

UNION PACIFIC RAILROAD CO.

SYSTEM TIMETABLE NO.

2

Effective 0001 Sunday OCTOBER 29, 1995

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

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

PACIFIC TIME WEST OF SMELTER, UT., LAS VEGAS, NV., AND LA GRANDE, OR.

FOR THE 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.
R. B. KING, Vice President — Risk Management.
R. M. CHAPMAN, Sr. Asst. Vice President — Intermodal.

Service Unit	Safety Hot Line	Superintendent	Headquarters
General Manager Southern Operations: Tony Chacon			
01: St. Louis	992-2053	Al Orrick	St. Louis, MO.
03: Central	992-1555 (800) 228-9576	Ken Packard	Kansas City, MO.
04: Houston	992-2303	Jerry Everett	Houston, TX.
05: San Antonio	921-4004	Felix Lopez	San Antonio, TX
17: Mexico Operations	921-4004	Curt Whiteamire Sr. Director	Laredo, TX.
General Manager Western Operations: Jeff Koch			
06: Cheyenne	778-3513	John Biebel	Cheyenne WY.
07: Boise	249-2539	Jerry Heavin	Boise, ID.
08: Los Angeles	992-2111 SLC-LA 992-3238 SLC-OAK	Pat Meriwether	Los Angeles, CA.
General Manager Midwestern Operations: Dennis Tholen			
02: Council Bluffs	271-3635	Mike Ring	Council Bluffs, IA.
18: Twin Cities	450-4616	Jerry Panning	St. Paul, MN.
19: Iowa	547-4288	Tom Murphy	Chicago, IL.
20: Proviso	547-4288	Mark Payne	Chicago, IL.
21: Chicago Commuter Operations (Metra)	876-2667	Greg Larson Sr. Director	Chicago, IL.
General Manager Terminal Operations: Charles Malone			
09: Little Rock Terminal	992-1894	Jeff Raffety	Little Rock, AR.
10: Kansas City Terminal	992-3175	Steve Searle	Kansas City, MO.
11: Fort Worth Terminal	878-4520	Greg Garrison	Fort Worth, TX.
12: Southern Terminals	992-1891	Jeff Crandall	Houston, TX.
13: North Platte Terminals	271-6706	Tom Jacobi	North Platte, NE.
General Manager Bulk Operations: Woody Sutton			
15: Powder River	992-2799	Marlin Sanders	Bill, WY.
General Manager — Intermodal: Barry Michaels			
16: Intermodal Operations	Superintendent — West Coast	Gary Davidson	Los Angeles, CA.
	Superintendent — Chicago	Don Gates	Chicago, IL.
	Superintendent — Texas	Joe Whalen	Mesquite, TX.
Sr. Asst. Vice President — Engineering Services: Bill Wimmer			
Safety Hot Line		800-877-0538 or 800-877-0539	
Train Management — Harriman Dispatching Center — Omaha, NE.			
Assistant Vice President — Transportation		Steve Barkley	
General Manager — Transportation		Bob Grimaila	
Regional Superintendent — South		Brennan Banion	
Regional Superintendent — West		David Barnes	
Regional Superintendent — Midwest		Jack Dennis	

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.

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LIST OF SUBDIVISIONS/BRANCHES

Subdivisions/ Branches	Page	ID #
Aberdeen	116	423
Alexandria	38	100
Anaheim	107	399
Ankeny	16	626
Atchison	75	528
Austin	54-55	151
Avoyelles	42	101
Baird	52-53	152
Baton Rouge	42	102
Baytown	41	103
Beatrice	78	205
Beaumont	40-41	104
Belvidere	6	586
Bend	123	438
Bieber	111	319
BMI	105	337
Boise	119	409
Boone	12-13	577
Boulder	91	232
Bristow	16	622
Brownsville	60-61	105
Cache Valley	100	302
Caliente	102-103	332
Canyon	110-111	318
Casper	89	592
Cedar City	101	333
Cherokee	62-63	540
Chester	30-31	3
Chicago	26-27	4
Chippewa Falls	24	630
Choctaw	49	541
Clyman	24	632
Coffeyville	64-65	62
Comstock	101	334
Conway Springs	50	55
Corpus Christi	53	107
Council Bluffs	80-82	201
Crawford	89	593
Dallas	44-45	154
Denton	51	553
De Soto	28-29	5
DFW	51	554
Dry Valley	115	407
Eau Claire	23	627
Elko	108-109	315
Escanaba	25	637
Estherville	22	607
Fairmont	16	616
Falls City	75	70
Ft. Collins	91	231
Fort Dodge	20	615
Ft. Worth	57	156
Gay	116	422
Geneva	4-5	576
Gerald Gentlemen	88	916
Granville	24	635
Grays Harbor	123	442
Greeley	91	228
Gurdon	43	6
Hallam	77	219
Hartland	16	602
Harvard	8-9	582
Helena	33	512
Henderson	56	157
Herington	50	569
Hoisington	66	59
Homedale	119	419
Houston	58-59	558
Hoxie	34	8
Iron Mountain	25	639
Jewell	22	610
Julesburg	88	229
KCT	70	90
Kenosha	7	581
Klemme	20	614
La Grande	120-122	431
Lake	10	587
Lake Charles	39	111
Laramie	94-96	233
Laurens	20	619
Lawton	48	567
Little Mountain	100	304
Little Rock	36	12
Los Angeles	104-106	338
Madison	11	597
Malad	100	303
Mankato	19	608
Marshalltown	14	621
Marysville	76-77	216
Mason City	15	601
McHenry	9	584
McPherson	47	68
Mead Lake	103	335
Memphis	35	14
Metropolis	29	10
Milwaukee	10	585
Monroe	37	15
Montana	116	421
Montgomery	19	611
Nampa	118-119	408
Nashville	43	16
North Platte	86-88	214
Ogden	100	301
OKT	46-47	566
Orange	41	114
Oskaloosa	14	624
Palestine	56	163
Pana	27	18
Pea Ridge	29	20
Peoria	11	589
Perry	21	625
Pinckneyville	31-32	21
Plainville	69	226
Pocatello	114-115	401
Portland	124-125	434
Provo	101	309
Rake	22	613
Rapid City	89	594
Reno	111	316
Reisor	39	160
Riparia	127	452
River	74	73
Rockwell	6	579
Ste. Genevieve	32	22
Salina	68	74
Salt Lake	98-99	240
San Antonio	59	560
San Jose	113	331
San Pedro	107	343
Scoville	116	424
Seattle	125	441
Sedalia	72-73	76
Shawnee	48	547
Sidney	90	213
Sikeston	31	2
Sioux City	13	598
South Torrington	88	215
Sparta	32	23
Spokane	126	444
Stillwater	24	628
Superior	18	641
Tara	20	618
Tidewater Southern	113	328
Trenton	21	606
Troy Grove	6	588
Tulsa	63	551
Wallace	127	454
Warren	43	25
Waterloo	14	623
Wausau	23	638
Waxahachie	51	557
Weeping Water	75	66
Wichita	69	82
Winona	24	633
Wynne	33	27
Yoder	88	220

LIST OF INDUSTRIAL LEADS/SPURS

Industrial Leads/Spurs	Page	ID #
A&S	53	150
Alden	16	951
Arco	41	901
Arkansas City	50	778
Bagnell	73	652
Bastrop	37	852
Bayou Pierre	39	903
Beloit	9	943
Bergstrom	55	739
Boettcher	91	534
Bondurant	15	952
Bonham	45	153
Bonne Terre	29	503
Broadway	29	680
Brookhollow	51	790
Brownsville Port Line	61	753
Burning Star No. 2	31	726
Burning Star No. 4	31	724
Cameron	16	950
Camp Beauregard	37	904
Campbell	73	691
Camp Douglas	23	965
Cannon Falls	15	600
Cape Girardeau	32	1
Capital Drive	10	966
Captain Mine	31	723
Cargill	13	977
Carswell AFB	53	905
Carty	124	864
Cedar Rapids	13	922
Celanese	61	754
Central Soya	9	942
Chaska	19	954
Chemung	9	940
Chemurgic	113	330
Chevron	95	867
Cind-R-Lite	104	986
Cissna Park	27	709
Coeur D'Alene	126	445
Conda	115	405
Condon	123	437
Cosmopolis	123	809
Cottage Grove	9	941
Cragin	5	583
Crestmore	107	340
Crystal City	32	731
Cumberland	115	402
Cypress Bend	37	733
Crystal Lake	9	584
Dabney	55	782
Dakota City	13	945
Dixon River	5	918
DK&S	34	509
Dolet Hill	39	914
Dows	20	957
Dupont	41	909
Durand	65	82
Eagle Ford	45	535
Eagle Grove	22	956
East Dallas	45	783
East Elgin	6	932
Edgewater	10	985
Elkol	115	403
Ellerbeck	109	311
Ellsworth	22	955
Elm	5	590
Everman	45	787
Evona	99	306
Exxon	115	404
Fairbault	15	978
Fairfield	127	693
Farm	7	920
Farnhamville	20	958
Feeley	126	987
Fibreboard	102	765
Firestone	41	910
Fondren	59	911
Freeman	29	715
Fremont Canning	82	912
Freeport	60	755
Ft. Smith General	65	694
Chem	99	870
Georgetown	55	511
Georgia St.	35	849
Gilmore	75	805
Golden Valley	17	946
Good Roads	39	657
Goss Port	39	821
Grace	115	406
GRDA	63	536
Great Southwest	45	786
Great Southwest So.	45	785
Greenville	51	552
Hansen	77	845
Harbor	39	820
Hartley	22	605
Hasting Utilities	76	545
Hayward	23	629
Hill Field	99	307
Holland	112	326
Hope	43	537
Hot Springs	37	4
Huntsville	56	514
Hutchinson	50	61
Idaho Northern	119	414
Indianola	21	953
Ingalton	6	931
IPP	102	838
Jacinto Port	41	746
Jacksonville	34	714
Janesville	9	939
Jeffrey	77	840
Jenks	63	658
Jim Bridger	95	866
Joppa	29	716
JSW	31	728
Kanawha	20	617
KD	6	933
Kearney	82	781
Kirkwood	73	51
Kohler	10	968
Labadie	73	651
La Crosse	24	634
Lake	73	650
Lake Mills	16	980
Lakewood	107	342
Las Vegas Industrial Park	102	762
Leareno	111	872
Lesperance	29	533
Letourneau	56	833
Lexington	74	877
Longhorn	55	740
Loyalton	112	317
Luverne	22	982
Marblehead	109	312
Marshall	74	876
Medicine Bow	94	827
Menomonie	23	964
Midvale	101	690
Mikami	126	913
Millard	82	779
Mission	61	519
Monfort	91	235
Monroe City	37	9
Monsanto (SL-SU)	29	681
Monsanto (HO-SU)	43	751
Monsanto (HO-SU)	61	757
Monterey Mine	5	936
Mosher	32	520
National Ave.	7	921
New Meadows	119	416
New Strawn	65	983
Niagara	25	974
Norkan	75	804
Oconto Falls	25	969
OG&E	64	669
Olympia	123	443
Orient	31	727
Osage	63	538
Osawatomie	65	72
Palmer	25	620
Pearson	112	323
Phillips Refinery	61	684
Pilot Rock	122	433
Pixley	73	653
Popp	61	663
Port Chicago	112	321
Powerville	13	923
Pryor	63	768
Raisch	123	808
Red River	39	539
Richland	127	677
River	82	780
Rock Island	17	979
Rock St.	36	521
Rohr	105	835
Rothschild	23	973
Roseport	17	599
Rowley	109	313
Royal	20	970
St. Charles	5	919
Salem	27	710
San Jose	113	331
Scenic	13	928
Seadrift	61	522
Sergeant Bluff	13	944
Sheffield	16	959
Shreveport	39	656
Skokie	10	920
Solvay	98	868
South Pass	95	237
State Line	9	596
State Street	17	948
Stauffer	98	869
Stocks Mill	104	988
Stoddard	119	418
Sumner	125	989
Syracuse	99	305
Tenark	35	523
Texas Eastman	56	984
Texas Gulf	99	871
Thibodeau	38	529
Trigo	68	878
Trimont	16	981
Trinity	45	784
Tyler	56	164
Umatilla	122	435
Valley-Nellis	103	763
Victoria	61	525
Vliets	77	841
Waukesha	10	930
Weber	5	927
West Des Moines	21	961
Westville	27	26
White Bluff	37	858
Whitewater	47	846
Wilder	119	420
Winfield	50	776
Yakima	127	446
Yuba City	112	322

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.

Scheduled trains between Chicago and Geneva are shown in Commuter Operations Train Schedules.
Radio Display Chgo — HM 5252
HM — Clinton 6262

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.
0.0		.....	CHICAGO	⑨Ⓨ	CZ001
			0.2		
0.2		.....	LAKE STREET	Ⓜ Ⓨ	NZ000
			0.2		
0.4		.....	CLINTON ST.	Ⓜ Ⓨ	NZ001
			2.2		
			WESTERN AVE.		
2.6		.....	Ⓧ METRA Ⓜ	Ⓨ	NZ002
			1.0		
3.6		Y004	KEDZIE	T Ⓜ Ⓨ	NZ003
			0.9		
4.5		.....	HARDING AVE.	Ⓨ	NZ004
			0.3		
4.8		.....	KEELER AVE.	Ⓨ	NZ005
			0.7		
5.5		Y005	KENTON AVE.	Ⓨ	NZ006
			3.0		
8.5		.....	OAK PARK	⑨Ⓨ	NZ009
			1.2		
9.7		.....	RIVER FOREST	⑨Ⓨ	NZ011
			0.3		
10.0		Y010	VALE	Ⓨ	NZ012
			0.5		
10.5		.....	MAYWOOD	⑨Ⓨ	NZ013
			0.8		
11.3		.....	MELROSE PARK	⑨Ⓨ	NZ014
			0.5		
11.8		Y011	JN	Ⓨ	.....
			0.3		
12.1		Y012	PROVO JCT.	Ⓨ	NZ016
			0.6		
12.7		.....	BELLWOOD	⑨Ⓨ	NZ017
			1.6		
14.3		.....	BERKLEY	⑨Ⓨ	NZ019
			0.9		
			PROVISO	T	NZ021
15.2		Y015	HM	Ⓨ	.....
			0.5		
15.7		.....	ELMHURST	⑨Ⓨ	NZ022
			2.1		
17.8		.....	VILLA PARK	⑨	NZ023
			2.1		
19.9		.....	LOMBARD	⑨	NZ024
			2.5		
22.4		.....	GLEN ELLYN	⑨	NZ025
			1.4		
23.8		.....	COLLEGE AVE.	⑨	NZ026
			1.2		
25.0		.....	WHEATON	⑨	NZ027
			2.5		
27.5		.....	WINFIELD	⑨	NZ028
			2.0		
29.5		Y029	NI		.....
			0.2		
29.7		.....	WEST CHICAGO	⑨	NZ030
			0.6		
30.3		Y030	JB ⓍEJE Ⓜ		.....
			1.8		
			WEST CHICAGO YARD	T	NZ030
32.1		Y032	WX		.....
			3.4		
35.5		.....	GENEVA	⑨	NZ035
			1.7		
37.2		Y037	GX		.....
			11.3		
48.5		Y048	MW		NZ048
			6.9		
55.4		Y055	CO		NZ055
			2.9		
58.3		.....	DE KALB	X	NZ058
			4.7		
63.0		Y063	MA		NZ064
			10.3		
73.3		Y073	RX		.....
			2.0		
75.3		.....	NX ⓍBNⒶ		.....
			17.6		
92.9		Y093	NACHUSA		NZ093
			10.1		
103.0		Y103	NQ		NZ103
			1.3		
104.3		Y104	NELSON	T	NZ104
			0.2		
104.5		Y000	NY		SM106
			0.6		
105.1		Y105	NJ		NZ105
			4.4		
109.5		.....	STERLING	X Ⓨ	NZ110
			3.5		
113.0		.....	GALT	Ⓨ	NZ113
			5.6		
118.6		.....	ROUND GROVE	X	NZ119
			9.0		
127.6		.....	UNION GROVE	X	NZ128
			8.3		
135.9		.....	EAST CLINTON	X Ⓨ	NZ136
			0.8		
136.7		Y137	MISS. RIV. BR.	Ⓜ Ⓓ Ⓨ	NZ137
			0.4		
137.1		Y138	FIFTH STREET ⓍCP Ⓜ	Ⓨ	NZ138
			1.8		
138.9		.....	CLINTON	X T Ⓨ	NZ140
			138.9		

Maximum Speed (Except as below)	MPH Psgr	MPH Frt
	70	70
Between Mile Posts —		
0.0 and 0.3 Chicago — Signal Bridge A	10	10
0.3 and 0.7 Signal Bridge A — Signal Bridge D	15	10
0.7 and 1.6		
Tracks 1 and 2	30	10
Tracks 3 and 4	35	25
1.6 and 2.6		
Tracks 1 and 2	30	10
Tracks 3 and 4	50	25
2.6 — Western Avenue		
Straight	30	25
Diverging	10	10
2.6 and 3.6		
Track 4	50	25
Track 3	35	25
Tracks 1 and 2	30	10
3.6 Kedzie Straight	40	40
Diverging (See Note)	15	10
3.6 and 5.2	50	40
5.2 and 5.6		
Tracks 1 and 2	50	40
Track 3	30	30
5.6 and 9.9	—	45
10.0 Vale		
Track 3 to Track 2	60	45
Track 1 to Track 1	60	45
Track 2 to Track 2	40	30
Track 1 to Track 2	40	30
11.8 JN	50	40
12.1 Provo Jct.		
Diverging	40	30
To and From IHB Conn	10	10
15.1 HM Straight	55	50
Diverging	40	30
Proviso To and From		
30 Main	20	20
Unit Trains	—	10
22.3 and 25.4	55	50
29.5 NI	55	40
29.5 and 30.0		
Track 3	35	35
Track 1 and 2	55	40
30.0 and 30.5 JB		
Straight	35	25
Diverging	10	10
32.1 WX Straight EWD	—	50
Straight WWD	50	50
Diverging	40	30
35.2 and 35.5	—	50
57.5 and 59.0	—	50
75.3 NX (BN)	—	35
97.0 and 100.0	—	45
105.1 NJ Diverging except Track 1 to Track 2	—	10
107.0 and 109.6	—	50
135.3 and 135.9	—	40
135.9 and 138.9	—	25

Between Chicago and WX, permanent speed restriction signs (Rule 5.5) will not be displayed — Refer to Max. Speed column.

NOTE to Kedzie MP 3.6:
(1) When a train has a Clear cab signal or, (2) when an eastward movement with a non-equipped ATC engine receives an Approach Limited aspect at the approach signal (MP 4.7); or, (3) when a westward movement on the Rockwell Subdivision receives a Clear aspect at the Distant Signal (MP 0.7) the prescribed speed for the diverging route through the interlocking limits is 40 MPH for Psgr. trains and 30 MPH for Frt. trains.

Additional Speed Restrictions:	MPH
Unit mty coal hoppers	60
Unit Trains GX — Clinton Maximum Speed	50
TOFC and Dbl. Stack speed thru crossovers at following locations: CPY037, CPY048, CPY055, CPY063, CPY073, CPY093 and CPY103	35
Movement against the current of traffic outside of yard limits with an absolute block in advance of movement	40
except between MP 132.6 and MP 133.1 Track 1	30
M19-A Engine facility trackage	5

Chicago to Clinton St: Tracks within Lake Street/Clinton St. interlocking limits.

Business Tracks	MP	Sta. No.
California Ave. Coach Yd.	3.0	.....
Elburn (W)	44.0	NZ044
Creston	69.7	NZ069
Rochelle	74.8	NZ075
Ashton (E)	81.9	NZ084
Franklin Grove	87.8	NZ088
Dixon X	97.9	NZ098
Morrison (E)	123.8	NZ124

ABS/ATC: Tracks 2, 3 and 4 Clinton Street to Kedzie and Track 1 Clinton Street to Western Ave. Rule 9.14 and 9.15 in effect; NJ to Clinton. Rule 9.14 in effect.

ABS: Track 1 Western Avenue to Kedzie.

Rule 9.14 Clinton Street to Kedzie: Track 1 — Eastward; Track 2 — Westward; Track 3 — Eastward; Track 4 — Westward. NJ to Clinton: Track 1 — Eastward; Track 2 — Westward.

CTC/ATC: Kedzie to NJ.

Yard Limits: Chicago to MP 17.0; MP 109.0 to MP 114.0; MP 135.0 to Clinton.

Train Defect Detectors: ⓅMP 29.0, ⓅMP 46.1, ⓅMP 64.0, ⓅMP 78.8, ⓅMP 95.0, ⓅMP 113.2, Ⓟ 127.9.

Speed Restriction Signs: In multiple track territory signs will be placed on field side of outside main tracks.

Instructions governing ATC:

1. Movements between Chicago and Kedzie may be made in accordance with signal indication and at restricted speed:
   A. With engines not equipped with ATC with or without cars; or,
   B. To and from the Chicago Station with the ATC cut out and back-up moves; or,
   C. With the ATC cut out due to failure.
2. Between Kedzie and JN, engines not equipped with ATC may be operated at a speed not exceeding 40 MPH when a block signal displays an indication more favorable than Approach. An indication more favorable than Approach establishes absolute block to the next block signal. In connection with these movements, if block signal displays an Approach or Diverging Approach indication, movement must be made at restricted speed. If block signal displays a Stop, Stop and Proceed or Restricting indication, train must stop and not proceed until authorized by the train dispatcher.
3. Non-equipped engines in switching service may be operated on the main track between Chicago and Elmhurst, between Dixon and Nelson, between Nelson and Sterling, between East Clinton and Clinton, and at West Chicago, De Kalb, Dixon, Nelson, Sterling and Clinton within switching limits, in accordance with signal indications, not exceeding restricted speed.
4. Between Kedzie and Clinton when movements to and from repair shops for inspection and repairs are made with engines not equipped with ATC, they must not exceed restricted speed until an absolute block in advance of movement has been established by the train dispatcher, and then not to exceed 40 MPH.

ATC test sections:
Lake St. — Leads 3, 4, 5, and 6, starting 200 feet west of Bridge "A", extending westward 100 feet.
Provo Jct. — On IHB connection track east of bridge.
Proviso — Westward — 29 and 30 main at HM.
West Chicago — Eastward — Yard track 7 at Yard office, Downtown lead, Belvidere Subdiv.
Westward — Yard track 1 at WX.
De Kalb — Eastward — Connecting track from Troy Grove Branch.
Nelson —Eastward — East Wye.
Westward — West Wye at NJ.

Geneva: Unless Clear cab signal is received, eastward passenger trains must communicate with train dispatcher not less than five minutes prior to scheduled leaving time to obtain authority to depart.

Track Warrants:
Except for trains originating at Global One and passenger trains, trains for which Kedzie, Provo Jct., or HM is the initial subdivision station, must obtain their track warrant at Proviso.

Relay crews, yard transfer crews, and foreign railroad crews operating between Kedzie and HM must have in their possession a copy of all track bulletins in effect for that territory, and must communicate with train dispatcher to verify possession of correct track bulletins before passing Ogden Jct., or Kedzie (westward) or Proviso (eastward).

Passenger trains originating at West Chicago Yard for which WX, Geneva or West Chicago is the initial subdivision station, must obtain their track warrant at West Chicago Yard.

Clinton St.: During the hours Clinton Street Interlocking (MP 0.4) is unattended crew member must communicate with Lake Street Control Operator and be governed accordingly.

Kenton Ave: All trains and transfer movements except light engine, passenger and passenger equipment must move via Tracks 1 or 3 at Kenton Avenue.

When a train is stopped by an emergency application of the brakes along adjacent tracks of the CTA between Kenton Ave. and MP 8.9, a member of the crew must immediately notify the train dispatcher who will in turn immediately notify the CTA Control Center 312-664-9815 or 9816.

Whistle must be sounded at Kilbourn Ave., MP 5.3 and 25th Ave., MP 11.7.

JN: When approach signal MP 10.7 displays an Approach Diverging aspect (Yellow over Red over Yellow), prepare to diverge into Proviso Yard not exceeding 10 MPH thru turnout. Absolute signal will display a Diverging Approach aspect.

Cortland Village ordinance prohibits the sounding of engine whistle for Llanos St., MP 55.1, Somonauk Rd., MP 55.3 and Loves Rd., MP 55.8.

Cragin Industrial Lead: Extends 6.6 miles from Harding Avenue MP 0.0 westward to MP 7.0. FRA excepted track. Equation MP 0.4 = MP 0.8

Business Tracks		MP	Sta. No.
Augusta Blvd.	⑨	1.2	SK001
Cragin ⓍCP Ⓜ	⑨	2.3	SK002
Grayland ⓍCR Ⓜ	⑨	5.0	SK005
Mayfair ⓍUP Ⓜ	⑨	5.6	HV008

Cragin: If train delayed within Cragin interlocking limits, a crew member must immediately communicate with control operator at Tower A-5 for instructions.

Weber Industrial Lead: Extends westward from Mayfair 2.3 miles. MP 7.3 to MP 9.6. FRA excepted track.

Dixon River Industrial Lead: Extends from Dixon, MP 0.0 3.4 miles to Dixon-Marquette cement facility MP 3.4. Maximum Speed 10 MPH. Six axle units must not be operated on this lead.

St. Charles Industrial Lead: Extends from MP 30.8, 7.5 miles to St. Charles, Sta. No. NI002. MP 35.9, E.O.T. At MP 38.3 FRA excepted track.

Elm Industrial Lead: Extends from Molitor Jct. (Peoria Subdivision), 23.9 miles west to Middle Grove.

Business Tracks	MP	Sta. No.
Molitor Jct. Ⓧ BN Ⓐ (CP P080)	486.2	SM184
Farmington	467.4	SB019
Middle Grove	462.3	SB024

Rule 6.32.2 applies at all public crossings.
Max Weight 263,000 lbs

ABS Molitor Jct. to Maxwell.
FRA excepted track.
Radio Channel 5252
Eastward trains must obtain route from train dispatcher before leaving Maxwell.
Entire Lead out of service.

Monterey Mine Industrial Lead: Extends from Monterey Jct.(Madison Subdivision), MP 0.0 6.3 miles to Monterey Mine No. 1, Sta. No. SR005, MP 6.3. UP Owns to MP 4.4, Baloon Track MP 5.1 to MP 6.3. Maximum Speed 10 MPH.

ROCKWELL SUBDIVISION

Radio Display — **5252**

Mile Post	WEST ◆ STATIONS ◆ EAST	Station Nos.
2.3	GLOBAL ONE ..... T Ⓨ	GO003
	0.4	
	CANAL ST.	ZA002
	VIA CONRAIL	
1.9	OGDEN JCT. ..... Ⓨ	GO002
	1.2	
0.7	ROCKWELL JCT. ..... T Ⓨ	GO001
	0.7	
0.0	KEDZIE ..... CPY004 Ⓨ	NZ003
	2.3	

Maximum Speed (Except as below) ..... MPH 20
Ogden Jct. to Global One 10
All connections to and from CJ 15
Yard Limits: Entire Sub.
Double Track: Kedzie-Global One, Track 1 — Eastward, Track 2 — Westward.

Control: Movements between Kedzie and Ogden Jct., controlled by Control Operator at Kedzie. Movements between Ogden Jct. and Global One controlled by general yardmaster.

Ogden Jct.: Dual control switches equipped with switch point indicator lights at Ogden Jct. including 14th Street on Conrail. Permission must be received from Control Operator at Kedzie before any movements are made over these switches.

Trains and engines entering Global One:

Westward trains at Morgan Street will call the general yardmaster for a track and must not proceed beyond this point until given permission to do so.

Northward trains and engines on the CRI (CJ) tracks will stop clear of the crossovers and receive permission from the general yardmaster before entering Global One or UP tracks at Ogden Jct.

Eastward trains and engines on the Rockwell Subdivision will contact the general yardmaster immediately after headend passes Rockwell Jct. General yardmaster radio channel: 5 (31 31).

Trains enroute to or from BOCT or CR will contact the Control Operator at Kedzie for authority before entering BOCT, CR or UP trackage.

Between Canal St. and Ogden Jct. CORA Operating Guide for Conrail CR&I Branch applies.

TROY GROVE BRANCH

Radio Display — **5252**

Mile Post	SOUTH ◆ STATIONS ◆ NORTH	Station Nos.
26.7	DEKALB ..... Ⓨ	NZ058
	12.2	
38.9	BX ⓍBN Ⓜ	.....
	13.5	
52.4	EARLVILLE ⓍBN Ⓜ	NT026
	11.4	
63.8	TROY GROVE ..... Ⓨ	NT037
	0.5	
64.3	END OF TRACK	
	37.6	

Maximum Speed (Except as below ..... MPH 30
Between Mile Posts —
38.3 and 38.9 ..... 20†
38.9 (BN Xng) ..... STOP
38.9 and 39.2 ..... 20†
51.7 and 52.2 ..... 20†
63.8 and 64.3 10

Business Tracks	MP	Sta. No.
Triumph (S)	60.1	NT033

TWC: MP 29.5 to MP 63.0
Yard Limits: De Kalb to MP 29.5, MP 63.0 to Troy Grove.

BX Interlocking is controlled by BN train dispatcher. Crew member must communicate with BN train dispatcher for instructions before operating pushbutton. Pushbutton boxes with instructions are mounted on each signal mast.

Item 2-C: Exception 2 applies.

Unit Trains restricted to 50 cars.

BELVIDERE BRANCH

Radio Display — **5252**

Mile Post	WEST ◆ STATIONS ◆ EAST	Station Nos.
30.5	WEST CHICAGO YARD .... T Ⓨ	NZ030
	10.9	
41.0	ELGIN JCT.	NR011
	39.5	
80.5	BELVIDERE ..... T Ⓨ	NR050
	11.9	
92.4	ROCKFORD ..... Ⓨ	NR060
	1.1	
93.5	END OF TRACK	
	63.0	

Maximum Speed (Except as below) ..... MPH 49
Between Mile Posts —
41.7 and 43.5 30
77.2 and 77.8 30
80.3 and 81.6 10
83.0 and 91.1 30
91.1 and 93.5 10

Business Tracks	MP	Sta. No.
West Elgin	41.8	.....
Gilberts (E)	50.8	NR020
Huntley	55.5	NR024
Union	62.7	NR031
Marengo	66.1	NR035

TWC: MP 32.4 to Rockford.
Yard Limits: West Chicago Yard to MP 32.4, MP 77.8 to MP 83.0, MP 92.4 to end of track.
West Chicago Yard: The Belvidere Subdivision begins and ends at the yard connection switch at MP 30.5. The Belvidere lead and the "J" lead cross between MP 30.5 and JB. All movements must approach this crossing prepared to stop short of conflicting movement.
South Elgin: Westward approach signal at MP 39.5 governs B-35 interlocking located on East Elgin Industrial Lead.
Belvidere: Rule 6.32.2 applies to westward trains at Stone Quarry Road at MP 79.4 when cars are spotted near west end of either industry track at Central Grain Co. and at Ipsen Road at MP 82.5 when cars are spotted near west end of industry track at Intermodal Services, Inc.
Before entering Belvidere Yard Limits (MP 77.8–MP 83.0) any engine, train or high rail equipment must attempt to contact the Footboard Yardmaster on duty for instructions. At least two attempts must be made.

Ingalton Industrial Lead: Extends from West Chicago Yard (via EJE main track) then 0.9 miles to Ingalton Sta. No. NI001 and ends approximately 600 feet west of Carolina Acres Industrial Park Switch. Maximum Speed 10 MPH.
East Elgin Industrial Lead: Extends from Elgin Jct. MP 41.0, 3.0 miles to East Elgin Sta. No. NR011E. B-35 manual interlocking at MP 41.0. Maximum Speed 5 MPH. Maximum Weight 251,000 lbs. FRA excepted track.
KD Industrial Lead: Extends 5.5 miles from MP 73.3 to end of track at MP 67.8 at Loves Park, Sta. No. NR066. Rockford Park District operates a self-propelled trolly car on UP track between Jefferson Street and Auburn Street between May 1 and October 31. During this period, crews operating on UP trackage must:
1. Ascertain that trolley car is in its parking area near Jefferson Street.
2. Secure gates across trolley car lead with UP special lock.
3. When leaving this trackage, see that UP special lock is unlocked. Maximum Speed 10 MPH.

Scheduled trains between Chicago and Kenosha are shown in Commuter Operations Train Schedules
Radio Display: St. Francis — **CY 6262**
CY — Chicago **5252**

Mile Post	SOUTH ◆ CP No. STATIONS ◆ NORTH	Station Nos.	Sidings Feet
79.9	N080 ST. FRANCIS ..... ⑨T	EC081	.....
	1.7		
78.2	..... CUDAHY ..... ⑨	CY078	6072
	8.9		
69.3	..... OAK CREEK	CY073	11600
	8.8		
60.5	..... RACINE	CY060	.....
	8.9		
51.6	..... KENOSHA ..... X Ⓨ	CY051	.....
	7.1		
44.5	..... WINTHROP HARBOR ...	CY044	.....
	2.4		
42.1	..... ZION ..... X ⑨	CY042	.....
	6.5		
35.9	..... WAUKEGAN ..... X ⑨Ⓨ	CY036	Yard
	2.7		
33.7	..... NORTH CHICAGO .... ⑨	CY033	.....
	1.5		
32.2	..... GREAT LAKES	CY032	.....
	2.0		
30.2	E030 LAKE BLUFF	CY030	.....
	1.9		
28.3	..... LAKE FOREST ..... X ⑨	CY028	.....
	2.6		
25.7	..... FT. SHERIDAN	CY026	.....
	1.2		
24.5	..... HIGHWOOD ..... X ⑨	CY025	.....
	1.5		
23.0	..... HIGHLAND PARK .. X ⑨	CY023	.....
	1.5		
21.5	..... RAVINIA	CY022	.....
	1.0		
20.5	..... BRAESIDE	CY021	.....
	0.4		
20.9	..... RAVINA PARK ..... ⑨	CY013	.....
	1.7		
19.2	..... GLENCOE	CY020	.....
	1.5		
17.7	..... HUBBARD WOODS	CY019	.....
	0.7		
17.0	E017 WK	.....	.....
	0.4		
16.6	..... WINNETKA	CY018	.....
	0.8		
15.8	..... INDIAN HILL	CY017	.....
	0.6		
15.2	..... KENILWORTH	CY016	.....
	0.8		
14.4	..... WILMETTE ..... ⑨	CY015	.....
	1.1		
13.3	..... CENTRAL ST. ..... ⑨	CY014	.....
	1.3		
12.0	..... EVANSTON (DAVIS ST) .... ⑨	CY012	.....
	1.0		
11.0	..... MAIN ST. ..... ⑨	CY011	.....
	0.4		
10.6	E011 RP	.....	.....
	1.2		
9.4	..... ROGERS PARK	CY010	.....
	2.9		
6.5	..... RAVENSWOOD	CY007	.....
	3.2		
3.3	..... DEERING BR. ..... ⒹⓂ	CY006	.....
	0.4		
2.9	..... CLYBOURN	CY002	.....
	0.2		
2.7	..... CY ⓍCPⓂ ..... Ⓜ	.....	.....
	2.4		
0.3	..... CLINTON ST. ..... Ⓜ	NZ001	.....
	0.2		
0.1	..... LAKE ST. ..... Ⓜ	NZ000	.....
	0.1		
0.0	..... CHICAGO ..... ⑨	ZA003	.....
	79.9		

Maximum Speed	MPH Psgr.	Frt.
St. Francis — Kenosha (Except as below) 40		
Between Mile Posts —		
St. Francis and 79.9	25	
79.9 and 77.0	30	
Sidings	10	
Kenosha — Lake Bluff (Except as below) .. 70		**60**
51.6 and 50.8	60	40
Lake Bluff and Chicago (Except as Below) .. 70		**30**
17.0 WK (Diverging) ..	40	30
10.6 RP (Diverging) ..	40	30
12.0	50	30
3.9 and 3.5	50	30
3.5 and 2.7	35	30
2.7 and 0.7	35	10
0.7 and 0.3	15	10
0.3 and 0.0	10	10

Additional Speed Restrictions: Movements against the current of traffic outside of yard limits with an absolute block in advance of movement: Between Deering Bridge and Kenosha — 40 MPH except for public crossings at grade shown below:

MP	MPH Track 1	Track 2
42.1	15†	35†
41.9	25†	30†
40.8	15†	25†
28.4	—	20†

Chicago to Clinton St: Tracks within Lake Street/Clinton St. interlocking limits.

Business Tracks	MP	Sta. No.
S. Milwuakee ..	74.7	CY074
Canal	12.7	CY013
North Ave Yard	2.2	CY000

CTC: WK to RP, two main tracks.
ABS: Kenosha to WK, RP to CY.
TWC: St. Francis to MP 53.0
Yard Limits: MP 53.0 to MP 51.0, MP 38.0 to MP 33.0
Double Main Tracks: Kenosha to WK, RP to CY: Track 1 Northward, Track 2 Southward, Rule 9.14.
Rule 9.15: CY to RP
Train Defect Detector: ⑧ MP 46.1 only on Track 2.
Maximum Weight: Chicago to Evanston 232,000 lbs. Evanston to Lake Bluff 263,000 lbs.
ATS: CY to MP 52.1.
Non-equipped engines may be operated:
(a) Between Chicago and Evanston in accordance with automatic block signal indications not exceeding restricted speed.
(b) At Waukegan and Kenosha within yard limits at restricted speed.
(c) Between Waukegan and Chicago for inspection and repairs not exceeding 40 MPH. Such movement must be made in accordance with automatic block signal indications and with an absolute block in advance of movement.
Spring Switches equipped with Spring Switch Indicators: Kenosha — End of double track MP 52.8. Waukegan — Track 2 East end of Coach Yard. Trains entering Track 2 governed by absolute signal, instructions in control box located on eastward platform.
Electric Switch Locks: Waiting period is 20 seconds after placing handle in "Request" position. If indication does not display "Unlocked" after the 20 second waiting period notify the CY operator and be governed by operators instructions.

Speed Restriction Signs: In multiple track territory signs will be placed on field side of outside main track.
Glencoe: Passenger trains making schedule stops are not required to whistle. Other trains must whistle between 0600 and 2000 daily.
Route Restrictions: Double stack container loads in excess of 19 feet above top of rail are prohibited from operating between Lake Bluff and Kenosha.

Farm Industrial Lead: Extends from Kenosha 4.2 miles to Bain, Sta. No. EC053. FRA excepted track.
National Ave. Industrial Lead: Extends from St. Francis 4.0 miles to Milwaukee, Sta. No. CY084.
MP 81.8 — ⓍCP Ⓐ
MP 82.5 — KK River Br. ⓂⒹStop.
MP 83.1 — Milw. River Br. ⓂⒹStop.
FRA excepted track. Max. weight 263,000 lbs.

Scheduled trains between Chicago and Harvard are shown in Commuter Operations Train Schedules
Radio Display — **5252**

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
191.9		....	REEDSBURG	Ⓨ	HV183	7834
			6.3			
184.8		....	ROCK SPRINGS	Ⓨ	HV176	.....
			44.5			
140.3		....	MADISON ..... T	Ⓨ	HV132	Yard
			3.0			
137.3		....	MX Ⓧ WSOR Ⓢ	Ⓨ	.....	.....
			9.1			
128.1		....	OREGON		HV120	7732
			12.2			
115.9		....	EVANSVILLE		HV108	5513
106.7		....	19.1			
88.2		....	JANESVILLE ..... T	Ⓨ	HV089	Yard
			9.7			
78.5		....	CLINTON JCT		HV079	3006
			15.7			
62.8		....	HARVARD X	Ⓐ Ⓨ	HV063	.....
			11.5			
51.3		....	WOODSTOCK X		HV052	.....
			8.4			
42.9		....	CRYSTAL LAKE X	Ⓨ	HV043	.....
			0.4			
42.5		....	CRYSTAL LAKE JCT. ..X	Ⓨ	HV042	.....
			4.2			
38.3		....	CARY X		HV039	.....
			1.3			
37.0		....	FOX RIVER GROVE ...	Ⓖ	HV037	.....
			5.0			
31.9		....	Ⓧ EJE Ⓜ X		.....	.....
			0.4			
31.5		T031	BARRINGTON ...	Ⓖ Ⓜ	HV032	.....
			5.1			
26.5		....	PALATINE	Ⓖ	HV027	.....
			2.4			
24.2		....	ARLINGTON PARK X	Ⓖ	HV024	.....
			1.6			
22.4		....	ARLINGTON HEIGHTS ...	Ⓖ	HV023	.....
			2.8			
19.6		....	MT. PROSPECT		HV021	.....
			1.1			
18.5		N019	SEEGER	Ⓜ	HV020	.....
			0.3			
18.2		....	CUMBERLAND		HV019	.....
			0.9			
17.3		N012	DEVAL Ⓧ WC-UP Ⓜ ... XT		EC012	.....
			0.6			
16.7		....	DES PLAINES	Ⓖ	HV017	.....
			2.1			
14.6		....	DEE ROAD	Ⓖ	HV015	.....
			1.5			
13.1		....	PARK RIDGE	Ⓖ	HV014	.....
			0.9			
12.3		....	EDISON PARK	Ⓖ	HV013	.....
			1.2			
11.1		....	NORWOOD PARK	Ⓖ	HV011	.....
			1.3			
9.7		....	GLADSTONE PARK ...	Ⓖ	HV010	.....
			1.0			
8.7		....	JEFFERSON PARK	Ⓖ	HV009	.....
			1.3			
7.6		....	MAYFAIR Ⓧ METRA-UP Ⓜ ...		HV008	.....
			0.8			
6.7		....	IRVING PARK	Ⓖ	HV007	.....
			4.1			
2.8		....	CLYBOURN		CY002	.....
			0.2			
2.7		....	CY Ⓧ CP Ⓜ		.....	.....
			2.4			
0.3		....	CLINTON ST.	Ⓜ	NZ001	.....
			0.2			
0.1		....	LAKE ST.	Ⓜ	NZ000	.....
			0.1			
0.0		....	CHICAGO	Ⓖ	ZA003	.....
			182.7			

ABS/ATS: Clinton St. to Harvard
ABS: Harvard to Janesville
Multiple Main Tracks:
Clinton St. — CY
Track 1 Northward Rule 9.14
Track 2, 3 and 4 Northward and Southward Rule 9.14.2
CY — Mayfair
Track 1 Northward — Rule 9.14
Tracks 2 and 3 Northward and Southward Rule — 9.14.2
Mayfair — Barrington
Track 3 Southward — Rule 9.14
Track 2 Southward and Northward — Rule 9.14.2
Track 1 Northward — Rule 9.14
Clinton St. — Barrington — Rule 9.15
Double Track: Track 1 Northward, Track 2 Southward Barrington to Harvard Rule 9.14.
TWC: MP 183.6 to MP 91.7, MP 85.9 to MP 63.7
Yard Limits: MP 191.9 to MP 183.6, MP 141.2 to MP 136.7, MP 91.7 to MP 85.5, MP 43.6 MP to 42.4.
Train Defect Detector: Ⓝ MP 73.7, Ⓝ MP 47.4.
Maximum Weight: CY to Mayfair . . . 232,000 lbs.

Maximum Speed	Psgr	MPH Frt.
MP 191.9 to MP 87.5		
(Except as below) ..		**30**
191.9 and 184.4		10
141.0 and 136.7		10
91.7 and 88.2		10
88.2 and 87.2		20
Sidings		10
MP 87.5 to MP 63.0		
(Except as below)		**50**
63.0-Spring Switch		10
MP 63.0 to MP 0.0		
(Except as below)	**70**	**60**
63.0	10	10
62.9 and 62.4	30	30
52.0 and 50.6	50	50
37.3 (Bridge)	—	50
32.0 and 31.0	50	40
31.0-Interlocking		
Track 1 to 1	35	35
Track 2 to 1	50	40
29.4 and 29.0		
Track 1	55	50
18.7-Seeger		
Diverging	20	10
17.5	35	30
17.5 and 17.4	50	30
17.4-17.0 Deval		
Straight	50	30
Track 2 to 1	30	25
Track 3 to 2	30	25
17.0 and 16.4		
Track 1	50	30
13.2 Tracks 3		
and 2	55	40
7.8 and 7.6	45	30
7.6-Mayfair		
Straight	35	30
Track 2 to 1	30	10
Track 3 to 2	35	30
7.6 and 7.0	45	30
2.9 and 2.7		
Straight	35	30
Diverging	30	10
2.7 and 0.7	35	10
0.7 and 0.3	15	10
0.3 and 0.0	10	10
Around Station platforms on Track 1 between Mayfair and Barrington	50	40

Between Chicago and Barrington permanent speed restriction signs (Rule 5.5) will not be displayed — Refer to Max. Speed column.

Additional Speed Restrictions:	MPH
Between CY and Mayfair while handling loaded cars 39 feet or shorter	10
Do not exceed 50 MPH if freight train averages over 80 tons per operative brake. 45 MPH if freight train averages over 100 tons per operative brake.	

Movements against the current of traffic outside of yard limits with an absolute block in advance of movement 40
except for public crossings at grade shown below:

MP	Track 1	Track 2
62.7	20†	20†
62.4	25†	30†
62.0	25†	—
51.7	20†	15†
51.5-51.6	20†	20†
51.1-51.3	30†	25†
43.2	—	25†
43.0	25†	25†
42.9	25†	25†
42.5	25†	25†
39.0	25†	30†
38.3	30†	—
35.2	—	15†
33.3	35†	—
33.0	—	30†

MP	Track 1	Track 3
30.9	30†	—
24.0-24.1	15†	15†
23.8	15†	30†
23.1	30†	15†
22.9	15†	20†
22.5	25†	20†
22.3-22.4	25†	25†
21.5	25†	30†
20.1	15†	—
19.8	—	20†
19.6	—	15†
18.8	20†	15†
13.8	—	20†
13.1-13.2	25†	30†
12.5	35†	30†
12.2-12.4	15†	20†
11.8	15†	30†
11.7	35†	30†
11.0-11.3	25†	30†
10.3	30†	—
10.1	30†	35†
9.7	15†	10†

Chicago to Clinton St.: Tracks within Lake Street/Clinton St. interlocking limits.

Business Tracks	MP	Sta. No.
Avondale Yard	5.2	HV005
Des Plaines Coach Yard	17.5	.....
Ridgefield	X 45.7	HV046
Hartland	X 55.7	HV056
Sharon (N)	70.9	HV071
Leyden	97.5	HV098
Waunakee	148.4	HV140
Dane (N)	153.2	HV145
Lodi	158.0	HV150
Badger	T 168.4	HV160
Baraboo	175.5	HV167
North Freedom	181.8	HV173

ATS Operation: CY-Harvard. Engines not equipped with ATS may be operated:
(a) Between CY and MP 25.0 west of Arlington Park in accordance with automatic block signals not exceeding restricted speed.
(b) Between Harvard and CY for inspection and repairs not exceeding 40 MPH. Such movements must be made in accordance with automatic block signals and an absolute block in advance of the movement.

Spring Switches: Barrington — East end Coach Yard Track 2 protected by switch point indicator. Harvard — End of double track normal position for Track 2.

Chemung Industrial Lead Main Track Switch: Normal position is for Harvard Subdivision. Exception: Between Trains No. 610 and 636 and between Nos. 639 and 645 daily except Sat. and Sun., normal position is for Chemung Industrial Lead.

Equations: MP 91 to MP 92 = 1.6 miles, MP 106.7 = MP 115.9.

FRA excepted track MP 186.2 to MP 191.3.

Avondale Yard: Six axle engines must not be used.

Barrington: During the hours the UP-EJE interlocking is unattended, crew members must communicate with UP train dispatcher via radio or by use of phone box at tower. UP dispatcher will ascertain from EJE dispatcher if no conflicting movements, dispatcher may authorize crew to proceed as prescribed by rule.

Crystal Lake: Eastward trains waiting for trains from McHenry Subdivision, stay west of Signal 776.

Janesville: CP and WSOR trains operate over UP at Janesville and on Janesville Industrial Lead and must obtain permission from yardmaster at Janesville or train dispatcher before entering UP track. No normal position for main track switches at Janesville within yard limits.

Evansville: Six axle engines must not operate west of Main Street on industry track to Nelson Young Lumber.

Madison: CP and WSOR operate over UP between MP 137.9 and MP 140.3 and must obtain permission from the UP train dispatcher before entering UP track and must notify the train dispatcher when clear.

Rule 6.32.2: Applies on all grade crossings between MP 186.0 and MP 192.0.

Item 2-C: Exception 1 applies (Harvard to Janesville) Exception 2 applies (Janesville to Reedsburg)

Chemung Industrial Lead: Extends from Harvard MP 62.8 1.2 miles to MP 64.0, Chicago and Chemong RR Conn. FRA excepted track.

Janesville Industrial Lead: Extends from MP 91.6 to junction with WSOR at MP 94.3. End of track MP 94.9. Maximum Speed 20 MPH except MP 94.3 to MP 94.9 10 MPH.

Central Soya Industrial Lead: Extends from MP 83.8, 6.1 miles to MP 89.9. Maximum Wt. 251,000 lbs. FRA excepted track.

Cottage Grove Industrial Lead: Extends from Madison MP 81.0, 10.0 miles to Cottage Grove, MP 71.5, Sta. No. HG010. CP and WSOR trains operate over UP between MP 81.4 and MP 79.7 and must obtain permission from UP train dispatcher before entering UP track and must notify train dispatcher when clear. FRA excepted track.

State Line Industrial Lead: Extends from Clinton Jct., MP 58.9 10.1 miles west to Beloit, E.O.T. at MP 30.9.
Stations, Beloit Jct. MP 32.4 Sta. No. HS009,
Beloit Ⓧ CP Ⓢ MP 30.9 Sta. No. HS010.
FRA excepted track. Equation MP 67.5 = MP 32.4
Operation over CP between MP 65.2 and Beloit MP 31.0. Trains must not enter this territory until permission received from CP train dispatcher. Radio Channel 6565.

Beloit Industrial Lead: Extends from Beloit Jct., 2.5 miles to MP 87.7. Maximum Speed 10 MPH.

MCHENRY SUBDIVISION

Scheduled trains between Crystal Lake Jct. and McHenry are shown in Commuter Operations Train Schedules
Radio Display — **5252**

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.
69.2		RINGWOOD	Ⓨ	HH011
		3.4		
65.8		MCHENRY	Ⓨ	HH008
		4.5		
61.3		TERRA COTTA		HH003
		2.7		
58.6		WEST WYE SWITCH	Ⓨ	.....
		0.4		
58.2		CRYSTAL LAKE JCT. .... T	Ⓨ	HV042
		11.0		

Yard Limits: MP 65.4 to Ringwood, MP 58.2 to MP 58.8.
TWC: MP 58.8 to MP 65.4.

Maximum Speed	MPH Psgr	Frt
(Except as below)	**59**	**40**
Between Mile Posts —		
69.2 and 65.5	20	10
65.5 and 65.4	30	20
59.9 and 58.6	50	—
58.6 and 58.2	20	10

At McHenry, Main Track between MP 65.2 and 65.9 is occupied by engines and passenger equipment during the time between the arrival of the first passenger train and the departure of the last passenger train.
Engines and equipment are on standby power and must not be coupled to nor moved except by authorized personnel.
Crystal Lake Ind. Lead: Extends from West Wye Switch MP 58.6, 1.4 miles, to MP 57.2

Radio Display — **6262**

Mile Post	SOUTH	CP Nos.	STATIONS	NORTH	Station Nos.	Sidings Feet
1.4		....	NORTH GREEN BAY		ED204	Yard
			52.7 MILES VIA FVW			
159.3		....	FVW CONNECTION		.....	.....
			8.2			
151.3		....	ROTHS	Ⓨ	ED143	.....
			2.3			
149.0		....	KOHLER JCT	Ⓨ	ED141	.....
			1.4			
147.6		....	SHEBOYGAN	Ⓨ	ED139	21687
			1.0			
146.6		....	EDGEWATER JCT		.....	.....
			15.5			
131.1		....	BELGIUM		ED123	4837
			29.6			
101.5		N102	WISCONA	T	ED103	.....
			3.2			
98.3		....	FONDA		ED100	8500
			2.2			
96.8		N097	BJ EAST	T	ED098	.....
			0.7			
96.1		N096	BJ SOUTH	⑨ T Ⓜ Ⓨ	EC097	8448
			0.8			
95.3		....	BUTLER	⑨ T Ⓨ	EC096	Yard
			6.4			
88.9		....	BELTON	⑨ T Ⓨ	EC090	.....
			4.6			
84.3		....	MITCHELL	⑨ Ⓨ	EC085	.....
			4.3			
80.1		N080	ST. FRANCIS	Ⓜ ⑨ T Ⓨ	EC081	.....
			3.4			
76.6		....	AIRPORT	⑨	EC076	.....
			11.1			
65.5		....	KAY		EC066	9915
			13.8			
51.7		....	BAIN	T	EC053	12672
			13.5			
38.2		....	GURNEE		EC039	.....
			3.8			
35.7		....	PARK CITY		EC035	.....
			3.8			
31.9		....	UPTON	Ⓧ EJE Ⓐ	EC033	.....
			2.2			
29.7		N030	KO	⑨ Ⓜ	EC032	.....
			8.1			
21.2		N021	VALLEY	⑨ Ⓜ	EC021	.....
			3.6			
17.5		....	SHERMER	Ⓜ	EC018	.....
			5.5			
12.0		N012	DEVAL	Ⓧ WC-UP Ⓜ T	EC012	.....
			1.1			
10.9		N011	NORMA	Ⓜ T	EC011	.....
			3.5			
7.4		....	BRYN MAWR	Ⓜ	EC006	.....
			4.8			
2.6		....	GRAND AVENUE	X Ⓨ	EC004	Yard
			2.7			
0.0		....	PROVISO	X T Ⓨ	NZ021	Yard
			211.9			

Maximum Speed MPH
FVW Conn. — CPN096 (Except as below) 30
Between Mile Posts —
151.3 and 147.6 10
CPN096 — St. Francis (Except as below) 40
96.1 Diverging 10
96.1 and 93.5 30
88.9 and 88.5 30
82.4 and 82.2 25
80.7 Diverging 30
80.3 and 79.0 25
Sidings 10
St. Francis — Grand Ave. (Except as below) 50
38.2 thru turnout 30
35.7 thru turnout 30
31.9 EJE Xng 30
29.7 thru turnout 30
29.3 and 21.8 Track 2 40
21.8 and 21.2 Track 1 40
Track 2 30
12.3 and 11.9 30
10.9 Diverging 10
Sidings 10

Additional Speed Restrictions: Movements against the current of traffic outside of yard limits with an absolute block in advance of movement ..... 30 except at public grade crossings shown below on track 2:

MP	Speed
28.0	25†
26.9	25†
22.4	25†
20.9	20†

Business Tracks	MP	Sta. No.
Haven	156.5	ED148
Cedar Grove(S)	135.6	ED127
Pt. Washington	122.4	ED114
Mequon	110.8	ED106
West Allis	87.3	EC088
Waxdale	61.2	EC062
Pleasant Prairie	49.5	EC050
Blodgett	23.8	EC023
Elk Grove	7.8	EC007

ABS: Wiscona to Grand Avenue.
TWC: FVW Conn. to BJ East, St. Francis to KO.
Yard Limits: MP 152.0 to MP 146.5, MP 96.0 to 80.1, MP 7.2 to Proviso.

Multiple Main Tracks: BJ South to St. Francis, Track 1 northward, Track 2 southward, Rule 9.14. St. Francis to Airport and Gurnee to Park City — Northward Track designated as Track 1, Southward Track designated Track 2. KO to Bryn Mawr Track 1 northward, Track 2 southward, Rule 9.14.2 and 9.15 applies. Bryn Mawr to Grand Ave. — Track 1 northward, Track 2 southward. Rule 9.14.

Grand Avenue — Bryn Mawr: Movements against the current of traffic protected by control operator at CP Tower B17 and Proviso General yardmaster under direction of the train dispatcher.
Train Defect Detectors: Ⓓ MP 128.6, Ⓓ MP 63.2, Ⓓ MP 44.6, Ⓓ MP 22.5.
Normal position for main track switch at MP 151.3 is for Cutoff.
Rule 6.32.3 applies at all crossings between Cutoff Roths and FVW Connection.
Fox Point (MP 104.9 — 106.8): Ordinance prohibits sounding engine whistle between 2200 and 0600 except eastward trains sound whistle for East Dean Road, MP 106.8.
Port Washington: Six axle units must not be operated on new loading facility industry track.
Sheboygan: Six axle units are restricted from operating on the East and West Belt Line tracks. Cars exceeding 17 feet high above top of rail must be handled via Sheboygan siding.
Route Restrictions: Double stack container loads are prohibited from operating between St. Francis and BJ. Double stack container loads destined to Milwaukee must be set out at St. Francis.
Proviso: All trains arriving and departing Proviso must notify the train dispatcher of their arrival of departure time when passing Grand Avenue. Northward trains must not pass MP 5.0 until departure time has been given to the train dispatcher.
Bryn Mawr — Shermer:
(1) Before passing Bryn Mawr, northward trains will call control operator to ascertain when route is lined.
(2) Control operator Bryn Mawr (B-17) will not permit northward CP trains to pass absolute signal without first ascertaining when route at Deval will be lined.
Butler: Northward trains must contact Butler Yardmaster for instructions before passing MP 90.8 (Potter Road). Engines 8500 thru 8700 are restricted from using RR Xing under Hampton Ave. enroute fueling station.
Whistling Ordinances: Ordinance prohibits the sounding of whistle within city limits of Des Plaines and Wauwatosa.
State law requires the sounding of engine whistle at Elmhurst Road — Elk Grove Lead to and from New Line Subdivision and at Touhy Avenue, MP 8.8, and Mt. Prospect Road, MP 9.9.
Item 2-C: Exception 2 (BJ East to FVW Connection)

Edgewater Industrial Lead: Extends 3.0 miles from Edgewater Jct. to WPL Edgewater Power Plant MP 3.0. Maximum Speed 10 MPH.
Kohler Industrial Lead: Extends from Kohler Jct., MP 1.0, 14.0 miles to Kohler MP 3.5 Sta. No. EP001 and Sheboygan Falls MP 5.2, Sta. No. EP002. End of track Plymouth, MP 14.3 Ⓧ WC G, Sta. No. EP015. FRA excepted track. Max. Weight 263,000 lbs. between Kohler Jct. and Sheboygan Falls, 251,000 lbs between Sheboygan Falls and Plymouth.
Skokie Industrial Lead: Extends from Valley 9.1 miles to Skokie, MP 12.6 Sta. No. SJ009. Intermediate station: Northfield, Sta. No. SJ004. FRA excepted track.
Capital Drive Industrial Lead: Extends from Wiscona 3.5 miles to Hampton Avenue. FRA excepted track.
Waukesha Industrial Lead: Extends from Belton MP 9.8, 10.8 miles to MP 20.6. New Berlin Sta. No. EB005, Waukesha Sta. No. EB011. FRA excepted track. Ⓧ WS Ⓢ MP 20.4.

LAKE SUBDIVISION

Mile Post	SOUTH	CP Nos.	STATIONS	NORTH	Station Nos.
31.7		E030	LAKE BLUFF	Ⓜ	CY030
			1.9		
29.8		N030	KO	Ⓜ	EC032
			1.9		

Maximum Speed ..... MPH 30
ABS: KO to Lake Bluff Rule 9.14.2 and Rule 9.15 apply.
Radio Display — **5252**
Item 2-C: Exception 2 applies.

Radio Display — **5252**

Mile Post	SOUTH	CP Nos.	STATIONS	NORTH	Station Nos.	Sidings Feet
0.0		.....	NELSON	T Ⓨ	NZ104	11084
			0.2			
0.2		Y000	NY	Ⓨ	.....	.....
			23.8			
24.0		.....	MANLIUS		SM128	12684
			20.9			
44.9		.....	STORAGE		SM149	9999
			27.2			
72.1		.....	PIONEER		SM176	.....
			5.0			
77.1		.....	POTTSTOWN		SM181	.....
			2.9			
80.0		P080	MOLITOR JCT.	Ⓜ	SM184	.....
			0.3			
80.3		P081	PEORIA JCT.	Ⓜ Ⓨ	SM185	.....
			4.0			
82.5		.....	ADAMS ST.	Ⓨ	.....	.....
			82.5			

Maximum Speed MPH
Nelson to Peoria Jct. (Except as below) 49
Between Mile Posts —
60.5 and 62.3 40
67.0 and 68.5 40
71.6 Spring Switch
Track 1 25
Track 2 30
71.6 and 77.1 Both Tracks 30
77.1 Spring Switch
Track 1 25
Track 2 30
77.1 and 80.0 40
78.6 and 79.5 — Unit trains and C40-8 units over bridges 10
80.0 Molitor Jct.
Straight 30
Diverging 10
80.3 Peoria Jct.
Straight 30
Diverging 10

Business Tracks	MP	Sta. No.
Hahnaman(S)	11.7	SM116
Normandy(N)	16.8	SM121
Morse(N)	41.4	SM146
Broadmoor(S)	46.7	SM151
Camp Grove(N)	51.3	SM156
Speer	57.8	SM162
Akron(N)	63.8	SM168
Limestone(S)	78.2	SM182

ABS: Pioneer to Peoria Jct.
TWC: NY to Peoria Jct.
Yard Limits: NY to MP 3.0, 80.3 to 82.5.
Double Track: MP 71.6 to Pottstown. Track 1 Northward, Track 2 Southward.
Train Defect Detectors: Ⓓ MP 16.8, Ⓓ MP 51.2.
Double stacked container cars prohibited.

Nelson: Northward trains must take siding at Nelson unless authorized by train dispatcher to use the main track. Trains entering Peoria Subdivision at Nelson must contact the Train Dispatcher for instructions through Nelson Yard. Tracks 1-6, 9-13, Round House and Rip tracks are FRA excepted tracks.
Adams Street: Between East Peoria and Adams Street UP operates over PPU and must obtain permission from PPU train dispatcher before entering PPU.
Peoria Jct.: Southward absolute signal at MP 80.3 also serves as a slide detector indicator. When this signal displays a Stop indication, in addition to complying with Rule 9.12.2, proceed prepared to stop short of obstructions at MP 0.2 on Madison Subdivision.
Spring Switches equipped with Switch Point Indicators:
MP 21.8 Manlius, north end of siding, MP 44.5 Storage, north end of siding,
MP 71.6 Pioneer, for Track 1, MP 77.1 Pottstown, for Track 2.
Main Track Switches: No normal position for main track switches at MP 0.7 Nelson.
Item 2-C: Exception 1 applies.

MADISON SUBDIVISION

Radio Display — **5252**

Mile Post	SOUTH	CP Nos.	STATIONS	NORTH	Station Nos.	Sidings Feet
0.0		P081	PEORIA JCT.	Ⓜ	SM185	.....
			4.0			
4.0		.....	PPU JCT.		SM189	.....
			1.7			
5.7		.....	SOMMER		SM190	6248
			3.1			
8.8		P089	ILL. RIVER BRIDGE	Ⓓ Ⓜ	SM193	.....
			4.4			
13.2		.....	SOUTH PEKIN	Ⓨ	SM198	13970
			13.1			
26.3		.....	ALLEN		SM210	7162
			25.1			
51.4		.....	BARR	Ⓧ CIM Ⓐ	SM236	10603
			31.9			
83.3		.....	VIRDEN		SM268	10948
			21.6			
105.1		.....	MONTEREY JCT.	T	SM289	.....
			14.9			
119.8		.....	DE CAMP	Ⓧ NS Ⓐ	SM304	.....
			24.2			
144.0		.....	STALLINGS	Ⓨ	SM329	8403
			2.5			
146.5		.....	GRANITE CITY	Ⓨ	ZB282	.....
			1.3			
147.8		.....	Ⓧ ALS Ⓐ	Ⓨ	C 009	.....
			1.5			
149.3		.....	MADISON	T Ⓨ	ZB284	Yard
			147.1			

Maximum Speed MPH
(Except as below) 40
0.0 Peoria Jct.
Straight 30
Diverging 10
0.0 and 14.5 30
8.7 and 9.0 Bridge 1731
Unit Trains 10
C-40-8 units over Bridges
16.5 10
39.8 10
57.3 10
50.6 and 51.4 Swrd Trns 30
119.2 30
133.0 and 139.3 30
147.8 (Int. Limits) ..... 20†
All Sidings 10

Business Tracks	MP	Sta. No.
Luther(N)	33.8	SM218
Sweetwater(N)	44.0	SM229
Culver(N)	47.1	SM232
Archer(N)	63.3	SM248
Lick(S)	70.7	SM255
Compro(N)	77.0	SM262
Girard(N)	87.4	SM272
Nilwood(N)	90.8	SM275
Womac(S)	99.8	SM284
East Gillespie(N)	108.6	SM293
Benld	111.7	SM296
Staunton	116.1	SM301
Mannix(S)	128.3	SM312
Le Claire	136.2	SM321
Edwardsville(N)	134.5	SM319

TWC: Peoria Jct. to Stallings
Yard Limits: MP 12.0 to MP 15.5, MP 143.0 to Madison.
Train Defect Detectors: Ⓓ MP 43.9, Ⓓ MP 68.1, Ⓓ MP 91.0, Ⓓ MP 123.3 .
Double stacked container cars prohibited.
Illinois River Bridge (8.8) is controlled by the bridge operator. Southward trains approaching this bridge must contact the bridge operator when passing Peoria Jct. Northward trains approaching this bridge must contact the bridge operator when leaving South Pekin. Dual control switch within the interlocking limits is controlled by the bridge operator. When switch is lined for the CIM the absolute signal for southward trains will display a Restricting aspect.
Peoria Jct.: Northward distant signal at MP 0.8 also serves as a slide detector indicator. When this signal displays a red aspect, proceed prepared to stop short of obstructions at MP 0.2 and approach next signal prepared to stop short of signal.
Spring Switches equipped with Switch Point Indicators:
MP 105.1 Monterey Jct., south leg of wye, MP 48.3 Barr, north end of siding.
Main Track Switches: No normal position for main track switches at MP 12.5, MP 15.2 South Pekin.
PPU Jct. — Sommer: Southward signal at MP 3.7 and northward signal at MP 5.8 govern movement between MP 3.7 and MP 5.8.
Sommer: Verbal authority from the TPW train dispatcher must be obtained to operate on TPW between Sommer and Iowa Jct. and governed by Rule 6.13. Maximum speed on tracks other than main tracks is 5 MPH.
Stallings: Loaded unit trains must not operate on siding.
Stalling — Madison: Trains must obtain permission from the train dispatcher before entering territory between Stallings and Madison. Northward trains must report when clear of Stallings.
Item 2-C: Exception 1 applies.

Radio Display — **5252**

Mile Post	WEST	CP Nos.	STATIONS	EAST	Station Nos.	Sidings Feet
2.1			CLINTON	X T Ⓨ	NZ140	Yard
			1.3			
3.4		Y004	CAMANCHE	Ⓜ Ⓨ	NZ141	.....
			36.3			
39.7			LOWDEN	X	NZ176	W7200
			38.1			
77.8			OTIS	X Ⓨ	NZ214	.....
			0.8			
78.6		A079	CEDAR RIVER BR.	Ⓜ Ⓨ	NZ215	.....
			4.2			
86.3			BEVERLY	T X Ⓨ	NZ220	Yard
			3.5			
89.8		A090	FAIRFAX	Ⓜ	NZ223	.....
			43.1			E7300
132.9			TAMA	X	NZ226	W7200
			15.3			
148.2		A148	E. MARSHALLTOWN	ⓂⓎ	NZ282	.....
			7.1			
155.3		A155	W. MARSHALLTOWN	ⓂⓎ	NZ288	W10000
			15.1			
170.4		A170	CLEAR CREEK	Ⓜ	NZ304	.....
			11.1	Ⓜ T		
181.5		A181	E. KANSAS CITY JCT.	Ⓨ	NZ315	.....
			0.5	Ⓜ T		
182.0		A182	W. KANSAS CITY JCT.	Ⓨ	NZ316	.....
			4.9			
186.9		A187	EAST AMES	Ⓜ X Ⓨ	NZ320	.....
			2.4			
189.3		A189	WEST AMES	Ⓜ Ⓨ	NZ323	.....
			12.9			
202.2			BOONE	T X Ⓨ	NZ335	Yard
			19.9			
225.1			GRAND JCT.	T X	NZ355	.....
			32.9			
258.4			CARROLL	X	NZ388	.....
			32.7			
291.1		A291	WEST DENISON		NZ421	.....
			13.0			
304.1		A304	EAST DUNLAP		NZ434	9000
			1.8			
305.9		A306	WEST DUNLAP		.....	.....
			7.8			
313.7		A314	EAST WOODBINE		NZ443	13000
			2.6			
316.3		A316	WEST WOODBINE		.....	.....
			4.9			
321.2			LOGAN		NZ451	.....
			6.0			
327.1		B327	EAST MO. VALLEY		NZ459	.....
			2.2			
329.6		B329	MO. VALLEY	T	NZ460	.....
			0.5			
330.1		B331	NORTH WYE	T	NZ461	.....
			5.0			
335.0		B335	CAL. JCT. EAST	T	NZ464	.....
			0.4			
335.5		B336	CAL. JCT. WEST	T	NZ466	.....
			5.9			
341.4		B341	BLAIR		NZ472	.....
			8.2			
349.6		B350	EAST KENNARD		NZ480	10000
			2.1			
351.7		B352	WEST KENNARD		.....	.....
			12.7			
364.3		B364	EAST FREMONT	Ⓨ	NZ494	.....
			2.1			
366.5		B039	FREMONT	Ⓨ	NX039	.....
			357.2			

MPH

Maximum Speed	**Frt**
Clinton to Mo. Valley	
(Except as below)	**70**
2.1 and 3.0	30
3.0 and 7.0 Track 2	60
Track 1	40
71.4 and 73.6	50
113.3 and 116.8	40
153.7 and 154.8	50
188.3 and 189.3	40
202.2 and 203.7 Track 2	45
207.4 and 207.9	35
210.5 and 221.1 Track 2	50
257.6 and 258.4	55
291.1 Switch Track 2	40
320.9 and 321.4	50
327.2 Switch Track 2	50
Track 1	30
327.2 and 329.0 Track 1	40
329.0 and 329.6	40
Sidings Lowden, Tama and Marshalltown	10
Mo. Valley to Fremont	
(Except as below)	**60**
329.6 and 330.5	40
340.3 and 342.4	40
342.4 and 343.8	35
345.7 and 345.9	45
349.9 and 350.1	45
353.1 and 353.5	40
356.2 and 356.5	50
358.8 and 359.8	40
364.4 and 366.2	30

Additional Speed Restrictions:	**MPH**
Unit Coal Trains	50
Mty Unit Coal Trains	60
Unit Trains Track 2 MP 210.5 and MP 221.0	40
Movements against the current of traffic outside yard limits with an absolute block in advance of movement	40
Fremont: South 1 Track	25
North 1 Track MP 364.2-364.6	25

Business Tracks	**MP**	**Sta. No.**
Low Moor (W) X	9.6	NZ146
De Witt X	19.2	NZ156
Calamus X	30.5	NZ167
Wheatland (E) X	34.9	NZ172
Clarence X	46.4	NZ183
Stanwood	51.6	NZ188
Mechanicsville (E) X	56.9	NZ194
Lisbon X	64.1	NZ201
Norway	97.4	NZ231
Blairstown (E) X	106.3	NZ240
Belle Plaine X	116.4	NZ250
Chelsea (E) X	123.0	NZ256
Marshalltown X	151.3	NZ285
State Center	165.4	NZ299
Colo	173.5	NZ307
Ames Yard	185.0	NZ318
Ontario (W) X	192.4	NZ326
Jordan (E)	198.6	NZ324
Ogden X	214.5	NZ345
Beaver (E) X	219.9	NZ350
Jefferson X	231.8	NZ362
Scranton X	241.0	NZ371
Ralston X	245.9	NZ376
Glidden (E) X	250.5	NZ380
Arcadia (E)	268.4	NZ398
Westside (W) X	271.5	NZ401
Vail (E) X	277.5	NZ407
Denison X	286.4	NZ416
Arion (W)	293.1	NZ423
Dunlap (W)	303.3	NZ434
Woodbine (E)	313.1	NZ443
Arlington (W)	358.6	NZ488

CTC: Track 1 — CPA155 to CPA189, Track 2 — CPA155 to CPA182, CPA291 to CPB364.
ABS: Clinton to West Denison.
Multiple Main Tracks: Clinton to West Denison designated Track 1 and Track 2.
Where Rule 9.14 is in effect, Track No. 1 is Eastward and Track No. 2 is Westward.
Where Rule 9.15 is in effect trains may operate in both directions governed by signal indication.

Rule 9.15 Both Directions	Rule 9.14 Current of Traffic
Clinton — CPY004	CPY004 — CPA079
CPA079 — CPA090	CPA090 — CPA148
CPA148 — CPA155	Track 1 — CPA189 — CPA291
Track 2 — CPA182 — CPA187	Track 2 — CPA187 — CPA291

ATC: Clinton to Mo. Valley.
Non-ATC equipped engines may be operated within yard limits at the following locations: Otis — MP 88.5, Marshalltown, East Kansas City Jct. — West Ames, Boone. ATC test section North Wye Eastward MP 330.1.
Yard Limits: Clinton to MP 8.0, MP 76.4 to MP 89.8, MP 148.2 to MP 155.3, MP 181.0 to MP 190.0, MP 198.0 to MP 203.5, MP 364.4 to Fremont.
Train Defect detectors at:

Ⓓ MP 9.1	Ⓓ MP 76.2	Ⓓ MP 158.6	Ⓓ MP 240.9	Ⓓ MP 312.4
Ⓓ MP 24.9	Ⓓ MP 94.9	Ⓓ MP 173.3	Ⓓ MP 257.6	Ⓓ MP 332.0
Ⓓ MP 40.1	Ⓓ MP 117.1	Ⓓ MP 192.3	Ⓓ MP 278.6	Ⓓ MP 354.0
Ⓓ MP 57.2	Ⓓ MP 135.5	Ⓓ MP 219.7	Ⓓ MP 297.4	

Equations: MP 138.9 = MP 2.1; MP 82.5 = MP 86.0; MP 211.0 = MP 214.0.

10 MPH Dual Control Switch Turnouts: MP 3.4 Camanche Lead, (CP Y004); MP 189.3 (CP A189).
25 MPH Dual Control Switch Turnouts: East Fremont.
High Bridge MP 207.6: Dragging equipment detectors governing movements over the high bridge are located at MP 214.6 for eastward track and at MP 204.7 for westward track. Lunar indicator lights for these detectors together with absolute signals are located at MP 207.9 for eastward track and at MP 207.3 for westward track respectively. When absolute signal displays "Stop" indication and if lunar light is illuminated, train must stop and not be moved until entire train has been inspected for dragging equipment. After inspection had been made, push button at lunar light mast must be operated to extinguish light. When absolute signal displays "Stop" Indication, permission to pass signal must be obtained from the train dispatcher. Only one train may occupy the bridge at any time.
Hand Operated Crossovers Between Main Tracks: Those crossovers not listed at Stations or Business Tracks located as follows: MP 6.5, MP 12.7, MP 25.0, MP 102.0, MP 127.8, MP 135.6 and MP 229.3.
Camanche: When the eastward approach signal displays an Approach Diverging aspect yellow over red over yellow, prepare to diverge to Camanche lead. Absolute signal will display Diverging Approach aspect.
Fremont: No normal position for South No. 1 and North No. 1 main track switches at west end of Fremont Yard.
Blair: Six axle units must not operate on River Track.

Cedar Rapids Industrial Lead: Extends from Beverly 8.6 miles to Otis via Cedar Rapids, Sta. No. NU004. Maximum Speed 10 MPH.
Powerville Industrial Lead: Extends from Marshalltown northward 3.2 miles to MP 280.5. Intermediate station Powerville, Sta. No. P0003. Maximum Speed 10 MPH.
Scenic Industrial Lead: Extends from Boone northward 1.5 miles to MP 41.0 and from Boone southward 1.7 miles to MP 44.2. Switching movements must not proceed by gate located west of Crawford Street until gate is opened by a representative of the Boone and Scenic Valley Railroad. Maximum Wt. 210,000 lbs. Maximum Speed 10 MPH.
Cargill Industrial Lead: Begins at main track switch Blair and extends for 4.5 miles. ABS from MP 0.08 to Signal 2 at MP 1.04. Maximum Speed 20 MPH.

SIOUX CITY SUBDIVISION

Radio Display — **5252**

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
76.3		.....	SIOUX CITY	Ⓨ	SX263	.....
			1.6			
74.7		.....	Ⓧ BN-CCP Ⓢ	Ⓨ	.....	.....
			0.8			
73.9		.....	STOCK YARDS	Ⓨ	SX265	3100
			5.5			
68.4		.....	SERGEANT BLUFF	T	SX271	5900
			21.9			
46.5		.....	WHITING		SX293	4150
			14.3			
32.2		.....	BLENCOE		SX307	6100
			15.6			
16.6		.....	MONDAMIN		SX323	6350
			10.5			
6.1		B906	CAL. JCT. NORTH		SX333	.....
			0.2			
335.1		B335	CAL. JCT. EAST		NZ464	.....
			0.4			
335.5		B336	CAL. JCT. WEST		NZ466	.....
			70.8			

Maximum Speed (Except as below) ..... **49 MPH**
Between Mile Posts —
76.3 and 74.5 10
74.5 and 68.8 30
6.1 and Cal. Jct. East/West 25
Sidings 10

Business Tracks	**MP**	**Sta. No.**
Salix (N)	60.9	SX278
Sloan (N)	54.8	SX284
Onawa	38.7	SX301
River Sioux (S)	23.1	SX316
Modale (S)	10.2	SX329

CTC: Cal. Jct. North to Cal. Jct. East/Cal. Jct. West
ABS/TWC: Stock Yards to Cal. Jct. North.
Yard Limits: Sioux City to MP 73.6. MP 7.7 and Cal. Jct. North — All movements within these yard limits must be made at restricted speed regardless of signal indication.
Train Defect Detector: Ⓓ MP 35.5
10 MPH Dual Control Switch Turnout: MP 6.1, Cal. Jct. North.
Main Track Switches: No normal position for wye track switches at MP 68.7 and 69.0 and at switches between MP 74.7 and MP 74.9.

Sergeant Bluff Industrial Lead: Extends from Sergeant Bluff 7.7 miles to Port Neal. Maximum Speed 10 MPH.
Dakota City Industrial Lead: Extends from Sioux City 8.2 miles to Dakota City, Sta. No. SN008, at MP 7.1. UP trains operate over BN between Floyd, MP 1.2 and Ferry, MP 4.4, FRA excepted track. Max Weight 263,000 lbs.

Radio Display — **7171**

Mile Post	SOUTH ▼ STATIONS ▲ NORTH		Station Nos.	Sidings Feet
243.4	MARSHALLTOWN	Ⓨ	NZ285	Yard
	9.9			
253.3	PICKERING		NV010	6400
	15.5			
268.8	GRINNEL ⓍIAIS Ⓐ		NV025	.....
	31.6			
300.4	OSKALOOSA	T Ⓨ	NV057	Yard
	12.6			
313.0	BRIDGEPORT	Ⓨ	NV069	Yard
	9.9			
322.9	MAXON	Ⓨ	NV079	
	79.5			

Maximum Speed (Except as below) ..... MPH 30
Between Mile Posts —
268.0 and 269.2 10
300.2 and 302.0 10
306.5 and 310.5 10
314.0 and 322.9 10
Sidings 10

Business Tracks	MP	Sta. No.
Dillon(S)	250.8	NV007
Gilman	257.9	NV014
Newburg(S)	262.4	NV019
Searsboro(S)	280.3	NV037
New Sharon(S)	289.2	NV046
Eddyville	311.2	NV068

TWC: MP 247.0 to MP 310.5.
Yard Limits: Marshalltown to MP 247.0, MP 299.0 to MP 302.0, MP 310.5 to Maxon.
Unit grain trains restricted to 100 cars.
No normal position for main track switches at Oskaloosa and Maxon.
Item 2-C: Exception 2 applies.

Marshalltown Branch: Extends from Marshalltown MP 243.4 31.4 miles northward to Steamboat Rock. MP 212.0. Maximum Speed 10 MPH. Yard Limits entire branch. Unit grain trains restricted to 50 cars. Rule 6.32.2 applies at all crossings.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Steamboat Rock	212.5	NQ031	Liscomb	231.0	NQ013
Eldora	216.8	NQ027	Bethel	232.6	NQ011
Union	226.0	NQ018	Albion	236.5	NQ007

Waterloo Branch: Extends from IANR Connection Waterloo MP 324.0 27.2 miles northward to Oelwein. MP 351.2 Maximum Speed 10 MPH. Yard Limits entire branch. Unit grain trains restricted to 25 cars between Armour and Oelwein. No normal position for main track switch at MP 326.1. Max. weight 263,000 lbs.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Oelwein	T 351.2	NW026	Armour	329.5	NW004
Fairbank	343.8	NW019	Waterloo	326.1	NW001
Dunkerton	336.1	NW011	IANR Conn.	325.1	NW000
Dewar	331.6	NW007			

Radio Display — **5252**

Mile Post	SOUTH ▼	CP Nos.	STATIONS	NORTH ▲	Station Nos.	Sidings Feet
.....		.....	S.E. MINNEAPOLIS	.....	EC422	Yard
.....		.....	EAST MINNEAPOLIS	.....	EC424	Yard
BN7.0		.....	ST ANTHONY		EC421	.....
			5.1 (VIA BN)			
BN429.7		.....	DIVISION ST.	.....	.....	.....
BN429.1		.....	0.6 (VIA CP-BN)	.....	.....	.....
352.3		.....	HOFFMAN AVE.	.....	.....	.....
			1.0			
351.3		.....	ST PAUL-HOFFMAN AVE. YARD	Ⓨ	DM001	Yard
			1.5			
349.8		.....	HOFFMAN BR.	ⓈⒹⓎ	.....	.....
			0.4			
349.4		.....	PARK JCT.	Ⓨ	DM003	.....
			1.4			
348.0		.....	SOUTH ST. PAUL	Ⓨ	DM004	Yard
			2.0			
346.0		.....	Q JCT.	Ⓨ	DM006	.....
			2.2			
343.8		U344	JCT. SWITCH	Ⓨ	DM009	.....
			10.3			
333.5		U334	ROSEMOUNT		DM018	3263
332.8		U333	4.8			
328.7		U319	FARMINGTON		DM026	10812
326.6		U327	9.3	V		
325.5		U326		I		
319.4		U320	CASTLE ROCK	A	DM032	.....
318.8		U319	6.3			
314.9		U315				
313.1		U313	NORTHFIELD	C	DM039	4701
312.1		U312	6.6	P		
307.4		U307				
306.5		U306	COMUS	Ⓨ	DM045	.....
			10.1			
296.4		U296	KASPER		DM056	9188
294.5		U294	11.0			
285.4		U285	OWATONNA		DM068	3760
284.1		U284	15.4			
270.0		U270	ELLENDALE		DM083	7255
268.5		U268	9.1			
261.1		U261	CLARKS GROVE		DM091	6075
259.8		U260	7.9			
253.2		U253	ALBERTA LEA		DM099	Yard
252.4		U252	1.6 ⓍCP Ⓜ			
251.6		U251	CURTIS		DM100	.....
			5.7			
245.9		U246	GLENVILLE		DM106	.....
			3.9			
242.0		U242	GORDON		DM111	5954
240.8		U241	15.3			
226.7		U227	MANLY YARD		.....	Yard
			1.9			
201.8		.....	MANLY JCT.		DM127	.....
			1.2			
200.6		.....	MANLY		DM128	9000
			7.5			
193.10		.....	MASON CITY	Ⓨ	DM136	Yard
			1.3			
191.8		U192	BEAR TRAP ⓍCP Ⓐ	Ⓨ	DM137	.....
			0.7			
191.1		U191	CLEAR LAKE JCT. ⓍIAT Ⓜ	Ⓨ	DM138	.....
			0.9			E8172
190.2		.....	FLINT	Ⓨ	DM139	W7605
			15.2			
175.0		.....	SHEFFIELD		DM154	7505
			10.9			
164.1		.....	Ⓧ UP Ⓐ		.....	.....
			15.9			
148.2		.....	ARGON	T	DM180	4191
			0.5			
147.7		.....	MILLS ⓍCCP Ⓐ		DM181	.....
			10.8			
136.9		.....	BUCKEYE		DM191	8008
			17.4			
119.5		.....	MCCALLSBURG		DM209	4438
			13.0			
106.5		U107	NORTH CHICAGO JCT.	T	DM223	.....
			0.5			
1.4		U105	WEST CHICAGO JCT.	T	.....	.....
			1.0			
0.4		A183	SOUTH KANSAS CITY JCT.	T	.....	.....
			0.4			
			0.5			
105.9		U106	SOUTH CHICAGO JCT.	T	DM224	.....
			10.4			
96.7		.....	CAMBRIDGE		DM232	8900
			18.1			
77.4		U078	BROADWAY		DM251	13000
			0.5			
76.9		U077	BONDURANT JCT.		DM249	.....
			2.3			
74.6		U075	EASTON		DM253	.....
			1.0			
73.6		U074	DES MOINES ⓍUP Ⓜ	T	DM255	Yard
			261.5			

Maximum Speed (Except as below) ..... MPH 50
Between Mile Posts —
352.3 and 348.4 20
348.4 and 346.3 25
346.3 and 343.9 30
343.9 and 333.5 40
CP150.7 and CP123.8 .. 40
CP130.7 (Savages Spur) 20
CP130.7 (Street Xing) .. 15†
306.5 and 281.4 40
254.0 and 252.4 40
252.4 and 251.7 30
251.7 and 249.9 40
225.5 and 201.5 30
194.2 and 191.0 30
191.0 and 189.4 40
164.2 and 163.0 40
155.5 and 154.9 40
148.0 and 147.2 20
110.3 and 106.0 40
77.4 and 73.6 30
Siding Rosemont, Northfield and McCallsburg 10

Business Tracks	MP	Sta. No.
Inner Grove	344.2	DM008
Dundas (S)	309.9	DM042
Hope (N)	275.3	DM077
Northwood	236.1	DM116
Kensett (S)	229.3	DM122
Hurley (N)	182.2	DM146
Hampton	163.3	DM165
Bradford	155.4	DM173
Iowa Falls	147.4	DM182
Purina	146.3	DM183
Sherman (N)	133.0	DM196
Garden City	125.4	DM203
Fernald (S)	113.2	DM215
South Nevada	107.0	DM222
Elkhart	86.9	DM238
Enterprise (S)	85.2	DM243
Swanwood (N)	78.6	DM250

ABS: Park Jct. to Jct. Switch, Clear Lake Jct. to North Chicago Jct., South Chicago Jct. to Broadway.

CTC: Jct. Switch to Manly Yard, Bear Trap to Clear Lake Jct., No. Chicago Jct. to So. Chicago Jct., Broadway to Des Moines.

TWC: Manly Yard to MP 195.0, MP 189.0 to MP 106.5, MP 105.9 to Broadway.

Yard Limits: Hoffman Ave. to MP 343.9, MP 313.4 to MP 311.4, MP 195.0 to MP 189.0.

Train Defect Detectors:
Ⓕ MP 290.3 Ⓕ MP 152.0
Ⓕ MP 244.5 Ⓕ MP 125.4
Ⓕ MP 171.1 Ⓕ MP 89.6

10 MPH dual control switches: CPU077

Hoffman Ave. Bridge: Bridgetenders are on duty as indicated in special instructions. When bridgetenders are on duty, trains and engines must stop short of a red stop sign located on each end of the bridge and then move on a proceed signal or verbal permission received from bridgetender. When necessary to unlock or open the bridge during the period of time when special instructions indicate that bridgetenders are not on duty, the bridgetender must display a red flag or red light between the rails at each end of the bridge before the bridge is unlocked or opened. A train or engine must stop and not proceed until the red flag or red light has been removed by the bridgetender.

Jct. Switch: Northward trains must not pass Jct. Switch without permission from the train dispatcher. Southward trains must notify train dispatcher when their train has cleared Jct. Switch.

Equations: MP 202 = MP 225, MP 262 to MP 263 = 1.2 miles. BN 430.0=BN 0.0.

Cannon Falls Industrial Lead: Extends from Northfield, 15.1 miles eastward to Cannon Falls, MP 78.3, Sta. No. LC029. Intermediate station: Randolph, MP 67.4, Sta. No. LC023. Maximum speed 10 MPH. Northward trains must not pass Jct. Switch without permission from train dispatcher. Unit grain trains restricted to 50 cars.

Fairbault Industrial Lead: Extends from Comus, 6.8 miles eastward to Fairbault, Sta. No. DM052 ⓍCP Ⓢ. Operation over CP Comus to Fairbault. Maximum Speed 10 MPH.

Bondurant Industrial Lead: Extends from Bondurant Jct. CP U077 MP 76.8, 8.3 miles to Bondurant Sta. No. FH011 MP 232.9. Maximum Speed 10 MPH. Unit grain trains restricted to 75 cars.

Radio Display — **5252**

Mile Post	SOUTH ▼ STATIONS ▲ NORTH	Station Nos.
106.3	HARTLAND	DH014
	0.7	
107.0	DME CONN	.....
	12.0	
119.0	ALBERTA LEA Ⓧ CP Ⓢ ..... Ⓨ	DM099
	0.4	
119.4	CURTIS ..... CPU 251 Ⓨ	DM100
	13.1	

Maximum Speed (Except as below) ..... **MPH 30**
Between Mile Post —
115.5 and 119.4 10
Yard Limits:
MP 117.0 to Curtis.
TWC:
MP 106.3 to MP 117.0.
Item 2-C: Exception 2 applies.

FAIRMONT BRANCH

Radio Display — **7171**

Mile Post	SOUTH ▼ STATIONS ▲ NORTH	Station Nos.
215.9	BUTTERFIELD ..... T Ⓨ	SX125
	22.9	
193.0	WELCOME	DF023
	7.8	
185.2	FAIRMONT Ⓧ CP Ⓐ	DF031
	18.9	
166.3	BLUE EARTH	DF050
	5.3	
161.0	MARNA	DF055
	10.2	
150.8	BRICELYN ..... Ⓨ	DF065
	18.0	
132.8	LAKE MILLS	DF083
	25.0	
107.8	MASON CITY ..... Ⓨ	DM136
	108.9	

Maximum Speed (Except as below) ..... **MPH 30**
Between Mile Posts —
215.9 and 184.4 10
168.0 and 165.5 10
133.3 and 132.1 10
110.0 and 107.8 10

Business Tracks	MP	Sta. No.
Odin	209.1	DF007
Trimont	201.6	DF014
Imogene	179.2	DF037
Guckeen	173.1	DF043
Frost	156.6	DF060
Keister	145.4	DF071
Scarville	138.5	DF077
Joice	126.8	DF089
Hanlontown	119.8	DF096

TWC: MP 215.0 to MP 111.2.
Yard Limits: Butterfield to MP 215.0, MP 152.8 to MP 148.8, MP 111.2 to Mason City.

Unit grain trains restricted to 75 cars.
No normal position for main track junction switches at Bricelyn.
Item 2-C: Exception 2 applies.

Lake Mills Industrial Lead: Extends 0.8 miles from MP 139.0 to MP 138.2. FRA excepted track.

Trimont Industrial Lead: Extends 1.7 miles from MP 140.7 to MP 142.4. Maximum Speed 10 MPH.

Cameron Industrial Lead: Extends from Bear Trap 11.4 miles to Rockwell, Sta. No. DR011. Unit grain trains restricted to 75 cars. At Bear Trap the junction switch is a dual control switch within interlocking limits controlled by train dispatcher. **MP 105.4** Ⓧ **IAT** Ⓢ **Swifts.** Eastside Industry Track, Stop signs govern crossing with CP. Maximum Speed 10 MPH.

Bristow Branch: Extends from Coulter MP 326.50 39.1 miles eastward to Clarksville. MP 287.4 Maximum Speed 10 MPH. Yard Limits entire branch. Unit grain trains restricted to 40 cars. Trains must obtain permission from the train dispatcher before entering Bristow Branch. Max. weight 263,000 lbs.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
End of Line	287.4	.....	Dumont	305.5	DS018
Clarksville Ⓧ IA Ⓐ	288.4	DS001	Hansell	312.1	DS025
Allison	295.4	DS008	Hampton Ⓧ UP Ⓐ ..... T	317.5	DM165
Bristow	301.3	DS014	Coulter	325.8	DS038

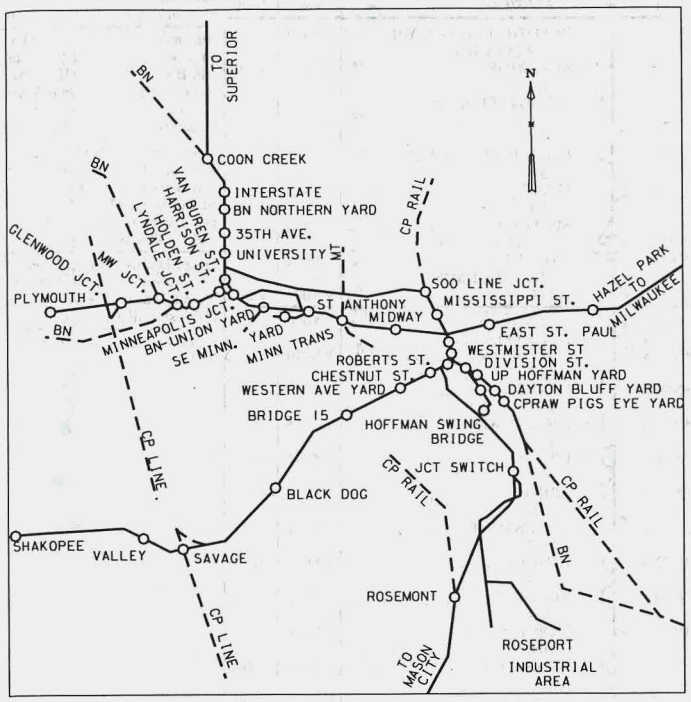
Sheffield Industrial Lead: Extends from Hampton MP 184.8 10.9 miles northward to Sheffield East, Sta. No. DY007 MP 173.9. Unit grain trains restricted to 50 cars. Intermediate Sta. Chapin, MP 179.6 DY011

Alden Industrial Lead: Extends from Iowa Falls westward 5.3 miles to Alden, Sta. No. DN005 MP 26.1 Loaded unit trains restricted to 25 cars. Maximum Wt. 251,000 lbs. Maximum Speed 10 MPH.

Ankeny Branch: Extends from Des Moines Hull Ave. Yard MP 1.3 34.2 miles northward to Woodward, E.O.T. MP 351.8. Maximum Speed 20 MPH except between Des Moines and MP 18.5, Slater MP 339.6 and Woodward MP 351.8 10 MPH. Yard Limits entire branch. Equation MP 23.2 = MP 339.6. Mile Posts: MP 1.3 to MP 23.3, 22.0 miles, MP 339.6 to MP 351.8, 34.2 miles. No normal position for all main track switches at Slater and UI Connection at Hull Ave. Yard. Trains must obtain permission from yardmaster at Des Moines before operating between Hull Ave. Yard and Woodward.

Item 2-C: Exception 2 applies.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Hull Ave. Yard	2.0	DM252	Ankeny	10.6	FW010
Slater	339.8	FW023	Madrid	346.0	FW028
Woodward	351.6	FW035			



UP operates over BN between: Hoffman Ave. and St. Anthony, East Minneapolis Jct. and Lyndale Jct., Lyndale Jct. and MW Jct., St. Anthony and Northtown, Northtown and Coon Creek.

BN East Hump dispatcher controls movements on BN trackage at St. Anthony and between St. Anthony and St. Paul. (Hoffman Ave.) BN West Hump dispatcher controls movements on BN trackage west of St. Anthony.

UP operates over CP between: University Ave. and Shoreham, MW Jct. and Glenwood Jct., Hoffman Ave. and Chestnut St.

Eastward movements from Western Ave. will be governed by instructions from CP at St. Paul Yard.

BN-CP Joint track between: Hoffman Ave. and Division St.

St. Paul Union Depot.

(1) Rule 6.13 governs on the St. Paul Union Depot tracks between Robert St. Interlocking and Seventh St. and between Robert St. and Division St. Maximum Speed 10 MPH.

(2) The entrance to St. Paul Union Depot trackage is controlled on the east by signal indication at Seventh St. or verbal authority from BN Hump Dispatcher East, and on the west by signal indication or verbal authority from the CP dispatcher at St. Paul (Pigs Eye Yard).

South St. Paul to Union Depot Authority for Movement:

(1) Before entering the State Street Industrial Lead, permission must be obtained from the UP yardmaster at South St. Paul.

(2) South St. Paul yardmaster must notify the Robert St. bridgetender of all movements at 451-1154.

(3) Rule 9.12.2 governs movements over Robert St. manually controlled interlocking (CP). When a train or engine is stopped by a Stop indication at this interlocking a member of the crew must communicate with the CP dispatcher at St. Paul (Pigs Eye Yard) on Channel 94. Note: If the engine is not equipped with multi-channel radio, it will be necessary to inform the South St. Paul yardmaster and/or Robert St. bridgetender of same so he may contact the CP dispatcher to respond on Channel 71. The yardmaster will **NOT** relay authority for movement between parties and bridgetender will **NOT** be included in any communication relative to the CP Robert St. Interlocking.

City of Minneapolis Street Crossings: City ordinance prohibits any switch engine to operate into or across a public street within Minneapolis unless there is a crew member located so as to be able to pass signals to the engineer. This employee may be either on the ground at the crossing or on the leading end of the engine.

Whistling Ordinances: Minneapolis prohibits the sounding of engine whistles. St. Paul prohibits the sounding of engine whistle and bell.

Golden Valley Industrial Lead: Extends from Glenwood Jct. Sta. No. EC436 6.5 miles to Plymouth, MP 9.5, Sta. No. EC442. Intermediate Station: Golden Valley, MP 5.6, Sta. No. EC435. Maximum Speed 10 MPH.

State Street Industrial Lead: Extends from Park Jct. to Robert St. Interlocking. Maximum Speed 10 MPH.

Robert St. Drawbridge .... Ⓓ Ⓜ Speed 5 MPH
Robert St. Interlocking Ⓧ CP Ⓜ

Rock Island Industrial Lead: Extends off State Street Industrial Lead 1.5 miles. Maximum Weight: 210,000 lbs. Maximum Speed 10 MPH.

Roseport Industrial Lead: Extends from Jct. Switch, 5.3 miles southward to Roseport, Sta. No. LR005. Maximum Speed 10 MPH. Northward trains must not pass Jct. Switch without permission from train dispatcher. Southward trains must notify train dispatcher when their train has cleared Jct. Switch.

Radio Display —

Mile Post	SOUTH ▼ STATIONS ▲ NORTH	UP Station Nos.	Sidings Feet
	DULUTH (Rices Point Yd) ... Ⓨ	VY469	.....
	1.9 (VIA BN)		
66.5	SUPERIOR ..... Ⓨ	VY471	Yard
	0.8		
	CONNORS PT. JCT. Ⓧ CP Ⓢ ...		
64.7	..... Ⓨ	VY458	.....
	1.7		
63.0	COAL PIKE ⓍBN Ⓢ ..... Ⓨ	.....	.....
	3.0		
60.0	ITASCA ..... Ⓨ	VY455	Yard
	1.1		
58.9	SO. ITASCA ..... Ⓨ	VY452	.....
DM 23.0	5.4 (VIA DMIR)		
DM 17.6	SAUNDERS ..... Ⓨ	VX006	.....
	2.4 (VIA DMIR)		
IR 15.2	POKEGAMA ..... Ⓨ	VX004	Yard
BN10.3	SAUNDERS ..... Ⓨ	VX006	.....
BN12.6	2.3 (VIA BN)		
BN11.8	BOYLSTON ..... Ⓨ	VX010	.....
	12.7		
BN24.5	FOXBORO	VX023	6118
	12.1		
BN36.6	NICKERSON	VX035	7129
	12.3		
BN48.9	BRUNO	VX047	5690
	8.3		
BN57.2	ASKOV	VX055	6957
	5.9		
BN63.1	SANDSTONE	VX061	7685
	9.2		
BN72.3	HINCKLEY	VX070	7417
	7.8		
BN80.1	BROOK PARK	VX078	8553
	0.4		
BN80.5	MORA JCT.	VX079	
	10.8		
BN91.3	GRASSTON	VX089	9000
	16.1		
BN107.4	CAMBRIDGE	VX105	8800
	11.6		
BN119.0	BETHEL	VX117	4958
	12.0		
BN131.0	ANDOVER	VX129	9000
	5.9		
BN136.9	COON CREEK	VX135	.....
	5.6		
BN15.5	INTERSTATE	VX140	.....
	1.6		
BN13.9	NORTHTOWN	VX142	Yard
	1.5		
BN12.4	35TH AVE.	VX143	.....
	0.7		
BN11.7	UNIVERSITY	VX144	.....
	1.5		
BN10.2	VAN BUREN	VX146	.....
	0.7		
BN9.5	MPLS JCT.	EC426	
.....	EAST MINNEAPOLIS	EC424	Yard
BN7.0	ST. ANTHONY	EC421	
.....	SE MINNEAPOLIS	EC422	Yard

Maximum Speed MPH
(except as below) .....
Between Mile Posts —
66.5 and 58.9 10

Business Track on BN	BN MP	UP Sta. No.
Braham(S)	96.6	VX094
Isanti	113.1	VX111
Cedar(S)	125.3	VX123

Operation over BNRR between Duluth, MN and Superior, WI and between Saunders, WI and St. Anthony, MN. BN timetable and General Code of Operating Rules will apply.

Operation over DM&IR between So. Itasca, WI and Pokegama Yard DM&IR timetable and special instruction will apply.

Equation: BN MP 136.9=BN MP 21.1

Radio Display — **6262**

Mile Post	SOUTH ▼ STATIONS ▲ NORTH	Station Nos.	Sidings Feet
351.3	ST. PAUL—		
	HOFFMAN AVE. YARD	DM001	Yard
	1.0		
352.3	HOFFMAN AVE.	.....	.....
BN429.1	0.6 (Via CP-BN)		
CP410.5	ROBERT ST. ..... ⓂⒹⓎ	.....	.....
CP411.1	0.6 (Via CP RAIL)		
0.8	CHESTNUT ST. .... Ⓨ	.....	.....
	1.0		
1.8	WESTERN AVE. ..... Ⓨ	SX000	Yard
	0.6		
2.4	BRIDGE 15 ..... ⓂⒹⓎ	.....	.....
	11.3		
13.7	BLACK DOG	SX012	.....
	8.4		
22.1	VALLEY PARK ..... Ⓨ	SX020	Yard
	6.1		
28.2	SHAKOPEE	SX026	.....
	5.8		
34.0	MERRIAM ..... T	SX032	7070
	12.5		
46.5	BELLE PLAINE	SX045	5120
	15.7		
62.4	LE SUEUR	SX060	4195
	6.2		
68.5	OTTAWA	SX067	4986
	7.3		
77.5	KASOTA	SX074	8057
	8.3		
85.5	MANKATO ..... ⑨ Ⓨ	SX082	Yard
	34.9		
120.9	ST. JAMES ..... Ⓨ	SX117	Yard
	8.0		
128.9	BUTTERFIELD ..... T	SX125	.....
	30.4		
159.3	HERON LAKE	SX156	3801
	18.4		
177.7	WORTHINGTON	SX174	Yard
	3.4		
181.1	AGATE	SX177	.....
	14.2		
195.3	SIBLEY	SX192	.....
	16.2		
211.5	SHELDON	SX208	.....
	21.1		
232.6	CARNES	SX229	5485
	11.1		
243.7	LE MARS	SX240	.....
	23.0 Miles Via CCP		
76.8	28th STREET	SX262	.....
	0.5		
76.3	SIOUX CITY ..... T Ⓨ	SX263	Yard
	262.9		

Maximum Speed MPH
St. Paul — Le Mars
(Except as below) 49
Between Mile Posts —
1.8 and 2.5 20
2.5 and 27.3 30
27.3 and 28.3 ..... 10†
28.3 and 56.0 30
56.0 and 61.0 40
61.0 and 84.0 30
84.0 and 85.8 20
85.8 and 91.5 30
98.0 and 126.0 30
141.0 and 149.0 40
149.0 and 178.0 30
178.0 and 188.0 40
188.0 and 191.0 30
191.0 and 210.5 40
210.5 and 212.0 30
212.0 and 226.9 40
226.9 and 243.7 30
243.8 (Int. limits) 10
Sidings 10

Business Tracks	MP	Sta. No.
Cliff ..... (S)	4.2	SX002
Burnsville	16.0	SX014
Savage	18.6	SX017
Jordan ..... (S)	39.0	SX037
Henderson .. (S)	57.7	SX056
St. Peter ... (N)	72.8	SX071
Lake Crystal	98.4	SX095
Madelia	109.3	SX106
Prairie Land	133.8	SX130
Mountain Lake ..... (S)	136.3	SX133
Bingham Lake ...	142.5	SX139
Windom	147.1	SX143
Wilder ..... (N)	152.7	SX149
Miloma	162.2	SX159
Brewster	169.3	SX166
Bigelow	187.2	SX183
Ashton	201.7	SX198
Ritter	206.6	SX203
Hospers .... (N)	219.4	SX216
Alton	227.6	SX224
Seney	239.0	SX235
Merrill	491.6	SX246
Hinton	498.5	SX252
Leeds	505.2	SX258

ABS: MP 35.2 to Mankato

TWC: MP 2.5 to MP 79.9, MP 88.4 to Le Mars.

Yard Limits: Chestnut St. to MP 2.5, MP 21.3 to MP 25.1, MP 79.8 to MP 88.4, MP 120.0 to MP 122.6, MP 76.8 (28th Street) to Sioux City.

Train Defect Detectors: Ⓕ MP 54.0, Ⓕ MP 156.3, Ⓕ MP 235.5.

Spring Switches equipped with Switch Point Indicators: DME Conn., MP 88.3.

Mankato: No normal position for main track switch at MP 82.6 (DME Conn.). City ordinance prohibits sounding of engine whistle. Engine bell must be rung between Blue Earth River Bridge and Quarry Track.

Bingham Lake: Trains may use Cargill Inc., track located between MP 142.4 and MP 143.2 for meeting or passing. Length 4,320 feet.

Ritter: Trains may use Farmers Elevator track located between MP 206.5 and MP 207.1 for meeting or passing. Length 3,350 feet.

Item 2-C: Exception 1 applies.

Le Mars — Sioux City: Trains must obtain CCP clearance before entering CCP track. Set radio channel selector to 72 and tone selector to 20 to signal CCP dispatcher. If unable to contact on radio call via phone: 319-235-9215.

Chaska Industrial Lead: Extends from Merriam MP 39.4 6.3 miles northward to Chaska, Sta. No. SH005, MP 33.1. Maximum speed 10 MPH.

MONTGOMERY BRANCH

Radio Display — **6262**

Mile Post	SOUTH ▼ STATIONS ▲ NORTH	Station Nos.	Sidings Feet
38.6	MERRIAM ..... Ⓨ	SX032	7070
	15.4		
53.9	NEW PRAGUE ..... Ⓨ	SG015	4300
	7.4		
61.3	MONTGOMERY	SG023	4850
	1.7		
63.0	END OF TRACK	.....	.....
	24.4		

Maximum Speed MPH
(Except as below) 30
44.0 and 63.0 10
Sidings 10

Business Track	MP	Sta. No.
Jordan .... (N)	43.8	SG005
Badem .... (N)	39.4	SG002

TWC: MP 38.7 to MP 61.3.

Yard Limits: Merriam to MP 38.7, MP 53.0 to MP 55.0.

FRA excepted track: MP 44.0 to MP 63.0

Item 2-C: Exception 2 applies.

KLEMME BRANCH

Mile Post	SOUTH ▼ STATIONS NORTH ▲	Station Nos.
157.3	FOREST CITY ..... Ⓨ	DK030
	11.5	
145.8	GARNER ⓍCP G ..... Ⓨ	DK018
	6.5	
139.3	KLEMME ..... Ⓨ	DK011
	10.5	
128.8	BELMOND ..... Ⓨ	DD033
	28.5	

Radio Display — **7171**
Item 2-C: Exception 2 applies.

Maximum Speed (Except as below)	MPH 20
MP 150.0 and Belmond	10

Yard Limits: Entire Branch.
Max. Weight 263,000 lbs. between Garner and Forest City.
Unit grain trains restricted to 50 cars.
No normal position for following main track switches:
Elevator Track — Forest City, South Elevator — Klemme, Junctions — Belmond.

FORT DODGE BRANCH

Radio Display — **7171**

Mile Post	SOUTH ▼ STATIONS NORTH ▲	Station Nos.
59.3	FLINT ..... Ⓨ	DM139
	16.5	
75.8	THORNTON	DD018
	14.6	
90.4	BELMOND	DD033
101.1	10.6	
344.6	CLARION	DD043
	9.8	
354.4	EAGLE GROVE ⓍUP ⒶⓎ	DD053
	18.1	
372.5	FORT DODGE ..... T Ⓨ	DD071
	7.8	
380.3	MOORLAND ⓍUP Ⓢ... Ⓨ	DD079
	8.0	
388.3	SOMERS ..... Ⓨ	DD088
	85.4	

Maximum Speed (Except as below)	MPH 20
Between Mile Posts —	
59.3 and 362.7	10
372.5 and 374.1	10
380.3 and 388.8	10

Business Tracks	MP	Sta. No.
Burchinal	64.9	DD007
Swaledale ..... (S)	71.4	DD014
Meservey ..... (S)	81.3	DD024
Vincent	362.7	DD062
W. Fort Dodge	375.5	DD074
PCS Corp.	376.9	DD076
Roelyn	384.3	DD083

TWC: MP 61.0 to 371.0
Yard Limits: Flint to MP 61.0, MP 353.0 to MP 356.0. MP 371.0 to Somers.
Equation: MP 101.1 = MP 344.6.
Max Weight 263,000 lbs. Fort Dodge and Flint.

Unit grain trains restricted to 50 cars between Vincent and Eagle Grove and 50 cars between Belmond and Mason City.

Item 2-C: Exception 2 applies between Flint and Vincent; Moorland and Somers. Exception 1 applies between Vincent to Moorland.

Main Track Switches: No normal position for following main track switches: Belmond — Junctions, Eagle Grove — Transfer track, Fort Dodge — East yard lead, Moorland — all switches, Roelyn — all switches, Somers — all switches.

Dows Industrial Lead: Extends eastward from Clarion MP 127.0 14.5 miles to Dows, Sta. No. DV013 MP 113.2, E.O.T. at MP 112.5. Intermediate station Galt, Sta. No. DV010 MP 119.4. Maximum 75 car limit. Maximum Speed: 10 MPH.

Kanawha Industrial Lead: Extends westward from MP 206.3 12.8 miles to Kanawha, MP 218.7, Sta. No. DL012. E.O.T. at MP 219.1. Maximum Speed 20 MPH, Unit Trains 10 MPH. Unit grain trains restricted to 60 cars. Belmond, Rule 6.32.2 applies at Highway 69 crossing.

TARA BRANCH

Radio Display — **7171**

Mile Post	SOUTH ▼ STATIONS NORTH ▲	Station Nos.	Sidings Feet
N227.9	MALLARD	DT070	.....
	11.8		
N239.7	ROLFE ⓍUP Ⓢ.....	DT058	.....
	25.4		
N265.1	TARA ⓍCCPG	DT033	.....
227.6	3.9		
231.5	MOORLAND ⓍUP Ⓢ.....	DD079	.....
	11.2		
242.7	GOWRIE ..... T	DT018	.....
	17.8		
260.5	GRAND JCT. ..... T Ⓨ	NZ355	7700
	70.1		

Maximum Speed	MPH
Mallard — Moorland	30
Moorland — Grand Jct. (Except as below)	40
Between Mile Posts —	
260.0 and 260.5	10
Unit Trains	
Mallard-Moorland	30
Moorland-Grand Jct.	35

Business Tracks	MP	Sta. No.
Plover(N)	N233.0	DT065
Gilmore City	N247.1	DT051
Pioneer	N252.8	DT045
Clare	N257.9	DT040
Callender(S)	237.1	DT023
Paton(S)	251.2	DT009
Dana(N)	255.4	DT005

Item 2-C: Exception 1 applies.
TWC: Mallard to MP 256.7.
Yard Limits: MP 256.7 to Grand Jct.
Unit grain trains restricted to 100 cars between Mallard and Moorland.
Equation: MP N265.1 = MP 227.6.
Main Track Switches: No normal position for following main track switches: Mallard — all switches, Rolfe — transfer switch, Moorland — all switches, Grand Jct — North wye switch and siding switches.
Rule 6.32.2 applies at 13th, 16th and 19th street crossings in Grand Jct.

Farnhamville Industrial Lead: Extends from Gowrie MP 104.3 6.3 miles westward to Farnhamville, Sta. No. DE006 MP 110.6. Unit grain trains restricted to 75 cars.

LAURENS BRANCH

Radio Display — **7171**

Mile Post	WEST ▼ STATIONS EAST ▲	Station Nos.
133.7	ROLFE ⓍUP Ⓢ..... Ⓨ	DT058
	16.7	
150.4	LAURENS	DA017
156.9	6.3	
W134.8	MARATHON.....	DA023
	6.0	
W128.6	ALBERT CITY ..... Ⓨ	DA029
	29.4	

Maximum Speed (Except as below)	MPH 40
Between Mile Posts —	
133.7 and 135.0	10
W134.8 and W134.4	10
W134.4 and W129.5	30
W129.5 and W128.6	10

Business Track	MP	Sta. No.
Havelock	142.7	DA009

TWC: MP 135.0 to MP W130.1.
Yard Limits: MP 133.7 to MP 135.0, MP W130.1 to Albert City.
Equation: MP 156.9 = MP W134.8.

Main Track Switches: No normal position for following main track switches: Transfer tracks at Rolfe and Laurens, all switches Marathon and Albert City.
Item 2-C: Exception 1 applies.

Royal Industrial Lead: Extends from Laurens MP 475.1 27.3 miles to Royal, MP 501.8, Sta. No. DP027. E.O.T. at 502.4. Intermediate station Rossie, MP 495.7, Sta. No. DP020. Maximum Speed 10 MPH. Unit grain trains restricted to 50 cars.

Radio Display
Des Moines—Polo **6262**
Polo—Kansas City **5252**

CP Mile Post	UP Mile Post	SOUTH ▼ CP Nos. STATIONS NORTH ▲	Station Nos.	Sidings Feet
	73.6	U074 DES MOINES ⓍUP ⓂT	DM255	.....
		0.2		
	73.4	U073 MARKET ST ⓍNS Ⓜ....	DM256	.....
		0.5		
	72.9	U072 MAURY ST Ⓧ BN Ⓜ..	DM257	.....
		9.1		
	63.9	U065 CARLISLE	DM265	5700
		11.1		
	52.8	.... BEECH	DM276	7138
		22.9		
	29.9	.... WILLIAMSON	DM299	6339
		30.0		
	364.8	U365 ALLERTON	DM327	15298
	367.8	U368 18.1		
	381.9	U382 MERCER	DM347	5913
	383.0	U383 15.4		
	399.8	U400 MILL GROVE	DM362	6882
	401.2	U401 13.9		
	413.7	U413 COBB	DM376	.....
		2.3		
	B415.0	U416 TRENTON	DM378	15700
		11.0		
	423.3	U423 COBURN	DM389	14617
	426.1	U426 9.8		
	433.6	U433 LOCK SPRINGS	DM399	6128
	434.8	U435 8.7		
	444.6	U443 NETTLETON	DM408	6396
	445.3	U445 14.3		
	458.9	U459 NORTH POLO	.....	.....
		1.5		
456.7	460.4	U460 POLO.....	DM425	5922
		11.2		
467.9	471.7	.... LAWSON JCT.	DM436	.....
		1.5		
469.4	472.9	.... LAWSON	DM437	4966
		6.7		
476.1	479.5	.... EXCELSIOR SPRINGS	DM444	3969
		5.3		
481.5	483.6	.... MOSEBY JCT.	DM449	.....
		7.6		
488.9	492.4	.... LIBERTY	DM457	4985
		5.4		
494.5	497.8	.... BIRMINGHAM ⓍNS Ⓜ	DM462	.....
		2.7		
497.0	500.5	.... DRAWBRIDGE... Ⓓ Ⓜ	DM463	.....
		1.3		
498.4	501.8	.... FREIGHT LINE JCT. ..	DM464	.....
		0.5		
499.2	502.3	.... AIRLINE JCT. ⓍKCS Ⓜ	DM466	.....
		0.2		
	A278.2	.... SOUTHWEST JCT... ⓍUP Ⓢ	MX277	.....
		0.5 (VIA KCS)		
	B280.4	U280 SHEFFIELD.....	MX278	
		212.0		

Maximum Speed (Except as below)	MPH 40
Between Mile Posts —	
73.6 and 69.0	30
57.0 and 56.0	30
42.7 and 43.4	10
Siding Colburn	10

Business Tracks	MP	Sta. No.
Avon	66.8	DM262
Melcher(S)	39.5	DM289
Chariton(S)	23.4	DM305
Millerton(N)	11.2	DM317
Clio(N)	372.3	DM336
Lineville(S)	378.0	DM342
Princeton	392.4	DM356
Tindall(N)	410.3	DM373
Mud Spur(N)	473.0	DM438

CTC: Des Moines to Carlisle, Allerton to Airline Jct.
ABS/TWC: Carlisle to Allerton.
Polo to Airline Jct.: Operation over joint UP-CP track (2 main track CTC). CP timetable and special instructions govern. CP mile post and sidings at Lawson and Excelsior Springs as indicated apply to Track No. 2 only.

Train Defect Detectors: Ⓐ MP 39.4, Ⓐ MP 378.6, Ⓐ MP 448.4.
Equations: MP 0.0 = MP 364.8, MP 415.7 = MP B413.8.
Clearance Requirements: Northward trains must obtain CP clearance at Drawbridge. Southward trains destined beyond Polo must obtain CP clearance at Des Moines.
Item 2-C: Exception 1 applies.

Perry Branch: Extends from Des Moines, Short Line Yard MP 353.30, 57.7 miles westward to Yale. E.O.T. MP 48.1. Maximum Speed 10 MPH except Herndon to Yale 5 MPH. Yard Limits entire branch.
Operation over IAIS between MP 355.9 and MP 358.6. Verbal permission must be obtained from IAIS dispatcher before entering IAIS tracks.
Trains must obtain permission from yardmaster at Des Moines before operating between Des Moines and West Des Moines.

Business Tracks	MP	Sta. No.
IAIS Connection	353.3	.....
Short Line Yard	354.5	FP003
Des Moines ⓍUP ⓂT	355.7	DM255
West Des Moines	305.1	FP007
Waukee	295.4	FP017
Dallas Center	289.0	FP023
Minburn	282.9	FP029
Perry	361.8	FP036
Dawson	367.5	FP042
Herndon	374.2	FH049
Yale	49.0	FH054

Equations: MP 362.8 = MP 305.1, MP 275.9 = MP 361.8, MP 374.6 = MP 54.3.
Mile Posts: MP 353.3 to MP 362.8 9.5, miles; MP 305.1 to MP 275.9, 29.2 miles; MP 362.8 to MP 374.6, 12.8 miles; MP 54.3 to MP 48.1 6.2 miles.
Max. Weight 263,000 Lbs.
Between Herndon and Des Moines unit grain trains restricted to 75 cars, Herndon to Yale 40 cars.
No normal position for following main track switches: Junction Switch West Des Moines, all switches Dallas Center to and including Herndon.

West Des Moines Industrial Lead: Extends from West Des Moines MP 362.8 2.2 miles to MP 365.0. IAIS Connection.
Max. Weight 263,000 Lbs.

Indianola Industrial Lead: Extends from Carlisle 11.3 miles to Indianola Sta. No. FI011. Maximum loaded unit train size 50 cars. Max. Speed 10 MPH. Max. Weight 263,000 lbs.

Radio Display — **7171**

Mile Post	SOUTH ◆ STATIONS ◆ NORTH	Station Nos.	Sidings Feet
146.0	BIG 6 ..... Ⓨ	DB000	.....
	14.1		
131.9	ALGONA	DB014	.....
	28.9		
103.0	GOLDFIELD	DW071	.....
	4.9		
98.1	EAGLE GROVE ⓍUP Ⓐ..... T Ⓨ	DD053	6600
	14.6		
83.5	WEBSTER CITY ⓍCCP Ⓐ....	DW091	.....
68.7	14.7		
55.3	JEWELL	DW105	2500
	21.4		
33.9	WEST AMES JCT. CPA189	NZ323	.....
	98.6		

Maximum Speed MPH
Big 6 to Eagle Grove (Except as below) **30**
Between Mile Posts —
146.0 and 145.0 10
133.0 and 130.9 10
Eagle Grove to West Ames (Except as below) **40**
98.1 and 97.7 10
97.7 and 83.9 30
83.9 and 82.7 10
82.7 and 80.0 30
68.9 and 54.8 20
35.7 and 34.1 30
34.1 and 33.9 20
Sidings 10
Unit Trains:
Eagle Grove–Webster City 30
Webster City–West Ames 35

Business Tracks	MP	Sta. No.
Burt	141.6	DB004
Irvington(N)	127.0	DB019
Luverne	118.4	DB028
Renwick	110.5	DB036
Woolstock	90.6	DW083
Kamrar	76.0	DW098
Randall	49.6	DW111
Story City	46.2	DW114

TWC: MP 144.0 to West Ames.
Yard Limits: Big 6 to MP 144.0, MP 104.3 to MP 94.9.
Equation: MP 55 to MP 69 = 0.6 Mile.
Max. Weight: 263,000 lbs. between Big 6 and Goldfield.
Main Track Switches: No normal position for: All tracks Big 6, All tracks Burt, Transfer Track Goldfield, Stock Track and Transfer Track Eagle Grove.
West Ames: Southward trains obtain permission from train dispatcher before passing MP 36.2.
Item 2-C: Exception 2 applies.

Ellsworth Industrial Lead: Extends from Jewell MP 68.6 2.5 miles to Ellsworth, Sta. No. DK003 MP 66.1. Maximum Speed 10 MPH
Eagle Grove Industrial Lead: Extends from Eagle Grove MP 98.0 westward 3.4 miles to MP 101.4. Max Speed 10 MPH.

Luverne Industrial Lead: Extends 1.2 miles from MP 186.6 to MP 187.8. Maximum Speed 10 MPH.

ESTHERVILLE BRANCH

Radio Display — **7171**

Mile Post	WEST ◆ STATIONS ◆ EAST	Station Nos.	Sidings Feet
135.8	GOLDFIELD ..... Ⓨ	DW071	.....
	22.3		
158.1	BODE	DW049	.....
	10.6		
168.7	WEST BEND	DW038	6150
	15.9		
184.6	EMMETSBURG ⓍCP Ⓢ	DW022	.....
	9.8		
194.4	GRAETTINGER	DW013	.....
	12.5		
206.9	ESTHERVILLE ..... Ⓨ	DR058	Yard
	16.7		
223.6	SPIRIT LAKE	DR074	.....
	22.4		
246.0	OCHEYEDAN	DR097	.....
	5.8		
251.8	ALLENDORF ..... Ⓨ	DR103	.....
	0.5		
252.3	END OF LINE..... Ⓨ	.....	.....
	116.5		

Maximum Speed MPH
(Except as below **40**
Between Mile Posts —
135.8 and 136.7 10
145.5 and 168.0 30
184.2 and 185.2 20
206.9 and 213.0 20
213.0 and 252.3 10
Unit grain trains Maximum 30
Sidings 10

Business Tracks	MP	Sta. No.
Hardy	144.3	DW063
Livermore(W) ...	152.7	DW054
Ottosen	163.2	DW044
Rodman(W)	174.9	DW032
Superior	213.8	DR065
Montgomery	227.4	DR080
Lake Park	234.7	DR080
Harris(W)	240.6	DR091

Yard Limits: MP 135.8 to MP 136.5, MP 206.2 to MP 207.3, MP 246.5 to MP 252.3
TWC: MP 136.5 to MP 246.5.
Unit grain trains restricted to 75 cars except 40 cars MP 214.0 to Allendorf.

No normal position for main track Transfer Switch Goldfield.
Item 2-C: Exception 2 applies.
Max. weight 263,000 lbs. between Estherville and end of line. UP and CP may use each others trackage at Emmetsburg after obtaining permission from respective train dispatchers. CP yard limits at Emmetsburg extend from 7500 feet east of switch to new connection track and 7500 feet west of switch to existing transfer track.

Hartley Industrial Lead: Extends 41.6 miles from Emmetsburg CP MP 192.7 to Hartley Sta. No. DZ041 CP MP 234.3. Operation over CP between Emmetsburg and Hartley. Train movements authorized by CP dispatcher. Intermediate Sta. at Ruthven, Sta. No. DZ011 MP 204.1 and Spencer, Sta. No. DZ024 MP 216.7.

RAKE BRANCH

Radio Display — **7171**

Mile Post	WEST ◆ STATIONS ◆ EAST	Station Nos.
57.6	BRICELYN ..... Ⓨ	DF065
	7.6	
50.0	RAKE	DR008
	22.6	
27.4	SWEA CITY	DR030
	20.4	
7.2	GRUVER	DR051
	7.0	
0.6	ESTHERVILLE..... Ⓨ	DR058
	57.6	

Maximum Speed MPH
(Except as below) **30**
57.6 and 19.2 10
11.2 and 0.6 10

Business Tracks	MP	Sta. No.
Maple Hill .....(W)	12.1	DR045
Armstrong	18.6	DR039
Lakota .....(W)	39.2	DR019

TWC: MP 54.8 to MP 1.6.
Yard Limits: Bricelyn to MP 54.8, MP 1.6 to Estherville. Max Weight 263,000 lbs.
Unit grain trains restricted to 75 cars.
No normal position for main track junction switches at Bricelyn and Estherville.

Trains must obtain permission from train dispatcher before entering Rake Branch.
Item 2-C: Exception 2 applies.

Radio Display BJ — Adams **5252**
Adams — Altoona **6262**
Altoona — E. St. Paul **5252**

Mile Post	WEST ◆ STATIONS ◆ EAST	Station Nos.	Sidings Feet
314.0	BJ SOUTH .. CPN096 TⓎ	EC097	.....
	3.6		
310.4	MARCY ..... Ⓨ	EC101	8448
	23.5		
286.8	ROCK	EC124	11094
	11.0		
276.4	CLYMAN JCT. ..... T	EC135	12572
	34.3		
240.7	DALTON.....	EC169	10602
	20.7		
221.6	OXFORD.....	EC190	6044
	19.0		
201.9	ADAMS ..... Ⓨ	EC209	Yard
	12.8		
189.1	NECEDAH	EC222	.....
	15.6		
173.5	WYEVILLE ..... T	EC237	.....
	2.3		
171.2	VALLEY	EC238	10050
	15.5		
155.7	MILLSTON	EC255	10211
	22.6		
131.5	MERRILLANⓍ FVW Ⓐ..	EC278	11891
	27.5		
103.9	RODELL	EC305	10201
	10.6		
93.3	ALTOONA JCT. ..... Ⓨ	EC316	.....
	2.6		
90.7	ALTOONA ..... Ⓨ	EC318	Yard
	2.7		
88.0	EAU CLAIRE ....Ⓜ T Ⓨ	EC321	.....
	0.9		
87.1	YUKON JCT ... CPX 087	EC322	10690
	13.8		
73.3	AJAX	EC346	10585
	9.0		
64.0	MENOMONIE JCT..... T	EC355	.....
	16.3		
47.1	HERSEY	EC372	11061
	11.8		
34.3	HAMMOND.....	EC383	11840
	10.7		
23.6	SONO JCT..... Ⓨ	EC394	.....
	4.7		
18.9	HUDSON	EC399	7970
	0.3		
18.6	HUDSON BRIDGE..... ⓂⒹ	.....	.....
	0.2		
18.4	LAKELAND JCT.....	EC401	.....
	11.8		
6.6	HAZEL PARK JCT..... Ⓨ	EC413	.....
	1.4		
5.2	HAZEL PARK ..... Ⓨ	EC414	Yard
	3.4		
1.8	EAST ST. PAUL .... ⑨Ⓨ	EC416	Yard
	1.2		
0.6	WESTMINSTER STREET ..... ⑨ⓂⓎ	EC419	.....
	7.4 MILES VIA BN		
BN7.0	ST. ANTHONY	EC421	....
....	EAST MINNEAPOLIS.....	EC424	Yard
....	S.E. MINNEAPOLIS	EC422	Yard
	316.2		

Maximum Speed MPH
(Except as below) **40**
Between Mile Posts —
CPN096 and MP 313.5 30
173.5 25
131.5 FVW Crossing 30
93.3 Trk 1 Diverging 30
Trains handling blocks of 55 or more loaded 100 ton hoppers
314.0 and 90.7 30
90.7 and 89.6 Track 2 10
89.6 and 87.0 25
23.6 Switch..... 30
22.0 and 19.0 30
18.9 Diverging 20
19.0 and 18.5 20
18.5 and 15.4 30
6.6 Diverging 30
1.9 Greenbriar Ave. Eastward Trains 10
1.3 and Westminister St. 10
Sidings 10

Business Tracks	MP	Sta. No.
Bark Pit ..... (E)	302.3	EC109
North Lake ...(W)	297.8	EC113
Mapleton .....(W)	292.5	EC118
Lebanon .....(W)	282.5	EC128
South Beaver Dam	264.4	EC147
South Randolph ...(W)	256.8	EC154
Friesland ..... (E)	250.6	EC161
Glenoak .....(W)	231.0	EC179
Grand Marsh.....	210.2	EC201
Warren.....	164.1	EC247
Levis ..... (E)	144.3	EC267
Black River Falls ..... (E)	142.8	EC268
Humbird ..... (E)	125.7	EC284
Fairchild .....(W)	118.8	EC290
Augusta ..... (E)	109.5	EC300
Fall Creek .... (E)	99.5	EC310
Menards.....(W)	82.2	EC330
Elk Mound ...(W)	76.5	EC343
Rusk.....(W)	68.7	EC351
Cardinal Glass ..... (E)	66.9	EC353
Tramway ..... (E)	60.4	EC359
Woodville..... (E)	44.1	EC375
Baldwin	40.0	EC379
Roberts ..... (E)	29.9	EC388
Lake Elmo.... (E)	11.6	EC406

ABS: CPN096 to Westminster Street.
TWC: CPN096 to Hazel Park Jct.
Double Track: MP 93.0 to MP 89.6. Track 1 Westward, Track 2 Eastward.
Yard Limits: MP 314.0 to MP 309.5, MP 199.1 to MP 204.0, MP 93.3 to MP 85.2, MP 6.5 to MP 0.6.
Train Defect Detectors: (#) MP 298.4, (#) MP 236.2, (#) MP 168.2, (#) MP 123.3, (#) MP 68.7, (#) MP 28.6.
Equation: MP 39.0 to MP 40.0 = 0.1 mile, MP 40.0 to MP 41.0 = 0.8 mile, MP 48.0 to MP 49.0 = 0.5 mile, MP 71.0 to MP 72.0 = 0.7 mile, MP 87.0 to MP 88.0 = 0.9 mile
Item 2-C: Exception 2 applies.

Clearance Requirements: Trains enroute Winona Branch obtain CP clearance at Adams or enroute Wisconsin Rapids obtain WC clearance at Adams.
Clyman Jct.: Normal position for north wye switch is for Old Lakeshore main track.
Adams: Unit trains are restricted from using Tracks 5 through 12 in Adams Yard.
Necedah: UP trains operate over WC between Necedah and Wisconsin Rapids. WC General Orders posted at Adams and Wisconsin Rapids. Normal position for connection track switch on siding is lined and locked for connection.
Yukon Jct. (Eau Claire): Dual control switch east end of siding and east leg of wye. Movements over Shawtown Bridge handling cars over 200,000 lbs., must have empties placed between loads. No six axle engines.
Hudson: Absolute signals at MP 18.4 and MP 18.9 activated automatically govern movement over Bridge 414 (Hudson Bridge). Exception: Movements from the Stillwater Branch are governed by Rule 9.17 and by the indication displayed on the absolute signal located 100 feet west of the switch at Lakeland Jct. When a train operates from MP 18.4 to MP 18.9 and then needs to make a reverse movement, activate the westward absolute signal by operating a pushbutton located on signal mast at MP 18.9. Rule 9.12.2 applies when stopped by a Stop indication.
East St. Paul: No normal position for switches at Payne Ave., in East St. Paul.

Camp Douglas Industrial Lead: Extends from Wyeville, MP 173.5 9.2 miles to Camp Douglas, Sta. No. EG009. MP 182.7 Maximum Speed 10 MPH. Entire Lead out of service.
Menomonie Industrial Lead: Extends from Menomonie Jct., MP 0.0 2.9 miles to Menomonie, Sta. No. ET003. MP 2.9 FRA excepted track.

Wausau Branch: Extends 9.9 miles from Kelly, MP 17.5A, Sta. No. EK086, to Wausau, MP 21.2A, Sta. No. EK090. MP 20.8A ⓍWC Ⓢ. End of track at MP 27.4A. Maximum Speed 10 MPH. Yard Limits entire branch. FRA excepted track. Wausau ⑨, 1900 to 0700.
Rothschild Industrial Lead: Extends from Kelly MP 0.0 1.8 miles to Schofield, Sta. No. ER002. MP 1.8 Operation over WC between MP 1.8 and Rothschild Sta. No. ER003. MP 3.3 FRA excepted track.
Hayward Industrial Lead: Extends from Trego, MP 83.3, Sta. No. EW000, northward 18.7 miles to Hayward, MP 102.0, Sta. No. EW020. Intermediate station Earl, MP 87.3, Sta. No. EW003, Spring Brook, MP 91.4, Sta. No. EW007. Hayward Jct., MP 96.6, Sta. No. EW013 and Johnson, MP 100.3, Sta. No. EW017. Maximum Speed 10 MPH. Operation over WC between South Itasca and Hayward Jct. WC rules and timetable apply. Crews obtain WC track warrant at South Itasca and Hayward.

Radio Display — 5252

Mile Post	SOUTH ▼ STATIONS NORTH ▲	Station Nos.
5.5	STILLWATER ..... Ⓨ	EH006
	1.7	
3.8	NSP KING PLANT ..... Ⓨ	EH004
	0.8	
3.0	BAYPORT ..... ⑨Ⓨ	EH003
	3.0	
0.0	LAKELAND JCT. ..... Ⓨ	EC400
	5.5	

Maximum Speed
MP 5.5 and MP 4.0 10
MP 4.0 and MP 0.0 20
Yard Limits: Entire branch.
Bayport: Do not handle more than 55 cars over crossings at Bayport or at NSP King Plant. Curfew on coal trains between hours 1500 and 1700 acct traffic at Anderson Window Plant.
⑨ Between 2200 and 0600.

Hudson: Absolute signals at MP 18.4 and MP 18.9 activated automatically govern movement over Bridge 414 (Hudson Bridge). Exception: Movements from the Stillwater Branch are governed by Rule 9.17 and by the indication displayed on the absolute signal located 100 feet west of the switch at Lakeland Jct. When a train operates from MP 18.4 to MP 18.9 and then needs to make a reverse movement, activate the westward absolute signal by operating a pushbutton located on signal mast at MP 18.9. Rule 9.12.2 applies when stopped by a Stop indication.

WINONA BRANCH

Radio Display — 5252

Mile Post	WEST ▼ STATIONS EAST ▲	Station Nos.
153.9	WYEVILLE ..... T	EC237
	9.5	
163.4 V	TUNNEL CITY	EQ247
CP243.8 I	36.5	
CP280.0 A	GRAND CROSSING .. ⓍBN Ⓜ	EQ283
	1.2	
CP281.2	LA CROSSE	EQ285
C	28.0	
CP308.2 P	WINONA	EQ313
	1.9	
CP310.1	TOWER CK ..... ⓍDME Ⓜ	EQ315
	77.1	

Maximum Speed ..... MPH 30
TWC: MP 153.9 to MP 163.6.

Business Tracks	CP MP	Sta. No.
Camp McCoy	249.6	EQ253
Sparta	255.5	EQ260
Bangor	265.0	EQ268
Medary	278.0	EQ278
Bridge Switch	283.6	EQ286

Operation over CP between Tunnel City and Tower CK. CP timetable and special instructions apply.
Item 2-C: Exception 1 applies.

La Crosse Industrial Lead: Extends from Grand Crossing westward 0.8 miles. Maximum Speed 10 MPH.

CHIPPEWA FALLS BRANCH

Radio Display — 5252

Mile Post	SOUTH ▼ STATIONS NORTH ▲	Station Nos.	Sidings Feet
50.0	CAMERON ⓍWC Ⓢ		.....
	1.0		
49.0	CONN to W.C.	ES371	.....
	16.7		
33.2	NEW AUBURN	ES354	6796
	21.0		
12.2	NORMA	ES333	3923
	2.2		
10.0	CHIPPEWA FALLS ⓍWC Ⓐ	ES331	.....
	10.0		
0.0	YUKON JCT. .... CPX087 T Ⓨ	EC322	.....
	49.0		

Maximum Speed (Except as below) ..... MPH 40
Between Mile Posts —
49.0 and 42.5 10
42.5 and 37.2 25
31.6 and 22.0 25
12.2 and 10.9 25
10.9 and 10.7 20
10.7 Bridge 614 10
10.7 and 10.0 20
1.6 and 0.3 25
0.3 and 0.0 10
Sidings 10

Business Tracks	MP	Sta. No.
Chetek	42.0	ES363
Bloomer	24.8	ES346
Co-op	23.3	ES345
Phillips ..... (S)	3.5	ES323

Item 2-C: Exception 1 applies.

TWC: Cameron to MP 5.0. **Yard Limits:** MP 5.0 to Yukon Jct.
Loads of pulpwood must be inspected before moving through Bridge 614 at MP 10.7. Unit trains must not operate over this bridge.

GRANVILLE BRANCH

Radio Diplay — 5252

Mile Post	SOUTH ▼ STATIONS NORTH ▲	Station Nos.	Sidings Feet
99.5	FVW CONNECTION	.....	.....
	1.7		
97.8	GRANVILLE	EF005	3374
	5.4		
92.4	WISCONA CPN102	ED103	.....
	7.1		

Maximum Speed ..... MPH 25
Sidings 10
TWC: MP 99.5 to MP 92.4.
Item 2-C: Exception 1 applies.

CLYMAN BRANCH

Radio Display — 5252

Mile Post	SOUTH ▼ STATIONS NORTH ▲	Station Nos.
140.0	CLYMAN JCT.	EC135
	9.4	
130.6	WATERTOWN ⓍCP Ⓐ	EJ009
	11.0	
119.6	JEFFERSON JCT. ⓍUP ⓈT Ⓨ	EJ020
	8.1	
111.5	FT. ATKINSON ..... ⑨Ⓨ	EJ029
	1.5	
110.0	END OF LINE ..... Ⓨ	
	30.0	

Maximum Speed (Except as below) ..... MPH 30
Between Mile Posts —
140.0 and 139.4 10
130.6 Xng CP ..... 20†
120.6 and 117.4 10
117.4 (Candace St.) ..... Stop
117.4 and 110.0 10

Business Tracks	MP	Sta. No.
Clyman(N)	138.9	EJ001
Johnson Creek(S)	123.4	EJ018
Jefferson ..... Ⓨ	117.2	EJ023

Unit grain trains restricted to 60 cars.
FRA excepted track MP 120.0 to MP 110.0
Item 2-C: Exception 2 applies.

TWC: Clyman Jct. to MP 120.6.
Yard Limits: MP 110.0 to MP 120.6.
Ft. Atkinson: Rule 6.32.2 applies at Sherman Ave., and Milwaukee Ave.

Radio Display — 5252

Mile Post	SOUTH ▼ STATIONS NORTH ▲	Station Nos.	Sidings Feet
74.5	END UP RR TRACK	.....	.....
	1.1		
73.6 L	LANDING JCT.	.....	.....
	0.5		
73.1 S	ISHPEMING — EAST ..... T	ED383	Yard
	3.6		
69.5 I	LSI JCT.	ED381	.....
	0.7		
165.9 W	NEGAUNEE	ED380	4252
	1.4		
164.5 C	WEST WYE	.....	.....
	1.0		
175.9	SOUTH WYE	.....	.....
	0.5		
175.4	EAGLE MILLS JCT.	ED378	.....
	0.5		
174.9	PALMER LINE JCT. ..... T	ED376	.....
	0.5		
74.5	TILDEN MINE	.....	.....
	3.7		
70.8 L	TILDEN JCT.	.....	.....
	0.2		
70.6 S	EMPIRE MINE	.....	.....
	1.6		
69.0 I	EMPIRE JCT. ..... T	.....	.....
	0.5		
174.4	PARTRIDGE JCT. ..... T Ⓨ	ED375	.....
	0.8		
173.6	PARTRIDGE ..... Ⓨ	ED374	3935
	4.5		
169.1	CASCADE	ED370	.....
	13.7		
155.4	LITTLE LAKE	ED356	3628
	28.5		
126.9	BRAMPTON	ED328	3825
	10.5		
116.4	ORE DOCK ..... T Ⓨ	ED317	.....
115.9	1.4		
114.5	ESCANABAⓍELS Ⓖ ..... Ⓨ	ED316	.....
	22.3		
92.2	POWERS ..... T Ⓨ	ED294	2855
	19.8		
72.8	STEPHENSON	ED274	3445
	22.9		
48.5	MARINETTE ..... Ⓨ	ED251	5900
	19.9		
29.6	OCONTO	ED231	4318
	23.4		
5.7	HOWARD ELS CONN	ED208	.....
	1.7		
4.0	FVW CONN ..... Ⓨ	.....	.....
	2.6		
1.4	NORTH GREEN BAY ..... Ⓨ	ED204	Yard
	179.7		

Maximum Speed ..... MPH
MP 172.2 — MP 117.0 .. 40
MP 112.9 — MP 4.0 (Except as below) 30
Between Mile Posts —
114.5 ELS Xng ..... 10†
Sidings 10

Business Tracks	MP	Sta. No.
Sands	163.8	ED365
Plains	159.0	ED360
Maple Ridge(S)	139.0	ED340
Bark River(N)	103.1	ED304
Carney(S)	84.6	ED286
Wallace(S)	66.1	ED267
Kew(S)	53.8	ED257
Menomonie(S)	51.5	ED253
Peshtigo	42.4	ED245
Little Suamico(S)	15.3	ED218
Duck Creek	4.2	ED207

CTC: Ishpeming to Partridge Jct.
TWC: MP 172.2 to FVW Conn.
Yard Limits: Partridge Jct. to MP 172.2, MP 117.0 to 112.9, MP 93.0 to MP 90.7, MP 49.7 to MP 47.3, FVW MP 4.0 to No. Green Bay.
Equation:
MP 115.0 to MP 117.0=1.5 mi, MP 104.0 to MP 105.0=1.2 mi, MP 49.0 to MP 51.0=1.0 mi.
Item 2-C: Exception 1 applies.

Landing Jct. to Partridge Jct.: Operation over joint CTC tracks of UP, LSI and WC. LSI timetable and special instructions govern. Control operator at Eagle Mills. Eastern standard time in effect.
FVW Conn. to North Green Bay: Operation over FVW between MP 4.0, South of Duck Creek and North Geen Bay. Southward trains must report to FVW yardmaster at North Green Bay for permission to pass MP 4.0. FVW radio channels: Radio 1 (7676).
Escanaba: Engines must stop before crossing Danforth Road crossing on the new connection between UP and ELS. During inclement weather and between dusk and dawn, lighted fusees must be placed to warn approaching vehicles.
Ore Dock to North Green Bay: Unit trains restricted to 120 cars.
Main track switches: No normal position for following main track switches: Partridge (MP 174.0 — MP 173.0), Ore Dock (MP 116.6 — MP 113.6), Powers (MP 92.2).

Palmer Industrial Lead: Extends from Cascade 5.4 miles westward to Palmer, Sta. No. EL005. Maximum Wt. 220,000 lbs. Entire Lead out of service. Maximum Speed 10 MPH.
Oconto Falls Industrial Lead: Extends from Oconto MP 54.4 8.3 miles westward to Stiles Jct. MP 46.1 (ⓍELS Ⓐ), Sta. No. EO008. Maximum Wt. 220,000 lbs. FRA excepted track. Entire Lead out of service.

IRON MOUNTAIN BRANCH

Radio Display — 5252

Mile Post	WEST ▼ STATIONS EAST ▲	Station Nos.	Sidings Feet
0.0	POWERS ..... T Ⓨ	ED294	.....
	4.0		
4.0	HERMANSVILLE ⓍWC Ⓢ ..	EA004	1960
	8.8		
12.8	WAUCEDAH	EA013	4580
	11.8		
24.6	QUINNESEC ..... Ⓨ	EA025	4965
	11.8		
28.4	IRON MOUNTAIN ⑨Ⓨ	EA027	.....
	1.2		
29.6	ANTOINE ..... Ⓨ	EA030	.....
	30.0		

Maximum Speed (Except as below) ..... MPH 30
Between Mile Posts —
23.0 and 30.0 10
Sidings 10

Business Tracks	MP	Sta. No.
Norway ..... (W)	20.2	EA020
Fumee ..... (E)	23.1	EA023

TWC: MP 1.0 TO MP 23.0.
Yard Limits: Powers to MP 1.0, MP 23.0 to Antoine.

Main track switches: No normal position for following main track switches: Powers, Quinnesec (MP 23.5 to 26.0).
Item 2-C: Exception 1 applies.

Iron Mountain: UP and ELS operate over joint tracks between "H" Street crossing at MP 28.7 and Miner's Hall crossing at MP 29.4. UP timetable and rules govern.
Quinnesec: Gunville Warehouse industry track clearance is 18'15" A.T.R.

Niagara Industrial Lead: Extends from Quinnesec MP 0.2 4.0 miles to Niagara, Sta. No. EN004 MP 3.8. Maximum Speed 10 MPH.

Radio Display — **2020**

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
9.0		I009	81ST STREET		ZA009	
10.1		I010	OAKDALE Ⓧ CRL Ⓜ		ZA010	
16.7			DOLTON JCT		ZA017	
			Ⓧ CSX IHB Ⓜ			
17.2		I016	144TH STREET			
17.6		I017	145TH STREET			
18.0			YARD CENTER	Ⓑ	ZA018	yard
18.1		I018	SIBLEY BLVD.			
19.4		I019	159TH STREET			
19.8		I020	162ND STREET			
20.1			THORNTON JCT.	Ⓡ	ZA020	
			Ⓧ GTW Ⓜ			
			5.8			
25.9		I026	TWELFTH STREET	Ⓜ	ZA025	
27.0			JAY Ⓧ EJ&E Ⓜ	Ⓡ	ZA026	
			0.8			
27.8			CHICAGO HEIGHTS X	Ⓑ	ZA027	yard
27.9		I028	SAUK TRAIL	Ⓜ	ZA031	
35.8		I036	BEECHER	Ⓜ	ZA038	
49.7		I050	PENCE Ⓧ CR Ⓜ	Ⓑ	ZA049	
			22.1			
49.9			MOMENCE X	Ⓑ	ZA050	
			10.2			
60.1		I060	ST. ANNE Ⓧ KBS Ⓐ		ZA060	
			13.6			
73.7		I074	BEN		ZA074	
			3.8			
77.5		I078	WATSEKA Ⓧ TPW Ⓜ Ⓑ		ZA077	
			4.9			
82.4		I083	WOODLAND JCT		ZA083	
			10.5			
92.9		I093	GOODWINE		ZB092	10136
95.0		I095		13.8		
106.7		I107	ELLIS	Ⓑ	ZB108	9308
108.8		I109		19.2		
125.9		I126	GLOVER Ⓧ CR Ⓜ		ZB126	8174
127.6		I128		8.3		
134.2		I134	BLOCK		ZB136	12111
136.7		I137		10.4		
144.6		I145	VILLA GROVE	Ⓑ	ZB145	10537
146.8		I147		8.9		
153.5		I153	Ⓧ IC Ⓜ			
			0.3			
153.8		I154	TUSCOLA	Ⓑ	ZB153	9587
155.9		I156		15.3		
169.1		I169	CADWELL		ZB168	9989
171.1		I171		7.0		
176.1			SULLIVAN Ⓧ IC Ⓐ		ZB176	
183.1		I183	FINDLAY	Ⓑ	ZB185	11361
			0.3			
185.5		I185	FINDLAY JCT.	Ⓑ T	ZB186	
			14.3			
197.8		I198	CLARKSBURG		ZC200	10184
199.8		I200		19.1		
216.0		I216	ALTAMONT		ZC219	9691
218.0		I218		1.9		
220.8		I221	EAST ST. ELMO	Ⓑ	ZC221	
			3.6 MILES VIA CR			
224.4		I224	WEST ST. ELMO	Ⓑ	ZC226	
			11.3			
233.4		I233	ST. PETER		ZC236	10359
235.5		I235		7.0		
242.7			KINMUNDY Ⓧ IC Ⓐ		ZC242	
250.0		I250		9.4		
251.3		I251	SALEM	Ⓑ T	ZC252	14882
253.0		I253		2.0		
254.1			Ⓧ CSX Ⓐ			
			7.4			
261.5		I262	KELL		ZC263	9093
263.3		I263		12.6		
274.1		I274	MT. VERNON	Ⓑ T	ZC276	7143
275.6		I275		1.1		
276.2			Ⓧ NS CSX Ⓜ			
			2.8			
279.0		I279	BAKERVILLE		ZC282	
			8.3			
287.3		I287	INA		ZC287	8107
288.9		I289		10.9		
298.2		I298	BENTON JCT. Ⓧ IC Ⓖ		ZC298	
			3.6			
301.8		D301	BENTON	Ⓑ	ZC302	10727
303.0		D303		4.3		
306.1			Ⓧ BN Ⓐ			
			8.5			
314.6		D315	BUSH	Ⓑ	CD024	6506
316.1		D316		20.9		
335.5		D335	GRIMSBY		CD003	5772
336.7		D337		3.6		
339.1		D085	CHAP		C 094	
			330.0			

Maximum Speed MPH

Between 81st St. and Chap

(Except as below)	**60**
81st St. to MP 16.0	40
MP 16.0 to Thornton Jct.	20
Thornton Jct. to MP 28	40
49.7 Ⓧ	50
60.1 Ⓧ	50
77.5 Ⓧ	25
125.9 Ⓧ	50
Between Mile Posts —	
144.4 and 145.1	50
153.4 and 153.5	40
164.8 and 165.0	50
175.7 and 176.6	30
193.9 and 194.6	20
194.6 and 195.3	35
202.7 and 203.5	50
218.4 and 219.1	20
Conrail Track	
220.8 and 224.4	40
North Control Sidings	30
224.5 and 224.7	30
242.7 and 242.8	50
252.0 and 254.2	30
264.9 and 266.7	55
270.4 and 270.9	50
275.9 and 277.0	30
298.3 and 299.3	30
299.3 and 303.6	55
314.7 and 317.3	40
318.0 and 323.0	50
323.6 and 335.4	40
338.5 and Chester Subdiv. Conn.	20

Equation:
MP 339.1 = MP 84.8 on Chester Subdiv.

Train Defect Detectors located at

#MP 91.3	#MP 219.5
#MP 103.4	#MP 237.7
#MP 122.7	#MP 267.1
#MP 140.0	#MP 280.8
#MP 160.7	#MP 293.5
#MP 179.5	#MP 308.4
#MP 190.5	#MP 321.0
#MP 201.0	#MP 331.3

Both Tracks at

#MP 32.2	#MP 62.8
#MP 45.0	#MP 75.7

Pence (CP I050): When the Interlocking signal at CP I050 displays Stop indication, communicate with UP Train Dispatcher and in addition be governed by instructions in Release Box.

IC Interlocking CP I153: When Interlocking signal displays stop, communicate with the UP Train Dispatcher and in addition be governed by instructions at the UP Key Release Box.

Glover (CP I126): When the interlocking signal at CP I126 displays stop indication, communicate with U.P. train dispatcher and in addition be governed by instructions in release box.

Two main tracks between 81st Street (CP I009) and Woodland Jct. (CP I083) designated No. 1 and No. 2 tracks. Southward trains originating Chicago area secure track warrant at originating yard. All employee's working on or in the Chicago Switching District, must provide themselves with a copy of, and have in their possession while on duty, the Chicago operating rules association operating guide. (Cora Guide 2nd. Edition) effective January 15, 1995.

CTC in effect: On No. 1 and No. 2 Main Tracks between CP I009 (81st Street) and CP I020 (162nd Street), and between CP I074 (Ben) and CP I083 (Woodland Jct); On single Main Track between CP I083 (Woodland Jct) and CP D085 (Chap).

Movement with the Current of Traffic Rule 9.14 in effect: between CP I020 (162nd Street) and CP I074 (Ben).

Track Permits Rule 9.15 in effect: between CP I020 (162nd Street) and CP I074 (Ben) on both Main Tracks. Control Operator is Chicago Sub Dispatcher, Omaha.

Trains moving against the current of traffic between CP I020 and CP I074 must approach interlockings at Thorton Jct. MP 20.1; Jay MP 27.0; Pence MP 49.7 and St. Anne MP 60.1 at Restricted Speed until crossing occupied.

Trains receiving a Stop indication at Signal 292 (CP I030) must communicate with control operator at Kirkyard EJE, before proceeding Radio Display 1616.

Northward CSX and Soo Line trains secure UP track warrant at Danville.

All trains changing crews at Villa Grove must secure track warrant before departing. Trains to and from Pinckneyville Subdiv. secure track warrant at Mt. Vernon.

Southward Trains to Chester Sub. secure SSW track bulletins and track warrant at Salem.

40 MPH dual control switch turnout: CP I185; CP I036.

30 MPH spring switch turnouts: CP I128, CP I235, CP I263.

15 MPH dual control switch turnouts: CP I009, Dolton Jct., CP I016, CP I017, CP I018, CP I019, Jay (EJ&E Conn.) CP I050 and CP I251.

Open the Switch Indicator located at CP I298 for southward movement. When illuminated "S" is displayed on the fixed signal, Stop, Open the switch, and proceed through turnout on signal indication.

Mt. Vernon — Do not exceed 5 MPH in No. 1 and No. 4 tracks in Old Yard.

Close Clearance: St. Anne MP 59.8 to MP 60.0 on No. 2 track. Trains handling loads of excessive width 12′ 0″ or more, must reduce speed to 10 MPH until it's ascertained no cars are on adjoining Elevator Track, or excessive width cars are past this location, speed may then be resumed.

Operation via Conrail between MP 220.8 and MP 224.4. Radio transmission established with Conrail train dispatcher by changing radio display to 6464 and keying '#5' or pushing radio transmit button five (5) times.

Conrail Rule Book and Timetable Apply Between East and West St. Elmo.

Business Tracks	MP	Sta. No.
Thornton	21.7	ZA022
Steger	28.8	ZA029
Grant Park X	44.7	ZA045
Martinton (S)	67.7	ZA068
Pittwood (N)	71.5	ZA072
Coaler X	79.6	ZA080
Bryce (N)	87.5	ZB088
Fountain Creek (N)	96.1	ZB096
Reilly (S)	103.4	ZB103
Dailey	116.5	ZB117
Royal	120.0	ZB120
Bongard	140.0	ZB140
Bourbon (N)	159.4	ZB159
Arthur	164.7	ZB165
Chipps (S)	173.1	ZB173
Findlay	185.2	ZB185
Shelbyville	193.9	ZC194
Mode (N)	204.5	ZC205
St. Elmo (S)	224.8	ZC224
Parro	226.0	ZC225
Murphysboro (S)	328.8	CD010

Cissna Park Industrial Lead: Goodwine MP 98.2 to Cissna Park MP 104.1, 5.9 miles. FRA Excepted.

Claytonville	94.2 ZF094
Cissna Park	97.9 ZF098

Salem Industrial Lead: Breaks out Salem 2.7 miles. FRA Excepted. Trains and engines must ascertain that crossing warning devices are operating before occupying Marion St., Broadway St., and College St. If it is not known such device has been operating for 20 seconds, a crew member must be on the ground at the crossing to warn traffic until crossing is occupied.

Westville Industrial Lead: Villa Grove MP 164.9 to E.O.T. MP 155.0, 9.9 miles. FRA excepted. Maximum Speed 5 MPH.

Business Tracks	MP	Sta. No.
Fairland	161.9	ZD162
Longview	159.7	ZD160
Broadlands	155.7	ZD156

At the following locations, movements must ascertain crossing warning devices have been operating long enough to provide warning and crossing gates, if equipped are fully lowered:

Henson Road, MP 164.0: Villa Grove, IL., and State Street MP 156.1, Broadlands, IL.

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.

PANA SUBDIVISION

Radio Display — **2020**

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
185.5		I185	FINDLAY JCT.	T Ⓑ	ZB186	
			20.2			
205.7		I206	PANA		ZB205	7734
207.3		I208		7.2		
212.9		I213	OHLMAN		ZB213	10442
215.0		I215		18.3		
231.4		I231	HILLSBORO	Ⓑ	ZB232	11736
233.8		I234		12.3		
243.7		I244	WALSH JCT.		ZB239	
			3.8			
247.5		I248	JOAN		ZB243	9809
249.6		I249		16.2		
263.7		I264	GARD		ZB260	10462
265.9		I266		10.0		
273.7		I273	VIERLING JCT.		ZB274	
			2.0			
275.7			LENOX Ⓜ	Ⓑ	ZB277	
			13.7 MILES	VIA TRRA		
			21.2 MILES	VIA A&S		
290.0			ST. LOUIS	Ⓑ ⑨	MX001	
			104.8			

Maximum Speed MPH

Findlay Jct.-Lenox

(Except as below)	**60**
MP 205.1 — MP 205.4	40
MP 269.4. . NWD only	40†

BN iron ore trains loaded or empty between Lenox and Walsh Jct. max. speed 40 MPH.

Two main tracks designated No. 1 and No. 2 track between Vierling Jct. and Lenox.

CTC In Effect: between Findley Jct. CP I185 and Lenox.

Northward trains departing St. Louis, Valley Jct., A&S and Madison secure track warrant before leaving Lenox.

Southward BN trains secure UP track warrant at Toland.

Business Tracks	Sta. No.
Westervelt (N) MP 191.8	ZB192
Rosamond (N) MP 209.4	ZB209
Nokomis . . (N) MP 218.2	ZB218
Witt (S) MP 222.9	ZB222
Irving (N) MP 227.4	ZB227
Taylor Springs (N) MP 234.4	ZB234

15 MPH dual control switch turnouts: crossover at Lenox MP 275.7.

Trains Defect Detectors located at

#MP 198.5 #MP 219.2 #MP 241.5 #MP 260.5

Operation over GWER-SP track Lenox-WR Tower and TRRA WR Tower-St. Louis, WR Tower-Valley Jct., Operation over A&S Lenox-St. Louis, and Lenox-Valley Jct.

Radio Display — **2424**

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
D0.5			ST. LOUIS ..... Ⓑ⑨		MX001	.....
			1.8 Miles Via TRRA			
D2.3			GRAND AVE. Ⓜ..... Ⓑ		.....	.....
			1.5 Via BN			
0.0			IRON MTN. JCT.Ⓜ		X 001	.....
			6.4			
6.4			BROADWAY JCT. ..... T		GH011	.....
			0.4			
6.8			DAVIS JCT. ..... T		X 003	.....
			3.0			
9.8		D010	BARRACKS		X 010	.....
			8.9			
18.7		D019	WICKES		X 019	4836
19.7		D020	7.6			
26.3		D026	RIVERSIDE ..... Ⓑ T		X 026	4912
27.3		D027	15.2			
41.5		D041	DE SOTO ..... Ⓑ		X 042	6359
42.8		D043	9.2			
50.7		D051	BLACKWELL		X 051	4390
51.8		D052	6.0			
56.7		D057	CADET ..... Ⓑ		X 057	4602
57.7		D058	3.7			
60.4		D060	MINERAL POINT		X 061	4349
61.3		D062	14.5			
74.9		D075	BISMARCK ..... Ⓑ		X 075	4992
76.0		D076	16.5			
77.2		D078			.....	.....
91.4		D091	TIP TOP ..... Ⓑ		X 092	4243
92.3		D092	16.5			
107.9		D107	ANNAPOLIS		X 108	4538
108.9		D109	9.3			
117.2		D117	GADS HILL ..... Ⓑ		X 120	4334
118.2		D118	9.3			
126.5		D127	PIEDMONT		X 127	6560
127.9		D128	17.7			
144.2		D144	WILLIAMSVILLE .... Ⓑ		X 146	4418
145.2		D145	20.7			
164.9		D164	BLACK RIVER JCT.		X 164	.....
			0.6			
165.5			POPLAR BLUFF .... Ⓑ T		X 166	Yard
			162.3			

MPH	Psgr.	Frt.
Maximum Speed (Except as below)	**60**	**50**
Thru Grand Ave. Interlocking	15	15
Thru Turnout Iron Mtn. Jct.	10	10
Between Iron Mtn. Jct. and Davis St.	25	25
Between Mile Posts—		
6.7 and 6.9	15	15
6.9 and 8.0	25	25
9.5 and 12.7	55	—
17.3 and 21.3	50	—
21.3 and 33.0	55	—
35.6 and 36.0	55	—
41.5 and 42.6	30	30†
42.8 and 45.7	55	—
52.9 and 54.5	45	45
54.5 and 56.5	55	—
Diverging Route Cadet 56.5 and 56.75	10	10
56.75 and 70.3	55	—
70.3 and 71.1	45	45
71.1 and 75.3	55	—
75.4 and 75.5	30	30†
75.5 and 78.1	55	—
97.2	45	45
98.0 and 98.4	55	—
MP 100.4 and MP 126.3 (Except as below)	**55**	**50**
101.3 and 101.5	30	30
105.7 and 109.3	45	40
125.4 and 126.3	45	40
MP 126.3 and MP 165.9 (Except as below)	**55**	**40**
129.6 and 131.0	45	—
135.1 and 136.7	45	—
136.7 and 137.4	35	35
146.4 and 148.9	35	35
148.9 and 151.0	45	—
153.2 and 154.2	45	—
164.5 and 165.4	40	—
All Sidings	10	10
Except:		
Wickes	20	20
Riverside	20	20
Bismarck	20	20
Loaded unit ore or ballast trains	—	35

TWC/ABS between MP 0.0 and MP 9.8.
CTC in effect 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 98.0 Ⓐ MP 64.3 Ⓐ 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.
Derails located in following sidings:
Gads Hill, Blackwell, Mineral Point and Bismarck.

Business Tracks	MP	Sta. No.	Business Tracks		MP	Sta. No.
Triangle Spur	10.8	X 011	Glover	(S)	97.8	X 099
Hillcrest	17.8	X 017	Chloride		100.1	X 101
Iron Mountain	80.7	X 081	North Des Arc		111.8	X 112
Middlebrook	83.1	X 083	Leeper	(S)	133.1	X 133
			Wilby	(N)	155.4	X 155

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

Train crews, when moving over high line between Lesperance Street and 12th Street, must notify Dupo Yardmaster of any dimensional loads that will not clear these locations.

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 9.17 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.

Ivory Yard — FRA excepted tracks: 2 through 19, Maximum Speed 5 MPH.

Desoto — All tracks east of Desoto Siding are FRA excepted tracks, maximum speed 5 MPH.

Gads Hill — Crossover between loading track and new track is not to be used while making switching moves in yard. No more than 2 units may be used when switching plant.

Williamsville — Do not exceed 5 MPH on tie track.

Switching at following stations or Business Tracks restricted to one (1) four axle unit: CF Industries; Wye tracks Riverside; 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 freight train averages over 90 tons per operative brake — 35 MPH if freight train averages over 100 tons per operative brake.

Two main tracks between Black River Jct. and Poplar Bluff.

Trains originating 23rd St. and Lesperance St. secure track warrant before departing.

Lesperance 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, Lesperance St. MP 1.1 ⒷSta. No. X-003 and Davis Jct. MP 6.8. Between 8th St. and Rutger St. authority must be obtained from Operator Gratiot Tower. FRA Excepted Track: Between MP 0.0 and MP 1.5: Tracks 500-504, 107, 110 and 729.

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.

Stations:			Stations:		
Bismarck	126.0	X 075	Desloge	35.6	MC035
Derby Jct.	38.8	MB036	Dolomite	34.0	MC034
Rivermines	37.6	MC038	McDowell Spur.. (E)	32.3	MC032
Flat River	37.1	MC037	Bonne Terre	31.1	MC032

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

PEA RIDGE BRANCH

Maximum Speed (Except as below)	MPH 30
MP 60.0 - MP 62.0	10
MP 81.0 - MP 81.4	25
MP 83.1 - MP 84.8	10
Pea Ridge-over all switches	5

Switch point derail installed main track MP 83.6.
Yard Limits: MP 57.8 to MP 59.0;
MP 83.0 to end of Track
TWC — MP 59 to MP 83
Rule 5.4.4 not in effect.

Radio Display — **2424**

Miles	WEST	STATIONS	EAST	Station Nos.
57.7		CADET ..... Ⓑ Ⓡ Ⓨ		X 057
		14.7		
72.4		INDIAN CREEK ..... Ⓨ		XA072
		11.7		
84.1		PEA RIDGE ..... Ⓑ Ⓨ		XA084
		27.2		

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.

METROPOLIS BRANCH

Radio Display — **2020**

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet
298.2		BENTON JCT. .. CPI 298 Ⓨ Ⓑ		ZC298	.....
		18.2			
316.4		MARION ⓍCOE Ⓖ		ZC317	2700
		7.6			
324.0		NEILSON JCT.		ZC324	.....
		15.7			
339.7		VIENNA JCT. (End Trk.)		ZC340	.....
		23.2 (OVER BN)			
BN-225.9		METROPOLIS		ZK370	.....
		54.7			

Operation on BN R.R. between Vienna Jct. and Metropolis BN timetable and special instructions apply.

Business Tracks	MP	Sta. No.	(On BN) Business Tracks	MP	Sta. No.
West Frankfort Ⓑ	305.0	ZC305	Vienna Jct.	BN 202.7	.....
Jenkins.... (N)	308.8	ZC309	Joppa Jct. ..	BN 218.6	.....
Goreville Ⓑ....	329.3	ZC329	Cook	BN 221.5	ZK367

Maximum Speed (Except as below)	MPH 35
Between Mile Posts —	
298.2 and 299.0	20
Spring Switch Neilson Jct.	30

TWC in effect
MP 302.0 to MP 339.7.
Yard Limits:
Benton Jct. to MP 302.0.

Between MP 314.3 and MP 317.5, movement must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and crossing gates, if equipped are fully lowered.

If the device fails to operate a member of the crew must be on the ground at the crossing to warn traffic until the crossing is occupied. Make any movements over the crossing only on the crew member's signal.

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.

Joppa Industrial Lead
Max Speed 10 MPH. Entire lead yard limits. Lead extends 2.4 miles from E.O.T. to Joppa MP 361.9 Sta. No. ZK363.

At Joppa:
The normal position of Jct. Switch at MP 361.1 is lined for the Joppa and Eastern RR.

Freeman Ind. Lead: Excepted Track originates at Jenkins. MP 308.7 and extends 5.2 miles to Orient No. 4, Sta. No. ZC313 MP 313, End of Main Track MP 313.9.

Radio Display — Valley Jct. to Illmo — **2424**
Illmo to Dexter Jct. — SSW1414
Dexter Jct. & Missouri Jct. to Poplar Bluff — **2424**

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
0.2		D000	VALLEY JCT.	Ⓑ	.....	.....
			Ⓧ TRRA Ⓜ		C 002	.....
			1.4			
1.4		D001	AIRPORT		.....	.....
			0.5			
1.9		D002	PARKS		C 010	.....
			2.5			
4.4		D004	NO. DUPO	Ⓑ	C 013	.....
			1.8			
6.2		D006	DUPO	Ⓑ	C 015	.....
			1.1			
7.5		D008	SOUTH DUPO	Ⓑ	C 015S	.....
			1.9			
9.4		D009	ICG		.....	.....
			11.3			
20.7		D021	VAL		C 029	.....
			13.1			
33.8		D034	FULTS		C 042	.....
			13.9			
47.7		D047	KIDD		C 056	.....
48.3		D048	1.8			
49.5		D049	FLINTON		C 058	yard
			2.5			
52.0		D053	GAGE JCT.		C 060	.....
			3.8			
55.8		D056	REILY		C 063	.....
			5.2			
61.0		D061	MENARD JCT.		C 069	.....
62.8			2.1			
62.9		D063	CHESTER	Ⓑ T	C 070	7663
64.4		D064T	2.8	T		
65.7		D066	FORD		C 073	6459
			4.6			
70.3		D070	ROCKWOOD JCT.		C 077	.....
			2.1			
72.4		D072	CORA		C 080	.....
			0.6			
73.0		D073	CORA JCT.		C 081	.....
			3.4			
76.4		D077	RADDLE JCT.		C 085	.....
			5.0			
81.4		D081	JACOB		C 090	.....
83.8		D084	2.8			
84.6			GORHAM	Ⓑ T	C 093	yard
			0.2			
84.8		D085	CHAP	T	C 094	.....
			5.7			
90.5		D090	HOWARDTON JCT.		C 100	.....
			4.5			
95.0		D095	HALSEY JCT.		C 104	.....
			13.1			
108.1		D108	POTTS		C 117	.....
			7.6			
115.7		D116	NILE		C 125	.....
			4.0			
119.7		D120	SIMBCO	Ⓑ	C 129	.....
			3.0			
122.7			CAPEDEAU JCT.		C 132	.....
			1.3			
123.7			ILLMO	Ⓑ	C 133	.....
			45.6 via SSW			
192.6			MISSOURI JCT.		C 179	.....
			2.2 to CHARLESTON JCT.			
191.4			DEXTER JCT.		XD026	.....
			1.0			
190.3		D191	CHARLESTON JCT.		XD025	.....
			0.4			
189.9		D190	DEXTER	Ⓑ	XD024	6474
188.6		D189	11.4			
179.4		D180	IVES		XD013	9275
177.5		D178	6.6			
173.1		D173	JUNLAND		XD006	9878
171.1		D171	6.6			
165.7		D165	POPLAR BLUFF	Ⓑ T	X 166	Yd.
			196.5			

Maximum Speed MPH
(Except as below) 70
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
Dupo:
Thru turnouts "A" yard trks:
201 thru 217 5
To "A" yard lead from trks:
300 and 301 5

Business Tracks	MP	Sta. No.
Warnock ... (S)	15.1	C-024
Powder Plant ... (N)	98.6	C-098
Ware ..... (S)	104.0	C-113
McClure ... (S)	113.0	C-122
Dudley ... (N)	182.9	XD-17
Bess	179.7	XD-14
Boeving ... (N)	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: CP D061, CP D077, CP D090 and CP D095.

15 MPH dual control switch turnouts: CP D000, CP D001, CP D004, CP D006, CP D048, CP D049 and CP D064.

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 56.5
Ⓓ MP 69.5
Ⓓ MP 92.7
Ⓓ MP 173.4
Ⓓ MP 186.5

Both Tracks at
Ⓓ MP 15.1 Ⓓ MP 56.5
Ⓓ MP 28.0 Ⓓ MP 104.7
Ⓓ MP 42.5 Ⓓ 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 I 3.1 (SI & MB Co. MP 123.7) — Missouri Jct. SSW MPI 48.8 (UP MP 192.6) — Dexter Jct. SSW MP I 50.1 (UP MP 191.4) over SSW.

CTC in effect: 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.

Two main tracks between: CP D000 and CP D061; CP D070 and CP D073; CP D077 and CP D090; CP D095 and CP D120; Missouri Jct. and CP D191.

Rule 9.15 in effect between Missouri Jct. and Charleston Jct. on No. 1 track only. Control operator is Chester Subdivision Dispatcher Omaha.

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.

The requirements of rule 6.32.6 Blocking Public Crossings longer than 10 minutes, will not apply at Airport Road CP D001 (MP1.3) Chester subdivision.

That portion of Special Instructions Item 2-E regarding fuel conservation does not apply to interdivisional empty bulk commodity unit trains operating between Memphis and St. Louis.

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 (N)
C 138	9.6	Quarry	C 159	32.2	Ardeola
D 074	16.1	Delta	C 162	35.0	Lozeta (N)
C 149	21.4	Randles	C 164	37.0	Avert
C 154	26.4	Mesler	C 174	47.1	Paront
C 156	28.6	Heagy (S)	.....	48.8	Mo. Jct.

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) .. 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
96.5 and 101.7 25
101.7 and 103.7 10
103.7 and 111.0 25
111.0 and 121.8 10
BN Siding Waltonville 10

TWC In Effect
MP 64.0 to MP 121.8
Rule 5.4.4 not in effect

Train Defect Detector located at: Ⓓ 74.9, Ⓓ MP 96.5

Business Tracks	MP	Sta. No.
Shake Rag.. (N)	95.5	CA340
Scheller ... (N)	111.2	CA049

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet
64.0		CHESTER	Ⓑ T	C 070	.....
		8.0			
72.0		WELGE		CA010	4540
		5.3			
77.3		STEELEVILLE		CA016	9007
		2.1			
79.4		PERCY Ⓧ IC Ⓐ		CA018	.....
		4.3			
83.7		NEW WILSON		CA023	4730
		7.9			
91.6		PINCKNEYVILLE	Ⓑ	CA031	8448
		0.9			
92.5		Ⓧ IC Ⓐ Ⓑ		.....	.....
		10.1			
102.7		TAMAROA Ⓧ IC Ⓐ		CA041	.....
		8.9			
111.6		Ⓧ IC Ⓐ		.....	.....
		2.8			
115.0		WALTONVILLE Ⓧ BN Ⓐ		CA053	YARD
		7.2			
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. Be governed by Rule 6.28 of the General Code of Operating Rules and Instructions of Captain Mine Load Out.

Captain Mine Jct. switch (MP 82.5) may be left lined as last used. Movement approach this switch prepared to stop. The Crossover switches at Captain Mine serve a dual purpose in that the lining of the switch also lines the frog for that switch. The frog is designed to protect the Barney Car Cables. Lining the switch before the entire movement is completed will move the frog underneath the engines or cars and the cable is also exposed and could be severed. Do not line crossover switches until entire movement is completed.

Signals governing movement across scale located 300 feet west of No. 1 Load Yard Switch in service. Signal will indicate clear, approach and stop. Trains both loaded and empty must move at 3 MPH across scale for scale to operate. Do not move across scale if signal is displayed. If signal is displayed, be governed by instructions of employees of Arch of Illinois Coal Company.

At the Captain Mine Loading Tipples, there are two signals located above each tipple to govern engines and cars passing under the tipple on the load track. A green signal will permit engines and cars to move under the tipples. Engines and cars must not pass under the tipples when red signal is displayed. If signal is dark, crew members must ascertain that the loading chute hopper will clear equipment before moving under tipple.

Barney cars are to be cut off from the train only by employees of Arch of Illinois Coal Company. Engineer will not couple to train or move train until authorized by conductor.

When engines remain at Captain Mine with or without crew on duty, engines will be left in the clear of the lead on the north end of Track Number 1.

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 (includes 6.0 miles side track). Max. Speed 10 MPH over entire lead except: 5 MPH Inland Mine and Lead tracks. Stations; Mt. Vernon MP 124.9 TZC276, 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.
Tyson Foods	191.3	XD026
Essex	195.6	XD030
Hunterville ..... (N)	198.7	XD033
Morehouse	205.4	XD040
Miner ..... (S)	214.5	XD049

Track circuits that control automobile traffic signals at U. S. Highway 61, Sikeston, Missouri, are in service.

A rotating white light is located in the southwest quadrant of the highway-railroad intersection which will light, and rotate, after all signals governing vehicular traffic are displaying red aspect.

Trains and engines must approach Highway 61 crossing prepared to stop until rotating white light is seen to be operating or if after waiting two minutes the rotating white light does not operate, the train movement over highway crossing must be protected by crew members on ground at crossing until crossing is occupied.

A push button box is located 352 feet west of Highway 61 crossing at Sikeston, Mo. Before making a switching move on man track, between push button and within 50 feet of Highway 61 crossing, a member of crew must operate the push button, which will time out the rotating white light at this road crossing for 16 minutes, which in turn will allow the highway traffic to move normally.

When a train approaches this crossing without an intent to make a switching move, the push button does not need to be operated.

If any switching move requires more than 15 minutes, the push button must be operated again. If any train completes the switching moves prior to the expiration of the 16 minute time out period, the train must then stop, within 50 feet of the Highway 61 crossing, and wait until such time as the rotating white light begins operating before crossing Highway 61.

All trains and engines stop before passing over Sunset Drive in north leg of wye at Sikeston Power Company, Sikeston, Missouri, Mile Post 210, Pole 10, and do not proceed unless crossing is protected by a member of the crew on the ground at the crossing.

Trains will ensure that Missouri State Highway FF Crossing at Essex, MO., MP 195.7, is properly protected before proceeding:

STE. GENEVIEVE BRANCH

Operation on BN R.R. between Ste. Genevieve and Crystal be governed by General Code of Operating Rules and Special Instructions Item 14(b).

Thomure – Track and time must be granted by BN train dispatcher before switches are lined for BN main.

Station on BN R.R. between Crystal City and Thomure:

Name	BN MP
Crystal	42.1
Selma	44.6
Rush Island	49.7
Brickeys	52.1
Thomure	63.2
Ste. Genevieve	66.5

Radio Display — **2020**

Mile Post	SOUTH ▼ STATIONS ▲ NORTH	Station Nos.
0.0	RIVERSIDE Ⓑ Ⓨ T	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

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: Jones Chemical 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.

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	MB027
Ste. Genevieve	85.0	MB002	Esther	115.2	MB032
Mosher	87.0	MB005	Derby Jct.	118.2	MB036
MFA	91.5	MB009			

SPARTA BRANCH

Maximum Speed MPH
(Except as below) .. 35
Between Mile Posts –
23.0 and 34.0 10
34.0 and 54.5 25
48.7 Ⓧ 10
54.5 and 56.2 10
69.0 and 77.2 25
77.2 and 77.7 10
80.2 and 81.3 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.

Business Tracks	MP	Sta. No.
Oakdale	40.9	MI-41
IP Co. Zeigler Mine # 11	47.0	MI-47
	51.5	MI-51

Radio Display — **2424**

Mile Post	SOUTH ▼ STATIONS ▲ NORTH	Station Nos.	Sidings Feet
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. Ⓨ		
57.4	SPARTA Ⓑ Ⓨ	MI058	yard
	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.

Cape Girardeau Industrial Lead — Capedeau Jct. MP 122.8 to Rush Jct. MP 128.5 — 5.7 miles. Operated by Southeast Missouri Regional Port Authority (SEMO) entire length:
Before entering or leaving Capedeau Jct. crew must obtain signal indication or verbal permission from the S.P. Control Operator.

Radio Display:
Dexter Jct. to Jonesboro Jct.—SSW **1414**
Jonesboro Jct. to MP 280.4—**2424**

Mile Post	SOUTH ▼ CP No.	STATIONS	NORTH ▲	Station Nos.	Sidings Feet
I-50.1	.....	DEXTER JCT Ⓑ		XD26	.....
I-50.2	.....	Ⓧ UP Ⓐ		.....	.....
		65.6 MILES VIA SSW			
106.0		PARAGOULD JCT.		C243	....
		13.7 Miles via SSW			
235.3	Y235	JONESBORO JCT.		C259	.....
		1.3			
236.6	Y236	JONESBORO Ⓑ		C262	8048
238.0	Y237	20.3 Ⓧ BN Ⓐ			
256.9	Y257	HARRISBURG		C280	7759
258.5	Y259	21.0			
277.9	Y278	NORTH WYNNE T		C303	.....
		2.5			
280.4	Y280	Conn. to Memphis Sub. T		.....	.....
		127.1			

Maximum Speed MPH
MP 235.3— MP 280.4
(Except as below) 60
Between Mile Posts—
237.5 and 238.5 50
242.5 and 243.6 45
278.0 and 280.4 40
Wynne-Coal Chute Wye 10
Siding Paragould 10

Do not exceed 55MPH 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	Sta. No.
Paragould	219.9	C243
Cherry Val... (S)	267.8	C291

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

That portion of Special Instructions Item 2-E regarding fuel conservation does not apply to interdivisional empty bulk commodity unit trains operating between Memphis and St. Louis.

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.
Dexter	I-50.9	XD024	Greenway	78.8	C215
Bernie	I-59.5	.....	Jay	90.7	C227
Airscule (S)	I-64.3	C190	Marmaduke (S)	92.9	C229
EM Jct.	I-65.2	.....	Paragould	103.5	C243
Malden T	I-67.7-57.9	C191	Brookland	115.7	C250
WM Jct.	59.6	.....	Farville (S)	117.8	C252
Campbell	64.4	C194			
St. Francis	69.9	C206			
Piggott (N)	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	MP	Sta. No.
Wynne T Ⓑ Ⓨ	280.7	C304
Colt (S)	286.2	C310
Caldwell	289.3	C314
Yaletowne (N)	293.3	C317
Forrest City Ⓧ SSW Ⓐ	295.9	.....
Mariana	313.5	C337
Lexa Ⓑ	323.9	C349
Helena Jct. Ⓨ	326.2	C351

Radio Display:
Poplar Bluff to Harviell Jct. — **2424**
Harviell Jct. to Jax — **2727**
Jax to N. Little Rock — **4242**

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
165.5		....	POPLAR BLUFF ... T Ⓑ		X166	Yard
			0.1			
165.6		D165	4TH STREET		XD000	.....
			0.3			
165.9		D166	HENDERSON		.....	.....
			1.6			
167.6		D168	SOUTH POPLAR		X168	.....
			2.5			
170.0		D170	STANLEY		X170	.....
			2.9			
172.9		D172	HARVIELL JCT.		X173	.....
			7.5			
179.6		Y180	NEELYVILLE		X180	8418
181.3		Y181	10.9		.....	.....
190.5		Y190	CORNING ..... Ⓑ		X192	8355
192.2		Y192	7.5		.....	.....
198.0		Y198	KNOBEL		X199	9779
200.0		Y200	4.2		.....	.....
202.2		Y202	PEACH ORCHARD		X203	8061
203.9		Y204	10.5		.....	.....
212.7		Y213	O'KEAN		X214	8171
214.5		Y214	10.9		.....	.....
223.6		Y224	MURTA JCT.		X223	.....
			1.3			
224.9		....	WALNUT RIDGE		X225	.....
			1.4			
226.3		....	Ⓧ BN Ⓐ		.....	.....
			0.5			
226.8		Y227	HOXIE Ⓑ		X226	.....
			1.8			
228.6		Y229	MINTURN JCT.		X228	.....
			9.7			
238.3		Y238	ALICIA		X239	8456
240.0		Y240	11.8		.....	.....
250.1		Y250	TUCKERMAN		X252	8421
251.8		Y252	8.0		.....	.....
258.1		Y258	CAMPBELL JCT.		X258	.....
			1.4			
259.5		Y260	DIAZ JCT.		X259	.....
			2.0			
261.5		Y261	NORTH NEWPORT Ⓑ		X262	Yard
			1.1			
262.6		Y263	SOUTH NEWPORT		X263	.....
			1.3			
263.9		Y264	NORTH BRIDGE JCT. ..		X264	.....
			0.2			
264.1		....	WHITE RIVER ... Ⓓ Ⓜ		.....	.....
			0.5			
264.6		Y265	SOUTH BRIDGE JCT.....		X265	.....
			4.7			
269.3		Y269	JIFFY		X269	.....
			5.0			
274.3		Y274	GLAISE JCT.		X275	.....
			2.9			
277.2		Y277	BRADFORD		X278	9969
279.2		Y279	9.5		.....	.....
286.7		Y286	RUSSELL JCT. ..... (11)		X286	.....
			1.2			
287.9		Y287	BALD KNOB ..... T Ⓑ		X288	14741
288.5		Y289	1.8		.....	.....
289.7		Y290	JUD		X289	.....
			6.7			
296.4		....	KENSETT		X296	.....
			2.0			
298.4		Y298	HIG		X298	.....
			8.1			
306.5		Y307	MACK		X306	.....
			12.8			
319.3		Y319	WACROSS		X320	.....
			11.5			
330.8		Y331	JAX		X331	.....
			2.2			
333.0		....	JACKSONVILLE ..... T		X332	.....
			6.3			
339.3		X339	N. END YARD		.....	.....
340.5		X340	ONE LEAD		.....	.....
341.9		X341	CREST		.....	.....
			0.4			
342.3		X941	.....		.....	.....
			1.3			
343.6		....	N. LITTLE ROCK ... Ⓑ T		X344	Yard
			178.1			

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

Maximum Speed (Except as below)	MPH Psgr.	Frt.
	75	60
Between Mile Posts —		
165.3 and 165.6	30	30
172.1 and 172.9	70	—
179.2 and 179.3	65	—
184.9 and 185.1	65	—
191.6 and 192.9	50	50†
192.9 and 193.3	70	55
224.3 and 227.8	50	50†
226.3 Ⓧ:		
No. 2 track	40	40
No. 1 track	50	50
258.0 and 263.9	50	50†
263.9 and 264.3	25	25
264.3 and 265.0	35	35
266.6 and 266.9	70	—
288.1 and 288.6	40	40†
292.1 and 292.7	60	—
292.7 and 293.1	55	55
294.1 and 294.6	70	—
322.4 and 323.6	65	—
333.2 and 333.5	60	—
339.1 and 343.8	40	40
Thru Siding Alicia	10	10
North Wye Bald Knob	10	10
South Wye-Bald Knob	10	10

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

40 MPH dual control switch turnouts: CP D172, CP Y224, CP Y229, CP Y274.

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.

N. Little Rock — ABS West Departure lead from Signal 3404 to Hoxie Subdiv. main track at North end yard.

N. Little Rock — West departure lead Max. Speed 30 MPH

New Running Track between CP X941 and Hill (Little Rock Sub.) Max Speed 15 MPH.

Key Trains — Do not exceed 10 MPH on West Departure Lead (North End Yard)

Two main tracks designated No. 1 and No. 2 Track between Poplar Bluff CP D172, CP Y224 and CP Y229, CP Y258 and CP Y264, CP Y265 and CP Y274, CP Y286 and N. Little Rock.

Train Defect Detectors located at:
Ⓗ MP 183.6 — Ⓗ MP 248.0
Ⓗ MP 201.1 — Ⓗ MP 257.5
Ⓗ MP 216.3 — Ⓗ MP 283.4
Ⓗ MP 232.5

Both Tracks at:
Ⓗ MP 171.3 — Ⓗ MP 304.0
Ⓗ MP 266.8 — Ⓗ MP 317.2
Ⓗ MP 294.9 — Ⓗ MP 329.2

Business Tracks	MP	Sta. No.
Delaplaine .... (S)	207.6	X208
McRae ..... (N)	308.2	X308
Beebe	312.7	X313
Ward ..... (N)	317.6	X318

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

DK&S Ind. Lead: 5.5 miles between Kensett, Doniphan and Searcy. Max. Speed 10 MPH.

Radio Display — **2020**

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
380.7		....	MEMPHIS (Sargent Yd.) Ⓑ Ⓨ		XG093	Yard
			0.1			
380.6		....	KC JCT. ⓍNS G		.....	.....
			2.2			
378.4		Y381	TOWER 17 ..... Ⓜ		.....	.....
			0.1			
378.3		....	Ⓧ IC Ⓢ		.....	.....
378.2		Y380	TEXAS ST. ..... Ⓜ		.....	.....
378.1		Y379	KENTUCKY ST.		XG091	.....
377.9		Y378	1.8		.....	.....
376.5		Y377	HARAHAN ..... Ⓨ		.....	.....
			0.7			
375.9		Y376	BRIDGE JCT. Ⓧ BN Ⓐ ...		XG088	.....
			0.6			
375.3		Y375	BRIARK		XG087	.....
375.3		Y901	BRIARK JCT.		.....	.....
			5.3			
370.0		....	PRESLEY JCT. Ⓧ BN Ⓖ ..		XG082	.....
			8.4			
361.6		Y362	CRAWFORDSVILLE .. Ⓑ		XG074	9901
359.6		Y360	12.5		.....	.....
349.1		Y349	SMITHDALE		XG064	7656
347.5		Y347	16.7		.....	.....
332.6		Y280	WYNNE SUBDIV. CONN.			
			0.1			
332.3		Y332	WYNNE ..... Ⓑ T		C304	8649
330.5		Y330	11.4			
320.9		Y321	FAIR OAKS		XG031	8197
319.2		Y318	2.0 T		.....	.....
318.9		....	ⓍSSW Ⓐ ..... T Ⓑ		.....	.....
			17.1			
301.3		Y301	NEW AUGUSTA		XG012	6280
300.0		Y300	1.5		.....	.....
298.5		....	WHITE RIVER ..... Ⓓ Ⓜ		XG010	.....
			10.1			
288.4		Y288	EAST BALD KNOB .... T		.....	.....
			0.5			
287.9		Y289	BALD KNOB ..... Ⓑ T		X288	.....
			92.8			

CTC between MP 287.9 and MP 377.9

Yard Limits: MP 376.5 Eastward to End of Track.

Yardmaster Sargent Yard must be notified before movement is made in either direction between Sargent Yard and CPY 381.

Movement between CPY 381 and CPY 378 on Authority Train Dispatcher Only — Do Not Exceed Restricted Speed.

Two main tracks designated No. 1 and No. 2 Tracks between Briark and CPY 378.

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.

Maximum Speed (except as below)	MPH 60
Between Mile Posts —	
North and South Wye Bald Knob	10
298.2 and 298.6	25
298.6 and 299.1	40
318.9 Ⓧ	30
331.8 and 334.8	40
334.8 and 336.1	50
345.5 and 346.4	50
375.2 and 377.9	25
377.9 and 378.4	20
IC Ⓧ— Forest Yard on NS Main Tracks	Rule 6.27
Kentucky St. — IC Ⓧ	10
IC Ⓧ— Old Aulon Tower on CSX Track	10
IC Southwest Wye at Iowa Avenue	5
IC West Jct. via Y and MV Track	10
Siding Wynne	10
Siding Fair Oaks	10
Coal Chute Wye Track	10

Trains originating Memphis secure track warrant prior to passing Kentucky St.

Business Tracks	MP	Sta. No.
Rio Vista .. (W)	292.8	XG006
Patterson .. (W)	307.3	XG019
McCrory	309.3	XG021
Hamlin ... (W)	324.7	XG037
Earle Ⓑ	352.1	XG064
Gavin	368.0	XG080
W. Memphis Ind. Ld.	370.0	XG085

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

That portion of Special Instructions Item 2-E regarding fuel conservation does not apply to interdivisional empty bulk commodity unit trains operating between Memphis and St. Louis.

White River Drawbridge (MP 298.5) Manual Interlocking When approaching the White River Bridge from either direction a white light may be displayed along with a red signal. This is not to be taken as a "Restricting" signal. The white signal or absence of a white signal is only an indication as to whether the bridge is lined and locked for movement. Any train approaching the White River Bridge with a red signal displayed is to be governed by the following instructions:

When stopped by stop indication in either direction, permission must be obtained from the train dispatcher or control operator to proceed past signal displaying stop.

After stopping and acquiring permission to proceed from train dispatcher or control operator and a white light is displayed in the lower unit, train may proceed at restricted speed through the bridge interlocking limits. A white light at this location indicates that the bridge is lined and locked in proper position for movement per Rule 9.12.2.

If a white light is not displayed in the lower unit, then the crew must comply with requirements of Rule 9.12.2 "Manual Interlocking" of the General Code of Operating Rules.

NOTES

Radio Display:
N. Little Rock to Alexander — **4242**
Alexander to Texarkana — **2727**

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
343.6		.....	N. LITTLE ROCK	Ⓑ T	X344	Yard
			0.3			
343.9		X342	LOCUST ST.		.....	.....
344.3		X343	1.2		.....	.....
345.1		X344	HILL		.....	.....
345.4		X345	ARK. RIVER	Ⓜ Ⓓ	.....	.....
			0.5			
345.6		X346	AMTRAK STA.		X346	.....
345.9		X347	1.7		.....	.....
347.3		X348	LR JCT.		X347	.....
			4.4			
351.7		X352	ENSIGN		X352	.....
			7.2			
358.9		A359	ALEXANDER		X359	.....
			5.3			
364.2		A364	BAUXITE JCT.	Ⓑ	X364	5405
365.3		A365	4.1			
368.3		A368	SHERIDAN JCT.		X368	.....
			2.0			
370.3		A370	SALINE JCT.		X370	.....
			1.1			
371.4		A371	HASKELL	Ⓑ	X373	11126
373.7		A374	5.6			
377.1		A377	TRASKWOOD		X377	6010
378.5		A378	6.3			
383.4		A383	GIFFORD	Ⓑ	X385	6301
384.8		A385	7.8			
391.2		A391	ABCO		X390	9206
393.1		A393	8.2			
399.4		A399	DONALDSON	Ⓑ	X400	6226
400.7		A401	5.4			
404.8		A405	WITHERSPOON		X406	6192
406.2		A406	1.4			
411.1		A411	ARKADELPHIA		X411	8810
412.9		A413	11.3			
422.4		A422	CURTIS JCT.		X422	.....
			4.1			
426.5		A427	GURDON	Ⓑ T	X426	Yard
			2.8			
429.3		A429	BEIRNE JCT.		X429	.....
			7.2			
436.5		A436	BOUGHTON		X438	8273
438.2		A438	5.9			
442.4		A442	PRESCOTT		X442	9090
444.2		A444	6.5		.....	.....
448.9		A449	EMMET	Ⓑ	X450	6443
450.7		A450	7.1		.....	.....
456.0		A456	NORTH HOPE		.....	10499
457.9		.....	Ⓧ KRR Ⓖ		.....	.....
458.1		A458	HOPE	Ⓑ	X458	5747
459.3		A459	4.7		.....	.....
462.8		A463	GUERNSEY		X463	6147
464.1		A464	6.6		.....	.....
469.4		A469	FULTON		X471	9476
471.3		A471	7.9		.....	.....
477.3		A477	HOMAN	Ⓑ	X478	8878
479.1		A479	3.1		.....	.....
480.4		A481	CLEAR LAKE JCT.		X481	.....
			8.3			
488.7		R489	NORTH TEXARKANA			
			1.6			
490.3		.....	TEXARKANA	Ⓑ	X491	Yard
			146.6			

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 CP A370; CP A422 and CP A429 and CP A481 to Texarkana.

N. Little Rock — New Running track Max. Speed 15 MPH.

N. Little Rock — South Departure lead Max. Speed 10 MPH.

N. Little Rock — ABS Departure Lead from Signal 3435 to Little Rock Subdiv. main track at south end of yard.

Ark. River lift bridge is remotely controlled by operator Locust St. If signals governing movement over bridge display stop, contact operator. If bridge is closed and signal cannot be cleared by operator, be governed by instructions in push button box located each end of lift span.

Maximum Speed (Except as below)	MPH Psgr. 75	Frt. 70
Between Mile Posts —		
339.1 and 343.8	40	40
343.8 and 345.0	30	30
345.0 and 345.4	25	25
345.4 and 346.5	30	30
346.5 and 347.4	40	40
347.4 and 351.2	60	60
351.2 and 351.7	50	50
355.9 and 356.3	70	60
357.3 and 357.7	60	50
361.1 and 363.3	60	50
363.3 and 364.6	70	60
382.5 and 385.6	60	60
385.6 and 385.9	55	55
388.1 and 389.5	35	35
414.1 and 414.8	70	60
425.9 and 426.9	40	40†
434.8 and 435.9	65	65
441.7 and 442.8	50	50†
457.0 and 459.1	30	30†
470.6 and 471.3	70	60
480.3 and 480.5	40	40
483.2 and 483.6	65	65
485.9 and 488.9	60	60
488.9 and 490.3	30	30
Union Station tracks Little Rock	10	10
Van Buren Wye tracks	15	15

Business Tracks	MP	Sta. No.
Sterling Stores- No. 2 track (S)	352.3	X352
Mabelvale No. 1 track (S)	355.0	X355
Ark. Power & Light No. 2 track (S)	356.5	X356
Bryant No. 1 track (S)	362.7	X363
Benton (N)	368.7	X369
Perla (N)	386.7	X387
Malvern T Ⓑ	388.7	X389
Daleville (S)	410.0	X410
Gum Springs (S)	415.5	X415
Beirne (N)	430.1	X430

Blow whistle and ring bell for all road crossings within the North Little Rock Terminal area tracks.

Train Defect Detectors At:

# MP358.6 (Both Tracks)	
# MP373.9	# MP431.9
# MP386.1	# MP441.4
# MP395.3	# MP452.9
# MP404.6	# MP464.2
# MP415.5	# MP475.5

Equation: MP 490.28 = MP 0.0

40 MPH equilateral turnouts: CP A481.

40 MPH dual control switch turnouts: CP A370, CP A422 and CP A429.

15 MPH dual control switch: N. Little Rock — Main track crossovers Locust St., south end receiving yard at Locust St. and at CP X342 — South crossover between No. 1 and No. 2 tracks and the two most northern crossovers between No. 1 track and new running track. Little Rock — Crossover switch entrance north end Amtrak Depot and Vinegar Spur Pulaski Ind. Lead; Bauxite — Siding switches; Benton — Switch to Benton Yard; Gurdon Branch conn. Texarkana — East lead.

Hope Siding — Derails located both ends of Siding.

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

Stations:	MP	Sta. No.
North Little Rock	343.6	X344
Arkansas River Ⓜ Ⓓ	345.0	.....
East Little Rock	349.2	K004

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

Radio Display:
N. Little Rock to Higgins — **4242**
Higgins to Alexandria — **2020**
Alexandria Yd — **2424**

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
305.1		X348	LR JCT.		X345	.....
			2.4			
307.5		A346	BIDDLE		XZ000	Yard
309.0		A348	2.6		.....	.....
310.1		A349	E. LITTLE ROCK		K004	.....
			3.8			
313.9		A353	HIGGINS		K009	8912
315.7		A355	10.8		.....	.....
324.7		A363	HENSLEY		K019	8257
326.4		A366	6.7		.....	.....
331.4		A369	WHITE BLUFF	Ⓑ	K025	.....
			17.2			
348.6		A387	N. SSW CONN.		K041	.....
			0.9			
349.5		A388	S. SSW CONN.		.....	.....
			2.0			
350.6		A389			.....	11945
351.5		A390	PINE BLUFF	Ⓑ	K043	10289
353.0		A392			.....	.....
353.6		A394	17.1		.....	.....
368.6		A408	GRADY		K064	9779
370.6		A409	18.4		.....	.....
387.0		A426	MITCHELLVILLE		K080	.....
			5.0			
392.0		A431	PICKENS		K086	9397
393.9		A433	15.5		.....	.....
407.5		A446	NORTH McGEHEE	Ⓑ	K101	.....
			2.2			
409.7		A410	SOUTH McGEHEE		C433	.....
			11.8			
421.5		A421	HUDSPETH		C446	8947
423.3		A423	18.3		.....	.....
439.8		A440	SUNSHINE		C464	8980
441.6		A441	20.9		.....	.....
460.7		A461	BONITA	Ⓑ	C484	9019
462.8		A462	18.6		.....	.....
479.3		A480	COLLINSTON	Ⓑ	C505	9137
481.1		A482	11.4		.....	.....
490.7		A491	SWARTZ		C515	8884
492.5		A492	10.5		.....	.....
498.8		A498			.....	.....
501.2		A501	MONROE Ⓧ KCS Ⓖ	Ⓑ	C525	Yard
503.9		A504	15.3		.....	.....
516.5		A516	BOSCO		C540	9328
518.4		A518	11.7		.....	.....
528.2		A528	OUACHITA RIVER	Ⓜ Ⓓ	.....	.....
			6.4			
534.6		A535	GRAYSON	Ⓑ	C558	9166
536.5		A536	13.7		.....	.....
548.3		A548	OLLA		C572	7941
549.9		A550	12.1		.....	.....
560.4		A560	GEORGETOWN	Ⓑ	C585	8009
562.0		A563	15.5		.....	.....
575.9		A576	ANTONIA		C601	9534
577.9		A577	14.3		.....	.....
591.5		L592	TIOGA		C616	7370
593.0		L593	1.6		.....	.....
593.1		.....	Ⓧ L&A Ⓐ		.....	.....
			2.1			
595.2		L595	MALLIN Ⓧ L&A Ⓜ		.....	.....
			1.4			
596.6		L596	RED RIVER JCT.	Ⓜ Ⓓ	C620	.....
			0.4			
597.0		L598	(WYE CONN)	T	.....	.....
			0.8			
195.7		L196	TEXMO JCT.	T Ⓨ	TB196	.....
			3.6			
192.1		.....	ALEXANDRIA	T Ⓑ Ⓨ	C625	Yard
			1.7			
190.4		L190	WILLOWGLEN	Ⓨ	TB190	.....
			296.7			

CTC between MP 305.1 and MP 195.7; Wye Conn. at CPL 598 to CPR 197 (Reisor Subdiv.).

Yard Limits: MP 195.7 to MP 190.4 on both main tracks.

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).

Two main tracks between CPA 387 and CPA 388 designated No. 1 and No. 2, jointly used by UP and SSW. Eastern most track is No. 2; Between MP 596.6 and MP 190.4.

15 MPH dual control switch turnouts: CPA 369, CPA 392 and Soltz Machinery Pine Bluff. (CPA 388)

Switching and Industry Jobs use Radio Display — 5555 on other than main track from Higgins to LR Jct.

Old siding track Biddle designated No. 102. Max. Speed 20 MPH Rule 6.28 in effect.

Monroe City Lead — 5.5 miles CPA 501 to MP 566.0 (including Olive St. lead). Maximum speed 10 MPH.

Camp Beauregard Lead — MP 592.5, Sta. No. C618.

White Bluff Ind. Lead Max. Speed 10 MPH.

Maximum Speed LR Jct. — MP 371.3 (Except as below)	MPH 50
Between Mile Posts —	
305.1 and 307.0	35
307.0 and 307.3	30
307.3 and 310.0	35
310.0 and 310.5	25
MP 371.3 — MP 531.6 (Except as below)	**60**
346.8 and 350.7	30
388.5 and 389.3	35†
407.4 and 408.1	20†
455.0 and 455.6	50
473.1 and 474.0	50†
480.9 and 481.0	40†
486.3 and 498.9	50
498.9 and 504.3	30
507.0 and 507.4	50
524.5 and 525.1	50
528.1 and 531.6	30
MP 531.6 — MP 190.4 (Except as below)	**50**
540.1 and 540.8	40
558.6 and 559.4	30
571.8 and 575.3	40
582.3 and 585.7	40
593.1 and 597.8	30
597.8 and 190.4	20
Sidings at:	
Higgins	10
Hensley	10
Old and New Sidings	
Pine Bluff	10
Hudspeth	10
Bonita	10
Collinston	10
Strauss track Monroe	10
Antonio	10
Tioga	10

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

Business Tracks	MP	Sta. No.
Hot Springs Jct. (S)	307.4	
Drury Spur	310.4	K005
Granite Mountain	311.9	K005
Baldwin	342.5	K036
Moscow (N)	363.3	K057
Gould	380.8	K075
Dumas (S)	389.4	K082
McGehee T	408.2	C432
Warren Jct. (N)	415.3	C439
Dermott	415.7	C439
Jerome	425.2	C448
Montrose	432.3	C456
E. Ashley	435.7	C459
Portland	436.9	C460
Parkdale	444.8	C469
Bayou	446.5	C470
McGinty	454.2	C478
Jones	457.1	C481
Galion	467.1	C491
Mer Rouge	473.6	C497
Huttig Jct. T	501.0	C524
Erco	508.1	C532
Riverton	526.1	C550
Clarks	537.8	C561
Louisiana Pac.	551.8	C575
Urania	553.0	C576
H & C Veneer	574.7	C599
Christi Spur (Farmland)	578.0	C602

Equation: MP 580.0 = MP 581.3 and MP 597.8 = MP 195.7

MALLIN (L595): When interlocking signal displays Stop Indication, communicate with train dispatcher and in addition, follow instructions in the release box.

Train Defect Detector At:

# MP 320.7	# MP 469.3
# MP 334.1	# MP 485.1
# MP 345.7	# MP 497.1
# MP 359.3	# MP 509.3
# MP 370.8	# MP 525.9
# MP 382.6	# MP 534.3
# MP 396.7	# MP 546.0
# MP 420.4	# MP 556.7
# MP 438.2	# MP 569.7
# MP 454.2	# MP 586.9

Bastrop Ind. Lead Collinston MP 560.5 to E.O.T MP 551.7 8.8 miles.
Bastrop Ⓧ ALM
Ⓢ 553.6 ..... E127
Maximum speed 10 MPH

Hot Springs Ind. Lead at Hot Spring Jct., MP 0.0 to E.O.T. — 4.7 miles with intermediate Sta. Ward Sta. No. XI 001 at MP 1.0, Peisew Sta. No. XI 002 at MP 1.7, Berger Sta. No. XI 003 at MP 3.1 and Frankway Sta. No. XI 004 at MP 4.2 miles. Movements over 65th. Street must stop and be preceded by a flagman to provide warning.

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

Radio Display: Alexandria to Algiers — **2727**

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
190.4		L190	WILLOW GLEN	Ⓨ	TB190	.....
			11.6			
178.8		L179	MEEKER		TB177	10954
176.6		L177	14.7			
164.1		L164	BUNKIE	Ⓑ	TB163	10691
162.0		L162	11.4			
152.7		L153	MORROWS		TB153	9026
150.9		L151	11.1			
141.6		L142	PALMETTO		TB139	11853
139.3		L140	11.9			
129.7		....	MELVILLE	Ⓜ Ⓓ Ⓑ	TB129	.....
			14.8			
114.9		L115	Ⓧ UP Ⓐ			
114.8		L115	LIVONIA	Ⓑ	TB114	6700
113.9		L114			.....	.....
112.4		L113	2.5			
111.8		L112			.....	.....
110.3		L110			.....	.....
103.9		L104	GROSSE TETE		TB102	12338
101.4		L101	8.9			
95.0		....	MORLEY	Ⓜ Ⓓ Ⓑ	TB095	.....
			3.7			
91.3		L091	ADDIS	Ⓑ T	TB090	E14427
87.3		L087			.....	W20277
85.7		L086	14.7		.....	.....
81.0		L081			.....	.....
76.6		L077	WHITE CASTLE		TB075	7251
75.0		L075	8.0			
68.6		L069	McCALL		TB068	.....
66.9		L067	3.5		.....	.....
65.1		L065	DONALDSONVILLE	Ⓑ T	TB065	11068
62.9		L063	11.2			
53.9		L054	ST. JAMES		TB052	8480
52.2		L052	12.1			
41.8		L042	JOHNSON		TB040	11816
39.4		L039			.....	.....
30.9		L031		Ⓑ	.....	.....
			20.9			
26.9		L027			.....	.....
20.9		L021	AMA JCT.		TB020	.....
			1.5			
19.4		L019	FARMERS		TB019	.....
			2.2			
17.2		L017	SELLERS		TB017	.....
			0.7			
16.5		L016	CYANAMID		TB016	.....
			2.6			
13.9		L014	WILLS	Ⓨ	TB013	.....
			2.5			
11.4		....	AVONDALE	Ⓑ Ⓨ	C806	Yard
			1.2			
10.2		....	W. BRIDGE JCT.	Ⓧ SP Ⓜ	TB010	Yard
7.5			WESTWEGO	Ⓑ T Ⓨ	C809	Yard
5.5			MARRERO	Ⓨ	C812	.....
4.3			HARVEY	Ⓓ Ⓜ Ⓑ Ⓨ	C813	.....
2.6			GRETNA	Ⓨ	C814	.....
1.5			GOULDSBORO	Ⓨ	C815	Yard
1.0			ALGIERS	Ⓨ	Y000	.....
			191.1			

Maximum Speed (Except as below) ..... MPH 60

Between Mile Posts —

179.2 and 178.4	45†
163.3 and 162.5	40†
128.8 and 128.1	30
118.9 and 117.6	55†
115.0 and 114.8	30
109.9 and 108.9	35†
102.5 and 101.0	35†
95.3 and 94.9	25
91.4 and 84.0	20
75.5 and 75.0	45†
66.0 and 64.0	40†
20.9 and 20.8	40
13.8 and 10.2	20
10.2 and 1.0	10

Sidings at:

Meeker	10
Bunkie	10
Palmetto	10
Addis between: L086 and L087	10
White Castle	10
Donaldsonville	10
St. James	10
Hercules Bus. Trk.	5

Drill extension Wills to Waggaman 20

Thru city limits:

Westwego	6
Gretna	10

On Leads at:

Occidental	5
Sid Richardson	5
Copolymer	5
Dow	5
Hercules	5
Cyanamid	5

Business Tracks	MP	Sta. No.
Chambers .. (N)	185.1	TB185
MFC Spur (N)	182.7	TB183
Red Barn Chem. Co. ..... (S)	169.7	TB170
LeMoyen	148.7	TB149
Rosa	145.7	TB146
McKneely .. (S)	120.9	TB121
Fordoche	119.1	TB118
Maringouin (N)	109.3	TB109
Lynch Spur (S)	96.5	TB096
Sid Richardson (N)	89.3	TB089
Copolymer	89.2	TB089
Dow	88.8	TB088
Plaquemine	85.4	TB085
Allemania .. (N)	81.3	TB083
Georgia Pacific ... (N)	81.3	TB081
Hercules ... (N)	81.3	TB081
Central Farmers .. (N)	62.5	TB063
Ampro ..... (N)	62.3	TB063
Triad ..... (N)	62.3	TB063
Melamine Chem. ... (N)	62.3	TB063
Gulf ..... T	61.0	TB061
Armant ..... (S)	45.7	TB046
Columbia .. (S)	35.8	TB036
LP&L Spur (S)	30.0	TB030
Taft	28.5	TB028
Hahnville	25.0	TB026
Dufresne ... (N)	23.3	TB023
Monsanto	21.4	TB021
Ama	19.3	TB019
Farmers Export	19.2	TB019
Service Foundry... (N)	14.0	TB014

Train Defect Detectors at:

Ⓟ MP 181.2	Ⓟ MP 83.1
Ⓟ MP 168.2	Ⓟ MP 71.2
Ⓟ MP 157.2	Ⓟ MP 60.1
Ⓟ MP 145.5	Ⓟ MP 45.2
Ⓟ MP 134.1	Ⓟ MP 34.4
Ⓟ MP 118.3	Ⓟ MP 22.1
Ⓟ MP 108.2	

Thibodeau Ind. Lead: McCall to Lula 5.0 Miles. Max. Speed 10 MPH.

Business Tracks	MP	Sta. No.
Lula	5.0	TH007

CTC between MP 190.4 and MP 13.9

Yard Limits: MP 13.8 to MP 0.0

Two main tracks designated No. 1 and No. 2 tracks between Ama Jct. and Avondale.

10 MPH dual control switch turnout on cross-over and connection to Beaumont Subdiv. at CP L115 and CP L621.

15 MPH dual control switch turnouts: CP L190, CP L091, CP L019, CP L017 and CP L014.

40 MPH dual control switch turnout: CP L021.

Engines may occupy main track between switching limit signs

Willow Glen, MP 190.4 and MP 189.9 upon signal indication after authority has been obtained from train dispatcher.

Exception to Rule 8.11 (Switches in Sidings):

Livonia Yard — Hand-operated switch at the north end of the Departure Lead, leading to the siding, may be left lined and locked as last used.

Movements approach this switch expecting to find it lined and locked in other than the normal position.

Operation W. Bridge Jct. to E. Bridge Jct. to Cotton Whse Yard via New Orleans Public Belt RR. GCOR Rules and NOPB Special Instructions apply. For operation over Mississippi River Bridge, when helper engine is placed at rear of train behind caboose, not more than two operating units nor more than 6,000 operative horsepower will be used and 1050 amps of power must not be exceeded. All employes on caboose must ride on helper units during entire movement. When helper engine is placed at rear of train without caboose, be governed by UP Air Brake Rule 31.8.2A.

Operation E. Bridge Jct. to Gentilly Yard via IC, NS and CSX RR.

Operation between Wills and Gouldsboro governed by instructions yardmaster Avondale.

Radio Display: Marshall Jct. to Alexandria — **2424**

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
351.4		R066	MARSHALL JCT.	T Ⓨ	.....	.....
			0.4			
351.0		....	MARSHALL	Ⓑ Ⓨ	TP067	Yard
			1.5			
349.5		....	LOUISIANA	Ⓨ	TB350	7549
			6.4			
343.1		....	SCOTTSVILLE	Ⓑ	TB342	4058
			20.8			
322.3		....	REISOR	Ⓨ	TB321	13337
			6.7			
315.6		....	HOLLYWOOD JCT.	T	TB316	Yard
			0.6			
315.0		....	CUTOFF JCT.	T	TB315	Yard
			1.1			
313.9		....	Ⓧ SP Ⓐ		.....	.....
			2.2			
311.7		....	Ⓧ KCS Ⓐ		.....	.....
			3.7			
308.6		....	LUCAS		TB308	4439
			22.6			
286.0		....	WESTDALE	Ⓑ	TB286	8427
			40.0			
246.0		....	CANE	Ⓑ	TB246	4133
			10.2			
235.8		....	CYPRESS		TB236	5298
			32.9			
196.3		R197	(CONN TO MONROE SUB)	Ⓑ .. T	.....	.....
			7.9			
195.7		L196	TEXMO JCT.	T Ⓨ	TB196	.....
			155.7			

Maximum Speed (Except as below) ..... MPH 50

Between Mile Posts —

351.4 and 350.7	30
350.7 and 348.6	40
324.0 and 321.0	25
320.3 and 315.6	40
315.6 and 315.3	30
315.3 and 310.9	40
247.8 and 245.8	25
236.2 and 235.8	40
209.1 and 208.6	35
199.8 and 195.7	25
Gould Battery Lead over 70th Street	5
Rodemacher — South Leg of Wye	10

Between Marshall and Lucas do not exceed 45 MPH if freight train averages over 80 tons per operative brake — 40 MPH if freight train averages over 90 tons per operative brake — 35 MPH if freight train averages over 100 tons per operative brake.

Business Tracks	MP	Sta. No.
Waskom	332.5	TB331
Greenwood (S)	326.4	TB325
Olin ..... (N)	303.9	TB304
Gayles	302.4	TB302
Caspiana ... (N)	296.0	TB296
Cross Keys ... (N)	292.3	TB292
Bayou Pierre .. (T)	285.0	TB285
Grand Bayou.. (N)	281.0	TB280
Dolet Hill .. (N)	280.9	TB281
Gahagan	275.9	TB275
Lake End	265.7	TB265
Powhatan .. (S)	258.3	TB258
Plywood Spur (N)	250.3	TB251
Natchitoches ...	247.5	TB247
Fern	225.2	TB225
Rodemacher .. T	211.0	TB212
Boyce	208.7	TB209
Rapides	203.9	TB204
England AFB (N)	199.8	TB199
Red River Ind. L.... (N)	197.0	TB197

CTC between: MP 196.3 and 195.7; On Wye Conn. CPR 197 to CP L598.

ABS between: MP 351.4 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

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.

Shreveport Ind. Lead — 7.2 miles Hollywood Jct (MP 0.0) to E.O.T. Maximum Speed 10 MPH. Stations: Hollywood Yd-MP1.5; TS&N Jct — MP 6.4 and Shreveport — MP 6.9 (TS 316).

Good Roads Lead — TS&N Jct. MP 6.4 to Good Roads MP 8.7. 2.3 miles Maximum speed-10 MPH. 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.

LAKE CHARLES SUBDIVISION

Radio Display: Alexandria to Lake Charles — **2727**

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
190.4		L190	WILLOW GLEN	Ⓨ	TB190	.....
			13.4			
615.7		....	BRINGHURST	Ⓑ	C640	7619
			26.3			
642.0		....	TRACY		C666	8409
			12.1			
654.1		....	ELDER		C679	5241
			6.5			
660.6		....	KINDER	Ⓧ UP G Ⓑ T Ⓨ	B544	.....
			19.4			
680.0		....	IOWA JCT	Ⓧ SP Ⓐ	C704	.....
			10.2			
690.2		....	Ⓧ SP Ⓢ		.....	.....
			4.0			
694.2		....	LAKE CHARLES	Ⓝ Ⓑ Ⓨ	C720	Yard
			1.6			
695.8			END OF TRACK			
			91.9			

Maximum Speed (Except as below) ..... MPH 40

Between Mile Posts —

634.5 and 636.0	25†
649.8 and 651.4	35
658.6 and MP Wye	15
661.2 and 662.0	25
662.0 and 689.7	10
689.7 and 690.1	25
690.1 and 695.8	20
Siding Elder	10

Thru Turnouts:

Tracy	25
Wye Track Kinder	10
Wharves & Apron Docks	5

Derails on each end of siding Bringhurst.

Equation: MP 190.4 = MP 602.3.

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.

Goss Port Ind. Lead Extends from MP 694.7 to MP 697.0, 2.3 miles — Ⓧ SP Ⓜ at 696.5 and Ⓧ KCS Ⓢ at MP 697.0 — Max. Speed 10 MPH.

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

15 MPH dual control switch turnouts; CPL190.

ABS between MP 190.4 and MP 660.6

TWC between MP 190.4 and MP 694.2.

Yard Limits: MP 190.4 to 603.2; MP 658.6 to MP 662.0 and MP 687.0 to MP 695.8

Business Tracks	MP	Sta. No.
Woodworth ..... (N)	610.6	C634
McNary	622.6	C646
Glenmora	623.6	C647
Oakdale	635.6	C659
Van-Ply	638.1	C662
Fontenot	664.2	C688
Fenton	669.4	C694
Woodlawn	675.0	C700
American M.F.C.	680.5	C703
Manchester	688.0	C712
Harbor ..... (S)	690.6	C713

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:
UP MP 507.2 = KCS MP 720.3
KCS MP 766.7 = UP MP 460.8

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	40†
City Limits Opelousas	20†
571.4 and 568.8	20†
Wye Track Kinder	10
544.8 and 543.9	20†
508.8 and 507.4	20
GCL Jct and 453.6	20†
MP 453.7 to Settegast Jct.	
Except as below	**60**
453.7 and 449.7	55
445.8 and 445.5	50
Hull, Mobil Oil Racks	5
395.2 and 394.0	40
Gulf Coast Jct. to Settegast Jct.	35

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

Between MP 449.7 and Wall St. 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.

10 MPH dual control switch turnouts; CP L115 and CP L621 — conn. to Alexandria Sub.

15 MPH dual control switch turnouts; CP L610, CP L609, CP L585, CP L584, CP L560, CP L559, CP L 516, CP L515; Beaumont — all switches except East and West Switches; Elizabeth.

Derails located both end siding Basile.

Radio Display — **2727**
Settegast Yard — **4242**

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet	
643.9		....	ANCHORAGE Ⓧ UP Ⓢ T Ⓨ		B644	....	
			22.9				
641.5		L641			.....	....	
621.0		L115	Ⓧ UP Ⓐ		.....	....	
620.9		L621	LIVONIA		TB114	....	
			10.2				
			ATCHAFALAYA				
610.8		....	RIV. Ⓑ Ⓓ Ⓜ		.....	....	
			0.9				
609.9		L610	KROTZ SPRINGS		B610	4359	
609.0		L609	10.7		.....	....	
599.2		L599	PORT BARRE		B597	9009	
597.4		L597	9.0		.....	....	
590.2		....	Ⓧ SP & AKDN Ⓐ		.....	....	
			5.3				
584.9		L585	LAWTELL Ⓑ		B584	4379	
584.0		L584	11.3		.....	....	
573.6		L574	POWELL		B572	8438	
571.9		L572	13.3		.....	....	
560.3		L560	BASILE		B559	4729	
559.3		L559			.....	....	
545.3		L546	23.0		.....	....	
544.5		.....	KINDER Ⓧ UP Ⓖ T Ⓑ		B544	....	
			0.1				
544.4		L545	HUB		B543	....	
			0.2				
544.2		L544	K.D. SIDING		B542	8282	
542.5		L542	10.6		.....	....	
533.6		L534	REAVES		B532	7601	
532.0		L532	18.0		.....	....	
515.6		L516	GORDON		B515	5821	
514.4		L515	7.0		.....	....	
508.6		L509	DEQUINCY Ⓑ		B508	6282	
508.4		....	Ⓧ KCS Ⓐ		.....	....	
507.2			1.2		.....	....	
720.3		L507	CS JUNCTION		B507	....	
			0.4				
720.7		....	UP LONG LEAD		.....	....	
			2.9				
723.6		....	HELME		B504	4881	
			4.8				
728.4		....	LUCAS		B499	4907	
			6.9				
735.2		....	STARKS		B492	7996	VIA KCS
			5.3				
740.6		....	RULIFF		B487	4890	
			9.4				
750.0		....	MAURICEVILLE .... T		B477	10371	
			0.2				
750.2		....	Ⓧ SRN Ⓜ		.....	....	
			10.2				
760.4		....	VIDOR		B467	13424	
			4.5				
764.9		....	SP JCT. (TWR 31) ... Ⓨ		.....	....	
			1.1				
766.0		....	NECHES RIVER Ⓓ Ⓜ ..		.....	....	
766.0		....	Ⓧ SP Ⓜ		.....	....	
			0.5				
766.5		....	GCL JCT. Ⓨ		.....	....	
			0.2				
766.7		461	WALL ST.			.....	
			1.0				
459.8		....	Ⓧ KCS/SP/ATSF Ⓜ ...		.....	....	
459.7		460			.....	....	
			0.7				
459.1		H459	BEAUMONT ..... T		B461	YARD	
			0.4				
458.8		....	TOWER 74		.....	....	
			3.6				
456.7		456	LANGHAM RD.				
			2.1				
455.4		455	ELIZABETH ..... Ⓨ		B455	7976	
453.7		454			.....	....	
			4.3				
451.4		....	AMELIA ..... Ⓑ Ⓨ		B450	10278	
449.7		H450	Ⓨ		.....	....	
			8.1				
443.0		H443	GRAYBURG		B441	8773	
441.2		H441	14.0		.....	....	
429.0		H429	HULL ..... Ⓑ		B427	8094	
427.3		H427	28.9		.....	....	
400.1		H400	HUFFMAN ..... Ⓑ		B398	8262	
398.4		H398	14.7		.....	....	
385.4		H385	DYERSDALE JCT.		B385	....	
			3.8				
381.6		H382	SETTEGAST JCT.		B382		VIA HBT
			3.6				
378.0		212	GULF COAST JCT. ...		A229		
			266.6				

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.

Business Tracks		MP	Sta. No.
Boudreaux	E	637.8	B637
Erwinville		631.5	B631
McDearmon (Big River Ind.)	E	630.8	B630
Krotz Springs	E	610.4	B610
Hazelwood	E	600.1	B600
Opelousas		590.7	B590
Eunice		570.3	B570
Unatex	W	563.6	B563
Elton	E	553.6	B553
Fulton		523.4	B523
Grayburg		441.6	B441
Hardin	E	422.4	B422
Int. Chem. Co.	W	418.5	B418
Martha		409.0	B409
Dyersdale		385.0	B385

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 433.6
Ⓟ 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. Radio Display — 1010

Max. Speed GCL Jct. to CS Jct.	MPH
(Except as below)	**45**
Between Mile Posts:	
718.5 and 720.3	20
750.2 over crossing Ⓧ	30
764.6 and 766.6	Restricted Speed
765.8 and 766.6	15
Through turnouts, crossovers, and on all tracks other than the main track	10
Except sidings at:	
Starks	20
Mauriceville	20
Vidor	20
Vidor (loaded bulk commodity trains)	10
Industry track at:	
Asbury Graphite (MP 726.8)	5

Sidings Helme and Ruliff okay for storage cars only.

NECHES RIVER BRIDGE, MP 765.9: This drawbridge is designated as a manual interlocking controlled by KCS control operator at Neches River Bridge and controls from Wall St. including dual control switches to and including dual control switch at tower 31.

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

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.

Yard Limits — Indicated by Yard limit signs: MP 764.6 to GCL Jct.

Business Tracks		MP
DeQuincy Ind. Park	(S)	721.1
Alton Box Co.	(S)	721.2
Asbury Graphite	(N)	726.8
Lemonville	(S)	748.1
Korf	(N)	764.9

Orange Branch — Mauriceville MP 477.6 to Orange, MP 490.1 12.5 miles. Yard Limits entire branch. Maximum Speed — 10 MPH. Tracks other than main track, all turnouts and crossovers — 5 MPH. Radio Display — 2424.

Business Tracks		MP	Sta. No.
Mauriceville	T	477.7	B477
Peveto		482.9	BE482
Bancroft		485.0	BE485
Ⓧ SP Ⓐ		486.9	.....
Doc Brown	T	488.0	BE488
Orange	Ⓑ	490.5	BE490

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

BAYTOWN BRANCH

Radio Display:
Cedar Bayou to Market St. — **2020**
Market St. to Settegast — **4444**
Settegast Yard — **4242**

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet	
33.2		....	US STEEL	Ⓨ	.....	.....	
			5.2				
28.0		....	CEDAR BAYOU ... Ⓓ Ⓨ		BG035	.....	
			4.3				
23.7		....	Ⓧ E.O. CO Ⓢ	Ⓨ	.....	.....	
			2.1				
21.6		....	DURHAM YARD	Ⓨ	BG028	Yard	
			2.2				
19.4		....	COADY YARD	Ⓨ	BG027	Yard	
			11.4				
8.0		....	JACINTO PORT LEAD ..	Ⓨ	.....	.....	
			5.5				
2.5		....	MARKET ST. ..... T	Ⓨ	BG009	Yard	
			2.3				
0.2		256	P.T.R.A. JCT.	Ⓨ	.....	.....	
			0.2				
0.0		254	NORTH SHORE JCT. ..	Ⓨ	.....	.....	
			35.0				

Business Tracks		MP	Sta. No
Sea Pac		29.7	
Baytown		25.4	BG033
SMS Highport		16.0	BG022
Mantu		13.0	BG019
Cole		11.4	BG018
Arco Ind. Lead		11.2	BG017
Rescar		9.5	BG016
Smith		9.1	BG016
Greens Bayou		7.2	BG014
Walton Barge Terminal	(W)	6.2	BG013
Armco	(E)	5.9	BG013

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 2.5). HB&T yard limits begin at MP 1.2

Maximum Speed	MPH
(Except as below)	**20**
Between Mile Posts —	
33.2 and 18.5	10
2.0 and 0.0	10
Jacinto Port Lead	20

Yard Limits in effect entire Branch.

Drawbridge Instructions (MP 28.0):
Before lowering bridge a crew member must look in both directions and determine that no boat traffic is approaching the bridge, then follow these steps:

1. Press button labeled "DOWN".
2. Press button labeled "SEAT" after bridge stops lowering. Hold button in until bridge is seated.
3. Check both sides of bridge to determine rail fits together and bridge is seated.
4. Move across lift bridge on hand signal from crew member.
5. After movement over the bridge is completed, push button labeled "UP" to return the bridge to the "up" position.

The Bridge must be left in the "up" position at all times except when lowered to permit movement on the rail.

When using HB&T tracks HB&T timetable and Special Instructions apply.

Normal position Main track switch at East Cody Yard (MP 20.5) lined for movement to lead.

San Jacinto public crossing (MP 23.8) must not be occupied unless a crew member is on the ground at the crossing to provide warning.

Business Tracks	MP	Sta. No.
Baton Rouge	649.0	B649
Baton Rouge Port	7.4	B649

Maximum Speed 20 MPH

Operations over KCS Railway between BR Jct. and MP Jct.

Train Defect Detectors: % MP 782.3,% MP 783.2 and % MP 785.0 (when activated will emit continuous high pitch tone on UP frequency — train must stop immediately and walking inspection made.)

CTC Lobdell Jct. to East Jct. Maximum speed over bridge West Jct. to East Jct. 20 MPH

Radio Display — **2020**

Mile Post	SOUTH ◆ STATIONS ◆ NORTH	Sta. Nos.	Sidings Feet	
11.9	BR. JCT. Ⓨ	TD010		
	0.5			
781.6	WEST JCT. Ⓨ	TD011		VIA KCS
	3.2			
784.8	EAST JCT. Ⓨ	B645		
	0.6			
785.5	MP JCT. Ⓨ	B646		VIA IC
	1.0			
648.0	NO. BATON ROUGE Ⓨ	B647		
	5.4			

Yard Limits: BR Jct. to 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.

AVOYELLES BRANCH

Radio Display — **2020**

Mile Post	SOUTH ◆ STATIONS ◆ NORTH	Sta. Nos.	Sidings Feet	
780.7	LOBDELL JCT. T Ⓨ	TD012	....	
12.8	0.9			
11.9	BR JCT. T	TD010	....	
	1.5			
10.4	ANCHORAGE JCT. Ⓧ UP	TD009	....	
	2.9			
7.0	PORT ALLEN Ⓨ	TD008	....	
	0.8			
6.2	CANAL Ⓓ Ⓜ Ⓨ Ⓑ	TD006	....	
	6.2			
0.0	ADDIS Ⓑ -2 Ⓨ	TB090	Yard	
	12.3			

Maximum Speed 10 MPH

Yard Limits: MP 12.8 to MP 0.0, Addis.

Business Tracks	MP	Sta. No.
Avoyelles Parish Coop Equation; MP 8.7 = MP 9.4	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 Housetrack New Roads — North switch to loading dock, out of service.

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

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

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

Maximum Speed (Except as below)	MPH 40
Loaded unit coal, grain and soda ash trains	35
MP 750.5 and MP 751.5.	25†
MP 759.4 and MP 762.0.	25†
All KCS tracks other than main tracks, through turnouts and crossovers	10
Bridge 767.7	20
Lobdell Jct. — East Jct.	20
Sidings	
Morganza	10
Lobdell	10

CTC between Lobdell Jct. and East Jct.

DTC in effect between Lettsworth and Lobdell Jct.

Train Defect Detectors: Ⓟ ¢ MP 737.2; % MP 746.2; % MP 748.8 Ⓟ MP 758.8 and Ⓟ ¢ MP 776.3.

Business Tracks	MP	Sta. No.
Lettsworth (S)	735.9	TD058
Labarre (SDG-8733)	745.1	TD048
Morganza	750.9	TD042
New Roads (N)	760.9	TD033
Cajun Elec. Power (S)	762.6	TD030
La. Elec. Coop.	766.4	TD026
Smithfield (N)	774.4	TD019
Lobdell Ⓨ	779.9	TD013

Radio Display — **2727**

Mile Post	SOUTH ◆ STATIONS ◆ NORTH	Sta. Nos.
493.1	PERKINS Ⓑ Ⓨ	XJ036
	9.9	
483.1	NASHVILLE Ⓧ GN&A Ⓢ Ⓨ	XJ026
	25.3	
457.5	HOPE Ⓑ Ⓨ	X458
	35.3	

TWC Entire Branch.

Six-Axle locomotives must not be used on Nashville Branch

Maximum Speed (Except as below)	MPH 25
Between Mile Posts —	
493.1 and 483.0	10
465.0 and 459.0	10
458.0 and 457.5	5

Yard Limits — Hope: Little Rock Subdiv. Conn. to MP 465.0; Nashville MP 481.2 to MP 484.0; MP 492.0 to MP 493.1.

Business Tracks	MP	Sta. Nos.
Cent Lumber	460.8	.....
North Hope	461.0	XJ004
Hope Ind. Lead (S)	462.2	.....
Ozan Creek	472.0	XJ013

GURDON BRANCH

Radio Display — **2727**

Mile Post	SOUTH ◆ STATIONS ◆ NORTH	Sta. Nos.	Sidings Feet	
426.3	GURDON CPA427 Ⓨ	X426	Yard	
	34.5			
460.8	Ⓧ SSW Ⓐ Ⓑ	.....	.....	
	13.7			
474.5	LOUANN Ⓑ	E048	6321	
	17.7			
492.2	EL DORADO Ⓑ Ⓨ	E066	Yard	
	4.8			
497.0	END OF TRACK Ⓨ	.....	.....	
	70.7			

TWC Entire Branch

Yard Limits: Gurdon Little Rock Subdiv. Conn. to MP 429.25; MP 487.1 to end of track MP 497.0.

Train Defect Detectors At:

Ⓟ **MP 449.0** Ⓟ **MP 482.0**

Ⓟ **MP 469.0**

Maximum Speed (Except as below)	MPH 40
Between Mile Posts —	
MP 441.0 and MP 456.0	30
MP 456.0 and MP 456.8	20
MP 456.8 and MP 458.8	30
MP 458.8 and MP 460.9	20
MP 460.9 and MP 478.0	30
MP 478.0 and MP 492.3	20
MP 492.3 and MP 497.0	10
Monsanto Ind. lead (2.3 miles) max. speed 10 MPH	

Business Tracks	MP	Sta. Nos.
Reader (S)	437.6	E011
Lester (N)	452.4	E026
Gilcrest (N)	457.4	E032
Camden	459.8	E033
Cullendale	463.1	E037
Smackover	478.8	E052
Norphlet	484.5	E058
Monsanto Ⓨ	487.5	E061

WARREN BRANCH

Radio Display — **2020**

Mile Post	SOUTH ◆ STATIONS ◆ NORTH	Sta. Nos.
422.3	WARREN JCT.	C438
	23.3	
445.3	MONTICELLO Ⓧ AD&N Ⓖ Ⓨ	KC029
	16.1	
461.4	WARREN Ⓨ	KC045
	0.3	
461.7	END OF TRACK	
	39.4	

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).

Maximum Speed (Except as below)	MPH 30
Between Mile Posts —	
422.3 and 423.0	5
423.0 and 432.0	10
432.0 and 442.0	25
442.0 and 447.3	10
459.0 and 461.4	10

Union Camp industry track-do not exceed 5 MPH.

Main track derail at MP 445.3.

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

Business Track	MP	Sta. No.
Killin (N)	442.5	KC028

NOTES

Radio Display:
Texarkana to Marshall — **2727**
Marshall to MP JCT. — **2424**
MP JCT. to Centennial Yd. — **7878** (Tone 5)

Mile Post	CP No.	STATIONS	Sta. Nos.	Sidings Feet
0.0		TEXARKANA ..... X Ⓑ	TP000	Yard
		0.4		
0.4	R490			
		0.1		
0.5	R001	ⓍSSW Ⓜ.....	.....	.....
		1.3		
1.8	R002	NATIONAL JCT.	TP002	.....
		0.6		
2.4	....	ⓍKCS Ⓐ.....	.....	.....
		4.4		
6.8	R007	SULPHUR	TP008	9283
8.7	R009	7.4	.....	.....
14.2	R014	SPRINGDALE	TP015	4898
15.3	R015	5.5	.....	.....
19.7	R020	QUEEN CITY	TP021	7401
21.2	R021	10.7	.....	.....
30.4	R030	BIVINS	TP031	7225
31.9	R032	6.5	.....	.....
36.9	R037	KILDARE	TP037	5012
38.0	R038	5.8	.....	.....
42.7	R043	PAYNE ..... Ⓑ	TP044	7761
44.3	R044	6.7	.....	.....
49.4	R049	JEFFERSON	TP051	8475
51.1	R051	8.6 ⓍL&A Ⓐ	.....	.....
58.0	R058	WOODLAWN	TP058	7390
59.5	R060	7.5	.....	.....
65.5	R065	MARSHALL..... Ⓑ T	TP067	8060
66.7	R066	(CONN TO REISOR SUBDIV.)	.....	.....
67.2	R067	9.0	.....	.....
74.5	R075	KEOKUK	TP075	7406
		2.4		
76.1	R076	PIRKEY.....	TP076	.....
		5.4		
81.5	R082	LANSING JCT.....	TP083	.....
		6.3		
87.8	R088	RED	.....	.....
		1.8		
89.6	R089	LONGVIEW ..... Ⓑ	TP090	Yard
		0.2		
89.8	R090	LONGVIEW JCT.....	.....	.....
		0.4		
90.2	R091	WEST LEAD	TP091	.....
		4.2		
93.0	R093	GREGGTON	TP094	13475
95.7	R096	11.0	.....	.....
104.0	R104	GLADEWATER.....	TP103	7410
105.5	R105	9.0	.....	.....
113.0	R113	BIG SANDY ⓍSSW ⒶⒷ	TP113	7272
114.5	R114	10.4	.....	.....
123.4	R123	FADA.....	TP124	7516
124.9	R125	12.5	.....	.....
135.9	R136	MINEOLA ..... Ⓑ	TP138	Yard
138.9	R139	5.8	.....	.....
142.7	R143	SILVER LAKE	TP143	.....
		7.9		
149.6	R150	GRAND SALINE	TP149	7517
151.1	R151	8.5	.....	.....
158.1	R158	EDGEWOOD	TP160	7540
159.6	R160	8.6	.....	.....
166.7	R167	WILLS POINT.....	TP167	7727
168.3	R168	8.4	.....	.....
175.1	R175	ELMO	TP176	7445
176.7	R177	6.3	.....	.....
181.4	R181	TERRELL ..... Ⓑ	TP183	4406
182.4	R182	4.8	.....	.....
186.2	R186	LAWRENCE	TP187	7462
187.7	R188	12.1	.....	.....
198.3	R198	MARITH.....	TP199	7311
199.9	R200	3.6	.....	.....
203.5	T204	MESQUITE ..... Ⓑ	TP202	20613
205.5	T206		.....	.....
206.6	T207	4.8	.....	.....
207.6	T208		.....	.....
208.3	T209	MILLER	TP209	7255
209.8	T210	1.6	.....	.....
210.3	T211	MP JCT	TP210	.....
		3.0		
212.9	T212	SP JCT ..... T	TP212	.....
....	T913	(SP Connection) ..... T	.....	.....
		0.4		
213.3	T213	BELT JCT ..... T	A227	.....
		0.6		
B215.2	T914	FOREST AVE.....	.....	.....
		1.0		
B216.2	T915	SOUTH JCT.	.....	.....
		1.6		
214.5	T916	DALLAS	TP215	.....
		0.1		
214.6	T917	NORTH JCT. ..... T	TC643	.....
		0.1		
214.7	T918	DFW JCT. ..... T	TC642	.....
		0.1		
214.8	T215	TERMINAL JCT.	TP216	.....
		0.8		
215.6	T216	BROWDER	TP218	.....
		4.3		
219.9	T220	CHALK	.....	.....

Maximum Speed	MPH Psgr.	MPH Frt.
MP 0.0-MP 89.6 (Except as below).	**75**	**70**
Between Mile Posts —		
0.0 and 1.0	30	30
1.0 and 2.9	50	50
11.1 and 13.1	70	60
15.4 and 18.4	70	60
20.7 and 21.8	70	—
23.5 and 23.9	40†	40†
30.8 and 31.4	55	50
36.3 and 38.0	50	50
42.2 and 42.7	70	60
45.0 abd 45.6	60	60
46.7 and 47.7	70	—
48.7 and 49.0	70	60
50.2 and 50.4	50	50
50.4 and 51.5	25	25
51.5 and 54.0	65	65
56.2 and 56.8	65	65
59.0 and 65.4	65	60
65.4 and 67.2	30	30
67.2 and 68.9	60	60
80.2 and 80.6	65	65
80.6 and 81.5	60	60
81.5 and 85.0	65	65
No. 2 Track only between:		
81.7 and 82.2	50	50
86.3 and 89.6	60†	60†
MP 89.6-MP 249.7 (Except as below).	**75**	**60**
89.6 and 95.0	40†	40†
100.7 and 102.6	60†	—†
102.6 and 102.9	40†	40†
104.2 and 104.5	60†	—†
112.9 Ⓧ.....	40	40
126.5 and 126.8	70	—
131.5 and 132.2	65	—
Mineola —		
Track A-1.....	20	20
139.7 and 141.2	70	—
148.2 and 148.9	60	—
148.9 and 149.6	50†	50†
156.0 and 157.0	—	45
159.5 and 159.7	50†	50†
166.3 and 167.1	50†	50†
182.2 and 183.3	40†	40†
183.9 and 184.6	60	—
192.2 and 193.2	70	—
193.2 and 194.3	45	40
194.3 and 196.4	65	—
196.4 and 201.3	70	—
201.3 and 203.0	45†	45†
203.0 and 205.5	70	—
205.5 and 209.6	60	50
209.6 and 212.8	40	40
212.8 and 213.3	30	30
213.3 and B217.0	40	40
B217.0 and 215.0	30	30
215.0 and 220.2	60†	50†
224.4 and 228.9	50†	50†
228.9 and 235.4	40†	40†
235.4 and 239.0	70	—
239.0 and 245.3	40†	40†
245.3 and 245.5	10	10
245.5 and 246.0	20	20
246.0 and 248.0	30	30
ATSF Bypass —		
248.0 and 249.7	40	40
Through Interlocking Tower 55.....	15	15
On Wye tracks Tower 55.....	10	10
In siding Marshall: MP 66.5—MP 66.7.	15	15
Does not apply to trains entering or leaving Reisor Subdiv. at Marshall Jct.		
Sidings:		
Grand Saline	25	25
Browder	10	10
10 MPH thru turnouts between MP244.0 and 247.4		
All auxilliary tracks at Centennial Yard between MP 247.4 and MP 249.7 do not exceed 15 MPH.		

Between Longview and Centennial Yard do not exceed 55 MPH if freight train averages over 90 tons per operative brake — 50 MPH if freight train averages over 110 tons per operative brake.

CTC between:
MP 0.0 and MP 245.3
MP 247.4 and MP 249.7
CTC on SP connecting track at CPR113 — 30MPH on track and thru turnouts.
ABS between:
MP 246.0 and MP 247.4

Mile Post	CP No.	STATIONS	Sta. Nos.	Sidings Feet
219.9	T220	CHALK	.....	.....
227.6	T228	15.3	.....	.....
235.2	T235	BOWEN.....	TP235	.....
		5.8	.....	.....
241.0	T241	POLY.....	TP241	.....
		3.0		
244.0	T244	..... Ⓨ	.....	.....
		1.3		
245.3	T944	EAST TWR. 55 ..... Ⓜ ⒷT	TP245	.....
		0.4		
245.7	T945	WEST TWR. 55..... Ⓜ ⒷT	TP245	.....
		0.3		
246.0	T246	MAIN STREET ..... Ⓜ	.....	.....
		1.4		
247.4	T247	RIVER ..... Ⓨ	TP247	.....
248.0	T248	UNIV. AVE.	.....	.....
249.7	....	CENTENNIAL Yard T Ⓑ	TP250	Yard
		249.7		

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.

Yard Limits between: MP 246.0 and MP 247.4 on both main tracks.

STO Ft. Worth is the control operator between CPT 914 and Centennial Yard.

Derails located both ends Bus. Trk. 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).
- #MP 237.4 (both tracks).

Foreign Line trains and engines operating between MP Jct. and Terminal Jct. obtain UP RR track warrant for bulletins before occupying these limits.

Business Tracks	MP	Sta. No.
South Texarkana ..... T	11.4	TP11
Atlanta	24.0	TP24
Quincy	70.0	TP070
Trinity	84.6	TP85
Pumps ..... (W)	87.0	TP87
Hawkins ..... (E)	118.6	TP119
Debbie..... (E)	128.9	TP129
Amoco	156.3	TP157
Forney..... (W)	194.0	TP194
Skyline ..... (W)	205.6	TP205

Business Tracks	MP	Sta. No.
Briggs ..... (W)	210.9	TP211
Eagle Ford	220.0	TP220
Cloudy ..... (E)	222.0	TP224
June Pit ..... (E)	223.2	TP225
Aviation	225.5	....
Navy ..... (E)	223.8	TP226
Grand Prairie	225.5	TP227
BOP ..... X Ⓑ	230.0	TP230
Great Southwest .... (W) X	231.0	TP231
Arlington.....	232.7	TP233
Handley	239.2	TP239

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.

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: CPR 082, CPT 914 Crossovers only and CPT 248.

15 MPH dual control switch turnouts: CPR 076 Pirkey lead; High One Yard crossover CPR 089; CPR 490; 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. ⓍKCS Ⓜ at MP 0.6 connection to T&NE.

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

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 Display—7878 (Tone 5); Texarkana: Display—2424.

Radio Display:
Wichita to Peach — **2424**
Peach to Tower 55 — **7878** (Tone 5)

Mile Post	SOUTH ◄ STATIONS ► NORTH	Station Nos.	Sidings Feet
241.8	WICHITA Ⓑ Ⓨ	H186	Yard
	0.2		
242.0	Ⓧ UP Ⓐ		
	1.7		
243.7	NORTH JCT. Ⓜ Ⓨ	HA001	
	1.7		
245.4	SOUTH JCT. Ⓜ Ⓨ	HM245	
	4.2		
249.6	MIDLAND Ⓨ	HM250	7200
	16.6		
266.2	RIVERDALE Ⓑ	HM266	5500
	28.3		
294.5	CALDWELL	HM295	5780
	24.0		
318.5	JEFFERSON	HM319	6228
	12.2		
330.7	KREMLIN	HM331	4640
	8.8		
339.5	NORTH ENID Ⓑ Ⓨ	HM340	8700
	1.0		
340.5	Ⓧ BN Ⓐ		
	1.3		
341.8	ENID T Ⓑ	HM342	8095
	24.7		
366.5	JACKS	HM367	4342
	21.9		
388.4	OKARCHE	HM388	5178
	7.7		
396.1	CONCHO Ⓑ	HM396	7302
	4.8		
400.9	Ⓧ UP Ⓐ		
	1.6		
402.5	EL RENO Ⓨ T Ⓑ	HM403	Yard
	1.1		
403.6	PACIFIC JCT.	HM403P	
	14.4		
418.0	MINCO	HM418	8010
	17.6		
435.6	Ⓧ BN Ⓐ		
	0.7		
436.3	CHICKASHA T Ⓑ Ⓨ	HM436	6650
	19.7		
456.0	RUSH SPRINGS Ⓑ	HM456	6316
	25.2		
481.2	SUNRAY	HM481	6682
	18.9		
501.5	WAURIKA Ⓑ	HM500	5800
	10.6		
510.7	RYAN	HM511	6297
	24.8		
535.5	STONEBURG	HM536	4878
	7.9		
543.4	Ⓧ BN Ⓐ		
	0.5		
543.9	BOWIE Ⓑ	HM544	4585
	19.5		
563.0	CHICO Ⓑ	HM563	4608
	36.2		
599.2	HICKS	HM599	5301
	5.5		
604.7	SAGINAW Ⓧ ATSF Ⓜ	HM605	
	4.9		
609.6	TOWER 60 Ⓧ SSW BN Ⓜ	HM609	
	1.8		
611.4	PEACH Ⓨ	HM611	Yard
	0.5		
611.9	PURINA JCT. (T610) T Ⓨ	HM612	
	0.5		
612.4	6TH ST. JCT. (T612) T Ⓨ	HM613	
	0.4		
612.8	14TH ST. (T609) Ⓜ T Ⓨ		
	0.1		
612.9	NORTH TWR 55 (T755) Ⓜ T Ⓑ	TP245	
	371.1		

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 611.9. 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.

Maximum Speed MPH
MP 241.8 — MP 403.3
(Except as below) 40
Between Mile Posts —
241.8 and 243.7 10
243.7 and 245.4 20
341.0 and 342.0 20
400.9 and 403.3 25
MP 403.3 and MP 561.0
(Except as below) 49
435.4 and 437.0 ..... 20†
449.0 and 473.0 40
473.0 and 477.0 ..... 25†
477.0 and 499.5 40
499.5 and 500.6 ..... 25†
500.6 and 509.0 40
543.4 and 543.8 25
MP 561.0 and MP 612.9
(Except as below) 40
586.8 over bridge 25
604.7 Ⓧ 10
604.8 and 608.9 25
608.9 and 609.9 20
609.9 and 612.9 10
Thru sidings and turnouts 10

Train Defect Detectors at:
% MP 272.7, % MP 450.3,
% MP 301.2, % MP 469.0,
% MP 328.4, # MP 506.0,
% MP 362.8, % MP 519.4,
# MP 382.1, % MP 534.0,
% MP 406.3, # MP 581.3,

Business Tracks	MP	Sta. No.
Peck ..... (N)	258.8	HM259
Coop	270.8	HM271
Perth ..... (S)	283.0	HM283
Corbin ..... (N)	287.0	HM287
Renfrow	302.6	HM303
Medford	311.8	HM312
Pond Creek... (N)	322.2	HM322
Cyanamid	322.3	HM323
Great Lakes Carbon	333.4	HM333
Waukomis.... (N)	349.5	HM350
Bison ..... (N)	355.4	HM355
Hennessey.....	361.4	HM361
Dover ..... (S)	370.4	HM370
Dolese	371.9	HM372
Kingfisher	378.6	HM379
Armour ..... (N)	380.5	HM380
Jensen Spur .. (S)	405.4	HM405
Union City ... (S)	412.4	HM412
Pocasset	426.0	HM426
Marlow ..... (S)	465.5	HM466
Duncan ..... Ⓑ	475.5	HM476
Comanche.....	485.2	HM485
Addington.... (S)	493.8	HM494
Ringgold	524.4	HM524
Cities Service (N)	561.4	HM561
Lone Star ..... T	564.0	HM564
Perch Hill.....	565.2	HM566
TXI Stonespur .. T	565.5	HM568
Bridgeport .... (N)	569.6	HM570
Paradise	575.6	HM575
Boyd ..... (N)	584.5	HM585
Newark ..... (N)	591.6	HM592
Texas Electric	597.6	HM598
PlusWood	606.3	HM605

Yard Limits:
MP 239.0 to MP 251.0
MP 338.0 to MP 342.0
MP 400.0 to MP 404.0
MP 434.0 to MP 438.0
MP 608.9 to MP 612.9

CTC between 6th St. Jct. (CPT 612) and Purina Jct. (CPT 610) and between Dalwor Jct. (CPT 611) and Purina Jct. (CPT 610). STO Ft. Worth is the control operator. Do not exceed 10 MPH within these limits.

Use Radio Display — 7878 (Tone 5) within these limits.

Two Main Tracks designated No. 1 and No. 2 between MP 610.2 and MP 612.9. Most eastern track is No. 2 track.

At the following locations, movements must ascertain crossing warning devices have been operating long enough to provide warning and crossing gates, if equipped are fully lowered:

47th. Street	Midland, Kansas	MP 249.9
Oklahoma Street	Okarche, Oklahoma	MP 388.4
Main Street	Minco, Oklahoma	MP 418.1
Idaho Street	Chickasha, Oklahoma	MP 436.9
Blakley Street	Rush Springs, Oklahoma	MP 456.0

Restrictions on Auxiliary Tracks:
Kingfisher — Open pit north end No. 3 Track Wolfe Ready Mix Plant.
Ryan — Unloading spout on elevator track will not clear man on east side of car.

FRA Excepted 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."

Provisions of GCOR Rule 8.3 do not apply to the following main track switches for trains over 2000 feet equipped with end-of-train device and no employee available to handle switch:
Wichita: North and South switches Midland Siding, switch to Hutchinson Industrial Lead, MP 242.0
Enid: North siding switch
North Enid: North and South Siding switches
El Reno: South leg of wye
Switches must be left locked at all times. All trains and engines must expect to find switches lined and locked for other than main track movement at these locations.

McPHERSON BRANCH

Rule 5.4.4 not in effect

Maximum Speed MPH
(Except as below) ... 40
MP 551.7 — MP 550.1 10
MP 550.1 — MP 545.5 20
MP 544.1 ..... 25†
MP 542.1 (northward) 25†
Through Assaria..... 30
MP 531.1 — 530.6 10
MP 518.0 — 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 476.6 to MP 474.7

Business Tracks	MP	Sta. No.
Sid 547.0		KM005
Mentor .... Ⓨ	544.0	KM008
Assria.....539.8		KM012
Bridgeport ...536.2		MX499
Lindsborg....531.1		MX504
McPherson. Ⓧ	516.2	PB062
Mound Ridge .. Ⓑ	501.6	PB047
Hesston 495.1		PB041
Marvel Industries..488.8		PB034
Newton 486.8		PB032
McLains.....481.4		PB027

Radio Display — **4242**

Mile Post	SOUTH ◄ STATIONS ► NORTH	Station Nos.	Sidings Feet
551.7	SALINA T Ⓑ Ⓨ	KP187	Yard
	0.2		
551.5	Ⓧ CKR Ⓢ		
	0.1		
551.4	Ⓧ UP Ⓢ		
	20.8		
530.6	END OF TRACK		
518.0	END OF TRACK		
	1.1		
516.9	Ⓧ CKR Ⓢ		
	1.6		
514.9	Ⓧ SSW Ⓐ		
	27.9		
487.0	Ⓧ ATSF Ⓜ		
	12.0		
475.0	WHITEWATER JCT. Ⓨ	PB020	
	0.3		
474.7	HERINGTON JCT. Ⓨ		
	64.0		

TWC in effect MP 545.5 to MP 530.6; MP 518.0 to MP 474.7.
Train Defect Detectors: % MP 492.1
Herington Jct — In yard limits Rule 8.3 does not apply to trains over 2000 feet long equipped with EOT. 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 (PB020).
Equation: MP 516.2 = MP 516.6.

GCOR Rule 8.11 will not apply to the McPherson Subdivision switch in the siding at Bridgeport. Switch may be left lined and locked for last position used.
McPherson Subdiv. trains operate over S.P. Lines Hoisington Subdivision between west siding switch Bridgeport MP 536.2 and Lindsborg MP 531.1.
Southern Pacific Lines Timetable and General Code of Operating Rules apply.

Radio Display — **2424**

Mile Post	WEST ◄ STATIONS ► EAST	Station Nos.	Sidings Feet
295.5	HOWE	ME295	1000
	44.5		
340.0	LIMESTONE	ME340	7558
	26.4		
366.4	McALESTER Ⓧ UP Ⓜ Ⓨ	MK564	.....
	4.1		
370.5	END OF TRACK ..... Ⓨ	.....	.....
417.0	END OF TRACK	.....	.....
	8.0		
425.0	LIMA	MO425	5635
	22.8		
447.8	ATSF JCT.	.....	.....
	1.1		
448.9	SHAWNEE	MO449	6200
	8.1		
457.0	DALE	MO457	4588
	25.5		
482.5	Ⓧ BN Ⓐ	.....	.....
	3.1		
485.6	OKLAHOMA CITY Ⓑ Ⓨ	MO486	Yard
	0.9		
486.5	Ⓧ BN Ⓖ ..... Ⓨ	.....	.....
	0.3		
486.8	Ⓧ BN Ⓖ ..... Ⓨ	.....	.....
	25.5		
512.3	BELT JCT. ..... Ⓨ	.....	.....
	1.3		
513.6	EL RENO ..... Ⓑ Ⓨ	HM402	Yard
	218.1		

Maximum Speed MPH
(Except as below) 25
Between Mile Posts —
299.6 and 300.1 10
317.0 and 321.0 10
348.0 and 349.0 10
365.0 and 366.4 20
368.0 and 370.5 10
417.0 and 421.0 10
432.0 and 438.0 10
482.5 Ⓧ 20
484.0 and 485.6 10
512.0 and 513.6 10

DO NOT EXCEED 5 MPH on all auxiliary tracks, turnouts and sidings except:
Shawnee 10

Business Tracks	MP	Sta. No.
Wister .... ⓍBN ⒼBN	301.8	ME302
Red Oak	322.3	ME322
Panola ..... (E)	330.0	ME330
Wilburton	335.6	ME335
Hartshorne	351.5	ME351
Alderson .... (E)	360.8	ME361
Nu Metals .. (E)	417.4	MO417
Wewoka	418.7	MO419
Brick ..... (W)	422.0	MO422
Seminole	431.2	MO431
Tracy ..... (W)	435.8	MO436
Harrah	466.1	MO466
Huey ..... (E)	467.3	MO467
Choctaw .... (E)	472.6	MO473
Midwest	484.1	MO483
Council	494.5	MO495
OG&E ..... (W)	496.0	MO496
Lacey	498.0	MO498
Yukon	501.0	MO501
Cimarron ... (W)	503.4	MO503
Banner	507.7	MO507

FRA excepted tracks: All tracks within yard limits except main track at Shawnee and Okla. City: Main track between MP 417.0 and MP 421.0 and between MP 432.0 and MP 438.0

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.

At the following locations, movements must ascertain crossing warning devices have been operating long enough to provide warning and crossing gates, if equipped are fully lowered.

Plum Street, Wister, Okla.	MP 301.9
Hywy 271, Caston, Okla.	MP 308.2
Wewoka Ave., Wewoka, Okla.	MP 418.6
Hywy 56, Wewoka, Okla.	MP 418.9
Harvey Rd., Seminole, Okla.	MP 430.3
Seminole Ave., Seminole, Okla.	MP 431.3
Hywy 9A, Shawnee, Okla.	MP 441.1
Rockcreek Rd., Shawnee, Okla.	MP 444.2
Hardesty Rd., Shawnee, Okla.	MP 444.7

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.

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

Radio Display — **2424**

Mile Post	SOUTH ◄ STATIONS ► NORTH	Station Nos.	Sidings Feet
0.0	CHICKASHA ..... T Ⓑ Ⓨ	HM436	Yd.
	54.9		
53.3	ⓍBN G	.....	.....
	1.3		
56.2	END OF TRACK Ⓨ	.....	.....
	56.2		

Maximum speed MPH
(Except as below) 40
Between Mile Posts —
0.0 and 1.0 10
1.0 and 17.7 25
17.7 and 23.3 10
36.5 and 42.1 25
42.1 and 54.6 10
Thru auxiliary tracks and turnouts 5

Business Tracks	MP	Sta. No.
Verden	9.3	HN009
Anadarko	17.8	HN018
Apache	33.0	HN003
Richards Spur ⓎT	42.2	HN042
Ft. Sill T	49.2	HN050
Lawton Ⓨ	53.1	HN053

Yard Limits: MP 0.0—MP 2.0; MP 41.2—MP 56.2.

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.

Radio Display:
McAlester to Hodge — **2424**
Hodge to Tower 55 — **7878** (Tone 5)

Mile Post	SOUTH ◄ CP No. STATIONS ► NORTH	Station Nos.	Sidings Feet
564.8	.... McALESTER ..... Ⓑ T	MK566	11226
	1.1		
565.9	U566 Ⓧ UP Ⓜ	MK567	.....
	6.7		
572.6	U572 NAVY	MK573	8529
574.4	U574 8.5		
581.1	U581 KIOWA	MK583	8900
582.9	U583 12.1	.....	.....
593.2	U593 BURG	MK594	8852
595.0	U595 9.0	.....	.....
602.6	U602 STRINGTOWN	MK603	9109
604.5	U604 27.8	.....	.....
630.4	U630 CADDO ..... Ⓑ	MK630	8710
632.1	U632 10.8	.....	.....
641.2	U641 DURANT ⓍKRR Ⓐ Ⓑ	MK641	9233
643.1	U643 6.9	.....	.....
648.1	U648 OLIVE	MK649	9636
650.1	U650 7.8	.....	.....
655.9	U656 BN NORTH JCT.	MK655	.....
	0.3		
656.2	U656 BN SOUTH JCT.	MK655	.....
	1.0		
657.2	U657 JOE JCT.	MK656	.....
	3.7		
660.9	U661 RAY ..... Ⓑ T	MK661	9355
662.9	U663 2.8		
663.7	U664 SOUTH LEAD RAY	.....	.....
	2.8		
666.6	U666 POTTSBORO ..... Ⓑ	MK670	5765
667.7	U668 15.1	.....	.....
682.0	U682 WHITESBORO	TA173	8051
	18.0		
683.7	U684	.....	.....
700.0	U700 PILOT POINT	TA191	7609
701.6	U702 13.8	.....	.....
713.8	U714 MINGO	TA203	7592
715.4	U715 11.3	.....	.....
725.1	U725 ARGYLE ..... Ⓑ	.....	.....
	10.1		
735.2	U735 ROANOKE ..... Ⓑ	TA225	7440
736.7	U737 12.9	.....	.....
748.1	.... ⓍSSW Ⓐ	.....	.....
	1.4		
749.5	T749 HODGE	TA240	9698
751.4	T752 3.3	.....	.....
752.8	T753 PEACH ..... Ⓨ	TA243	7612
	1.6		
754.4	T755 NORTH TWR. 55. T Ⓜ Ⓑ	TP245	Yard
	195.6		

Maximum Speed MPH
(Except as below) 60
Between Mile Posts —
564.8 and 566.7 ..... 25†
641.0 and 642.0 ..... 40†
653.9 and 659.5 50
659.5 and 662.8 40
662.8 and 666.7 30
666.7 and 677.3 50
683.1 and 683.7 35
701.5 and 702.1 40
713.3 and 713.7 50
718.1 and 719.8 40
738.6 and 752.7 40
752.7 and 754.5 ..... 20†

15 MPH dual control switch turnouts and thru sidings:
McAlester and Pottsboro.
Tower 55 — Through Interlocking 20
On Wye tracks Tower 55 10

Business Tracks	MP	Sta. No.
Ethan Allen (S)	607.0	.....
Atoka	609.6	MK610
Calera(N)	646.1	MK646
Red Dam Spur(S)	658.0	MK658
Perrin Field (N)	666.6	MK669
Sadler(N)	679.2	MK682
Collinsville(N)	689.5	TA179
Aubry(S)	708.6	TA198
Pillsbury	716.2	.....
Denton	719.1	TA209
Nestles Food	737.0	.....
Keller(S)	740.3	TA230
Affiliated Foods	741.6	.....

Train Defect Detectors:
Ⓟ MP 588.3, Ⓟ MP 673.7
Ⓟ MP 607.9, Ⓟ MP 688.7
Ⓟ MP 621.4, Ⓟ MP 704.3
Ⓟ MP 633.8, Ⓟ MP 717.2
Ⓟ MP 653.3, Ⓟ MP 729.4

CTC between MP 564.8 and MP 754.4

Ft. Worth — STO Ft. Worth is the control operator between Hodge (CPT 749) and Tower 55.

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

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.

NOTES

Radio Display — **4242**

Mile Post	SOUTH ◆ STATIONS NORTH ◆	Station Nos.	Sidings Feet
171.3	HERINGTON ⓧUP Ⓜ Ⓑ Ⓨ	MX459	....
	7.2		
178.5	LOST SPRINGS ⓧATSF Ⓐ Ⓨ	HM179	8670
	15.8		
194.3	MARION	HM194	4660
	0.2		
194.5	ⓧCKR Ⓐ	.....	....
	13.9		
208.4	ATSF JCT Ⓨ	.....	....
	0.1		
208.5	ⓧATSF Ⓐ	.....	....
	14.3		
222.8	WHITEWATER ⓧUP Ⓖ Ⓨ	PB020	6200
	0.3		
223.1	HERINGTON JCT Ⓨ	.....	....
	18.4		
241.2	CLINE Ⓨ	HA003	5830
	0.4		
241.6	ⓧBN Ⓐ	.....	....
	0.2		
241.8	WICHITA Ⓨ Ⓑ	H186	Yard
	0.2		
242.0	ⓧUP Ⓐ	.....	....
	70.7		

TWC Entire Branch.
In yard limits at Lost Springs, Peabody and Herington JCT., north and south switches Cline Siding, West Pass North Lead switch at Cline Yard MP 240.3, South Cline Yard lead MP 241.5, Rule 8.3 does not apply to trains over 2000 feet long equipped with EOT. All trains expect to find switches lined for other than main track movement.

Train Defect Detector: % MP 225.7.

Maximum Speeds (Except as below) **40**
Between Mile Posts —
194.5 ⓧ 20
208.5 ⓧ 20
221.0-223.1 20
Thru sidings and turnouts:
Lost Springs 10
Marion 10
Whitewater 10
Herington Jct 10

ⓧ UP Ⓜ (MP 171.3) is controlled by SSW train dispatcher at Kansas City, Ks.

Business Tracks	Mile Post	Sta. No.
Lincolnville	183.5	HM184
Aulne.... (S)..	200.4	HM200
Peabody... (N)	208.3	HM208
Elbing	216.2	HM216
Furley.....	229.5	HM230
Kechi	236.1	HA009

Yard Limits between MP 171.3 and MP 180.5; MP 208.0 and MP 209; MP 221.0 and MP 224.6 and MP 239.0 to MP 241.8.

At Chicago Road MP 178.3 movements must ascertain crossing warning devices have been operating long enough to provide warning and crossing gates, if equipped are fully lowered.

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. Radio display — 4242.

Business Tracks		MP	Sta. No.
Hardtner Jct.	T	485.9	M001
ⓧ ATSF Ⓐ		483.0	....
ⓧ WTA Ⓐ		483.0	....
ⓧ UP Ⓐ		482.6	....
ⓧ BN Ⓐ		482.4	....
Wichita Yard	Ⓑ	482.0	H186

Wichita — Provisions of Rule 8.3 do not apply to the following main track switches for trains over 2000 feet equipped with end-of-train device and no employee available to handle switch: South yard lead to switch MP 482.5; turnout to OKT Subdivision MP 482.6; Hardtner Junction switch MP 485.9. Switches must be left locked at all times. All trains and engines must expect to find switches lined and locked for other than main track movement at these locations.

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.

Winfield Ind. Lead:
2.9 miles Opens off ATSF MP 249.7, from MP 517.3 to MP 514.4.
Max. Speed 10 MPH.

Business Track	MP	Sta. No.
Winfield	517.2	NL094
Wn Jct.	249.7	NL050

Arkansas City Ind. Lead:
1.9 Miles open off ATSF MP 264.2, from MP 523.5 to MP 521.6.
Max. Speed 10 MPH.

Business Track	MP	Sta. No.
Arkansas City	522.9	NB025

NOTES

Radio Display — **2020**

Mile Post	SOUTH ◆ STATIONS NORTH ◆	Station Nos.	Sidings Feet
769.3	FOREST AVE.(CP T914) .. Ⓨ	.....	.....
	12.4		
781.7	LANCASTER	TF781	3932
	9.5		
791.2	STERRET Ⓨ	TF791	6252
	5.4		
796.6	ⓧSP Ⓐ Ⓑ	.....	.....
	1.3		
797.9	BRI JCT. Ⓨ	.....	.....
	0.2		
798.1	WAXAHACHIE Ⓨ	TF798	1435
	4.6		
802.7	END OF TRACK Ⓨ	.....	.....
	33.4		

Northward BN Trains originating BRI Jct. secure Waxahachie Subdiv. track warrant at BN station, Teague, Texas.

Lancaster — Movements in siding stop and flag Public crossing at Second St. (MP 781.6).

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

FRA Excepted Track from MP 797.9 to MP 802.7.

Rule 5.4.4 not in effect.

Maximum Speed (Except as below) ..... **MPH 40**
Between Mile Posts —
769.3 and 770.6 ..... **10**
770.6 and 779.5 ..... 25†
782.2 and 784.0 30
785.3 and 785.4 25
796.3 and 797.9 ..... 20†
797.9 and 802.7 10
Thru siding and turnouts... 10

Business Tracks	MP	Sta. No.
Sargent	770.8	TF770
Red Oak.....	788.0	TF788
Service	793.5	TF793
Armaglass	794.6	TF794
Nena .... (N)..	802.6	TF802

Yard Limits: MP 769.3 — MP 771.1, MP 790.0 — MP 802.7

ABS between MP 769.3 and MP 797.9
TWC between MP 769.3 and MP 797.9
BRI Jct.—BN/JTD Jct: Track connecting these Jct.'s (approx. 700 feet) governed by Rule 6.28. maximum speed 20 MPH.

Denton Branch — 28.5 miles MP 758.0 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. Radio communication via radio display — 7878 (Tone 5). MP 741.3 to MP 758.0 owned by Dart.

FRA Excepted Track: MP 743.9 to MP 729.5; All Industrial Leads and Industry Tracks.

Stations		MP	Sta. No.
Coors	Ⓨ	730.9	TN730
Lewisville	Ⓨ	736.8	TN736
Trinity Mills	Ⓨ	742.2	TN742
Carrollton	ⓧBN/SSW Ⓐ	744.6	TN744
Beaver	Ⓨ	746.1	.....
Farmers Branch	Ⓨ	746.9	TN746
Oldham	Ⓨ	750.7	TN750
Oaken	Ⓨ	753.0	TN753
Dallas Jct.	ⓧ Ⓨ	757.3	TC642

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

Radio Display — **7878 (Tone 5)**

Mile Post	SOUTH ◆	CP Nos.	STATIONS NORTH ◆		Station Nos.	Sidings Feet
611.9		T612	6TH ST. JCT.	T	HM613	.....
.....		T610	PURINA JCT.	T	HM612	.....
			0.3			
612.2		T611	DALWOR JCT. ...	T	TC612	.....
			31.8 Miles VIA DART			
643.8		T644	(DART HOLD SIGNAL)		.....	.....
644.0		T645	(DALLAS SUB WYE.....	T	.....	.....
.....		T918	DFW JCT.	T	TC642	
644.1		T917	NORTH JCT.	T	TC643	.....
			31.9			

CTC Between:
CPT 612 and CPT 610
CPT 612 and CPT 611
CPT 610 and CPT 611
MP 643.8 and MP 644.1
Maximum Speed **10**
STO Fort Worth is the control operator

Between Dalwor Jct. and MP 643.8, operation on main track and all controlled sidings governed by BN RR Timetable and Special Instructions.

Business Tracks	MP	Sta. No.
Richland Park ..	618.2	TC618
Centerport	629.6	TC629
Wildwood	636.7	TC636
Brookhollow B ..	637.4	TC637
Brookhollow A ..	638.7	TC639
Record Crossing	639.7	TC640
Perkins	641.3	TC641

Brookhollow A Ind. Lead 3.3 miles; Mockingbird to Oaken, Northward. **Max Speed 5 MPH.**

Equation: MP 612.0 = MP 612.4 on OKT Sub.; MP 644.1 = MP 214.6 on Dallas Sub.

FRA Excepted Tracks: Brookhollow Lead A; all industrial leads and tracks off Brookhollow B; Sylvania yard tracks and Hurst Team track.

Radio Display: Centennial Yd to El Paso — **2020**

Mile Post	WEST	CP No.	STATION	EAST	Station Nos.	Sidings Feet
249.7			CENTENNIAL YD	Ⓑ T	.....	Yard
			0.3			
250.0			FT. WORTH		TP250	Yard
			1.6			
251.6		T251	BRYANT IRVIN			
251.8		T252	8.0		.....	.....
259.6		T260	IONA		TP260	7731
261.2		T261	12.8		.....	.....
272.4		T273	EARLS		TP273	7989
274.0		T274	4.1		.....	.....
276.5		T277	WEATHERFORD		TP277	8385
278.2		T278	9.9		.....	.....
286.4		T286	PREBLE	Ⓑ	TP287	6734
287.8		T288	14.0		.....	.....
300.4		T300	BRAZOS		TP301	6853
301.9		T302	12.4		.....	.....
312.8		T313	JUDD	Ⓑ	TP313	6898
314.3		T314	13.3		.....	.....
326.1		T326	STRAWN		TP326	6864
327.5		T328	11.9		.....	.....
338.0		T338	TIFFIN		TP338	6807
339.4		T339	12.8		.....	.....
342.2		T342			TP341	.....
350.8		T351	EASTLAND		TP351	6902
352.2		T352	9.6		.....	.....
360.4		T360	CISCO	Ⓑ	TP361	9786
362.4		T362	6.8		.....	.....
367.2		T367	DOTHAN		TP368	.....
368.4		T369	13.9		.....	.....
381.1		T381	JAYELL		TP381	6926
382.5		T382	11.0		.....	.....
392.1		T392	CLYDE	Ⓑ	TP392	7457
393.6		T394	12.4		.....	.....
404.5		....	HOLDER		TP405	8784
			2.1			
406.6		....	ABILENE	Ⓑ	TP407	Yard
			3.3			
409.9		....	BAGDAD		TP409	6006
			14.0			
423.9		....	MERKEL		TP423	7737
			13.1			
437.0		....	ESKOTA		TP438	7490
			4.0			
441.0		T441	TECIFIC	Ⓜ	TP441	.....
			6.8			
447.8		....	SWEETWATER	Ⓑ	TP448	11569
			8.6			
456.4		....	ROSCOE		TP456	7577
			10.0			
466.4		....	LORAINE		TP467	7457
			11.7			
478.1		....	DOME	Ⓑ	TP479	8257
			13.0			
491.1		....	IATAN		TP492	6830
			12.6			
503.7		....	COAHOMA		TP503	7405
			9.7			
513.4		....	BIG SPRING	Ⓑ	TP513	Yard
			10.5			
523.9		....	MORITA		TP524	7555
			9.5			
533.3		....	STANTON		TP534	7515
			15.3			
549.2		....	CHUB		TP549	7086
			14.6			
563.8		....	PEGASUS	Ⓑ	TP564	8410
			6.5			
570.3		....	ODESSA	Ⓑ	TP570	Yard
			8.6			
578.9		....	ARCADE	Ⓑ	TP579	7864
			14.8			
593.7		....	METZ		TP594	8000
			15.7			
609.4		....	MONAHANS	Ⓑ T	TP609	7505
			56.7			
666.1		....	TOYAH	Ⓑ	TP666	11865
			42.7			
708.8		....	BORACHO	Ⓑ	TP709	8742
			59.5			
768.7		.....	SIERRA BLANCA	Ⓑ	TP768	.....
			86.2 MILES VIA SP			
858.4		....	EL PASO	Ⓑ 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.

Maximum Speed Between Mile Posts —	**MPH**
249.7 and 405.3	
(Except as below)	**60**
249.7 and 251.8	40
258.0 and 266.6	50
277.0 and 282.0	50
248.8 and 286.1	50
294.6 and 295.9	35
295.9 and 297.4	55
298.5 and 298.7	50
329.9 and 337.1	35
337.1 and 343.1	40
343.1 and 345.6	35
360.3 and 364.0	45
372.2 and 372.4	50
378.6 and 378.9	50
383.6 and 388.6	40
405.3 and 493.5	
(Except as below)	**50**
406.1 and 409.2	30
438.0 and 438.5	40
446.9 and 448.4	30
476.6 and 477.3	30
493.5 and 768.7	
(Except as below)	**60**
496.0 and 497.0	50
509.0 and 513.4	25
533.0 and 536.0	40
551.6 and 556.5	25†
569.0 and 576.0	40
578.1 and 587.6	55
599.0 and 606.7	40
606.7 and 611.0	30
643.7 and 647.1	40
692.7 and 696.7	50
718.0 and 721.0	40
735.3 and 735.6	50
739.8 and 744.0	40

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

All auxiliary tracks at Centennial Yard between MP 249.7 and MP 251.8 do not exceed 15 MPH.

10 MPH thru sidings Earls, Holder, Bagdad, Merkel, Eskota, Dome, Chub, Arcade, Toyah and Boracho.

15 MPH thru turnouts Earls.

25 MPH thru turnouts: Bagdad, Merkel, Sweetwater, Coahoma, W. end Roscoe, Loraine, E. end Holder, Eskota, Dome, Iatan, W. end sidings Arcade, Pegasus and Boracho and E. end sidings Morita, Stanton, Monahans and Metz, and at Sierra Blanca to SP.

40 MPH thru turnout at CPT252.

Train Defect Detectors located:
Ⓟ MP 283.0, Ⓟ MP 485.4, Ⓟ MP 317.1, Ⓟ MP 544.0, Ⓟ MP 347.3, Ⓟ MP 582.0, Ⓟ MP 377.0, Ⓟ MP 613.6, Ⓟ MP 416.0, Ⓟ MP 644.5, Ⓟ MP 453.0, Ⓟ MP 706.3.

Engines must not use No. 3 track or Engine Spur at Crusher.

Emergency Access — use Radio Call-In System 911

Operation via SP between Sierra Blanca and El Paso:
UPRR trains obtain SPRR track warrant and bulletins before leaving El Paso (eastward) or Toyah (westward).

STO Ft. Worth is the control operator between CPT 252 and MP 249.7, use Radio Display — 7878 (Tone 5).

Business Tracks	MP	Sta. No.
Bomber	252.0	TP252
Benbrook	254.0	TP255
Aledo	263.0	TP264
Bennett (E)	294.0	TP294
Santo (W)	307.0	TP308
Gordon (W)	318.0	TP319
Johnson Mines (W)	324.8	TP324
Ranger	340.8	TP341
Putnam (E)	373.0	TP374
Baird	386.0	TP386
Bandag (W)	401.0	TP401
Air Base Spur (E)	413.0	TP413
Tye	414.0	TP414
Trent	429.7	TP429
Pyramid	445.0	TP445
Colorado City	475.0	TP476
Reef Field	504.0	TP504
Ziler	508.5	TP509
Dix (E)	538.7	TP539
Tex-Harvey (W)	540.8	TP541
Midland Ⓑ	553.3	TP553
Ind. Foundation (E)	557.6	TP558
Bounce	559.0	TP559

Business Tracks	MP	Sta. No.
Warfield	562.7	TP563
Solo	568.7	TP569
Douro	584.1	TP584
Texas Elec. (W)	613.6	TP614
Wickett	615.6	TP615
Pyote (W)	624.2	TP624
Barstow (E)	640.0	TP640
Pecos	646.6	TP647
Gozar	676.7	TP676
San Martine (E)	685.9	TP687
Levinson	691.2	TP691
Kent	698.8	TP698
Wild Horse	727.1	TP727
Westex (E)	729.0	TP729
Van Horn	735.0	TP735
Crusher	744.2	TP744
Allamore	746.5	TP746
Eagle Flat	753.9	TP754
Arispe	763.6	TP764

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	800.2	Ⓑ	TP831	—
CLINT	808.0		TP839	8705
BUFORD	813.7		—	—
BELEN	815.2		TP846	—
ALFALFA	822.8	X	TP854	—
TOWER 47 SP CONN.	827.5	Ⓑ	—	—

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.

CORPUS CHRISTI SUBDIVISION

Radio Display — **2020**

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet
3.1		SOSAN	T Ⓑ Ⓨ	AX345	Yard
		31.2			
20.3		LEHR		CC020	2570
		14.0			
34.3		PLEASANTON	Ⓑ	CC034	8307
		20.9			
55.2		CAMPBELLTON		CC055	7898
		20.6			
75.8		N. FLOOD GATE	Ⓜ	.....	.....
		2.0			
77.8		S. FLOOD GATE	Ⓜ Ⓑ	.....	.....
		10.3			
88.1		GEORGE WEST		CC088	7850
		44.1			
132.2		ODEM	Ⓧ UP Ⓢ Ⓨ T Ⓑ	B155	Yard
		13.4			
145.6		MP JCT		CC146	.....
		0.3			
145.9		Ⓧ CCTA	Ⓢ	.....	.....
		3.1			
149.0		CORPUS CHRISTI	Ⓦ T Ⓨ	CC150	Yard
		145.9			

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.

Maximum Speed (Except as below)	**MPH** 49
South Leg SAUG Wye and MP 3.1	10
Between Mile Posts —	
12.7 and 13.0	25
33.5 and 34.5	20
77.1 and 77.8	20†
113.1 and 113.2	30†
145.5 and 149.0	10
Thru all sidings and turnouts	10

Business Tracks	MP	Sta. No.
San Jose (S)	6.7	CC007
Lehr	20.3	CC020
Leming (S)	27.2	CC027
Wilco Peanut (N)	31.6	CC034
McCoy (N)	46.3	CC046
San Miguel Power Plant	53.0	CC053
Whitsett	63.3	CC063
Sunniland (S)	68.0	CC068
Three Rivers	77.3	CC077
Mathis (N)	113.0	CC113
Hubert	124.7	CC124
Edroy (S)	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.

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.

Radio Display — **4242**

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
1.1		H083	WEST JCT.		AX081	.....
			16.9			
18.0		....	OAKWOOD	Ⓑ	AX099	7692
			25.8			
43.8		....	JEWETT		AX125	4237
			11.0			
54.8		....	MARQUEZ	Ⓑ	AX136	9207
			22.3			
76.0		....	FRANKLIN	Ⓑ	AX158	9530
77.2		Q077	3.2		.....	.....
89.2		....	Ⓧ SP Ⓜ		.....	.....
			0.4			
89.6		....	HEARNE	Ⓑ	AX171	6218
			3.8			
93.4		....	Ⓧ UP Ⓐ		.....	.....
93.6		Q094	VALLEY JCT.	Ⓑ	AX175	.....
			5.6			
99.0		Q099	GAUSE		AX181	8151
100.7		Q101	10.9		.....	.....
109.9		Q109	MILANO Ⓧ ATSF Ⓐ		AX191	7759
111.5		Q111	12.7		.....	.....
122.6		Q122	MARJORIE	Ⓑ	AX205	8254
124.4		Q124	14.7		.....	.....
137.3		Q136	THRALL		AX220	8576
139.0		Q139	7.0		.....	.....
144.3		Q145	Ⓧ UP Ⓜ		.....	.....
			0.5			
144.4		....	TAYLOR	Ⓑ	AX226	Yard
146.2		Q146	5.1		.....	.....
149.9		Q150	HESTES		AX232	7413
151.5		Q152	10.5		.....	.....
160.4		Q160	ROUND ROCK		AX243	7148
161.8		Q162	5.7		.....	.....
166.1		....	McNEIL Ⓧ AUNW Ⓜ		AX247	.....
			6.5			
172.6		Q173	SNEED		AX253	8494
174.3		Q174	14.0		.....	.....
186.6		Q186	BERGSTROM	Ⓑ	AX268	7543
188.1		Q188	13.6		.....	.....
200.2		Q200	KYLE	Ⓑ	AX282	7524
201.8		Q202	6.5		.....	.....
206.7		Q206	CENTEX		AX288	8249
208.3		Q208			.....	.....
209.1		Q209	AJAX		BA161	.....
			5.3			
212.0		Q212	UP JCT.		AX294	.....
			7.0			
219.0		Q219	JUDE		AX301	.....
			1.9			
220.9		Q221	GOODWIN		AX302	9990
223.1		Q223	12.5		.....	.....
233.4		Q233	CORBYN	Ⓑ	AX316	7978
235.0		Q235	0.9		.....	.....
			VIA TRACK NO. 1			
235.9		Q236	CRAIG JCT.		AX317	.....
235.9		Q237	OGDEN JCT.		.....	.....
			3.4			
239.3		Q239	BRACKEN		AX322	8428
241.1		Q241	11.3		.....	.....
250.6		Q250	NORTH LOOP		AX333	7559
252.1		Q252			.....	.....
			8.5			
259.1		J259	SAN ANTONIO	Ⓨ	AX340	.....
			0.8			
259.9		....	APACHE JCT. Ⓧ SP Ⓐ		AX341	.....
			0.5			
260.4		....	TOWER 105 Ⓧ SP Ⓜ		.....	.....
			VIA TRACK NO. 2			
235.9		Q236	CRAIG JCT.		AX317	.....
235.9		Q237	OGDEN JCT.		.....	.....
			23.9			
259.8		....	SP JCT. (TWR112) Ⓧ SP Ⓜ (VIA SP RR)		.....	.....
260.4		....	TOWER 105 Ⓧ SP Ⓜ		.....	.....
260.7		J261	SP TRANSFER		.....	.....
			3.5			
264.3		....	SOSAN	Ⓑ T Ⓨ	AX345	Yard
265.2		....	(SPLIT DERAIL)	Ⓨ	.....	.....
265.7		....	HEAFER JCT.	Ⓨ	AX348	.....
			14.2			
278.5		....	GESSNER	Ⓑ	AX360	8737
			39.5			
318.0		....	MELON	Ⓑ	AX399	7653
			21.5			
339.5		....	GARDENDALE	Ⓑ T	AX422	7721
			6.3			
345.8		....	COTULLA		AX427	5421
			24.2			
371.0		....	FINLEY	Ⓑ	AX451	8444
			14.3			
385.3		....	CALLAGHAN		AX467	8800
			15.0			
400.3			PORT LAREDO	Ⓑ T	AX482	.....
400.9			11.7			
412.0		....	Ⓧ TM Ⓖ		.....	.....
			0.2			
412.2		....	LAREDO	Ⓑ T Ⓨ	AX494	Yard
			411.4			

Maximum Speed	MPH
MP 1.1 to MP 54.0 (Except as below)	**40**
Between Mile Posts —	
1.1 and 1.5	20
1.5 and 2.0	30†
Siding Oakwood	10
Siding Jewett	10
MP 54.0 and MP 144.5 (Except as below)	**60**
Between Mile Posts	
58.7 and 61.9	50
61.9 and 62.2	40
62.2 and 63.2	50
63.2 and 67.1	40
76.5 and 77.5	40†
80.1 and 80.3	55
89.0 and 90.5	25†
93.4Ⓧ	40
Valley Jct. thru No. 113 & 114 Tracks	25
94.7 and 95.3	45
Siding Marjorie	10
109.9Ⓧ	40
118.7 and 120.9	45†
130.1 and 130.3	45
144.3 and 144.5	15
Thru all turnouts in manual interlocking at CPQ 145	15 MPH

Maximum Speed	Psgr.	Frt.
MP 144.5 to MP 264.3 (Except as below)	**70**	**60**
Between Mile Posts		
144.5 and 144.9	15	
144.9 and 145.9	35	
145.9 and 146.7	40	40
146.7 and 147.7	60	45
160.0 and 161.8	60	—
165.9 and 166.0	45	45
166.9 and 171.0	60	—
171.0 and 174.3	60	35†
174.3 and 178.2	50	35†
178.2 and 179.6	40	35†
179.6 and 179.8	15	15
179.8 and 186.1	35	35†
190.5 and 192.0	60	55
192.0 and 195.0	65	.....
201.6 and 203.2	55	50
205.3 and 207.6	55	50
207.6 and 211.1	30	30
219.9 and 220.0	60	—
224.5 and 229.2	30	30†
229.2 and 232.0	60	50
232.0 and 235.6	60	—

Maximum Speed–Track No. 2 Between Mile Posts	
208.3 and 218.8	25
218.8 and 219.0	15

(Via Track No. 1) MP 235.9 to MP 260.4 (Except as below)		
240.3 and 240.7	60	—
242.8 and 244.3	60	—
247.4 and 248.6	60	—
248.6 and 256.1	45	45
256.1 and 257.4	40	40
257.4 and 258.5	30	30
258.5 and 260.0	20	20†
260.0 and 260.4	30	30

(Via Track No. 2) MP 235.9 to MP 260.4 (Except as below)		
CPQ 236 and CPQ 237	25	25
235.9 and 248.2	40	40
248.2 and 251.1	25†	25†
251.1 and 259.8	25	25
TWR 105 (SP Main Track) to SP Transfer	10	10
260.4 and 260.9	30	30
260.9 and 263.1	35	35
263.1 and 264.3	20	20

Maximum Speed	MPH
MP 264.3 to MP 412.2 (Except as below)	**49**
Between Mile Posts —	
264.3 and 268.0	20†

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.

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 397.5 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; Sosan — Radio Display 8080; Port Laredo — Radio Display 4242; Laredo — Radio Display 2020.

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

Trains arriving Laredo yard limits (MP 397.5) secure instruction from Manager on duty before entering yard limits.

Trains operating through SP interlocking MP 260.4 contact SP Del Rio dispatcher for permission on Radio Display — 4242 (Tone 4 or Tone 16).

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 342.8
# MP 73.1	# MP 168.9	# MP 281.5	# MP 356.6
# MP 87.8	# MP 198.1	# MP 299.3	# MP 378.2
# MP 103.0			

RESTRICTIONS:

Taylor — Do not use more than one 4-axle unit while switching on Williamson County Fertilizer Spur or Taylor Cotton Compress track.

All movements into or out of the north end of the cut-off track must be made from the freight-lead.

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 WRRC tracks.

Sosan — Maximum speed 20 MPH on Running Track between Quintana Rd. crossover and Guadalupe St. crossover.

Sosan — Dual control switch on Running Track at SP Transfer (MP 260.8) controlled by SP Dispatcher, HD-14, use Radio Display 4242, tone 19. Maximum speed 10 MPH through all turnouts and connecting tracks between Running Track and SP Eastward main track.

Sosan — 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.

Sosan — Tracks No. 502 and No. 503 are FRA excepted tracks.

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

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.
Tucker	8.5	AX090
Long Lake (N)	12.3	AX093
Buffalo Ⓑ	34.7	AX116
Nucor (N)	45.5	A104
Koch (Conn. BN) (N)	45.7	AX127
Easterly	70.4	AX152
Rockdale	119.1	AX201
Thorndale	132.2	AX214
Hutto	153.4	AX235
Round Rock	161.6	AX243
IBM (N)	169.6	AX251
Hooper	171.1	AX254
Stripling Blake (N)	171.9	AX253
Steck Paper Co. (S)	172.1	AX253
Austin	179.1	AX262
Vinson (S)	183.8	AX265
Buda	194.2	AX276
Texas Cement	196.1	AX278
Cedar Supply (S)	202.3	AX284
San Marcos (No. 2)	209.8	AX291
H.E.B. (No. 1) (N)	211.6	AX293
Jama (No. 2)	213.5	AY005
Hunter (No. 2)	217.4	AY008
Geronimo Spur Ⓑ	220.0	AY010
New Braunfels	227.3	AX308
Landas Park	227.8	AX309
Dittlinger	231.1	AX312
Parker Bros.	231.2	AX312
Erick Spur (No. 2)	235.9	AX317
Ogden (No. 1)	236.7	AX318
Longhorn (No. 2)	247.0	AX330
Wetmore (No. 1) (N)	247.7	AX329
Fratt (No. 2)	248.6	AY039
Longhorn (No. 1) T	249.2	AX330
Green Light Spur (No. 1) (N)	250.0	AX331
Remount (No. 2)	250.7	AY041
Towne Spur (No. 1)	251.8	AX333
Adams (No. 1)	254.0	AX335
Travis (No. 2)	254.3	AY044
Natalia (S)	287.3	AX368
Devine (N) Ⓑ	291.0	AX373
Armour Chemical (S)	310.1	AX390
Pearsall Ⓑ	313.0	AX394
Derby	321.5	AX403
Dilley (N)	328.9	AX410
Atlee (S)	367.6	AX449
Encinal Ⓑ	373.6	AX455
UNITEC	397.9	AX478
Milo Distb. Ctr.	....	.....

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.

Trains must stop West of Sam Bass Road and not proceed without permission from the train dispatcher or a clear (Green) distant signal indication.

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.

Radio Display:
Longview to Palestine — **2424**
Palestine to Belt Jct. — **2020**

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
0.0		R089	LONGVIEW	Ⓑ	TP090	Yard
1.1		H001	10.4			
10.3		H010	KILGORE	Ⓑ	AX012	7893
12.0		H012	11.9			
22.3		H022	OVERTON		AX022	7061
23.7		H024	13.0			
35.0		H035	TROUP	Ⓑ T	AX036	8923
37.0		H037	12.3			
47.7		H047	TECULA		AX048	8600
49.4		H049	9.5			
57.0		H057	HUME		AX057	8324
58.7		H059	11.5			
68.7		H069	NECHES		AX070	8873
70.5		H071				
81.0		H081	12.7			
81.4		H082	PALESTINE	Ⓑ T	AX081	Yard
			1.3			
82.7		H083	WEST JCT.		A081	.....
82.9		H084	1.5			
84.3		H085	SOUTH JCT.		A083	.....
			10.5			
94.7		H094	ELKHART	Ⓑ	A094	7540
96.2		H096	25.4			
120.0		H120	CROCKETT	Ⓑ	A119	9880
122.1		H122	26.4			
146.5		H147	TRINITY	Ⓑ	A146	9875
148.6		H149	19.9			
165.8		H166	PHELPS	Ⓑ	A165	7992
167.4		H168	27.1			
192.9		H193	CONROE	Ⓧ ATSF Ⓐ	A193	7827
194.6		H195	17.7			
210.8		H211	SPRING JCT.	Ⓑ T	A208	.....
			0.5			
211.1		H212	LLOYD YARD	Ⓑ	.....	Yard
			2.1			
213.1		H213	SPRING		A209	.....
213.9		H214	1.1			
214.6		H215	WESTFIELD		A213	.....
			5.8			
220.4		H220	ALDINE		A219	.....
			4.7			
225.0		H225	McGOWEN		A223	.....
			2.1			
0.3		H227	(BEGIN HB&T RY.)	Ⓨ	A226	.....
			2.0			
2.3		101	BELT JCT.	Ⓧ HBT Ⓜ	A227	.....
3.4			1.0			
4.4		207	RABBIT	Ⓧ SP Ⓜ	A228	.....
			0.4			
4.7		212	GULF COAST JCT.		A229	.....
			1.9			
6.8		231	PIERCE		.....	.....
7.1		233	KIRKPATRICK JCT.		.....	.....
....		....	SETTEGAST YD.	Ⓑ T Ⓨ	B372	Yard
			231.4			

Maximum Speed MPH
MP 0.0 to MP 81.4
(Except as below) **50**
Between Mile Post:
0.0 and 1.0 25
1.0 and 3.1 40
7.5 and 8.2 45
20.9 and 21.7 45
24.7 and 25.0 45
30.5 and 31.0 45
35.4 and 36.4 45
44.8 and 45.9 40
49.8 and 51.2 45
52.4 and 55.0 ..... 35†
59.1 and 59.8 45
62.1 and 62.4 45
80.8 and 81.4 20
MP 81.4 to MP 226.8
(except as below) **60**
Between Mile Posts —
81.4 and 82.7 20
82.7 and 84.3 30
84.3 and 86.8 40
86.8 and 92.2 45
92.2 and 94.6 50
94.6 and 104.6 45
106.5 and 107.9 30
107.9 and 109.4 45
119.4 and 121.3 40
125.6 and 126.0 45
126.0 and 131.0 55
133.4 and 134.3 45
142.5 and 142.8 55
146.4 and 148.2 ..... 40†
152.9 and 155.4 50
164.9 and 171.7 45
182.0 and 182.6 55
188.0 and 188.3 55
192.8 and 195.9 ..... 30†
226.7 and Belt Jct. 35
15 MPH turnout at CPH001.

Train defect detectors at:
Ⓟ MP 4.9 — Ⓟ MP 115.9
Ⓟ MP 19.2 — Ⓟ MP 131.7
Ⓟ MP 31.4 — Ⓟ MP 150.0
Ⓟ MP 40.3 — Ⓟ MP 162.7
Ⓟ MP 51.4 — Ⓟ MP 174.2
Ⓟ MP 64.0 — Ⓟ MP 186.4
Ⓟ MP 73.7 — Ⓟ MP 198.0
Ⓟ MP 91.4 — Ⓟ MP 207.5
Ⓟ MP 99.4
Both tracks — Ⓟ MP 217.5

Equation:
MP 226.8 = HB&T MP 0.0
HB&T MP 2.28 = HB&T MP 3.40.

Operations between MP 0.0 and Settegast yard use HB&T RY. Timetable and special instructions; radio communications on radio display — 4444.

CTC between MP 0.0 and MP 226.8.
Yard Limits: MP 226.8 and Settegast yard.
15 MPH Dual Control Turnouts at: CPH083, CPH212 and CPH214.
Two main tracks designated No. 1 and No. 2 between CPH211 and CP101.
Palestine yard: Key trains must not use old south main track without proper authority; radio communications on radio display — 2424.

Business Tracks	MP	Sta. No.
Bodie	2.9	AX004
Jacksonville Ⓑ (N)	53.2	AX054
Alcoa Spur T	73.9	AX073
Wells Creek	76.6	AX077
Salmon (N)	101.0	A 100
Nucor (N)	105.7	A 104
Grapeland	107.4	A 106
S. W. Chemical	116.2	A 114
Lovelady	134.0	A 134
Wedco	135.0	A 134
Riverside	154.4	A 153
La Pacific	176.1	A 175

Business Tracks	MP	Sta. No.
New Waverly	178.2	A 177
Willis	186.7	A 185
Tin Barn (S)	200.3	A 197
Bison (S)	200.4	A 198
Woodlands	201.6	A 199
Tamina	203.4	A 202
Westfield Team (trk. 2)	214.6	A 213
Candle Ridge (trk. 2) (N)	215.4	A 214
Gator Hawk (N)	216.7	.....
Jetero (N)	219.3	A 218
Drillco (N)	219.4	A 218
Aldine Team (trk. 1)	221.7	A 220
Pierce Yard	5.4	Yard

Tyler Ind. Lead: Troup M.P. 0.0 to Swan MP 25.5, 25.5 Miles. Operation by General Order.
Max Speed MPH
(Except as below) **20**
22.5 to 22.7 10
Maximum weight ..... 263,000 lbs.

Business Tracks	MP	Sta. No.
Whitehouse (S)	8.6	CQ009
General Electric (S)	13.5	CQ013
Elberta (S)	13.9	CQ014
Tyler Ⓧ SSW Ⓖ	19.0	CQ019
Swan	25.5	CQ027

Huntsville Ind. Lead: Phelps MP 0.1 to Huntsville MP 6.7 6.8 miles. Entire lead is FRA excepted track. Max. Speed — 10 MPH.

Business Track	MP	
Townley	3.0	AD004
Huntsville	6.7	AD007

Henderson Branch: Overton MP 0.0 Southward to Henderson MP 16.3, 16.3 miles.
TWC in effect between:
MP 1.0 and MP 16.3.
Yard Limits: MP 0.0 to MP 1.0.
Maximum speed ..... 20 MPH

Business Track	MP	Sta. No.
Norfolk	2.7	BX004
Windsor Gypsum	13.6	BX013
Woodcarve	14.0	BX014
Henderson	16.0	BX016

LeTourneau Ind. Lead MP 0.0 to MP 2.1, 2.1 Miles.
Maximum Speed ..... 10 MPH
Texas Eastman Spur —MP 1.6 to MP 5.1, 3.5 miles
Maximum Speed ..... 10 MPH

Radio Display:
Tower 55 to Wrenn — **7878 (Tone 5)**
Wrenn to Elm Mott — **2727**
Elm Mott to Spring Jct. — **2424**

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
250.9		T756	SOUTH TWR 55	Ⓜ Ⓑ T	TP245	.....
250.3		T250	HATTIE ST.	Ⓜ	.....	.....
249.5		....	NEY	Ⓑ Ⓨ	MK759	Yard
248.8		T249	2.3		MK760	.....
248.6		....	Ⓧ SP Ⓐ		.....	.....
244.8		T245	WRENN		MK764	7626
243.3		T243	12.7		.....	.....
230.6		Q231	EGAN		MK778	8430
228.9		Q229	5.7		.....	.....
224.9		....	Ⓧ ATSF Ⓐ	Ⓑ	.....	.....
			10.3			
214.6		Q215	GRANDVIEW		MK794	9407
212.8		Q213			.....	.....
198.4		Q199	18.7	Ⓑ	.....	.....
195.9		Q197	WINSLOW		MK813	6933
194.5		Q195	15.0		.....	.....
180.9		Q181	WEST		MK828	8558
179.2		Q179	9.2		.....	.....
171.7		Q172	ELM MOTT		MK837	7761
170.1		Q170	5.5		.....	.....
166.2		Q166	CAPHEAD		MK843	.....
			0.3			
165.9		Q165	WACO JCT.		BV181	.....
			3.0			
162.9		Q163	WACO		BV178	8524
161.1		Q161	7.0		.....	.....
155.9		Q156	HARRISON	Ⓑ	BV155	8531
154.2		Q154	8.0		.....	.....
137.9		Q138	MARLIN		BV139	7558
136.3		Q135	20.7		.....	.....
117.2		Q117	SALTER		BV117	8270
115.5		Q115	16.3		.....	.....
102.5		Q103			.....	.....
100.9		Q102	VALLEY JCT.	Ⓑ T	AX175	7631
100.6		....	Ⓧ UP Ⓐ		.....	.....
100.4		Q100	3.3		.....	.....
97.3		....	Ⓧ SP Ⓐ		.....	.....
			3.9			
93.4		Q093	MUMFORD		BV092	8154
91.7		Q092	15.6		.....	.....
77.8		....	Ⓧ SP Ⓐ		.....	.....
			2.1			
75.5		Q075	BRYAN	Ⓑ	BV075	8276
73.6		Q073			.....	.....
			15.0			
60.5		Q060	MILLICAN		BV059	8396
58.8		Q058			.....	.....
			12.3			
48.6		Q048	NAVASOTA JCT.		.....	.....
			2.4			
46.2		Q046	JERRY	Ⓑ	BV044	10449
44.1		Q044	19.3		.....	.....
26.9		Q027	GAZZOLI	Ⓑ	BV026	7414
25.3		Q025	15.3		.....	.....
11.6		Q011	HUFSMITH		BV011	9175
9.7		Q010	9.7		.....	.....
0.0		H211	SPRING JCT.	Ⓑ	A208	.....
			244.4			

Maximum Speed MPH
Between Tower 55 and Bryan
(Except as below) **60**
Between Mile Posts —
250.9 and 248.5 20
248.5 and 243.0 ..... 40†
231.3 and 230.7 40
228.7 and 226.3 50
224.9 Ⓧ 40
224.9 and 223.7 50
220.4 and 220.2 ..... 50.
218.7 and 217.2 50
196.3 and 195.6 40
193.1 and 192.9 40
180.0 and 180.3 ..... 40†
165.8 and 163.1 25
158.8 and 158.5 55
148.5 and 148.2 55
141.0 and 138.0 25
107.0 and 106.8 50
Valley Jct. thru No. 1 & No. 2 Tracks 25
100.6 Ⓧ 40
100.6 and 97.3 55
97.3 Ⓧ 30
78.2 and 77.8 25
Between Bryan and Navasota Jct:

	Psgr.	Frt.
(Except as below)	**60**	**60**
Between Mile Posts —		
75.6 and 71.9	30†	30†
65.4 and 65.1	50	50
51.6 and 49.4	50	50
49.0 and 48.3	25	25
Thru sidings:		
Bryan	10	10
Millican	20	20

Between Navasota Jct and Spring Jct
(Except as below) **60**
48.3 and 47.5 25
47.5 and 31.0 50
25.7 and 25.4 50
40 MPH through turnout at CP H211

All Auxilliary tracks at Ney Yard between MP 250.3 and MP 248.0, do not exceed 15 MPH
Tower 55:
Wye Tracks 10
Interlocking 20
Thru sidings and turnouts at:
Egan, Winslow West and Elm Mott 20

Business Tracks	MP	Sta. No.
Frazier (N)	242.0	MK776
Burleson	236.8	MK771
Quail Plastics		
(N)	235.2	MK771
Alvarado (N)	224.2	MK784
Itasca	206.7	MK802
Hillsboro	196.1	MK812
Wardlaw		BV173
Sarge (S)	110.1	BV110
Sand Hill	86.7	BV087
NIPAC (S)	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		
(N)	35.2	BV035
Magnolia	22.1	BV022
Dubrook	2.4	....
GLNX Corp.	1.0	....
Campbell 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:
Ⓟ MP 234.0 — Ⓟ MP 159.0 — Ⓟ MP 85.4 — Ⓟ MP 13.7
Ⓟ MP 219.9 — Ⓟ MP 142.5 — Ⓟ MP 68.1
Ⓟ MP 200.4 — Ⓟ MP 124.3 — % MP 62.7
Ⓟ MP 183.5 — Ⓟ MP 107.8 — Ⓟ MP 52.9
Ⓟ MP 172.9 — Ⓟ MP 95.7 — Ⓟ MP 32.4

STO Ft. Worth is the control operator between Tower 55 and Wrenn (CPT 243).

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 210.8 (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.
Young Brothers (MP 81.0) — Do not operate locomotive beyond clearance signs posted on structure or shove tank cars under overhead unloading facility.
FRA Excepted Tracks at:
Ney — No. 701 thru No. 706 and tracks No. 713 thru No. 715.
Alvarado — House track.
Waco — All tracks on Old Main Line (Mart) at MP 164.0
Bryan — All tracks on Bryan Ind. Park lead at MP 80.3.

Radio Display:
Waco Jct. to Eureka — **2424**
Eureka to MP 194 — **4444**
MP 194 to Galveston — **2727**
Settegast Yard — **4242**

Mile Post	SOUTH ◄ STATIONS ► NORTH	Station Nos.	Sidings Feet
842.1	WACO JCT. (CPQ165) Ⓨ	BV181	.....
	0.8		
842.9	BELLMEAD ..... T Ⓑ Ⓨ	MK845	Yard
	0.7		
843.6	SSW NORTH JCT.	.....	.....
	0.6		
844.2	SSW SOUTH JCT.	.....	.....
	5.5		
849.7	BASS	MK848	10964
	15.5		
865.2	EDDY	MK865	10142
	15.6		
880.8	OPAL Ⓧ ATSF Ⓜ	MK881	.....
	6.8		
887.6	LITTLE RIVER	MK888	8093
	20.5		
908.1	GRANGER ..... T	MK908	7371
	10.3		
918.4	BIRGE	MK918	8962
	0.5		
918.9	TAYLOR (CPQ918) Ⓧ UP Ⓜ Ⓑ	AX226	.....
	0.6		
919.3	CPQ 919 Ⓜ	.....	.....
	15.5		
935.0	ELGIN Ⓧ AUNW Ⓐ	MK935	6345
	13.9		
948.9	PHELAN	MK949	8804
	20.5		
969.4	SMITHVILLE ..... Ⓑ Ⓨ	BA110	Yard
	8.6		
78.0	Ⓧ SP Ⓐ	.....	.....
	17.9		
95.9	LCRA ..... Ⓑ	.....	.....
	6.2		
102.1	FAYETTEVILLE	BA078	9349
	11.5		
113.6	NEW ULM ..... Ⓑ	BA066	5565
	10.4		
124.0	CAT SPRING	BA056	5649
	11.4		
135.4	SEALY Ⓧ ATSF Ⓐ	BA044	2837
	25.8		
161.2	WHIT	BA019	5900
	17.7		
178.9	Ⓧ SP Ⓜ	.....	.....
	1.3		
180.2	EUREKA ..... T Ⓑ Ⓨ	BA001	Yard
	4.0		
184.2	HOUSTON Ⓧ SP Ⓐ ... Ⓨ	B372	.....
	0.6		
184.8	N.GH&H JCT. Ⓐ (CP139)	.....	.....
	0.4		
185.2	CONGRESS ..... Ⓨ	.....	Yard
	0.7		
185.9	S.GH&H JCT. ..... (CP150)	.....	.....
	1.9		
187.8	TWR. 85 Ⓧ HBT Ⓜ ... (CP283)	A235	.....
	2.0		
189.8	PTRA CONN.	.....	.....
	0.2		
190.0	Ⓧ SP Ⓐ	.....	.....
	11.8		
201.9	GRAHAM	A248	6884
	8.3		
209.8	SHELL SIDING	A257	6802
	13.0		
222.8	TEXAS CITY JCT. Ⓧ TCT Ⓐ	A270	.....
	1.2		
226.9	VIRGINIA POINT	A274	.....
	0.9		
227.8	CAUSEWAY BRIDGE D Ⓜ	.....	.....
	1.0		
228.8	ISLAND ..... Ⓨ	A276	.....
	3.4		
232.2	GALVEZ YARD ..... T Ⓨ	A280	Yard
	1.0		
233.2	GALVESTON ..... Ⓨ	A280	.....
	291.1		

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

Smithville—All trains departing Smithville that will operate over SP tracks must contact SP train dispatcher for SP track warrant and bulletins before leaving Smithville, unless otherwise instructed.

Maximum Speed	**MPH**	
MP 842.1 to MP 917.8	**Psgr**	**Frt**
(Except as below)	**70**	**60**
Between Mile Posts —		
842.1 and 845.0	—	20
845.0 and 847.5	—	40
847.5 and 853.2	—	50
862.3 and 863.3	—	50
871.4 and 871.6	—	50
879.5 and 881.3	25	25
888.1 and 888.5	60	50
889.2 and 890.3	45	40
894.3 and 896.1	60	50
897.7 and 898.1	50	40
901.2 and 902.1	50	40
913.4 and 914.2	50	45
MP 917.8 to MP 178.9		
(Except as below)		**40**
934.0 and 935.7		20†
952.2 and 952.5		15
952.5 and 954.3		25
960.1 and 961.0		30
962.8 and 965.3		35
74.6 and 76.6		30
87.2 and 88.2		20
88.2 and 89.4		25
90.9 and 91.5		30
101.3 and 101.7		35
134.5 and 136.0		25
147.0 and 148.4		25†
154.7 and 157.0		30†
170.8 and 178.9		10
MP 178.9 to MP 233.2	**Psgr**	**Frt.**
(Except as below)	**40**	**35**
178.9 and 184.2	20	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	25
208.8 and 209.2	—	25
210.9 and 213.4	35	—
217.6 and 223.7	35	—
222.8 Ⓧ	20	20
223.7 and 226.8	20	20
227.8 Over Lift Span	10	10
227.8 and 233.2	20	20

Thru all turnouts in Manual Interlocking at CPQ918 and CPQ919 ... 15 MPH

Thru sidings and turnouts between:
MP 842.1 and MP 969.4 ... 20
(Except)
Bass (north turnout) 15

Thru sidings and turnouts between:
MP 969.4 and MP 233.2 ... 10
(Except as below)
Fayetteville 20
LCRA (Turnout) 20

Business Tracks	**MP**	**Sta. No.**
Waco	845.5	BV178
Troy (N)	872.1	MK872
Plantation Food	875.9	.....
Smith (N)	883.1	MK883
Temple Ⓑ	880.0	MK880
Cobel	881.1	MK882
Holland	896.8	MK897
Bartlett (N)	902.8	MK903
Coupland (N)	926.7	MK927
Dunstan Spur (S)	947.2	MK947
Bastrop (N)	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 (N)	189.7	A237
Harrisburg T Ⓨ	190.3	A237
T&T Siding	193.2	.....
Dumont Ⓨ	194.7	A241
Kellogg (N)	195.8	A241
HL&P (N)	196.8	A241
Ashland (N)	197.6	A245
Genoa	198.4	A245
Pioneer Conc. (N)	199.1	A245
McDonough (N)	199.5	A247
Olcott	201.3	A248
Webster	205.8	A252
McCoy (S)	206.5	A252
Fondren (N)	207.1	A254
League City	208.4	.....
Dickinson	212.8	A260
Penreco (S)	213.0	A260
LaMarque	221.2	A267
Texas City Yd.	223.4	A270

MOVEMENTS BETWEEN EUREKA AND MP 194 GOVERNED BY AUTHORITY HB&T-RTC OPERATOR.

Northward 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.

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.

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.

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.

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.

FRA Excepted tracks: All tracks on HiLine Industrial Lead from Eureka Yard to end of track. All tracks in Eureka Yard except main tract; Nos 11, 12, 13 and 14 tracks; North and South lead tracks from main track to and including No. 14 track switch; roundhouse track to roundhouse lead; roundhouse lead to south switch (coming on to dump track), to main track.

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.

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.

SAN ANTONIO SUBDIVISION

Radio Display — **4242**

Mile Post	SOUTH ◄ STATIONS ► NORTH	Station Nos.	Sidings Feet
0.0	SMITHVILLE ..... Ⓑ Ⓨ	BA110	Yard
	36.4		
36.4	LOCKHART	BA146	9484
38.5	15.1		
51.9	AJAX CPQ209	BA161	.....
	51.9		

ABS between MP 36.4 and MP 38.5.

TWC between MP 0.0 and MP 51.9.

Yard Limits: MP 0.0—MP 0.5

Equation: MP 51.9 = MP 209.1 on Austin Sub.

Train Defect Detector at #MP 20.6 and #MP 39.0.

Maximum Speed (Except as below)	**MPH** 40
Between Mile Posts —	
0.0 and 0.3	10
0.3 and 2.0	25
35.8 and 37.0	25†

Business Tracks	**MP**	**Sta. No.**
Rosanky (N)	10.4	BA120
Red Rock (N)	20.7	BA130
Reedville	46.8	BA156

Rule 5.4.4 not in effect

Lockhart — Dual control switch (MP 36.4) operated by radio control. Operating instructions by General Order.

Maximum Speed MPH

T&NO Jct.-Alvin
(Except as below) 55
T&NO Jct. — MP 18 .. 20
MP 18—MP 14 45
Between Alvin and Algoa
(Except as below) 50
Wye Tracks Alvin and Algoa 25
East leg Wye Alvin 10
Between T&NO Jct. and Algoa trains exceeding 90 tons per operative brake or exceeding 7000 tons total must not exceed 45 MPH.
Algoa—MP 204.3
(Except as below) 50
Between Mile Posts —
343.3 and 342.9 25
320.3 and 318.6 20
309.6 and 308.2 25
305.6 and 305.5 25
285.5 and 283.4 ..... 30†
Angleton Wye
North Leg 10
South Leg 5
216.0 and 215.3 35
217.5 and 204.3 40
Inari Siding 10
204.3 and 0.0
(Except as below) 49
204.3 and 186.8 40
186.8 and 184.9 25
170.0 and 170.3 25
162.2 and 161.6 ..... 20†
142.0 and 140.0 25
132.0 and 131.2 ..... 20†
125.3 and 125.0 ..... 15†
114.9 and 95.0 30
48.0 and 45.4 35
42.2 and 41.4 40
22.1 and 18.0 ..... 35†

Business Tracks	MP	Sta. No.
Monsanto Storage	335.9	B336
Chocolate Bayou Spur	335.6	B336
Danbury	327.3	B327
Pan American Petroleum Spur (N)	298.5	B299
Abercrombie (N)	297.5	B297
Bonus Crop Fertilizer (S)	290.5	B290
Celanese Storage	277.3	B277
Elmaton	269.6	B270
Formosa Plastics	247.5	B247
McFaddin	209.4	B209
Refugio Ⓑ (S)	186.0	B186
Cranell (S)	173.6	B174
Corpus Christi Filtration Plant (S)	147.3	B147
Lon Hill (N)	146.7	B147
Nueces (N)	138.7	B138
Driscoll	132.1	B132
Bishop	124.9	B125
Chemcel	122.8	B123
Ricardo	112.0	B112
Yturria (S)	52.4	B052
Lyford (S)	41.4	B041
Sebastian (N)	36.9	B037
Russelltown	14.1	B014

Yard Limits:
End of track to MP 3.4;
MP 22.2 to MP 28.2;
MP 114.9 to MP 120.0;
MP 153.0 to MP 154.8.
All siding switches Algoa to Inari inclusive are 30 MPH turnouts.

Mile Post Equations:
UP 377.0 = HB&T 2.4
HBT 14.5 = HBT 9.8
HB&T 11.0 = ATSF 19.4
ATSF 0.0 = ATSF 28.7
ATSF 24.3 = UP 343.1

Freeport Ind. Lead:
Between Angleton MP 0.0 and Freeport MP 17.0 miles.
Maximum Speed MPH
(Except as below) 20
MP 10.3 to Bridge 15.6.. 10
Bridge 15.6 to end of track 5
Midway lead 5
Nalco lead 5
Oyster Creek lead 5
Shintech lead 5

Business Tracks	MP	Sta. No.
Clute	9.5	BH008
Hoskins	11.4	BH006
Freeport Ⓑ	15.4	BH000
Bridge ⓂⒹⓈ	15.6	BH000

CTC between MP 2.4 (Settegast Yard) and MP 204.4; MP 162.0 and MP 154.5.

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

Radio Display — **2020**
Settegast Yard — **4242**

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet	
		...	SETTEGAST YD	Ⓑ T	B372	Yard	VIA HB&T
7.6		238	INTERSTATE JCT		.....	.....	
7.8			SP TOWER 87	ⓍSP Ⓜ			
8.1		241	SP INTERCHANGE				
9.2		254	NORTH SHORE JCT				
9.6		256	PTRA JCT				
10.7		267	TOWER 86				
11.1		270	NO. BRIDGE JCT				
11.3		271	SO. BRIDGE JCT				
12.2		279	BOOTH JCT.				
12.5		283	TOWER 85	ⓍUP Ⓜ			
13.2		290	LAWNDALE				
14.5		169	DOUBLE TRK JCT				
9.9		175					
10.0		178	NEW SOUTH YD.		B368		
11.0		183					
11.1		184	TOWER 81-T&NO JCT	ⓍSP Ⓜ	B367		
			5.4			n7690	
14.0		...	MYKAWA		B362	s9350	
			4.0				
10.0		...	PEARLAND		B358	5400	VIA ATSF
			5.9				
4.1		...	HASTINGS		B352		
			4.1				
0.0							
28.6		...	ALVIN	Ⓑ T	B348	Yard	
			1.6				
27.0		...	27 CROSSOVER		B347	.....	
			2.5				
343.1		...	ALGOA		B343	.....	
			0.3				
342.8		...	BROWNIE	T	B342	10025	
341.2		H341	9.0		.....	.....	
333.8		H334	LIVERPOOL		B333	7631	
332.2		H332			.....	.....	
322.1		H322	13.7		B322	.....	
320.1		H320	ANGLETON	Ⓑ T	B321	Yard	
318.0		H318			.....	.....	
315.5		H315	11.5		.....	.....	
308.6		H309	BRAZORIA		B309	7642	
307.0		H307	3.1		.....	.....	
305.5		...	S. BERNARD RIV.	ⓂⒹ	.....	.....	
			4.3				
301.2		H301	SWEENY	Ⓑ	B301	Yard	
300.0		H300	8.1				
293.1		H293	ALLENHURST		B292	7785	
291.5		H291	9.0		.....	.....	
284.1		H284	ⓍATSF Ⓜ		.....	.....	
			0.6				
283.5		H283	BAY CITY	Ⓑ T	B284	5655	
282.3		H282	8.1		B282	.....	
275.4		H275	BUCKEYE	T	B275	8266	
273.6		H274	10.5		.....	.....	
264.9		H265	BLESSING	Ⓑ	B265	7801	
263.3		H263	15.0		.....	.....	
249.9		H250	LAWARD		B250	7760	
248.3		H248	5.5		.....	.....	
244.4		...	LOLITA (CONN TO PC&N RR)		B245	.....	
			4.1				
240.3		H240	VANDERBILT	Ⓑ	B240	6680	
238.6		H239	9.9		.....	.....	
230.4		H230	KEERAN		B234	5686	
229.3		H229	6.1		.....	.....	
224.3		...	PLACEDO Ⓧ SP Ⓜ		B224	.....	
224.1		H224	CONN TO SP RR		.....	.....	
			3.3				
221.0		H221	BLOOMINGTON	Ⓑ T	B219	Yard	
219.1		H219	5.0		B218	.....	
216.0		...	BARGE CANAL	ⓂⒹ	.....	.....	
			10.0				
206.0		H206	INARI		B205	7667	
204.4		H205	12.6		.....	.....	
193.4		...	GRETA		B193	7252	
			14.2				
180.8		...	WOODSBORO		B180	6392	
			17.2				
162.0		J162	SINTON JCT.	Ⓧ SP Ⓐ	B163	.....	
			0.8				
161.2		J161	SINTON		B162	11004	
159.0		J159			.....	.....	
156.4		J156	6.6		.....	.....	
154.6		J155	QDEM	ⒷT Ⓨ	B155	Yard	
154.5		...	Ⓧ UP Ⓢ		B154	.....	
			13.2				
141.4		...	ROBSTOWN Ⓧ TM Ⓐ		B141	7116	
			23.0				
118.4		...	KINGSVILLE	ⒷⓎ	B119	Yard	
			21.0				
97.6		...	SARITA		B098	5168	
			20.6				
77.0		...	ARMSTRONG	Ⓑ	B077	7456	
			9.4				
67.6		...	NORIAS	Ⓑ	B068	4496	
			22.7				
48.1		...	RAYMONDVILLE	Ⓑ	B046	5730	
			18.1				
26.8		...	Ⓧ SP Ⓢ		.....	.....	
			1.2				
25.6		...	HARLINGEN	Ⓑ T Ⓨ	B025	Yard	
			6.6				
19.0		...	SAN BENITO		B019	.....	
			18.3				
0.7		...	BROWNSVILLE	Ⓑ Ⓨ	B000	Yard	
			377.0				

Angleton Wye Tracks —

Movements must not be made from the South Leg of the Wye at Angleton directly into the H&BV Storage Tracks. Movement must first be made southward on the Freeport Industrial Lead, then back north on the North Leg of the Wye. Likewise, movements must not be made from the H&BV Storage Tracks directly into the South Leg of the Wye. Movement must first be made northward on the North Leg of the Wye, then back south on the Freeport Lead.

Operation on HB&T between Settegast Yard and T&NO Jct.; 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 SP RR Between T&NO Jct. and Sugarland (AG033), be governed by SP RR timetable. Business track at Pierce Jct. (AE007), use Radio Display — 9696.

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 derails and must not be used for meeting or passing trains unless otherwise instructed by the train dispatcher.

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

Train Defect Detectors Located 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

Popp Ind. Lead —
Pierce Jct. MP 0.00 to Arcola MP 12.1 (end of track MP 14.5), 14.5 miles. Track out of service MP 12.5 to MP 14.5.
Maximum Speed ..... 20 MPH
Radio Display — 2424.

Business Tracks	MP	Sta. No.
Pierce Jct.	0.0	AE007
Myrtle	1.6	AE008
Klein Industrial	2.6	AE009
Interpac	3.3	AE010
Witco Co.	6.5	AE013
Arcola	12.1	AE019

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

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

Celanese Industrial Lead:
MP 277.4-3.7 miles.
Max. Speed ..... 10 MPH

Victoria Ind. Lead:
Between Bloomington MP 0.0 and Victoria MP 12.0 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 (N)	5.0	.....
Victoria Nav Dist (N)	5.1	.....
Victoria	12.0	BM014

Seadrift Ind. Lead:
Between Bloomington MP 0.0 and Long Mott MP 14.0 14.0 miles.
Maximum Speed MPH
MP 0.0 — MP 12.0 20
MP 12.0 — 14.0 10

Business Tracks	MP	Sta. No.
BP Chem	5.6	BK005
Green Lake (N)	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
MP 1.0 to End of Track (FRA Excepted).

Brownsville Port Line 7.9 miles
Maximum Speed MPH
(Except as below 10
MP 0.0 — MP 0.5 5
MP 0.5 — MP 2.2 10
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**

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
0.0			KANSAS CITY			
			2.0			
2.0			29TH STREET			
			41.8 Miles Via BN			
41.8			SO. HILLSDALE			
			1.5			
43.3		V326	PAOLA		MX334	
			3.2			
46.5			RINGER	Ⓑ	RM047	8752
			20.3			
66.8			DUNLAY		RM067	8726
			16.0			
82.8			KINCAID	Ⓑ	RM083	6178
			11.9			
94.7			MORAN	Ⓑ	RM095	6185
			17.9			
112.6			KIMBALL		RM113	6050
			8.0			
120.6			ERIE		RM121	8218
			15.6			
136.2			PARSONS	Ⓑ T Ⓨ	RM136	Yard
386.0						
387.1			8.0	Ⓨ		
394.2			LABETTE		LM394	9177
			6.6			
400.8			OSWEGO Ⓧ BN Ⓐ		LM401	
			8.8			
409.6			CHETOPA Ⓧ SEK Ⓖ		LM410	
			11.8			
421.4			WELCH	Ⓑ	LM421	7830
			17.4			
438.8			VINITA Ⓧ BN Ⓐ		LM439	
			3.2			
442.0			KEELE		LM442	8889
			12.4			
454.1			ADAIR		LM454	7495
			13.8			
468.2			PRYOR	Ⓑ	LM468	8741
			20.0			
488.2		V582	WAGONER Ⓧ UP Ⓜ		L 242	
			7.8			
575.6		V576	OKAY JCT		L 233	
493.8			2.2			
496.0		U496	AU JCT		LM496	
			1.4			
497.4		U497	UX JCT		LM497	
			1.2			
498.9			CHASE	T	LM499	
			3.9			
501.8		U502	MUSKOGEE	X Ⓑ Ⓨ	MG003	Yard
503.9		U504	12.5			
515.0		U515	WHITMAN		MG517	8302
516.7		U517	32.2			
535.7		U536				
547.2		U547	CANADIAN	Ⓑ	MK547	9892
549.3		U549	14.4			
563.7		U564			MK564	
564.8			McALESTER	T Ⓑ	MK566	11226
			315.0			

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	45†
438.0 and 439.8	40†
487.5 and 489.2	25†
501.8 and 504.0	20
MLK Blvd on —	
No. 1 Track	10†
504.0 and 505.2	25
563.6 and 564.8	25†
40 MPH turnouts:	
CP U496 and CP U497	
CPV326-Cherokee Sub. to Coffeyville Sub.	
Sidings Adair and Chase	10
Other Sidings and associated turnouts except Whitman and Canadian	20
South Switch Muskogee at MP 504.0	20

Business Tracks	MP	Sta. No.
Glen Park	2.6	KZ003
Beagle	54.6	RM055
Parker (N)	61.6	RM062
Centerville (S)	70.0	RM070
Elsmore (N)	103.4	RM103
Ranchers	420.0	LM420
Winders	438.0	LM438
Big Cabin (N)	446.8	LM447
Chouteau (N)	472.2	LM472
Mazie	477.7	LM478
LaBarge (S)	486.8	LM487
Checotah (N)	525.4	MK525
Eufaula (N)	538.1	MK538

Equation:
MP 136.2 = MP 386.0
MP 386.0 to MP 387 = 1.6 mi.
At Wagoner MP 488.2 = MP 581.5 on Coffeyville Subdivision.

Two main tracks between CP U497 and CPU 504 designated No. 1 and No. 2 Tracks. No. 1 Track extends from MP 488.2 to CP U496 and from CP U497 to MP 504.0. No. 2 Track extends from CP V576 to CP U496 and CP U497 to MP 504.0.

Yard Limits: MP 134.5—MP 387.7 and on No. 1 Track MP 501.8 to MP 503.9.

ABS between: MP 43.3 and MP 488.2;

CTC between: On both Main Tracks CP V582 and MP 564.8; and between CP V576 and CP U496; except No. 1 Track MP 501.8 to 503.9.

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 124.5	Ⓓ MP 466.6	Ⓓ MP 543.4
Ⓓ MP 75.5	Ⓓ MP 406.5	Ⓓ MP 486.1	Ⓓ MP 557.1
Ⓓ MP 89.1	Ⓓ MP 426.3	Ⓓ MP 507.4	
Ⓓ MP 107.2	Ⓓ MP 446.6	Ⓓ MP 529.8	

Loaded unit coal trains are restricted to the Main Track and will not take siding or be operated thru Yard Tracks or Business Tracks except as provided below:

Sidings:		**Yard Tracks:**	
Ringer	Erie	East 14 Track	(Parsons)
Dunlay	Welch	Track 41	(Parsons)
Kincaid	Pryor	By-pass Track	(Parsons)
Moran	Whitman	Track No. 4	(Pryor)
Kimball	Canadian		

FRA Excepted tracks: Parsons—Old Osage Main Track/Industrial Lead from MP 386.9 to end of track.

Pryor Industrial Tracks from Wye at MP 4 to the ends of the track at Red Devil, Oklahoma Cement, Gardner-Denver and Ralston Purina.

Muskogee Yard; all industrial tracks except the Beer Spur MP 502.8 and the Port Lead.

Parsons—Provisions of GCOR Rule 8.3 does not apply to switches located at the north end of north lead track MP 134.8; at the south end of south yard lead track MP 386.4; at the south end of bypass track MP 386.6; and at the north end of bypass track MP 135.4 to a train equipped with end-of-train device, and no employee available to handle switch. Switches may be left lined and locked for above named tracks.

Yard crews will work on radio channel 3838. All trains must contact yardmaster on channel 3838 before entering or departing Parsons yard limits.

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

Do not exceed 5 MPH on GRDA Lead Track east and south of the Water Tower Crossing. Within the GRDA Area, fusees 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.

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**

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet
324.8		CHASE	T	LM499	
		33.0			
291.8		BROKEN ARROW	Ⓑ	MM292	2850
		4.6			
287.2		TULSA	Ⓨ	MV153	Yard
		8.9			
278.3		END OF TRACK	Ⓨ		
		46.5			

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

Yard Limits: MP 291.0 — MP 278.3
TWC in effect between MP 324.8 and MP 291.0.

Business Tracks	MP	Sta. No.
Alsuma	286.8	MM288
Oneta (N)	296.9	MM297
Coweta (N)	303.6	MM304
Patch	311.6	MM312
Porter (S)	313.3	MM313
Anchor (S)	319.8	MM320
Wybark	324.0	MM324

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.

Radio Display:
Leeds Jct. to OG&E Spur — **2020**
OG&E Spur to MP B355.4 — **2424**
MP B355.4 to NL Rock — **4242**

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
B284.7		V285	LEEDS JCT.	Ⓑ	MX291	
			6.2			
289.6		V290	DODSON	Ⓑ	MX298	13857
292.4		V292	8.5			
298.0		V298	KENNETH		MX308	15477
301.1		V301	12.4			
310.5		V310	BUCYRUS		MX319	7432
312.0		V312	6.2			
316.6		V316	WAGSTAFF	Ⓑ	MX326	7445
318.2		V318	9.1			
326.8			Ⓧ BN Ⓜ			
			0.1			
326.9		V326	PAOLA		MX334	
			2.1			
327.4		V327	BROWN		MX336	10608
329.6		V329	4.5			
333.0		V333	OSAWATOMIE	Ⓑ T	MX341	Yard
334.5		V334	3.0			
336.0		V336	TOLER		R 002	
			2.9			
338.9		V339	BALDWIN		R 005	
			4.6			
343.5		V343	LANE JCT.		R 009	
			9.9			
352.4		V352	HECLA		R 020	7374
353.9		V354	7.8			
360.5		V360	BIRCH	Ⓑ	R 029	7770
362.1		V362	10.4			
370.8		V371	DIXON		R 039	9103
372.6		V373	10.0			
380.9		V381	FIELDS		R 049	7665
382.6		V383	9.3			
390.1		V390	VERNON		R 059	8816
391.9		V392	7.5			
398.6		V398	DURAND	Ⓑ T	H 085	8244
400.3		V400	16.6			
414.1		V414	ROPER		R 082	7909
415.8		V416				
			2.5			
417.6			BENEDICT Ⓧ SKO Ⓐ		R 085	
			8.1			
424.9		V425	HENNELLY		R 093	7742
426.5		V426	9.1			
433.1		V433	NEODESHA	Ⓑ	R 102	8241
434.8		V435	0.1			
434.9			Ⓧ BN Ⓒ			
			7.4			
441.5		V442	SYCAMORE		R 109	9489
443.5		V444	6.3			
448.6			Ⓧ SKO Ⓐ			
			1.4			
449.1		V449	INDEPENDENCE	Ⓑ	R 116	8045
450.8		V451	13.4			
462.6		V462	DEARING		R 130	8237
464.3		V464	4.4			
467.1		V467				
467.8			COFFEYVILLE	Ⓑ T	R 135	7900
662.8						10506
661.6		V662	2.3			
660.5		V661	BARTLESVILLE JCT.		L 320	
			8.8			
651.7		V652	LENAPAH	Ⓑ	L 311	7714
650.1		V650	16.7			
635.0		V635	CLEM		L 293	9219
633.1		V633	11.8			
623.2		V623	OOLOGAH		L 282	7470
			1.7			
621.5		V621	PUBLIC SERVICE		L 281	
			11.2			
610.3			CLAREMORE	Ⓧ BN Ⓐ Ⓑ		
			3.5			
608.1		V608	PRATT		L 268	7262
606.8		V606	10.4			
598.1		V598	INOLA		L 257	9147
596.4		V596	15.0			
581.6		V582	WAGONER Ⓧ UP Ⓜ	Ⓑ	L 242	
			0.9			
580.5		V581	COOKSON	Ⓑ	L 239	9158
578.7		V579	5.0			
575.6		V576	OKAY JCT.		L 233	
			6.8			
568.7		V569	OG & E SPUR		L 229	
			11.2			
557.5			BRAGGS	Ⓑ	L 218	8444
			17.2			
541.3			UPSON	Ⓑ	L 201	7964
			14.6			
526.7			Ⓧ KCS Ⓐ			
			7.0			
519.7			HANSON		L 180	8017
			15.0			
504.7			GREENWOOD		L 164	9002
			6.3			
498.4			Ⓧ AM Ⓐ			
			1.2			
B497.2			VAN BUREN	Ⓑ T Ⓨ	L 158	Yard
			11.2			
B486.0			DYER		L 146	7641
			16.2			
B469.7			POPING	Ⓑ	L 130	7602
			13.2			
B456.5			ALIX		L 117	7602
			13.1			
B443.0			SPADRA	Ⓑ	L 105	7582
			15.5			
B427.5			SCOTIA		L 085	8219
			9.8			
B417.7			RUSSELLVILLE	T	L 075	Yard
			0.1			
B417.6			D.&R. CONN.	Ⓑ		
			6.9			
B410.7			WORTHEN		L 068	7897
			10.6			
B400.1			BLACKVILLE		L 057	7755
			18.8			
B381.3			MENIFEE	Ⓑ	L 038	7576

Maximum Speed	MPH
MP B283.4 to MP 335.0 (Except as Below)	**60**
Between Mile Posts—	
B284.7 and 290.7	40
290.7 and 298.2	55
325.1 and 327.0	40
327.0 and 327.8	55
331.3 and 331.7	55
332.8 and 335.0	40
Osawatomie — Around Wye	10
On running track 333 to 334.5	20
335.0 and 376.2 (Except as Below)	**55**
338.5 and 339.9	50
340.9 and 341.8	45
343.5 and 344.2	50
348.1 and 348.2	40
348.2 and 348.6	40
356.9 and 357.8	30
371.6 and 372.9	50
376.2 and 467.7 (Except as below)	**60**
383.8 and 385.0	30
385.0 and 392.1	55
398.0 and 399.5	50
403.6 and 417.3	55
417.3 and 417.6	30
418.1 and 418.3	40
418.3 and 423.0	55
423.0 and 423.3	45
423.3 and 426.3	55
426.3 and 428.5	40
428.5 and 433.6	55
433.6 and 435.2	30
435.2 and 437.3	55
443.4 and 448.2	55
448.2 and 450.3	40
450.3 and 451.3	55
458.1 and 462.1	55
462.1 and 462.2	45
462.2 and 467.3	55
467.3 and 467.7	20
MP 662.8 — OG&E Spur (Except as below)	**60**
Between Mile Posts —	
662.8 and 662.7	20
662.7 and 660.2	25
657.1 and 657.0	55
653.5 and 652.3	55
646.5 and 646.4	55
643.3 and 643.2	55
640.6 and 639.6	35†
639.6 and 639.2	55
632.7 and 632.5	55
628.5 and 628.3	55
622.2 and 621.3	45
620.3 and 620.1	55
618.8 and 617.5	40
616.6 and 616.1	55
613.5 and 612.5	45
612.5 and 611.6	55
610.3 and 609.3	40
608.6 and 608.5	55
605.3 and 603.2	55
599.1 and 598.7	55
597.1 and 596.5	35
589.1 and 588.6	55
586.3 and 585.6	55
581.7 and 580.5	25†
576.2 and 575.7	55
571.5 and 571.9	55
OG&E Spur — MP 446.4 (Except as below)	**50**
ON OG&E Spur	10
564.4 and 564.1	35
560.8 and 560.7	40
560.1 and 559.5	45
556.3 and 556.1	45
544.5 and 544.1	45
536.2 and 536.1	30
535.1 and 534.6	40
526.8 and 526.7	25
526.6 and 525.2	35
516.5 and 516.1	45
513.0 and 513.5	45
508.9 and 507.6	45
500.4 and 500.1	45
499.2 and 498.5	25
498.5 and B496.5	20
B479.7 and B479.5	45
B474.5 and B471.6	40
B467.3 and B464.3	45
MP B446.4 — MP B395.0 (Except as below)	**60**
B436.1 and B434.5	45
B427.0 and B426.8	45
B426.8 and B423.6	50
B420.2 and B415.0	35
B415.0 and B412.8	45
B412.8 and B411.1	50
B402.3 and B401.9	50
MP B395.0 — MP 343.2 (Except as below)	**50**
B392.9 and B391.4	30†
B386.1 and B385.9	45
B382.1 and B371.0	45
B359.8 and B359.3	35
B359.3 and B357.5	45
B346.0 and 344.2	25
Van Buren Wye tracks and Running Track N. Little Rock	15

Radio Display:
Leeds Jct. to OG&E Spur — **2020**
OG&E Spur to MP B355.4 — **2424**
MP B355.4 to NL Rock — **4242**

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
B381.3			MENIFEE		L 038	7576
			17.7			
B363.6			MAYFLOWER	Ⓑ	L 021	10691
			9.0			
B355.4		V355	MARCHE		L 010	7796
B353.7		V353	10.4			
B343.9		X342	LOCUST ST.			
B343.6			N. LITTLE ROCK	Ⓑ	X 344	Yd.
			319.2			

Yard Limits: MP B495.8 to MP 498.5.

Equation: MP 467.2 = MP 663.4

At Wagoner MP 581.55 = MP 488.23 on Cherokee Subdiv.

Two main tracks MP 334.5-Lane Jct. designated No. 1 and No. 2 Tracks.

CTC in effect: MP 284.7 to MP 568.7; Marche to N. Little Rock; North leg of Wye at Osawatomie, MP 334.5 to MP 335.

TWC/ABS in effect: MP 568.7 to MP 498.5, MP B495.8 to MP B355.4.

Manual Interlocking with BN at MP 326.8: When interlocking signal at CP V326 displays Stop Indication, communicate with UP train dispatcher and in addition be governed by instructions in release box.

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

Van Buren — provisions of General Code of Operating Rules 8.3 do not apply to spring switches located at the north end of number one track MP 498.3 and at the south end of number one track MP 496.5 to a train equipped with end-of-train device and no employee available to handle switch. Switches may be left lined and locked for number one track.

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

Morrilton Business Track (old siding) MP.B 392.5. A crew member must be on the ground at the crossing to warn traffic until the crossing is occupied, at Stevens Street MP. B 391.9.

Conway Business Track (old siding) MP.B 373.1 and Conway Industrial Lead MP.B 371.6. At all crossings, a crew member must be on the ground at the crossing to warn traffic until the crossing is occupied.

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

Close Clearances: At Fort Gibson, Oklahoma (Oklahoma Gas & Electric), all "wide cab" locomotives will clear rotary coal dumpsters only when side mirrors and side awnings are closed:

Ensure side mirrors and side awnings on both sides are completely closed against the side of the locomotive body.

Trains handling double stack (well cars) of Intermodal equipment be governed by the following restrictions:

	MPH
Between: MP B375.8 and MP B376.1	10

Osawatomie Ind. Lead: 1.0 miles — MP 334.5 to MP 335.5. CPV334 (MP 334.4) and CPV335 (MP335.0). Maximum Speed — 10 MPH.

Business Tracks	MP	Sta. No.
Koch Ind.	286.0	MX-291
Vance Bros. Missey	286.7	MX-293
Barry-Gann Lbr. Co. (S)	293.8	MX-300
International Paper Co. (S)	297.7	MX-305
Greeley (N)	348.1	R-15
Garnett Ⓑ (S)	357.6	R-24
New Strawn (N)	357.6	R043
Westphalia (S)	373.6	R-41
Le Roy Ⓑ	384.4	R-51
Buffalo (N)	411.2	R-78
Altoona Ⓑ (N)	427.2	R-94
Blake (N)	453.3	R-120
Nowata Ⓑ (N)	640.1	L 300
Talala (S)	627.8	L 288
Black Fox (S)	594.6	L 254
Fort Gibson (N)	567.9	L 228
Gore (N)	546.5	L 206
Vian (N)	537.4	L 197
Sallisaw Ⓑ	525.8	L 186
Muldrow (N)	513.1	L 173
Bakaert Steel (N)	500.5	L 158
Alma (S)	B489.4	L 149
Mulberry	B479.7	L 140
Ozark Ⓑ	B464.8	L 125
Co-op Spur (N)	B462.9	L 123
Carbon (S)	B459.2	L 120
Clarksville	B435.6	L 093
Knoxville	B433.6	L 091
AP&L (S)	B424.5	L 083
Cargill (S)	B423.4	L 082
Atkins (N)	B405.8	L 063
Banquet	B404.2	L 063
Morrilton	B392.5	L 050
Conway Ⓑ	B373.1	L 030
AP&L No. 2 (N)	B362.3	L 019
Maumelle (N)	B355.3	L 013
Levy (S)	B345.7	L 003

Train Defect Detectors located at

(#) MP 295.0	(#) MP 614.4
(#) MP 309.0	(#) MP 588.7
(#) MP 323.2	(#) MP 572.6
(#) MP 331.2	(#) MP 554.5
(#) MP 345.8	(#) MP 533.7
(#) MP 366.6	(#) MP 510.3
(#) MP 387.0	(#) MP B488.3
(#) MP 410.9	(#) MP B463.9
(#) MP 423.6	(#) MP B447.3
(#) MP 438.2	(#) MP B433.4
(#) MP 459.5	(#) MP B403.0
(#) MP 637.1	(#) MP B384.2
	(#) MP B368.6

Detector at MP 572.6 talks on channels 2020 and 2424.

10 MPH dual control switch turnouts: CP V621, Public Service, CP V569 and CP V355, Maumelle Lead.

20 MPH turnout both ends Braggs, Upson, Hanson, Greenwood, Dyer, Poping, Alix, Scotia, Worthen, Blackville, Menifee and Mayflower.

10 MPH both legs of Wye track at Van Buren.

Spring Switcher Indicator: MP 467.7, siding to old main track, located North End Coffeyville siding.

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. Employee must communicate with BN Train Dispatcher before operating time release at Arkansas River Bridge 4106. Maximum Speed 10 MPH.

Durand Industrial Lead: 3.5 Miles; Durand MP 383.5 to End of Track MP 387.0, Business Track — Yates Center MP 386.0 H087. Maximum Speed 20 MPH.

At the public crossings listed below, all movements must stop and be preceded by a flagman on the ground at the crossing to provide warning:

Green Street	MP 385.8
Main Street	MP 385.9
State Street	MP 386.0
Highway 75	MP 386.4

New Strawn Industrial Lead: New Strawn R043, MP 375.7, to Wolf Creek Nuclear Plant, 15 miles. Maximum Speed 20 MPH. Before entering nuclear plant property, crews must call plant security at (316) 364-8831 to have gates opened.

Mile Post	WEST ◄	STATIONS	EAST ►	Station Nos.	Sidings Feet
451.6		HERINGTON	T	MX459	Yard
		7.0			
458.6		HOPE		MX467	4618
		0.6			
459.2		Ⓧ ATSF Ⓐ			
		8.8			
468.0		ELMO		MX476	6347
		8.1			
476.1		CODY		MX485	6568
		15.1			
491.2		BRIDGEPORT		MX499	6559
		4.7			
495.9		LINDSBORG		MX504	
		9.7			
505.6		MARQUETTE		MX513	6427
		12.6			
518.2		CRAWFORD		MX526	4391
		6.3			
524.5		GENESEO	T	MX532	12731
		5.2			
529.7		Ⓧ CKR Ⓖ			
		7.9			
537.6		BUSHTON		MX545	4608
		7.6			
545.2		CLAFLIN		MX553	7177
		13.6			
558.8		HOISINGTON	T	MX567	Yard
		10.1			
568.9		OLMITZ		MX577	8231
		14.5			
583.4		BISON		MX592	6219
		6.9			
590.3		LA CROSSE		MX598	3872
		15.0			
605.3		McCRACKEN		MX613	7555
		16.8			
622.1		OSGOOD		MX630	6066
		5.2			
627.3		RANSOM		MX635	3875
		13.0			
640.3		UTICA		MX648	6429
		15.3			
655.6		SHIELDS		MX663	6304
		14.6			
670.2		RANCH		MX678	6211
		11.5			
681.7		Ⓧ CKR Ⓖ			
		0.8			
682.5		SCOTT CITY		MX690	3309
		0.3			
682.8		Ⓧ CKR Ⓖ			
		9.3			
692.1		MODOC		MX700	6309
		15.0			
707.1		LEOTI		MX715	3968
		10.0			
717.1		SELKIRK		MX725	6089
		13.7			
730.8		HORACE	T	MX739	Yard
		9.7			
740.5		WALKINGHOOD		MX748	8954
		12.0			
752.5		STUART		MX760	6069
		19.3			
771.8		CHIVINGTON		MX780	6181
		14.0			
785.8		EADS		MX794	6365
		22.9			
807.7		HASWELL		MX816	6527
		22.8			
830.5		ADOBE CREEK		MX838	6392
		15.9			
846.4		ORDWAY		MX854	7234
		16.7			
863.1		PULTNEY		MX871	6070
		6.3			
869.4		NA JCT	Ⓑ	MX876	
591.8		11.8			
603.6		AVONDALE	Ⓑ Ⓑ	MX889	8153
		6.0			
609.6		DEVINE	Via ATSF	MX895	
		2.2			
611.8		BAXTER		MX897	7500
		6.0			
617.8		PUEBLO JCT. Ⓜ		MX903	
		1.2			
897.1		PUEBLO	T Ⓑ	MX905	Yard
		444.2			

Radio Display:
(Refer to SP Lines Timetable — Special Inst.)

	MPH
Maximum Speed	
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.

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 Tracks	MP	Sta. Nos.
Dillon Ⓦ	462.9	MX471
Carlton Ⓦ	470.9	MX479
Gypsum Ⓔ	478.0	MX487
Frederick Ⓔ	530.4	MX538
Prodco Ⓔ	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

(Industrial Lead Pueblo to end of track — Old Main Line.)

Operation west of Pueblo Jct. governed by SP Lines and Special Instructions. Maximum Speed 10 MPH.

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

30 MPH Dual control switch turnout at NA Jct. (ATSF MP 591.8)

Operation between NA Jct. and Pueblo Jct. over joint UP-ATSF track controlled by ATSF dispr. at Schaumburg, Il . . . 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 between ATSF MP 591.8 and ATSF MP 617.8.

Operation on the Hoisington Subdivision between Herington, MP 451.6 and NA Jct., MP 869.4, is controlled by the SP Lines train dispatcher at Denver, Colorado. General Code of Operating Rules, SP Lines Timetable, Special Instructions and General Orders apply.

NOTES

Radio Display
2727 — East of MP 79
4242 — West of MP 79

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet
73.0		CPZ073 EAST MENOKEN T		.....	.....
78.0		CPZ078 SILVER LAKE		KP079	
79.0		CPZ079			.....
83.0		CPZ082 4.9			
83.6		ROSSVILLE		KP084	6629
		21.1			
104.7		WAMEGO		KP105	7007
		26.9			
131.6		EAST FUNSTON		KP132	6386
		7.9			
139.5		JUNCTION CITY T		KP140	6873
		12.8			
152.3		CHAPMAN		KP152	6591
		11.4			
163.7		ABILENE	Ⓨ	KP164	.....
		0.8			
164.5		Ⓧ ATSF Ⓐ		.....	.....
		7.8			
172.3		SOLOMON T		KP172	3528
		7.6			
179.9		NEW CAMBRIA		KP180	4132
		4.7			
184.6		EAST SALINA	Ⓨ	KP185	.....
		2.0			
186.6		SALINA T	Ⓨ	KP187	Yard
		0.6			
187.2		Ⓧ CKR Ⓐ		.....	.....
		13.7			
200.9		BROOKVILLE		KP201	5275
		22.4			
223.3		ELLSWORTH		KP224	5103
		40.3			
263.6		RUSSELL		KP263	3022
		8.8			
272.4		GORHAM		KP272	5024
		17.7			
290.1		HAYS		KP290	5278
		13.2			
303.3		ELLIS		KP303	5220
		40.0			
343.3		QUINTER		KP343	3610
		7.6			
350.9		BUFFALO PARK		KP351	3032
		26.5			
377.4		OAKLEY	ⓎT	KP377	5726
		52.4			
429.8		SHARON SPRINGS		KP430	3599
		12.0			
441.8		WESKAN		KP442	3082
		84.9			
526.7		CLIFFORD		KP526	4760
		9.1			
535.8		HUGO		KP536	3777
		27.2			
563.0		CEDAR POINT		KP563	4947
		8.7			
571.7		AGATE		KP572	4837
		36.6			
609.3		BENNETT		KP609	4976
		9.1			
618.4		WATKINS		KP618	4632
		12.1			
630.5		SABLE	Ⓨ	KP631	4132
		7.7			
638.2		PULLMAN	ⓎT	KP638	Yard
		565.2			

Maximum Speed MPH
(Except as below) **40**
Sidings (6 axle units) 5
Industry Tracks 5
Menoken (W Leg of Wye) ... 10
Between Mile Posts—
91.0 and 91.8 30
104.6 and 104.8 Ⓡ 35
123.1 and 123.5 35
129.7 and 133.7 35
133.7 and 137.2 Ⓡ 30
137.2 and 141.0 35
143.6 and 145.3 35
162.7 and 165.3 25
167.9 and 168.3 35
171.6 and 173.7 35
179.0 and 184.2 30
184.2 and 187.2 20
210.0 and 216.1 30
221.9 and 224.5 30
231.7 and 233.5 35
235.0 and 236.2 35
263.0 and 264.2 35
288.7 and 289.3 25
301.8 and 303.6 35
322.2 and 322.4 25
375.8 and 378.3 20
534.8 and 536.6 35
637.5 and 638.2 15
All tracks except MT 5

Signals governing Stapleton Airport runway (MP 633.38) Trackside warning detectors are actuated by train movement.
No. 1 Track: 635.0 and 634.0
No. 2 Track: 631.9 and 632.9
If stop signal received at 632.9 or 634.0 movement must not be made until track has been inspected by crew member and known to be clear.
ABS in effect between MP 79.1 and MP 187.3.
CTC in effect between East Menoken and CP Z079 MP 79.1.
TWC in effect between MP 79.1 and MP 377.4; and between MP 378.5 and MP 624.0.
Yard Limits:
MP 162.0 to MP 165.1; MP 182.75 to MP 188.0; MP 375.0 to MP 379.0; MP 624.0 to MP 638.2.
RULE 5.4.4 NOT in effect.
40 MPH Dual control Switch turnouts; East Monoken.
Train Defect Detectors Located at
Ⓕ MP 97.8 % MP 294.8
% MP 126.5 % MP 352.2
Ⓕ MP 167.4 % MP 396.7
Ⓕ MP 192.8 % MP 492.5
TRIGO INDUSTRIAL LEAD:
MP 491.6 to MP 494.7 and MP 495.4 to MP 499.0, 7.1 miles. Maximum speed 10 MPH.

Business Tracks	MP	Sta. No.
Salina Ⓑ T	495.4	KP187
Trigo	499.1	GK021

Business Tracks	MP	Sta. No.
Kiro (E)	75.2	KP075
St. Mary's	92.0	KP092
Belvue	98.0	KP098
Industrial Park(W)	118.2	KP118
Manhattan	119.3	KP119
Funston	133.6	KP134
Lacy	143.0	KP143
Stoney(W)	150.6	KP151
Detroit (W)	158.5	KP159
West Abilene (W)	164.7	KP165
Bavaria	194.8	KP195
Kanopolis	219.3	KP219
Black Wolf	231.5	KP232
Wilson	239.9	KP240
Dorrance	246.2	KP246
Bunker Hill	253.4	KP253
Walker	275.5	KP276
Victoria	279.6	KP280
Toulon	284.8	KP285
Yocemento(E)	295.3	KP295
Riga	308.4	KP308
Ogallah	313.1	KP314
Wakeeney	322.3	KP322
Voda	330.0	KP330
Collyer	335.8	KP336
Grainfield	356.3	KP356
Grinnell	365.2	KP365
Campus	371.2	KP371
Monument	386.1	KP386
Page City	393.6	KP394
Winona	399.0	KP399
McAllaster	408.4	KP408
Wallace	421.2	KP421
Arapahoe	453.3	KP453
Cheyenne Wells	463.0	KP463
First View	473.5	KP474
Kit Carson	487.5	KP488
Aroya	507.6	KP508
Boyero	517.7	KP518
Limon	550.5	KP551
Deer Trail	584.0	KP584
Byers	596.4	KP597
Strasburg	602.5	KP603
Wattenberg (E)	622.5	KP622
Mesa	625.0	KP625
Magee	628.1	KP628
Roydale	631.9	KP632
Sandown	634.5	KP634

At the following locations, movements must ascertain crossing warning devices have been operating long enough to provide warning and crossing gates, if equipped are fully lowered:

Ash Street, Wamego, Kans.	MP 104.6
Lincoln Street, Wamego, Kans.	MP 104.7
Anderson Street, Chapman, Kans.	MP 152.2
Marshall Street, Chapman, Kans.	MP 152.4
Brownhill Road, Brookville, Kans.	MP 200.7
Main Street, Russell, Kans.	MP 263.4
Main Street, Gorham, Kans.	MP 272.4

Radio Display — **4242**

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet
102.0		END OF TRACK	Ⓨ	.....	.....
		1.5			
103.5		PLAINVILLE	ⓎT	KO104	1899
		100.0			
203.5		COLBY		KO204	....
		21.0			
224.5		OAKLEY	ⓎT	KP377	....
		122.5			

Maximum Speed MPH
(Except as below) **25**
Other than MT 5
Between Mile Posts —
102.0 and 105.0 10
170.2 and 170.4 ..... 10†
203.0 and 203.3 E leg Wye ... 10
223.8 and 224.5 both legs of Wye 10

Yard Limits:
MP 102 to MP 105
MP 221.2 to Oakley
TWC in effect between MP 102.0 and MP 224.5

Business Tracks	MP	Sta. No.
Zurich	110.4	KO110
Palco	117.8	KO118
Damar	122.7	KO123
Boque	129.3	KO129
Hill City	138.0	KO138
Penokee	144.7	KO145
Morland	150.2	KO150
Studley	155.4	KO155
Tasco	162.5	KO163
Hoxie	170.4	KO170
Seguin	179.1	KO179
Menlo	186.2	KO186
Mingo	215.5	KO213

WICHITA BRANCH

Maximum Speed MPH
Wichita to End of Trk.
(Except as below) .. **40**
MP 453 to MP 455 10

Yard Limits: MP 476.6 to Wichita.

Business Tracks	MP	Sta. No.
Eldorado Ⓑ	454.5	H 155
Benton (W)	469.4	H 170
Electric Spur (E)	472.4	H 172
Greenwich (W)	474.4	H 175

Radio Display — **2020**

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet
453.0		END OF TRACK		.....	.....
		1.5			
454.5		ELDORADO		H 155	.....
		27.5			
482.0		WICHITA Yd	ⓎⒷT	H 186	Yard
		2.9			

TWC in effect between MP 453.0 and 476.6
Rule 5.4.4 not in effect
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

Radio Display:
East of Broadway — **5858**
West of Broadway — **3838**

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
444.2			CONGO		G 153	
444.8		M277	ROCK CREEK JCT.	Ⓜ	MX276	
276.8						
277.0		K277		Ⓑ		
A278.2			SOUTHWEST JCT. Ⓧ KCS	Ⓜ	MX-277	
276.8			ROCK CREEK JCT.	Ⓜ	MX276	
277.0		K277				
278.9		K279	MANCHESTER			
279.0			NEFF YARD	Ⓑ T	MX283	Yard
281.8		K281	KCT TROOST	Ⓨ	O002	
282.1		K282	GILLIS ST.	Ⓧ KCS Ⓜ		
A279.0			NEFF YARD	Ⓑ T	MX283	Yard
A281.7		M281	LYDIA AVE.	Ⓨ	MX283L	
A282.0		M282	TROOST AVE	Ⓧ KCS Ⓜ	O002	
282.4		K283	ASB JCT.			
283.0		K284	BROADWAY	Ⓨ	O003	
1.1		K001	HICKORY ST.		KX001	
					KX003	Yard
1.8		K002	KAW TOWER	Ⓑ ⑨		
3.3		K003	TERMINAL JCT.	⑨	KX004	
						Yard
3.7		K004	18TH ST.	⑨	KX005	
5.0		K005	KAW JCT.	⑨		
6.3		K006	WEST YARD	⑨	KX006	

SOUTH			STATIONS	NORTH		
287.5		K288	EDGEWATER	⑨	O 005	4000
286.6		K287	MINNESOTA AVE.	⑨ Ⓨ		
9.9		K010	UP CONN	Ⓧ UP Ⓜ		
9.5		K009	NO. CYPRESS JCT.	⑨	MX285	
283.0		K284	BROADWAY	Ⓨ	O003	
B278.8		K279	MANCHESTER			
B279.8		V278	MALONE			
B280.1		V279	BIG BLUE			
B280.4		V280	SHEFFIELD	Ⓧ KCT Ⓜ	MX278	
B281.4		V281	12TH STREET			
B283.9		V284	35TH STREET			
B284.7		V285	LEEDS JCT.		MX291	

Maximum Speed (Except as below)	MPH 60
Between Mile Posts	
444.2 — Congo East Crossover and A278.2 Southwest Jct.	30
Wye — Ⓧ KCS Ⓜ Malone CPV278 to Old River Main	10
276.8 and 282.4	40
282.4 and 0.2	25
0.2 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 (Except as below)	25
BN Coal Route Between KCT Troost and ASB Bridge	10
Broadway to MP 287.6 **(Except as below)**	25
Over Kaw River Bridge at MP 286.2	10
No. 1 and No. 2 Tracks between Manchester and Big Blue	40
Neff Yard to MPB285.9 **(Except as below)**	40
Neff Yard and MPB280.1	20
Movement to or from East Bowl, out of tracks 03 to 41, and 131 Neff yard	130 15
Trim Tracks 01 & 02	10
B280.1 & B281.6	25

Business Track	**MP**	**Sta. No.**
Centropolis	B281.5	MX288

YARD LIMITS:

No. 1 and No. 2 between MP 281.6 and MP 0.7 Santa Fe St.
No. 3 between Lydia Ave. MP A281.7 and Broadway MP 283.0
No. 4 between Lydia Ave. MP A281.7 and ASB Junction MP 282.4
Main Track Old Falls City Subdivision between Minnesota Ave. MP 286.8 and Broadway MP283.0
Between Minnesota Ave. (MP 286.8) and N. Cypress Jct. (MP 9.5)

Two main tracks: Leeds Jct. MP B284.6 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 B285.9 and Manchester CPK279 on No. 2 track; CPV285 Leeds Jct. and Manchester CPK279 on No. 1 track; Big Blue CPV279 and Malone CPV278 on CK departure track; and, on South Tail Track between CPK005 and CPK006.

On CK departure between Malone CPV278 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; CPV284 35th St.; Sheffield Wye and Crossover Sheffield CPV280; and Malone CPV278.

20 MPH Dual Control Switch Turnouts: Big Blue CPV279.

40 MPH Dual Control Switch Turnouts: No. 1 and No. 3 crossover switches West Yard CPK006 and, Leeds Jct. CPV285.

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.

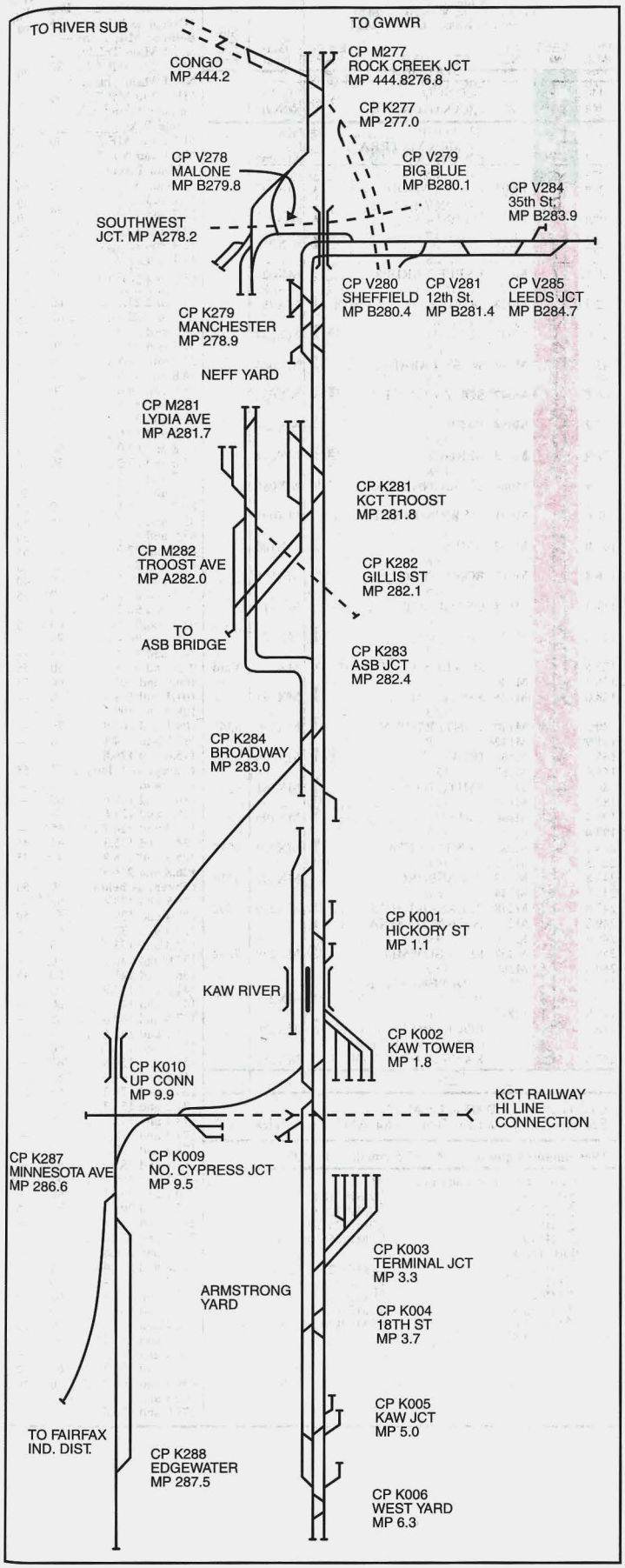
On northward movement, 30th Street flasher devices time out in one minute thirty seconds after approach circuit occupied. Signal will not again start operating until island circuit through street is occupied. Northward movements from Glen Park must approach 30th street crossing at very slow speed to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



Radio Display:
Gratiot St. to Moreau — **2020**
Moreau to Kansas City — **2424**

Mile Post	CP No.	WEST ◄ STATIONS ► EAST	Station Nos.	Sidings Feet
0.0		GRATIOT ST. .... Ⓜ Ⓑ Ⓨ	.....	.....
2.3		2.3 GRAND AVE. Ⓜ	MX002	.....
0.5		ST. LOUIS ..... ⑨	MX001	.....
		1.8 Miles Via TRRA		
2.3		GRAND AVE. Ⓜ	MX002	.....
		4.5		
6.9	D007	MAPLEWOOD.... Ⓨ ⑨	MX007	.....
		4.0		
10.8	D011	WEBSTER ..... ⑨	MX011	.....
		2.4		
13.2	D013	KIRK JCT. ..... Ⓑ	MX012	.....
		7.8		
20.8	M021	KEEFER CREEK	MX021	.....
		11.5		
32.3	M032	DOZIER	MX031	.....
		4.7		
37.0	M037	SUMMIT..... Ⓑ	MX037	.....
		6.7		
43.7	M044	WEST LABADIE.....	MX044	.....
		2.8		
46.5	M047	SOUTH POINT ..... Ⓑ	MX052	.....
		8.0		
57.7	M058	PACE	MX058	.....
		15.2		
72.9	M073	BERGER ..... Ⓑ	MX074	.....
		13.9		
85.9	M086	GASCONADE JCT. .. Ⓑ	MX086	.....
		4.7		
90.6	M091	MORRISON JCT.	MX091	.....
		11.4		
102.0	M102	AMES	MX102	.....
		14.8		
116.8	M117	BONNOT JCT.	MX116	.....
		0.5		
117.3	M118	OSAGE JCT.	MX117	.....
		7.0		
124.3	M124	MOREAU ..... Ⓑ	MX124	.....
		1.2		
125.5		JEFFERSON CITY Ⓑ TX	MX125	Yard
126.4	M126	2.5		
128.0	M128	RIVER JCT.	MX128	.....
		12.3		
140.2	M140	CENTERTOWN	MX140	8363
141.9	M142	25.9		
165.2	M165	DOW ..... Ⓑ	MX166	8548
166.9	M167	15.0		
180.9	M181	SMITHTON	MX181	9331
182.9	M183	14.6 ..... Ⓑ		
195.7	M196	DRESDEN	MX195	7488
197.4	M198	28.7		
223.7	M223	CENTERVIEW	MX224	9015
225.5	M225	19.6 ..... Ⓑ		
242.8	M243	STRASBURG	MX242	4316
243.8	M244	6.0		
247.8	M248	PLEASANT HILL..... Ⓑ	MX249	9700
249.0	M249	(CONN TO MNA) ..... T		
249.8	M250	9.0		
258.0	M258	LEES SUMMIT..... Ⓑ	MX259	7932
259.6	M260	13.2		
271.2	M271	INDEPENDENCE JCT. ..... Ⓑ	MX271	.....
276.8	M277	5.6		
276.9		ROCK CREEK JCT. Ⓜ	MX276	.....
		6.2 Miles Via KCT RY		
283.0		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 52.5 equals MP 55.0.

Train Defect Detectors Located At

#MP 139.1	#MP 210.8
#MP 152.8	#MP 229.9
#MP 170.0	#MP 251.8
#MP 190.3	#MP 265.7
Both Tracks:	
#MP 12.2	% MP 92.7
#MP 28.7	#MP 95.7
#MP 41.2	#MP 109.2
#MP 49.3	% MP 113.0
#MP 71.0	#MP 120.2
#MP 84.5	

	MPH Psgr.	Frt.
Maximum Speed (Except as below)	75	60
Between Mile Posts —		
No. 2 Main Track:		
MP 0.0 to MP 3.7	30	30
No. 1 Main Track:		
MP 0.0 to MP 2.3	30	30
Through Grand Ave. Interlocking	15	15
MP 2.4 to MP 3.7	30	30
No. 1 and No. 2 Main Tracks:		
3.7 and 13.2	50	40
13.2 and 13.7	30	30
13.7 and 14.0	50	50
14.0 and 15.4	65	50
15.4 and 15.7	65	—
17.1 and 21.0	70	—
21.0 and 21.7	60	55
21.7 and 23.3	70	—
23.3 and 27.1	60	—
27.1 and 27.7	60	55
30.6 and 31.3	65	55
32.7 and 33.9	70	—
33.9 and 34.8	60	—
34.8 and 35.9	50	50
35.9 and 44.4	70	—
48.9 and 49.8	65	—
49.8 and 55.5	70	—
58.5 and 59.0	70	—
61.8 and 67.0	60	55
67.0 and 67.2	60	50
70.7 and 71.3	65	—
72.2 and 75.8	55	50
80.3 and 81.5	50	50
83.9 and 85.0	55	55
85.0 and 86.2	70	50
86.2 and 87.9	65	55
87.9 and 88.5	25	25
88.5 and 89.3	40	40
89.3 and 89.8	60	55
89.8 and 92.2	70	—
92.2 and 93.1	60	55
93.1 and 94.4	70	—
94.5 and 95.2	65	—
97.6 and 97.9	60	55
106.9 and 107.1	60	55
107.1 and 108.9	70	—
108.9 and 109.1	65	—
109.1 and 109.9	70	—
113.9 and 114.1	70	—
115.6 and 126.8 (Except as below)	**75**	**55**
115.6 and 116.7	55	—
116.7 and 118.6	60	—
118.6 and 121.6	70	—
123.7 and 124.7	65	—
124.7 and 125.3	45	45
125.3 and 126.8	40	35
126.8 and 276.8 (Except as below)	**70**	**55**
126.8 and 128.4	55	—
128.4 and 129.9	55	50
129.9 and 132.3	60	—
132.3 and 133.0	55	—
133.0 and 136.5	60	—
136.5 and 141.9	50	45
141.9 and 143.9	60	—
146.1 and 147.6	60	—
147.6 and 149.0	65	—
151.1 and 151.6	65	—
153.5 and 155.9	60	—
155.9 and 158.8	65	—
160.9 and 161.3	65	—
168.2 and 171.2	55	50
171.2 and 173.7	65	—
173.7 and 174.3	60	—
174.3 and 178.2	65	—
178.2 and 178.7	60	—
183.6 and 187.7	65	—
187.7 and 190.1	40†	40†
190.1 and 193.5	60	—
205.2 and 208.7	65	55
211.9 and 212.5	65	—
216.7 and 218.0	70	55
218.0 and 218.8	45	45
218.8 and 221.4	55	50
221.4 and 222.4	60	—
227.5 and 227.9	65	—
231.6 and 233.2	65	—
248.4 and 249.4	50	50
251.9 and 252.4	65	—
256.3 and 257.2	65	—
257.2 and 259.3	60	45
259.3 and 260.3	50	50
260.3 and 261.6	65	—
271.0 and 276.8	40	35

Business Tracks:	MP	Sta. No.
Lake Jct.	8.4	MX008
Webster Groves (No. 2-W) ⑨	10.0	MX010
Kirkwood ⑨ Ⓔ	13.4	MX013
Barretts (No. 1-W)	16.5	MX016
Valley Park (No.2-E)	18.9	MX018
Eureka	27.9	MX029
Pacific Ⓑ	34.8	MX036
Gray Summit (No. 2-E)	39.9	MX040
Washington	51.7	MX054
New Haven Ⓑ	67.3	MX067
Hermann	81.0	MX080
Gasconade (W)	88.5	MX088
Chamois	100.2	MX100
Bonnot's Mill (No. 2-E)	113.1	MX112

Business Tracks:	MP	Sta. No.
Algoa Farms (No. 2-E)	119.0	MX119
River Terminal (W)	129.2	MX130
California	150.3	MX150
Shell Spur (E)	151.3	MX151
Tipton Ⓑ	162.8	MX162
Otterville (W)	175.7	MX175
Sedalia Ⓑ	188.9	MX188
Lamonte	200.9	MX200
Knobnoster	208.1	MX208
Warrensburg (W) Ⓑ	218.4	MX218
Holden	232.4	MX232
Missouri Public (E) Ⓑ	257.3	MX257
Western Electric (E)	261.0	MX261
Independence Ⓑ	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.

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.

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

Signal indication with current of traffic between Grand Ave. and Maplewood; Rule 9.14 in effect. 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. Trains operating into St. Louis Terminal from the Sedalia Subdivision must receive permission from the Dupo Yardmaster before passing Grand Avenue.

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

40 MPH dual control switch turnouts: CP D007; CP M021; CP M032-east crossover; CP M073; CP M086; CP M091; CP M102; CP M117; CP M118; CP M128-east crossover; CP M271.
15 MPH dual control switch turnouts: Connection switch with MNA RR at CP M249.

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

At Kirkwood and Hermann, AMTRAK trains 31 & 33 are not considered delayed after making a scheduled stop of less than five minutes and experiencing no other delays.

At Warrensburg and Lee's Summit AMTRAK trains 30, 31, 32, & 33 are not considered delayed after making a scheduled stop of less than five minutes and experiencing no other delay.

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.

FRA Excepted 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.

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. If any restrictive signal is encountered, ie. 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.

Lake Industrial Lead: Lake Jct. MP 8.4 to MP 10.5; 2 miles. Maximum speed 5 MPH. FRA excepted track. Restricted to four axle units.

Kirkwood Industrial Lead: Kirk Jct. MP 13.2 CP D013 Sta. No. MX012 ⑨ Ⓑ to MP 15.8; 2.5 miles; Ⓧ BN Ⓐ at MP 13.6; ⑨ Crestwood MP 13.9 to MP 15.8.

At the following locations, movements must ascertion crossing warning devices have been operating long enough to provide warning and crossing gates, if equipped are fully lowered. Holmes Ave., MP 13.6; Melshire, MP 13.8; Big Bend, MP 13.9; Sappington, MP 14.4; and Watson Rd. MP 15.3 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.

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.

Radio Display — **4242**

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
125.3			JEFFERSON CITY	Ⓑ T	MX125	Yard
			1.6			
127.9		M128	RIVER JCT.		MX128	.....
			15.9			
143.8			SANDY HOOK		G 015	9495
			12.9			
156.7			WOOLDRIDGE	Ⓑ	G 027	9140
			14.1			
170.8			BOONVILLE		G 041	6562
			7.6			
178.4			LAMINE		G 050	12830
			8.5			
186.9			BLACKWATER		G 058	8215
			8.1			
195.0			NAPTON		G 066	6635
			7.1			
202.1			MARSHALL	Ⓑ T	G 073	7920
			13.1			
215.2			MALTA BEND	Ⓑ	G 086	9184
224.5			15.4	Ⓑ		
230.6			HODGE	Ⓑ	G 101	9616
			17.0			
247.6			MYRICK	Ⓑ	G 118	11346
			9.0			
256.6			RENICK		G 127	7788
267.8		M268	12.0			
268.6			LAKE CITY		G 139	9204
269.6		M270	7.6			
276.0		M276				
276.2			ETON JCT.	Ⓑ	G 145	.....
436.5						
			7.8 MILES VIA ATSF			
444.2			CONGO	Ⓨ	G 153	.....
			0.7			
			ROCK CREEK JCT.	Ⓑ Ⓜ Ⓨ	MX276	.....
			161.4			

Maximum Speed (Except as below) ..... MPH 50

Between Mile Posts —

129.3 and 129.8	35
137.5 and 137.9	35
137.9 and 139.9	40
145.1 and 145.7	45
163.3 and 163.7	45
169.0 and 175.0	45
175.6 and 177.1	35
183.0 and 194.6	40
197.1 and 207.8	45
218.3 and 219.0	40
220.7 and 229.8	40
236.3 and 237.5	45
242.0 and 242.2	45
252.6 and 252.9	40
252.9 and 253.9	45
444.2 and 444.8	30
On ATSF, (Except as below)	55*
Eton Crossover	40
Un. Pac Conn	30
MP 437.5 — MP 437.8	35
MP 437.9 — MP 438.4	45
MP 443.7 — MP 444.2	40
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.

All sidings Sandy Hook to Renick are spring switch, 20 MPH turnouts except west end Boonville (hand throw — 20 MPH) and siding Napton (hand throw switches, derails, 20 MPH).

CTC in effect 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).

40 MPH dual Control Switch turnout: CP M268.

Train Defect Detectors located at

- Ⓐ MP 139.0
- Ⓐ MP 160.9
- Ⓐ MP 171.0
- Ⓐ MP 184.2
- Ⓐ MP 199.2
- Ⓐ MP 211.6
- Ⓐ MP 222.6
- Ⓐ MP 245.9
- Ⓐ MP 263.8

Business Tracks	MP	Sta. No.
Marshall Lead	202.1	GB002
Waverly	224.5	G 095

ATSF Station	ATSF MP	Sta. No.
Eton	436.5	
Courtney	439.4	G 148
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. Employes 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.

Radio Display:
16th St. to Offutt — **4242**
Offutt to Edgewater — **2020**

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
480.8		B004	16th ST.		NX003	.....
			0.5			
480.3		B005	20th ST.		NM001	.....
			0.9			
479.4		B479	VINTON ST.		NM002	.....
			1.0			
478.4		B478	G ST.		NM004	.....
			4.2			
474.2		Z474	WILSON		NM008	.....
			2.1			
472.1		Z472	OFFUTT		O 190	
			6.6			
465.5			Ⓧ BN Ⓐ		.....	.....
			0.3			
465.2			Ⓧ BN Ⓐ		.....	.....
			9.7			
455.5			MURRAY		O 172	6830
			5.0			
447.5			UNION	Ⓑ T	O 165	2730
			11.6			
435.9			NEBRASKA CITY	Ⓑ	O 153	Yard
			7.9			
428.0			PAUL		O 146	7160
			14.0			
414.0			AUBURN		O 132	6228
			19.7			
394.3			VERDON		O 112	6684
			10.0			
384.3			FALLS CITY Ⓧ BN Ⓐ Ⓑ		O 102	Yard
383.7		Z384				
			3.6			
380.7		Z381	RESERVE		O 097	8071
379.0		Z379				
			11.0			
369.7			NEK & MRR CONN.		.....	.....
			10.1			
359.6		Z360	WILLIS		O 076	7291
358.0		Z358	20.4			
339.2		Z339	SHANNON		O-056	6390
337.9		Z338	6.9			
332.3		Z333	NORKAN JCT.		O 049	.....
			0.2			
332.1		Z332	ATCHISON	Ⓑ	O 048	Yard
329.1		Z329	11.2			
320.9		Z321	OAK MILLS		O 038	7567
319.3		Z319	6.2			
314.7		Z315	WADE		O 032	5177
313.6		Z314	15.5			
299.2		Z299	WOLCOTT	Ⓑ	O 016	7855
297.6		Z298	4.8			
294.4		Z295	POWER PLANT			
			0.4			
294.0		Z294	NEARMAN		O 010	6304
292.7		Z292	6.5			
287.5		K288	EDGEWATER		O 005	4000
			197.1			

CTC in effect: CP K288 Edgewater to CP Z384 Falls City, CP Z472 to CP B004, Wimmer Wye-entire track.
TWC in effect: CP Z384 Falls City to CP Z472 Offutt.

Trains originating Atchison secure track warrant.

Maximum Speed MPH
Wimmer Wye 25
MP 480.8 to 472.1 (except as below) 40
Between Mile Posts—
480.8 and 478.4 25
478.4 and 474.2 . . No. 3 Trk 25
477.8 and 476.8 . . No. 4 Trk 25
MP 472.1 and 287.5 50
(except as below)
466.8 and 461.0 40
448.5 and 447.3 35
440.25 and 439.0 45
437.0 and 434.7 35
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 329.5 20
322.9 and 322.5 35
Siding Wolcott 10
291.7 and 291.1 35
289.0 and 287.6 40
287.6 and 287.5 25

Permanent speed restriction signs are not posted for the following locations due to close clearance of adjacent tracks:
Between Mile Posts—
332.2 and 330.8 .... 20 MPH
330.8 and 330.5 .... 20 MPH
330.5 and 329.5 .... 20 MPH

Business Tracks	MP	Sta. No.
Cochrane	306.3	O 023
Leavenworth	310.0	O 027
Lancaster	341.3	O 059
Everest . . . (S)	351.7	O 069
Hiawatha	370.3	O 088
Padonia . . . (S)	375.3	O 093
Strausville . (S)	389.9	O 107
Stella	401.0	O 119
Howe . . . . (N)	408.4	O 126
Julian . . . . (S)	423.4	O 141
Mynard	458.9	O 176
La Platte	467.1	O 185
Ft. Crook. (S)	471.3	O 189
Gilmore Jct. (N)	473.3	O 191
So Omaha . . .	477.5	NM006

Train Defect Detectors Located at

- Ⓐ MP 296.2
- Ⓐ MP 304.8
- Ⓐ MP 325.4
- Ⓐ MP 340.5
- Ⓐ MP 356.3
- Ⓐ MP 370.8
- Ⓐ MP 389.7
- Ⓐ MP 405.5
- Ⓐ MP 420.5
- Ⓐ MP 437.4
- Ⓐ MP 452.3
- Ⓐ MP 468.5

30 MPH Spring Switches: North switches Sidings MURRAY, PAUL, VERDON.
40 MPH Dual Control switch turnout: Offutt, CP Z472

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.

Wimmer Wye (connection track), 1.7 miles, extends from G St., CP B478 Falls City Sub. Sta. No. NM004 (Wimmer Wye MP 0.0), to 48th Street, CP B008 Council Bluffs Sub. Sta. No. NX007 (Wimmer Wye MP 1.7)-CTC in effect; Maximum Speed 25 MPH.

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 ⓎⒷ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 Ⓓ 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

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
6.4		K006	WEST YARD		KX006	
			2.0			
8.4		Z008	MUNCIE		KX010	S 4975
9.4		Z009				
10.0		Z010	12.4			
21.0		Z021	LORING Ⓑ		KX021	
			7.1			
28.1		Z028	LINWOOD		KX028	S8810
30.1		Z030	7.9			
38.0		Z038	(WWD HOLD SIG) 9.8			
38.2			LAWRENCE Ⓑ		KX040	C 2229
40.0		Z040	(EWD HOLD SIG) 5.0			
43.3			MIDLAND		KX043	
			8.4			
51.6			PERRY		KX052	C 6305
52.3		Z052	(EWD HOLD SIG) 15.8			
54.0		Z054	(WWD HOLD SIG)			
62.3		Z063	(WWD HOLD SIG)			
67.4		Z067	EAST TOPEKA		KX067	
			0.8			
68.2		Z068	TOPEKA Ⓧ SSW Ⓜ Ⓑ		KX068	Yard
			2.1			
70.3		Z070	WEST TOPEKA		KX070	
			2.6			
72.9		Z073	MENOKEN		KX073	
			3.1			
76.0		Z076	SOLDIER CREEK		KX076	
			4.7			
80.7		Z080	GROVE (EDW HOLD SIG)		KX081	
			2.2			
82.9		Z083	KENEFICK		KX084	12734
85.5		Z086	8.1			
91.0		Z091	COOK Ⓑ		KX092	9472
92.9		Z093	4.2			
95.2		Z095	EMMETT		KX095	
			4.5			
99.7		Z100	EAST AIKINS		KX101	24182
			2.5			
102.2		Z102	JEFFREY		KX103	
			2.2			
104.4		Z105	WEST AIKINS			
			7.0			
111.4		Z111	DULUTH		KX112	12569
113.9		Z114	5.8			
117.2		Z117	EVANS		KX118	10939
119.4		Z119	8.3			
125.5		Z125	SULLIVAN Ⓑ		KX127	12837
128.1		Z128	5.6			
131.1		Z131	FRANKFORT		KX131	9488
133.1		Z133	5.3			
136.4		Z136	WINIFRED		KX137	
			6.2			
142.6		Z143	UPLAND		KX143	
			5.3			
147.9		Z148	E. MARYSVILLE T		KX148	Yard
			1.5			
149.4		Z149	C MARYSVILLE Ⓑ			Yard
			0.9			
150.3		Z150	W MARYSVILLE		KX150	Yard
			5.2			
155.5		Z155	ORRICK		KX155	
			10.4			
165.9		Z166	GERRY		KX165	
			7.1			
170.3		Z170	HOLLENBERG		KX172	13008
172.9		Z173	6.8			
177.1		Z177	RUDY		KX178	9561
179.3		Z179	3.3			
180.4		Z180	ENDICOT Ⓧ BN Ⓐ Ⓑ		KX182	
			2.9			
183.3		Z183	FAIRBURY		KX188	13585
185.9		Z186	9.3			
189.4		Z189	(EWD HOLD SIG)			
192.6		Z193	HEDRIX		KX194	9253
194.5		Z195	8.0			
200.6		Z201	ALEXANDRIA		KX203	12717
203.2		Z203	7.7			
208.3		Z208	BELVIDERE Ⓑ		KX212	8020
209.9		Z210	1.9			
210.2			Ⓧ BN Ⓐ			
			4.6			
214.8		Z215	CARLETON		KX219	13253
217.5		Z218	9.9			
224.7		Z225	DAVENPORT Ⓑ		KX226	13180
227.3		Z227	9.0			
233.7		Z234	EDGAR Ⓧ BN Ⓐ		KX236	13070
236.3		Z236	6.8			
240.5		Z240	FAIRFIELD Ⓑ		KX244	8819
242.4		Z242	6.2			
246.7		Z247	ANAN		KX249	12765
249.3		Z249				
253.0		Z253	MICKEN (II)		KX253	
			1.5			
254.5		Z254	LEVEL Ⓑ T		KX257	Yard
			2.8			
257.3		Z257				
			1.0			
258.3		Z258	KICS RD		KX258	
			6.7			
265.0		Z265	OXBOW		KX265	
			7.6			
272.6		Z273	HAYLAND		KX275	12996
275.2		Z275	6.2			
278.8		Z279	DENMAN		KX279	9998
280.9		Z281	6.4			
283.4		Z283	S. GIBBON (II)		KX283	
			2.6			
287.8		B175	GIBBON JCT Ⓑ T		NX176	
			281.3			

Maximum Speed	MPH
West Yard to Gibbon Jct.	70
(Except as below)	
Industry tracks	5
Between Mile Posts —	
6.4 and 7.4	60
Muncie Auto Facility	5
Siding Muncie	25
13.1 and 13.4	60
16.3 and 17.9	55
17.9 and 18.0	
No. 1 Track	55
No. 2 Track	50
20.1 and 27.8	60
Siding Linwood	40
33.1 and 33.4	60
36.5 and 36.9	50
38.5 and 40.0	40
42.5 and 43.1	60
65.7 and 66.3	60
67.2 and 68.3	30
68.3 and 71.5	40
Menoken (West leg of Wye)	10
Center Sidings:	
Lawrence	10
Perry	10
76.6 and 81.6	60
99.0 and 99.4	50
Siding CP Z100 to CP Z105	40
106.1 and 106.4	60
109.2 and 109.6	50
117.3 and 117.9	60
130.7 and 131.1	45
140.3 and 140.6	50
147.3 and 147.8	35
147.8 and 149.3	20†
Marysville Yard Tracks (Except Tracks 1, 2, 3 and Stock Track No. 60)	5
185.9 and 188.7	50
188.7 and 191.3	55
196.9 and 198.3	60
198.3 and 200.2	50
217.8 and 219.2	55
223.3 and 223.8	55
254.5 and 257.3	
Level Yard Trk	20
254.8 (Level) Hastings:	
Utilities Lead	10
Hastings Utilities	10
Other Industries	5
260.2 BN (Conn)	25
262.1 and 262.5	65
287.4 and 287.7 (No. 1 and No. 2 Trk)	40

Business Tracks	MP	Sta.
Miller (E)	12.8	KX012
Edwardsville (E)	13.9	KX014
Sunflower (W)	16.7	KX017
Bonners Springs	17.5	KX018
Cold Spur	21.3	KX022
Perry (W)	51.6	KX052
Newman (E)	55.9	KX056
Grantville (W)	61.3	KX061
Menoken Jct.	74.0	KX074
Delia (W)	88.2	KX088
Aikins	105.0	KX105
Onaga (W)	109.9	KX110
Lillis (W)	121.8	KX122
Herkimer (W)	153.5	KX153
Bremen (W)	158.2	KX158
Hanover (W)	164.5	KX163
Sedan	229.6	KX231
Glenvil (W)	251.5	KX253
Hastings	262.6	KX262

Equation: Gibbon Jct. MP 287.84 = MP 175.12 on Council Bluffs Subdiv.
MP 262 to MP 263 = 8534 feet.

Rule 13.1.4 Exception: Non-Equipped Yard Engines and Locals may be operated between Menoken, MP 72.9 and MP 75.0 on both Main Tracks. Absolute Block must be established per Rule 11.1 and all movements must be made at restricted speed, Rule 6.27.

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 between: CP K006 and CP Z076; CP Z136 and CP Z166; CP Z283 and CP B175.

ACS in effect: 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; CP Z265; CP Z253.

40 MPH dual control switch turnouts: CP K006-No. 1 and No. 3 crossovers; CP Z010; CP Z021; CP Z028; CP Z030; CP Z070-west crossover between No. 1 & 2; CP Z073; CP Z076; CP Z105; CP Z136; CP Z143; CP Z155-between No. 1 & 2; CP Z166; CP Z258; CP B175.

15 MPH dual control switch turnouts: CP Z067 west crossover between No. 1 and No. 2; CP Z068; Marysville Yard lead; CP Z186, Connection to Hallam Branch.

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.

At East Marysville CPZ 148 on Marysville Sub eastbound trains on #1 or #2 Main Tracks stopping for a crew change must stop at least 200 feet from signal or clearance point of the facing point switch the other train will pass over, if length of train permits.

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 187.2	# MP 270.3	@ MP 46.8
@ MP 122.0	@ MP 198.2	# MP 283.3	@ MP 61.3
@ MP 134.7	@ MP 213.5		@ MP 260.0

The following applies to:

1. Eastbound trains, including key trains, that have been stopped for more than 30 continuous minutes between MP 29 and the detector at MP 15.6; and/or
2. Eastbound trains, including key trains, that stop or move less than 10 MPH while operating over the detector at MP 15.6.

If these trains receive an "integrity failure" from the detector at MP 15.6, the train may operate into Kansas City Terminal at a maximum speed of 35 MPH without stopping for an inspection and without receiving a roll-by inspection.

Jeffrey Spur — 9.0 miles. Jeffrey MP 0.0 to KCPL Jeffrey Energy Plant MP 9.0. Maximum Speed 25 MPH except 10 MPH beyond MP 5.6. **Train Defect Detectors:** % MP 0.6 and % MP 5.5

Vliets Ind. Lead — Frankfort MP 409.1 to Vliets MP 403.8 5.3 miles. Maximum Speed 10 MPH — FRA Excepted. Vliets — MP 403.8, S-74.

Hansen Ind. Lead — Hastings MP 0.7 to MP 7.5 End of Track 8.2 miles. Maximum Speed 10 MPH — FRA Excepted. Hansen — MP 6.8, KG108.

HALLAM BRANCH — NEBRASKA DIVISION

Radio Display — 2727

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet
37.4		SHELDON STATION	Ⓨ		
		1.4			
36.0		HALLAM		KH036	4529
		29.5			
6.5		JANSEN		KH006	4344
		5.8			
0.0		CPZ 186 FAIRBURY	Ⓨ	KX188	4906
		37.4			

TWC in effect MP 2.0 to MP 32.88.

Maximum Speed MPH
All Indust/House Tracks 25
All Indust/House Tracks 5 MPH

Yard Limits:
MP 0.0 to MP 2.0
MP 32.9 to MP 37.4

15 MPH Dual Control Switch turnout: CPZ 186.

Business Tracks	MP	Sta. No.
Claytonia	30.0	KH030
Plymouth	16.7	KH017

Before entering Main Track or initiating movement within Yard Limits at Hallam, employees must call NPPD, 402-787-2555, and determine that NPPD crew is not occupying Main Track. Telephones located trackside at Plymouth MP 16.7 and Hallam MP 37.4. 6-axle units may operate only on Hallam Branch Main Track and Fairbury Siding unless authorized by the MTM.

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

Radio Display — **2424**

Mile Post	SOUTH ▼ STATIONS NORTH ▲	Station Nos.	Sidings Feet
0.0	VALLEY ..... Ⓨ T	NX028	Yard
	5.8		
5.8	Ⓧ BN Ⓐ	.....	.....
	5.8		
11.6	MEAD	NA012	4247
	14.7		
26.3	WESTON	NA026	3397
	11.0		
37.3	VALPARAISO	NA037	4453
	10.1		
47.4	GARRATT	NA048	5313
	8.1		
55.5	BN CONN Ⓜ ..... Ⓨ	.....	.....
	1.0		
56.5	Ⓧ BN Ⓜ ..... Ⓨ	.....	.....
	0.6		
57.1	LINCOLN ..... Ⓨ	NA057	Yard
	0.3		
57.4	Ⓧ BN Ⓜ ..... Ⓨ	.....	.....
	1.6		
59.0	Ⓧ BN Ⓜ	.....	.....
	5.7		
64.7	JAMAICA	NA065	5821
	24.2		
88.9	PICKRELL ..... Ⓑ	NA089	3657
	7.9		
96.8	BEATRICE ..... Ⓨ	NA097	4320
	16.3		
113.1	Ⓧ BN Ⓐ ..... Ⓑ	.....	.....
	1.2		
114.3	BADGER	NA114	5343
	19.9		
134.2	MARYSVILLE ..... Ⓑ Ⓨ T	KX148	Yard
	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.
Lincoln — Six axle units are prohibited on OLB trackage.

Maximum Speed	**MPH**
MP 0.0 to MP 58.9	
(Except as below)	**40**
Between Mile Posts —	
0.1 and 2.1	10
3.8 and 4.0	35
5.8 BN Crossing	20†
6.4 and 7.7Ⓡ	25
19.1 and 19.5	30
28.8 and 36.3	35
36.3 and 37.4	25
52.0 and 58.9	10
57.2 between west scale track and east house track switch	5†
MP 58.9 and MP 131.3	
Except as below	**25**
59.0 BN Crossing	20
96.5 and 97.3Ⓡ	20
113.1 BN Crossing	20
131.3 and 133.0	10
All tracks except main track	5
Marysville — yard tracks	10

Business Tracks	**MP**	**Sta. No.**
Yutan (N)	6.3	NA006
Wahpco (S)	14.7	NA015
Krumel (N)	17.4	NA017
Wahoo	18.9	NA019
Agnew (S)	41.8	NA042
Raymond	46.5	NA047
Kawa (S)	52.2	NA052
Linpark	54.7	NA054
Aldo (S)	69.8	NA070
Princeton (S)	74.7	NA075
Cortland	79.5	NA080
Holmesville (S)	105.7	NA106
Blue Springs	110.3	NA110
Barneston	118.0	NA118
Marietta	125.9	NA126

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

At the following locations, movements must ascertain crossing warning devices have been operating long enough to provide warning and crossing gates, if equipped are fully lowered:

Beatrice Branch:

County Road	Mead, NE.	MP 12.3
Elm Street	Weston, NE.	MP 26.3
Austin Street	Pickrell, NE.	MP 88.9
Hoyt Street	Beatrice, NE.	MP 96.0
Court Street	Beatrice, NE.	MP 96.9

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.

Radio Display:
Mo. Valley to Council Bluffs — **5252**
Council Bluffs to Grand Island — **4242**
Grand Island to North Platte — **2424**

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
329.6		B329	MO. VALLEY	T Ⓨ	NZ460	.....
			0.4			
330.0		B330	SOUTH WYE	T Ⓨ	.....	.....
			1.8			
331.8		B332	SOUTH MO. VALLEY	Ⓨ	SX337	.....
			15.2			
347.0		B347	NO. CO. BLUFFS	Ⓨ	SX352	Yard
351.3		B901		Ⓨ	NX001	Yard
			2.9			
0.6		B000	COUNCIL BLUFFS		.....	.....
			1.9			
0.9		B001			.....	.....
2.0		B002			.....	.....
2.5		B003	7th STREET		.....	.....
			0.9			
3.4		B004	16th STREET	Ⓑ	NX003	.....
			0.4			
3.8		B005	20th STREET		.....	Yard
		B006				
			1.3			
5.1		B007	SUMMIT		NX005	.....
			3.8			
6.9		B008	48th STREET		NX007	
7.7		B009	57th STREET		NX008	
			3.2			
10.9		B011	95th STREET			
			6.5			
17.4		B017	PACIFIC ST			
			4.8			
21.5			ELKHORN		NX022	c3654
			6.5			
26.0		B026	(WWD HOLD SIG		.....	n6356
						s6520
28.0			VALLEY	TX	NX028	s4533
34.5		B035	(EWD HOLD SIG)			
			6.7			
34.7			MERCER	X	NX034	.....
			4.5			
39.2		B039	FREMONT		NX039	n4196
			0.8			s6520
40.0		B040	Ⓧ BN Ⓜ		NX040	.....
			9.3			
49.3		B049	BEST	Ⓑ	NX049	
53.7		B053				.....
			8.5			
57.8		B058	McGINN		NX058	.....
			6.3			
64.1		B064	SHELL CREEK		.....	n6778
66.8		B067			.....	.....
			4.6			
68.7			SCHUYLER	ⒷX	NX069	s5991
71.9		B072	(EWD HOLD SIG)	7.9		
76.6			RICHLAND	X	NX077	.....
			3.6			
80.2			BEHLEN	X	NX080	n2164
83.6		B084	(WWD HOLD SIG)	4.3		
			4.3			n7062
84.5			COLUMBUS	TX	NX085	s6980
			8.1			
92.6			DUNCAN		NX092	c5765
93.6		B094	(EWD HOLD SIG)	7.9		
100.5			SCHAFER	X	NX100	.....
			1.8			
102.3			SILVER CREEK	X	NX102	.....
			10.8			
112.1		B112	(WWD HOLD SIG)		.....	.....
113.1			CLARKS		NX114	c4069
114.2		B114	(EWD HOLD SIG		.....	.....
			4.8			
117.9			THUMEL	X	NX118	.....
			6.4			
123.0		B123	(WWD HOLD SIG)		.....	.....
124.3			Ⓧ BN Ⓐ		.....	.....
			0.6			n4144
124.9			CENTRAL CITY	ⒷTX	NX125	s5611
129.6		B130	(EWD HOLD SIG)		.....	.....
135.7		B136	(WWD HOLD SIG)	10.1		
135.0			CHAPMAN		NX135	c7976
144.6		B145		11.2		
146.2			GRAND ISLAND Ⓜ	ⒷTX	NX147	Yard
146.6		B147		8.3	NX148	.....
149.9		B150	(EWD HOLD SIG)		.....	.....
154.5			ALDA	TX	NX155	.....
			7.8			
162.3			WOOD RIVER	X	NX162	s2424
			4.0			
166.3		B166	CORY	⑪	NX166	
168.3		B168		12.8		
175.1		B175	GIBBON JCT.	Ⓑ	NX176	Yard
			8.7			
183.8		B184	BUDA	T	NX184	.....
			7.7			
			ALFALFA CENTER			
191.5		B191		Ⓑ	NX194	.....
			6.8			
199.9		B200	ODESSA		NX198	
			8.2			
208.1		B208	SIMONDS		NX208	
			9.6			
212.7		B213	OVERTON		NX213	n9092
215.4		B215				
			5.6			
221.0		B221	SPRING CREEK	Ⓑ⑪	NX221	
			11.3			
232.6		B233	DARR		NX233	
			5.6			
238.2		B238	COZAD		NX238	n14800
240.7		B241		6.0		
243.9		B244	WILLOW ISLAND	Ⓑ	NX243	
			10.5			
254.4		B254	VROMAN	⑪	NX254	
255.6		B256	FARR	⑪		n10028
257.7		B258		5.8 ⑪	NX256	s10020
261.4		B261	BRADY	Ⓑ ⑪	NX262	

Maximum Speed MPH

Mo. Valley to Council Bluffs (Except as below) 60

Between Mile Posts

329.6 and 330.2 30
330.0 and 0.9 (Iowa Sub) Wye conn 25
330.2 and 331.8 Trk. No. 1 30
Trk. No. 2 40
347.0 and 348.9 Trk. 1 30
Trk. 2 40
348.9 and 351.3 10
351.3 and 0.0: Trk. 1 & 2 10
0.0 and 2.5: Trk. 1 & 2 25
2.5 and 5.1: Trk. 1 & 2 40
0.6 and 2.1: Trk. 3 15

Summit to North Platte (Except as below) 70

5.1 and 5.4 40
5.4 and 6.8 50
Wimmer Wye 25
14.1 and 14.7 60
15.9 and 16.2 60
18.1 and 19.8 60
21.9 and 22.2 60
22.2 and 22.6 50
22.6 and 24.0 60
24.0 and 24.8 55
27.5 and 28.5 ..... 45†
38.5 and 40.7 40
Fremont Yard Westward Only: South #1 Via Shortway .. 25
Main track Via Longway 25
All other tracks and routes 10
68.7 and 69.2 ..... 60†
83.6 and 85.0 ..... 50†
Farr Better Feed Lead Duncan 5
124.3 BN crossing 45
144.0 and 149.3 ..... 60†
Grand Island, frt trains moving on yd tracks, except yd track No. 1 5
BN Transfer 10
Alda, wye trackage and all trackage in and outside Ordnance plant... 5
Kearney Industrial Pk. trackage 10
187.8 and 189.8 Ⓑ ..... 45†
Lexington Main Street to 1500 feet east on Scale track 10
On 3rd and 4th tracks north, east of depot 5
Cozad Armour Trks 5
North Siding Farr 255.6 to 257.7 40
258.1 and 258.3 65
281.1 and 282.5 55
282.5 and 283.0 45
Between MP 283.0 and MP 291.5 refer to North Platte Terminal instructions

Two Main Tracks between —
CP B329 and CP B 332 (Trk. 1 WWD & Trk. 2 EWD)
CP B347 and CP B901 (Trk. 1 WWD & Trk. 2 EWD)
CP B901 and CP B283 (No. 1 & No. 2)
CP B283 and CP B288 (Westward & Eastward Trks.)

Three Main Tracks between:
CP B000 and CP B002
CP B267 and CP B283

CTC in effect:
CP B332 to CP B347
West leg wye between No. Wye and So. Wye at Mo. Valley
On Main Tracks between:
CP B901 and CP B017
CP B039 and CP B067
CP B166 and CP B283

Double Track (Rule 9.14) between:
CP B329 and CP B332 (Rules 9.14.2 and 9.15 in effect)
CP B347 and CP B901
CP B017 and CP B039
CP B067 and CP B166

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
261.4		B261	BRADY	Ⓑ ⑪	NX262	.....
			5.1			
266.5		B267	PAWNEE	⑪	NX267	
268.1		B268				
			7.5			
274.0		B274	KEITH	⑪	NX275	
276.0		B276		8.0 ⑪	NX276	.....
282.0		B282	PLATTE RIVER		.....	.....
			1.4			
283.4		B283	BRYAN AVE.	Ⓨ Ⓜ	NX283	.....
284.5		B284		Ⓨ Ⓜ	.....	.....
285.5		B285		Ⓨ Ⓜ	.....	.....
285.4		B286		Ⓨ Ⓜ	.....	.....
286.0		B287		Ⓨ Ⓜ	.....	.....
286.5			NORTH PLATTE	ⓎTX	NX284	Yard
			286.6			

CP B283 is end of CTC westward. CP W288 is start of CTC westward. ABS in effect CP B283 to CP W288. Permission must be obtained from STO N. Platte before entering main track between CP B283 and CP W291. For operation between MP 283.0 and MP 291.5 refer to N. Platte Terminal 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.

ATC in effect between:
CP B329 and CP B901 (Non-ATC equipped engines may be opeated within yard limits and/or on signal indication not to exceed 40 MPH)

ATC Test Section: MP 349.0 (Trk. 1, Trk. 2 and Lake Lead)

ACS in effect between:
MP 5.1 and MP 146.5
MP 146.7 and MP 283.4

CCS Test Loops Located:

Weco	Grand Island
Valley	Kearney
Fremont	Lixington
Columbus	Gothenbury
Central City	

Rule 13.1.4 Exception:
Non-Equipped yard engines and locals may be operated between the following locations on both main tracks:
MP 79.0 and MP 86.5
MP 144.0 and MP 150.0
MP 281.0 and MP 283.4
Absolute Block must be established per Rule 11.1 and all movements must be made at Restricted Speed, Rule 6.27.

Yard Limits:
MP 329.6 and MP 331.8
MP 347.0 and MP 351.3
MP 283.4 and MP 289.0
Equation: MP 0.6 = MP 351.7

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. Trains and engines may move against the current of traffic after verbal authority has been granted at restricted speed without being preceded by a flagman except when moving over public crossings protected by crossing signals or gates, or when moving through interlocking and conditions that require movement be preceded by a flagman.

VALLEY, between hold indicators MP 26.1 and MP 34.6.

CENTRAL CITY, westward signal 1231 and eastward signal 1296.

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

Train Defect Detectors located at:

No. 1 Track	No. 2 Track	All Main Tracks	
@MP 74.6	%MP 285.5	ⓕMP 10.0	@MP 197.2
@MP 103.9	@MP 157.3	@MP 20.0	@MP 210.8
@MP 128.2	@MP 121.8	¢MP 34.0	@MP 227.0
@MP 160.1	@MP 100.1	@MP 45.0	@MP 243.2
ⓕMP 276.2	@MP 81.0	@MP 60.3	@MP 261.0
		ⓕMP 137.0	@MP 276.2
		@MP 183.0	

Acoustical Bearing Detector No. 1 Only MP 269.5

60 MPH dual control switch turnout: CPB 267

40 MPH dual control switch turnouts: CPB 017; CPB 049; CPB 058; CPB 064; CPB 166; CPB 175; CPB 184; CPB 191; CPB 200; CPB 208; CPB 221; CPB 233; CPB 244; CPB 254; CPB 256; CPB 258 No. 1 and No. 2; CPB 261; CPB 274; CPB 276; CPB 281; CPB 283; CPB 285 Eastward departure yard & Eastward main track MP 285.5.

15 MPH dual control switch turnouts: CP B901, CP B000, CP B001, CP B002, CP B003, CP B004 to Intermodal Ramp, CP B0005, CP B007, CP B145 except between main tracks, and CP B147.

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.

Location	Description	Location	Description
MP 98.4	County Road	MP 161.7	County Road
MP 149.1	Webb Road	MP 162.4	Wood River, Ne.
MP 152.0	County Road	MP 162.7	Wood River, Ne.
MP 154.9	County Road	MP 169.2	Shelton, Ne.

Business Tracks	MP	Sta. No.
Loveland	334.0	SX339
Seymour	8.9	NX009
Woody	11.1	NX011
Nasco	12.2	NX012
Weco	13.6	NX014
Lane	16.7	NX017
Waterloo (W)	24.7	NX025
Troxel	43.7	NX045
Ames	46.3	NX046
North Bend	54.4	NX054
Rogers	61.7	NX061
Hower	78.8	NX078
Moorman	79.3	NX079

Business Tracks	MP	Sta. No.
Doulom (W)	80.9	NX081
Havens (W)	108.2	NX108
Gulfoil (W)	115.9	NX116
Paddock (W)	128.7	NX129
Shelton	169.9	NX170
Optic (E)	179.8	NX180
Kearney	189.1	NX189
Elm Creek	204.3	NX205
Josselyn	217.9	NX218
Lexington	224.4	NX224
Gothenburg	248.8	NX249
Maxwell (E)	270.3	NX271

Alda — Ordnance Track — Six axle locomotives allowed to enter ordnance plant track a sufficient distance to couple train together but at no time are they allowed past the Wye Switch located inside the plant facility.

Manual interlocking switches located at Grand Island; East and west end, south one.

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:

Fox 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 Ⓢ;

On No. 2 Track at BN connection MP 0.18 BN Ⓢ.

OMAHA: Between Hall Ave. and Burdettee St., at 11th Street, Omaha Ⓧ CCP Ⓢ.

Eastbound trains delivering to North Council Bluffs must not proceed beyond 9th Ave. MP—.25 until contact has been made with North 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:

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

Fremont—Canning Spur

Ⓧ BN Ⓐ

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.

1) ABS in effect between CP B283 and CP W288.
CTC in effect between CP W288 and CP W291 on Westward (#1) and Eastward (#2) Main Tracks.
CTC in effect Outbound Coal Lead #2 and Westward Departure Lead between CP B289 to CP W291.
Yard Limits in effect between CP B283 and MP 289.

2) In the absence of a favorable signal governing movement to main track, permission must be obtained from the STO (Supervisor Train Operations) to enter the main track between CP B283 and CP W291. The STO is located at North Platte Terminal.

3) Movements in south diesel supply area:
— Movement through washrack at diesel servicing facility must be made at one MPH after all doors and windows are closed and secured on the locomotives in consist.
— No more than eight coupled locomotives may be moved or switched in or around diesel shop.
— 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) Switches and blue flags at west end of south diesel servicing facility located at MP 288.6, and switch and blue flag at east end of south diesel servicing facility located at MP 287.4 are controlled by the Outbound Coordinator in the diesel tower radio channel 3636.

Authority for movements inbound and outbound of the south diesel servicing facility must be obtained from the Outbound Coordinator (located at diesel tower).

When movement is complete over switches and blue flags either in to or out of the South diesel servicing facility, the Outbound Coordinator must be immediately contacted to re-establish protection.

Authority for movement from south diesel servicing facility (MP 288.6) to balloon track or wye tracks must be obtained from the STO.

Authority for movement from south diesel servicing facility (MP 287.4) to south running track must obtained from the East Tower SYO/Yardmaster.

Hostlers and pilots departing south diesel servicing facility with power must contact Yard Office Supervisor channel 8181 of departure.

5) No more 12 coupled locomotives may be moved to or from south diesel servicing facility or 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) Do not foul west end Diesel Shop Lead, without obtaining permission from Outbound Coordinator.

7) Authority for train movement around south side of diesel shop and servicing facility on South Running Track must be obtained from Outbound Coordinator.

8) When an engine has two or more units, with a controlling unit at each end, operate from the leading control unit in the direction of movement. This is not required when movement is protected by a crew member, that has constant communication with the engineer, positioned on the lead unit in direction of movement.

9) Movements in train yards:
Rules applicable to main track movements apply to:
— Belt Track between CP B283 and CP B284
— Inbound Coal Lead #1 and #2 between CP B284 and CP B286
— Outbound Coal Lead #2 between CP B289 and CP W291
— Westward Receiving Lead between CP B283 and CP B290
— Westward Departure Lead between CP B289 and CP W291

10) Movement to enter the following tracks over hand throw switches not governed by signal indication must be authorized by the STO:

— Westward Main Track (#1)	(CP B283 to CP W291)
— Eastward Main Track (#2)	(CP B283 to CP W291)
— Belt Track	(CP B283 to CP B284)
— Inbound Coal Lead #1	(CP B284 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 STO, and STO must be contacted when clear.
Speed Frater and YM4 switches located at the following locations are controlled by STO:
— CP W289 (MP 290.6 — Eastward Receiving Yard)
— CP W287 (MP 289.0 — Wye switches)
— CP W286 (MP 288.7 — East & West legs of wye)
— CP B291 (MP 285.6 — Westward Receiving Yard)

Speed Frater and YM4 switches located at the following locations are controlled by Outbound Coordinator:
— CP W285 (MP 288.6 South Diesel Servicing Track)
— CP W284 (MP 287.4 East Tower)

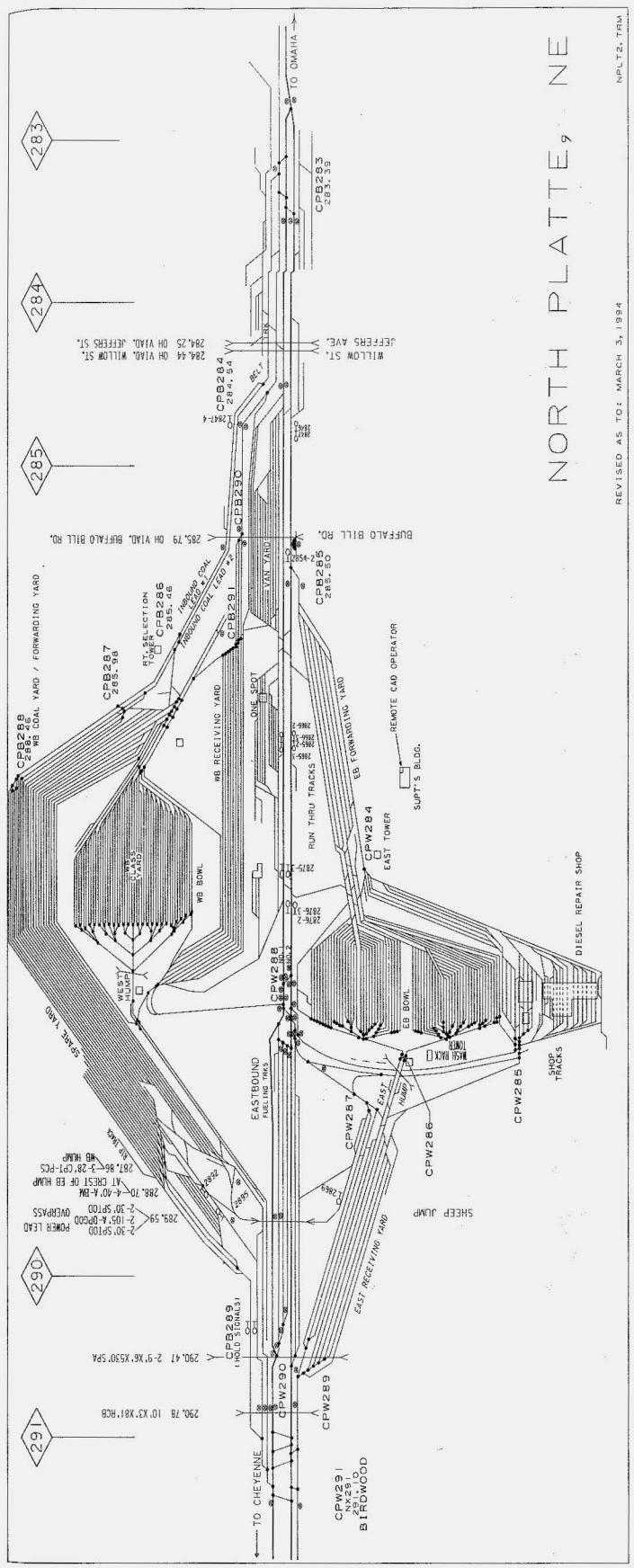
11) Manual interlocking locations — (Rule 9.12.2 in effect at control points shown as manual interlockings):
— Controlled by North Platte Sto:
— CP B284 — (MP 284.7 — Willow Street)
— CP B285 — (MP 285.5 — Eastward Departure)
— CP B286 — (MP 286.6 — Westward Coal Leads
— CP B287 — (MP 286.9 — Westward Coal Yard)
— CP B288 — (MP 287.2 — Coal Running Tracks)
— CP B290 — (MP 285.4 — Westward Receiving Lead)
— CP W288 — (MP 288.4 — Eastward Fueling Rack)
— CP W290 — (MP 290.4 — West End Eastward Run-Thru's)

12) Trains entering North Platte must contact SYO/Yardmaster for instructions at:
— West Tower before passing CP B283.
— East Hump before passing CP W291.
If unable to ascertain track from above yardmaster, STO must be contacted for yarding instructions.

13) Speed Restrictions:

— Between MP 283 and MP 291.5 both main tracks	35 MPH
— Between CP B283 and CP B286 on Belt Track and Inbound Coal Lead	35 MPH
— Between CP B283 and CP B290 on Westward Receiving Lead	35 MPH
— Between CP B289 and MP 289.9 on Outbound Coal Lead #2 and Westward Departure Lead	20 MPH
— Between MP 289.9 and CP W291 on Outbound Coal Lead #2 and Westward Departure Lead	35 MPH
Exceptions:	
— Westward movement into east end of West Departure Tracks	15 MPH
— Dual control switches and turnouts CP W288	15 MPH
— All speed Frater and YM4 switches	15 MPH
14) All westward yard tracks	20 MPH
Exceptions:	
— Dowty Retarders east and west end westward bowl	10 MPH
— Over westbound run-through fueling station (sound bell and horn frequently)	15 MPH
— 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
15) All eastward yard tracks	25 MPH
Exceptions:	
— Dowty Retarders east and west end of eastward bowl	10 MPH
— Over all tracks at eastbound run-through fueling station, until rear of train clears hand throw switches at east end of fuel rack MP 288.7 (sound bell and horn frequently)	15 MPH
— South Running Track between MP 286.2 and MP 287.4	35 MPH
— Eastward movement only north leg of wye	10 MPH
— Biz car spur tracks	5 MPH
— Eastward departure tracks and east end turnouts	25 MPH
16) All industrial tracks	5 MPH

17) Other Instructions and Information:
— 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 CP B283, 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.



Radio Display:
CPW300 to CPW157 — **2020**
CPW157 to CPW166 — **4242**
CPW166 to CPW271 — **2020**

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
300.3		W300	O'FALLONS	Ⓑ T	NX301	
1.0		W001	3.2			
2.8		W003	COKER		NP003	
			5.7			
8.5		W009	JORDAN		NP009	10,336
10.6		W012	10.2			
18.7		W018	NEVENS		NP019	8190
20.4		W020	7.2			
25.9		W026	KEYSTONE	(11)	NP028	
			10.9			
36.8		W037	ARTHUR BAY	(11)	NP037	
			13.8			
50.6		W050	RUTHTON		NP050	8010
52.3		W052	5.6			
61.2		W061	BARTON		NP062	8504
62.9		W063	5.6			
66.8		W067	NEW OSHKOSH	(11)	NP068	
			15.3			
82.1		W082	LYTLE	(11)	NP081	
			5.8			
87.9		W088	RETTIE		NP089	8266
89.7		W090	7.9			
95.8		W096	EASTWOOD		NP097	7999
97.4		W097	13.2			
109.0		W109	TOWERS	(11)		
			3.8			
112.8		W113	NORTHPORT	Ⓑ	NP114	6884
114.3		W114	2.6			
115.4		W115	Ⓧ BN Ⓜ		NP115	
			3.2			
118.6		W119	NO. BRIDGEPORT	(11)		
			6.2			
124.8		W125	SOUTH BAYARD		NP125	7881
126.4		W127	15.0			
139.8		W140	BROCKHOFF	Ⓑ	NP141	8010
141.5		W142	8.0			
147.8		W148	HOKAMP		NP148	
			9.2			
157.0		W157	PELTON		NP157	
			1.8			
158.8		W159	SOUTH MORRILL	Ⓑ T	NP162	Yard
160.7		W161	3.3			
162.1		W162	AJ		NP163	
			2.0			
164.1		W164	JOYCE		NP164	
			1.4			
165.5		W166	HORSE CREEK	Ⓑ	NP166	
			7.1			
172.6		W173	HENRY	(11)	WY173	
			6.9			
179.5		W179	STATE LINE		WY179	
			3.2			
182.7		W183	ALSOP		WY183	
			4.7			
187.4		W187	SPOON BUTTE		WY187	
			7.6			
195.0		W195	SHEEP CREEK		WY195	
			7.1			
202.1		W202	EAST BRAUN		WY203	
			3.1			
205.2		W205	WEST BRAUN			
			9.4			
214.6		W215	EAST WOLFE		WY215	
			4.2			
218.8		W219	WEST WOLFE			
			8.4			
227.2		W227	BARNES		WY227	
			7.1			
234.3		W234	LUSK	Ⓑ	WY234	
			9.9			
244.2		W244	MANVILLE		WY244	
			6.1			
250.3		W250	JIREH		WY250	
			3.4			
253.7		W254	MYLES		WY254	
			6.2			
259.9		W260	LOST SPRINGS		WY260	
			5.3			
265.2		W265	SHAWNEE	Ⓑ	WY265	
			6.2			
271.4=BN 117.7		W271	SHAWNEE JCT.	(11)	WY272	
			270.2			

Train Defect Detectors:
Ⓐ MP 15.9
Ⓐ MP 46.7
Ⓐ MP 65.0
Ⓐ MP 91.1
Ⓐ MP 107.2
Ⓐ MP 121.6

(Both Tracks)
Ⓐ MP 31.6
Ⓐ MP 79.7
Ⓐ MP 136.3
Ⓐ MP 150.8
Ⓐ MP 170.2
Ⓐ MP 185.1
Ⓐ MP 248.5
Ⓐ MP 262.7
Ⓐ MP 205.7
Ⓐ MP 222.7
Ⓐ MP 235.8

Maximum Speed MPH
(Except as below) **60**
Between Mile Posts —
CPW300 and CPW003 40
17.7 and 18.3 50
BN Transfer Track
at CPW115 10
115.4 and 115.5 30
South Morrill Yard
tracks 15
On No. 1 Track
CPW159 and CPW166 30
On No. 2 Track
CPW164 and CPW166 40
Eastward trains only:
CPW179 and CPW183
(No 2 only) 50
MP 167.9 and MP 168.0 55
MP 175.8 and MP 175.9 55
MP 177.6 and MP 177.7 50
MP 189.9 and MP 190.0 50
MP 200.0 and MP 200.1 50
CPW202 and CPW205
(No 2 only) 50
MP 206.8 and MP 206.9 50
MP 238.9 and MP 240.0 50
MP 246.3 and MP 246.4 55
MP 248.3 and MP 248.4 50
Shawnee Jct. —
Trk. 1 to BN Main 25
Trk. 2 to BN Main 25
Yd. Trks. Bill Yard 20

Two Main Tracks between:
CPW300 and CPW003;
CPW026 and CPW037;
CPW067 and CPW082;
CPW109 and CPW119;
CPW148 and CPW166;
CPW173 and CPW183,
CPW187 and CPW195,
CPW202 and CPW205,
CPW215 and CPW219,
CPW227 and CPW234
CPW244 and CPW271

CTC in effect between CPW300 and CPW 271.

ACS in effect CPW300 to CPW157 except No. 1 Track CPW113 to CPW115.

ACS TEST LOOPS: Northport-East and West ends of main one track and sidings. Gering-East end track 101, both ends Track 105. South Morrill-East end all tracks between CPW157 and CPW164 and East end all yard tracks.

South Morrill Yard: Contact Operator for authority to initiate movement on other than main track.

South Morrill Control Operator controls movement in CTC from CPW157 to CPW166 on No. 1 and No. 2 Tracks.

60 MPH dual control switch turnouts; CPW026, CPW037, CPW067 and CPW082.

40 MPH dual control switch turnouts; CPW300, CPW003, CPW109, CPW119, CPW148 and CPW173.

15 MPH dual control switch turnouts; CPW113, and CPW115.

Gering:
Multiple consists of 6 axle units permitted on Tracks 101, 102, 103, 104, 105, 106 and 107 only.

Business Tracks	MP	Sta. No.
Sarben (E)	12.8	NP013
Martin	34.9	NP035
Lewellen	59.3	NP059
Oshkosh(W)	71.3	NP071
Lisco	86.4	NP086
Broadwater(W)	100.6	NP100
Glover(W)	117.3	NP117
Melbeta(W)	138.0	NP138
Gering	145.9	NP146
South Mitchell(E)	155.6	NP156
Crandall(W)	220.3	WY220

An automatic horn system is placed in service at Gering, Nebraska at the following locations:
MP 145.7 ..... 7th Street
MP 146.0 ..... 10th Street
MP 146.8 ..... Country Club Road
When white strobe lights are flashing at the above locations, this will acknowledge system is working. Do not sound engine whistle signal 5.8.2 (11)
However, this will not apply when there is a need to warn pedestrians or vehicular traffic unaware of an approaching train or engine, and their attention cannot be attracted by ringing of the bell. Rule 5.8.1.

Union Pacific/Burlington
Northern Joint Track
(BN MP 117.7 to BN MP 14.7)

BN Mile Post	WEST	CP Nos.	STATIONS	EAST	Station Nos.	Sidings Feet
117.7		W271	SHAWNEE JCT.	(11)	WY272	
			7.1			
110.6			CROSSOVER 110.6	(11)	WY278	
			8.3			
102.3			CROSSOVER 102.3		WY287	
			6.6			
95.7			CROSSOVER 95.7	(11)	WY293	
			5.2			
90.5			CROSSOVER 90.5	(11)	WY299	
			4.9			
85.6			EAST BILL		WY304	
			3.1			
82.5			BILL		WY307	Yard
			1.6			
80.9			WEST BILL	(11)	WY309	
			8.4			
72.5			CROSSOVER 72.5	(11)	WY317	
			7.1			
65.4			CONVERSE JCT.	(11)	WY324	
.....			ANTELOPE MINE		WY325	
62.4			EAST NACCO	(11)	WY327	
.....			NACCO WYE JCT.		WY328	
.....			NO. ANTELOPE MINE		WY334	
.....			ROCHELLE MINE		WY339	
62.0			WEST NACCO		.....	
			3.9			
58.1			CROSSOVER 58.1 —	(11)	WY332	
			5.6			
52.5			CROSSOVER 52.5	(11)	WY337	
			5.2			
47.3			CROSSOVER 47.3	(11)	WY342	
			3.7			
43.6			CROSSOVER 43.6	(11)	WY346	
43.0			RENO JCT.		WY349	
42.6			BLACK THUNDER JCT.		WY351	
.....			BLACK THUNDER MINE		WY352	
.....			JACOBS RANCH MINE		WY353	
42.2			RENO		WY347	8000
			0.1			
42.1			CROSSOVER 42.1		WY348	
			1.5			
40.6			WEST RENO		.....	
			6.5			
34.1			CROSSOVER 34.1		WY356	
			4.1			
30.0			ANTELOPE		WY360	
			3.5			
26.5			EAST COAL CREEK		WY363	
.....			COAL CREEK JCT.		.....	
.....			COAL CREEK MINE		WY364	
25.9			WEST COAL CREEK		.....	
			1.4			
24.5			SUNEDCO JCT.		WY365	
			0.7			
23.8			EAST CORDERO JCT.		WY366	
.....			CORDERO MINE		WY367	
21.1			WEST CORDERO JCT.		WY369	
			0.5			
20.6			EAST HAIRE		WY371	14200
			2.8			
17.8			WEST HAIRE		WY372	
.....			ROJO JCT.		.....	
.....			CABALLO ROJO MINE		WY373	
17.2			WEST ROJO		.....	
			0.8			
16.4			EAST BELLE AYR JCT.		WY374	
.....			BELLE AYR MINE		WY375	
15.6			EAST CABALLO JCT		WY376	
.....			CABALLO MINE		WY377	
14.9			WEST CABALLO JCT.		.....	
			0.2			
14.7			CROSSOVER 14.7		.....	

Business Tracks
Transcisco 87.3 WY302
Hi Light ..... 34.7 —

Between Shawnee Jct. and West Caballo Jct. — UP Trains and engines will be governed by BN timetable and General Code of Operating Rules.

The (AHS) is initiated when the grade crossing warning system is activated by an approaching train or engine. The (AHS) sounds horns which are directed towards approaching street traffic at grade crossing. White strobe lights flash while horns are sounding.

The following is sequence of horns in seconds:

3.....	Seconds sounding (long)	1½	Seconds sounding (short)
1½	Seconds silence	1½	Seconds silence
3.....	Seconds sounding (long)	4.....	Seconds sounding (long)
1½	Seconds silence		

This sequence is repeated until Island Circuit of crossing warning device is occupied.

Between O'Fallons and Shawnee Jct. the 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.

Gerald Gentleman Branch: Jordan siding to Gerald Gentleman Junction 9.32 miles eastward.

TWC in Effect. Yard limits in effect between MP 7.0 and MP 9.3. Max. Speed .... 40 MPH

Except as Below: Gerald Gentleman Junction switch MP 9.3 to end of track and power plant facility ..... 5 MPH

Westward trains, when engines pass Gerald Gentleman Junction switch MP 9.3 ... 10 MPH

Stop sign located at Gerald Gentleman Junction MP 9.25. Rule 6.16 applies.

Crews must receive authority from dumper control operator to pass stop sign at Gerald Gentleman Junction MP 9.3 to enter power plant and to initiate movement, while in power plant.

Rule 8.3 will not apply at Gerald Gentleman Junction. Switch may be left lined as last used.

Radio display between MP 0.0 and MP 7.0 2020

Radio display between MP 7.0 and MP 9.3 7070

Yoder Subdivision: Horse Creek, (CP W166) MP 163.6 to Egbert, MP 243.5 is 79.9 miles westward.

ABS in effect between MP 163.6 and east end of Kiowa, MP 165.1. Trains, engines, and men and equipment must obtain authority from the control operator at South Morrill (radio display 4242) to occupy the main track between MP 163.6 and MP 167.0.

TWC in effect between west end of Kiowa, MP 167.0 and Egbert, MP 242.5.

Yard Limits in effect at Egbert between MP 242.5 and MP 243.5.

Egbert-Wye switch may be left as last used.

Radio Display: 2020

Kiowa Siding: East switch at MP 165.2 West switch at MP 167.0 Length of siding 10,384 feet Station No. NP166

Maximum Speed (Except as below)	**MPH** 49
Between Mileposts —	
163.6 and 163.7	25
163.7 and 164.8	30
182.1 and 182.5	30
193.2 and 197.1	45
205.6 and 213.1	45
213.1 and 220.6	30
220.6 and 226.3	45
232.5 and 235.2	45
238.2 and 238.7	45
243.2 and 244.4	20
East Leg of Wye at Egbert	10

Train Defect Detectors:
%MP 179.9
%MP 193.8
%MP 209.3
%MP 228.7
All turnouts at Egbert are 15 MPH.

Business Tracks	**MP**	**Sta. No.**	**Business Tracks**	**MP**	**Sta. No.**
Lyman	167.9	NP168	LaGrange	203.9	NP441
Yoder	181.6	NP182	Albin	222.9	NP422
Hawk Springs	192.8	NP452	Lindbergh	229.8	NP415
Meier	201.1	NP444			

South Torrington Branch: Yoder MP 0.0 MP Ⓨ Sta. No. NP182 Westward to South Torrington ⓎT MP 18.5 NP201 — 18.6 miles. **Yard Limits:** MP 17.0 to MP 18.6. **TWC in effect** MP 0.0 to MP 17.0. Maximum Speed 20 MPH except: 5 MPH MP 18.0 to 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 — 2020.

JULESBURG BRANCH

Radio Display — **2727**

Mile Post	WEST ◄ STATIONS ► EAST	Station Nos.	Sidings Feet
-0.6	CPW363 JULESBURG .. Ⓑ	NX365	.....
	CPW365 7.1		
7.1	OVID	NJ372	3412
	16.0		
23.1	RED LION	NJ388	4254
	34.4		
57.5	STERLING ..... Ⓨ	NJ423	8277
	17.8		
75.3	MESSEX	NJ441	6910
	5.3		
81.1	UNION.....	NJ446	
	81.1		

Maximum Speed (Except as below) ..... **MPH 50**
Ovid Sugar Company Yard 5
Between Mile Posts —
0.0 and 56.1 25
56.1 and 59.1 20
62.5 30

Business Tracks	**MP**	**Sta. No.**
Crook	30.1	NJ395
Proctor	38.8	NJ404
Ceres	54.5	NJ420

Yard Limits:
MP 0.6 to MP 2.0
MP 56.1 to MP 59.1

Equation: MP -0.6 = MP 364.7 (Sidney Sub):

TWC in effect MP 2.0 to MP 56.1; MP 59.1 to 81.1.

ABS-TWC in effect MP 59.1 to MP 81.1

CCS test loops have been installed on Julesburg main track, Mile Post .8 to Mile Post 2.

Between Sterling and Union the maximum gross weight on 4 axle cars is 286,000 lbs.

BN train dispatcher authorizes movements between MP 59.1 and MP 81.1.

When the white power-on light on the exterior of the signal house is not lit, immediately notify the train dispatcher or the Signal Operations Center (8-636-2270 or 800-848-8715).

Switch located at MP 57.5 (Chestnut Street), Sterling, Colorado, may be left lined and locked for route last used and need not be restored to normal position. Trains must approach this switch prepared to stop to assure switch is lined for their movement.

Radio Display — **5252**

Mile Post	SOUTH ◄ STATIONS ► NORTH	Station Nos.	Sidings Feet
174.7	BENTONITE (COLONY) ... Ⓨ	WA180	.....
	20.6		
154.1	BELLE FOURCHE ..... T Ⓨ	WA159	Yard
	49.1		
105.0	EVERIST		1600
	7.9		
97.1	RAPID CITY ..... Ⓨ	WA102	Yard
	30.1		
67.0	FAIRBURN	WA072	2000
	23.4		
43.6	ORAL	WA049	2750
	7.2		
36.4	SMITHWICK	WA042	2310
	24.4		
12.0	WAYSIDE	WA017	2400
	12.0		
0.0	DAKOTA JCT. ..... T Ⓨ	WA005	.....
	174.7		

Maximum Speed (Except as below) ..... **MPH 40**
Between Mile Posts —
174.7 and 173.3 10
173.3 and 168.3 25
168.3 and 140.7 10
140.7 and 125.2 30
113.9 and 95.8 30
87.5 and 85.5 30
73.4 and 0.0 10

Business Track	**MP**	**Sta. No.**
St. Onge	142.7	WA148
Whitewood	135.3	WA140
Sturgis	128.6	WA134
Piedmont.....	113.7	WA119
N.W. Quarry ..	103.8	WA110
So. Dakota Cement	100.3	WA108
Hermosa	78.7	WA084
Buffalo Gap	50.6	WA056
Oelrichs.....	26.8	WA032

TWC: Bentonite to Dakota Jct.

Yard Limits: MP 174.7 to MP 173.0, MP 157.4 to MP 152.1, MP 105.2 to MP 95.8, MP 1.0 to MP 0.0.

Dakota Jct.: No normal position for East Wye main track switch.
Colony: Switch point derail at MP 174.6 is against movements on main track.
FRA excepted track: MP 168.3 to MP 140.7, MP 73.4 to MP 0.0.
Max. gross weight on cars Colony to Hermosa — 263,000 lbs.
Max. gross weight on cars Hermosa to Dakota Jct. — 251,000 lbs.

Crawford Branch: Extends from Nebkota RR Connection, MP 404.5, westward 28 miles to BNRR connection at Crawford. Maximum Speed 10 MPH. Yard Limits entire branch. Derail on main track at MP 432.2. Max. gross weight on cars — 263,000 lbs.

Business Tracks	**MP**	**Sta. No.**	**Business Tracks**	**MP**	**Sta. No.**
Chadron (Yard)	406.3	WA001	Whitney	421.8	WG025
Dakota Jct.	411.4	WA005	Crawford	432.5	WG036

No normal position for East Wye main track switch at Dakota Jct.

CASPER BRANCH

Radio Display — **5252**

Mile Post	WEST ◄ STATIONS ► EAST	Station Nos.	Sidings Feet
521.1	SHAWNEE ..... CPW265 Ⓨ	WY266	1600
	7.0		
528.1	FISHER JCT. ..... Ⓨ	WB007	.....
	2.6 MILES VIA BN		
530.7	ORIN JCT. ..... Ⓨ	WB010	.....
	1.3		
532.0	ORIN..... Ⓨ	WB011	3680
	1.0		
533.0	END OF TRACK ..... Ⓨ	.....	.....
	66.1 MILES VIA BN ORIN TO CASPER		
590.0	END OF TRACK ..... Ⓨ	.....	.....
	5.0		
595.0	STROUDS ..... Ⓨ	WB070	.....
	4.7		
599.7	CASPER ..... Ⓨ	WB075	.....
	7.8		
607.5	AIRBASE ..... T Ⓨ	WB082	.....
	84.8		

Maximum Speed (Except as below) ..... **MPH 20**
Interchange Tracks —
Orin and Casper 5
MP 590.0 and MP 607.5.. 10

Yard Limits: Entire Branch.

FRA excepted tracks: MP 590.0 to MP 599.0, MP 601.0 to MP 607.5, All auxiliary tracks at Strouds, Casper and Airbase.

Rule 6.32.2 applies at all crossings between MP 590.0 and MP 607.5.

Operation over BN between Fisher Jct. and Orin Jct. and between Orin and Casper. BN Timetable and Special Instructions apply.

Max. gross weight on cars — 263,000 lbs.

Radio Display:
East of MP 293 — **3838**
MP 293 to Sidney — **2727**
Sidney to Cheyenne — **2424**

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
286.5			NORTH PLATTE		NX284	Yard
288.5		W288		Ⓜ		
289.4		B289				
290.5		W290		Ⓜ		
291.0		W291	BIRDWOOD		NX291	
			3.9			
294.9		W295	NICHOLS		NX295	
			3.0			
297.9		W298	LEE	Ⓑ	NX298	
			2.4			
300.3		W300	O'FALLONS	T	NX301	
305.5		W306				
311.5		W312			NX312	
			34.5			
322.5		W322				
326.5		W326				
332.4		W332	OGALLALA	Ⓑ	NX335	n11263
334.7		W335	10.7			
343.1		W343	BRULE		NX344	
345.2		W345				
349.6		W350	19.9		NX350	
363.0		W363	JULESBURG	Ⓑ	NX363	n9509
365.2		W365			NX365	s10854
377.4		W378				
			44.9			
382.0		W382				
390.0		W390				
392.0		W392				
407.9		W408	SIDNEY	Ⓑ T	NX408	n11315
410.2		W410				
			17.0			
424.9		W424	POTTER		NX426	
426.4		W426	14.5			
437.2		W437	OWASCO		NX440	n10472
439.4		W439				
			4.2			
443.6		W444	KIMBALL	Ⓑ	NX445	c6357
445.5		W446				
448.5		W449				
			22.0			
459.4		W459			NX459	
465.6		W465	PINE BLUFFS	Ⓑ	NX467	
467.4		W467				
469.5		W469			NX469	
			9.8			
475.4		W475	EGBERT	Ⓨ T	NX478	n10805
477.6		W478	7.4			
480.7		W481			NX481	
482.8		W483	BURNS		NX483	
			8.2			
491.0		W491	HILLSDALE	Ⓑ	NX491	
			10.4			
501.4		W501	ARCHER		NX501	s6045
			5.1			
506.5		W506	BARNETT		NX506	
			3.0			
508.4		W508				
509.5			CHEYENNE	Ⓑ T	WX510	Yard
			218.5			

Maximum Speed (Except as below) MPH **70**
Big Springs, over highway crossing when using siding 5
Between Mile Posts —
283.0 and 291.5 refer to North Platte Terminal Instructions.
CPW 291 to CPW 300
No. 1 Main Track 40
No. 4 Main Track 40
Hershey Track 802 (Beet Track) 5
323.5 and 324.4 60
422.6 and 423.5 60
456.9 and 457.2 65
462.8 and 463.0 65
486.2 and 486.5 60
493.7 and 494.0 60
497.7 and 498.2 60
502.2 and 503.0 50
506.3 and 508.3 (No. 3 trk.) 40
508.3 and 510.5 35
509.1 and 510.5 Ⓡ ..... 20†
(Tracks 1 and 4)
510.5 and 511.8 40
Ogallala North Siding 40
Julesburg Sidings 40

Business Tracks	MP	Sta. No.
Hershey	296.5	NX297
Varner (W)	302.1	NX302
Sutherland	303.7	NX303
WWD Set-out Track	305.6	NX306
Paxton	315.5	NX316
Roscoe (E) ...	327.5	NX328
Big Springs	354.3	NX354
Chappell Ⓑ	380.3	NX380
Lodge Pole	389.7	NX390
Sunol	396.3	NX396
Colton	401.0	NX401
Brownson	415.5	NX416
Jacinto (E) ...	430.8	NX431
Dix	435.4	NX435
Bushnell	456.2	NX457

4 main tracks CPW291 to CPW300.
2 main tracks CPW300 to CPW506.
3 main tracks CPW506 to CPW508.
4 main tracks CPW508 to Cheyenne.
CTC in effect CPW291 to Cheyenne.
ACS in effect MP 291.0 to MP 508.5
Non-equipped yard engines and locals may be operated between MP 291.0 and MP 292.0
Train Defect Detectors:
@ MP 297.7 @ MP 397.1
@ MP 316.4 @ MP 416.1
Ⓕ MP 329.5 @ MP 434.6
@ MP 342.6 @ MP 454.3
@ MP 353.1 @ MP 475.3
@ MP 372.5 @ MP 489.0
Ⓕ MP 384.8 @ MP 499.0
Spring switches at west end of north siding Sidney and Owasco are 30 MPH turnouts and equipped with facing point lock. All trains must contact Yardmaster by radio before arriving Cheyenne.
When the white power-on light on the exterior of the signal house is not lit, immediately notify the train dispatcher or the Signal Operations Center (8-636-2770 or 800-848-8715).

CPB 283 is end of CTC westward. CPW 288 is start of CTC westward. ABS in effect CPB 283 to CPW 288. Permission must be obtained from Supervisor Terminal Operations (STO) at No. Platte before entering main track between CPB 283 and CPW 291.

40 MPH dual control switch turnouts: CPW291 between Nos. 2 & 3, 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.

CCS test loops have been installed at west leg of Wye, Egbert, Wyo. — NX478, and west end of Track 312, Sidney, Nebr. — NX408.

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.

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.

Trains that exceed an average of 100 tons per operative brake 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.

If any of these limits are exceeded refer to Special Instructions Item 2F. Respect all lower speeds, such as TCS train consist speed requirements.

Radio Display — **2424**

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
103.3		W519	BORIE		WX519	
			3.4			
99.9		W520	WEST SPEER			
			1.3			
98.6		W518	SPEER		WS518	c6756
			0.9			
97.7		W098	SPEER JCT.	T	WS517	
			11.5			
86.2		W086	CARR	Ⓑ	WD726	7716
86.2		W085	13.2			
73.0		W073	NUNN		WD712	8250
71.2		W071	9.3			
63.7		W064	AULT		WD703	8206
62.0		W062				
			7.0			
55.7		W056	LUCERNE		WD696	
			3.2			
54.2		W054				
52.5		W053	GREELEY		WD692	8349
50.7		W051	6.2			
47.2		W047	LA SALLE	Ⓑ T	WD687	Yard
			10.7			
45.3		W045				
35.6		W036	PLATTEVILLE		WD675	8299
33.9		W034	14.9			
20.7		W021	BRIGHTON		WD659	8203
19.0		W019	7.7			
13.0		W013	HAZELTINE		WD652	8232
11.3		W011	6.8			
6.2		W006	ADAMS	Ⓨ	WD646	
			1.3			
4.9		W005	COMMERCE CITY	Ⓨ	WD645	
			Ⓧ BN Ⓜ			
			0.9			
4.0			SP CONN	Ⓨ		
			1.8			
2.2			PULLMAN	T Ⓨ	KP638	Yard
			0.5			
1.7			36th STREET	Ⓑ Ⓨ	WD640	
			1.7			
0.0			DENVER UNION TERMINAL	T Ⓨ		
			103.3			

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.

Borie-Cut off Maximum Speed Between Mile Posts — **Mph Psgr. Frt.**
MP 103.3 to MP 99.9
(Except as below) 50 50
CPW519 c/o No. 1 Track to or from Borie Cut-off 15
MP 99.9 to MP 98.6 60 50
MP 98.6 to MP 0.4 70 60
(Except as below)
Between Mile Posts —
98.5 and 97.8 ..... 40 40
97.8 and 97.7 ..... 25 25
97.7 and 96.1 ..... 60 50
68.0 and 66.0 ..... 65 —
59.3 and 58.8 ..... 60 45
52.4 and 50.8 ..... 20† 20†
50.8 and 46.9 ..... 60 50
46.9 and 45.9 ..... 20† 20†
26.3 and 25.2 ..... 50† 50†
20.0 and 17.9 ..... 50† 50†
6.6 and 3.0 ..... 35† 35†
3.0 and 0.4 ..... 20 20

SP BELT LINE TO N YD. 20
BN-SP XING AT N YD. 10
SP YARD TRKS 10

Business Tracks	MP	Sta. No.
DuPont	8.2	WD648
Rolla	10.6	WD650
Henderson	14.1	WD655
Powars	22.8	WD663
Lupton (S)	25.8	WD666
Ione (S)	30.3	WD671
Gilcrest	40.3	WD680
Evans (S)	48.3	WD689
Garden City ...	49.8	WD690
Gill	54.6	WD694
Eaton	58.8	WD700
Pierce (N)	66.7	WD707
Dover (S)	77.0	WD717

Equations:
MP 519.7 = MP 103.3
MPC 519.8 = MP 99.9
MPC 518.3 = MP 98.6

Train Defect Detectors:
Ⓕ MP 28.4; Ⓕ MP 57.5;
Ⓕ MP 82.0.
40 MPH dual control switch turnout: CPW045.

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

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	500 or less Over 500 to 1000 Over 1000	35 MPH 30 MPH 20 MPH
100 & Over	500 or less Over 500	30 MPH 20 MPH

Fort Collins Branch — LaSalle ⓎT MP 0.0 Sta. No. WD687 westward to Boettcher MP 37.3 WF830, 38.1 miles. **Yard Limits:** MP 0.0 to MP 7.4, MP 30.5 to MP 38.10. **TWC** MP 7.4 to MP 30.5 **Maximum Speed 40 MPH:** Except **10 MPH:** MP 7.0 to MP 7.4 Wye; **10 MPH†** MP 30.7, and at MP 31.2; **10 MPH:** MP 32.5 to MP 32.7. Radio Display — 2424. FRA excepted track MP 31.2 to MP 33.0.

Stations: Dent T MP 7.5 WF683, Ⓧ GWR ⓈMP 16.3, Kelim MP 16.4, WF809, Fort Collins T MP 32.4 WF825, Ⓧ BN ⓈMP 32.5, ⓍBN ⓈMP 32.6. Business tracks: Dent MP 7.0 T WF683, 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.

Ft. Collins — MP 30.7 to MP 31.2 is joint track with BN. Crossing gates will activate when "crossing signal start" sign section of track is activated at Lemay St. Do not enter crossing until gates are down. Switches may be left lined as last used.

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 31.2, 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.

Boettcher Industrial Lead Boettcher, MP 0.0 to Cement plant, MP 2.0. Yard limits entire lead FRA excepted track. Derail has been installed on the lead at the Cement Plant, Boettcher, Colorado, MP 1.5. Sta. No. WF830.

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.

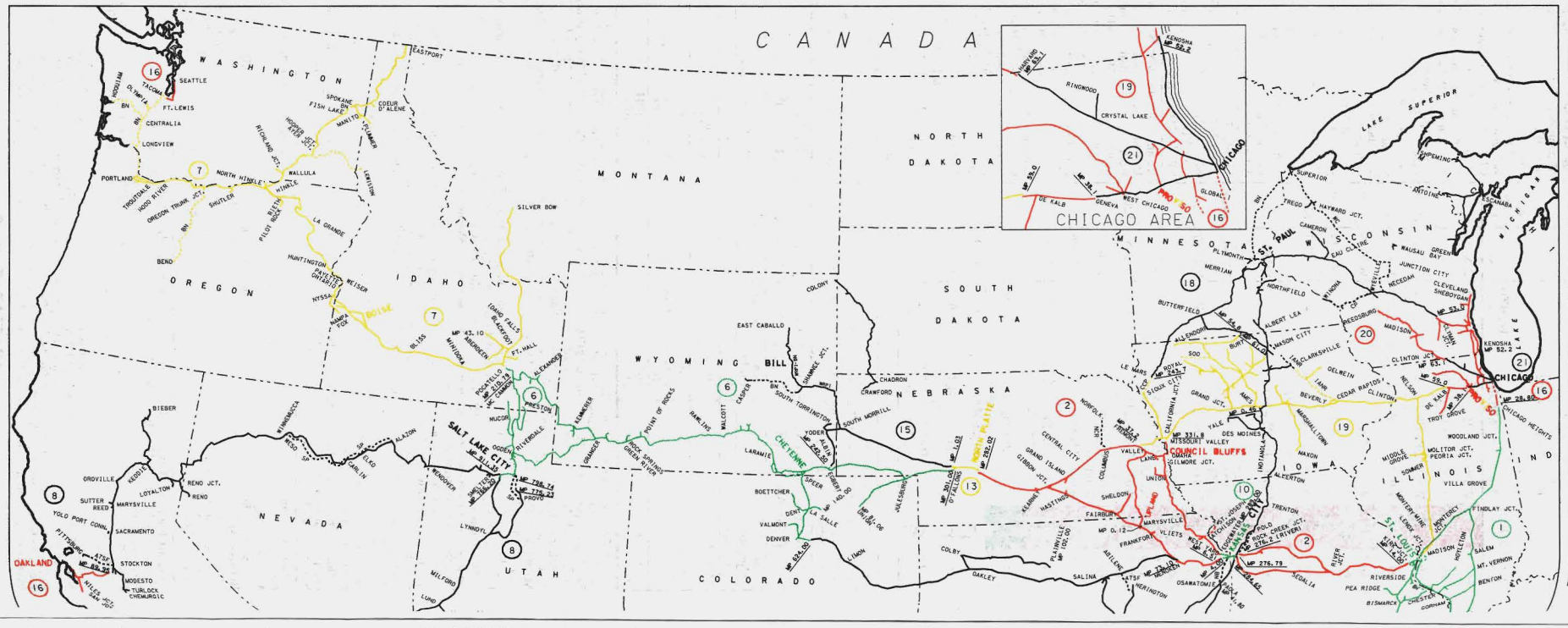
Maximum Speed (Except as below) MPH **20**
Between Mile Posts —
11.6 10
17.1 and 17.4 Wye track 5
23.6 and 24.2 10
33.0 and 34.1 (end of track) 10

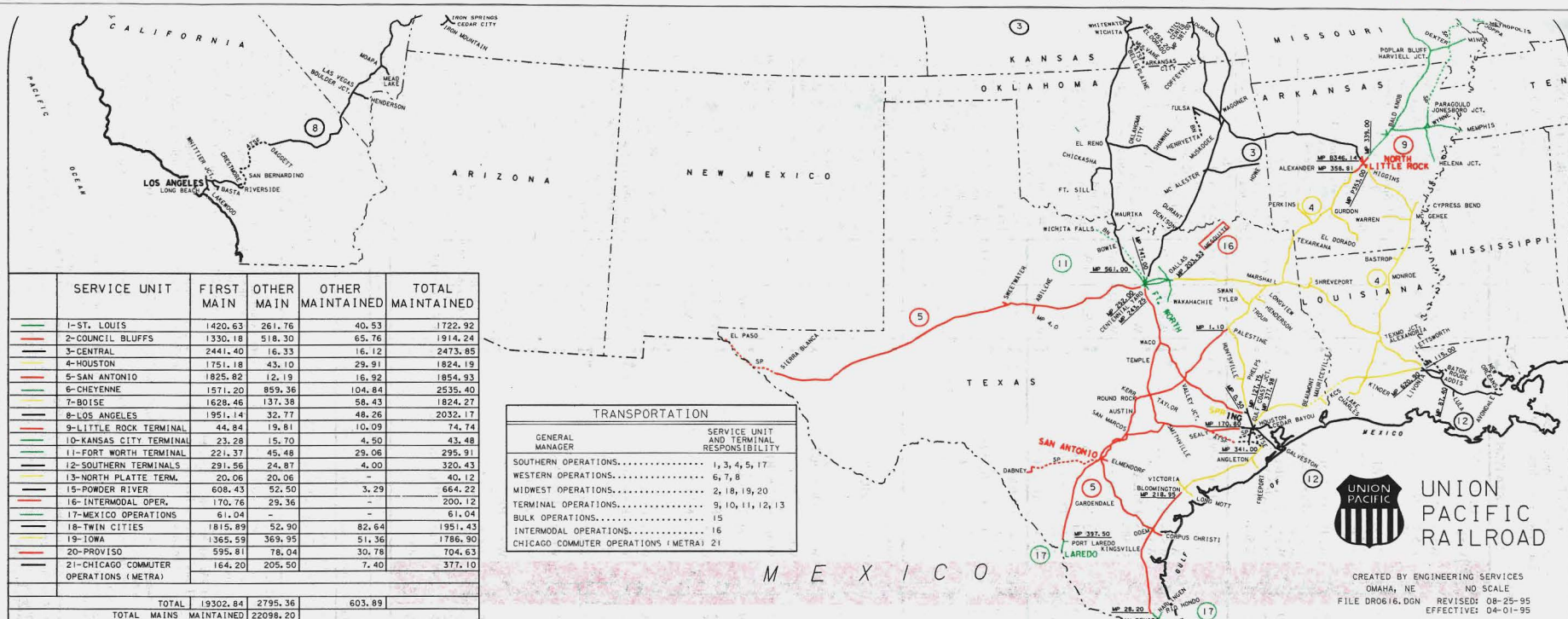
Business Tracks	MP	Sta. No.
North Glenn (E)	6.7	WF652
Eastlake	9.0	WF654
St. Vrains T	17.1	WF663
David Joseph (W)	19.1	WF610
Valmont (E)	33.0	WF624

Monfort Industrial Lead: La Salle (MP 150.9 to Monfort (MP 140.0)
Equation at La Salle MP 150.9 = MP 46.3 (Greeley Sub.). Radio Display 2424

Business Tracks		MP	Sta. No.	
Monfort	T Ⓨ	140.3	NJ505	Maximum Speed 20 MPH
Kersey	Ⓨ	143.1	NJ508	Except Between MP 140.0
La Salle	ⓎT	150.9	WD687	and MP 139.0 – 10 MPH.

Highway crossing warning device signals have been installed on Highway 34, at MP 141.28, near Kersey, Colorado. These signals are located at MP 141.26 and MP 141.30 on the left side of the track as viewed from an approaching train. Trains must approach these signals prepared to stop. If signal displays stop, this is an indication that auto traffic warning devices have not been activated and movement must be preceded by a flagman over the highway crossing. If signal displays clear, auto traffic warning devices have been activated and movement need not be preceded by a flagman over the highway crossing.





	SERVICE UNIT	FIRST MAIN	OTHER MAIN	OTHER MAINTAINED	TOTAL MAINTAINED
	1-ST. LOUIS	1420.63	261.76	40.53	1722.92
	2-COUNCIL BLUFFS	1330.18	518.30	65.76	1914.24
	3-CENTRAL	2441.40	16.33	16.12	2473.85
	4-HOUSTON	1751.18	43.10	29.91	1824.19
	5-SAN ANTONIO	1825.82	12.19	16.92	1854.93
	6-CHEYENNE	1571.20	859.36	104.84	2535.40
	7-BOISE	1628.46	137.38	58.43	1824.27
	8-LOS ANGELES	1951.14	32.77	48.26	2032.17
	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	291.56	24.87	4.00	320.43
	13-NORTH PLATTE TERM.	20.06	20.06	-	40.12
	15-POWDER RIVER	608.43	52.50	3.29	664.22
	16-INTERMODAL OPER.	170.76	29.36	-	200.12
	17-MEXICO OPERATIONS	61.04	-	-	61.04
	18-TWIN CITIES	1815.89	52.90	82.64	1951.43
	19-IOWA	1365.59	369.95	51.36	1786.90
	20-PROVISO	595.81	78.04	30.78	704.63
	21-CHICAGO COMMUTER OPERATIONS (METRA)	164.20	205.50	7.40	377.10
	TOTAL	19302.84	2795.36	603.89	
	TOTAL MAINS MAINTAINED	22098.20			
	TOTAL ALL TRACKS MAINTAINED	22702.09			

TRANSPORTATION

GENERAL MANAGER	SERVICE UNIT AND TERMINAL RESPONSIBILITY
SOUTHERN OPERATIONS	1, 3, 4, 5, 17
WESTERN OPERATIONS	6, 7, 8
MIDWEST OPERATIONS	2, 18, 19, 20
TERMINAL OPERATIONS	9, 10, 11, 12, 13
BULK OPERATIONS	15
INTERMODAL OPERATIONS	16
CHICAGO COMMUTER OPERATIONS (METRA)	21

UNION PACIFIC RAILROAD

CREATED BY ENGINEERING SERVICES
OMAHA, NE NO SCALE
FILE DR0616.DGN REVISED: 08-25-95
EFFECTIVE: 04-01-95

Radio Display:
Cheyenne to Laramie — **2424**
Laramie to Rawlins — **4242**

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
509.5			CHEYENNE .... Ⓑ TX		WX510	Yard
510.8		W511	.....		WX511	.....
			8.3			
519.1		W519	BORIE		WX519	.....
528.5		W528	GRANITE ..... Ⓑ		WX529	n4424
529.6		W530	7.5			
536.0		W536	BUFORD		WX537	c6048
537.2		W537	6.4			
543.0		W543	DALE			.....
			2.5			
545.5		W545	DALE JCT.		WX545	.....
547.3		W547	HERMOSA		WX548	.....
548.6		W549	18.1			
553.9		W554	COLORES ..... Ⓑ		WX554	
565.4		W565	LARAMIE ..... Ⓑ T		WX566	Yard
567.6		W567				
509.5			CHEYENNE ..... TX		WX510	Yard
510.8		W511	.....		.....	.....
			7.5			
C517.2		W517			WS517	.....
C518.3		W518	SPEER		WS518	c6756
C519.7		W520	6.7			
C525.0		W525	EMKAY		WS526	6523
C526.5		W526	8.5			
C533.5		W533	LYNCH		WS534	6703
C534.9		W535	8.4			
C541.9		W542	HARRIMAN		WS543	7096
C543.4		W544	6.9			
C548.8		W548	PERKINS ..... Ⓑ		WS550	6476
C550.2		W550	6.3			
C555.1		W545	DALE JCT.		WX545	.....
B547.3		W547	HERMOSA ..... Ⓑ		WX548	.....
B548.6		W549	8.8			
B556.1		W556	RED BUTTES		WS557	6154
B557.4		W557			.....	.....
B565.3		W564	9.9			
B565.4		W565	LARAMIE ..... Ⓑ T		WX566	.....
567.6		W567				
570.5		W570	16.3			
582.3		W582	BOSLER		WX585	.....
584.9		W585	.....		.....	.....
			9.3			
594.1		W594	LOOKOUT ..... Ⓑ		WX594	.....
601.0		W601	11.1		.....	.....
605.2		W605	ROCK RIVER		WX605	.....
			3.8			
609.0		W609	WILCOX		WX609	.....
			7.8			
616.8		W617	RIDGE		WX617	.....
622.8		W623	7.7			
624.5		W624	MEDICINE BOW ..... T		WX623	.....
					.....	.....
			8.1		.....	.....
632.6		W633	COMO		WX633	.....
639.0		W639	RAMSEY ..... T		WX639	n19125
641.0		W641	4.0		.....	.....
643.0		W643	HANNA ..... Ⓑ		WX643	s19197
			7.1			
650.1		W650	DURRANT		WX650	.....
			12.0			
662.3		W662	WALCOTT		WX662	.....
			9.8			
672.1		W672	BENTON		WX672	.....
678.0		W678			.....	n10682
680.3		W680			WX680	n11990
681.2		W681	10.7			
682.8		W683	RAWLINS ..... Ⓑ T		WX683	s19201
685.0		W685			WX685	

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

CTC in effect. Cheyenne to Rawlins
All trains must contact Yardmaster by radio before arriving Cheyenne.

FRA excepted tracks.
Laramie: Tracks 522 - 523 - 524 & 525.

Maximum Speed Between Mile Posts—	**MPH Psgr.**	**Frt.**
Cheyenne to Dale Jct. Via Buford (Trks. 1 & 2) (508.3 and 545.5)	70	55
Via Harriman (Trks. 3 & 4) (C511.8 and C555.1)	60	50
Dale Jct. to Laramie Via Trks. 1 & 2 (545.5 and 565.4)	45	40
Via Red Buttes (Trk. 3) (B547.3 and B565.4)	70	60
Laramie to Rock Springs (565.4 and 801.0)	79	70
Rock Springs to Green River (801.0 and 815.1)	79	60
Borie Cut-off 103.3 and 99.9	50	50
(Except as below)		
AMTK Speeds are on page 96.		
508.3 and 510.5	35	35
509.1 and 510.5	20	20
(Tracks 1 and 4) 510.5 and 511.8	40	40
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
Track 2		
536.6 and 537.6	65	55
Tracks 1 & 2		
537.9 and 540.4	45	40
Track 2		
540.4 and 540.9	50	45
540.9 and 544.1	55	45
598.5 and 602.5	75	65
Tracks 1 & 2		
544.1 and 546.4	40	—
587.7 and 588.4	70	60
593.3 and 593.7	75	65
Track 1		
598.5 and 599.4	75	65
599.4 and 599.8	70	65
599.8 and 602.5	75	65
Tracks 1 & 2		
637.5 and 637.8	70	60
643.4 and 650.8	70	60
650.8 and 653.1	—	60
655.2 and 655.5	70	60
655.5 and 656.4	—	60
661.1 and 663.7	75	60
663.7 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
Track 3		
C553.5 and C555.1	40	40
B547.3 and B549.0	45	40
B549.8 and B550.1	65	60
Crossover No. 1 Trk. to/from Borie cutoff	15	15
Sidings:		
CPW528 to CPW530	20	20
CPW564 to CPW570	40	40
N. Siding CPW639 to CPW643	30	30
S. Siding CPW639 to CPW643	40	40
CPW678 to CPW680	30	30
CPW680 to CPW685	40	40
Laramie Tie Yard Lead		10
Laramie Ice House 2, 3 & 4 Trks.		5
Hanna Yard Trks.		5
Ramsey Spur (Arch II, Rosebud & Cyprus) 0.0 and 3.6		25
2.7 and 2.9 (Arch Siding)		15
3.6 and 4.2		15
Eastward movements must contact dispatcher before passing East Switch Ramsey Lead at MP 1.8.		
Other Trks. on Coal Spurs		5
Medicine Bow Spur		**25**

Business Tracks	**MP**	**Sta. No.**
Wycon (E)	514.5	WX515
Sherman (W)T	540.4	WX540
Colores (E)	553.8	WX554
Forelle	561.7	WX562
Cooper Lake (E)	590.6	WX591
Edson (W)	656.6	WX657
Sinclair	675.8	WX676

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 except all crossovers between Nos. 3 & 4 or yard leads; CPWC518 No. 4 & Greely Subdiv; CPW543; CPW 545; CPWB564; 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.

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.

A permanent CCS test loop has been installed at Laramie on Yard 1, Track 10, west of the 14 track switch. Identification signs have been placed.

Crews using this test loop must activate the system with an on/off switch located on the yard light pole at the 14 track switch.

After using the system, return the on/off switch to "off" to conserve energy.

CCS test loop also installed Fuel 1 and Fuel 2 at Cheyenne, Wyo.

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").

Trains that exceed an average of 100 tons per operative brake 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.

If any of these limits are exceeded, refer to Special Instructions Item 2-F. Respect all lower speeds, such as TCS train consist speed requirements.

Permanent CCS test loops have been installed on the Ramsey Spur and the Medicine Bow Spur.

Ramsey Spur — Test loop is located at the loading tipple. Identification signs have been placed to assist in identifying the test loop. Crews using this test loop must activate the system with an on/off switch located on the right side of the downstairs door to the tipple.

Medicine Bow Spur — Test loop is located ¼ mile west of CP 643. Identification signs have been placed to assist in identifying the test loop. Crews using this test loop must activate the system with an on/off switch located on the signal cabinet on the south side of the spur track. Crews using these test loops must return the on/off switch to "off" to conserve energy.

Radio Display — **4242**

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
						N11990
682.8		W683	RAWLINS ..... TX		WX683	S19201
685.0		W685	W. RAWLINS		WX685	.....
			17.5			
699.6		W700	RINER ..... Ⓑ		WX701	N12575
			2.5		.....	.....
702.1		W702	.....		.....	.....
			7.8			
709.9		W710	MAY		.....	.....
712.0			CRESTON ..... T		WX712	C10086
723.8		W723	E. WAMSUTTER Ⓜ X		WX724	N10841
724.4		W724	(EWD 8.5 HOLD SIG.)			
726.0		W726	W. WAMSUTTER ... Ⓜ		.....	S10867
732.7			RED DESERT ..... Z		WX733	CX2074
739.9		W740	(WWD 7.3 HOLD SIG.)			
740.0			TIPTON X		WX740	N2340
741.2		W741	(EWD 1.2 HOLD SIG.)			
744.4		W744	4.3			
746.5		W746	TABLE ROCK ..... Ⓜ		WX747	S10131
			10.7			
756.4		W756	E. BITTER CRK. ⒷⓂ X		WX757	N10412
758.5		W758	W. BITTER CRK. ... Ⓜ		WX757	S10843
			3.5			
762.0		W762	(WWD HOLD SIG.)			
766.0		W766	Ⓜ		.....	N7484
766.7			BLACK BUTTES ⒷZTX		WX766	N9225
768.0		W769	10.7			
777.4			POINT OF ROCKS TX		WX777	C8374
781.2		G781	5.8			
783.2			THAYER X		WX784	N12676
785.9		G786	(EWD 12.9 HOLD SIG.)			
796.1			BAXTER		WX796	C5972
			6.0			
798.7		G798	CHEVRON		WX798	.....
801.0		G801	ROCK SPRINGS.. Ⓑ		WX802	N14212
802.5		G803	.....		.....	.....
804.0		G804	.....		.....	.....
			6.9			
809.0			KANDA ..... Z		WX809	C6294
			6.1		.....	.....
814.7		G814	E. GREEN RIVER			
815.1		G815	GREEN RIVER ..... Ⓑ		WX817	.....
			132.4			

Maximum Speed Between Mile Posts —	**MPH Psgr.**	**Frt.**
565.4 and 801.0	79	70
(Except as below)		
Sidings:		
CPW 680 and CPW 683	40	40
CPW 681 and CPW 685	40	40
682.3 and 682.8 MT & Sidings		20
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 EW	70	60
WW 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
775.8 and 776.6	70	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)		
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

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.

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.

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

Chevron Spur originates at CPG 798 — 9.0 Miles
Maximum Speed 20

Business Tracks	**MP**	**Sta. No.**
Hadsell(E-W)	690.2	WX690
Robinson(W)	744.1	WX743
CIG Spur(W)	748.7	WX749
Monell(E)	751.7	WX752
Patrick Draw(W)	753.6	WX754
Hallville(W)	771.2	WX771

30MPH Spring Switches
East Switch:
So. SDG. Wamsutter, Table Rock and So. SDG. Bitter Creek
West Switch:
No. SDG. Wamsutter, No. SDG. Bitter Creek and No. SDG. Black Buttes.

Before departure from Chevron, terminal test of air brakes must be made as prescribed by Rule 30.2.2.

Train Defect Detectors:
Both Tracks:
% MP 517.1 @ MP 576.0 ⓟ MP 620.8 @ MP 672.9 @ MP 808.2
@ MP 527.6 @ MP 595.8 @ MP 632.5 @ MP 692.9 @ MPC 543.6
@ MP 561.5 @ MP 609.3 @ MP 650.2 @ MP 792.3 @ 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

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

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 that are 80 tons or more per operative brake with symbol Z and/or consisting entirely of double stack cars are authorized to operate at timetable speed westward from West Hermosa to Red Buttes 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 — Laramie Subdivn.

Both No. 1 and No. 2 Tracks
528.60 and 529.00 70
No. 2 Track Only
536.60 and 537.60 70
540.73 and 540.91 55
Both No. 1 and No. 2 Tracks
593.30 and 593.75 79
643.40 and 650.75 70
650.75 and 653.10 79
653.10 and 655.20 75
655.20 and 655.45 70
655.45 and 656.40 79
661.10 and 663.70 75
663.70 and 663.95 70
663.95 and 666.55 75
681.10 and 681.25 79
683.50 and 683.75 75
No. 1 Track Only
598.50 and 599.40 79
599.40 and 599.80 75
599.80 and 602.50 79
No. 2 Track Only
598.50 and 602.50 75
Westward Track Only
702.90 and 703.30 60
740.20 and 740.90 70
740.90 and 742.70 79
742.70 and 743.10 70
760.50 and 761.00 65
774.30 and 775.05 75
800.95 and 801.60 60
806.60 and 807.00 70
Eastward Track Only
702.90 and 703.30 60
760.50 and 761.00 65
774.30 and 775.05 75
775.76 and 776.60 70
800.95 and 801.60 60
806.60 and 807.00 70
813.60 and 813.95 55

Applies to Amtrak Only — Salt Lake Subdivn.

	MPH
Both Tracks	
814.1 and 816.7	40
816.7 and 816.9	40
Nos. 1 and 4	
815.1 and 816.7	20†
Nos. 2 and 3	
816.7 and 816.9	25
Both Tracks	
816.9 and 818.2	40
818.2 and 823.6	60
823.6 and 828.4	65
833.6 and 834.1	70
Running Track	
CPG 835 and	
CPG 839	10
Siding CPG 844	
and CPG 847	40
Both Tracks	
844.8 and 845.4	65
849.9 and 850.2	70
860.1 and 862.5	70
866.7 and 874.5	65
878.2 and 880.1	70
880.1 and 885.0	60
885.0 and 896.7	65
896.7 and 901.7	50
901.7 and 903.6	50
903.6 and 908.6	50
908.6 and 915.6	70
915.6 and 919.1	50
919.1 and 926.5	70
Westward Track:	
883.7 and 883.9	55
927.0 and 928.8	55
928.8 and 935.8	30
935.8 and 939.4	50
939.4 and 942.9	55
942.9 and 952.1	50
952.1 and 952.5	35
952.5 and 954.5	60
958.1 and 963.1	60
963.1 and 965.1	45
967.3 and 967.8	55
974.1 and 976.1	50
976.1 and 978.7	60
978.7 and 980.3	40
No. 2 Track:	
980.3 and 983.8	45
986.8 and 987.9	65
987.9 and 988.5	60
988.5 and 989.6	65
Eastward Track:	
926.5 and 927.4	60
927.4 and 929.1	55
929.1 and 941.2	60
941.2 and 952.1	50
952.1 and 952.5	35
952.5 and 963.1	60
963.1 and 965.1	45
967.2 and 967.8	60
974.1 and 976.1	50
976.1 and 978.7	60
978.7 and 980.3	40
No. 1 Track:	
980.3 and 981.0	45
981.0 and 983.5	50
983.5 and 987.9	60
987.9 and 989.6	65

Radio Display — 2727

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
815.1		G815	GREEN RIVER	Ⓑ	WX817	.....
817.0			9.8	T X		
817.3		G817	W. GREEN RIVER		WX818	Yard
819.3		G819			WX819	.....
824.9		G825	PERU		WX825	.....
833.3		G833	1.7		WX833	.....
834.9		G835	ALCHEM		WX835	.....
839.1			2.9 W. WESTVACO		WX838	.....
844.0		G844	9.2		WX844	.....
845.5		G847	GRANGER	Ⓑ T	WX847	n13456
854.0			7.2 VERNE		WX854	c6040
854.7		G855	(EWD HOLD SIG) 12.2			
866.2			HAMPTON	X	WX866	x1913
867.7		G868	(WWD HOLD SIG) 9.2			
875.4			CARTER		WX875	c6522
875.6		G876	(HOLD SIGS)			
884.1		G884	(EWD HOLD SIG) 10.2			
885.6			BRIDGER		WX886	c6378
890.5			4.9 LEROY	X	WX891	x1079
897.6			7.1 SPRING VALLEY	Z	WX898	x689
900.1		G900	2.5 ASPEN		WX902	.....
904.8		G905	4.7 ALTAMONT		WX904	e4825
909.1		G909	(WWD HOLD SIG) 7.7			
910.6		G911	(EWD HOLD SIG)			
912.5			MILLIS	Ⓑ	WX913	c1501
915.8		G915	(WWD HOLD SIG) 4.7			n9064
917.2			EVANSTON	TX	WX917	s9218
919.2		G919	(EWD HOLD SIG)			
925.6		G925	(EWD HOLD SIG) 9.9			
927.1			WAHSATCH		WX928	c4662
936.9		G937	(WWD HOLD SIG) 15.9			
942.3		G942	(WWD HOLD SIG)			
943.0			EMORY 9.7		WX943	c5665
952.2		G952	(EWD HOLD SIG)			
952.7			ECHO	Ⓑ X	WX952	c6628
955.1		G955	(WWD HOLD SIG) 8.4			
958.6		G959	(EWD HOLD SIG)			
961.1			DEVIL'S SLIDE	Ⓑ	WX961	c5791
961.6		G962	(WWD HOLD SIG) 6.9			
968.0			MORGAN		WX968	c6751
968.8		G969	(WWD HOLD SIG) 9.7			
975.5		G975	(WWD HOLD SIG)			
977.7		G978	STRAWBERRY		WX978	.....
988.6		C988	10.9 EAST RIVERDALE		.....	.....
989.7		C990	1.1 RIVERDALE	Ⓨ	WX990	Yard
992.6			2.7			
0.0			OGDEN	Ⓑ Ⓨ T	UY993	Yard
B818.2		C819	1.0	Ⓨ		
B818.0		C818		Ⓨ		
B817.8		C817	BRIDGE JCT.	Ⓨ	UY994	.....
811.5		C811	8.5			
809.3		C809	CLEARFIELD	Ⓑ T X	UZ002	c4727
807.2		C807	5.4			
803.9		C804	LAYTON 1.4		UZ007	.....
802.5		C802	KAYSVILLE 9.1		UZ009	n6352
793.4		C793	CENTERVILLE		UZ018	.....
787.9		C788	5.5 NORTH SALT LAKE		UZ024	.....
			2.5			
SP750.6		C789	SP NO. SALT LAKE			
SP748.7		C787	SP BECKS			
SP746.1		C786	SP HOLD			
SP745.4		C784	SALT LAKE			
785.4		C785	18TH NORTH	Ⓨ	UZ027	.....
783.6			1.8 NORTH YARD	Ⓑ Ⓨ T	.....	Yard
782.9		C784	0.7 SALT LAKE CITY	Ⓜ T Ⓨ	UZ029	
782.7		C783	0.2 EAST GRANT TOWER	T Ⓜ		
782.5		C782	0.2 GRANT TOWER	Ⓧ SP Ⓜ T	UZ030	
			203.6			

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 Millis 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 CPC785.

Double track (Rule 9.14) CPG847 to CPG 900; CPG905 to CPG977; CPC785 to MP 783.5.

Yard limits: MP 989.6 to Ogden; (Bypass track is not within yard limits) Odgen 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 ByPass & 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; CPG835 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.

CCS Test Loops Eastward on Main Track 1 & 2, MP 785.2 to MP 785.4.

CCS Test Loops Eastward on Tracks 15 & 16 at MP 785.3 to MP 785.4.

Due to distance of test loop circuit on Tracks 15 & 16, it will be necessary to stop in the test loop to perform CCS test.

	MPH Psgr.	MPH Frt.
Maximum Speed Green River to Evanston (MP 815.1 to 917.2)	79	70
See page 96 for Amtrak Speeds		
Between Mile Posts —		
814.1 and 816.7		30
816.7 and 816.9		
Main Tracks 1 & 4		20‡
Main Tracks 2 & 3		25‡
816.9 and 818.2		30
818.2 and 823.6		50
823.6 and 828.4		60
833.6 and 834.1		60
Running Track CPG835 & CPG839		10
844.8 and 845.4		65
849.9 and 850.2		60
860.1 and 862.5		60
866.7 and 874.5		60
878.2 and 880.1		60
880.1 and 885.0		50
885.0 and 896.7		60
896.7 and 901.7		45
901.7 and 903.6		40
903.6 and 908.6		45
908.6 and 915.6		60
Evanston to Ogden (MP 917.2 to 992.6)	70	50
915.6 and 919.1		45
919.1 and 926.5		—
WW Track 927.5 & 928.8		35
928.8 & 935.8		30
935.8 & 939.4		40
939.4 & 942.9		45
EW Track 926.5 & 941.6		45
941.6 & 942.9		40
942.9 and 952.1		40
952.1 and 952.5		35
952.5 and 954.5		45
958.1 and 963.1		—
963.1 and 965.1		30
967.2 and 967.8	60	50
972.4 and 974.1		—
974.1 and 976.1		40
976.1 and 978.7	60	50
978.7 and 980.3		30
No. 1 Track 980.3 & 981.0	45	35
981.0 & 983.5	50	40
983.5 & 987.9	60	45
987.9 & 989.6	65	45
No. 2 Track 980.3 & 983.8	45	35
983.8 & 986.8	70	—
986.8 & 989.6	65	45
Bypass Track* CPC 988 and MP 991.50	40	40
MP 991.50 and MP 818.0	30	30
(*Bypass Track is not within yard limits) Bridge Jct. CPC817 and Shasta Lead	15	15
MP 818.0 No. 1 28th St. via N. Leg Wye	10	10
MP 818.0 Patterson Ave. via S. Leg Wye	10	10
MP 818.0 No.2 via 28th Street	10	10
Ogden to Salt Lake (MP 818.0 to MP 782.9) (Except as below)	79	70
812.3	70†	—
807.2	70†	—
806.1	70†	—
798.2 and 797.8	70	60
792.4 and 792.2	70	60
787.9 and 787.0	70	—
787.0 and 784.5	35	35
784.5 and 783.4	20	20
783.4 and 782.5	10	10
No. Salt Lake to Salt Lake (SP 750.5 to SP 745.4) (Except as below)	60	60
746.1 and 745.7	20	20
745.7 and 745.4	10	10
Salt Lake Switching District Industry Tracks		5
Siding CPG844 & CPG847		40
Solvay Spur originates at MP 830.7 — 9 Miles		10
Stauffer Spur originates at MP 834.1 — 10 Miles		20
7.0 and 10.2		10
Salt Lake Diesel Facility — Track No. 38 (Between SW. 587 and SW. 581)		15

Trains that exceed an average of 100 tons per operative brake 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.

If any of these limits are exceeded, refer to Special Instructions Item 2-F. Respect all lower speeds, such as TCS train consist speed requirements.

UP Trains may move on SP Main Track between Grant Tower and N. Salt Lake.

CTC is in effect on SP Main Tracks from N. Salt Lake, SP MP 750.6 to Grant Tower SP MP 746.1.

Signal Indications found in Item 17 of UP Timetable will apply.

Maximum speed is 60 MPH.

Track Bulletins for this portion of SP Main Track will be issued to UP Trains by UP Train Dispatcher.

SP Train Dispatcher Radio Channel is 2323.

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:

Both Tracks	Eastward only	Westward only
% MP 819.3	@MP 958.6	@MP 968.8
% MP 822.3	@MP 925.6	Ⓕ MP 955.1
@ MP 834.5	Ⓕ MP 910.6	@MP 936.9
@ MP 986.2	@MP 884.1	@MP 909.1
@ MP 799.7	Ⓕ MP 867.7	Ⓕ MP 890.5
	@MP 854.7	Ⓕ MP 884.1
		@MP 867.7
		Ⓕ MP 854.7

Wind indicator at MP 795.5.

CLEARFIELD — First move must be made on signal indication unless otherwise authorized by control operator, when setting out or picking up at CP 809. All movements over the dual control switches from Main 1 to the north leg of the Wye or to the east pass extension must be made with switches in hand throw position when a return movement over the switches is necessary.

Spur Tracks: Air brakes must be cut in and operative on all cars handled on General Chemical & Texas Gulf Spurs and Stauffer Spur between MP 0.0 & MP 8.0.

Account Duplicate Mile Posts, the following Mile Posts will be prefixed with the letter B (West of Ogden) MP 815, 816, 817 and 818.

When the white power-on light on the exterior of the signal house is not lit, immediately notify the train dispatcher or the Signal Operations Center (8-636-2770 or 800-848-8715).

General Chem Spur originates at	MPH
MP 835.1 — 2.4 Miles	10
Texas Gulf originates at MP 842.5 — 5.2 Miles	20
3.6 and 4.8	15
4.8 and 5.2	5
Spurs not otherwise shown	10

Bryan — Originates at MP 830.0. Yd. Tracks. Maximum Speed = 10 MPH

Business Tracks	MP	Sta. No.
Bryan (E-W)	830.0	WX830
Solvay (E)	830.7	WX831
Stauffer (E)	834.1	WX834
Westvaco	838.0	WX838
Texas Gulf Soda (E)	842.5	WX843
Verne	854.0	WX854
Curvo (E)	930.5	WX933
Castlerock (E-W)	936.2	WX936
Baskin (E)	947.9	WX948
Peterson (W)	975.4	WX976
Uintah (E-W)	984.7	WX985
Layton	804.2	UZ007
Kaysville	803.2	UZ009
Woods Cross	791.3	UZ021
Pioneer	789.2	UZ022
Becks	786.1	UZ026

TONNAGE/SPEED RESTRICTIONS — FREIGHT TRAINS WAHSATCH TO OGDEN (WESTWARD) ON BOTH 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 20 MPH MP 928-936; 30 MPH MP 936-953; 40 MPH MP 953-963.1; 30 MPH MP 963.1-965.1; 40 MPH MP 965.1-978.7; 30 MPH MP 978.7-987
80-99	500 or less Over 500 to 1,000 Over 1,000	Timetable 20 MPH MP 928-936; 30 MPH MP 936-953; 40 MPH MP 953-963.1; 30 MPH MP 963.1-965.1; 40 MPH MP 965.1-978.7; 30 MPH MP 978.7-987 20 MPH MP 928-953; 30 MPH MP 953-987
100 & over (see Note 1 below)	500 or less Over 500 to 750 Over 750	20 MPH MP 928-936; 30 MPH MP 936-953; 40 MPH MP 953-963.1; 30 MPH MP 963.1-965.1; 40 MPH MP 965.1-978.7; 30 MPH MP 978.7-987 20 MPH MP 928-953; 40 MPH MP 953-963.1; 30 MPH MP 963.1-MP 965.1; 40 MPH MP 965.1-978.7; 30 MPH MP 978.7-987 20 MPH MP 928-953; 30 MPH MP 953-987

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.

Syracuse Industrial Lead Clearfield to Barnes 2.1 Miles. Maximum Speed 10 MPH.

Business Tracks	MP	Sta. No.
Freeport Center	0.6	UZ002A
Barnes	2.1	UB602

Evona Industrial Lead Ogden to Relico 1.6 Miles. Relico to Sugar Wks xng SP 0.5 miles, Sugar Wks xng to Sugar Wks Plant 1.1 miles. Total length 3.2 miles. Maximum Speed 10 MPH.

Business Tracks	MP	Sta. No.
Evona(E)	0.7	UV700
Relico(E)	1.0	UV702
Sugar Works		UV703

Hill Field Industrial Lead Ogden to Arsenal 6.8 Miles. Maximum Speed 15 MPH except between MP 4.4 to MP 4.8; 10 MPH, MP 6.0 to MP 6.8 10 MPH.

Business Tracks	MP	Sta. No.
Orchard(W)	2.6	UH102
Arsenal	6.7	UH106

Radio Display — **2020**

Mile Post	SOUTH ▼	STATIONS	NORTH ▲	Station Nos.	Sidings Feet
111.4			CP G192		
111.2		McCAMMON CP G111 T		IY038	e6624
109.8		6.4	CP G110		w6368
104.8		ARIMO		UN105	6046
		9.8			
95.0		DOWNEY Ⓑ		UN095	5991
		10.6			
84.4		SWAN LAKE		UN085	6005
		5.6			
78.8		COULAM		UN078	6007
		7.4			
71.4		DAYTON		UN071	6011
		6.0			
65.4		WESTON		UN065	6103
		8.8			
56.6		TRENTON		UN057	6098
		8.0			
48.6		CACHE JCT. Ⓑ	T	UN049	8619
		4.6			
44.0		WHEELON		UN045	6010
		8.3			
35.7		DEWEY		UN036	6044
		5.3			
30.4		HONEYVILLE Ⓑ		UN030	5984
		9.3			
21.1		BRIGHAM CITY Ⓨ	T	UN021	Yard
		6.5			
14.6		WILLARD Ⓑ		UN014	6027
		5.1			
		LITTLE MOUNTAIN JCT			
9.5			T		
		0.5			
9.0		HOT SPRINGS		UN009	5938
		7.3			
1.7		SP JCT. Ⓨ		UN002	6079
		1.7			
0.0		OGDEN Ⓨ	T	UY993	Yard
		111.4			

Maximum Speed MPH

	Psgr.	Frt.
McCammon to Ogden	79	60
McCammon Jct. — No. 1 MT to Ogden Sub.	15	15
(Except as below)		
Between Mile Posts —		
110.8 and 111.2	45	40
107.3 and 107.8	70	—
102.3 and 102.7	65	—
99.4 and 99.7	60	55
92.3 and 93.9	70	—
90.1 and 90.4	55	50
85.6 and 87.5	70	—
82.7 and 83.0	50	45
66.0 and 67.2	50	45
64.1 and 64.5	70	—
53.5 and 53.9	70	—
51.1 and 51.4	50	45
47.2 and 49.4	40	30
46.2 and 47.2	40	25
44.6 and 46.2	12	12
43.9 and 44.6	45	40
42.0 and 43.9	50	45
38.1 and 42.0	70	—
37.8 and 38.1	50	45
23.1 and 23.5	70	—
20.9 and 21.1	45	40
19.1 and 20.9	65	55
10.3 and 14.0	70	—
1.9 and 3.0	75	55
0.8 and 1.9	45	25
0.0 and 0.8	20	15
Ogden Terminal Limits Cecil Jct. Through crossover	15	15

Business Tracks	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 44.6
Ⓟ MP 59.7 — Ⓟ MP 40.0
% MP 46.3 — Ⓟ MP 16.5
% MP 45.4

When the white power-on light on the exterior or the signal house is not lit, immediately notify the train dispatcher or the Signal Operations Center (8-636-2770 or 800-848-8715).

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
1.4 and 1.7 20
3.5 and 3.7 25
14.2 and 14.3 (End UP operations) ... 15

Business Track	MP	Sta. No.
Little Mountain	14.3	UL314

Malad Branch Brigham City to Malad, 52.1 miles northward. 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
5.2 and 6.5 30
11.7 and 12.1 30
27.0 and 27.9 30
29.3 and 29.9 30
32.0 and 51.1 30
51.1 and 52.1 10

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

When the white power-on light on the exterior or the signal house is not lit, immediately notify the train dispatcher or the Signal Operations Center (8-636-2770 or 800-848-8715).

Cache Valley Branch Cache jct. to Preston, 51.1 miles, northward. TWC is in effect. Yard Limits are in effect MP 0.0 to MP 1.0. Maximum Speed 40 MPH (except as below). Radio Display 2020.

0.0 and 1.0 20
1.0 and 13.5 25
13.5 and 13.9 15
17.1 and 17.7 25
17.7 and 18.0 15
21.6 and 50.2 25
50.2 and 50.9 10

When the white power-on light on the exterior or the signal house is not lit, immediately notify the train dispatcher or the Signal Operations Center (8-636-2770 or 800-848-8715).

Radio Display — **4242**

Mile Post	WEST ▼	CP No.	STATIONS	EAST ▲	Station Nos.	Sidings Feet
783.6			NORTH YARD	T Ⓨ	.....	Yard
			0.7			
782.9		C784	SALT LAKE CITY	Ⓜ T Ⓨ	UZ029	Yard
			0.2			
782.7		C783	EAST GRANT TWR.	Ⓜ T	.....	.....
			0.2			
782.5		C782	GRANT TOWER	Ⓧ SP Ⓜ T	UZ030	.....
			3.5			
P796.6			SP	Ⓧ Ⓖ Ⓨ	.....	.....
			38.7			
P757.9			GENEVA	Ⓨ	UP072	5975
			0.6			
P757.2		C758	LAKOTA JCT	Ⓜ Ⓨ	.....	.....
			5.2		.....	.....
P752.8		C753	PROVO	T Ⓨ	UP076	Yard
P748.9		C749		Ⓨ	.....	.....
			15.7			
P737.1		C738	PAYSON	Ⓑ	UP092	6102
P735.8		C735				
			14.1			
P722.9		C723	STARR		UP107	6085
P721.6		C721				
			21.9			
P710.9		C710	NEPHI HOLD SIGNAL			
P701.7		C702	SHARP		UP128	13,436
P699.1		C700				
			4.6			
P696.7		C696	JUAB	Ⓑ	UP133	6082
P695.4		C695				
			15.3			
P681.2		C681	PARLEY		UP148	6242
P679.9		C680				
P665.7		C666	LYNNDYL	X	UZ147	6930
			135.1			

Maximum Speed MPH

Between Mile Posts — P748.9 and P665.7	50
(Except as below)	
Salt Lake City — Between 1st South & 9th South Sts.	10
Between Mile Posts —	
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
P686.2 and P676.4	30
P676.4 and P674.8	35
P667.2 and P666.3	35
P666.3 and P665.8	30
Parley Siding	20
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
Gatex (E)	P756.1	UP075
Spanish Fork (E-W)	P744.4	UP085
Nephi	P711.5	UP118
Martmar	P676.1	UP153

Trains operate over S.P. between Grant Tower CPC 782 and Lakota Jct., CPC 758 (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
Ⓟ MP P727.8 — % MP P679.0
Ⓟ MP P709.0 — Ⓟ MP P671.0
(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

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

Cedar City Branch Lund to Cedar City 32.5 miles westward. 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
23.0 and 29.7 20
29.7 and 32.4 10

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

Comstock 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 loaded 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 tipple 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

Business Tracks	MP	Sta. No.
Iron Springs T Ⓨ	0.0	CI321
Comstock T	10.9	CI411
Iron Mt.	14.4	CI415

Radio Display:
Grant Tower — **2323**
18th No. to Orange St. — **3838**
Orange St. to Caliente — **4242**
Caliente to Las Vegas — **2727**

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
			VIA FREIGHT LINE			
783.6			NO. YARD	T Ⓨ	.....	Yard
			0.7			
782.9		C784	SALT LAKE CITY ..	T Ⓜ Ⓨ	UZ029	Yard
			0.2			
782.7		C783	EAST GRANT TWR..	Ⓜ T	.....	.....
			0.2			
782.5		C782	GRANT TOWER...	Ⓧ SP Ⓜ T	UZ030	.....
			1.7			
781.9		C781	10TH WEST		.....	.....
780.5		C780	ORANGE ST.....	Ⓑ	UZ032	S6000
			2.8			
779.1		C779	BUENA VISTA		UZ034	S6000
777.9		C778	9.5		.....	.....
769.6		C771	GARFIELD.....	Ⓑ X	UZ045	S6153
768.8		C770			.....	N5832
768.3		C769	3.2		.....	.....
767.5		C768			.....	.....
766.4		C766	SMELTER.....		UZ047	.....
			1.2			
765.2		C765	LAKE POINT		UZ049	6012
763.9		C764	8.3		.....	.....
756.9		C757	ERDA.....	Ⓑ	UZ057	5985
755.6		C756	8.5		.....	.....
748.4		C748	WARNER	T	UZ065	9722
746.4		C746	4.6		.....	.....
743.8		C744	STOCKTON		UZ070	6410
742.5		C742	6.9		.....	.....
736.9		C737	ST. JOHN		UZ077	6009
735.6		C736	13.0		.....	.....
723.9		C724	FAUST.....		UZ090	8805
722.1		C722	6.2		.....	.....
717.7		C718	PEHRSON		UZ096	6013
716.4		C716	6.4		.....	.....
711.3		C711	LOFGREEN		UZ103	6717
709.9		C709	5.6		.....	.....
705.7		C706	BOULTER.....		UZ109	8855
703.9		C704	7.0		.....	.....
698.7		C699	TINTIC	Ⓑ	UZ114	5964
697.4		C697	6.1		.....	.....
692.6		C693	McINTYRE		UZ121	6036
691.3		C691	6.5		.....	.....
686.1		C686	JERICHO		UZ128	9709
684.1		C684	9.9		.....	.....
676.2		C676	CHAMPLIN		UZ138	6797
674.8		C675	8.7		.....	.....
667.5		C667	LYNNDYL		UZ147	8804
665.7		C666	8.5	X	.....	.....
664.2		C664			.....	.....
659.0		C659	STRONG.....		UZ157	5989
657.7		C658	8.1		.....	.....
650.9		C651	DELTA	Ⓑ T	UZ164	N6069
649.6		C650			.....	S9023
647.9		C648	10.5		.....	.....
640.4		C640	VAN		UZ173	5997
639.2		C639	8.5		.....	.....
631.9		C632	CLEAR LAKE		UZ182	5990
630.7		C631	14.0		.....	.....
617.9		C618	BLOOM.....		UZ198	5989
616.7		C617	7.0		.....	.....
610.9		C611	CRUZ.....		UZ203	8862
609.1		C609	10.7		.....	.....
600.2		C600	BLACK ROCK.....	Ⓑ	UZ214	6022
598.9		C599	9.6		.....	.....
590.6		C591	READ.....		UZ223	5996
589.3		C589	5.2		.....	.....
585.4		C585	MURDOCK		UZ228	5995
584.1		C584	8.7		.....	.....
579.0		C579	E. MILFORD		CX235	21474
578.1		C578			.....	.....
576.7		C577	MILFORD.....	Ⓑ	CX236	.....
574.8		C575	4.7		CX237	.....
572.0		C572	UPTON		CX241	6026
570.8		C571	9.9		.....	.....
562.1		C562	THERMO		CX251	8737
560.3		C561	10.8		.....	.....
551.3		C551	LATIMER.....		CX262	5982
550.0		C550	8.5		.....	.....
542.8		C543	LUND	Ⓑ T	CX272	9100
540.9		C541	10.4		.....	.....
532.4		C532	ZANE.....		CX281	6006
531.1		C531	5.5		.....	.....
526.9		C527	BERYL		CX286	5972
525.6		C525	9.5		.....	.....
517.4		C518	HEIST		CX297	8854
515.6		C516	6.6		.....	.....
510.8		C511	MODENA	T	CX303	6000
509.6		C510	9.0		.....	.....
501.8		C502	UVADA		CX312	6007
500.5		C501	4.2		.....	.....
497.6		C498	CRESTLINE		CX319	8811
495.8		C496	7.3		.....	.....
490.3		C490	BROWN		CX324	6013
489.0		C489	5.5		.....	.....
484.8		C485	ACOMA.....		CX328	6034
483.6		C484	8.1		.....	.....
476.7		C477	ISLEN		CX338	8539
475.0		C475	5.4		.....	.....
471.3		C471	RICHMOND		CX342	5876
470.0		C470	4.4		.....	.....
466.9		C467	ECCLES		CX349	15177
463.9		C464	5.9		.....	.....
461.0		C461	CALIENTE.....	Ⓑ	CX353	E6257
459.7		C460	5.5		.....	W6768
458.2		C458			.....	.....
455.5		C455	ETNA.....		CX358	6098
454.2		C454	5.0		.....	.....

	MPH Psgr.	Frt.
Maximum Speed Between Mile Posts—		
779.2 and 678.0	**79**	**60**
(Except as below)		
Grant Tower Limits MP 782.9 to MP 782.2 all tracks	10	10
Between Mile Posts—		
782.2 and 780.8 No. 1 & No. 2	20	20
780.8 and 779.2 No. 1 & No. 2	50	50
770.6 and 770.1 No. 1 & No.2.....	70	—
767.5 and 767.1 No. 1 & No. 2	70	—
763.4 and 762.7	65	55
758.9 and 757.1 Ⓡ..	55	40
757.1 Ⓡ and 754.2 ..	60	45
744.1 and 742.1	50	40
721.0 and 719.6	60	50
715.9 and 711.3	55	45
711.3 and 709.9	55	40
709.9 and 707.8	50	40
707.8 and 705.8	55	40
700.0 and 699.6	75	—
689.0 and 680.5	60	45
680.5 and 678.9	65	50
678.0 and 500.0	**79**	**70**
(Except as below)		
656.4 and 655.8	70	60
576.5 and 576.2 Ⓡ..	50	35
502.5 and 500.0	70	55
500.0 and 393.9	**79**	**50**
(Except as below)		
500.0 and 497.9	70	—
497.9 and 497.6	60	—
497.6 and 494.6	70	—
494.6 and 492.4	75	—
492.4 and 491.5	70	—
491.5 and 489.9	60	—
489.9 and 488.7	50	40
488.7 and 486.8	35	30
486.8 and 484.4	60	—
481.7 and 479.1	40	35
479.1 and 477.3	50	35
477.3 and 475.9	35	25
475.9 and 475.0	30	25
475.0 Ⓡ and 470.7 ..	20	20
470.7 and 469.1	30	25
469.1 and 468.1	55	45
468.1 and 466.3	60	45
466.3 and 466.0	50	45
466.0 and 463.9	60	45
463.9 and 461.7	40	35
461.7 and 461.2	30	25
461.2 and 460.0	45	35
460.0 and 458.4	50	40
455.2 and 452.5	40	35
452.5 and 450.2	40	30
450.2 and 450.0	35	30
450.0 and 446.9	40	30
446.9 and 445.4	35	30
445.4 and 444.0	40	30
444.0 and 442.0	30	25
442.0 and 430.7	40	35
Islen SDG	25	25
576.3 (Siding)	20‡	20‡

IPP Spur @ Lynndyl CP C664
IPP Spur Turnout 20
0.0 to 8.9 40
Offsite siding 15
All other tracks 15
Movements on IPP Spur are authorized by Track Warrant Control.

Passenger line industrial lead from MP 782.8 to MP 779.2 = 3.6 miles. Max. speed 20 MPH.

Yard limits from MP 782.8 to MP 779.2. Ⓧ DRGW Ⓐ at MP 782.6 and MP 782.4.

Business Tracks	MP	Sta. No.
Industrial Center	779.8	UZ033
SLGW Conn. (W)	778.9	
Old Cent. Pk. (E)	777.6	UZ036
New Cent. Pk. (E)	778.6	
Garfield Pit	766.7	UX046
Clover (E)	732.8	UZ081
Cline (E)	661.2	UZ152
Continental Lime (E)	618.0	
Little Springs	472.0	CX341
Arrolime	353.8	CX459
Fibreboard Spur (W)	352.0	CX461
Nevada Industrial Park (W)	340.0	CX473

Two Main Tracks:
CP C579 to CP C575
CP C467 to CP C464
CP C461 to CP C458

Radio Display:
Orange St. to Caliente — **4242**
Caliente to Las Vegas — **2727**

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
450.5		C451	STINE.....		CX363	5978
449.2		C449	4.1		.....	.....
446.4		C447	BOYD		CX368	8820
444.6		C445	7.4		.....	.....
439.0		C439	ELGIN	Ⓑ	CX375	6166
437.8		C438	3.4		.....	.....
435.6		C436	KYLE		CX379	8832
433.8		C434	5.9		.....	.....
429.7		C430	LEITH.....		CX384	5957
428.5		C428	10.4		.....	.....
419.3		C419	CARP		CX394	8927
417.5		C418	5.3		.....	.....
414.0		C414	VIGO		CX399	6083
412.7		C413	5.2		.....	.....
408.8		C409	GALT		CX405	6145
407.7		C408	5.4		.....	.....
403.4		C403	HOYA		CX410	8839
401.6		C402	4.6		.....	.....
398.8		C399	ROX.....	Ⓑ	CX415	6660
397.5		C397	5.1		.....	.....
393.7		C394	FARRIER.....		CX420	6066
392.4		C392	9.3		.....	.....
384.4		C384	MOAPA	T	CX430	8919
382.6		C383	10.0		.....	.....
374.4		C374	UTE	Ⓑ	CX439	6101
373.1		C373	10.5		.....	.....
363.9		C364	DRY LAKE		CX450	6094
362.6		C363	6.1		.....	.....
357.8		C358	GARNET		CX456	8774
356.0		C356	5.1		.....	.....
352.7		C353	APEX.....	Ⓑ	CX461	6074
351.4		C351	5.4		.....	.....
347.3		C347	DIKE		CX466	6156
346.1		C346	3.5		.....	.....
343.5		C344	VALLEY.....		CX470	9232
341.6		C342	2.9		.....	.....
339.7		C340	WANN		CX474	8974
337.8		C338	4.4		.....	.....
335.3		C336	OWENS AVE.		CX477	.....
			0.8			
334.5		C335	STEWART AVE		.....	.....
			0.2			
334.3		....	LAS VEGAS	X	CX479	Yard
			449.3			

	MPH Psgr.	Frt.
Maximum Speed Between Mile Posts —		
442.0 and 430.7	40	35
430.7 and 430.0	35	30
430.0 and 428.2	60	45
428.2 and 425.4	50	45
425.4 and 419.7	70	—
419.7 and 418.0	45	40
418.0 and 416.4	35	30
416.4 and 414.0	40	30
414.0 and 411.0	35	30
411.0 and 407.5	40	30
407.5 and 404.6	35	30
404.6 and 403.7	40	30
400.6 and 398.6	70	—
398.6 and 397.5	40	35
397.5 and 395.9	70	—
395.9 and 394.6	40	35
394.6 and 393.9	60	45
393.9 and 334.3	**79**	**60**
380.9 and 379.6	65	55
379.6 and 379.1	60	50
364.3 and 363.8	70	—
359.5 and 358.5	60	50
358.5 and 356.1	45	35
351.1 and 348.3	45	35
Valley-Nellis Spur		10
Las Vegas Industrial Park Spur On Curves		5
336.1 and 335.4	60	50
334.6 and 333.0	20	20

40 MPH dual control switch turnouts: CPC766.

20 MPH dual control switch turnouts: W. Islen; E. Richmond; Eccles; W. Etna; E. Boyd; W. Elgin; W. Kyle; Galt; Dry Lake; E. Dike

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

Dike — Derail on West end of siding 400 Ft. from West signal.

Between CPC335 and CPC347
A white light above the door of the signal house at highway crossings indicates whether AC power is functioning at that location. An unlit light indicates AC power is off and the crossing protection is operating on battery power. Extended battery operation can affect the safety of the crossing protection.

Call 8-636-2770 or 800-848-8715 if unlit.

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:

@ MP 773.4 (both tracks)	# MP 644.0	# MP 499.0	%MP 442.9	%MP 406.4
# MP 751.0	# MP 623.4	# MP 478.8	# MP 439.2	# MP 388.2
# MP 729.7	# MP 604.6	%MP 474.0	%MP 434.6	# MP 368.0
# MP 703.3	# MP 583.5	%MP 472.3	%MP 432.3	# MP 353.1
# MP 682.2	# MP 566.4	%MP 470.0	%MP 430.2	# MP 341.0
# MP 663.0	# MP 546.5	# MP 456.3	# MP 423.0	
	# MP 520.8	%MP 448.7	%MP 410.4	

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.

1.6 and 2.3	20	7.0 and 9.0	20
5.0 and 6.7	10	16.5 and 17.1	10

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Moapa T	0.0	CX430	Logandale	10.2	CV710
Arrowhead (W)	3.3	CX703	Mead Lake T	16.7	CV717

Radio Display — 2727.

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
334.3		....	LAS VEGAS		CX479	Yard
332.7		C333	WYOMING AVE.		.....	.....
330.5		C330	SANDS AVE.		CX484	.....
328.6		C329	TROPICANA AVE.		.....	.....
327.8		C328	BOULDER JCT.	T	CX486	.....
326.4		C326	MAULE AVE.		.....	.....
323.9		C323	ARDEN	T	CX490	8467
321.3		8.6			.....	.....
315.3		C315	SLOAN	Ⓑ	CX498	6282
314.0		C314	5.3		.....	.....
310.0		C310	ERIE		CX504	8843
308.1		C308	8.1		.....	.....
301.9		C302	JEAN		CX512	5721
300.7		C301	4.9		.....	.....
297.0		C297	BORAX		CX517	5792
295.8		C296	8.2		.....	.....
288.8		C289	CALADA	Ⓑ	CX526	8791
287.0		C287	10.6		.....	.....
278.2		C278	NIPTON		CX535	5767
276.9		C277	5.2		.....	.....
273.0		C273	MOORE		CX541	5765
271.8		C272	5.0		.....	.....
268.0		C268	IVANPAH		CX545	9835
266.0		C266	4.1		.....	.....
263.9		C264	BRANT		CX550	5751
262.8		C263	5.4		.....	.....
258.5		C259	JOSHUA		CX555	6066
257.2		C257	3.9		.....	.....
254.6		C255	CIMA	Ⓑ	CX559	S9862
253.3		C253		T	.....	N6266
252.6		C252	3.5		.....	.....
251.1		C251	CHASE		CX563	5765
249.8		C250	3.2		.....	.....
247.9		C248	ELORA		CX566	5780
246.7		C247	4.0		.....	.....
243.9		C244	DAWES		CX570	9025
242.0		C242	3.9		.....	.....
240.0		C240	HAYDEN		CX574	5780
238.7		C239	3.5		.....	.....
236.5		C237	KELSO	Ⓑ	CX577	9190
234.5		C235	9.8		.....	9190
226.7		C227	KERENS		CX587	5754
225.4		C225	7.2		.....	.....
219.5		C220	SANDS		CX595	9017
217.7		C218	7.3		.....	.....
212.2		C212	BALCH		CX601	5765
211.0		C211	8.0		.....	.....
204.2		C204	CRUCERO		CX609	5775
202.9		C203	6.6		.....	.....
197.6		C197	BASIN		CX616	6196
196.3		C196	5.8		.....	.....
191.8		C192	AFTON	Ⓑ	CX621	.....
			3.8			
188.0		C188	DUNN		CX626	9529
186.1		C186	5.1		.....	.....
182.9		C183	FIELD		CX631	5760
181.7		C182	4.7		.....	.....
178.2		C178	MANIX	Ⓑ	CX635	5775
176.9		C177	9.5		.....	.....
168.7		C168	TOOMEY		CX645	.....
166.4		C166	MINEOLA RD.			
163.8		C164	EAST YERMO		CX649	.....
			2.6			
162.0			YERMO	X T	CX650	Yard
160.5		C161	W. YERMO		CX652	.....
158.9		C159	DAGGETT	Ⓑ	CX654	.....
			102.1 MILES VIA ATSF DAGGETT TO WEST RIVERSIDE			
56.6		C057	WEST RIVERSIDE		.....	.....
56.5		C056	SCRRA JCT.		.....	.....
			2.1			
55.5		C055	STREETER		CX759	.....
			2.9			
52.6		C053	ARLINGTON		CX760	.....
			2.6			
49.9		C050	LIMONITE		.....	.....
48.8		C049	PEDLEY	T	CX765	.....
			2.5		.....	.....
46.6		C047				
45.7		C046	MIRA LOMA	Ⓑ	CX767	14264
43.9		C044	8.2		.....	.....
41.6		C042	TURNER AVE.			
38.4		C039	BON VIEW		.....	.....
38.1		C038	ONTARIO SP	Ⓧ Ⓜ	CX775	.....
36.7		C036	MONTCLAIR		CX777	5971
35.1		C035	3.7		.....	.....
33.0		C033	SP	Ⓧ Ⓜ	.....	.....
			3.4			
29.6		C030	SPADRA		CX784	8985
27.8		C028	4.1		.....	.....
25.5		C026	DIAMOND BAR		.....	.....
22.9		C023	WALNUT		CX789	.....
			7.7			
18.3		C019	PUENTE JCT.		CX795	.....
			5.5		.....	.....
11.4		C011	BARTOLO		CX801	.....
			0.5			
10.9		C010	WHITTIER JCT.	Ⓑ	CX802	.....
			0.9			
9.2		C009	PICO RIVERA		CX803	7427
			2.4			
7.6		C007	VAIL AVE.		CX807	.....
			0.4			
7.2		C006	GARFIELD AVE.		.....	.....
			1.6			
5.6		C005	EAST LOS ANGELES		CX806	.....

Maximum Speed Between Mile Posts —	MPH Psgr.	Frt.
334.3 and 309.3	79	60
(Except as below)		
Between Mile Posts —		
334.6 and 333.0	20	20
Las Vegas—329.5 Cind-R-Lite and Stocks Mill Spurs		5
332.6 and 326.4 (North Running Trk)	40	40
321.1 and 319.7	65	55
319.7 and 314.6	40	30
312.5 and 311.7	50	40
309.3 and 163.6	79	70
309.8 Ⓡ and 309.3 Ⓡ	75	60
254.0 and 236.0 W Psgr. Trains handled with dynamic brake in operation; Light engines with operative dynamic brake	45	45
W Frt. Trns. not exceeding 110 tons per operative brake and not exceeding 200 tons per dynamic brake axle and not exceeding 3500 trailing tons which are controlled exclusively with dynamic brake	35	
254.4 and 251.3	45	45
246.7 and 246.5	45	45
231.2 and 230.9	75	60
196.2 and 194.1	55	45
194.1 and 191.8	45	40
191.8 and 188.4	50	45
188.4 and 186.1	70	60
Main Track #1		
MP 168 & MP 158.5	79	60
(Except as below)		
CPC 168 & MP 163.4	40	40
MP 163.4 & MP 161.9	20	20
MP 161.9 & MP 159.0	55	40
MP 159.0 & MP 158.8	40	40
Main Track #2		
CPC 168 & MP 163.6	79	70
MP 163.6 & MP 158.5	79	60
(Except as below)		
MP 163.3 & MP 163.6 Eastward	40	40
MP 163.6 & MP 163.9 Westward	40	40
MP 162.2 & MP 161.7	20	20
MP 161.7 & MP 159.0	55	40
MP 159.0 & MP 158.8	40	40
56.7 and 2.1	79	65
(Except as below)		
Between Mile Posts —		
56.7 and 56.5	45	45
56.5 and 55.3	55	50
55.3 and 53.4	60	55
53.4 and 51.7	65	60
51.7 and 49.7	70	—
Mira Loma Space Center FRA Excepted Track		10
38.4 and 38.1	50	40
38.1	40	30
38.1 and 23.8	70	—
23.8 and 23.0	65	—
15.4 and 14.9	70	—
14.0 and 13.5	70	—
11.4 and 10.5	70	—
10.5 and 10.1	65	60
10.1 and 2.4	70	—
2.4 and 2.1	45	40
2.1 and 1.7	30	20
Main Track #2		
55.4 and 55.3	55	50
53.8 and 53.4	60	55
53.4 and 52.6	70	60
49.7 and 38.4	70	—
25.5 and 23.8	70	—
23.8 and 23.0	65	—
23.0 and 11.4	70	—
7.2 and 2.8	20	20
2.8 and 1.7	30	20
Track #3		
7.6 and 5.6	20	20
Track #4		
7.2 and 5.6	10	10
All sidings except Sloan, Joshua, Cima, Kelso No. 1 Siding, Sands	20	20
CPC046 and CPC044 So. Siding	20	20

Equations:
MP 158.81 = ATSF MP 737.42
ATSF MP 749.84 = ATSF MP 3.39
ATSF MP 81.23 = ATSF MP 0.0
ATSF MP 10.7 = MP 56.62

Two Main Tracks:
CPC335 to CPC326
CPC255 to CPC252
CPC168 to CPC159
CPC055 to CPC053
CPC050 to CPC039
CPC026 to CPC011
CPC003 to CPC001

Power operated derail located on East End of South Mira Loma siding.

Radio Display — 2727.

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
4.2		....	EAST YARD	T	CX809	Yard
			1.4			
2.8		C003	DOWNEY ROAD	T	CX810	.....
			0.7			
2.1		C002	SOTO ST. JCT		.....	.....
			334.3			

CTC in effect MP 334.3 to MP 1.7

U.P. operates on SCRRA trackage between MP 2.1 and MP — 1.9

Drott Tracks: Air Brake Rule 30.5.1 (E) does not apply. Rule 30.5.1 (A) will apply.

Rule 9.9 (B) Exception. At the following METRO LINK locations, commuter trains moving in the direction shown are not considered delayed after making a scheduled stop of less than 5″ and experiencing no other delay:

Limonite MP 49.5 WWD
Turner Ave. MP 42.3 EWD
Diamond Bar MP 25.2 WWD

Rohr Spur — Stop and flag crossing at Arlington and Van Buren.

All eastward crews must contact U.P. Dispatcher to confirm that they can proceed directly onto the Santa Fe at West Riverside, in accordance with signal indication. If not, train must be stopped short of West Streeter. Information regarding ability to proceed without blocking crossing can be obtained from either U.P. or Santa Fe Dispatcher.

When stopped at West Riverside, either in westward or eastward direction account signal in stop indication, train can not "proceed" unless permission is received from both UP and ATSF Dispatchers.

All westward trains approaching Vail Avenue will contact Crest Yardmaster for yarding instructions and to inform the Yardmaster as to which track the Dispatcher has his train lined into the Yard.

A white light above the door of the signal house at highway crossings indicates whether AC power is functioning at that location. An unlit light indicates AC power is off and the crossing protection is operating on battery power. Extended battery operation can affect the safety of the crossing protection. Call 8-636-2770 or 800-848-8715 if unlit.

See Special Instructions Item 20 for AMTK schedules.

AMTRAK Train 36 must have Union Pacific Track Bulletins prior to departing Los Angeles Union Passenger Terminal or must contact Union Pacific Dispatcher at 1-800-726-1058.

AMTRAK Train 35 must have ATSF Track Bulletins prior to departing Las Vegas, NV or must contact 909-386-4235. When advised to pick up ATSF Track Bulletins at Yermo, CA, notify YERMO YARD by radio, radio display 2727, on arrival at TOOMEY, Mile Post 168.7.

40 MPH dual control switch turnouts: Toomey; CPC056, CPC055, CPC053, CPC050, CPC049, CPC047 (crossover), CPC042, CPC039, CPC026, CPC011 (Beg. 2nd MT), CPC007;

20 MPH dual control switch turnouts; W. Calada; Cima MP 253.2 & 252.8; Elora; E. Dawes; E. Kelso; W. Field; Pico Rivera MP 9.5;

15 MPH dual control switch turnouts; CPC046, CPC019 (SP SW); Whittier Jct. (Anaheim Br.); CPC006; CPC005; Downey Rd (X-over to No. 1 track).

Operation on ATSF Daggett to West Riverside.

Eastward Union Pacific trains which will operate via ATSF must secure ATSF track warrant at Union Pacific East Yard, Los Angeles.

Westward Union Pacific trains which will operate via ATSF must secure ATSF track warrant at Yermo.

When stopped by signal with stop indication at Daggett, eastward trains must contact both ATSF and UP Dispatchers; westward trains must contact ATSF Dispatcher.

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

Train Defect Detectors:

			Both Tracks
Ⓟ MP 324.2	Ⓟ MP 256.0	Ⓟ MP 209.2	Ⓟ MP 16.4
Ⓟ MP 307.0	MP 245.4	Ⓟ MP 190.4	
Ⓟ MP 292.7	(cold wheel detector)	Ⓟ MP 175.3	
Ⓟ MP 273.7	Ⓟ MP 233.4	Ⓟ MP 37.9	

ATSF Detectors: Cajon Sub.

Ⓟ MP 8.5	Ⓟ MP 38.0	San Bernardino Sub:
Ⓟ MP 28.5	Ⓟ MP 48.5	Ⓟ MP 6.0

Maximum speed for westward trains when the lead locomotive passes the location where the heavy descending grade begins at MP 56.6 on ATSF (where the tracks separate) must be at least 5 MPH less than the maximum authorized speed for that train on the track being operated on between MP 56.6 and Cajon (MP 62.8). Head end locomotive consist with operative dynamic brake must be in dynamic brake prior to train reaching maximum authorized speed after the lead locomotive has passed MP 56.6 (the head end locomotive consist can be in dynamic brake prior to MP 56.6). Train air brakes can be used before or after dynamic brake is applied. When helper locomotives with operative dynamic brake are being used, helper must be in dynamic brake when passing crossovers at Summit on ATSF (MP 55.9). To properly control train speed on the heavy descending grade between Summit and San Bernardino with operative dynamic brake, head end locomotive consist (and helper) dynamic brake must be operated at a sufficient level (as directed by lead engineer) and train air brakes must be used as required.

UP Station Numbers on ATSF	ATSF MP	Sta. No.
Nebo	741.6	CX658
Barstow	746.4	CX663
Lenwood	6.7	CX668
Hodge	13.6	CX674
Helendale	21.1	CX683
East Oro Grande	29.4	
Oro Grande	31.5	CX693
Victorville	36.7	CX699
Frost	38.0	CX702
Thorn	41.1	CX703
Hesperia	45.1	CX707
Lugo	50.1	CX712
Summit	55.9	CX718
Alray	59.7	CX721
Cajon	62.8	CX726
Keenbrook	69.4	CX730

Business Tracks	MP	Sta. No.
Devore	71.5	CX735
Verdemont	73.9	CX737
Ono	76.1	CX740
San Bernardino	81.3	CX746
Colton	2.9	CX749
Highgrove	6.7	CX752
Riverside Jct.	58.1	CX754
Riverside	57.5	CX755
Rhor Spur	53.0	CX760
Mira Loma Space Center	45.7	CX767
Ontario	37.1	CX775
Pomona	31.9	CX781
City of Industry	16.9	CX796
Montebello	8.1	CX804
1st St. (SCRRA)	483.1	CX811

BMI Branch Boulder Jct. to Henderson 10.9 miles westward. TWC in effect. Yard limits are in effect Boulder Jct. to MP 2.0 and MP 8.5 to MP 10.9. Main track derails at MP 10.5 and MP 10.9. Radio display 2727

Max. Speed 10 MPH except at Henderson-BMI Lead and Yard Tracks are 5 MPH.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Boulder Jct. T Ⓨ	0.0	CX486	Henderson	9.9	CN810

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. Double stack trains may contain up to four other intermodal cars (including 4 other multi-platform intermodal cars) if entrained in the rear 5500 tons of the train. Provisions in Special Instructions Item 5-A for empty intermodal cars remain in effect.

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 (including helper locomotives). (See Note 1 below)

   Note 1: Retaining valve requirement does not apply to double stack trains not exceeding 115 tons per operative brake, not exceeding 9600 trailing tons and not exceeding 300 tons per dynamic brake axle (including helper locomotives). These trains may contain up to four other intermodal cars (including 4 other multi-platform intermodal cars) if entrained in the rear 5500 tons of the train.

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

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

D. Freight trains not exceeding 85 tons per operative brake and not required to use retaining valves may operate at a speed not to exceed 25 MPH provided speed can be controlled with minimum brake pipe reduction (6-8 pounds). If more than minimum brake pipe reduction is required to control speed, a speed of 20 MPH must not be exceeded.

E. Freight trains exceeding 85 tons per operative brake must not exceed 20 MPH.
   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 and the train is controlled exclusively with dynamic brake.

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

G. In cases where a train is required to stop, provisions of Air Brake Rule 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 2-F 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. These trains may contain up to 4 other cars, including 4 other multi-platform intermodal cars.

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. While inspecting, particular attention must be given box cars and flat cars, loaded or empty, for signs of smoke, fire, or heat being generated from within car or lading, also noting underframe of car for these signs. On affected retainer trains this inspection will be performed when train is stopped to position retaining valves to the exhaust position. These instructions will be in effect during the months of May through October.

Radio Display — **4242**
SP **9696**
HBL **5858**

Mile Post	SOUTH ◆ STATIONS ◆ NORTH	Station Nos.	Sidings Feet
2.8	DOWNEY RD. CPC4 ... Ⓨ T	CX809	.....
3.1	HOBART Ⓧ ATSF Ⓜ ... Ⓨ	CS500	.....
	0.5		
3.6	Ⓧ LA JCT RY Ⓐ ..... Ⓨ	....	....
	1.5		
5.1	Ⓧ SP Ⓐ ..... Ⓨ	....	....
	1.1		
6.2	SO. BELL	CS506	3740
	1.2		
7.4	Ⓧ SP Ⓐ	....	....
	5.1		
12.5	PARAMOUNT	CS510	5915
	2.1		
14.6	DOUGLAS JCT.	CS512	....
	4.6		
19.2	MANUEL TWO	CS516	5807
	1.4		
20.6	MANUEL THREE	CS517	5807
	1.0		
21.6	THENARD CONN. Ⓜ ..... Ⓨ	CS518	.....
	0.1		
21.7	Ⓧ SP Ⓢ ..... Ⓨ	.....	.....
	0.4		
22.1	MEAD TRANSFER ..... Ⓨ	CS519	Yard
	1.1		
23.2	HENRY FORD BLVD. Ⓓ Ⓜ Ⓨ	.....	.....
	2.1		
25.3	EAST SAN PEDRO .... Ⓨ	CS523	.....
	22.2		

Maximum Speed (Except as below) ..... MPH 20
Thenard connecting tracks
Between Mile Posts —
21.6 and 23.6 10
23.6 and 25.2 5
Mead yard tracks 10
East Leg Hobart Wye 10

Yard Limits: MP 2.8 to MP 5.0; MP 21.6, to MP 25.3.

TWC in effect MP 5.0 to MP 21.6. Track warrants are issued by Hobart Tower.

Rule 5.4.4 not in effect.

Business Tracks	MP	Sta. No.
Bell Ⓨ	5.4	CS504
Workman	9.3	CS507
Rioco	13.8	CS511
Carson	17.7	CS515
Terminal Island Ⓨ	24.2	CS521

At MP 22.02 — Anaheim St. Overhead Viaduct the clearance is 19.65 feet A.T.R.

MP 23.6 — Begin Harbor Belt Line RR operations.

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.

When operating over Harbor Belt Line RR, permission must be secured 310-834-8511 or 8512.

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

Trains enroute to or from Long Beach Harbor must receive permission from Dolores 310-490-7012.

All trains enroute to the Port of Long Beach must contact the Rail Operations Control Center (ROCC) for clearance into the Port area before passing Thenard conn. Use radio channel 5858 (HBL) to communicate with the ROCC. SP will then give each train permission to proceed south of Thenard into the Port of Long Beach.

When available, the ROCC will provide one crew member with a packset radio so that channel 5858 (HBL) can be monitored, this radio must be returned to the ROCC personnel on duty before leaving the Port area.

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

So. Siding Switch Manual 3,MP 21.36 and 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.

Switch-point indicators have been installed at switch #1 MP 21.36 Long Beach Harbor Connector and at Switch #2 MP 21.56 Los Angeles Harbor Connector.

Green indication: When switch is lined for main track movement.
Yellow indication: When switch is lined for connector tracks.
Red indication: Stop and switch must be inspected.

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. All trains must contact train dispatcher before initiating movement on any portion of branch to ensure they have the most current track bulletin. Max. Speed 20 MPH (except as below) Radio display 2727.

0.0 and 0.2	5	5.1 and 5.2	10
0.2 and 0.3	10	10.5 and 11.0	5
0.3 and 2.8	15	11.0 and 15.5	15

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Whittier Jct. Ⓨ CPC10	0.0	CX802	Colima Jct. Ⓨ	5.2	CW205
SP Ⓧ Ⓜ Ⓨ	0.1		La Habra Ⓨ	9.6	CS210
Whittier Ⓨ	2.4	CW202	Fullerton Jct. Ⓨ	10.5	CW211

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

Business Track	MP	Sta. No.
Crestmore	6.3	CE007

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. (FRA excepted track)

Business Track	MP	Sta. No.
Lakewood	1.6	CS602

Radio Display — 2424

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
766.4		C766	SMELTER		UX047	
			14.3			
897.8		F898	BURMESTER		UX061	6135
896.5		F896	11.1			
887.0		F887	TIMPIE		UX072	8028
885.3		F885	7.4			
879.4		F879	DELLE	T	UX079	8000
877.8		F878	12.5			
866.8		F867	LOW	Ⓑ	UX092	5959
865.5		F865	11.9			
854.9		F855	CLIVE		UX104	6002
853.6		F854	8.9			
845.8		F846	KNOLLS		UX113	5965
844.5		F845	10.4			
835.5		F836	BARRO		UX123	6251
834.3		F834				
825.8		F826	ARINOSA		UX133	6239
824.5		F825	9.6			
816.0		F816	SALDURO		UX143	6114
814.8		F815	8.9			
808.1		F808	WENDOVER	Ⓑ	UX151	10410
806.0		F806	8.0			
799.3		F799	OLA		UX160	5979
798.0		F798	9.7			
789.6		F790	PILOT		UX169	5994
788.4		F788	8.0			
781.6		F782	CLIFSIDE		UX177	5976
780.3		F780	8.7			
773.1		F773	SILVER ZONE		UX186	5994
771.8		F772	6.0			
767.1		F767	SHAFTER		UX192	6002
765.8		F766	8.9			
758.3		F758	SAGE	Ⓑ	UX201	6020
757.0		F757	10.3			
747.9		F748	SPRUCE	T	UX211	6102
746.6		F747	9.0			
738.9		F739	VENTOSA		UX220	6224
737.7		F738	10.1			
728.7		F729	RUBY		UX230	6010
727.4		F727	10.4			
718.4		F718	WELLS		UX240	6146
717.1		F717	4.1			
713.6		F714	ALAZON		UX244	.....
			12.6			
701.0		F702	SP CONN		UX257	.....
			1.0			
700.0			DEETH		UX258	5723
			16.7			
683.3			ELBURZ		UX275	5780
			0.2			
683.1			SP CONN		.....	.....
			13.9			
670.7		F671	ELKO	ⒷⓂ	UX293	.....
668.8		F669	3.0			
			ELKO AMTRAK STATION		.....	.....
666.2			20.2			
646.0		F646	EAST CARLIN	ⒷⓂ	UX312	.....
			2.6			
643.4		F643	WEST CARLIN	Ⓜ	UX315	.....
			12.9			
630.5			BARTH		UX327	.....
			11.0			
619.5			BEOWAWE	Ⓑ	UX339	5907
615.4		F615	(EWD 44.1 HOLD SIG.)			
588.0		F588	(EWD HOLD SIG.)	Ⓑ		
575.4			ELLISON		UX383	6053
			3.2			
572.2		F572	VALMY	ⒷⓂ	UX386	.....
			36.2			
568.0		F568	(EWD HOLD SIG.)			
559.8		F560				
554.4		F554	(EWD HOLD SIG.)	Ⓑ		
535.8		F536	WESO		UX422	.....
532.8		F533	3.7			N10007
532.1		F532	WINNEMUCCA	ⒷT	UX426	S7091
530.8		F531	13.1			
530.7		F530				
519.8		F520	RAGLAN		PX440	6223
518.5		F518	10.6			
509.2		F509	GASKELL		PX450	6249
507.9		F508	12.0			
497.2		F497	JUNGO		PX461	6255
496.0		F496	9.0			
488.2		F488	ANTELOPE		PX471	6246
487.0		F487	8.2			
480.0		F480	FLOKA	Ⓑ	PX479	6163
478.7		F479	8.8			
471.2		F471	RONDA		PX488	6246
469.9		F470	9.3			
461.9		F462	CHOLONA		PX497	6243

Maximum Speed Between Mile Posts—	MPH Psgr.	Frt.
766.4 and 535.9	79	70
(Except as below)		
886.7 and 886.5	70	60
872.0 and 868.6	65	55
868.6 and 864.2	55	50
864.2 and 856.9	70	60
856.9 and 856.6	60	50
806.1 and 800.0	70	60
800.0 and 799.3 Ⓡ	40	35
799.3 and 795.2	50	45
795.2 and 786.5	70	60
786.5 and 784.5	60	45
784.5 and 776.5	30	25
776.5 and 775.1	50	40
775.1 and 772.6	75	60
758.7 and 758.4	60	50
758.4 and 755.2	—	60
755.2 and 753.3	45	40
753.3 and 749.5	70	60
720.6 and 717.0	70	60
717.0 and 716.2	65	55
716.2 and 715.1	70	60
713.6 Alazon using crossover	25	25
713.6 and 707.8	70	60
707.8 and 685.0	70	70
685.0 and 681.0	70	60
681.0 and 674.8	55	45
674.8 and 669.5	65	50
669.5 and 669.0	35	35
669.0 and 664.0	60	60
652.6 and 650.8	65	50
650.8 and 650.3	50	40
650.3 and 649.0	60	45
649.0 and 648.3	55	45
East and West Carlin using turnout	15	15
648.3 and 643.4	60	60
643.4 and 641.6	70	60
638.3 and 637.7	70	60
637.7 and 628.2	45	40
625.8 and 625.4	70	60
618.5 and 618.0	70†	—
611.0 and 610.1	70	60
543.4 and 543.1	75	—
537.2 and 536.7	75	—
Between Mile Posts — 535.9 and 321.4		
(Except as below)	70	
521.8 and 520.9	60	
510.4 and 509.9	65	
495.7 and 494.5	40	
494.5 and 489.9	35	
489.9 and 488.3	50	
488.3 and 481.1	60	
481.1 and 480.1	55	
All sidings (Except as below)	20	
South Pass		
Winnemucca	10	
Herlong Siding	10	

Empty Valmy Coal Trains 50 MPH between Valmy and Salt Lake.

Business Tracks	MP	Sta. No.
Solar (W)	893.4	UX064
Ellerbeck (E)	892.9	UX065
Marblehead	870.8	UX087
Enviro (E)	855.0	UX104
USPCI (E)	853.8	
Blair (W)	808.7	UX149
Tulasco (E)	708.8	UX249
Pardo (E)	673.6	UX285
Hunter (E)	657.0	UX302
Tonka (E)	650.1	UX309
Carlin (E)	644.6	UX314
Duggan (E)	631.8	UX326
Cluro (E)	627.1	UX331
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

Radio Display — 2424

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
461.9		F462	CHOLONA		PX497	6243
460.6		F461	10.1			
451.9		F452	TREGO		PX507	6222
450.6		F451	13.3			
438.6		F439	GERLACH	ⒷT	PX520	6380
437.3		F437	7.1			
431.5		F432	PHIL		PX528	6245
430.3		F430	14.5			
416.9		F417	REYNARD		PX542	5739
415.7		F416	11.6			
405.4		F405	SANO		PX554	6235
404.1		F404	11.0			
394.4		F394	SAND PASS		PX565	6234
393.1		F393	11.5	Ⓑ		
384.3		F384	FLANIGAN		PX574	6258
382.9		F383	11.8			
372.1		F372	HERLONG		PX587	4279
371.2		F371	9.1			
363.2		F363	DOYLE		PX596	6456
361.9		F362	17.0			
352.2		F352				
346.2		F346	SCOTTS		PX613	6213
344.9		F345	3.8			
341.5		F341	RENO JCT	T	PX616	6131
			2.7			
339.7		F340	CHILCOOT		PX619	6342
338.5		F338	11.6			
328.1		F328	HAWLEY		PX631	5857
326.9		F327	6.1			
322.3		F322	PORTOLA	Ⓑ	PX637	10748
			607.2			

UP station numbers on SP track.

Halleck	UX271
Osino	UX284
Vivian	UX311
Palisade	UX321
Mosel	UX355
New Argenta	UX357
Argenta	UX358
Hilltop	UX370
Battle Mountain	UX371
Mote	UX381
Iron Point	UX394
Tule	UX420

Maximum Speed between mile posts	MPH
461.9 and 321.4	70
(Except as below)	
480.1 and 474.2	60
434.1 and 429.5	60
404.7 and 399.9	55
399.9 and 397.7	50
397.7 and 397.0	35
397.0 and 395.4	30
395.4 and 390.7	35
390.7 and 387.4	50
387.4 and 384.0	60
374.0 and 353.8	60
353.8 and 348.4	40
348.4 and 347.6	35
347.6 and 343.7	40
343.7 and 341.5	50
324.1 and 321.4	30

Chilcoot-derail at west end of siding.

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

When General Line-Ups are used the following control points may be used—CPF 702, CPF 615 and CPF 554.

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 mast route lined to SP connection; and to left of mast lined for UP into Flanigan siding.

Westward trains exceeding 4500 trailing tons may entrain empty intermodal equipment behind the first 10 platforms or cars of the train between Reno Jct. and Portola. (This modifies Item 5-A 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 733.0	#MP 554.4	#MP 412.8
#MP 860.4	#MP 701.0	#MP 521.0	#MP 387.1
#MP 829.8	#MP 662.7	#MP 503.8	#MP 358.3
#MP 816.3	#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	

Ellerbeck Industrial Lead Ellerbeck to Dolomite 5.7 miles.
Maximum Speed ..... 20 MPH

Business Tracks	MP	Sta. No.
Wye	2.7	UQ103
Flux	3.7	UQ104
Dolomite	4.7	UQ105

Rowley Industrial Lead Delle to Rowley 11.2 miles.
Maximum Speed ..... 20 MPH

Business Track	MP	Sta. No.
Rowley	10.6	UR211

Marblehead Industrial Lead Marblehead to Marblehead Plant 4.9 miles.
Maximum Speed ..... 10 MPH

Business Track	MP	Sta. No.
Marblehead Plant	4.7	UM305

RENO BRANCH IS ON PAGE 111.

Radio Display — **2727**

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
321.4		F322	PORTOLA		PX637	10748
320.2		F320	11.0			
311.0		F311	BLAIRSDEN		PX648	4869
309.9		F310	8.5			
302.7		F303	SLOAT		PX656	7869
301.1		F301				
296.8		F297	SPRING GARDEN .. Ⓑ		PX662	4610
295.9		F296	14.2			
282.3		F282	KEDDIE		PX677	7386
280.7		F281	4.2	T		
280.5		F280				
277.8		F278	PAXTON		PX681	4202
276.9		F277	6.8			
271.5		F272	VIRGILIA ..... Ⓑ		PX688	9810
269.6		F270	10.4			
260.6		F261	BELDEN		PX698	4573
259.6		F260	4.5			
256.3		F256	CAMP RODGERS		PX703	6670
254.9		F255	8.0			
250.9		F251				
248.0		F248	MERLIN		PX711	3683
247.2		F247	8.1			
243.5		F243				
240.1		F240	PULGA		PX719	6091
238.9		F239	4.6			
235.6		F236	POE ..... Ⓑ		PX723	6859
234.2		F234	8.9			
230.4		F230				
226.7		F227	JAMES		PX732	6613
225.3		F225	6.0			
220.7		F221	ELSEY		PX738	6478
219.3		F219	6.1			
214.5		F215	KRAMM		PX744	6379
213.2		F213				
204.5		F205	MITCHELL AV.		.....	3660
203.7		F204	OROVILLE YARD	T	PX751	5560
202.6		F202	9.9			
193.6		F194	CRAIG		PX761	6249
192.4		F192	12.8			
180.2		F180	BINNEY JCT. ..... Ⓧ Ⓜ		PX774	.....
			1.4			
179.4		F179	MARYSVILLE ..... Ⓑ		PX776	5082
178.4		F178	5.9			
173.6		F174	MOUNKES		PX782	7290
172.1		F172	16.4			
157.2		F157	PLEASANT GROVE		PX798	6337
155.9		F156	12.9			
144.2		F144	DEL PASO		PX811	6234
142.9		F143	4.1			
139.8		F140	HAGGIN ..... ⑨		PX815	.....
			3.5			
136.9		F137	SO. SACRAMENTO		PX818	7022
135.2		F135	3.6			
132.9		F133	POLLOCK ..... ⑨		PX822	4416
131.9		F132	10.5			
122.6		F123	PHILLIPS		PX832	6171
121.3		F121	8.0			
114.3		F114	THORNTON		PX840	3400
113.5		F113	16.0			
104.9		F105				
98.5		F098	HAMMER LANE		PX856	5750
97.3		F097	2.8			
95.1		F096	EL PINAL ..... Ⓧ SP Ⓜ		PX859	.....
			0.8			
94.3		F095	FLORA ST.		PX860	.....
			0.5			
93.8		F094	WEBER AVE. Ⓧ SP Ⓜ		.....	.....
			0.6			
93.2			ATSF ..... Ⓧ Ⓜ		.....	.....
			1.2			
92.7		F093	STOCKTON	T	PX862	Yard
91.7		F092	7.5			
90.9		F091				
90.0		F090	ORTEGA			
			2.7			
87.3		F087	LATHROP		PX868	10,483
84.7		F085	2.8			
84.5		F084	SP LATHROP ..... Ⓧ Ⓜ		PX870	.....
			3.4			
82.7		F083	WYCHE		PX872	5377
81.6		F082	8.0			
74.1		F075	SP LYOTH ..... Ⓧ Ⓐ		PX880	.....
			1.3			
73.9		F074	TRACY ..... T		PX881	10692
71.7		F072	9.5			
63.9		F064	MIDWAY		PX891	5508
62.8		F063	7.1			
56.7		F057	ALTAMONT ..... Ⓑ		PX898	5418
55.6		F056	9.2			
49.5		F050	LIVERMORE		PX907	12378
47.0		F047	8.9			
42.9		F043				
38.6		F039	HEARST		PX916	4175
37.6		F038	7.6			
30.9		F031	NILES JCT.		PX923	.....
30.3		F030	Ⓧ SP Ⓜ	Ⓑ	.....	.....
30.2		F030	FREMONT		PX924	4042
29.3		F029				

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.

Maximum Speed Between Mile Posts —	MPH
321.4 and 202.0	**45**
321.4 and 299.8	30
299.8 and 232.2	25
297.2 and 297.8	10
230.5 and 227.2	25
225.2 and 224.3	35
202.0 and 92.0	**70**
202.0 and 201.7	30
180.6 and 178.6	30
144.5 and 144.2	45
141.3 and 135.2	25
135.2 and 129.0	40
129.0 and 97.3	60
97.3 and 95.2	50
95.2 and 92.0	20

Quincy Jct. — Stock, House & Interchange Tracks .. 5
West Wye Switch
Keddie, Diverging Route 10

92.0 and 4.7	**60**
92.0 and 90.4	20
Hunter St. Lead	5
84.5 SP Xing	25
74.1 SP Xing	50
Tracy Branch Spur	5
67.0 and 58.2	35
58.2 and 52.3	30
52.3 and 42.9	50
Trevarno Business Track	10
42.9 and 38.8	45
38.8 and 33.0	35
33.0 and 32.0	25
32.0 and 30.9	40
30.9 and 29.2	30
18.5 and 18.0	25
15.2 and 10.6	35
10.6 and 7.2	20
7.2 and 4.7	10
All sidings	20
(Except as below)	
So. Sacramento Siding	10
Lathrop Siding	30
Midway Siding	10

At Stockton, ATSF connection, movement must not exceed 4 MPH and cars longer than 74 feet are prohibited. Cars between 61 and 74 feet must be entrained near the rear of the train in accordance with applicable rules.

Member of crew or other qualified employee must be on the ground at the SP diamond to closely monitor movement of long cars (61 to 74 feet) around connection and be in radio contact with the engineer.

At Binney Jct. on SP transfer train must not exceed 5 MPH when shoving high cube cars.

Lathrop Intermodal Facility — All trains must contact Lathrop Gate House for instructions prior to picking up or setting out cars.

25 MPH dual control switch turnouts: Virgilia;
20 MPH dual control switch turnouts: Hammer Lane MP 97.3; W. Ortega MP 89.9.
15 MPH dual control switch turnouts: Blairsden; Sloat; Spring Garden; Keddie; Keddie Wye; Paxton; Belden; Camp Rodgers; Merlin; Pulga; Poe; Mitchell Ave. MP 204.5; East Oroville MP 203.7; West Oroville MP 202.6; South Sacramento MP 136.9; Pollock; Stockton Tower MP 93.1; Stockton MP 90.9; E. Ortega MP 90.8; E. Wyche; E. Midway; W. Altamont; Livermore (S.P.) MP 48.6; W. Hearst; Niles Jct., except E. Niles Jct., MP 30.8; Freemont; Fallon St.; Magnolia Tower (SPXing).
10 MPH dual control switch turnouts: E. Niles Jct. MP 30.8

⑨ Applies only between the hours of 6:01 pm and 7:01 am between MP 139.5 and MP 131.6.

At Stockton, up to 16 coupled locomotives may be moved between locomotive make-up or service tracks and train yard.

Business Tracks	MP	Sta. No.
Quincy Jct.	287.9	PX670
Twain	273.9	PX685
Tobin(W)	253.1	PX706
W. Oroville(E)	201.2	PX753
Cleveland	175.6	PX779
Sankey(W)	152.6	PX802
Bombay(E)	146.6	PX807
Globe	140.7	PX814
Cordova(E)	134.4	PX820
Kenwood(E)	133.2	PX821
LagunaCreek(E)	129.8	PX823
Kingdon	104.7	PX849
French Camp	88.4	PX867
Cochran	75.6	PX878
Ayala(E)	70.9	PX882
Lincoln	51.5	PX903
Lox(W)	50.3	PX904
Trevarno(W)	49.2	PX905
Radum	43.4	PX911
Union City	25.9	PX928
Carpenter	24.9	PX929
San Leandro	14.7	PX939
Cal. Glass Spur(E)	14.1	
Kohler	11.3	PX942
Chestnut Jct.	5.9	PX948

Radio Display — **2727**

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
30.5		F030	FREMONT		PX924	4042
29.3		F029				
27.6		F027	9.6			
25.6		F025				
20.9		F021	HAYWARD		PX934	4025
19.4		F019	10.1			
15.4		F015				
10.7		F010	MELROSE ..... Ⓧ SP Ⓜ		PX943	.....
			2.8			
7.3		F007	FALLON ST. ..... Ⓨ		PX946	.....
			1.4			
5.8			MAGNOLIA TOWER Ⓑ Ⓧ SP Ⓜ ..... Ⓨ		.....	.....
			1.1			
4.7			OAKLAND ..... Ⓨ	T	PX949	Yard
			314.9			

Equation: MP 205.5 equals MP 209.5.
CTC in effect Portola to CPF 007.
Yard Limits: MP 8.0 to Oakland

Dragging Equipment Detectors:

%MP 319.2	%MP 290.2	%MP 264.4	
%MP 316.6	%MP 286.3	%MP 262.4	%MP 234.2
%MP 314.6	%MP 284.0	%MP 257.7	%MP 222.2
%MP 312.6	%MP 281.5	%MP 253.4	%MP 217.8
%MP 308.0	%MP 279.5	%MP 249.1	
%MP 305.2	%MP 275.6	%MP 245.7	
%MP 300.0	%MP 269.5	%MP 241.6	
%MP 293.8	%MP 267.5	%MP 237.1	

Train Defect Detectors:

#MP 273.5	#MP 185.6	#¢MP 109.5
#MP 259.2	#MP 161.1	#¢MP 23.2
#MP 243.5	#MP 148.0	#MP 69.5
#MP 212.7	#MP 124.7	#MP 42.5

Slide Detector devices: At locations listed below, if a detector device has been actuated, signal will display a Flashing Stop and Proceed. After stopping trains must proceed not exceeding restricted speed looking out for rocks or other obstructions.
Eastward:
Signals 2362; 2368; 2576; 2644.
Westward:
Signal 2675.
Absolute signals: West Belden; West Pulga.
Signals 2379; 2371.

Movement over main track Fallon Street to Magnolia (SPXing) will be under instructions of Yardmaster Oakland or train dispatcher.

MP 90.5 Ⓧ SP Ⓐ — Hunter Street Lead.

No 6 Axle units allowed beyond McArthur Rd., South Tracy or on east or west leg of Wye at Tracy.

When the white power-on-light on the exterior of the signal house is not lit, immediately notify the train dispatcher or the Signal Operations Center (636-7875 or 800-848-8715).

BIEBER SUBDIVISION

Radio Display — **2727**

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet
111.8		BIEBER ..... Ⓑ Ⓨ T		PK112	Yd.
		17.0			
94.8		LITTLE VALLEY		PK095	4251
		18.3			
76.5		HALLS FLAT ..... Ⓑ T		PK076	6758
		13.6			
62.9		LODGE POLE		PK063	4235
		24.4			
38.5		WESTWOOD		PK039	4388
		12.8			
25.7		ALMANOR		PK026	7942
		11.0			
14.7		GREENVILLE		PK015	4236
		8.5			
6.2		MOCCASIN		PK006	4208
0.2		6.2	CPF901 T		
0.0		KEDDIE	CPF280	PX677	....
		111.8			

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.

Between MP 0 and MP 55.8. When the white power-on-light on the exterior of the signal house is not lit, immediately notify the train dispatcher or the Signal Operations Center (636-7875 or 800-848-8715).

Maximum Speed (Except as below)	MPH 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 must not exceed 5,000 trailing tons. 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 3000 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: 4,300 tons
Winter: 3,800 tons
Southward .. All year: 5,000 tons

RENO BRANCH

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	10
12.5 and 14.4	10
14.9 and 17.0	10
17.7 and 17.9	10
19.5 and 20.3	10
20.5 and 24.6	20
24.6 and 25.1	10
25.1 and 27.2	20
Leareno Ind. Lead	10
27.2 and 33.1	10
Interchange to SP	5

Business Tracks	MP	Sta. No.
Reno Jct. Ⓨ T CPF 341	0.0	PX 616
Pevine Ⓨ	11.5	PR 410
Anderson Ⓨ	18.8	PR 419
Martin Ⓨ	21.3	PR 421
Learenо Ⓨ	21.0	PR 422
Panther Ⓨ	23.4	PR 423

Business Tracks	MP	Sta. No.
Cougar(W)	25.4	PR 425
North Reno	28.3	PR 428
Comstock	30.3	PR 430
Sierra Pacific(E)	30.5	PR 431
Reno	33.1	PR 433

Six axle units are permitted to operate on the following branches and industrial leads only.
San Jose Branch
San Jose Industry Lead to MP 13.0
Tidewater Southern Subdivision to MP 46.5.
Includes: Foster Farms, Conagra, Escalon Packers and passing track at Kearney.
Reno Branch to MP 30.5.
Ellerbeck Industrial Lead
Rowley Industrial Lead
Port Chicago Industrial Lead
Marblehead Industrial Lead

Yuba City Industrial Lead Marysville to MP 5.2. 8.7 Miles. Maximum Speed 10 MPH.

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

Maximum gross weight on cars Colusa to MP 5.2. 220,000 lbs.

Pearson Industrial Lead Cleveland to Reed 5.9 Miles. Maximum Speed 10 MPH.

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

UP trains operate on SP from Haggin to reach the Holland Industrial Lead — 1.9 Miles.

Loyalton Industrial Lead Hawley to Loyalton 12.3 Miles. Maximum Speed 10 MPH except MP 3.0 and MP 12.5 — 5 MPH. Main Track Derail at MP 12.2. FRA excepted track between MP 0.02 and MP 12.3.

Business Track	MP	Sta. No.
Loyalton	11.8	PL512

Port Chicago Industrial Lead. Stockton Tower to Port Chicago 43.6 miles westward. Max. Speed 20 MPH. Track out of service MP 38.6 to MP 37.1 and is abandoned MP 46.2 to MP 47.4. Operation via ATSF Stockton to Port Chicago 42.6 miles. Max. Speed East Pittsburgh to Clyde 10 MPH. Radio Display 2727.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Stockton Tower Ⓨ	93.2	PX862	McAvoy	42.5	PN936
East Pittsburgh Ⓨ	48.5	PN931	Nichols (W)	41.0	PN937
ATSF ⓍⓈⓎ	48.1		Port Chicago	39.0	PN939
West Pittsburgh Ⓨ	44.9	PN933	Clyde	37.2	PN941
Shell Point (W)	43.6	PN935			

UP Station Numbers on ATSF

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

Radio Display — **2727**

Mile Post	SOUTH ▼ STATIONS ▲ NORTH	Station Nos.	Sidings Feet
0.0	STOCKTON YD. Ⓨ T	PX862	Yard
	1.7		
1.7	ORTEGA Ⓨ	PX864	.....
	3.5		
5.2	MANTECA JCT. Ⓨ	PQ005	2170
	14.6		
19.8	ESCALON	PQ020	1390
	6.3		
26.1	McHENRY	PQ026	1220
	4.0		
30.1	NORTH YARD JCT. Ⓨ	PQ030	.....
	1.5		
31.4	MODESTO Ⓧ M&ET Ⓨ	PQ032	.....
	1.1		
32.7	Ⓧ SP Ⓜ Ⓨ	.....	.....
	1.8		
34.5	ROGERS Ⓨ	PQ035	2010
	7.1		
41.6	HATCH T	PQ042	1240
	3.1		
44.7	KEARNEY	PQ045	.....
	3.2		
47.9	TURLOCK	PQ048	.....
	47.9		

Maximum Speed (Except as below) MPH 25
Between Mile Posts —
29.7 and 33.2 10
All tracks in No. Yard
Modesto 10
46.6 and 47.9 10

Business Tracks	MP	Sta. No.
Valimet (E)	2.2	PQ002
Sharps Lane (E)	3.3	PQ003
Turner	6.2	PQ006
Atlanta	12.5	PQ012
Simms	14.2	PQ014
Alba	17.0	PQ017
Aurora	29.5	PQ029
Moore (E)	33.2	PQ034
Bronco (W)	37.5	PQ037

Yard Limits: MP 0.0 to MP 6.0 and MP 29.7 to MP 36.0.

TWC in effect MP 6.0 to MP 29.7 and MP 36.0 to Turlock.

Rule 5.4.4 not in effect.
When the white power-on light on the exterior of the signal house is not lit, immediately notify the train dispatcher or the Signal Operations Center (636-7875 or 800-848-8715).

Chemurgic Industrial Lead Hatch to Chemurgic 2.9 miles. Maximum Speed 10 MPH.

Business Track	MP	Sta No.
Chemurgic	2.9	PG203

SAN JOSE BRANCH

Radio Display — **2727**

Mile Post	SOUTH ▼ STATIONS ▲ NORTH	Station Nos.	Sidings Feet
0.0	NILES JCT. CPF031 T	PX923	.....
0.2	7.0 CP F902		
4.5	CP F904		
7.0	WARM SPRINGS	PS707	Yard
8.5	4.5 CP F909		
10.2	CP F910		
11.5	MILPITAS Ⓨ T	PS711	Yard
	12.2		

Business Tracks	MP	Sta No.
Inland Steel (E)	4.9	PS705
Curtner (W)	8.3	PS708

Yard Limits:
MP 10.2 to MP 12.2
CTC Niles Jct. to MP 10.2.
When the white power-on light on the exterior of the signal house is not lit, immediately notify the train dispatcher or the Signal Operations Center (636-7875 or 800-848-8715).

Maximum Speed (Except as below) MPH 35
Between Mile Posts —
0.0 and 0.3 including Wye 10
7.5 and 10.0 25
10.2 and 12.2 20

San Jose Ind. Lead — MP 12.2 to MP 22.9 10.7 miles southward. Max. Speed 20 MPH except 10 MPH MP 16.2 to MP 22.9.

Business Tracks	MP	Sta. No.
Milipitas Industry Lead T	12.2	PS712
Berryessa	14.1	PS714
Mayberry Team (W)	15.7	PS715
Santa Clara Team	16.9	PS716
San Jose Yard	17.5	PS717
Valbrick SP Ⓢ	19.6	PS720
Willow Glen SP Ⓜ	20.4	PS721
West San Jose SP Ⓢ	22.3	PS722

Willow Glen — SP Control Operator may be contacted on Channel 1414 or by phone, AC 408-291-5661.

Radio Display — **2020**

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
846.8		G847	GRANGER	T	WX847	8046
1.6		G002	8.4			
8.4		G008	MOXA		IX855	7354
9.2		G009	6.8			
15.2		G015	NUTRIA		IX863	12015
17.6		G018	8.8			
24.0		G024	OPAL		IX872	7340
25.6		G026	8.5			
32.5		G033	WATERFALL		IX881	7371
34.1		G034	7.4			
39.1		G039	KEMMERER	Ⓑ	IX887	6567
40.6		G040	3.1			7867
42.2		G042	MOYER JCT.			
			7.3			
47.2		G047	FOSSIL		IX898	7331
48.7		G048	5.4			
52.6		G053	NUGGET		IX903	7316
54.1		G054	6.0			
58.6		G059	ORR		IX907	7251
60.1		G060	5.5	Ⓑ		
64.1		G064	LEEFE	T	IX912	11781
66.5		G066	7.1			
71.2		G071	BECKWITH		IX919	7337
72.4		G073	5.4			
76.6		G077	PIXLEY		IX925	7396
78.2		G078	5.7			
82.3		G082	COKEVILLE	Ⓑ	IX931	8565
84.0		G084	5.8			
88.1		G088	MARSE		IX935	7364
89.6		G090	5.7			
93.8		G094	CHAUSSE		IX941	7339
95.3		G095	7.8	Ⓑ		
101.6		G102	HARER		IX950	7389
103.1		G103	6.3			
107.9		G108	DINGLE		IX955	.....
			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				
			SODA SPRINGS	ⒷT	IX993	7347
146.5		G147				
			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	ⒷT	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		P214	POCATELLO	ⓎT X	IY061	Yard
			214.2			

Highway crossing, power-on indicator lights, have been installed between MP 103.1 and MP 214.2.

A white light above the door of the signal house at highway crossings indicates whether AC power is functioning at that location. An unlit light indicates AC power is off and the crossing warning device is operating on battery power. Extended battery operation can affect the safety of the crossing warning deivce.

Employees must immediately report any power outage at a highway crossing or when a signal house fails to illuminate its exterior "power-on" white light indicator.

When a power outage occurs, employees must notify the Dispatcher or the Signal Operations Center at 1-800-848-8715.

Maximum Speed (Except as below). Between Mile Posts —	**Psgr. MPH**	**Frt. MPH**
0.0 and 0.8		40
28.7 and 31.3		60
31.3 and 32.3		40
32.3 and 35.5		50
35.5 and 40.8		35
40.8 and 44.6		55
48.8 and 49.6		50
54.5 and 55.8		30
55.8 and 57.8		35
57.8 and 63.6		60
63.6 and 65.4		50
65.4 and 68.2		55
87.4 and 87.7		50
92.9 and 93.1		50
96.7 and 98.3		60
98.3 and 99.7		50
102.6 and 104.8		50
104.8 and 105.4		60
107.8 and 120.4 No. 1	Ⓡ	60
120.6 and 130.1		50
130.1 and 138.7		60
138.7 and 141.0		50
141.0 and 146.3		45
146.3 and 148.3		60
152.1 and 152.4		50
163.5 and 168.9		60
168.9 and 171.7		50
171.7 and 174.7		55
174.7 and 177.4		60
177.4 and 179.0		45
179.0 and 180.0		35
180.0 and 183.1		45
183.1 and 185.5		55
185.5 and 187.9		35
All Sidings except Granger, Nutria, Opal, Kemmerer, and Leefe		20

Maximum Speed (Except as below).	**Psgr. 79**	**Frt. 70**
187.9 and 192.7	60	50
192.7 and 195.0	70	50
195.0 and 195.3	60	50
McCammon Jct.-No. 1 MT to or from Ogden Subdivn. crossing over	15	15
195.3 and 200.0	70	55
200.0 and 202.6	55	50
212..2 and 213.8	70	—
213.8 and 215.0	20	20

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. Do not exceed 50 mph if freight train averages over 115 tons per operative brake.

Exception:
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 105 tons per operative brake,
- Does not exceed a total of 60 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.

Business Tracks	**MP**	**Sta. No.**
Sage	63.0	IX910
Pegram	98.1	IX945
Lava Hot Springs	180.5	IY027
Inkom	201.7	IY049

Rotating amber lights on pole line at MP 212.8. CP211, CP214 and MP 215.7 are for the protection of car dept. personnel working along roadways between east main tracks 1-2-3.

When lights are operating, train speeds must not exceed 20 MPH and bell rung continuously. Exception: Amtrak trains.

Equation:
MP 846.81 = MP –0.15

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 32.5	#MP 99.9	#MP 153.4	(Trks. 1 and 2)
#MP 44.6			

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 to Cumberland Branch; CPP213; CPP214, CPP215, and CPP216 between No. 1 & No. 2 main tracks or No. 3 & Montana Subdiv.

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	.....
Chevron 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	.....

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

Exxon Industrial Lead 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	.....

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.

Before occupying highway crossings at MP 0.51 and MP 2.83, turn switch on side of signal case to "ON" position and return to "OFF" position after clearing crossing. (Switches are located in boxes, which are locked with switch locks on side of signal cases.)

Crossing signals must be activated at least twenty seconds and highway traffic stopped prior to train entering crossing.

Dry Valley Branch. Soda Springs to Dry Valley 24.1 miles northward. TWC in effect. Yard Limits: Soda Spring MP 0.0 (East CTC siding switch) to MP 0.8. EPCO MP 6.1 to MP 10.0. Max speed 20 mph (except as below.) Radio display 2727.

Soda Springs	10
EPCO Yard Tracks	10
Mtn. Fuel Track #1	5
6.2 and 6.8	10
9.9 and 11.4 Ⓑ	15
Dry Valley Yd	5

Business Tracks	**MP**	**Sta. No.**
Soda Springs	T 0.6	
Monsanto	2.2	IC002
EPCO	Ⓨ7.1	IC006
Wooley Valley	18.2	ID012
Dry Valley/FMC	24.1	ID018

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 all 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.

0.0 and 0.2	15	20.0 and 21.5	10
3.1 and 20.0	15		

Business Tracks		MP	Sta. No.	Business Tracks	MP	Sta. No.
Gay	T	20.4	IQ020	Fort Hall	0.0	IF146
Nine Mile		9.3	IQ009			

MONTANA SUBDIVISION

Radio Display — **2727**

Mile Post	SOUTH ▼ STATIONS ▲ NORTH		Station Nos.	Sidings Feet
390.0	SILVER BOW	Ⓢ Ⓨ T	IF390	Yard
	30.9			
359.1	MELROSE	Ⓑ	IF359	3352
	31.1			
328.0	DILLON	Ⓨ	IF328	7733
	7.8			
320.2	BARRETTS		IF320	9567
	18.4			
301.8	RED ROCK	Ⓑ	IF303	7784
	21.7			
280.1	LIMA		IF280	4688
	21.4			
258.7	HUMPHREY	Ⓑ	IF258	5740
	10.2			
248.5	SPENCER		IF249	3091
	13.9			
234.6	DUBOIS		IF235	5128
	49.8			
184.8	IDAHO FALLS	Ⓑ Ⓨ T	IF185	Yard
	9.3			
175.5	SHELLEY		IF176	6683
	6.4			
169.1	FIRTH		IF169	6135
	11.0			
158.1	BLACKFOOT	Ⓨ T	IF158	4322
	12.1			
146.0	FORT HALL		IF146	7265
	5.2			
140.8	TYHEE		IF140	6142
	4.1			
136.7	MONTANA JCT.		IF136	.....
	1.6 CPP137	Ⓨ Ⓜ		
135.1	POCATELLO JCT.	Ⓑ	IY063	.....
	CPP216	Ⓨ Ⓜ		
	254.9			

Maximum Speed (Except as below)	MPH 40
Between Mile Posts —	
390.0 and 388.1	10
388.1 and 383.7	30
383.7 and 382.3	25
382.3 and 373.5	30
368.2 and 361.7	20
354.4 and 351.0	30
346.3 and 342.7	25
318.7 and 315.9	30
310.2 and 309.2	30
279.6 and 277.0	30
271.8 and 271.0	35
269.9 and 269.7	35
267.6 and 262.9	30
259.2 and 258.3	30
257.6 and 254.9	20
254.9 and 252.7	25
251.4 and 251.0	35
246.7 and 244.4	35
236.7 and 235.6	35
188.6 and 187.4	35
185.9 and 185.2	10
176.0 and 175.0	30†
169.5	35
158.8 and 157.3	20†
136.7 and 135.1	25

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.

All northward trains, before arriving Idaho Falls, will attempt to make radio contact with EIRR Train Dispatcher before passing MP 182.0. When contact is made, EIRR Train Dispatcher will advise if they know of any conflicting train movements in Idaho Falls.

All train movements at Idaho Falls will be governed by EIRR. All trains are to comply with EIRR instructions concerning train movements at Idaho Falls.

All trains coming on duty at Idaho Falls Yard are to attempt radio contact with EIRR Train Dispatcher and ascertain that there are no EIRR train movements that will impede their train movement.

A white light above the door of the signal house at highway crossing indicates whether AC power is functioning at that location. An unlit light indicates AC power is off and the crossing warning device is operating on battery power. Extended battery operation can affect the safety of the crossing warning device.

Employees must immediately report any power outage at a highway crossing or when a signal house fails to illuminate its exterior 'power-on" white light indicator.

When a power outage occurs, employees must notify the dispatcher or the signal operations center at 1-800-848-8715.

TWC in effect MP 390.0 to MP 135.1

Yard Limits: Silver Bow to MP 388.0; MP 330.0 to MP 325.0; MP 188.0 to MP 181.0; MP 160.0 to MP 156.0; MP 138.0 to Pocatello Jct.

MP 248.3 to MP 259.2 is ABS-TWC.
MP 186.7 to MP 189.4 is ABS-TWC.
MP 135.1 to MP 183.9 is ABS-TWC.

Equation: Distance MP 314 to MP 316 is 1.4 miles.

15 MPH dual control switch turnouts: CP P216 — Between No. 1 and No. 2 main tracks or No. 3 and Montana Subdiv. Junction switch to Montana main track and MP 183.9.

Train defect detectors:

℗ MP 150.1	% MP 257.2	% MP 363.8
% MP 252.9	% MP 317.5	% MP 366.6
% MP 254.7	% MP 318.4	% MP 367.7
% MP 256.1	% MP 345.3	% MP 383.2

Rule 5.4.4 not in effect.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Feeley	380.6	IF381	Roberts	201.9	IF202
Divide	369.9	IF370	Golden Valley (N-S)	198.2	IF199
Maiden Rock (N)	365.8	IF366	Bassett	196.5	IF197
Navy	348.5	IF349	Osgood (N)	195.0	IF195
Apex	340.3	IF340	Payne	191.2	IF191
Ford	322.2	IF322	Spud (S)	189.6	IF190
Kidd	294.0	IF294	Fibre (N-S)	180.4	IF180
Snowline	273.3	IF273	Cotton	179.3	IF179
Monida (N)	265.2	IF265	Mitchell	176.9	IF177
Waco	228.6	IF229	Wapello	164.0	IF164
Camas	223.3	IF223	Gibson (S)	150.7	IF151
Hamer	217.4	IF218	Chubbuck (S)	138.2	IF138

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. (Between Blackfoot and Aberdeen Jct. Mile Posts are prefixed with letter "B".) **Rule 5.4.4 not in effect.** Max. speed 40 MPH (except as below) Radio display 2727.

B0.1 and B0.4 Ⓨ	10	15.9 and 16.6	25
B0.4 and B7.1 Ⓨ	20	27.5 and 28.3 Ⓨ	15
4.0 and 4.3	25	Collins (Spurs)	10
10.3	25†	Aberdeen Jct. T/O	15

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Aberdeen T.	28.2	IA928	Moreland (N)	B5.6	IA605
Pingree	10.3	IA910	Clarkson	B4.3	IA604
Liberty	5.9	IA906	Collins	B2.9	IA602
Rockford	4.1	IA904	Blackfoot Ⓨ T	B0.0	IF158
Aberdeen Jct. Ⓨ	0.0	IA607			

Scoville Branch. MP 43.1 to Aberdeen Jct. 43.1 miles southward. TWC in effect MP 7.1 to MP 42.5. **Rule 5.4.4 not in effect.** Max. speed 40 MPH except Aberdeen Jct. T/o . . . 15 MPH. Radio Display **2727**.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Scoville T	39.7	IA640	Olsen (S)	15.9	IA616
Taber	20.1	IA620	Aberdeen Jct. Ⓨ	7.1	IA607

Radio Display — **4242**

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
214.2		P214	POCATELLO	Ⓨ T X	IY061	Yard
215.8				Ⓨ		
			2.1			
216.0		P215		Ⓑ Ⓨ		
216.3		P216	POCATELLO JCT.	Ⓨ	IY063	.....
216.9		P217		Ⓨ		
			8.1			
222.7		P223				
224.4		P225	MICHAUD		IY071	C7354
			4.9			
229.3		P229	BANNOCK		IY077	8261
231.0		P231	8.6			
237.9		P238	AMERICAN FALLS		IY086	7108
239.4		P240	3.8			
241.7		P242	BORAH		IY090	6042
243.0		P243	7.4			
249.1		P249	QUIGLEY		IY097	8257
250.8		P251	6.2			
255.3		P255	WAPI		IY103	5969
256.5		P256	4.1			
259.4		P260	DEWOFF		IY107	8280
261.2		P261	7.4			
266.8		P267	HAWLEY		IY115	5990
268.0		P268	4.5			
271.3		P271	MINIDOKA	T	IY120	13190
274.0		P274	4.2			
276.1		P276	MAX		IY123	5913
277.4		P277	7.6			
283.7		P284	ADELAIDE		IY132	8273
285.4		P285	5.4			
289.1		P289	KIMAMA	Ⓑ	IY136	5961
290.4		P290	5.8			
294.9		P295	SENTER		IY143	5973
296.2		P296	7.3			
302.2		P302	OWINZA		IY151	8354
303.9		P304	12.5			
314.7		P315	DIETRICH		IY161	.....
320.4		P320	(WWD HOLD SIGNAL)		.....	.....
			8.4			
323.1		P323	SHOSHONE	Ⓑ	IY169	.....
			8.4			
329.5		P329	TUNUPA		IY178	8260
331.2		P331	6.7			
336.2		P336	GOODING		IY185	8232
337.9		P338	7.8			
344.0		P344	FULLER		IY191	8283
345.7		P346	5.3			
349.3		P349	BLISS	Ⓑ T	IY198	5842
350.6		P350	7.4			
356.0		P356	TICESKA		IY205	S6026
			17.3			
372.9		P373	GLENNS FERRY	Ⓑ	IY221	16,958
376.2		P376				
384.4		P384	19.3			
391.6		P392				
393.3		P393	REVERSE		IY240	C8338
399.5		P400	7.9			
401.2		P401	MOUNTAIN HOME	Ⓑ	IY249	8233
402.6		P403	6.2			
407.4		P407	SEBREE		IY255	8250
409.1		P409	5.4			
412.8		P413	CLEFT		IY260	8241
414.5		P415				
421.6		P422	10.7			
423.5		P424	ORCHARD		IY270	9347
			10.9			
434.4		P434	OWYHEE		IY282	8214
436.1		P436	11.2			
445.6		P446	KUNA	Ⓑ	IY294	8226
447.3		P447	3.2			
448.8		N449	FOX		IY297	.....
454.9		N455	E. NAMPA		IY303	.....
456.4		N456	1.9			
456.8			NAMPA	T	IY304	Yard
			242.6			

Amtrak operates on Boise Subdiv. between CPP 424 and CPN 456.

Eastern Idaho Railroad (EIRR) has trackage rights on main track from MP 211 to MP 296.

Maximum Speed (Except as below)	MPH Psgr.	Frt.
	79	70
Between Mile Posts —		
213.8 and 215.0	20	20
215.0 and 215.9	—	40
218.8 and 220.0	—	50
224.2 and 224.3		
No. 2	40	40
237.9 and 241.3	70	55
314.7 and 316.7		
No. 2	65	45
321.5 and 321.8	60†	60†
321.8 and 323.3	—	60
321.8 and 323.3		
No. 2	40	40
323.3 and 325.6	70	60
325.6 and 326.6	—	60
337.5 and 338.0	60†	60†
340.7 and 343.4	60	50
356.0 and 360.2	—	60
360.2 and 360.9	55	45
364.9 and 365.4	—	60
365.4 and 366.0	70	60
367.5 and 367.9	75	60
367.9 and 369.1	—	60
369.1 and 371.1	60	50
371.1 and 373.4	45	35
373.4 and 374.1	60	60
374.1 and 376.5	—	60
376.5 and 377.6	60	50
377.6 and 384.8	—	60
384.8 and 390.6	60	50
447.3 and 447.9	—	60
447.9 and 448.4	70	60
448.4 and 450.4	—	60
450.4 and 450.8	70	60
454.7 and 456.1		
No. 1	60	55
454.7 and 456.4		
No. 2	50	40
456.0 and 457.1		
No. 1	35	35
456.4 and 457.4		
No. 2	20	20
Dewoff siding		20
Glenns Ferry SDG		10

Engines running light may operate at passenger speed but not exceeding 70 mph.

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. Do not exceed 50 mph if freight train averages over 115 tons per operative brake.

Exception:
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 105 tons per operative brake,
- Does not exceed a total of 60 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.

On trains operating under the remote control locomotive configuration, operative dynamic brakes on a locomotive consist that is cut into the train must not exceed 32 axles.

Business Tracks	MP	Sta. No.
Don	219.8	IY067
Schiller(W)	226.8	IY074
King Hill(W)	367.7	IY214
Hammett	382.6	IY230
Simco(W)	419.1	IY266
LaFleuer(W)	438.9	IY286

See Special Instructions Item 20 for AMTK schedules.

CTC in effect entire subdivision.

Yard Limits: In effect MP 212 to MP 217.

Exception to Rule 9.9 B. at Shoshone: AMTRAK Train 26, when on #1 main track, is not considered delayed after making a scheduled stop of less than 5 minutes and experiencing no other delay.

At Pocatello (Pole Line Road), Shoshone and Ontario, whistle detectors mounted on orange colored whistle posts have been installed near main crossings.

All eastward trains must sound whistle before passing whistle posts.

Train Defect Detectors:

- Ⓦ MP 233.5
- Ⓦ MP 252.3
- Ⓦ MP 268.9
- Ⓦ MP 290.9
- Ⓦ MP 313.4
- Ⓦ MP 333.7
- Ⓦ MP 353.5
- Ⓦ MP 379.8 (Both Tracks)
- Ⓦ MP 397.3
- Ⓦ MP 417.9
- Ⓦ MP 431.7
- Ⓦ MP 443.1

Two main tracks Pocatello to CPP225; CPP315 to CPP324; CPP356 to CPP393; CPP449 to CPN465.

40 MPH dual control switch turnouts: CPP225 between main tracks; CPP315; CPP323; CPP356; CPP393 between main tracks; CPP424 to Boise; CPP449;

20 MPH dual control switch turnouts: CPP223 siding; CPP225 siding; CPP393 siding;

15 MPH dual control switch turnouts: CPP214; CPP215 and CPP216 between No. 1 & No. 2 main tracks or No. 3 to Montana Subdiv.; CPP373; CPP392; CPP456 to Boise or west crossover; CPP376 No. 1 to No. 2 and to West Glenn's Ferry.

Speed frater switches 15 MPH.

Power-on indicator lights have been installed between: MP 214.2 and MP 296.2.

A white light above the door of the signal house at highway crossings indicates whether AC power is functioning at that location. An unlit light indicates AC power is off and the crossing warning device is operating on battery power. Extended battery operation can affect the safety of the crossing warning deivce,

Employees must immediately report any power outage at a highway crossing or when a signal house fails to illuminate its exterior "power-on" white light indicator.

When a power outage occurs, employees must notify the dispatcher or the signal operations center at 1-800-848-8715.

BOISE SUBDIVISION

Radio Display — **4242**

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet
B423.5		ORCHARD	CPP424	IY270	9349
		25.1			
B423.6					
B448.6		BOISE	T	IB296	s1055
		2.3			
B450.9		BOISE JCT.		IB298	.....
		6.6			
B457.5		MERIDIAN		IB305	3850
		10.3			
B467.8		NAMPA	CPN456T	IY304	.....
		44.3			

Maximum Speed (Except as below)	MPH Psgr.	Frt.
	59	40
Between Mile Posts —		
B423.5 Ⓡ and B424.0	49	40
B429.1 and B429.5	49	40
B433.3 and B434.5	49	40
B439.5 and B440.4	55	25
B442.1 and B446.5	55	40
B446.5 and B452.1	20	20
B465.1 and B465.5	49	40
B467.0 and B467.8 Ⓡ	30	25

Business Tracks	MP	Sta. No.
Hillcrest	B445.2	IB292
Perkins	B451.5	IB299
Beatty	B454.9	IB302
Aluma(W)	B462.8	IB311

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.

See Special Instructions Item 20 for AMTK schedules.

TWC in effect.

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.

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

Idaho Northern Industrial Lead. Nampa to MP 8.0 northward. Maximum speed 20 MPH. Radio Display 2727.

0.2 and 0.4 ..... 15 MPH

Business Tracks	MP	Sta. No.
Fisher Ⓨ	2.6	IN003
Nampa Ⓨ T CPN 457	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

Radio Display:
Nampa to LaGrande — **2727**
LaGrande to Hinkle — **2020**

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
456.5		N456	C. NAMPA		IY305	.....
456.8			NAMPA	Ⓑ	IY304	Yard
457.1		N457	IDAHO NOR. JCT.	T		
457.5		N458				
459.4		N459	W. NAMPA		IY305	
			8.9			
464.7		N465				
			CALDWELL		IY313	.....
466.2		N466	4.9			
470.6		N470	NOTUS		IY320	8284
472.3		N472				
			8.3			
473.6		N474				
478.9		N479	PARMA		IY328	8261
480.7		N481	9.0			
482.3		N482				
487.9		N488	NYSSA	T	IY336	8717
489.7		N490	8.5			
496.4		N496	ONTARIO	T	IY346	N8440
498.2		N498				S8435
			6.9			
499.8		N500				
501.3		N501				
503.3		N503	PAYETTE		IY350	8067
504.9		N505	5.5			
508.8		N509	CRYSTAL		IY357	8256
510.5		N510	7.5			
514.3		N514				N8247
516.3		N516	WEISER	T	IY363	S8064
			9.1			
517.9		N518				
525.4		N525	COBB		IY373	7895
527.0		N527	6.5			
531.9		N532	ROCK ISLAND		IY381	8235
533.6		N534	6.9			
538.4		N538	HUNTINGTON	Ⓑ	OX386	8331
388.4		N388	4.9			
384.9		N385	LIME	Ⓑ	OX391	6897
383.5		N383	6.9			
378.0		N378	WEATHERBY		OX398	8449
376.2		N376	8.3			
369.7		N370	DURKEE		OX407	9961
367.7		N368	3.9			
365.8		N366	PRICHARD CREEK		OX410	.....
			5.6			
360.2		N360	OXMAN		OX414	.....
			4.3			
355.9		N356	PLEASANT VALLEY		OX420	.....
352.9		N353	E. ENCINA		OX424	10207
			2.0			
350.9		N351	W. ENCINA			
			1.9		.....	.....
348.0		N348	QUARTZ		OX428	12047
345.6		N346	5.3			
342.7		N343	BAKER	Ⓑ T	OX434	10458
340.5		N341	4.4			
338.3		N339	WING		OX438	5197
337.2		N337	5.2			
333.1		N333	HAINES		OX444	8636
331.4		N332	10.2			
322.9		N323	NORTH POWDER		OX453	8653
321.2		N321	7.7			
315.2		N315	SAGO		OX460	.....
			3.3			
311.9		N312	TELOCASET	T Ⓑ	OX463	.....
			3.2			
308.7		N310	CROOKS		OX467	8436
307.9		N308	5.6			
303.1		N303	UNION JCT.	T	OX473	8547
301.3		N301	7.8			
295.3		N295	LONE TREE	Ⓑ	OX481	.....
290.7		N291	E. LA GRANDE		OX485	.....
290.1			LA GRANDE	Ⓑ T	OX486	.....
289.0		N289	W. LA GRANDE		OX487	.....
287.7		N288			OX488	.....
285.7		N286	PERRY		OX490	.....
			2.4			
283.3		N283	HILGARD		OX494	9294
281.4		N281	6.9			
276.4		N277	MOTANIC		OX500	8724
274.6		N275	4.3			
272.1		N273	NORDEEN		OX504	.....
271.8		N272	KAMELA	T	OX505	C6907
270.3		N270				
267.7		N268	ROSS		OX509	.....
263.1		N263	HIGHBRIDGE		OX514	.....
			4.4			
258.7		N259	HURON		OX518	9100
256.8		N257	3.8	Ⓑ		
254.9		N255	CAMP		OX522	5844
253.7		N253	5.3			
249.6		N250	DUNCAN		OX527	8458
247.8		N248	8.9			
240.7		N241	BONIFER		OX536	8596
238.9		N239	3.3			
237.4		N237	GIBBON	Ⓑ T	OX538	5063
236.3		N236	1.5			
235.9		N235	MILAM		OX540	8077
233.3		N233	5.7			
230.2		N230	HOMLY		OX546	5762
228.9		N229	4.0			
226.2		N226	MINTHORN		OX551	9070
224.3		N224	6.6			
219.6		N219	MUNRA		OX557	5631
218.4		N218	3.5			
216.1		N216	PENDLETON	Ⓑ ⑨	OX560	7940
214.5		N215				

Maximum Speed	MPH Psgr.	MPH Frt.
Nampa to LaGrande (Except as below)	79	70
Between Mile Posts —		
456.0 and 457.1 No.1	35	35
456.4 and 457.4 No. 2	20	20
457.4 and 464.8 No. 2	50	50
465.0 and 466.0	60	60
498.7 and 498.8	60	60
515.8 and 516.4	60	60
523.1 and 523.5	70	60
523.5 and 523.9	75	60
523.9 and 524.4	70	60
524.4 and 524.9	75	60
524.9 and 526.4	60	50
526.4 and 526.6	55	50
526.6 and 528.1	60	50
529.4 and 535.5	75	60
535.5 and 536.9	60	45
536.9 and 388.5	40	30
388.5 and 372.7	35	25
371.1 and 370.7	70	60
366.6 and 366.2	70	60
364.6 and 355.9	30	20
355.9 and 348.4	40	30
350.9 and 355.9 (MT No. 2)	40	30
348.4 and 347.2	—	60
347.2 and 346.9	60	50
346.9 and 345.1	—	60
345.1 and 341.1	50	50
331.3	70†	—
321.6 and 319.5	70	60
319.5 and 316.0	30	25
316.0 and 315.4	40	30
315.4 and 311.9	50	40
311.9 and 307.4	40	30
307.4 and 304.0	35	25
304.0 and 303.2	40	30
303.2 and 302.6	70	55
La Grande to Hinkle	79	65
291.2 and 289.8 No. 1 and No. 2	20†	E20†E
289.8 and 282.0	30	25
282.0 and 257.2	30	20
257.2 and 247.3	35	30
247.3 and 244.8	55	45
244.8 and 244.0	45	35
244.0 and 242.0	60	45
242.0 and 239.7	30	25
239.7 and 238.2	50	40
238.2 and 237.9	45	40
237.9 and 236.6	35	25
234.0 and 233.2	50	45
233.2 and 231.6	55	45
231.6 and 227.3	40	30
226.2 and 226.0	70	65
218.9 and 217.6	55	45
217.6 and 214.1	35	35
Sidings: Lime, Gibbon Weatherby	30	25

Ontario — Automatic crossing warning devices at SE 5th Ave. (MP 498.8) and SE 6th Ave. (MP 498.7) require continuous signal operation for not less than 20 seconds or more than 40 seconds before entering. (Only tracks located between crossing gates.) Rule 6.32.2 applies.

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. Do not exceed 50 mph if freight train averages over 115 tons per operative brake.

Exception:
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 105 tons per operative brake,
- Does not exceed a total of 60 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.

Engines running light may operate at passenger speed, but not exceeding 70 MPH.

LaGrande Yd. MP (290.25) — Eastward movements must stop at stop sign until gates are down protecting Fir St. crossing.

CPN 289 MT 1 — Strobe light will flash when switch is open.

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

MP 290.25 (main one to Joseph Br.) — Strobe Light will flash when either switch of crossover is opened.

TWO MAIN TRACKS
MP 464.7 to MP 459.4
MP 459.4 to MP 448.8
MP 365.8 to MP 360.2
MP 355.9 to MP 350.9
MP 315.2 to MP 311.9
MP 295.3 to MP 285.7
MP 272.1 to MP 263.1
MP 188.6 to MP 182.0

Radio Display:
Nampa to La Grande — **2727**
La Grande to Hinkle — **2020**

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
216.1		N216	PENDLETON	⑨	OX560	7940
214.5		N215	2.0			
214.1		N214	RIETH		OX564	13671
211.3		N211	5.3			
208.8		N209	BARNHART		OX567	6370
207.4		N207	8.2			
200.6		N201	NOLIN		OX577	8478
198.8		N199	7.5			
193.1		N193	ECHO		OX583	6363
191.8		N192	4.5			
188.6		E189	STANFIELD		OX587	
188.0		E188				
186.2		E186	7.8	X		
185.6		E185		X		
185.3			HINKLE	T	OX591	.....
			286.5			

Maximum Speed	MPH Psgr.	MPH Frt.
217.6 and 214.1	35	35
214.1 and 213.0	50	40
210.9 and 208.9	55	45
206.9 and 204.5	60	50
204.5 and 202.3	55	45
202.3 and 200.7	60	50
198.9 and 194.5	55	45
194.5 and 193.4	50	40
192.2 and 191.8	50	50
191.8 and 188.6	60	50
188.6 and 182.1 No. 1	50	40
188.6 and 182.1 No. 2	60	50
213.3 and 213.0 Siding	20	20

Equation: MP 538.8 = MP 389.8.
See Special Instructions Item 20 for AMTK schedules.
CTC in effect entire subdivision.
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 subdivs. listing subdiv.
Westward AMTK trains must receive a track warrant for the West La Grande and Portland subdivs. listing subdiv.

At Hinkle, up to 12 coupled locomotives may be moved or switched when at least 4 locomotives have independent brakes connected and operable. Rotating amber lights located on pole line at CP186 and MP 188 protect the car dept. personnel while working along roadways between receiving Track 8, Main Track 1 and 2.

When lights are operating, train speeds must be reduced immediately to 20 mph or less consistent with good train handling on No. 2 when cars are standing on No. 1 between CP 186 and MP 188 and No. 1 when cars are standing on receiving track No. 8.

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.

Within Hinkle terminal, receiving lead, hump lead, hump pullback, east receiving lead, departure lead east and west, tracks 203-208 and trim pullback are exceptions to Timetable Special Instructions, Item 2, and are restricted to 15 MPH. Once rear of train has departed final turnout onto departure lead, speed is restricted to 40 MPH.

On trains operating under the remote control locomotive configuration, operative dynamic brakes on a locomotive consist that is cut into the train must not exceed 32 axles.

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 336.0	%MP 272.9	%MP 253.0
Ⓕ MP 492.0	%MP 318.3	%MP 268.2	Ⓕ MP 243.7
Ⓕ MP 507.4	%MP 315.9	(Both Tracks)	%MP 239.7
Ⓕ MP 524.6	%MP 307.5	%MP 263.5	(MT and siding)
%MP 380.6	%MP 304.9	(Both Tracks)	Ⓕ 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	

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:

A. Freight trains exceeding 75 tons per operative brake must be handled with a brake pipe reduction of not less than 6 pounds. The first reduction must be made before the entire train is on the descending grade.
B. Retaining valves must be set:
   1. On any freight train exceeding 80 tons per operative brake and 7200 trailing tons. (See Note 1)
   2. 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). Retaining valve requirement also does not apply to trains operating under the remote control locomotive configuration.

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
Eastward Trains from:				
Huron to Kamela	5200 tons	7200 tons	7000 tons	9200 tons
Union Jct. to Encina	6200 tons	8600 tons	8400 tons	9600 tons
Westward Trains from:				
Durkee to Kamela	4800 tons	7200 tons	6800 tons	9200 tons

***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-A 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:

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

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 MP0 to MP1. Operation by General Order.

Business Track	MP	Sta. No.
Pilot Rock	14.0	OM115

Operation via BN Oregon Trunk Jct. to Bend.
Trains enroute Bend Branch must receive BN track warrant at The Dalles

Mile Post	SOUTH ◄ STATIONS ► NORTH (Radio Display — 2727)	Station Nos.	Sidings Feet
0.0	OREGON TRUNK JCT ..... T	OX680	
	151.9 MILES VIA BN		
151.9	BEND ..... T	OB151	
	151.9		

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

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

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

0.4 and 0.0 15

Business Tracks	MP	Sta. No.
Gilliam	11.5	ON311
Shutler	7.3	ON308
Arlington	0.0	OX638

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. Track out of service MP 53 to MP 49.8.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Centralia ⓎT	0.6	OX862	Aberdeen ⓎⒹⓈ	69.0	OQ654
Raisch	3.2	OQ603	Hoquiam Ⓨ	72.6	OQ658
Ⓧ BN Ⓢ	53.3				

Radio Display — 2727

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
185.3			HINKLE	Ⓑ T	OX591	Yard
183.7		E169				
182.1		E182	8.7		OX594	.....
176.6		E177	MUNLEY		OX600	8763
174.8		E175	6.1			
170.5		E171	CLARKE		OX605	6462
169.1		E169	4.6			
165.9		E166	BOARDMAN		OX612	9836
163.3		E163	10.2			
157.7		S158	CASTLE		OX617	9525
155.7		S156	7.8			
147.9		S148	HEPPNER JCT.		OX627	9735
145.9		S145	10.2			
139.8		S140	ARLINGTON	Ⓑ	OX638	9956
137.7		S138				
136.1		S136				
			7.9			
129.8		S130	BLALOCK		OX646	9741
127.8		S128	7.9			
121.9		S122	QUINTON		OX652	9744
119.9		S120	8.2			
113.7		S114	GOFF		OX661	10795
111.5		S112	18.8			
103.2		S103	BIGGS	Ⓑ	OX672	
			8.3			
94.9			OREGON TRUNK JCT.	X	OX680	.....
			10.0			
88.9		S089	(WWD HOLD SIG)			
84.9			THE DALLES	⑨Ⓨ	OX691	Yard
			3.3			
81.6		S082	CRATES	Ⓨ	OX694	.....
			10.8			
70.8		S071	MOSIER		OX706	6388
69.4		S069	11.4			
63.5		S063		Ⓑ		
59.4		S059	MENO		OX716	9916
57.4		S057	9.6			
51.7		S052	WYETH		OX726	12695
49.2		S050	6.3			
43.5		S043	CASCADE LOCKS	Ⓑ	OX733	6751
42.1		S041	8.6			
34.4		S035	DODSON		OX741	10617
32.3		S032	7.0			
27.4		S027	BRIDAL VEIL		OX749	6360
26.0		S026	9.3			
18.1		S018	SANDY		OX753	10617
15.9		S016	1.4			
			VIA GRAHAM LINE			
15.6		S015	TROUTDALE		OX760	2626
			15.0			
0.6		S001	E. PORTLAND	Ⓜ T	OP773	.....
			VIA KENTON LINE			
22.0		S015	TROUTDALE		OX760	4958
			9.6			
12.4			FIR		OX769	4974
			2.0			
10.4			CHAMP		OX772	8468
			2.3			n5322
8.1			KENTON	Ⓑ	OX775	s4885
			2.5			
5.6		S005	PENINSULA JCT.	T	OX776	.....
			1.6			
4.0		S004	ST. JOHNS JCT.	Ⓨ	OP501	.....
			2.4			
1.6			ALBINA	ⓎT	OP500	Yard
			1.1			
0.5		S001	E. PORTLAND	Ⓜ Ⓨ	OP773	.....
0.4			STEEL BRIDGE	Ⓓ Ⓜ	.....	.....
			0.4			
0.0			PORTLAND	Ⓜ	OP775	.....

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.

Rule 13.1.4 Exception:

Non-equipped yard engines and locals may be operated between: MP 84.6 and MP 81.0 (Both MTS) and

Graham Line MP 0.6 and MP 15.6. Absolute block must be established per Rule 11.1 and all movements must be made at restricted speed.

	MPH Psgr.	Frt.
Maximum Speed Hinkle to The Dalles (Except as below)	79	70
Between Mile Posts —		
188.6 and 182.1 No. 1	50	40
188.6 and 182.1 No. 2	60	50
182.1 and 181.8	60	50
114.7 and 113.7	70	60
113.7 and 113.4	—	60
104.9 and 103.2	70	60
103.2 and 103.1	50	50
99.3 and 98.8	60	50
97.8 and 97.5	75	65
97.5 and 96.5	—	65
88.2 and 86.3	75	65
The Dalles to Albina (Except as below)	79	65
Between Mile Posts —		
86.3 and 83.2	40	40
83.2 and 81.2	60	50
81.2 and 79.0	55	45
79.0 and 77.0	70	55
77.0 and 75.9	60	50
75.9 and 75.0	55	45
75.0 and 73.7	60	50
73.7 and 72.7	—	55
72.7 and 70.4	50	40
70.4 and 68.4	40	30
68.4 and 66.7	55	45
66.7 and 66.4	45	35
66.4 and 63.4	55	45
63.4 and 59.4	50	40
59.4 and 58.0	70	55
58.0 and 57.6	65	55
57.6 and 49.0	70	55
49.0 and 48.3	55	45
48.3 and 48.0	50	45
48.0 and 45.9	55	45
45.9 and 45.0	60	45
45.0 and 42.5	50	40
42.5 and 41.4	35	25
39.9 and 37.3	60	50
37.3 and 35.5	50	45
32.8 and 31.9	65	50
31.9 and 29.9	60	50
29.9 and 29.4	65	50
29.4 and 29.2	60	50
29.2 and 28.8	65	50
28.8 and 28.6	60	50
28.6 and 28.0	65	50
28.0 and 27.5	60	50
25.9 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 Maximum Speed	70	45
Between Mile Posts —		
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	—
7.6 and 6.8	55	40
6.8 and 5.2	55	—
5.2 and 2.8	35	35
2.8 and 0.9	35	25
0.9 and 0.3	10	10
Via Kenton Line Between Mile Posts—		
21.9 and 9.5	50	50
9.5 and 7.0	35	35
Peninsula Jct. Wye	15	15
7.0 and 4.0	25	25
4.0 and 0.9	10	10
0.9 and 0.3	6	6
0.3 (Steel Bridge) and 0.0	10	6
Portland Union Station on all tracks P.T.R.R.	10	10
Carty Industrial Lead (Castle)		25
0.5 and 0.7		20
1.5 and 1.7		15
10.9 PGE Tracks		10
Coal Loop		5

Do not exceed 65 MPH if freight train averages over 80 tons per operative brake.
Do not exceed 60 MPH if freight train averages over 100 tons per operative brake.
Do not exceed 50 MPH if freight train averages over 115 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 Subdivs. 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 CPS082.

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.

Train Defect Detectors:

- Ⓕ MP 160.5
- Ⓕ MP 148.1
- Ⓕ MP 133.2
- Ⓕ MP 119.7
- Ⓕ MP 107.5
- Ⓕ MP 92.7 (Both Tracks)
- Ⓕ MP 76.1
- Ⓕ MP 52.9
- Ⓕ MP 38.0
- Ⓕ MP 23.0
- % MP 7.8 (Graham Line)

40 MPH dual control switch turnouts: CPE 183 between Departure track & No. 1 main track; CPE182; CPS82; CPS15 to Kenton main;

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.

Within Hinkle terminal, receiving lead, hump lead, hump pullback, east receiving lead, departure lead east and west, tracks 203 - 208 and trim pullback are exceptions to Timetable Special Instructions. Item 2, and are restricted to 15 MPH. Once rear of train has departed final turnout onto departure lead, speed is restricted to 40 MPH.

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

SEATTLE SUBDIVISION

Radio Display — 2727

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
181.2		S180				
180.1			SEATTLE	T	OX951	Yard
			0.2			
179.9			BN	ⓍⓂ	.....	.....
			2.2			
178.7		S179	ARGO		OX950	.....
177.7		S178	VAN ASSELT			9157
			4.0			
173.7		S174	TUKWILA .. BN	ⒷⓍⓂ	.....	.....
			0.6			
173.1		S173	BLACK RIVER BN	ⓍⓂ	OX945	.....
			5.1			
168.0		S168	KENT		OX938	3147
167.3		S167	6.3			
163.6		S164	AUBURN		OX933	8947
161.8		S162	8.0			
154.7		S155	SUMNER		OX925	4550
153.8		S154	6.1			
148.6		S149	FIFE	Ⓑ	OX919	4962
147.5		S147	1.8			
146.8		S146	RESERVATION	Ⓜ	OX917	.....
			140.0 MILES VIA BN			
6.8		S007	NO. PORTLAND JCT	ⒷⓂ	OX778	.....
			1.2			
5.6		S005	PENINSULA JCT	T	OX776	.....
			1.6			
4.0		S004	ST. JOHNS JCT	Ⓨ	OP501	.....
			2.4			
1.6			ALBINA	ⓎT	OP500	Yard
			181.2			

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: Ⓕ MP 164.4 ¢% MP 6.16

	MPH
Maximum Speed Seattle to Fife (except as below)	55
Argo Interlocking	12
Between Mile Posts —	
178.0 (Military Road)	40
168.0 and 165.8	40
157.8 and 154.9	45
154.9 and 154.3	30
147.5 and 146.7	15
Peninsula Jct. Wye	15
6.8 and 6.7	10
6.7 and 4.0	25
171.0 and 166.0	40
162.3 and 160.8	40
154.9 and 154.3	30
CPS178 and Argo(BN) (Siding only)	10
154.7 and 153.7 Siding	10

Yard Limits:

St. Johns Jct. to Albina.
Penn. Jct. MP 5.6 to St. Johns Jct. via Barnes

Operation on BN Reservation to North Portland Jct.

Northward trains via BN secure BN track warrant at Albina and southward trains via BN, may depart Seattle without BN track warrant but must secure BN track warrant prior to entering BN trackage at Reservation —

15 MPH

Tacoma (Muni Line) — Ⓧ BN Ⓢ; Tide-water — Ⓧ BN Ⓢ

Spokane St. Ⓧ BN Ⓢ; (Railroad Ave. and Atlantic St.) Ⓧ BN Ⓢ

Business Tracks	MP	Sta. No.
Puyallup	152.9	OX924
West Siding	165.5	
Andover	171.5	OX942

Sumner Ind. Spur — 6 axle units are prohibited.

15 MPH dual control switch turnouts: Sumner; CPS5.

Measured Mile Posts at 168, 169 and 170.

STATION NUMBERS ON BN TRACK

OX780 Vancouver	OX819 Kelso	OX862 Centralia	OX892 Nisqually
OX783 Vancouver Jct.	OX820 Rocky Point	OX862B Centralia	OX898 Ketron
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.
OL819 Longview	OX858 Chehalis	OX886 Kyro	OX916 Tacoma
		OX888 St. Clair	

Radio Display — **4242**

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
140.7			EASTPORT	Ⓨ T	OS141	3990
			21.6			
119.1			MOYIE SPRINGS		OS119	1730
			9.8			
109.3			BN	Ⓧ Ⓖ	.....	.....
			0.3			
109.0			BONNERS FERRY	Ⓑ Ⓨ T	OS110	2270
			13.2			
95.8			SHILOH		OS096	4615
			9.0			
86.8			SAMUELS		OS087	2205
			11.5			
75.3			BN	Ⓑ Ⓧ Ⓜ Ⓨ	.....	.....
			0.7			
74.6			SANDPOINT	Ⓨ	0S075	7116
			17.0			
57.6			VAY		OS058	8615
			7.5			
50.1			CLAGSTONE		OS050	6200
			24.8	T		
25.3			COEUR D'ALENE JCT.		OS026	1730
			3.3			
22.0			BN	Ⓧ Ⓢ	.....	.....
			0.3			
21.7			GRAND JCT.	Ⓑ	OS022	2690
			19.0			
2.7			SI YARD	Ⓨ	.....	2190
			0.2			
2.5			BN CONN.	Ⓜ Ⓨ	.....	.....
			14.4 MILES VIA BN			
354.8			FISH LAKE		OK174	.....
350.4		E350	(HOLD SIG)			
			4.8			
350.0			CHENEY	Ⓑ	OK169	5010
			20.9			
329.1			WELLS		OK147	6746
			22.9			
306.2			MARENGO		OK125	3589
			21.2			
285.0			HOOPER JCT.	Ⓑ T	OK103	1845
			11.2			
273.8			JOSO		OK092	6715
			4.1			
273.2		E273		Ⓜ	.....	.....
B269.7		E270	AYER JCT.	Ⓜ	OK086	.....
269.4		E269		Ⓜ	.....	.....
			3.8			
268.1			AYER	Ⓑ T	OK082	11203
			11.2			
256.7			MATTHEWS		OK072	9737
			10.0			
246.7			WALKER		OK062	9736
			9.8			
237.8		E238	PAGE	Ⓑ	OK052	9660
235.9		E236				
223.1		E223	22.6			
215.8		E216				
215.4		E215	WALLULA	T	OK031	7640
			1.7			
213.5		E213	WALLULA JCT.	Ⓑ	OK029	.....
			9.4			
204.1		E204	JUNIPER		OK019	7357
202.5		E202	10.0			
194.1		E194	COLD SPRINGS		OK009	7406
192.5		E192				
186.5		E187	9.9			
185.1		E184	N. HINKLE			
184.2			HINKLE	T	OX591	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 269.5 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-MP0.0
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

	MPH
Maximum Speed Eastport to SI Yard	**40**
(Except as below) Between Mile Posts —	
139.1 and 133.5	35
133.5 and 132.7	30
130.5 and 124.2	30
124.2 and 123.7	10
123.7 and 117.4	20
117.4 and 116.7	15
116.7 and 110.2	20
110.2 and 109.5	10
109.5 and 108.0	20
105.9 and 105.4	35
100.4 and 96.6	30
96.6 and 92.6	35
85.9 and 83.2	35
69.4 and 68.8	25
68.8 and 63.3	35
63.3 and 63.0	25
63.0 and 60.0	35
22.0 BN Xing	20
2.5 and 1.5	10
Fish Lake to Hinkle:	
Manifest Freight	**40**
Empty Unit Trains	**40**
Loaded Bulk Unit Trains	**35**
354.7	30
351.8 and 350.0	35
292.3 and 291.9	35
276.6 and 273.0	30
273.4 and 271.6	20
232.3 and 230.6	35
216.6 and 215.6	35
215.6 and 213.3	20‡
210.2 and 209.2	35
186.6 and 185.1	35
185.1 and 184.2	15
Clagstone Siding	10
215.0 and 213.5 Siding	20
Hinkle-Mikami Spur	10

Business Tracks	MP	Sta. No.
Meadow Creek(N)	126.7	OS126
Mesenbrink (N)	119.8	OS120
Deep Creek(S)	103.7	OS104
Dover(S)	71.5	OS072
Athol	42.7	OS043
Chilco	36.2	OS037
Interstate(S)	20.2	OS021
Austin(N)	12.7	OS013
Trentwood-Velox	10.8	OS012
Millwood-Irvin	6.8	OS009
Croskey	333.2	OK151
Ankeny(S)	293.0	OK111
Park(S)	279.7	OK098
Ash	228.2	OK044
Sun Harbor	224.1	OK039
Wallula Heights(N)	218.0	OK034

Train defect detectors:
#MP 126.5 #MP 28.9
%MP 123.2 #MP 343.3
%MP 114.6 #MP 310.7
%MP 111.0 #MP 283.8
#MP 97.7 % MP 274.5
#MP 81.3 % MP 269.6
#MP 51.8 #MP 253.9
#MP 226.0
#MP 200.4
% MP 195.0.

BN Detectors:
% MP 70.0 (E&W) % MP 371.4

At Hinkle, amber rotating tri-radial lights are 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.

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 Ⓧ BN Ⓢ	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 25 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 25
0.0 and 0.8 15
7.4 and 8.0 15
Richland Jct. Siding 10

Business Tracks	MP	Sta. No.
Wallula E215 T	0.0	OK031
Attalia E001	0.5	OW401
E002	1.3	
E006	6.3	
Villard Jct. Ⓨ E007	7.0	OW407
Kalan Bridge Ⓓ Ⓜ Ⓨ E008	7.8	
Hedges Ⓨ T	8.9	OW409
Kennewick Ⓨ	13.0	OW414
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:

"KTD 561 Kalan Bridge Calling Any Marine Traffic in the Area over."

— 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 waterway 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 clearinghouse 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.

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
144.0 and B0.2 20
148.2 and 148.7 35
149.9 and 155.4 25

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

143.6 and 142.6 20
138.5 and 137.0 15
133.6 and 133.3 15

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
11.5 and 10.0 25
B5.5 and B4.6 25
Ayer Jct. T/O 25

Business Tracks	MP	Sta. No.
East Lewiston Ⓨ	71.5	
Clearwater Riv. Ⓓ Ⓜ Ⓑ	69.9	
Transfer Ⓨ	69.1	OC369
Ballast Trk. Ⓑ	50.0	
Crum	45.5	OC345
Almota	35.0	OC335
Penawawa Ⓑ	22.3	OC322
Central Ferry	15.8	OC315
Riparia Ⓜ T	1.0	OT017
Ayer Jct. CPE 270	B0.0	OK086

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, locomotive maximum speed, etc.
- When operating on any foreign railroad:
  — Respect all restrictions listed in UPRR Special Instructions Item 2 (paragraphs 1, 2, and 10 through 13), 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.	Key Trains	**50**
2.	Moving against the current of traffic	
	Amtrak trains	**59**
	All other trains	**49**
3.	Through No. 20 equilateral turnout	**60**
4.	Through dual control switch turnouts	**30**
5.	Through other turnouts	**15**
6.	Sidings	
	Sidings identified with †	**30**
	Other sidings	**20**
7.	Tracks other than main tracks and sidings	**10**
8.	Balloon tracks & Wye tracks, except those portions used as a main track or siding	**5**
9.	Live rails of track scales	**5**
10.	Designated locomotive servicing facilities	**5**
11.	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**
12.	A multiple-unit engine controlled from other than the leading unit	**30**
13.	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 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. Cabooses	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 17000-17055; 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:
• Passenger trains, • Lite engines, and • Freight trains averaging less than 90 tons per car or platform (see Note below).	No Additional Restrictions
• Freight trains averaging 90 tons or more per car or platform (see Note below).	50 MPH

Level 2 Heat Restriction:	Restriction:
• Commuter trains in Chicago and Los Angeles.	No Additional Restrictions
• All other passenger trains, • Lite engines, and • Freight trains averaging less than 90 tons per car or platform (see Note below).	50 MPH
• Freight trains averaging 90 tons or more per car or platform (see Note below).	40 MPH

Exceptions	When an exception to Item 2-C is shown on the subdivision page, the above restrictions do not apply to freight trains, and the appropriate exception listed below applies instead.	
Exception 1:	All freight trains operating on the subdivision while heat restriction bulletin is in effect.	**30 MPH**
Exception 2:	All freight trains operating on the subdivision while heat restriction bulletin is in effect.	**Restricted speed, not exceeding 10 MPH**

Note: See Item 5-A, paragraph following the table, to determine the number of platforms on various series of intermodal equipment.

ITEM 2-D. COLD WEATHER SPEED RESTRICTIONS:

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

Type of Train and Operation:	Restriction:
• Loaded bulk commodity unit trains in signaled territory.	**50 MPH**
• Loaded bulk commodity unit trains in non-signaled territory.	**40 MPH**
• All other passenger and freight trains..	**No Additional Restrictions**

Note: A loaded bulk commodity unit train contains only loads of coal, grain, ore, phosphate rock, soda ash, or other bulk commodities.

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.

Fuel Conservation for Empty Bulk Commodity Unit Trains

Operate trains consisting only of empty cars used to carry coal, grain, or soda ash with a maximum of 9,000 working HP on the head end. However, if the train consists of more than 120 cars, the maximum horsepower on the head end is 13,500 working HP. 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 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 or other tons per operative brake restrictions where specified on the subdivision page.

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*
111 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.

Exception:

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 following table. 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 5-A for the number of operative brakes on intermodal equipment.

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.
- When maximum speed is between 50 MPH and 60 MPH, reduce maximum speed to 50 MPH.

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. Couplers are blocked against slack and are highly susceptible to damage from rough handling. When equipment is loaded with rail, a ballast car is used at each end as a buffer car. However, the rail train supervisor may authorize loaded equipment to be operated without a buffer to/from an unloading/loading site.

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 (Spencer-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.

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 rail trains during loading and unloading operations. The MW supervisor is not required to accompany rail train movements to/from an unloading/loading site. When accompanied by a MW supervisor, train and engine crews must be alert for any signal or instruction from the MW supervisor. Before releasing a loaded rail train, the MW supervisor must ensure all rails are properly secured and buffer cars are in place.

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**

ITEM 3. (CONTINUED)

- 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 17000-17055, 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 immediately ahead of the rear car. Handle two-axle scale test cars in separate trains if moving more than one.

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 SELM1 (Selma), SHOS1 (Shoshone) and IDAH1 (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.

ITEM 3. (CONTINUED)

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	260,800	55	62,200	46,800
GP35	4	2500	261,000	56	65,750	55,440
GP38-2	4	2000	269,000	59	67,250	55,440
GP39-2	4	2300	265,500	59	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	68,750	41,520
GP50	4	3500	273,000	59	68,250	64,200
MK1200G	4	1200	250,000	56	87,000	60,000
SW10	4	1200	251,000	44	62,800	35,100
SW1500	4	1500	261,160	45	65,290	43,000
MP15	4	1500	266,800	48	66,520	46,800
MP15DC	4	1500	267,800	49	66,950	46,800
B23-7	4	2250	266,600	62	66,650	60,400
B30-7A	4	3000	267,700	62	66,925	60,400
SD40-2	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	2000	333,770	71	66,916	55,160
DD40X	8	6600	545,000	99	135,000	88,800
C40-8/C40-8W	6	4000	391,000	70	97,750	82,000
C41-8W	6	4135	396,000	70	97,750	82,000
C44-9W	6	4380	404,000	73	149,000	107,600
AC4400-CW	6	4390	408,000	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.

ITEM 5. (CONTINUED)

Cabooses

Move cabooses, including unoccupied cabooses, only at the rear of the train. However, when handing 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.

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. INTERMODAL EQUIPMENT:

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

Use the following table to determine the number of operative brakes for calculating tons per operative brake for intermodal cars. If the TCS train consist shows a different number of operative brakes than shown in the table below, the TCS train consist governs.

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.	3 brakes per five-platform car
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.	2 brakes per five-platform car
b. Three-platform and four-platform solid-drawbar in series DTTX 25000-25999 and DTTX 270000-270059.	1 brake per platform
c. One-platform in series DTTX 54000-54999, DTTX 56000-56999, and GBRX 2400-2549.	1 brake per car
2. TOFC and COFC flat cars	
a. Single car for TOFC/COFC	1 brake per car
b. Two cars with solid drawbar in series TTEX	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 or Item 6, 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.

ITEM 6. MAXIMUM GROSS WEIGHT LIMITATIONS:

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

- 4 axle ..... 263,000 lbs.
- 6 axle ..... 394,500 lbs.
- 8 axle ..... 526,000 lbs.

EXCEPTIONS FOR 4 AXLE CARS ONLY:

CAR EXCEPTIONS:

— Tank cars with 125 ton trucks..... 315,000 lbs.

— UP 23600-23849, UP 221100-221399, UP 222001-222199 ..... 272,000 lbs.

— UP 31900-32099 ..... 275,000 lbs.

ROUTE EXCEPTIONS:

Cars on the following subdivision/branch main tracks, authorized maximum gross weight ..... 286,000 lbs.

Alexandria, Anaheim, Austin, Avoyelles, Beatrice, Beaumount (between Kinder and Settegast Jct.), Bieber, Boise, Boone, Caliente, Canyon, Cherokee, Chester, Chicago (between 81st Street and Findlay Jct. and between Salem and Chap), Coffeyville, Council Bluffs, Dallas, Dry Valley, Eau Claire, Elko, Falls City, Geneva (between Clinton and Proviso), Greeley, Hoxie, Julesburg (between Sterling and Union), KCT, Kenosha (between Lake Bluff and St. Francis), La Grande, Lake, Laramie, Little Rock (between Gurdon and Texarkana), Los Angeles, Marysville, McPherson, Memphis, Metropolis, Milwaukee, Monroe, Montana, Nampa, North Platte, Ogden, Palestine (between Longview and Palestine), Pana, Pinckneyville, Plainville, Pocatello, Portland, Provo (between Lakota Jct. and Lynndyl), River, Salt Lake, San Pedro, Seattle, Sedalia, Reisor (between Marshall Jct. and Hollywood Jct.), Sidney, Sioux City, Spokane (between Hinkle and Fish Lake), Wynne, Yoder

Cars on the following industrial leads/spurs, authorized maximum gross weight ..... 286,000 lbs.

Cissna Park, Cumberland, DK&S, Elkol, Georgetown, Grace, Hansen, Jim Bridger, Lexington, Medicine Bow, Monfort, Pilot Rock, Ramsey, South Pass, Stauffer, Thibodeau, Vliets

Cars on subdivisions/branches and leads/spurs not listed above unless specifically limited by timetable pages ..... 268,000 lbs.

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

Certain multi-platform intermodal cars are shown as one car on the TCS train consist, indicating the total weight of all platforms. To determine the weight of each platform, refer to the note at the bottom of the table shown in Item 5-A.

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 10/95.
- 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 extent practical, the MOP will 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. In addition to the six month requirements, engineers subject to call on the following territories who have not worked both directions in the past five months must notify their MOP of this fact. When notified, the MOP will arrange familiarization trip(s) within the next thirty days:

Subdivision	Between
Los Angeles	Yermo and W. Riverside
Caliente	Crestline and Las Vegas
Nampa	LaGrande and Huntington
	LaGrande and Hinkle
Canyon	Portola and Oroville
Bieber	Bieber and Keddie
Salt Lake	Wahsatch and Echo
Laramie	Sherman and Cheyenne

Engineers called to operate on a subdivision over which they have not operated during the preceding twelve months as an engineer or fireman: Notify CMS of this fact when called. The Manager Operating Practices may require the engineer to make round trips over the subdivision to become familiar with the changed conditions. However, on the territories listed above, an engineer who has not worked both directions during the preceding six months must notify CMS of this fact. Unless otherwise instructed by the MOP, the engineer is prohibited from operating the train unless accompanied by another engineer who meets this requirement or by a Manager Operating Practices. *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 MTP, 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 ⑨ on the subdivision page. However, this does not apply when:

- Employees are working on or near the track.
- 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**
Employees certified as locomotive engineers, 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.
- 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.

An employee must report any conviction to a company employee assistance representative no later than the end of the first business day immediately following the day the employee receives notice of the conviction.

1.6.2 **Add New Rule: Notification of Felony Convictions**
The conduct of any employee leading to conviction of any felony is prohibited. Any employee convicted of a felony must notify his or her supervisor of that fact not later than the end of the first business day immediately following the day the employee receives 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 for outside tracks, and on the right side of center tracks where clearances allow. 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.

5.9.1 **Changed to read:**
Except when the engine is approaching and passing over a public crossing at grade, dim the headlight during any of the following conditions:
1. At stations and yards where switching is being done.

ITEM 10. (CONTINUED)

2. When stopped close behind another train.
3. When stopped on the main track waiting for an approaching train. However, when stopped in block system limits, turn the headlight off at the radio request of the crew of an approaching train, until the head end of the train passes.
4. When approaching and passing the head end of a train on the adjacent track.
5. At other times to permit passing of hand signals or when the safety of employees requires.
6. When left unattended on a main track in non-signaled territory.

5.9.2 **Changed to read:**

Turn the headlight off under either of the following conditions:

- The train is stopped clear of the main track.

  or

- The train is left unattended on the main track in block system limits.

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 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.

5.13.1 **Add New Rule: Utility Employees**

This rule outlines the requirements for allowing utility employees to work without blue signal protection.

As used in this rule, an **Utility Employee** is a railroad employee assigned as a temporary member of a train or yard crew.

A. Requirements to Start Work

An utility employee may work with more than one crew during the same shift or tour of duty, but may work as a member of only one train or yard crew at a time.

No more than three utility employees may work with one train or yard crew at the same time.

An Utility employee may become a temporary member of a train or yard crew under the following conditions:

- The utility employee communicates with the designated crew member of the train or yard crew before starting work. Communication may be conducted verbally or by radio.
- The designated crew member identifies the utility employee to each member of the crew, and each crew member acknowledges the utility employees presence.
- The designated crew member authorizes the utility employee to work as a temporary member of the crew.

B. Requirements While Working On, Under, or Between

When an utility employee will be on, under, or between rolling equipment, the following applies:

- All members of the crew must communicate with each other to understand the work to be done.
- The engineer must be in the cab of the assigned controlling locomotive. However, another member of the same crew may replace the engineer when the locomotive is stationary.

ITEM 10. (CONTINUED)

C. Requirements When Work Ends

When an utility employee is no longer needed, he is released as a temporary crew member using these steps:

- The utility employee notifies the designated crew member
- The designated crew member notifies each crew member that the utility employee is being released from the crew
- Once each crew member acknowledges this notice, the designated crew member releases the utility employee from the train or yard crew.

6.3 **Add a new bullet reading:**

- Rule 9.14.2 Controlled Block System (CBS)

6.4.1 **Add a new paragraph reading:**

In all cases within ATC limits, obtain permission from the train dispatcher or control operator before making a reverse movement.

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 ¼ mile from the obstruction, **and:**
70 MPH or more:	Place torpedoes 2¼ miles.	Place torpedoes 1 mile and 2¼ 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:

(a) Do not move until five minutes after lining the switch,

(b) 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**

(c) 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:

(1) The train is not a key train,

(2) The train does not contain a car, trailer or freight container that is placarded "Explosives A" (or 1.1 or 1.2),

(3) (a) 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**

(b) The train is made up entirely of double stack well cars and/or five-platform articulated single-level spine cars,

(4) The train had no harsh slack action while stopping from the emergency brake application,

(5) The end of train telemetry device or caboose gauge shows that the brake pipe pressure on the rear car is restored,

(6) A brake pipe leakage test (or air flow indicator gauge) is within the proper limits,

ITEM 10. (CONTINUED)

(7) The train does not require excessive power to start after stopping; **and**

(8) The 2-way EOT device "Emergency" toggle switch was not operated.

If the train does not meet all eight conditions, inspect as outlined in the paragraph above.

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.

6.32.2 **Changed to read:**

When within ¼ mile of a crossing equipped with automatic warning devices, do not increase speed more than 5 MPH until the device has been operating long enough to provide warning and the crossing gates, if equipped, are fully lowered.

Under any of the following conditions, a 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, if equipped, are fully lowered:

- Movement has been delayed or stopped within 3,000 feet of the crossing.
- Movement is closely following another movement.

  or
- Movement is on other than the main track or siding.

> Crew members must observe all automatic crossing warning devices and report any that are malfunctioning to the train dispatcher or proper authority by the first available means of communication.

A. Automatic Warning Devices Malfunctioning

When it is known that highway crossing warning devices are malfunctioning, notify train crews before their arrival at the crossing if possible. Use the following table to properly complete movement over the crossing.

ITEM 10. (CONTINUED)

Movement When Automatic Warning Devices Are Malfunctioning	
If . . .	**Then . . .**
The crossing is not protected by someone at the crossing	Stop before occupying the crossing. After a crew member is on the ground at the crossing to warn highway traffic, proceed over the crossing on hand signals from that crew member. **or** If devices are seen to be working or when relieved by the train dispatcher, proceed over the crossing at 15 MPH without stopping until the head end of the train completely occupies the crossing. Then proceed at normal speed.
The crew is notified that the crossing is protected by 1 equipped flagger who is unable to protect the crossing in all directions of approaching traffic	Proceed over the crossing at 15 MPH without stopping until the head end of the train completely occupies the crossing. Then proceed at normal speed.
The crew is notified that the crossing is protected by 1 or more equipped flaggers who are able to protect the crossing in all directions of approaching traffic	Proceed over the crossing at normal speed without stopping.
NOTE: An equipped flagger is a person other than a crew member who is equipped with an orange vest, orange shirt, or orange jacket. At night, the vest, shirt, or jacket must by fluorescent. The flagger must have a red flag or stop paddle at day, and white light at night.	

B. Whistle for Crossing

When notified that automatic warning devices are malfunctioning, sound whistle signal 5.8.2(11) regardless of any prohibition.

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. However, when empty, these cars may be kicked but not humped.

7.8 **Delete sentence reading:** Properly close or secure plug-type and swinging doors on cars.

Add a new bullet under heading "In addition" to read:

- Ensure plug-type and swinging doors on cars are closed. However, crew members must not attempt to close those doors.

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.

Add a seventh bullet to read:

- Within ABS-TWC territory or Rule 9.14 territory (Movement with the Current of Traffic) at the entering switch of a siding after the following has been done:
  1. Communication has been established with the train to be met.
  2. An understanding has been reached that the train to be met will stop and restore the switch to the normal position and lock the switch.

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.

ITEM 10. (CONTINUED)

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.

9.12.4 **Changed to read:**

At a signal displaying a Stop indication outside interlocking limits, the train will be governed as follows:

A. Main Track

On a main track, after stopping, a train authorized beyond the signal must comply with one of the following procedures:

1. If authority beyond the signal is joint with other trains or employees, proceed at restricted speed.
2. Proceed at restricted speed to permit an engine, with or without cars, to couple to its train or to a standing cut of cars, if the track between the engine and cars is clear.

   or

3. Proceed at restricted speed when a crew member has contacted the train dispatcher and obtained permission to pass the Stop indication. However, if the train dispatcher cannot be contacted, move 100 feet past the signal, wait 5 minutes, then proceed at restricted speed.

B. Siding or Other Track

If the signal governs movements from a siding or other track to the main track, comply with Rule 9.17 (Entering Main Track at Hand-Operated or Spring Switch).

9.14.2 **Add New Rule: Controlled Block System (CBS)**

On tracks designated in the timetable, movements will run in the direction specified by verbal authority from the train dispatcher or a controlled signal indicating proceed. Before granting authority, the train dispatcher must know that conflicting movements are protected.

A train must not enter or occupy any track in CBS limits unless:

- A controlled signal indicates proceed.

or

- Verbal authority is granted. Movement may be made without waiting 5 minutes.

A movement must proceed only in the direction authorized unless authority is granted by Rule 9.15 (Track Permit).

A movement that clears any track within CBS limits must not reenter that track without new authority unless the switch is left open and the movement reenters at that switch.

In CBS limits, Rule 9.15 (Track Permits) is in effect.

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.

This is how to apply the boxed sentence: Track and time limits are sometimes issued "across" an interlocking. For example, track and time limits may be issued between CP 1 and CP 10, with an interlocking at CP 5. The track and time permit provides authority to be on the main track in CTC on both sides of the interlocking; however, it does not provide authority to occupy the interlocking limits. Therefore, if the signal governing movement at the interlocking indicates Stop, comply with Rule 9.12.2 or 9.12.3, as appropriate. This authority is required in addition to the track and time granted.

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.

ITEM 10. (CONTINUED)

11.0 **Changed to read: RULES APPLICABLE IN ACS, ATC AND ATS TERRITORIES**

12.1 **Delete the word "passenger".**

12.1.1 **New Rule: ATS Seals and Keys**

An ATC numbered seal will be used to seal the ATS in freight service. An ATS key will be used in passenger service. The ATS must be sealed/locked for the type of service engine is to be used in, i.e., passenger or freight. When service requirements are changed enroute, engineer must change the position of the change-over lever and notify the train dispatcher.

12.2.1 **New Rule: Two Penalty Applications**

When two successive penalty ATS brake applications have occurred while passing over inductors at signals displaying Proceed, engineer must acknowledge at each succeeding inductor thereafter, regardless of signal indication, and report to the train dispatcher.

If acknowledging at succeeding inductors does not prevent penalty stops, the ATS device will be considered as failed.

12.2.2 **New Rule: Whistle Failure**

If the acknowledging whistle fails to sound when acknowledgement is made over an inductor at a wayside signal indicating other than Proceed, or if brakes do not apply upon failure to acknowledge such indications, it must be considered as failed.

12.2.3 **New Rule: Damaged Receiver**

When the absence of, or damage to, an ATS receiver is noted, it must be considered as failed.

12.2.4 **New Rule: Damaged Inductor**

Engineers noting the absence of or damage to a wayside inductor in approach to a signal must report same to the train dispatcher.

The train dispatcher must immediately call the signal maintainer and instruct him to cause the signal to display its most restrictive indication until inductor is replaced or repaired.

12.3 **New Rule: Cut-in and Cut-out Information**

12.3.1 **New Rule: Cut-in ATS**

1. Air brake system must be charged.
2. Close switch to start motor-generator set.
3. Cut in ATS cut-in cock, push in plunger and lock with key and/or seal it.
4. Operate reset lever to full opposite position.

12.3.2 **New Rule: Cut-out ATS**

1. Unlock with key and/or break seal, pull out plunger and cut out cut-out cock.
2. Open switch to stop motor-generator set.

12.4 **New Rule: Departure Test Procedures**

12.4.1 **New Rule: Inductors**

At test inductor locations, move the engine at 2 MPH or more. Hold acknowledging lever in full position for not over 15 seconds to determine that acknowledging whistle sounds and that a brake application does not occur.

At locations where there are two test inductors, move the engine over the second one at 2 MPH or more and do not acknowledge the acknowledging whistle. A brake application will occur. Operate reset lever to full opposite position and release the brakes.

12.4.2 **New Rule: No Inductors**

At locations where there are not ATS inductors, a pass under the ATS receiver must be made with test bar while the acknowledging lever is held back. The acknowledging whistle should sound. Another pass must be made after the acknowledging lever is released. A brake application should occur and the brakes may be released.

12.4.3 **New Rule: Commuter Operations**

1. When changing ends on suburban trains, leave the ATC/ATS converter ON.
2. At M19A, after the departure test has been completed, the actuator may be cut out, but the electrical switch must be left on.

12.4.4 **New Rule: Reporting Test**

Report Departure Test as required by Rule 17.10 (Departure Test Reporting).

ITEM 10. (CONTINUED)

12.5 **New Rule: ATS Operating Procedures**
When a block signal displays an indication other than proceed, place the acknowledging lever in the acknowledging position before engine passes inductor. Hold it there until the acknowledging whistle stops sounding.

12.5.1 **New Rule: Penalty Application**
If a penalty brake application occurs because acknowledgement was not made as required, wait until the brakes are fully applied before operating the reset lever. The brakes may be released after the train stops and after one minute in passenger service or two minutes in freight service.

12.5.2 **New Rule: Cars Ahead**
Acknowledgment must be made at each inductor when engine is shoving cars, snow plow or other equipment.

14.0 **Diagram A. Add:**
18.() Joint With:
(identification) BETWEEN (location) & (location)
(identification) BETWEEN (location) & (location)
(identification) BETWEEN (location) & (location)

14.3.1 **New Rule: Leaving the Main Track**
A train must inform the train dispatcher when it leaves the main track before reaching the last named point, unless a flagman is left to prevent a following movement from passing.

14.4 **Delete the second paragraph of item 1.**
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 the second paragraph of this rule to track warrants that list track bulletins only, be governed as follows: Employees who receive a track warrant listing track bulletins (or "None" on Line 16) must contact the train dispatcher if:
- Incorrect/incomplete limits are listed on the "From" or "To" locations of the address
  or
- The "OK" time is more than 4 hours old.

15.2.2 **New Rule: Protection for Non-Railroad Employees**
Track Bulletin Form B may be used for protection of non-railroad employees, such as contractors, without the use of flags as specified in Rule 5.4.3 (Display of Yellow-Red Flags) under the following conditions:
- A qualified railroad employee will be assigned to communicate with trains and perform other Form B requirements.
- Work performed by the non-railroad employees may be foul of the track, but must not be performed on-track.

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:

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- 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.

Glossary that follows Chapter 16
Add "Automatic Train Control (ATC)" to read: A system to enforce compliance with cab and wayside signal indications. If the train exceeds a predetermined speed for a given signal indication and speed is not reduced at a sufficient rate, brakes are automatically applied.
Change "Block" to read:
A length of track:
- Between consecutive block signals
- Between a block signal and the end of block system limits
  or
- In ATC limits, whose use is governed by cab signals and/or block signals.

17.0 **Add New Chapter: RULES APPLICABLE ONLY IN AUTOMATIC TRAIN CONTROL (ATC) TERRITORY**
The following rules are all new additions in Chapter 17.

17.1 **Automatic Train Control Territory:** ATC territory is specified in special instructions. An engine must not be operated in ATC territory if it is not equipped with an operable automatic train control system unless otherwise authorized by special instructions or the train dispatcher.

17.2 **Taking Charge:** Engineers must know, when taking charge of an engine equipped with ATC in automatic train control territory or entering such territory, that the ATC system is "cut-in" and sealed with an ATC numbered seal.
In addition the following must be sealed with a mechanical seal:
1. Speedometer case
2. Speedometer cables
3. High speed whistle cut-out cock

17.3 **Cut-in and Cut-out Information:** The ATC system or any part of it must not be cut out in ATC territory unless authorized by the train dispatcher or when it has failed. The train dispatcher may issue authority to cut-out the ATC only when it has failed or when required for movements against the current of traffic at speeds above 20 MPH.

17.3.1 **Cut-in ATC:**
1. Pump the air to full pressure.
2. Close switch to start motor-generator set.
3. Cut in ATC cut-in cock, push in plunger and lock with key and/or seal it.
4. Acknowledge when acknowledging horn sounds.

17.3.2 **Cut-out ATC:**
1. Unlock, pull out plunger or break seal and cut out ATC cut-out cock.
2. Open switch to stop motor-generator set.

If the ATC is cut-out due to failure enroute, the engineer must, at the next stop, make necessary checks to determine if it is again operable.

17.4 **Departure Test Procedures:**

17.4.1 **Energized Test Loop:** When engine is standing on energized test loop the cab signal should display a Clear signal. When the test loop is de-energized or when the engine is moved off of the test loop, the aspect will change to a Restricting signal and the acknowledging horn will sound. Do not acknowledge the horn and do not move the brake valve handle. An automatic brake application should occur within 8 seconds. Move the brake valve handle to suppression until the P.C. light has gone out. The brakes may then be released. When the acknowledging horn again sounds, acknowledge to prevent brake application.

17.4.2 **De-energized Track:** When engine is standing on de-energized track (dead track), release the brakes. Do not acknowledge the acknowledging horn. An automatic brake application should occur. Move the brake valve handle to suppression until the P.C. light has gone out. The brakes may then be released. When the

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acknowledging horn again sounds, acknowledge to prevent brake application.

Exception: In the Chicago passenger terminal, if the test is being performed on de-energized track as described above, after the brakes release, move over the test loop and acknowledge the acknowledging horn when moving off of the test loop to prevent brake application.

17.4.3 **Receivers on Both Ends:** When an engine has ATC receivers on both ends and is standing on energized track (live track), the cab signal should display a Clear signal. Place the reverser in the "reverse" position which will result in the aspect changing to a Restricting signal and the sounding of the acknowledging horn. Do not acknowledge and do not move the brake valve handle. An automatic brake application will occur. Move the brake valve handle to suppression until the P.C. light has gone out. The brakes may then be released. When the acknowledging horn again sounds, acknowledge to prevent brake application.

17.4.4 **Cab Cars:** When a cab car is on energized track, the cab signal should display a Clear signal. Hold down the test button, and an automatic brake application should occur. Release the brake as described in 17.4.1. After the brakes have released hold the test button down a second time, when acknowledging horn sounds, acknowledge to prevent brake application.

17.4.5 **Departure Test Procedure on GE C40-8, C42-8 and C44-9W Locomotives and on EMD SD60M Locomotives:** The ATC departure test may be made as follows on locomotives equipped with solid-state Union Switch & Signal ATC/CCS equipment.

1. Locomotive must be standing on dead track with independent brake fully applied and automatic brake released.
2. Generator field switch must be on, reverser must be in Forward position, and signal circuit breaker must be on.
3. Place CNW Cut-Out switch in Cut-in position.
4. Place CNW Cutout Cock in Cut-in position and seal with ATC seal.
5. Departure test box must be opened and test switch placed in On position. ATC system begins internal testing during which the Clear and Restricted aspects are turned off and motion light flashes.
6. After internal test is complete, approximately 10 seconds, Clear aspect is turned on and engineer must press and release the acknowledge button. Clear aspect is then turned off.
   The system then turns on the Restricted aspect and engineer must press and release the acknowledge button. Restricted aspect is then turned off.
7. Next the system drives the speedometer to locate the setting of the Union Pacific overspeed within the speedometer. The speedometer is driven to the overspeed point four times. The system will then drive the speedometer to the CNW Restricted overspeed of 23 MPH. The Restricted aspect is turned ON and the engineer must press and release the acknowledge button.
   The system then drives the speedometer to the CNW overspeed setting. The Clear aspect is turned on and acknowledge alarm is activated. Engineer must press and release acknowledge button. The Clear aspect is turned off and speedometer is returned to 0 MPH.
8. The engineer must then fully release independent brake, acknowledge alarm is activated (do not acknowledge) and penalty brake application will occur. Engineer must then press and release the acknowledge button.
9. The system will indicate successful completion of the departure test by continuously beeping the overspeed alarm and flashing all lights. Engineer must then place the Departure Test Switch to Off position.
10. If the locomotive is to be operated in non-ATC territory before entering ATC territory, the engineer must then push the Arm button that is located next to the Departure Test Switch.
11. If departure test is unsuccessful, the engineer can repeat the test. If the test is again unsuccessful, perform an ATC departure test as prescribed by Rule 17.4.1 or 17.4.2.

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17.4.6 **Departure Test Procedure on MICROCAB System:**

1. **Turn on the DEPT TEST SWITCH.**
   All ADU aspects are extinguished. The MOTION indicator is flashed throughout Departure Test. The overspeed alarm is activated intermittently for approximately 1 second then silenced to indicate the start of the test.
   The system delays approximately 6 seconds before proceeding to the next step. The overspeed alarm is activated intermittently for approximately 1 second then silenced to indicate the end of the delay.
   The system simulates a 100 Hz steady carrier signal at a level above the calibrated threshold. It allows up to 5 seconds for the carrier to be detected. Detection of the carrier causes the Clear aspect to be illuminated. The acknowledge alarm is activated continuously upon either detection of the carrier or failure to detect the carrier after the time period.
   The operator must **press and release the acknowledge switch.** Failure of the operator to respond within 6 seconds results in a penalty brake application.
2. The system simulates a 100 Hz steady carrier signal at a level below the calibrated threshold. It allows up to 5 seconds for the carrier loss to be detected. Detection of the loss of carrier causes the Clear aspect to be extinguished and the Restricted aspect to be illuminated. The acknowledge alarm is activated continuously upon either the loss of carrier or the presence of the carrier after the timer period.
   The operator must **press and release the acknowledged switch.** The Restricted aspect is then extinguished. Failure of the operator to respond within 6 seconds results in a penalty brake application.
   The overspeed alarm is activated intermittently for approximately 1 second, then silenced to indicate the completion of carrier tests.
3. The system then drives the speedometer to the Clear trip speed. It is the responsibility of the operator to visually conform that the expected speed (+3, −1 MPH) is displayed by the speedometer. The acknowledge alarm is activated continuously. The operator must **press and release the acknowledge switch**.
4. The system then drives the speedometer to the restricted trip speed of 23 MPH. It is the responsibility of the operator to visually confirm that the expected speed (+ 1 MPH) MPH is displayed by the speedometer. The acknowledge alarm is activated continuously. The operator must **press and release the acknowledge switch.**
   The system stops driving the speedometer and it returns to a reading of 0 MPH. The overspeed alarm is activated intermittently for approximately 1 second then silenced to indicate the confirmation of the test.
5. The system waits indefinitely for the operator to **press and release the acknowledge switch.** Upon release of the switch, the overspeed alarm is activated intermittently for approximately 1 second then silenced to indicate the start of a penalty delay.
   Within approximately 6 seconds of the alarm, the system initiates a penalty brake application by de-energizing the EPV output. The acknowledge alarm is activated continuously. It is the responsibility of the operator to confirm that a penalty brake application physically occurred.
   In order to silence the alarm and proceed, the operator must **press and release the acknowledge switch.** This also re-energizes the EPV output.
6. Successful completion of the Departure Test is indicated by the system activating the overspeed alarm intermittently **until the DEPT TEST SWITCH is turned off.**
   Turn off the DEPT TEST SWITCH. On the ADU only the Restricted aspect is illuminated. All other indicators are extinguished. The acknowledge and overspeed alarms are silent.
   Following a successful Departure Test, the system may be armed by the operator pressing and releasing the ARM SWITCH.

17.5 **ATC Test Locations:** On engines equipped with an automatic ATC cut-in circuit, the cab signal will display a Clear signal when passing a "B" sign (Beginning ATC test section) and the speed

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whistle will sound for 3 or 4 seconds. The cab signal will change to a Restricting signal when the "E" (End ATC test section) is passed. When speed exceeds 40 MPH, the high speed whistle will sound until a Clear signal is displayed. When it is below 40 MPH, the acknowledging horn will sound at which time it must be acknowledged.

17.5.1 **Automatic Cut-in Circuit:** The ATC actuator will be cut in and sealed on engines equipped with the automatic ATC cut-in circuit. The governor motion light will be illuminated enroute to ATC territory at speeds of 6 MPH or more. Other cab signal aspects will be extinguished.

Engines not equipped with the automatic ATC cut-in circuit must stop and perform the departure test before entering ATC territory.

17.6 **High Speed Setting of the Governor:** When a cab signal displays a Clear signal and the speed of the train exceeds the high speed setting of the governor, a high speed whistle will sound continuously which will require a full service brake application within 6 seconds to prevent a penalty brake application.

17.6.1 **Over 40 MPH:** The high speed whistle will sound when the speed is over 40 MPH at the time the cab signal changes to a Restricting signal. The engineer must, within 6 seconds, move the brake valve handle to full service application to prevent a penalty brake application. When speed is reduced to under 40 MPH the high speed whistle will stop and the acknowledging horn will sound. The engineer must acknowledge the acknowledging horn. The speed must be reduced to restricted speed within 70 seconds from the time the acknowledging horn was acknowledged.

17.6.2 **Under 40 MPH:** The acknowledging horn will sound if the cab signal changes from Clear to Restricting when the speed is under 40 MPH. The engineer must acknowledge the acknowledging horn within 6 seconds to prevent a penalty brake application. Within 70 seconds the speed must be reduced to restricted speed.

17.6.3 **Restricting Signal:** While the cab signal displays a restricting signal the acknowledging horn will sound approximately every 90 seconds to alert the crew members of the restriction. When the speed is approaching the low speed setting, the low speed whistle will sound intermittently to alert crew members that speed must be reduced.

17.7 **Conforming with Block Signals:** Cab signal indications do not supersede the indication displayed on block and interlocking signals. However, when cab signal changes from Restricting to Clear after train has passed a block signal or when initiating movement, speed may be increased at once.

17.7.1 **Approaching Diverging Route:** When the cab signal changes from restricting to clear after engine passes a signal displaying an Approach or a more restricting indication and the next signal can display an indication for a diverging route, the train must approach the next signal at the speed prescribed for the most restrictive route at that location unless the signal is seen to display an indication for a more favorable route in which case the speed for that route governs.

17.8 **ATC Failure/Cut-out Enroute:**

When the ATC system is "cut-out" enroute due to failure or when authorized by the train dispatcher, be governed as follows:

(1) Before an absolute block is established in advance of the train:

- If cab signals are operative, proceed not exceeding 40 MPH.

or

- If cab signals are not operative, proceed at restricted speed. However, between the following locations, proceed in accordance with signal indication but not exceeding 40 MPH:
  - — Chicago and HM on the Geneva Subdivision
  - — West Denison and Mo Valley on the Boone Subdivision
  - — Mo Valley and Council Bluffs on the Council Bluffs Subdivision.

(2) After an absolute block is established in advance of the train:

- Passenger trains and TOFC trains may proceed not exceeding 59 MPH
- All other trains may proceed not exceeding 49 MPH.

17.8.1 **Speed Indicator in ATC:** An inoperative or inaccurate speed indicator, as prescribed by Rule 1.39 (Accuracy of Speed Indicator), is considered an ATC failure.

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17.8.2 **Governor Motion Light:** If the governor motion light is not on when the speed is 6 MPH or above, proceed in accordance with Rule 17.8.

17.9 **Improper Display:** When a cab signal displays a Clear signal when it should display a Restricting signal aspect due to an open switch, occupied block, or other condition, the train must stop and warn other trains by radio of exact location and status of train. Contact the train dispatcher and be governed by his instructions. If train dispatcher gives permission to proceed train must proceed at restricted speed until an absolute block in advance of movement is established by the train dispatcher after which the maximum speed is 40 MPH.

17.10 **Departure Test Reporting:** Records made in connection with the performing of ATC and ATS tests must be retained for 92 days and a form showing certain information in connection with those tests must be placed in the engine cab. The procedures below apply:

1. Maintenance Operations employees will fill out forms 41-06036 and 41-00400. Form 41-06036 must be retained at the test location for 92 days. Form 41-00400 most be placed in the inspection holder in the engine cab.
2. At points where engineers are required to perform ATC or ATS departure tests, engineers must fill out Form 41-00402, sign it, place in the inspection holder of the engine and notify the trains dispatcher. Crew members are not to remove this form unless specifically instructed to do so.
3. The train dispatcher, unless instructed otherwise, must record the date, time, location, engine number and name of the engineer on the train sheet. Exception: Engineers in suburban service will use form provided by Metra instead of 41-00402 and will notify Commuter Control or Lake Street personnel instead of the train dispatcher. The form "Record of ATC/ATS Departure Test" must be filled out by the personnel at Commuter Control and Lake Street and retained for 92 days.
4. The forms to be used by engineers will be placed on the engine and cab cars by Maintenance Operations employees who will also remove them at the proper time.

30.8.3 **Change the first paragraph to read:** Not all defects are non-complying conditions. However, the following are non-complying conditions if found to be improper, unless relieved by Note 1 or Note 2.

30.8.3A. Change the following parts to read as follows:

5. The following are operational (See Rule 30.8.4 A., Notes 1 or 2):
   - Headlight (A minimum of one headlight bulb must be on each end of the unit) (See Note 1)
   - Horn (See Note 2)
   - Bell (See Note 2)
   - Sanders (Deposit sand in front of the lead wheels and behind the rear wheels of each unit in the consist. On newer locomotives in order to check sanders, close the generator field switch ["On"], place the reverser in the forward or reverse position, and put the throttle in Run 1. Leave the sander on about twenty seconds then return the throttle to idle, open the generator field switch ["Off"], and remove the reverser before leaving cab. On the walkaround on the ground, check to see that sand is deposited. If no sand is present, repeat the process)
   - Gauge lights and engineer's overhead cab light (When a light is burned out, if other lights are sufficient to allow visibility, treat it as a defect and not as a non-complying condition) (See Note 2)
   - Speed indicator (After a daily inspection, if the speed indicator failure is identified on the lead unit as soon as the unit begins moving, the failure is considered a non-complying condition discovered during the daily inspection) (See Note 2)

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30.8.3B. Change the following parts to read as follows:

4. The diesel engine has no active exhaust, water, oil, or fuel leaks (Treat minor leaks that do not present a safety hazard or an environmental problem as a defect and not as a non-complying condition)
6. Walkway and engine compartment lights are working (When a light is burned out, if other lights are sufficient to allow visibility, treat it as a defect and not as a non-complying condition)

30.8.3C. Change the following parts to read as follows:

3. The following are free from obvious cracks, broken, or missing parts:
   - Locomotive trucks
   - Wheels
   - Gear cases
   - Draft gears

   (Do not crawl under or between units to make the visual inspection)

30.8.4A. Change the last paragraph to read:

Non-complying conditions found during the daily inspection must be corrected before the unit is placed in service, unless relieved by Notes 1 or 2.

Note 1: A minimum of one headlight bulb must work on both ends of a single unit, or the lead and trailing ends of a locomotive consist. Enter other headlight defects on Form 25005.

Note 2: Units with these defects may be used for power as trailing units. Enter the defects on Form 25005.

30.8.5 Change the second paragraph to read as follows:

Unless relieved by Note 1 or Note 2, if a non-complying condition is found and it is determined the locomotive is safe to move, it may be moved only:

- As a single unit under power not attached to cars.
- In a locomotive consist not attached to cars.

or

- Isolated or shut down when attached to cars.

31.2 Do not change operating ends until after informing crew members to stay clear of the track and equipment.

31.2.1 Change step 2.b. to read as follows:

Place the dual-ported or MU cutout cock in the TRAIL/TRAIL 24 position. However, leave it in the LEAD position when changing operating ends on commuter trains to operate from the Cab Car.

Add new step 5. to read:

5. EOT equipment (if used)
   a. Set the five digit ID Code setting on the EOT cab display to 00000.

31.2.2 Add:

6. EOT equipment (if used)
   a. Set the five digit ID Code setting on the EOT cab display to match the ID Code on the rear unit.
   b. On a 2-way EOT device, arm (emergency enable) the device by pressing the *Test* pushbutton on the rear-end unit. When the "Arm Now" message is displayed on the head-end unit, press the *Communication Test/Arm* pushbutton. The "Emerg Enabled" status light will be displayed.

31.6.1 Change the sentence that follows the *Equalizing Reservoir Leak* heading to read:

When using the pressure maintaining method of braking for extended periods, engineers may observe a drop in pressure on the Equalizing Reservoir Pressure gauge. This indicates an equalizing reservoir leak, which causes a heavier brake application than desired. Only if an equalizing reservoir leak occurs, follow these steps to avoid an undesired release of the train brakes:

1. If it is safe to operate with train brakes released, place the automatic brake valve handle in the *Release* position.

   Note: If it is not safe to operate with train brakes released at that location, stop and secure the train before placing the automatic brake valve handle in the *Release* position.

2. Place the brake valve cutoff valve in the *Passenger* position, if equipped.

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.

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31.9.1 Add new paragraph reading:

On trains equipped with an armed (emergency enabled) 2-way EOT device, if there is any reason to believe the emergency brake application has not propagated to the rear of the train after applying brakes in emergency from the locomotive, do the following:

- Operate the *Emergency* toggle switch associated with the EOT cab display.
- Immediately notify the train dispatcher that the 2-way EOT was used.
- After using the *Emergency* toggle switch, do not move the train until movement is authorized by the proper supervisor.

Note: Use the *Emergency* toggle switch only when brake pipe blockage is suspected.

Glossary that follows Chapter 34

Add a second paragraph to "End of Train Telemetry Device (EOT)" reading:

A 2-way EOT device transmits and receives information between the head-end and rear-end units. The additional purpose of a 2-way EOT device is to provide a way to initiate from the locomotive an emergency brake application. For this to happen, both the head-end and the rear-end units must be equipped for two-way communication and armed (emergency enabled). An *Emergency* toggle switch associated with the EOT cab display is used to activate the EOT emergency valve located on the rear-end unit.

40.4 Add to Chapter 5 Supplements the following:

5.4.2 Display of Yellow Flag

Supplement: It may be necessary to issue a track bulletin to restrict movement because of track conditions or structures before yellow flags can be displayed. When this is necessary, give the information needed on the track bulletin to the train dispatcher with instructions "flags not displayed." Display yellow flags as soon as possible and notify the train dispatcher.

40.9 Add to Chapter 15 Supplements the following:

15.2 Protection by Track Bulletin Form B

Supplement:

If any part of the track protected by this bulletin is to be made unsafe for trains moving at restricted speed, red flags must be displayed as prescribed by Rule 5.4.7 (Display of Red Flag or Red Light) to prevent movement over the unsafe portion of the limits.

Follow this sequence when placing/removing flags used with Form B track bulletins:

- Placing Flags: Place the Green flags first, then the Yellow-Red flags, and then the Red flags (when required) last.
- Removing Flags: Remove the Red flags (if used) first, then the Yellow-Red flags, and then the Green flags last.

15.2.1 does not apply on UPRR.

42.1.7 Add as the first paragraph:

Before any track car occupies a main track, all information included in the lineup, track and time, track warrant, Form B track bulletin, or other authority must be given to all track car occupants and others who will use that authority. This information will also include advice covering the movement to be made or the work to be performed.

42.3 Change the first bullet to read:

- Rule 9.15 (Track Permits)

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.

Add a new bullet, reading:

- Track and time will be issued for all sidings in CTC territory. Employees must not occupy any siding in CTC territory without proper authority.

This is how to apply the third bullet in Rule 42.4.2: Track and time limits are sometimes issued "across" an interlocking. For example, track and time limits may be issued between CP 1 and CP 10, with an interlocking at CP 5. The track and time permit provides authority to be on the main track in CTC on both sides of the interlocking; however, it does not provide authority to

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occupy the interlocking limits. Therefore, comply with Rule 42.7 and Rule 42.15.3. This authority is required in addition to the track and time granted.

42.13.1 Delete the second paragraph.

44.5 Add new rule: Protection of Existing Fiber Optic Facilities

At least 48 hours before performing any work requiring excavation or construction along the railroad's right-of-way, employees must telephone Union Pacific's "Call Before You Dig" hot line (1-800-336-9193) to determine whether fiber optic cables are present in the proposed work area.

When calling the hot line, provide the following information about the work area:

- Service Unit, subdivision, and mile post limits;
- Description of work to be performed;
- Date that excavation will begin; and,
- Name, title, and telephone number of a contact person associated with the work.

If fiber optic cables are present, do not begin work before the cables have been located and protected by the fiber optic communications company.

48.1.2 Add a third paragraph reading:

When relaying rail in main track curves of 3 degrees or more that carry five million gross tons annually, or at other locations specified by the Chief Engineer, place curve blocks under both rails on every fourth tie to prevent rail from rolling over under train traffic.

56.1.2 Add a second paragraph reading:

Install and maintain signal apparatus in such a manner that it will not pose a danger to trains or the public.

56.1.3 Add a new rule: Compromising Signal System Safety

Signal employees must not perform work that causes:

- Improper proceed signal indications
- Activation failures of crossing warning systems

or

- Defeating signal locking circuits.

Table. Change Cardinal Safety Rules for Union Pacific Railroad Employees to read:

- Where a chapter is listed in the table below, it includes all rules in the chapter unless otherwise stated.
- Where a rule number is shown in the table below, it includes all sub-rules unless otherwise stated.

Employee Group	Safety Rule	Description
Transportation Employees	70.32.7	Crossing Through Equipment
	71.1, 71.2, 71.4, 71.5 & 71.6.1	Personal Protective Equipment
	80.21.3	Coupler-Knuckle Adjustment
	80.21.7	Coupling Air Hoses
	81.1.1	Designated Riding Places
	81.4	Getting On or Off Equipment
	81.5	Face Ladders or Steps
	81.17	Hand Brakes
Mechanical Employees	1.1.4	Condition of Equipment and Tools
	5.13	Blue Signal Protection of Workmen
	70.14	Lifting and Moving Equipment
	70.32.7	Crossing Through Equipment
	71.1, 71.2, 71.4, 71.5 & 71.6.1	Personal Protective Equipment
	81.4	Getting On or Off Equipment
Maintenance of Way/Engineering	1.1.4	Condition of Equipment and Tools
	42.8	Following Cars or Trains
	70.12	Safe Working Space
	70.14	Lifting and Moving Equipment
	71.1, 71.2, 71.4, 71.5 & 71.6.1	Personal Protective Equipment
Office Workers and Intermodal	70.14	Lifting and Moving Equipment
	81.4	Getting On or Off Equipment

70.1.1 Add new rule: Job Briefings

Employees must use the Job Briefing process:

- Before work begins when all persons, including employees and contractors, are present.
- After work begins if person(s) arrive who missed the original job briefing.
- When changes occur to the work plan.

Each work plan must consider hazards, assign specific responsibilities, and explain those assignments.

75.2 Changed to read:

When charging batteries, keep the vent caps in place to avoid electrolyte spray. Maintain vent caps in functioning condition. If necessary to bring the liquid to the correct level, use approved

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water. Hook the charger to the positive post first and the negative post last. When removing the charger, disconnect the negative post first and the positive post last.

During remanufacturing of locomotive batteries handle vent caps per Shop Outstanding Instructions.

76.6 Change last sentence to read:

Use tie tongs when handling individual ties.

76.7 Add new Item 6 to read:

6. Do not use hand sockets on impact wrenches. Employees using impact wrenches must verify that each socket used is designed for use on impact wrenches.

79.33 Delete the second paragraph entirely.

Add two new paragraphs reading:

Never permanently bond the welding ground lead to any rail, building steel, or other structure.

Be sure all fixed electrical welding equipment is permanently grounded on the electrical service side to the ground system.

80.15 Change the second bullet to read:

- Ensure plug-type and swinging doors on cars are closed. However, crew members must not attempt to close those doors.

81.1.1 Add the following sentence:

When riding on moving equipment, employees must maintain a three-point contact (two feet and one hand or both hands and one foot).

81.4 Change the fourth bullet to read:

- Use extreme care during wet, muddy, snowy, or icy conditions and at night in unlit areas.

81.10 In the application of this rule, Maintenance of Way employees are allowed to ride on flat cars when their duties require and only when authorized by their immediate supervisor.

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 10-A. SUBURBAN PASSENGER TRAIN OPERATIONS (GENEVA, KENOSHA, HARVARD AND McHENRY SUBDIVISIONS ONLY):

I. All employees affected must have a copy of Commuter Operations Train Schedules.

II. Instructions governing movements between Chicago Station Tracks and Signal Bridges "D" and "K"

1. a. All movements into Chicago Station must be so controlled that stop will be made by service application of the brakes short of the white line painted on platforms 10 feet in advance of bumping posts.
   b. When movement is made over Lake Street Interlocking, when practicable, movement must be controlled by the engineer from the lead unit or cab car in the direction of movement.
   c. When engines are to be coupled to a passenger train or cars, they will stop not less than 20 feet from the cars and then couple to train on hand or radio signal.

2. Signals governing westward movements displaying a marker consisting of TWO white stars located directly above the signal light are located as follows on Lake Street Interlocking.
   a. The first governing westward movements from each of the train shed tracks.
   b. The signal governing westward movements from the pocket on lead tracks.

Signals governing westward movements over Lake Street Interlocking are equipped with a rear view white marker light displaying one star located on top of the signal case. This marker is illuminated only by action the leverman when the signal displays an indication to proceed.

Westward movement from the pocket on lead track must not be made without a proceed indication on the signal marked with two stars.

When the indication displayed by the starting signal cannot be observed due to train or engine extending beyond the starting signal, engineer or trainman will be governed by the one star white marker. When the one star marker is illuminated, it indicates that the signal to which it is attached displays an indication to proceed to the next signal and that the route is lined to the next signal.

3. Engine bell must be rung continuously while train is moving between Bridge D or Bridge K and Chicago Station.

4. All trains entering the Chicago Station will make a special running brake test as prescribed in Air Brake Rule 30.7.2 approaching Bridge D or Bridge K to know that the brakes on train are functioning properly.

Trainmen handling back-up movements into the Chicago Station will make a running brake test, as prescribed in Air Brake Rule 30.7.2, through use of the valve on back-up hose or its equivalent approaching Bridge D or Bridge K to know that the brakes are functioning properly.

5. Between Bridge K or Bridge D and the Chicago Station, trains and engines must display a dim headlight.

6. Cars exceeding a height 16'0" above top of rail must not be operated on any track in the Chicago Station.

III. Additional Rules and Instructions:

A. Abbreviations: The letter S in schedule column in Commuter Operations Train Schedules indicates regular stop.

B. Altercations: Employees must not enter into altercations with passengers.

C. Bridge Clearance: Employees are prohibited from riding on the side of equipment when closely approaching or when on bridges in elevated suburban territory.

D. Calling Attention to Restriction: Conductor of revenue passenger trains will remind engineers when departing the last station prior to a track bulletin restriction by use of the intercom or 2 sounds of the communication signal buzzer if the intercom is not working.

E. Canceling Regular Stops: When a passenger train is directed to cancel regular stops or is operating on other than its normal track and will pass through stations where platforms may be crowded with people, such train will not exceed 30 MPH and sound warning whistle frequently approaching and passing these platforms.

F. Leaving Stations: The Conductor will designate a member of the crew to operate the doors. That person, and only that person, shall operate the doors and communication buzzer when necessary.

When departing a station, the designated crew member that handles the doors shall first close all doors except his own. He shall then visually check the side of the train to determine if all on and off passenger movement is completed. When necessary to improve his vantage point, that crew member shall step onto the platform to visually check the side of the train. If the crew member does not observe any difficulties with passenger movements, he should then close his door.

The door light will be the normal proceed signal for a train. In the event of a door light failure, the communicating buzzer will be used. If a train has a failure of both door lights and communicating buzzer, use intercom or hand signals.

G. Operating on Other Than Normal Tracks: When movements are made against the current of traffic or on tracks other than those normally used, the engineer must notify commuter control and flash headlight at least five times while approaching a station sufficiently in advance to permit passengers to change platforms. It must be made sure that all passengers have crossed over before blocking crosswalk.

H. Position of Switches: At outlying points, crews handling passenger equipment from a coach yard or parking track must inspect hand operated switches and spring switches under the standing train to ascertain that they are properly lined and latches. This inspection must be made regardless of the indication on switch stand.

I. Ringing Bell: Engine bell must be rung not less than one-fourth mile in advance of station platforms where passengers are received or discharged, and must continue to ring until engine has passed platform.

J. Track Warrants: Passenger trains may enter the main track at restricted speed at the initial station to load passengers before a track warrant is received.

K. Rule 6.13 Supplement:

1. The second paragraph does not apply to scheduled trains operating with the current of traffic in ABS territory.

2. The main track must be cleared at the time a train is due to leave the nearest station in the direction of its approach where time is shown.
3. Where yard limits are in effect in CBS territory, the control operator must authorize any movement on the main track.

L. Rule 6.30 Application:

1. Passenger trains must not enter a station at which another passenger train is stopped to receive or discharge passengers until first bringing train to a stop, after which they may proceed with caution to or through the platform, ringing bell and sounding whistle. When a train is "laying back" to delay entering a station, the train laying back must not enter that station until the departing train has cleared the platform area and the platform area can be plainly seen.
2. When two passenger trains are nearing a station at the same time and only one of them is scheduled to stop, the train to stop must not enter the station until the other train has cleared the platform area and the platform area can be plainly seen.
3. When two passenger trains are nearing a station at the same time and both are scheduled to stop, both trains may enter simultaneously. They must enter the station with caution ringing the bell and sounding the whistle when necessary. Eastward trains have preference in the AM and Westward trains in the PM.
4. Freight trains must make every effort consistent with safety and efficient train handling:

- To avoid passing a station at which a passenger train is stopped to receive or discharge passengers.
- To avoid entering the platform area until the passenger train has departed and the platform area can be plainly seen.
- To control their speed to avoid entering a station during the time an on-time passenger train would normally be receiving and discharging passengers.
- To communicate with passenger trains that may be met or passed to determine their locations.

When a freight train cannot avoid passing a station after a passenger train has entered, the whistle must be sounded until the front of the freight train has passed through the platform area.

4(a). If a freight train stops or becomes disabled at station platforms at or near scheduled times of passenger trains, the engineer will, when possible, contact commuter control BEFORE the train is moved so that public address announcement can be made to inform the public to stand clear.

Required whistle signals must be sounded BEFORE any movement is made.

4(b). At Geneva, when passenger trains are at the station platform longer than a normal station stop, the following applies:

- When a passenger train is in the Geneva station, the pedestrian crosswalk must be protected by a crew member.
- Freight trains approaching Geneva when a passenger train is in the station must communicate with the passenger train. After communicating, freight trains may proceed through Geneva not exceeding 30 MPH, sounding the whistle until the front of the freight train has passed through the platform area.
- When a freight train cannot reasonably expect to be clear of the platform area at least three minutes prior to the scheduled leaving time of a passenger train, it must control its speed to avoid entering until the passenger train can be expected to have departed.
- Freight trains must control their speed to avoid entering during the time an on-time passenger train would normally be discharging passengers.

5. The engineers of trains involved in the above will communicate by radio with other trains to plan the movements.
6. A street or road crossing adjoining or immediately adjacent to the station or road crossing adjoining or immediately adjacent to the station platform will be considered a part of the platform or platform area.
7. The provisions of Paragraphs (1) through (4) do not apply at Kedzie, Oak Park, River Forest, West Chicago, Clybourn, Jefferson Park, Ravenswood, Rogers Park, Main St. Evanston, Central St., Indian Hill, Winnetka, Hubbard Woods and Kenosha.

M. Rule 15.1.1 Application: Passenger trains, receiving a track warrant used for delivery of track bulletins only addressed to the wrong engine number, may depart the initial station before the train dispatcher verbally changes the engine number, if the address shows the correct train number. However, the train dispatcher must be advised at the earliest opportunity.

N. Rule 31.2 Supplement: When changing operating end of a suburban train an application and release brake test must be performed on the rear car/engine.

IV. Verbal Instructions

When the train dispatcher issues verbal instructions to a train in the following words: *"Be governed by Special Instructions Item 10-A (IV) between _____ and _____,"* be governed as follows: *Proceed prepared to stop short of men and equipment and not exceeding 30 MPH or as much slower as conditions require when visibility is restricted by curves or other conditions. Sound whistle signal 5.8.2(11) frequently.* These instructions may also be issued by track bulletin.

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."

ITEM 11. (CONTINUED)

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. The following instructions apply to the UPRR radio system. The C&NW radio system operates differently than the UPRR radio system. Refer to the "C&NW Radio System Directory" for detailed information on use of radios on the C&NW territories.

To contact the train dispatcher on UPRR territory, use one of the following call-in buttons:

- The (*) button on the microphone/keypad,
- Position (1) on the 4-position tone switch (UPRR Aerotron model 1500 series radios), or
- Position (11) on the 20-position tone switch (UPRR Aerotron model 1700 series radios and C&NW Motorola MCX100 railroad radios).

In case of an emergency, contact the train dispatcher by using one of the following call-in buttons:

- The (9) button on the microphone/keypad,
- Position (4) on the 4-position tone switch (UPRR Aerotron model 1500 series radios), or
- Position (9) on the 20-position tone switch (UPRR Aerotron model 1700 series radios and C&NW Motorola MCX100 railroad radios).

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

ITEM 12. (CONTINUED)

Operation of Motorola "Spectra" Clean Cab Radio

Selecting Channels

UPRR Spectra Clean Cab radios are preprogrammed with home channels for easy access. To select one of the "Home" channels, 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	UPRR01	"Home" 0 1	2020
02	UPRR02	"Home" 0 2	2424
03	UPRR03	"Home" 0 3	2727
04	UPRR04	"Home" 0 4	4242
05	UPRR05	"Home" 0 5	3838
06	UPRR06	"Home" 0 6	5858
07	C&NW1	"Home" 0 7	5252
08	C&NW2	"Home" 0 8	2323
09	C&NW3	"Home" 0 9	6262
10	C&NW4	"Home" 1 0	7171
11	C&NW5	"Home" 1 1	3131
12	C&NW6	"Home" 1 2	2525

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.

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:

a. 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.

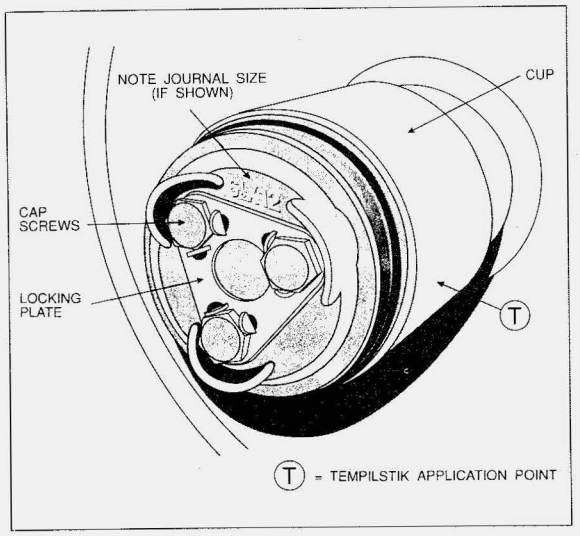
b. Do not stop trains over detectors, when practical.

c. When approaching or passing hot box detectors, avoid braking if practical. Excessive braking causes false indications.

d. Stop the train at once when a detector is actuated and the train must be inspected. Inspect the car or platform 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 the journal identified by axle count from the head end of the train. Detectors include locomotive axles in the axle count. If no obvious sign of overheating is present on the axle identified, use a 200 degree F. tempilstik to determine if the journal is overheated. 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.

ITEM 13. (CONTINUED)



ROLLER BEARING

If the journal identified is not overheated, use the bare hand as follows to inspect all remaining journals on both sides of the car or platform:

- If there are no obvious signs of overheating, 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, verify with a tempilstik and if it melts set out the car.

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

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.

ITEM 13. (CONTINUED)

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 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. Item 13.6 does not apply to these detectors. 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 or load, and that no car has a shifted load. Notify the train dispatcher, who will call the signal maintainer to reset the detector.

c. Notify the train dispatcher of any car or load found that has excessive width or height, or any load that has shifted. 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. Item 13.6 does not apply to these detectors.

13.6 Detector Failures at Hot Box and Dragging Equipment Detectors and at Hot Box Detectors:

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."

ITEM 13. (CONTINUED)

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 immediately 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 1, 2 and 10 through 13), 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. Cherokee Yard and BN-ATSF connection, Tulsa
4. Rockview and Chaffee
5. Winthrop and French (St. Joseph)
6. Oregon Trunk Jct. and Bend
7. Reservation and North Portland Jct.
8. Centralia and Hoquiam
9. BN Conn. (Spokane) and Fish Lake
10. 29th Street (Kansas City) and Paola
11. BN Jct. and WF&NW Jct.
12. North Jct. and Dalwor Jct.
13. Ney (Tower 55) and Wichita Falls
14. Duluth and Superior
15. Saunders and St. Anthony
16. Fisher Jct. and Orin Jct.
17. Orin and Caspar
18. Shawnee Jct. and West Caballo Jct.

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.

ITEM 14. (CONTINUED)

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 restricted speed. Block signal indications within yard limits do not relieve trains and engines from moving at restricted 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 fusees 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 fusees. 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.

   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 6.28:** Trains or engines using a siding or any track other than a main track must go at restricted speed.
7. **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.
8. **Rule 9.9:** Apply part A. in all territories. Parts B. and C. do not apply.
9. **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."
10. **Rule 9.12.2:** Does not apply.
11. **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.
12. **KCS Rule 284: Aspect:** Flashing yellow. **Name:** Medium Approach. **Indication:** Proceed, reducing speed to 30 MPH before leading wheels pass the next signal.
13. **KCS Rule 291(A): Aspect:** Red with number plate and letter "P" marker. **Name:** Permissive. **Indication:** Proceed at restricted speed.
14. SD40 and U30 units must not be coupled to cars with gross weight more than 132 tons.

ITEM 14. (CONTINUED)

15. 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.
16. Maximum weight limitations: Cars with gross weight more than 132 tons up to 137 tons are restricted to 5 MPH less than the maximum authorized speed. Cars more than 137 tons up to 158 tons are restricted to 30 MPH except tank cars 35 MPH.

    Movements of cars more than 158 tons. must be authorized by AVP-Transportation, Shreveport. La., except DUPX 28050 series 8-axle tank cars weighing up to 263 tons, 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 132 tons.
17. 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.
    - 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 from 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.

ITEM 14-A. (CONTINUED)

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 10 through 13
   - 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.
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 intra-plant 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.

ITEM 15. (CONTINUED)

(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.

(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.

ITEM 15. (CONTINUED)

(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.

(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 is 20 MPH within interlocking limits or within the limits of the control point for which "DISTANT SIGNAL APPROACH" is displayed at the distant signal.

ITEM 17. BLOCK AND INTERLOCKING SIGNALS:

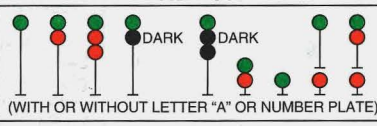
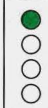
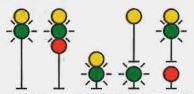
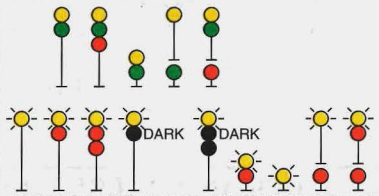
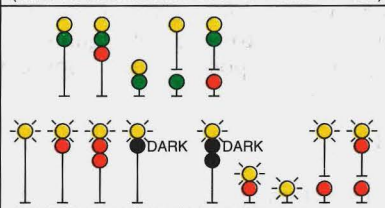
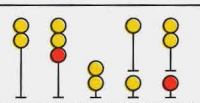
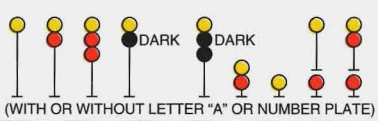
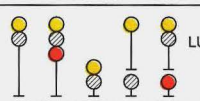
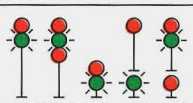
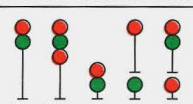
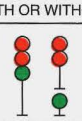
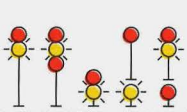
Semaphore arm positions are not shown on the table of signal aspects in Item 17. However, on signals having semaphore arms, the semaphore arm position corresponds with aspect colors as follows:

Red

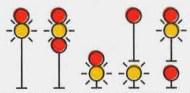
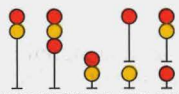
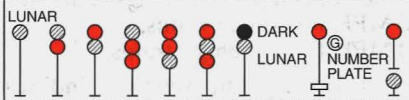
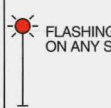
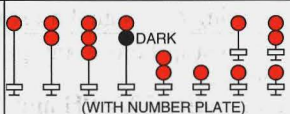
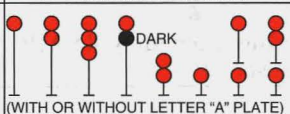
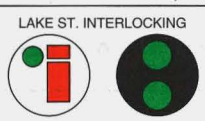
Yellow or Lunar

or Green

ITEM 17. BLOCK AND INTERLOCKING SIGNALS:

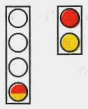
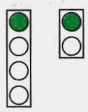
RULE	NAME	ASPECT	ACS	INDICATION
245A	CLEAR	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)		Proceed.
245AA	APPROACH CLEAR SIXTY	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)		Proceed. Speed passing next signal must not exceed 60 MPH.
245B	APPROACH LIMITED	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)		Proceed. Speed passing next signal must not exceed 40 MPH unless it can be plainly seen that indication of the next signal displays Clear, Approach Limited, or Approach Limited Passenger.
245BA	APPROACH LIMITED PASSENGER	 (WITH DIAMOND-SHAPED "P" PLATE, AND WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)		Proceed. Speed passing next signal must not exceed • 40 MPH for freight trains, • 60 MPH for passenger trains, unless it can be plainly seen that indication of the next signal displays Clear, Approach Limited, or Approach Limited Passenger.
245C	APPROACH MEDIUM	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)		Proceed. Speed passing next signal must not exceed 30 MPH.
245D	APPROACH	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)		Proceed prepared to stop before any part of train or engine passes the next signal. • Freight trains exceeding 30 MPH must immediately reduce to that speed, • Passenger trains exceeding 45 MPH must immediately reduce to that speed,
245E	APPROACH RESTRICTING	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)		Proceed prepared to pass next signal at restricted speed, not exceeding 15 MPH.
245F	DIVERGING CLEAR LIMITED	 (WITH OR WITHOUT LETTER "A" PLATE)		Proceed on diverging route. Speed through turnout must not exceed 40 MPH.
245G	DIVERGING CLEAR	 (WITH OR WITHOUT LETTER "A" PLATE)		Proceed on diverging route at prescribed speed through turnout.
245H	DIVERGING CLEAR SLOW	 (WITH OR WITHOUT LETTER "A" PLATE)		Proceed on diverging route. Speed through turnout must not exceed 15 MPH.
245J	DIVERGING APPROACH LIMITED	 (WITH OR WITHOUT LETTER "A" PLATE)		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, Approach Limited, or Approach Limited Passenger.

ITEM 17. (Continued)

RULE	NAME	ASPECT	ACS	INDICATION
245JA	DIVERGING APPROACH LIMITED PASSENGER	 (WITH DIAMOND-SHAPED "P" PLATE, AND WITH OR WITHOUT LETTER "A" PLATE)		Proceed on diverging route at prescribed speed through turnout. Speed passing next signal must not exceed • 40 MPH for freight trains • 60 MPH for passenger trains unless it can be plainly seen that indication of the next signal displays Clear, Approach Limited, or Approach Limited Passenger.
245K	DIVERGING APPROACH	 (WITH OR WITHOUT LETTER "A" PLATE)		Proceed on diverging route at prescribed speed through turnout prepared to stop before any part of train or engine passes the next signal. • Freight trains exceeding 30 MPH must immediately reduce to that speed, • Passenger trains exceeding 45 MPH must immediately reduce to that speed,
245L	DIVERGING APPROACH SLOW	 (WITH OR WITHOUT LETTER "A" PLATE)		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.
245M	RESTRICTING	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)		Proceed at restricted speed, not exceeding prescribed speed through turnout.
245N	FLASHING STOP AND PROCEED			Stop before any part of train or engine passes the signal then proceed at restricted speed to next signal.
245P	STOP AND PROCEED	 (WITH NUMBER PLATE)		Stop before any part of train or engine passes the signal then proceed at restricted speed to next signal.
245Q	STOP	 (WITH OR WITHOUT LETTER "A" PLATE)		Stop before any part of train or engine passes the signal.
245R	CLEAR RESTRICTING			Proceed at restricted speed.
245S	APPROACH RESTRICTING			Proceed at restricted speed prepared to stop.
245T	STOP			Stop before any part of train or engine passes the signal.

ITEM 18. AUTOMATIC CAB SIGNALS:

Note: Refer to Rule 13.3.1.

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.

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 Tue/Thurs/ Fri/Sun ↓	SALT LAKE CITY — WINNEMUCCA	6 Mon/Wed/ Fri/Sat ↑
0035(MT)	SALT LAKE CITY (DRGW)	0408(MT)
	ELKO	2218
	WINNEMUCCA (SP)	2013(PT)
5 ↓	STATIONS	6 ↑

(e).

31 Daily ↓	33 Daily ↓	ST. LOUIS — KANSAS CITY	30 Daily ↑	32 Daily ↑
1630	0810	ST. LOUIS	1345	2205
1655	0835	KIRKWOOD	1306	2126
1757	0937	HERMANN	1201	2021
1855	1030	JEFFERSON CITY	1116	1936
2001	1141	SEDALIA	1005	1825
2031	1211	WARRENSBURG	0933	1753
2111	1251	LEE'S SUMMIT	0852	1712
2128	1308	INDEPENDENCE	0835	1655
2200	1340	KANSAS CITY (Un. Sta.)	0815	1635
31 ↓	33 ↓	STATIONS	30 ↑	32 ↑

(f).

35 Mon/Wed/Sat ↓	SALT LAKE CITY — BARSTOW	36 Sun/Tue/Thurs ↑
0035	SALT LAKE CITY (DRGW)	0415
0342	MILFORD	0015
0545	CALIENTE	2215
0840(MT) 0755(PT)	LAS VEGAS	1945(MT) 1830(PT)
1115	BARSTOW (ATSF)	1535
35 ↓	STATIONS	36 ↑

ITEM 20. (Continued)

(g).

21 Mon/Wed/Sat ↓	ST. LOUIS — SAN ANTONIO	22 Sun/Tue/Thur ↑
0100	ST. LOUIS	0620
0445 0448	POPLAR BLUFF	0214 0209
0542	WALNUT RIDGE	0100
0618	NEWPORT	0026
0803 0808	L. ROCK AMTK STA.	2302 2257
0853	MALVERN	2150
0914	ARKADELPHIA	2127
1035 1049	TEXARKANA	2012 2002
1204	MARSHALL	1843
1234	LONGVIEW	1811
1510 1515	DALLAS	1535 1530
2034	TAYLOR	1025
2128	AUSTIN	0935
2207	SAN MARCOS	0845
2359	SAN ANTONIO (SP)	0705
21 ↓	STATIONS	22 ↑

(h).

25 Mon/Wed/Fri ↓	DENVER — PORTLAND	26 Tues/Thurs/Sun ↑
0945	DENVER	1805
1050	GREELEY	1545
1150	BORIE	1445
1254	LARAMIE	1350
1444	RAWLINS	1159
1624	ROCK SPRINGS	1019
1649	GREEN RIVER	0959
1833	EVANSTON	0749
2106 2126	OGDEN	0638 0618
0004	POCATELLO	0316
0140	SHOSHONE	0136
0359	BOISE	2326
0458	NAMPA	2246
0533	ONTARIO	2158
0728	BAKER	1958
0829(MT) 0736(PT)	La GRANDE	1858(MT) 1751(PT)
1008	PENDLETON	1540
1058	HINKLE	1442
1215	THE DALLES	1322
1248	HOOD RIVER	1255
1405	PORTLAND	1140
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.

Train Dispatcher Area	Telephone # (636-prefix)	Train Dispatcher Area	Telephone # (636-prefix)
Seattle Subdivision	1700	Las Vegas to Yermo	1716
Spokane Subdivision	1710	CP C005 to Los Angeles	1793
LaGrande to Huntington	1703	Elko to Winnemucca	1719
W. Nampa to Pocatello	1705	Portola to Oroville	1721
McCammon to Ogden	1711	Stockton to Oakland	1723
Granger to Green River	1708	Green River to Rawlins	1725
Provo Subdivision	1713	Laramie to Cheyenne	1727
Smelter to Milford	1712	Denver to Speer	1728
Caliente to Las Vegas	1715	North Platte Subdivision	1731
Riverside to CP C005	1717	Grand Island to Council Bluffs	1733
Smelter to Elko	1718	Kansas City Terminal & Leeds Jct.	1734
Winnemucca to Portola	1720	Menoken to Kansas City	1736
Oroville to Stockton	1722	River Subdivision	1741
Bieber Subdivision	1724	Oakley to Menoken	1738
Rawlins to Laramie	1726	Coffeyville to Leeds Jct.	1743
Cheyenne to Sidney	1729	Wagoner to Muskogee	1750
Sidney to North Platte	1730	OG&E Spur to Van Buren	1745
North Platte to Grand Island	1732	Valley Jct. to Poplar Bluffs	1752
Falls City Subdivision	1736	Chicago and Pana Subdivisions	1754
Gibbon Jct. to Menoken	1735	Memphis Subdivision	1757
Sedalia Subdivision	1742	Little Rock to McGehee	1760
Oakley to Denver	1737	Little Rock to Texarkana	1762
Coffeyville to OG&E Spur	1744	Marshall to Mineola	1764
Paola to Wagoner	1749	Longview to Palestine	1773
Muskogee to McAlester	1751	Alexandria Subdivision	1769
Van Buren to Marche	1746	Dequincy to Houston	1771
St. Louis to Poplar Bluffs	1753	Belt Jct. to Ft. Worth	1755
Hoxie Subdivision	1756	Big Spring to El Paso	1767
McGehee to Texmo Jct.	1759	Ft. Worth Spring Jct. to Waco Jct.	1780
Wynne Subdivision	1761	Austin Subdivision	1778
Texarkana to Marshall	1763	San Antonio Subdivision	1792
Marshall to Texmo Jct.	1768	Corpus Christi Subdivision	1775
Belt Jct. to Mineola	1765	Galveston to Houston	1777
Anchorage to Dequincy	1770	McAlester to Ft. Worth	1781
Lake Charles Subdivision	1772	OKT Subdivision	1783
Ft. Worth to Big Spring	1766	St. Louis Subdivision	2261
Waxahachie Branch	1785	Rapid City Branch	2262
Waco Jct. to Houston	1790	GX (CP Y037) to Clinton	2263
Laredo Subdivision	1779	Chicago to Harvard	2264
Brownsville Subdivision	1774	Harvard to Reedsburg	2265
Yoder & So. Torrington Branches	1786	New Line Subdivision	2266
Palestine to Houston	1776	Chicago to GX (CP Y037)	2267
Shawnee Branch	1782	Iowa Subdivision	2268
Portland Subdivision	1701	Sioux City Subdivision	2269
Hinkle to LaGrande	1702	Mason City Subdivision	2270
Huntington to W. Nampa	1704	Mankato Subdivision	2271
Pocatello to Granger	1706	North Iowa Branches	2272
Salt Lake to Granger	1707	Trenton Subdivision	2273
Montana Subdivision	1709	Eau Claire Subdivision	2274
Salt Lake to Smelter	1789	Escanaba Subdivision	2275
Milford to Caliente	1714	Kenosha Subdivision	2276

Corridor Manager Telephone Numbers

Corridor Manager Area	Telephone # (636-prefix)	Corridor Manager Area	Telephone # (636-prefix)
Seattle to Nampa	7422	Green River to North Platte	7432
Nampa to Salt Lake & Green River	7428	Denver to Cheyenne	7432
Salt Lake to Green River	7428	North Platte Subdivision	7432
Pocatello to Silver Bow	7428	Kansas City to St. Louis	7438
North Platte to Council Bluffs	7433	Kansas City to Council Bluffs	7438
Gibbon Jct. to Kansas City	7439	Kansas City to Little Rock	7443
St. Louis Service Unit	7442	Kansas City to Ft. Worth	7443
Ft. Worth to Houston	7446	Topeka to Denver	7443
Palestine to Laredo	7446	Wichita to Ft. Worth	7443
San Antonio to Corpus Christi	7446	Osawatomie to Pueblo	7443
Bloomington to Brownsville	7446	Ft. Worth to Mesquite	7447
Ft. Worth to El Paso	7446	Fremont/Council Bluffs to Chicago	7404
Houston Service Unit	7447	Shawnee to O'Fallons	7571
Salt Lake to Los Angeles	7423	North & South Line	7490
Smelter to Oakland	7429		

Other Harriman Dispatching Center Telephone Numbers

Directors	Telephone # (636-prefix)	Signal Operations	Telephone # (636-prefix)
Western Area Director	7427	Green River West	7875
Southern Area Director	7445	Green River to St. Louis	7885
Terminal Director	7436	Green River to McAlester	7885
Locomotive Utilization Director	7437	Chicago to Laredo & Brownsville	7895
Bulk Operations Director	7507	Chicago to Ft. Worth	7895
		McAlester to Ft. Worth	7895
Locomotive Maintenance	**Telephone # (636-prefix)**	**Maintenance of Way Operations**	**Telephone # (636-prefix)**
Engine Trouble Desk	7509	MW Operations Managers	7434

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 October 29, 1995.

Service Unit	General Order User Group Name	General Notice User Group Name
01: St. Louis	TT2SL	GN95SL
02: Council Bluffs	TT2CB	GN95CB
03: Central	TT2CE	GN95CE
04: Houston	TT2HO	GN95HO
05: San Antonio	TT2SA	GN95SA
06: Cheyenne	TT2CH	GN95CH
07: Boise	TT2BO	GN95BO
08: Los Angeles	TT2LA	GN95LA
09: North Little Rock Terminal	TT2NL	GN95NL
10: Kansas City Terminal	TT2KC	GN95KC
11: Fort Worth Terminal	TT2FW	GN95FW
12: Southern Terminals	TT2SO	GN95SO
13: North Platte Terminal	TT2NP	GN95NP
15: Powder River	TT2BK	GN95BK
16: Intermodal	West Coast: TT2BO & TT2LA Chicago: TT2SL Texas: TT2FW	GN95BO & GN95LA GN95SL GN95FW
17: Mexico	TT2SA	GN95SA
18: Twin Cities	TT2TC	GN95TC
19: Iowa	TT2IA	GN95IA
20: Proviso	TT2PR	GN95PR
21: Chicago Commuter	TT2CC	GN95CC

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.

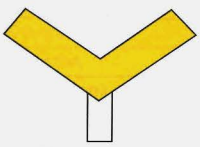

TRACK WORKER

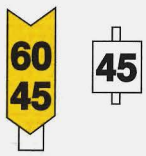

FOR CROSSINGS*


FOR TUNNELS, ETC.

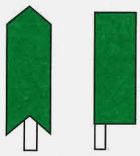
REQUIRED WHISTLE SIGNAL RULE 5.8.2 (11).

*If a number sign is attached to the crossing sign, it shows the number of crossings for which the whistle signal is required.


YARD LIMIT SIGN



PERMANENT SPEED RESTRICTION SIGN

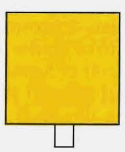

PERMANENT RESUME SPEED SIGG



STOP SIGN.


STOP SIGN.


YELLOW-RED FLAG PROTECTING MEN AND EQUIPMENT


YELLOW FLAG


RED FLAG


GREEN FLAG

COLOR CODES



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

EXPLANATION OF CHARACTERS

Ⓐ —Automatic Interlocking.
Ⓑ —Radio Base Station.
Ⓓ —Draw Bridge.
Ⓖ —Gate — Normal Position Against Conflicting Route.
G —Gate — Normal Position Against This Subdiv.
Ⓜ —Manual Interlocking.
Ⓢ —Stop Sign.
T —Turning Facility.
Ⓧ —Railroad Crossing At Grade.
Ⓨ —Yard Limits.
N —Northward.
S —Southward.
E —Eastward.
W —Westward.
C —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.
Ⓡ —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.
ǂ —Siding with entering signal allowing aspect more favorable than lunar.

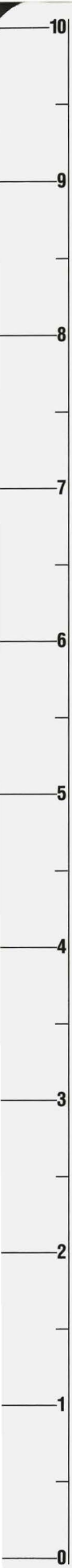
Capacity of sidings shown clearance point to clearance point.

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
			1	6	54.5	1	21	44.4	1	35	37.9
0	45	80.0	1	7	53.7	1	22	43.9	1	40	36.0
0	48	75.0	1	8	52.9	1	23	43.4	1	45	34.3
0	50	72.0	1	10	51.4	1	24	42.9	1	50	32.7
0	52	69.2	1	11	50.7	1	25	42.4	1	55	31.3
0	54	66.6	1	12	50.0	1	26	41.9	2	0	30.0
0	56	64.2	1	13	49.3	1	27	41.4	2	5	28.8
0	58	62.0	1	14	48.6	1	28	40.9	2	10	27.7
1	0	60.0	1	15	48.0	1	29	40.4	2	15	26.7
1	1	59.0	1	16	47.4	1	30	40.0	2	20	25.7
1	2	58.0	1	17	46.7	1	31	39.6	2	25	24.8
1	3	57.1	1	18	46.1	1	32	39.1	3	0	20.0
1	4	56.2	1	19	45.6	1	33	38.7	4	0	15.0
1	5	55.3	1	20	45.0	1	34	38.2	6	0	10.0



UNION PACIFIC

SAFETY

IS MY PERSONAL RESPONSIBILITY