988 (No. 1 and 2 Main Tracks) and Bypass Track to MP 991.0. CCS Test Loops on Main Tracks 1 and 2 westward MP 817.5 to MP 818.3, Bridge Jct. CPC 818 to MP 991.0 eastward on Bypass Track and CPC 990 to CPC 988 (No. 1 and 2 Main Tracks and Running Tracks) eastward. 40 MPH dual control switch turnouts: CPG825; CPG833; CPG844; CPG847; CPG900; CPG905; CPG977; CPG988 except between By-Pass & yard lead; CPC818 between Nos. 1 & 2 MP 817.8; CPC811; CPC807; CPC793; CPC788. 15 MPH dual control switch turnouts: CPG817 between Main Track & Yard lead; CPC835 between Running Track & Allied Spur. CPC990; CPC819; CPC817 at MP 817.6 between Nos. 1 & 2; CPC809; CPC785 between Nos. 1 & 2 except east crossover.

TIMETABLE NO. 1

Before departure from Stauffer, General Chemical, Texas Gulf and FMC plant yards, terminal test of air brakes must be made as prescribed by Rule 30.2.2.

Trains Defect Detectors:

Table with columns: Both Tracks, Eastward only, Westward only. Lists MP numbers and corresponding detection rates for various tracks.

Wind indicator at MP 795.5.

Table with columns: MPH, Business Tracks, MP, Sta. No. Lists mileposts for General Chem Spur, Texas Gulf origin, and spurs not otherwise shown.

TONNAGE/SPEED RESTRICTIONS — FREIGHT TRAINS WAHSATCH TO OGDEN (WESTWARD) ON BOTH TRACKS

Table with columns: Tons Per Operative Brake, Tons Per Dynamic Brake Axle, Maximum Speed. Defines speed restrictions for different tonnage ranges (59 or less, 60-79, 80-99, 100 and over).

Note 1: Exception — Trains that are 100 or more tons per operative brake with symbol Z and/or consisting entirely of double stack cars are authorized to operate at timetable speed provided the train has 375 or less tons per dynamic brake axle.

Westward Trains Between Wahsatch and Echo (Both MTS): The following applies to freight trains that exceed 70 tons per operative brake and 375 tons per dynamic brake axle:

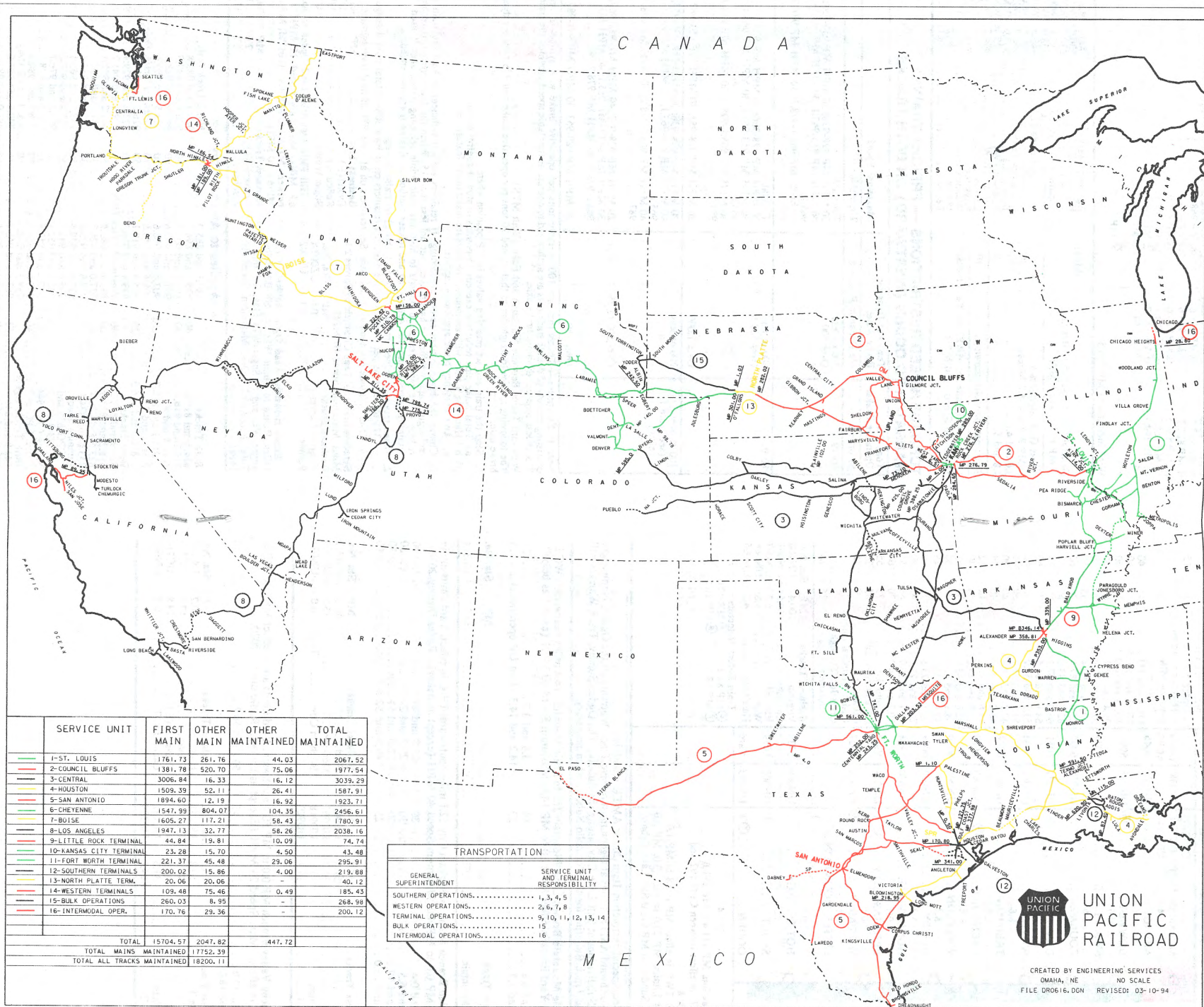
- 1. Stop the train and set retaining valves in HP position when: a. Total brake pipe reduction exceeds 15 pounds to stop or control speed, b. Handling a train with an inoperative pressure maintaining feature, or c. An emergency brake application occurs. Charge the brake system before proceeding. If retainers are not sufficient to hold the train while recharging, apply sufficient handbrakes, but not less than 15. When the brake system is recharged, reduce brake pipe pressure 6 pounds to hold the train while releasing handbrakes if used. With retaining valves in use, the application and release method of braking is recommended. 2. When retaining valves are required (see 1 above) on trains having: a. 375 to 500 tons per dynamic brake axle: Set retainers on at least 30% of total train tonnage. b. Over 500 tons per dynamic brake axle: Set retainers on at least 50% of total train tonnage.

Table with columns: Business Tracks, MP, Sta. No., U/V. Lists mileposts and station numbers for Syracuse Industrial Lead, Evona Industrial Lead, and Hill Field Industrial Lead.

Applies to Amtrak Only

Table with columns: Both Tracks, No. 2 Track Only. Lists MP numbers and detection rates for Amtrak trains on various tracks.

TIMETABLE NO. 1



SERVICE UNIT	FIRST MAIN	OTHER MAIN	OTHER MAINTAINED	TOTAL MAINTAINED
1-ST. LOUIS	1761.73	261.76	44.03	2067.52
2-COUNCIL BLUFFS	1381.78	520.70	75.06	1977.54
3-CENTRAL	3006.84	16.33	16.12	3039.29
4-HOUSTON	1509.39	52.11	26.41	1587.91
5-SAN ANTONIO	1894.60	12.19	16.92	1923.71
6-CHEYENNE	1547.95	804.07	104.35	2456.37
7-BOISE	1605.27	117.21	58.43	1780.91
8-LOS ANGELES	1947.13	32.77	58.26	2038.16
9-LITTLE ROCK TERMINAL	44.84	19.81	10.09	74.74
10-KANSAS CITY TERMINAL	23.28	15.70	4.50	43.48
11-FORT WORTH TERMINAL	221.37	45.48	29.06	295.91
12-SOUTHERN TERMINALS	200.02	15.86	4.00	219.88
13-NORTH PLATTE TERM.	20.06	20.06	-	40.12
14-WESTERN TERMINALS	109.48	75.46	0.49	185.43
15-BULK OPERATIONS	260.03	8.95	-	268.98
16-INTERMODAL OPER.	170.76	29.36	-	200.12
TOTAL	15704.57	2047.82	447.72	
TOTAL MAINS MAINTAINED		17752.39		
TOTAL ALL TRACKS MAINTAINED		18200.11		

TRANSPORTATION	
GENERAL SUPERINTENDENT	SERVICE UNIT AND TERMINAL RESPONSIBILITY
SOUTHERN OPERATIONS.....	1, 3, 4, 5
WESTERN OPERATIONS.....	2, 6, 7, 8
TERMINAL OPERATIONS.....	9, 10, 11, 12, 13, 14
BULK OPERATIONS.....	15
INTERMODAL OPERATIONS.....	16



UNION
PACIFIC
RAILROAD

CREATED BY ENGINEERING SERVICES
OMAHA, NE NO SCALE
FILE DRO616.DGN REVISED: 03-10-94

Radio Display — 2020						MPH	
Mile Post	STATIONS		Station Nos.	Sidings Feet	Maximum Speed	Psg. Frt.	
111.4	SOUTH	McCAMMON	CP G192	IY038	e6624	79	60
111.2			CP G111 T		w6368		
109.8			CP G110				
104.8		ARIMO		UN105	6046		
95.0		DOWNEY		UN095	5991		
84.4		SWAN LAKE		UN085	6005		
78.8		COULAM		UN078	6007		
71.4		DAYTON		UN071	6011		
65.4		WESTON		UN065	6103		
56.6		TRENTON		UN057	6098		
48.6		CACHE JCT.		UN049	8619		
44.0		WHEELON		UN045	6010		
35.7		DEWEY		UN036	6044		
30.4		HONEYVILLE		UN030	5984		
21.1		BRIGHAM CITY		UN021	Yard		
14.6		WILLARD		UN014	6027		
9.5		LITTLE MOUNTAIN JCT.					
9.0		HOT SPRINGS		UN009	5938		
1.7		SP JCT.		UN002	6079		
0.0		OGDEN		UY993	Yard		

Business Tracks MP Sta. No.
 Virginia 100.4 UN100
 Cornish 60.5 UN061
 Randall 6.3 UN007
 Wip 5.8 UN006
 Harrisville 4.7 UN005

Train Defect Detectors
 Ⓜ MP 88.7 Ⓜ MP 40.0
 Ⓜ MP 59.7 Ⓜ MP 16.5

Equation: MP 111.4 = MP 191.6
 CTC in effect between CPG 192 and MP 109.8
 ABS/TWC in effect MP 109.8 to MP 1.0.
Yard Limits: MP 23.0 to MP 19.0; MP 2.0
 Ogden Subdiv. to MP 818.0 Salt Lake Subdiv.

See Special Instruction Item 20 for AMTK schedules.

Northward AMTK Trains at Ogden must receive Track Warrants for the Ogden, Nampa and Boise Subdivisions at Salt Lake City, listing the Subdiv. The Ogden Subdiv. Track Warrant will include Track Bulletins for the Pocatello Subdiv. when necessary.

Little Mountain Branch Little Mountain Jct. to Little Mountain 14.4 miles westward. TWC in effect. Yard limits in effect MP 12.0 to MP 14.4. 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

Malad Branch Malad to Brigham City 52.1 miles southward. TWC in effect. Yard limits are in effect MP 0.0 to MP 4.0. Maximum Speed 40 MPH (except as below). Radio Display 2020.

0.0 and 0.4	20	27.0 and 27.9	30
5.2 and 6.5	30	29.3 and 29.9	30
11.7 and 12.1	30	32.0 and 51.1	30
22.0 and 25.0	25	49.7 and 52.1	10

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Malad	51.5	UD952	Ford	11.5	UD912
Nucor	31.0	UD931	Corinne	5.5	UD906
Tremonton	17.8	UD918	Brigham City	0.0	UN021
Garland	19.7	UD920			

Cache Valley Branch MP 0.0 to MP 50.9 northward. Yard limits are in effect MP 0 to MP 1. TWC in effect. Max. Speed 25 MPH (Except as below). Radio display 2020.

13.6 and 13.9	15	50.2 and 50.9	10
17.7 and 18.0	15		

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Preston T	50.8	UC251	Holt	20.2	UC220
Franklin	43.6	UC244	Hyrum	17.6	UC218
Presto	41.5	UC242	Wellsville(E)	13.8	UC214
Smithfield	31.5	UC232	Cache Jct. T	0.2	UN049
Logan T	24.1	UC224			

Radio Display — 4242						MPH	
Mile Post	STATIONS		Station Nos.	Sidings Feet	Maximum Speed	Psg. Frt.	
783.6	NORTH YARD			Yard			
P800.2	GRANT TOWER		UZ030				
P796.6	SP						
P757.9	GENEVA		UP072	5975			
P757.2	C758 LAKOTA JCT.						
P752.8	C753 PROVO		UP076	Yard			
P748.9	C749						
P737.1	C738 PAYSON		UP092	6102			
P735.8	C735						
P722.9	C723 STARR		UP107	6085			
P721.6	C721						
P710.9	C710 NEPHI HOLD SIGNAL		UP128	13,436			
P701.7	C702 SHARP						
P699.1	C700						
P696.7	C696 JUAB		UP133	6082			
P695.4	C695						
P681.2	C681 PARLEY		UP148	6242			
P679.9	C680						
P665.7	C666 LYNNDYL		UZ147	6930			

135.1

Trains operate over S.P. between Grant Tower and Lakota Jct., MP P757.2. (39.7 miles)

CTC in effect between MP P757.3 and MP P752.8, CPC 749 and CPC 666.

Train Defect Detectors:
 Ⓜ MP P743.7 Ⓜ 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 P690.2
 Ⓜ MP P727.8 Ⓜ MP P679.0
 Ⓜ MP P709.0 Ⓜ MP P671.0

Between Mile Posts — (Except as below)
 Salt Lake City —
 Between 1st South & 9th South Sts. 10
 Midvale Spur —
 at Atwood 10
 P798.7 and P757.3 20
 P757.3 and P753.4 30
 P753.4 and P752.8 20
 Geneva Steel Plant
 Xings 15
 P752.8 and P748.9 15
 P733.5 and P732.6 30
 P694.4 and P692.6 35
 P692.6 and P691.8 30
 Parley Siding 20
 P686.2 and P676.4 30
 P676.4 and P674.8 35
 P667.2 and P666.3 35
 P666.3 and P665.8 30
Yard Limits:
 P800.1 and P748.9

Business Tracks MP Sta. No.
 Cutler P771.1 UP058
 Lehi P769.3 UP059
 American
 Fork P766.4 UP062
 Pleasant
 Grove P763.0 UP065
 Hardy (W) P761.8 UP067
 Pipemill P760.9 UP069
 Gated (E) P756.1 UP075
 Spanish
 Fork (E-W) P744.4 UP085
 Nephi P711.5 UP118
 Martmar P676.1 UP153

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 S.P. 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.

Cedar City Branch Lund to Cedar City 32.5 miles southward. TWC in effect. Yard limits in effect MP 0.0 to MP 1.0. Main track derail at MP 31.8. Max. Speed 40 MPH (Except as below). Radio Display 4242.

0.0 and 0.3	10	29.7 and 32.4	10
23.0 and 29.7	20		

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Lund T	0.1	CX272	Iron Springs T	20.3	CI321
Western Elec.	16.1		Cedar City	31.8	CI333
American Azide	16.5				

Iron Mt. Branch Iron Springs to Iron Mt. 14.7 miles westward. TWC in effect. Yard limits are in effect MP 0.0 to MP 1.2. Retaining valves must be used on all cars on all trains from Iron Mt. or Comstock to Iron Springs. Air brakes must be used on all cars handled on all trackage. Locomotives or cupola cabooses must not operate under the old tippel located over track 733 at Comstock. Max. Speed 25 MPH (Except as below). Radio Display 4242.

0.0 and 1.2	10	10.1 and 14.5	10
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Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Iron Springs T	0.0	CI321	Iron Mt.	14.4	CI415
Comstock T	10.9	CI411			

Table with columns: Mile Post, WEST, CP No., STATIONS, EAST, Station Nos., Sidings Feet, MPH, Psgr. Frt. Includes stations like NORTH YARD, SALT LAKE CITY, GRANT TWR, IOTH WEST, BUENA VISTA, GARFIELD, WARNER, STOCKTON, ST. JOHN, FAUST, PEHRON, LOFGREEN, BOULTER, TINTIC, McINTYRE, JERICO, CHAMPLIN, LYNNDYL, STRONG, DELTA, VAN, CLEAR LAKE, BLOOM, CRUZ, BLACK ROCK, READ, MURDOCK, E. MILFORD, MILFORD, UPTON, THERMO, LATIMER, LUND, ZANE, BERYL, HEIST, MODENA, UVADA, CRESTLINE, BROWN, ACOMA, ISLEN, RICHMOND, ECCLES, CALIENTE, ETNA, STINE, BOYD, ELGIN.

TIMETABLE NO. 1

Table with columns: Mile Post, WEST, CP No., STATIONS, EAST, Station Nos., Sidings Feet, MPH, Psgr. Frt. Includes stations like ELGIN, KYLE, LEITH, CARP, VIGO, GALT, HOYA, ROX, FARRIER, MOAPA, UTE, DRY LAKE, DIKE, VALLEY, WANN, OWENS AVE, STEWART AVE, LAS VEGAS.

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

See Special Instructions Item 20 for AMTK schedules.

CTC in effect entire subdivision.

Yard Limits: MP 787.0 to MP 781.0.

Two main tracks (Freight Line) Grant Tower to Smelter.

Train Defect Detectors:

Table listing train defect detectors with columns for MP, station, and percentage.

Speed Condition Warning Device between MP 492 and MP 495. Be governed by Rule 13.2.2.

On passenger trains, running air test as required by Air Brake Rule 30.7.2 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 freight 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 freight 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 freight 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.

Mead Lake Branch. Moapa to Mead Lake. 17.1 miles westward. TWC in effect. Max. Speed 25 MPH (except as below). Radio Display — 2727.

Table showing Mead Lake Branch speeds for 1.6 and 2.3 mile segments.

Table showing Business Tracks with columns for MP, Sta. No., and station names.

* Engines not allowed on Wye Track.

TIMETABLE NO. 1

On westward trains between Las Vegas and Yermo, operative dynamic brakes on the head of loaded bulk commodity unit trains and double stack trains must not exceed 32 axles; all other trains must not exceed 28 axles.

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 30.7.2 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.

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 300 tons per dynamic brake axle...

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...

- 2. On any freight train exceeding 500 tons per dynamic brake axle (including helper locomotives). Such trains must not exceed 15 MPH.
3. On any freight train being handled without pressure maintaining.
C. All freight trains exceeding 80 tons per operative brake and operating without retainers:

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

EXCEPTION: Freight trains not exceeding 110 tons per operative brake may operate at a maximum speed of 35 MPH provided the train does not exceed 200 tons per dynamic brake axle and does not exceed 3500 trailing tons...

- 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.
G. In cases where a train is required to stop, provisions of Air Brake Rule 31.1.3 will govern.

Between Kelso and MP 217.6, westward freight 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:

Double stack trains exceeding 100 tons per operative brake must not exceed 60 MPH westward between Kelso and MP 217.6, and eastward between Cima and MP 282.

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 6.29.2.

Table with columns: Mile Post, SOUTH STATIONS, NORTH STATIONS, Station Nos., Sidings Feet, Maximum Speed MPH. Includes stations like DOWNEY RD, HOBART, LA JCT, SP, SO. BELL, PARAMOUNT, DOUGLAS JCT, MANUEL TWO, MANUEL THREE, THENARD CONN, HENRY FORD BLVD, EAST SAN PEDRO.

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 permission 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.

On return trip from Berth 49, trains or engines must wait at 6th Street San Pedro Yard until permission is obtained from HBL and SP. 310-490-7012

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

Thenard Conn. — Main Track switches at the following 3 locations may be left lined and locked as last used:

- 1. So. Siding Switch Manual 3
2. MP 21.36
3. MP 21.56

These switches must be left locked at all times. Employees must expect these switches to be left lined and locked for either position.

Anaheim Branch—California Division Whittier Jct. to Basta 15.5 miles southward. Yard Limits: Entire branch. Operation on SP-Colima Jct. to Fullerton Jct. 5.5 miles. Stop sign at end of track.

Table with columns: Mile Post, Maximum Speed MPH. Rows: 0.0 and 0.2, 0.2 and 0.3, 0.3 and 2.8, 5.1 and 5.2.

Table with columns: Business Tracks, MP, Sta. No., Business Tracks, MP, Sta. No. Rows: Whittier Jct, Colima Jct, La Habra, Fullerton Jct.

Crestmore Industrial Lead. Pedley to Crestmore 6.9 miles. Maximum Speed 10 MPH. (FRA excepted track)

Table with columns: Business Track, MP, Sta. No. Row: Crestmore

Lakewood Industrial Lead. Douglas Jct to Lakewood 2.8 Miles. Maximum Speed 10 MPH. Trains must contact Hobart Tower before initiating movement on branch to ensure they have the most current track bulletin.

Table with columns: Business Track, MP, Sta. No. Row: Lakewood

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet	MPH	
							Maximum Speed	Prgr. Frt.
							766.4 and 535.9	79 70
							(Except as below)	
766.4		C766	SMELTER		UX047		All sidings	20 20
			14.3				886.7 and 886.5	70 60
897.8		F898	BURMESTER		UX061	6292	872.0 and 868.6	65 55
896.5		F896	11.1				868.6 and 864.2	55 50
887.0		F887	TIMPIE		UX072	8028	806.1 and 856.9	70 60
885.3		F885	7.4				856.9 and 856.6	60 50
879.4		F879	DELLE		UX079	8000	800.1 and 800.0	70 60
877.8		F878	12.5				800.0 and 799.3	60 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	8.0				681.0 and 674.8	55 45
781.6		F782	CLIFSIDE		UX177	5983	674.8 and 669.5	65 50
780.3		F780	8.7				669.5 and 669.0	35 35
773.1		F773	SILVER ZONE		UX186	5990	669.0 and 664.0	60 60
771.8		F772	6.0				664.0 and 659.0	70 60
767.1		F767	SHAFTER		UX192	6006	654.1 and 652.6	70 60
765.8		F766	8.9				652.6 and 650.8	65 50
758.3		F758	SAGE		UX201	6027	650.8 and 650.3	50 40
757.0		F757	10.3				650.3 and 649.0	60 45
747.9		F748	SPRUCE		UX211	6246	649.0 and 648.3	55 45
746.6		F747	9.0				East and West Carlin using turnout	15 15
738.9		F739	VENTOSA		UX220	6224	648.3 and 643.4	60 60
737.7		F738	10.1				643.4 and 641.6	70 60
728.7		F729	RUBY		UX230	5966	638.3 and 637.7	70 60
727.4		F727	10.4				637.7 and 628.2	45 40
718.4		F718	WELLS		UX240	6189	628.2 and 625.4	70 60
717.1		F717	4.1				618.5 and 618.0	70† —
713.6		F714	ALAZON		UX244	.....	611.0 and 610.1	70 70
701.0		F702	SP CONN.		UX257	.....	543.4 and 543.1	75 —
700.0			1.0				537.2 and 536.7	75 —
683.3			16.7				Between Mile Posts —	
683.1			0.2				535.9 and 321.4	
670.7		F671	ELKO		UX293	.....	(Except as below)	70
668.8		F669	3.0				All sidings (Except as below)	20
666.2			20.2				South Pass	
646.0		F646	EAST CARLIN		UX312	.....	Winnemucca	10
643.4		F643	WEST CARLIN		UX315	.....	Herlong Siding	10
630.5			12.9				535.9 and 527.0	60
619.5			11.0				521.8 and 520.9	60
615.4		F615	BEOVAWE		UX339	5907	510.4 and 509.9	65
588.0		F588	(EWD 44.1 HOLD SIG.)				497.0 and 495.7	60
575.4			(EWD HOLD SIG.)				495.7 and 494.5	40
572.2		F572	VALMY		UX386	.....	494.5 and 489.9	35
568.0			3.2				489.9 and 488.3	50
559.8		F568	(EWD HOLD SIG.)				488.3 and 481.1	60
554.4		F554	(EWD HOLD SIG.)				481.1 and 480.1	55
535.8		F536	WESO		UX422	.....	480.1 and 474.2	60
532.8		F533	3.7				Empty Valmy Coal Trains	
532.1		F532	WINNEMUCCA		UX426	.....	50 MPH between Valmy and Salt Lake.	
530.8		F531	13.1				Business Tracks MP Sta. No.	
530.7		F530					Solar (W) 893.4 UX064	
519.8		F520	RAGLAN		PX440	6223	Ellerbeck (E) .. 892.9 UX065	
518.5		F518	10.6				Marblehead .. 870.8 UX087	
509.2		F509	GASKELL		PX450	6249	Enviro (E) 855.0 UX104	
507.9		F508	12.0				USPCI (E) 853.8	
497.2		F497	JUNGO		PX461	6255	Blair (W) 808.7 UX149	
496.0		F496	9.0				Tulasco (E) 708.8 UX249	
488.2		F488	ANTELOPE		PX471	6246	Pardo (E) 673.6 UX285	
487.0		F487	8.2				Hunter (E) 657.0 UX302	
480.0		F480	FLOKA		PX479	6163	Tonka (E) 650.1 UX309	
478.7		F479	8.8				Carlin (E) 644.6 UX314	
471.2		F471	RONDA		PX488	6246	Duggan (E) 631.8 UX326	
469.9		F470	9.3				Cluro (E) 627.1 UX331	
461.9		F462	CHOLONA		PX497	6243	Dunphy (E) 610.1 UX348	
							Jayhawk	UX351
							Kampos (E) ... 601.3	UX356
							Rennox (E) ... 591.3	UX367
							Golconda (E) . 548.0	UX409
							Marcus 525.8	UX432
							E. Army (E) ... 373.1	
							Red House (E) 563.0	UX395
							Pozla (W) 348.9	PX610
							Equation:	
							MP 766.4 = MP 911.42	
							MP 713.6 = SP MP 603.7	
							MP 535.7 = SP MP 420.9	

TIMETABLE NO. 1

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet	UP station numbers on SP track.					
								Halleck	Osino	Vivian	Palisade	Mosel	New Argenta	Argenta	Hilltop	Battle Mountain	Mote	Iron Point	Tule	Maximum Speed
461.9		F462	CHOLONA		PX497	6243	UX271					
460.6		F461	10.1				UX284					
451.9		F452	TREGO		PX507	6222	UX321					
450.6		F451	13.3				UX355					
438.6		F439	GERLACH		PX520	6380	UX357					
437.3		F437	7.1				UX358					
431.5		F432	PHIL		PX528	6245	UX370					
430.3		F430	14.5				UX371					
416.9		F417	REYNARD		PX542	5739	UX394					
415.7		F416	11.6				UX420					
405.4		F405	SANO		PX554	6235	MPH					
404.1		F404	11.0				between mile posts					
394.4		F394	SAND PASS		PX565	6234	461.9 and 321.4					
393.1		F393	11.5				(Except as below)					
384.3		F384	FLANIGAN		PX574	6258	480.1 and 474.2					
382.9		F383	11.8				434.1 and 429.5					
372.1		F372	HERLONG		PX587	4279	404.7 and 399.9					
371.2		F371	9.1				399.9 and 397.7					
363.2		F363	DOYLE		PX596	6456	397.7 and 397.0					
361.9		F362	17.0				397.0 and 395.4					
352.2		F352	3.8				395.4 and 390.7					
346.2		F346	SCOTTS		PX613	6213	390.7 and 387.4					
344.9		F345	3.8				387.4 and 384.0					
341.5		F341	RENO JCT		PX616	6131	374.0 and 353.8					
			2.7				353.8 and 348.4					
339.7		F340	CHILCOOT		PX619	6342	348.4 and 347.6					
338.5		F338	11.6				347.6 and 343.7					
328.1		F328	HAWLEY		PX631	5857	343.7 and 341.5					
326.9		F327	6.1				324.1 and 321.4					
322.3		F322	PORTOLA		PX637	10748	321.4 and 321.4					
			607.2				Dual control switches located East Carlin and West Carlin area for SP detour routes.					

See Special Instructions Item 20 for AMTK Schedules Pacific Time west of Smelter. CTC in effect between Smelter and CPF 714 and CPF 536 and Portola. Rule 9.14 in effect Weso to Alazon, Eastward only. 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: Enviro 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 MP664.0 and MP676.2 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.

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 main 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. Westward trains may entrain loaded single-platform single axle front runner cars and loaded five-platform articulated single-level spine cars ahead of 5,500 trailing tons between Reno Jct. and Portola. These cars must be switched back to the rear 5,500 tons of the train before departing Portola.

Train Defect Detectors:

MP 893.7	MP 701.0	MP 521.0	MP 387.1
MP 860.4	MP 662.7	MP 503.8	MP 358.3
MP 829.8	MP 639.1	MP 475.0	MP 340.3
MP 802.8	MP 615.4	MP 456.0	MP 335.0
MP 769.4	MP 585.8	MP 434.5	
MP 733.0	MP 554.4	MP 412.8	

Ellerbeck Industrial Lead	Ellerbeck to Dolomite 5.7 miles.	Marblehead Industrial Lead	Marblehead to Marblehead Plant 4.9 miles.
Maximum Speed	20 MPH	Maximum Speed	10 MPH
Business Tracks	MP Sta. No.	Business Tracks	MP Sta. No.
Wye	2.7 UQ103	Marblehead Plant	4.7 UM305
Flux	3.7 UQ104		
Dolomite	4.7 UQ105		

Rowley Industrial Lead	Delle to Rowley 11.2 miles.
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Table with columns: Mile Post, WEST, CP No., STATIONS, EAST, Station Nos., Sidings Feet, Maximum Speed Between Mile Posts - MPH. Includes station names like PORTOLA, BLAIRSDEN, SLOAT, SPRING GARDEN, KEDDIE, PAXTON, VIRGILIA, BELDEN, CAMP RODGERS, MERLIN, PULGA, POE, JAMES, ELSEY, KRAMM, MITCHELL AV., OROVILLE YARD, CRAIG, BINNEY JCT., MARYSVILLE, MOUNKES, PLEASANT GROVE, DEL PASO, HAGGIN, SO. SACRAMENTO, POLLOCK, PHILLIPS, THORNTON, HAMMER LANE, EL PINAL, FLORA ST., WEBER AVE., ATSF, STOCKTON, ORTEGA SP LATHROP, WYCHE, SP LYOTH, TRACY, MIDWAY, ALTAMONT, LIVERMORE, HEARST, NILES JCT., FREMONT.

To avoid blocking crossings at Alpine and Bianchi, the following applies to westward trains at East Hammer Lane, MP 98.5: An approach signal at the west end of Hammer Lane indicates interlocking at El Pinal is not lined for movement. Stop should be made at West Hammer unless train length permits movement to El Pinal without blocking above-mentioned crossings. Footage distance between El Pinal and Alpine is approximately 2600 feet in the clear, and between Alpine and Bianchi is approximately 4500 feet in the clear.

Table with columns: Mile Post, WEST, CP No., STATIONS, EAST, Station Nos., Sidings Feet, Maximum Speed Between Mile Posts - MPH. Includes station names like FREMONT, HAYWARD, MELROSE, FALLON ST., MAGNOLIA TOWER, OAKLAND. Includes text: Slide Detector devices: At locations listed below, if a detector device has been actuated, signal will display aspect per Rule 245N. After stopping trains must proceed not exceeding restricted speed looking out for rocks or other obstructions. Absolute signals: West Belden; West Pulga. Signals 2379; 2371. Two main tracks Fallon Street to Magnolia Tower (SPKing). Movements made under instructions of Yardmaster Oakland or train dispatcher. MP 90.5 @ SP A - Hunter Street Lead. No 6 Axle units allowed beyond McArthur Rd., South Tracy or on east or west leg of Wye at Tracy.

BIEBER SUBDIVISION

Table with columns: Mile Post, SOUTH, STATIONS, NORTH, Station Nos., Sidings Feet, Maximum Speed Between Mile Posts - MPH. Includes station names like BIEBER, LITTLE VALLEY, HALLS FLAT, LODGE POLE, WESTWOOD, ALMANOR, GREENVILLE, MOCCASIN, KEDDIE. Includes text: CTC in effect MP 0.0 to MP 0.28. TWC in effect MP 0.28 to MP 111.8. Train Defect Detector. %MP 1.1. All trains must approach Tunnel No. 2, MP 0.97, prepared to stop short of fouled track, not to exceed 5 MPH through St. Portal with entire train. Maximum Speed (Except as below) 40. All sidings 20. Bieber Main Track 10. Between Mile Posts - 78.7 and 111.0 25, 16.0 and 37.3 25, 16.0 and 14.2 35, 6.2 and 1.0 25, 1.0 and 0.0 10. Yard Limits: MP 111.0 to MP 111.8. At Bieber MP 111.8 = BN MP 91.0. Rule 5.4.4 Not in effect. Business Tracks MP Sta. No. Little Valley Lumber Co. (W) 95.4 PK096 Willow Springs (W) 89.8 PK090 Clear Creek Jct. 35.2 PK035 Crescent Mills 8.8 PK009 Trains exceeding 3,000 trailing tons will be made up with ten loaded cars or platforms on the headend. Loads will be maintained on the headend as any pick-ups or set-outs are made enroute. When there are less than ten loaded cars or platforms in a train over 3,000 trailing tons, all loads will be placed on the headend. No loaded nor empty car or platform, 85 ft. or longer outside length, will be handled in head 20 cars of train when the train exceeds 3,000 trailing tons. Cars 85 ft. or longer will be indicated with an "L" on the train tonnage profile. Tonnage limits are as follows: Northward .. Summer: 4300 tons Winter: 3800 tons Southward .. All year: 5400 tons

RENO BRANCH

Table with columns: Mile Post, SOUTH, STATIONS, NORTH, Station Nos., Sidings Feet, Maximum Speed Between Mile Posts - MPH. Includes station names like BIEBER, LITTLE VALLEY, HALLS FLAT, LODGE POLE, WESTWOOD, ALMANOR, GREENVILLE, MOCCASIN, KEDDIE. Includes text: Reno Branch. Reno Jct. to Reno 33.1 miles southward. TWC in effect MP 0.0 to MP 20.0. Yard Limits: MP 0.0 to MP 1.0, MP 20.0 to MP 33.1. Main track derails MP 28.9, MP 30.7 and MP 31.7. 6 axle units prohibited MP 30.5 to MP 33. Max. speed 25 MPH (except as below) Radio Display 2424. Reno Jct. to East Wye SW 20.5 and 24.6 20, 12.5 and 14.4 10, 24.6 and 25.1 10, 14.9 and 17.0 20, 25.1 and 27.2 20, 17.7 and 17.9 Learenio Ind. Lead 10, 19.5 and 20.3 10, 27.2 and 33.1 10, Interchange to SP 5. Business Tracks MP Sta. No. Reno Jct. CP 341 0.0 PX 616 Cougar 25.4 PR 428 North Reno 28.3 PR 425 Coast Gas 11.5 PR 410 Comstock 30.3 PR 430 Anderson 18.8 PR 419 Sierra Pacific 30.5 PR 431 Martin 21.3 PR 421 Reno Pacific 33.1 PR 433 Learenio 21.0 PR 422 Panther 23.4 PR 423

Mile Post	Radio Display — 2020			Station Nos.	Sidings Feet	MPH (Except as below)	Psgr.	Frt.
	WEST	CP No.	EAST					
846.8	G847	GRANGER	T	WX847	8046	20		
1.6	G002	8.4						
8.4	G008	MOXA		IX855	7354	40		
9.2	G009	6.8						
15.2	G015	NUTRIA		IX863	12015	50		
17.6	G018	8.8						
24.0	G024	OPAL		IX872	7340	35		
25.6	G026	8.5						
32.5	G033	WATERFALL		IX881	7371	50		
34.1	G034	7.4						
39.1	G039	KEMMERER		IX887	6567	50		
40.6	G040	3.1			7867	50		
42.2	G042	MOYER JCT.						
		7.3						
47.2	G047	FOSSIL		IX898	7331	50		
48.7	G048	5.4						
52.6	G053	NUGGET		IX903	7316	60		
54.1	G054	6.0						
58.6	G059	ORR		IX907	7251	50		
60.1	G060	5.5						
64.1	G064	LEEFEE	T	IX912	11781	60		
66.5	G066	7.1						
71.2	G071	BECKWITH		IX919	7337	60		
72.4	G073	5.4						
76.6	G077	PIXLEY		IX925	7396	50		
78.2	G078	5.7						
82.3	G082	COKEVILLE		IX931	8565	35		
84.0	G084	5.8						
88.1	G088	MARSE		IX935	7364	55		
89.6	G090	5.7						
93.8	G094	CHAUSSE		IX941	7339	50		
95.3	G095	7.8						
101.6	G102	HARER		IX950	7389	50		
103.1	G103	6.3						
107.9	G108	DINGLE		IX955		60		
		7.3						
114.8	G115	MONTPELIER		IX962	Yard			
116.9	G117							
		5.6						
120.4	G121	PESCADERO		IX969				
		6.3						
126.7	G127	GEORGETOWN		IX974	10057			
128.8	G129	8.7						
135.4	G135	MANSON		IX983	7358			
136.9	G137							
144.0	G144	10.1						
145.5	G146							
146.5	G147	SODA SPRINGS		IX993	7347			
		4.0						
150.5	G150	ALEXANDER		IX999	7300			
152.0	G152	5.5						
156.0	G156	TALMAGE		IY003	7424			
157.5	G158	4.5						
160.5	G161	BANCROFT		IY009	17492			
164.0	G164	9.0						
169.5	G169	PEBBLE		IY018	7339			
171.0	G171	7.5						
177.0	G177	BLASER		IY025				
178.7	G179	8.9						
185.9	G186	TOPAZ		IY032				
		3.8						
189.7	G190	MCCAMMON		IY038				
191.6	G192							
198.4	G198	21.2						
203.6	G204							
210.9	P211	E. POCATELLO		IY060				
		3.3						
213.1	P212							
213.3	P213							
214.2		POCATELLO		IY061	Yard			
		214.2						

See Special Instructions Item 20 for AMTK schedules.
 CTC in effect entire subdivision.

Two main tracks Dingle to Pescadero; Blaser to Topaz; MP 189.7 to MP 224.4.

No. 3 MT (North of No. 1) MP 211 — 216.4.

Train Defect Detectors:

- ⊙MP 6.3 ⊙MP 61.4 ⊙MP 121.8 ⊙MP 174.2
- ⊙MP 20.3 ⊙MP 79.6 ⊙MP 139.5 ⊙MP 197.4
- ⊙MP 44.6 ⊙MP 99.9 ⊙MP 153.4 (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.

Pocatello — Trains or engines moving eastward from the inbound runner (Yard 01, Track 114) onto Main Track No. 1 are not to exceed 10 MPH until Cheyenne St. is occupied. Also trains or engines moving eastward from east Main Track No. 3 to Main Track No. 1 are not to exceed 20 MPH until Cheyenne St. is occupied.

Cumberland Industrial Lead Kemmerer to Skull Point Mine 10.9 Miles.

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	
Skull Point Mine	10.2	

MP 7.7 Amoco Industry Yard is protected by signals.

Chevron Industry — All movements must be made on signal indication.

Elkol Industrial Lead Glencoe Jct. to Elkol 3.3 Miles.

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

Business Tracks	MP	Sta. No.
Elkol	2.6	IJ904
FMC Coke Plant	1.3	

Dry Valley Branch. Soda Springs to Dry Valley 23.5 miles northward. TWC in effect. Yard Limits: EPSCO to MP 8.2. Max. Speed 20 MPH (except as below) Radio Display 2020.

EPSCO Yard Tracks	10	9.4 and 10.8 ⊕	15
Mt. Fuel Track No. 1	5		5
5.5 and 6.2	15		

Business Tracks	MP	Sta. No.
Soda Springs T	0.0	
Monsanto	1.5	IC002
EPSCO	5.6	IC006

Business Tracks	MP	Sta. No.
Woolly Valley	17.6	ID012
Dry Valley/FMC	23.5	ID018

Exxon Industrial Spur Opal (MP 23) to MP 3.5 (end of UPPR operations). No movement beyond MP 3.5 without proper authority from Exxon.

Maximum Speed 20 MPH (Except as below).
 MP 0.0 and 1.0 15 MPH
 MP 16.0 and Shute Creek Plant 10 MPH

Business Tracks	MP	Sta. No.
Shute Creek	16.3	

Conda Industrial Lead MP 5.6 to Conda Mine. 2.0 miles. 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. FRA excepted track (.4 to end of track)

Maximum Speed 10 MPH except at MP 5.3 and on Grace Elevator Tracks 5 MPH.

Business Tracks	MP	Sta. No.
Grace	5.8	IG506

Locomotives are restricted to no more than 4 axles due to Bridge 5.3.

Gay Branch. Gay to Fort Hall 21.5 miles westward. TWC in effect. Rule 5.4.4 not in effect. When handling ore with single unit Gay to MP 9.0, consist must not exceed 40 cars. 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. Max. speed 20 MPH (except as below) Radio display 2727. Entire Branch out of service.

Table with 5 columns: Mile Post, Business Tracks, MP, Sta. No., and another Business Tracks/MP/Sta. No. column. Rows include 0.0 and 0.2, 3.1 and 20.0, and various business tracks like Gay T.

MONTANA SUBDIVISION

Table for Montana Subdivision with columns for Maximum Speed, Between Mile Posts, and MPH. Includes notes about TWC in effect and yard limits.

Main table for Montana Subdivision with columns: Mile Post, SOUTH STATIONS, NORTH STATIONS, Station Nos., Sidings, and Maximum Speed. Lists stations from Silver Bow to Pocatello Jct.

Eastern Idaho Railroad (EIRR) has trackage rights on Montana Subdivision main track from MP 181.50 to MP 188.75. All southward trains, before arriving Idaho Falls, will attempt to make radio contact with EIRR Train Dispatcher before passing MP 189.0.

Business Tracks table with columns: Business Tracks, MP, Sta. No., Business Tracks, MP, Sta. No. Lists various branch lines like Aberdeen T., Scoville T., and Hamer.

Aberdeen Branch. Aberdeen to Blackfoot 35.3 miles southward. TWC in effect. Yard limits MP B0.0 to MP B7.1 and MP 27.0 to end of track. Rule 5.4.4 not in effect. Max. speed 40 MPH (except as below) Radio display 2727.

Table for Aberdeen Branch with columns: Business Tracks, MP, Sta. No., Business Tracks, MP, Sta. No. Lists tracks like Aberdeen T., Pingree, Liberty, Rockford, Aberdeen Jct.

Scoville Branch. Arco to Aberdeen Jct. 59.4 miles southward. TWC in effect MP 7.1 to MP 42.5. Yard limits in effect MP 42.5 to MP 59.4. Rule 5.4.4 not in effect. Max. speed 40 MPH except Aberdeen Jct. T/O... 15 MPH. Radio Display 2727.

Table for Scoville Branch with columns: Business Tracks, MP, Sta. No., Business Tracks, MP, Sta. No. Lists tracks like Arco, Scoville T., Taber.

Main table for Nampa Subdivision with columns: Mile Post, WEST STATIONS, EAST STATIONS, Station Nos., Sidings, Fct, Maximum Speed, Psg. 75, Fct 70, MPH. Lists stations from Pocatello to Nampa.

See Special Instructions Item 20 for AMTK schedules. CTC in effect entire subdivision. Yard Limits: In effect MP 212 to MP 217. At Pocatello (Pole Line Road), Shoshone and Ontario, whistle detectors mounted on orange colored whistle posts have been installed near main crossings.

Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	MPH	
					Maximum Speed (Except as below)	Psg. Frt.
	Radio Display — 4242				59	40
B423.5	ORCHARD	CPP424	IY270	9349	B423.5 and B424.0	49 40
	25.1				B429.1 and B429.5	49 40
B423.6	BOISE	T	IB296	s1055	B433.3 and B434.5	49 40
B448.6					2.3	B439.5 and B440.4	55 25
B450.9	BOISE JCT.		IB298		B442.1 and B446.5	55 40
	6.6				B446.5 and B452.1	20 20
B457.5	MERIDIAN		IB305	3850	B465.1 and B465.5	49 40
	10.3				B467.0 and B467.8	30 25
B467.8	NAMPA	CPN456T	IY304			
	44.3					

See Special Instructions Item 20 for AMTK schedules.

At Boise, Eastward AMTK trains must receive a track warrant for the Boise, Nampa, Pocatello and Salt Lake Subdivs. listing Subdiv. The Pocatello Subdiv. track warrant will include track bulletins, when necessary, for the Ogden Subdiv.

Westward AMTK trains must receive a track warrant for the Boise and East and West La Grande Subdivs. listing Subdiv.

TWC in effect.

4 axle units only are to be used when spotting industries.

40 MPH dual control switch turnouts: CPP 424.

15 MPH dual control switch turnouts: CPN 456.

Stoddard Industrial Lead. Nampa to MP 1.75 Maximum Speed 20 MPH.

Idaho Northern Industrial Lead. Nampa to MP 5.0 northward. Maximum speed 20 MPH. Radio Display 2727.

Business Tracks	MP	Sta. No.
0.2 and 0.4	15 MPH	
Fisher	2.6	IN003
Nampa T	0.0	IY304

Wilder Industrial Lead. Caldwell to Wilder 11.4 Miles. 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. Nyssa to Marsing 33.4 Miles southward. 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 (E)	16.9	IH817
Overstreet	8.1	IH808	Homedale	24.5	IH824
Adrian	10.6	IH811	Marsing	33.1	IH833

New Meadows Industrial Lead. Weiser to MP 1.0. Radio Display 2727.

Maximum Speed 10 MPH. MP .16 to MP 1.0.

Business Tracks	MP	Sta. No.
Weiser T	0.0	IY363

Extremely faint and mostly illegible timetable table with multiple columns and rows. The text is too light to transcribe accurately.

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet	MPH Pgsr. Frt.
							Maximum Speed Nampa to La Grande (Except as below)
							Stations: Baker, Wing, Munra, Barnhart and Echo
456.5		N456	C. NAMPA		IY305		79 70
456.8		N457	NAMPA		IY304		
457.1		N458	IDAHO NOR. JCT.		T		
457.5		N459	W. NAMPA		IY305		
459.4		N465					
464.7		N466	CALDWELL		IY313		
466.2		N470	NOTUS		IY320	8284	
470.6		N472					
472.3		N474					
473.6		N479	PARMA		IY328	8261	
478.9		N481					
480.7		N482					
482.3		N488	NYSSA		IY336	8717	
487.9		N490					
489.7		N496	ONTARIO		IY346	N8440	
496.4		N498				S8435	
498.2		N500					
499.8		N501					
501.3		N503	PAYETTE		IY350	8067	
503.3		N505					
504.9		N509	CRYSTAL		IY357	8256	
508.8		N510					
510.5		N514					
514.3		N516	WEISER		IY363	N8247	
516.3		N518				S8064	
517.9		N525	COBB		IY373	7895	
525.4		N527					
527.0		N532	ROCK ISLAND		IY381	8235	
531.9		N534					
533.6		N538	HUNTINGTON		OX386	8331	
538.4		N388					
388.4		N385	LIME		OX391	6897	
383.9		N383					
384.5		N378	WEATHERBY		OX398	8449	
378.0		N376					
376.2		N370	DURKEE		OX407	9961	
369.7		N368					
367.7		N366	PRICHARD CREEK				
365.8		N360	OXMAN		OX414		
360.2		N356	PLEASANT VALLEY		OX420		
355.9		N353	E. ENCINA		OX424	10207	
352.9		N351	W. ENCINA				
350.9		N348	QUARTZ		OX428	12047	
348.0		N346					
345.6		N343	BAKER		OX434	10458	
342.7		N341					
340.5		N339	WING		OX438	5197	
338.3		N337					
337.2		N333	HAINES		OX444	8636	
333.1		N332					
331.4		N323	NORTH POWDER		OX453	8653	
322.9		N321					
321.2		N315	SAGO				
315.2		N313	TELOCASET		OX463	7181	
311.9		N310	CROOKS		OX467	8436	
308.7		N308					
307.9		N303	UNION JCT.		OX473	8547	
303.1		N301					
301.3		N295	LONE TREE		OX481		
295.3		N291	E. LA GRANDE		OX485		
290.7		N290	LA GRANDE		OX486		
289.0		N289	W. LA GRANDE		OX487		
287.7		N288			OX488		
285.7		N286	PERRY		OX490		
283.3		N283	HILGARD		OX494	9294	
281.4		N281					
276.4		N277	MOTANIC		OX500	8724	
274.6		N275					
272.1		N273	NORDEEN		OX504		
271.8		N272	KAMELA		OX505	C6907	
270.3		N270					
267.7		N268	ROSS		OX509		
263.1		N263	HIGHBRIDGE				
258.7		N259	HURON		OX518	9100	
256.8		N257					
254.9		N255	CAMP		OX522	5844	
253.7		N253					
249.6		N250	DUNCAN		OX527	8458	
247.8		N248					
240.7		N241	BONIFER		OX536	8596	
238.9		N239					
237.4		N237	GIBBON		OX538	5063	
236.3		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	
224.3		N224					
219.6		N219	MUNRA		OX557	5631	
218.4		N218					
216.1		N216	PENDLETON		OX560	7940	
214.5		N215					

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet	MPH Pgsr. Frt.
216.1		N216	PENDLETON		OX560	7940	
214.5		N215					
214.1		N214	RIETH		OX564	13671	
211.3		N211					
208.8		N209	BARNHART		OX567	6370	
207.4		N207					
200.6		N201	NOLIN		OX577	8478	
198.8		N199					
193.1		N193	ECHO		OX583	6363	
191.8		N192					
188.6		E189	STANFIELD		OX587		
188.0		E188					
186.2		E186					
185.6		E185					
185.3			HINKLE		OX591		
							286.5

Equation: MP 538.8 = MP 389.8.
 See Special Instructions Item 20 for AMTK schedules.
 CTC in effect entire subdivision.
 All trains secure track warrant at La Grande. AMTRAK trains are not required to receive a track warrant at Hinkle or La Grande.
 At Pendleton, eastward AMTK trains must receive a track warrant for the West and East La Grande and Boise subdvs. listing subdvs.
 Westward AMTK trains must receive a track warrant for the West La Grande and Portland subdvs. listing subdvs.

At Hinkle, amber rotating tri-radial lights are at main track fueling facilities between main tracks 1 and 2. When these lights are burning, this is an indication that mechanical forces are fueling units. Trains approaching this area must move at restricted speed, sound whistle and be on the lookout for and protect against employees working in this area.

Main Track Remote Controlled Blue Flags - Hinkle
 Remote controlled Blue Flags have been installed to protect enginehouse employees when servicing trains at the Main Track Fueling Facility.

All trains, if stopping at Stop indication or proceeding on an approach signal at CPE 183 or CPE 186, must ascertain from Yardmaster if there is a train ahead and stop before passing over displayed Blue Flags located at:

MP 186.14 and MP 184.07 on MT 1
 MP 186.18 and MP 183.78 on MT 2

40 MPH dual control switch turnouts: CPN 465; CPN 366; CPN 315; CPN 295; CPN 268; CPN 263; CPE 189.

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. La Grande; Kamela; W. Bonifer, Rieth to Pilot Rock Branch; CPE 185.

Train Defect Detectors:			
MP 478.1	MP 318.3	MP 268.2	MP 243.7
MP 507.4	MP 315.9	MP 239.7	MP 239.7
MP 524.6	MP 307.5	MP 263.5	(MT and siding)
MP 380.6	MP 304.9	MP 262.5	MP 222.9
MP 378.7	MP 298.9	MP 262.5	MP 211.1
MP 375.0	MP 284.4	MP 261.5	MP 194.9
MP 371.7	MP 280.3	MP 259.4	MP 188.6
MP 357.0	MP 278.8	MP 256.1	
MP 344.2	MP 276.8	MP 255.6	
MP 336.0	MP 272.9	MP 253.0	

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Wilder Jct.	465.9	IW701	Wix(W)	514.2	IY362
Apple Valley(E)	486.1	IY333	Nelson	372.6	OX403
Ontario/Wyco	497.0	IO001	Harney	325.8	OX449
Wood(W)	506.4	IY353	Meacham	265.1	OX511
Feltham	512.9	IY360	Mission(W)	220.8	OX555

With passenger trains, running test as prescribed in Air Brake Rule 30.7.2 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:

- 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.
- Retaining valves must be set:
 - On any freight train exceeding 80 tons per operative brake and 7200 trailing tons. (See Note 1)
 - On any freight train exceeding 80 tons per operative brake and 300 tons per dynamic brake axle (including helper). (See Note 1)

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).

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 Tonnage for Heavy Ascending Grades Between Hinkle and 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	9200 tons
6200 tons	8600 tons	8400 tons	9600 tons
4800 tons	7200 tons	6800 tons	9200 tons

Eastward Trains from:
Huron to Kamela
Union Jct. to Encina

Westward Trains from:
Durkee to Kamela

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

When double stack trains contain other cars, these cars must not be entrained ahead of more than 5500 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.

If helper is 8400 working HP or less, and the helper must be cut into train account the train exceeds tonnage for rear-end helper, the helper must then be cut in as near to 1200 tons ahead of rear-end of train as possible. Except for double stack trains, westward trains with head-end power only may operate with up to a maximum of 8000 trailing tons between Quartz and La Grande.

Umatilla Industrial Lead. Hinkle to Umatilla 10.6 miles northward.

Maximum Speed 20 MPH except between Mile Posts:

	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 Industrial Lead. Rieth to Pilot Rock 14.3 miles southward. 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. Yard limits in effect MPO to MPI. Operation by General Order.

Business Tracks	MP	Sta. No.
Pilot Rock	14.0	OM115

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed	MPH	Pgr.	Fr.	
185.3			HINKLE	⊕ T	OX591	Yard	Hinkle to The Dalles (Except as below)	79	70		
183.7		E183					Between Mile Posts —				
182.1		E182	8.7		OX594		188.6 and 182.1 No. 1	50	40		
176.6		E177	MUNLEY	‡	OX600	8763	188.6 and 182.1 No. 2	60	50		
174.8		E175	6.1				182.1 and 181.8	60	50		
170.5		E171	CLARKE	‡	OX605	6462	114.7 and 113.7	70	60		
169.1		E169	4.6				113.7 and 113.4	60	50		
165.9		E166	BOARDMAN	‡	OX612	9836	104.9 and 103.2	70	60		
163.3		E163	10.2				103.2 and 103.1	50	50		
157.7		S158	CASTLE	‡	OX617	9525	99.3 and 98.8	60	50		
155.7		S156	7.8				97.5 and 96.5	75	65		
147.9		S148	HEPPNER JCT.	‡	OX627	9735	88.2 and 86.3	75	65		
145.9		S145	10.2				The Dalles to Albina	79	65		
139.8		S140	ARLINGTON	⊕ ‡	OX638	9956	(Except as below)				
137.7							Between Mile Posts —				
136.1		S136					86.3 and 83.7	40	40		
			7.9				83.7 and 83.2	40	40		
129.8		S130	BLALOCK		OX646	9741	81.2 and 81.2	60	50		
127.8		S128	7.9				79.0 and 79.0	55	45		
121.9		S122	QUINTON		OX652	9744	77.0 and 75.9	70	55		
119.9		S120	8.2				75.9 and 75.0	55	45		
113.7		S114	GOFF		OX661	10795	73.7 and 72.7	60	50		
111.5		S112	18.8				72.7 and 70.4	50	40		
103.2		S103	BIGGS	⊕	OX672		70.4 and 68.4	40	30		
			8.3				68.4 and 66.7	55	45		
94.9			OREGON TRUNK JCT.	X	OX680		66.7 and 66.4	45	35		
			10.0				66.4 and 63.4	55	45		
88.9		S089	(WWD HOLD SIG) THE DALLES	⊕ ‡	OX691	Yard	63.4 and 59.4	50	40		
84.9			3.3				59.4 and 58.0	70	55		
			10.8				58.0 and 57.6	65	55		
81.6		S082	CRATES	‡	OX694		57.6 and 49.0	70	55		
			10.8				49.0 and 48.3	55	45		
70.8		S071	MOSIER	‡	OX706	6388	48.3 and 48.0	50	45		
69.8		S069	11.4				48.0 and 45.9	55	45		
63.5		S063					45.9 and 45.0	60	45		
59.4		S059	MENO	⊕	OX716	9916	45.0 and 42.5	50	40		
57.4		S057	9.6				42.5 and 41.4	35	25		
51.7		S052	WYETH	‡	OX726	12695	39.9 and 37.3	60	50		
49.2		S050	6.3				37.3 and 35.5	50	45		
43.5		S043	CASCADE LOCKS	⊕ ‡	OX733	6751	32.8 and 31.9	65	50		
42.1		S041	8.6				31.9 and 29.9	60	50		
34.4		S035	DODSON	‡	OX741	10617	29.9 and 29.4	65	50		
32.3		S032	7.0				29.4 and 29.2	60	50		
27.4		S027	BRIDAL VEIL	‡	OX749	6360	29.2 and 28.8	65	50		
26.0		S026	9.3				28.8 and 28.6	60	50		
18.1		S018	SANDY	‡	OX753	10617	28.6 and 28.0	65	50		
15.9		S016	1.4				28.0 and 27.5	60	50		
							27.5 and 24.0	60	50		
							24.0 and 23.8	50	40		
							22.4 and 20.1	60	50		
							18.5 and 18.1	55	45		
							18.1 and 15.9	70	60		
							15.9 and 15.6	55	45		
			VIA GRAHAM LINE					Via Graham Line	70	45	
15.6		S015	TROUTDALE		OX760	2626	Maximum Speed	70	45		
			15.0				Between Mile Posts —				
0.6		S001	E. PORTLAND	⊕ T	OP773		15.2 and 14.8	55	—		
							13.5 and 13.2	50	40		
							13.2 and 12.0	60	—		
							12.0 and 10.8	55	40		
22.0		S015	TROUTDALE		OX760	4958	7.6 and 6.8	55	—		
			9.6				6.8 and 5.2	55	—		
12.4			FIR		OX769	4974	5.2 and 2.8	35	35		
			2.0				2.8 and 0.9	35	25		
10.4			CHAMP		OX772	8468	0.9 and 0.3	10	10		
			2.3				Via Kenton Line				
							Between Mile Posts —				
8.1			KENTON	⊕	OX775	n5322 s4885	21.9 and 16.4	50	50		
			2.5				16.4 and 7.0	35	35		
5.6		S005	PENINSULA JCT.	T	OX776		Peninsula Jct. Wye	15	15		
			1.6				7.0 and 4.0	25	25		
4.0		S004	ST. JOHNS JCT.	‡	OP501		4.0 and 0.9	10	10		
			2.4				0.9 and 0.3	6	6		
1.6			ALBINA	‡ T	OP500	Yard	0.3 (Steel Bridge) and				
			1.1				0.0	10	6		
0.5		S001	E. PORTLAND	⊕ ‡	OP773		Portland Union				
							Station on all				
							tracks P.T.R.R.	10	10		
0.4			STEEL BRIDGE	⊕ ‡			Carty Industrial Lead				
			0.4				(Castle)	25			
0.0			PORTLAND	⊕	OP775		0.5 and 0.7	20			
							1.5 and 1.7	15			
							10.9 PGE Tracks	10			
							Coal Loop	5			
			VIA GRAHAM LINE 184.2 VIA KENTON LINE 190.6								
			East Portland — Inbound trains must contact Albina west end yard master before entering yard limits.								
										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.	

See Special Instructions Item 20 for AMTK schedules.
 Equation: MP 165.0 to MP 166.0=0.4; MP 55.0 to MP 57.0=1.5 Troutdale MP 15.6=MP 22.0
 Amtrak trains are not required to receive a track warrant at Hinkle.
 Eastward AMTK trains at Portland must receive a track warrant for the Portland and West La Grande Subdiv. listing subdiv.
 CTC in effect between Hinkle and CPS 103, CPS 082 and E. Portland and CPS 005 and CPS 004.
 Two main tracks MP 188.6 to MP 182.0, MP 103.2 to MP 81.6 and MP 1.5 and MP 0.5.
 ABS in effect Albina to Portland.
 Double track (Rule 9.14) CPS103 to Crates.
 ABS-TWC in effect MP 22.0 to MP 6.0 (Kenton line)
 Yard Limits: MP 81.7 to MP 88.0; St. Johns Jct. to East Portland MP 0.5, Penn. Jct. MP 5.6 to St. Johns Jct. via Barnes and Penn. Jct. MP 5.6 to MP 6.0 via Kenton.
 ACS in effect The Dalles to Troutdale and Troutdale to East Portland via Graham line.
 Rule 13.1.4 Exception:
 Non-equipped yard engines and locals may be operated between:
 MP 84.6 and MP 81.0 (Both MTS)
 Graham Line MP 0.6 and MP 15.6

Train Defect Detectors:
 ⊕ MP 160.5 ⊕ MP 107.5 ⊕ MP 76.1 % MP 7.8
 ⊕ MP 142.9 ⊕ MP 92.7 ⊕ MP 52.9 (Graham Line)
 ⊕ MP 124.9 (Both Tracks) ⊕ MP 23.0

40 MPH dual control switch turnouts: CPE 183 between Departure track & No. 1 main track;
 CPE182; CPS82; CPS15 to Kenton main;
 20 MPH dual control switch turnouts: W. Boardman; W. Blalock; Goff; E. Mosier; Cascade Locks.
 15 MPH dual control switch turnouts: CPS5 and CPS1.

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

At Hinkle, amber rotating tri-radial lights are located at main track fueling facilities between main track No. 1 and main track No. 2. When these lights are burning, this is an indication that mechanical forces are fueling units. Trains approaching this area must move at restricted speed, sound whistle and be on the lookout for and protect against employees working in this area.

Hinkle — Main Track Remote Controlled Blue Flags

Remote controlled blue flags have been installed to protect enginehouse employees when servicing trains at the main track fueling facility.

All trains, if stopping at Stop indication or proceeding on an approach signal at CPE 183 or CPE 186, must ascertain from yardmaster if there is a train ahead and stop before passing over displayed blue flags located at:

MP 186.14 and MP 184.07 on MT 1
MP 186.18 and MP 183.78 on MT 2

Table with columns: Business Tracks, MP, Sta. No., Business Tracks, MP, Sta. No. Lists various stations like Moody, Lockit, Dike, Sinamox, Oakbrook, Sheran, Tuscan, Maupin, Cambrai.

SEATTLE SUBDIVISION

Main rail schedule table for Seattle Subdivision. Columns: Mile Post, SOUTH CP No., STATIONS, NORTH, Station Nos., Sidings Feet, Maximum Speed MPH. Includes stations like SEATTLE, ARGO, VAN ASSELT, TUKWILA, BLACK RIVER, KENT, AUBURN, SUMNER, FIFE, RESERVATION, NO. PORTLAND JCT, PENINSULA JCT, ST. JOHNS JCT, ALBINA.

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
CTC in effect between MP 179.9 and CPS 146 CPS 7 and CPS 4
Train Defect Detectors (UP): ⊕ MP 164.4 ⊖ MP 6.16
Train Defect Detectors (BN): # MP 113.2 (Both Trks) % MP 17.5 (NWD), # MP 86.2 (Both Trks) % MP 11.2 (SWD), % MP 56.9 (Both Trks) % MP 9.0 (Both Trks), # MP 30.0 (Both Trks)

STATION NUMBERS ON BN TRACK
OX780 Vancouver OX819 Kelso OX862 Centralia OX892 Nisqually
OX783 Vancouver Jct. OX820 Rocky Point OX862B Centralia OX898 Ketrion
OX794 Ridgefield OX822 Ostrander BNFE OX900 Steilacoom
OX799 Woodland OX828 Castle Rock OX864 Wabash OX901 West Tacoma
OX807 No. Pac. Grain OX838 Vader OX869 Bucoda OX903 Pioneer
OX809 Kalama OX845 Winlock OX873 Tenino OX906 Titlow
OX815 Longview Jct. OX851 Napavine OX881 East Olympia OX914 McCarver St.
OX819 Longview OX858 Chehalis OX886 Kyro OX916 Tacoma
OX888 St. Clair

Summary table for Bend Branch. Columns: Mile Post, SOUTH STATIONS, NORTH, Station Nos., Sidings Feet. Shows route from OREGON TRUNK JCT to BEND.

Station list for Bend Branch. Columns: Station, Sta. No., Station, Sta. No., Station, Sta. No. Lists stations like Moody, Lockit, Dike, Sinamox, Oakbrook, Sheran, Tuscan, Maupin, Cambrai, Nena, Dant, Dixon, Kaskela, So. Jct, Gateway, Paxton, Madras, Metolius, Culver, Opal City, Terrebonne, Prineville Jct., Redmond, Deschutes, Bend.

Olympia Industrial Lead—East Olympia to Olympia 7.2 miles. Max speed 10 MPH. Six axle units are prohibited. Main track derails at MP 5.6 and MP 7.2.

Business Tracks table for Bend Branch. Columns: Business Tracks, MP, Sta. No., Business Tracks, MP, Sta. No. Lists East Olympia, Capitol, Tumwater, Olympia.

Condon Industrial Lead — Gilliam to Arlington 11.5 miles southward. TWC in effect. Max. Speed 25 MPH (except as below). Radio Display 2727.

Business Tracks table for Condon Industrial Lead. Columns: Business Tracks, MP, Sta. No., Business Tracks, MP, Sta. No. Lists Gilliam, Shuttler, Arlington, Tumwater, Olympia.

Grays Harbor Branch — Centralia to Hoquiam 58.4 miles westward. (53.3 miles via BN). Yard limits Cosmopolis to Aberdeen and Blakeslee Jct. to Raisch. Blakeslee Jct. BN MP 2.0 = UP MP 2.4. Aberdeen BN MP 69.0 = UP MP 53.8. Radio Display 2727. Raisch Spur 10 MPH, Cosmopolis Spur 10 MPH, MP 53.1-5† and MP 53.4 (Drawbridge) —5 MPH.

Business Tracks table for Grays Harbor Branch. Columns: Business Tracks, MP, Sta. No., Business Tracks, MP, Sta. No. Lists Centralia, Raisch, Cosmopolis, Aberdeen, Hoquiam.

Radio Display — 4242					
Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.
119.1			MOYIE SPRINGS		OS119
109.3			BN		
109.0			BONNERS FERRY		OS110
95.8			SHILOH		OS096
86.8			SAMUELS		OS087
75.3			BN		
74.6			SANDPOINT		OS075
57.6			VAY		OS058
50.1			CLAGSTONE		OS050
25.3			COEUR D'ALENE JCT.		OS026
22.0			BN		
21.7			GRAND JCT.		OS022
2.7			SI YARD		2190
2.5			BN CONN.		
14.4 MILES VIA BN					
354.8			FISH LAKE		OK174
350.4		E350	(HOLD SIG)		
350.0			CHENEY		OK169
329.1			WELLS		OK147
306.2			MARENGO		OK125
285.0			HOOPER JCT.		OK103
273.8			JOSO		OK092
273.2		E273			
B269.7		E270	AYER JCT.		OK086
269.4		E269			
268.1			AYER		OK082
256.7			MATTHEWS		OK072
246.7			WALKER		OK062
237.8		E238	PAGE		OK052
235.9		E236			
223.1		E223			
215.8		E216			
215.4		E215	WALLULA		OK031
213.5		E213	WALLULA JCT.		OK029
204.1		E204	JUNIPER		OK019
194.1		E194	COLD SPRINGS		OK009
192.5		E192			
186.5		E187			
185.1		E184	N. HINKLE		OX591
184.2			HINKLE		Yard
327.7					

CTC in effect: MP 273.0 to MP 269.5; MP 237.8 to MP 185.1. ABS in effect: MP 354.8 to MP 273.0; MP 265.5 to MP 237.8. TWC in effect: MP 140.7 to MP 2.5; MP 354.8 to MP 273.0; MP 269.5 to MP 237.8.

Yard Limits: Eastport to MP 139.0, MP 110.0 to MP 108.5, MP 78.0 to MP 71.0, MP 13.0 to BN Conn.

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.

Rule 5.4.4 not in effect.

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 346.9 = UP-MP 354.7

Coeur D'Alene Industrial Lead—Coeur D'Alene Jct. to Coeur D'Alene 8.8 Miles. FRA excepted track.			
Business Tracks	MP	Sta.No.	
Feeley Spur	2.1	OG002	
Gibbs	7.8	OG008	
Coeur D'Alene	8.7	OG009	

Yakima Industrial Lead. Wallula to Richland Jct. 20 miles westward. Rule 6.28 in effect MP 7.0 to MP 19.0. CTC in effect MP 0.0 to MP 7.0. MP 7.0 to MP 8.0 = 1.5 miles. 15 MPH dual control switch turnouts at CPE1, CPE2 and CPE6. Max. Speed 40 MPH MP 0.0 to MP 7.0 and 20 MPH MP 7.0 to MP 19.0 (except as below) Radio Display 4242.					
Richland Spur (Richland Jct. to Richland)	7.4 and 8.0	15			
	Richland Jct. Siding	10			
	0.0 and 0.8	15			
Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Wallula E215 T	0.0	OK031	Kalan Bridge		
Attalia E001	0.5	OW401	E008	7.8	
E002	1.3		Hedges	8.9	OW409
E006	6.3		Kennewick	13.0	OW414
Villard Jct. E007	7.0	OW407	Richland Jct.	19.0	OW420

KALAN BRIDGE
 The term drawtender shall mean the operator of the drawspan, whether that person may be a train crew member or a maintenance person.
 When necessary to close the drawspan for the passage of a train or for maintenance, a drawtender shall be dispatched to operate the drawspan from either of the remote control stations located at the ends of the bridge. A general order will be posted at these two locations on the bridge. Operation of the bridge shall be as follows:

(1) The drawtender shall broadcast a radio message over Channel 16-VHF to all vessels in the vicinity that the Kalan Bridge will be closing in two minutes. If after two minutes no response is received, the drawtender shall broadcast a message over Channel 13-VHF that the Kalan Bridge is closing. Following messages should be broadcast twice on Channel 13-VHF and Channel 16-VHF:

- If there is no response to the first call after waiting two minutes, then repeat first call on the radio.
- Again, after two minutes, if no response to second call, then state the following on radio: "KTD 561 Kalan Bridge Closing to Marine Traffic, KTD 561 Kalan Bridge over."
- If no response after two minutes to above call, repeat last message for final time ending message with the word "out."

(2) Prior to activating the closing sequence, the drawtender shall visually inspect the wayrun for marine traffic approaching the bridge. The closing sequence shall not be activated until after marine traffic has cleared the bridge.

(3) When the closing sequence is activated, the following functions occur automatically: The racon is deactivated, red strobe lights on the lift towers and on the channel piers start flashing, a downward pointing arrow consisting of amber colored lights is displayed from the center of the drawspan and a recorded message is broadcast over Channel 13-VHF advising that the Kalan Bridge is closed to river traffic. The radio message is repeated every five minutes, the red lights continue to flash and the downward pointing arrow is displayed, until the lift span returns to the up and locked position. At the end of ten minutes, a horn sounds for 30 seconds, the span begins closing and the centerspan navigation lights turn from green to red. The horn sounds for 30 seconds at 10 minutes intervals, until the lift span returns to the up and locked position.

(4) If for any reason during the closing sequence a danger is posed to marine traffic, the closing sequence shall be stopped and the bridge reopened until the threat of danger has passed.

(5) If the bridge is to be temporarily closed for maintenance or for purposes other than the passage of a train, the drawtender shall continually monitor Channels 13 and 16 for calls from approaching vessels, and respond to inquiries from vessels about the closure.

(6) After a train has cleared the bridge track circuits, the drawspan will raise to the fully open and locked position. At that time, the following functions occur automatically: The racon is reactivated, the arrow display and the red strobe lights are extinguished, the red centerspan navigation lights return to green and a recorded message is broadcast over Channel 13-VHF that the Kalan Bridge is open for marine traffic.

(7) Illuminated bridge indication arrows have been installed for trains departing the Kalan Bridge, Westward at MP 9.1 and Eastward at MP 7.0, Villard Jct. CRSE007. If these bridge indication arrows are not illuminated, train crew must immediately call Hinkle Tower and notify yardmaster that Kalan Bridge has not returned to open position for marine traffic.

(8) Hinkle Tower has been established as a 24-hour clearhouse for reporting bridge problems. In the event of a bridge failure which obstructs river traffic, Hinkle Tower will immediately notify the Coast Guard's Seattle office of the nature of the problem and the approximate length of time (if known) before the problem will be corrected. Hinkle Tower will also be responsible for contacting appropriate Union Pacific personnel to correct the bridge failure. The Coast Guard shall be notified when the problem is corrected.

Riparia Branch. East Lewiston to Ayer Jct. 82.0 miles westward. TWC in effect. Yard Limits: East Lewiston to MP 66.0 and MP B10.0 to MP 3.0. Mileposts prefixed with letter "B". Ayer Jct. to Riparia. Mileage equation MP B10.5 = MP 0.0. Max. Speed 40 MPH (except as below). Radio Display 4242.					
70.0 and 69.6	10		B5.5 and B4.6	25	
11.5 and 10.0	25		Ayer Jct. T/O	25	
Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
East Lewiston	71.5		Almota	35.0	OC335
Clearwater Riv.	69.9		Penawawa	22.3	OC322
Transfer	69.1	OC369	Central Ferry	15.8	OC315
Ballast Trk.	50.0		Riparia	1.0	OT017
Crum	45.5	OC345	Ayer Jct. CPE 270	B0.0	OK086

Wallace Branch. Plummer to BN Conn., 45.0 miles westward. TWC in effect. Yard limits in effect MP 158.0 to MP 163.3. Mile Posts Manito to Plummer are prefixed with letter "B". Mileage equation MP B19.8 = MP 16.2 MP B0.4 = M 143.6.
 Max. Speed 40 MPH (except as below). Radio Display 4242.

B19.4 and 16.6	10	148.2 and 148.7	35
144.0 and B0.2	20	149.9 and 155.4	25

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Plummer	B19.8	OT520	Rockford	138.4	OT138
Worley	B13.5	OT513	Freeman	146.9	OT147
Mozart	B12.2	OT512	Mica	149.7	OT150
Setters	B6.8	OT507	Spokane	161.0	OT161
Manito	B0.4	OT143	BN Conn.	163.3	

Fairfield Ind Lead — 12.7 miles Manito to end of track MP 130.9 southward (near Fairfield). Yard limits in effect MP 133.0 to MP 130.9. Rule 6.28 in effect Manito to MP 133.0. Max. Speed 25 MPH (except as below)				
143.6 and 142.6	20			
138.5 and 137.0	15			
133.6 and 133.3	15			

INTRODUCTION TO SPECIAL INSTRUCTIONS

- All special instructions apply systemwide unless otherwise specified on the subdivision page.
- Observe all slower speed restrictions. Examples include subdivision speed restrictions, TCS train consist speed restrictions, tons per operative brake restrictions, bulk commodity train restrictions, locomotive maximum speed, etc.
- When operating on any foreign railroad:
 - Respect all restrictions listed in UPRR Special Instructions Item 2 (paragraphs 3, 4, and 12 through 15), Item 2-A, Item 2-B, and Item 14.
 - Respect the foreign railroad's requirements that are more restrictive.

ITEM 1. TIME COMPARISON:

Obtain Coordinated Universal Time (Greenwich Time) by calling:

- 8-271-4601 or
- 8-976-1111.

Use the following table to convert from Coordinated Universal Time:

From the first Sunday in April until the last Sunday in October, convert to:	By Subtracting	From the last Sunday in October until the first Sunday in April, convert to:	By Subtracting
Central Daylight Savings Time	5 hours	Central Standard Time	6 hours
Mountain Daylight Savings Time	6 hours	Mountain Standard Time	7 hours
Pacific Daylight Savings Time	7 hours	Pacific Standard Time	8 hours

ITEM 2. MAXIMUM SPEEDS: GENERAL

MPH

1. Bulk Commodity Trains	See Item 5-A
2. Double Stack Trains	See Item 5-B
3. Key Trains	50
4. Moving against the current of traffic	
Amtrak trains	59
All other trains	49
5. Through No. 20 equilateral turnout	60
6. Through dual control switch turnouts	30
7. Through other turnouts	15
8. Sidings	
Sidings identified with †	30
Other sidings	20
9. Tracks other than main tracks and sidings	10
10. Balloon tracks & Wye tracks, except those portions used as a main track or siding	5
11. Live rails of track scales	5
12. Designated locomotive servicing facilities	5
13. Engines 844, 949, 951, 963B, 3985, 6936 and Amtrak engines	82
Road engines	70
Road switchers 1298-1299, 1300-1314 and 1329-1430	60
Yard switch engines 1200-1273 and 1315-1327	50
14. A multiple-unit engine controlled from other than the leading unit	30
15. Engines running lite	
• When operative dynamic brake is not sufficient to control speed	45
• When operative dynamic brake is not sufficient to control speed on descending grade over 1 percent	25

ITEM 2-A. MAXIMUM SPEEDS: CARS

- A. The maximum speed for equipment is 60 MPH unless:
- The TCS train consist shows a different speed
 - The list below shows a different speed, or
 - The equipment is Amtrak equipment, which may operate at maximum passenger speed.
- If the TCS train consist shows a different speed than shown below, the TCS train consist governs.
- B. Use the TCS train consist, when available, to identify the maximum train speed. It shows the maximum speed for each car and the maximum train speed, which is the lowest maximum speed of any car entrained. If a car that restricts the maximum TCS train consist speed is set out at an unscheduled location, operate at the lowest maximum speed of cars left in the train.
- The TCS train consist maximum speed does not include restrictions for bulk commodity trains, key trains, or tons per operative brake. Observe these restrictions also.
- C. Use the speeds listed below as a backup summary:
- When a TCS train consist is not available,
 - When a pickup is made enroute without TCS information, or
 - For foreign railroads operating on UPRR.
- Also, refer to Item 2-B for MW and Mechanical equipment speeds.

	MPH
1. Empty bulkhead flat cars.	40
Exceptions: Car series UP 215400-215649 and UP 215700-215799; Centerbeam flat cars including car series TTZX 83500-83799, TTZX 86000-86374, UP 217000-217141, UP 260100-260219 and UP 273000-273679; Car series MP 728000-728099; and empty JTTX flatcars with bulkheads without Toyota truck-bed racks.	50
2. Empty gondolas or empty open-top hopper cars.	50
Exceptions:	
(a) EJE 4000-4549, EJE 4800-4874, CR 607000-607480, UP 66800-67649	40
(b) Coal gondolas and open-top hopper cars having constant-contact side bearings or center plate extension pads	60
(c) UP 229580-229587	70
3. Empty tank cars	50
Exception: Empty UTLX 83000-83080 with outside length (coupler pulling face length) over 85 feet	40
4. Ore cars	50
Exception: Empty ore cars in the following series: UP 27500; SP 345000-345669; CNW 112000, 113000, 114000, 118000, 119000, 121000 and 122000	40
5. Loaded tank cars	60
Exceptions: Loaded 4-axle tank cars with 125 ton trucks designed for maximum gross weight of 315,000 lbs.	50
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	50
Exceptions:	
(a) Gondola cars loaded with logs; UP 66800-67649	40
(b) Flat cars loaded with auto frames; gondola cars loaded with coal; gondola cars UP 903084-903094 and flat cars UP 904150-904167 loaded with locomotive traction motors; gondola cars with initials UP, WP, MP, CEI, TP or GONX loaded with aluminum ingots; centerbeam bulkhead flat cars loaded with plywood or lumber	60
(c) Loaded JTTX flat cars with bulkheads and Toyota truck-bed racks (with or without truck beds); car series TBCX 7471-7481, TBCX 76700-76707, EJE 6800-7283, UP 229580-229587, MP 950050-950224; and specially-equipped flat cars carrying airplane and rocket equipment	70

ITEM 2-A. (CONTINUED)

	MPH
8. TOFC or COFC flat cars or other intermodal equipment. This includes JTTX flat cars without bulkheads and Toyota truck-bed racks.	
• Loaded	70
• Empty	60
Exceptions:	
(a) Intermodal flat cars made from box cars in series ATSF 294950-294980, CNW 780000-780001, GTW 350000, KCS 720003-720011, SOU 150800-150859, SOU 151000-151500	50
(b) Loaded intermodal flat cars made from box cars in series ATSF 299000-299684, GTW 350001-350020	60
(c) Empty double-stack well cars; and empty five-platform articulated single-level spine cars for carrying trailers and/or containers	70
(d) Flat cars in series SP 513700-513799 and SP 520541-520740	
Loaded	60
Empty	50
9. Multilevels	70
10. Mechanical reefers; cryogenic reefers with initials CRYX or JRSX	70
11. Loaded stock cars	70
12. Caboose	70

ITEM 2-B. MAXIMUM SPEEDS: MW and MECHANICAL EQUIPMENT

The TCS train consist shows the speed of all rail equipment below.

	MPH
1. Continuous welded or jointed rail trains	
• Loaded	40
• Empty	50
2. Trains handling tie plate spreader MP 15417	40
3. Trains handling MPX cars (excluding outfit cars and locomotive cranes)	35
Exception: Series 27028-27060, 30000-30014 and 50001-50014	50
4. Trains handling outfit cars.	40
Exception: After mechanical department approval following inspection of cars	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	30
Exception: Series MP 17001-17048; and MP 815071 and MP 50064	50
6. Self-propelled cranes, pile drivers and similar equipment moving under its 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. Spreader operator or MW supervisor instructs speed, but not exceeding	25
• Moving in forward or reverse direction in work trains only (when moving in reverse direction, wings should be fully retracted)	25

ITEM 2-B. (CONTINUED)

9. Wrecking derrick consists are assigned to locations shown below. When operating derrick consists, the equipment having the lowest authorized speed restricts the maximum authorized speed for that consist.

Assigned Location	If Consist Contains Equipment:	MPH
a. Cheyenne	UP 903046, 909308, 906200, 906208, 904239, 909328, 904200, 909307, 909309.	60
	UP 905275, 905280, 908455.	50
b. North Platte	UP 910006, 909306, 906206, 906213, 904201, 904271, 909304, 909305, 909324.	60
	UP 905264, 905268.	50
c. Green River	UP 903047, 909317, 906204, 906209, 904206, 909318.	60
	UP 905270, 905273, 905274, 908380, 908381, 908382.	50
d. Hinkle	UP 903050, 909351, 906203, 906212, 904294, 904295, 909356, 909355.	60
	UP 916120, 916408, 916532, 916547, 916614.	50
e. Salt Lake	MP 250, 1081, MPX 702, 131,	
	UP 906205, 906207, 904298, 904293, 909329, 908467.	60
	UP 908464, 908465, 908466.	50
f. Stockton	UP 909313, 904301.	60
	WPMW 796, 797.	50
	UP 900310, TPX 14181.	40
g. Portola	UP 903045, 904232, 904300, 909320, 909325.	60
	WPMW 376, 378.	50
h. North Little Rock	MP 15427, 3646, 15082, 517, 2909, 4324.	
	MPX 251.	60
	MP 2155, 3160, 4214, 15090.	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, restrict train speed within the limits the track bulletin specifies as follows:

Level 1 Heat Restriction:	Restriction:
<ul style="list-style-type: none"> • Passenger trains, • Lite engines, and • The following trains if 5000 tons or less: <ul style="list-style-type: none"> — Double stack trains that have fewer than 5 other types of TOFC/COFC cars, — Trains with symbol Z, — Automobile trains (including those of foreign railroads) that have fewer than 5 cars of other than multilevel or intermodal equipment, and — Foreign railroad intermodal trains that have fewer than 5 cars of other than multilevel or intermodal equipment. 	No Additional Restrictions
<ul style="list-style-type: none"> • The following trains if more than 5000 tons: <ul style="list-style-type: none"> — Double stack trains that have fewer than 5 other types of TOFC/COFC cars, — Trains with symbol Z, — Automobile trains (including those of foreign railroads) that have fewer than 5 cars of other than multilevel or intermodal equipment, and — Foreign railroad intermodal trains that have fewer than 5 cars of other than multilevel or intermodal equipment. 	60 MPH
• All other trains averaging less than 90 tons per car or platform (see Note below).	50 MPH
• All other trains averaging 90 tons or more per car or platform (see Note below).	40 MPH
Level 2 Heat Restriction:	Restriction:
• Freight trains averaging 90 tons or more per car or platform (see Note below).	40 MPH
• All other trains (including lite engines).	50 MPH

Note: See Item 5-B, paragraph 2 for trains with intermodal equipment.

ITEM 2-D. COLD WEATHER SPEED RESTRICTIONS:

During periods of extreme cold, conditions exist that could affect track structure. When instructed by track bulletin, restrict train speed within the limits the track bulletin specifies as follows:

Level 1 Cold Restriction:	Restriction:
<ul style="list-style-type: none"> • Passenger trains, • Lite engines, • Double stack trains that have fewer than 5 other types of TOFC/COFC cars, • Trains with symbol Z, • Automobile trains (including those of foreign railroads) that have fewer than 5 cars of other than multilevel or intermodal equipment, and • Foreign railroad intermodal trains that have fewer than 5 cars of other than multilevel or intermodal equipment. 	50 MPH
• All other trains.	40 MPH
Level 2 Cold Restriction:	Restriction:
• All trains (including lite engines).	40 MPH

ITEM 2-E. MAXIMUM SPEEDS: FUEL CONSERVATION

The TCS train consist shows the maximum authorized fuel conservation speed when applicable.

The train dispatcher may cancel fuel conservation speed restrictions by issuing a track warrant or track bulletin.

ITEM 2-F. MAXIMUM SPEEDS: TONS PER OPERATIVE BRAKE

Do not exceed the following maximum freight train speeds for the different levels of tons per operative brake (TPOB). However, the subdivision page may provide otherwise. Respect all other lower speeds, such as TCS train consist speed requirements. Item 5-B contains this information for double stack trains.

Average Tons per Operative Brake for Freight Trains	Effect on Maximum Freight Train Speed
100 or less	No TPOB Restriction
101 to 110	Max. Speed minus 5 MPH*
110 to 120	Max. Speed minus 10 MPH*
Over 120	50 MPH

* Note: On portions of the subdivision where maximum freight train speed is above 50 MPH, reduce speed by the amount shown. However, Item 2-F does not reduce maximum speed below 50 MPH.

When using tons per operative brake tables, employees should round their calculations up to the next whole number when calculating TPOB. For example, 100.1 TPOB becomes 101 TPOB. Refer to Item 5-B for the number of operative brakes on intermodal equipment.

ITEM 3. TRAINS HANDLING COMPANY EQUIPMENT:

Rail Trains

Background: Equipment for handling continuous welded rail, or continuous lengths of bolted rail, consists of permanently-coupled flat cars with a ballast car for a buffer at each end. When required for a MW supervisor, the equipment includes a caboose. Couplers are blocked against slack and are highly susceptible to damage from rough handling.

Do not combine rail trains with other traffic. However, a Chief Engineer MW may authorize handling outfit cars and cars of track material or related items, not exceeding 70 cars, behind the CWR equipment.

Do not combine two rail train sets unless authorized by a Chief Engineer MW. Never allow two train sets 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 (Spender-MP 251 to Silver Bow-MP 390),
- Spokane Subdivision (Juniper-MP 205 to Eastport-MP 140.7), or
- Any track with curvature exceeding six degrees.

ITEM 3. (CONTINUED)

Do not move loaded rail trains without authority from:

- The MW supervisor in charge on the rail train, or
- MW train management.

The MW supervisor must accompany all loaded rail train movements to ensure safe operation. Train and engine crews must be alert for any signal from an alarm device. They must also be alert for any signal or instruction from the MW supervisor.

Wrecking Derricks, Locomotive Cranes and similar equipment

Secure booms on wrecking derricks, locomotive cranes and similar equipment. Booms must be trailing or detached unless they are in work train service. A mechanical employee will accompany the wrecking derrick.

A crane operator will accompany locomotive cranes and must ride:

- In the crane,
- On the train that has the crane entrained, or
- In a nearby vehicle having radio communications.

Inspect cranes at the following locations:

- Before leaving the initial terminal,
- Within 50 miles of the initial terminal, and
- Within 100 miles after that.

During the inspection, ensure that:

- The crane is headed in the right direction,
- The boom is properly secured, and
- The equipment is being handled at the proper speed.

Booms must be disconnected on cranes, unless a boom rest car specifically designed to enable the crane to move with the boom attached accompanies the crane. However, a derrick or crane moving on its own wheels in a freight train with the boom attached and not in the trailing position may be moved as follows:

- Train management or an operating manager must authorize the movement,
- Speed must not exceed 15 MPH, and
- Movement may only be made to the first location where it can be turned.

Do not handle on-track cranes with a capacity of 18 tons or less on their own wheels.

Placement in train:

- Place derricks and cranes within 10 cars of the engine and not ahead of more than 8000 tons
- Place wrecking derrick consists as close to the rear of the train as possible and not ahead of more than 4000 tons.

The above restrictions do not apply to cranes loaded on flat cars, series MP 17001-17048, MP 815071 and MP 50064. These cranes may operate at 50 MPH. Also, they may operate with the boom not in the trailing position, if properly secured.

Jordan Spreaders

Head Jordan spreaders in the direction the train is moving, unless in work trains. Secure the wings of Jordan spreaders in the closed position when moving in a train. Inspect equipment carefully before moving, and frequently enroute.

Jordan spreaders headed in the reverse direction may be moved as follows:

- Train management or an operating manager must authorize the movement,
- Speed must not exceed 15 MPH, and
- Movement may only be made to the first location where it can be turned.

Snow Plows

Handle one-way (multiple track) and wedge (single track) snow plows as follows:

- When deadheading the plow and snow is not above the top of the rail, locate the plow in trailing position on the rear of freight trains.
- When deadheading the plow and snow is above the top of the rail, locate the plow in leading position immediately ahead of the lead locomotive.
- When plowing snow, locate the plow in leading position immediately ahead of the lead locomotive. Do not pull a train when plowing snow.

Handle rotary snow plows in special trains or on the rear of freight trains with rotary blades in the trailing position.

In switching movements, handle a snow plow alone or with only one car.

Two-axle Scale Test Cars

Handle two-axle scale test cars in a train ahead of the rear car. Handle two-axle scale test cars in separate trains if moving more than one.

ITEM 3. (CONTINUED)**Passenger, Business, and Outfit Cars**

Train management may specifically instruct handling passenger, business and outfit cars differently than listed below.

Do not handle passenger, business, or outfit cars while switching. In freight trains, handle:

- Outfit cars on the head end, and
- Passenger and business cars on the rear end.

When handling passenger or business cars on the rear end of a freight train, comply with the following:

- Limit bulk commodity unit trains and trains consisting entirely of double stack cars to a maximum of three passenger and/or business cars.
- Limit all other trains to a maximum of two passenger and/or business cars. Also, these trains:
 - Must not contain more than 20 multilevel cars, and
 - Must not exceed 6000 feet (including locomotives and passenger and/or business cars).

If train management authorizes handling passenger or business cars on the head end of a freight train, comply with the following:

- A maximum of five of these cars may be entrained.
- When handling two or more of these cars if trailing tonnage behind these cars exceeds 3500 tons, separate these cars from each other by at least two loaded freight cars.
- Handle business cars SELMI (Selma), SHOSI (Shoshone) and IDAHI (Idaho) only on the rear of freight trains.
- Handle business cars UPP210 (mobile laboratory car) at any location in freight trains.

Ballast Cars with Air-operated Ballast Gates

The following cars series are ballast cars equipped with air-operated gates and an independent ballast air system:

- UP 901900-901949, and
- UP 901991-901999.

Do the following to make the ballast air system inoperative when these cars are loaded and in transit:

- Stop the air supply to the ballast air system,
- Bleed the ballast air system reservoirs by opening an air drain valve on the ballast reservoirs, located on the "A" end of the cars, and
- Leave the ballast air line angle cocks open.

Before using the ballast air system, close all ballast reservoir drain valves. Charge the system 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	260,000	55	62,200	46,800
GP35	4	2500	261,000	56	66,750	55,440
GP38-2	4	2000	269,000	59	67,250	55,440
GP39-2	4	2500	265,500	58	66,375	55,440
GP40	4	3000	277,000	59	69,250	55,400
GP40-2	4	3000	277,000	59	69,250	55,400
GP40X	4	3500	274,000	60	69,750	41,520
GP50	4	3500	273,000	59	68,250	48,200
MK1200G	4	1200	250,000	56	67,000	60,000
SW16	4	1200	251,000	44	62,850	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	266,000	62	66,850	60,400
B30-7A	4	3000	267,700	62	66,825	60,400
SD40-2	6	3000	392,000	69	97,500	83,160
SD50	6	3600	394,000	71	98,500	83,000
SD60/SD60-M	6	3800	394,000	71	98,500	84,000
C30-7	6	3000	395,000	67	98,250	76,000
C36-7	6	3750	391,000	67	97,750	81,000
E9/E9B	6	2600	333,770	71	66,816	55,160
DD40X	6	6000	545,000	99	136,000	88,800
C40-B/C40-BW	6	4000	391,000	70	97,750	82,000
C41-BW	6	4138	396,000	70	97,750	82,000
C44-BW	6	4380	404,000	73	149,000	107,800
AC4400-CW	6	4390	406,000	76	180,000	145,000

ITEM 4-A. LOCOMOTIVE INSTRUCTIONS:

Limit freight trains to eight locomotives on the lead consist or the helper consist, not exceeding 21,000 working HP on either consist. When working HP exceeds 21,000 HP on either consist, isolate the excess trailing locomotives and notify the train dispatcher. However, operate double stack trains with up to 24,000 working HP on the lead consist. The maximum of eight locomotives includes units that are working, isolated, dead-in-consist, or dead-in-train immediately behind the locomotive consist. Train management may authorize higher limits on freight trains.

The eight locomotive limit does not apply to power transfers, with or without cabooses. Limit power transfers to a maximum of 25 locomotives unless train management authorizes you otherwise.

Do not move or switch more than eight coupled locomotives within locomotive servicing facilities. This includes movements between service tracks and train yards. However, the subdivision page may specify otherwise.

ITEM 5. TRAIN MAKE-UP AND SHIPMENTS REQUIRING CLOSE ATTENTION:**Long Car/Short Car**

Do not couple freight cars 85 feet or longer to any car 39 feet or shorter. However, this does not apply:

- To a freight car 85 feet or longer when coupled to a caboose, if the caboose is the last car in the train, or
- To a locomotive crane 39 feet or shorter when coupled to a boom idler car 85 feet or longer.

Do not entrain any type of empty flat car that is 85 feet or longer in the head ten platforms or cars of any train exceeding 4500 trailing tons. Also, do not entrain these cars ahead of helper locomotives unless they are separated from the helper by at least 15 platforms or cars.

Caboose

Move cabooses, including unoccupied cabooses, only at the rear of the train. However, when handling less than 20 cars (and not exceeding 2500 tons), this requirement does not apply. Train management may authorize you otherwise.

Rear End Only Cars

Entrain equipment tagged, stenciled, billed or shown on the train consist as "Rear End Only" or "Rear Rider" in the rear five cars of the train. Solid blocks of this equipment may extend up to 20 cars from the rear of the train if the trailing car of the block is in the rear five cars.

Shipments Requiring Close Attention

The following classes of equipment will be covered by instructions from a Manager Clearances and/or a track bulletin concerning movement:

- Excess height,
- Excess width, or
- Other unusual shipments that require close attention.

Position such shipments as close to the engine as possible, but no further than ten cars behind the engine. However, the clearance wire or track bulletin may specify otherwise. Solid blocks of shipments classed as excess height or width may extend beyond ten cars if the first car of the block is in the first ten cars behind the engine.

Exceptions:

- Equipment requiring handling on the rear end only,
- Cars moving in local trains may be positioned not to exceed five cars ahead of an occupied caboose, or
- Position shipments classed as excess height or width that are destined to travel to the states of California, Nevada, Oregon or Washington no closer than the sixth car nor further than the tenth car behind the engine.

At least six hours ahead of the trains departure, local managers must notify train management of the train in which they would like to place the excessive dimension equipment. Upon train management's approval, the train dispatcher will issue track bulletin notification of the wide load:

- To that train, and
- To all trains that may meet, pass or be passed by that train.

If the conductor does not receive a message or track bulletin to cover such shipments, notify the train dispatcher before movement of the train.

ITEM 5. (CONTINUED)**Blocks of Empty/Loaded Cars**

Trains exceeding 4500 trailing tons must not have blocks of 20 or more continuous empty platforms and/or cars entrained anywhere ahead of 20 or more continuous loaded platforms and/or cars. However, move trains received from another railroad as received to the first point where the train is scheduled to be switched. Then place platforms and/or cars as designated above.

ITEM 5-A. BULK COMMODITY TRAINS:**Bulk Commodity Train Speeds**

- The maximum speed for loaded bulk commodity trains is 50 MPH.
- The maximum speed for empty bulk commodity trains is shown on the TCS train consist.

Glossary of Terms

- **Bulk Commodity:** Coal, grain, ore, phosphate rock, soda ash, etc.
- **Empty Bulk Commodity Train:** Any train containing a continuous block of 40 or more empty cars for the transportation of a bulk commodity. This includes empty bulk commodity unit trains.
- **Empty Bulk Commodity Unit Train:** A train of 40 or more cars containing only empty cars used to carry a bulk commodity, with or without a caboose.
- **Loaded Bulk Commodity Train:** Any train containing a continuous block of 40 or more cars loaded with a bulk commodity. This includes loaded bulk commodity unit trains.
- **Loaded Bulk Commodity Unit Train:** A train of 40 or more cars containing only loads of a bulk commodity, with or without a caboose.

Fuel Conservation for Empty Bulk Commodity Unit Trains

Operate all empty coal, grain and soda ash bulk commodity unit trains with a maximum of 9000 working HP on the head end. All other locomotives in the consist must:

1. Have a tag applied to the isolation switch that reads "Shutdown/idling for Fuel Conservation" and
2. a. Be isolated when outside temperature is expected to drop below 40 degrees F. or
- b. Be shutdown when outside temperature is not expected to drop below 40 degrees F. However, do not shut down the lead locomotive or locomotives with weak batteries, as explained in Rule 31.1.7

The train dispatcher may cancel fuel conservation isolation requirements by issuing a track warrant or track bulletin.

ITEM 5-B. INTERMODAL EQUIPMENT:

Use the following table to calculate tons per operative brakes on intermodal cars:

Type of Intermodal Equipment	# of Operative Brakes Per Platform, Car or Set
1. Well cars (double stack) a. Five-platform articulated in series APLX, GBRX, MAEX, RBCX, DTTX 61500-75999, DTTX 720000-720199, CHTT 2000-2015, SFLC 254100-254378, BN 64003-64327, CSXT 620300-620329, SP 513200-513276, and SP 513370-513524. Exceptions: GBRX 2304-2305; CSXT 620000-620082; CSXT 620153-620294; DTTX 63000-63337; SFLC 254000-254009; SP 513300-513369; SOO 54569-54570; BN 63910-64002; and CR 795111. b. Three-platform and four-platform solid-drawbar in series DTTX 25000-25999 and DTTX 270000-270059. c. One-platform in series DTTX 54000-54999, DTTX 56000-56999, and GBRX 2400-2549.	3 brakes per five-platform car 2 brakes per five-platform car 1 brake per platform 1 brake per car
2. TOFC and COFC flat cars a. Single car for TOFC/COFC b. Two cars with solid drawbar in series TTEX	1 brake per car 2 brakes per two-car set
3. Flat car for automobiles a. Two-platform articulated; UP 252002	1 brake per two-platform car
4. Spine cars a. Five-platform articulated in series NTTX, TTAX, TTLX, UTTX and UP 252000.	2 brakes per five-platform car
5. 4-Runner cars a. Four-platform single-axle in series TTFX	2 brakes per four-platform car
6. Front Runner cars a. One-platform single-axle in series TTOX	1 brake per car

The TCS train consist shows each platform of well cars (1a-c above) as an individual car. The TCS train consist shows other cars listed above as one car. When applying Item 2-C, to calculate tons per platform, use the total number of platforms shown for cars listed in 2b, 3, 4 and 5 in the above table.

Double stack trains may operate at maximum subdivision freight train speed if they do not exceed the average tons per operative brake for the total number of intermodal platforms and other cars as shown in the table below. Apply this instruction to determine tons per operative brake speed restrictions on double stack trains that contain up to four other cars, including four other multi-platform intermodal cars. Refer to Item 2-F for tons per operative brake speed restrictions for other trains (including double stack trains having more than four other cars). When using tons per operative brake tables, employees should round their calculations up to the next whole number when calculating TPOB. For example, 100.1 TPOB becomes 101 TPOB.

Total Number of Intermodal Platforms and Other Cars Contained in the Train	Average Tons Per Operative Brake for Maximum Subdivision Speed
111 to 140	100 or less
81 to 110	105 or less
80 or less	110 or less

The maximum speed must be reduced:

- If the train exceeds the average tons per operative brake, or
- If there are more than 140 total intermodal platforms and other cars.

Under those conditions, the maximum speed must be reduced as follows:

- When maximum speed is 60 MPH or above, reduce maximum speed by 10 MPH, and
- When maximum speed is between 50 MPH and 60 MPH, reduce maximum speed to 50 MPH.

This does not modify:

- Other tons per operative brake restrictions where specified on the subdivision page, or
- TCS train consist speed requirements.

Consider single TOFC/COFC flat cars (2a above) as empty when they are not carrying any trailers or containers. Consider all other cars listed

ITEM 5-B. (CONTINUED)

above as empty when any platform is empty. When moving single trailers on TOFC flat cars, they must not be loaded on the center hitch.

Regarding intermodal cars, trains may be moved as received from another railroad to the first point where the train is switched. Then place cars as designated below. When making up trains that will operate west of Denver and North Platte, consider intermodal car placement instructions for western locations.

Do not place empty intermodal cars:

- In the head ten platforms or cars of any train exceeding 4500 trailing tons, or
- Ahead of helper locomotives unless 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 placed:

- Behind helper locomotives, or
- At least 10 platforms or cars ahead of helper locomotives.

West of North Platte and Denver, do not place:

- Empty intermodal cars ahead of more than 4500 trailing tons in any train.
- Loaded Front Runner and loaded spine cars ahead of more than 5500 trailing tons in any train.

ITEM 6. MAXIMUM GROSS WEIGHT LIMITATIONS:

Unless train management authorizes you otherwise, do not handle work equipment or cars that exceed the following gross weight:

• 8 axles	526,000 lbs.
• 6 axles	394,500 lbs.
• 4 axles	263,000 lbs.

Exceptions:

- Cars not listed below when carrying bulk commodities . . . 268,000 lbs.
- Cars carrying coal on the following subdivisions:

Cherokee, Chester, Chicago (between 81st Street and Findley Jct., and between Salem and Chap), Coffeyville, Council Bluffs, Hoxie, KCT, Marysville, Memphis, Monroe (between N. Little Rock and White Bluff), North Platte, Pana, River, Sedalia, Sidney and Wynne	286,000 lbs.
— Tank cars with 125 ton trucks	315,000 lbs.

- UP 23600-23849, UP 221100-221399, UP 222001-222199
- UP 31900-32099
- UP 87200-89349 on subdivisions not listed below
- UP 87200-89349 on the following subdivisions and branches:

Beaumont (between Kinder and Livonia), Brownsville, Corpus Christi, De Soto, Ft. Worth, Gurdon, Herington, Hoisington (east of Hoisington), Houston, Joppa, Julesburg (between Julesburg and Sterling), San Antonio, Spokane (between Spokane and Eastport), Tidewater Southern, and Yoder	268,000 lbs.
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The subdivision page shows the maximum gross weight that can be handled on branches where the maximum gross weight is less than shown above. Do not handle cars that exceed the weight shown below unless otherwise authorized by train management.

Then:	If the maximum weight is:		
	220,000 lbs.	240,000 lbs.	263,000 lbs.
4 axle cars may handle	220,000 lbs.	240,000 lbs.	263,000 lbs.
6 axle cars may handle	330,000 lbs.	360,000 lbs.	394,500 lbs.
8 axle cars may handle	418,000 lbs.	456,000 lbs.	526,500 lbs.

Do not operate six axle engines on branches where the maximum gross weight limitation is less than 240,000 lbs.

ITEM 7. EMPLOYEES MUST PROVIDE THEMSELVES WITH THEIR OWN COPY OF THE FOLLOWING AND HAVE THEM AVAILABLE FOR REFERENCE:

- UPRR Rules, effective 04/94: All rule chapters listed for the corresponding work group, as listed in the rule book on page INTRO-4.
- Instructions for Handling Hazardous Materials, Form 8620, effective 04/93.
- A valid certificate of operating rules examination card, which must be validated once each calendar year.
- UPRR photo identification card.
- A valid "Certificate to Operate Locomotives" card, Form 20106, if applicable.

All books must contain the current rules and the latest revised pages in the proper page sequence.

ITEM 7-A. QUALIFICATIONS OF ENGINEERS:

Engineers who have not worked any road trips in the past 6 months: Notify your Manager Operating Practices of this fact. The Managers Operating Practices may require engineers whose seniority districts include road jobs to maintain proficiency by making road trips. This ensures maintenance of work force requirements. When CMS calls an engineer to work a road trip for proficiency, a Manager Operating Practices or a qualified engineer familiar with the territory will accompany the engineer. To the practical extent, conduct the FRA engineer certification requirements for an annual monitored ride and efficiency test during these trips for engineers who do not normally work road trips.

Engineers called to operate on a subdivision over which they have not operated during the preceding 12 months as an engineer or fireman: Notify CMS of this fact when called. The Manager Operating Practices may require the engineer to make a round trip over the subdivision to become familiar with the changed conditions. *Engineers who qualify under this provision but who have not made a road trip as an engineer during the preceding 150 days:* Notify the conductor of this fact before starting the trip. The two of you must thoroughly discuss and have mutual understandings of all general orders issued for the subdivision during the 150-day period.

However, the above paragraph does not apply to engineers working in yard service who are operating within the 25-mile limit, when authorized by a division manager to handle equipment within such limits. Division managers must not grant such authority 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 physical characteristics.

Many promoted and qualified engineers retain seniority rights as brakemen and/or conductors. Due to changes in work force requirements, some of these engineers may return to brakeman or conductor assignments. When this occurs, these individuals may be permitted to operate the locomotive under the provisions of Rule 1.47 B.1, if:

- Such activity does not interfere with their assigned duties, and
- They have the consent of the working engineer of the crew.

Permitted locations are not limited to territories where the person was previously qualified. These instructions apply only to promoted persons qualified as an engineer of UPRR. For persons who had their seniority restricted while an engineer, that restriction remains in effect. Do not allow a person who was disqualified while an engineer to operate a locomotive. Allow only a person holding a valid Form 20106, Union Pacific Railroad Certificate to Operate Locomotives to operate a locomotive or train.

ITEM 8. TRACK GEOMETRY EVALUATION CARS:

Rules in Chapter 42 govern operation of track geometry evaluation cars. In Rule 9.14 territory (Movement with the Current of Traffic), a MEM, MTM, MTO or MOP familiar with the territory over which it will operate must accompany the evaluation car.

ITEM 9. RESTRICTIONS ON USE OF ENGINE HORN:

Do not sound the horn within the city limits at points designated by symbol © on the subdivision page. However, this does not apply when necessary to warn persons or vehicles oblivious to the approach of the train or engine whose attention cannot be attracted by ringing the bell.

ITEM 10. RULE SUPPLEMENTS & AMENDMENTS:

Introduction: Mostly, the special instructions in Item 10 clarify the application of the rule on UPRR. In those cases where special instructions add or change a rule, the words "Add" or "Changed to Read" preface the new wording. All portions of the rule that are not referenced remain unchanged.

- 1.5 Beyond this rule, the UPRR Drug and Alcohol Policy contained in Chapter 90 governs each UPRR employee.
- 1.6.1 **Add New Rule: Motor Vehicle Driving Records**
UPRR certifies employees as locomotive engineers. These employees, whatever class of service, must report convictions for operating a motor vehicle while under the influence of or impaired by alcohol or a controlled substance. Also, these employees must report convictions for refusal to undergo such testing when a law enforcement official seeks to find out whether a person is operating under the influence of alcohol or a controlled substance. State-sponsored diversion programs, guilty pleas and completed state actions to cancel, revoke, suspend, or deny a driver's license are considered convictions as applied to this rule. Employees must report any conviction to their supervisor by the first business day following the day the employee received notice of the conviction.
- 1.10 The proper authority may authorize using radios, tape players or recorders, or television sets not related to employees duties when use does not interfere with safe operations.
- 1.30 **Add:** The conductor may ride in a trailing unit only when:
 - At least one trainman rides in the control compartment,
 - The control compartment is not equipped with an operable onboard terminal,
 - The trailing unit is equipped with an operable onboard terminal, and
 - The conductor needs to complete work order reporting.
- 5.4.3 Maintenance of Way employees may display yellow-red flags from one hour before to one hour after the time a Form B track bulletin is in effect. During that time, trains may accept the foreman's verbal permission as outlined in Rule 15.2.
The display of yellow-red flags as described does not extend the authorized working time beyond the times listed on the Form B track bulletin. However, it does allow Maintenance of Way employees to work the full time limits listed on the bulletin under the protection of the yellow-red flags.
- 5.4.4 UPRR authorizes this rule on all subdivisions, branches and industrial leads where maximum speed does not exceed 40 MPH. However, the subdivision page may say that Rule 5.4.4 does not apply.
- 5.4.8 In the application of this rule in multiple main track territory, yellow, yellow-red, red and green flags will be placed on the field side of the track. When a train operates on the left track, employees on the train should view these flags to the left of the track.
- 5.5 The location of permanent speed restriction signs is 2500 feet ahead of the restriction.
- 5.8.2 Sound whistle signal (11) when approaching private crossings at grade if pedestrians or motor vehicles are at or near the crossing, or if something obstructs view of the crossing.
In Wyoming, sound whistle signal (11) at least 20 seconds when approaching public crossing at grade.
- 5.10 The conductor must know the initials and number of the car that has the marker applied before departing the initial terminal. This can be done verbally by the employee making the initial terminal air brake test, or included on the written notification of the test. Sometimes the original car with the marker is set out or, for other reasons, is no longer the rear car of the train. When this happens, an employee must report the initials and number of the car having the marker applied to the conductor before the train departs.
Sometimes a train is set out clear of the main track somewhere other than a crew change location. When this happens, a crew member must remove the end of train telemetry device, if so

ITEM 10. (CONTINUED)

equipped. Transport the device on the engine to the destination where the crew is relieved. If the engine remains with the train, a crew member must deliver the end of train telemetry device to the proper authority at the tie-in point. However, proper authority may advise the crew to leave the device with the train. Always notify the train dispatcher of the location of the telemetry device.

- 5.11 **Add:** On track bulletins that advise employees about excessive dimension equipment, trains may be identified by engine number or train symbol.
- 6.4.2 Where the term "train" is used in this rule, it also applies to "engine or cut of cars."
- 6.6 This rule (Picking Up Crew Member) does not apply on UPRR.
- 6.14 This rule (Restricted Limits) is not used on UPRR tracks.
- 6.15 This rule (Block Register Territory) is not used on UPRR tracks.
- 6.19 The following table lists the flagging distances for the work groups shown:

Maximum Subdivision Speed for Freight Trains	Transportation Employees	Maintenance of Way Employees: Place a red flag or red light 1/4 mile from the obstruction, and:
70 MPH or more:	Place torpedoes 2 1/4 miles.	Place torpedoes 1 mile and 2 1/4 miles from the red flag or red light.
41 MPH to 69 MPH:	Place torpedoes 2 miles.	Place torpedoes 1 mile and 2 miles from the red flag or red light.
40 MPH or less:	Place torpedoes 1 mile.	Place torpedoes between 1 mile and 2 miles from the red flag or red light.

- 6.19.4 **Add:** Besides the steps listed in the rule, trains must comply with the following:
- Do not move until five minutes after lining the switch,
 - Locate the block signal that protects the switch against trains moving with the current of traffic. To move against the current of traffic past that signal, pull the leading engine or car 100 feet beyond the signal. Wait 10 minutes before moving any further against the current of traffic. Then move at restricted speed, and
 - To move against the current of traffic beyond any further block signals, obtain track bulletin authority as explained in Rule 15.3.
- 6.20 Remember to make the returning movement at restricted speed. However, lite locomotives may return at a higher speed if the train dispatcher gives a more permissive block signal indication.
- 6.23 Unless listed below, inspect the train on each side of all cars, units, equipment, and track to ensure they are in a safe condition. Make sure the marker is attached to the designated rear car. Before proceeding, check the proper positioning of all wheels on the rail. However, when a bridge or other physical characteristic prevents a walking inspection of the entire train, comply with the first paragraph of Rule 6.29.2.
- Under certain conditions, some trains do not require an inspection. Those conditions are:
- The train is not a key train,
 - The train does not contain a car, trailer or freight container that is placarded "Explosives A" (or 1.1 or 1.2),
 - The train symbol does include the letter "Z," does not exceed five thousand trailing tons, and does not contain any loaded placarded tank cars, and/or
 - The train is made up entirely of double stack well cars and/or five-platform articulated single-level spine cars,
 - The train had no harsh slack action while stopping from the emergency brake application,
 - The end of train telemetry device or caboose gauge shows that the brake pipe pressure on the rear car is restored,
 - A brake pipe leakage test (or air flow indicator gauge) is within the proper limits, and
 - The train does not require excessive power to start after stopping.
- If the train does not meet all seven conditions, inspect as outlined in the paragraph above.

ITEM 10. (CONTINUED)

- 6.25 **Add:**
- Rule 6.19.4 (Crossing Over or Fouling Main Track)
- 6.26 Multiple main tracks that are signaled for movement in both directions are numbered as follows:
- On east-west subdivisions, track numbers increase from north to south, and the northern most track is No. 1, and
 - On north-south subdivisions, track numbers increase from west to east, and the western most track is No. 1.
- 6.28 This rule (Movement on Other than Main Track) is in effect on all industrial leads and spurs unless the subdivision page states otherwise.
- 6.30 **Passenger Crew Responsibilities:** When approaching a station to receive or discharge passengers, decide if the train is routing on the track nearest the station platform. If other trains could pass on an adjacent track between the passenger train and the station platform, call the train dispatcher. Find out that no trains or engines will use the adjacent track. If trains are approaching on the adjacent track, delay arrival until the other train or engine has stopped or is clear of the station platform.
- Other Crews Responsibilities:** Do not pass between a passenger train that receives or discharges traffic until all passengers and employees have cleared the track between the passenger train and the station platform. Then, pass only when preceded by an employee walking just ahead of the movement.
- 7.1 **Add second paragraph to read:** Do not leave cars or engines standing where they will foul equipment on adjacent tracks or cause injury to employees riding on the side of a car or engine.
- 7.3 **Add to the list of equipment that must not be cut off in motion or struck by any car moving under its own momentum:**
- Articulated and solid drawbar-connected cars with more than two carbodies.
- 8.3 Trains having track warrant notification that a main track switch is open must approach the switch prepared to stop short of the switch. However, if the block signal shows the switch is properly lined, trains may operate by block signal indication.
- 8.20 UPRR equips all derails with a lock. Report derails that have defective or missing locks.
- 9.2 **Add:** When a track intervenes between a signal and the track it governs, a stub post with a blue light at night is placed to the right of the signal.
- 9.8 This rule does not apply on UPRR. Comply with the signal indication until passing the next governing signal.
- 9.9 A. In the application of this rule, a passenger train is not considered delayed after:
- Making a scheduled stop of less than five minutes with no other delay, or
 - Stopping less than five minutes after leaving a siding to line the switch at a meeting or passing point.
- 9.9 B. **Add:** Do not exceed 30 MPH until the next signal is visible.
- 9.17 At a crossover, apply the second paragraph as follows: Line the switch in the track the train is on, wait five minutes, then line the other switch of the crossover.
- 9.17 A. Condition (2) does not apply on UPRR.
- 10.1 Where the timetable designates CTC limits, all sidings are within CTC limits. Obtain authority as outlined in this rule to enter or occupy CTC sidings.
- 10.3 This is how to apply the second paragraph: When the track and time permit includes "Switch Yes," the limits include that switch and the track between the absolute signals governing movement over the switch.
- 10.3.3 **Change the first paragraph to read:** Each foreman and a crew member of each train must be notified about each other before track and time is granted to machines, track cars, or employees in the same limits with:
- A train, or
 - Other machines, track cars, or employees.
- 12.0 This chapter (Automatic Train Stop System Territory) is not used on UPRR tracks.

ITEM 10. (CONTINUED)

- 14.0 Diagram A. Add:**
18.() Joint With:
(identification) BETWEEN (location) & (location)
(identification) BETWEEN (location) & (location)
(identification) BETWEEN (location) & (location)
- 14.4 Add to items 2 and 3:** If trains are listed on track warrant Line 18, the crew of another train or men or equipment entering the limits must not enter the limits:
- Until contacting all trains listed on Line 18 and reaching an understanding of moves to be made,
 - Until receiving advice from the train dispatcher that the train has reported clear of the limits, **or**
 - Unless a flagman walks one mile ahead.
- 14.5 Add to item 2:** If men or equipment is listed on track warrant Line 18, the crew of the train or other men or equipment entering the limits must not enter the limits:
- Until contacting all foremen listed on Line 18 and reaching an understanding of moves to be made,
 - Until receiving advice from the train dispatcher that the men and equipment have reported clear of the limits, **or**
 - Unless a flagman walks one mile ahead.
- 14.6** This rule (Movement Against the Current of Traffic) is not used on UPRR tracks. See Rule 15.3 (Authorizing Movement Against the Current of Traffic).
- 15.1** When applying this rule, be sure all track warrants and track bulletins apply to the route on which the train may operate.
- 15.12** This relieving crew must attempt to contact the train dispatcher before departing from their originating terminal. This will help the crew obtain any necessary track warrants and track bulletins from mechanical printers instead of having to fill them out by hand when they arrive at the train.
- 15.15** To ensure accuracy of UPRR mechanically-transmitted track bulletins, all numbers written in the body of track bulletins are reprinted on the line directly below. The reprinted numbers are bracketed. Crews should make sure all numbers reprinted identically. Also, make sure all lines of the track bulletin printed. Do this by verifying:
- The sequential order of line numbers printed on the extreme left of the bulletin,
 - Each numbered line contains information (however, lines containing bracketed numbers mentioned above do not have line numbers), **and**
 - The numbered line with the train dispatcher's initials directly follows the last numbered line of information.
- 16.0** This chapter (Direct Traffic Control Limits) is not used on UPRR tracks.
- 31.2** Do not change operating ends until after informing crew members to stay clear of the track and equipment.
- 31.8.1E. Add:** After detaching the helper, crew members must not go between the helper and the train until the engineer informs them that the helper engine brakes are functioning properly.
- 42.4.2 Change the 4th bullet to read:**
- Obtain track and time authority before occupying any track that has an adjacent main track or siding. In addition, when work will be performed on one track and trains may be passing on an adjacent track, track bulletin Form B must be issued for:
— The track upon which work is being performed, and
— Any adjacent main tracks or sidings.
- When there is no adjacent main track or siding within the limits of the track bulletin Form B, track and time will not be required within those limits.
- 76.6 Change last sentence to read:** Use tie tongs when handling individual ties.

ITEM 10. (CONTINUED)**83.1.9 Changed to read:****Protection of Loading and Unloading Operations for Contractors and Vendors**

Follow these instructions to protect contractors and vendors in loading and unloading operations and to comply with OSHA standards.

A. Effective Lockout Protection

Place a locked derail at least 150 feet from the railroad rolling equipment that will be protected. The derail must be able to restrict access to the portion of track where work is being performed.

Use an effective locking device to lock the derail in the derailing position.

One Locking Device. Use one locking device if those being protected are assigned to work together as a unit under a common authority and communicate with each other while working.

Two Locking Devices. If more than one job description exists and the persons are unable to communicate with each other, apply a locking device to the derail for each group.

B. Red Flag

At each derail, display a red flag that can be clearly seen during the day. At night, display a red light with the flag.

Do not place a derail in the derailing position until the red flag protection is in place. Do not remove the red flag protection until the derail is removed.

C. Common Authority

Common authority must be established. The person or persons in authority must:

- Communicate with all persons being protected by a red flag and derail.
- Control the red flag and the only keys to the derail protection.
- Be responsible for the safety of all persons in the working area.

Do not work on the track or railroad rolling equipment until both ends of the track have a red flag and derail protection.

ITEM 11. MOVEABLE POINT FROGS:

Moveable point frog locations are:

- Listed on subdivision pages, and
- Identified by signs that are 24 inches wide by 18 inches high.

Approaching trains can view white signs with black borders and black lettering reading "Moveable Point Frog." These signs are placed directly across the track from each switch machine.

Employees who are facing switch machines can view 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(s) which operates the switch points AND the switch machine which operates the moveable point frog must BOTH be operated. RULES 9.13 AND 9.13.1 APPLY."

Locations having three switch machines in the same turnout have signs and decals that read:

IMPORTANT: This turnout is equipped with three switch machines.

Two are located on the switch point and one located on the frog point. To operate the turnout, follow the hand throw sequence below.

1. Operate frog machine completely.
2. Operate front switch point machine until the hand throw lever handle is in the vertical position.
3. Operate rear switch point machine completely.
4. Operate front switch point machine completely.

Operate three switch machines before starting movement at turnout locations that have two switch machines at the switch point and one switch machine at the frog point. Operate two switch machines before starting movement at turnout locations that have one switch machine at the switch point and one switch machine at the frog point. At crossover locations, you must operate double the number of switch machines.

Inspect all switch points and all frog points as explained in Rules 9.13 and 9.13.1.

ITEM 12. USE OF RADIO:**Radio Call-in System**

Employees may use the radio call-in system to contact the train dispatcher. Use:

- The (*) button on the microphone/keypad,
- Position (1) on the 4-position tone switch, or
- Position (11) on the 20-position tone switch.

In case of an emergency, notify the train dispatcher by using:

- The (9) button on the microphone/keypad,
- Position (9) on the 20-position tone switch, or
- Position (4) on the 4-position tone switch. However, some radios with the 4-position tone switch are not equipped with the emergency tone.

Identify the calling station to the train dispatcher by depressing for 2 seconds the appropriate push-button on the radio microphone/keypad or on the front panel of the radio. Receipt of a tone confirms the train dispatcher has been alerted and will answer the call when duties allow. If you receive no tone, operate the push-button again for 2 seconds. Use other means of communication if contact is not then established.

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

Radio Channel Assignments

Radios equipped for 64/94 channel AAR frequency assignment plan are identified by a 4-digit channel display. Select channels by using a rotary dial, push-buttons, or toggle switches. On radios with three toggle switches on the front panel, do not use the "Receive Up/Down" switch for normal service. Train dispatchers or yardmasters may provide instructions to use channels other than those identified as UPRR, using the 4-digit numbers.

Railroad	Display	Railroad	Display	Railroad	Display	Railroad	Display
UPRR 01	2020	ATSF	3232	CWW	7878	IC	7272
UPRR 02	2424	ATSF	3636	CSP	3030	KCS	1010
UPRR 03	2727	ATSF	5555	CSX	8484	KCT	8080
UPRR 04	4242	ATSF	7272	CP 01	9191	NS	2222
UPRR 05	3838	BNRR 01	6666	CP 02	6767	NS	5656
UPRR 06	5858	BNRR 02	7070	DRGW	5454	SP	1414
ATSF	3030	CNW	5252	HBT	4444	SP	9696

Operation of Motorola "Spectra" Clean Cab Radio**Selecting Channels**

UPRR Spectra radios are preprogrammed 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/Rv display will show the update.

Home Channel	Channel	Keystrokes	TX/Rv Display
01	UPRR 01	"HOME" 0 1	2020
02	UPRR 02	"HOME" 0 2	2424
03	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 the volume or the left side to decrease the volume.

Transmitting Voice Messages

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

Transmitting Dispatcher Call-in and Emergency Tones

For normal call-in press the "*" key for two seconds. For emergency call-in press the "9" key for two 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.

ITEM 12. (CONTINUED)

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	Display T/D Display
DTMF *	Dispatcher Call-in	"DTMF" *	D*
DTMF 9	Emergency Call-in	"DTMF" 9	D9

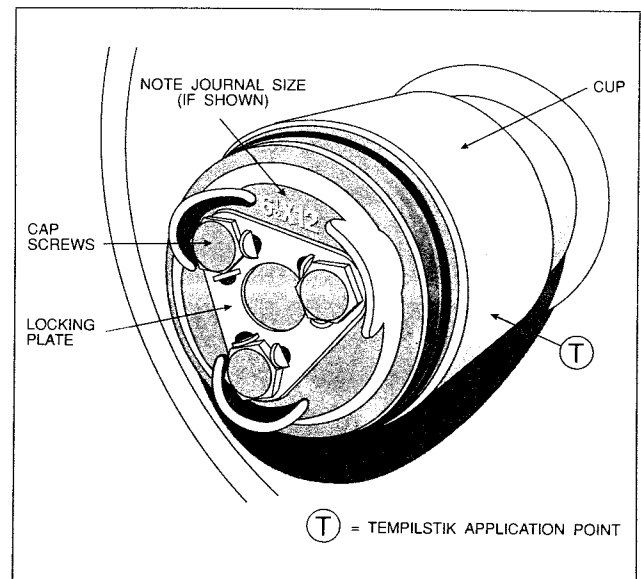
After it has been programmed, pressing the "DISP" key will transmit the selected dispatcher call-in tone.

ITEM 13. TRAIN DEFECT DETECTORS:**13.1 General Instructions:**

Apply the following instructions to all detectors:

- Maintain train speed at or above 10 MPH while moving over detectors, when practical. If the train stops or speed is less than 10 MPH while moving over a detector, refer to Item 13.6.
- Do not stop trains over detectors, when practical.
- When approaching or passing hot box detectors, avoid braking if practical. Excessive braking causes false indications.
- Stop the train at once when a detector is actuated and the train must be inspected. Inspect the car identified (by axle count from the head end of the train) to ensure that:
 - Retaining valve is in exhaust position,
 - Hand brake is fully released,
 - Brakes are not sticking,
 - Truck bolster is not broken,
 - Brake rigging is not down or dragging,
 - Lading is not down or dragging between cars, or
 - Lading has not dropped down through container floors or cross members of double stack cars.

Inspect all journals on both sides of the car identified (by axle count from the head end of the train). Detectors include locomotive axles in deciding the axle count. If no obvious sign of overheating is present on the axle identified, use a 200 degree F. tempilstik as the primary method to locate an overheated journal. Mark the roller bearing cup below the bearing adapter on the exposed underside of the bearing. An overheated journal bearing will melt the mark made with the tempilstik, in which case set out the car.



ROLLER BEARING

ITEM 13. (CONTINUED)

Lacking a tempilstik, use the bare hand as follows if there is no obvious sign of overheating on the indicated axle:

- Cautiously place your bare hand on the truck side frame, and
- Move your hand toward the roller bearing cap, keeping in mind that any part of this equipment may be extremely hot.

If you cannot hold your bare hand on the side frame or the roller bearing cap for a few seconds, set out the car.

If the inspection suggests no defects, inspect both sides of five cars ahead and five cars behind the car identified by axle count. Inspect for the same things. Use the bare hand inspection for overheated journals and verify with a tempilstik if available.

When a defect is found:

- Note the type of defect on a pink tag (supplied in crew packets), and
- Attach the tag on or near the overheated bearing or on the car body near the defective equipment.

The conductor must advise the train dispatcher of all information about the inspection and disposition of the car involved.

For component identification, see the "Car Chart" in Chapter 34 (numbers 44 and 45).

When a detector is actuated and an overheated journal is identified on any of the following cars, set the car out:

- Cars with initials UPFE or SPFE,
- Cars in series FGMR 13000-13499, or
- Any car in a key train.

On those cars, set out the car even if the inspection suggests no defects, unless:

- Another car within five cars ahead or behind the car identified has an overheated journal, or
 - Mechanical personnel inspect and/or repair the car and approve it for movement.
- e. If a bridge or other physical characteristic prevents the required inspection, move the train not exceeding 5 MPH, but no further than necessary to allow making the inspection.
- f. If they do not locate the hot journal or set out the car, a crew receiving a hot journal indication from a detector must notify the connecting crew, if any.
- g. Set out any car that experiences two consecutive hot box detector actuations, even if the overheated journal cannot be found. However, passenger equipment and business cars do not need to be set out if the inspection reveals no hot journal.
- h. When a detector is actuated and an overheated journal is identified on a steam locomotive or tender, it is not necessary to stop and inspect. However, the assigned manager in charge of the steam locomotive may instruct you otherwise.

13.2 Hot Box and Dragging Equipment Detector Stations Equipped with Radio Transmitted Verbal Defect Indicators:

The detector will announce once to the crew that the system is operational when movement begins over the detector.

The detector will announce whether it detected any defects after the entire train passes the detector. The detector will transmit a two-second alarm tone as it detects any defects. It will announce each defect (by axle count starting from the lead axle of the lead unit) when the entire train passes the detector, giving the type of defect and location. The message transmits twice followed by "Detector, out." Stop the train at once and inspect the identified locations for defects.

13.3 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 shows Stop until the entire train passes the detector and it identifies no defects. Then the signal automatically clears. The detector will transmit a two-second alarm tone as it detects any defects. It will announce each defect (by axle count starting from the lead axle of the lead unit) when the entire train passes the detector, giving the type of defect and location. The message transmits twice followed by "Detector, out." Stop the train at once and inspect the identified locations

ITEM 13. (CONTINUED)

for defects. Advise the train dispatcher of the inspection results and follow his instructions.

If the detector fails, the train dispatcher may release the Hold signal after notifying the crew of the failure. In such case, refer to Item 13.6.

13.4 High Wide Shifted Load Detector and Dragging Equipment Detector Stations Equipped with Radio Transmitted Verbal Defect Indicators:

- a. Stop and inspect the train when a high wide shifted load detector and dragging equipment detector is activated. Each detector broadcasts a separate message if they detect defects.
- b. When a crew receives a high wide shifted load message, inspect the train to ensure there is no excessive width or height car. Inspect any double stack cars in the train to ensure there are not two 9 feet 6 inch containers stacked on the same car. Notify the train dispatcher, who will call the signal maintainer to reset the detector.
- c. Report any car found that has a shifted load or two 9 feet 6 inch containers stacked on the same car. If necessary, set the car out.
- d. If the crew receives no message after passing the detector, stop the train. Then inspect for dragging equipment and high wide or shifted loads. Notify the train dispatcher, who will call the signal maintainer to reset the detector.
- e. The detector will broadcast a "No Defect" message if it detects no defects.

13.5 Dragging Equipment Detectors Equipped with Radio Transmitted Verbal Defect Indicators — Talk on Defect Only:

The dragging equipment detector announces only when it detects a defect. If it detects a defect, the detector transmits a two-second alarm tone followed by a warning message. Stop the train at once and inspect the entire train.

13.6 Detector Failure:

- a. Stop and inspect all key trains when any detector failure occurs, unless both of the following conditions are met:
 - The train stops while moving over the detector or moves less than 10 MPH over the detector, and
 - The detector announces "integrity failure."

When both of the above conditions are met, comply with instructions in Item 13.6 b.
- b. When a train passes a detector equipped with radio transmitted verbal defect indicator, comply with the following procedure if any of these conditions occur:
 - The crew does not receive verbal information from the detector,
 - The crew does not understand the verbal information from the detector, or
 - The detector (including Talk on Defect Only detector) announces "integrity failure."

Procedure

1. Immediately reduce train speed to 35 MPH or less.
2. Immediately notify the train dispatcher.
3. If the train dispatcher has access to a remote readout that shows there is no defect, he may allow the train to go at normal speed.
4. The train may go not exceeding 35 MPH if:
 - It is decided the train will receive a complete roll-by inspection on both sides of the train by qualified employees standing on the ground, or
 - The train will pass an operable detector within 30 miles.

The train dispatcher may provide this information. Also, the crew may establish their own roll-by inspection if they know the location of qualified employees and those employees assure the crew that they will do a roll-by inspection. If the train will receive a roll-by inspection, the crew must know the location where the inspection will be done. Do not exceed 10 MPH during the inspection.

The train dispatcher may choose to stop the train and make an inspection before passing the next detector or receiving a roll-by inspection from other employees. Always inspect the train within 30 miles after passing the defective or inoperable detector. Trains may not pass two consecutive defective or inoperable detectors without stopping for an inspection or receiving a roll-by inspection.

ITEM 14. OPERATING OVER FOREIGN RAILROADS:**Introduction**

When operating on foreign railroads that have speed restrictions for empty cars, consider any car as empty when the explanation in the Commodity column of the TCS consist shows NONREV or the car as a revenue empty (REVMTY or MTYTTX). This is true despite the entry in the Car Kind column.

Respect all restrictions listed in UPRR Special Instructions Item 2 (paragraphs 3, 4 and 12 through 15), Item 2-A, Item 2-B, and Item 14 when operating on any foreign railroad unless their requirements are more restrictive.

(a) Use of ATSF Tracks between:

1. Eton Jct. and Congo
2. Belle Plaine and Arkansas City
3. NA Jct. and Pueblo Jct.
4. T&NO Jct. and Algoa
5. Daggett and Riverside
6. Stockton and Pittsburgh

Apply the General Code of Operating Rules and ATSF Timetable.

(b) Use of BN Tracks between:

1. Crystal City and Ste. Genevieve
2. Vienna and Metropolis
3. Springfield and Aurora
4. Cherokee Yard and BN-ATSF connection, Tulsa
5. Rockview and Chaffee
6. Winthrop and French (St. Joseph)
7. Oregon Trunk Jct. and Bend
8. Reservation and North Portland Jct.
9. Centralia and Hoquiam
10. BN Conn. (Spokane) and Fish Lake
11. 29th Street (Kansas City) and Paola
12. BN Jct. and WF&NW Jct.
13. North Jct. and Dalwor Jct.
14. Ney (Tower 55) and Wichita Falls

Apply the General Code of Operating Rules and BN Timetable.

(c) Use of KCS Tracks between:

1. GCL Jct. and CS Jct. (Seventh Subdivision)
2. Lettsworth and Lobdell Jct. (KCS Baton Rouge Subdivision)
3. East Jct. and Lobdell Jct.

Apply the General Code of Operating Rules and the UP System timetable and Special Instructions, except as modified below:

1. **Rule 5.4:** Yellow, Yellow-red and green flags are not used.
2. **Rule 5.5:** Green Resume Speed signs are not used.
3. **Rule 6.13:** 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.
4. **Rule 6.19:** When a flagman of the proceeding train is riding the engine of the following train, the following train must go at restricted speed while flagman is on the engine, despite any specific flagging instructions.
5. **Rule 6.21.1, 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.

Use extreme care in carrying lighted fuses across open deck bridges to see that dripping molten matter does not ignite the structure. Be alert for signs of fire on or near bridges. Use extreme care 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 the engine is on the bridge unless necessary to make an emergency stop, and if the brakes are applied while the engine is on bridge, stop the movement and inspect the bridge to make sure there is no fire present.

ITEM 14. (CONTINUED)

Crew members will be especially observant in passing over open deck bridges for any indication of fire. If you observe an indication of fire, stop the movement, extinguish the fire and notify train dispatcher before the train departs.

6. Rule 6.27

KCS Definition, Restricted Speed: A speed that will allow 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 MPH.

KCS Definition, Yard Speed: A speed that will allow stopping within one-half the range of vision, 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 MPH.

7. **Rule 6.28:** Trains or engines using a siding or any track other than a main track must go at Yard Speed.
8. **Rule 6.32.1, add:** Trains and engineers will not follow a preceding movement over a public crossing closer than five minutes unless a flagman or crossing gate protects such crossing.

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

9. **Rule 9.9:** Apply part A. in all territories. Parts B. and C. do not apply.
10. **Rule 9.12.1:** In authorizing a train or engine to go from a Stop indication of a block signal, the control operator will say, "There is no opposing train in the block." If the train dispatcher does not know if there is any opposing movement, train or engine may go under flag protection to the next signal upon verbal advice from the train dispatcher or control operator in words, "Proceed under flag protection."
11. **Rule 9.12.2:** Does not apply.
12. **Rules 9.13:** KCS Rules 104(b) and 104(c): When going from a Stop indication over a dual control switch, the crew member, after examining the switch, must remain at the switch until the leading wheels pass over the switch. If the control operator does not know by indication on the control panel that the switch is lined and locked for the 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 the switch have been completed, restore the switch to normal position by hand and then return it to power. Trailing point movements: The same as the GCOR.
13. **Rule 245M (Restricting):** Go at Yard Speed instead of restricted speed.
14. **KCS Rule 284: Aspect:** Flashing yellow. **Name:** Medium Approach. **Indication:** Proceed, reducing speed to 30 MPH before leading wheels pass the next signal.
15. **KCS Rule 291(A): Aspect:** Red with number plate and letter "P" marker. **Name:** Permissive. **Indication:** Proceed at restricted speed.
16. SD40 and U30 units must not be coupled to cars with gross weight more than 263,000 lbs.
17. Cars 85 feet or longer must not be placed nearer than the sixth car from an engine or remote unit. Exception: Any type of unit train.
18. Maximum weight limitations: Cars with gross weight more than 263,000 lbs. up to 274,000 lbs. are restricted to 5 MPH less than the maximum authorized speed. Cars more than 274,000 lbs. up to 315,000 lbs. are restricted to 30 MPH except tank cars 35 MPH.

Movements of cars more than 315,000 lbs. must be authorized by AVP-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 in any number, but must not be handled next to the engine or other car exceeding 263,000 lbs.
19. UP Special instruction Item 13 will apply with respect to each condition shown besides the following:
 - Journal or adapter found noticeably hotter than others, the car must be set out.

ITEM 14. (CONTINUED)

- If a defect is not located, observe the train closely and if a defect is suggested on the same axle a second time, the car must be set out.
- Oversize load detector installations will not clear a man on the side of the car.
- A white light illuminated on equipment house shows "System On."

(d) Use of SP (SSW) Tracks between:

1. Denver: SP Belt Line and North Yard
2. Salt Lake City: Grant Tower and Provo
3. Alazon and Weso (westward)
4. Anaheim Branch: Colima Jct. and Fullerton Jct.
5. Dexter Jct. and Jonesboro Jct.
6. Briark and SSW Jct.
7. Sierra Blanca and El Paso
8. Illmo and Charleston Jct.
9. SP Jct. and SP Tower 105.

Apply the General Code of Operating Rules and SP timetable.

SP trackage at Salt Lake City: All freight trains, switch engines and lite locomotive movements (including interchange deliveries between UP North Yard and SP Roper Yard) will use the two running tracks between Grant Tower, 2nd South and Roper, 21st South, unless otherwise provided. The SP Tower must authorize all movements in either direction on either track. The SP dispatcher must authorize the use of the 13th South crossover on the running track to the Westbound Passenger Main Track. UPRR crews must contact the Roper Tower before entering SP tracks at Roper Yard to obtain instructions about which track to yard the delivery, and the track for the return movement.

ITEM 14-A. FOREIGN RAILROADS OPERATING ON UPRR TRACKS:

(a) All Railroads:

1. Train Handling Over Disturbed Track

When track work has affected track stability, the proper authority may issue a track bulletin or other instruction. It will say that, between certain limits, engineers must handle their trains according to Air Brake Rule 31.4.3 (Disturbed Track).

When going through the limits of the track bulletin or wherever instructed, the engineer must use the following train handling techniques to minimize in-train forces when possible:

- Use throttle modulation or low dynamic brake amperage.
- Avoid adjusting slack.
- Avoid applying or releasing automatic brakes.
- Make power and brake adjustments before or after the restriction.

The train dispatcher may advise all affected trains that Air Brake Rule 31.4.3 applies on a track restriction using either of the following methods:

- Issue a Form C track bulletin, using the words "Air Brake Rule 31.4.3 applies to Track Bulletin No. ___" or,
- Issue a Form A track bulletin, including in the TRACK(S) column the identification of the tracks affected, followed by "-31.4.3". When using this method, Rule 31.4.3 applies only to the limits identified on that line of the track bulletin.

(b) Southern Pacific Lines:

1. Do not apply the following Special Instructions to Southern Pacific trains when operating on UPRR tracks:
 - Item 2. Lines 1, 2, and 13 through 15.
 - Item 2-A. Lines 1, 2, and 4 through 12.
 - Item 2-B. In its entirety.
 - Item 2-E. In its entirety.
 - Item 3. In its entirety.
 - Item 5. In its entirety.
 - Item 5-A. In its entirety.
 - Item 5-B. In its entirety, except do apply UPRR train speeds for double stack trains.

Apply all other restrictions.

ITEM 14-A. (CONTINUED)

2. The maximum speed for Southern Pacific trains, unless otherwise restricted..... 60 MPH

Exception:

SP trains that contain a continuous block of 40 or more cars loaded with coal, grain, ore, phosphate rock, soda ash or other bulk commodity..... 50 MPH

ITEM 15. WORK ORDER FEEDBACK:

- (a) 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 describing the scheduled work to do in stations/yards, at industries, and at interchanges. The conductor must record the following times on this document:

- Pull times
- Placement (spot) times
- Interchange times

The conductor must sign and date the completed form.

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

If handling a car or block differently from the instructions that appear on the Work Order, note the exception to the detail line on the blank space below the printed detail line. Enter the "Setout Exception Reason" code.

For every line of scheduled work not done, the conductor must show the "Not Done Reason" code.

- (b) When performing unscheduled work (work not prescribed by a Work Order Issue document), the conductor must record the moves on Form 29363.
- (c) Treat the document used (such as a track list) as a Work Order at locations where you do not receive Work Order Issue documents or where a job is designated to pickup or setout cars from an industry/interchange. Note on the document the work done as explained in section (a). Upon completing the work, the conductor must sign the document and show the date and time completing the work. Where Form 29363 is not available, mark and sign the track lists used in the manner described above.
- (d) When the conductor receives verbal instructions, record the work done as explained in section (b). When the customer requests intraplant switching moves, record in the RSN field of Form 29363 the name of the customer's requesting employee. If Form 29363 is not available, record the car movements on the reverse side of the Work Order issue document.
- (e) If the industry provides switch lists to crews, the conductor has two alternatives:

1. If the conductor can retain the industry document:
 - Note date and time performing each block of work,
 - Note type of work the crew did, even if the industry previously noted the work on the document. Examples include pull, place, or switch to another spot,
 - Note any exemptions to the documents under the appropriate equipment ID's, and
 - Date and sign the bottom of the list.
2. If the industry chooses to retain the document for their own records and will not release the list:
 - Transfer all pertinent information from the document to Form 29363 (see section b) or a handwritten list if Form 29363 is not available,
 - Note the date and time performing the work, and
 - Date and sign the list.

ITEM 15. (CONTINUED)

- (f) Upon completing all documents about car movements (including Work Order Issues), conductors must provide responses when practical. Respond as follows:
1. Telephone the designated area representative in the National Customer Service Center (NCSC) to report your train,
 2. Transmit via a facsimile to the designated NCSC representative with mandatory telephone verification, or
 3. Transmit via onboard terminal using the Advanced Train Control System Work Order method if governed by Special Instruction Item 15-A (section a).
- (g) Provide documentation as outlined above for locomotives and end-of-train devices. This includes the locomotive consist at the originating point and locomotives picked up or set out enroute.
- (h) The conductor must observe the condition of the ATCS equipment. Inspect all ATCS locomotives in the consist during each trip or tour of duty. Do this as time permits without causing train delay. Inspect the OBT for defects such as a broken screen, torn or cut keyboard, or any other defects that might suggest possible vandalism. At the first opportunity, report any defects to the On-line System Support (OSS) at 8-992-5555 option 11. The conductor must also inform the engineer of any defects, and the engineer must report the defects on the locomotive daily inspection report.

Accurate, complete and timely responses are the basis for proper TCS reporting. This provides our customers with up-to-the-minute car location information. It also ensures assessment of all applicable car handling charges.



ITEM 15-A. ATCS WORK ORDER FEEDBACK:

- (a) This item applies 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:
 - Handling car and train movements while assigned to a train that is equipped with an onboard terminal (OBT), or
 - Reporting car and train movement activity using an office OBT, **and**
 - Recording car and train movement activity on documents explained in Special Instructions Item 15.
- (b) Employees covered by section (a) must have available for reference, be governed by the requirements of, and comply with the procedures contained in Form PB22250, Advanced Train Control System (ATCS) Work Order Reporting Procedures "Conductor's Onboard Manual."
- (c) When logging on to the TCS/ATCS sessions of the OBT, the conductor must enter his/her assigned user id and unique password.
- (d) This Special Instruction Item calls the Work Order Issue document referred to in Special Instructions Item 15 as the backup document.
- (e) Conductors are required to enter car and train handling information into the OBT as soon as practical after the event occurs.
- (f) Hours of Service/Relief Situations
Conductors of trains/jobs subject to an Hours of Service situation or of trains handled by a series of conductors will, before being relieved:
- Ensure the backup document or other document explained in Special Instructions Item 15 is completed according to Item 15 and complete all onboard reporting, accounting for all work to the Hours of Service or relief point,
 - Log off from both the TCS/ATCS reporting sessions,
 - Leave the documents for the relieving conductor. The relieving conductor will log on to the TCS/ATCS sessions and continue reporting car and train movement activity for that same train or yard/industry job, **and**
 - If the conductor is not being relieved, complete the first two bullets of this section. Take the backup document to the tie-up point or nearest station and notify the local manager or follow local instructions.

ITEM 15-A. (CONTINUED)

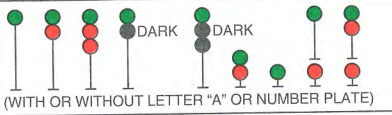

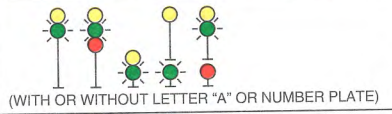

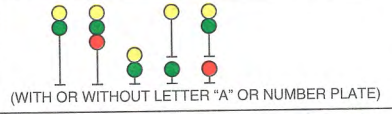

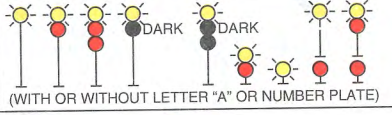

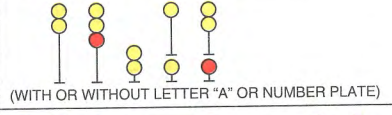
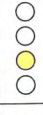
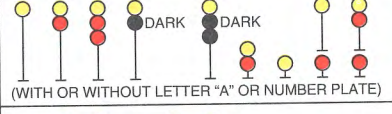

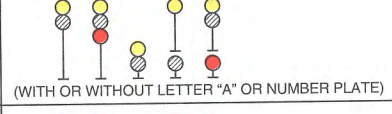

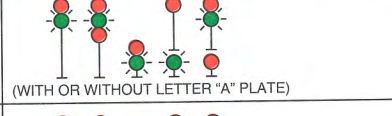
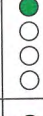
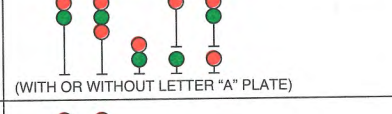


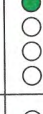
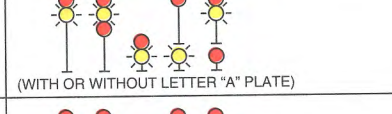
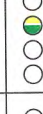


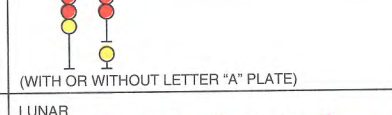

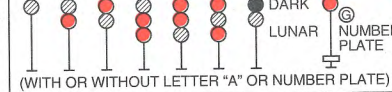

- (g) Crew Room OBT
UPRR has equipped some crew rooms or local facilities with permanently secured OBT units. The units are the same as those found on board locomotives and can make the same reporting as locomotive-mounted units. Crew room OBTs are available to conductors assigned to trains/jobs not equipped with an OBT on the locomotive. They are also available for conductors who experience a technical problem with the OBT on the locomotive. In such cases, use these devices to complete reporting. Conductors should refrain from using an office OBT instead 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)	
245AA	APPROACH CLEAR SIXTY	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	
245AB	APPROACH CLEAR FIFTY	 (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)	

INDICATION

Proceed.

Proceed. Speed passing next signal must not exceed 60 MPH.

Proceed. Speed passing next signal must not exceed 50 MPH.

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.



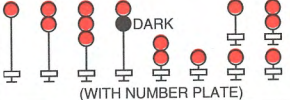


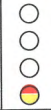
Proceed on diverging route at prescribed speed through turnout. Speed passing next signal must not exceed 40 MPH unless it can be plainly seen that indication of the next signal displays Clear or Approach Limited.

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.

ITEM 17. (Continued)



RULE	NAME	ASPECT	ACS
245N	FLASHING STOP AND PROCEED	 FLASHING RED LIGHT ON ANY SIGNAL	
245P	STOP AND PROCEED	 (WITH NUMBER PLATE)	
245Q	STOP	 (WITH OR WITHOUT LETTER "A" PLATE)	

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 prepared 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	HOLD INDICATOR  (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	SLIDE WARNING INDICATOR  (TO APPLY TO TRAINS GOVERNED BY FIXED SIGNAL WITH WHICH CONNECTED) ILLUMINATED	Slide warning	After stopping, proceed at restricted speed to next signal. Keep close lookout for rocks or other obstructions, broken, bent or damaged rail.

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 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 ↓	SALT LAKE CITY — WINNEMUCCA	6 Daily ↑
12:30 am (MT)	SALT LAKE CITY (DRGW)	3:45 am (MT)
	ELKO	9:58 pm
	WINNEMUCCA (SP)	8:00 pm (PT)
5 ↓	STATIONS	6 ↑

(e).

31 Daily ↓	33 Daily ↓	ST. LOUIS — KANSAS CITY	30 Daily ↑	32 Daily ↑
5:00 pm	8:00 am	ST. LOUIS	2:10 pm	9:35 pm
5:25 pm	8:25 am	KIRKWOOD	1:36 pm	8:56 pm
6:27 pm	9:27 am	HERMAN	12:31 pm	7:51 pm
7:25 pm	10:25 am	JEFFERSON CITY	11:46 am	7:06 pm
8:31 pm	11:31 am	SEDALIA	10:35 am	5:55 pm
9:01 pm	12:01 pm	WARRENSBURG	10:03 am	5:23 pm
9:41 pm	12:41 pm	LEE'S SUMMIT	9:22 am	4:42 pm
9:58 pm	12:58 pm	INDEPENDENCE	9:05 am	4:25 pm
10:30 pm	1:25 pm	KANSAS CITY (Un. Sta.)	8:45 am	4:05 pm
31 ↓	33 ↓	STATIONS	30 ↑	32 ↑

(f).

35 Daily ↓	SALT LAKE CITY — BARSTOW	36 Daily ↑
12:40 am	SALT LAKE CITY (DRGW)	3:10 am
3:45 am	MILFORD	11:30 pm
5:40 am	CALIENTE	9:30 pm
8:35 am (MT)	LAS VEGAS	7:10 pm (MT)
7:50 am (PT)		5:55 pm (PT)
11:20 am	BARSTOW (ATSF)	2:30 pm
35 ↓	STATIONS	36 ↑

ITEM 20. (Continued)

(g).

21 Mon/Wed/Sat ↓	ST. LOUIS — SAN ANTONIO	22 Sun/Tue/Thur ↑
12:15 am	ST. LOUIS	6:55 am
4:00 am 4:03 am	POPLAR BLUFF	2:44 am 2:39 am
4:57 am	WALNUT RIDGE	1:35 am
5:33 am	NEWPORT	1:01 am
7:18 am 7:23 am	L. ROCK AMTK STA.	11:37 pm 11:32 pm
8:08 am	MALVERN	10:25 pm
8:29 am	ARKADELPHIA	10:02 pm
8:49 am 10:04 am	TEXARKANA	8:47 pm 8:37 pm
11:19 am	MARSHALL	7:18 pm
11:49 am	LONGVIEW	6:46 pm
2:24 pm 2:49 pm	DALLAS	4:05 pm 3:30 pm
8:12 pm	TAYLOR	10:25 am
9:07 pm	AUSTIN	9:35 am
9:47 pm	SAN MARCOS	8:45 am
11:40 pm	SAN ANTONIO (SP)	7:05 am
21 ↓	STATIONS	22 ↑

(h).

25 Mon/Wed/Sat ↓	DENVER — PORTLAND	26 Mon/Wed/Sat ↑
9:45 am	DENVER	5:45 pm
10:50 am	GREELEY	3:25 pm
11:50 am	BORIE	2:25 pm
12:50 pm	LARAMIE	1:30 pm
2:40 pm	RAWLINS	11:43 am
4:20 pm	ROCK SPRINGS	10:03 am
4:40 pm	GREEN RIVER	9:43 am
6:24 pm	EVANSTON	7:38 am
8:57 pm 9:17 pm	OGDEN	6:27 am 6:07 am
11:55 pm	POCATELLO	3:05 am
1:31 am	SHOSHONE	1:25 am
3:45 am	BOISE	11:15 pm
4:44 am	NAMPA	10:40 pm
5:19 am	ONTARIO	9:52 pm
7:14 am	BAKER	7:52 pm
8:15 am (MT) 7:19 am (PT)	La GRANDE	6:52 pm (MT) 5:48 pm (PT)
9:48 am	PENDLETON	3:37 pm
10:38 am	HINKLE	2:42 pm
11:58 am	THE DALLES	1:22 pm
12:28 pm	HOOD RIVER	12:55 pm
1:45 pm	PORTLAND	11:40 am
25 ↓	STATIONS	26 ↑

ITEM 21. TORNADO WATCH AND WARNING INSTRUCTIONS:

Background

Tornadoes are the most violent of all storms. Paths of destruction range from a few hundred feet in width to more than a mile, and extend the length of a city block to three hundred miles. Rotating winds exceed 200 MPH. Forward travel varies from 5 to 70 MPH, with an average speed of 40 MPH. It is impossible to predict exactly where they will develop or touch ground. The greatest potential for such storms exists from April through September and ordinarily occurs between noon and midnight, with more than 50% striking between 1500-1900.

Standard Personnel Protection

In a home or office go to the basement, away from windows, and seek protection under a workbench, heavy table, stairway, or in a closet. In a building lacking a basement, go to an inner hallway or room, including bathrooms or closets, on the lowest floor. Cover yourself with heavy blankets to protect from flying glass and debris. If unable to reach one of the above areas safely, the nose compartment of a diesel unit is a suitable shelter. Abandon mobile homes.

Tornado Watch Means:

Atmospheric conditions are such that tornadoes may develop. A *Tornado Watch* is generally issued 4-6 hours before the condition may occur. Continue normal activities unless skies look threatening or a *Tornado Warning* is issued. Train crews are to follow the instructions as outlined below:

- During a *Tornado Watch* continue all train movements and yard activities, keeping alert for any signs of weather change. The danger signs to look for are severe thunderstorms, hail, roaring noise, a funnel cloud or any combination of the above.
- Always use the locomotive and/or handy-talkie radio to monitor instructions from the train dispatcher.
- In the event a crew spots a funnel cloud, immediately notify the train dispatcher consistent with the crew's safety, giving details as to the sighting.
- Any train or yard assignment having an occupied caboose, upon being notified of a *Tornado Watch* will stop and move the occupants from the caboose to the locomotive consist. If while moving to the head end, the *Tornado Watch* turns into a *Tornado Warning* or a funnel cloud is spotted, the exposed persons should seek shelter in a nearby ditch, ravine, culvert, under a bridge, or in a depression. If none of these are available, lay face down on the ground with the hands over head. Be far enough away so the caboose or any other car in the train cannot topple on you.

Tornado Warning Means:

A tornado has been sighted or verified by the National Weather Service or by persons associated with official weather spotters. The train dispatcher will keep trains informed of limits of *Tornado Warnings*. Train crews are to follow the instructions as outlined below:

- During a *Tornado Warning*, all train movements and yard activities must stop. Any train enroute will stop and employees will seek appropriate shelter.
- Consistent with the safety of all involved, avoid stopping a train:
 - On high bridges,
 - Across railroad and highway crossings at grade, or
 - Anyplace where the presence of a train could be a hindrance.
- After a *Tornado Warning* has been cleared and such information has reached the train crews, if the path of the tornado crossed the tracks at their location or in the immediate vicinity, crew members must:
 - Inspect their train before moving to find out if any damage or derailment has occurred to the train, and
 - Inspect track structure for signs of damage from the tornado.
- After inspecting the train and track, and the train dispatcher has relayed the limits of the tornado's path, the train may go. However, be prepared to stop when approaching bridges, culverts and other points likely to be affected. If unable to go safely, stop the movement and do not resume movement until safe to do so. Advise the train dispatcher of such conditions by the first available means of communication. In case of communication failure, strictly follow standard operating procedures.

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STEP I: Plan the Job Analysis

1. Determine the purpose of the job analysis.
2. Determine the scope of the job analysis.
3. Determine the methods to be used.
4. Determine the personnel to be involved.
5. Determine the time and resources available.

STEP II: Conduct the Job Analysis

1. Determine the tasks to be performed.
2. Determine the knowledge, skills, and abilities required.
3. Determine the physical and mental demands.
4. Determine the working conditions.
5. Determine the frequency and duration of tasks.

STEP III: Job Analysis for Special Conditions

- A. Consider special requirements of the job.
- B. Consider additional physical or mental demands.
- C. Consider job conditions that may affect performance.

STEP IV: Follow-up by Supervisor

- A. It is important that frequent checks be made on the job progress.
- B. Your plans are being followed and corrected as needed.
- C. Each person is carrying out the assigned tasks.
- D. Any hidden hazards have been identified and action taken.

STEP V: Individual Responsibility

All employees are responsible for the work that is assigned to them according to the job description or analysis of the conditions of the job.

Safety, Quality, and Productivity are the result of well planned and conducted job briefings.

STEP I. Plan the Job Briefing.

A. Develop your own work plan by:

1. Reviewing work or task to be accomplished.
2. Checking the job location and work area.
3. Breaking the work or task down into step-by-step procedure.
4. Determining tool, equipment, and material requirements.
5. Determining what safety rules or procedures are applicable.

B. Consider existing and potential hazards that might be involved as a result of:

1. Job and weather conditions.
2. The nature of the work to be done.
3. The job location.
4. The tools, equipment, and materials used.
5. Equipment to be worked on.
6. Traffic conditions and visibility.
7. Time of day.
8. Safety or personal protective equipment required.

C. Consider how work assignments will be made.

1. Group assignments.
2. Individual assignments.
3. Abilities and experience of individuals.

STEP II. Conduct the Job Briefing.

A. Explain work or task to employees.

1. What is to be done.
2. Why is it to be done.
3. When it is to be done.
4. Where it is to be done.
5. How it is to be done.
6. Who is to do it.
7. What safety precautions are necessary.

B. Discuss existing or potential hazards and ways to eliminate or protect against them.

C. Make definite work assignments.

1. Make sure employees understand assignments.
2. Ask questions of the "how" and "why" type.

D. If special tools, materials, equipment, or methods are to be used, make sure employees know how to proceed safely.

E. Issue all instructions clearly and concisely; check to see that they are understood.

STEP III. Job Brief for Special Conditions.

A. Complex jobs.

1. Brief only a portion of the job.
2. Give additional briefing as the job progresses.

B. Change in job conditions — when it becomes necessary to change plans and procedures as the job progresses, brief employees on these changes. (As an example: the weather condition changes)

STEP IV. Follow up by Supervisor.

It is important that frequent checks be made as the job progresses to be sure that:

- A. Your plans are being followed and correct work methods used.
- B. Each person is carrying out the assigned responsibilities.
- C. Any hidden hazards have been identified and action initiated to eliminate or what precautions are required.

STEP V. Individual Responsibility.

All employees are responsible to see that the work plan is carried out according to the Job Briefing or modified when conditions change.

Industrial Leads/Spurs	Page	ID #	Industrial Leads/Spurs	Page	ID #	Industrial Leads/Spurs	Page	ID #
A&S	29	150	Freeport	38	755	Monroe City	15	009
Alameda	39	663	Ft. Smith	43	694	Monsanto (SL-SU)	5	681
Arco	35	901	General Chem	71	870	Monsanto (HO-SU)	19	751
Arkansas City	26	778	Georgia St.	11		Monsanto (HO-SU)	39	757
Bagnell	49	652	Georgetown	31	511	Mosher	8	520
Bastrop	15	852	Gilmore	53	805	New Meadows	92	416
Bayou Pierre	18	903	Good Roads	18	657	Norkan	53	804
Bergstrom	31	739	Goss Port	15	821	OG&E	43	669
Bestwall	55	218	Grace	89	406	Olympia	99	443
Bonham	21	153	Greenville	27	552	Orient	7	727
Bonne Terre	5	503	Hanover	54		Pearson	86	323
Broadway	5	680	Hansen	55	845	Phillips Refinery	39	684
Brookhollow	27	790	Harbor	15	820	Pilot Rock	96	433
Brownsville Port			Hasting Utilities	54	545	Piqua	47	675
Line	39	753	Hill Field	71	307	Pixley	49	653
Burning Star No. 2	7	726	Holland	86	326	Port Chicago	86	321
Burning Star No. 4	7	724	Hot Springs	13	007	Raisch	99	808
Camp Beauregard	15	904	Huntsville	32	514	Ramsey	68	824
Campbell	49	691	Hutchinson	26	61	Richland	101	677
Cape Girardeau	8	1	Idaho Northern	92	414	Rio Hondo	39	530
Captain Mine	7	723	IPP	76	838	River	59	780
Carswell AFB	29	905	Jacinto Port	37	746	Rock St.	12	521
Carty	97	864	Jacksonville	10	714	Rowley	83	313
Celanese	39	754	Jeffrey	54	840	Salem	3	710
Chemurgic	87	330	Jenks	43	685	San Jose	87	331
Chevron	69	867	Jim Bridger	69	866	Solvay	71	868
Cissna Park	3	709	JSW	7	728	Seadrift	39	522
Coeur D'Alene	100	445	Kearney	59	781	South Pass	69	237
Conda	89	405	Kirkwood	49	51	Stauffer	70	869
Condon	99	437	Labadie	49	651	Stoddard	92	418
Cosmopolis	99	809	Lake	49	650	Syracuse	71	305
Crestmore	81	340	Lakewood	81	342	Tenark	11	523
Crystal City	8	731	Las Vegas			Texas Gulf	71	871
Cumberland	89	402	Industrial Park	77	762	Thibodeau	14	529
Cypress Bend	13	733	Leareno	85	872	Topeka	45	79
Dabney	33	782	Lesperance	4	533	Trigo	46	878
DK&S	10	509	Letourneau	32	833	Tyler	32	164
Dolet Hill	18	914	Lexington	52	877	Umatilla	96	435
Dupont	17	909	Longhorn	31	740	Valley-Nellis	77	763
Elkol	89	403	Loyalton	86	317	Victoria	39	525
Ellerbeck	83	311	Marblehead	83	312	Viets	55	841
Evona	71	306	Marshall	52	876	White Bluff	13	858
Exxon	89	404	Medicine Bow	68	827	Whitewater	23	846
Fairfield	101	693	Midvale	75	690	Wildier	92	420
Fireboard	76	765	Mikami	100	913	Winfield	26	776
Firestone	17	910	Millard	59	779	Yakima	101	446
Fondren	37	911	Mission	39	519	Yuba City	86	322
Freeman	5	715	Monfort	65	235			
Freemont Canning Factory	58	912						

Accessing General Order and General Notice Electronic Files

Each Service Unit stores General Orders (including MW General Orders) and General Notices in electronic files. All employees have access to view these files by logging on to TCS, using their User ID.

To view all Service Unit General Order, MW General Order and General Notice numbers and a short description about the order/notice, type:

HE (user group name) (Enter)

To view or print a single Service Unit General Order, MW General Order or General Notice, type:

SW USE (message name) (user group name) (Enter)

The following table lists the user group names for each Service Unit, effective April 10, 1994.

Service Unit	General Order User Group Name	General Notice User Group Name
01: St. Louis	TT1SL	GN94SL
02: Council Bluffs	TT1CB	GN94CB
03: Central	TT1CE	GN94CE
04: Houston	TT1HO	GN94HO
05: San Antonio	TT1SA	GN94SA
06: Cheyenne	TT1CH	GN94CH
07: Boise	TT1BO	GN94BO
08: Los Angeles	TT1LA	GN94LA
09: North Little Rock Terminal	TT1NL	GN94NL
10: Kansas City Terminal	TT1KC	GN94KC
11: Fort Worth Terminal	TT1FW	GN94FW
12: Southern Terminals	TT1SO	GN94SO
13: North Platte Terminal	TT1NP	GN94NP
14: Western Terminals	TT1WE	GN94WE

When Union Pacific Railroad issues a new timetable, each Service Unit will create a new user group in which to file General Orders. Usually, the **timetable number** will be the only change to the General Order user group name. Service Units retain General Order files for four years.

Annually, each Service Unit will create a new user group in which to file General Notices. Usually, the **year** will be the only change to the General Notice user group name.



TRACK WORKER

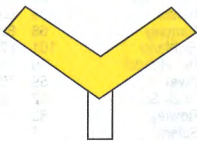


FOR CROSSINGS



FOR TUNNELS, ETC.

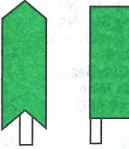
REQUIRED WHISTLE SIGNAL RULE 15(I).



YARD LIMIT SIGN



PERMANENT SPEED RESTRICTION SIGN



PERMANENT RESUME SPEED SIGN



STOP SIGN.



STOP SIGN.



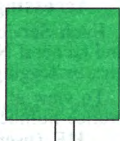
YELLOW-RED FLAG PROTECTING MEN AND EQUIPMENT



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.

- (A) —Automatic Interlocking.
- (B) —Radio Base Station.
- (C) —Draw Bridge.
- (D) —Gate — Normal Position Against Conflicting Route.
- (E) —Gate — Normal Position Against This Subdiv.
- (G) —Manual Interlocking.
- (S) —Stop Sign.
- (T) —Turning Facility.
- (X) —Railroad Crossing At Grade.
- (Y) —Yard Limits.
- n —Northward.
- s —Southward.
- e —Eastward.
- w —Westward.
- i —Center.
- I —Crossover Between Main Tracks — Dual Control Switches.
- X —Hand Operated Crossover.
- Z —Rule 8.12, 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	0000 (new date)
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	56.2	1	19	45.6	1	33	38.7	4	0	15.0
1	5	55.3	1	20	45.0	1	34	38.2	6	0	10.0

10
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UNION PACIFIC MISSION!



**“PROVIDE
WORLD-CLASS
TRANSPORTATION
SERVICES
WHICH CONSISTENTLY
MEET CUSTOMER
REQUIREMENTS AT
COMPETITIVE COSTS”**