



# LAKESIDE SUBDIVISION FOGSHEET



Disclaimer: Distances are for reference only. Every effort was made to be as accurate as possible, however, they are **NOT** guaranteed to be 100% accurate



UPDATED: 05/05/18

<b>UP JCT 82.5</b>	T/O 35/25	35	11.7-16.8		
<u>S2S 1,000'</u>					CHANEL 70 Call in 53X
<b>LAKESIDE 11.8 = 83.12</b>	T/O 35/25				T/O 35/25 Lakeside Jct (Lakeside Sub to Hi-Side)
13,200'					T/O 35/35 Lakeside Jct (Lakeside Sub to Lowside)
<u>S2S 16,300'</u>					13.8 TWD (138)
W ANDERSON RD (14.30 065969S)					
3,100'					
<b>E. CHENEY 14.99</b>			11.7-16.8	35	T/O 35/35 M2
2,200'					
<u>S2S 11,700'</u>					
WYE SWITCH (E. Leg - 5 MPH)		M1		M2	
2,000'					
W PINE ST (15.82 066315M)					
2,900'					
W F STREET (16.40 065970L)					
2,200'					
W CHENEY PLAZA (16.82 065971T)					
2,000'		35		35	
17.1		60	16.8-27.9	60	1ST OUT CHENEY - EB
6,300'					2ND OUT BABB - WB
<u>S2S 11,100'</u>					
W MULLINIX RD (18.42 089624P)					
4,400'					
W LANCE HILL RD (19.28 089625W)					
400'					
19.5		M1		M2	2ND OUT CHENEY - EB
<u>S2S 10,900'</u>					1ST OUT BABB - WB
<b>W. BABB 21.5</b>	T/O 50/50 M1	60	16.8-27.9	60	
W GRIFFITH RD (21.54 089627K)					
12,550'					
<u>S2S 13,500'</u>					
W RICHEY RD (23.92 089628S)		60			
900'					
24.1					
8,200'					
<u>S2S 15,000'</u>					
DETECTOR					25.7 TWD (617)
830'					
W PVT XING (25.91 089629Y)					
5,950'					
27.1		60	16.8-27.9		
W Pine Springs Rd (27.09 089630T)		45	27.9-28.3		
12,450'					
<u>S2S 13,900'</u>					
W PVT XING (29.49 089631A)		60	28.3-40.3		
1,250'					
<b>E. FISHTRAP 29.7</b>	T/O 35/35				
5,750'					

PVT XING (30.87 089632G)	<b>8,100'</b>			Call-In 61X
<b>2,310'</b>				
<b>W.FISHTRAP 31.3</b>	T/O 35/35			
W Lake Valley Loop (31.43 089633N)				
<b>10,600'</b>	<b>S2S 13,200'</b>			
W County Rd. 32760 (33.45 089634V)				
<b>2,400'</b>				
<b>33.9 GRADE EB</b>				
<b>10,500'</b>	<b>S2S 10,800'</b>			
W BROWN Rd (35.90 089636J)	test mile to Brown Rd 4,550'			
<b>300'</b>				
<b>E. LAMPHIER 35.95</b>	T/O 40/40			
	<b>10,690'</b>			
<b>W. LAMPHIER 38.17</b>	T/O 40/40			
	<b>S2S 10,200'</b>	<b>60</b>	<b>28.3-40.3</b>	
<b>40.09 GRADE EB</b>		<b>45</b>	<b>40.3-43.9</b>	
<b>600'</b>	<b>S2S 10,500'</b>			
W PVT XING (40.22) 089638X				
<b>4,600'</b>				
W B ST (41.10 089640Y)				
<b>1,200'</b>				
W F ST (41.34 089644B)				
<b>4,000'</b>				
W County Rd 9220 (42.06 089645H)				
<b>E. SPRAGUE 42.1</b>	T/O 35/35			
<b>3,900'</b>				
W PVT XING (42.94 089646P)				
<b>4,140'</b>	<b>8,100'</b>	<b>45</b>	<b>40.3-43.9</b>	
<b>W. SPRAGUE 43.8</b>	T/O 35/35	<b>40</b>	<b>43.9-44.5</b>	
	<b>S2S 14,500'</b>			
<b>46.5</b>		<b>45</b>	<b>44.5-48.5</b>	
<b>5,050'</b>	<b>S2S 11,700'</b>			
W Bob Lee Rd (089647W 47.81)				47.8 TWD (618)
<b>6,650'</b>				
<b>48.7</b>		<b>60</b>	<b>48.5-64.4</b>	
	<b>S2S 11,000'</b>			
W Wellzandt Rd (50.89 089650E)				
<b>E. KEYSTONE 50.9</b>	T/O 35/35			
	<b>8,800'</b>			
<b>W. KEYSTONE 52.7</b>	T/O 35/35			
	<b>S2S 12,700'</b>			
<b>55.1</b>				
<b>5,300'</b>	<b>S2S 13,800'</b>			
W HILLS RD (56.22 089651L)				
<b>6,300'</b>				
W W TOKIO RD (57.41 089652T)				
<b>2,100'</b>				
<b>E. TOKIO 57.8</b>	T/O 50/50 M1	<b>60</b>	<b>48.5-64.4</b>	<b>60</b>
<b>3,600'</b>	<b>S2S 12,400'</b>			
W Klein Rd (58.58 089653A)		<b>M1</b>		<b>M2</b>
<b>6,700'</b>				
W Pvt Xing (59.86 089654G) (Rehn Rd)				
<b>2,100'</b>				
<b>60.3</b>		<b>M1</b>		<b>M2</b>
	<b>S2S 10,750'</b>			
<b>W. TOKIO 62.41</b>	T/O 50/50 M1			<b>60</b>
<b>950'</b>	<b>S2S 8,700'</b>			
W SAGE RD (62.57 089655N)				
<b>6,400'</b>				
W BAUMAN RD (63.78 089656V)				
<b>1,350'</b>		<b>60</b>	<b>48.5-64.4</b>	
<b>64.1</b>		<b>50</b>	<b>64.4-65.2</b>	
<b>3,350'</b>	<b>S2S 10,200'</b>			
W COLUMBIA (64.68 089657C)				
W DIVISION (64.74 089658J)				
W ADAMS (64.86 089659R)				
W JEFFERSON (64.91 089660K)				

Call-In 57X

1ST OUT TOKYO - EB

2ND OUT TOKYO - WB

2ND OUT TOKYO - EB

1ST OUT TOKYO - WB

	5,650'		50	64.4-65.2		
	66.1		60	65.2-69.2		
	4,800'	<u>S2S 12,100'</u>				
W HEINEMAN Rd (66.90 089663F)	7,250'				66.9 TWD (627)	
	<u>E. ESSIG 68.3</u>		T/O 35/35			
			8,800'	60	65.2-69.2	
	<u>W. ESSIG 70.1</u>		T/O 35/35	55	69.2-79.8	
		<u>S2S 12,400'</u>				
	<u>E. PAHA 72.5</u>		T/O 35/35			
			8,100'			
	<u>W.PAHA 74.1</u>		T/O 35/35			
W Paha Packard Rd (74.22 089665U)		<u>S2S 11,100'</u>				
	76.3					
	500'	<u>S2S 11,000'</u>				
W Anderson Rd (76.42 089667H)	10,500'					
	78.3		55	69.2-79.8		
		<u>S2S 10,600'</u>	40	79.8-86.4		
	80.5					
	700'	<u>S2S 8,700'</u>				
W Lind Kahlotus Rd (80.59 089670R)	2,400'					
Pvt Xing (81.10 089671X)	4,100'					
W Van Marter Ave (81.84 089672E)	1,300'					
W Wilbur Rd (82.09 089673L)					Call-In 62X	
	<u>W. LIND 82.09</u>		40	79.8-86.4	40 T/O 50/50 M2	
		<u>S2S 12,700'</u>				
	84.7		M1		M2	
	9,000'	<u>S2S 12,400'</u>			1ST OUT W. LIND - EB	
Pvt Xing (86.35 928233N) (BN)	3,300'				2ND OUT W. LIND - EB	
	87.1		35	86.4-90.6	35	
		<u>S2S 9,200'</u>				
	88.7				3RD OUT W. LIND - EB	
		<u>S2S 10,400'</u>			4TH OUT W. LIND - EB	
W Lind-Hatton Rd (90.71 089676G)						
	<u>BEATRICE 90.8</u>		XO 35/35	45	90.6-92.6	45
	10500'	<u>S2S 17,600'</u>			5TH OUT HATTON - WB	
W HERMAN RD (92.91 089677N)	7,100'				4TH OUT HATTON - WB	
	94.1		50	92.6-96.5	50	
	12,400'	<u>S2S 13,000'</u>			94.2 TWD (628)	
Pvt Xing (96.70 089679C)	600'				3RD OUT HATTON - WB	
	96.7		60	96.5-101.3	60	
	4,600'	<u>S2S 10,700'</u>			Call-In 68X	
W Cunningham Rd (97.61 089680W)	6,100'					
(stop & proceed to clear crossing WB)	98.7					
	10,250'	<u>S2S 12,300'</u>			2ND OUT HATTON - WB	
W Hampton Rd (100.70 089682K)	2,050'		M1		M2	
	<u>HATTON 101.2</u>		T/O 50/50 M1		60	
W HATTON RD (101.23 089683S)		<u>S2S 10,300'</u>	60	96.5-101.3		
	103.1		35	101.3-108.0		
		<u>S2S 8,100'</u>			Call-In 65X	
	104.7					
	5,800'	<u>S2S 9,100'</u>				
Pvt Xing (BN) (105.85 928234V)	3,300'					
	106.5		35	101.3-108.0		
		<u>S2S 9,300'</u>				
	<u>E. CONNELL 108.2</u>		T/O 35/35	45	108.0-112.8	
			8,100'			

Radio Tower

<b>W. CONNELL 110.0</b>	T/O 35/35						
660'							
<u>S2S 8,700'</u>							
QZ CLARK ST. (110.08 089686M)							
700'							Call-In 63X
QZ ADAMS ST. (110.22 089687U)							
5350'							
LAMB W. SWITCH (111.146)							
1,350'							
111.5							
			45	108.0-112.8			
<u>S2S 8,400'</u>			55	112.8-114.9			
<b>E. CACTUS 113.2</b>	T/O 50/50 M1						
<u>S2S 9,200'</u>			M1				
							3RD OUT CACTUS - WB
115.1			60	114.9-145.3	60		
							2ND OUT CACTUS - WB
<u>S2S 9,900'</u>							
116.9							
3,800'							
<u>S2S 9,400'</u>			M1				
Pvt Xing (BN) (117.63 925799B)							
5,600'							
<b>W. CACTUS 118.8</b>	T/O 50/50 M1		60	114.9-145.3	60		
3,800'							1ST OUT CACTUS - WB
<u>S2S 14,300'</u>							
W Manton Way/Poe Rd (119.08 089693X)							
1,700'							
W SHEFFIELD RD. (119.89 089695L)							
7650'							
W T. Halley Rd (121.37 089696T)							
1,000'							
121.5							
3,050'							
<u>S2S 11,800'</u>							
W RUSSELL RD (122.14 089697A)							
8,750'							122.3 TWD (638)
123.9							
3,900'							
<u>S2S 13,200'</u>							
Pvt Xing (124.53 925800T)							
9,200'							Call-In 67X
<b>E. ELTOPIA 126.3</b>	T/O 35/35						
<u>8,100'</u>							
<b>W. ELTOPIA 128.1</b>	T/O 35/35						
5,200'							
<u>S2S 12,300'</u>							
W ELTOPIA RD (129.12 089699N)							
7,100'							
130.5							
<u>S2S 10,900'</u>							
132.5							
8,200'							Call Pasco Telegraph - CH 89 for Head End
<u>S2S 12,300'</u>							
W Sagemoor Rd (134.17 089700F)							
4,100'							
134.7							134.8 TWD (648) - CH 70
<u>S2S 10,900'</u>							
<b>GLADE 137.1</b>			60	114.9-145.3	60	T/O 50/50 M2	
<u>S2S 8,700'</u>			M1				
							Call-In 64X
138.7							
1800'							
<u>S2S 6,700'</u>							
W Selph Landing Rd (139.13 089702U)							
4,800'							* M3 (140.4-145.0) 40 MPH NO SIGNS
<b>PASCO EAST 140.2</b>	CH 89	M1	XO 35/35		M2	T/O 35/35	M3
<u>S2S 8,600'</u>							
							T/O M3-EYL 30/30
<b>COUGAR 142</b>			XO 40/40			XO 30/30	
							Coal Trains 10 mph under sprayer
<u>S2S 2,600'</u>							T/O M3-WYL 15/15
<b>HUSKY 142.7</b>			XO 40/40			XO 30/30	
							T/O M3-NEW XO 15/15
<u>S2S 10,600'</u>							
<b>GRAPEVINE 145.3</b>	XO 40/35	60	114.9-145.3	60	T/O 25/25	40	
		25	145.3-146.5		M1		
		25	145.3-145.4		M2		
		10	145.4-145.9		M2 & M3		
		25	145.9-146.5		M3		
		25	146.5-147.5				
<b>SP&amp;S JCT. 147.5</b>	T/O 25/25						

**S2S = Signal to Signal**

**KEY TRAINS 35 MPH (MP 1.1 - MP 4.0)**

Moveable Point Frogs/  
Swing Nose Frogs/Derails-  
E Cheney,Babb,  
E & W Lamphier,  
E & W Tokio, W Lind,  
Hatton, E & W Cactus

Pasco East Disp. (817) 867-7071  
Chief Dispatcher (817) 352-2705

**LEGEND & NOTES**

- ABSOLUTE
- INTERMEDIATE
- SPEED CHANGE
- SPEED CHANGE
- SPEED CHANGE
- SPEED CHANGE
- INFORMATION

Contact Pasco Telegraph for  
Head End before passing  
Selph Landing - CH 89  
Do Not Enter Yard Tracks w/o  
permission from the Tower  
Coal trains must contact  
Telegraph @ CP Glade for  
Sprayer instructions  
*Tower controls all powered Yard Switches*

**Staging info based on Storybook**  
(May have to cut xings if tying train down)

- \* UP Jct to Lakeside Jct very SHORT BLOCK
- \* Fishtrap is on a crown.  
G and C trains need minimum leaving Fishtrap.  
Don't release brakes if stopping or heading in @ Lamphier  
Can be released at Missile Base if not stopping.
- \* Another minimum is usually needed on G and C  
trains when dropping into Sprague.
- \* WB Essig and Paha, steady push downhill.
- \* WB Beatrice to Cunningham road, G and C trains  
will need at least a minimum to control speed
- \* Hatton canyon MP106.5 loss of comm is normal  
in this area. If on any signal less than Clear you will  
need to set air to control speed on G and C trains.
- \* Leaving the siding WB from Connell 25 MPH HER at Clark St

**FLASH FLOOD CRITICAL AREAS**

- MP 2.5
- MP 3.3
- MP 19.9 - MP 20.5
- MP 69.0
- MP 82.3
- MP 97.0 - MP 98.0
- MP 107.0 - MP 108.7

**Loaded Coal Trains**—upon arrival to CP Glade must contact the Pasco Control Operator and receive instructions on how they will proceed to pass through the coal re-spray facility. All loaded coal trains will be sprayed. On trains being sprayed, the engineer must maintain a constant speed of 10 mph for the entire length of the train through the facility. Trains must operate under signal indication. Telegraph will arm the facility prior to all coal trains traversing through to be sprayed. All other trains routed through the re-spray facility that are not being sprayed may operate at maximum authorized speed.

**1(A). Speed—Maximum**

Main Track	Psg	Frt	
		Under 100 TOB	100 TOB & Over
MP 1.1 to MP 147.6	79	60	50*

- \* Exception to System Special Instructions, Item 1, Speed Restrictions: Trains under 105 TOB consisting entirely of double stack and spine car equipment (car kind codes beginning QU, QK, QV, QW, QT, QX, QY, QM, QC, QO, Q5, QE) may operate at 60 MPH.

**1(D). Speed—Other**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR/MWOR 6.28) unless otherwise indicated.

Marshall, S leg of wye	5	5	5
Cheney, E leg of wye	5	5	5
Pasco Yard, engines through master and group retarders	8	8	8

**Temperature Restrictions**

Contact the train dispatcher if in doubt of the temperature. Notify the train dispatcher when the train is restricted.

90 to 95 degrees F	70	55	45
96 to 100 degrees F	60	50	40

If the temperature exceeds the range in the chart above, the Engineering Department will determine if further restrictions are necessary and issue a Track Bulletin.

**SSI—Switch Control/Monitoring Systems**

- ICS—in effect:
  - MP 140.3 Pasco East
  - MP 142.2 Cougar
  - MP 142.7 Husky
- Turnouts Equipped with Two Switch Machines (Movable Point Frogs/Swing Nose Frogs/Derail):
  - East Cheney                      - Babb
  - East Lamphier                    - West Lamphier
  - East Tokio                        - West Tokio
  - West Lind                         - Hatton
  - East Cactus                       - West Cactus

**Special Conditions**

**Marshall WIR Railroad**—From the switch at MP 8.9, the WIR Railroad begins 1.0 mile from Lakeside Sub. Limits also designated as interchange track.

**Cheney EWG Railroad**—From the switch at MP 16.8, the EWG Railroad begins 1.0 mile from the Lakeside Sub. Limits also designated as interchange track.

**Cheney**—When switching ADM Mills, on track 2216, engines are not allowed past spot one in the mill shed. Engines may not access the wheat pit track 2215 through the mill shed on track 2216. Track 2215 south of the mill shed must be used to spot or pull cars from the wheat pit.

F St. Crossing, MP 16.39 on CW Main, Track 2297 - Crossing warning system requires all movement stop and wait 20 seconds before occupying grade crossing.

**Missile Base - Mainline Rock and Ballast Pit**—This is a circular track (balloon) approximately 4,900 feet in length. Cars may be set out going either direction. Derails are set inside the clearance points. Bonded derails, electric lock must be operated before lining derail.

**Templin Terminals**—MP 62.59 and MP 62.86. This is a circular track (balloon) approximately 7,200 feet in length. Cars may be set out going in either direction. Electric locks are located at MP 62.59 and MP 62.86 for access. There are switch point derails located on the east and west turnout tracks between main line switches and inside crossover switches.

