

BURLINGTON NORTHERN, INC.

ALLIANCE DIVISION

Special Instructions

No. 1

**IN EFFECT AT 12:01 A. M.
CENTRAL STANDARD TIME
AND
MOUNTAIN STANDARD TIME**

FRIDAY, MAY 10, 1968

ALL SUBDIVISIONS

1.	Speed Restrictions	Maximum Speeds
	Passenger trains	79 MPH
	Freight trains	65 MPH

The above speeds are subject to modification under speed restrictions indicated under each subdivision special instructions.

All trains and engines through turnouts, crossovers and gantlets except as specified in special instructions or where fixed signals indicate otherwise 10 MPH.

Engines running light or with caboose only 50 MPH unless otherwise provided.

Equipment	Main Line	Branch Line
Ore cars	45 MPH	20 MPH
Derricks	30 MPH	15 MPH
Cranes	30 MPH	15 MPH
Pile drivers	30 MPH	15 MPH
Clamshells and shovels	30 MPH	15 MPH
Jordan spreaders	30 MPH	15 MPH
Scale test cars	35 MPH	20 MPH
Air dump cars (loaded)	35 MPH	20 MPH
Rotary plows, wedge plows and dozers	30 MPH	15 MPH

2. Movement of engines dead in trains:

Diesel engines not equipped with alignment control couplers or alignment control lock blocks when in tow in freight or mixed trains must be handled singly, not in groups and not less than 5 cars or more than 15 cars from the road engine.

Other diesel units when in tow dead in trains should not be in groups of more than 5 units, such units may be handled next to road units. Diesel units equipped with coupler control lock blocks must have lock blocks in "Down" position when in multiple groups.

DIESEL UNITS NOT EQUIPPED WITH ALIGNMENT CONTROL DEVICES:

GN	-	1 through 195
CBQ	-	9103 through 9106 9136, 9137, 9139 through 9143, 9147 through 9153, 9203 through 9248, 9400 AB through 9413 AB, 9249 through 9292, 9300 through 9308, 9310 through 9321
NP	-	100 through 177 400 - 429 500-501-525-551-555 through 558 602-603-651-700 through 724 750-800 through 803-850 through 853 900 through 912
SPS	-	11 through 55 856 - 869

DIESEL UNITS EQUIPPED WITH COUPLER ALIGNMENT

LOCK BLOCKS:

GN	-	550 through 599
CBQ	-	200 through 267, 270 through 287 300 through 374, 400 through 411 430 through 459
NP	-	200 through 375, 552 through 554 562 through 569
SPS	-	60 through 84

All other Diesel units are equipped with alignment control couplers.

Maximum Speed Diesel Units Dead in Tow:

30 MPH	-	CBQ 9103 through 9106 NP 100
50 MPH	-	GN 1 through 195 NP 99-400 series - 600 series - 700 series - 5400 series CBQ 9136, 9137, 9139 through 9143, 9147 through 9153, 9203 through 9292, 9300 through 9308 SPS 11, 22 through 28, 40 through 45, 50 through 55
60 MPH	-	NP 100 series (except 100) - 525 - 800 through 803
65 MPH	-	GN 227 through 230, 262 through 279 (A & B) 307 through 317 (ABC) 430 through 474 (ABCD) 550 through 915 2000 through 2035 3000 through 3025 CBQ 100 through 999 NP 200 and 300 Series 2500 Series - 2800 Series - 3600 Series 500-501 550-569 850 series - 860 series 900 series - 6000 series - 7000 series SPS 60 through 98 154 through 327 856 - 869
79 MPH	-	GN 320 through 333, 350 through 375, 400 through 417, 500 through 512, 679, 680, 2500 through 2529, 3026 through 3040 CBQ - 9916 through 9993 NP 6500 Series - 6600 Series - 6700 Series SPS 330-335 150 through 153 750 - 800 through 806
79 MPH	-	Budd cars GN 2350, NP B-30 through B-32 and B-40 through B-42 at rear of train

3. When NP road passenger diesel units are coupled in multiple with road freight or road switcher units, the road passenger units must be trailing to avoid danger of sliding wheels on the freight or road switcher units due to excessive brake cylinder pressure. The speed restrictions for freight and road switcher units must be observed to avoid damage to traction motors.

4. Following equipment loaded or empty must be handled on rear of trains unless otherwise provided:

- Outfit cars
- Tie flats (GN X4800 to X 4975, X4410)
- Scale test cars (next ahead of caboose)
- Wrecking derricks
- Pile drivers
- Loco cranes
- Rotary Snow Plows, dozers, wedge plows
- Jordan spreaders
- Air dump cars loaded or empty
- Log flats – NP 117002 to 117892

5. All cars 80 feet in length, or longer, must be handled in rear 30 cars of train where the track curvature is 6 degrees or more on grades of one percent or more.

If there are 30 or more cars 80 feet in length, or longer, in one train handle them next ahead of caboose.

The following subdivisions have curves of 6° or more on grades of 1% or more: Fourteenth Subdivision.

- MP 412.73 – West of Belmont
- MP 413.40 – West of Belmont
- MP 413.50 – West of Belmont
- MP 413.95 – West of Belmont
- MP 414.45 – West of Belmont
- MP 414.80 – West of Belmont
- MP 415.00 – West of Belmont

In helper territory helper engines must be cut in ahead of above equipment.

6. Burlington lines signal aspects as contained in the 1967 edition Consolidated Code of Operating Rules are in effect.

7. RULE 901 will not apply.

8. Rules 200 and 83(B) and other rules pertaining to authority for, and signatures on, train orders and clearances are modified to permit train orders and clearances to be issued by authority and over signature of the Chief Dispatcher. Train Orders and Clearances for movement on the First, Second, Third, Fourth, Fifth, Sixth, Seventh, Eighth, Ninth, Tenth, Eleventh and Twelfth Subdivisions will be issued by the authority and over the signature of the Chief Dispatcher at McCook.

9. A train authorized by train order to move against the current of traffic must approach all interlockings and CTC limits at reduced speed where approach signals are not provided for such movements.

10. Roadway signs indicate maximum speed for passenger trains. A triangle type sign with reflex letter Z indicates zone territory where maximum speed is indicated by numerals thereon, and will govern until next zone sign is reached. Where speed restrictions are required on curves within a zone, a banjo type sign with reflex letter C and numerals thereon will indicate maximum speed for that particular curve, after which zone speed may be resumed. Unless otherwise specified by timetable, bulletin, or special instructions these signs will be located one mile from point where zone speed changes or from point of curve. On subdivisions where maximum speed is 40 MPH or more an octagonal yellow sign with horizontal black stripe displayed on the right of the track will indicate the beginning of slow track.

11. Should flat spots on wheels develop on passenger train cars or any engine, conductor or engineer will immediately advise Chief Dispatcher and be governed by his instructions.

12. Diesel engines left with no one in charge must have the throttle in idle position, transition lever (on engines so equipped) in off position, reversing handle removed from the control stand, generator field switch open, independent air brake and hand brake applied.

When conditions require, or engine is to be left unattended for more than 30 minutes, wheels must be securely blocked.

13. When a train is to make a backup movement and the engine consist is more than three (3) units, the three (3) rear units only will be allowed to work power. Other units must be isolated.

Engine consist of passenger units must not exceed six (6) units in passenger or freight service.

Engine consist of freight units must not exceed eight (8) units in freight or passenger service.

14. When a train or engine is stopped by a stop indication of an automatic interlocking signal and no immediate conflicting train or engine movement is evident, in addition to complying with Consolidated Code Rule 613, a member of the train or engine crew must go to the crossing and be governed by instructions posted in the release box.

15. TRACK RESTRICTIONS FOR ENGINES

SD-24, U25C and U28C engines, series 500, may be operated with not more than 5 units coupled, at authorized speed restrictions on the following Subdivisions only:

- | | |
|------------|-------------|
| First | Fourteenth |
| Second | Sixteenth |
| Third | Seventeenth |
| Sixth | Eighteenth |
| Tenth | Nineteenth |
| Thirteenth | |

These engines must not operate on the following tracks:

Location	Track No.	Local Name of Track
Juniata	2	House track
Kenesaw	1	House track
Holdrege	8	Cob track
McCook	5	Mill track
Wray	8	Mill track
Moseley	1	Stock track
Fort Morgan	2	South house track
Tampa Spur	1	Entire Spur except 600 feet of tail track off wye
Roy	2	Beet track
Tonville	2	Beet track
Barr	2	House track
Red Cloud	16	Turkey track
Cowles	1	House track
Blue Hill	1	Elevator track

(Continued)

These engines must not operate on the following tracks:

Location	Track No.	Local Name of Track
Ayr	3	City track
	1	Elevator track
Hastings	1	Brickyard track M.P. 1
Krider	1	House track
Odell	2	House track
Diller	1	Elevator track
Chester	3	House track
	6	Elevator track
Superior	5	Stock track
Bostwick	1	Elevator track
Inavale	1	House track
Riverton	1	House track
Sterling	21	Welsh elevator
Sterling	24	Waycar track
Sterling	25	Dago #1
Sterling	26	Dago #2
Bayard Factory Yd.	16	Pulp track
Scottsbluff Factory Yd.	2	Seed track beyond switch to No. 9 track
	4	Factory No. 1 track
	5	Rock and syrup track
	6	Factory No. 6 track

**FIRST SUBDIVISION
CENTRAL STANDARD TIME**

- Two main tracks between Brick Yard, M.P. 154.89 and Gaines, M.P. 158.01.
- Train and Enginemen changing from one time zone to another must set their watches correctly; compare time with a standard clock and register the change on prescribed form. Should change become necessary at intermediate station, report must be made to and time compared with train dispatcher.
- Extra trains will not display classification signals.
- HASTINGS TOWER:**
Westward trains originating at Hastings and Gaines must receive Clearance.
- GAINES:**
Trains originating and terminating will register.
Normal position of west switch off No. 1 track leading to No. 2 and No. 3 tracks is for No. 1 track.
- KENESAW:**
Rule 83 (B) does not apply.

7. OXFORD:

Operator on duty 7:30 a.m. to 4:30 p.m. daily except Saturday and Sunday. Trains originating and all trains to and from Third Subdivision must receive Clearance when operator on duty.

Oxford is a register station for all trains originating or terminating.

Between 12 Noon and 1:00 p.m.; 3:45 p.m. and 4:30 p.m.; Daily except Saturday and Sunday, freight trains stopping at Oxford must not block Ogden Street crossing.

- Maximum gross weight of cars handled must not exceed 263,000 pounds.

SPEED RESTRICTIONS

	Passenger Trains M.P.H.	Freight Trains M.P.H.
MP 156.00-MP 157.00	25	25
Crossover and Turnout MP 156.43	15	15
MP 157.00-MP 158.00	79	30
Turnout west end No. 1 track MP 157.96	30	30
Turnout end of Double Track Gaines	40	40
MP 158.00-MP 219.50	79	55
SD-24, U25C and U28C Engines on sidings at Kenesaw, Axtell and Holdrege (south side)	25	25
MP 219.50-MP 230.50	70	50
Curve MP 229.50	65	50
MP 230.50-MP 286.60	79	55
Head end of trains over Ogden Ave. Oxford MP 233.80	50	50
MP 286.60-MP 287.20.	79	30
MP 287.20-MP 288.50.	30	30

Trains must not exceed 30 M.P.H. through turnouts of controlled sidings.

Freight Trains 61, 63 and 163, authorized by message over signature of Chief Dispatcher, may observe maximum speed of 60 M.P.H. as follows (observing all other speed restrictions):

Between MP 158.00 and MP 219.50
MP 230.50 and MP 286.50
except engine must not exceed 55 M.P.H. passing signal at MP 233.57.

Freight Trains 62 and 64, authorized by message over signature of Chief Dispatcher, may observe maximum speed of 60 M.P.H. as follows (observing all other speed restrictions):

Between MP 286.00 and MP 236.00
MP 210.00 and MP 158.00
except engine must not exceed 55 M.P.H. passing signal at MP 250.50.

**SECOND SUBDIVISION
MOUNTAIN STANDARD TIME**

1. Within CTC limits, trains finding a permissive indication displayed by a signal, which governs facing point movement over a spring switch, will comply with Rule 104 (H) and in addition a member of the crew will contact control operator by telephone, located adjacent to the spring switch, when such communication is available.

In CTC territory whenever trailing movement through spring switch is not authorized by signal indication, the spring switch must be operated by hand. When any switching movements are made over spring switch, Rule 276 will apply as to permission, time and working limits and notification to engineer.

2. Train and Enginemen changing from one time zone to another must set their watches correctly; compare time with a standard clock and register the change on prescribed form. Should change become necessary at intermediate station, report must be made to and time compared with train dispatcher.

3. Extra trains will not display classification signals.

4. **AKRON:**
Trains must receive Clearance. Unless otherwise provided, conductor or engineer, or both arriving at Akron, on all trains, must deliver all clearance forms, train orders, and messages to relieving conductor, or engineer, or both.

First class trains will not register at Akron.

5. **BRUSH:**
Trains originating must receive Clearance.

Rule 83 (B) does not apply to trains off Tenth Subdivision enroute Second Subdivision.

Register station for all trains originating or terminating.

Westward trains given permission to head in on No. 1 track will receive signal indication after east No. 1 track switch has been properly lined by hand and route is clear.

6. **LADORA:**
Member of crew will protect movement over Highway No. 2.

7. **COMMERCE CITY:**
Trains using industry tracks must stop not more than 40 feet from 72nd Street crossing and, after stopped, may proceed at Reduced Speed until engine or leading car has passed crossing.

8. Trains enroute Tampa Spur will receive Clearance at 38th St. Yard, Akron, or Brush.

9. Trains originating or terminating at 38th Street Yard will register.

10. **DENVER:**
All trains and engines at highways or street intersections with railroad tracks, where official traffic control devices are installed, must move into the intersection or highway only on clear (green light) traffic signal.

Crossing with C&S between west 41st St. and 42nd Avenue, is protected by gates, normal position against C&S movements. Trains, light engines and switch cuts must approach these crossings prepared to stop if gates are not in normal position.

11. Trains or engines using Denver Union Terminal Railway Company's track must provide themselves with copy of and be governed by General and Interlocking rules of that Company.

12. Maximum gross weight of cars handled must not exceed 263,000 pounds.

SPEED RESTRICTIONS

	Passenger Trains M.P.H.	Freight Trains M.P.H.
MP 288.50-MP 289.00	70	50
MP 289.00-MP 430.50	79	55
SD-24, U25C and U28C Engines on siding at Wray	25	25
MP 430.50-MP 431.50.	50	40
MP 431.50-MP 434.00.	65	50
MP 434.00-MP 535.90.	79	55
Brush—Entering Sterling main tracks . .	15	15
Brush on Sterling main track over Clayton Street Crossing	10	10
On Tampa Spur		15
Curve MP 506.40	70	50
Over 72nd Ave. crossing MP 535.32 . .	40	40
MP 535.90-MP 539.70.	79	50
Ladora Yard Tracks: On tangent track between gate and classification yard		10
Over U.P. Crossing MP 537.32.	60	30
Over 56th Ave. crossing MP 538.00 . .	20	20
MP 539.70 to signal MP 541.71	30	30
Signal MP 541.71 to 21st St. MP 541.85	15	15

Trains must not exceed 30 M.P.H. through turnouts of controlled sidings.

Freight Trains 61, 63 and 163, authorized by message over signature of Chief Dispatcher, may observe maximum speed of 60 M.P.H. as follows (observing all other speed restrictions):

Between MP 289.00 and MP 430.50
MP 434.00 and MP 535.90

except engine must not exceed 55 M.P.H. passing signal at MP 444.76.

Freight Trains 62 and 64, authorized by message over signature of Chief Dispatcher, may observe maximum speed of 60 M.P.H. as follows (observing all other speed restrictions):

Between MP 527.00 and MP 449.00
MP 430.00 and MP 289.00

except engine must not exceed 55 M.P.H. passing signals at MP 498.25.

**THIRD SUBDIVISION
CENTRAL STANDARD TIME**

1. Lights on train order signals will not be displayed.
2. Unless otherwise provided, protection against following trains as required by Rule 99 is not required on the Third Subdivision, except between Wymore and Odell Jct.
3. **ODELL JCT.:**
Normal position junction switch is for Third Subdivision.
4. Trains will not be required to register at Odell Jct. and Lester unless instructed to do so. Rule 83 (B) does not apply at Odell Jct., Lester, Orleans Jct. and Oxford Jct.
5. **CHESTER:**
Trains or engines passing through Chester on any track other than main track must stop before crossing Thayer Avenue; member of crew must flag trains or engines across entire width of street.
6. **SUPERIOR:**
Within the corporate limits, cars or engines must not be left standing less than 40 feet from street line and switching or light engine movements over Central Avenue and Bloom Streets must be protected by member of crew.

Engines must not operate beyond frog of switch leading to Gyp track at Cement Plant.

Missouri Pacific Crossing M.P. 170.96. Normal position of Gate is against M.P. trains. Rule 98 (A) in effect.
7. **LESTER:**
Normal position of junction switch is for Sixth Subdivision.
8. **RED CLOUD:**
Operator on duty Tuesday through Saturday 7:30 a.m. to 4:30 p.m. Trains must receive Clearance when operator on duty.
9. **ORLEANS:**
Operator on duty 7:30 a.m. to 4:30 p.m. daily except Saturday and Sunday. Eastward trains must receive Clearance when operator on duty.
10. Maximum gross weight of cars handled must not exceed 263,000 pounds.

SPEED RESTRICTIONS

	M.P.H.
Maximum speed	35
SD-24, U25C and U28C Engines: between Endicott and Riverton and between Orleans and Oxford Jct.	30
Engine or leading car between absolute signals U.P. crossing M.P. 114.86	20
Engine or leading car between absolute signals C.R.I. & P. crossing M.P. 125.04	20
Engine or leading car over Central Avenue and Bloom Street at Superior	5
Engine or leading car between absolute signals Missouri Pacific crossing M.P. 170.96	20
Over switch Oxford Jct.	20

Between Wymore and Oxford Jct. Bridge Derrick 204620 and 250 ton wrecking derrick must not exceed 25 MPH other derricks 30 MPH.

**FOURTH SUBDIVISION
CENTRAL STANDARD TIME**

1. Lights on train order signals will not be displayed.
2. Unless otherwise provided, protection against following trains as required by Rule 99 is not required on the Fourth Subdivision.
3. **ODELL JCT.:**
Rule 83 (B) does not apply.
4. Single unit engines only may be operated between Odell Jct. and Concordia.
5. **CONCORDIA:**
Operator on duty 8:00 a.m. to 5:00 p.m. daily except Saturday and Sunday. Trains must receive Clearance when operator on duty.

Trains or engines must stop before crossing Washington and Cedar Streets at Concordia and member of crew must flag across entire width of street.
6. Maximum gross weight of cars handled must not exceed 177,000 pounds.

SPEED RESTRICTIONS

	M.P.H.
Maximum speed:	
Between Odell Jct. and Haddam	35
Between Haddam and Concordia	30
Between M.P. 1.40 and M.P. 1.65.	10
Bridge 16.08	10
Bridges 21.88, 27.55, 39.15, 41.67, 42.99, 44.62, 64.69, 66.66	15
At the approach signal of interlocking, Union Pacific crossing M.P. 14.60, Westward trains	15
Engine or leading car between absolute signals Union Pacific Crossing M.P. 14.60	20
Pile drivers 204617 and 204618 with empty flat car ahead of pile driver and empty flat car behind M.S. tank over bridges 1.61 and 16.08.	10

Between O'Dell Jct. and Concordia Bridge Derrick 204620 and 250 ton wrecking derricks must not operate.

FIFTH SUBDIVISION

CENTRAL STANDARD TIME

- Lights on train order signals will not be displayed.
- Unless otherwise provided, protection against following trains as required by Rule 99 is not required on the Fifth Subdivision between Flynn and St. Francis.
- Rule 83 (B) does not apply at Orleans Jct. and Flynn.
- Maximum gross weight of cars handled must not exceed 263,000 pounds.

SPEED RESTRICTIONS

	M.P.H.
Maximum speed	30
Loaded tank cars	25
All trains over highway crossing Atwood	Reduced Speed
Over bridge 2.24	20
Engine or leading car over highway No. 283 crossing M.P. 24.07	10

Between Orleans and St. Francis Bridge Derrick 204620 and 250 ton wrecking derricks must not operate.

**SIXTH SUBDIVISION
CENTRAL STANDARD TIME**

- Unless otherwise provided, protection against following trains as required by Rule 99 is not required on the Sixth Subdivision, except between Hastings and Ayr Jct.
- Westward trains originating at Hastings and Gaines must receive Clearance at Hastings Tower.
- GAINES:**
Trains originating or terminating will register.
- Rule 83 (B) does not apply at Lester and Ayr Jct.
- Normal position of junction switch at Blue Hill Jct., Blue Hill and Lester is for the Sixth Subdivision.
- LESTER:**
Trains register only when directed to do so.
- Track car operator's lineup will not be issued to cover trains No. 891 and 892, or local extra for Huntley and return via Ayr Jct. which will not leave Hastings before 8:00 a.m. Mondays, Wednesdays and Fridays.
- Maximum gross weight of cars handled must not exceed 263,000 pounds.

SPEED RESTRICTIONS

	M.P.H.
Maximum speed	30
SD-24, U25C and U28C Engines	25
Engine or leading car of eastward trains over highway crossing at M.P. 1.04	5
Engine or leading car over highway crossing M.P. 36.54	15
Through turnout Lester	10
Between Blue Hill Jct. and Blue Hill	Reduced Speed

Between Hastings and Lester Bridge Derrick 204620 and 250 ton derricks may operate except must not exceed 10 MPH over Bridge 34.33.

**SEVENTH SUBDIVISION
CENTRAL STANDARD TIME**

1. Lights on train order signals will not be displayed.
2. Unless otherwise provided, protection against following trains as required by Rule 99 is not required on the Seventh Subdivision.
3. FLYNN:
Rule 83 (B) does not apply.
4. ALMENA:
CRI&P orders and clearances will be delivered to westward BN trains by joint operator.
5. BN Junction switches at Almena Jct., both switches of C.R.I. & P. siding, Norton and Oronoque, are equipped with electric switch locks controlled by C.R.I. & P. Operator at Norton. Telephones with instructions at same locations.
6. Norton, M.P. 38.96 on Spur off new CRI&P siding M.P. 39.95 within yard limits.
7. NORTON AND NORCATUR:
CRI&P orders and Clearance delivered to BN trains by BN Operator.
8. Track car operator's lineup will not be issued to cover trains No. 895 and No. 896 between Flynn and Almena Jct.
9. Maximum gross weight of cars handled must not exceed 263,000 pounds.

SPEED RESTRICTIONS

	M.P.H.
Maximum Speed:	
Flynn-Almena Jct.	35
Oronoque-Oberlin	30
Engine or leading car over street crossings in Norton city limits.	Reduced Speed
All trains will stop at highway crossing just west of city limits at Norton, and flag movement over crossing	Stop

Between Flynn and Oberlin Bridge Derrick 204620 and 250 ton wrecking derricks must not operate.

**EIGHTH SUBDIVISION
MOUNTAIN STANDARD TIME**

1. Lights on train order signals will not be displayed.
2. Unless otherwise provided, protection against following trains as required by Rule 99 is not required on the Eighth Subdivision.
3. HOLDREGE:
Trains will use First Subdivision controlled siding.
4. CURTIS:
Trains must receive Clearance.
5. Maximum gross weight of cars handled must not exceed 263,000 pounds.

SPEED RESTRICTIONS

	M.P.H.
Maximum speed	30
Between Holdrege and M.P. 24	25
Haxtun, Engine or leading car over Washington Street, second crossing east of depot	10
Sterling:	
Between approach signal and absolute signal of Union Pacific interlocking crossing	15
All trains between switches	Reduced Speed

Between Holdrege and Sterling Bridge Derrick 204620 and 250 ton wrecking derricks must not operate.

**NINTH SUBDIVISION
MOUNTAIN STANDARD TIME**

1. Unless otherwise provided, protection against following trains as required by Rule 99 is not required on the Ninth Subdivision.
2. Rotary snow plow must not operate on Ninth Subdivision.
3. Track car operator's lineup will not be issued to cover local extra which will not leave Sterling before 9:00 a.m. Wednesday and will not leave Cheyenne before 4:00 p.m. Wednesday.
4. Maximum gross weight of cars handled must not exceed 177,000 pounds.

SPEED RESTRICTIONS

	M.P.H.
Maximum speed	20
600 H.P. Diesel Electric engines	20
Engines heavier than 600 H.P. cannot operate	
Loaded tank cars	20
Sterling: All trains between switches	Reduced Speed
Over bridge 332.63 east of Cheyenne	10
Cheyenne: All trains between switches	Reduced Speed

Between Sterling and Cheyenne Bridge Derrick 204620 and 250 ton derricks must not operate.

**TENTH SUBDIVISION
MOUNTAIN STANDARD TIME**

- STERLING:**
In addition to BN Clearance, trains must receive U.P. Clearance.
- UNION:** Members of train or engine crew will handle switches used by their train. Westward trains must stop clear of crossover to BN main track and must not proceed until switches are properly lined.

The movement of eastward trains is governed by Union Pacific Signal 814 to siding or main track and trains must stop before passing signal and must not proceed until switches are properly lined and signal indicates proceed.
- BRUSH:**
Centralized Traffic Control in effect.

Yard limit Brush extends between east yard limit sign and sign reading "BEGIN CTC". Trains for movement to Union Pacific Third Sub-division must receive Union Pacific Clearance Form.
- Maximum gross weight of cars handled must not exceed 263,000 pounds.

SPEED RESTRICTIONS

	M.P.H.
Between Union and Brush	40
Over Bridge 139.97	30
SD-24, U25C and U28C Engines between Union and Brush	30

**ELEVENTH SUBDIVISION
MOUNTAIN STANDARD TIME**

- Lights on train order signals will not be displayed.
- Unless otherwise provided, protection against following trains as required by Rule 99 is not required on the Eleventh Subdivision.
- CULBERTSON:**
Rule 83 (B) does not apply.
Trains will use Second Subdivision controlled siding.
- IMPERIAL:**
Operator on duty 8:00 a.m. to 5:00 p.m. daily except Saturday and Sunday. Trains must receive Clearance when operator on duty.
- Maximum gross weight of cars handled must not exceed 263,000 pounds.

SPEED RESTRICTIONS

	M.P.H.
Maximum speed	25
Loaded tank cars	20
Engine or leading car over Arapahoe Street just west of depot Wauneta	Reduced Speed
Enders, over Highway No. 6 crossing, M.P. 41.67	10

Between Culbertson and Imperial Bridge Derrick 204620 and 250 ton wrecking derrick must not operate.

**TWELFTH SUBDIVISION
MOUNTAIN STANDARD TIME**

- Unless otherwise provided, protection against following trains as required by Rule 99 is not required on the Twelfth Subdivision.
- LONGMONT:**
Operator on duty as follows:
8:00 a.m. to 11:59 p.m. Monday through Friday.
8:00 to 4:00 p.m. Saturday and Sunday.
Trains must receive Clearance when operator on duty.
- Track car operator's lineup will not be issued to cover local extra which will not leave Denver for Longmont before 6:00 a.m. and Longmont for Denver before 11:00 a.m. Daily.
- Maximum gross weight of cars handled must not exceed 263,000 pounds.

SPEED RESTRICTIONS

	M.P.H.
Maximum speed:	
Broomfield-Longmont	25
Engine or leading car over highway crossing M.P. 18.12	5
Loaded tank cars	20

Between Denver and Longmont Bridge Derrick 204620 and 250 ton wrecking derricks must not operate.

**THIRTEENTH SUBDIVISION
MOUNTAIN STANDARD TIME**

1. Within CTC limits, trains finding a permissive indication displayed by a signal, which governs facing point movement over a spring switch, will comply with Rule 104 (H) and in addition a member of the crew will contact control operator by telephone, located adjacent to the spring switch, when such communication is available. In CTC territory whenever trailing movement through spring switch is not authorized by signal indication, the spring switch must be operated by hand. When any switching movements are made over spring switch, Rule 276 will apply as to permission, time and working limits and notification to engineer.

2. Extra trains will not display classification signals.

3. SENECA:

Trains must receive Clearance. Unless otherwise provided, conductor or engineer or both, arriving at Seneca on all trains must deliver all clearance forms, train orders and messages to relieving conductor or engineer, or both.
First class trains will register only when instructed to do so.

4. ALLIANCE:

Trains arriving from east and entering yard will call yard office on telephone unless given a track before arrival, or receiving track switch is lined and proceed signal given by yardman.

All trains leaving yard must arrange for proper route before fouling lead.

All inside switches of crossovers from main track through yard must be lined and locked for straight track movement when not in use.

All switches leading off runaround track must be lined back for run-around track after being used.

All trains departing passenger station will move at Restricted Speed until passing first CTC proceed signal.

5. Maximum gross weight of cars handled must not exceed 263,000 pounds.

SPEED RESTRICTIONS

	Passenger Trains M.P.H.	Freight Trains M.P.H.
Maximum Speed	70	55
Between M.P. 127.74 and M.P. 127.95	20	20
Through turnouts of controlled sidings in CTC limits	30	30
No. 42 passing Ansley to dispatch U.S. Mail.	35	
Head end westward freight trains at M.P. 175.10		55
Head end of train over highway crossings from Fifth street at stock yards, to Fourteenth street, first crossing West of depot Broken Bow	30	30
Between M.P. 364.54 and M.P. 365.25	25	25
Between M.P. 365.25 and M.P. 365.50, except not exceed 10 M.P.H. through turnouts	20	20
SD-24, U25C and U28C engines on controlled sidings at Hazard, Ansley, Merna, Anselmo, Linscott, Halsey, Thedford, Norway, Mullen, Hecla, Whitman, Ashby, Bingham, Antioch, Birdsell	25	25
Freight trains 75,76,79 and 188, authorized by message over signature of Chief Dispatcher may observe maximum speed of 60 M.P.H. (observing all other speed restrictions) . . .		

**FOURTEENTH SUBDIVISION
MOUNTAIN STANDARD TIME**

1. ALLIANCE:

All switches leading off runaround track must be lined back for run-around track after being used.

Trains and engines entering west end yard will be governed by CTC signal indication to opposing signal and governed from that point by hand signal from yardman or on instructions of yardmaster for movement to receiving track.

All trains leaving yard must arrange for proper route before fouling lead.

All trains departing passenger station will move at Restricted Speed until passing first CTC proceed signal.

All inside switches of crossovers from main track through yard must be lined and locked for straight track movement when not in use.

2. CRAWFORD:

Inside guard rail on east end of track No. 23 (House Track) M.P. 422.92, is one and one-fourth inch higher than the running rail. Trains handling snow plows, spreaders and similar equipment must see that equipment is raised sufficiently to clear the guard rail before passing over it.

C. & N. W. trains have right to cross ahead of BN trains at crossing M.P. 423.12.

3. At Edgemont trains have no timetable superiority between east yard limit sign at M.P. 474.33 and Deadwood Jct. at M.P. 476.70. All trains and engines must run at reduced speed between these points.

When first class trains meet at Edgemont, train taking siding will use first track next to depot.

No. 12 track Edgemont yard will be used as a runaround track. All switches leading off this track must be lined back for runaround track after being used, except will not apply to eastward or westward freight trains leaving yard.

4. Maximum gross weight of cars handled must not exceed 263,000 pounds.

SPEED RESTRICTIONS

	Passenger Trains M.P.H.	Freight Trains M.P.H.
Maximum Speed	59	49
Between M.P. 365.50 and M.P. 366.10, except not exceed 10 M.P.H. through turnouts	20	20
Between M.P. 405.00 and M.P. 406.00	50	40
Between M.P. 409.40 and M.P. 410.30	40	40
Between M.P. 411.00 and M.P. 413.25	30	20
Between M.P. 413.25 and M.P. 414.75	20	20
Between M.P. 414.75 and M.P. 415.25	30	20
Between M.P. 417.00 and M.P. 417.75	50	40
Main track movement through turnout west end Crawford yard M.P. 423.10	30	30
Trailing movement off siding Crawford through turnout at East end spring switch .	15	15
Edgemont, between east yard limit sign and Deadwood Jct.	Reduced	Speed

Between Alliance and Edgemont all derricks must not exceed 25 M.P.H.

**FIFTEENTH SUBDIVISION
MOUNTAIN STANDARD TIME**

- Lights on train order signals will not be displayed.
- Unless otherwise provided, protection against following trains as required by Rule 99 is not required on the Fifteenth Subdivision between Edgemont and Englewood.
- At Edgemont trains have no timetable superiority between east yard limit sign at M.P. 474.33 and Deadwood Jct. at M.P. 0.56. All trains and engines must run at reduced speed between these points.

No. 12 track Edgemont yard will be used as a runaround track. All switches leading off this track must be lined back for runaround track after being used, except will not apply to eastward or westward freight trains leaving yard.

4. AT HILL CITY, South Dakota between M.P. 60.40 and M.P. 60.71 and on both legs of the wye, also between Hill City and M.P. 4.36 on the Keystone Spur, a third rail is installed for the operation of narrow gauge trains of the Black Hills Central Railroad Company. A narrow gauge spur track is located north of main track, connecting to east leg of wye at Hill City. A narrow gauge wye is located at M.P. 4.36 on the Keystone Spur. Name of this station is Oblivion. All switches of the wye at Hill City are dual gauge. All switches whether standard, narrow or dual gauge must be lined and locked for normal position after each use.

5. Tunnels M.P. 72.35, 73.05, 76.98 and 85.32 will not clear man on top or side of car. Employees must not ride on top or side of car when moving through these tunnels.

6. When trains meet at Kirk, eastward train will take siding on Kirk-Fantail line.

7. Diesel engines, except diesel switch engines, must not operate on following tracks:

Yates: from gate at east end of power plant trestle to end of track. Orohondo.

Deadwood: Standard Oil Track, Slime Plant track, Pioneer Fruit Co. track from west end of platform at fruit house to east switch, Armour spur, Continental Oil track.

8. Trains will register at Minnekahta, Hill City and Kirk when instructed to do so.

9. Between Edgemont and Custer maximum gross weight of cars must not exceed 263,000 pounds, between Custer and Deadwood must not exceed 220,000 pounds.

SPEED RESTRICTIONS

	M.P.H.
Maximum Speed	25
Edgemont, between east yard limit sign and Deadwood Jct.	Reduced Speed
On 3 percent descending grade	15
Over bridge 76.63	15
Between Yates Spur M.P. 102.32 and Deadwood	15
Loaded tank cars	20
Between Hill City and Englewood, boiler hood must be removed before derrick is moved through tunnels No. 1, No. 2, No. 3 and No. 4.	
SD-24, U25C and U28C engines, series 500, may be operated with not more than two units coupled, at authorized speed restrictions between Edgemont and Custer.	

Between Englewood and Deadwood Bridge derrick 204620 and 250 ton wrecking derrick must not operate.

**SIXTEENTH SUBDIVISION
MOUNTAIN STANDARD TIME**

1. ALLIANCE:

All inside switches of crossovers from main track through yard must be lined and locked for straight track movement when not in use.

Trains and engines entering west end yard will be governed by CTC signal indication to opposing signal and governed from that point by hand signal from yardman or on instructions of yardmaster for movement to receiving track.

All trains leaving yard must arrange for proper route before fouling lead.

All trains departing passenger station will move at Restricted Speed until passing first CTC proceed signal.

All switches leading off runaround track must be lined back for run-around track after being used.

2. NORTHPORT AND WEST WYE SWITCH, NORTHPORT: Trains will register when instructed to do so.

8. AT BAYARD cars must not be moved beyond engine limit sign on sugar track serving Great Western Sugar Company.

4. At Mitchell, cars must not be moved beyond engine limit sign on track 6 (Sugar Track) serving Great Western Sugar Company.

5. SCOTTSBLUFF:

Automatic highway grade crossing gates at Broadway crossing will operate on approach of trains on main track; for other tracks, gates will operate only when train or engine is within 40 feet of crossing.

6. THE FOLLOWING SPUR TRACKS ARE WITHIN YARD LIMITS:

- Between Bayard and Clouse 9.0 miles.
- Between Scottsbluff and Mintle: 13.76 miles.
- Between Mitchell and Roach: 9.43 miles.

7. Maximum gross weight of cars handled must not exceed 263,000 pounds except on Mitchell Spur, beyond MP 3.00, must not exceed 220,000 pounds.

SPEED RESTRICTIONS

	Passenger Trains M.P.H.	Freight Trains M.P.H.
Maximum Speed	59	49
Between Alliance and M.P. 0.78 and through hand operated crossover from Guernsey main track to Edgemont main track, except not exceed 10 M.P.H. through all turnouts	20	20
M.P. 1.00; Engine or leading car over highway crossing	30	30
Through main track turnout North Wye switch	15	15
Through main track turnout West Wye switch	15	15
Scottsbluff: Engine or leading car over Broadway crossing	10	10
On Bayard, Scottsbluff and Mitchell Spurs		15
Guernsey: Main track movement through turnout west end of yard, M.P. 95.80	15	15

**SEVENTEENTH SUBDIVISION
MOUNTAIN STANDARD TIME**

1. Centralized Traffic Control in effect between M.P. 95.75 and M.P. 102.25.

2. WENDOVER:

Trains will register when instructed to do so.

3. AT DAVE, Wyoming following Pacific Power tracks are not to be used without authority of Chief Dispatcher; Track No. 1, East leg of Wye, Crossover track from Track No. 2 to Track No. 1.

4. CASPER:

Yard engines or leading car, must stop before crossing West Yellowstone Highway.

Cars must not be left on track serving Black Hills Bentonite Company, M.P. 203.70, between main track switch and derail located 529 feet West of main track clearance point.

5. Maximum gross weight of cars handled must not exceed 263,000 Pounds.

SPEED RESTRICTIONS

	Passenger Trains M.P.H.	Freight Trains M.P.H.
Maximum Speed:		
Between Guernsey and M.P. 115.00	50	40
Between M.P. 115.00 and M.P. 195.00 . . .	59	49
Between M.P. 195.00 and Casper	50	40
Tunnels between Guernsey and Wendover . . .	30	25
Curves between M.P. 107.30 and M.P. 109.60	35	25
M.P. 112.37 and M.P. 112.53	30	15
M.P. 114.00 and M.P. 115.00	40	35
M.P. 126.40 and M.P. 127.50	40	35
Douglas, engine or leading car over Center Street	49	
Westward freight trains between M.P. 196.80 and M.P. 197.00.		25

Between Gernsey and Casper Bridge Derrick 204620 and 250 ton
Wecking Derrick must not exceed 25 MPH.

**EIGHTEENTH SUBDIVISION
MOUNTAIN STANDARD TIME**

- NORTHPORT:** Trains will register when instructed to do so.
- BRIDGEPORT:**
Operator on duty 8:00 a.m. to 5:00 p.m. daily except Sunday. Trains must receive Clearance when operator on duty.

Clearance received at Alliance will confer authority on Eighteenth Subdivision and such trains are not required to receive Clearance at Bridgeport when operator not on duty.

Clearance received at Sterling will confer authority on Sixteenth Subdivision and such trains are not required to receive Clearance at Bridgeport when operator not on duty.
- Maximum gross weight of cars handled must not exceed 263,000 pounds.

SPEED RESTRICTIONS

	Passenger Trains M.P.H.	Freight Trains M.P.H.
Maximum Speed.	50	45
SD-24, U25C and U28C engines	40	40
Northport:		
Engine or leading car of train between absolute signals at U.P. crossing.	20	20
Eastward freight trains at approach signal to interlocking U.P. crossing		25
Bridgeport:		
Through main track turnouts west of depot and at east end of yard.	15	15
Lyman Richey Sand track		10
Huntsman: Within Ordnance Plant		15

**NINETEENTH SUBDIVISION
MOUNTAIN STANDARD TIME**

- CASPER:**
Yard engines or leading car, must stop before crossing West Yellowstone Highway. Cars must not be left on track serving Black Hills Bentonite Company, M.P. 203.70, between main track switch and derail located 529 feet west of main track clearance point.

Chicago & North Western Railway trains will operate on Nineteenth Subdivision between Illco and Shobon. Chicago and North Western Railway trains must receive clearance with train order check of over-due trains before occupying main track at Illco and Shobon.
- ILLCO:**
C&NW trains will register. BN trains will register when instructed to do so.
The Junction switch of BN and C&NW Ry. is equipped with controlled electric switch lock and signals. C&NW trains in both directions must stop clear of absolute signals and trainmen will:

Unlock and open door of case.
If the indicator shows the word "UNLOCKED" turn crank to the left until it is against its stop block, then throw switch.
When finished using switch, proceed as follows:
Place the switch in its normal position and lock.
Turn the crank of electric lock to the right until it is against its stop block. Close and lock door of case.

If the indicator shows the word "LOCKED" trainmen will call BN dispatcher, and request release of the electric lock. If the electric lock fails to release for C&NW movement, trainmen will notify BN dispatcher and when so instructed, will break seal on hand release located in box opposite junction switch and turn the release handle to the right as far as it will go. After a time interval of 4-3/4 minutes, electric switch lock will release. After release of electric lock, trainmen will handle as outlined in preceding paragraph.

After movement through junction switch in either direction trainmen will restore switch and electric lock to normal position and if it has been necessary to operate the hand release, BN dispatcher must be notified when the movement has been completed.

Westward C&NW trains will be governed by absolute signal which will indicate proceed after switch has been lined for movement to BN. If signal fails to clear, trainmen will communicate with BN dispatcher and when so instructed may pass the signals complying with Rule 509 within absolute signal limits.

Eastward C&NW trains may pass absolute signal at stop under Rule 516.

If absolute signals on BN fail to clear, trains may proceed, examining Junction switch and complying with Rule 509 within absolute signal limits.
- SHOBON:**
C&NW trains will register. BN trains will register when instructed to do so.

4. BONNEVILLE:

Trains must receive Clearance. Unless otherwise provided, conductor or engineer or both, arriving at Bonneville on all trains must deliver all clearance forms, train orders and messages to relieving conductor or engineer, or both.

5. Maximum gross weight of cars handled must not exceed 263,000 pounds.

SPEED RESTRICTIONS

	Passenger Trains M.P.H.	Freight Trains M.P.H.
Maximum Speed:	59	49
SD-24, U25C and U28C engines: Between Bucknum and Bonneville	40	40
Head end of eastward trains M.P. 204.85 . . .	50	25
Between M.P. 303.25 and Bonneville	Reduced	Speed

Between Casper and Bonneville Bridge Derrick 204620 and 250 ton wrecking derrick must not exceed 25 MPH.

AIR BRAKE RULES AND INSTRUCTIONS

The following rules and instructions are for trainmen and engineers whose duties are connected with the operation of the air brake equipment.

1. Conductors and trainmen must familiarize themselves with the operation of the brakes on all cars in their charge and with the rules pertaining to the handling of trains with air brakes.

2. Each train must have the air brakes on all cars in effective operating condition, except in case of emergency, but at no time shall the number of operative air brakes be less than 85% of the total.

3. All trains must be given an initial terminal road train air brake inspection and test at points: (1) Where train is originally made up (Initial Terminal); (2) Where train consist is changed other than by adding or removing a solid block of cars and the train brake system remains charged; (3) Where train is received in interchange.

INITIAL TERMINAL ROAD TRAIN AIR BRAKE TESTS

5(a). Train air brake system must be charged to required air pressure, angle cocks and cutout cocks must be properly positioned, air hose must be properly coupled and must be in condition for service. An examination must be made for leaks and necessary repairs made to reduce leakage to a minimum. Retaining valves must be inspected and known to be in condition for service.

5(b). After the air brake system on a freight train is charged to within 15 pounds of the setting of the feed valve on the locomotive, but to not less than 60 pounds, as indicated by an accurate gauge at rear end of train, and on a passenger train when charged to not less than 70 pounds, and upon receiving the signal to apply brakes for test, a 15 pound brake pipe service reduction must be made in automatic brake operation, the brake valve lapped, and the number of pounds of brake pipe leakage per minute noted as indicated by brake pipe gauge, after which brake pipe reduction must be increased to full service. Inspection of the train brakes must be made to determine that angle cocks are properly positioned, that the brakes are applied on each car, that piston travel is correct, that brake rigging does not bind or foul, and that all parts of the brake equipment are properly secured. When this inspection has been completed, the release signal must be given and brakes released and each brake inspected to see that all have released.

6. When the engine used to haul the train is provided with means for maintaining brake pipe pressure at a constant level during service application of the train brakes, this feature must be cutout during train air brake tests.

7. Brake pipe leakage must not exceed 5 pounds per minute.

PISTON TRAVEL

8(a). At initial terminal, piston travel of body mounted brake cylinders which is less than 7 inches or more than 9 inches must be adjusted to nominally 7 inches.

8(b). Minimum brake cylinder piston travel of truck mounted brake cylinders must be sufficient to provide proper brake shoe clearance when brakes are released. Maximum piston travel must not exceed 6 inches.

8(c). Piston travel of brake cylinders on freight cars equipped with other than standard single capacity brake, must be adjusted as indicated on badge plate or stenciling on car located in a conspicuous place near brake cylinder.

9. During standing test, brakes must not be applied or released until proper signal is given.

10. When train air brake system has been tested from a yard test plant as prescribed and air brake system remains charged until road motive power is coupled to train, the air brake test required is an automatic brake application and release of air brakes on rear car.

INTERMEDIATE TERMINAL ROAD TRAIN AIR BRAKE TESTS

11(a). Passenger train: Before motive power is detached or angle cocks closed, except when closing angle cock for cutting off one or more cars from the rear end of train, automatic air brake must be applied. After recoupling, brake system must be recharged to required air pressure and before proceeding and upon receipt of proper request or signal, application and release tests of brakes on rear car must be made from the locomotive in automatic brake operation.

11(b). Freight trains: Before motive power is detached or angle cocks are closed, brakes must be applied with a full service brake pipe reduction. After recoupling and angle cocks are opened, it must be known that brake pipe air pressure is being properly restored as indicated by the caboose gauge and that brakes on rear car are released. In the absence of a caboose gauge, air brake test must be made as prescribed by paragraph (a).

12. At a point other than initial terminal where locomotive or caboose is changed, or where one or more consecutive cars are cut off from rear end or head end of train with consist otherwise remaining intact, after train brake system is charged to within 15 pounds of feed valve setting on locomotive but not less than 60 pounds as indicated at rear of freight train, and on a passenger train to at least 70 pounds, a 20 pound brake pipe reduction must be made and it must be determined that brakes on rear car apply and release properly.

13. At a point other than a terminal where one or more cars are added to a train, and after the train brake system is charged to not less than 60 pounds as indicated by a gauge at the rear of freight train and on a passenger train to not less than 70 pounds, tests of air brakes must be made to determine that brake pipe leakage does not exceed five (5) pounds per minute as indicated by the brake pipe gauge after a 15 pound brake pipe reduction. After the leakage test is completed, brake pipe reduction must be increased to full service, and it must be known that the brakes on each of these cars and on the rear car of train apply and release.

14. At a terminal where cars which have been previously charged and tested are added to a train, test must be made to determine that brakes on the rear car of train apply and release.

At terminals where cars which have not been previously charged and tested are added to a train, such cars must receive initial terminal road-train air brake test and it must be determined that the brakes on the rear car of the train apply and release.

15. Transfer train and yard train movements not exceeding 20 miles, must have the air brake hose coupled between all cars, and after the brake system is charged to not less than 60 pounds, a 15 pound service brake pipe reduction must be made to determine that the brakes are applied on each car before releasing and proceeding.

16. When more than one engine is attached to a train, the engineer of the leading engine shall operate the brakes. On all other motive power units in the train the brake pipe cutout cock to the brake valve must be closed, the maximum main reservoir pressure maintained and brake valve handles kept in the prescribed position. In case it becomes necessary for the leading engine to give up control of the train short of the destination of the train, a test of the brakes must be made to see that the brakes are operative from the automatic brake valve of the engine taking control of the train.

RUNNING TEST

17. When motive power, engine crew or train crew has been changed, angle cocks have been closed except for cutting off one or more cars from the rear end of train, running test of train air brakes on passenger train must be made, as soon as speed of train permits, by use of automatic brake. Power must not be shut off unless required and running test must be made by applying train air brakes with sufficient force to ascertain whether or not brakes are operating properly. If air brakes do not properly operate, train must be stopped, cause of failure ascertained and corrected and running test repeated.

BACK UP MOVEMENTS

18. When back up movement is to be controlled with a standard hose or valve, the brakes must be applied from the back up hose or valve and released from the engine before movement is started.

When backing a train, the engine brake valve must be in running position.

Movement must not be started until proper signal is given. A running test must be made with the back up hose or valve before the train has moved 300 feet; if the running test is not made within 300 feet, the engineer must stop the train and ascertain the cause.

19. If the brake pipe on a passenger car is broken, pass brake pipe air through signal line on car by use of emergency hose at each end. The communicating signal will be inoperative behind this car. Engineer must be notified of this condition.

20. Conductors and trainmen must familiarize themselves with the location of emergency air brake valves in their train.

The emergency air brake valve located in all passenger, baggage and express cars and brake valve in cabooses of freight trains must not be used unless absolutely necessary. If an emergency arises where the train must be stopped as quickly as possible to avoid danger to life or property, open the emergency air brake valve wide and leave it open until the train stops.

21. If it is necessary to stop a train due to inability to transmit signal to the engineer, open the brake valve carefully and after the brakes begin to apply, gradually increase the exhaust until it is sufficient to keep the brakes applied to the stop.

22. Hand brakes must be released on cars before leaving terminals and on cars added to the train enroute. It must be ascertained that brakes are released on both trucks before moving the car.

23. Unless otherwise specified by special instructions, the feed valve on engines will be adjusted to regulate brake pipe pressure as follows:

Passenger	110 pounds
Freight	80 pounds

