PB-27020

PORTLAND AREA TIMETABLE #3

Effective 0001 Sunday, June 26, 2005

D. J. Duffy, Executive Vice President - Operations
J. H. Koch, Vice President - Transportation
L. M. Fritz, Vice President - Northern Region
J. M. Santamaria, Vice President - Central Region
C. O. Malone, Vice President - Southern Region
T. F. Jacobi, Vice President - Western Region
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D. H. Jacobson, Vice President - Operating Service
R. S. Blackburn, Vice President - Premium Operations
J. H. Rebensdorf, Vice President - Network Planning & Operations
R. M. Grimaila, Sr. AVP - Safety ,Environmental & Security
B. J. Kanuch, Chief Mechanical Officer
S. R. Barkley, Vice President - HDC & Network Operations

This document supersedes:

Union Pacific Railroad Portland Timetable 2 effective Oct 29, 2000

EXPLANATION OF CHARACTERS

Symbol	Represents
CTC	CENTRALIZED TRAFFIC CONTOL
CTC ATC	CENTRALIZED TRAFFIC CONTOL AUTOMATIC TRAIN CONTROL
ATC	AUTOMATIC TRAIN CONTROL
ABS	AUTOMATIC BLOCK SIGNAL SYSTEM
DT	DOUBLE TRACK
DTC	DIRECT TRAFFIC CONTROL
DTC ABS	DIRECT TRAFFIC CONTROL AUTOMATIC BLOCK SIGNAL SYSTEM
TWC	TRACK WARRANT CONTROL
TWC ABS	TRACK WARRANT CONTROL AUTOMATIC BLOCK SIGNAL SYSTEM
#MT	MULTIPLE MAIN TRACK - # (number MT's)
!	SIDING WITH ENTERING SIGNAL ALLOWING ASPECT MORE FAVORABLE THAN LUNAR
(A)	AUTOMATIC INTERLOCKING
B	BASE RADIO STATION
D	DRAW BRIDGE
(G)	GATE-NORMAL POSITION AGAINST CONFLICTING ROUTE
G	GATE-NORMAL POSITION AGAINST THIS SUBDIVISION
(M)	MANUAL INTERLOCKING
(S)	STOP SIGN
T	TURNING FACILITY
(X)	RAILROAD CROSSING AT GRADE
X	CROSSOVER BETWEEN MAIN TRACKS DUAL CONTROL SWITCHES
Y	YARD LIMITS

Symbol	Represents
(Z)	MANUAL INTERLOCKING WITH A RELEASE BOX AND A M/W KEY RELEASE, IF EQUIPPED
(9)	SPECIAL INSTRUCTIONS APPLY ITEM 9
(11)	SPECIAL INSTRUCTIONS APPLY ITEM 11
N	NORTHWARD
S	SOUTHWARD
E	EASTWARD
W	WESTWARD
C	CENTER
+	HEAD - END RESTRICTION ONLY
(R)	REDUCE / RESUME SPEED SIGNS AT OTHER THAN PRESCRIBED LOCATION
(#)	HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
#	HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
@	HOT BOX AND DRAGGING EQUIUPMENT 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
%	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

OTHER AVAILABLE REFERENCE MATERIAL

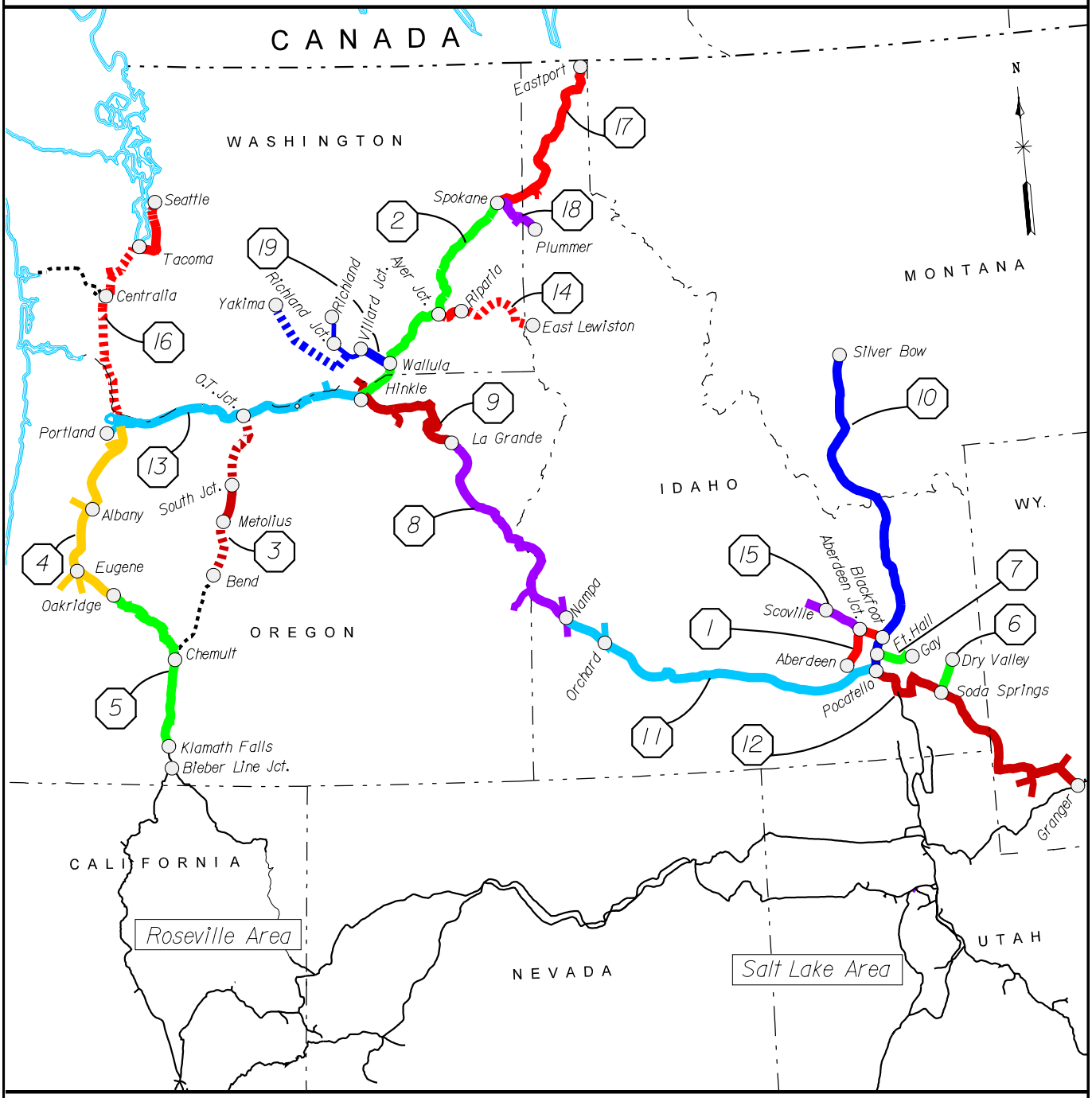
Area #	Area Name	Timetable Item #	Area Profile
1	Portland	PB-27020	Not Available
2	Salt Lake City	PB-27021	Not Available
3	Roseville	PB-27022	Not Available
4	Los Angeles	PB-27023	Not Available
5	El Paso	PB-27024	Not Available
6	Denver	PB-27025	Not Available
7	North Platte	PB-27026	Not Available
8	Council Bluffs	PB-27027	Not Available
9	Kansas City	PB-27028	Not Available
10	Salina	PB-27029	Not Available
11	Iowa	PB-27030	Not Available
12	Twin Cities	PB-27031	Not Available
13	Chicago	PB-27032	Not Available
14	St. Louis	PB-27033	Not Available
15	North Little Rock	PB-27034	Not Available
16	Dallas / Ft. Worth	PB-27035	Not Available
17	Houston	PB-27036	Not Available
18	San Antonio	PB-27037	Not Available
0	All Area 3 Hole Singles	PB-27038	
0	3" Binder	PB-27019	
0	Area Tabs (19 Each)	PB-27018	
0	System Special Instructions	PB-27015	

Building America

PORTLAND AREA

TIMETABLE #3

Effective 0001 Sunday, June 26, 2005



1. ABERDEEN ..... (0822)	8. HUNTINGTON ..... (0810)	15. SCOVILLE ..... (0821)
2. AYER..... (0870)	9. LA GRANDE ..... (0837)	16. SEATTLE ..... (0860)
3. BEND ..... (0835)	10. MONTANA ..... (0820)	17. SPOKANE ..... (0880)
4. BROOKLYN ..... (0845)	11. NAMPA ..... (0807)	18. WALLACE ..... (0884)
5. CASCADE ..... (0841)	12. POCATELLO ..... (0800)	19. YAKIMA ..... (0873)
6. DRY VALLEY ..... (0805)	13. PORTLAND ..... (0830)	
7. GAY ..... (0823)	14. RIPARIA ..... (0877)	

PEN TABLE - Q:\TT_MAPS\TT_MAPS.PEN

Q:\TT_MAPS\2005\PORTLAND_NO3_2005.DGN MAY 25, 2005

PORTLAND AREA

SUBDIVISION / INDUSTRIAL LEAD / MAPS : PAGE

ABERDEEN (0822)..... 50
AYER (0870)..... 40
Barnes and Albina Yards..... 25
BEND (0835)..... 26
BROOKLYN (0845)..... 28
Carty Industrial Lead: (0832)..... 22
CASCADE (0841)..... 32
Coeur D'Alene Industrial Lead: (0883)..... 43
Coos Bay Industrial Lead: (0846)..... 30
Cumberland Industrial Lead: (0802)..... 3
DRY VALLEY (0805)..... 5
Elkol Industrial Lead: (0803)..... 3
Eugene Yard..... 27
Exxon Industrial Lead: (0801)..... 3
Fairfield Industrial Lead: (0885)..... 47
GAY (0823)..... 52
Hinkle Area Map..... 19
Homedale Industrial Lead: (0813)..... 11
HUNTINGTON (0810)..... 10
Idaho Northern Industrial Lead: (0811)..... 11
Kalan Industrial Lead: (0876)..... 44
Klamath Falls Yard..... 37
LA GRANDE (0837)..... 14
La Grande & Pendleton Area Maps..... 18
Marcola Industrial Lead: (0847)..... 30
MONTANA (0820)..... 48
NAMPA (0807)..... 6
Nampa Yard..... 9
Olympia Industrial Lead: (0863)..... 39
Orchard Industrial Lead: (0815)..... 7
Pilot Rock Industrial Lead: (0838)..... 17
POCATELLO (0800)..... 2
Pocatello Terminal Map..... 4
PORTLAND (0830)..... 20
Portland Terminal Map..... 24
Richland Industrial Lead: (0879)..... 44
RIPARIA (0877)..... 46
SCOVILLE (0821)..... 51
SEATTLE (0860)..... 38
South Rivergate Industrial Lead: (0862)..... 22
SPOKANE (0880)..... 42
St. John's Industrial Lead: (0861)..... 22
Stoddard Industrial Lead: (0808)..... 11
Sumner Industrial Lead: (0864)..... 39
Tillamook Industrial Lead: (0851)..... 30
Toledo Industrial Lead: (0848)..... 30
Umatilla Industrial Lead: (0871)..... 17
WALLACE (0884)..... 47
YAKIMA (0873)..... 44

PORTLAND AREA

Station Name	Circ7 #	Subdivision	Page #
ABERDEEN	IA928	ABERDEEN	50
ABERDEEN JCT.	IA607	SCOVILLE	51
ABERDEEN JCT.	IA607	ABERDEEN	50
ABERNATHY	OZ425	CASCADE	32
ADELAIDE	IY132	NAMPA	6
ALBANY	OZ549	BROOKLYN	28
ALBINA	OP500	PORTLAND	20
ALEXANDER	IX999	POCATELLO	2
ALFORD	OZ529	BROOKLYN	28
ALGOMA	OZ324	CASCADE	32
ALMOTA	OC335	RIPARIA	46
AMERICAN FALLS	IY086	NAMPA	6
ARGO (BNSF)	OX950	SEATTLE	38
ARLINGTON	OX638	PORTLAND	20
ATTALIA	OW40	YAKIMA	44
AUBURN	OX933	SEATTLE	38
AYER	OK082	AYER	40
AYER JCT.	OK086	RIPARIA	46
AYER JCT.	OK086	AYER	40
BAKER	OX434	HUNTINGTON	10
BALLAST TRACK		RIPARIA	46
BANCROFT	IY009	POCATELLO	2
BANNOCK	IY077	NAMPA	6
BARNHART	OX567	LA GRANDE	16
BARRETTS	IF320	MONTANA	48
BECKWITH	IX919	POCATELLO	2
BEND	OB151	BEND	26
BIGGS	OX672	PORTLAND	20
BLACKFOOT	IF158	MONTANA	48
BLACKFOOT	IF158	ABERDEEN	50
BLALOCK	OX646	PORTLAND	20
BLASER	IY025	POCATELLO	2
BLISS	IY198	NAMPA	6
BNSF CONNECTION		SPOKANE	42
BNSF CONNECTION		BEND	26
BNSF CONNECTION		WALLACE	47
BNSF CROSSING		SPOKANE	42
BOARDMAN	OX612	PORTLAND	20
BONIFER	OX536	LA GRANDE	16
BONNERS FERRY	OS110	SPOKANE	42
BORAH	IY090	NAMPA	6
BRIDAL VEIL	OX749	PORTLAND	20
BROOKLYN	OZ626	BROOKLYN	28
CALDWELL	IY313	HUNTINGTON	10
CALIMUS	OZ350	CASCADE	32
CAMP	OX522	LA GRANDE	16
CANBY	OZ606	BROOKLYN	28
CASCADE LOCKS	OX733	PORTLAND	20
CASCADE SUMMIT	OZ421	CASCADE	32
CASTLE	OX617	PORTLAND	20
CENTRAL FERRY	OC315	RIPARIA	46
CHAMP	OX772	PORTLAND	20
CHAUSSE	IX941	POCATELLO	2
CHEMULT	OZ388	CASCADE	32
CHENEY	OK169	AYER	40
CHILOQUIN	OZ341	CASCADE	32
CLACKAMAS		BROOKLYN	28
CLAGSTONE	OS050	SPOKANE	42
CLARKE	OX605	PORTLAND	20
CLARKSON	IA604	ABERDEEN	50
CLEARWATER RIV.		RIPARIA	46
CLEFT	IY260	NAMPA	6
COALCA		BROOKLYN	28
COBB	IY373	HUNTINGTON	10
COEUR D'ALENE JCT.	OS026	SPOKANE	42
COKEVILLE	IX931	POCATELLO	2
COLD SPRINGS	OK009	AYER	40
COLLINS	IA602	ABERDEEN	50
CRALE	OZ480	BROOKLYN	28
CRATES	OX694	PORTLAND	20
CRESCENT LAKE	OZ413	CASCADE	32
CROOKS	OX467	HUNTINGTON	10
CRUM	OC345	RIPARIA	46
CRUZATTE	OZ430	CASCADE	32
CRYSTAL	IY357	HUNTINGTON	10
CULLY BLVD.		PORTLAND	20
DEWOFF	IY107	NAMPA	6
DIAMOND LAKE	OZ383	CASCADE	32
DIETRICH	IY161	NAMPA	6
DILLON	IF328	MONTANA	48
DINGLE	IX955	POCATELLO	2
DIVIDE	IF370	MONTANA	48
DODSON	OX741	PORTLAND	20
DOUGREN		BROOKLYN	28
DOVER	OS072	SPOKANE	42
DRY VALLEY	ID018	DRY VALLEY	5
DUBOIS	IF235	MONTANA	48
DUNCAN	OX527	LA GRANDE	16
DURKEE	OX407	HUNTINGTON	10
E. ENCINA	OX424	HUNTINGTON	10
E. LA GRANDE	OX485	LA GRANDE	16
E. LA GRANDE	OX485	HUNTINGTON	10
E. NAMPA	IY303	NAMPA	6
E. POCATELLO	IY060	POCATELLO	2
E. PORTLAND	OP773	PORTLAND	20
EAST LEWISTON		RIPARIA	46
EAST PORTLAND	OP773	BROOKLYN	28
EASTPORT	OS141	SPOKANE	42
ECHO	OX583	LA GRANDE	16
EPCO	IC006	DRY VALLEY	5
EUGENE		BROOKLYN	28
EUGENE YARD	OZ512	BROOKLYN	28
FALL CREEK JCT.	OZ496	BROOKLYN	28
FIELDS	OZ439	CASCADE	32
FIFE	OX919	SEATTLE	38
FIR	OX769	PORTLAND	20
FIRTH	IF169	MONTANA	48
FISH LAKE	OK174	SPOKANE	42
FISH LAKE	OK174	AYER	40
FORT HALL	IF146	MONTANA	48
FORT HALL	IF146	GAY	52
FOSSIL	IX898	POCATELLO	2
FOX	IY297	NAMPA	6
FREEMAN	OT147	WALLACE	47
FUEGO	OZ359	CASCADE	32
FULLER	IY191	NAMPA	6

PORTLAND AREA

Station Name	Circ7 #	Subdivision	Page #
GAY	IQ020	GAY	52
GEORGETOWN	IX974	POCATELLO	2
GERVAIS		BROOKLYN	28
GIBBON	OX538	LA GRANDE	16
GILCHRIST JCT.	OZ398	CASCADE	32
GLENNS FERRY	IY221	NAMPA	6
GOFF	OX661	PORTLAND	20
GOODING	IY185	NAMPA	6
GRAND JCT.	OS022	SPOKANE	42
GRANGER	WX847	POCATELLO	2
HAIG	OZ627	BROOKLYN	28
HAINES	OX444	HUNTINGTON	10
HALLAWELL	OZ546	BROOKLYN	28
HALSEY	OZ536	BROOKLYN	28
HAMER	IF218	MONTANA	48
HAMMETT	IY230	NAMPA	6
HAMPTON		BROOKLYN	28
HARER	IX950	POCATELLO	2
HARRISBURG	OZ527	BROOKLYN	28
HAWLEY	IY115	NAMPA	6
HEATHER	OZ449	CASCADE	32
HEPPNER JCT.	OX627	PORTLAND	20
HIGHBRIDGE	OX514	LA GRANDE	16
HILGARD	OX494	LA GRANDE	16
HINKLE	OX591	LA GRANDE	16
HINKLE	OX591	AYER	40
HINKLE	OX591	PORTLAND	20
HITO	OZ601	BROOKLYN	28
HOMLY	OX546	LA GRANDE	16
HOOPER JCT.	OK103	AYER	40
HUMPHREY	IF258	MONTANA	48
HUNTINGTON	OX386	HUNTINGTON	10
HURON	OX518	LA GRANDE	16
IDAHO FALLS	IF185	MONTANA	48
IDAHO NORTHERN JCT.		HUNTINGTON	10
IRVING LEAD	OZ515	BROOKLYN	28
JEFFERSON	OZ558	BROOKLYN	28
JOHNSON CREEK		BROOKLYN	28
JOSO	OK092	AYER	40
JUDKINS	OZ507	BROOKLYN	28
JUNIPER	OK019	AYER	40
KAMELA	OX505	LA GRANDE	16
KEMMERER	IX887	POCATELLO	2
KENT	OX938	SEATTLE	38
KENTON	OX775	PORTLAND	20
KIMAMA	IY136	NAMPA	6
KING HILL		NAMPA	6
KLAMATH FALLS	OZ313	CASCADE	32
KLAMATH FALLS YARD		CASCADE	32
KUNA	IY294	NAMPA	6
LA GRANDE	OX486	LA GRANDE	16
LABISH	OZ580	BROOKLYN	28
LEEFE	IX912	POCATELLO	2
LENZ	OZ368	CASCADE	32
LIBERTY	IA906	ABERDEEN	50
LIMA	IF280	MONTANA	48
LIME	OX391	HUNTINGTON	10
LONE TREE	OX481	HUNTINGTON	10
LOOKOUT		BROOKLYN	28
MANITO	OT143	WALLACE	47
MANSON	IX983	POCATELLO	2
MARENGO	OK125	AYER	40
MARION		BROOKLYN	28
MARSE	IX935	POCATELLO	2
MATTHEWS	OK072	AYER	40
MAX	IY123	NAMPA	6
McCAMMON	IY038	POCATELLO	2
McCREDIE SPRINGS	OZ454	CASCADE	32
MELROSE	IF359	MONTANA	48
MENO	OX716	PORTLAND	20
MICA	OT150	WALLACE	47
MICHAUD	IY071	NAMPA	6
MILAM	OX540	LA GRANDE	16
MILLERSBURG		BROOKLYN	28
MINIDOKA	IY120	NAMPA	6
MINNOW	OZ485	BROOKLYN	28
MINTHORN	OX551	LA GRANDE	16
MODOC POINT	OZ332	CASCADE	32
MONSANTO	IC002	DRY VALLEY	5
MONTANA JCT.	IF136	MONTANA	48
MONTPELIER	IX962	POCATELLO	2
MORELAND	IA605	ABERDEEN	50
MOSIER	OX706	PORTLAND	20
MOTANIC	OX500	LA GRANDE	16
MOWICH	OZ399	CASCADE	32
MOXA	IX855	POCATELLO	2
MOYER JCT.		POCATELLO	2
MOYIE SPRINGS	OS119	SPOKANE	42
MOZART	OT512	WALLACE	47
MT. HOME		NAMPA	6
MUNLEY	OX600	PORTLAND	20
MUNRA	OX557	LA GRANDE	16
N. HINKLE		AYER	40
NAMPA	IY304	NAMPA	6
NAMPA	IY304	HUNTINGTON	10
NATRON	OZ500	BROOKLYN	28
NAVY	IF349	MONTANA	48
NINE MILE	IQ009	GAY	52
NO. PORTLAND JCT.	OX778	SEATTLE	38
NOLIN	OX577	LA GRANDE	16
NORDEEN	OX504	LA GRANDE	16
NORTH FRAZIER		CASCADE	32
NORTH POWDER	OX453	HUNTINGTON	10
NORTH SPRINGFIELD	OZ505	BROOKLYN	28
NOTUS	IY320	HUNTINGTON	10
NUGGET	IX903	POCATELLO	2
NUTRIA	IX863	POCATELLO	2
NYSSA	IY336	HUNTINGTON	10
OAKRIDGE		BROOKLYN	28
OAKRIDGE	OZ465	CASCADE	32
OLSEN (S)	IA616	SCOVILLE	51
ONTARIO	IY346	HUNTINGTON	10
OPAL	IX872	POCATELLO	2
ORCHARD	IY270	NAMPA	6
OREGON CITY	OZ615	BROOKLYN	28
OREGON TRUNK JCT.	OX680	BEND	26

PORTLAND AREA

Station Name	Circ7 #	Subdivision	Page #
OREGON TRUNK JCT.	OX680	PORTLAND	20
ORR	IX907	POCATELLO	2
OWINZA	IY151	NAMPA	6
OWYHEE	IY282	NAMPA	6
OXMAN	OX414	HUNTINGTON	10
PAGE	OK052	AYER	40
PAGE	OZ548	BROOKLYN	28
PARMA	IY328	HUNTINGTON	10
PAYETTE	IY350	HUNTINGTON	10
PAYNE	IF191	MONTANA	48
PEBBLE	IY018	POCATELLO	2
PENAWAWA	OC322	RIPARIA	46
PENDLETON	OX560	LA GRANDE	16
PENINSULA JCT.	OX776	PORTLAND	20
PENINSULA JCT.	OX776	SEATTLE	38
PERRY	OX490	LA GRANDE	16
PESCADERO	IX969	POCATELLO	2
PINGREE	IA910	ABERDEEN	50
PIXLEY	IX925	POCATELLO	2
PLEASANT VALLEY	OX420	HUNTINGTON	10
PLUMMER	OT520	WALLACE	47
POCATELLO	IY061	NAMPA	6
POCATELLO	IY061	POCATELLO	2
POCATELLO JCT	IF063	MONTANA	48
POCATELLO JCT.	IY063	NAMPA	6
PRICHARD CREEK	OX410	HUNTINGTON	10
PRYOR	OZ460	CASCADE	32
QUARTZ	OX428	HUNTINGTON	10
QUIGLEY	IY097	NAMPA	6
QUINTON	OX652	PORTLAND	20
RED ROCK	IF303	MONTANA	48
REED		BROOKLYN	28
RENARD	OZ573	BROOKLYN	28
RESERVATION	OX917	SEATTLE	38
REVERSE	IY240	NAMPA	6
REYNOLDS	OX762	PORTLAND	20
RIETH	OX564	LA GRANDE	16
RIPARIA	OT017	RIPARIA	46
ROBERTS	IF202	MONTANA	48
ROCK ISLAND	IY381	HUNTINGTON	10
ROCKFORD	IA904	ABERDEEN	50
ROSS	OX509	LA GRANDE	16
SAGO	OX460	HUNTINGTON	10
SALEM	OZ576	BROOKLYN	28
SAMUELS	OS087	SPOKANE	42
SANDPOINT	OS075	SPOKANE	42
SANDY	OX753	PORTLAND	20
SCOVILLE (End of Track)	IA640	SCOVILLE	51
SEATTLE	OX951	SEATTLE	38
SEBREE	IY255	NAMPA	6
SENTER	IY143	NAMPA	6
SETTERS	OT507	WALLACE	47
SHEDD	OZ541	BROOKLYN	28
SHELLEY	IF176	MONTANA	48
SHILOH	OS096	SPOKANE	42
SHOSHONE	IY169	NAMPA	6
SILVER BOW	IF390	MONTANA	48
SODA SPRINGS	IX993	DRY VALLEY	5
SODA SPRINGS	IX993	POCATELLO	2
SOUTH FRAZIER		CASCADE	32
SOUTH SPRINGFIELD		BROOKLYN	28
SPENCER	IF249	MONTANA	48
SPOKANE	OT161	WALLACE	47
SPOKANE (SI YARD)		SPOKANE	42
SPRINGFIELD		BROOKLYN	28
SPRINGFIELD JCT.	OZ506	BROOKLYN	28
ST. JOHNS JCT.	OP501	PORTLAND	20
STANFIELD	OX587	LA GRANDE	16
STEEL BRIDGE		PORTLAND	20
SUMNER	OX925	SEATTLE	38
SWAIN		BROOKLYN	28
TABER	IA620	SCOVILLE	51
TALMAGE	IY003	POCATELLO	2
TANGENT	OZ543	BROOKLYN	28
TELOCASET	OX463	HUNTINGTON	10
THE DALLES	OX691	PORTLAND	20
TICESKA	IY205	NAMPA	6
TOPAZ	IY032	POCATELLO	2
TRANSFER	OC369	RIPARIA	46
TRENTWOOD	OS011	SPOKANE	42
TROUTDALE	OX760	PORTLAND	20
TUKWILA	OX945	SEATTLE	38
TUNUPA	IY178	NAMPA	6
TYHEE	IF140	MONTANA	48
UNION JCT.	OX473	HUNTINGTON	10
VAY	OS058	SPOKANE	42
VC TOWER	OP775	PORTLAND	20
VILLARD JCT.	OW40	YAKIMA	44
W. ENCINA		HUNTINGTON	10
W. LA GRANDE	OX487	LA GRANDE	16
W. NAMPA	IY305	HUNTINGTON	10
WALKER	OK062	AYER	40
WALLULA	OK031	AYER	40
WALLULA	OK031	YAKIMA	44
WALLULA JCT.	OK029	AYER	40
WAPELLO	IF164	MONTANA	48
WAPI	IY103	NAMPA	6
WATERFALL	IX881	POCATELLO	2
WEATHERBY	OX398	HUNTINGTON	10
WEISER	IY363	HUNTINGTON	10
WELLS	OK147	AYER	40
WICOPEE	OZ445	CASCADE	32
WILLSBURG JCT.	OZ625	BROOKLYN	28
WING	OX438	HUNTINGTON	10
WOCUS	OZ319	CASCADE	32
WOLLEY VALLEY	ID012	DRY VALLEY	5
WOODBURN	OZ595	BROOKLYN	28
WORLEY	OT513	WALLACE	47
WYETH	OX726	PORTLAND	20
YAMSAY	OZ377	CASCADE	32

NOTES:

POCATELLO SUBDIVISION (0800)

Mile Post	Rule 6.3	CP #'s	Radio Display: Granger to Pocatello - 2020 (*10) - - WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
846.8	CTC	G847	GRANGER T!X	WX847	8046
1.6		G002	(8.5) !		
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	(6.6)		
39.1		G039	KEMMERER !	IX887	E6567
40.6		G040	(3.1)		W7867
42.2		G042	MOYER JCT.		
			(5.0)		
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 !	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	CTC 2MT	G108	DINGLE	IX955	
			(6.9)		
114.8		G115	MONTPELIER X	IX962	
			(2.1)		
116.9		G117	CP G117 X		
			(3.5)		
120.4		G121	PESCADERO	IX969	
			(6.3)		
126.7	CTC	G127	GEORGETOWN !	IX974	10057
128.8		G129	(8.7)		
135.4		G135	MANSON !	IX983	7358
136.9		G137	(8.6)		
144.0		G144	SODA SPRINGS T	IX993	7347
145.5		G146	(2.5)		
146.5		G147	CP 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	CTC 2MT	G177	BLASER	IY025	
			(1.7)		
178.7		G179	CP G179 X		
			(7.2)		
185.9	CTC	G186	TOPAZ	IY032	
			(3.8)		
189.7	CTC 2MT	G190	McCAMMON TX	IY038	
191.6		G192	(8.7)		
198.4		G198	CP G198		
			(5.2)		
203.6		G204	CP G204		
			(7.3)		
210.9	CTC 3MT	P211	E. POCATELLO X	IY060	
			(2.2)		
213.1		P212	CP P212 YX		
			(0.2)		
213.3		P213	CP P213 YX		
			(0.9)		
214.2		P214	POCATELLO BT	IY061	
			(214.3)		

SI-01 MAIN TRACK AUTHORITY

CTC In Effect entire subdivision.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts	
846.8 = -0.1 and 187.9	
(Except as Below).....	**70**
-0.1 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
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
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

POCATELLO SUBDIVISION (0800)

Between Mileposts 187.9 and 214.2	PSGR	FRT
(Except as Below)	**79**	**70**
187.9 and 192.7	60	50
192.7 and 195.0	70	50
195.0 and 195.3	55	50
195.3 and 200.0	65	55
200.0 and 202.6	55	50
211.0 and 214.2 Trk. 3	20	20
212.2 and 213.5 Trk.1&2	70	70
213.5 and 214.2 Trk.1&2	20	20

Between MP 846.8 (-0.1) and MP 187.9 where no permanent or temporary speed restrictions are in effect for freight trains, UPRR passenger trains may operate at 10 MPH above maximum speed for freight trains not to exceed 79 MPH.

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed **MPH**

1. Thru Sidings & Turnouts (No Exceptions.)

2. Dual Control Switch Turnouts

CP G847, CP G002, CP G108, CP G121, CP G177, CP G186, CP 190..... 40

CP G42 to Cumberland Industrial Lead, CP P213, CP P214, CP P215..... 15

McCammon Jct.: No.1 MT to Ogden sub.... 15

CP P216: between MT 2 and 3, Montana Jct. switch from MT 3 to Montana MT.... 15

3. Misc. Speed Restrictions

Soda Springs MP 145.3: west leg of wye..... 10

Until Cheyenne St. is occupied, eastward movements from Inbound Runner (Yard 01, trk 114) to MT 1 must not exceed..... 10

SI-04 MAIN TRACK DESIGNATIONS

Two main tracks between:
MP 107.9 and MP 120.4;
MP 177.0 and MP 185.9;
MP 189.7 and MP 211.0.

Three main tracks between:
MP 211.0 and MP 214.2.

SI-05 MILEPOST EQUATIONS

MP 846.81 = MP -0.15

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 6.3	(#) 79.6	(#) 174.2
(#) 20.3	(#) 99.9	(#) 187.3
(#) 32.5	(#) 121.8	(#) 197.4
(#) 44.6	(#) 139.5	
(#) 61.4	(#) 153.4	

SI-08 RULES ITEMS

Rule 10.2: Pocatello: Trains may not clear main track at Paul Roberts track.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Sage	63.0	IX910
Pegram	98.1	IX945
Lava Hot Springs	180.5	IY027
Inkom	201.7	IY049

SI-11 INDUSTRIAL LEADS

Cumberland Industrial Lead:(802)
10.9 miles in length;
Maximum Gross Weight--143 tons;

Maximum Speed MPH
Between Milepost 0.0 and 10.9
(Except as Below).....20
0.0 and 0.3.....15
4.9 and 5.6.....15
10.0 and 10.9.....10

Business Tracks	MP	Sta.#'s
Glencoe	5.3	IJ705

Elkol Industrial Lead:(803) 3.3 miles in length;
Maximum Gross Weight - 143 tons;

Maximum Speed MPH
Between Milepost 0.0 and 3.3
(Except as Below).....20
0.0 and 0.2.....15
2.5 and 3.3.....10

Business Tracks	MP	Sta.#'s
Elkol	2.6	IJ904

Exxon Industrial Lead:(801) from MP 0.0 (MP23) to MP 3.5 (end of UPPR operations); no movement beyond MP 3.5 without proper authority from Exxon.

Maximum Speed MPH
Between Milepost 0.0 and 1.0
(Except as Below).....20
0.0 and 1.0.....15
16.0 and Shute Creek Plant.....10

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 Tons.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
80+ thru 100	N/A	65 MPH
100+ thru 115	N/A	60 MPH
115+	N/A	50 MPH

Exception: Trains that contain cars identified by the letter "R" as the second letter in the TCS car kind field may operate at a maximum speed of 70 MPH provided train does not:
A. exceed 105 TPOB;
B. exceed a total of 60 cars;
C. contain more than four other cars, including 4 multi-platform non-conventional type cars.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

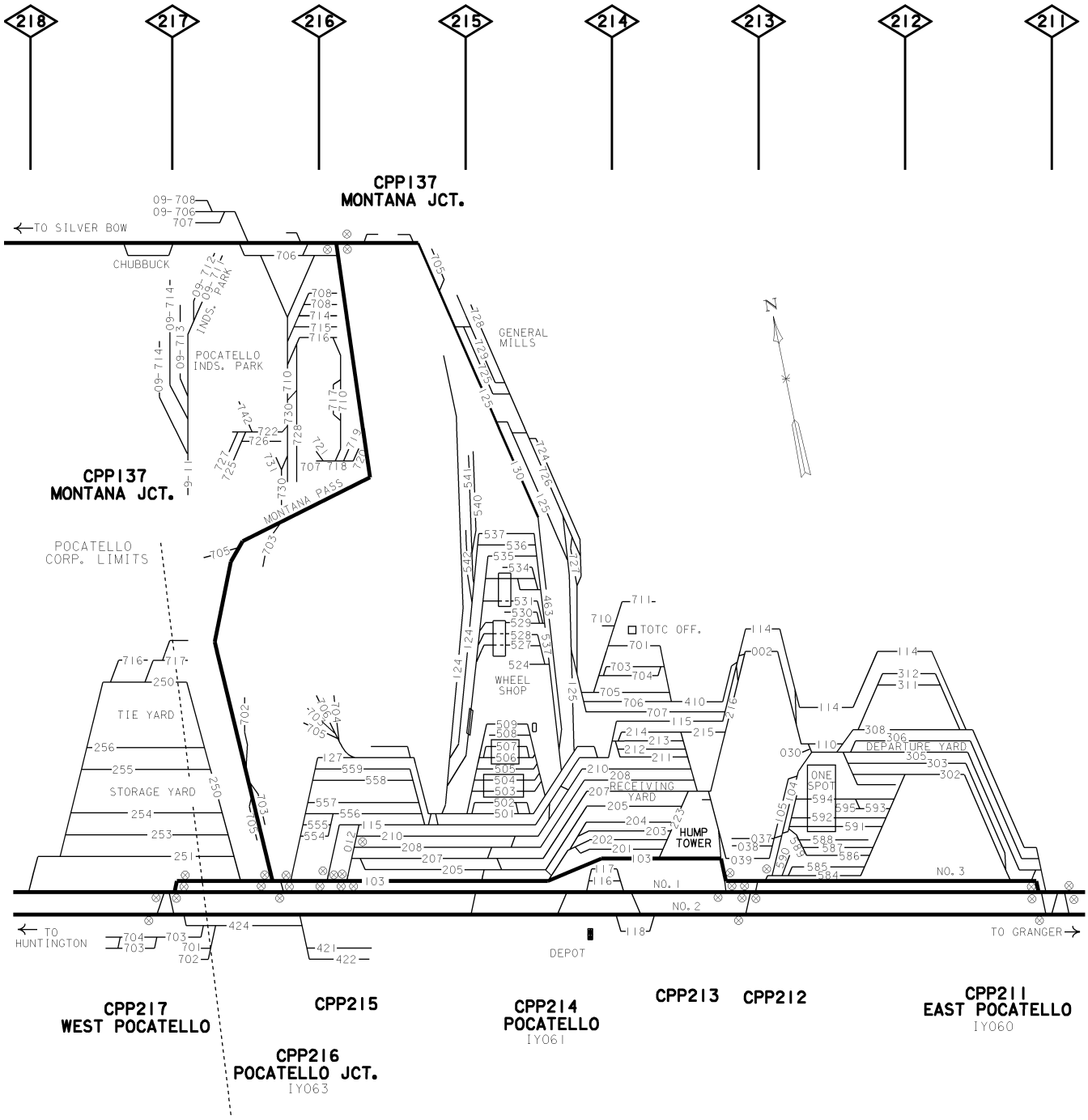
Rotating amber lights on pole line at MP 212.8, CP P211, CP P214 and MP 215.7, are for protection of Car Dept. personnel working along roadways between east main tracks No.1, No.2 and No.3. When lights are operating, train speeds must not exceed 20 MPH and bell must be rung continuously. Exception: AMTRAK trains.

Amoco/Chevron industries at MP 7.7 are protected by signals. All movements must be made on signal indication.

ACS Test Sections: MP 2.8 to CP G002 eastward. Pocatello: CP P211 No.3 track and the departure track between MP 211.2 and MP 211.4;
North Runner MP 211.1 to MP 211.3;
CP P213: betwwen fuel risers and Trks.1-2-3.

ACS test loop: Kemmerer: East Pass #1 and East Pass #2 between MP 39.7 to MP 40.0.
Test section marked with sign indicating "ACS TEST". Power to ACS test loop is located on northeast corner of depot building.

Pocatello Terminal Map



POCATELLO, ID.
IY061

DRY VALLEY SUBDIVISION (0805)

Mile Post	Rule 6.3	CP #'s	Radio Display: Soda Springs to Dry Valley - 2727(*10) - SOUTH ▼ STATIONS ▲ NORTH		Sta. #'s	Siding Feet
24.1	TWC		DRY VALLEY (5.9)		ID018	
18.2			WOLLEY VALLEY (11.1)		ID012	
7.1	YL		EPCO (4.9)	Y	IC006	
2.2	TWC		MONSANTO (2.2)		IC002	
0.0	YL		SODA SPRINGS	Y	IX993	

(24.1)

SI-01 MAIN TRACK AUTHORITY

TWC between:
MP 24.1 and MP 10.0;
MP 6.1 and MP 0.8.

Yard Limits between:
MP 10.0 and MP 6.1;
MP 0.8 and MP 0.0.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 24.1 and 0.0	
(Except as Below).....	**20**
20.0 and 18.5.....	10
18.0 and 17.0.....	10
15.3 and 9.9.....	10
8.8 and 8.2.....	10
6.8 and 6.2.....	10

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts (No Exceptions.)	
2. Dual Control Switch Turnouts (No Exceptions.)	
3. Misc. Speed Restrictions	
Mtn Fuel Trk.1.....	5
Dry Valley Yard.....	5
Epco Yard track.....	5

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.

SI-08 RULES ITEMS

Rule 5.4.4: in effect.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Conda	6.2	IC007

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 143 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISCELLANEOUS INSTRUCTIONS - None.

NAMPA SUBDIVISION (0807)

Radio Display:
Pocatello to Nampa - 4242(*09)

-

Mile Post	Rule 6.3	CP #'s	WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
214.2	CTC	P214	POCATELLO T	IY061	Yard
215.8	3MT		(1.8)		
216.0		P215	CP P215		
			(0.3)		
216.3		P216	POCATELLO JCT. X	IY063	
216.9		P217	(6.4)		
222.7	CTC	P223	MICHAUD	IY071	C7354
224.4	2MT	P225	(6.6)		
229.3	CTC	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	(4.8)		
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	CTC	P315	DIETRICH	IY161	
320.4	2MT	P320	(8.4)		
323.1		P323	SHOSHONE B	IY169	
			(6.4)		
329.5	CTC	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	(6.7)		
356.0	CTC	P356	TICESKA	IY205	S6026
	2MT		(10.9)		
366.9		P367	KING HILL		
			(6.0)		
372.9		P373	GLENNS FERRY B	IY221	16958
376.2		P376	(10.5) X		
383.4		P384	HAMMETT	IY230	
			(8.1)		
391.6		P392	REVERSE !	IY240	C8338
393.3		P393	(8.0)		
399.5	CTC	P400	MT. HOME !		
401.2		P401	(3.1)		
402.6		P403	CP P403 !	IY249	8233
			(4.8)		
407.4		P407	SEBREE !	IY255	8250
409.1		P409	(5.4)		
412.8		P413	CLEFT !	IY260	8241
414.5		P415	(8.8)		
421.6		P422	ORCHARD	IY270	9347
423.5		P424	(12.8)		
434.4	CTC	P434	OWYHEE	IY282	8214
436.1		P436	(11.2)		
445.6		P446	KUNA !	IY294	8226
447.3		P447	(3.2)		
448.8	CTC	N449	FOX	IY297	
	2MT		(6.1)		
454.9		N455	E. NAMPA	IY303	
			(0.2) X		
455.1		N955	CP N955 Trk.2		
			(1.3)		
456.4		N456	CP N456		
			(0.4) X		
456.8			NAMPA BT	IY304	Yard

(242.6)

SI-01 MAIN TRACK AUTHORITY

CTC In Effect entire subdivision.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH	
Between Mileposts	**PSGR**	**FRT**
214.2 and 456.8		
(Except as Below).....	**79**	**70**
214.2 and 216.8 Trk. 3.....	20	20
214.2 and 215.0.....	20	20
215.0 and 215.9.....	79	40
218.8 and 220.0.....	79	50
224.2 and 224.3 Trk. 2.....	40	40
237.9 and 241.3.....	65	55
314.7 and 316.7 Trk. 2.....	65	45
321.5 and 321.8.....	60+	60+
321.8 and 323.3.....	79	60
321.8 and 323.3 Trk. 2.....	40	40
323.3 and 325.6.....	70	60
325.6 and 326.6.....	79	60
337.5 and 338.0.....	60+	60+
340.7 and 343.4.....	55	50
360.2 and 360.9.....	55	45
364.9 and 365.4.....	79	60
365.4 and 366.0.....	65	60
367.5 and 367.9.....	70	60
367.9 and 369.1.....	79	60
369.1 and 369.7.....	55	45
369.7 and 373.4.....	40	30
373.4 and 374.1.....	60	60
374.1 and 376.5.....	79	60
376.5 and 377.6.....	55	50
377.6 and 379.4.....	75	60
379.4 and 384.8.....	79	60
384.8 and 390.6.....	55	50
447.3 and 447.9.....	79	60
447.9 and 448.4.....	70	60
448.4 and 450.4.....	79	60
450.4 and 450.8.....	70	60
454.7 and 456.0 Trk. 1.....	60	55
454.7 and 456.5 Trk. 2.....	50	40
456.0 and 456.8 Trk. 1.....	35	35
456.5 and 456.8 Trk. 2.....	20	20

NAMPA SUBDIVISION (0807)

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Sidings: Michaud, Reverse	20
Siding: Glenns Ferry	10
2. Dual Control Switch Turnouts	
Crossovers: CP P225, CP P393	40
CP P315, CP P323, CP P356, CP P449	40
Crossover: CP P217 (West Main No.3 to Main No.1)	20
CP P214, CP P215, CP P392, CP P373, CP N955	15
Crossovers: CP P216: Main No.2 to No.3, and Main No.3 to Montana Sub	15
CP P456 to Boise or west crossover	15
CP P376 Main No.1 to Main No.2 and West Glenns Ferry	15
3. Misc. Speed Restrictions	
Speed over 'frater' switches	15

SI-04 MAIN TRACK DESIGNATIONS

Three main tracks between:
MP 214.2 and MP 216.9.

Two main tracks between:
MP 216.9 and MP 224.4;
MP 314.7 and MP 323.1;
MP 356.0 and MP 393.3;
MP 448.8 and MP 456.8.

SI-05 MILEPOST EQUATIONS

MP 429.56 = MP 429.38

SI-06 RCL OPERATIONS

Remote Control Areas:
Pocatello Yard between MP 218.0 and MP MP 210.0.
Note: Signs designating Remote Control Area are displayed at limits.

Remote Control Zones:
West End Pocatello Yard:
Zone 1: Trk.206 (Long 5) MP 215.8 to MP 214.7;
Zone 2: Trk.107 (Long 7) MP 215.8 to MP 214.8;
Zone 3: Trk.108 (Long 8) MP 215.8 to MP 214.8;
Zone 4: Trk.209 (Long 10) MP 215.8 to MP 214.8;
Zone 5:
North Runner MP 215.3 to MP 214.7
(Gould Street Overpass to
Middle Crossover).

East End Pocatello Yard:
Zone 6:
Trk.39 Lead MP 213.3 to MP 212.9
(from Hump to derail);
Zone 7: Escape Route MP 212.7 to MP 212.6;
Zone 8: Trk.40 Lead MP 212.8 to MP 212.6;
Zone 9:
Cleaners MP 213.2 to MP 212.6
(crossover to crossover);
Zone 10:
Inbound MP 213.3 to MP 212.6
(crossover to crossover Inbound to
Departure Yard Lead, including switches on
East End);
Zone 11: Trk.703 Malt Plant Lead
MP 216.8 to MP 216.2.
Note: Signs designating Remote Control Zones are placed at limits.

Inbound trains must contact Yardmaster to determine if RCL Zone is activated before passing MP 218.0 for eastward trains or MP 210.0 for westward trains.
Outbound trains must contact Yardmaster before movement is made.
Radio channel for RCL jobs at
West end of Pocatello Yard: 46-46;
East end of Pocatello Yard: 50-50.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 233.5	(#) 313.4	(#) 397.3
(#) 252.3	(#) 333.7	(#) 417.9
(#) 268.9	(#) 353.5	(#) 431.7
(#) 290.9	(#) 379.8	(#) 443.1

SI-08 RULES ITEMS - None.

SI-09 FRA EXCEPTED TRACKS

Mt. Home Air Base Lead: all trackage.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Don	219.8	IY067
Schiller W	226.8	IY074
King Hill W #1	367.7	IY214
Simco W	419.4	IY266
LaFleuer W	438.9	IY286

SI-11 INDUSTRIAL LEADS

Orchard Industrial Lead:(815)
MP B423.5 to MP B443.0.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 Tons.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
80+ thru 100	N/A	65
100+ thru 115	N/A	60
115+	N/A	50

Exceptions:
Trains containing reefer cars with R as second letter in car code may operate at a maximum speed of 70 MPH provided train does not:
A. exceed 105 TPOB;
B. exceed a total of 60 cars;
C. contain more than 4 other cars, including 4 multi-platform non-conventional type of cars.

NAMPA SUBDIVISION (0807)

SI-13 TRAIN MAKE-UP RESTRICTIONS

DP trains operating with cut in helper must not exceed 32 axles of dynamic brake.

Coupler Limits:
Between designated limits, the amount of trailing tonnage behind a car must not exceed the tonnage listed in the 'Coupler Limits' table. When train includes any helper engine positioned within the trailing tonnage behind a car, subtract the tonnage handled by the helper from the total trailing tonnage behind a car. This final figure is the actual trailing tonnage which must comply with the 'Coupler Limits' table.

Coupler Limits Table

Territory	Standard Strength	High Strength
Glenns Ferry to Reverse	10,000	12,000
Glenns Ferry to Ticeska - Trks. 1&2	10,000	12,000

Each car is to be considered equipped with a standard type coupler unless it is known the car is equipped with high strength couplers. Coal cars, covered hopper cars and cars designed to carry TOFC vans and/or containers are equipped with high strength couplers. If it is not known that a car is equippped with high strength couplers, it can be determined by looking at the coupler casting identification located on top of the coupler. A high strength coupler will have the letter "E" as the last character of identification.
Examples of high strength coupler dentifications are E60HTE, SBE60CE, and E60DE.

SI-14 MISC. INSTRUCTIONS

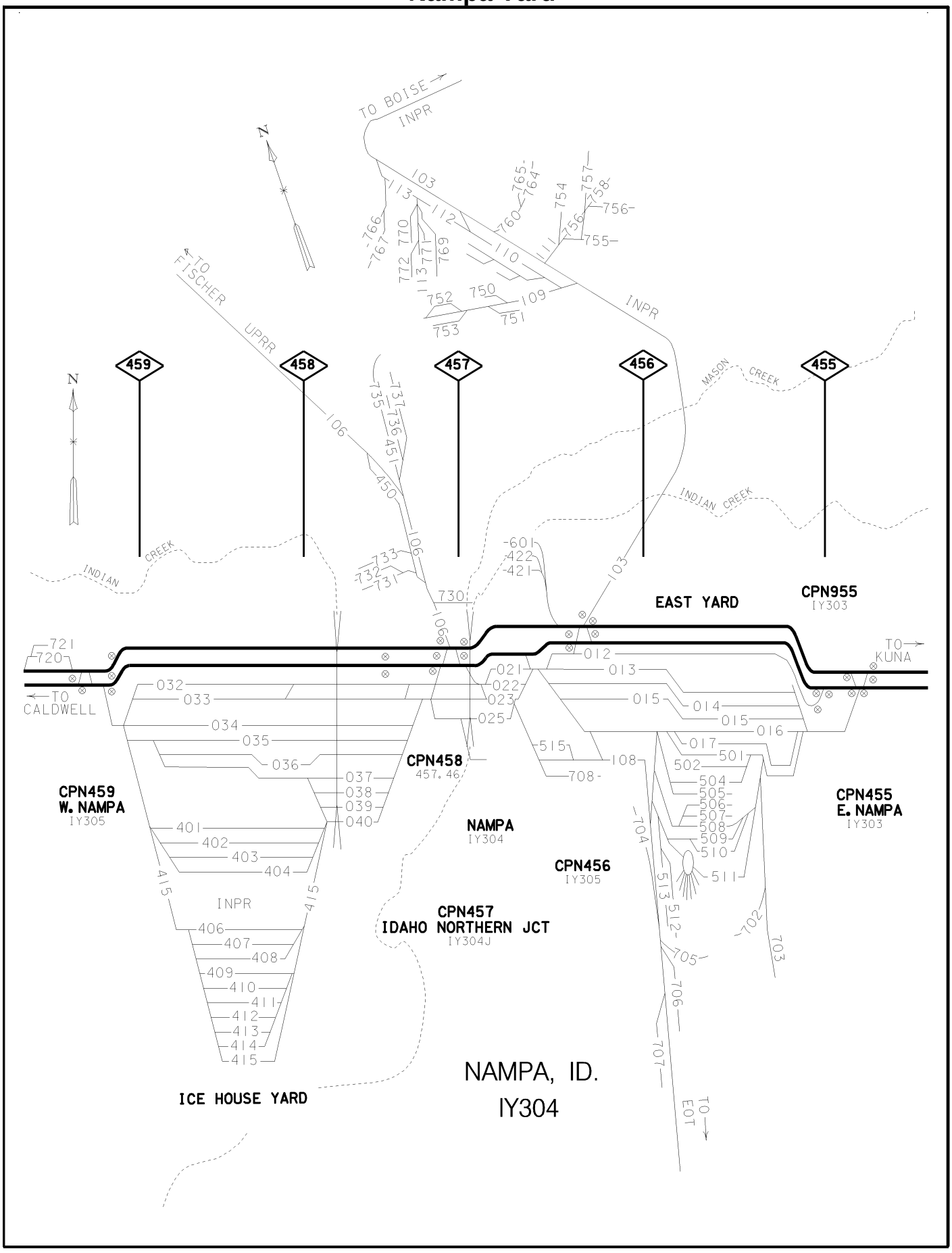
Mt. Home Air Base Lead: crossing at State Hwy. 67 must be protected by crew member on ground before occupying crossing with equipment..

Reverse: westward trains using helper power placed on rear must detach helper at Reverse unless Train Dispatcher advises helper is to be taken thru to Mt. Home.

EIRR: Eastern Idaho RR has trackage rights on main track from MP 211.0 to MP 296.0.

East Nampa: at MP 455.0 Amity Ave., all eastward movements on the East Yard Lead must stop at STOP sign and not proceed until automatic warning devices operate long enough to provide warning, unless crew member is on ground at the crossing to warn traffic.

Nampa Yard


TO BOISE
INPR
N
TO FISCHER
UPRR
INPR
459
458
457
456
455
MASON CREEK
INDIAN CREEK
INDIAN CREEK
EAST YARD
CPN955
IY303
TO KUNA
TO CALDWELL
CPN458
457.46
CPN459
W. NAMPA
IY305
NAMPA
IY304
CPN456
IY305
CPN455
E. NAMPA
IY303
CPN457
IDAHO NORTHERN JCT
IY304J
INPR
ICE HOUSE YARD
NAMPA, ID.
IY304
TO EOT

HUNTINGTON SUBDIVISION (0810)

Mile Post	Rule 6.3	CP #'s	Radio Display: Nampa to E. La Grande - 2727(*08) - WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
456.8	CTC 2MT		NAMPA B (0.3)	IY304	Yard
457.1 457.5		N457 N458	IDAHO NORTHERN JCT. T (2.3)		
459.4 464.7		N459 N465	W. NAMPA (6.8)	IY305	
466.2	CTC	N466	CALDWELL (4.4)	IY313	
470.6 472.3		N470 N472	NOTUS ! (3.0)	IY320	8284
473.6		N474	CP N474 (5.3)		
478.9 480.7		N479 N481	PARMA ! (3.4)	IY328	8261
482.3		N482	CP N482 (5.6)		
487.9 489.7		N488 N490	NYSSA T (8.5)	IY336	8717
496.4 498.2		N496 N498	ONTARIO !T (3.4)	IY346	N8440 S8435
499.8		N500	CP N500 (1.5)		
501.3		N501	CP N501 (2.0)		
503.3 504.9		N503 N505	PAYETTE ! (5.5)	IY350	8067
508.8 510.5		N509 N510	CRYSTAL ! (5.5)	IY357	8256
514.3		N514	CP N514 (2.0)		
516.3 517.9		N516 N518	WEISER !T (9.1)	IY363	N8247 S8064
525.4 527.0		N525 N527	COBB ! (6.5)	IY373	7895
531.9 533.6		N532 N534	ROCK ISLAND ! (6.4)	IY381	8235
390.1 388.4		N390 N388	HUNTINGTON ! (5.2)	OX386	8331
384.9 383.5		N385 N383	LIME ! (6.9)	OX391	6897
378.0 376.2		N378 N376	WEATHERBY ! (8.3)	OX398	8449
369.7 367.7		N370 N368	DURKEE ! (3.9)	OX407	9961
365.8	CTC 2MT	N366	PRICHARD CREEK (5.6)	OX410	
360.2	CTC	N360	OXMAN (4.3)	OX414	
355.9	CTC 2MT	N356	PLEASANT VALLEY (3.0)	OX420	
352.9		N353	E. ENCINA (2.0)	OX424	
350.9	CTC	N351	W. ENCINA (2.9)		
348.0 345.6		N348 N346	QUARTZ ! (5.3)	OX428	12047
342.7 340.5		N343 N341	BAKER T (4.4)	OX434	10458
338.3 337.2		N339 N337	WING (5.2)	OX438	5197
333.1 331.4		N333 N332	HAINES ! (10.2)	OX444	8636
322.9 321.2		N323 N321	NORTH POWDER ! (7.7)	OX453	8653
315.2	CTC 2MT	N315	SAGO (3.3)	OX460	
311.9	CTC	N312	TELOCASET T (2.2)	OX463	
309.7 308.0		N310 N308	CROOKS ! (6.6)	OX467	8436
303.1 301.3		N303 N301	UNION JCT. ! (7.8)	OX473	8547
295.3	CTC 2MT	N295	LONE TREE (4.6)	OX481	
290.7		N291	E. LA GRANDE XB	OX485	

(179.8)

SI-01 MAIN TRACK AUTHORITY

CTC In Effect entire subdivision.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed MPH

Between Mileposts 456.8 and 290.7	PSGR	FRT
(Except as Below)	**79**	**70**
456.8 and 457.1 Trk. 1	35	35
456.4 and 457.4 Trk. 2	20	20
457.4 and 464.8 Trk. 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 528.1	55	50
529.4 and 535.5	70	60
535.5 and 536.9	60	45
536.9 and 388.5	40	30
388.5 and 372.7	30	25
371.1 and 370.7	70	60
366.6 and 366.2	65	60
364.6 and 355.9	30	20
355.9 and 348.4	35	30
355.9 and 350.9 Trk. 2	40	30
348.4 and 347.2	79	60
347.2 and 346.9	60	50
346.9 and 345.1	79	60
345.1 and 341.1	50	50
331.3 (xing)	70+	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	35	30
307.4 and 304.0	30	25
304.0 and 303.2	35	30
303.2 and 302.6	70	55
292.3 and 291.2	30+	30+
291.2 and 290.7 E	20+	20+

HUNTINGTON SUBDIVISION (0810)

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Sidings Lime, Weatherby (Frt only).....	25
Sidings Crooks, Union Jct.	10
2. Dual Control Switch Turnouts	
CP N465, CP N366, CP N315, CP N295.....	40
CP N457, CP N509.....	15
CP N456 to Boise or west crossover.....	15
3. Misc. Speed Restrictions	
Wix: 6-axle units operating on industry or business tracks.....	5

SI-04 MAIN TRACK DESIGNATIONS

Two main tracks between:
MP 456.8 and MP 464.7;
MP 365.8 and MP 360.2;
MP 355.9 and MP 350.9;
MP 315.2 and MP 311.9;
MP 295.3 and MP 285.7.

SI-05 MILEPOST EQUATIONS

MP 538.10 = MP 390.33

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 478.1	% 375.2	% 318.3
(#) 492.0	(#) 371.7	% 315.9
(#) 507.0	% 357.0	% 307.5
(#) 522.3	% 344.2	% 304.9
% 380.6	(#) 336.0	(#) 298.9
% 378.3	(#) 319.5	

SI-08 RULES ITEMS

Rule 30.13.1: Passenger trains must make Running Air Brake test before descending grade at Encina and Telocaset.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Wilder Jct. E.....	465.9	IW701
Ontario/Wyco	497.0	IO001
Wood W.....	506.4	IY353
Feltham	512.9	IY360
Wix W.....	514.2	IY362
Nelson	372.6	OX403
Harney	325.8	OX449

SI-11 INDUSTRIAL LEADS

Homedale Industrial Lead:(813) 11.4 miles southward from Nyssa to MP 11.4; maximum speed 20 MPH. STOP sign displayed to protect crossing at MP 8.1. All train movements on Lead must stop before entering crossing. If adjacent track is occupied with cars, flagman must protect crossing from the ground for movements on the Lead.
When STOP signs are displayed, cars on adjacent track may be left within 50 ft. of road crossing.

Business Tracks	MP	Sta.#'s
Nyssa	0.0	IY336
Overstreet	8.1	IH808
Adrian	10.6	IH811

Idaho Northern Industrial Lead:(811)
Nampa to MP 7.0 northward; maximum speed 20 MPH.
Exception:
MP 0.2 to MP 0.4.....15 MPH.

Business Tracks	MP	Sta.#'s
Fisher	2.6	IN003
Nampa - CPN457 T.....	0.0	IY304

Stoddard Industrial Lead:(808) Nampa to MP 1.7; maximum speed 20 MPH.

HUNTINGTON SUBDIVISION (0810)

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 Tons.

Use following table to determine maximum speed.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
80 + thru 100	N/A	65
100 + thru 115	N/A	60
115 +	N/A	50

Exceptions:
Trains containing reefer cars with R as second letter in car code may operate at a maximum speed of 70 MPH provided train does not:
1. exceed 105 TPOB;
2. exceed a total of 60 cars;
3. contain more than 4 other cars, including 4 multi-platform non-conventional type of cars.

On descending grade from:
Pleasant Valley to Durkee,
the following items A, B, and C apply.

A. Freight trains exceeding 75 TPOB must be controlled using a brake pipe reduction not less than 6 psi. First reduction must be made before entire train is on descending grade.

B. Retaining valves must be set on freight trains:
1. exceeding 80 TPOB and 7200 trailing tons;
2. exceeding 80 TPOB and 300 TPAD including helper;
3. exceeding 500 TPAD including helper.

C. All freight trains exceeding 80 TPOB 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.
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 per item C.1.

Exceptions: retaining valve requirements do not apply to DP trains and do not apply to doublestack trains not exceeding:
1. 115 TPOB;
2. 9600 trailing tons;
3. 300 TPAD, including helper.

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 TPOB must not exceed 25 MPH.

B. Freight trains exceeding 75 TPOB must be controlled using a brake pipe reduction not less than 6 psi. First reduction must be made before entire train is on descending grade.

C. Retaining valves must be set on freight trains exceeding 100 TPOB and 500 TPAD, including helper.

SI-13 TRAIN MAKE-UP RESTRICTIONS

The following applies when operating westward between Huntington and Telocaset; eastward between La Grande and Encina:

Lead consist of a loaded bulk-commodity unit train must not exceed 50 EPA.
Lead consist of a doublestack train must not exceed 50 EPA.
Lead consist of other than a loaded bulk-commodity or doublestack train must not exceed 40 EPA.
Exception: Lead consist may have up to 44 EPA provided there is no car 73 feet or longer weighing less than 45 tons within the head 10 cars.

On DP trains, operative dynamic brakes on consist cut in to train must not exceed 32 axles.

When train tonnage exceeds 5,600 tons eastbound or 5,100 tons westbound, the cars and/or the platform/wells of multi-platform cars entrained within the 250 tons immediately behind the lead consist must not be:
1. Car 45 feet or less in length coupled to a car 73 feet or longer in length (except for a multi-platform spine car or a multi-platform doublestack car weighing less than 60 tons.
2. Car weighing less than 45 tons.

In determining train makeup restrictions in above parts 1&2, be governed by the following when dealing with these non-conventional cars:

Articulated doublestack car or spine car (P3*,P4*,P5*) having all platforms/wells loaded is to be considered the equivalent of 2-1/2 cars each weighing 45 tons and each less than 73 feet in length.

Articulated doublestack car or spine car (P3*,P4*,P5*) having any empty platform/wells is to be considered the equivalent of 2 1/2 cars, each weighing less than 45 tons and each less than 73 feet in length.

Articulated doublestack cars designated by TCS car type P1 will be considered as P3, P4 or P5 by the number of platforms listed on the consist. Example: DTTA 1234, DTTB 1234, DTTC 1234 are all three platform (P3*)s.

Two-unit solid drawbar-connected long cars (P2):
1. If the total weight of the car is 120 tons or more, it is to be considered the equivalent of two cars, each weighing 50 tons and each over 73 feet in length.
2. If the total weight of the car is less than 120 tons, it is to be considered the equivalent of two cars, each weighing less than 50 tons and each over 73 feet in length.

Three-unit solid drawbar-connected doublestack car (P3*):
1. If the total weight of the car is 135 tons or more and all platforms are loaded, it is to be considered the equivalent of three cars, each weighing 45 tons and each less than 73 feet in length.
2. If the total weight of the car is less than 135 tons, it is to be considered the equivalent of three cars, each weighing less than 45 tons and each less than 73 feet in length.
(Note: * character can be either a letter or a number).

SI-13 TRAIN MAKE-UP RESTRICTIONS Continued...

Coupler Limits:
Between designated limits, the amount of trailing tonnage behind a car must not exceed the tonnage listed in the 'Coupler Limits' table. When train includes any helper engine positioned within the trailing tonnage behind a car, subtract the tonnage handled by the helper using the following calculation:

Multiply the EPA of the DP by the factor '164'. Subtract this tonnage from the total trailing tonnage behind a car. This final figure is the actual trailing tonnage which must comply with the 'Coupler Limits' table.

Coupler Limits Table

Territory	Standard Coupler	High Strength Coupler
Union Jct to Encina	7375	10200
Durkee to East LaGrande	5100	7100

Each car is to be considered equipped with a standard type coupler unless it is known the car is equipped with high strength couplers. Coal cars, covered hopper cars and cars designed to carry TOFC vans and/or containers are equipped with high strength couplers. If it is not known that a car is equipped with high strength couplers, it can be determined by looking at the coupler casting identification located on top of the coupler. A high strength coupler will have the letter "E" as the last character of identification.
Examples of high strength coupler identifications are E60HTE, SBE60CE, E60DE.

SI-13 TRAIN MAKE-UP RESTRICTIONS Continued...

Rule 32.12. Helper Placement:
Only the following instructions apply to DP trains operating on the Huntington Subdivision:

Refer to Rule 32.12.7 Helper Placement section 'Any Helper'. This instruction applies to all DP manifest trains not exceeding 7200 tons.

All DP manifest trains exceeding 7200 tons must comply with second section '8-16 axles'.

When helper exceeds 18 EPA, the cars that make up the tonnage ahead of the helper as indicated in the following table, must comply with the makeup restriction contained in
Rule 32.12.7 Helper Placement.

RESTRICTED TONNAGE TABLE

	Durkee to Telocaset		Union Jct. to Encina	
Helper EPA	Rear Helper	Cut-in Helper	Rear Helper	Cut-in Helper
19	200	100	100	50
20	400	200	300	150
21	600	300	500	250
22	800	400	700	350
23	1000	500	900	450
24	----	550	----	550
25	----	650	----	650
26	----	750	----	750
27	----	850	----	850
28	----	950	----	950
29	----	1050	----	1050
30	----	1150	----	1150
31	----	1250	----	1250
32	----	1350	----	1350
33	----	1450	----	1450
34	----	1550	----	1550
35	----	1650	----	1650
36	----	1750	----	1750

SI-14 MISC. INSTRUCTIONS

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 fouling crossing. Be governed by Rule 6.32.2.

Weiser: South Pass siding: when necessary to leave equipment unattended on siding, open switch to JR Spur Track 894 for derail protection. When siding is clear, switch must be lined for movements on South Pass siding.

Time Zones: East of CP N291 is Mountain Time; West of CP N291 is Pacific Time.

LA GRANDE SUBDIVISION (0837)

Mile Post	Rule 6.3	CP #'s	Radio Display: East La Grande to Hinkle - 2020(*08) - WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
290.7	CTC 2MT	N291	E. LA GRANDE X (0.6)	OX485	
290.1			LA GRANDE BT (1.1)	OX486	
289.0		N289	W. LA GRANDE X (3.3)	OX487	
287.7		N288			
285.7	CTC	N286	PERRY (2.4)	OX490	
283.3		N283	HILGARD ! (6.9)	OX494	9294
281.4		N281			
276.4		N277	MOTANIC ! (4.3)	OX500	8724
274.6		N275			
272.1	CTC 2MT	N273	NORDEEN (0.3)	OX504	
271.8		N272	KAMELA T (4.1)	OX505	C6907
270.3		N270			
267.7		N268	ROSS X (4.6)	OX509	
263.1	CTC	N263	HIGHBRIDGE (4.4)	OX514	
258.7		N259	HURON ! (3.8)	OX518	9100
256.8		N257			
254.9		N255	CAMP ! (5.3)	OX522	5844
253.7		N253			
249.6		N250	DUNCAN ! (8.9)	OX527	8458
247.8		N248			
240.7		N241	BONIFER ! (3.3)	OX536	8596
238.9		N239			
237.4		N237	GIBBON !T (1.5)	OX538	5063
236.3		N236			
235.1		N235	MILAM ! (5.7)	OX540	8077
233.3		N233			
230.2		N230	HOMLY ! (4.0)	OX546	5762
228.9		N229			
226.2		N226	MINTHORN ! (6.6)	OX551	9070
224.3		N224			
219.6		N219	MUNRA (3.5)	OX557	5631
218.4		N218			
216.1		N216	PENDLETON B(9)! (2.0)	OX560	7640
214.6		N215			
214.1		N214	RIETH ! (5.3)	OX564	13671
211.3		N211			
208.8		N209	BARNHART (8.2)	OX567	6370
207.4		N207			
200.6		N201	NOLIN ! (7.5)	OX577	8478
198.8		N199			
193.1		N193	ECHO (4.5)	OX583	6363
191.8		N192			
188.6	CTC 2MT	E189	STANFIELD (2.4) X	OX587	
188.0		E188			
186.2		E186	CP E186 (0.6)		
185.6		E185	CP E185 (0.3)		
185.3			HINKLE BT	OX591	

(104.8)

SI-01 MAIN TRACK AUTHORITY

CTC In Effect entire subdivision.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed Between Mileposts 290.7 and 185.3	MPH PSGR	FRT
(Except as Below)	**79**	**65**
291.2 and 289.8 Trk.1&2 E	20+	20+
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	45	40
238.2 and 237.9	45	40
237.9 and 236.6	30	25
234.0 and 233.2	45	40
233.2 and 231.6	55	45
231.6 and 227.3	35	30
226.2 and 225.9	70	60
218.9 and 217.6	55	45
217.6 and 214.1	35	35
214.1 and 213.0	50	40
210.9 and 208.9	50	45
206.9 and 204.5	55	50
204.5 and 202.3	50	45
202.3 and 200.7	60	50
198.9 and 194.5	50	45
194.5 and 193.4	45	40
192.2 and 191.8	50	50
191.8 and 188.6	55	50
188.6 and 185.3 Trk.1	45	40
188.6 and 185.3 Trk.2	60	50

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed **MPH**

1. Thru Sidings & Turnouts (No Exceptions.)

2. Dual Control Switch Turnouts

CP 189 (northward trains only)..... 30

CP N288, CPN272,
CP N270 to Pilot Rock Industrial Lead,
CP E185..... 15

3. Misc. Speed Restrictions

Hinkle Terminal:
receiving lead, hump lead,
hump pullback, east receiving lead,
departure lead east and west,
tracks 203-208 and trim pullback..... 15

Hinkle Terminal:
Once rear of train has departed final
turnout onto departure lead, speed is
restricted to..... 40

LA GRANDE SUBDIVISION (0837)

SI-04 MAIN TRACK DESIGNATIONS

Two main tracks between:
MP 290.7 and MP 285.7;
MP 272.1 and MP 263.1;
MP 188.6 and MP 185.3.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS

Remote Control Areas: Hinkle Yard:
North to MP 185.0; West to MP 183.0;
East to MP 190.0.

Remote Control Zones: Hinkle Yard:
Hump Zone Limits: from crest of Hump westward on track 099 to clearance point at CP E183.
PSP installed on track approximately 8900 feet west from crest of Hump.
Train and engine movements must contact Yardmaster or RCL operator before entering Zone limits.

Trim Zone Limits: on Trim Pullback track from East #1 power crossover eastward to end of track.

Signs denoting Remote Control Zone are placed at limits.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 284.4	% 259.4	(#) 194.9
% 280.3	% 256.1	% 188.6
% 278.8	% 255.6	
% 276.8	% 253.0	
% 272.9	(#) 243.7	
% 268.2	% 239.7 *	
% 263.5	(#) 221.9	
% 262.5	% 211.1	
% 261.5	(#) 207.1	

* Applies to main track and siding.

SI-08 RULES ITEMS - None.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Meacham	265.1	OX511
Mission W	220.8	OX555

SI-11 INDUSTRIAL LEADS

Pilot Rock Industrial Lead:(838)
Rieth to Pilot Rock 14.3 miles south;
Derails at MP 12.5 and MP 13.9 on Lead;
Maximum Gross Weight: 143 tons.

Maximum Speed	MPH
Between Milepost 0.0 and 14.3	
(Except as Below)	20
0.0 and 0.7	15
10.7 and 11.3	15
13.0 and 14.3	15

Business Tracks	MP	Sta.#'s
Pilot Rock	14.0	OM115

Umatilla Industrial Lead:(871) Hinkle to Umatilla 10.6 miles north; Derail installed 40 feet west of Johns Manville spur at Umatilla.

Maximum Speed	MPH
Between Milepost 0.0 and 10.6	
(Except as Below)	20
0.0 and 0.1	10
2.3 and 3.7	15
3.8	10
9.4 and 10.6	15

Business Tracks	MP	Sta.#'s
Hermiston	4.1	OK904
Umatilla	10.2	OK911

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 Tons.

Use following table to determine maximum speed.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
80 + thru 100	N/A	65
100 + thru 115	N/A	60
115 +	N/A	50

Exceptions:
Trains containing reefer cars with R as second letter in car code may operate at a maximum speed of 70 MPH provided train does not:
1. exceed 105 TPOB;
2. exceed a total of 60 cars;
3. contain more than 4 other cars, including 4 multi-platform non-conventional type cars.

On descending grades from Kamela to Hilgard, and from Kamela to Huron, the following items A, B, and C apply.

A. Freight trains exceeding 75 TPOB must be controlled using a brake pipe reduction not less than 6 psi. First reduction must be made before entire train is on descending grade.

B. Retaining valves must be set on freight trains:
1. exceeding 80 TPOB and 7200 trailing tons;
2. exceeding 80 TPOB and 300 TPAD including helper;
3. exceeding 500 TPAD including helper.

C. Freight trains exceeding 80 TPOB and operating without retainers be governed by the following:
1. When train is stopped using a total brake pipe reduction exceeding 15 psi, sufficient hand brakes but no less than 10, must be applied to hold train while recharging before proceeding.
2. When total brake pipe reduction exceeds 15 psi to control speed, train must be STOPPED and retainers set prior to releasing train brakes. Brake system must be recharged before proceeding. If retainersd are not sufficient to hold train while recharging, hand brakes must be applied per item C.1.

Exceptions: retaining valve requirements do not apply to DP trains and do not apply to doublestack trains not exceeding:
1. 115 TPOB;
2. 9600 trailing tons;
3. 300 TPAD, including helper.

LA GRANDE SUBDIVISION (0837)

SI-13 TRAIN MAKE-UP RESTRICTIONS

The following applies when operating westward from La Grande to Kamela and eastward from Camp to Kamela:
Lead consist of a loaded bulk-commodity unit train must not exceed 50 EPA.
Lead consist of a doublestack train must not exceed 50 EPA.
Lead consist of other than a loaded bulk-commodity or doublestack train must not exceed 40 EPA.
Exception: Lead consist may have up to 44 EPA as long as there is not a car 73 feet or longer weighing less than 45 tons within the head 10 cars.

When the maximum working number of axles is exceeded, isolate the excess trailing locomotive units or cutout traction motors. On GE AC locomotive cutout traction motor(s); on EMD AC locomotives, cut out a truck to meet requirements.

DP trains operating with cut in helper, helper must not exceed 32 TPAD.

When train tonnage exceeds 5,600 tons eastbound or 5,100 tons westbound, the cars and/or the platform/wells of multi-platform cars entrained within the 250 tons immediately behind the lead consist must not be:
1. Car 45 feet or less in length coupled to a car 73 feet or longer in length weighing less than 60 tons, except for a multi-platform spine car or a multi-platform doublestack car.
2. Car weighing less than 45 tons.
Exception: when operating between Hinkle and Pendleton.

In determining train makeup restrictions in above parts 1&2, be governed by the following when dealing with these non-conventional cars:

Articulated doublestack car or spine car (P3*,P4*,P5*) having all platforms/wells loaded is to be considered the equivalent of 2-1/2 cars each weighing 45 tons and each less than 73 feet in length.

Articulated doublestack car or spine car (P3*,P4*,P5*) having any empty platform/wells is to be considered the equivalent of 2 1/2 cars, each weighing less than 45 tons and each less than 73 feet in length.

Articulated doublestack cars designated by TCS car type P1 will be considered as P3, P4 or P5 by the number of platforms listed on the consist. Example: DTTA 1234, DTTB 1234, DTTC 1234 are all three platform (P3*)s.

Two-unit solid drawbar-connected long cars (P2):
1. If the total weight of the car is 120 tons or more, it is to be considered the equivalent of two cars, each weighing 50 tons and each over 73 feet in length.
2. If the total weight of the car is less than 120 tons, it is to be considered the equivalent of two cars, each weighing less than 50 tons and each over 73 feet in length.

SI-13 TRAIN MAKE-UP RESTRICTIONS Continued...

Three-unit solid drawbar-connected doublestack car (P3*):
1. If the total weight of the car is 135 tons or more and all platforms are loaded, it is to be considered the equivalent of three cars, each weighing 45 tons and each less than 73 feet in length.
2. If the total weight of the car is less than 135 tons, it is to be considered the equivalent of three cars, each weighing less than 45 tons and each less than 73 feet in length.
(Note: * character can be a letter or a number).

Rule 32.12. Helper Placement:
Only the following instructions apply to DP trains operating on the Huntington Subdivision:

Refer to Rule 32.12.7 Helper Placement section 'Any Helper'. This instruction applies to all DP manifest trains not exceeding 7200 tons.

All DP manifest trains exceeding 7200 tons must comply with second section '8-16 axles'.

When DP train includes helper positioned within the trailing tonnage behind a car, subtract the tonnage handled by the helper using the following calculation:
Multiply the EPA of the helper by the factor '164'. Subtract this tonnage from the total trailing tonnage behind a car. This final figure is the actual trailing tonnage which must comply with the 'Coupler Limits' table.

Coupler Limits Table

Territory	Standard Coupler	High Strength Coupler
Huron to Kamela	5600	7800
East La Grande to Kamela	5100	7100

Each car is to be considered equipped with a standard type coupler unless it is known the car is equipped with high strength couplers. Coal cars, covered hopper cars and cars designed to carry TOFC vans and/or containers are equipped with high strength couplers. If it is not known that a car is equippped with high strength couplers, it can be determined by looking at the coupler casting identification located on top of the coupler. A high strength coupler will have the letter "E" as the last character of identification.
Examples of high strength coupler identifications are E60HTE, SBE60CE, and E60DE.

SI-13 TRAIN MAKE-UP RESTRICTIONS Continued...

When helper exceeds 18 EPA, the cars that makeup the restricted tonnage ahead of the helper as indicated in the following table, must comply with the makeup restrictions contained in Rule 32.12.7 Helper Placement.

RESTRICTED TONNAGE TABLE

Camp and Kamela			E.La Grande and Kamela	
Helper EPA	Rear Helper	Cut-in Helper	Rear Helper	Cut-in Helper
20	300	150	400	200
21	500	250	600	300
22	700	350	800	400
23	900	450	1000	500
24	----	550	----	600
25	----	650	----	700
26	----	750	----	800
27	----	850	----	900
28	----	950	----	1000
29	----	1050	----	1100
30	----	1150	----	1200
31	----	1250	----	1300
32	----	1350	----	1400
33	----	1450	----	1500
34	----	1550	----	1600
35	----	1650	----	1700
36	----	1750	----	1800

SI-14 MISC. INSTRUCTIONS

Hinkle: up to 12 coupled locomotives may be moved or switched when at least 4 locomotives have locomotive air brakes connected and operable.

Hinkle: amber rotating tri-radial lights are at fueling facilities between Main Trk. 1&2. When these lights are illuminated, it is an indication 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 area.

Hinkle Terminal: rotating amber lights located on pole line at CP E186 and MP 188 protect Car Dept. personnel while working along roadways between receiving trk.8 and Main Track 1 and 2.
When lights are operating, train speed must be reduced immediately to 20 MPH or less, consistent with good train handling, on Main No.2 when cars are standing on Main No. 1
between CP E186 and MP 188; and on Main No. 1 when cars are standing on receiving trk. 8.

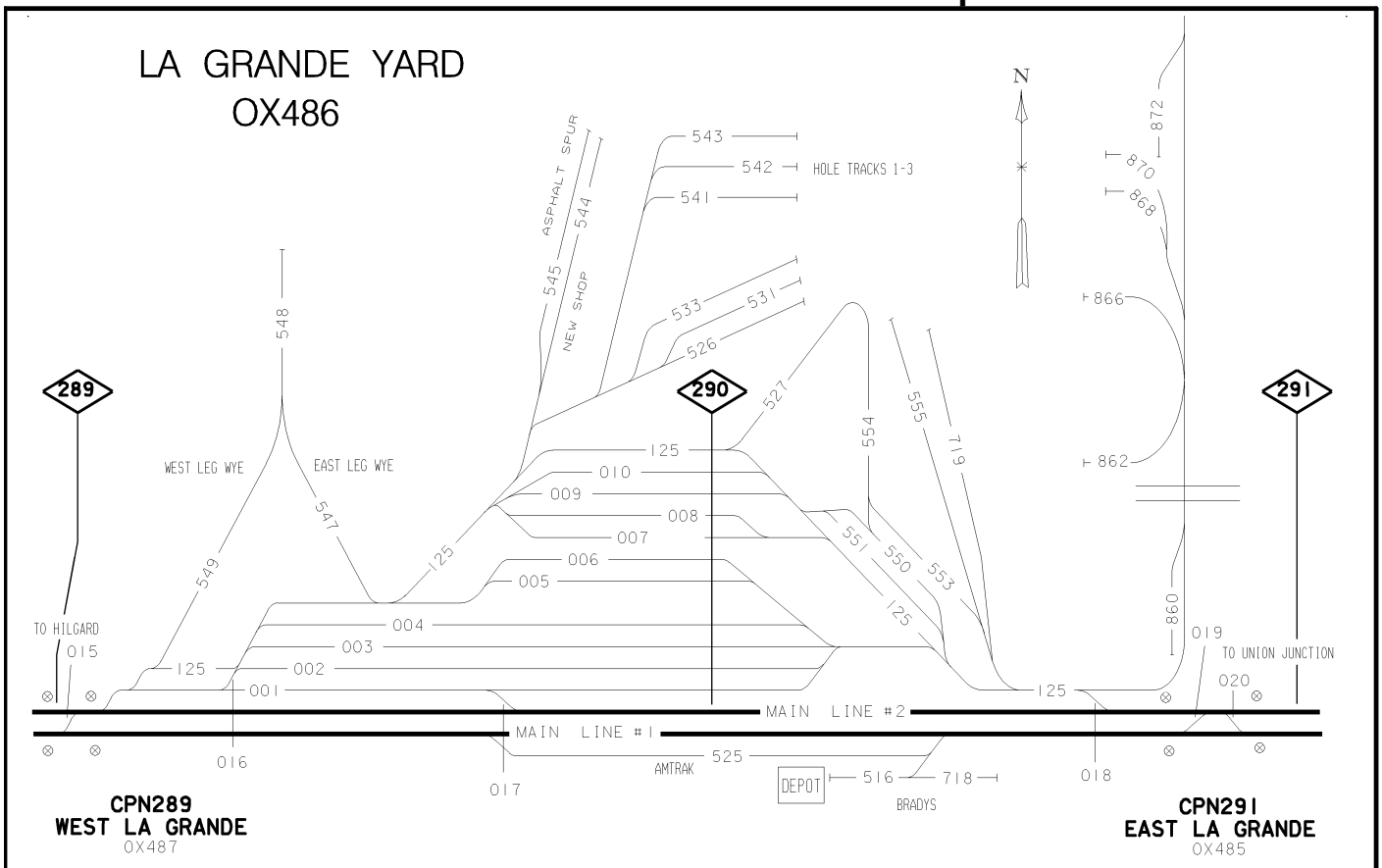
La Grande Yard: at MP 290.2 eastward movements must stop at STOP sign until gates are down to protect Fir St. crossing.

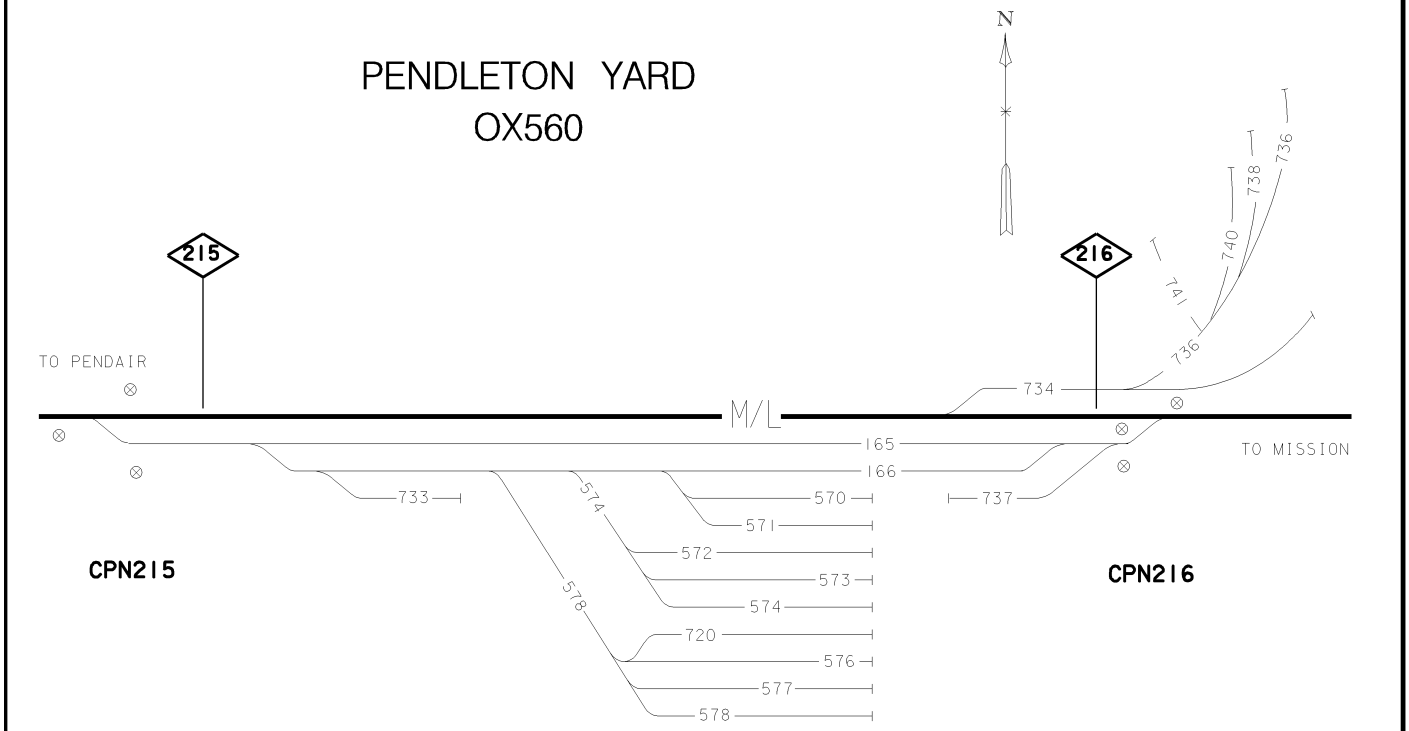
CP N289: Main No.1: switch is equipped with strobe light which will flash when switch is open.

MP 290.2: Main No.1: switch to Joseph Industrial Lead is equipped with strobe light which will flash when either switch of crossover is opened.

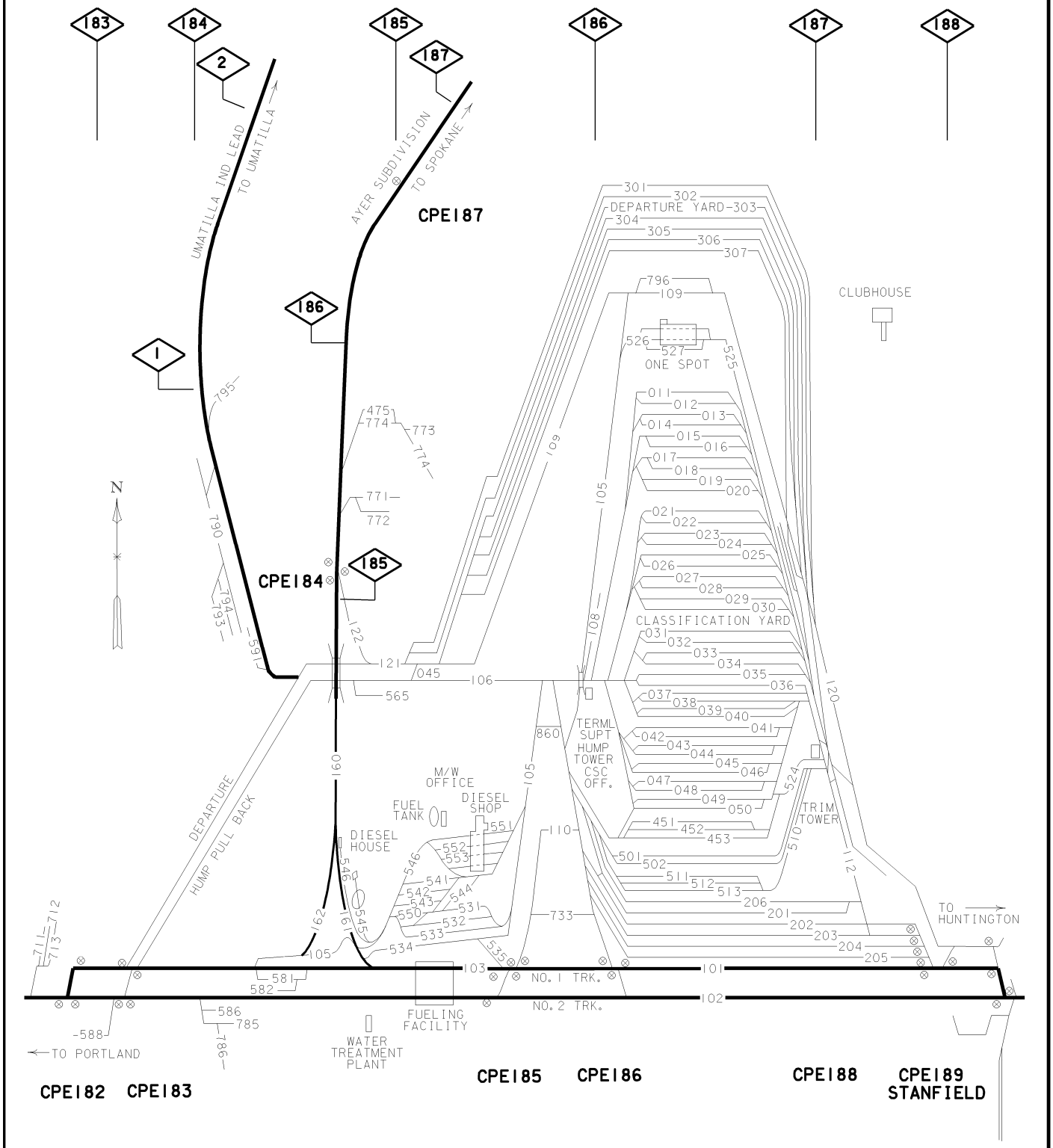
Time Zones: West of CP N291 is Pacific Time; East of CP N291 is Mountain Time.

La Grande & Pendleton Area Maps





Hinkle Area Map



HINKLE YARD
OX591

PORTLAND SUBDIVISION (0830)

Radio Display:
Hinkle to E. Portland - 2727 (*06) -

Mile Post	Rule 6.3	CP #'s	WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
185.3	CTC		HINKLE BTX	OX591	Yard
183.7	2MT	E183	(3.2)		
182.1	CTC	E182	CP E182	OX594	
			(5.5)		
176.6		E177	MUNLEY !	OX600	8763
174.8		E175	(6.1)		
170.5		E171	CLARKE !	OX605	6462
169.1		E169	(4.2)		
165.9		E166	BOARDMAN !	OX612	9836
163.3		E163	(8.2)		
157.7		S158	CASTLE !	OX617	9525
155.7		S156	(9.8)		
147.9		S148	HEPPNER JCT. !	OX627	9735
145.9		S145	(8.1)		
139.8		S140	ARLINGTON !	OX638	9956
137.7		S138	(3.7)		
136.1		S136	CP S136		
			(6.3)		
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	(10.5)		
103.2		S103	BIGGS	OX672	
			(8.3)		
94.9	DT		OREGON TRUNK JCT.	OX680	
	ABS		(6.0)		
88.9		S089	CP S089		
			(4.0)		
84.9			THE DALLES (9)	OX691	Yard
			(3.3)		
81.6	CTC	S082	CRATES Y	OX694	
	ACS		(10.8)		
70.8		S071	MOSIER !	OX706	6388
69.4		S069	(7.3)		
63.5		S063	CP S063		
			(2.6)		
59.4		S059	MENO !	OX716	9916
57.4		S057	(7.7)		
51.7		S052	WYETH !	OX726	12695
49.2		S050	(8.2)		
43.5		S043	CASCADE LOCKS !	OX733	6751
42.1		S041	(9.1)		
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	(2.5)		
15.6		S015	TROUTDALE	OX760	

VIA GRAHAM LINE

15.6	CTC	SO15	TROUTDALE	OX760	
	ACS		(15.0)		
0.6		S001	E. PORTLAND (M)T	OP773	
			(0.2)		

(187.0)

VIA KENTON LINE

22.0	CTC	S015	TROUTDALE	OX760	
			(0.2)		
21.8		S022	REYNOLDS !	OX762	10144
19.8		S020	(8.9)		
12.9		S013	FIR	OX769	4770
			(1.0)		
11.9	CTC	S012	CULLY BLVD.		
	2MT		(1.6)		
10.3		S010	CHAMP X	OX772	
			(1.4)		
8.9	CTC	S009	KENTON	OX775	
			(3.3)		
5.6		S005	PENINSULA JCT. (X)T	OX776	
			(1.6)		
4.0		S004	ST. JOHNS JCT.	OP501	
			(2.5)		
1.5		S901	ALBINA XBTY	OP500	Yard
			(0.9)		
0.6		S001	E. PORTLAND (M)T	OP773	
			(0.2)		
0.4	CTC		STEEL BRIDGE D(M)		
	2MT		(0.4)		
0.0		S000	VC TOWER (M)	OP775	
			(0.0)		

(193.6)

SI-01 MAIN TRACK AUTHORITY

CTC between:
MP 185.3 and MP 103.2;
MP 81.6 and CP S015;
CP S015 and MP 0.0 (via Kenton Line);
CP S015 and MP 0.6 (via Graham Line);
MP 0.6 and MP 770.0 (Brooklyn Sub).

ABS/Rule 9.14/9.15 between:
MP 103.2 and MP 81.6.

ACS between:
MP 81.6 and MP 15.6;
MP 15.6 and 0.6 (Graham Line).

PORTLAND SUBDIVISION (0830)

SI-02 MAXIMUM SPEED TABLE

Maximum Speed MPH

Between Mileposts	PSGR	FRT
185.3 and 86.3		
(Except as Below)	**79**	**70**
185.3 and 182.1 Trk1	45	40
185.3 and 182.1 Trk2	60	50
182.1 and 181.8	55	50
114.7 and 113.7	65	60
113.7 and 113.4	75	60
104.9 and 103.2	70	60
103.2 and 103.1	50	50
99.3 and 98.8	55	50
97.8 and 97.5	70	60
97.5 and 96.5	79	65
88.2 and 86.3	70	65

Between Mileposts	PSGR	FRT
86.3 and 15.6		
(Except as Below)	**79**	**65**
86.3 and 83.2	40	40
83.2 and 81.2	60	50
81.2 and 79.0	50	45
79.0 and 77.0	70	55
77.0 and 75.9	55	50
75.9 and 75.0	50	45
75.0 and 73.7	60	50
73.7 and 72.7	79	55
72.7 and 70.4	45	40
70.4 and 68.4	40	30
68.4 and 66.7	55	45
66.7 and 66.4	40	35
66.4 and 63.4	55	45
63.4 and 59.4	45	40
59.4 and 57.6	70	55
57.6 and 49.0	65	55
49.0 and 48.3	50	45
48.3 and 48.0	45	40
48.0 and 45.0	50	45
45.0 and 42.5	45	40
42.5 and 41.4	35	25
39.9 and 37.3	55	50
37.3 and 35.5	45	40
32.8 and 24.0	55	50
24.0 and 23.8	45	40
22.4 and 20.1	55	50
18.5 and 18.1	50	45
18.1 and 15.9	65	60
15.9 and 15.6	55	45

Between Mileposts	PSGR	FRT
Via Graham Line (15.6 and 0.6)		
(Except as Below)	**70**	**65**
15.6 and 13.5	70	55
13.5 and 13.2	45	40
13.2 and 11.0	55	45
7.5 and 5.2	60	50
5.2 and 4.1	55	45
4.1 and 2.7	45	40
2.7 and 0.9	35	30
0.9 and 0.6	10	6

Between Mileposts	PSGR	FRT
Via Kenton Line (22.0 and 0.6)		
(Except as Below)	**50**	**50**
11.9 and 8.9 Trk2	25	25
9.5 and 7.1	35	35
7.1 and 6.9 (Penninsula Jct. Wye).	15	15
6.9 and 0.9	25	25
0.9 and 0.6 (any route)	10	6
0.6 and 0.0 (via Steel Bridge)	10	6

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed MPH

1. Thru Sidings & Turnouts (No Exceptions.)

2. Dual Control Switch Turnouts

CP S103 50

Crossover:
CP E183 No.1 to Departure track 40

CP E182, CP S082, CP S015 (to Kenton main) 40

CP S901 20

CP S013, CP S012 (siding Fir), CP S005, CP S001 15

3. Misc. Speed Restrictions

Connection tracks No.1 and No.2 between MP 0.6 Kenton Line to Brooklyn Sub MP 770.0 20

Connection track No.1 from MP 0.0 to MP 0.6 (to Kenton Line or Brooklyn Sub):
Passenger 10
Frt 6

Passenger Lead from MP 0.0 Portland Union Station to Brooklyn Sub MP 770.0:
Passenger 10
Frt 6

Peninsula Jct.: all Connection tracks .. 15

Hinkle Terminal: receiving lead, hump lead pullback, east receiving lead, east/west departure leads, trks 203-208, trim pullback 15

Hinkle Terminal: when rear of train has cleared final turnout onto departure lead, speed may be increased to 40

Portland Union Station on all PTRR trackage 10

SI-04 MAIN TRACK DESIGNATIONS

Two main tracks between:
MP 185.3 and MP 182.0;
MP 103.2 and MP 81.6;
MP 11.9 and MP 8.9 (Kenton Line);
MP 0.6 and MP 0.0 (Kenton Line);
MP 0.6 and MP 770.0
(Kenton Line to Brooklyn Subdivision).

Between MP 0.0 CP S000 and MP 0.6 CP S001, the north track is designated No.1 main track; the south track is designated the Passenger Lead.

SI-05 MILEPOST EQUATIONS

Troutdale MP 15.6 = MP 22.0. (Kenton Line)
Measured miles:
MP 165.0 to MP 166.0 = 0.4 miles;
MP 55.0 to MP 57.0 = 1.5 miles.

PORTLAND SUBDIVISION (0830)

SI-06 RCL OPERATIONS

Remote Control Areas:

Portland Terminal:
Graham Line :
MP 15.6 Troutdale to MP 0.6 on No.2 main track;

Kenton Line:
MP 22.0 Troutdale to MP 770.1 East Portland &
MP 0.0 VC Tower;
St. Johns Industrial Lead: MP 0.6 to MP 7.25;

Brooklyn Sub:
MP 770.0 East Portland to MP 765.2 Willsburg Jct.;

Tillamook Industrial Lead:
MP 740.7 Willsburg Jct. to MP 741.9 Milwauke;

Seattle Sub:
MP 5.8 Peninsula Jct. to MP 6.8 North Portland Jct.;

Hinkle Yard:
northward to MP 185.0; westward to MP 183.0;
eastward to MP 190.0.

Remote Control Zones:
Hinkle Yard:
Hump Zone Limits: from crest of Hump westward on track 099 to clearance point at CP E183.
PSP installed on track approximately 8900 feet west from crest of Hump. Train and engine movements must contact Yardmaster or RCL operator before entering Zone limits.

Trim Zone Limits: on Trim Pullback track from East #1 power crossover eastward to end of track.

Signs denoting Remote Control Zones are placed at limits.

Albina Yard:
Zone 1: No.1 main track from MP 1.4 to MP 0.6;
Zone 3:
East Yard Lead MP 2.9 (Going St. OP) to MP 3.5.
Zone 4:
East Main Main Line Trk.26 MP 2.7 to Trk.25 crossover.

Brooklyn Yard:
Zone 5:
North Brooklyn Lead CP S768
MP 768.0 to MP 767.8 Trk.1 switch.
Zone 6:
South Brooklyn Lead CP S766
MP 765.7 to MP 766.8 (RIP Trk. shed).

Barnes Yard:
Zone 7:
MP 5.5 West End Barnes / St. Johns Industrial Lead to MP 4.6 South Terminal Four Main Trk. Lombard OH.
Zone 8:
MP 5.5 West End Barnes / St. Johns Industrial Lead to MP 4.6 North Terminal Lead Lombard OH.
Zone 9:
MP 5.6 West End Barnes / St. Johns Industrial Lead to MP 1.9 Rivergate Lead (Garbage Rd. xing)
Zone 10:
MP 2.1 West End Ferres Lead (Rivergate Lead) to MP 6.0 East End Ferres Lead (Short Yard).
Zone 11:
MP 7.2 East End Barnes Lead (Peninsula Jct.) to MP 6.4 East End Barnes Main Line switch to Short Yard.

GEH

SI-06 RCL OPERATIONS Continued...:

All RCL Zones:
When activating a Remote Control Zone, the remote control operator must contact the yard supervisor and receive a Zone activation time. The operator must also receive a Zone deactivation time. When finished using a Zone, contact the following supervisors:
Albina Yard:
Zones 1,3 and 4 - West Tower Yardmaster
Brooklyn Yard:
Zones 5,6 - West Tower Yardmaster
Barnes Yard:
Zones 7 thru 11 - Barnes Yardmaster

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 160.5	(#) 107.5	(#) 53.0
(#) 148.1	(#) 92.7	(#) 38.0
(#) 133.2	(#) 76.1	(#) 23.0
(#) 119.7	(#) 67.5	% 7.8 Graham

SI-08 RULES ITEMS

Rule 9.12.2: East Portland Interlocking: At signals displaying a STOP indication at CP S001 with route over Steel Bridge, in addition to contacting Control Operator (Sandy Dispatcher 27-27), a crewmember must verify with the Bridge Operator that bridge is in proper position and locked before train proceeds.

Rule 10.2:applies at the following hand-operated switches on the Kenton Line:
MP 12.19, MP 8.72, MP 8.63, MP 7.61, MP 7.60, MP 7.50, MP 7.25, MP 6.07, MP 6.00.
On No.1 main track at MP 11.8, MP 9.6, MP 9.31.
On No.2 main track at MP 11.05.

Rule 13.1.4:ACS: non-equipped yard engines and locals may be operated between:
MP 84.6 and MP 81.0 on both main tracks;
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.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Rufus	108.7	OX666
Rowena	76.6	OX700
Hood River	63.1	OX712
Bonneville W	38.0	OX737
Rockwood	11.8	OP764
Hemlock	17.0	OX765

SI-11 INDUSTRIAL LEADS

Carty Industrial Lead:(832) Maximum speed 20 MPH.
Exceptions:
1.5 and 1.7.....15 MPH
10.9 PGE Tracks....10 MPH
Coal Loop.....5 MPH

St. John's Industrial Lead:(861) Access from Kenton line at St. John's Jct. MP 4.0, and at Peninsula Jct. MP 5.6. STOP signs installed at MP 6.6 North Macrum Avenue.
Maximum Gross Weight: 143 Tons

Business Tracks	MP	Sta.#'s
St. Johns	3.0	OP504
Barnes	5.9	OP507

South Rivergate Industrial Lead:(862) Access from St. John's Industrial Lead (MP 5.6).
7.2 miles from MP 0.0 to MP 7.2;
maximum speed 10 MPH.
Maximum Gross Weight: 143 Tons

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 158 Tons.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
80+ thru 100	N/A	65
100+ thru 115	N/A	60
115+	N/A	50

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Rockwood OP764: 6-axle locomotives are prohibited from operation on all tracks.

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

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 lookout for and protect against employees working in this area.

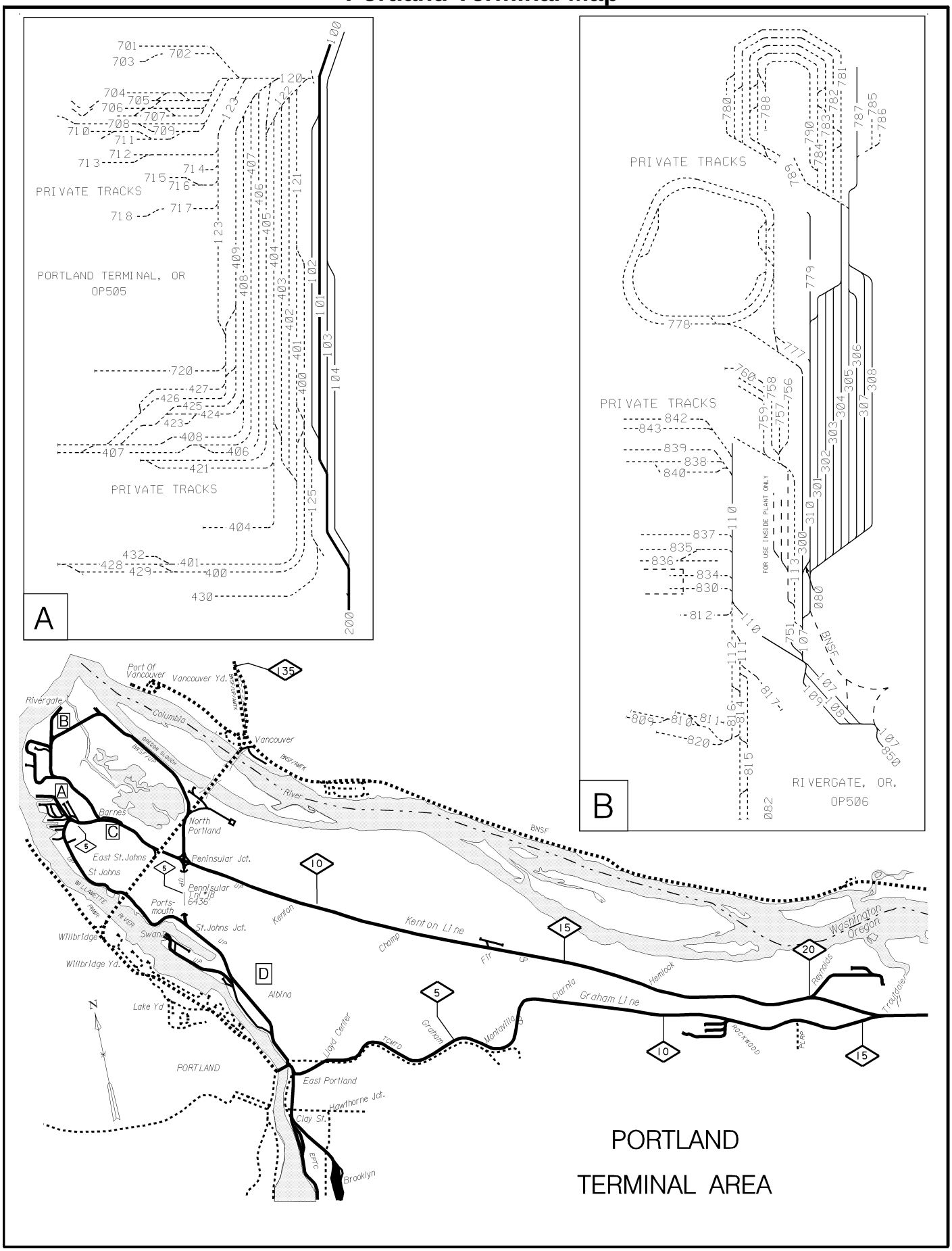
CP S901. RCL Foul Time: When necessary to make RCL movements into the limits of CP S901, the RCL operator may request authority for these movements by requesting RCL Foul Time. When RCL Foul Time is requested, Train Dispatcher must apply blocking or marking devices to the control machine to prevent movements into the limits before authorizing the RCL movement.
Rule 6.4.2 A does not apply within RCL Foul Time limits.

Requesting RCL foul time authority:
1. State RCL operator (name) at (location) with (engine number) requesting RCL Foul Time.
2. Specify RCL movements needed to occupy CP S901 (including time limits if necessary) and readiness to copy the authority.

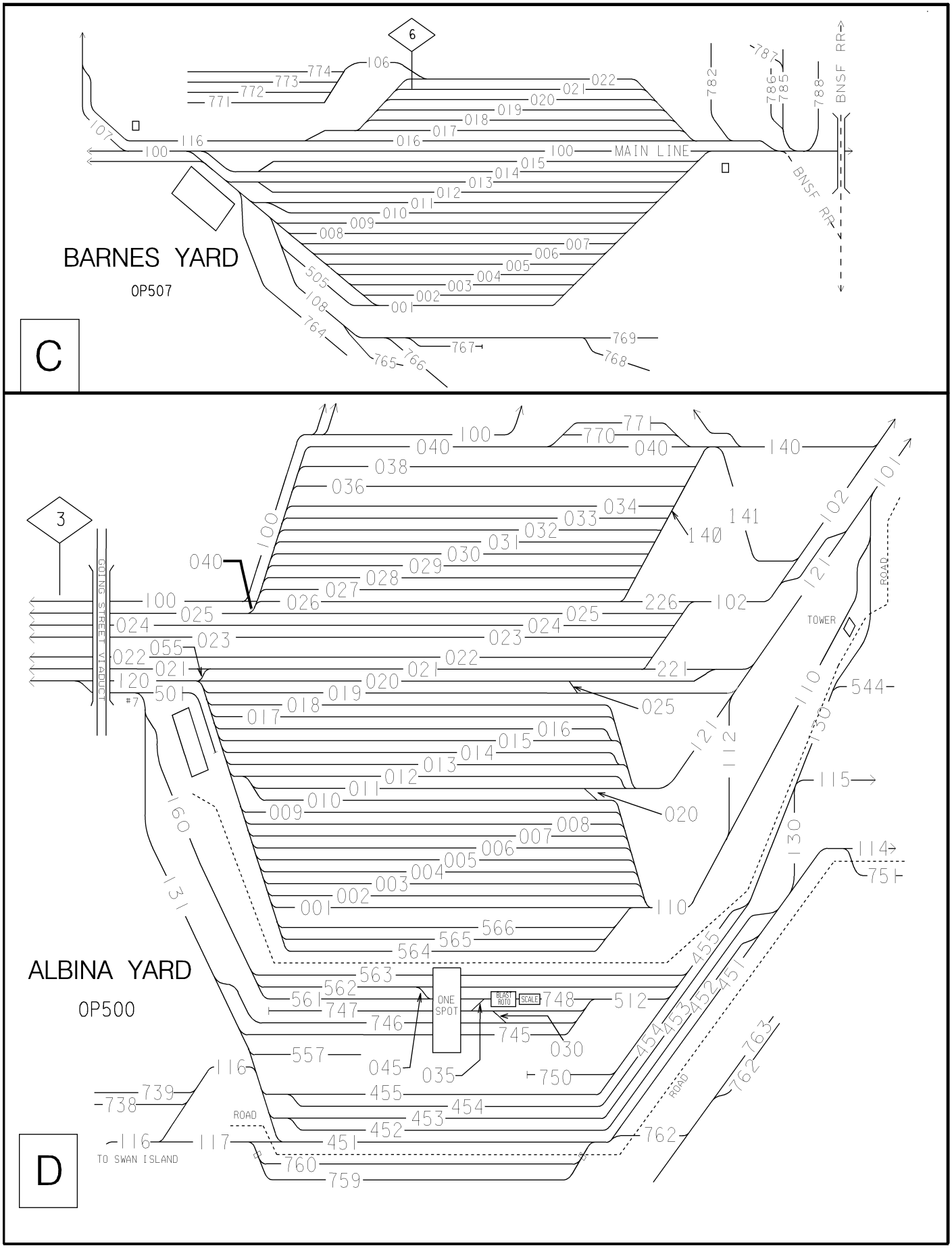
Train Dispatcher will:
1. Verify there are no conflicting movements.
2. Apply blocking or marking devices to the control machine to prevent movements into the limits.
3. Specify which tracks and control points RCL movements are authorized to occupy.

RCL operator will:
1. Repeat the RCL foul time authority granted back to the Train Dispatcher.
2. RCL foul time authority is not in effect until "OK" time is received.
3. Once RCL foul time authority is granted, signals governing movements into the limits will display STOP indication and the movement may enter and occupy the limits authorized.
4. After the RCL operator visually ascertains the limits are clear, the requirements of Rule 6.27 through the control point are waived.
5. All RCL movements through the control point will be governed by the RCL operator. Authority may not be issued "joint." The RCL operator may not allow other movements to occupy the limits.
6. RCL foul time may be transferred to another remote control operator. A job briefing must be conducted each time the Foul Time is transferred between remote control operators. The written Foul Time authority form must be in the possession of the RCL operator occupying the limits. Foul Time authority is a Mandatory Directive and the requirements of Rule 2.14 apply. Authority must be released (including RCL foul time number) and limits cleared before the expiration of the time granted. Authority may only be released by the crew member who controls the locomotive. If additional time is required, authority must be obtained before the authorized time limit expires. If the Train Dispatcher cannot be contacted and the time limit expires, authority is extended until the Train Dispatcher can be contacted.

Portland Terminal Map



Barnes and Albina Yards



BEND SUBDIVISION (0835)

Mile Post	Rule 6.3	CP #'s	Radio Display: Oregon Trunk Jct. to Bend - 2727(*06) - WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
0.4	TWC		OREGON TRUNK JCT. T (0.5)	OX680	
0.9			BNSF CONNECTION (151.0)		
Between BNSF Connection and Bend trackage controlled by BNSF Train Dispatcher. See BNSF Timetable.					
151.9	TWC		BEND T	OB151	
			(151.5)		

SI-01 MAIN TRACK AUTHORITY

TWC In Effect entire subdivision.

Oregon Trunk Jct. Operation via BNSF Oregon Trunk Jct. to Bend. Trains enroute Bend Subdivision must receive BNSF track warrant at The Dalles.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 0.0 and 151.9 (Except as Below).....	
Governed by current BNSF Timetable.	

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts (No Exceptions.)	
2. Dual Control Switch Turnouts (No Exceptions.)	
3. Misc. Speed Restrictions	
Connection track between the Portland Subdivision at Oregon Truck Jct. and BNSF Connection.....	10

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.

SI-08 RULES ITEMS - None.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Business Tracks on BNSF Track		
Moody	5.4	OB005
Lockit	17.8	OB017
Dike	25.9	OB026
Sinamox	29.9	OB029
Oakbrook	39.2	OB039
Sherar	46.9	OB047
Tuscan	50.4	OB050
Maupin	54.2	OB054
Cambrai	55.0	OB055
Nena	63.0	OB063
Dant	70.6	OB070
Dixon	73.0	OB073
Kaskela	79.6	OB080
So. Jct.	85.3	OB085
Gateway	93.5	OB093
Paxton	99.2	OB099
Madras	104.7	OB104
Metolius	109.7	OB109
Culver	114.5	OB114
Opal City	122.1	OB121
Terrebonne	129.0	OB129
Prineville Jct.	131.8	OB132
Redmond	134.1	OB134
Deschutes	143.3	OB143

SI-11 INDUSTRIAL LEADS - None.

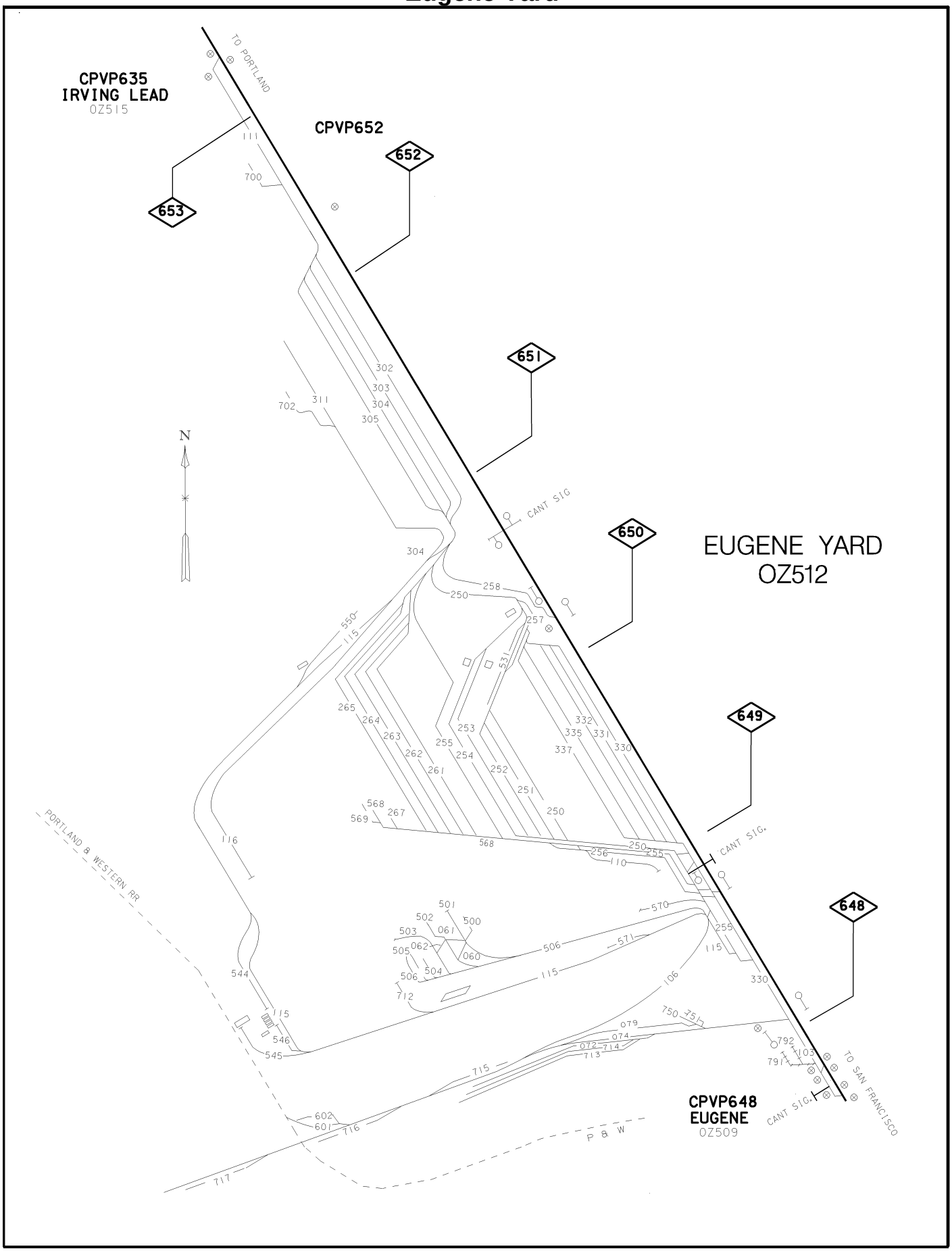
SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 143 tons between Oregon Trunk Jct. and BNSF Connection.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISCELLANEOUS INSTRUCTIONS - None.

Eugene Yard


CPVP635
IRVING LEAD
OZ515
TO PORTLAND
CPVP652
652
653
651
650
649
648
EUGENE YARD
OZ512
CANT SIG
CANT SIG.
N
PORTLAND & WESTERN RR
CPVP648
EUGENE
OZ509
TO SAN FRANCISCO
P & W

BROOKLYN SUBDIVISION (0845)

Radio Display:
E. Portland to Willsburg Jct - 2727(*06) -
Willsburg Jct to Irving Lead - 9696(*68)
-
Irving Lead to Oakridge -1414

Mile Post	Rule 6.3	CP #'s	SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
770.0	CTC 2MT	S001	EAST PORTLAND T (2.1)	OP773	
768.3		S769	HAIG X (0.2)	OZ627	
768.1		S768	BROOKLYN (1.5)	OZ626	
766.6		S767	REED X (1.0)		
765.6		S766	JOHNSON CREEK (0.4)		
765.2	CTC	S765	WILLSBURG JCT. (4.4)	OZ625	
760.8		VP761	CLACKAMAS !		7335
759.3		VP759	(5.3)		
755.5			OREGON CITY	OZ615	
753.6		VP754	(3.6)		
751.9		VP752	COALCA !		
750.4		VP750	(5.1)		7316
746.8			CANBY (4.2)	OZ606	
742.6		VP743	HITO !	OZ601	8011
740.9		VP741	(7.4)		
735.2			WOODBURN T (1.4)	OZ595	
733.8		VP734	GERVAIS !		
732.3		VP732	(12.0)		7280
721.8		VP722	LABISH !	OZ580	7352
721.3		VP721			
720.4		VP720	(2.9)		
718.9	YL ABS	VP719	SALEM BY (5.0)	OZ576	
715.5	CTC	VP715	RENARD !	OZ573	7373
713.9		VP714	(9.7)		
705.8		VP706	MARION !		
704.2		VP704	(6.3)		7708
699.5			JEFFERSON (3.5)	OZ558	
696.0		VP696	MILLERSBURG !		
694.5		VP694	(3.7)		7278
692.3		VP692	CP VP692 (1.4)		
690.9	YL ABS		ALBANY BTY (1.0)	OZ549	
689.9			PAGE Y (1.1)	OZ548	
688.8	CTC	VP689	HALLAWELL !	OZ546	7430
687.2		VP687	(4.2)		
684.6			TANGENT (5.4)	OZ543	
679.2		VP679	SHEDD !	OZ541	7326
677.7		VP678	(5.4)		
673.8			HALSEY (6.2)	OZ536	
667.6		VP668	ALFORD !	OZ529	7301
666.1		VP666	(2.5)		
665.1			HARRISBURG (4.5)	OZ527	
660.6		VP661	SWAIN !		
659.1		VP659	(7.2)		7342
653.4		VP653	IRVING LEAD (3.7)	OZ515	
649.7	YL ABS		EUGENE YARD BTY (2.1)	OZ512	
647.6	CTC	VP649	EUGENE !		
647.1		VP647	(1.9)		1986
645.7		VP646	JUDKINS ! (1.4)	OZ507	5231
621.9		VP622	SPRINGFIELD JCT. T (1.1)	OZ506	
620.8		VP621	NORTH SPRINGFIELD (0.4)	OZ505	
620.4			SPRINGFIELD (2.0)		
618.4		VP618	SOUTH SPRINGFIELD (2.6)		
615.8		VP616	NATRON !	OZ500	5280
614.7		VP615	(3.7)		
612.0			FALL CREEK JCT. (3.8)	OZ496	
610.7		VP611	DOUGREN !		
609.0		VP609	(9.3)		8430
601.4		VP601	MINNOW !	OZ485	5330
600.3		VP600	(5.5)		
595.9		VP596	CRALE !	OZ480	5226
594.8		VP595	(4.5)		
591.4		VP591	HAMPTON !		
590.3		VP590	(5.3)		5245
586.1		VP586	LOOKOUT !		
584.9		VP585	(4.5)		5758
581.6		VP582	OAKRIDGE BT !		
580.5		VP580			6808

(170.1)

SI-01 MAIN TRACK AUTHORITY

CTC between:
MP 770.0 and MP 718.9;
MP 715.5 and MP 692.3;
MP 688.7 and MP 653.4;
MP 647.6 and MP 580.5.

ABS/Track Permits/Yard Limits between:
MP 718.9 and MP 715.5 ;
MP 692.3 and MP 688.7;
MP 653.4 and MP 647.6.

BROOKLYN SUBDIVISION (0845)

SI-02 MAXIMUM SPEED TABLE

Maximum Speed Between Mileposts 770.0 and 580.5	MPH PSGR	FRT
(Except as Below)	**79**	**60**
770.0 and 768.9	35	35
768.9 and 768.0	45	45
768.0 and 764.9	70	60
764.9 and 764.1	55	40
764.1 and 757.6	60	40
757.6 and 755.3	40	40
755.3 and 754.4	45	40
754.4 and 750.8	60	40
750.8 and 750.0	45	40
750.0 and 748.9	40	35
748.9 and 746.9	70	50
746.9 and 746.6	60	50
746.6 and 744.4	70	50
744.4 and 742.7	45	40
742.7 and 739.0	70	60
739.0 and 738.6	70+	55+
738.6 and 735.8	70+	60
735.8 and 734.5	45+	45+
734.5 and 720.3	70	60
720.3 and 716.5	35	35
716.5 and 700.0	70+	60
700.0 and 699.1	45	45
699.1 and 693.0	70	60
693.0 and 692.5	60	50
692.5 and 689.9	30+	30+
689.9 and 663.3	70	60
663.3 and 662.8	30	30
662.8 and 661.1	70	60
653.5 and 648.2	60	40
648.2 and 646.9	30	30
646.9 and 620.7	40	40
620.7 and 620.4	35	30
620.4 and 617.2	50	40
617.2 and 616.7	45	40
616.7 and 611.8	50	45
611.8 and 597.3	55	50
597.3 and 580.5	50	45

Note: 40 MPH speed sign for northward trains normally placed at MP 619.9 is displayed on left side of old Springfield siding at MP 619.3.

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Sidings Hito, Gervais, Renard, Marion, Millersburg, Hallawell, Shedd, Alford, Swain, Judkins, Dougren, Minnow, Crale, Hampton	25
Siding Eugene	10
2. Dual Control Switch Turnouts	
CP S767	40
CP S766, CP768	15
3. Misc. Speed Restrictions	
Tunnel 24 between MP 587.2 and MP 587.3, for doublestack cars loaded two containers high	25
Irving Lead	20

SI-04 MAIN TRACK DESIGNATIONS

Two main tracks between:
MP 770.0 and MP 765.2.

SI-05 MILEPOST EQUATIONS

MP 644.3 = MP 621.9.

SI-06 RCL OPERATIONS

Remote Control Areas:
East Portland MP 770.0 to Willsburg Jct. MP 765.2.

Eugene Terminal Limits:
MP 652.2 Irving Road to MP 648.2 Van Buren St.

Portland Terminal Limits:
Graham Line :
MP 15.6 Troutdale to MP 0.6 on No.2 main track;
Kenton Line:
MP 22.0 Troutdale to MP 770.1 East Portland & MP 0.0 VC Tower;
St. Johns Industrial Lead: MP 0.6 to MP 7.25;

Brooklyn Sub:
MP 770.0 East Portland to MP 765.2 Willsburg Jct.;
Tillamook Industrial Lead:
MP 740.7 Willsburg Jct. to MP 741.9 Milwauke;
Seattle Sub:
MP 5.8 Peninsula Jct. to MP 6.8 North Portland Jct.;
Hinkle Yard:
northward to MP 185.0; westward to MP 183.0; eastward to MP 190.0.

Remote Control Zones:
Albina Yard:
Zone 1: No.1 main track from MP 1.4 to MP 0.6;
Zone 3:
East Yard Lead MP 2.9 (Going St. OP) to MP 3.5.
Zone 4:
East Main Main Line Trk.26 MP 2.7 to Trk.25 crossover.

Brooklyn Yard:
Zone 5:
North Brooklyn Lead CP S768
MP 768.0 to MP 767.8 Trk.1 switch.
Zone 6:
South Brooklyn Lead CP S766
MP 765.7 to MP 766.8 (RIP Trk. shed).

Barnes Yard:
Zone 7:
MP 5.5 West End Barnes / St. Johns Industrial Lead to MP 4.6 South Terminal Four Main Trk. Lombard OH.
Zone 8:
MP 5.5 West End Barnes / St. Johns Industrial Lead to MP 4.6 North Terminal Lead Lombard OH.
Zone 9:
MP 5.6 West End Barnes / St. Johns Industrial Lead to MP 1.9 Rivergate Lead (Garbage Rd. xing)
Zone 10:
MP 2.1 West End Ferres Lead (Rivergate Lead) to MP 6.0 East End Ferres Lead (Short Yard).
Zone 11:
MP 7.2 East End Barnes Lead (Peninsula Jct.) to MP 6.4 East End Barnes Main Line switch to Short Yard.

All RCL Zones:
When activating a Remote Control Zone, the remote control operator must contact the yard supervisor and receive a Zone activation time. The operator must also receive a Zone deactivation time. When finished using a Zone, contact the following supervisors:
Albina Yard:
Zones 1,3 and 4 - West Tower Yardmaster
Brooklyn Yard:
Zones 5,6 - West Tower Yardmaster
Barnes Yard:
Zones 7 thru 11 - Barnes Yardmaster
Eugene Yard:
Zones 1 thru1 4 - Yard Clerk

BROOKLYN SUBDIVISION (0845)

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 765.6 *	% 675.2	(#) 598.1
(#) 757.5	(#) 670.2	% 593.6
% 750.1	% 662.4	% 588.1
(#) 737.8	(#) 657.1	(#) 583.5
(#) 725.2	% 646.1	
(#) 710.0	(#)& 616.0 **	
% 701.7	% 613.3	
(#) 697.8	% 606.8	
(#) 681.1	% 603.0	

* Detector at MP 765.6 protects Trks. 1 & 2 and transmits on channels 27-27 and 96-96.

** Tunnel 24 MP 587.2 is protected by a High and Wide detector located at MP 616.0. If detector is activated by a southward train, and car indicated is a doublestack car loaded two containers high, car must be set out before reaching Tunnel 24. If activated by northward train, be governed by Item 13.4 before passing structure at MP 620.8. Train may then proceed to Fifth Street in Springfield to inspect car.

SI-08 RULES ITEMS

Rule 9.12.2: Trains must contact Train Dispatcher and Steel Bridge Control Operator on radio channel 2727 for route and authority through CP S000 and over Steel Bridge. Trains must obtain authority before departing Brooklyn Yard MP 767.8, Lake Yard MP 2.0 (BNSF Fallbridge sub) or Albina Yard MP 1.6.

At signals displaying a STOP indication at East Portland CP S001 with route over Steel Bridge, in addition to contacting Control Operator (Sandy Dispatcher 27-27), a crew member must verify with the Bridge Operator that bridge is in proper position and locked before train proceeds.

Rule 9.15 Eugene Yard: Track permits are in effect within yard limits at Eugene Yard between MP 653.4 and MP 647.6. Trains and engines must obtain permission from the Train Dispatcher before entering limits at a hand-operated switch.

Rule 10.2 Brooklyn: Exceptions: Trains or engines may clear main tracks at the following locations:
MP 769.1 at trk 600 north end Zone 5 Trk.#1;
MP 768.8 at trk 600 south end Zone 5 Trk.#1;
MP 768.8 at trk 721 Zone 5 Trk.#1;
MP 767.6 at trk 715 Zone 5 Trk.#2.

SI-09 FRA EXCEPTED TRACKS

Eugene Yard: All Blair Yard trks except main lead between WP siding and Coos Bay wye switch;
Trks. 267, 702 and 712.
Roundhouse trks. 501-509, 522, 525;
Trks 546, 551, 569.

Springfield: Weyerhaeuser Drill.

Fall Creek Jct.: Hills Spur MP 612.0.

Brooklyn Yard:
Trks 004-007, 009-010, 012-014,
111-112, 501-502, 511-521,
701-702, 705-710, 712-717.

Clackamas and Kellog: Trks 131, 134-778.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Hills(on spur from Fall Creek)	610.1	OZ495
Jasper	612.9	OZ497
American (on spur from Halsey)	675.8	OZ539
Brooks	726.9	OZ586

SI-11 INDUSTRIAL LEADS

Toledo Industrial Lead:(0848) Albany to MP 691.6.

Coos Bay Industrial Lead:(0846) from Eugene Yard 3.2 miles to MP 648.1.

Business Tracks	MP	Sta.#'s
Danebo	651.6	OZ703

Tillamook Industrial Lead:(0851) 1.2 miles from MP 740.7 Willsburg Jct. to MP 741.9 Milwaukie.

Marcola Industrial Lead:(0847) 2.7 miles from Springfield MP 619.1 (MP 646.6) to MP 649.3.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 tons

SI-13 TRAIN MAKE-UP RESTRICTIONS

Tri-level cars TTQX (type M3X),
BNSF 306000 - 306153, GVSR 89000 - 89058 must not be operated on the Brooklyn Subdivision.

Coupler Limits:
Between designated limits, the amount of trailing tonnage behind a car must not exceed the tonnage listed in the 'Coupler Limits' table. When train includes any helper engine positioned within the trailing tonnage behind a car, subtract the tonnage handled by the helper from the total trailing tonnage behind a car. This final figure is the actual trailing tonnage which must comply with the 'Coupler Limits' table.

Coupler Limits Table

Territory	Standard Coupler	High Strength Coupler
Dougren to Minnow	10,000	11,300

Each car is to be considered equipped with a standard type coupler unless it is known the car is equipped with high strength couplers. Coal cars, covered hopper cars and cars designed to carry TOFC vans and/or containers are equipped with high strength couplers. If it is not known that a car is equippped with high strength couplers, it can be determined by looking at the coupler casting identification located on top of the coupler. A high strength coupler will have the letter "E" as the last character of identification. Examples of high strength coupler identifications are E60HTE, SBE60CE, and E60DE.

BROOKLYN SUBDIVISION (0845)

SI-14 MISC. INSTRUCTIONS

Restricted Tracks: only 4-axle units may be used when operating on all drill tracks and industry tracks between Portland and Oakridge unless otherwise authorized by MofW manager. Exception: 6-axle units may operate on the following tracks not to exceed 5 MPH:

Clackamas: Drill Tracks 130, 132, 133;
Oregon City: trk 136;
Canby: trks 619, 620;
Woodburn: trk 600;
American Siding: trk 121;
Durflake: trk 135;
Shedd: trk 142;
Halsey: trk 143;
Jasper: trk724;
Fall Creek Jct. trk 721.

Only SW1500/MP15 type units may operate on trks 783, 785 (Smurfit Corp.) at Oregon City.

No multiple unit consist may operate on trks 704, 705 at Brooks.

Cars longer than 85 feet must not be operated on Safeway trackage at Clackamas.

Swain: southward trains stopping at south end of Swain must clear 1st Street crossing MP 660.3 by 250 feet. Approximately 5900 feet of train will fit.

Albany: southward movements on the Toledo Industrial Lead must stop short of APPROACH CIRCUIT sign at MP 691.9 until permission to enter Yard Limits is received from Train Dispatcher.

SI-14 MISC INSTRUCTIONS Continued...

Eugene Yard: southward trains, except passenger trains, will enter yard at MP 650.9 unless otherwise instructed by Yardmaster or his representative.

Northward trains, except passenger trains, must enter yard at MP 648.6 unless otherwise instructed by Yardmaster or his representative.

When ABS signal 6489 displays an aspect other than CLEAR, freight trains must STOP and not proceed without permission from Yardmaster or his representative.

A PROCEED indication displayed by non-controlled Absolute dwarf signal at west end of yard MP 649.1 governs movement through crossover to main track. A RESTRICTING aspect will govern movement to siding.

When ABS signal 6482 displays a STOP & PROCEED indication and a preceding train is not clear of main track, train will remain clear of Van Buren St. crossing until preceding train has entered yard.

Southward trains entering Irving lead must contact the Eugene Clerk on radio channel 14-14 for instructions govening movements into the yard, zone status and if yard jobs are working. Southward trains will then contact yard jobs on radio channel 20-20 for further instructions governing movements into the Eugene yard.

Northward trains entering Eugene yard must contact the Eugene Clerk before occupying Sand and Gravel crossing, on channel 14-14. Crews must receive permission to proceed into the yard, what tracks to enter, zone status, and if yard jobs are working. Northward trains will contact yard jobs on channel 20-20 for further instructions governing movement into the yard.

Trains entering Eugene yard from the Coos-Bay Industrial Lead must contact the Eugene Clerk before occupying Garfield St. for instructions entering the yard, what tracks to enter and zone status. Crew must contact yard jobs on channel 20-20 for further instructions governing movement into yard.

Radio Instructions: To avoid radio congestion, all yard jobs will operate on Channel 20-20. Northward trains switching will operate on Channel 14-14; southward trains switching will operate on channel 96-96.

Snow conditions:

A. When spreader is connected in multiple with engine, Rule 31.6.2 Procedure for Conducting Locomotive Air Brake Test must be performed by engineer when taking charge.

B. To prevent build-up of ice on brake shoes and to ensure air brakes are effective, engineer operating engine with flanger must make an automatic brake pipe reduction of sufficient force to allow both engine and flanger brakes to apply. This test must be made at approximately 10 minute intervals.

C. Flangers operating in snow territory must raise flanger blades and stop while train or engine is passing on adjacent track.

D. Rotary snowplows must be stopped with wings in the closed position when a train or engine is passing on adjacent track.

E. Flangers (operating snow equipment) may operate at 5 MPH above the posted maximum speed limit not to exceed 35 MPH.

CASCADE SUBDIVISION (0841)

Mile Post	Rule 6.3	CP #'s	Radio Display: Oakridge to Crescent Lake - 4545(*66) - Crescent Lake to Klamath Falls - 9696 SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
580.5	CTC	VP580	OAKRIDGE !BT	OZ465	6808
579.1		VP579	(4.8)		
575.7		VP576	PRYOR !	OZ460	6757
574.3		VP574	(5.4)		
570.3		VP570	McCREDIE SPRINGS !	OZ454	8520
568.6		VP568	(5.6)		
564.7		VP565	HEATHER !	OZ449	5852
563.5		VP563	(4.0)		
560.7		VP561	WICOPEE !	OZ445	5401
559.6		VP559	(5.1)		
555.6		VP556	FIELDS !T	OZ439	8590
553.9		VP554	(4.0)		
551.6		VP552	NORTH FRAZIER		
			(1.1)		
550.5		VP550	SOUTH FRAZIER		
			(4.1)		
546.4		VP546	CRUZATTE !	OZ430	4820
545.4		VP545	(5.2)		
541.2		VP541	ABERNATHY !	OZ425	8590
539.4		VP539	(4.4)		
536.8		VP537	CASCADE SUMMIT !	OZ421	7687
535.3		VP535	(7.8)		
529.0		VP529	CRESCENT LAKE !BT	OZ413	9575
527.1		VP527	(13.4)		
515.6		VP516	MOWICH !	OZ399	6462
514.3		VP514	(2.4)		
513.2			GILCHRIST JCT.	OZ398	
			(9.1)		
504.1		VP504	CHEMULT !	OZ388	9266
502.8		VP503			
502.2		VP502	(5.6)		
498.5		VP498	DIAMOND LAKE !	OZ383	6160
497.2		VP497	(5.5)		
493.0		VP493	YAMSAY !	OZ377	6150
491.8		VP492	(8.8)		
484.2		VP484	LENZ !	OZ368	6162
482.9		VP483	(9.3)		
474.9		VP475	FUEGO !	OZ359	6189
473.6		VP474	(8.5)		
466.4		VP466	CALIMUS !	OZ350	7161
464.9		VP465	(8.4)		
458.0		VP458	CHILOQUIN !	OZ341	6218
456.8		VP457	(9.9)		
448.1		VP448	MODOC POINT !	OZ332	6156
446.9		VP447	(8.8)		
439.3		VP439	ALGOMA !	OZ324	6152
438.0		VP438	(4.5)		
434.8		VP435	WOCUS !	OZ319	6241
433.5		VP433	(4.9)		
429.9	YL ABS	VP430	KLAMATH FALLS Y	OZ313	
			(2.5)		
427.4		VP427	KLAMATH FALLS YARD BTY		
			(153.1)		

SI-01 MAIN TRACK AUTHORITY

CTC between:
MP 580.5 and MP 429.9.

ABS/Track Permits/Yard Limits between:
MP 429.9 and MP 427.4.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH	
Between Mileposts	**PSGR**	**FRT**
580.5 and 427.4		
(Except as Below)	**79**	**60**
580.5 and 558.5 S	33	30
558.5 and 557.1 S	30	30
580.5 and 558.5 N	33	25
558.5 and 557.1 N	30	25
557.1 and 556.7 *	25	20
556.7 and 554.0 S	33	30
556.7 and 554.0 N	33	25
554.0 and 553.5	27	25
553.5 and 550.6 S	33	30
550.6 and 546.8 S	33	25
546.8 and 537.3 S	33	30
553.5 and 537.3 N	33	25
537.3 and 533.1	45	40
533.1 and 528.8	55	50
528.8 and 523.5	75	60
523.5 and 510.3	55	50
510.3 and 508.7	65	60
471.1 and 467.7	70	60
467.7 and 461.7	40	40
461.7 and 454.8	50	45
454.8 and 445.1	70	60
445.1 and 444.9	65	60
444.9 and 439.1	70	60
439.1 and 438.6	55	50
438.6 and 434.3	65	60
434.3 and 430.7	45	40
430.7 and 429.9	40	40
429.9 and 428.5	25	25

*Speed sign for northward trains is displayed at west portal of Tunnel 16, MP 556.0.

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Sidings Mowich, Fuego, Chiloquin	25
2. Dual Control Switch Turnouts (No Exceptions)	
3. Misc. Speed Restrictions	
Klamath Falls Yard: all yard tracks except trks 001, 002, 017, 025	5

CASCADE SUBDIVISION (0841)

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 580.1	% 547.0	(#) 472.0
% 579.2	% 544.5	% 468.1
% 577.7	% 543.0	% 464.2
(#) 571.9	(#) 541.8	(#) 458.7
% 567.3	% 538.7	% 452.6
% 562.7	% 537.6	(#) 442.6
% 561.6	% 532.2	% 436.5
(@) 557.4 *	% 526.4	
(#) 557.3 **	(#) 519.7	
% 552.8	% 508.3	
% 550.5	(#) 501.1	
% 549.6	% 494.4	
% 549.0	(#) 487.1	
% 548.1	% 479.8	

* When Wheel Impact detector is activated, train must be stopped and inspection made of indicated car and/or axle for excessive tread build up or flat spots. If inspection indicates tread build up exceeding 1/8 inch and/or flat spot exceeding 2 1/2 inches, or adjoining flat spots 2 inches long or longer, car must be set out at next available siding. Speed to this siding must not exceed 10 MPH.
Exception: train may be moved not exceeding 5 MPH to the location of the indicated car under the following conditions:
A. train is not a KEY Train, and
B. the indicated car will not pass over any switch.
If inspection determines defects do not exceed preceeding criteria, southward train may proceed not exceeding 25 MPH and car must be set out on spur track at Mowich; northward trains may proceed not exceeding 25 mph to Eugene Terminal; crew members must set out car at Eugene or have car inspected by Car Department.
When detector is activated by a DP train, train must reduce speed to 5 MPH and not stop until DP units are clear of Tunnel 16.

** Detector is also a "HOT WHEEL" detector. Be governed by SSI Item 13.1.I.

SI-08 RULES ITEMS

Rule 8.20 Oakridge: Switch-point derail located 1,215 feet from switch on Bald Knob lead, must be secured by a locked switchlock when lined for movement.

Rule 30.13.1: Northward passenger trains must make running air brake test before passing Cascade Summit.

SI-09 FRA EXCEPTED TRACKS

Chelsea: Trks 708 and 710.

Klamath Falls Yard: Trks 401, 700, 013, 416, 501-524.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Chelsea	431.9	OZ317

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 tons

On descending grade between Cascade Summit and Oakridge, the following table must be used to determine the maximum allowable speed taking into account freight train's TPOB and TPAD.
When computing maximum speed for descending grade restrictions, helper engine may be used in determining TPAD.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
Below 80	300 or less	25
	300+ thru 420	25
	420+ thru 550	25
80 thru 100	300 or less	25
	300+ thru 420	25
	420+ thru 550	20
100+ thru 145	300 or less	20
	300+ thru 420	20
	420+ thru 550	20

A train that exceeds the table, one that experiences dynamic brake failure, or if the use of full dynamic brakes and an 18-pound brake pipe reduction will not control the train at the allowable speed, the train must be STOPPED and sufficient hand brakes set to prevent movement. The train must not proceed until additional dynamic braking is obtained, tonnage is reduced or retainers on all cars are placed in operative position. The train must not proceed except as instructed by the district Manager of Operating Practices. Refer to Rule 33.7.7 for retainer use instructions.

CASCADE SUBDIVISION (0841)

SI-13 TRAIN MAKE-UP RESTRICTIONS

Tri-level cars TTQX (type M3X), BNSF 306000-306153 and GVSR 89000 - 89058 must not be operated on the Cascade Subdivision.

Following applies when operating from Oakridge to Cascade Summit:
Lead consist of a loaded bulk-commodity unit train must not exceed 44 EPA.
Lead consist of other than a loaded bulk-commodity unit train must not exceed 44 EPA.
These restrictions include helper engines added to headend of train.

Train Make-up Restrictions Applicable Between Oakridge and Cascade Summit:
Use following instructions to determine maximum trailing tonnage, coupler limits and helper placement.

Between designated limits, the amount of trailing tonnage behind a RESTRICTED car must not exceed the tonnage listed in the 'Maximum Trailing Tonnage' table. When train includes any helper engine positioned within the trailing tonnage behind a restricted car, subtract the tonnage handled by the helper using the following calculation:
Multiply the EPA of the helper by the factor '185'. Subtract this tonnage from the total trailing tonnage behind a restricted car. This final figure is the actual trailing tonnage which must comply with the 'Maximum Trailing Tonnage' table.

Maximum Trailing Tonnage Table

Type of Car	1,000 Tons	2,500 Tons	3,600 Tons	4,800 Tons
Two-Axle Front Runner Car (P12)	Weighing less than 25 tons	Weighing 25 tons or more		
Solid Drawbar-Connected Two-Axle Car (P2,P3)	All cases			
Articulated Double Stack Car (P3A,P3B, P5A,P5B)			One or more empty platforms	
Multi-platform articulated Spine Car (P53)			One or more empty platforms	
Car 73 feet or longer in length weighing less than 50 tons			Coupled to a car less than 73 feet in length	Coupled to another car 73 feet or longer in length

SI-13 TRAIN MAKE-UP RESTRICTIONS Continued...

When train tonnage exceeds 3,600 tons, each of the first five cars behind the road engine must weigh at least 50 tons. This restriction will not apply if train does not contain five cars that weigh 50 tons or more.

When train tonnage exceeds 4,100 actual tons, each of the first five cars behind the road engine must weigh at least 50 tons and:
1. Be 73 feet or longer in length; or
2. Be less than 73 feet in length.

In determining train make-up restrictions above, be governed by the following when dealing with these non-conventional cars:

Articulated doublestack car or spine car(P3*, P4*, P5*) having all platform/wells loaded is to be considered the equivalent of 2 1/2 cars, each weighing 50 tons and each less than 73 feet in length.

Articulated doublestack car or spine car(P3*, P4*, P5*) having any empty platform/wells is to be considered the equivalent of 2 1/2 cars, each weighing less than 50 tons and each less than 73 feet in length.

Articulated doublestack cars designated by TCS car type P1 will be considered as P3, P4 or P5 by the number of platforms listed on the consist. Example: DTTA 1234, DTTB 1234, DTTC 1234 are all three platform (P3*)s.

Two-unit solid drawbar-connected long cars: (P2)
1. If the total weight of the car is 120 tons or more, it is to be considered the equivalent of two cars, each weighing 50 tons and each over 73 feet in length.
2. If the total weight of the car is less than 120 tons, it is to be considered the equivalent of two cars, each weighing less than 50 tons and each over 73 feet in length.

Three-unit solid drawbar-connected doublestack cars (P3*):
1. If the total weight of the car is 200 tons or more, it is to be considered the equivalent of three cars, each weighing 50 tons and each less than 73 feet in length.
2. If the total weight of the car is less than 200 tons, it is to be considered the equivalent of three cars, each weighing less than 50 tons and each less than 73 feet in length.

Note: *character can be a letter or a number.

SI-13 TRAIN MAKE-UP RESTRICTIONS Continued...

Coupler Limits:
Between designated limits, the amount of trailing tonnage behind a car must not exceed the tonnage listed in the 'Coupler Limits' table. When train includes any helper engine positioned within the trailing tonnage behind a car, subtract the tonnage handled by the helper using the following calculation:
Multiply the EPA of the helper by the factor '185'. Subtract this tonnage from the total trailing tonnage behind a car. The final figure is the actual trailing tonnage which must comply with the 'Coupler Limits' table.

Coupler Limits Table:

Territory	Standard Coupler	High Strength Coupler
Oakridge and Cascade Summit	6800	9610

Each car is to be considered equipped with a standard type coupler unless it is known the car is equipped with high strength couplers. If it is not known that a car is equipped with high strength couplers, it can be determined by looking at the coupler casting identification located on top of the coupler. A high strength coupler will have the letter "E" as the LAST character of identification. Examples of high strength coupler identifications are E60HTE, SBE60CE, E60DE.

REVISE following portion of Rule 32.12.7 System Helper Placement Table to read:
A. Rear or Cut-in Requirement for Helper:
Use the following applicable table to determine whether a helper is placed on rear of train or at cut-in position on train.
If rear helper or cut-in helper exceeds EPA requirements in following tables, sufficient locomotives must be isolated or, on AC locomotives only, traction motors or trucks may be cut out to meet requirements to prevent exceeding EPA limits in tables.

LOADED BULK-COMMODITY UNIT TRAIN

Helper EPA	Placement Requirement
32 or less:	May be placed on rear or cut in as outlined in Part B. When placed on rear, it must be placed ahead of any caboose.
33 to 55	Must be cut in as outlined in Part B.

EMPTY BULK-COMMODITY UNIT TRAIN

Helper EPA	Placement Requirement
16 or less:	May be placed on rear or cut in as outlined in Part B. When placed on rear, it must be placed ahead of any caboose.
17 to 32:	Must be cut in as outlined in Part B.

SI-13 TRAIN MAKE-UP RESTRICTIONS Continued...

OTHER THAN A LOADED BULK-COMMODITY UNIT TRAIN

Helper EPA	Helper placement
Any Helper	Must be placed ahead of: * Rail pick-up cars RGAX 4694-4696; * Two-axle scale test cars; * Cars designated 'Rear End Only' or 'Rear Rider'; * Occupied caboose; * Single platform two-axle car in series TTOX; * Solid drawbar-connected four platform car in series TTFX.
7 or less:	Placed on rear.
8 to 16:	Placed on rear. The following makeup restrictions apply to cars and/or the platform/wells of multi-platform cars entrained within the restricted tonnage limit immediately ahead of the helper. The conventional cars and/or platform/wells must not be: 1. Multi-platform car having either an empty end platform/well or two consecutive empty platform/wells; 2. Car less than 73 feet in length coupled to a car 73 feet in length or longer weighing less than 60 tons. When train makeup within the restricted tonnage limit immediately ahead of the helper does not meet the above requirements, helper may be cut into train at a location that does permit complying with makeup restrictions. When cut into train under this condition Part B will not apply.
17 to 23:	Placed on rear. The following makeup restrictions apply to cars and/or the platform/wells of multi-platform cars entrained within the restricted tonnage limit immediately ahead of the helper. The conventional cars and/or platform/wells must not be: 1. Multi-platform car having either an empty end platform/well or two consecutive empty platform/wells; 2. Car less than 73 feet in length coupled to a car 73 feet in length or longer, unless the car is less than 82 feet in length and weighs 60 tons or more; 3. Car weighing less than 45 tons. When train makeup within the restricted tonnage limit immediately ahead of the helper does not meet the above requirements, helper may be cut into train at a location that does permit complying with makeup restrictions. When cut into train under this condition Part B will not apply.
24 to 36:	Must be cut in as outlined in Part B. The following makeup restrictions apply to cars and/or the platform/wells of multi-platform cars entrained within the restricted tonnage limit immediately ahead of the helper. The conventional cars and/or platform/wells must not be: 1. Multi-platform car having either an empty end platform/well or two consecutive empty platform/wells; 2. Car less than 73 feet in length coupled to a car 73 feet in length or longer; 3. Car weighing less than 45 tons.

CASCADE SUBDIVISION (0841)

SI-13 TRAIN MAKE-UP RESTRICTIONS Continued...

When helper exceeds 7 EPA, the cars that make up the restricted tonnage ahead of the helper as indicated in the following table, must comply with the train makeup restriction contained in Rule 32.12.7 Helper Placement.

RESTRICTED TONNAGE TABLE

Helper EPA	Rear Helper	Cut-in Helper
8 - 16	500	250
17	800	400
18	1000	500
19	1250	625
20	1450	725
21	1700	850
22	1950	975
23	2150	1075
24	----	1100
25	----	1250
26	----	1375
27	----	1500
28	----	1625
29	----	1700
30	----	1800
31	----	1900
32	----	2000
33	----	2150
34	----	2300
35	----	2450
36	----	2575

SI-14 MISC. INSTRUCTIONS

Klamath Falls, Klamath Falls Yard and Texum
Freight trains must receive permission from Train Dispatcher or his representative before:
* entering main track between MP 427.3 and MP 429.8;
* occupying trks 001, 002, 017 and 025;
* occupying track at Texum;
* departing from Texum, Klamath Falls or Klamath Falls Yard.
* southward BNSF or UP freight trains pass Portland St. (MP 430.3).

Oakridge: When a northward train is held attended or unattended at Oakridge for more than 45 minutes, train must be secured and the engine must be cut off and located on another yard track west of MP 581.4.

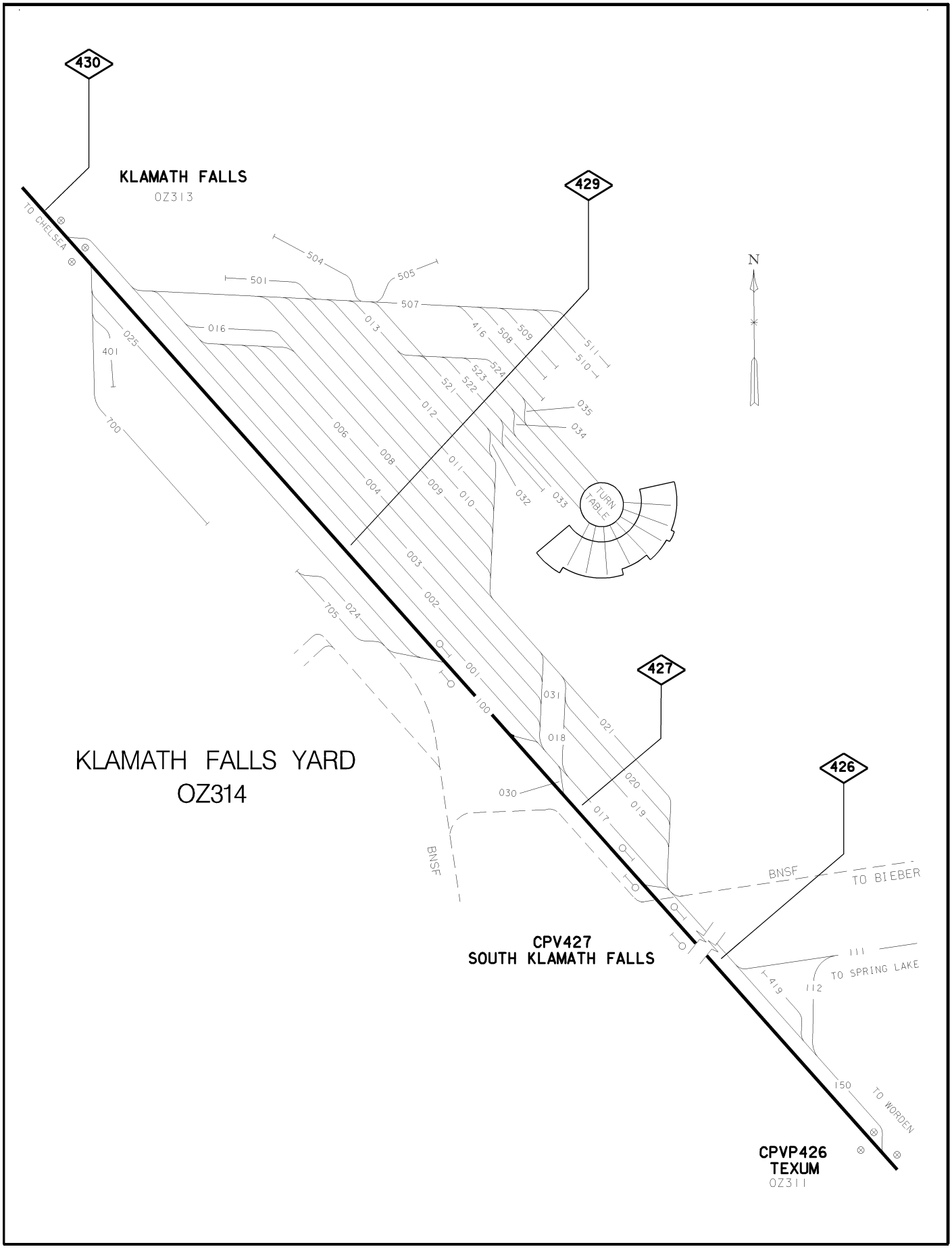
Snow Conditions:
A. When spreader is connected in multiple with engine, Rule 31.6.2 Procedure for Conducting Locomotive Air Brake Test must be performed by engineer when taking charge.
B. To prevent build-up of ice on brake shoes and to ensure that air brakes are effective, engineer operating engine with flanger must make an automatic brake pipe reduction of sufficient amount to allow both engine and flanger brakes to apply. This test must be made at approximately 10 minute intervals.
C. Flangers operating in snow territory must raise flanger blades and stop while train or engine is passing on adjacent track.
D. Rotary snowplows must be stopped with wings in the closed position when a train or engine is passing on adjacent track.
E. Between Oakridge and Cascade Summit, flanger (operating snow equipment) may operate at 5 MPH above the maximum posted speed not to exceed 35 MPH.

Wheel Skates are located at both ends of all sidings and on spur tracks between Oakridge and Cascade Summit. Locomotives and or cars set out must be secured by a wheel skate placed on the low end of cars. Place skate under rear wheel of rear car on the low end, Engineers side. Pull car onto skate before detaching car from locomotive. Notify Train Dispatcher number of cars set out and location of wheel skate.

Lenz Spur: Locomotives are prohibited from operating on spur track.

Crescent Lake: Equipment may be repositioned using south leg of wye only. Any movement on north leg of wye must be accompanied by MofW employee.

Klamath Falls Yard



SEATTLE SUBDIVISION (0860)

Mile Post	Rule 6.3	CP #'s	Radio Display: Seattle to Peninsula Jct - 2727(*06) - Argo to Tukwila (BNSF) -7070 SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
181.2			SEATTLE BT (1.5)	OX951	
179.7	CTC	S180	ARGO (BNSF) (6.8) X(M)	OX950	
			Between Argo and Tukwila trackage controlled by BNSF Dispatcher. See BNSF Timetable.		
172.9	CTC	S173	TUKWILA (4.9) XBNSF(M)	OX945	
168.0 167.3		S168 S167	KENT (4.4)	OX938	3147
163.6 161.8		S164 S162	AUBURN ! (8.9)	OX933	8947
154.7 153.8		S155 S154	SUMNER (6.1)	OX925	4550
148.6 147.5		S149 S147	FIFE (1.8)	OX919	4962
146.8		S146	RESERVATION (140.0) (M)	OX917	
			Between Reservation and Peninsula Jct. trackage controlled by BNSF Dispatcher. See BNSF Timetable.		
6.8	CTC	S007	NO. PORTLAND JCT. B(M) (0.9)	OX778	
5.8		S005	PENINSULA JCT. T	OX776	
			(175.4)		

SI-01 MAIN TRACK AUTHORITY

CTC between:
MP 172.9 and MP 146.8;
MP 6.8 and MP 5.8.

Northward trains via BNSF must obtain BNSF General Track Bulletins at Albina before departing. Southward trains via BNSF, may depart Seattle without BNSF General Track Bulletins, but must secure BNSF General Track Bulletins prior to entering BNSF trackage at Reservation.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 181.2 and 5.8	
(Except as Below).....	**55**
172.9 and 171.8.....	45
168.0 and 165.8.....	40
157.8 and 154.9.....	45
154.9 and 154.3.....	30
147.5 and 146.7.....	15
6.8 and 6.7.....	10
6.7 and 5.8.....	25

Where no permanent or temporary speed restrictions are in effect, UPRR passenger trains may operate at 10 MPH above maximum speed for freight trains between MP 172.9 and MP 146.8.

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Siding: Sumner.....	10
2. Dual Control Switch Turnouts	
CP S005.....	15
3. Misc. Speed Restrictions	
Argo Interlocking.....	12
Peninsula Jct. Wye.....	15

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS
BNSF MP 3.2X = MP 179.9;
BNSF MP 10.0X = MP 172.9;
BNSF MP 38.4 = MP 146.6;
BNSF MP 8.1 = MP 6.8.

BNSF MP 40.1 = BNSF MP 0.0;
BNSF MP 136.5 = BNSF MP 9.9.
Measured miles from MP 168 to MP 170 = 2.0 miles

SI-06 RCL OPERATIONS

Remote Control Areas:
Seattle MP 181.2 to Tukwila MP 172.9.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 164.3
&% 6.2

SI-08 RULES ITEMS

Rule 10.3: Track and Time does not apply between Argo and Tukwila. MOW employees may only occupy interlockings on OCS authority from BNSF Train Dispatcher.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Puyallup	152.9	OX924
West Siding	165.5	. . .
Andover	171.5	OX942
Business Tracks on BNSF Track		
Vancouver	136.5	OX780
Vancouver Jct.	132.5	OX783
Ridgefield	121.9	OX794
Woodland	116.6	OX799
No. Pac. Grain	109.9	OX807
Kalama	107.5	OX809
Longview Jct.	102.7	OX815
Longview	101.1	OL819
Kelso	97.3	OX819
Rocky Point	95.8	OX820
Ostrander	93.5	OX822
Castle Rock	87.3	OX828
Winlock	71.3	OX845
Vader	77.1	OX838
Napavine	66.3	OX851
Chehalis	57.7	OX858
Centralia	53.9	OX862
Wabash	49.5	OX864
Bucoda	46.7	OX869
Kyro	32.0	OX886
St. Clair	28.2	OX888
Nisqually	24.5	OX892
Tenino	43.8	OX873
Ketron	17.7	OX898
Steilacoom	15.6	OX900
West Tacoma	14.4	OX901
Pioneer	13.5	OX903
Titlow	10.0	OX906
Ruston	5.2	OX911
McCarver St.	2.7	OX914
Tacoma	39.6	OX916

SI-11 INDUSTRIAL LEADS

Sumner Industrial Lead:(0864) 6-axle units are prohibited from operation.

Olympia Industrial Lead:(0863) East Olympia to Olympia 7.2 miles. 6-axle units are prohibited from operation.
Derails installed at MP 5.6 and MP 7.2.

Business Tracks	MP	Sta.#'s
East Olympia	0.0	OX881
Capitol	1.9	00902
Tumwater	4.8	00905
Olympia	7.2	00907

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight:
158 Tons between Seattle and Argo;
158 Tons between Tukwila and Reservation;
143 Tons between Peninsula Jct. and N. Portland.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

BNSF Miscellaneous Instructions:
1. UP crews must call BNSF Seattle Terminal dispatcher for lineup at Tukwila MP 172.9.
2. Seattle Terminal Train Dispatcher phone number (817) 234-1613.
3. Manual Interlocking at Tukwila is controlled by BNSF Seattle Terminal Dispatcher.

AYER SUBDIVISION (0870)

Radio Display:
Fish Lake to Hinkle - 4242(*16) -

Mile Post	Rule 6.3	CP #'s	SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
354.8	TWC		FISH LAKE	OK174	
350.4	ABS	E350	(4.8)		
350.0			CHENEY	OK169	5010
			(20.9)		
329.1			WELLS	OK147	6746
			(22.9)		
307.9			MARENGO	OK125	10300
306.2			(21.2)		
285.0			HOOPER JCT. T	OK103	1845
			(11.2)		
273.8			JOSO	OK092	6715
273.2		E273	(4.1)		
B269.7	CTC	E270	AYER JCT.	OK086	
269.4		E269	(1.6)		
268.1	TWC		AYER T	OK082	11203
	ABS		(11.4)		
256.7			MATTHEWS	OK072	9737
			(10.0)		
246.7			WALKER	OK062	9736
			(8.9)		
237.8	CTC	E238	PAGE !	OK052	9660
235.9		E236	(14.7)		
223.1		E223	CP E223		
			(7.3)		
215.8		E216	CP E216		
			(0.4)		
215.4		E215	WALLULA T	OK031	7640
			(1.9)		
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	(7.6)		
186.5		E187	CP E187		
			(1.4)		
185.1		E184	N. HINKLE		
			(0.9)		
184.2			HINKLE TB	OX591	Yard

(170.6)

SI-01 MAIN TRACK AUTHORITY

CTC between:
MP 273.2 and MP 269.5;
MP 237.8 and MP 185.1.

TWC/ABS between:
MP 354.8 and MP 273.2;
MP 269.5 and MP 237.8.

Operation on BNSF between Fish Lake MP 354.8 and BNSF Connection MP 2.5 Spokane Subdivision.
Northward trains via Fish Lake must secure BNSF track warrant prior to departing Hinkle.
Southward trains must secure BNSF track warrant prior to departing BNSF Connection.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 354.8 and 269.5	
(Except as Below).....	**40**
354.7.....	30
351.8 and 350.0.....	35
292.3 and 291.9.....	35
276.6 and 273.4.....	30
273.4 and 271.6.....	20
Between Mileposts 269.5 and 230.6	
(Except as Below).....	**50**
245.7 and 244.5.....	45
239.0 and 238.4.....	45
236.0 and 235.4.....	45
232.3 and 230.6.....	35
Between Mileposts 230.6 and 184.2	
(Except as Below).....	**40**
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

Note: between MP 354.8 and MP 269.5 and between MP 230.6 and MP 184.2 where no permanent or temporary speed restrictions are in effect, UPRR passenger trains may operate at 5 MPH above maximum authorized speed.
Between MP 269.5 and MP 230.6 where no permanent or temporary speed restrictions are in effect, UPRR passenger trains may operate at 10 MPH above maximum authorized speed.

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Sidings: Cold Springs.....	10
2. Dual Control Switch Turnouts	
Ayer Jct.....	25
3. Misc. Speed Restrictions (No Exceptions.)	

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS
BNSF MP 346.9 = MP 354.8;
MP 267.64 = MP B269.69.

SI-06 RCL OPERATIONS

Remote Control Areas:
Hinkle Yard to MP 185.0.

Remote Control Zones:
Hinkle yard:
Hump Zone Limits: from crest of hump westward on track 099 to clearance point at CP E183.
PSP installed on track approximately 8900 feet west from crest of hump.Train and engine movement must contact RCL operator or Yardmaster before entering zone limits.

Trim Zone Limits: on trim pullback track from East #1 power crossover eastward to end of track.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 343.3	% 274.5	(#) 226.0
(#) 310.7	% B269.6	(#) 200.4
(#) 283.8	(#) 253.9	% 195.0

AYER SUBDIVISION (0870)

SI-08 RULES ITEMS

Rule 30.6: Between Eastport and Hinkle, trains controlled by a Canadian Pacific locomotive are permitted to use a regulating valve setting of 85 psi.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
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
Mikami	185.7	. . .

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight:
158 Tons between Hinkle and Wallula Jct;
143 Tons between Wallula Jct. and Fish Lake.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Cheney: when northward Absolute signal at MP 350.4 displays a STOP indication, trains must contact UP Train Dispatcher and be governed by his instructions.

Hinkle: amber rotating tri-radial lights are at fueling facilities between Main Trks. 1&2. When these lights are illuminated, it is an indication 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 area.

SPOKANE SUBDIVISION (0880)

Radio Display:
Eastport to Spokane - 4242(*16) -

Mile Post	Rule 6.3	CP #'s	SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
140.7 139.0	YL		EASTPORT YT (21.6)	OS141	3990
119.1	TWC		MOYIE SPRINGS (9.8)	OS119	1730
109.3			BNSF CROSSING (X) (G) (0.3)		
109.0 108.5			BONNERS FERRY (13.2)	OS110	6432
95.8			SHILOH (9.0)	OS096	4495
86.8			SAMUELS (10.8)	OS087	2205
76.0			SANDPOINT BT (0.7)	OS075	7716
75.3			BNSF CROSSING (X) (M) (4.3)		
71.0			DOVER (13.2)	OS072	
57.8			VAY (7.7)	OS058	8615
50.1			CLAGSTONE (24.8)	OS050	7270
25.3			COEUR D'ALENE JCT. T (3.3)	OS026	1730
22.0			BNSF CROSSING (S) (X) (0.3)		
21.7			GRAND JCT. (10.7)	OS022	2690
11.0			TRENTWOOD (8.3)	OS011	6800
2.7	YL		SPOKANE (SI YARD) YB (0.2)		2190
2.5			BNSF CONNECTION (15.3)		

Between BNSF Connection and Fish Lake trackage controlled by BNSF Dispatcher. See BNSF Timetable.

354.8	TWC ABS		FISH LAKE (0.0)	OK174	

(140.5)

SI-01 MAIN TRACK AUTHORITY

TWC between:
MP 140.7 and MP 2.5.

Yard Limits between:
MP 140.7 and MP 139.0;
MP 6.0 and MP 2.5.

Union Pacific dispatches trains on BNSF trackage from Dover to Sandpoint by means of Track Warrant Control between Dover MP 71.0 (BNSF MP 1405.7) and Sandpoint MP 75.3 (BNSF MP 1401.3).

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 140.7 and 2.5	
(Except as Below).....	**49**
140.7 and 139.0.....	20
139.0 and 133.5.....	35
133.5 and 132.7.....	30
132.7 and 130.5.....	40
130.5 and 124.5.....	30
124.5 and 123.7.....	20
123.7 and 109.3.....	25
109.3 (X)BNSF.....	20+
109.3 and 109.1.....	25
109.1 and 105.4.....	40
100.3 and 96.7.....	35
96.7 and 92.7.....	40
85.9 and 83.2.....	40
75.5 and 74.0.....	10
71.1 and 70.9.....	10
69.4 and 68.8.....	30
68.8 and 67.1.....	35
67.1 and 60.0.....	40
22.0 (X)BNSF.....	20
9.3 and 6.0 *.....	25

* Northward trains may increase to maximum authorized speed after passing MP 9.0.

Where no permanent or temporary speed restrictions are in effect for freight trains, UPRR passenger trains may operate at 5 MPH above maximum authorized speed.

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts (No Exceptions.)	
2. Dual Control Switch Turnouts (No Exceptions.)	
3. Misc. Speed Restrictions	
Mutilevel autoracks operating thru Tunnel #2 between MP 115.0 and MP 115.1.....	5

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS

Napa St.	BNSF MP 0.7	=	BNSF MP 69.7
Spokane	BNSF MP 71.5	=	BNSF MP 0.0
Sunset Jct.	BNSF MP 1.1	=	BNSF MP 1481.0
Latah Jct.	BNSF MP 1481.6	=	BNSF MP 375.1
Fish Lake	BNSF MP 346.9	=	UP MP 354.8

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 126.5	% 111.0	(#) 66.4
% 123.2	(#) 97.7	(#) 51.8
% 114.6	(#) 81.3	(#) 28.9

SI-08 RULES ITEMS

Rule 30.6: Between Eastport and Hinkle, trains controlled by a Canadian Pacific locomotive are permitted to use a regulating valve setting of 85 psi.

SI-09 FRA EXCEPTED TRACKS - None.

SPOKANE SUBDIVISION (0880)

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Meadow Creek N	126.7	OS126
Mesenbrink N	119.8	OS120
Deep Creek S	103.7	OS104
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

SI-11 INDUSTRIAL LEADS

Coeur D'Alene Industrial Lead:(883)
Coeur D'Alene Jct. 2.2 miles to end of track.

Business Tracks	MP	Sta.#'s
Feeley Spur	2.1	OG002

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 143 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS

Multilevel cars types M3X and M3Y are prohibited on the Spokane subdivision.

SI-14 MISC. INSTRUCTIONS

Mission St. When southward signal at MP 3.1 displays a STOP indication, southward trains must contact BNSF Train Dispatcher and be governed by his instructions.

Trentwood: derails installed at north and south ends of siding.

YAKIMA SUBDIVISION (0873)

Radio Display:
Wallula to Villard Jct. -4242

Mile Post	Rule 6.3	CP #'s	WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
0.0	CTC	E215	WALLULA T (0.5)	OK031	
0.5		E001	ATTALIA (0.8)	OW401	
1.3		E002	CP E002 (5.0)		
6.3		E006	CP E006 (0.7)		
7.0		E007	VILLARD JCT.	OW407	
			(7.0)		

SI-01 MAIN TRACK AUTHORITY

CTC In Effect entire subdivision.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 0.0 and 7.0 (Except as Below).....	25

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts (No Exceptions.)	
2. Dual Control Switch Turnouts Turnouts: CP E001, CP E002, CP E006....	15
3. Misc. Speed Restrictions (No Exceptions.)	

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.

SI-08 RULES ITEMS - None.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS

Kalan Industrial Lead:(0876) Rule 6.28 in effect MP 7.0 to MP 19.0;
Maximum speed 20 MPH;
measured mile from MP 7.0 to MP 8.0 = 1.5 miles.

Kalan Bridge: 'Drawtender' shall mean the operator of the drawspan, whether that person 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. Instructions will be posted at these two locations on the bridge.

Operation of the bridge will be as follows:

(1) The Drawtender will broadcast a radio message over Channel 16-VHF to all vessels in the vicinity 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 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 the 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 will 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 beacon 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 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 minute 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 must 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 will continually monitor Channels 13 and 16 for calls from approaching vessels, and respond to inquiries from vessels about the closure.

SI-11 INDUSTRIAL LEADS Continued...

(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 beacon 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 is a 24-hour clearing house 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 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 will be notified when the problem is corrected.

Business Tracks	MP	Sta.#'s
Kalan Bridge D(M).....	7.8	E008
Hedges T.....	8.9	OW409
Kennewick	13.0	OW414
Richland Jct	19.0	OW420

Richland Industrial Lead:(0879)
Richland Jct. 8 miles to Richland;
maximum speed 20 MPH.
Exceptions:
MP 0.0 and MP 0.8.....15 MPH
MP 7.4 and 8.0.....15 MPH
Siding Richland Jct.....10 MPH

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 143 Tons

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISCELLANEOUS INSTRUCTIONS - None.

RIPARIA SUBDIVISION (0877)

Mile Post	Rule 6.3	CP #'s	Radio Display: East Lewiston to Ayer Jct - 4242(*16) - WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
71.5	YL		EAST LEWISTON Y		
			(1.6)		
69.9			CLEARWATER RIV. YD(M)		
			(0.8)		
69.1			TRANSFER Y	OC369	
			(19.1)		
50.0	TWC		BALLAST TRACK		
			(4.5)		
45.5			CRUM	OC345	
			(10.5)		
35.0			ALMOTA	OC335	
			(12.7)		
22.3			PENAWAWA	OC322	
			(6.5)		
15.8			CENTRAL FERRY	OC315	
			(14.8)		
1.0 0.0 =B10.5	YL		RIPARIA YT (11.5)	OT017	
B0.0	TWC	E270	AYER JCT. (M)	OK086	
			(82.0)		

SI-01 MAIN TRACK AUTHORITY

TWC between:
MP 66.0 and MP 3.0;
B10.0 (0.0) and B0.0.

Yard Limits between:
MP 71.5 and MP 66.0;
MP 3.0 and MP 0.0 (B10.0).

UPRR operates from Ayer Jct. MP B0.0 to MP B10.0.
Camas Prairie Railroad operates from
MP B10.0 to East Lewiston MP 71.5.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts	
71.5 and B0.0	
(Except as Below).....	**40**
70.0 and 69.6.....	10
11.5 and 10.0.....	25
B5.5 and B4.6.....	25

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed MPH

1. Thru Sidings & Turnouts (No Exceptions.)

2. Dual Control Switch Turnouts
Ayer Jct..... 25

3. Misc. Speed Restrictions (No Exceptions.)

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS
MP 0.0 = MP B10.5.
Mileposts are prefixed with the
letter "B" Riparia to Ayer Jct.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.

SI-08 RULES ITEMS
Rule 5.4.4: in effect.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB
Maximum Gross Weight: 134 Tons

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISCELLANEOUS INSTRUCTIONS - None.

WALLACE SUBDIVISION (0884)

Mile Post	Rule 6.3	CP #'s	Radio Display: Plummer to MP 163.3 - 4242(*16) - WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
B19.8 B19.0	YL		PLUMMER Y (6.3)	OT520	
B13.5	TWC		WORLEY (1.3)	OT513	
B12.2			MOZART (5.4)	OT512	
B6.8			SETTERS (6.4)	OT507	
B0.4 143.6			MANITO (3.3)	OT143	
146.9			FREEMAN (2.8)	OT147	
149.7			MICA (11.3)	OT150	
161.0	YL		SPOKANE YT (2.3)	OT161	
163.3			BNSF CONNECTION Y		

(45.0)

SI-01 MAIN TRACK AUTHORITY

TWC between:
MP B19.0 and MP 158.0.

Yard Limits between:
MP B19.8 and MP B19.0;
MP 158.0 and MP 163.3.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts	
B19.8 and 163.3	
(Except as Below).....	**25**
B19.8 and B19.4.....	10
B0.2 and 144.0.....	20

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed MPH

1. Thru Sidings & Turnouts (No Exceptions.)

2. Dual Control Switch Turnouts (No Exceptions.)

3. Misc. Speed Restrictions (No Exceptions.)

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS
MP 16.2 = MP B19.8;
MP B0.4 = MP 143.6.
Mileposts from Manito to Plummer are prefixed with the letter "B".

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.

SI-08 RULES ITEMS
Rule 5.4.4: in effect.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS
Fairfield Industrial Lead:(885) 12.7 miles from Manito south to end of track at MP 130.9; Maximum speed 20 MPH.

SI-12 TONNAGE RESTRICTIONS/TPOB
Maximum Gross Weight: 134 Tons

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS
MP 152.3: Westward signal is for slide fence protection and is preceded by Distance signal at MP 150.8.
MP 154.6: Eastward signal is for slide fence protection and is preceded by Distance signal at MP 155.8.

MONTANA SUBDIVISION (0820)

Mile Post	Rule 6.3	CP #'s	Radio Display: Silver Bow to Pocatello Jct - 2727(*09) - SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
390.0 388.0	YL		SILVER BOW (S)YT (20.1)	IF390	Yard
369.9	TWC		DIVIDE (10.8)	IF370	1870
359.1			MELROSE (10.6)	IF359	3352
348.5			NAVY (20.5)	IF349	2717
328.0	YL		DILLON Y (7.8)	IF328	7733
320.2	TWC		BARRETTS (17.8)	IF320	9567
301.8			RED ROCK (21.7)	IF303	7784
280.1			LIMA (21.4)	IF280	4688
258.7	TWC ABS		HUMPHREY (10.2)	IF258	5740
248.5	TWC		SPENCER (13.9)	IF249	3091
234.6			DUBOIS (17.2)	IF235	5128
217.4			HAMER (15.5)	IF218	2500
201.9			ROBERTS (10.7)	IF202	2585
191.2			PAYNE (6.4)	IF191	2685
184.8	YL		IDAHO FALLS YBT (9.3)	IF185	
175.5	TWC ABS		SHELLEY (6.4)	IF176	6683
169.1			FIRTH (5.1)	IF169	6135
164.0			WAPELLO (5.9)	IF164	3636
158.1	YL ABS		BLACKFOOT YT (12.1)	IF158	4322
146.0	TWC ABS		FORT HALL (5.2)	IF146	7265
140.8			TYHEE (4.1)	IF140	6142
136.7	YL ABS	P137	MONTANA JCT. Y(M) (1.6)	IF136	
135.1		P216	POCATELLO JCT Y(M)B	IF063	
			(254.3)		

SI-01 MAIN TRACK AUTHORITY

TWC between:
MP 388.0 and MP 188.0;
MP 181.0 and MP 160.0;
MP 156.0 and MP 138.0.

ABS between:
MP 259.2 and MP 248.3;
MP 189.4 and MP 186.7;
MP 183.9 and MP 135.1.

Yard Limits between:
MP 390.0 and MP 388.0;
MP 330.0 and MP 325.0;
MP 188.0 and MP 181.0;
MP 160.0 and MP 156.0;
MP 138.0 and MP 135.1.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts	
390.0 and 135.1	
(Except as Below).....	**40**
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
310.0 and 309.5.....	10
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+
158.8 and 157.3.....	20+
136.7 and 135.1.....	25

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
CP P216 between MT 2 and 3.....	15
Montana Subdivivision Junction switch from MT 3 to Montana MT and MP 183.9 at Idaho Falls.....	15
Sidings Navy, Payne, Wapello.....	10
2. Dual Control Switch Turnouts (No Exceptions.)	
3. Misc. Speed Restrictions (No Exceptions.)	

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS
MP 314 to MP 316 = 1.4 measured miles

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 150.1	% 257.2	% 363.8
% 252.9	% 317.5	% 366.6
% 254.7	% 318.4	% 367.7
% 256.1	% 345.3	% 383.2

SI-08 RULES ITEMS

Rule 6.32.2: When operating thru sidings at the following stations, all trains must STOP and proceed only after automatic warning devices are activated and crossing gates, if equipped, are fully lowered, unless crewmember at the crossing provides warning:
MP 145.8 Fort Hall
MP 169.5 Firth
MP 175.8 Shelley
MP 202.0 Roberts
MP 234.7 Dubois
MP 328.1 Dillon

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Feeley	380.6	IF381
Maiden Rock N	365.8	IF366
Apex	340.3	IF340
Ford	322.2	IF322
Kidd	294.0	IF294
Snowline	273.3	IF273
Monida N	265.2	IF265
Waco	228.6	IF229
Camas	223.3	IF223
Golden Valley N	198.2	IF199
Bassett	196.5	IF197
Osgood N	195.0	IF195
Spud S	189.6	IF190
Fibre	180.4	IF180
Cotton	179.3	IF179
Mitchell	176.9	IF177
Gibson S	150.7	IF151
Chubbuck S	138.2	IF138

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 143 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

EIRR: Eastern Idaho Railroad has trackage rights on Montana Subdivision main track from MP 181.5 to MP 188.7.

Before arriving Idaho Falls, southward trains will attempt radio contact with EIRR before passing MP 189.0; northward trains will attempt radio contact with EIRR before passing MP 182.0. If contact is made, EIRR will advise of any conflicting train movements in Idaho Falls.

All train movements at Idaho Falls Yard are to attempt radio contact with EIRR and ascertain there are no EIRR train movements that will impede their train movement.

Payne: Siding equipped with derails.

ABERDEEN SUBDIVISION (0822)

Mile Post	Rule 6.3	CP #'s	Radio Display: Aberdeen to Blackfoot - 2727(*09) - SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
28.3	YL		ABERDEEN YT	IA928	
27.0			(18.0)		
10.3	TWC		PINGREE	IA910	
			(4.4)		
5.9			LIBERTY	IA906	
			(1.8)		
4.1			ROCKFORD	IA904	
			(4.1)		
0.0			ABERDEEN JCT.	IA607	
B7.1			(5.6)		
B5.6	YL		MORELAND Y	IA605	
			(1.3)		
B4.3			CLARKSON Y	IA604	
			(1.4)		
B2.9			COLLINS Y	IA602	
			(2.9)		
B0.0			BLACKFOOT YT	IF158	

(28.3)

SI-01 MAIN TRACK AUTHORITY

TWC between:
MP 27.0 and MP 0.0 (B7.1).

Yard Limits between:
MP 28.3 (End of Track) and MP 27.0;
MP 0.0 (B7.1) and MP B0.0.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts	
MP 28.3 and MP B0.0	
(Except as Below).....	**40**
28.3 and 27.5.....	15
16.6 and 15.9.....	25
10.3.....	25+
4.3 and 4.0.....	25
B7.1 and B0.4.....	20
B0.4 and B0.0.....	10

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Aberdeen Jct.....	15

2. Dual Control Switch Turnouts (No Exceptions.)

3. Misc. Speed Restrictions (No Exceptions.)

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS
MP 0.0 = MP B7.1*
*From Aberdeen Jct to Blackfoot, mileposts are prefixed with the letter 'B'.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.

SI-08 RULES ITEMS - None.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB
Maximum Gross Weight: 143 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISCELLANEOUS INSTRUCTIONS - None.

SCOVILLE SUBDIVISION (0821)

Mile Post	Rule 6.3	CP #'s	Radio Display: Scoville to Aberdeen Jct - 2727(*09) - SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
42.5	TWC		SCOVILLE (End of Track) T	IA640	
39.7			(22.4)		
20.1			TABER	IA620	
			(4.2)		
15.9			OLSEN (S)	IA616	
			(8.8)		
7.1	YL		ABERDEEN JCT. Y	IA607	
			(32.6)		

SI-01 MAIN TRACK AUTHORITY

TWC between:
MP 39.7 and MP 8.5.

Yard Limits between:
MP 42.5 and MP 39.7;
MP 8.5 and MP 7.1.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed MPH

Between Mileposts
39.7 and 7.1
(Except as Below)..... 40
(No Exceptions).....

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed MPH

1. Thru Sidings & Turnouts (No Exceptions.)

2. Dual Control Switch Turnouts (No Exceptions.)

3. Misc. Speed Restrictions
Aberdeen Jct..... 15

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.

SI-08 RULES ITEMS - None.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 143 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISCELLANEOUS INSTRUCTIONS - None.

GAY SUBDIVISION (0823)

Mile Post	Rule 6.3	CP #'s	Radio Display: Gay to Fort Hall - 2727(*09) - WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
20.4	TWC		GAY T (11.1)	IQ020	
9.3			NINE MILE (9.3)	IQ009	
0.0			FORT HALL	IF146	

(20.4)

SI-01 MAIN TRACK AUTHORITY

TWC between:
MP 20.4 and MP 0.0.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts	
20.4 and 0.0	
(Except as Below).....	**20**
21.5 and 20.0.....	10
20.0 and 3.1.....	15
0.2 and 0.0.....	15

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH

1. Thru Sidings & Turnouts (No Exceptions.)

2. Dual Control Switch Turnouts (No Exceptions.)

3. Misc. Speed Restrictions (No Exceptions.)

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.

SI-08 RULES ITEMS - None.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS - None.

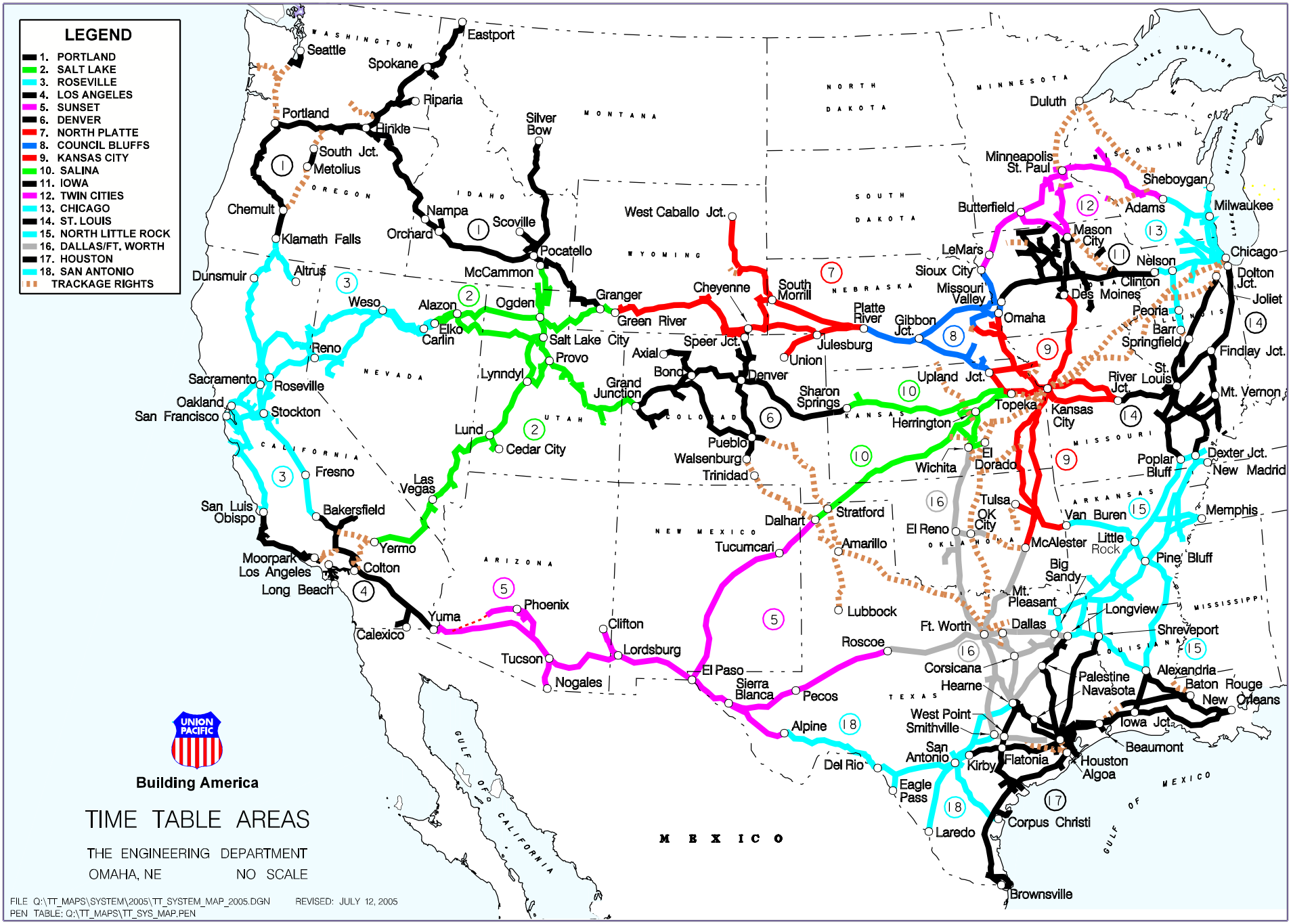
SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 134 Tons

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

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 descending grade from Gay, if dynamic brake is inoperative, retaining valves must be set in "HP" position on all cars.


LEGEND
1. PORTLAND
2. SALT LAKE
3. ROSEVILLE
4. LOS ANGELES
5. SUNSET
6. DENVER
7. NORTH PLATTE
8. COUNCIL BLUFFS
9. KANSAS CITY
10. SALINA
11. IOWA
12. TWIN CITIES
13. CHICAGO
14. ST. LOUIS
15. NORTH LITTLE ROCK
16. DALLAS/FT. WORTH
17. HOUSTON
18. SAN ANTONIO
TRACKAGE RIGHTS
Eastport
Seattle
Spokane
Riparia
Portland
Pasco
Silver Bow
South Jct.
Metolius
Chemult
Klamath Falls
Nampa
Orchard
Scoville
Pocatello
West Caballo Jct.
Dunsmuir
Altrus
McCammon
Weso
Alazon
Ogden
Granger
Cheyenne
South Morrill
Elko
Carlin
Salt Lake City
Green River
Reno
Provo
Axial
Speer Jct.
Julesburg
Union
Sacramento
Roseville
Lynndyl
Bond
Denver
Upland Jct.
Oakland
San Francisco
Stockton
Grand Junction
Sharon Springs
Topeka
Kansas City
Herrington
Lund
Cedar City
Pueblo
Walsenburg
Trinidad
Wichita
El Dorado
Fresno
Las Vegas
Tulsa
OK City
Stratford
Dalhart
San Luis Obispo
Bakersfield
Tucumcari
Amarillo
El Reno
McAlester
Moorpark
Los Angeles
Long Beach
Colton
Yermo
Lubbock
Ft. Worth
Dallas
Yuma
Calexico
Phoenix
Clifton
Roscoe
Tucson
Lordsburg
El Paso
Sierra Blanca
Pecos
Nogales
Alpine
Del Rio
Eagle Pass
Laredo
Corpus Christi
Brownsville
Duluth
Minneapolis St. Paul
Sheboygan
Butterfield
Adams
Milwaukee
Mason City
LeMars
Sioux City
Nelson
Chicago
Missouri Valley
Clinton
Dolton Jct.
Des Moines
Joliet
Omaha
Peoria
Gibbon Jct.
Platte River
Barr
Springfield
Findlay Jct.
St. Louis
River Jct.
Mt. Vernon
Poplar Bluff
Dexter Jct.
New Madrid
Memphis
Van Buren
Little Rock
Pine Bluff
Big Sandy
Mt. Pleasant
Longview
Shreveport
Palestine
Navasota
Alexandria
Baton Rouge
Hearne
Corsicana
New Orleans
West Point
Smithville
Iowa Jct.
San Antonio
Kirby
Flatonia
Houston
Algoa
Beaumont
Lake Superior
Lake Michigan
Gulf of California
Gulf of Mexico
Mexico
Building America
TIME TABLE AREAS
THE ENGINEERING DEPARTMENT
OMAHA, NE NO SCALE
FILE Q:\TT_MAPS\SYSTEM\2005\TT_SYSTEM_MAP_2005.DGN REVISED: JULY 12, 2005
PEN TABLE: Q:\TT_MAPS\TT_SYS_MAP.PEN

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

SAFETY

IS MY PERSONAL RESPONSIBILITY