

Revised pages and new page 63-A for Southern Pacific
Transportation Company Blocking Instructions. Changes have
already been placed in effect in TOPS.

J. J. Willis

PUT in book 10-4-72 - M

SOUTHERN PACIFIC TRANSPORTATION COMPANY

TRAIN BLOCKING INSTRUCTIONS

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June 1, 1972

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MEMORANDUM

San Francisco, May 11, 1972

Included in this set are:

1. An updated System Blocking Book.
2. A list of System Tag Numbers (by inclusive station numbers).

This Blocking Book is similar to previous issues except it is a System Block Book, and "System Tag Numbers" are used in lieu of "Zone Numbers". Also, the tag numbers have been increased to allow for better blocking for specific areas. There is no change in the present blocking practices, nor do the new tag numbers tend to interfere with local tag numbering systems now in operation.

TOPS will automatically generate the System Tag Number based on final destination so that the System Tag Number will reflect destination rather than an intermediate switching point. TOPS will be programmed to account for the direction of train movements so that System Tag Number will remain the same, regardless of the direction of train movement.

Should there appear to be any conflict between blocking instructions and System Tag Numbers, instructions and/or practices presently in effect will have precedence.

Power Guide now in use will remain in effect.

Should any further clarification be required by the recipients of this set, please contact Extension 22203, Office of General Superintendent of Transportation, San Francisco.

(TOPS ID will be ABLCK)

SCHEDULE

Phoenix	Lv	2.00 A - 1
El Paso	Ar	8.45 P - 1

El Paso	Lv	12.45 A - 2 MT
Tucumcari	Ar	10.40 A - 2 MT

El Paso	Lv	1.45 A - 2 CT
San Antonio	Ar	4.45 P - 2
Corsicana	Ar	1.15 A - 3
East St. Louis	Ar	8.00 P - 3 CT

NOTE

A (Arizona) Blocks are operated for perishable freight traffic concentrated at Phoenix. Assured cutoff time for delivery to TP at El Paso is 1:45AM CT, and to CRIP at Tucumcari 11:40AM CT. To PC, B&O and N&W at St. Louis 1:00AM CT. To IC at St. Louis 4:00AM CT, and Southern at St. Louis 12:15AM CT.

May be consolidated with C Block from El Paso on T&L.

Deming perishable is cut out at Tucson.

Number symbol used begins with first train operated January 1 of each year. Each block thereafter takes next sequential number.

POWER GUIDEGuide Sheet

Phoenix - Tucson	2
------------------	---

HP per ton

Tucson - Tucumcari	2.0
--------------------	-----

Blocks (from rear)	<u>TAGS</u>
--------------------	-------------

From Phoenix

Mill run to El Paso

From El Paso via T&L

- | | |
|----------------------------------|----------------------|
| (1) Manifest traffic if required | 842 to 850 inclusive |
| (2) TL-SSW perishable (Mill run) | 620 to 810 inclusive |
| (3) SSW perishable (St. Louis) | 842 to 850 inclusive |
| (4) SSW perishable (Memphis) | 820 to 830 inclusive |

Via CRIP

- | |
|---|
| (1) Herington Block |
| (2) Liberal Block |
| (3) Silvis and beyond |
| (4) Kansas City to but not including Silvis |
| (5) Dalhart Block |

NOTE: Any manifest fill should be in proper block and separated from perishable with perishable on head end of block.

When perishable traffic permits, solid Silvis and beyond or Kansas City to but not including Silvis, such trains will be operated with preference to the Kansas City train.

(TOPS ID will be A/BSM)

SCHEDULE

Pine Bluff	Lv	2.00 P - 1 CT
Corsicana	Lv	10.45 P - 1
San Antonio	Ar	6.40 A - 2
San Antonio	Lv	7.00 A - 2
El Paso	Ar	10.00 P - 2 CT
El Paso	Lv	10.00 P - 2 MT
Tucson	Ar	5.15 A - 3
Yuma	Ar	11.45 A - 3 MT
Yuma	Lv	10.55 A - 3 PT
Indio	Ar	2.00 P - 3
Los Angeles	Ar	8.00 P - 3

POWER GUIDE

	HP per ton
<u>Expedited days only</u>	
Pine Bluff - San Antonio	2.65
San Antonio - El Paso	2.75
El Paso - Tucson	2.75
Tucson - Indio	2.00
Indio - Los Angeles	2.5

<u>From Pine Bluff</u>	<u>TAGS</u>
------------------------	-------------

Blocks (from rear)

<u>No.</u>	<u>Traffic</u>
------------	----------------

(5) Los Angeles "A" Yard. 001 to
(Traffic destined 420
Los Angeles and inclusive
beyond, UP, ATSF, LA 480
interchanges,
including Chevrolet,
Raymer.)

NOTE

ABSM (Advance Blue Streak Merchandise)
operates from Pine Bluff to Los Angeles
with merchandise and TFC traffic.

One section may be filled from Pine Bluff
as tonnage permits with San Antonio,
El Paso or Arizona traffic.

NOTE

San Antonio may operate
solid blocks 3 and 5.

Blocks 1 and 2 will be
handled from San Antonio in
an El Paso manifest.

(TOPS ID will be A/BSM)

SCHEDULE

Pine Bluff	Lv	2.00 P - 1 CT
Corsicana	Lv	10.45 P - 1
San Antonio	Ar	6.40 A - 2
San Antonio	Lv	7.00 A - 2
El Paso	Ar	10.00 P - 2 CT
El Paso	Lv	10.00 P - 2 MT
Tucson	Ar	5.15 A - 3
Yuma	Ar	11.45 A - 3 MT
Yuma	Lv	10.55 A - 3 PT
Indio	Ar	2.00 P - 3
Los Angeles	Ar	8.00 P - 3

NOTE

ABSM (Advance Blue Streak Merchandise) operates from East St. Louis to Los Angeles with merchandise and TFC traffic.

One section may be filled from Pine Bluff as tonnage permits with San Antonio, El Paso or Arizona traffic.

POWER GUIDE

HP per ton

Expedited days only

Pine Bluff - San Antonio	2.65
San Antonio - El Paso	2.75
El Paso - Tucson	2.75
Tucson - Indio	2.00
Indio - Los Angeles	2.5

From Pine Bluff

TAGS

Blocks (from rear)

<u>No.</u>	<u>Traffic</u>
------------	----------------

- | | | |
|-----|---|---------------------------|
| (3) | Yuma and beyond to and including Indio. | 485 to
495 inc. |
| (5) | Los Angeles "A" Yard (Traffic destined Los Angeles and beyond, UP, ATSF and LA interchanges including Chevrolet, Raymer). | 001 to
420 inc.
480 |

NOTE

San Antonio may operate solid Blocks 3 and 5.

Blocks 1 and 2 will be handled from San Antonio in an El Paso manifest.

(TOPS ID will be ACM)

SCHEDULE

Tracy	Lv	5.30 A - 1
Roseville	Ar	7.30 A - 1

POWER GUIDE

Division option.

From TracyTAGS

Blocks (from rear)

- | | |
|--|---|
| (1) Roseville and North | 001 to
230 in-
clusive
except
105
and
110 |
| (2) DRGW Block - mill run | 105 |
| (3) Block C to include
traffic for Utah
points directly east
of Ogden to and
including all points
in Wyoming routed Ogden
Gateway; also, traffic
destined Nebraska State
Line; also, branches
between Cheyenne and
North Platte; Julesburg,
Colorado, to and
including La Salle,
Colorado; Carr, Colorado,
to but not including
Brighton, Colorado. | 110 |
| (4) Block B to include
traffic destined
Brighton to Denver,
also stations east of
Denver to and including
Ellsworth, Kansas. | 110 |
| (5) Block A to include
traffic destined
points on UP and
connections North Platte,
Nebraska and beyond,
east and south, also
stations on UP and
connections Menoken,
Kansas, and east. | 110 |
| (6) Wells Block. | |

NOTE

ACM (Tracy Melons) is seasonal train. Operates from Tracy to Roseville with perishable for connection with R Blocks.

Picks up at Stockton and Lodi.

NOTE: To extent practicable, solid A Block trains will be operated.

June 2, 1972

(TOPS ID will be A/FMS)

A/FMS SCHEDULE

Ogden	Lv	8.30 P - 0
Roseville	Ar	1.00 P - 1
Roseville	Lv	2.00 P - 1
Oakland	Ar	5.15 P - 1
Oakland	Lv	6.15 P - 1
San Francisco	Ar	8.00 P - 1

NOTE

ADV. FMS (Advance Forwarder-Merchandise Special) operates from Ogden daily to San Francisco with merchandise, TFC manifest and perishable traffic not requiring icing or heater service en route.

First A/FMS (Mail) SCHEDULE

Ogden	Lv	4.00 P - 1
Roseville	Ar	8.00 A - 2
Roseville	Lv	8.45 A - 2
Oakland	Ar	11.59 A - 2

NOTE

First A/FMS (First Advance Forwarder-Merchandise Special) operates from Ogden daily to Oakland with mail.

POWER GUIDEHP per tonExpedited Days Only

Ogden - Roseville	2.5
Roseville - San Francisco	1.2

On Nonexpedited Days

Power requirements will be varied per advice from division Chief Train Dispatcher.

A/FMS from OgdenTAGSBlocks (from rear)

(1) San Francisco Block	310
(2) Oakland Block (including Niles Block traffic mill run)	300 to 305 inclusive
(3) Auto parts - Warm Springs-Milpitas	307- 308
(4) Roseville Block	050 and 200 to 295 inclusive 320 to 929 inclusive

1/A/FMS from OgdenBlocks (from rear)TAGS

(1) Oakland mail block	300
(2) Oakland-San Francisco Manifest block	300 to 305 inclusive 310
(3) Roseville Manifest block	050 and 200 to 295 inclusive 320 to 929 inclusive

SCHEDULE

Los Angeles	Lv	9.45 P - 0
Polk	Lv	9.05 A - 1
Dunsmuir	Ar	3.15 P - 1
Dunsmuir	Lv	3.20 P - 1
Portland	Ar	3.00 A - 2

NOTE

No. 365-366 (ADVANCE STARPACER) will operate from Los Angeles to Portland with merchandise and TFC destined Portland and beyond. Operates Monday, Tuesday, Wednesday and Friday. Operates via West Valley.

POWER GUIDE

HP per ton

Los Angeles-Bakersfield	3.5
Bakersfield-Roseville	1.5
Roseville-Klamath Falls	3.5
Klamath Falls-Portland	1.5

From Los Angeles

TAGS

Blocks (from rear)

- | | |
|---|-----|
| (1) Brooklyn ramp | 001 |
| (2) Portland Block, Superior Forwarders, including Portland UP traffic. | 015 |
| (3) Coast Carloading, Portland traffic | 001 |
| (4) Spokane Coast, Carloading Forwarder, Block - Portland BN. | 005 |
| (5) Seattle Coast Carloading, Forwarder Block - Portland BN. | 005 |
| (6) Tacoma Coast, Carloading Forwarder Block - Portland BN. | 005 |
| (7) Tacoma Superior, Forwarder Block - Portland BN. | 005 |
| (8) Seattle Superior, Forwarder Block - Portland BN. | 005 |
| (9) Portland local traffic - BN delivery | 005 |
| (10) Auburn traffic routed Portland BN. | 005 |

(TOPS ID will be APECI)

SCHEDULEPOWER GUIDEGUIDE SHEETHP per ton

Los Nietos	Lv	12.01 A - 1 PT
City of Industry	Lv	2.00 A - 1
Yuma	Ar	10.00 A - 1
Yuma	Lv	11.10 A - 1 MT
El Paso	Ar	3.00 A - 2
El Paso	Lv	5.00 A - 2 CT
Pine Bluff	Ar	9.00 P - 3

Los Angeles - Pine Bluff	2.5
--------------------------	-----

NOTE

APECI (Empty Auto Parts Cars) operates from Los Nietos - City of Industry to Pine Bluff, and will handle empty auto parts cars, empty multi-levels and manifest traffic for Pine Bluff and beyond.

BLOCKSTAGS

- | | |
|---|----------------------------|
| (1) Auto parts empties routed SP-SSW-East St. Louis-IC. | 842 |
| (2) Auto parts empties routed SP-SSW-East St. Louis except traffic routed via IC. | 844
846
850 |
| (3) Manifest traffic destined Pine Bluff and beyond. | 820 to
850
inclusive |

(TOPS ID will be APELA)

SCHEDULEPOWER GUIDEGUIDE SHEETHP per ton

Los Angeles	Lv	12.01 P PT	0
Yuma	Ar	10.00 P	
Yuma	Lv	11.10 P MT	
El Paso	Ar	3.00 P	1
El Paso	Lv	5.00 P CT	
Pine Bluff	Ar	9.00 A	3

Los Angeles - Pine Bluff	2.5
--------------------------	-----

NOTE

APELA operates from Los Angeles to Pine Bluff, and will handle empty auto parts cars and manifest traffic for Pine Bluff and beyond.

BLOCKSTAGS

- | | |
|---|----------------------------|
| (1) Auto parts empties routed SP-SSW-East St. Louis-IC. | 842 |
| (2) Auto parts empties routed SP-SSW-East St. Louis except traffic routed via IC. | 844
846
850 |
| (3) Manifest traffic destined Pine Bluff and beyond. | 820 to
850
inclusive |

(TOPS ID will be APW)

SCHEDULE

Pine Bluff	Lv	11.30 P - 1 CT
Corsicana	Lv	7.30 A - 2
San Antonio	Lv	2.00 P - 2
El Paso	Ar	3.00 A - 3 CT
El Paso	Lv	2.30 A - 3 MT
Tucson	Ar	8.55 A - 3 MT
Tucson	Lv	9.05 A - 3
Yuma	Ar	2.10 P - 3 MT
Yuma	Lv	1.15 P - 3 PT
Indio	Lv	3.30 P - 3
City of Industry	Ar	6.45 P - 3
City of Industry	Lv	7.15 P - 3
Los Angeles	Ar	8.00 P - 3 PT

POWER GUIDEHP per ton

Pine Bluff - Los Angeles 3.0

NOTE

APW (Auto Parts West) is traffic received from connections at East St. Louis and in run through connections at Pine Bluff. Cutoff time East St. Louis on auto and auto part traffic from IC is 6:00AM CT. Not to be filled en route after departure Pine Bluff. If no restricted cars and tons per operative brake permitting, these trains are authorized to operate at BSM speed. No later than 6:00AM spot at each GM location. May be filled with Block 5 and Block 6 loads.

BLOCKS (from rear)

- (1) Raymer
- (2) Los Nietos
- (3) South Gate

TAGS

415
460-464
440-441

SCHEDULE

Indio	Lv	7.00 A - 0
Los Angeles	Ar	2.00 P - 1

POWER GUIDE

Guide Sheet

Indio - Colton	16
Colton-Los Angeles	7

NOTE

Operates Indio to Los Angeles with traffic received off westbound El Paso Route trains.

BLOCKING

Will handle 295, 300, 323, 327, 400 and 420 tag traffic to Los Angeles - mill run.

Above areas include:

TAGS

- (1) Burbank to but not including Palmdale.
- (2) Dayton Tower to but not including Gilroy.
- (3) Burbank to Chatsworth on Burbank Branch.

(TOPS ID will be BAMSL)

SCHEDULE

San Francisco	Lv	3.00 A - 1

San Jose	Lv	4.30 A - 1

Oakland	Lv	4.30 A - 1

Tracy	Lv	12.20 P - 1
Fresno	Lv	4.20 P - 1
Bakersfield	Ar	10.20 P - 1
Palmdale	Lv	3.20 A - 2
Colton	Lv	7.20 A - 2
Indio	Lv	1.20 P - 2
Yuma	Ar	4.05 P - 2 PT
Yuma	Lv	5.20 P - 2 MT
El Paso	Ar	9.20 A - 3 MT
El Paso	Lv	11.20 A - 3 CT
San Antonio	Lv	4.20 A - 4
Corsicana	Lv	12.35 P - 4
Pine Bluff	Ar	11.30 P - 4

POWER GUIDE

Guide Sheet

Oakland - Yuma	Division option.
Yuma - El Paso	2.0 HPPT
El Paso - Pine Bluff	2.0 HPPT

NOTE

(Bay Area-St. Louis-Memphis-
BAMSL - CLM (Coast Line Manifest.)
operates San Francisco Bay Area to
El Paso via Palmdale-Colton cutoff.

Handles traffic for El Paso and
beyond. May handle perishable for
connection with Colton Block, which
must be on rear for set out at Yuma.

San Joaquin Division may split this train
and operate CLM separately, and BAMSL
separately, placing Phoenix autos on
head end of CLM connection.

BLOCKS

Traffic destined El Paso
and beyond - mill run.

(1) El Paso, San Antonio and North Texas (Mill run)	550-551- 552-553 610 to 750 inclusive 756
(2) Houston and beyond	760
(3) SSW - Pine Bluff and beyond	820 842 to 850 inclusive
(4) Phoenix autos	510

TAGS

June 1, 1972

(TOPS ID will be BAS)

SCHEDULE

Portland	Lv	9.30 A - 1
Eugene	Ar	2.00 P - 1
Eugene	Lv	6.00 P - 1
Klamath Falls	Ar	2.00 A - 2
Klamath Falls	Lv	3.00 A - 2
Dunsmuir	Ar	8.45 A - 2
Dunsmuir	Lv	9.00 A - 2
Davis	Ar	3.30 P - 2
Davis	Lv	4.00 P - 2
Oakland	Ar	6.30 P - 2
Oakland	Lv	8.00 P - 2
San Francisco	Ar	10.45 P - 2

POWER GUIDEGuide Sheet

Portland - Eugene	Division option.
Eugene - Oakridge	5
Oakridge - Cascade Summit	14
Cascade Summit - Mt. Hebron	2
Mt. Hebron - Dunsmuir	6
Dunsmuir - Gerber	4
Gerber - San Francisco	2

NOTE

BAS (Bay Area Special) operates from Eugene to San Francisco and will handle traffic for San Francisco Bay Area.

From EugeneTAGS

Blocks (from rear)

- | | |
|--|-------------|
| (1) Oakland Block
(includes
Niles Block) | 300-303-305 |
| (2) San Francisco Block 310
(includes
Peninsula destination
cars) | |

June 1, 1972

(TOPS ID will be BAX)

SCHEDULEPOWER GUIDEHP per ton

Oakland	Lv	2.30 A - 1 PT	Oakland - Ogden	4.0
Ogden	Ar	10.30 P - 1 PT		
Ogden	Lv	12.00MN - 1 MT		
North Platte	Ar	1.40 P - 2 MT		
North Platte	Lv	3.10 P - 2 CT		
Chicago	Ar	6.30 A - 3 CT		

NOTEFrom OaklandTAGS

BAX/OME (Bay Area Extra Overland Mail East) handles mail, forwarder merchandise, autos and TFC traffic destined Ogden and beyond. Not to exceed 45 cars and 3000 tons. Will pick up at Roseville mail destined Chicago.

Blocks (from rear)	
(1) TOFC-Ogden	100
(2) Merchandise-Ogden	105
DRGW	
(3) Autos-Ogden DRGW	105
(4) Autos-Ogden UP	110
(5) Forwarder merchandise,	110
Ogden UP North Platte	
and beyond.	
(6) Kansas City mail	110
(7) Omaha mail	110
(8) Chicago mail	110

SCHEDULE

Ogden	Lv	3.00 P - 1
Sparks	Ar	4.30 A - 2
Sparks	Lv	5.00 A - 2
Roseville	Ar	11.30 A - 2

POWER GUIDE

Guide Sheet

Ogden - Carlin	10
Carlin - Sparks	2
Sparks - Truckee	7
Truckee - Norden	15

NOTE

BCW (Bay Cities West) operates from Ogden with available traffic destined Sparks and west.

From Ogden

TAGS

Blocks (from rear)

(1) Sparks	120 to 165 inc.
(2) Roseville and beyond.	200 to 929 inc.

(Run-through connection
Burlington Northern)(TOPS ID will be 1/BNE
2/BNE)SCHEDULE

Eugene	(1/BNE) Lv	11.00 A - 1
Portland	Ar	2.00 P - 1

Eugene	(2/BNE) Lv	4.00 P - 1
Portland	Ar	7.00 P - 1

POWER GUIDE

Division option.

NOTE

Solid Northern Pacific trains will be originated at Eugene.

Canadian destination routed BN Sumas or BN Sumas CP in run thru trains continue in Auburn Block. Same applies traffic off Beiber Line and placed in BN train at Portland.

Canadian destination traffic routed Vancouver, B.C.; thence, BCE, CP or CN must move in Seattle Blocks.

Blocks (from rear)(1/BNE)

(1)	Seattle Carload (includes Renton autos) Block	005
(2)	Seattle TOFC-COFC Block	005

(3)	Auburn Block	005
-----	--------------	-----

(2/BNE)

(1)	Seattle Carload (includes Renton autos) Block	005
(2)	Seattle TOFC-COFC Block	005
(3)	Auburn Block	005
(4)	Tacoma Block	005
(5)	Centralia	005

NOTE: 2/BNE may have
Rhodes Spur and
Renton autos block
cut in between Seattle
and Auburn Blocks.

(Run-through connection
Burlington Northern)

(TOPS ID will be 1/BNW
2/BNW)

SCHEDULE

Portland (1/BNW) Lv 7.30 A - 1

Eugene Ar 10.30 A - 1

Portland (2/BNW) Lv 10.30 A - 1

Eugene Ar 1.30 P - 1

NOTE

Solid Southern Pacific trains will
be received at Portland.

POWER GUIDE

Division option.

Blocks

Albany and south traffic
mill run

TAGS

030 to
929
inclusive

TOFC-COFC and multi-level
traffic contemplates connection
with appropriate trains at
Eugene.

(TOPS ID will be BSM)

SCHEDULE

East St. Louis	Lv	10.00 P - 0 CT
Memphis	Lv	10.00 P - 0
Pine Bluff	Ar	5.25 A - 1
Pine Bluff	Lv	5.45 A - 1
Corsicana	Lv	12.25 P - 1
San Antonio	Ar	5.40 P - 1
San Antonio	Lv	5.50 P - 1
El Paso	Ar	4.30 A - 2 CT
El Paso	Lv	4.00 A - 2 MT
Tucson	Ar	11.35 A - 2
Yuma	Ar	4.40 P - 2 MT
Yuma	Lv	3.45 P - 2 PT
Los Angeles	Ar	10.30 P - 2 P

NOTE

BSM (Blue Streak Merchandise) operates from East St. Louis to Los Angeles with merchandise and TFC traffic.

NOTE: Blocks 4 and 5 may be added at San Antonio.

(TOFC and Merchandise traffic destined Bay Area to be separated and entrained on head end Block 5).

POWER GUIDE

(Expedited Days Only) HP per ton

East St. Louis-San Antonio	3.0
San Antonio-El Paso	3.5
El Paso-Tucson	3.5
Tucson-Indio	2.0
Indio-Los Angeles	2.5

Blocks (from rear)

TAGS

From East St. Louis

No. Traffic

- | | | |
|-----|--|---------------------|
| (4) | (Shop Yard) Acme, Universal, Western Freight Merchandise, PMT-TOFC. | 421 |
| (5) | Los Angeles "A" Yard (Traffic destined Los Angeles and beyond, UP, ATSF, LA interchanges, including Chevrolet, Raymer) | 001 to 420 inc. 480 |

From Pine Bluff to Destination Los Angeles

- | | |
|-----|------------|
| (4) | See above. |
| (5) | See above. |

(TOPS ID will be BSM)

SCHEDULE

Pine Bluff	Lv	6.00 A - 1 CT
Corsicana	Lv	12.50 P - 1
San Antonio	Ar	6.10 P - 1
San Antonio	Lv	6.30 P - 1
El Paso	Ar	4.30 A - 2 CT
El Paso	Lv	4.00 A - 2 MT
Tucson	Ar	11.35 A - 2
Yuma	Ar	4.40 P - 2 MT
Yuma	Lv	3.45 P - 2 PT
Indio	Ar	6.45 P - 2
Los Angeles	Ar	10.30 P - 2 P
(Set out Block 6 - Industry)		

NOTE

BSM (Blue Streak Merchandise) operates from Pine Bluff to Los Angeles with blocked traffic as indicated.

Auto and auto part traffic in Block 5 and 6 should be blocked separately from other Block 5 and 6 traffic.

POWER GUIDE

HP per ton
EXPEDITED DAYS ONLY

Pine Bluff-San Antonio	2.65
San Antonio-El Paso	2.85
El Paso-Tucson	2.85
Tucson-Indio	2.00
Indio-Los Angeles	2.5

Blocks (from rear) TAGS

From Pine Bluff

No. Traffic

- | | |
|--------------------------|----------|
| (5) Los Angeles "A" Yard | 001 to |
| (Traffic destined | 420 inc. |
| Los Angeles and | 480 |
| beyond, UP, ATSF | |
| and LA interchanges | |
| inc. Chevrolet, | |
| Raymer). | |
| (6) City of Industry | 440 to |
| (Los Nietos traffic | 477 inc. |
| and south branches) | |

SCHEDULE

POWER GUIDE

HP per ton
Expedited Days Only

Pine Bluff	Lv	6.00 A - 1 CT
Corsicana	Lv	12.50 P - 1
San Antonio	Ar	6.10 P - 1
San Antonio	Lv	6.30 P - 1
El Paso	Ar	4.30 A - 2 CT
El Paso	Lv	4.00 A - 2 MT
Tucson	Ar	11.35 A - 2
Yuma	Ar	4.40 P - 2 MT
Yuma	Lv	3.45 P - 2 PT
(Set out Block 3)		
Indio	Ar	6.45 P - 2
Los Angeles	Ar	10.30 P - 2 PT

Pine Bluff - San Antonio	2.65
San Antonio - El Paso	2.85
El Paso - Tucson	2.85
Tucson - Indio	2.00
Indio - Los Angeles	2.5

NOTE

BSM (Blue Streak Merchandise) operates from Pine Bluff to Los Angeles with blocked traffic as indicated. Should be filled at San Antonio in block with traffic from North Texas and Houston. Should sufficient volume of El Paso-Arizona traffic warrant termination of this train at Tucson, the Block 3 loads should be entrained on rear of Second BSM from Pine Bluff to be cut off at Yuma.

BLOCKS (from rear)

From Pine Bluff
No. Traffic

(1) El Paso

(2) Arizona

(3) Yuma and beyond to and including Indio.

(5) Los Angeles "A" Yard (Traffic destined Los Angeles and beyond, UP, ATSF and LA interchanges inc. Chevrolet, Raymer)

TAGS

530 to
580
inc.

500 to
520
inc.

485 to
495
inc.

001 to
420
inc
480

(TOPS ID will be DGW)

SCHEDULE

Sacramento	Lv	7.00 A - 1
Oakland	Ar	11.59 A - 1

POWER GUIDE

Division Option.

NOTE

BX (Bay Extra) will handle traffic originating Sacramento destined San Francisco-Oakland areas and Coast Line points to but not including Chatsworth.

Blocks

Oakland and beyond only
mill run

TAGS

300,
307-308
310,320,
400
323-327

NOTE

Pittsburg Block traffic
(Byron to Rodeo) originating
Sacramento will move via
Roseville-Tracy.

(TOPS ID will be BMTCB)

SCHEDULEPOWER GUIDE
HP per ton

Beaumont	Lv	1.00 P - 1	2.0
Shreveport	Ar	11.45 P - 1	
Shreveport	Lv	12.15 A - 2	
Pine Bluff	Ar	7.00 A - 2	

NOTE

BE-CB handles traffic from
New Orleans, Lafayette, Lake Charles,
Beaumont to Pine Bluff for connections
via Memphis and East St. Louis.

Blocks (from rear) TAGS

(1)	Shreveport	789
(2)	Pine Bluff	320 to 850 inc.

(TOPS ID will be CBBMT)

SCHEDULEPOWER GUIDEHP per ton

Pine Bluff	Lv	2.00 P - 1
Shreveport	Ar	8.00 P - 1
Shreveport	Lv	8.30 P - 1
Beaumont	Ar	2.00 P - 2

2.0

NOTE

CB-BE handles traffic destined
Shreveport, Beaumont and east.

Blocks (from rear)TAGS

(1) Shreveport	789
(2) Beaumont and east	792-795 903 to 929 inc.
(3) Tenaha	780

(TOPS ID will be CBLCK)

SCHEDULE

Colton	Lv	10.00 P - 1
Yuma	Ar	4.30 A - 2 PT
Yuma	Lv	6.00 A - 2 MT
El Paso	Ar	8.45 P - 2

El Paso	Lv	12.45 A - 3
Tucumcari	Ar	10.40 A - 3 MT

El Paso	Lv	1.45 A - 3 CT
San Antonio	Ar	4.45 P - 3
Corsicana	Ar	1.15 A - 4
East St. Louis	Ar	8.00 P - 4 CT

NOTE

C (Colton) Blocks are operated for eastward perishable concentrated at Colton. Basic connection is off SMV. Cut off time for delivery of perishable to T&L and TP at El Paso is 1.45 AM CT and to CRIP at Tucumcari 11.40 AM CT (on arrival). Guaranteed schedule provides for 10.00 PM PT day 1 departure Colton with 8.45 PM MT day 2 arrival El Paso. Guaranteed cut off time for delivery to T&L and TP at El Paso is 1.45 AM, and to CRIP at Tucumcari 11.40 AM CT.

Number symbol used begins with first train operated January 1 of each year. Each block thereafter takes next sequential number.

Hearne icers must be placed in head thirty-five cars from El Paso. To extent possible, train should be held to eighty-five cars from El Paso.

POWER GUIDEHP per ton

Colton (Los Angeles)	2.8
El Paso	
El Paso-Tucumcari	2.5
El Paso-Pine Bluff	3.0

<u>Blocks (from rear)</u>	<u>TAGS</u>
---------------------------	-------------

From Colton

(1) Deming	547
(2) Rock Island Block	580
(3) T&L - TP Block *	550,551
	552,553

From El Paso via T&L

(1) Manifest traffic if required.	842 to 850 inc.
(2) TL-SSW perishable (Mill run)	620 to 810 inc.
(3) SSW perishable (St. Louis)	842 to 850 inc.
(4) SSW perishable (Memphis)	820 to 830 inc.

Via CRIP

(1) Herington Block
(2) Liberal Block
(3) Silvis and beyond
(4) Kansas City to but not including Silvis
(5) Dalhart Block

NOTE: Any manifest fill should be in proper block and separated from perishable with perishable on head end of block.

When perishable traffic permits, solid Silvis and beyond or Kansas City to but not including Silvis, such trains will be operated with preference to the Kansas City train.

* Tag 550 includes Tags 610 to 929 inclusive.

(TOPS ID will be CBNW)

SCHEDULEPOWER GUIDEHP per ton

Pine Bluff	Lv	9.00 P - 1
East St. Louis	Ar	9.00 A - 2
East St. Louis	Lv	9.30 A - 2
Madison (N&W)	Ar	12.01 P - 2

2.5

NOTE

CBNW operates Pine Bluff, Arkansas, to Bellevue, Ohio, through East St. Louis via A&S-N&W.

Blocks (from rear)TAGS

(1) Frankfort	846
(2) WM	846
(3) Buffalo	846
(4) Scito	846
(5) A&S	842

June 1, 1972

CBO

(TOPS ID will be CBO)

SCHEDULE

POWER GUIDE
HP per ton

Pine Bluff	Lv	2.00 A - 1
East St. Louis	Ar	12.01 P - 1
East St. Louis	Lv	12.15 P - 1
HN CABIN (B&O)	Ar	3.30 P - 1

2.5

NOTE

CBO operates Pine Bluff, Arkansas,
to Cincinnati, Ohio, through
East St. Louis via A&S-B&O.

Blocks (from rear)

TAGS

(1) Cumberland	844
(2) Cincinnati	844
(3) Toledo	844

CIC

(TOPS ID will be CIC)

SCHEDULE

POWER GUIDE

HP per ton

Pine Bluff	Lv	12.30 P - 1
Memphis	Ar	5.30 P - 1

2.0

NOTE

CIC operates Pine Bluff,
Arkansas, to IC South Yard,
Memphis.

Blocks - (from rear) TAGS

(1)	U. S. Mail Memphis	825
(2)	TOFC Memphis	825
(3)	SLSF	825
(4)	IC UCL forwarder traffic when set goes next to U. S. Mail for Memphis	825

(TOPS ID will be CLN)

SCHEDULE

Pine Bluff	Lv	2.00 A - 1
Memphis (Leawood Yard)	Ar	9.00 A - 1
Delivered L&N		9.00 A - 1

POWER GUIDEHP per ton

2.0

NOTE

CLN operates Pine Bluff, Arkansas,
to Atlanta, Georgia, through
Memphis via L&N.

Blocks (from rear) TAGS

(1) Memphis	828
(2) Nashville	828
(3) Stuttgart	820

(TOPS ID will be 374)

SCHEDULE

San Francisco Lv 7.35 P - 0

Oakland Lv 7.10 P - 0

San Jose Ar 8.20 P - 0

San Jose Ar 8.40 P - 0

(Picks up TFC including
Phoenix and east multi-levels.)

San Jose Lv 9.15 P - 0

San Luis Obispo Ar 1.55 A - 1

San Luis Obispo Lv 2.02 A - 1

Los Angeles Ar 7.40 A - 1

NOTE

374-CME (Coast Merchandise East) operates daily except Saturday, Sunday and holidays, and days preceding holidays. Schedule contemplates cars will be spotted for unloading Los Angeles 8:45AM. No. 336 handles traffic from Oakland to connect with No. 374 at San Jose.

POWER GUIDE

Without helper Santa Margarita to San Luis Obispo.
Use Guide Sheet 17.

From San Jose

<u>Blocks</u> (from rear)	<u>TAGS</u>
(1) Los Angeles TOFC	421
(2) Los Angeles boxcar traffic	421
(3) Deming and beyond	547
(4) South Gate-Los Nietos	442, 464
(5) Phoenix	510
(6) Raymer	415

(TOPS ID will be 373)

SCHEDULE

Los Angeles	Lv	7.05 P - 0
San Luis Obispo	Ar	12.01 A - 1
San Luis Obispo	Lv	12.15 A - 1
San Jose	Ar	5.06 A - 1

San Jose	Lv	6.10 A - 1
Oakland	Ar	7.40 A - 1

San Jose	Lv	6.01 A - 1
San Francisco	Ar	7.20 A - 1

POWER GUIDE

Without helper San Luis Obispo
to Santa Margarita.
Use Guide Sheet 17.

NOTE

No. 373 (Coast Merchandise West)
operates daily except Saturday,
Sunday and holidays. Schedule
contemplates cars will be spotted
for unloading San Francisco
7.40 AM, Oakland 8.00 AM.

No. 335 handles from San Jose
traffic for Oakland arriving
in No. 373.

Late transloads may be added to
head end in reverse order.

Will pick up at Raymer autos
destined San Francisco Bay Area.

From Los AngelesTAGSBlocks (from rear)

(1) San Jose	320
(2) Milpitas	308
(3) Warm Springs	307
(4) Oakland TOFC	302
(5) Oakland multi-level autos (Extra pool caboose)	300
(6) San Francisco	310

(TOPS ID will be COLTN)

SCHEDULE

Indio	Lv	11.00 P
Colton	Ar	4.30 A

POWER GUIDEGuide Sheet

Indio - Colton	16
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NOTE

Colton Train operates Indio to Colton with traffic received off westbound El Paso Route trains.

This train handles Colton grain for inspection, and all traffic destined Colton and Colton connections to and including San Gabriel.

Blocks (from rear)TAGS

(1) Colton Grain Block	480
(2) Colton Block mill run	480

(TOPS ID will be CSO)

SCHEDULEPOWER GUIDEHP per ton

Pine Bluff	Lv	3.00 P - 1
Memphis	Ar	8.00 P - 1
Delivered SOU		8.00 P - 1

2.0

NOTE

CSO operates Pine Bluff, Arkansas,
to Birmingham, Alabama, through
Memphis, Tennessee, via SOU.

Blocks - (from rear)TAGS

(1)	Atlanta TOFC	829
(2)	GM&O	830
(3)	Birmingham	829
(4)	Knoxville	829
(5)	Chattanooga	829

(TOPS ID will be 258)

SCHEDULEPOWER GUIDEHP per ton

1.5

Denison	Lv	3.30 P - 1
Sherman	Lv	5.30 P - 1
Dallas	Lv	10.00 P - 1
Ennis	Ar	11.30 P - 1
Ennis	Lv	11.59 P - 1
Houston	Ar	9.00 A - 2

NOTE

No. 258 handles TOFC traffic and other traffic destined Houston and beyond.

Blocks (from rear)TAGS

(1) Houston TOFC	760
(2) Houston Route TOFC	760
(3) Ennis TOFC	720
(4) San Antonio TOFC	620
(5) El Paso	550
(6) Houston	760
(7) Ennis	720

(TOPS ID will be ENTUC)

SCHEDULE

Ennis	Lv	1.00 P - 1 CT
San Antonio	Ar	11.00 P - 1
San Antonio	Lv	11.59 P - 1
El Paso	Ar	11.59 P - 2
El Paso	Lv	11.59 P - 2 MT
Tucson	Ar	8.00 A - 3

POWER GUIDEHP per ton

Ennis - Tucson 2.0

NOTE

EN-TUC operates Ennis to Tucson with traffic originating in North Texas. May be filled on rear from Ennis to San Antonio with MUG empties.

BLOCKINGTAGS

From Ennis
Blocks (from rear)

- | | |
|---|---------------------------|
| (1) El Paso | 530 to
610 inc. |
| (2) Tucson and beyond
to but not including
Yuma. | 500,
510,
520 |
| (3) Yuma and beyond to
and including Indio. | 485 to
495 inc. |
| (5) Los Angeles "A" Yard
(Traffic destined
Los Angeles and
beyond, UP, ATSF,
and LA interchanges
inc. Chevrolet, Raymer) | 001 to
420 inc.
480 |
| (6) City of Industry
(Los Nietos traffic
and South Branches) | 440 to
477 inc. |

NOTE

San Antonio may fill with
El Paso and Tucson cars in
proper block.

(TOPS ID will be EPELA)

SCHEDULEPOWER GUIDEGuide Sheet

Los Angeles	Lv	7.00 P - 1
Yuma	Ar	6.00 A - 2 PT
Yuma	Lv	7.30 A - 2 MT
Tucson	L _v	
El Paso	Ar	3.30 A - 3

Los Angeles - Colton	7
Colton - Indio	15
Indio - Gila	7
Gila - Tucson	7
Tucson - Lordsburg	13
Lordsburg - El Paso	3

NOTE

EPE (El Paso East) handles Deming and beyond traffic. Deming traffic to be set out by this train at Deming.

From Los AngelesTAGSBlocks (from rear)

(1) El Paso	550-551- 552-553
(3) Deming	547

(TOPS ID will be EPW)

SCHEDULE

El Paso	Lv	3.00 P - 1 MT
Tucson		11.30 P - 1 MT
Yuma	Ar	7.00 A - 2 MT
Yuma	Lv	6.15 A - 2 PT
Indio	Ar	9.15 A - 2 PT

POWER GUIDEGuide Sheet

El Paso - Lordsburg	6
Lordsburg - Tucson	13
Tucson - Indio	6

NOTE

EPW (El Paso West) this train consists of El Paso originating traffic, including OFM traffic from Rock Island.

From TucsonTAGSBlocks (from rear)

- | | |
|---|---------------------|
| (1) El Paso to but not including Tucson. | 530 to 547 inc. |
| (2) Tucson and beyond to but not including Yuma. | 500, 510, 520 |
| (3) Yuma and beyond to and including Indio. | 485 to 495 inc. |
| (5) Los Angeles "A" Yard (Traffic destined Los Angeles and beyond, UP, ATSF, and LA interchanges inc. Chevrolet, Raymer). | 001 to 420 inc. 480 |
| (6) City of Industry (Los Nietos traffic and South Branches) | 440 to 477 inc. |

NOTE:

May move Tucson Block traffic on rear from El Paso.

(TOPS ID will be EUHOU)

SCHEDULEPOWER GUIDEGuide SheetHPPT

Eugene	Lv	11.59 P - PT - 1	Eugene - Oakridge	5	
Dunsmuir	Ar	1.15 P	Oakridge-Cascade Summit	14	
Dunsmuir	Lv	1.30 P	Cascade Summit-Mt. Hebron	2	
Roseville	Ar	9.00 P	Mt. Hebron-Dunsmuir	6	
Roseville	Lv	10.00 P	Dunsmuir - Gerber	4	
Bakersfield	Lv	9.00 A - 3	Gerber - Roseville	2	
Palmdale	Lv	2.00 P	Roseville-Bakersfield		1.0
Indio	Lv	11.59 P	Bakersfield - Summit	19	
Yuma	Ar	2.45 A - 4	Summit - Indio	15	
Yuma	Lv	4.00 A MT	Indio - El Paso		2.0
El Paso	Ar	8.00 P	El Paso - Houston		2.0
El Paso	Lv	10.00 P CT			
San Antonio	Lv	3.00 P - 5			
Houston	Ar	11.00 P			

NOTE

EUHOU traffic may be consolidated with PSSE connection from Eugene, and when consolidated with PSSE, the Pine Bluff and beyond traffic (PSSE traffic) must be entrained on head end.

BLOCKSTAGS

- | | | |
|-----|--------------------|---------|
| (1) | El Paso-El Paso-TP | 550-551 |
| | San Antonio | 610 to |
| | North Texas | 750 in- |
| | | clusive |
| (2) | Houston and beyond | 760 |

EUGENE MANIFEST
(TOPS ID will be EMF)

SCHEDULE

Portland	Lv	9.30 A - 1
Eugene	Ar	2.00 P - 1

POWER GUIDE

Division option.

NOTE

EUGENE MANIFEST operates Portland to Eugene with traffic received from connections by 1:00 AM.

BLOCKS

Mill run Albany and beyond.

TAGS

030 to
929
inclusive

(TOPS ID will be FFB)

SCHEDULE

Fresno	Lv	7.00 A - 1
Roseville	Ar	12.01 P - 1

POWER GUIDE

Division option.

NOTE

F (Fresno Block) operates with Perishable Zone One traffic from San Joaquin Valley for connection with Roseville Blocks from Roseville first day, and NCP from Roseville second day.

Basic blocking done in gathering areas.

To extent practicable, solid A Block trains will be operated.

From FresnoTAGSBlocks (from rear)

- | | |
|--|---|
| (1) Roseville and north | 001 to 230 inclusive except 105 and 110 |
| (2) DRGW Block mill run | 105 |
| (3) Block C to include traffic for Utah points directly east of Ogden to and including all points in Wyoming routed Ogden Gateway; also, traffic destined Nebraska State Line to and including Hershey, Nebraska; also, branches between Cheyenne and North Platte; Julesburg, Colorado, to and including La Salle, Colorado; Carr, Colorado, to but not including Brighton, Colorado. | 110 |
| (4) Block B to include traffic destined Brighton to Denver; also, stations east of Denver to but not including Topeka, Kansas. | 110 |
| (5) Block A to include traffic destined points on UP and connections North Platte, Nebraska, and beyond east and south; also, stations on UP and connections Menoken, Kansas and east. | 110 |
| (6) Wells Block. | |

June 1, 1972

(TOPS ID will be FLASP)

SCHEDULE

Received L&N		1:00 A - 1
Avondale	Lv	5.00 A - 1
Houston	Ar	7.00 P - 1

POWER GUIDE

3 Project Units HP per ton.

NOTE

FLA-SP (Florida-SP) handles traffic destined Houston, Indio, and beyond.

BLOCKS (from rear)TAGS

(1) Houston	760
(2) California	485
(3) Lake Charles	903

(TOPS ID will be FMS)

SCHEDULE

Ogden	Lv	12.30 A - 1
Roseville	Ar	5.00 P - 1
Roseville	Lv	6.00 P - 1
Oakland	Ar	9.15 P - 1
Oakland	Lv	10.15 P - 1
San Francisco	Ar	11.59 P - 1

POWER GUIDEHP per tonExpedited Days Only

Ogden - Roseville	2.5
Roseville-San Francisco	1.2

On Non-Expedited Days

Power requirements will be varied per advice from division Chief Train Dispatcher.

NOTE

FMS (Forwarder Merchandise Special) operates daily from Ogden to San Francisco with merchandise, TFC, mail, express and livestock reloaded after FW&R at Ogden, and perishable traffic not requiring icing or heater service en route. When humped at Roseville, San Francisco Block on head end.

From OgdenBLOCKS (from rear)TAGS

(1) San Francisco Block	310
(2) Oakland Block (including Niles Block traffic mill run)	300 305
(3) Auto parts - Warm Springs-Milpitas	307-308
(4) Roseville Block	050 200 to 295 in- clusive 320 to 929 in- clusive

(TOPS ID will be FNRFR)

SCHEDULEPOWER GUIDE

Roseville	Lv	12.01 P - 1	Division option.
Stockton		3.30 P - 1	
Fresno	Ar	8.30 P - 1	

NOTE

FX (Fresno Extra) originates Roseville and handles traffic for San Joaquin Valley destinations.

Picks up at Lodi, Stockton and Modesto traffic including Deming and beyond.

From RosevilleTAGSBlocks (from rear)

- | | | |
|-----|---|----------------------------|
| (1) | Fresno and beyond
(Lingard to Honby) | 273 to
295
inclusive |
| (2) | Modesto (Ripon to
Creegan) | 270 |

(TOPS ID will GGM)

SCHEDULEPOWER GUIDEGuide Sheet

Los Angeles	Lv	8.45 P - 1
San Luis Obispo	Ar	7.00 A - 2
San Luis Obispo	Lv	8.00 A - 2
San Jose	Ar	4.00 P - 2

Los Angeles - San Luis Obispo	6
San Luis Obispo - Santa Margarita	17
Santa Margarita-San Jose	2

NOTE

GGM (Golden Gate Manifest) will handle traffic for points King City and beyond to and including San Francisco-Oakland Bay Area. Includes perishable which requires re-icing at Watsonville Jct. Will pick up available traffic Oxnard, Surf, Guadalupe, San Luis Obispo, and Watsonville Jct. This connection may be filled on rear with Oakland traffic, Tag 300, tonnage permitting.

From Los AngelesTAGSBlocks (from rear)

(1) Salinas- Watsonville Block	323-327 400 to 406 in- clusive
(2) Oxnard set out	410

(TOPS ID will be GGM)

SCHEDULE

POWER GUIDE
Guide Sheet

Los Angeles	Lv	8.45 P - 1
San Luis Obispo	Ar	7.00 A - 2
San Luis Obispo	Lv	8.00 A - 2
San Jose	Ar	4.00 P - 2

Los Angeles-San Luis Obispo	6
San Luis Obispo-Santa Margarita	17
Santa Margarita-San Jose	2

NOTE

GGM (Golden Gate Manifest) will handle traffic for points King City and beyond to and including San Francisco-Oakland Bay Area. Includes perishable which requires re-icing at Watsonville Jct. Will pick up available traffic Oxnard, Surf, Guadalupe, San Luis Obispo and Watsonville Jct.

From Los Angeles

TAGS

Blocks (from rear)

(1) San Francisco -	310
San Jose Blocks	320
(Mill run)	
(2) Milpitas-Warm Springs	307-
Block	308
(3) Oakland Block	300

(TOPS ID will be GS)

SCHEDULE

(Chicago	Lv	11.00 A - 1 CT)
(Kansas City	Lv	12.15 A - 2 CT)
(Tucumcari	Ar	7.30 P - 2 CT)
Tucumcari	Lv	7.00 P - 2 MT
El Paso	Ar	2.30 A - 3
El Paso	Lv	3.00 A - 3
Tucson	Ar	9.30 A - 3
Tucson	Lv	10.00 A - 3
Yuma	Ar	2.55 P - 3 MT
Yuma	Lv	2.05 P - 3 PT
Los Angeles	Ar	9.30 P - 3
(Set out Block 4 Shop Yard)		

NOTE

GS (Gold Streak) operates from Tucumcari to Los Angeles with merchandise, TFC and perishable traffic not requiring icing or heater service en route, destined Los Angeles and beyond.

This train blocked by RI at Liberal, Kansas. Block 4 is separated with box cars on head end of block and TOFC cars on rear end of block.

POWER GUIDEHP per tonExpedited Days Only

Tucumcari - El Paso	4.0
El Paso - Tucson	4.0
Tucson - Indio	4.0
Indio - Los Angeles	4.0

Blocks (from rear)TAGSNo.Traffic

(2)	Tucson mail	520
(4)	(Shop Yard) Acme, Universal, Western Freight Merchandise, PMT-TOFC (box cars on head end - TOFC on rear of Block 4)	421
(5)	Los Angeles "A" Yard (Traffic destined Los Angeles and beyond, UP, ATSF, and LA interchanges including Chrevrolet, Raymer)	001 to 420 inc. 480
(6)	City of Industry (Los Nietos traffic and South Branches)	440 to 477 inc.

(TOPS ID will be GS)

SCHEDULEPOWER GUIDE

HP per ton

Expedited Days Only

(Chicago	Lv	11.00 A - 1 CT)	Tucumcari - El Paso	3.0
(Kansas City	Lv	12.15 A - 2 CT)	El Paso - Tucson	3.0
(Tucumcari	Ar	7.30 P - 2 CT)	Tucson - Indio	3.0
Tucumcari	Lv	7.00 P - 2 MT	Indio - Los Angeles	3.0
El Paso	Ar	2.30 A - 3		
(Set out Block 1)				
El Paso	Lv	3.00 A - 3	<u>Blocks</u> (from rear)	<u>TAGS</u>
Tucson	Ar	9.30 A - 3	(1) El Paso (including Acme & mail) and beyond to but not including Tucson.	530 to 553 inc.
(Set out Block 2)				
Tucson	Lv	10.00 A - 3	(2) Tucson and beyond to but not including Yuma. May also include general service empties.	500, 510, 520
Yuma	Ar	2.55 P - 3 MT		
Yuma	Lv	2.05 P - 3 PT	(3) Yuma and beyond to and including Indio	485 to 495 inc.
(Set out Block 3)				
Indio		4.30 P - 3	(5) Los Angeles "A" Yard (Traffic destined Los Angeles and beyond, UP, ATSF and LA interchanges inc. Chevrolet, Raymer)	001 to 420 inc. 480
Los Angeles	Ar	9.30 P - 3	(6) City of Industry (Los Nietos traffic and South Branches)	440 to 477 inc.

NOTE

GS (Gold Streak) operates from Tucumcari to Los Angeles with merchandise, TFC and perishable traffic not requiring icing or heater service en route, destined Los Angeles and beyond.

This train blocked by RI at Liberal.

(TOPS ID will be HLN)

SCHEDULE

Houston	Lv	1.00 P - 1
Avondale	Ar	4.00 A - 2
Delivered L&N		11.00 A - 2

POWER GUIDE

3 Project Units HP PER TON

NOTE

HLN (Houston-L&N Run Through)
handles traffic destined
New Orleans and beyond via L&N
Railroad.

BLOCKS (from rear)TAGS

(1) Birmingham TOFC	929
(2) Montgomery TOFC	929
(3) New Orleans Proper	929
(4) Montgomery	929
(5) Birmingham	929

(TOPS ID will be HSO)

SCHEDULE

Houston	Lv	10.00 P - 1
Avondale	Ar	1.00 P - 2
Delivered SOU		6.00 P - 2

POWER GUIDE

4 Project Units HP PER TON

NOTE

HSO (Houston-Southern Run Through) handles traffic destined Birmingham and beyond via Southern Railroad.

BLOCKS (From Rear)TAGS

(1)	New Orleans SOU TOFC	928
(2)	New Orleans TOFC	925
(3)	New Orleans Proper	925
(4)	Birmingham	928

(TOPS ID will be 144)

SCHEDULE

Houston	Lv	11.00 P - 1
Shreveport	Lv	8.30 A - 2
Pine Bluff	Ar	3.00 P - 2

POWER GUIDEHP per ton

Houston - Pine Bluff 2.0

NOTE

No. 144 handles traffic destined Pine Bluff and beyond, connects at Pine Bluff, Arkansas, with PC-1, PC-2, CBNW, CBO through East St. Louis and CSO, CLN through Memphis.

BLOCKS (From Rear)TAGS

(1) Pine Bluff loads	820
(2) Pine Bluff empties	820

(TOPS ID will be 257)

SCHEDULE

Houston	Lv	8.30 A - 1
Ennis	Ar	5.00 P - 1
Ennis	Lv	11.00 P - 1
Dallas	Ar	1.00 A - 2
Sherman	Ar	3.30 A - 2
Denison	Ar	4.30 A - 2

POWER GUIDEHP per ton

Houston - Denison	1.5
-------------------	-----

NOTE

No. 257 handles traffic destined
Dallas, North Texas and beyond.

BLOCKS (from rear)TAGS

(1) Dallas TOFC	720
(2) Dallas	720
(3) Sherman - KOG	720
(4) Sherman Proper	720
(5) Denison - MKT	720
(6) Ennis	720
(7) Ft. Worth	720
(8) Hearne	710
(9) TOFC (Other than Dallas)	720
(10) Waco	715

(TOPS ID will be FKSMW)

SCHEDULEPOWER GUIDEGuide Sheet

Klamath Falls	Lv	7.00 A - 1
Dunsmuir	Ar	11.59 A - 1
Dunsmuir	Lv	1.30 P - 1
Roseville	Ar	10.30 P - 1

Klamath Falls - Dunsmuir	6
Dunsmuir - Gerber	4
Gerber - Roseville	2

NOTE

KF-SMW (Klamath Falls-Shasta Manifest West) handles traffic destined Roseville and beyond, including perishable from Klamath Basin.

BLOCKS (from rear)TAGS

(1) Perishable	230
(2) Manifest	to 929
(3) Shorts	inclusive

(TOPS ID will be KFX)

SCHEDULE

Roseville	Lv	2.00 P - 1
Dunsmuir	Ar	1.00 A - 2
Klamath Falls	Ar	9.00 A - 2

POWER GUIDEGuide Sheet

Roseville - Gerber	2
Gerber - Redding	7
Redding - Delta	5
Delta - Dunsmuir	9
Dunsmuir - Mt. Shasta	17
Mt. Shasta - Grass Lake	11
Grass Lake - Klamath Falls	2

NOTE

KFX (Klamath Falls Extra) operates from Roseville with traffic Klamath Falls to and including Oakridge.

Picks up Marysville traffic destined Klamath Falls and north.

From RosevilleTAGSBLOCKS (from rear)

- | | |
|---|---------------------|
| (1) Klamath Falls BN traffic destined Pasco and beyond. (Loads and empties mill run). | 067 |
| (2) Klamath Falls BN traffic destined Klamath Falls and beyond, to but not including Pasco. (Loads and empties mill run). | 067 |
| (3) SP Klamath Falls traffic. | 067 |
| (4) Mt. Shasta Block (including traffic for Dunsmuir, Mt. Shasta and Weed). | 050,
055,
072 |

SCHEDULE

San Francisco	Lv	10.00 P - 0
-----	-----	-----
Oakland	Lv	12.01 A - 1
San Jose	Ar	1.30 A - 1
-----	-----	-----
San Jose	Ar	11.30 P - 0
San Jose	Lv	3.30 A - 1
Watsonville Jct.	Ar	5.00 A - 1
Watsonville Jct.	Lv	7.00 A - 1
San Luis Obispo	Ar	1.00 P - 1
San Luis Obispo	Lv	2.00 P - 1
Los Angeles	Ar	10.00 P - 1

NOTE

LA (Los Angeles Manifest) from both San Francisco and Oakland will handle traffic for San Luis Obispo and beyond. May consolidate with WPB from Watsonville Jct. to Los Angeles.

POWER GUIDEGuide Sheet

Oakland - San Jose	2
San Francisco - Santa Margarita	3
Santa Margarita - San Luis Obispo	17
San Luis Obispo - Los Angeles	6

From Watsonville Jct.TAGS

- (1) Operating time 420 to
departure of Oakland 547
LA from Oakland is inclusive
3.30 AM. Handles
traffic to and
including Deming
mill run. Will pick
up like traffic at
Newark. Bypasses
San Jose and
Watsonville Jct.
- (2) Operating time
departure of Bayshore
LA from Bayshore is
10.30 PM. Handles
traffic to and including
Deming. Also, handles
San Luis Obispo,
Guadalupe, Surf and
Oxnard blocked as
follows from rear end:
- (1) San Luis Obispo Block 400, 401
(to and including 405
Surf).
- (2) Los Angeles and 420 to
beyond. 547
inclusive
- (3) Oxnard Block (to 406, 410
and including
Chatsworth)
- (4) Perishable 420 to
929
inclusive

(TOPS ID will be LAHOU)

SCHEDULE

Los Angeles	Lv	4.00 P	PT 1
Yuma	Ar	1.05 A	2
Yuma	Lv	2.30 A	MT
El Paso	Ar	6.30 P	
El Paso	Lv	8.30 P	CT
San Antonio	Lv	1.30 P	3
Houston	Ar	9.30 P	

POWER GUIDEGuide Sheet

Los Angeles - Indio	15 <u>HPPT</u>
Indio - El Paso	2.0
El Paso - Houston	2.0

NOTE

LAHOU (Los Angeles - Houston)
handles traffic from Los Angeles
destined Houston and beyond.

BLOCKS

- (1) El Paso-El Paso-TP
San Antonio
North Texas
- (2) Houston and beyond

TAGS

550-551
610 to
750
inclusive
760

(TOPS ID will be LAMSL)

SCHEDULE

Los Angeles	Lv	3.00 P - 1
Yuma	Ar	12.05 A - 2 PT
Yuma	Lv	1.30 A - 2 MT
Tucson	Lv	- 2
El Paso	Ar	5.30 P - 2 MT
El Paso	Lv	7.30 P - 2 CT
San Antonio	Lv	12.30 P - 3 CT
Corsicana	Lv	8.45 P - 3 CT
Pine Bluff	Ar	7.30 A - 4 CT

POWER GUIDEGuide Sheet

Los Angeles - Colton	7
Colton - Indio	15
Indio - Gila	7
Gila - Tucson	7
Tucson - Lordsburg	13
Lordsburg - El Paso	3

NOTE

LAMSL (Los Angeles-Memphis-St. Louis) handles manifest traffic from Los Angeles destined Pine Bluff and beyond.

From Los AngelesTAGS

SSW - Pine Bluff	820
SSW - St. Louis (A&S)	842 to 850 inclusive

(Above tags mill run)

NOTE: Tag 720 (North Texas) may be added to rear from El Paso.

Will pick up at
City of Industry,
Yuma, Tucson, and
El Paso in Block.

(TOPS ID will be LHO)

SCHEDULE

Received L&N		2.00 A - 1
Avondale	Lv	5.00 A - 1
Houston	Ar	7.00 P - 1

POWER GUIDE

3 Project Units HP PER TON

NOTE

LHO (L&N-Houston Run Through)
handles traffic destined Houston and
beyond received off L&N Railroad at
New Orleans.

BLOCKS (from rear)

- (1) Houston
- (2) Beaumont
- (3) Lafayette

TAGS

760
792
913

(TOPS ID will be MBLCK)

SCHEDULE

Nogales	Lv	1.00 A - 1 MT
El Paso	Ar	8.45 P - 1

El Paso	Lv	12.45 A - 2
Tucumcari	Ar	10.40 A - 2

El Paso	Lv	1.45 A - 2 CT
San Antonio	Ar	4.45 P - 2
Corsicana	Ar	1.15 A - 3
East St. Louis	Ar	8.00 P - 3 CT

NOTE

M (Mexican) Blocks are operated for Mexican perishable freight traffic received Nogales, Arizona. M schedule is based on release of perishable by U. S. Custom, Nogales, Arizona, not later than 11.00 PM. Guaranteed cutoff time for delivery of perishable to T&L and TP at El Paso is 1.45 AM CT and to CRIP at Tucumcari 11.40 AM CT (on arrival).

May be consolidated with A Block at Tucson.

Number symbol used begins with first train operated January 1 of each year. Each block thereafter takes next sequential number.

POWER GUIDEGuide Sheet

Nogales - Tucson	Division Option.
Tucson - Lordsburg	13
Lordsburg - El Paso	3
El Paso - Tucumcari	6

BLOCKS (from rear)TAGSFrom Tucson

Mill run to El Paso

From El Paso via T&L

See A Block - Page 1.

Via CRIP

See A Block - Page 1.

(TOPS ID will be MSE)

SCHEDULEPOWER GUIDEHP per ton

Los Angeles	Lv	7.00 A - 1
Yuma	Ar	1.30 P - 1 PT
Yuma	Lv	2.45 P - 1 MT
El Paso	Ar	4.00 A - 2

Los Angeles - El Paso	3.0
El Paso - Tucumcari	3.0
El Paso - San Antonio	3.0
San Antonio - Pine Bluff	3.0

El Paso	Lv	4.30 A - 2 MT
Tucumcari	Ar	3.20 P - 2 MT
El Paso	Lv	5.30 A - 2 CT
San Antonio	Lv	7.30 P - 2
Houston	Ar	7.30 A - 3
Corsicana	Ar	2.00 A - 3
Memphis	Ar	5.00 P - 3
East St. Louis	Ar	5.00 A - 4

Blocks (from rear) TAGSFrom Los Angeles

(1) Tucson	520
(2) CRIP and El Paso proper	550-580
(3) El Paso TP	551
(4) San Antonio and Houston mill run	620 to 630 inc. 700 to 715 inc. 750, 756 760, 761, 780 to 795 inc. 903 to 929 inc.
(5) North Texas	720
(6) SSW Pine Bluff and St. Louis	820 and 842 to 850 inc.
(7) Memphis and beyond	825 to 830 inc.
(8) Houston autos	760
(9) El Paso autos	550

NOTE

MSE (Merchandise Special East) operates from Los Angeles daily. May be filled at El Paso with Phelps-Dodge copper and/or perishable if tonnage permits. Not to exceed 8000 ft. including units. When necessary to reduce MSE to keep within 8000 ft. train limit, Los Angeles will reduce Houston and El Paso autos and forward this traffic on head end LA-HOU. MSE is exempt from restriction of handling cars of gross weight of less than 50 tons within 5 cars of engine when average gross weight of train exceeds 60 tons per car between Los Angeles and El Paso.

(TOPS ID will be MTS)

SCHEDULE

El Paso	Ar	5.30 A - 1 CT
(Set out Block 1)		
El Paso	Lv	5.30 A - 1 MT
Tucson	Ar	12.55 P - 1
(Set out Block 2)		
Tucson	Lv	1.05 P - 1
Yuma	Ar	6.10 P - 1 MT
Yuma	Lv	5.15 P - 1 PT
(Set out Block 3)		
Indio		7.45 P - 1
City of Industry		11.59 P - 1
(Set out Block 6)		
Los Angeles	Ar	11.59 P - 1
(Set out Block 4 - Shop Yard)		

NOTE

MTS (MP-TP-SP) is direct connection off TP and operates from El Paso to Los Angeles with merchandise, TFC, and perishable traffic not requiring icing or heater service en route destined Los Angeles and beyond.

POWER GUIDEHP per ton

El Paso - Tucson 2.3

Tucson - Indio 2.0

Indio - Los Angeles without helper.
Use Guide Sheet 16.

Blocks (from rear)TAGSNo. Traffic

- | | | |
|-----|---|---------------------|
| (1) | El Paso (including Acme) and beyond to but not including Tucson. | 530 to 553 inc. |
| (2) | Tucson and beyond but not including Yuma. | 500, 510, 520 |
| (3) | Yuma and beyond to and including Indio. | 485 to 495 inc. |
| (4) | Los Angeles Shop Yard 421 Acme, Universal, Western Freight Merchandise, PMT-TOFC (Box cars on head end. TOFC on rear Block 4) | 421 |
| (5) | Los Angeles "A" Yard (Traffic destined Los Angeles, and beyond, UP, ATSF and LA interchanges, including Chrevrolet, Raymer. | 001 to 420 inc. 480 |
| (6) | City of Industry (Los Nietos traffic, and South Branches) | 440 to 477 inc. |

(TOPS ID will be NOPBW)

SCHEDULE

Avondale	Lv	9.00 P - 1
Lafayette	Lv	1.00 A - 2
Lake Charles	Lv	5.00 A - 2
Beaumont	Lv	8.30 A - 2
Houston	Ar	11.00 A - 2

POWER GUIDEHP per ton

Avondale-Houston	2.0
------------------	-----

NOTE

NOPBW (New Orleans Piggyback West) handles TOFC and manifest traffic New Orleans to Houston and beyond. Picks up at Lake Charles and Beaumont.

BLOCKS (from rear)TAGS

(1) Houston	760
(2) Beaumont	792
(3) Pine Bluff	820
(4) Lafayette	913
(5) New Iberia	920
(6) TOFC	760

SCHEDULE

Indio	Lv	5.00 A - 1
Bakersfield	Lv	8.50 P - 1
Fresno	Lv	12.20 A - 2
Roseville	Ar	6.00 A - 2
Roseville	Lv	9.30 A - 2
Portland	Ar	11.30 A - 3

POWER GUIDEGuide Sheet

Indio - Bakersfield	2.0 HPPT
Bakersfield-Roseville-Division Option.	
Roseville - Dunsmuir	9
Dunsmuir - Mt. Shasta	17
Mt. Shasta - Grass Lake	11
Grass Lake-Klamath Falls	2
Klamath Falls - Eugene	4
Eugene-Portland	-Division Option.

NOTE

Indio-NCP (Indio-North Coast
Perishable) train originates
Indio from Block 3, set outs off
GS-ABSM-BSM-MTS-TXN-EPW. Picks up
at Colton traffic originating
City of Industry and Colton.
TOFC must be on head end.
Picks up TOFC at Bakersfield, Fresno
and Stockton. Connects with No. 376
at Roseville.
Traffic picked up en route must be
entrained in proper block.
May be filled on rear with general
service empties from Indio.
Only one Indio NCP train per day
without authority of General Superintendent
of Transportation.

BLOCKS (from rear) TAGSFrom Indio

(1) Oakridge and beyond block (manifest)	001 and 030
(2) Perishable	
(3) TOFC	

From Colton

(1) Oakridge and beyond block (manifest)	001 and 030
(2) Perishable	
(3) TOFC	

From Roseville

(1) Oakridge and beyond block (manifest and perishable)	001 and 030
---	----------------

(TOPS ID will be NCPLA)

SCHEDULE

Los Angeles	Lv	8.00 A - 1
Fresno	Ar	9.30 P - 1
Fresno	Lv	10.30 P - 1
Roseville	Ar	4.00 A - 2
Roseville	Lv	9.30 A - 2
Dunsmuir	Ar	5.15 P - 2
Dunsmuir	Lv	5.45 P - 2
Eugene	Ar	7.15 A - 3
Eugene	Lv	7.45 A - 3
Portland	Ar	11.30 A - 3

POWER GUIDEGuide Sheet

Los Angeles-Bakersfield	-Division Option.
Bakersfield-Roseville	1
Roseville - Dunsmuir	9
Dunsmuir - Mt. Shasta	17
Mt. Shasta-Grass Lake	11
Grass Lake - Klamath Falls	2
Klamath Falls - Eugene	4
Eugene-Portland	-Division Option.

NOTE

NCP (Los Angeles North Coast Perishable)
train originates Los Angeles. Handles
perishable and manifest for points
Roseville and beyond.

From Los Angeles when sufficient
tonnage available, solid Oakridge and
beyond connection will be operated,
identified as Eugene NCP.

Only one LA-NCP train per day without
authority of General Superintendent of
Transportation.

BLOCKS (from rear)TAGSFrom Los Angeles

- | | |
|-----------------------------------|---|
| (1) Roseville and beyond
block | 001 to
237 in-
clusive
240,245 |
| (2) Perishable | 001 to
237 in-
clusive
240,245 |

NOTE: Will handle only perishable,
manifest, specially equipped
empties, and assigned paper
cars.

From Roseville

- | | |
|----------------------------------|----------------|
| (1) Oakridge and beyond
block | 001 and
030 |
| (2) Perishable routed
Chemult | 067 |

SCHEDULE

POWER GUIDE

FIRST TRAIN

Division option.

Roseville	Lv	11.30 A - 1
Schellville	Ar	4.30 P - 1

<u>BLOCKS</u> (from rear)	<u>TAGS</u>
---------------------------	-------------

(1) Eureka Block	245
(2) Willits Block	245
(3) Napa Jct. Block	240
(4) Cal-P Shorts	230

NOTE

Operates between Roseville and Schellville.

Schellville	Lv	7.00 A - 1
Roseville	Ar	11.00 A - 1

<u>BLOCKS:</u>	<u>TAGS</u>
----------------	-------------

Roseville-Sacramento Block. 230 to 295
(Block 3, which includes: 420 to 530
traffic to but not including Ogden
and Deming).

SECOND TRAIN

Roseville	Lv	10.00 P - 1
Schellville	Ar	3.00 A - 2

<u>BLOCKS</u> (from rear)	<u>TAGS</u>
---------------------------	-------------

(1) Eureka Block	245
(2) Willits Block	245
(3) Napa Jct. Block	240
(4) Cal-P Shorts	230

Schellville	Lv	5.00 A - 2
Roseville	Ar	10.00 A - 2

North and East traffic TAGS

(Block 2)	001 to 230
	550 to 929

(TOPS ID will be NWS)

SCHEDULE

Ogden	Lv	8.00 P - 1
Flanigan		9.30 A - 2
Klamath Falls	Ar	7.30 P - 2
Klamath Falls	Lv	9.30 P - 2
Portland	Ar	3.00 P - 3

POWER GUIDEHP per ton

Ogden - Eugene	2.5
Eugene - Portland	<u>Guide Sheet</u>
	Division option

NOTE

NWS (Northwest Special) will handle all traffic for destinations in the Pacific Northwest received from connections at Ogden.

Consolidates with other traffic at Eugene.

From OgdenTAGSBlocks (from rear)

- | | | |
|-----|---|----------------------|
| (1) | Oakridge and beyond loads and manifest empties except EFCX's. | 001 to 061 inclusive |
| (2) | Shorts, Klamath Falls and Medford | 050 to 080 inclusive |

SCHEDULE

POWER GUIDE
HP per ton

Chicago	Lv	9.00 A - 1 CT	Ogden-Oakland	4.0
North Platte	Ar	1.00 A - 2 CT		
North Platte	Lv	12.30 A - 2 MT		
Ogden	Ar	2.10 P - 2 MT		
Ogden	Lv	1.40 P - 2 PT		
Oakland	Ar	9.00 A - 3 PT		

NOTE

OMW (Overland Mail West) handles mail, forwarder merchandise and TFC traffic destined Sacramento and beyond. Not to exceed 45 cars and 3000 tons. Will reduce Sacramento-Stockton mail at Roseville.

From Ogden

TAGS

Blocks (from rear)

- | | |
|-------------------------------|---------|
| (1) Oakland mail | 300 |
| (2) Bay Area merchandise | 300-310 |
| (3) Sacramento-Stockton mail. | 235-264 |

(TOPS ID will be OPS)

SCHEDULEPOWER GUIDEGuide Sheet

(San Francisco	Lv	11.00 P - 0)	Oakland - Delta	7
(San Jose	Lv	2.00 A - 1)	Delta - Dunsmuir	9
Oakland	Lv	6.00 A - 1	Dunsmuir - Mt. Shasta	17
Davis	Ar	8.00 A - 1	Mt. Shasta - Grass Lake	11
Davis	Lv	8.30 A - 1	Grass Lake - Klamath Falls	2
Dunsmuir	Ar	3.30 P - 1	Klamath Falls - Eugene	4
Dunsmuir	Lv	3.45 P - 1		
Eugene		5.00 A - 2	Eugene - Portland	Division option
Portland	Ar	1.00 P - 2		

NOTE

OPS (Oakland-Portland Special)
 originates at Oakland and handles
 traffic only for Eugene and beyond.

Traffic destined Pacific Northwest
 departs San Francisco 11.00 PM day 0,
 and San Jose 2.00 AM day 1, and
 connects with OPS at Oakland day 1.
 Will not handle perishable or TFC.

BLOCKS

Mill run Oakridge and
 beyond.

TAGS

001 to
 061
 inclusive

(TOPS ID will be OS)

SCHEDULE

Eugene	Lv	11.59 P - 1
Klamath Falls	Ar	12.00 P - 2
Klamath Falls	Lv	3.00 P - 2
Flanigan		3.00 A - 3
Ogden	Ar	10.00 P - 3

NOTE

OS (Oregon Special) operates from Eugene to Ogden with both perishable and manifest.

BLOCKING NOTE:

UP Block B includes traffic destined Brighton to Denver, Denver proper and connections; also, stations east of Denver to but not including Topeka, Kansas.

UP Block C includes traffic for Utah points directly east of Ogden to and including all points in Wyoming routed Ogden Gateway; also, traffic destined Nebraska State Line to and including Hershey, Nebraska; also, branches between Cheyenne and North Platte, Julesburg, Colorado, to and including La Salle, Colorado; Carr, Colorado, to but not including Brighton, Colorado.

POWER GUIDE
Guide Sheet

Eugene - Oakridge	5
Oakridge-Cascade Summit	14
Cascade Summit-Klamath Falls	2
Klamath Falls-Alturas	6
Alturas - Sage Hen	15
Sage Hen - Carlin	6
Carlin - Ogden	11

From EugeneTAGSBLOCKS (from rear)

If solid DRGW train operated, it will be blocked from rear as follows:

- (1) Denver Gateway Block 105
- (2) Pueblo Gateway Block 105

If solid UP train operated, it will consist of:

Block A - includes traffic 110 destined points on UP and connections North Platte, Nebraska, and beyond; east and south; also, stations on UP and connections Menoken, Kansas, and east.

DRG shorts and UP Blocks	100
B and C move mill run to	105
Klamath Falls (KFS	110

connection) for consolidation with SOS cars off Siskiyou Line.

Klamath Falls: Blocked from rear as follows:

- (1) Denver-Pueblo Gateways
DRGW Shorts mill run
- (2) UP Block C
- (3) UP Block A
- (4) UP Block B

(See column to left)

(TOPS ID will be OVE)

SCHEDULE

San Francisco	Lv	2.00 A - 1
Oakland	Lv	9.00 A - 1
Roseville	Ar	1.00 P - 1
Roseville	Lv	5.00 P - 1
Ogden	Ar	4.00 P - 2

POWER GUIDEGuide Sheet

San Francisco - Oakland	2
Oakland - Roseville	6
Roseville - Norden	18
Norden - Carlin	2
Carlin - Ogden	11

From RosevilleTAGSBLOCKS (from rear) UP trains:

- (1) Block C to include 110
traffic for Utah
points directly east
of Ogden to and
including all points
in Wyoming routed
Ogden Gateway; also,
traffic destined
Nebraska State Line to
and including Hershey,
Nebraska; also, branches
between Cheyenne and
North Platte; Julesburg,
Colorado, to and
including La Salle,
Colorado; Carr, Colorado,
to but not including
Brighton, Colorado.
Block B to include 110
traffic destined
Brighton to Denver,
Denver proper and
connections; also,
stations east of Denver
to but not including
Topeka, Kansas. Blocks
B & C mill run.
- (2) Block A to include 110
traffic destined points
on UP and connections
North Platte, Nebraska,
and beyond east and
south; also, stations
on UP and connections
Menoken, Kansas, and east.

Blocks (from rear) DRGW trains:

- (1) DRGW shorts
(2) Denver Gateway Block
(3) Pueblo Gateway Block
(4) Wells set out

NOTE

OVE (Overland East) handles
traffic from San Francisco for
Roseville and beyond.

To extent practicable, solid "A"
Block train will be operated.

June 1, 1972

(TOPS ID will be 378)

SCHEDULE

Oakland	Lv	10.35 P - 0
Davis	Ar	12.15 A - 1
Davis	Lv	12.45 A - 1
Dunsmuir	Ar	6.15 A - 1
Dunsmuir	Lv	6.20 A - 1
Eugene	Ar	2.55 P - 1
Eugene	Lv	3.10 P - 1
Portland	Ar	6.50 P - 1

POWER GUIDEHP per ton

Oakland - Klamath Falls	3.5
Klamath Falls - Portland	1.5

NOTE

No. 378-PCE (Pacific Coast Expediter) handles merchandise and TFC traffic. Operates from Oakland daily except Sunday. Schedule contemplates TFC will be spotted at Brooklyn 7.35 PM.

From OaklandTAGSBlocks (from rear)

(1) TFC traffic destined Klamath Falls.	067
(2) Mail	001
(3) TFC destined Brooklyn Ramp	001
(4) Tigard autos	021
(5) TFC destined Portland BN and MILW autos	005 012
(6) Portland UP TFC	015
(7) TFC destined Eugene	030

(TOPD ID will be 377)

SCHEDULE

Portland	Lv	10.00 P - 0
Eugene	Lv	4.00 A - 1
Dunsmuir	Ar	1.45 P - 1
Dunsmuir	Lv	2.00 P - 1
Davis	Ar	8.00 P - 1
Davis	Lv	8.20 P - 1
Oakland	Ar	11.00 P - 1

POWER GUIDEHP per ton

Portland - Oakland 2.5

NOTE

No. 377-PCW (Pacific Coast Expediter) handles merchandise and TFC traffic. Operates from Portland daily except Sunday. Schedule contemplates TFC will be spotted Oakland 7.40 AM.

On days when TOFC, merchandise, and multi-level traffic does not justify operation of both No. 377 and TFC Special from Brooklyn, these connections may be combined from Brooklyn to Eugene.

Qualifying TFC traffic received from BN Klamath Falls received by 5:00AM will be forwarded same day. That received after 5:00AM will be forwarded following day.

From EugeneTAGSBLOCKS (from rear)

- | | | |
|-----|---|--|
| (1) | Klamath Falls | 067 |
| (2) | Empty multi-levels destined Warm Springs-Milpitas | 307-308 |
| (3) | TOFC traffic destined Oakland | 302 |
| (4) | TOFC traffic destined San Francisco and Coast points San Jose to and including Santa Barbara. | 310,320
323,327
400,401
405,406 |

NOTE: Any TFC traffic picked up Klamath Falls must be entrained in proper block.

(TOPS ID will be PNL)

SCHEDULE

Portland	Lv	(9.30 A - 1)
Eugene	Ar	(1.30 P - 1)
Eugene	Lv	9.00 P - 1
Dunsmuir	Ar	11.50 A - 2
Dunsmuir	Lv	12.01 P - 2
Roseville	Ar	7.30 P - 2
Roseville	Lv	9.05 P - 2
Los Angeles	Ar	5.00 P - 3

NOTE

PNL (Pacific Northwest-Los Angeles) operates from Eugene through to Los Angeles.

Los Angeles to forward Deming traffic and head end of EPE to set out at Deming.

POWER GUIDEGuide Sheet

Portland - Eugene	Division option.
Eugene - Oakridge	5
Oakridge - Cascade Summit	14
Cascade Summit - Mt. Hebron	2
Mt. Hebron - Dunsmuir	6
Dunsmuir - Gerber	4
Gerber - Roseville	2
Roseville - Bakersfield	1
Bakersfield-Los Angeles	- Division option.

BLOCKSTAGS

Los Angeles, City of Industry and Deming mill run.

420,460,
464,477,
547

Above blocks will be mill run from Eugene.

(TOPS ID will be PC/2)

SCHEDULEPOWER GUIDE
HP per ton

Pine Bluff	Lv	10.00 A - 1
East St. Louis	Ar	11.59 P - 1
East St. Louis	Lv	12.15 A - 2
Rose Lake (PC)	Ar	3.00 A - 2

Pine Bluff - East St. Louis	2.0
-----------------------------	-----

NOTE

PC-2 operates Pine Bluff, Arkansas,
to Indianapolis, Indiana, via
East St. Louis, A&S, PC.

BLOCKS (from rear)TAGS

(1) Selkirk	850
(2) Avon	850
(3) Stanley	850

(TOPS ID will be PC/1)

SCHEDULE

Pine Bluff	Lv	10.00 P - 1
East St. Louis	Ar	7.30 A - 2
East St. Louis	Lv	7.45 A - 2
Rose Lake (PC)	Ar	9.00 A - 2

POWER GUIDEHP per ton

Pine Bluff - East St. Louis 2.0

NOTE

PC-1 operates Pine Bluff, Arkansas,
to Columbus, Ohio, via
East St. Louis, A&S, PC.

BLOCKS (from rear)TAGS

(1) Columbus	850
(2) Enola	850

(TOPS ID will be PNW)

SCHEDULE

Phoenix	Lv	1.00 A - 1
Yuma	Ar	7.00 A - 1 MT
Yuma	Lv	7.00 A - 1 PT
Indio	Ar	10.00 A - 1
Los Angeles	Ar	11.59 P - 1

POWER GUIDEGuide Sheet

Phoenix - Yuma	3
Yuma - Indio	6

NOTE

PNW (Phoenix Northwest) will handle westward perishable and manifest traffic.

BLOCKS (from rear)TAGS

(1) Yuma - empty boxes and flats - mill run	490 to 500 inclusive
(2) Los Angeles Shops	421
(3) "A" Yard - City of Industry-Indio Block - mill run	*485
(4) El Centro Block	490 493

* 485 includes Tags 001 to 480.

(TOPS ID will be PBWD)

SCHEDULE

Houston	Lv	8.00 P - 1
Ennis	Ar	3.25 A - 2
Ennis	Lv	3.45 A - 2
Dallas	Ar	6.30 A - 2
Sherman	Ar	9.00 A - 2
Denison	Ar	4.00 P - 2

POWER GUIDEHP per ton

Houston - Denison 1.5

NOTE

No. 345 (PBW) handles TFC traffic destined Dallas and beyond.

BLOCKS (from rear)TAGS

(1) Dallas TOFC	720
(2) Hearne	710
(3) Dallas	720
(4) Mixed	720
(5) Ft. Worth	720
(6) TOFC (Other than Dallas)	720

(TOPS ID will be 143)

SCHEDULE

Pine Bluff	Lv	9.00 A - 1
Shreveport	Lv	3.30 P - 1
Houston	Ar	2.00 A - 2

POWER GUIDEHP per ton

Pine Bluff - Houston	2.0
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NOTE

No. 143 handles traffic destined Houston and beyond, and multi-level autos destined Shreveport.

BLOCKS (from rear)TAGS

(1) Shreveport (autos)	789
(2) Houston (Acme)	760
(3) Houston TOFC (Acme)	760
(4) Houston and beyond TOFC	760
Laredo Auto Parts	630
(5) Houston Proper	760

(TOPS ID will be PSSE)

SCHEDULEPOWER GUIDEGuide Sheet
HPPT

Eugene	Lv	11.00 P - 1	Portland-Eugene	Division option	
Dunsmuir	Lv	12.30 P - 2	Eugene-Oakridge	5	
Roseville	Ar	8.00 P - 2	Oakridge-Cascade Summit	14	
Roseville	Lv	9.00 P - 2	Cascade Summit-Mt. Hebron	2	
Fresno	Lv	2.00 A - 3	Mt. Hebron-Dunsmuir	6	
Bakersfield	Lv	8.00 A - 3	Dunsmuir-Gerber	4	
Palmdale	Lv	1.00 P - 3	Gerber-Roseville	2	
Colton	Lv	5.00 P - 3	Roseville-Bakersfield	1.0	
Indio	Lv	11.00 P - 3	Bakersfield-Summit	19	
Yuma	Ar	1.45 A (PST)-4	Summit-Indio	15	
Yuma	Lv	3.00 A (MST)-4	Indio-El Paso	2.5	
El Paso	Ar	7.00 P (MST)-4	El Paso-Pine Bluff	2.0	
El Paso	Lv	9.00 P (CST)-4			
San Antonio	Lv	2.00 P - 5			
Corsicana	Lv	10.15 P - 5	<u>From Eugene</u>	<u>Tags</u>	
Pine Bluff	Ar	9.00 A - 6	<u>BLOCKS</u>		

NOTE

PSSE (Portland Sunset East) operates Eugene to Pine Bluff with traffic destined Pine Bluff and beyond. Roseville to cut out El Paso and Houston cars.

SMW fill (Roseville Block traffic) may be added on rear.

- | | | |
|-----|------------------------|---|
| (1) | Pine Bluff and beyond. | 820 to 850 inc. |
| (2) | Houston and beyond. | 760-761 780 to 795 inc. 903 to 929 inc. |
| (3) | El Paso | 550, 551 610 to 756 inc. |

(TOPS ID will be PXF)

SCHEDULE

Tucson	Lv	7.30 P - 1
Phoenix	Ar	11.30 P - 1

POWER GUIDE

Tucson - Phoenix	Division option.
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NOTE

PXF (Phoenix Freight) handles traffic
destined Phoenix areas.

From Tucson

Phoenix manifest

TAGS

510

(TOPS ID will be PXM)

SCHEDULE

Los Angeles	Lv	9.30 A - 1
Yuma	Ar	8.00 P - 1 PT
Yuma	Lv	10.00 P - 1 MT
Phoenix	Ar	2.00 A - 2

POWER GUIDEGuide Sheet

Los Angeles - Colton	7
Colton - Indio	15
Indio - Phoenix	6

NOTE

PXM (Phoenix Manifest) handles traffic for points on Phoenix line.
 From Coast Route connects with 374 at Los Angeles.
 From San Joaquin Valley Route connects with TOFC Special.
 Picks up at Colton. Tucson traffic may be handled to Yuma.

From Los AngelesBLOCKS (from rear)TAGS

(1) Yuma Block	495 500
(2) Phoenix Area Block	510

(TOPS ID will be RGV)

SCHEDULEPOWER GUIDEHP per ton

Brownsville	Lv	11.00 P - 1
McAllen	Lv	3.00 A - 2
Alice	Lv	2.00 P - 2
San Antonio	Ar	10.00 P - 2
San Antonio	Lv	1.00 A - 3
Pine Bluff	Lv	11.00 P - 3
East St. Louis	Ar	11.59 A - 4

Brownsville - East St. Louis

1.75

NOTE

RGV (Rio Grande Valley) handles perishable traffic out of the Rio Grande Valley destined Pine Bluff and beyond.

BLOCKS (from rear)TAGS

(1) North Texas	720
(2) SSW	820
(3) SSW Perishables	820

(TOPS ID will be RVB)

SCHEDULE

Roseville	Lv 10.00 P - 1
Ogden	Ar 10.50 P - 2 PT

POWER GUIDEHP per ton

Roseville - Norden	3.0
Norden - Ogden	1.8

Can operate under OVE
Power Guide, Page 43,
if necessary.

NOTE

R (Roseville) Blocks operated for eastward perishable traffic concentrated at Roseville.

Cutoff time for delivery of perishable to UP is 11.50PM MT (on arrival), and to DRGW 2:00AM MT. Guaranteed schedule contemplates departure Roseville 10.00PM PT day 1, and arrival Ogden 10.50PM PT day 2. Guaranteed cutoff time for delivery of perishable to UP is 11.50PM MT day 2, and to DRGW 2.00AM day 3.

To extent practicable, solid A Block trains will be operated.

From RosevilleTAGSBLOCKS (from rear)

- (1) DRGW Block - mill run 105
- (2) Block C to include 110 traffic for Utah points directly east of Ogden to and including all points in Wyoming routed Ogden Gateway; also, traffic destined Nebraska State Line to and including Hershey, Nebraska; also, branches between Cheyenne and North Platte, Julesburg, Colorado, to and including La Salle, Colorado; Carr, Colorado, to but not including Brighton, Colorado.
- (3) Block B to include 110 traffic destined Brighton to Denver, also, stations east of Denver to but not including Topeka, Kansas
- (4) Block A to include 110 traffic destined points on UP and connections North Platte, Nebraska, and beyond, east and south; also, stations on UP and connections Menoken, Kansas, and east.
- (5) Wells Block.

(TOPS ID will be RVCO)

SCHEDULE

Roseville	Lv	5.00 A - 1
Polk	Lv	5.40 A - 1
Fresno	Lv	12.55 P - 1
Bakersfield	Lv	5.25 P - 1
Palmdale	Lv	10.25 P - 1
Colton	Ar	2.35 A - 2
Colton	Lv	4.35 A - 2
Yuma	Ar	10.00 A - 2

POWER GUIDEGuide Sheet

Roseville - Bakersfield	1
Bakersfield - Summit	19
Summit - Indio	15
Indio - Yuma	6

NOTE

Roseville-Colton operates Roseville to Yuma via Palmdale-Colton cutoff.

BLOCKSTAGS

(1) Colton, Indio, and	480
El Centro mill run	485
	490
	493
(2) Yuma and beyond	495
to but not including	500
Deming	510
	520
	530

(TOPS ID will be SSERV)

SCHEDULEPOWER GUIDE
Guide Sheet

Roseville	Lv	3.00 A - 1
Fresno	Ar	9.30 A - 1
Fresno	Lv	10.00 A - 1
Bakersfield	Ar	2.30 P - 1
Bakersfield	Lv	3.00 P - 1
Colton		2.30 A - 2
Yuma	Ar	7.30 A - 2 PT
Yuma	Lv	9.00 A - 2 MT
Tucson	Ar	- 2
El Paso	Ar	4.00 A - 3 MT

Roseville - Bakersfield	1
Bakersfield-Yuma	Division option
Yuma - Tucson	7
Tucson - Lordsburg	13
Lordsburg - El Paso	3

NOTE

RV-SSE (Roseville Sunset East) operates Roseville to El Paso via Palmdale-Colton Cutoff. Handles traffic for El Paso and beyond. Will handle perishable on rear end for connection with Colton Block at Yuma. Deming traffic will be handled on VXE.

BLOCKSTAGS

- | | |
|---|---|
| (1) El Paso, San Antonio and North Texas mill run | 552-553
550,551
610 to
750 in-
clusive
756 |
| (2) Houston and beyond | 760 |
| (3) Pine Bluff and beyond | 820 to
850 in-
clusive |

NOTE: Above tags mill run from Roseville. San Joaquin Division may fill in block

(TOPS ID will be SCLSP)

SCHEDULE

(Hamlet	Lv 7.00 P - 1 ET SCL
New Orleans	Ar 10.30 P - 2 CT LN)
New Orleans	Lv 10.35 P - 2
Houston	Ar 8.30 A - 3
Houston	Lv 9.30 A - 3
San Antonio	Ar 4.00 P - 3
San Antonio	Lv 4.30 P - 3
El Paso	Ar 6.00 A - 4 CT
El Paso	Lv 5.30 A - 4 MT
Yuma	Ar 6.10 P - 4 MT
Yuma	Lv 5.15 P - 4 PT
Los Angeles	Ar 11.59 P - 4 PT

NOTE

SCL-SP (SCL/SP) operates from Hamlet, North Carolina, to Los Angeles via SCL-Birmingham-LN-New Orleans-SP. Handles traffic destined Houston and beyond. From Hamlet will have two blocks; i.e.: Houston Block which includes traffic destined short of San Bernardino. California Block which includes traffic destined Los Angeles and beyond.

POWER GUIDEHP per ton

New Orleans-San Antonio	3.0
San Antonio-Tucson	3.5
Tucson-Indio	2.0
Indio-Los Angeles	2.5

BLOCKS (from rear)TAGS

From Houston

- | | |
|-----------------------|-----------|
| (5) ("A" Yard) loaded | 001 |
| traffic destined | to 421 |
| SP, Los Angeles | inclusive |
| industries, LA | 480, |
| interchanges and | 485 |
| Los Angeles and | |
| beyond. | |
| (6) City of Industry | 440 |
| set out, | to 477 |
| Los Nietos traffic | inclusive |
| and south branches. | |

(TOPS ID will be SF/)

SCHEDULEPOWER GUIDEHP per ton

Indio	Lv	3.00 A - 1
Los Angeles	Lv	10.00 A - 1
San Luis Obispo	Ar	4.45 P - 1
San Luis Obispo	Lv	5.00 P - 1
San Francisco	Ar	1.00 A - 2
Oakland	Ar	3.00 A - 2

Indio - Oakland 2.5

NOTE

SF (San Francisco Manifest) originates at Indio. Comprised of traffic from Block 3, set outs off GS-ABSM-BSM-TXN-MTS-EPW.

Blocks (from rear)TAGS

- | | | |
|-----|---|---------------------------|
| (1) | San Francisco Block
(San Bruno to
San Francisco
inclusive) | 310 |
| (2) | Auto parts-
Warm Springs-
Milpitas-Oakland
merchandise. | 307-
308
300
303 |
| (3) | San Jose-Niles Block
extra caboose | 305
320 |

(TOPS ID will be SJX)

SCHEDULE

Roseville	Lv	11.30 P - 1
Tracy	Ar	3.30 A - 2
Tracy	Lv	3.45 A - 2
San Jose	Ar	8.00 A - 2

POWER GUIDE

Division option.

NOTE

SJX (San Jose Extra) handles San Jose and Coast Line traffic arriving Roseville in WCM, BCW, and FMS connections. SJX protects pick up of auto parts off WP and ATSF at Stockton, and will set out at Warm Springs and Milpitas.

BLOCKS (from rear)TAGS

(1) San Jose

320 to
400 in-
clusive

(2) Milpitas

308

(3) Warm Springs

307

(TOPS ID will be SLE)

SCHEDULEPOWER GUIDEGuide Sheet

Roseville	Lv	12.01 P - 1
Ashland	Ar	8.00 A - 2
Ashland	Lv	9.00 A - 2
Eugene	Ar	11.59 P - 2

Roseville - Eugene	Division option.
--------------------	---------------------

NOTE

SLE (Siskiyou Line East) operates from Roseville with traffic destined points on Siskiyou Line, Black Butte to and including Roseburg.

BLOCKS (from rear)TAGS

(1) Ashland empties	050, 055
(2) Ashland and beyond loads	050, 055

(TOPS ID will be SLW)

SCHEDULE

Eugene	Lv	11.00 P - 0
Ashland	Ar	5.00 P - 1
Dunsmuir	Ar	11.00 A - 2
Roseville	Ar	10.30 P - 2

POWER GUIDE

Division option.

NOTE

SLW (Siskiyou Line West) handles
all westbound Siskiyou Line traffic.

From AshlandTAGS

BLOCKS (from rear)

- | | |
|--------------------------------------|------------------------------|
| (1) Medford perishable | 050 |
| (2) Roseville and beyond
manifest | 230 to
929 in-
clusive |

NOTE: Picks up similar
traffic at Upton and
Mt. Shasta.

(TOPS ID will be SMV)

SCHEDULEPOWER GUIDEGuide Sheet

Guadalupe	Lv	8.30 P - 0	Guadalupe - Los Angeles - Division
Los Angeles	Ar	4.30 A - 1	option
(Colton)	Lv	11.00 A - 1)	

NOTE

SMV (Santa Maria Vegetable Block) originates at Guadalupe and operates through to Colton for connection with Colton Block traffic from Los Angeles same day. Perishable from Santa Maria Valley Railroad to be interchanged Guadalupe not later than 8.00 PM PT.

Colton Block perishable from Los Angeles area moved to Colton ahead of SMV for servicing prior to arrival of SMV. SMV and Colton-Los Angeles perishable consolidated at Colton to form C Block.

Blocks (from rear)TAGS(From Oxnard)

(1) Rock Island Block	580
(2) T&L - TP Block	*550 and 551, 552 553
(3) Los Angeles Block	420 421

(From Los Angeles)

(1) Rock Island Block	580
(2) T&L - TP Block	*550 and 551, 552, 553

* 550 includes Tags 610 to 929 inclusive (Tags east of El Paso)

(TOPS ID will be SMW)

SCHEDULEPOWER GUIDEGuide Sheet

Portland	Lv	(9.30 A - 1)
Eugene	Ar	(1.30 P - 1)
Eugene	Lv	11.30 P - 1
Klamath Falls	Ar	8.30 A - 2
Klamath Falls	Lv	10.15 A - 2
Dunsmuir	Ar	3.15 P - 2
Dunsmuir	Lv	3.30 P - 2
Roseville	Ar	11.30 P - 2

Portland-Eugene	Division option
Eugene-Oakridge	5
Oakridge-Cascade Summit	14
Cascade Summit-Mt. Hebron	2
Mt. Hebron-Dunsmuir	6
Dunsmuir-Gerber	4
Gerber-Roseville	2

NOTE

SMW (Shasta Manifest West) will handle traffic to Roseville for Central California area.

BLOCKSTAGS

Mill run traffic for	140 to
Roseville area (including	165 inc.
NWP) and Coast destina-	200 to
tions to but not	245 inc.
including Chatsworth.	and
	320 to
	410 inc.

Includes traffic for	250 to
Lathrop, Manteca, Calla,	295 inc.
Tracy, and Lingard to	
and including Honby.	

Mill run traffic for	480 to
Colton and beyond to but	530 inc.
not including Deming.	

(TOPS ID will be SHO)

SCHEDULE

Received	SOU		11.00 P - 1
Avondale		Lv	1.30 A - 2
Houston		Ar	4.00 P - 2

POWER GUIDE

4 Project Units HP PER TON

NOTE

SHO (Southern-Houston Run Through) handles traffic destined Houston and beyond received from Southern Railroad at New Orleans.

BLOCKS (from rear)TAGS

(1)	Houston	760
(2)	Beaumont TOFC	792
(3)	Lake Charles TOFC	903
(4)	Lafayette TOFC	913

(TOPS ID will be SPFLA)

SCHEDULE

Houston	Lv	1.00 P - 1
Avondale	Ar	4.00 A - 2
Delivered L&N		11.00 A - 2

POWER GUIDE

3 Project Units HP PER TON

NOTE

SP-FLA(SP-Florida)
handles traffic destined Beaumont,
Lake Charles, Lafayette, New Orleans
and beyond for connections other than
Southern Railroad.

BLOCKS (from rear)TAGS

(1) New Orleans TOFC	925
(2) Lafayette TOFC	913
(3) Lake Charles TOFC	903
(4) Beaumont	792
(5) Lake Charles	903
(6) Lafayette	913
(7) New Orleans Proper	925
(8) Florida	929

(STARPACER)
(TOPS ID will be 375/6)SCHEDULEPOWER GUIDEHP per ton

Los Angeles	Lv	12.01 A - 1
Bakersfield	Ar	5.15 A - 1
Bakersfield	Lv	5.30 A - 1
Fresno	Ar	8.00 A - 1
Fresno	Lv	8.20 A - 1
Stockton		10.40 A - 1
Roseville	Ar	12.25 P - 1
Roseville	Lv	1.15 P - 1
Dunsmuir	Ar	6.15 P - 1
Dunsmuir	Lv	6.20 P - 1
Klamath Falls	Ar	9.20 P - 1
Klamath Falls	Lv	9.40 P - 1
Eugene	Ar	2.45 A - 2
Eugene	Lv	2.55 A - 2
Portland	Ar	6.30 A - 2

Los Angeles-Bakersfield	3.5
Bakersfield-Roseville	1.5
Roseville-Klamath Falls	3.5
Klamath Falls-Portland	1.5

From Los Angeles TAGSBlocks (from rear)

(1)	Fresno	273
(2)	Klamath Falls	067
(3)	Brooklyn ramp, Portland proper and PT mill run with Brooklyn ramp traffic on rear	001
(4)	Eugene, Albany, Salem (includes all Portland BN routed traffic) mill run including merchandise destined Medford, Oregon (Coast Carloading and Superior Fast Freight)	005 025 030 050
(5)	Sacramento (Roseville ramp) mail, Roseville, Sparks, Ogden and beyond.	230,235 160,100 105,110
(6)	Stockton	264
(7)	Bakersfield	282

From Roseville

(1)	See above #3
(2)	See above #4
(3)	See above #5 with Block 4 traffic added at Roseville on head end.

NOTE

No. 375-376 (STARPACER) operates from Los Angeles to Portland with merchandise and TFC. Operates from Los Angeles daily except Monday. Schedule contemplates TFC will be spotted for unloading at Brooklyn 7:15 AM. Merchandise destined Medford, Oregon, to be forwarded from Roseville on MSLE connection, 12:01 AM day 2 with arrival Medford 8:00 PM day 2. If MSLE does not operate, this traffic to be forwarded on SLE from Roseville, 12:01 PM day 2 for arrival Medford 8:00 AM day 3, with spotting SAP. When two sections operated from Los Angeles, they will be blocked as follows from rear end:

FIRST SECTION:SECOND SECTION:

(1)	See above #2	(1)	See above #1
(2)	See above #3	(2)	See above #5
(3)	See above #4	(3)	See above #6
(4)	See above #5	(4)	See above #7

STE

(TOPS ID will be STE)

SCHEDULE

San Jose	Lv	11.00 A - 1
Tracy	Ar	4.00 P - 1

POWER GUIDE

Division option.

NOTE

STE (San Jose-Tracy Extra) will handle traffic destined Tracy-Polk and San Joaquin Valley. Connects at Tracy with San Joaquin Valley trains.

BLOCKS

Mill run Tracy and beyond

(TOPS ID will be SV/)

SCHEDULE

Watsonville Junction Lv 1.00 A - 1

Roseville Ar 8.45 A - 1

(Connects with R Block)

POWER GUIDE

Division option

NOTE

SV (Salinas Vegetable Block) operates through to Roseville for connection with Roseville Blocks eastward from that point on first day and with NCP on second day.

Basic blocking done in gathering areas.

To extent practicable, solid A Block trains will be operated.

TFC, if any, scheduled for connection with No. 376 at Roseville will be on head end followed by any perishable destined Pacific Northwest.

Pick up at Snoboy must be entrained behind TFC.

From Watsonville Jct.TAGSBLOCKS (from rear)

- (1) DRGW Block - mill run 105
- (2) Block C to include 110
traffic for Utah
points directly east
of Ogden to and
including all points
in Wyoming routed
Ogden Gateway, also.
traffic destined
Nebraska State Line
to and including
Hershey, Nebraska,
also, branches between
Cheyenne and North Platte;
Julesburg, Colorado, to
and including La Salle,
Colorado; Carr, Colorado,
to but not including
Brighton, Colorado.
- (3) Block B to include 110
traffic destined
Brighton to Denver;
also, stations east
of Denver to but not
including Topeka, Kansas.
- (4) Block A to include 110
traffic destined
points on UP and
connections
North Platte, Nebraska,
and beyond, east and
south; also, stations
on UP and connections
Menoken, Kansas, and east.
- (5) Wells Block

(TOPS ID will be TSN)

SCHEDULE

Houston	Lv	5.00 P - 1
Shreveport	Ar	5.30 A - 2
Pine Bluff	Ar	10.00 A - 2

POWER GUIDE

Houston - Pine Bluff	HP per ton
	2.0

NOTE

TSN (Texas Streak North) handles traffic destined Pine Bluff and beyond, connects at Pine Bluff with PC-1, PC-2, CBO, CBNW run through trains via East St. Louis and CSO, and CLN run through trains via Memphis.

BLOCKS (from rear)

- (1) Pine Bluff and beyond empties
- (2) Pine Bluff and beyond loads
- (3) Pine Bluff and beyond TOFC

TAGS

820 to 850 in- clusive
820 to 850 in- clusive
820 to 850 in- clusive

(TOPS ID will be TSS)

SCHEDULEPOWER GUIDEHP per ton

East St. Louis	Lv	8.00 A - 1
Pine Bluff	Ar	6.00 P - 1
Pine Bluff	Lv	6.30 P - 1
Shreveport	Ar	9.30 P - 1
Houston	Ar	6.00 A - 2

East St. Louis - Houston 2.0

NOTE

TSS (Texas Streak South) handles
TFC and merchandise traffic
destined Houston.

BLOCKS (from rear)TAGS

(1)	Houston Freight Forwarder boxcar	760
(2)	Houston TOFC	760
(3)	Laredo Auto Parts	630
(4)	Houston Proper	760

(TOPS ID will be TFC)

SCHEDULEPOWER GUIDEHP per ton

Portland	Lv	10.00 P - 0
Eugene	Lv	1.25 A - 1
Klamath Falls	Ar	6.55 A - 1
Dunsmuir	Ar	10.20 A - 1
Dunsmuir	Lv	10.30 A - 1
Roseville	Ar	4.00 P - 1
Roseville	Lv	5.15 P - 1
Stockton	Ar	6.50 P - 1
Fresno	Ar	9.25 P - 1
Fresno	Lv	9.45 P - 1
Bakersfield	Ar	12.25 A - 2
Bakersfield	Lv	12.45 A - 2
Los Angeles	Ar	6.20 A - 2

Portland - Roseville	2.5
Roseville - Bakersfield	1.5
Bakersfield - Los Angeles	4.0

BLOCKS (from rear) TAGS

- | | | |
|-----|--|------------|
| (1) | TOFC traffic destined
Roseville (Includes
Reno) | 160
230 |
| (2) | TOFC traffic destined
Stockton | 264 |
| (3) | TOFC traffic destined
Fresno | 273 |
| (4) | TOFC traffic destined
Bakersfield | 282 |
| (5) | Empty multi-levels
for Los Angeles
(Raymer-South Gate) | 415
442 |
| (6) | TOFC traffic destined
Phoenix/Tucson
and beyond | 510
520 |
| (7) | TOFC traffic destined
Los Angeles | 420
421 |

NOTE

TFC Special operates from Brooklyn daily. Schedule contemplates TFC will be spotted Los Angeles 7.25 AM.

May consolidate with No. 377 Brooklyn to Eugene.

TOFC traffic picked up en route must be entrained in proper blocks.

Qualifying traffic received from BN Klamath Falls by 5:00 AM will be forwarded same day. Traffic received after 5:00 AM will be forwarded following day.

(TOPS ID will be TXN)

SCHEDULEPOWER GUIDEHP per ton

Houston	Lv	10.00 P - 0
San Antonio	Lv	6.00 A - 1
El Paso	Ar	11.00 P - 1 CT
El Paso	Lv	11.00 P - 1 MT
Indio	Ar	2.00 P - 2 PT

Houston - San Antonio	2.0
San Antonio - Tucson	2.5
Tucson - Indio	1.3

NOTE

TXN (Texan) operates Houston to Indio. If volume of traffic warrants operation of two sections of TXN from Houston, first section to contain Blocks 4, 3, 6 and 5, and second section to be operated with Blocks 1 and 2. TXN from Houston not to exceed 125 cars.

Blocks (from rear)TAGSFrom Houston

(4)	Shop Yard (to be cut out at San Antonio for first section BSM)	421
(1)	El Paso Block	530 to 553 inc. 610
(2)	Tucson Block	500 510 520
(3)	Yuma and beyond City of Industry mill run	440 to 477 inc. 485 to 495
(5)	"A" Yard Block	001 to 420 inc. 480

From San Antonio

(3)	Yuma and beyond to and including Indio.	485 to 495 inc.
(5)	Los Angeles "A" Yard (Traffic destined Los Angeles and beyond, UP, ATSF and LA interchanges inc. Chevrolet, Raymer)	001 to 420 inc. 480
(6)	City of Industry (Los Nietos traffic and South Branches)	440 to 477 inc.

(Blocks 3, 5 and 6 are mill run)

(Blocks 1 and 2 may be handled on an El Paso manifest)

Revised August 31, 1972

(TOPS ID will be VXE)

SCHEDULEPOWER GUIDEGuide Sheet

Roseville	Lv	12.01 A - 1
Fresno	Ar	8.00 A - 1
Fresno	Lv	9.30 A - 1
Bakersfield	Ar	2.30 P - 1
Bakersfield	Lv	5.00 P - 1
Los Angeles	Ar	3.00 A - 2

Roseville - Bakersfield	1
Bakersfield-Los Angeles - Division option	

NOTE

VXE (Valley Extra East) originates Roseville. May be filled at Roseville with Fresno and Bakersfield Block traffic.

Section of VXE may be originated on San Joaquin Division.

BLOCKSTAGS

Los Angeles Block	420
	460
	464
	477
Deming Block	547

Above two blocks mill run

(TOPS ID will be VXWIV)

SCHEDULE

Indio	Lv	6.00 A - 1
Colton	Ar	10.00 A - 1
Bakersfield	Ar	10.00 P - 1
Bakersfield	Ar	12.01 A - 2
Fresno	Ar	3.00 A - 2
Fresno	Lv	5.00 A - 2
Roseville	Ar	11.45 A - 2

POWER GUIDEHP per ton

Indio - Bakersfield	2.0
Bakersfield - Roseville - Division option	

NOTE

IV-VXW (IV-Valley Extra West) schedule originates at Indio and operates via Palmdale-Colton cut off. Picks up Slover. Handles traffic for San Joaquin Valley destinations. Sets out and picks up traffic at Bakersfield and Fresno.

BLOCK (from rear)TAGSFrom Indio

(1) Roseville	001 to 245
(2) Mojave - Bakersfield mill run	250 to 295 inclusive

(TOPS ID will be VXWLA)

SCHEDULE

Los Angeles	Lv	1.00 P - 1
Bakersfield	Ar	10.00 P - 1
Fresno	Lv	6.00 A - 2
Roseville	Ar	3.30 P - 2

POWER GUIDEGuide Sheet

Los Angeles - Bakersfield	- Division option
Bakersfield-Roseville	-Division option

NOTE

LA-VXW (Los Angeles Valley Extra West) operates from Los Angeles to Roseville, sets out and picks up traffic at Bakersfield and Fresno. Northwest perishable may be advanced into Roseville in this connection.

BLOCKS (from rear)

(1) Fresno

(2) Bakersfield

TAGS

238,
250 to
280 in-
clusive

282

SCHEDULE

Ogden	Lv	6.45 A - 1
Roseville	Ar	11.00 P - 1
Roseville	Lv	12.01 A - 2
Oakland	Ar	3.15 A - 2
Oakland	Lv	4.15 A - 2
San Francisco	Ar	6.00 A - 2

POWER GUIDEHP per tonExpedited Days Only

Ogden - Roseville	2.5
Roseville - San Francisco	1.2

On Non-Expedited Days

Power requirements will be varied per advice from Division Chief Train Dispatcher.

NOTE

WCM (West Coast Merchandise) operates from Ogden daily to San Francisco with merchandise, TFC, mail, express and livestock reloaded after FW&R at Ogden and perishable traffic not requiring icing or heater service en route. When humped at Roseville, San Francisco block on head end.

BLOCKS (from rear)TAGSFrom Ogden

(1) San Francisco Block	310
(2) Oakland Block (including Niles Block traffic mill run)	300, 302 303, 305
(3) Auto parts-Warm Springs-Milpitas	307 308
(4) Roseville Block	055, 072 210 to 295 in- clusive 320 to 929 in- clusive

(TOPS ID will be WDX)

SCHEDULE

Roseville	Lv	8.00 P - 0
Stockton	Lv	11.00 P - 0
Tracy	Ar	6.00 A - 1

POWER GUIDE

Division option

NOTE

WDX (Western Division Extra)
handles all traffic for Tracy and
Martinez Line.

BLOCKS (from rear)TAGS

(1)	Pittsburg	250
(2)	Tracy	253
(3)	Stockton	264
(4)	Lodi	260

(TOPS ID will be WPB)

SCHEDULE

Watsonville Jct.	Lv	7.00 A - 1
San Luis Obispo	Ar	1.00 P - 1
San Luis Obispo	Lv	2.00 P - 1
Los Angeles	Ar	10.00 P - 1
(Colton)	Ar	5.00 A - 2

POWER GUIDEGuide Sheet

Watsonville Jct. - Santa Margarita	3
Santa Margarita - San Luis Obispo	17
San Luis Obispo - Los Angeles	6

NOTE

WPB (Watsonville Perishable Block) operates through to Los Angeles for connection with Colton Block traffic from Los Angeles the following day. May be consolidated with LA Watsonville Jct. to Los Angeles and normally does so.

Perishable must be entrained on head end of LA train.

(TOPS ID will be MBTWF)

SCHEDULE

Pine Bluff	Lv	11.59 P - 1
East St. Louis	Ar	11.59 A - 2
Delivered TRRA		11.59 A - 2

POWER GUIDEHP per ton

Pine Bluff -	1.5
East St. Louis	

NOTE

WF-MBT (Wiggins Ferry-Merchants Bridge Terminal) handles traffic destined St. Louis and connections except PC, B&O, IC, N&W-NKP.

BLOCKS (from rear)TAGS

(1) N&W East (WAB)	846
(2) TRRA	842

(TOPS ID will be YBLCK)

SCHEDULEPOWER GUIDEHP per ton

Yuma	Lv	5.00 P - 1 MT
El Paso	Ar	8.45 P - 2 MT

El Paso	Lv	12.45 A - 3
Tucumcari	Ar	10.40 A - 3 MT

El Paso	Lv	1.45 A - 3 CT
San Antonio	Ar	4.45 P - 3
Corsicana	Ar	1.15 A - 4
East St. Louis	Ar	8.00 P - 4 CT

Yuma - El Paso	2.5
El Paso - Tucumcari	2.0

NOTE

Y (Yuma) Blocks are operated for eastward perishable freight traffic concentrated at Yuma. Cut off time for delivery of perishable to T&L and TP at El Paso is 1.45 AM CT, and to CRIP at Tucumcari 11.40 AM CT (on arrival). This connection usually consolidated with Colton Block from El Paso via either T&L and/or CRIP.

Guaranteed schedule provides for departure from Yuma 5.00 PM MT day 1, and arrival El Paso 8.45 PM MT day 2, Tucumcari 10.40 AM MT day 3. Guaranteed cut off time for delivery of perishable to T&L and TP at El Paso is 1.45 AM CT, and to CRIP at Tucumcari 11.40 AM CT (on arrival).

Number symbol used begins with first train operated January 1 of each year. Each block thereafter takes the next sequential number.

Blocks (from rear)TAGSFrom Yuma

- | | |
|----------------------------|--------------|
| (1) Rock Island perishable | 580 |
| (2) T&L - TP perishable | *550,
551 |

From El Paso via T&L

See C Block - page 13.

Via CRIP

See C Block - page 13.

*Tag 550 includes Tags 610 to 929 inclusive.

TAG NUMBERS - (By Inclusive Station Numbers)

<u>AREA</u>	<u>TAG</u>	<u>STATION</u>	<u>TO</u>	<u>STATION</u>
Portland	001	00001 00030 00060 00096		00004 00035 00075 00250
Portland BN	005	00005 00076		
Portland MILW	012	00025		
Portland UP	015	00050 00090		00091
Corvallis	020	00275 00620 01306		00550 01220 02140
Tigard Auto Pts	021	00610		
Lebanon	025	01304 03005 03910		03844 03933
Eugene	030	03852 03870 03935 06002		03858 03895 05184 06105
Eugene Mty Paper Cars) Eugene Mty EFCX Cars)	035	03860		
Medford	050	05235		05382
Siskiyou	055	05392 07210		05480
Crescent Lake	061	06112		06262
Chemult	063	06305		06532
Klamath Falls	067	06534 08010		07105 08056
Dunsmuir	072	07113 07214		07155 07255
Wendel	080	08115		09090
Ogden	100	10000 10022		10030
Ogden DRGW	105	10000		
Ogden U.P.	110	10000		
Winnemucca	140	10037		16055
Sparks	160	16105		16122

<u>AREA</u>	<u>TAG</u>	<u>STATION</u>	<u>TO</u>	<u>STATION</u>
Norden	165	16125		16460
Redding	200	20005		20182
Gerber	210	20190		21510
Marysville	220	22003		22579
Roseville	230	16480 23000 23119		23012 23191
Sacramento	235	23015 23204		23117 23250
Davis	237	23305		23730
Benicia	238	23813 25005 30002		23820 30015
Santa Rosa	240	23740 24000		24497
Eureka	245	24500		24954
Pittsburg	250	25010 25200		25054 25298
Tracy	253	25300 26620		25320 26721
Los Banos	255	25330 27100		25440 27240
Lodi	260	26014		26355
Stockton	264	26405 26440 26510		26420 26460 26610
Stockton ATSF	265	26420		
Stockton WP	266	26420		
Modesto	270	26723		27040
Fresno	273	27300		27625
Goshen Jct.	277	27700		27910
Famoso	280	27915		28219
Bakersfield	282	28222		28606
Tehachapi	286	28611		29007

<u>AREA</u>	<u>TAG</u>	<u>STATION</u>	<u>TO</u>	<u>STATION</u>
Mojave	290	29012		29302
Palmdale	293	29305		29345
Honby	295	29510		29550
Oakland	300	30017 30207 30403		30202 30275
Oakland TOFC	302	30205		
Mulford	303	30304 30407		30315 30414
Niles	305	25061 30319 30425		25155 30711
Warm Springs	307	30720		
Milpitas	308	30727		30728
San Francisco	310	31000		31335
San Jose	320	30731 32000		30740 32310
Watsonville	323	32320 33009		32670 33260
Salinas	327	32710		33005
San Luis Obispo	400	34000 34029		34019 34123
Callender	401	34024		
Lompoc	405	34130		34337
Santa Barbara	406	34342		35040
Oxnard	410	35042 35405		35357 35457
Raymer	415	35462 40100 40125		35472 40114 40230
Gemco Auto Parts	417	40118		40122
Los Angeles-Taylor	420	35361 40000 40300 40510 42010 43005 43200 44054		35375 40060 40450 41560 42217 43028 44230

<u>AREA</u>	<u>TAG</u>	<u>STATION</u>	<u>TO</u>	<u>STATION</u>
Los Angeles	421	40490		40495
South Gate	440	41570 42230 43210		43230
South Gate Auto Parts	441	41570		
South Gate Multi-levels	442	41570		
Long Beach	450	42220 42240		42590
Baldwin Park	459	44010 44310		44050 44540
City of Industry	460	43030 43240 44710		43190 43960 44730
Los Nietos Autos	464	43050 43080		
Pomona	477	45110		45230
Colton	480	29368 45005 45315		29424 45090 45970
Indio	485	46000		46073
El Centro	490	46080		48105
San Diego	493	48110		48650
Yuma	495	49012		49120
Gila	500	50020 51240		50080 52254
Phoenix	510	51012		51229
Tucson	520	52258		52380
Lordsburg	530	53010		54295
Deming ATSF	547	54200		
El Paso	550	54297		55080
El Paso T&P	551	55005		
El Paso ATSF	552	55005		
El Paso NdeM-CHP	553	55005		
Carrizozo	570	55105		55580
Tucumcari CRIP	580	55580		

<u>AREA</u>	<u>TAG</u>	<u>STATION</u>	<u>TO</u>	<u>STATION</u>
Sanderson	610	60010		61132
San Antonio	620	61136 63006		62235 63086
Harwood	625	62238		62418
Skidmore	630	63090		63790
Fatonia	700	70000 74008		70025 74030
Austin	701	70040 71636		70672 71670
Hearne	710	71104 77044 80010		71322 77193 80035
Corsicana	715	71330 71710		71560 71760
Dallas-Ft.Worth	720	72015 73400 73870 78550		72920 73760 73883 78597
Hodge	730	73010 73805		73320 73862
Glidden	750	75015 75201 75910		75140 75235 75963
Victoria	755	75240		75590
River Jct.	756	75606		75850
Houston	760	75142 75967 77015 79007		75192 76300 77037 79011
Galveston	761	76302		76580
Lufkin	780	78009 78708		78340 78843
Nacogdoches	785	78404		78536
Shreveport	789	78848		78960
Baytown	790	79014		79245
Beaumont	792	79250		79491
Orange	795	79502 90000		79540 90037

<u>AREA</u>	<u>TAG</u>	<u>STATION</u>	<u>TO</u>	<u>STATION</u>
Tyler	801	78350 78610 80037		78397 78653 80290
Mt. Pleasant	802	73910 80300		73970 81035
Texarkana	810	81043		81371
Pine Bluff	820	81383 82610		82450 84180
Memphis	825	82452 82525 82560		82510 82530 82580
Memphis-LN	828	82520		
Memphis-SOU	829	82550		
Memphis-GMO	830	82540		
East St. Louis	842	84200 84245 84338 84372		84237 84325 84365 84675
East St. Louis-BO	844	84240		84244
East St. Louis-PC	850	84336		84337
East St. Louis-NW	846	84370		84371
Lake Charles	903	90045 91205		91000 91250
Abbeville	910	91105		91138
Alexandria	913	91305		91730
Salt Mine	919	91141 91902		91158 91935
Morgan City	920	91802 92001		91850 92833
New Orleans	925	92840 92880 92950		92878 92930 92995
New Orleans-SOU	928	92879		
New Orleans-LN	929	92940		

<u>INTERCHANGE STATION AND RAILROAD</u>	<u>USE STATION NUMBER</u>	<u>USE INITIAL</u>	<u>OFF-GOING JUNCTION AND ROAD</u>	<u>TAG</u>
E. St. Louis, Illinois (via AS)	84200			
Baltimore & Ohio		B&O	ASBO	844
Big 4 (New York Central System)		CCCS	ASNY	842
Chicago, Burlington & Quincy		CBQ	ASCQ	842
Cleveland, Cincinnati, Chicago and St. Louis		CCCS	ASNY	842
Chicago & Eastern Illinois		CEI	ASCE	842
Chicago & North Western		CNW	ASCN	842
E. St. Louis Junction RR.		ESLJ	ASSLJ	842
Gulf Mobile & Ohio		GMO	ASMO	842
Illinois Terminal		IT	ASIT	842
Louisville & Nashville		LN	ASLN	842
Manufacturers		MFGR	ASMFG	842
Missouri-Kansas-Texas		MKT	ASKT	842
Missouri Pacific		MP	ASMP	842
Nickel Plate Railroad		NKP	ASNF	842
Norfolk & Western		NW	ASNF	846
New York, Chicago & St. Louis		NYCS	ASNF	842
New York Central		NYC	ASNY	842
Pennsylvania		PRR	ASPA	842
Rock Island		RI	ASRI	842
St. Louis-San Francisco		SLSF	ASFC	842
Southern		SOU	ASSO	842
Wabash		WAB	ASWA	842
E. St. Louis, Illinois (via TRRA)	84200			
Baltimore & Ohio		B&O	RABO	844
Chicago, Burlington & Quincy		CBQ	RACQ	842
Cleveland, Cincinnati, Chicago and St. Louis		CCCS	RANY	842
Chicago & Eastern Illinois		CEI	RACE	842
Chicago & North Western		CNW	RACN	842
Chicago, Rock Island & Pacific		RI	RARI	842
E. St. Louis Junction RR.		ESLJ	RASLJ	842
Gulf Mobile & Ohio		GMO	RAMO	842
Illinois Central		IC	RAIC	842
Illinois Terminal		IT	RAIT	842
Louisville & Nashville		LN	RALN	842
Manufacturers		MFGR	RAMFG	842
Missouri-Kansas-Texas		MKT	RAKT	842
Missouri Pacific		MP	RAMP	842
Norfolk & Western		NW	RANF	846
New York Central		NYC	RANY	842
New York, Chicago & St. Louis		NYCS	RANF	842
Penn Central		PC	RAPC	850
Pennsylvania		PRR	RAPA	842
Southern		SOU	RASO	842
Wabash		WAB	RAWA	842
St. Louis-San Francisco		SLSF	RAFC	842
Federal Barge Line		FBL	RAFB	842
St. Louis, Missouri Terminal RR. Assn. of St. Louis	84390			
		TRRA	STLRA	842

June 1, 1972

<u>INTERCHANGE STATION AND RAILROAD</u>	<u>USE STATION NUMBER</u>	<u>USE INITIAL</u>	<u>OFF-GOING JUNCTION AND ROAD</u>	<u>TAG</u>
East St. Louis, Illinois	84200			
Alton & Southern		A&S	ESLAS	842
Baltimore & Ohio		B&O	ESLBO	844
Big 4 (New York Central System)		CCCS	ESLNY	842
Chicago, Burlington & Quincy		CBQ	ESLCQ	842
Cleveland, Cincinnati, Chicago and St. Louis		CCCS	ESLNY	842
Chicago & Eastern Illinois		CEI	ESLCE	842
Chicago & North Western		CNW	ESLCN	842
Gulf Mobile & Ohio		GMO	ESLMO	842
Illinois Central		IC	ESLIC	842
Illinois Terminal		IT	ESLIT	842
Louisville & Nashville		LN	ESLLN	842
Missouri-Kansas-Texas		MKT	ESLKT	842
Missouri Pacific		MP	ESLMP	842
Norfolk & Western		NW	ESLNF	846
New York, Chicago & St. Louis		NYCS	ESLNF	842
Penn Central		PC	ESLPC	850
Pennsylvania		PRR	ESLPA	842
St. Louis-San Francisco		SLSF	ESLFC	842
Southern		SOU	ESLSO	842
Terminal RR. Assn. of St. Louis		TRRA	ESLRA	842
Wabash		WAB	ESLWA	842
St. Louis, Missouri (via TRRA)	84390			
Chicago, Burlington & Quincy		CBQ	RACQ	842
Federal Barge Line		FBL	RAFB	842
Chicago, Rock Island & Pacific		RI	RARI	842
Illinois Terminal		IT	RAIT	842
Manufacturers		MFGR	RAMFG	842
Missouri-Kansas-Texas		MKT	RANF	842
Missouri Pacific		MP	RAMP	842
Norfolk-Western		NW	RANF	846
St. Louis-San Francisco		SLSF	RAFC	842

June 1, 1972

Minimum Continuous Speed* Power Guide

INSTRUCTIONS

To calculate rating of locomotive consists determine unit in consist with highest minimum continuous speed and rate all units in consist at this speed. For example, a consist made up of EF 415's, EF 418's and EF 420's would be rated at 13 MPH, the highest minimum continuous speed involved in the consist.

UNIT DATA			Rating in Tons at Speed (MPH) indicated				
Numbers (Incl. Cotton Belt)	Model	Class	7.5	9.5	11.0	12.0	13.0
600-724	F-9	EF 418				3800	3475
2700-2742	SD-7	ES 615	5350	4150	3550	3225	2950
2900-2936	RS-11	AS 418			4200	3800	3475
2950-2970	RSD-12	AS 618	6250	4850	4150	3750	3450
3200-3209	SDP-45	EF 636			7000	6550	6275
3400-3727	GP-9	EF 418				3800	3475
3800-3966	SD-9	EF 618	6250	4850	4150	3750	3450
4000-4009	RS-32	AF 420				4450	4100
4030-4087	GP-20	EF 420					3975
5000-5017	GP-30	EF 423				4450	4225
5300-5399	SD-39	EF 623	7300	6200	5275	4800	4400
6500-6681	GP-35	EF 425				4450	4225
6700-6767	U-25-B	GF 425				4450	4450
6900-6928	SD-35	EF 625		6850	5950	5400	4950
7025-7028	U-28-B	GF 428				4450	4450
7100-7128	C-628	AF 628		6850	6550	5975	5450
7150-7159	U-28-C	GF 628		7000	6675	6075	5550
7600-7607	GP-40	EF 430			4850	4450	4225
7800-7814	C-630	AF 630			6800	6500	6000
7900-7999	U-30-C	GF 630	7300	7225	7175	6500	6000
8400-8478	SD-40	EF 630			6800	6500	6000
8479-8499	SD-40	EF 630	7300	7225	7175	6500	6000
8600-8799	U-33-C	GF 633	7300	7225	7200	7200	6950
8800-8981	SD-45	EF 636			7000	6550	6275
8982-9149	SD-45	EF 636	7300	7225	7000	6550	6275
9150-9152	DH-643	AF 640			6600	6600	6600
9500-9502	DD-35	EF 850				8900	8450
9550-9552	U-50	GF 850				8900	8900

* Lowest speed at which unit can be operated continuously without overloading. This is the lowest speed at which rating is shown for any series of locomotives. This guide does not supersede timetable tonnage ratings.

June 16, 1969

Minimum Continuous Speed* Power GuideINSTRUCTIONS

To calculate rating of locomotive consists determine unit in consist with highest minimum continuous speed and rate all units in consist at this speed. For example, a consist made up of EF 415's, EF 418's and EF 420's would be rated at 13 MPH, the highest minimum continuous speed involved in the consist.

UNIT DATA			Rating in Tons at Speed (MPH) Indicated		
Numbers (Incl. Cotton Belt)	Model	Class	11.0	12.0	13.0
352, 360-379, 535-538, 547-553, 925-975, 6213-6387, 6392, 6394-6440, 6443, 6463-6470, 8101, 8104, 8110, 8112, 8116-8117, 8131, 8143-8289, 8292, 8295, 8299-8300, 8304-8305	F-7	EF 415	3500	3250	2975
354-356, 540-545, 6388-6391, 6393, 6441-6442, 6445-6462, 8091-8095, 8103, 8106-8109, 8114, 8118-8129, 8135-8137, 8290-8291, 8293-8294, 8296-8298, 8301-8303	F-7	EP 415			2975

*Lowest speed at which unit can be operated continuously without overloading. This is the lowest speed at which rating is shown for any series of locomotives. This guide does not supersede timetable tonnage ratings.

Minimum Continuous Speed* Power Guide

INSTRUCTIONS

To calculate rating of locomotive consists determine unit in consist with highest minimum continuous speed and rate all units in consist at this speed. For example, a consist made up of EF 415's, EF 418's and EF 420's would be rated at 13 MPH, the highest minimum continuous speed involved in the consist.

UNIT DATA			Rating in Tons at Speed (MPH) indicated				
Numbers (Incl. Cotton Belt)	Model	Class	7.5	9.5	11.0	12.0	13.0
600 -724	F-9	EF 418				2975	2725
2700-2742	SD-7	ES 615	4150	3225	2750	2500	2275
2900-2936	RS-11	AS 418			3250	2975	2725
2950-2970	RSD-12	AS 618	4800	3775	3225	2925	2675
3200-3209	SDP-45	EP 636			5550	5125	4925
3400-3727	GP-9	EF 418				2975	2725
3800-3966	SD-9	EF 618	4800	3775	3225	2925	2675
4000-4009	RS-32	AF 420				3500	3200
4030-4087	GP-20	EF 420					3125
5000-5017	GP-30	EF 423				3475	3300
5300-5399	SD-39	EF 623	5700	4825	4125	3750	3425
6500-6681	GP-35	EF 425				3475	3300
6700-6767	U-25-B	GF 425				3475	3475
6900-6928	SD-35	EF 625		5375	4650	4225	3875
7025-7028	U-28-B	GF 428				3500	3500
7100-7128	C-628	AF 628		5375	5125	4675	4275
7150-7159	U-28-C	GF 628		5500	5225	4750	4350
7600-7607	GP-40	EF 430			3800	3475	3300
7800-7814	C-630	AF 630			5375	5050	4675
7900-7999	U-30-C	GF 630	5700	5700	5500	5500	4575
8400-8478	SD-40	EF 630			5375	5050	4675
8479-8499	SD-40	EF 630	5700	5650	5375	5050	4675
8600-8799	U-33-C	GF 633	5700	5700	5650	5650	5450
8800-8981	SD-45	EF 636			5550	5125	4925
8982-9149	SD-45	EF 636	5700	5700	5550	5125	4925
9150-9152	DH-643	AF 640			5175	5175	5175
9500-9502	DD-35	EF 850				6950	6600
9550-9552	U-50	GF 850				6950	6950

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Minimum Continuous Speed* Power GuideINSTRUCTIONS

To calculate rating of locomotive consists determine unit in consist with highest minimum continuous speed and rate all units in consist at this speed. For example, a consist made up of EF 415's, EF 418's and EF 420's would be rated at 13 MPH, the highest minimum continuous speed involved in the consist.

UNIT DATA			Rating in Tons at Speed (MPH) Indicated		
Numbers (Incl. Cotton Belt)	Model	Class	11.0	12.0	13.0
352, 360-379, 535-538, 547-553, 925-975, 6213-6387, 6392, 6394-6440, 6443, 6463-6470, 8101, 8104, 8110, 8112, 8116-8117, 8131, 8143-8289, 8292, 8295, 8299-8300, 8304-8305	F-7	EF 415	2775	2525	2325
354-356, 540-545, 6388-6391, 6393, 6441-6442, 6445-6462, 8091-8095, 8103, 8106-8109, 8114, 8118-8129, 8135-8137, 8290-8291, 8293-8294, 8296-8298, 8301-8303	F-7	EP 415			2325

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UNIT DATA			Rating in Tons at Speed (MPH) indicated				
Numbers (Incl. Cotton Belt)	Model	Class	7.5	9.5	11.0	12.0	13.0
600 -724	F-9	EF 418				2050	1875
2700-2742	SD-7	ES 615	2850	2200	1875	1700	1550
2900-2936	RS-11	AS 418			2225	2050	1875
2950-2970	RSD-12	AS 618	3325	2600	2200	2000	1825
3200-3209	SDP-45	EF 636			3850	3550	3400
3400-3727	GP-9	EF 418				2050	1875
3800-3966	SD-9	EF 618	3325	2600	2200	2000	1825
4000-4009	RS-32	AF 420				2400	2225
4030-4087	GP-20	EF 420					2150
5000-5017	GP-30	EF 423				2400	2300
5300-5399	SD-39	EF 623	3900	3325	2850	2575	2350
6500-6681	GP-35	EF 425				2400	2300
6700-6767	U-25-B	GF 425				2400	2400
6900-6928	SD-35	EF 625		3700	3200	2925	2675
7025-7028	U-28-B	GF 428				2425	2425
7100-7128	C-628	AF 628		3700	3550	3225	2950
7150-7159	U-28-C	GF 628		3825	3600	3275	3000
7600-7607	GP-40	EF 430			2625	2400	2300
7800-7814	C-630	AF 630			3700	3500	3225
7900-7999	U-30-C	GF 630	3900	3900	3800	3450	3175
8400-8478	SD-40	EF 630			3700	3500	3225
8479-8499	SD-40	EF 630	3900	3900	3875	3525	3250
8600-8799	U-33-C	GF 633	3900	3900	3900	3900	3800
8800-8981	SD-45	EF 636			3850	3550	3400
8982-9149	SD-45	EF 636	3900	3900	3850	3550	3400
9150-9152	DH-643	AF 640			3575	3575	3575
9500-9502	DD-35	EF 850				4800	4600
9550-9552	U-50	GF 850				4800	4800

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UNIT DATA			Rating in Tons at Speed (MPH) Indicated		
Numbers (Incl. Cotton Belt)	Model	Class	11.0	12.0	13.0
352, 360-379, 535-538, 547-553, 925-975, 6213-6387, 6392, 6394-6440, 6443, 6463-6470, 8101, 8104, 8110, 8112, 8116-8117, 8131, 8143-8289, 8292, 8295, 8299-8300, 8304-8305	F-7	EF 415	1925	1750	1600
354-356, 540-545, 6388-6391, 6393, 6441-6442, 6445-6462, 8091-8095, 8103, 8106-8109, 8114, 8118-8129, 8135-8137, 8290-8291, 8293-8294, 8296-8298, 8301-8303	F-7	EP 415			1600

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UNIT DATA			Rating in Tons at Speed (MPH) indicated				
Numbers (Incl. Cotton Belt)	Model	Class	7.5	9.5	11.0	12.0	13.0
600 -724	F-9	EF 418				1950	1775
2700-2742	SD-7	ES 615	2700	2100	1775	1625	1475
2900-2936	RS-11	AS 418			2125	1950	1775
2950-2970	RSD-12	AS 618	3150	2450	2100	1900	1725
3200-3209	SDP-45	EP 636			3525	3375	3225
3400-3727	GP-9	EF 418				1950	1775
3800-3966	SD-9	EF 618	3150	2450	2100	1900	1725
4000-4009	RS-32	AF 420				2300	2100
4030-4087	GP-20	EF 420					2000
5000-5017	GP-30	EF 423				2275	2175
5300-5399	SD-39	EF 623	3700	3150	2700	2450	2225
6500-6681	GP-35	EF 425				2275	2175
6700-6767	U-25-B	GF 425				2275	2275
6900-6923	SD-35	EF 625		3500	3050	2775	2525
7025-7028	U-28-B	GF 428				2300	2300
7100-7128	C-628	AF 628		3525	3375	3050	2800
7150-7159	U-28-C	GF 628		3625	3425	3125	2850
7600-7607	GP-40	EF 430			2275	2275	2175
7800-7814	C-630	AF 630			3525	3300	3075
7900-7999	U-30-C	GF 630	3800	3800	3675	3350	3075
8400-8478	SD-40	EF 630			3525	3300	3075
8479-8499	SD-40	EF 630	3700	3700	3675	3350	3075
8600-8799	U-33-C	GF 633	3700	3700	3700	3700	3600
8800-8981	SD-45	EF 636			3525	3375	3225
8982-9149	SD-45	EF 636	3700	3700	3525	3375	3225
9150-9152	DH-643	AF 640			3400	3400	3400
9500-9502	DD-35	EF 850				4550	4350
9550-9552	U-50	GF 850				4550	4550

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UNIT DATA			Rating in Tons at Speed (MPH) Indicated		
Numbers (Incl. Cotton Belt)	Model	Class	11.0	12.0	13.0
352, 360-379, 535-538, 547-553, 925-975, 6213-6387, 6392, 6394-6440, 6443, 6463-6470, 8101, 8104, 8110, 8112, 8116-8117, 8131, 8143-8289, 8292, 8295, 8299-8300, 8304-8305	F-7	EF 415	1825	1650	1525
354-356, 540-545, 6388-6391, 6393, 6441-6442, 6445-6462, 8091-8095, 8103, 8106-8109, 8114, 8118-8129, 8135-8137, 8290-8291, 8293-8294, 8296-8298, 8301-8303	F-7	EP 415			1525

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UNIT DATA			Rating in Tons at Speed (MPH) indicated				
Numbers (Incl. Cotton Belt)	Model	Class	7.5	9.5	11.0	12.0	13.0
600-724	F-9	EF 418				1850	1700
2700-2742	SD-7	ES 615	2550	2000	1700	1550	1400
2900-2936	RS-11	AS 418			2025	1850	1700
2950-2970	RSD-12	AS 618	3000	2350	2000	1800	1650
3200-3209	SDP-45	EP 636			3300	3200	3075
3400-3727	GP-9	EF 418				1850	1700
3800-3966	SD-9	EF 618	3000	2350	2000	1800	1650
4000-4009	RS-32	AF 420				2150	2000
4030-4087	GP-20	EF 420					1950
5000-5017	GP-30	EF 423				2175	2075
5300-5399	SD-39	EF 623	3525	3000	2550	2325	2125
6500-6681	GP-35	EF 425				2175	2075
6700-6767	U-25-B	GF 425				2175	2175
6900-6928	SD-35	EF 625		3350	2900	2625	2400
7025-7028	U-28-B	GF 428				2200	2200
7100-7128	C-628	AF 628		3350	3200	2925	2675
7150-7159	U-28-C	GF 628		3450	3250	2975	2725
7600-7607	GP-40	EF 430			2175	2175	2075
7800-7814	C-630	AF 630			3300	3150	2925
7900-7999	U-30-C	GF 630	3600	3600	3500	3200	2925
8400-8478	SD-40	EF 630			3300	3150	2925
8479-8499	SD-40	EF 630	3525	3525	3500	3200	2925
8600-8799	U-33-C	GF 633	3525	3525	3525	3500	3425
8800-8981	SD-45	EF 636			3300	3200	3075
8982-9149	SD-45	EF 636	3525	3525	3300	3200	3075
9150-9152	DH-643	AF 640			3225	3225	3225
9500-9502	DD-35	EF 850				4350	4150
9550-9552	U-50	GF 850				4350	4350

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UNIT DATA			Rating in Tons at Speed (MPH) Indicated		
Numbers (Incl. Cotton Belt)	Model	Class	11.0	12.0	13.0
352, 360-379, 535-538, 547-553, 925-975, 6213-6387, 6392, 6394-6440, 6443, 6463-6470, 8101, 8104, 8110, 8112, 8116-8117, 8131, 8143-8289, 8292, 8295, 8299-8300, 8304-8305	F-7	EF 415	1725	1575	1450
354-356, 540-545, 6388-6391, 6393, 6441-6442, 6445-6462, 8091-8095, 8103, 8106-8109, 8114, 8118-8129, 8135-8137, 8290-8291, 8293-8294, 8296-8298, 8301-8303	F-7	EP 415			1450

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UNIT DATA			Rating in Tons at Speed (MPH) indicated				
Numbers (Incl. Cotton Belt)	Model	Class	7.5	9.5	11.0	12.0	13.0
600-724	F-9	EF 418				1675	1550
2700-2742	SD-7	ES 615	2300	1800	1525	1400	1275
2900-2936	RS-11	AS 418			1850	1675	1550
2950-2970	RSD-12	AS 618	2700	2100	1800	1650	1500
3200-3209	SDP-45	EP 636			3000	2925	2800
3400-3727	GP-9	EF 418				1675	1550
3800-3966	SD-9	EF 618	2700	2100	1800	1650	1500
4000-4009	RS-32	AF 420				1975	1825
4030-4087	GP-20	EF 420					1775
5000-5017	GP-30	EF 423				1975	1875
5300-5399	SD-39	EF 623	3200	2725	2325	2125	1925
6500-6681	GP-35	EF 425				1975	1875
6700-6767	U-25-B	GF 425				1975	1975
6900-6928	SD-35	EF 625		3050	2650	2400	2200
7025-7028	U-28-B	GF 428				2000	2000
7100-7128	C-628	AF 628		3050	2925	2650	2425
7150-7159	U-28-C	GF 628		3125	2975	2700	2475
7600-7607	GP-40	EF 430			1975	1975	1875
7800-7814	C-630	AF 630			3000	2875	2675
7900-7999	U-30-C	GF 630	3300	3300	3200	2925	2675
8400-8478	SD-40	EF 630			3000	2875	2675
8479-8499	SD-40	EF 630	3200	3200	3200	2925	2675
8600-8799	U-33-C	GF 633	3200	3200	3200	3200	3100
8800-8981	SD-45	EF 636			3000	2925	2800
8982-9149	SD-45	EF 636	3175	3175	3000	2925	2800
9150-9152	DH-643	AF 640			2950	2950	2950
9500-9502	DD-35	EF 850				3950	3750
9550-9552	U-50	GF 850				3950	3950

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UNIT DATA			Rating in Tons at Speed (MPH) Indicated		
Numbers (Incl. Cotton Belt)	Model	Class	11.0	12.0	13.0
352, 360-379, 535-538, 547-553, 925-975, 6213-6387, 6392, 6394-6440, 6443, 6463-6470, 8101, 8104, 8110, 8112, 8116-8117, 8131, 8143-8289, 8292, 8295, 8299-8300, 8304-8305	F-7	EF 415	1575	1425	1325
354-356, 540-545, 6388-6391, 6393, 6441-6442, 6445-6462, 8091-8095, 8103, 8106-8109, 8114, 8118-8129, 8135-8137, 8290-8291, 8293-8294, 8296-8298, 8301-8303	F-7	EP 415			1325

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UNIT DATA			Rating in Tons at Speed (MPH) indicated				
Numbers (Incl. Cotton Belt)	Model	Class	7.5	9.5	11.0	12.0	13.0
600 -724	F-9	EF 418				1550	1425
2700-2742	SD-7	ES 615	2125	1650	1400	1275	1175
2900-2936	RS-11	AS 418			1675	1550	1425
2950-2970	RSD-12	AS 618	2500	1950	1650	1500	1375
3200-3209	SDP-45	EP 636			2725	2700	2575
3400-3727	GP-9	EF 418				1550	1425
3800-3966	SD-9	EF 618	2500	1950	1650	1500	1375
4000-4009	RS-32	AF 420				1825	1675
4030-4087	GP-20	EF 420					1600
5000-5017	GP-30	EF 423				1825	1725
5300-5399	SD-39	EF 623	2950	2500	2125	1925	1775
6500-6681	GP-35	EF 425				1825	1725
6700-6767	U-25-B	GF 425				1825	1825
6900-6928	SD-35	EF 625		2800	2425	2200	2000
7025-7028	U-28-B	GF 428				1850	1850
7100-7128	C-628	AF 628		2800	2675	2425	2225
7150-7159	U-28-C	GF 628		2900	2725	2475	2275
7600-7607	GP-40	EF 430			1875	1825	1725
7800-7814	C-630	AF 630			2725	2650	2450
7900-7999	U-30-C	GF 630	3050	3025	2950	2675	2450
8400-8478	SD-40	EF 630			2725	2650	2450
8479-8499	SD-40	EF 630	2950	2950	2950	2675	2450
8600-8799	U-33-C	GF 633	2950	2950	2950	2950	2875
8800-8981	SD-45	EF 636			2725	2700	2575
8982-9149	SD-45	EF 636	2900	2900	2725	2700	2575
9150-9152	DH-643	AF 640			2700	2700	2700
9500-9502	DD-35	EF 850				3650	3450
9550-9552	U-50	GF 850				3650	3650

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UNIT DATA			Rating in Tons at Speed (MPH) Indicated		
Numbers (Incl. Cotton Belt)	Model	Class	11.0	12.0	13.0
352, 360-379, 535-538, 547-553, 925-975, 6213-6387, 6392, 6394-6440, 6443, 6463-6470, 8101, 8104, 8110, 8112, 8116-8117, 8131, 8143-8289, 8292, 8295, 8299-8300, 8304-8305	F-7	EF 415	1450	1325	1200
354-356, 540-545, 6388-6391, 6393, 6441-6442, 6445-6462, 8091-8095, 8103, 8106-8109, 8114, 8118-8129, 8135-8137, 8290-8291, 8293-8294, 8296-8298, 8301-8303	F-7	EP 415			1200

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Numbers (Incl. Cotton Belt)	Model	Class	7.5	9.5	11.0	12.0	13.0
600 -724	F-9	EF 418				1425	1300
2700-2742	SD-7	ES 615	1975	1525	1300	1175	1075
2900-2936	RS-11	AS 418			1550	1425	1300
2950-2970	RSD-12	AS 618	2300	1800	1525	1375	1250
3200-3209	SDP-45	EP 636			2525	2475	2375
3400-3727	GP-9	EF 418				1425	1300
3800-3966	SD-9	EF 618	2300	1800	1525	1375	1250
4000-4009	RS-32	AF 420				1675	1550
4030-4087	GP-20	EF 420					1500
5000-5017	GP-30	EF 423				1675	1600
5300-5399	SD-39	EF 623	2750	2325	1975	1775	1625
6500-6681	GP-35	EF 425				1675	1600
6700-6767	U-25-B	GF 425				1675	1675
6900-6928	SD-35	EF 625		2575	2250	2025	1850
7025-7028	U-28-B	GF 428				1700	1700
7100-7128	C-628	AF 628		2600	2475	2250	2050
7150-7159	U-28-C	GF 628		2675	2525	2300	2100
7600-7607	GP-40	EF 430			1725	1675	1600
7800-7814	C-630	AF 630			2525	2450	2275
7900-7999	U-30-C	GF 630	2800	2800	2725	2450	2275
8400-8478	SD-40	EF 630			2525	2450	2275
8479-8499	SD-40	EF 630	2750	2725	2725	2450	2275
8600-8799	U-33-C	GF 633	2700	2700	2700	2700	2625
8800-8981	SD-45	EF 636			2525	2475	2375
8982-9149	SD-45	EF 636	2650	2650	2525	2475	2375
9150-9152	DH-643	AF 640			2500	2500	2500
9500-9502	DD-35	EF 850				3350	3200
9550-9552	U-50	GF 850				3350	3350

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Minimum Continuous Speed* Power GuideINSTRUCTIONS

To calculate rating of locomotive consists determine unit in consist with highest minimum continuous speed and rate all units in consist at this speed. For example, a consist made up of EF 415's, EF 418's and EF 420's would be rated at 13 MPH, the highest minimum continuous speed involved in the consist.

UNIT DATA			Rating in Tons at Speed (MPH) Indicated		
Numbers (Incl. Cotton Belt)	Model	Class	11.0	12.0	13.0
352, 360-379, 535-538, 547-553, 925-975, 6213-6387, 6392, 6394-6440, 6443, 6463-6470, 8101, 8104, 8110, 8112, 8116-8117, 8131, 8143-8289, 8292, 8295, 8299-8300, 8304-8305	F-7	EF 415	1325	1225	1125
354-356, 540-545, 6388-6391, 6393, 6441-6442, 6445-6462, 8091-8095, 8103, 8106-8109, 8114, 8118-8129, 8135-8137, 8290-8291, 8293-8294, 8296-8298, 8301-8303	F-7	EP 415			1125

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Minimum Continuous Speed* Power Guide

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To calculate rating of locomotive consists determine unit in consist with highest minimum continuous speed and rate all units in consist at this speed. For example, a consist made up of EF 415's, EF 418's and EF 420's would be rated at 13 MPH, the highest minimum continuous speed involved in the consist.

UNIT DATA			Rating in Tons at Speed (MPH) indicated				
Numbers (Incl. Cotton Belt)	Model	Class	7.5	9.5	11.0	12.0	13.0
600-724	F-9	EF 418				1350	1250
2700-2742	SD-7	ES 615	1850	1450	1225	1100	1000
2900-2936	RS-11	AS 418			1475	1350	1250
2950-2970	RSD-12	AS 618	2200	1700	1450	1300	1200
3200-3209	SDP-45	EP 636			2400	2350	2250
3400-3727	GP-9	EF 418				1350	1250
3800-3966	SD-9	EF 618	2200	1700	1450	1300	1200
4000-4009	RS-32	AF 420				1600	1475
4030-4087	GP-20	EF 420					1425
5000-5017	GP-30	EF 423				1600	1525
5300-5399	SD-39	EF 623	2600	2200	1850	1700	1550
6500-6681	GP-35	EF 425				1600	1525
6700-6767	U-25-B	GF 425				1600	1600
6900-6928	SD-35	EF 625		2450	2125	1925	1750
7025-7028	U-28-B	GF 428				1625	1625
7100-7128	C-628	AF 628		2450	2350	2125	1950
7150-7159	U-28-C	GF 628		2525	2375	2175	2000
7600-7607	GP-40	EF 430			1650	1600	1525
7800-7814	C-630	AF 630			2400	2300	2150
7900-7999	U-30-C	GF 630	2650	2650	2575	2300	2150
8400-8478	SD-40	EF 630			2400	2300	2150
8479-8499	SD-40	EF 630	2600	2600	2575	2300	2150
8600-8799	U-33-C	GF 633	2550	2550	2550	2550	2500
8800-8981	SD-45	EF 636			2400	2350	2250
8982-9149	SD-45	EF 636	2500	2500	2400	2350	2250
9150-9152	DH-643	AF 640			2375	2375	2375
9500-9502	DD-35	EF 850				3200	3050
9550-9552	U-50	GF 850				3200	3200

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Minimum Continuous Speed* Power GuideINSTRUCTIONS

To calculate rating of locomotive consists determine unit in consist with highest minimum continuous speed and rate all units in consist at this speed. For example, a consist made up of EF 415's, EF 418's and EF 420's would be rated at 13 MPH, the highest minimum continuous speed involved in the consist.

UNIT DATA			Rating in Tons at Speed (MPH) Indicated		
Numbers (Incl. Cotton Belt)	Model	Class	11.0	12.0	13.0
352, 360-379, 535-538, 547-553, 925-975, 6213-6387, 6392, 6394-6440, 6443, 6463-6470, 8101, 8104, 8110, 8112, 8116-8117, 8131, 8143-8289, 8292, 8295, 8299-8300, 8304-8305	F-7	EF 415	1250	1150	1050
354-356, 540-545, 6388-6391, 6393, 6441-6442, 6445-6462, 8091-8095, 8103, 8106-8109, 8114, 8118-8129, 8135-8137, 8290-8291, 8293-8294, 8296-8298, 8301-8303	F-7	EP 415			1050

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To calculate rating of locomotive consists determine unit in consist with highest minimum continuous speed and rate all units in consist at this speed. For example, a consist made up of EF 415's, EF 418's and EF 420's would be rated at 13 MPH, the highest minimum continuous speed involved in the consist.

UNIT DATA			Rating in Tons at Speed (MPH) indicated				
Numbers (Incl. Cotton Belt)	Model	Class	7.5	9.5	11.0	12.0	13.0
600-724	F-9	EF 418				1275	1175
2700-2742	SD-7	ES 615	1750	1350	1150	1050	950
2900-2936	RS-11	AS 418			1375	1275	1175
2950-2970	RSD-12	AS 618	2100	1600	1350	1225	1125
3200-3209	SDP-45	EP 636			2275	2225	2125
3400-3727	GP-9	EF 418				1275	1175
3800-3966	SD-9	EF 618	2100	1600	1350	1225	1125
4000-4009	RS-32	AF 420				1500	1400
4030-4087	GP-20	EF 420					1350
5000-5017	GP-30	EF 423				1500	1425
5300-5399	SD-39	EF 623	2400	2025	1725	1575	1425
6500-6681	GP-35	EF 425				1500	1425
6700-6767	U-25-B	GF 425				1500	1500
6900-6928	SD-35	EF 625		2325	2000	1825	1650
7025-7028	U-28-B	GF 428				1525	1525
7100-7128	C-628	AF 628		2325	2225	2025	1850
7150-7159	U-28-C	GF 628		2375	2750	2020	1875
7600-7607	GP-40	EF 430			1550	1500	1425
7800-7814	C-630	AF 630			2275	2150	2025
7900-7999	U-30-C	GF 630	2475	2475	2400	2200	2025
8400-8478	SD-40	EF 630			2275	2150	2025
8479-8499	SD-40	EF 630	2400	2400	2400	2200	2025
8600-8799	U-33-C	GF 633	2450	2450	2425	2425	2375
8800-8981	SD-45	EF 636			2275	2225	2125
8982-9149	SD-45	EF 636	2325	2325	2275	2225	2125
9150-9152	DH-643	AF 640			2250	2250	2250
9500-9502	DD-35	EF 850				3000	2850
9550-9552	U-50	GF 850				3000	3000

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Minimum Continuous Speed* Power GuideINSTRUCTIONS

To calculate rating of locomotive consists determine unit in consist with highest minimum continuous speed and rate all units in consist at this speed. For example, a consist made up of EF 415's, EF 418's and EF 420's would be rated at 13 MPH, the highest minimum continuous speed involved in the consist.

UNIT DATA			Rating in Tons at Speed (MPH) Indicated		
Numbers (Incl. Cotton Belt)	Model	Class	11.0	12.0	13.0
352, 360-379, 535-538, 547-553, 925-975, 6213-6387, 6392, 6394-6440, 6443, 6463-6470, 8101, 8104, 8110, 8112, 8116-8117, 8131, 8143-8289, 8292, 8295, 8299-8300, 8304-8305	F-7	EF 415	1200	1075	1000
354-356, 540-545, 6388-6391, 6393, 6441-6442, 6445-6462, 8091-8095, 8103, 8106-8109, 8114, 8118-8129, 8135-8137, 8290-8291, 8293-8294, 8296-8298, 8301-8303	F-7	EP 415			1000

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UNIT DATA			Rating in Tons at Speed (MPH) indicated				
Numbers (Incl. Cotton Belt)	Model	Class	7.5	9.5	11.0	12.0	13.0
600-724	F-9	EF 418				1225	1125
2700-2742	SD-7	ES 615	1700	1300	1100	1000	925
2900-2936	RS-11	AS 418			1350	1225	1125
2950-2970	RSD-12	AS 618	2000	1550	1325	1200	1075
3200-3209	SDP-45	EP 636			2200	2150	2075
3400-3727	GP-9	EF 418				1225	1125
3800-3966	SD-9	EF 618	2000	1550	1325	1200	1075
4000-4009	RS-32	AF 420				1450	1350
4030-4087	GP-20	EF 420					1300
5000-5017	GP-30	EF 423				1450	1375
5300-5399	SD-39	EF 623	2300	1975	1675	1525	1400
6500-6681	GP-35	EF 425				1450	1375
6700-6767	U-25-B	GF 425				1450	1450
6900-6928	SD-35	EF 625		2200	1900	1725	1575
7025-7028	U-28-B	GF 428				1475	1475
7100-7128	C-628	AF 628		2250	2150	1950	1775
7150-7159	U-28-C	GF 628		2300	2175	1975	1800
7600-7607	GP-40	EF 430			1500	1450	1375
7800-7814	C-630	AF 630			2200	2100	1950
7900-7999	U-30-C	GF 630	2375	2375	2300	2100	1950
8400-8478	SD-40	EF 630			2200	2100	1950
8479-8499	SD-40	EF 630	2300	2300	2300	2100	1950
8600-8799	U-33-C	GF 633	2375	2375	2350	2325	2300
8800-8981	SD-45	EF 636			2200	2150	2075
8982-9149	SD-45	EF 636	2250	2250	2200	2150	2075
9150-9152	DH-643	AF 640			2175	2175	2175
9500-9502	DD-35	EF 850				2900	2750
9550-9552	U-50	GF 850				2900	2900

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Minimum Continuous Speed* Power GuideINSTRUCTIONS

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UNIT DATA			Rating in Tons at Speed (MPH) Indicated		
Numbers (Incl. Cotton Belt)	Model	Class	11.0	12.0	13.0
352, 360-379, 535-538, 547-553, 925-975, 6213-6387, 6392, 6394-6440, 6443, 6463-6470, 8101, 8104, 8110, 8112, 8116-8117, 8131, 8143-8289, 8292, 8295, 8299-8300, 8304-8305	F-7	EF 415	1150	1050	950
354-356, 540-545, 6388-6391, 6393, 6441-6442, 6445-6462, 8091-8095, 8103, 8106-8109, 8114, 8118-8129, 8135-8137, 8290-8291, 8293-8294, 8296-8298, 8301-8303	F-7	EP 415			950

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Minimum Continuous Speed* Power Guide

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UNIT DATA			Rating in Tons at Speed (MPH) indicated				
Numbers (Incl. Cotton Belt)	Model	Class	7.5	9.5	11.0	12.0	13.0
600-724	F-9	EF 418				1150	1050
2700-2742	SD-7	ES 615	1600	1225	1050	950	850
2900-2936	RS-11	AS 418				1150	1050
2950-2970	RSD-12	AS 618	1875	1450	1225	1100	1000
3200-3209	SDP-45	EP 636			2100	2000	1925
3400-3727	GP-9	EF 418				1150	1050
3800-3966	SD-9	EF 618	1875	1450	1225	1100	1000
4000-4009	RS-32	AF 420				1375	1250
4030-4037	GP-20	EF 420					1225
5000-5017	GP-30	EF 423				1375	1275
5300-5399	SD-39	EF 623	2200	1875	1575	1425	1300
6500-6681	GP-35	EF 425				1375	1275
6700-6767	U-25-B	GF 425				1375	1375
6900-6923	SD-35	EF 625		2075	1825	1650	1500
7025-7028	U-28-B	GF 423				1400	1400
7100-7128	C-628	AF 623		2100	2000	1825	1675
7150-7152	U-28-C	GF 623		2150	2050	1850	1700
7500-7607	GP-40	EF 430			1500	1375	1275
7800-7814	C-630	AF 630			2100	2000	1825
7900-7999	U-30-C	GF 630	2250	2250	2125	2000	1825
8100-8178	SD-40	EF 630			2100	2000	1825
8179-8499	SD-40	EF 630	2200	2175	2175	2000	1825
8600-8799	U-33-C	GF 633	2225	2225	2225	2200	2125
8800-8981	SD-45	EF 636			2100	2000	1925
8982-9149	SD-45	EF 636	2100	2100	2100	2000	1925
9150-9152	DH-643	AF 640			2075	2075	2075
9500-9502	DD-35	EF 850				2750	2550
9550-9552	U-50	GF 850				2750	2750

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Minimum Continuous Speed* Power GuideINSTRUCTIONS

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UNIT DATA			Rating in Tons at Speed (MPH) Indicated		
Numbers (Incl. Cotton Belt)	Model	Class	11.0	12.0	13.0
352, 360-379, 535-538, 547-553, 925-975, 6213-6387, 6392, 6394-6440, 6443, 6463-6470, 8101, 8104, 8110, 8112, 8116-8117, 8131, 8143-8289, 8292, 8295, 8299-8300, 8304-8305	F-7	EF 415	1075	975	900
354-356, 540-545, 6388-6391, 6393, 6441-6442, 6445-6462, 8091-8095, 8103, 8106-8109, 8114, 8118-8129, 8135-8137, 8290-8291, 8293-8294, 8296-8298, 8301-8303	F-7	EP 415			900

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UNIT DATA			Rating in Tons at Speed (MPH) indicated				
Numbers (Incl. Cotton Belt)	Model	Class	7.5	9.5	11.0	12.0	13.0
600 -724	F-9	EF 418				1200	1100
2700-2742	SD-7	ES 615	1650	1275	1075	975	875
2900-2936	RS-11	AS 418			1325	1200	1100
2950-2970	RSD-12	AS 618	1950	1500	1275	1150	1050
3200-3209	SDP-45	EP 636			2125	2075	2000
3400-3727	GP-9	EF 418				1200	1100
3800-3966	SD-9	EF 618	1950	1500	1275	1150	1050
4000-4009	RS-32	AF 420				1400	1300
4030-4087	GP-20	EF 420					1250
5000-5017	GP-30	EF 423				1400	1325
5300-5399	SD-39	EF 623	2300	1925	1650	1475	1350
6500-6681	GP-35	EF 425				1400	1325
6700-6767	U-25-B	GF 425				1400	1400
6900-6928	SD-35	EF 625		2150	1875	1700	1550
7025-7028	U-28-B	GF 428				1425	1425
7100-7128	C-628	AF 628		2175	2075	1875	1725
7150-7159	U-28-C	GF 628		2225	2100	1925	1750
7600-7607	GP-40	EF 430			1425	1400	1325
7800-7814	C-630	AF 630			2125	2050	1900
7900-7999	U-30-C	GF 630	2350	2350	2275	2075	1900
8400-8478	SD-40	EF 630			2125	2050	1900
8479-8499	SD-40	EF 630	2300	2275	2275	2075	1900
8600-8799	U-33-C	GF 633	2350	2350	2300	2250	2200
8800-8981	SD-45	EF 636			2125	2075	2000
8982-9149	SD-45	EF 636	2175	2175	2125	2075	2000
9150-9152	DH-643	AF 640			2100	2100	2100
9500-9502	DD-35	EF 850				2800	2650
9550-9552	U-50	GF 850				2800	2800

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To calculate rating of locomotive consists determine unit in consist with highest minimum continuous speed and rate all units in consist at this speed. For example, a consist made up of EF 415's, EF 418's and EF 420's would be rated at 13 MPH, the highest minimum continuous speed involved in the consist.

UNIT DATA			Rating in Tons at Speed (MPH) Indicated		
Numbers (Incl. Cotton Belt)	Model	Class	11.0	12.0	13.0
352, 360-379, 535-538, 547-553, 925-975, 6213-6387, 6392, 6394-6440, 6443, 6463-6470, 8101, 8104, 8110, 8112, 8116-8117, 8131, 8143-8289, 8292, 8295, 8299-8300, 8304-8305	F-7	EF 415	1125	1025	925
354-356, 540-545, 6388-6391, 6393, 6441-6442, 6445-6462, 8091-8095, 8103, 8106-8109, 8114, 8118-8129, 8135-8137, 8290-8291, 8293-8294, 8296-8298, 8301-8303	F-7	EP 415			925

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UNIT DATA			Rating in Tons at Speed (MPH) indicated				
Numbers (Incl. Cotton Belt)	Model	Class	7.5	9.5	11.0	12.0	13.0
600-724	F-9	EF 418				975	875
2700-2742	SD-7	ES 615	1350	1025	850	775	700
2900-2936	RS-11	AS 418			1075	975	875
2950-2970	RSD-12	AS 618	1575	1200	1025	925	825
3200-3209	SDP-45	EP 636			1700	1675	1600
3400-3727	GP-9	EF 418				975	875
3800-3966	SD-9	EF 618	1575	1200	1025	925	825
4000-4009	RS-32	AF 420				1150	1050
4030-4087	GP-20	EF 420					1025
5000-5017	GP-30	EF 423				1150	1075
5300-5399	SD-39	EF 623	1800	1500	1300	1175	1075
6500-6681	GP-35	EF 425				1150	1075
6700-6767	U-25-B	GF 425				1150	1150
6900-6928	SD-35	EF 625		1750	1500	1375	1250
7025-7028	U-28-B	GF 428				1150	1150
7100-7128	C-628	AF 628		1750	1675	1525	1375
7150-7159	U-28-C	GF 628		1800	1700	1550	1400
7600-7607	GP-40	EF 430			1175	1150	1075
7800-7814	C-630	AF 630			1700	1650	1525
7900-7999	U-30-C	GF 630	1850	1850	1800	1650	1525
8400-8478	SD-40	EF 630			1700	1650	1525
8479-8499	SD-40	EF 630	1800	1800	1800	1650	1525
8600-8799	U-33-C	GF 633	1850	1850	1850	1825	1800
8800-8981	SD-45	EF 636			1700	1675	1600
8982-9149	SD-45	EF 636	1750	1750	1700	1675	1600
9150-9152	DH-643	AF 640			1700	1700	1700
9500-9502	DD-35	EF 850				2300	2150
9550-9552	U-50	GF 850				2300	2300

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UNIT DATA			Rating in Tons at Speed (MPH) Indicated		
Numbers (Incl. Cotton Belt)	Model	Class	11.0	12.0	13.0
352, 360-379, 535-538, 547-553, 925-975, 6213-6387, 6392, 6394-6440, 6443, 6463-6470, 8101, 8104, 8110, 8112, 8116-8117, 8131, 8143-8289, 8292, 8295, 8299-8300, 8304-8305	F-7	EF 415	900	825	750
354-356, 540-545, 6388-6391, 6393, 6441-6442, 6445-6462, 8091-8095, 8103, 8106-8109, 8114, 8118-8129, 8135-8137, 8290-8291, 8293-8294, 8296-8298, 8301-8303	F-7	EP 415			750

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UNIT DATA			Rating in Tons at Speed (MPH) indicated				
Numbers (Incl. Cotton Belt)	Model	Class	7.5	9.5	11.0	12.0	13.0
600 -724	F-9	EF 418				900	825
2700-2742	SD-7	ES 615	1250	950	800	725	650
2900-2936	RS-11	AS 418			1000	900	825
2950-2970	RSD-12	AS 618	1475	1125	950	850	775
3200-3209	SDP-45	EF 636			1600	1575	1525
3400-3727	GP-9	EF 418				900	825
3800-3966	SD-9	EF 618	1475	1125	950	850	775
4000-4009	RS-32	AF 420				1075	1000
4030-4087	GP-20	EF 420					950
5000-5017	GP-30	EF 423				1075	1025
5300-5399	SD-39	EF 623	1750	1475	1225	1125	1000
6500-6681	GP-35	EF 425				1075	1025
6700-6767	U-25-B	GF 425				1075	1075
6900-6928	SD-35	EF 625		1650	1425	1300	1175
7025-7028	U-28-B	GF 428				1100	1100
7100-7128	C-628	AF 628		1650	1600	1425	1300
7150-7159	U-28-C	GF 628		1700	1600	1450	1325
7600-7607	GP-40	EF 430			1100	1075	1025
7800-7814	C-630	AF 630			1600	1550	1450
7900-7999	U-30-C	GF 630	1800	1775	1750	1575	1450
8400-8478	SD-40	EF 630			1600	1550	1450
8479-8499	SD-40	EF 630	1750	1750	1750	1575	1450
8600-8799	U-33-C	GF 633	1775	1775	1750	1725	1700
8800-8981	SD-45	EF 636			1600	1575	1525
8982-9149	SD-45	EF 636	1650	1650	1600	1575	1525
9150-9152	DH-643	AF 640			1600	1600	1600
9500-9502	DD-35	EF 850				2150	2050
9550-9552	U-50	GF 850				2150	2150

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Minimum Continuous Speed* Power GuideINSTRUCTIONS

To calculate rating of locomotive consists determine unit in consist with highest minimum continuous speed and rate all units in consist at this speed. For example, a consist made up of EF 415's, EF 418's and EF 420's would be rated at 13 MPH, the highest minimum continuous speed involved in the consist.

UNIT DATA			Rating in Tons at Speed (MPH) Indicated		
Numbers (Incl. Cotton Belt)	Model	Class	11.0	12.0	13.0
352, 360-379, 535-538, 547-553, 925-975, 6213-6387, 6392, 6394-6440, 6443, 6463-6470, 8101, 8104, 8110, 8112, 8116-8117, 8131, 8143-8289, 8292, 8295, 8299-8300, 8304-8305	F-7	EF 415	850	775	700
354-356, 540-545, 6388-6391, 6393, 6441-6442, 6445-6462, 8091-8095, 8103, 8106-8109, 8114, 8118-8129, 8135-8137, 8290-8291, 8293-8294, 8296-8298, 8301-8303	F-7	EP 415			700

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UNIT DATA			Rating in Tons at Speed (MPH) indicated				
Numbers (Incl. Cotton Belt)	Model	Class	7.5	9.5	11.0	12.0	13.0
600 -724	F-9	EF 418				875	800
2700-2742	SD-7	ES 615	1225	925	775	700	650
2900-2936	RS-11	AS 418			975	875	800
2950-2970	RSD-12	AS 618	1450	1100	925	825	750
3200-3209	SDP-45	EP 636			1550	1550	1475
3400-3727	GP-9	EF 418				875	800
3800-3966	SD-9	EF 618	1450	1100	925	825	750
4000-4009	RS-32	AF 420				1050	950
4030-4087	GP-20	EF 420					925
5000-5017	GP-30	EF 423				1050	1000
5300-5399	SD-39	EF 623	1675	1400	1200	1075	975
6500-6681	GP-35	EF 425				1050	1025
6700-6767	U-25-B	GF 425				1050	1050
6900-6928	SD-35	EF 625		1600	1375	1250	1150
7025-7028	U-28-B	GF 428				1050	1050
7100-7128	C-628	AF 628		1600	1525	1400	1275
7150-7159	U-28-C	GF 628		1675	1550	1400	1275
7600-7607	GP-40	EF 430			1050	1050	1050
7800-7814	C-630	AF 630			1550	1500	1400
7900-7999	U-30-C	GF 630	1725	1725	1675	1525	1400
8400-8478	SD-40	EF 630			1550	1500	1400
8479-8499	SD-40	EF 630	1675	1675	1675	1525	1400
8600-8799	U-33-C	GF 633	1700	1700	1700	1675	1650
8800-8981	SD-45	EF 636			1550	1550	1475
8982-9149	SD-45	EF 636	1600	1600	1550	1550	1475
9150-9152	DH-643	AF 640			1550	1550	1550
9500-9502	DD-35	EF 850				2100	2050
9550-9552	U-50	GF 850				2100	2100

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UNIT DATA			Rating in Tons at Speed (MPH) Indicated		
Numbers (Incl. Cotton Belt)	Model	Class	11.0	12.0	13.0
352, 360-379, 535-538, 547-553, 925-975, 6213-6387, 6392, 6394-6440, 6443, 6463-6470, 8101, 8104, 8110, 8112, 8116-8117, 8131, 8143-8289, 8292, 8295, 8299-8300, 8304-8305	F-7	EF 415	825	750	675
354-356, 540-545, 6388-6391, 6393, 6441-6442, 6445-6462, 8091-8095, 8103, 8106-8109, 8114, 8118-8129, 8135-8137, 8290-8291, 8293-8294, 8296-8298, 8301-8303	F-7	EP 415			675

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UNIT DATA			Rating in Tons at Speed (MPH) indicated				
Numbers (Incl. Cotton Belt)	Model	Class	7.5	9.5	11.0	12.0	13.0
600 -724	F-9	EF 418				775	725
2700-2742	SD-7	ES 615	1100	825	700	625	550
2900-2936	RS-11	AS 418			875	775	725
2950-2970	RSD-12	AS 618	1275	975	825	750	675
3200-3209	SDP-45	EP 636			1375	1375	1325
3400-3727	GP-9	EF 418				775	725
3800-3966	SD-9	EF 618	1275	975	825	750	675
4000-4009	RS-32	AF 420				925	850
4030-4087	GP-20	EF 420					825
5000-5017	GP-30	EF 423				925	875
5300-5399	SD-39	EF 623	1500	1275	1075	950	875
6500-6681	GP-35	EF 425				925	875
6700-6767	U-25-B	GF 425				925	925
6900-6928	SD-35	EF 625		1425	1225	1100	1000
7025-7028	U-28-B	GF 428				950	950
7100-7128	C-628	AF 628		1425	1375	1225	1125
7150-7159	U-28-C	GF 628		1475	1400	1250	1150
7600-7607	GP-40	EF 430			925	925	875
7800-7814	C-630	AF 630			1375	1350	1250
7900-7999	U-30-C	GF 630	1550	1550	1500	1375	1250
8400-8478	SD-40	EF 630			1375	1350	1250
8479-8499	SD-40	EF 630	1500	1500	1500	1375	1250
8600-8799	U-33-C	GF 633	1525	1525	1525	1500	1475
8800-8981	SD-45	EF 636			1375	1375	1325
8982-9149	SD-45	EF 636	1425	1425	1375	1375	1325
9150-9152	DH-643	AF 640			1400	1400	1400
9500-9502	DD-35	EF 850				1850	1750
9550-9552	U-50	GF 850				1850	1850

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UNIT DATA			Rating in Tons at Speed (MPH) Indicated		
Numbers (Incl. Cotton Belt)	Model	Class	11.0	12.0	13.0
352, 360-379, 535-538, 547-553, 925-975, 6213-6387, 6392, 6394-6440, 6443, 6463-6470, 8101, 8104, 8110, 8112, 8116-8117, 8131, 8143-8289, 8292, 8295, 8299-8300, 8304-8305	F-7	EF 415	725	675	600
354-356, 540-545, 6388-6391, 6393, 6441-6442, 6445-6462, 8091-8095, 8103, 8106-8109, 8114, 8118-8129, 8135-8137, 8290-8291, 8293-8294, 8296-8298, 8301-8303	F-7	EP 415			600

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UNIT DATA			Rating in Tons at Speed (MPH) indicated				
Numbers (Incl. Cotton Belt)	Model	Class	7.5	9.5	11.0	12.0	13.0
600 -724	F-9	EF 418				700	650
2700-2742	SD-7	ES 615	1000	750	625	550	500
2900-2936	RS-11	AS 418			800	700	650
2950-2970	RSD-12	AS 618	1175	875	750	675	600
3200-3209	SDP-45	EF 636			1250	1250	1200
3400-3727	GP-9	EF 418				700	650
3800-3966	SD-9	EF 618	1175	875	750	675	600
4000-4009	RS-32	AF 420				850	775
4030-4087	GP-20	EF 420					750
5000-5017	GP-30	EF 423				850	800
5300-5399	SD-39	EF 623	1375	1150	950	850	775
6500-6681	GP-35	EF 425				850	800
6700-6767	U-25-B	GF 425				850	850
6900-6928	SD-35	EF 625		1300	1100	1000	900
7025-7028	U-28-B	GF 428				850	850
7100-7128	C-628	AF 628		1300	1225	1125	1025
7150-7159	U-28-C	GF 628		1350	1250	1150	1050
7600-7607	GP-40	EF 430			850	850	800
7800-7814	C-630	AF 630			1250	1200	1125
7900-7999	U-30-C	GF 630	1400	1400	1350	1225	1125
8400-8478	SD-40	EF 630			1250	1200	1125
8479-8499	SD-40	EF 630	1375	1350	1350	1225	1125
8600-8799	U-33-C	GF 633	1375	1375	1375	1350	1325
8800-8981	SD-45	EF 636			1250	1250	1200
8982-9149	SD-45	EF 636	1300	1300	1250	1250	1200
9150-9152	DH-643	AF 640			1275	1275	1275
9500-9502	DD-35	EF 850				1700	1600
9550-9552	U-50	GF 850				1700	1700

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UNIT DATA			Rating in Tons at Speed (MPH) Indicated		
Numbers (Incl. Cotton Belt)	Model	Class	11.0	12.0	13.0
352, 360-379, 535-538, 547-553, 925-975, 6213-6387, 6392, 6394-6440, 6443, 6463-6470, 8101, 8104, 8110, 8112, 8116-8117, 8131, 8143-8289, 8292, 8295, 8299-8300, 8304-8305	F-7	EF 415	650	600	550
354-356, 540-545, 6388-6391, 6393, 6441-6442, 6445-6462, 8091-8095, 8103, 8106-8109, 8114, 8118-8129, 8135-8137, 8290-8291, 8293-8294, 8296-8298, 8301-8303	F-7	EP 415			550

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UNIT DATA			Rating in Tons at Speed (MPH) indicated				
Numbers (Incl. Cotton Belt)	Model	Class	7.5	9.5	11.0	12.0	13.0
600-724	F-9	EF 418				675	625
2700-2742	SD-7	ES 615	950	700	600	525	475
2900-2936	RS-11	AS 418				675	625
2950-2970	RSD-12	AS 618	1100	825	700	625	575
3200-3209	SDP-45	EP 636			1200	1175	1125
3400-3727	GP-9	EF 418				675	625
3800-3966	SD-9	EF 618	1100	825	700	625	575
4000-4009	RS-32	AF 420				800	725
4030-4087	GP-20	EF 420					700
5000-5017	GP-30	EF 423				800	750
5300-5399	SD-39	EF 623	1275	1075	900	825	750
6500-6681	GP-35	EF 425				800	750
6700-6767	U-25-B	GF 425				800	800
6900-6928	SD-35	EF 625		1225	1050	950	875
7025-7028	U-28-B	GF 428				825	825
7100-7128	C-628	AF 628		1225	1175	1050	950
7150-7159	U-28-C	GF 628		1275	1200	1075	975
7600-7607	GP-40	EF 430			850	800	750
7800-7814	C-630	AF 630			1200	1175	1075
7900-7999	U-30-C	GF 630	1325	1325	1275	1175	1075
8400-8478	SD-40	EF 630			1200	1175	1075
8479-8499	SD-40	EF 630	1275	1275	1275	1175	1075
8600-8799	U-33-C	GF 633	1300	1300	1300	1300	1275
8800-8981	SD-45	EF 636			1200	1175	1125
8982-9149	SD-45	EF 636	1225	1225	1200	1175	1125
9150-9152	DH-643	AF 640			1200	1200	1200
9500-9502	DD-35	EF 850				1600	1500
9550-9552	U-50	GF 850				1600	1600

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UNIT DATA			Rating in Tons at Speed (MPH) Indicated		
Numbers (Incl. Cotton Belt)	Model	Class	11.0	12.0	13.0
352, 360-379, 535-538, 547-553, 925-975, 6213-6387, 6392, 6394-6440, 6443, 6463-6470, 8101, 8104, 8110, 8112, 8116-8117, 8131, 8143-8289, 8292, 8295, 8299-8300, 8304-8305	F-7	EF 415	625	575	500
354-356, 540-545, 6388-6391, 6393, 6441-6442, 6445-6462, 8091-8095, 8103, 8106-8109, 8114, 8118-8129, 8135-8137, 8290-8291, 8293-8294, 8296-8298, 8301-8303	F-7	EP 415			500

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UNIT DATA			Rating in Tons at Speed (MPH) indicated				
Numbers (Incl. Cotton Belt)	Model	Class	7.5	9.5	11.0	12.0	13.0
600-724	F-9	EF 418				500	450
2700-2742	SD-7	ES 615	700	500	425	375	325
2900-2936	RS-11	AS 418				500	450
2950-2970	RSD-12	AS 618	825	600	500	450	400
3200-3209	SDP-45	EF 636			925	875	825
3400-3727	GP-9	EF 418				500	450
3800-3966	SD-9	EF 618	825	600	500	450	400
4000-4009	RS-32	AF 420				600	550
4030-4087	GP-20	EF 420					525
5000-5017	GP-30	EF 423				600	550
5300-5399	SD-39	EF 623	975	800	650	575	525
6500-6681	GP-35	EF 425				600	550
6700-6767	U-25-B	GF 425				600	600
6900-6928	SD-35	EF 625		925	775	700	625
7025-7028	U-28-B	GF 428				600	600
7100-7128	C-628	AF 628		900	875	775	700
7150-7159	U-28-C	GF 628		925	900	800	725
7600-7607	GP-40	EF 430			650	600	550
7800-7814	C-630	AF 630			925	875	800
7900-7999	U-30-C	GF 630	1000	1000	950	875	800
8400-8478	SD-40	EF 630			925	875	800
8479-8499	SD-40	EF 630	975	975	950	875	800
8600-8799	U-33-C	GF 633	975	975	975	950	925
8800-8981	SD-45	EF 636			925	875	825
8982-9149	SD-45	EF 636	975	975	925	875	825
9150-9152	DH-643	AF 640			900	900	900
9500-9502	DD-35	EF 850				1200	1100
9550-9552	U-50	GF 850				1200	1200

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Numbers (Incl. Cotton Belt)	Model	Class	11.0	12.0	13.0
352, 360-379, 535-538, 547-553, 925-975, 6213-6387, 6392, 6394-6440, 6443, 6463-6470, 8101, 8104, 8110, 8112, 8116-8117, 8131, 8143-8289, 8292, 8295, 8299-8300, 8304-8305	F-7	EF 415	475	425	375
354-356, 540-545, 6388-6391, 6393, 6441-6442, 6445-6462, 8091-8095, 8103, 8106-8109, 8114, 8118-8129, 8135-8137, 8290-8291, 8293-8294, 8296-8298, 8301-8303	F-7	EP 415			375

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