

CENTRAL OREGON AND PACIFIC RAILROAD

TIMETABLE

1

**EFFECTIVE DECEMBER 31,1994
AT 12:01 A.M.**

P. Wyatt
General Manager

D.E. Green
Manager Operations

M.R. Healy
Manager Administration

EXPLANATION OF CHARACTERS

M- Manual Interlocking

T- Turning Facility

Y- Yard Limits

TWC- Track Warrent Control

ABS- Automatic Block Signal System

BRT- Block Register Territory

CTC- Centralized Traffic Control

OUR MOTTO

All Accidents Can Be Prevented

NORTH WARD		STATIONS		SOUTHWARD	
Station Number	Siding Length	Coos Bay Line			Mile Post
***		END OF BRANCH		B	786.5
03340		COQUILLE		R	785.8
03325		CHROME		T	781.2
03315		HAYDEN			773.1
03305		McCORMAC	Y		770.5
03300		COOS BAY	TY		768.9
03230		NORTH BEND	MY		765.6
03220	2500	CORDES	Y		763.0
03210	2980	HAUSER	Y		759.3
03205		LAKESIDE			752.1
03195	2480	REEDSPORT	M		740.4
03185	2376	GARDINER JCT			738.8
03175		KROLL			732.8
03170		CANARY			721.3
***		SIUSLAW RIVER DRAWBRIDGE			716.4
03165		CUSHMAN			716.3
03160	4520	WENDSON		T	715.0
03155		BECK		W	709.0
03150	4680	MAPLETON		C	705.3
03145		TIDE			699.2
03140		SIUSLAW			697.8
03135		SWISSHOME			697.1
03130		RICHARDSON			685.0
03125		VAUGHN			668.3
03120		NOTI			665.3
03115		VENETA			660.5
03110		FINN			652.8
03105		DANEBO	Y		651.6
***		BN CROSSING		Y	649.3
03000		EUGENE YARD	TY		648.4

**MAXIMUM AUTHORIZED SPEED FOR TRAINS
COOS BAY LINE**

BETWEEN EUGENE YARD & END OF LINE - 25 MPH

Exceptions:	ALL TRAINS	Exceptions:	ALL TRAINS
648.4 and 652.0.....	10	720.7 and 721.2.....	10
655.0 and 656.0.....	10	727.7 and 728.0.....	10
667.4 and 674.1.....	10	730.5 and 733.0.....	10
structure 678.4.....	10	739.6 and 740.6.....	10
680.4 and 696.6.....	20	743.6 and 744.0.....	10
structure 696.6.....	10	753.5 and 758.6.....	10
696.6 and 698.5.....	20	762.0 and 786.5.....	10
716.4 and 717.1.....	10		

SPEED ON OTHER THAN MAIN TRACK: **MPH**
 Remotely controlled turnouts and sidings..... 25

Exceptions:

Eugene..... 8
 Vaughn, Bohemia Lumber Co. tracks..... 5
 Eugene Yard, within engine service and 1 spot facilities..... 5
 All other tracks,10

ADDITIONAL STATIONS

Mile Post	Station	Station Number
Coos Bay Line		
726.3	Spur	
728.1	Tunnel 17 spur	
734.4	Tunnel 18 spur	
745.0	Tunnel 19 spur	

SPECIAL INSTRUCTIONS

RULE 1.20. Impaired side clearance:

Coos Bay Line

MP	Description	MP	Description
664.9	Bridge	734.5	Tunnel
669.5	Tunnel	739.6	Bridge
681.1	Tunnel	745.6	Tunnel
720.7	Tunnel	750.1	Tunnel
721.5	Tunnel	751.2	Tunnel
727.7	Tunnel	763.6	Signals

Rule 1.46. Eugene Yard: Eastward train, except trains comprised of passenger equipment, must enter yard at MP 648.6 unless otherwise instructed by yardmaster or his representative.

RULE 5.13. Eugene Yard: Hand brakes on outbound trains must not be released until engine is coupled to the train, air hose is coupled between engine and first car and train is not under blue signal protection.

RULE 6.12. FRA Excepted Track Rule apply on the following tracks:

Coos Bay Line: Between MP 771.0 and MP 786.5

Coquille-SPINS 3962, Old Siding and SPINS 3965, House Track.

Coos Bay/North Bend-All yard tracks except #5 track, Coos Bay.

Eugene Yard: Blair Yard tracks, except main lead from WP siding to Coos Bay Wye switch, Old Rip Yard, Seneca Drill, Long Rip tracks 4621, 4622, 4624, 4625, and 4627, all tracks within roundhouse facilities, except from West Spring switch to and including round house track No 3 on West end. All tracks within One Spot facility including leads.

Yard tracks 601-606 including leads to these tracks, Tracks 950, 952, 905, 167 and 169, SPINS tracks 4607, 4620, 4629, 4652, 4654, 4708, 4710, 4712, 4714, 4716, 4718, 4720, 4730, and 4744.

RULE 6.13. Location of yard limits:

	Eugene Yard-Danebo (Coos Bay Line)	652.0
761.7	Hauser-McCormac	771.2

RULE 6.15. Block register territory:

Territory	Register Location
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Coos Bay Line:

MP 771.2-End of Line.....Coos Bay

RULE 6.17. Siuslaw River Drawbridge: Gate installed on each end of steel span. Trains must approach drawbridge prepared to stop before reaching gates. If gates are open, movement can be made, without stopping, at authorized speed. If gates are closed, train will stop and not proceed until gates have been opened and bridge properly aligned.

RULE 6.29.1 Trackside Detectors:

MP	Type
Coos Bay Line	
653.8	E1, E2

RULE 6.32.2. McCormac: Trains and engines must approach crossing at MP 771.0, prepared to stop short of motor vehicles that may be occupying crossing while waiting to enter U.S. Highway 101.

RULE 6.33. Eugene Yard: When signal 6489 displays any aspect other than clear (green) freight trains must stop and not proceed without permission from the Eugene Yard Yardmaster.

RULE 9.1.11. Eugene Yard: Proceed indication per Rule 9.1.7 or Rule 9.1.3 displayed by noncontrolled absolute dwarf signal at west end of yard MP 649.1 governs movement through crossover to main track. Aspect per Rule 9.1.11 (FLASHING RED) will govern movement to W.P. Siding.

RULE 9.1.12. When signal 6482 displays Red aspect 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.

MISCELLANEOUS

Multi-Level Auto Cars must not be handeled on Coos Bay Line

SOUTHWARD		STATIONS		NORTHWARD	
Station Number	Siding Feet	Siskiyou Line			Mile Post
03510		SPRINGFIELD JCT	TY		644.3
03515		GOSHEN			640.9
03520	3137	CRESWELL		T	635.5
03525	3249	WALKER		W	630.6
03605	2820	COTTAGE GROVE		C	626.5
03620	4180	DIVIDE			621.9
03635	3092	SAFLEY			613.2
03645		DRAIN		A	609.0
03650	3405	YONCALLA		B	603.7
03655	2935	RICE HILL		S	597.5
03660	2380	OAKLAND			589.1
03665	4615	SUTHERLIN			586.4
03670	3078	WILBUR			581.4
04000		ROSEBURG	Y	ABS	572.6

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	SISKIYOU LINE	ALL TRAINS	
BLACK BUTTE and SPRINGFIELD JCT.....		40	
Exceptions:	ALL TRAINS	Exceptions:	
348.0 and 349.0.....	20	498.1 and 499.6.....	10
368.9 and 369.0.....	10	504.1 and 504.6.....	20
368.9 and 369.0#.....	3	507.6 and 508.3.....	10
394.7 and 414.6.....	20	509.1 and 531.4.....	20
414.6 and 414.9.....	10	531.4 and 531.8.....	10
414.9 and 433.8.....	20	545.1 and 562.3.....	10
440.5 and 441.4.....	20	562.3 and 565.1.....	20
441.4 and 442.1.....	10	568.1 and 571.3.....	10
442.1 and 442.7.....	20	575.0 and 580.1.....	10
structure 456.8.....	10	582.0 and 582.3.....	10
473.7 and 474.4.....	20	587.9 and 588.1.....	10
474.4 and 476.6.....	10	619.2 and 619.4.....	10
476.6 and 478.8.....	20	637.0 and 637.4.....	10
478.8 and 479.1.....	10	639.0 and 639.2.....	20
479.1 and 485.4.....	20	structure 640.1.....	10
486.8 and 488.5.....	10	642.1 and 642.2.....	10
490.9 and 491.0.....	10		

CORP Trains must not exceed 25 MPH on SP track Springfield Jct to Eugene Yard.

#Southward trains to be weighed will maintain a steady speed, not exceeding 3 MPH from 500 feet east of scale until rear of train clears scale. Helper must not work power until train clears scale. Speed indicator lights, when weighing, will display;

Steady white light-Proper speed for weighing.

Flashing white light- Excessive speed for weighing.

GRADE RESTRICTIONS:

On the following descending grades the appropriate table must be used to determine the maximum allowable speed, taking into account freight train's TPOB and tons per axle of operative dynamic brake.

Hornbrook and Ashland.....Table A

Black Butte and MP 353.0.....Table B

Grants Pass and Glendale.....Table B

Oakland and Divide.....Table B

TABLE A

Tons Per Operative Brake (TPOB)	Tons Per Axle Operative Dynamic Brake	
	205 or Less	205 + to 250
Below 80	20	20
80 to 115	20	15

TABLE B

Tons Per Operative Brake (TPOB)	Tons Per Axle Operative Dynamic Brake		
	300 or Less	300 + to 500	500 + to 530
Below 100	25	25	20
100 to 110	25	20	
110.1 to 140	20		

A train that exceeds the table, one that experiences dynamic brake failure, or if the use of dynamic brakes and a 16 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 reduced, or retainers on all cars placed in operative position. when it is necessary to use retainers, the train must not proceed except as instructed by proper authority.

SOUTHWARD		STATIONS		NORTHWARD	
Station Number	Siding Length	White City Branch			Mile Post
...		END OF BRANCH		B	456.3
04155		WHITE CITY		R	455.9
04125	3858	TOLO	T	T	450.5
		(ROUTE CR)			

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	WHITE CITY BRANCH	ALL TRAINS
TOLO and END of BRANCH.....		20
Exception:		
450.0 and 450.7.....		10
SPEED ON OTHER THAN MAIN TRACK:		
Medford, GRC track.....		4
Roseburg, Champion lead.....		7
All other tracks Siskiyou Line.....		10

RULE 6.32.4. Latham: Cars must not be left standing on storage track between crossing of Rachel Road, MP 625.0 and signs placed 175 feet west and 200 feet east of crossing. In additional white stripe has been painted on side of rails to help identify restricted area.

RULE 632.6. Divide: When a train stops, blocking Martin Creek Road, MP 622.2, a member of crew will immediately proceed to crossing to be available to cut train should the crossing not be cleared within the lawful time limits and vehicular traffic is waiting to cross. Trains thereafter should remain cut until ready for departure.

RULE 7.6. Number of hand brakes required:

Ashland and Medford:

Trains or cut of cars...Five brakes on east end.

Except in preparing train for departure, employee releasing any of these brakes must apply an equal number to replace them.

When cars are left unattended, railskids must be placed under first wheel in descending direction and wheel moved onto skid.

Rail Skids are at following locations:

Northend: Siskiyou and Bellview

North and Southend: Hugo, Leland, Rice Hill,
Divide and Crest.

When picking up cars at these locations the skid must be replaced under car or hung on post and locked.

RULE 7.11 Merlin: On Tracks 6756, 6760, 6764 cars must not be switched unless air brakes are in service on all cars. Cars must not be detached while in motion. When making coupling to cars, air brakes must be cut in and operative on all cars being handled.

RULE 8.8: Wye Switches Black Butte and Springfield Jct. are equipped with S.P. switch locks.

RULE 9.5.8 Block signals with "P" plates:

Northward	Protection	Southward
5632	Slide detector fence between MP 563.7 and 563.9.....	5651
5574	Slide detector fence between MP 558.8 and 559.1.....	5591
6418	Collision detector, highway underpass, MP 642.3.....	6429

RULE 10.1. CTC is in effect on main track from MP 344.0 to MP 345.2 at Black Butte. CTC controlled by S.P. Dispatcher

RULE 6.13. Location of yard limits:

SOUTH MP		NORTH MP
438.7.....	Kane-Tolo.....	451.0
558.7.....	Pillard-Roseburg.....	574.2
643.5.....	Both legs of Wye, Springfield Jct.	CTC Limits

RULE 6.15. Block Register Territory:

Territory	Register Location
White City Branch:	
MP 451.0-End of Branch.....	Tolo

RULE 6.29.1 Trackside Detectors:

MP	Type	MP	Type	MP	Type
349.9	F1	452.8	F1	538.0	F1
363.0	E1, E2	463.0	E1, E2	542.7	E1, E2
384.8	E1, E2	477.3	F1	543.9	**
398.0	F1	482.8	E1,E2	563.0	E1, E2
401.4	F2*	492.0	F1	575.7	F1
403.3	E1, E2	498.7	E1, E2	583.0	E1,E2
407.5	F1			592.0	F1
416.6	F1	509.8	E1, E2	602.2	E1, E2
423.3	E1, E2	517.1	F1	623.3	E1, E2
445.0	E1, E2	522.3	E1, E2	641.6#	E1, E2

*For northward trains only. If restricted cars are found they must be set out at Hilt. Train dispatcher must be notified when high-wide car detector is activated.

**Riddle: High car detector installed at signal 5439 for southward train. Red and lunar light installed on mast or signals 5439 and 5417. Cars above 15 feet eight inches high will illuminate red light.

When lunar light is not displayed at both locations or red light is displayed at either location, train must be stopped and inspected. If restricted cars are found they must be set out at Cornutt. Train dispatcher must be notified when high car detector is activated.

S.P. Mile Post and Detector

RULE 6.32.2 Roseburg: Stop signs installed Mosher Street crossing, Roseburg, MP 572.4. Stop signs govern movements over crossing on tracks 1, 20, and 21.

Cottage Grove: Trains moving on siding must stop short of Main St. crossing MP 626.6 to allow crossing warning devices to operate before entering crossing.

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
			513.9		
426.2	Belleview.....	04310	521.7		
437.0	Phoenix.....	04220	557.3	Round Prairie.....	04020
438.4	Gas Works.....	04215	577.8	Winchester.....	03680
438.8	Voorhies.....	04210	579.0	Akin.....	03675
459.4	Rock Point.....	04115	610.2	Krewson.....	03640
472.4	Bulb.....	04105	624.3	Kimwood.....	03615
491.1	Tunnel 9 spur.....		625.0	Latham.....	03610
			629.1	Saginaw.....	03530

SPECIAL INSTRUCTIONS

RULE 1.20. Impaired side clearance:

MP	Description	MP	Description
411.3.....	Tunnel	521.1.....	Bridge
414.6.....	Tunnel	521.4.....	Bridge
415.2.....	Tunnel	523.9.....	Rock Cut
456.8.....	Bridge	525.0.....	Rock Cut
458.7.....	Bridge	526.7.....	Rock Cut
482.6.....	Bridge	526.9.....	Rock Cut
490.6.....	Tunnel	528.1.....	Rock Cut
505.2.....	Tunnel	539.3.....	Rock Cut
509.2.....	Bridge	550.1.....	Bridge
514.1.....	Tunnel	578.0.....	Bridge
514.7.....	Tunnel	589.9.....	Bridge
515.7.....	Tunnel	607.8.....	Bridge
516.0.....	Tunnel	608.6.....	Bridge
518.6.....	Tunnel	610.7.....	Bridge
519.0.....	Rock Cut	620.2.....	Rock Cut
521.0.....	Tunnel	625.5.....	Bridge
		627.4.....	Bridge

Riddle: Various overhead and side impairments exist on Track 6479 serving Roseburg Lumber Co. Impairments include door frames of entry doors, pipes on north wall of building, and ladder at fire escapes along north wall. The door frames are impaired at both ends and pipe and ladder impairments are spaced at intervals within the building. Do not ride on side of cars or engine when passing these locations.

RULE 6.12.FRA Excepted Track Rule applies on the following tracks.

Weed.....	all tracks
Hornbrook.....	track 7532
Hilt.....	track 7521
Ashland	track 7404
Medford.....	yard tracks 101, 102, 103, 106 and 107
Grants Pass.....	yard tracks, 502, 505 and 507, tracks 6702 and 6706
Glendale.....	tracks 6512, 6516 and 6518
Roseburg.....	track 6211

RULE 100: South trains at Medford and North trains at Montague must have brake pipe regulating valve adjusted to 80 psi.

After regulating is set to 80 psi, a 20 lb brake pipe reduction will be made. When automatic brake valve exhaust ceases, place valve in running position. Recharge train until brake pipe pressure on rear car is within 15 psi of regulating valve setting, a second 20 psi brakepipe reduction will be made. Any required Air Brake test is to be made at this time. When brakes are released train may depart.

South train approaching MP 415.0 or North train approaching MP 409.0 will reset brake pipe regulating valve to 90psi and must check for increase in brake pipe pressure before lead engine passes MP 412.0

If brake pipe pressure fails to increase train must stop and not depart Siskiyou until rear car has been checked for brake application and release and train has been recharged.

52.1.5. Following applies to placement of helpers between Medford and Black Butte:

AXLES	PLACEMENT REQUIREMENTS
8 or less	Behind caboose or on rear of cabooseless train
9 to 18	Ahead of caboose or on rear of cabooseless train
Over 18	Must be entrained ahead of one-half the tonnage rating for helper engine

When multiple unit helper exceeding 12 axles is placed at the rear of train, the first 10 cars ahead of helper must each weigh 80 tons or more and be 73 ft. or less in length.

MISCELLANEOUS

1. RESTRICTED TRACKS.

LOCOMOTIVES LISTED MUST NOT OPERATE ON TRACKS SHOWN BELOW:

Class of Engine	Restricted Track
6 axle units	Industry Tracks Springfield Jct. to Ashland

2. The following cars must not be operated between Cornutt and Hugo:

- a) Woodchip cars:
SP 352118 to 352177
SP 354000 to 355099
- b) Cars bearing "Exceed Plate C" symbol or words "Excess Height".
- c) Cars 85 feet or longer except as shown in item 7.

3. The following cars must not be operated between Ashland and Hornbrook:

- a) Woodchip cars of any ownership except SP car type GC2, series SP 350510 to 351009.
- b) Cars bearing "Exceed Plate C" symbol or words "Excess Height".
- c) SP and SSW closed cars over 61 feet inside length. Foreign line closed cars 60 feet or longer, except SPFE, UPFE, PFE, and WCTR box cars 100500-102799.
- d) Cars 85 feet or longer except as shown in item 7.
- e) "Plate C" symbol bulkhead flat cars 60 feet or longer with bulkheads 15 feet, 6 inches or higher, may be moved if high/wide clearance is obtained. Bulk-head flat cars SSW 87500 thru 88399 inclusive and all centerbeam cars, may move empty or loaded without clearance provided when loaded, lading does not extend beyond sides or higher than bulkheads.
- f) Tank cars longer than 63 feet over coupler pulling faces.

4. Train Makeup Restrictions Applicable Between Divide and Black Butte:

- a) When train tonnage exceeds 3,600 tons, each of the first five cars behind the road engine must weigh 50 tons or more.
- b) When train tonnage exceeds 4,000 tons, each of the first five cars behind the road engine must be 73 feet or less in length.
- c) The following cars must be entrained with no more than 3,000 trailing tons:

- 1) Empty car exceeding 73 feet in length;
- 2) TOFC/COFC flat car loaded on one end only;
- 3) Articulated double-stack car having one or more empty platforms;
- 4) Loaded two-axle intermodal car (TOPS code QA) weighing 25 tons or more;
- 5) Loaded or empty multiplatform articulated spine car (TOPS code Q).

(Note) For applications of train makeup restrictions (a) and (b), two consecutively loaded double-stack platforms are to be considered the equivalent of one car weighing 50 tons or more and less than 73 feet in length.

5. The following tank cars must not be handled between Riddle and Hornbrook:

CHRX 1001 to 1043

6. Foreign line cupola cabooses are restricted from operating between Hilt and Cornutt, unless excessive dimension clearance obtained.

7. When excessive dimension clearance message is obtained car prohibited in items 3, 4, 5 and 6 may be operated in accordance with restrictions, if any, contained in message.

8. TOFC cars measuring 79 to 89 feet in length may be handled provided load does not exceed following dimensions:

79 ft.-85 ft. cars maximum height 14'8" ATR, 8'8" wide.

89 ft. cars maximum height 14'8" ATR, 8'0" wide.

9. White City: No movements may be made beyond sign reading, "Entering WCTR Switching Limits" at MP 454.4 between 8:00 AM and 4:30 PM Monday through Friday, unless the WCTR Railway has been contacted by crew member prior to arrival at White City, or if already occupying White City switching limits prior to 8:00 AM. When information is required to be given to WCTR, crew member must describe nature of moves desired to be made within switching limits prior to commencing movement.

Section C. LOAD LIMIT:

1. Unless authorized heavier loads will not be handled where load limit is shown. When load limit is 132 tons or higher and load limit of car is not exceeded, the following load limits apply.

6-axle car.....197 tons

8-axle car.....263 tons

2. Unless authorized, all relief outfit cranes, locomotive cranes, cranes and pile drivers must not operate over branches listing a load limit less than 132 tons.

3. Load limit will not apply to articulated cars.

4. Load Limit

Siskiyou and Coos Bay Lines.....132 tons

EXCEPTIONS

Coos Bay Line (McCormac-Coquille).....120 tons

Section D. RADIO CHANNEL ASSIGNMENT:

SP Radio channels:

Eugene Area-----14-14

Black Butte Area---96-96

Maximum Tonnage Ratings

TERRITORY	GP30	GP40	GP60	SD40	SD50
	GP35	B 307	GP40M	SD40T2	SD60
	GP38	B 30	B 408	SD45	SD60M
		B 367	B 398	SD45T2	C 408
SISKIYOU LINE					
Eugene to Roseburg	850	1000	1700	1750	1850
Roseburg to Grants Pass	750	800	1500	1500	1750
Grants Pass to Ashland	1575	1850	2900	2800	3200
Ashland to Hornbrook	475	500	850	800	
Hornbrook to Montague	950	1000	1550	1550	
Montague to Black Butte	750	800	1250	1250	1750
Black Butte to Hornbrook	1575	1850	2900	2800	3200
Hornbrook to Ashland	475	500	850	800	
Ashland to Grants Pass	2800	4200	6000	5000	6800
Grants Pass to Roseburg	750	800	1250	1250	1750
Roseburg to Eugene	850	1000	1700	1750	1850

When GP-type locomotives are used in a mixed consist, their short-time rating will govern all other locomotives in the same consist.

Section B. COUPLER LIMITS:

Train's tonnage handled by road engine of a train must not exceed the following limits on ascending grade. To determine tonnage handled by road engine when train has entrained or rear-of-train helper, subtract total locomotive tonnage ratings for helper engine from train's adjusted tonnage.

Territory	
SISKIYOU SUBDIVISION	
	TONS
Northward:	
Hornbrook-Ashland.....	3,500
Grants Pass-Glendale.....	5,200
Oakland-Yoncalla.....	5,200
Safley-Divide.....	5,200
Southward:	
Gazelle-Black Butte.....	4,700
Ashland-Hornbrook.....	3,500
Glendale-Grants Pass.....	5,200
Yoncello-Oakland.....	5,200

SISKIYOU SUBDIVISION Springfield Jct- MP 360.8.....	Road 2
MP 360.8-Black Butte.....	Road 1
BLACK BUTTE SUBDIVISION	
Klamath Falls-MP 319.6.....	Road 1
VALLEY SUBDIVISION	
MP 319.6-MP 118.0.....	Road 2
MP 118.0- Roseville.....	Road 1
OGDEN SUBDIVISION.....	Road 1
NEVEDA SUBDIVISION.....	Road 1
MODOC SUBDIVISION	Flanigan-MP 360.1.....Road 1
	MP 360.1-MP 552.9.....Road 2
	MP 552.9-Klamath Falls.....Road 1
ROSEVILLE SUBDIVISION Sparks-MP 242.0.....	Road 1
No. 1 track MP 242.0-MP 112.0.....	Road 2
No. 2 track MP 242.0-MP 114.0.....	Road 2
No. 1 track MP 112.0-Antelope.....	Road 1
No. 2 track MP 114.0-Antelope.....	Road 1
MARTINEZ SUBDIVISION (ALL).....	Road 1
COAST SUBDIVISION Oakland-Elmhurst.....	Road 1
CP Coast-Tamien on tracks 2 & 3.....	47-47
All other areas.....	Road 2
Operations on UPRR Tracy Line and at Niles Tower with all channel radios use 27-27 to receive trackside detector radio transmissions. To page the UP dispatcher depress the * button for 5 seconds. Receipt of a tone will confirm the dispatcher has been alerted. If tone is not received operate * button again for 5 seconds.	
SAN JOAQUIN SUBDIVISION (ALL).....	Road 1

YARD CHANNELS

Yard	Yard Channel	4 Channel	All Channel
Brooklyn.....	2	F-4	88-88
Eugene.....	2	F-4	88-88
	3		24-24
Klamath Falls.....	3		24-24
Roseville.....	1	F-3	66-66
	2	F-4	88-88
	Hump		58-58
Stockton.....	2	F-4	88-88
Fresno.....	2	F-4	88-88
Ozol.....	1	F-3	66-66
Oakland.....	1	F-3	66-66
Warm Springs.....	1	F-3	66-66

**ROSEVILLE DIVISION
SPECIAL INSTRUCTIONS**

Section E. PBX RADIOS:

To use set channels as indicated.

Use * plus code number to connect

Use # plus code number to disconnect.

Channel #	Code #	Area
70-56	11	Port to 10 miles No. of Salem
62-52	12	Clackamas to Albany
70-56	12	Eugene to Albany & Toledo Branch
62-52	13	Noti to Tunnel 18
70-56	13	Coos Bay to Reedsport
62-52	14	Cottage Grove to Riddel
70-56	14	Weaver to Rouge River
62-52	16	Rouge River to Hornbrook
62-52	15	Eugene to Crescent Lake
70-56	15	Crescent Lake to Kirk
62-52	11	Kirk to Grass Lake
70-56	16	Dunsmuir to Gazelle and Grass Lake
62-52	11	Dunsmuir to Tehema
70-56	11	Gerber to Yuba City
62-52	12	Gridley to Sacramento, Sacramento to Martinez Arbuckle to Davis, Sacramento to Stockton Martinez to Stockton, Roseville to Colfax
70-56	12	Colfax to Norden
62-52	13	Norden to Sparks
62/52	11	Klamath Falls to Perez
70/56	12	Perez to Ravendale
62/52	12	Ravendale to Flanigan
62/52	13	Sparks to Fernley
70/65	13	Fernley to Lovelock
62/52	14	Massie to Humboldt
70/56	14	Humboldt to Preble
62/52	15	Preble to Polisade
70/56	15	Carlin to Alazon
62/52	16	Elburz to LeMay
70/56	16	Montllo to Hogup
62/52	11	Grome to Tresend
70/56	11	Midlake to Ogden
11/71		Ogden to Castilla
62-56	11	SanFrancisco, Oakland Richmond
62-52	11	SanMateo & Union City to Salinas
70-56	13	Brentwook, Newman and Altamont to Tracy Stockton to Turlock
62-52	13	Livingston to Berenda
70-56	14	Chowchilla to Kingsburg
70-56	15	Kingsburg to Goshen Jct
62-52	14	Goshen Jct to Delano
62-52	15	Delano-Bakersfield

SPECIAL INSTRUCTIONS

Section F. SNOW CONDITIONS:

- A. When spreader is connected in multiple with engine, rule 902, Engine standing air test must be performed.
- B. To prevent build-up ice on brake shoes and to ensure air brakes are effective, engineer operating engine with flanger must make an automatic brake reduction of sufficient force to allow both engine and flanger brakes to apply. This test must be made at approximately 10 minute intervals.
- C. After starting the initial movement of an engine and spreader, a rule 930, light engine running test must be performed unless engine standing air test was made prior to movement.
- D. Flangers operating in snow territory must raise flanger blades and stop while train or engine is passing on adjacent track.
- E. Rotary snowplows must be stopped with wings in the closed position when a train or engine is passing on adjacent track.