

6. FRA Excepted Track- NONE**7. Special Conditions-
Crossing Restrictions-**

Between Merna and Anselmo- Public crossing at MP 187.7 must not be blocked by a standing train.

8. Locations not Shown as Stations-

Name	Miles-Location	Capacity Cars	Switch Opens
30132 Sweetwater	5.5 west of Ravenna	11	West
30137 Hazard Back track	Hazard	30	West
30159 Ansley	4.9 east of Berwyn	40	East
30166 Old Berwyn	2.5 west of Berwyn	28	Both
30175 Broken Bow-Old Pass	Broken Bow	120	Both
30175 Broken Bow-Elevator	Broken Bow	40	Both
30175 Broken Bow-Mill Track	Broken Bow	40	Both
30175 Broken Bow-City Track	Broken Bow	24	Both
30175 Broken Bow- House Track	Broken Bow	8	West
30175 Broken Bow-Sargent Pipr	Broken Bow	5	East
30183 Elevator Track-Merna	Merna	54	Both
30206 Linscott Back track	Linscott	5	Both
30214 Old Dunning	1.1 west Dunning	15	West
30224 Halsey Back track	Halsey	25	Both
30234 Natick Back track	Natick	20	Both
30256 Seneca-Old Pass	Seneca	106	Both
30256 Seneca-#1 Track	Seneca	55	Both
30277 Hecla Back track	Hecla	10	Both
30360 RMC	5.6 east of Alliance	189	Both
30361 Swepeco	4.1 east of Alliance		Loop
Koester's	0.8 east of East Alliance	42	Both

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Valley Subdiv MAIN LINE STATIONS			Distance from Northport	
				Trk	Rule 6	Oper		
	32034	5	0.0	NORTHPORT	JT		0.0	
			0.4	WEST NORTHPORT				
			0.4	To UP Crossing	0.7	JT		0.4
	32036		3.4	DEGRAW				3.4
	32046		11.8	BAYARD				11.8
7,182			15.9	BRADLEY				15.9
	32056		21.8	MINATARE				21.8
7,148			24.7	WINTERS				24.7
	32065		30.8	SCOTTSBUFF	BKT			30.8
7,167	32072		36.8	JANE				36.8
	32074		40.2	MITCHELL		T	CTC	40.2
7,284			44.6	ENTERPRISE				44.6
	32080		46.5	MORRILL				46.5
	32088		53.7	HENRY				53.7
7,554			57.3	STUART				57.3
	32096		62.2	TORRINGTON				62.2
7,115			69.6	TEXAS				69.6
	32106		71.7	LINGLE				71.7
7,238	80.0		80.0	GRATTAN				80.0
	32116		82.0	FORT LARAMIE				82.0
		91.2	EAST GUERNSEY				91.2	
	32129	95.0	GUERNSEY	BKTY			95.0	

BN Radio Channel No. 1 in service on this Subdivision.

BN Radio Channel No. 2 in service at Guernsey.

Train Dispatchers Calls--Bridgeport--71, Scottsbluff--81, Torrington--82.

Emergency Train Dispatcher Call -- 911

MP 91.76 to MP 95.0 is part of and under the jurisdiction of the Powder River Division

- Maximum Speeds Permitted--**

	Freight
Northport to Guernsey	50 MPH.
Northport to Guernsey-- Trains 100 tons/OB and over	50 MPH.
Northport Wye	25 MPH.
Bridge 87.69 East Guernsey, cars heavier than 268,000 lbs. .	10 MPH.
MP 91.2 to MP 95.0	20 MPH.
Bridge 91.47 East Guernsey, cars heavier than 268,000 lbs .	10 MPH.
Guernsey--MT 1 and MT 2 through fuel pit area until entire movement clears the area	10 MPH.
Through Turnouts:	
Begin and end Two Main Tracks	25 MPH.
Crossover equipped with Dual Control Switches	25 MPH.
Controlled Sidings and on sidings	25 MPH.
- Bridge and Equipment Weight Restrictions--**

Maximum Gross Weight of Car--

Northport to Guernsey	286,000 lbs.
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Six axle locomotives in excess of 330,000 lbs not permitted on following tracks:

Bayard Factory Yard--Pulp track
Scottsbluff Factory Yard--Seed track beyond switch to No. 9 track, Factory No. 1 and No. 6 track, Rock and Syrup track

Not more than one locomotive permitted on the following tracks:

- Bayard--**All Sugar Factory trackage except Storage 1 & 2
- Minatare--**Stock track
- Mitchell--**All Sugar Factory trackage except Main Line Storage 1 & 2
- Lingle--**Elevator track

3. Type of Operations--

CTC-- in effect: Northport to Guernsey

Yard Limits --in effect:

MP 91.2 to MP 96.2

Two Main Tracks:

- MP 0.4 -- MP 3.4
- MP 93.9 -- MP 95.4

4. General Code of Operating Rules Items--

Rule 99-- When flagging is required, distance will be 2 miles.

Rule 350(B)

- | | |
|------------------------|------------------------------|
| Simplot Spur | Morrill Bean Track |
| Minatare House Track | Henry Passing Track |
| Kelly Bean Spur | Torrington Orphan Track |
| Heldt Spur | Torrington Holly Sugar Track |
| Mitchell House Track | |
| Dakota Portland Cement | |

5. Trackside Failed Equipment Detector(FED)--

A. Protecting Bridges, Tunnels or Other Structures: NONE

B. Other FED locations:

- | | |
|---------|---------|
| MP 20.5 | MP 65.9 |
| MP 42.3 | MP 82.9 |

6. FRA Excepted Track-- NONE

7. Special Conditions--

Northport-- BN crews operating on UP trackage at Northport, Nebraska must comply with instructions from UP Officers or supervisors and must comply with UP Timetable Special Instructions.

Engineer taking train from UP at Northport will assume the train has received a proper initial terminal air test by UP under run--through certified with FRA.

Before fouling UP main track at Northport, BN crew must contact UP Dispatcher at North Platte using UP channel 1 on UP locomotive or caboose on Digital Radio channel 2727. If contact cannot be established in this way, contact BN train dispatcher, Alliance.

When trains equipped with "End of Train Devices" are delivered to the UP at Northport and are left unattended, handbrakes are to be applied on the 5 head cars.

When trains are delivered to the Union Pacific at Northport, the Engineer will remove the Head End Device from the lead or controlling Burlington Northern locomotive and place it on the Union Pacific lead or controlling locomotive at Northport.

At West Northport: Track connecting Angora Subdivision to Union Pacific Main Line located at MP 34.29 is known as the "UP TRANSFER TRACK."

Local Crossing Ordinance: Scottsbluff-- Standing train must not block crossing more than five minutes, moving train more than ten minutes.

8. Locations not Shown as Stations-

Name	Miles-Location	Capacity Cars	Switch Opens
32034 South Storage	Northport	57	Both
32036 Glover Group Track	1.1 East of DeGraw on MT2	120	West
32046 Bayard Trk. Siding	Bayard	103	Both
32046 Bayard Bean Track	Bayard	26	West
32046 Bayard Sugar Factory West Wye Trk.	Bayard	139	West
32046 Simplot Spur	0.1 east of Bayard	3	East
32056 Minatare Siding	Minatare	113	Both
32056 Kelly Bean Spur	1.0 west of Minatare	5	West
32056 Minatare North House Trk.	Minatare	39	Both
32068 Heldt	2.7 west of Scottsbluff	15	West
32074 Mitchell North Siding	Mitchell	122	Both
32074 Mitchell Trk. to serve Sugar Factory	Mitchell	157	Both
32080 Morrill Bean Track	Morrill	34	East
32080 Morrill House Track	Morrill	74	West
32088 Henry	Henry	61	West
32096 Torrington Turkey Track	Torrington	17	West
32096 Torrington Orphan Track	Torrington	13	East
32096 Torrington No. Siding	Torrington	52	Both
32106 Lingle Pass	Lingle	78	Both
32116 Ft. Laramie Back Trk.	Ft. Laramie	35	East

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	STATIONS		Distance from Third Street		
				Trk	Oper			
		21	0.3	THIRD STREET	J	CTC	0.0	
			0.4	SOUTH WYE	Y			0.4
			0.7	to Emerson	0.3			
			2.3	PRAIRIE	YX			2.7
			3.0	SOUTH ALLIANCE				4.3
			4.6	2MT				
8,745	32014		13.1	BONNER				12.8
7,132	32022		20.3	ANGORA				20.0
	32034		33.8	NORTHPORT	JT			33.5
			34.4	UP CROSSING				
			34.4	To West Northport	0.7	IJT	CTC	34.1
7,400	84003		36.5	BRIDGEPORT				36.2
7,122	84011		44.2	MUDD SPRINGS				43.9
7,342	84023		56.4	DALTON				56.1
	84028		62.3	GURLEY				62.0
8,355	84035	69.2	HUNTSMAN	T			68.9	
	84042	75.4	SIDNEY				75.1	
7,242	84050	83.0	LORENZO				82.7	
8,995	84056	90.0	PEETZ				89.7	
7,122	84067	98.3	BUCHANAN				98.0	
		112.1	EAST STERLING				111.8	
	84081	115.1	STERLING	BJKTY			114.8	

BN Radio Channel No. 1 in service on this Subdivision.

BN Radio Channel No. 2 in service at Alliance yard.

Train Dispatcher Calls—Alliance—70, Bridgeport—71, Huntsman—72, Peetz—73.

Emergency Train Dispatcher Call – 911

Sterling (Beyond MP 115.1) is part of and under the jurisdiction of the Denver Division.

- Maximum Speeds Permitted – Freight**

Third Street to Sterling:

 - MP 0.3 to MP 3.0 East bound trains 10 MPH.
 - MP 0.3 to MP 3.0—West bound—head end only 10 MPH.
 - MP 3.0 to MP 112.2—Trains up to 100 tons O/B 50 MPH.

Over hand throw switches:

 - MP 1.0 10 MPH.
 - MP 3.2 Main 2 20 MPH.

Sterling lead between South Wye and Emerson 10 MPH.

 - MP 24.4 to MP 30.2 35 MPH.

Over all UP Dual Control switches 15 MPH.

 - Union Pacific Transfer Track 10 MPH.
 - MP 33.7 to MP 34.4 25 MPH.
 - MP 34.4 to MP 36.8 35 MPH.
 - MP 49.5 to MP 56.0 35 MPH.

Through turnouts at:

 - Begin and end Two Main Tracks 25 MPH.
 - Crossover equipped with Dual Control Switches 25 MPH.
 - Controlled sidings and on sidings 25 MPH.

Item 1A, Applies to loaded or empty C6 hoppers in train.
- Bridge and Equipment Weight Restrictions—**

Maximum Gross Weight of Car—

 - Third street Alliance to Sterling 286,000 lbs.

Six axle locomotives in excess of 333,000 lbs. not permitted on the following tracks:

 - Sand Track
 - Trinidad Bean Track
 - New Yard Track

3. Type of Operations—

CTC— in effect Third Street to South Wye and Prairie to Sterling.

Yard Limits —in effect:

MP 0.7 to MP 3.0
BN MP 112.2 to UP MP 59.1

Two main tracks— MP 3.0 to MP 4.6.

4. General Code of Operating Rules Items—

Rule 99— When flagging is required, distance will be 2 miles.

Rule 350(B)—

Bonner Back Track	Peetz Elevator Track Spur
Mudd Springs Old Elevator	Ginther
Dalton Elevator Spur	Ackerman
Bridgeport Dock Track	UP Transfer

5. Trackside Failed Equipment Detector(FED)—

A. Protecting Bridges, Tunnels or Other Structures: NONE

B. Other FED locations:

MP 39.4	MP 61.5
MP 85.9	MP 104.5

6. FRA Excepted Track— NONE

7. Special Conditions—

Alliance Terminal Radio Instructions:

- BN Channel 1: Main Line train movements, Dispatchers and emergencies.
- BN Channel 2: All Terminal Operations (except switch engines), arriving and departing trains, hostlers, taxis, air tests, yard CTC.
- BN Channel 3: Switch engines and carmen.
- BN Channel 4: Diesel Pit and Storehouse.

All radio transmissions between inbound/outbound trains and the Yardmaster or Diesel Tower will be handled on BN Channel 2 except in an emergency situation or as directed by the Yardmaster.

Inbound trains will switch from Channel 1 to Channel 2 after passing these respective points:

- From the East: MP 354.8 crossovers
- From the South: East Bonner
- From the West: East Berea

Outbound trains will switch from Channel 2 to Channel 1 after passing these respective points:

- To the East: Swepeco crossovers
- To the South: MP 4.6 (South Alliance)
- To the West: West Alliance

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Engineer taking train from UP at Northport will assume the train has received a proper initial terminal air test by UP under run-through certified with FRA.

Before fouling UP main track at Northport, BN crew must contact UP Dispatcher at North Platte using UP channel 1 on UP locomotive or caboose on Digital Radio channel 2727. If contact cannot be established in this way, contact BN train dispatcher, Alliance.

When trains equipped with "End of Train Devices" are delivered to the UP at Northport and are left unattended, handbrakes are to be applied on the 5 head cars.

When trains are delivered to the Union Pacific at Northport, the Engineer will remove the Head End Device from the lead or controlling Burlington Northern locomotive and place it on the Union Pacific lead or controlling locomotive at Northport.

At West Northport: Track Connecting Angora Subdivision to Union Pacific Main Line located at MP 34.29 is known as the "UP TRANSFER TRACK".

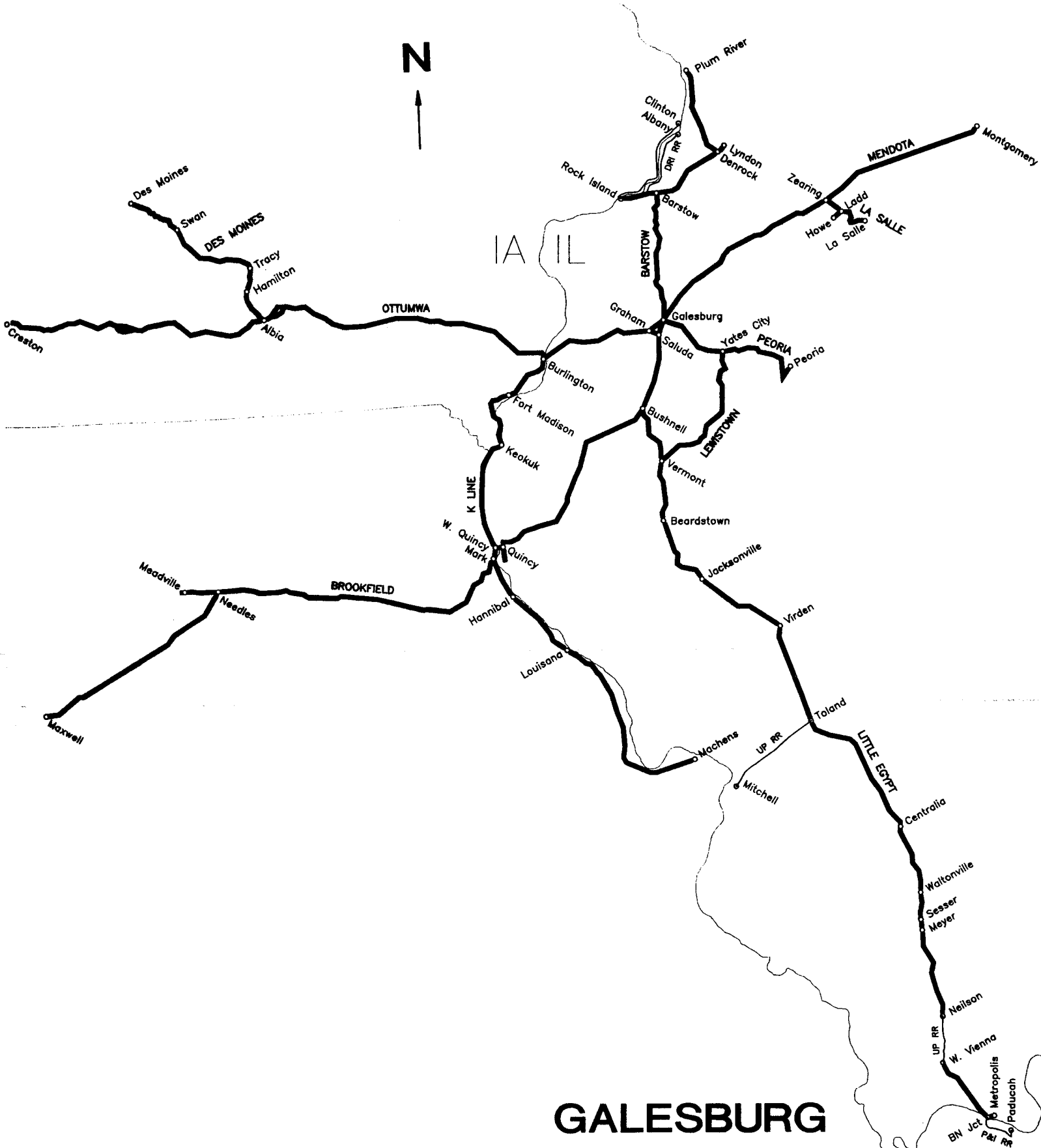
8. Locations not Shown as Stations-

Name	Miles-Location	Capacity Cars	Switch Opens
32007 Letan	2.0 west of South Alliance	60	Both
32022 Angora Elevator Trk.	Angora	93	Both
32034 U.P. Conn. Trk.	Northport		East
32028 Vance	6.1 west of Angora	40	East
84003 Bridgeport Trk. #1	Bridgeport	57	Both
84003 Bridgeport Trk. #6	Bridgeport	47	Both
84003 Bridgeport Trk. #19	Bridgeport	5	West
84003 Bridgeport Trk. #31	Bridgeport	114	East
84003 Bridgeport Trk. #16	Bridgeport	15	West
84028 Gurley Trk. #1	Gurley	45	Both
84035 Huntsman Wye Trk. to Sidney and Lowe R. R.	Huntsman		East
84042 Sidney Trk. #1	Sidney	39	Both
84042 Sidney U.P. Conn. Trk.	Sidney		West
84042 Sidney Trk. #7	Sidney	57	Both
84050 Lorenzo Trk. #1	Lorenzo	36	Both
84071 Padroni	6.0 west of Buchanan	35	East
84073 Ginther	7.8 west of Buchanan	6	West
84078 Ackerman	14.9 west of Buchanan	25	West

GALESBURG DIVISION

D.K. WATTS, DIVISION SUPERINTENDENT, Galesburg

S.E. OESTREICHER	Superintendent Operations	Galesburg
R.D. WICHHART	Trainmaster	Centralia
J.R. HOMMERDING	Trainmaster	Centralia
T.L. HEMMERLE	Trainmaster	Beardstown
R.F. FELDBERG	Trainmaster	W. Quincey, MO
D.B. HOOTEN	Trainmaster	Brookfield, MO
B.L. HARDRICK	Trainmaster	Galesburg
L.E. PIPER	Trainmaster	Galesburg
R.B. PAULSGROVE	Trainmaster	Galesburg
A.A. SATUNAS	Terminal Superintendent	Galesburg
J.S. LUNAK	Asst. Supt. Term. Operations	Galesburg
L.C. GILE	Trainmaster	Galesburg
M.D. GRADY	Trainmaster	Galesburg
R.E. WAGONER	Trainmaster	Galesburg
R.D. McMULLEN	Trainmaster	Galesburg
R.S. POWELL	Trainmaster	Galesburg



GALESBURG DIVISION

MO & KY

1. BUSINESS CARS:

When handling business cars in trains, occupied or in charge of crew, the power braking method of train handling will be used.

2. COMPUTERIZED TRACK WARRANT CONTROL (CTWC)

Track warrants received on COMPASS printers will contain only the items checked. Track Warrants received in this manner will have a listing of the items checked at the bottom of the track warrant for comparison.

3. DELAY REPORTING:

Conductors are responsible for accounting for all delays incurred during their tour of duty. All delays must be accounted for by the minute however small they might be.

4. WHEN SETTING OUT BAD ORDER CARS:

Crew must place car where mechanical forces can drive to and advise dispatcher of car number and defect being as precise as possible. UPON ARRIVAL TIE UP LOCATION: When conductor arrives at tie-up location, he must call 345-6297 and give information to the trainyard foreman or leave message on recorder concerning exact defects, car number and location set out.

5. CONDUCTOR'S WHEEL REPORTS

Will include instructions pertaining to handling of hazardous material for cars in train. No separate bills or special handling instructions will be required.

6. WAYBILLS:

With the exception of hazardous material shipments, waybills will no longer be necessary for train movement.

Hazardous material shipments and last contained hazardous moves will still have to be accompanied by a CBS waybill, connecting line waybill or copy of the bill of lading/shipping paper.

Hiwide shipments can be moved with a copy of the hiwide dimensions and instructions.

7. FOREIGN LOCOMOTIVE OFFERED IN INTERCHANGE

If a foreign locomotive is offered in interchange from a connecting carrier, or direct from a shipper on Burlington Northern, it must be verified at those points that, :

- (1) There are proper waybills in BN's possession and
- (2) That the continued movement over BN property is valid and in compliance of all federal regulations (cfr 49 229.9) governing locomotives being moved dead, before continued movement is allowed.

8. GALESBURG DIVISION POLICY FOR THE OPERATION OF CONDUCTOR ONLY TRAINS:

- A. All through trains operating on the Galesburg Division will be equipped with an operative rear of train device or an operative caboose.
- B. Prior to departing crew change locations crew members must determine brake pipe pressure on rear car or determine that brake system has sufficient charge before proceeding.

This may be accomplished by:

1. Indicated brake pipe pressure from an end of train device.
2. Indicated brake pipe pressure on air gauge in caboose.
3. Indicated brake pipe pressure on starlight or similar rear end marker equipped with an air gauge.
4. Ascertaining brake pipe pressure from inbound crew members.
5. Indicated brake pipe pressure using hand held air gauge.
6. Allowing for minimum charge time as prescribed by air brake and train handling Rule 513-D.
7. If unable to determine brake pipe pressure on the rear car by any of the methods above and brake system has been charged as prescribed by air brake and train handling Rule 513-D or 20 PSI brake pipe reduction may be made and application and release of brakes on the rear car observed.

- C. Engineer must monitor condition of brake pipe enroute by following ABTH Rules 623, 623-B, 623-B.1, 623-B.2, 623-B.3 and 623-B.4 and if the rate of flow indicated by the air flow meter indicates greater than 60 CFM with the train brakes released and sufficient time allowed for recharge of brake system following a brake pipe reduction, train must be stopped and inspected for leakage. Train must not be moved until rate of flow is reduced to less than 60 CFM.

9. END OF TRAIN TELEMETRY DEVICES

Burlington Northern's ownership of end of train telemetry devices represents an investment of over three million dollars. Failure to optimize the use of these devices will result in train delays, loss of revenues and possibly loss of business. Accurate reporting and tracking of all devices must be a high priority with all persons involved in the use and reporting of devices. To this end, all yard, clerical, mechanical and TY&E employees are equally responsible for proper reporting of telemetry devices.

Conductors will be responsible to record on DELAY REPORT the numbers of the head end and rear end telemetry devices on their trains.

The working head end device number should be reported in the empty box under "Engine No." and the working rear end device initial and number should be reported in the empty box under "Train No." on the top portion of the DELAY REPORT. All other permanent and/or removable head end and rear end devices that are in the locomotive consist or caboose should be reported on the bottom portion of the DELAY REPORT by initial and number.

Initial and final terminals will be requesting this information via radio for reporting purposes in COMPASS.

Conductors must file F-27 report when devices are found to be damaged during trip or tour of duty.

Employees finding devices should turn them into local Mechanical Department who will take them into account and do necessary reporting.

10. DAILY LOCOMOTIVE INSPECTION POLICY

1. Engineers will be supplied with the new daily inspection form (form 16450), which are available in pamphlet form. Engineers will be responsible for maintaining possession of the 16450 forms.
 - A. It will be the responsibility of the engineer to inspect the locomotive(s) and complete form 16450 and form 15042 for each locomotive in the consist. If the daily inspection record in the cab, form 15042, indicates that the inspection for the current calendar day has not been performed, THE ENGINEER WILL BE RESPONSIBLE FOR MAKING THE DAILY INSPECTION, EVEN IF HE WILL BE GOING INTO A MECHANICAL FACILITY BEFORE THE END OF THE CURRENT CALENDAR DAY, unless otherwise instructed by a company officer.
 - B. The daily inspection is to be done during the first tour of duty following 0001 hours without further train delay. The engineer is responsible for performing the inspection before ending tour of duty on such calendar day.
 - C. If a defect is found, the engineer will comply with rule 123(d) and/or rule 125 of the air brake and train handling rules. Any fra defects written on this form must be signed off by the operating or mechanical employee making the repairs before:
 1. The locomotive is used and
 2. The form is sent to the assignment point.
 If the locomotive is to be moved under rule 125, movement of non-complying locomotives, form 16450 showing the defects is to remain on the locomotive in the holder with the cab card, form 15402.
 3. C.2. Continued . . .

Form 16450 must accompany the engineer's daily timeslip at the end of tour of duty unless fra defects that have been noted have not been repaired, and signed off. The report (form 16450) must then be left at a location with the locomotive to be signed off by the person making repairs, who will then be responsible for sending the signed report to the assignment point.

D. The agents, clerks, or operating personnel who process engineer's timeslips will be issued instructions on forwarding the daily inspection sheets to the assigned maintenance facilities.

Form 16450 is available for all engineers at all on/off duty points.

11. LOCOMOTIVE SHUT DOWN POLICY

Locomotives tied up at outlying points which will not be in service for a period of one hour or more must have the diesel engine shut down and the locomotive properly secured.

In addition to complying with the requirements of Rule 417 of the Air Brake and Train Handling Rules (BN Form 15338, 10/89), engineers are reminded to open the main battery switch before leaving locomotive. On EMD locomotives the main battery switch must not be opened until after the turbo auxiliary pump light has gone out. This indicates that the necessary 15-35 minute cycle needed to cool the turbocharger bearings has expired.

Prior to restarting diesel engine, the engine and compressor must be checked for proper lubricating and fluid levels. If water is coming from the air box drain on EMD locomotives or diesel engine crankcase oil level is high or a milky/gray brown color, do not attempt to restart until an inspection is made by mechanical personnel.

In the event that locomotive fails to restart, the train dispatcher must be notified.

Locomotives must not be shut down when the ambient temperature is expected to be 40 degrees Fahrenheit or below.

12. STROBE LIGHTS INSTALLED ON LOCOMOTIVES:

Strobe lights that provide greater visibility at grade crossings are being installed on the front walkway platform on locomotives. The strobe lights operate automatically when the engine whistle is sounded or when the red mushroom push button, located near the bell ringer on the control stand, is manually depressed. They will continue to operate for approximately 30 seconds after the whistle has been sounded or the red mushroom push button is depressed. Where use of the engine whistle is prohibited, the red mushroom push button can be used to actuate the strobe lights. A speed module has been applied to these locomotives to prevent the strobe lights from operating when the whistle is sounded at speeds below eight miles per hour. This is to avoid blinding crew members boarding the locomotive and switch crews and carmen in yards. The strobe lights may be operated at speeds below eight miles per hour by use of the red mushroom button.

13. FUEL TENDER CARS:

Must not be placed at rear of a locomotive consist that will power trains over 100 tons/OB in order to avoid high lateral over vertical forces.

14. COLD WEATHER PRECAUTIONS:

Colder temperatures adversely affect locomotive, car and train air brake systems in two ways:

1. Cold temperatures will cause any material to contract. This results in more leakage in the brake pipe, brake cylinders, control valves, and the auxiliary and emergency reservoirs.
2. The molecules of air are continuously moving. When placed in a reservoir, these moving particles are continually hitting the sides of the container creating pressure. Warm temperatures cause the molecules to move very fast, hitting the sides of the container and frequently resulting in a higher pressure in the reservoirs. As temperatures decrease, the air molecules begin slowing down, hitting the sides of the container less frequently, resulting in a lower pressure.

All employees must review the following air brake and train handling rules which specifically prevent dangerous situations, resulting from the improper use of the air brakes, and aggravated by colder temperatures:

- Rule 101 Brake pipe pressures.
- Rule 224 Inbound inspections.
- Rule 303 Brake applications.
- Rule 304 Brake releases.
- Rule 405 Changing ends.
- Rule 503 Safe pressure.
- Rule 510 Detaching locomotive or cars.
- Rule 513 Charging.
- Rule 534 Speed control.
- Rule 536 Grade operations.
- Rule 537 Regulating valve.
- Rule 612 Hand brakes.

Any employee experiencing air brake problems must immediately notify the train dispatcher, who will notify the superintendent or manager operating practices and be governed by his instructions.

Any employees in need of further understanding of the above rules, or any rule, must contact a supervisor for explanation.

15. NEAR MISS OR FAILURE TO STOP AT RAILROAD-HIGHWAY GRADE CROSSING;

Form 15019: The purpose of this form is to enable employees to make prompt report of any vehicle transporting passengers, flammables or explosives, which fails to stop before crossing railroad tracks, and other commercial vehicles which create hazard of grade crossing collisions.

Upon receipt of these reports, police and special services department will handle with the companies operating the vehicles involved of the failure of their trucks or buses to stop before proceeding over railroad tracks, or otherwise creating a hazard of highway crossing collision. Calling to the attention of owners of vehicles that law violations at railroad crossings have involved one of their vehicles will enable the owner to take prompt action with the offending driver.

This form calls for detailed information, all of which should be furnished if possible. However, in some instances, you may not be able to get all of the data called for at the time the observation is made. In this case, you should put down as much information as you can to identify the vehicle and the location of the occurrence.

Forms should be mailed to your local police and special services department representative. Cooperation in completing and submitting reports on these incidents is important in the reduction of grade crossing accidents.

16. PERSONAL PROTECTIVE EQUIPMENT:

Burlington Northern Railroad is committed to providing the necessary training, equipment and resources so that employees can perform their jobs safely. The recent implementation of several programs in the personal protective equipment (PPE) area indicate this commitment. All employees must fully comply with the personal protective equipment requirements as defined in the safety policies and at other locations as good judgment dictates.

Supervisors have been instructed that effective immediately, the use of PPE such as safety glasses, safety shoes, hard hats, respirators and hearing protection are to be strictly enforced. Consideration will be given to those employees who have not yet received safety glasses or respirator training, where such protection will be required for their jobs.

Employees who show up for duty without proper PPE will not be allowed to work.

Personal safety is an absolute requirement in all activities. Proper personal protective equipment and clothing must be worn by employees to ensure maximum protection.

Employees in the Mechanical Department, Maintenance and Engineering Department, Work Equipment, Train Service employees, and any other employee instructed by supervisor, including supervisors, must have and use the appropriate personal protective equipment when performing hazardous work, and when in the vicinity where hazardous work is being performed.

Hard hats must be worn in designated hard hat areas, when working where objects may fall or fly, when working with cranes and lift trucks, at derailments, and when instructed by supervisors.

Safety glasses, goggles, or face shields must be worn in designated hard hat areas, when making moving train inspections, and when performing any kind of work which may result in injury to the eye.

Employees must care for equipment assigned to them and immediately replace any equipment that no longer provides adequate protection, or is lost or stolen.

The Personal Protective Equipment Catalog, form 15397, lists all approved personal protective equipment which meets company and government standards.

If there is any question as to what type of Personal Protective Equipment is required or when it is required, contact your immediate supervisor, or the Safety and Rules Department.

17. POLICY ON SMOKING IN THE WORK PLACE:

In recognition of the nuisance presented by tobacco smoke and the potentially adverse health effects of secondary smoke; and in further recognition of the passage of clean indoor air laws by several states on the BN system and of the fact that other states on the BN system are considering such laws; BNRR hereby adopts this corporate policy regarding smoking in the work place.

Smoking is prohibited in all common and shared company premises, including multi-employee work stations, which includes locomotives, cabooses and company vehicles.

Smoking will be permitted in designated smoking areas, and in spaces, offices and work stations to which an individual employee is assigned.

This policy is subject to modification to the extent necessary:

- (A) To comply with federal, state and local non-smoking regulations, which may be applicable to company premises; and
- (B) To accommodate a localized situation where the nuisance and potential health effect of secondary tobacco smoke may warrant a deviation from the corporate policy.

18. AIR REPEATER CARS:

System Special Instructions Item 4, contains information covering air repeater operation.

The following information concerns air car air tests:

Anytime a brake pipe leakage test is required:

- Locomotive brake pipe 90 PSI
- Dial air car number on head-end-device
- Charge until head-end-device reads 75 PSI
- Dial R-O-T number on head-end-device
- Charge until head-end-device reads 80 PSI
- Make brake pipe leakage test

Air car operation:

- 1. Air car must be operated with a rear-of-train device.
- 2. Air car must be operated in approximate middle of train.
- 3. Caboose is not required.
- 4. Brake pipe pressure may be greater on last car than on locomotive.

Air repeater car waiver from the FRA

BN has been given relief from the obligation to conduct a leakage test on the portion of the train to the rear of the repeater unit. To comply with this waiver we must meet the three following conditions:

- 1. When repeater air equipment is used, it must be determined that the brake pipe leakage does not exceed five pounds per minute and that the gradient does not exceed 15 pounds of the feed valve setting of the hauling locomotive (90 PSI) in the portion of the train ahead of the repeater air unit;
- 2. The brake pipe gradient on the portion of the train behind the repeater unit must not exceed five pounds of the discharge pressure value at the repeater air unit; and
- 3. The railroad must provide an operative telemetry receiver display unit located in the engineers normal operating position in the cab of the controlling locomotive, and an end-of-train device (EOT) at the rear of the last car in the portion of the train ahead of the repeater air unit or in the lead end of the repeater air unit which will transmit information to the controlling locomotive concerning the portion of the train forward of the repeater air unit, and on the rear of the last car in the train behind the repeater air which will transmit information to the controlling locomotive concerning the portion of the train behind the repeater unit.

This waiver translated into the following:

- Maximum leakage between the locomotive and the air repeater car is five PSI per minute.
- Maximum gradient between the locomotive and the air repeater car is 15 PSI.
- Maximum gradient between the air repeater car and the last car in train is five PSI.
- There is no requirement to test for leakage between the air repeater car and the last car in the train.

All air repeater cars are equipped with a modified EOT unit as required by the waiver. The EOT ID number is the same as the air repeater car number. Example: ID 00022, for BNH-22. Use of this device will allow the engineer to test the front half of the train for both gradient and leakage in the same manner now used to make a brake pipe leakage test. The method is outlined in rule 205 of the Air Brake and Train Handling Rules.

Due to the 20 percent increase in brake pipe pressure through the air repeater car, help is needed to determine the correct five PSI gradient on the rear half of the train. To do this the engineer must dial in the end-of-train ID number and use the following chart:

Brake pipe pressure into air car (same as pressure read on head end device during brake pipe device)	Minimum brake pipe pressure on last car in train. (Also read on head end leakage test)
--	--

90	103
89	101
88	100
87	99
86	98
85	97
84	95
83	94
82	93
81	92
80	91
79	89
78	88
77	87
76	86
75	85

All air repeater car trains must operate with an EOT device. Even trains that operate with a caboose.

The air repeater car should be placed in the middle of the train.

No reports or test forms are required in the operation of air repeater car trains.

Air flow method of qualifying trains may not be used.

Pocket-size copies of the chart showing the minimum brake pipe pressure for the last car will be supplied to Trainmasters by Managers of Operating Practices.

LINE SEGMENT NUMBERS

GALESBURG TERMINAL LINE SEGMENTS

Line Segment	Yard
472	Galesburg Hump
830	Galesburg Yard
831	Galesburg Rip Tracks
832	Galesburg Depot
833	Galesburg Tie Plant
YARD LINE SEGMENTS	
Line Segment	Yard
809	Mendota
814	Barstow
815	Term Jct Rock Island
817	Clinton
819	Moline
834	Burlington
835	West Burlington
836	Ottumwa
837	Chariton
840	Des Moines
850	Fort Madison
851	Keokuk
852	West Quincy
853	Hannibal
855	Peoria
856	Beardstown
857	Centralia
858	Yates City

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
7	Barstow to Term Jct Rock Island	241 to 252.2
8	Denrook-Lyndon	24.8 to 27.9
15	Needles-La Clede	106.9 to 110.0
18	Birmingham to Kearney	216.2 to 199.1
70	Ladd-Howe	188.3 to 194.3
82	Des Moines-West Des Moines	0.4 to 1.0
97	Graham Cutoff	164.6 to 168.4
104	Metropolis-Paducah	0.0 to 13.9

GALESBURG DIVISION SPECIAL INSTRUCTIONS

RADIO INFORMATION—GALESBURG DIVISION

Base Stations	Channel	Hours in Operation
Galesburg Yard	66	Continuous
	70 for yard forces	
Kirkwood	66—Aurora Sub	Unmanned
	70—Barstow Sub	Unmanned
Burlington	66	0700—1600 daily
Fairfield	66	Unmanned
Ottumwa	66 E, 70 W	Unmanned
Albia	70	Unmanned
Des Moines	70	0730—1700 Mon. thru Fri.
Chariton	70	Unmanned
Osceola	70	Unmanned
Colchester	66	Unmanned
Golden	66	Unmanned
Paloma	66	Unmanned
W Quincy	66—Mendota Sub	Continuous
	70—Barstow Sub	Continuous
Palmyra	66	Unmanned
Monroe City	66	Unmanned
Shelbina	66	Unmanned
Macon	66	Unmanned
New Cambria	66	Unmanned
Brookfield	66	Continuous
Hale	66	Unmanned
Aalberg	66	Unmanned
Thiehoff	66	Unmanned
Ft Madison	70	Unmanned
Keokuk	66 for yard forces	0700—1600 daily
Hannibal	70	Unmanned
Ashburn	70	Unmanned
Louisiana	70	0700—1600 Mon. thru Fri.
Elsberry	70	Unmanned
Old Monroe	70	Unmanned
West Alton	70	Unmanned
Bushnell	66	Unmanned
Vermont	66	Unmanned
Beardstown	66	Continuous
Jacksonville	66	Continuous
Virden	66	Unmanned
Toland	66	Unmanned
Lenox	66	Continuous
WR Tower (TRRA)	66	Continuous
Smithboro (Conrail)	66	Unmanned
Centralia	66	Continuous
Sesser	66	Unmanned
Herrin	66	Unmanned
W Vienna (UP)	66	Unmanned
Cook	66	Unmanned

RADIO INFORMATION—GALESBURG DIVISION(Continued)

Base Stations	Channel	Hours in Operation
Peoria	66	Unmanned
Edwards	66	Unmanned
Yates City	66	Unmanned
Canton	66	Unmanned
Barstow	66	0800—1600 Mon. thru Fri.
Galva	66	Unmanned
Wyanet	66	Unmanned

GALESBURG TRAIN DISPATCHERS PHONE NUMBERS

Company	Position	Commercial
345-6400	Chief Dispatcher	309-345-6400
345-6401	Asst Chief Dispatcher (Ottumwa, Brookfield, Hannibal, Beadstown, DesMoines, Peoria, Lewistown Subs)	309-345-6401
345-6402	Asst Chief Dispatcher (Chicago, Aurora, St. Croix, Mendota, Barstow, LaSalle, Fox River, Rockford Subs)	309-345-6402
345-6404	Asst Chief Admin.	309-345-6404
345-6405	East End Dispatcher(Chicago Sub)	309-345-6405
345-6406	Lacrosse Dispatcher (Aurora Sub Galena to Lacrosse St. Croix Sub Lacrosse to St Croix)	309-345-6406
345-6407	Mainline Dispatcher (Mendota, Beardstown Subs between Bushnell and Beardstown, Peoria, Lewistown, LaSalle, Fox River Subs)	309-345-6407
345-6408	C&I Dispatcher (Aurora Sub Aurora to Galena and Barstow Sub)	309-345-6408
345-6409	West Ottumwa Dispatcher (Ottumwa and DesMoines Subs)	309-395-6409
345-6410	Beardstown Dispatcher (Beardstown Sub)	309-345-6410
345-6411	K-Line Dispatcher (Hannibal Sub between Machens and North Market)	309-345-6411
345-6412	Kansas City Dispatcher (Brookfield Sub)	309-345-6412
345-6403	Fax	309-345-6403

MOBILE PHONE RADIOS

Location Base Station	Access Digits	Disconnect Digits	Network
Aalberg	*1	#1	251-4227
Barstow	*2	#2	345-6985
Cape Girardeau	*3	#3	864-2107
Centralia	*2	#2	533-4045
Creston	*1	#1	241-2282
Elsberry	*2	#2	251-4229
Fandon	*2	#2	345-6986
Gaiva	*2	#2	345-6981
Galesburg Mini	*1	#1	345-6979
Galesburg	*1	#1	345-6980
Jacksonville	*1	#1	345-6987
Kansas City	*1	#1	234-9287
Macon	*1	#1	251-4226
Mendota	*1	#1	345-6982
Mt Carol	*2	#2	345-6983
St Louis	*1	#1	768-7045
West Burlington	*1	#1	753-9688
Williamson	*1	#1	241-2281

WESTWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Mendota Subdiv MAIN LINE STATIONS		Distance from Montgomery	EASTWARD
					Trk	Oper		
		20001		41.0	MONTGOMERY	JX	0.0	
		20007		45.5	BRISTOL	X	4.5	
		20013		51.5	PLANO		10.5	
		20017		55.9	SANDWICH		14.9	CTC
		20021		59.2	SOMONAUK	X(2)	18.2	
		20034		72.1	EARLVILLE	IX(2)	31.1	
				72.5	CNW Xing	I	31.5	
		20044		82.6	MENDOTA	BKX(2)	41.6	
		20057	1	95.3	ZEARING	JX(2)	54.3	
		20066		104.2	PRINCETON		63.2	
		20072		110.7	WYANET		70.7	
		20078		116.6	BUDA	X(2)	75.6	
		20093		131.1	KEWANEE	X(2)	90.1	
		20101		139.3	GALVA	X(2)	98.3	
		20108		146.7	ALTONA		105.7	
		20112		150.8	ONEIDA		109.8	
		20117		155.1	WATAGA	X	114.1	
		20126		162.4	GALESBURG BIJKT		121.4	

BN Radio Channel No. 1 AAR Channel #66
In service on this Subdivision.

Train Dispatcher Calls—Somonauk—24, Mendota—23, Wyanet—29, Galva—20

See inside of back cover for routes, times and station stops for NRPC trains.

1. Maximum Speeds Permitted—	Passenger	Freight
Montgomery to Galesburg	79 MPH.	
Loaded ore trains		35 MPH.
MP 72.5 to MP 72.57	40 MPH.	40 MPH.
MP 82.0 to MP 83.4	35 MPH.	35 MPH.
MP 104.2 to MP 104.7	60 MPH.	
MP 106.0 to MP 106.6	60 MPH.	
MP 113.5 to MP 114.6	70 MPH.	
MP 116.8 to MP 117.2	60 MPH.	
MP 130.9 to MP 131.9	55 MPH.	55 MPH.
Empty coal trains between:		
Montgomery MP 41.0 and Mendota		
MP 82.0, Main 1		60 MPH.
Arlington MP 94.0 and Altona		
MP 146.0, Main 1		60 MPH.
Montgomery MP 41.0 and Galesburg		
MP 162.4, Main 2		60 MPH.
Bristol, Somonauk, Earlville, MP 80.4, Zearing, Buda, Kewanee, Galva, Wataga:		
Through crossovers between		
main tracks	35 MPH.	35 MPH.
Mendota, through advance track		10 MPH.
Galesburg Terminal—All tracks		
other than main tracks	Restricted Speed	
Coach yard and Kansas City wye tracks		10 MPH.
MP 161.7 to MP 162.4 Main 1		
Westward and Main 2	30 MPH.	30 MPH.
MP 161.7 to MP 162.4 Main 1		
Eastward	20 MPH.	10 MPH.

Crossover MP 162.05 Pearl Street 30 MPH. 30 MPH.
except loaded coal and taconite trains 25 MPH.

2. Bridge and Equipment Weight Restrictions—

Montgomery to Galesburg;
Maximum gross weight of car 286,000 lbs.
Bridge 106.58 and 110.26 cars greater than 268,000 lbs. ... 10 MPH.

Items 5e and 5f may operate.

Six Axle locomotives on the New Idea Plant Track and Foundry Track, 300 feet beyond clearance point at Sandwich.

Wataga: Only one four axle unit allowed on FS Industry Track Northside and must provide flag protection on RT 34 Crossing.

3. Type of Operation—

CTC—in effect:
MP 41.0 to MP 161.90 Montgomery to Galesburg

Multiple Main Track—
MP 41.0 to MP 161.90 Montgomery to Galesburg

4. General Code of Operating Rules Items—

Rule 99— When flagging is required, distance will be 1.5 miles.

Rule 350 (B)—Main track switches not equipped with electric locks:

MP 56.27	Main 1	Sandwich Green St.
MP 98.70	Main 1	West of Malden
MP 110.5	Main 2	Wyanet
MP 111.0	Main 1	Wyanet
MP 128.05	Main 2	East of Kewanee
MP 151.20	Main 1	West of Onieda
MP 155.43	Main 1	West of Wataga

Rule 405— applies at Galesburg

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures:
Montgomery—Eastward MP 43.9 Main 1 and 2.

B. Other FED locations:

Sandwich MP 56.9—Main 1 and 2.
Mendota MP 85.5—Main 1 and 2.
Wyanet MP 110.9—Main 1 and 2.
Galva MP 142.6—Main 1 and 2.

6. FRA Excepted Track— NONE

7. Special Conditions—

In the state of Illinois, the last paragraph of Rule 103(C) of the General Code of Operating Rules is changed to read:

When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

Speed Test Boards—Engineers shall test the speed of their trains passing the following points as compared with Speed Table:

Between MP 49 to MP 50
Between MP 154 to MP 155

Kewanee— After stopping at Kewanee Passenger Station, eastward passenger trains on either track must not exceed 5 MPH until locomotive or car occupies Tremont Street.

Galva—Trains and engines have crossing gates down at Chester Street, after passing Hwy. Circuit which is located approximately 900 ft. east of N.E. 6th Ave.

Plano—Highway circuit sign at MP 50.40 governs westward switching movements on Track 2 at Hale Street. When cutting away from train, rear of train must be left east of Highway Circuit sign.

Crossing protection will not activate until Island Circuits at crossing are occupied when leaving westbound. The Island Circuit is very close to the crossing.

Westbound trains stopping to perform switching must pull down to occupy Island Circuit at Hale Street to activate "Release" to unlock electric locks. The Island Circuit is very close to the crossing.

Somonauk- Trains using eastward siding must stop and protect movement over east crossing.

8. Locations not Shown as Stations-

Name	Miles-Location	Capacity Cars	Switch Opens
20027 Leland	6.1 west of Somonauk	31	East
20040 Meriden	5.3 west of Earlville	19	West
20053 Arlington	8.8 west of Mendota	38	West
20060 Malden	3.1 west of Zearing	26	West
20085 Neponset	6.4 west of Buda	41	East

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Barstow Subdiv MAIN LINE STATIONS		Distance from Galesburg	
					Rule 6	Oper		
	20126	6	1.0		GALESBURG BIJKTX		0.0	
					2.4	BOUHAN		2.4
11,000	22002			3.4		2.9		
	22005			6.3		HENDERSON		5.3
	22012			13.0		6.7		
						RIO		12.0
8,561	22018			18.6		5.6		
						ALPHA		17.6
	22022			23.0		4.4		
						OPHIEM		22.0
	22025			26.3		3.3		
						LYNN		26.3
	22029			30.5		4.2		
						ORION		29.5
9,791	22034			34.8		4.3		
						WARNER		33.7
	22039			39.4		4.6		
						BRIAR BLUFF	CTC	38.4
	22040			40.6		1.3		
						COLONA		40.7
					0.1			
					IOWA Interstate Xing	I	40.8	
4,932	22043		43.8		3.0			
					BARSTOW	JT		
					To Term. Jct. Rock Island		42.8	
9,470	22057		58.4		14.6			
					HILLSDALE		57.4	
	22062		62.1		3.7			
					ERIE		61.1	
					6.2			
	22068		68.3		DENROCK			
					To Lyndon		67.3	
9,912	22071		71.7		3.4			
					FENTON		70.7	
	22076		77.0		5.3			
					SAM		76.0	
					9.6			
10,995	22086		86.6		EBNER		85.6	
					10.1			
			96.7		PLUM RIVER	JX	95.7	

BN Radio Channel No. 1 AAR Channel #66 in service on this Subdivision.

Train Dispatcher Calls- Alpha-50, Barstow-51, Savanna-52.

1. Maximum Speeds Permitted-	Freight
Loaded ore trains	35 MPH.
Except Eastward loaded ore trains between MP 20 to MP 26	40 MPH.
MP 1.0 to MP 1.5	35 MPH.
MP 12.6 to MP 13.01	25 MPH.
MP 13.01 to MP 32.0	50 MPH.
MP 32.0 to MP 36.7	40 MPH.
MP 36.7 to MP 40.6	30 MPH.
MP 40.6 to MP 40.9	25 MPH.
MP 40.9 to MP 43.0	30 MPH.
MP 43.0 to MP 44.0	25 MPH.
MP 47.8 to MP 48.45	25 MPH.
MP 61.5 to MP 62.7	40 MPH.
MP 68.0 to MP 68.4	25 MPH.
MP 96.3 to MP 96.7	35 MPH.
Galesburg Terminal-All tracks other than main tracks	Restricted Speed
Coach yard and Kansas City Wye tracks	10 MPH.
Through turnouts entering controlled sidings at following location:	
W. Switch Bouhan, Alpha and Warner	20 MPH.
Through turnouts leaving controlled sidings at following locations after engine passes signal authorizing movement:	
W. Switch Bouhan, Alpha, and Warner	35 MPH.
Siding Barstow	10 MPH.
Through crossover MP 96.7 (Plum River)	35 MPH.
Loaded coal, ore, potash, grain and ballast trains through sidings	10 MPH.

2. Bridge and Equipment Weight Restrictions--

Cars heavier than 286,000 (143 tons) not permitted.

Maximum gross weight of car:

- Galesburg to Plum River 286,000 lbs.
- Barstow to Rock Island 286,000 lbs.
- Bridge 251.41 Rock Island cars greater than 276,000 10 MPH.
- Denrock to Lyndon 268,000 lbs.

Items 5e and 5f may operate between Galesburg and Plum River. Six axle locomotives not permitted on the following tracks:

- Rock Island** . . No. 2 repair track
- Rock Island Sash & Door Co.
- Illinois Oil Track
- All tracks lower yard

- Alpha** Elevator track

Denrock to Lyndon

Item 5d, six axle locomotives and derricks not permitted.

3. Type of Operation--

CTC--in effect:

- MP 1.0 to MP 96.7 Galesburg to Plum River

4. General Code of Operating Rules Items--

Rule 99-- When flagging is required, distance will be 1.5 miles.

Rule 105-- Industrial track between Term. Jct. Rock Island and Barstow and between Denrock and Lyndon.

Rule 350 (B)-- Main track switches not equipped with electric locks:

- MP 19.10 Alpha Morman's
- MP 51.54 Joslin West Switch
- MP 62.63 Erie Main Street
- MP 71.50 East Fenton Elevator Track
- MP 77.30 Oliver Peat Plant
- MP 88.60 Thomson
- MP 91.10 East Sugar Plant
- MP 91.50 West Sugar Plant

Rule 405-- applies at Galesburg

5. Trackside Failed Equipment Detectors (FED)--

A. Protecting bridges, tunnels or other structures:

- Colona MP 40.1

B. Other FED locations:

- Erie MP 64.7
- Orion MP 29.6

6. FRA Excepted Track--NONE

7. Special Conditions--

In the state of Illinois, the last paragraph of Rule 103(C) of the General Code of Operating Rules is changed to read:

When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

Speed Test Boards-- Engineers shall test the speed of their trains passing the following points as compared with Speed Table:

- Between MP 7.6 to MP 8.6
- Between MP 89.4 to MP 90.4

Colona-- Interlocking MP 40.8

When interlocking signals indicate stop, trainman or engineman must contact BN train dispatcher on telephone located in instrument house at crossing. Signals governing movement through interlocking limits also govern movement into CTC territory. Rules 312(1) and 312(2) in effect.

Barstow-- Normal position wye switch is for siding.

Between Term. Jct Rock Island and Clinton-- Soo Line Timetable governs.

8. Locations not Shown as Stations--

	Name	Miles--Location	Capacity Cars	Switch Opens
71662	Lyndon	3.1 from Denrock		
22051	Joslin	7.9 west of Barstow	10	East
22088	Thomson	2.0 west of Ebner	3	West

WESTWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Ottumwa Subdiv		Distance from Galesburg	EASTWARD
					Trk	STATIONS		
					Rule 6	Oper		
		20126		162.4		GALESBURG BIJKT	0.0	
				162.6		0.2 APLANT I	0.2	
				163.4		0.8 ACADEMY I	1.0	
		20130		168.4		5.0 GRAHAM IJ	6.0	
		20141		179.0	DT	10.6 MONMOUTH X(2)	16.6	ABS
		20146		185.0		5.8 KIRKWOOD X	22.6	TWC
		20158		196.1		11.1 GLADSTONE X	33.7	
				202.4		6.3 CONNETT	40.0	CTC
		20167		205.4	2MT	3.0 BURLINGTON IBJKX	43.0	
		20171		209.3		3.9 W BURLINGTONTX(2)Y	46.9	
		20174		212.5		3.2 DAYMAN YX	50.1	
				224.6		12.1 NEW LONDON X	62.2	
		20195		233.2		16.9 MT PLEASANT X(2)	70.8	
		20212		250.1	DT	5.3 BECKWITH X	87.7	ABS
		20217		255.4		10.7 FAIRFIELD X(2)	93.0	TWC
		20228		266.1		13.5 BATAVIA X	103.7	
		20241		279.6		0.8 OTTUMWA KX(2)Y	117.2	
				280.4		8.7 SOO LINE Xing I	118.0	
		20251		289.1		12.8 ISU SWITCH X	126.7	
		W4274	20263	301.9	2MT	1.8 MAXON X(2)	139.5	
		E3460		303.7		6.0 ALBIA IJ	141.3	CTC
		20269		309.7		8.9 HALPIN X(2)	147.3	
		20280		318.6		8.2 MELROSE X	156.2	
		20288		326.8		7.5 RUSSELL	164.4	
		20296		334.3	DT	7.7 CHARITON TX	171.9	ABS
				342.0		8.6 SHANNON X(2)	179.6	TWC
		20312		350.6		9.3 WOOBURN	188.2	
		20321		359.9		10.5 OSCEOLA X	197.5	
		20332		370.4		5.6 MURRAY X	208.0	
		20337		376.0		7.6 THAYER X	213.6	
		20345		383.6	2MT	9.3 AFTON X	221.2	
		20355		392.9		CRESTON BKTX	230.5	

BN Radio Channel No. 1, AAR Channel #66
In service Galesburg to Creston.

Train Dispatcher Call-Kirkwood-70, West Burlington-72, Fairfield-73,
Ottumwa-74, Albia (NS)-76, Albia (BN)-77, Chariton-78, Osceola-79,
Creston-70.

MP 391.0 to Creston is part of and under the jurisdiction of the
Lincoln Division

See inside back cover for routes, times and station stops for NRPC trains.

1. Maximum Speeds Permitted--	Passenger	Freight
Galesburg to Creston	79 MPH.	
Loaded ore and taconite trains		35 MPH.
Loaded Unit coal trains		50 MPH.
Against the current of traffic on double track	59 MPH.	49 MPH.

Empty coal trains		
Graham MP 168 to Creston MP 391	60 MPH.	
Except Westbound From:		
MP 243.3 to MP 250.0		
MP 323.0 to MP 327.5		
MP 335.0 to MP 339.0		
MP 346.5 to 351.0		
MP 356.0 to MP 369.0	50 MPH.	
Against the current of traffic on		
westward track MP 243.0 to MP 250.0	40 MPH.	25 MPH.
MP 162.4 to MP 163.6 Main 1 and Main 2	30 MPH.	30 MPH.
MP 162.4 to MP 162.6 Main 1 Eastward	20 MPH.	10 MPH.
MP 162.4 to MP 162.5 Main 2 Westward	30 MPH.	30 MPH.
MP 163.6 to MP 164.0	75 MPH.	50 MPH.
Galesburg Terminal All tracks other than main tracks		Restricted Speed
Coach yard and Kansas City wye tracks		10 MPH.
Waterman and Graham	35 MPH.	35 MPH.
Graham cut-off track MP 165.2 to MP 164.3	10 MPH.	10 MPH.
Through turnouts Graham	35 MPH.	35 MPH.
Through turnout Clay Switch MP 165.48	35 MPH.	35 MPH.
MP 169.0 eastward track	70 MPH.	
MP 169.0 westward track	50 MPH.	50 MPH.
Head end of eastward freight trains passing signal S-170		55 MPH.
MP 176.3 to MP 176.55	70 MPH.	
MP 177.4 to MP 178.5		50 MPH.
MP 178.5 to MP 179.5	40 MPH.	30 MPH.
MP 179.5 to MP 180.5 Westward Track	60 MPH.	60 MPH.
MP 203.0 to MP 204.0	60 MPH.	50 MPH.
MP 204.0 to MP 204.8	40 MPH.	20 MPH.
MP 204.8 to MP 205.9	12 MPH.	12 MPH.
MP 205.9 to MP 206.8	20 MPH.	20 MPH.
MP 206.8 to MP 209.0	50 MPH.	40 MPH.
MP 209.0 to MP 211.0		50 MPH.
Head end of train MP 232.8 to MP 233.8	60 MPH.	50 MPH.
Westbound Main MP 243.0 to MP 250.0		50 MPH.
MP 255.5 to MP 256.9 Fairfield- headend of trains moving with current of traffic over street crossing	60 MPH.	50 MPH.
MP 276.5 to MP 277.6	60 MPH.	50 MPH.
MP 277.6 to MP 279.0	40 MPH.	30 MPH.
MP 279.0 to MP 280.5	30 MPH.	25 MPH.
MP 280.5 to MP 281.3	45 MPH.	35 MPH.
MP 301.9 to MP 303.6 Main 1	70 MPH.	50 MPH.
MP 301.9 to MP 302.2 Main 2	40 MPH.	35 MPH.
MP 302.2 to MP 308.3 Main 2	50 MPH.	40 MPH.
Head end of train between MP 303.6 and MP 304.4 Main 1	40 MPH.	25 MPH.
MP 304.4 to MP 306.9 Main 1	70 MPH.	40 MPH.
MP 315.0 to MP 321.5	65 MPH.	50 MPH.
MP 321.5 to MP 323.3	55 MPH.	50 MPH.
MP 324.2 to MP 324.6	70 MPH.	
MP 333.0 to MP 333.9	70 MPH.	
MP 333.9 to MP 334.5	70 MPH.	30 MPH.
MP 338.8 to MP 340.0 Westward track	50 MPH.	40 MPH.
MP 343.6 to MP 343.8	70 MPH.	
MP 351.5 to MP 354.8 Eastward track	55 MPH.	45 MPH.
MP 353.3 to MP 353.5 Westward track	70 MPH.	
Head end of trains moving with the current of traffic between MP 359.5 to MP 360.4	60 MPH.	50 MPH.
Crossovers at following locations:		
MP 202.5	35 MPH.	35 MPH.
MP 301.9 east crossover	30 MPH.	30 MPH.
MP 301.9 west crossover	35 MPH.	35 MPH.
MP 309.9 crossovers	35 MPH.	35 MPH.
MP 333.2	35 MPH.	35 MPH.
MP 342.0	35 MPH.	35 MPH.
MP 357.9	35 MPH.	35 MPH.

Yard engine making switch moves between Main street and end CTC sign MP 206.6 10 MPH.

Westward movements on all tracks other than main tracks from 150 feet east to Main Street crossing 5 MPH. 5 MPH.

Chillicothe—Forward or reverse movement through ISU Dump 3 MPH.

Osceola—Old main track north yard 5 MPH.

Loaded ore trains—
 Bridge 204.66 and 284.12 adjacent track must be clear of traffic while ore train passes Over bridge .

Head end speed restriction for eastward freight trains
 Signal 327.0 at Russell Up to 100 tons/OB 55 MPH.

Signal 224.8 at New London 55 MPH.

Head end speed restriction for westward freight trains
 Signal 235.5 between Mt. Pleasant and Beckwith Up to 100 tons/OB 55 MPH.

Signal 190.1 between Kirkwood and Gladstone 55 MPH.

2. Bridge and Equipment Weight Restrictions—

Maximum gross weight of car:
 Galesburg to Creston 286,000 lbs.

Cars greater than 268,000 (134 tons) require slow orders on the following bridges:

204.66 adjacent track to be clear 10 MPH.

284.12 10 MPH.

235.85 25 MPH.

239.24 25 MPH.

379.51 25 MPH.

Chariton—Not more than one four axle locomotive on industry track.

Six axle locomotives not permitted on industry tracks at the following locations: Monmouth, Kirkwood, Gladstone, New London, Mt Pleasant, Fairfield and Batavia.

3. Type of Operation—

Rule 93 – Yard Limits in effect:
 Between CTC Burlington MP 206.7 and Dayman MP 213.85.

Ottumwa— MP 277.5 and crossover MP 282.7.

Creston—Between end of CTC at MP 393.5 to MP 391.0.

TWC— In effect:
 Graham MP 168.4 to CTC Connet MP 202.4
 CTC Burlington MP 206.7 to CTC Maxon MP 309.9
 CTC Halpin MP 309.89 to Creston MP 391

Train Location line—up will be issued In accordance with Rule 35 of Rules of the Maintenance of Way for Track occupancy not protected by Track Warrant Authority.

CTC—in effect:
 MP 202.4 to MP 206.7 Connett to Burlington
 MP 301.9 to MP 309.89 Maxon to Halpin

ABS—in effect:
 MP 168.4 to MP 202.4 Graham to Connett
 MP 206.7 to MP 289.3 Burlington to ISU Switch
 MP 309.89 to MP 391.0 Halpin to Creston

Multiple Main Tracks—
 MP 202.4 to MP 206.7 Burlington
 MP 301.9 to MP 391.0 Maxon to Halpin

Double Track—
 MP 168.4 to MP 202.4 Graham to Connett
 MP 206.7 to MP 289.3 Burlington to ISU Switch
 MP 309.89 to MP 391.0 Halpin to Creston
 MP 365.36 to MP 391.0 Murray to Creston

4. General Code of Operating Rules Items—
Rule 99— When flagging is required, distance will be 1.5 miles.

Rule 405— applies at Galesburg and Creston.

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures:

MP 198.5—Gladstone
 Westward—MP 208.6—Burlington
 Eastward—MP 210.9—Burlington

B. Other FED locations:

Gladstone	MP 193.3	Russell	MP 328.0
Mt. Pleasant	MP 229.9	Osceola	MP 356.7
Fairfield	MP 251.6		

6. FRA Excepted Track— NONE

7. Special Conditions—

In the state of Illinois, the last paragraph of Rule 103(C) of the General Code of Operating Rules is changed to read:

When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

Regarding Stations with Crossovers indicated in Station Column

Following Stations have both Facing and Trailing Point Hand Throw Crossovers: Monmouth, New London, Mt. Pleasant, Fairfield, Ottumwa, Shannon.

Following Stations have Facing point Only
 Dayman, Bativa, ISU Switch MP 289.1 , Woodburn—MP 333.2, MP 357.9

All other Stations have Trailing Point Only

Galesburg—Hump Repeater Signals Galesburg Terminal in the following locations:

MP 166.1 – East of Hump Lead, North of Graham Extension Bridge
 MP 166.3 – East of Hump Lead, South of Graham Extension Bridge
 MP 166.9 – Between Quincy Main and Hump Lead

Aspects displayed by these two signals will be identical to those displayed by the Hump Signal located at the Hump Crest.

A green aspect will indicate hump fast, to allow trains to be brought up to humping position at normal yard speed. A yellow aspect will indicate hump slow, to advise hump engines to reduce to humping speed. A red aspect will be displayed to indicate hump stop, advising hump engines on the Hump Lead to stop, and communicate with the Yardmaster via radio.

These special signal aspects govern humping operation only, and are not a part of automatic block, CTC, or interlocking systems. Verbal authority from Yardmaster or Engine Foreman will supersede the indication of these Repeater Signals.

All trains entering the East Running Track via the East—Way Track must communicate with yard control before doing so.

Monmouth— Stop and protect movement at Highway 34 and North Main Street in North Yard When crossing signals not working.

West Burlington, Iowa—Eastward trains must obtain dispatchers authority before proceeding from a STOP indication at signal MP 209.2.

Trains and engines using lead track across Highway 34 (Mt. Pleasant Street) and Highway 406 (Agency Street) must stop before crossing grade crossing and members of the crew must stop vehicular traffic in both directions before proceeding across crossing.

Account close clearance, engines must not occupy the Chittenden and Eastman stub track between Third and Main Streets When other trains are using main 2 at this location.

At West Burlington trains must not use Westward siding between East switch and Gear Avenue when Inside Switch at East end or New Deraill at Gear Avenue are locked with Mechanical Department Lock account Shop power testing.

Road crews prohibited from operating on wye tracks.

Trains performing switching operations must use BN Radio Channel 2.

Agency—Trains must not occupy crossing at MP 273.2 to MP 272.9 on run around track until warning systems are activated.

Creston—Eastward trains upon departure at Creston must provide departure time to Ottumwa dispatcher prior to MP 391.0.

8. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
20133 Cameron	3.2 west of Graham	10	Both
20152 Biggsville	5.7 west of Kirkwood	20	East
20180 Danville	6.4 west of Dayman	10	East
20202 Rome	7.0 west of Mt Pleasant	10	East
20205 Lockridge	10.5 west of Mt Pleasant	15	Both
20235 Agency	7.3 west of Batavia	80	East
20249 Chillicothe	7.8 west of Ottumwa	8	East
20304 Lucas	1.1 west of Shannon	22	West

Length of Siding In Feet	Station No.	Line Segment	Mile Post Location	Trk	Brookfield Subdiv MAIN LINE STATIONS		Distance from Galesburg
					Rule 6	Oper	
	20126	11	162.4		GALESBURG	BIJKTJ	0.0
			162.9		KNOX ST	IJ	0.5
			164.3		THIRWELL	I	1.9
	25004		166.0		WATERMAN	IJT	3.6
	25005		168.1		SALUDA	I	5.7
11,081	25010		172.3		ABINGDON		9.9
9,833	25020		182.8		AVON		20.4
	25029		191.4		BUSHNELL	J	29.0
			191.5	2MT	TP&W Xing	I	29.1
7,130	25040		202.3		MACOMB		39.9
6,934	25047		209.3		COLCHESTER		46.9
7,300	25063	225.9		AUGUSTA		63.5	
6,605	25073	235.2		GOLDEN		72.8	
7,560	25078	240.9		CAMP POINT		78.5	
6,890	25091	254.2		EWBANKS		91.8	
		258.5		QUINCY		95.1	
	73801	261.5		QUINCY JCT		99.1	
		263.4					
7,500	25101	14	136.9		WEST QUINCY	BJKTJ	101.0

BETWEEN WEST QUINCY AND MARK OPERATE ON HANNIBAL SUBDIVISION

Length of Siding In Feet	Station No.	Line Segment	Mile Post Location	Trk	Hannibal Subdivision		Distance from Galesburg
					Rule 6	Oper	
		14	134.1		MARK	JT	103.8
	25104	15	5.7		NORTH RIVER	JT	105.2
	25107		7.1	2MT	PALMYRA		112.6
7,352	25112		14.5		CARD		130.9
7,201	25130		32.8		LAKENAN		139.8
7,219	25139		41.7		ANABEL		161.0
7,807	25161		62.9		MACON		168.5
	25168		70.4		CALLAO		177.0
8,310	25177		78.9		NEW CAMBRIA		184.1
	25184		86.0		BUCKLIN		192.0
4,980	25192		93.9		BROOKFIELD	BK	202.2
	25202		104.1		NEEDLES		
12,123	25204	17	106.9		To LaCleda	2.2	205.0
7,206	25215		118.1		SUMNER		216.2
			118.2		WG RY Xing	A	216.3
7,206	25227		130.2		HAMM		228.3
7,224	25239		141.9		AALBERG		240.0
7,192	25250		153.5		PERSONS		251.6
7,191	25263		166.3		THIEHOFF		264.4
7,084	25275		177.7		MAXWELL	J	275.8

BETWEEN MAXWELL AND BIRMINGHAM

NS RR RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN

Length of Siding In Feet	Station No.	Line Segment	Mile Post Location	Trk	Birmingham Subdivision		Distance from Galesburg
					Rule 6	Oper	
2,417	25291	18	216.2		BIRMINGHAM	IJ	291.5
			221.5		To Kearney	17.1	296.8
			224.0		BLOCK 222	I	299.3
			224.6		BLOCK 224	I	300.5
	25300		224.6		KANSAS CITY	BIJKT	

**BN Radio Channel No. 1 AAR Channel #66
In service on this Subdivision.**

**Train Dispatcher Calls—Bushnell—21, Colchester—25, Camp Point—23,
West Quincy—24, Palmyra—26, Monroe City—27, Shelbina—28,
Macon—29, New Cambria—21, Brookfield—22, Hale—23, Aalberg—24,
Thlehoff—25**

See inside of back cover for routes, times and station stops for NRPC trains.

**From Maxwell to Kansas City is part of and under the jurisdiction of
the Kansas City Division**

1. Maximum Speeds Permitted—	Passenger	Freight
Galesburg to West Quincy	79 MPH.	
Loaded Ore and Taconite trains		35 MPH.
Loaded unit trains, except intermodal Bushnell MP 191.4 and West Quincy MP 263.4		35 MPH.
Empty coal trains between Bushnell MP 191.4 and Saluda MP 168.1		60 MPH.
MP 162.4 to MP 163.0 Quincy Main	10 MPH.	10 MPH.
MP 164.3 (Head End Only) do not exceed 25 MPH over hub center crossing.		
MP 163.0 to MP 167.0 Quincy Main	59 MPH.	50 MPH.
Galesburg Terminal—All tracks other than Main Tracks		Restricted Speed
Coach yard and Kansas City wye tracks		10 MPH.
Through turnout MP 168.0 Saluda		20 MPH.
Through turnout MP 188.9	35 MPH.	35 MPH.
MP 191.2 to MP 191.7	40 MPH.	40 MPH.
Bushnell on connection track to T.P.W. Railroad		5 MPH.
Through crossover MP 192.3	30 MPH.	30 MPH.
Through crossover MP 192.4	35 MPH.	35 MPH.
MP 202.6 to MP 202.7	40 MPH.	40 MPH.
MP 240.0 to MP 244.5	70 MPH.	
MP 258.5 to MP 260.0	40 MPH.	40 MPH.
MP 260.0 to MP 263.4	30 MPH.	25 MPH.
Through turnouts MP 263.2 to MP 263.4	30 MPH.	25 MPH.
East Leg of Wye West Quincy	10 MPH.	10 MPH.
Through turnouts of controlled sidings unless otherwise indicated		20 MPH.
West Quincy to Kansas City Trains greater than 5000 tons		50 MPH.
Loaded unit trains, except intermodal: Between Mark MP 5.7 to MP 82		30 MPH.
Between MP 82 to MP 86		45 MPH.
Between MP 86 and Maxwell MP 177.7 and between Birmingham MP 216.2 and Kansas City MP 224.6		30 MPH.
Through sidings		10 MPH.
except Card, Lakenan, Callao		20 MPH.
Through turnouts of controlled sidings unless otherwise indicated		20 MPH.
MP 6.7 to MP 8.6 Main 2		35 MPH.
Through turnouts MP 6.7 to MP 8.6		35 MPH.
Through turnouts and on wye track between North River and Falk		20 MPH.
MP 8.6 to MP 10.0		50 MPH.
MP 10.0 to MP 14.8		30 MPH.
Curve MP 15.0		50 MPH.
MP 29.7 to MP 30.4		
(Head end of train)		35 MPH.
MP 70.3 to MP 70.8		50 MPH.
MP 74.0 to MP 84.9		50 MPH.
MP 84.9 to MP 99.3		45 MPH.
Curves MP 92.0, MP 92.2 to MP 93.0		40 MPH.
MP 99.3 to MP 103.4		50 MPH.
MP 103.4 to MP 104.4		30 MPH.
MP 107 to MP 177.7		50 MPH.
MP 118.1—over crossing diamond Sumner		35 MPH.

Interchange connection Track Sumner	5 MPH.
Through turnout to NS at Maxwell	35 MPH.
Through turnout MP 216.2	20 MPH.
Through turnout MP 218.9	10 MPH.
MP 216.2 to MP 221.5	35 MPH.
MP 221.5 to MP 224.4 (including turnouts)	20 MPH.
Birmingham and Liberty	20 MPH.
Sumner and Hale on elevator tracks	5 MPH.
Through siding and turnout controlled siding Needles MP 104.42 to MP 106.9	10 MPH.

Loaded coal trains between Maxwell and Mark must not operate on sidings or Brookfield Yard, except may operate on sidings Card, Lakenan and Callao.

2. Bridge and Equipment Weight Restrictions—

Maximum gross weight of car: Galesburg to Kansas City	286,000 lbs.
Bridge 82.54 Callao cars greater than 268,000 lbs.	10 MPH.
Birmingham to Kearney	286,000 lbs.
Needles to LaClede	286,000 lbs.

Items 5e and 5f may operate between Galesburg and Kansas City. Six axle locomotives not permitted on the following tracks:

Abingdon—Pottery track

**Bushnell—Roseville Lead, Archer Daniel Midland
Macomb—NTN Bower, FS Fertilizer**

Not more than one locomotive is permitted on the following tracks:

**Brookfield—North and South Pit tracks
Palmyra—Industrial track**

Quincy—Locomotives must not operate over 30 degree curve at east end of track at Calcium Carbonate Co. at MP 265.7

Loaded coal trains do not exceed 500 amps of Dynamic Brake amperage when Operating between Mark MP 5.7 and Maxwell MP 177.7

Bushnell—Not more than one 6 axle locomotive permitted on TPW interchange track

3. Type of Operation—

CTC—in effect between	
MP 167.96 to MP 263.4	Galesburg to West Quincy
MP 5.7 to MP 177.81	Mark to Maxwell
MP 216.2 to MP 224.6	Birmingham to Kansas City

TWC Instructions—

**Galesburg, West Quincy, Brookfield and Kansas City—
Rule 405 applies**

Train Orders involving joint trackage between Birmingham and Block 224 will be issued to all NS trains by the NS train dispatcher. NS clearance form will be the authority for requirement of Rule 81(A).

Multiple Main Tracks—

MP 188.9 to MP 192.4	Bushnell
MP 6.7 to MP 8.6	North River
MP 216.2 to MP 224.6	Birmingham to Kansas City

4. General Code of Operating Rules Items—

Rule 99— When flagging is required, distance will be 1.5 miles.

Rule 105—

Industrial Track between Needles and LaClede.
Industrial Track between Birmingham and Kearney.

Rule 350 (B)— Switches not equipped with electric locks:

MP 200.58	Macomb	MP 30.18	Monroe City
MP 202.05	Macomb	MP 46.58	Shelbina
MP 217.56	Colmer	MP 48.46	MFA West of Shelbina
MP 232.63	La Prairie	MP 59.22	Clarence
MP 240.87	Camp Point	MP 93.79	House Track, Bucklin

5. Trackside Failed Equipment Detectors (FED)–**A. Protecting bridges, tunnels or other structures:**

MP 257.9 MP 136.9

B. Other FED locations:

Prairie City	MP 187.4	Clarence	MP 59.3
Augusta	MP 230.8	Callao	MP 77.9
Hunnewell	MP 36.1	Cotter	MP 135.2

6. FRA Exempted Track– NONE**7. Special Conditions–**

In the state of Illinois, the last paragraph of Rule 103(C) of the General Code of Operating Rules is changed to read:

When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

Speed Test Boards–Engineers shall test the speed of their trains passing the following points as compared with Speed Table at:

MP 176 to MP 177 between Abingdon and Avon
 MP 238 to MP 239 between Golden and Camp Point
 MP 100 to MP 101 between Bucklin and Brookfield
 MP 20 to MP 21 between Palmyra and Card
 MP 109 to MP 110 between Needles and Sumner
 MP 173 and MP 174 between Thiehoff and Maxwell

Abingdon– Eastward trains must stop as far west of residential area as possible until cleared to leave.

Bushnell– Loaded unit coal trains arriving from 9th sub destined West Quincy must have roll by inspection on both sides before proceeding westward on 7th sub. When operating on TPW interchange track movement must be stopped before occupying Highway 9 and Front Street crossings and crew member on ground must provide warning to vehicular traffic before proceeding.

Colmar–Trains using Elevator Track must provide flag protection over grade crossing.

Space Center, Inc.– (Formerly Underground Storage) at Randolph, Missouri the following restrictions must be observed by crews performing switching at this industry. Look out for close side and overhead clearance on all tracks.

1. On the east, or freezer track, and the west, or dry track, railroad employees are prohibited from coupling or uncoupling cars inside the cave, except from the engine.
2. On double tracks, cars being moved in and out of the cave shall remain connected, and shall not be individually spotted. All coupling or uncoupling of cars inside the cave shall be done from the ground between the tracks; and railroad employees should not set or release hand brakes within the cave.

Kansas City– Interlocking in effect between MP 225.5, Fifth Street and begin CTC sign MP 223.9 Block 224. Interlocking remotely controlled from Ustick Tower.

If a BN train arriving Murray yard from the Brookfield Subdivision does not have information for a continuous move into the yard, the train must be stopped east of Tenth and Bedford Avenue crossing until such information is received.

Crews Operating between Birmingham and Kansas City must include Kansas City Division Superintendent on all messages involving accidents, injuries, defects in track, bridges, signals, or any unusual condition affecting the operation of the railroad.

8. Locations not Shown as Stations–

Name	Miles–Location	Capacity Cars	Switch Opens
25023 Prairie City	2.7 west of Avon	8	East
25033 Bardolph	4.5 west of Bushnell	10	East
25049 Tennessee	2.4 west of Colchester	22	East
25055 Colmar	8.2 west of Colchester	18	West
25059 Plymouth	12.5 west of Colchester	20	East
25070 La Prairie	6.4 west of Augusta	5	West
25085 Paloma	7.3 west of Camp Point	25	East
25121 Ely	9.3 west of Palmyra	40	East
25128 Monroe City	15.7 west of Palmyra	25	Both
25135 Hunnewell	4.0 west of Card	31	Both
25144 Shelbina	4.9 west of Lakenan	20	Both
25157 Clarence	17.3 west of Lakenan	15	Both
25221 Hale	6.4 west of Sumner	31	Both
25293 Randolph	2.6 west of Birmingham	78	Both
27002 LaClede	2.2 from Needles	22	Both
76406 Liberty			
76416 Kearney			

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Hannibal Subdiv MAIN LINE STATIONS		Distance from Burlington	EASTWARD ↑
					Trk	Oper		
		20167		220.3	BURLINGTON BJKTY	CTC	0.0	
	3,089	26212		216.4	KEMPER 3.9	Y	3.9	
		26205		209.9	WEVER 6.5		10.4	
	6,257	26203		207.7	SINCLAIR SWITCH 2.2		12.6	
		26198		200.0	FORT MADISON 7.7		20.3	
	7,900	26185		189.3	MONTROSE 11.7		31.0	
		26180		185.5	GATEWAY 3.8		34.8	
		26178		183.3	SANDUSKY 2.2		37.0	
		26173		177.9	KEOKUK 5.4	BJKY	42.4	
	8,056	26162	14	166.6	GREGORY 11.3		53.7	
		26152		156.2	CANTON 10.4		64.1	
		26146		150.1	LA GRANGE 6.1		70.2	
	8,517	26144		148.1	GRIFFITH 2.0		72.2	
	7,500	25101		136.9	WEST QUINCY BJKTY 11.2		83.4	
		25104		134.1	MARK 2.8	J	86.2	
	7,176	26132		131.5	FALK 2.6	J	88.8	
				120.8	NS Xing 10.7	I	99.5	
	9,300	26119		119.7	HANNIBAL 1.1		100.6	
	8,603	26104		104.3	ASHBURN 15.4		116.0	
		26094		94.1	LOUISIANA 10.2		126.2	
				93.6	GWWR Xing 0.5	A	126.7	
	6,205	26086		86.4	DUNDEE 7.2		133.9	
	10,237	26068		68.2	ELSBERRY 18.2		152.1	
	8,336	26052		51.6	OLD MONROE 16.6		168.7	
	7,009	26044		44.4	GIBBS 7.2		175.9	
	10,243	26027		26.9	MACHENS 17.5		193.4	
	10,620	26020		20.4	WEST ALTON 6.5		196.9	
	8,924	26015		14.9	SPANISH LAKE 5.6		202.5	
		26009	14	9.4	BADEN 5.4	J	207.9	

ON TRRA BELT BETWEEN BADEN AND NORTH ST LOUIS,

TRAA RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

	26007	14	7.2	NORTH ST LOUIS BJKT	CTC	210.1
	26004		4.2	NORTH MARKET	IJ	213.4

BETWEEN NORTH MARKET AND GRAND AVENUE
TRRA RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

			2.1	2MT	GRAND AVENUE IJY	219.1
			5.3		KNOX AVENUE Y	222.3
	92007	1002	7.1	Rule 105	LI LINDENWOOD BIJK	224.1

BN Radio Channel No. 1 AAR Channel #66
in service Burlington to MP 216.

BN Radio Channel No. 2 AAR Channel #70
in service MP 216 to Lindenwood.

Train Dispatcher Calls—Kemper—30, Ft. Madison—31, Keokuk—32,
Canton—33, Hannibal—35, Louisiana—37, Elsberry—38,
Old Monroe—39, West Quincy—34, North St. Louis—32.

From Machens to Lindenwood is part of and under the jurisdiction of
the River Division

1. Maximum Speeds Permitted—

Burlington and West Quincy	49 MPH.
Loaded unit trains, except intermodal	30 MPH.
Grand Ave. Interlocking	10 MPH.
MP 3.9 to MP 4.7	10 MPH.
MP 4.7 to MP 8.1	30 MPH.
MP 8.1 to MP 20.2	45 MPH.
MP 18.5 to MP 18.9 (over Missouri River Bridge)	25 MPH.
MP 20.6 to MP 26.9 Loaded unit trains	
except intermodal	45 MPH.
Prospect Hill—Water Works Track	5 MPH.
MP 20.2 to MP 20.6	10 MPH.
Machens—Union Electric Power tracks loaded trains	5 MPH.
MP 56.0 to MP 56.5 (Head end only)	50 MPH.
MP 77.9 to MP 93.5	45 MPH.
MP 79.7 to MP 79.9	30 MPH.
MP 83.8 to MP 84.3 (Head end only)	30 MPH.
MP 85.1 to MP 85.3	40 MPH.
MP 93.5 to MP 95.9	30 MPH.
MP 95.9 to MP 119.2	45 MPH.
Loaded unit coal trains MP 102 to MP 116	35 MPH.
MP 119.2 to MP 121.2	25 MPH.
MP 126.0 to MP 126.3	55 MPH.
Through turnouts and on wye track between Falk and North River	20 MPH.
Empty coal trains MP 30.3 to MP 61.95	60 MPH.
Through turnout MP 134.1	35 MPH.
Through controlled siding West Quincy	35 MPH.
Track 1, West Quincy Yard	Restricted Speed
Through turnouts East and West switches West Quincy Yard	20 MPH.
Through turnout MP 137.1	25 MPH.
MP 136.7 to MP 137.7	25 MPH.
End CTC MP 137.7 equals MP 141.8	
East leg of wye MP 141.8	10 MPH.
MP 149.8 to MP 150.6 (Head end only)	30 MPH.
MP 161.7 to MP 163.4	40 MPH.
MP 169.7 to MP 169.9	35 MPH.
MP 172.4 to MP 172.7	30 MPH.
Bridge MP 174.95	25 MPH.
MP 174.6 to MP 175.2	25 MPH.
MP 176.6 to MP 178.0	10 MPH.
MP 180.1 to MP 180.2 (Head End Only)	25 MPH.
MP 188.5 to MP 189.5	25 MPH.
MP 194.6 to MP 195.1	25 MPH.
MP 199.0 to MP 203.0	25 MPH.
MP 202.8 (Head end only)	10 MPH.
MP 203.0 to MP 203.3	30 MPH.
MP 218.8 to MP 220.3	10 MPH.
Siding Sinclair Switch	10 MPH.
Siding Hannibal	10 MPH.
Through turnouts of controlled sidings, unless otherwise specified	20 MPH.
Field Switch Sinclair siding to Green Flag	
1/2 mile from Field Switch	5 MPH.
Sinclair Switch At Arco Plant, through turnouts	5 MPH.
Balance of Arco Lead	10 MPH.

2. Bridge and Equipment Weight Restrictions—

Maximum gross weight of car:	
Burlington to Lindenwood	286,000 lbs.
Bridge 64.33 cars greater than 268,000 lbs.	10 MPH.
Bridge 45.5 cars greater than 268,000 lbs.	10 MPH.
Bridge 18.8 cars greater than 263,000 lbs.	10 MPH.

Fort Madison—Not more than one four axle locomotive is permitted on all industrial tracks except Mershman's.

Keokuk—Locomotives or box cars will not clear overhead car shaker on Track No 5 inside coal unloading building at Midwest Carbide Co. Locomotives and box cars must not go beyond door opening of building.

Dundee—Locomotives or cars must not move over coal unloading pit at Dundee Cement Co.

Old Monroe—Only one locomotive may be used when switching Fertilizer plant on Old Francis line.

3. Type of Operation—

Lindenwood— There is no main track at Lindenwood. All tracks between Lindenwood and S E Jct fall under Rule 105

Rule 93— Yard limits in effect:

Kemper MP 220.3 and 216.0
Keokuk MP 179.0 and 175.1
West Quincy MP 144.0 and 137.7
MP 2.1 to MP 5.3 Grand Ave to Knox Ave

CTC—in effect:

MP 220.3 to MP 216.0 Burlington to Kemper
MP 137.7 to MP 104.6 West Quincy to Ashburn
MP 70.0 to MP 7.2 Elsberry to N St Louis

ABS—in effect:

MP 70.0 to MP 104.6 Elsberry to Ashburn

TWC—In effect:

CTC Elsberry MP 70.0 to CTC Ashburn MP 104.6
MP 144.0 at West Quincy to MP 216.0 at Kemper.

Train Location line—up will be issued in accordance with Rule 35 of Rules of the Maintenance of Way for Track occupancy not protected by Track Warrant Authority.

4. General Code of Operating Rules Items—

Rule 99— When flagging is required, distance will be 1.5 miles.

Rule 350 (B)—Switches not equipped with electric locks—

MP 125.95 Helton Switch MP 37.27 Seeburger
MP 68.27 Elsberry MP 33.39 Orchard Farm
MP 57.03 Winfield MP 5.1 PVO Track

Rule 405— applies at West Quincy, North St Louis and Lindenwood.

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures:

Spanish Lake MP 14.9 West Alton MP 22.7

B. Other FED locations:

Montrose MP 192.5 Elsberry MP 72.8
Canton MP 159.6 Gibbs MP 42.2

6. FRA Excepted Track—NONE

7. Special Conditions—

Speed Test Boards—Engineers shall test the speed of their trains passing the following points as compared with Speed Table:

Between:

MP 211 to MP 212 Kemper and Weaver
MP 151 to MP 152 Canton and La Grange
MP 128 to MP 129 Falk and NS Crossing
MP 35 to MP 36 Machens and Giggs

Train Inspections— All loaded unit trains must have a train inspection not exceeding thirty-mile intervals. This may be accomplished either by failed equipment detector or by roll-by inspection on both sides on trains.

If neither means can be accomplished, conductor is responsible for ensuring train is inspected. This may be accomplished by roll-by inspection on both sides not exceeding 10 MPH. Communication must be made with dispatcher prior to train crews making their own inspections and locations must be recorded on the Conductor's Delay Report.

Ft. Madison—When operating on DuPont Industrial Spur, all movement must be stopped before occupying Highway 61 crossing, and further movement will be preceded by a crew member on the ground, who will provide flag protection against vehicle traffic on the crossing.

Cosgrove — Hercules Plant, car heaters and pipes adjacent to track No. 3 from coal dump to 100 feet east makes bad footing and close clearance. On track 9 opposite of P.E. Warehouse storage building will not clear man on side of car.

Machens—Trains on passing track must stop and provide flag protection over crossing at MP 28.1 unless crossing flasers are working.

Union Electric—Coal trains must have dump line connected and charged on arrival U.E. Plant.

Prospect Hill— Water works track— Six-axle locomotives not permitted.

Between Baden and Lindenwood— Inclusive, do not sound crossing whistle signal as prescribed by Rule 15(L) unless emergency requires, except when passing or meeting or about to pass or meet a train, at or in the immediate vicinity of grade crossing, under such circumstances that the second train will obscure, in whole or in part, the view of the first mentioned train to persons who may be about to use the crossing.

North St. Louis— Engines entering or passing through coal dumper building at ACT must ensure that locomotive awnings, mirrors and wind wings are pulled in account close clearance in the building.

ACT, N St Louis, after dumping loaded coal train, will cut off coal train power and caboose north of the coal shed lead, just outside the entrance to the shed. Under normal operating conditions, outbound road crews will receive authority to run through the shed by either a green signal at the entrance or verbal permission from an ACT crewman in order to double out their train on the outside (runaround) track. On weekends and other occasions, if the shed entrance door is closed, BN crews must use the outside (runaround) track to get around the shed to make up their outbound train.

TRRA Railroad St. Louis— All eastbound trains from Lindenwood across TRRA are limited to a maximum of 8,500 ft. All empty 80 ft. equipment will be placed to the rear half of the train. All trains operating on TRRA trackage handling single-axle TOFC equipment, loaded or empty, regardless of destination blocking, must have this equipment positioned to the rear of train.

Between Grand Avenue and Tower Grove Avenue — Track #32 between Grand Avenue and Tower Grove Avenue within manual interlocking limits. Rule 317 applies. All movements within these limits including use of hand throw switches must be authorized by Gratiot Street Control Operator.

St. Louis— St. Louis Lindenwood Yardmaster and Operator will monitor BN radio Channel 1, AAR 66 instead of Channel 2, AAR 70. Trains arriving and departing Lindenwood should remain on Channel 1 within the St. Louis Terminal complex, and when necessary to communicate with the Dispatcher, use Channel 2.

Lindenwood Hub — Track switches and derail secured by private locks in charge of Hub personnel who must unlock and authorize movement before using. All engines must have bell ringing and headlight on dim when moving within limits of concrete pad.

Crews Operating between Machens MP 26.9 and Lindenwood must include River Division Superintendent on ALL messages involving accidents, injuries, defect in track, bridges, signals, or any unusual condition affecting the operation of the railroad.

8. Locations not Shown as Stations--

Name	Miles-Location	Capacity Cars	Switch Opens
26210 Spring Grove	2.1 west of Kemper	10	West
26157 Fenway	5.2 west of Gregory	1	West
26191 Viele	6.4 west of Ft. Madison	2	West
26178 Sandusky	2.2 west of Gateway	59	Both
26205 Wever	6.4 west of Kemper	6	West
26130 South River	1.7 west of Falk	89	West
26116 Ilasco	3.1 west of Hannibal	40	East
26092 Cosgrove	1.2 west of Louisiana	13	East
26075 Annada	11.0 west of Dundee	16	East
26056 Winfield	12.1 west of Eisberry	9	East
26037 Seeburger	7.5 west of Gibbs	10	East
26033 Orchard Farm	10.9 west of Gibbs	19	West
26013 Larimore	1.7 west of Spanish Lake	4	East
26010 Prospect Hill	4.5 west of Spanish Lake	47	Both

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Beardstown Subdiv MAIN LINE STATIONS			Distance from Bushnell
						Rule 6	Oper		
		25029		160.4		BUSHNELL	J	CTC	0.0
	8,770	23008		151.3		9.1 ADAIR			9.1
	6,880	23019		140.6		10.7 VERMONT	JT	TWC	19.8
	6,900	23027		129.0		11.6 STEWART			31.4
	7,850	23037	12	119.3		9.7 GRIMES		CTC	41.1
		23040		115.9		3.4 BEARDSTOWN	IBKY		44.5
	10,037	23046		110.2		5.7 HAGENER		CTC	50.2
				102.1		8.1			
	7,353	23054		0.0		CONCORD			58.3
				10.2		10.2 NS Xing	I		68.5
	6,534	24010		11.0		0.8 JACKSONVILLE			69.3
	8,600	24035		35.0		24.0 LOWDER			93.3
						7.1 VIRDEN			
		24040		42.1		To Crown 2-2.0		TWC	100.4
				44.4		2.3 GIRARD - SP Xing	I		102.7
	7,426	24052		53.1		8.7 ATWATER			111.4
	8,170	24063		64.2		11.1 LITCHFIELD			122.5
				77.9		1.4 WINSTON - NS Xing	A		
	11,234	24074		74.0		8.4 TOLAND	JT		132.3
				65.6		3.9 SORENTO - NS Xing	A		136.2
	6,826	24084	13	85.1		7.2 AYERS			143.4
	7,894	24092		93.2		8.1 SMITHBORO - CR Xing	I		151.5
	7,424	24103		104.5		11.3 KEYESPORT			162.6
		24114		114.9		10.4 SHATTUC - CSX Xing	AJ		173.2
		24120		121.0	2MT	6.1 CENTRALIA	BJKXY	CTC	179.3
				122.3		1.3 CENTRALIA - IC Xing	I		180.6
				122.6	DT	0.3 SOUTHERN RY JCT	JIX		180.9
	10,367	24135		136.5		13.9 WOODLAWN	J		194.8
				136.6		0.1 WOODLAWN - CSX Xing	A		195.9
						8.0 WALTONVILLE	J		
	6,255	24143		144.6		To Orient 6-1.0			202.9
				144.7		0.1 WALTONVILLE - UP Xing	A		203.0
				146.2		1.5 WALTONVILLE - IC Xing	A		204.5
				147.5		1.3 REND LAKE MINE			205.8
						5.7 SESSER		TWC	
	16,830	24152		153.2		To Old Ben 21-3.0			211.5
						3.1 To Old Ben 28-3.0	T		
		24155		156.3		MEYER			214.6
		24160		161.6		5.3 To Old Ben 24-6.0			219.9
				165.0		3.4 CHRISTOPHER - IC Xing	A		223.3
	9,432	24166		167.5		2.5 ZIEGLER - UP Xing	A		225.8
		24172		173.0		5.5 CAMBON			231.3
				174.9		1.9 HERRIN			233.2
				179.3		4.4 HERRIN JCT			237.6
	7,340	24186		187.4		8.1 MARION			256.7
						15.8 NEILSON	J		

WEST VIENNA ARDI	Length of Siding in Feet	Station Nos.	Line Segment	Cont'd. Beardstown Subdiv		Distance from Bush- nell	T E A S T V I E N N A A R D I
				Trk	Oper		
MAIN LINE STATIONS							
Rule 6 Oper							

BETWEEN NEILSON AND WEST VIENNA U.P. RR RULES AND TIMETABLE GOVERN.

7,503	24202	13	202.8	WEST VIENNA	J	261.1
	24209		209.9	7.1 FORMAN		268.2
			218.6	8.7 JOPPA JCT	J	276.9
6,719	24222		221.5	2.9 COOK		279.8
	24224	225.9	4.4 BURLINGTON JCT		284.2	
			To Metropolis 1.0	JT		
			16.9			

BETWEEN BURLINGTON JCT AND PADUCAH ICG RR RULES,

TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

24239	104	239.0	PADUCAH	297.3
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BN Radio Channel No. 1 AAR Channel #66
in service on this Subdivision.

Train Dispatcher Calls—Vermont—41, Jacksonville—43, Virden—44,
Toland—45, Smithsboro—46, Sesser—48, Herrin—49, W. Vienna—41,
Beardstown—42, Centralia—47, Cook—42, Bushnell—40.

1. Maximum Speeds Permitted—

Freight

Bushnell and Cook	49 MPH.
Cook MP 220.0 and Burlington Jct. MP 225.4	30 MPH.
Loaded coal trains	40 MPH.
Loaded taconite and ore trains	35 MPH.
MP 159.2 to MP 159.6 between Bushnell and Adair	35 MPH.
MP 145.6 to MP 146.1 between Adair and Vermont	40 MPH.
MP 118.1 to MP 140 between Beardstown and Vermont	40 MPH.
MP 114.3 to MP 118.1 between Grimes and Beardstown	25 MPH.
Through turnout East siding switch Grimes	10 MPH.
Through turnouts between MP 114.3 and	
MP 116.3 at Beardstown	10 MPH.
MP 105.0 to MP 107.0 between Hagener and Concord:	
Eastbound	30 MPH.
Westbound	35 MPH.
MP 9.5 to MP 10.8 between Concord and Franklin	35 MPH.
MP 44.5—over CMW crossing Girard	40 MPH.
MP 65.5 to MP 65.8 between Litchfield and Toland	30 MPH.
MP 77.9—over NS crossing Sorento	40 MPH.
Eastward trains using siding at Ayres; head end of train	
between east switch of siding and highway crossing,	
165 feet east	5 MPH.
MP 93.1—over Conrail crossing Smithboro	40 MPH.
Shattuc—CSX connection track	10 MPH.
MP 114.9 Over CSX crossing Shattuc	40 MPH.
MP 121.0 to MP 122.65 Centralia	10 MPH.
Centralia—IC crossing	30 MPH.
Centralia—Eastward trains passing signal MP 123.4	30 MPH.
MP 136.6—over CSX crossing Woodlawn	40 MPH.
MP 144.6 to MP 146.2 between Woodlawn and Sesser	40 MPH.
MP 161.5—Over IC crossing Christopher	40 MPH.
MP 165.0—over UP crossing Zeigler Jct	40 MPH.
MP 173.0 to MP 173.3	30 MPH.
MP 186.7 to MP 187.31	30 MPH.
Joppa Jct. to Joppa	20 MPH.
Through turnouts of controlled sidings unless	
otherwise indicated	20 MPH.
Locomotive handling derricks	25 MPH.
Around curve of wye, Metropolis	10 MPH.
Ohio River Bridge, Metropolis	10 MPH.

2. Bridge and Equipment Weight Restrictions

Maximum gross weight of car:
Bushnell to Paducah 286,000 lbs.

Items 5e and 5f may operate.

Loaded coal and taconite trains not permitted on siding:
Adair, Vermont, Hagner and Concord.

Not more than one four axle locomotive is permitted on the following tracks:
Vermont—Amox Coal Lead (Meadowlark Lead)
Girard—Vermiculite Track
Beardstown—Running Track
Litchfield—Industrial Park Lead
Centralia—Industrial Park Lead, Valley Steel Lead
Metropolis—Allied Chemical, lead to lower yard
Jacksonville—Not more than one locomotive is permitted at Kraft Foods
Plant

3. Type of Operation—

Rule 93—Yard limits in effect:

Beardstown MP 116.3 and 114.2
Centralia MP 118.0 and 124.0

CTC—in effect:

MP 160.4 to MP 159.56 Bushnell
MP 119.66 to MP 116.3 Grimes to Beardstown
MP 114.32 to MP 101.99 Beardstown to Concord
MP 121.34 to MP 121.38 Centralia

TWC—in effect:

MP 159.56 CTC Bushnell and MP 119.66 CTC Grimes
MP 101.99 CTC Concord to MP 118 at Centralia
MP 124 at Centralia to MP 187.3 at Nielson
MP 202.7 at West Vienna and Burlington Jct.

Train Location line-up will be issued in accordance with Rule 35 of
Rules of the Maintenance of Way for Track occupancy not protected by
Track Warrant Authority.

Trains must have permission from train dispatcher when clearing main
track at locations where following trains could pass and not be able to
identify them.

Multiple Main Tracks—

MP 121.34 to MP 121.38 Ayers

Double Track—

MP 119.3 to MP 121.10

4. General Code of Operating Rules Items—

Rule 99— When flagging is required, distance will be 1.5 miles.

Rule 350 (B)—The following switches are not equipped with electric locks:
MP 106.7 Arenzille

Rule 405— applies at Centralia and Beardstown .

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures:

Grimes MP 121.5, Hagener MP 112.2.

B. Other FED locations:

Vermont MP 133.8 Lowder MP 37.5 Smithboro MP 87.2
Marion MP 176.7 Jacksonville MP 15.0 Barnett MP 60.1
Sesser— MP 149.2

6. FRA Excepted Track— NONE

7. Special Conditions—

In the state of Illinois, the last paragraph of Rule 103(C) of the General Code
of Operating Rules is changed to read:

When it can be avoided, cars or engines must not be left standing nearer
than 500 feet to road crossing.

Speed Test Boards—Engineers shall test the speed of their trains passing the following points as compared with Speed Table:

MP 120 to MP 121 between Stewart and Grimes
 MP 3 to MP 4 between Concord and Jackson
 MP 112 to MP 113
 MP 130 to MP 131 between Centralia and Woodlawn
 MP 216 to MP 217

Vermont—Eastward trains holding main line when making meets at east end Vermont MP 142.42, will stay west of highway circuit sign until train being met is in the siding and mainline switch is lined normal.

Beardstown—Lift span bridge 117.3 over Illinois River interlocked. CTC in effect between MP 118.1 at Grimes to MP 116.3 at Beardstown.

Lift span bridge MP 117.3 is locked for rail traffic by remotely controlled bridge locking machines. When train is stopped by a signal governing movement over the bridge and control machine indicates that the bridge is lined and locked for route to be used, control operator may authorize train movement over the bridge at restricted speed. If control machine does not indicate the bridge is lined and locked for the route to be used, control operator will instruct crew member to ascertain if lift span bridge is in proper position for passage of train and after being so informed that bridge is in proper position he may authorize train movement over bridge at restricted speed.

Concord—Loaded coal and taconite and grain trains prohibited from using siding Concord except can be used for doubling trains.

Jacksonville—The portion of the siding between the East Switch and crossover is designated as storage track.

To contact the NS dispatcher at Decatur to use Jacksonville interlocking. Engines equipped with 99 channel radios can turn to AAR channel 22. The NS dispatcher call sign is the digit (2) two. Once the digit (2) two is pressed, you should receive a confirmation tone. If the NS dispatcher fails to respond, use the wayside phone located at the diamond.

Virden—When loading coal trains at Freeman United Crown 2 Mine caboose must be cut-off on loop track and not pass under loading tipple.

Toland—Between Toland and Lenox UP RR Rules and Timetable govern.

Between No. Wood River and Bridge Jct. (East St. Louis) Conrail and IC RR Rules, Joint Timetable and Special Instructions govern.

Between WR (Granite City) and East St. Louis via Madison TRRA Rules, Timetable and Special Instructions govern.

Clearance or verbal permission must be secured from operator before leaving Toland or North Lenox. BN trains operating between North Lenox and Wood River will use most northerly track in Worcester Yard, and will advise operator at Lenox when train is clear of UP main track. Tracks No. 9 and No. 10 in Worcester Yard are auxiliary tracks.

Movement over or into the south leg of the wye is governed by the U.P. dispatcher. Before operating the electric unlock switch on the north leg of the wye, permission must be obtained from the U.P. dispatcher. You can contact the U.P. dispatcher by calling (402) 633-1754 using the phone provided near the electric unlock switch.

Centralia—NS Railway Jct. switch MP 122.6 normal position is for NS Railway main track.

Shattuc—To contact CSX dispatcher (At Jacksonville, FL), to use interlocking, engines equipped with 99 channel radios can turn to AAR Channel 14. CSX dispatcher call sign is the digit (5) five. Once the digit (5) five is pressed, you should receive a confirmation tone.

Waltonville Siding—Trains must stop and provide flag protection over crossing at MP 144.9 and 145.7.

Adair—Trains using siding must not occupy Oak Street crossing at MP 151.1 and Cherry Street crossing at MP 151.4 until crossing gates are working.

Nelson—Normal position of spring switch is lined and locked for movement on the Union Pacific Railroad.

After obtaining track Warrant southward BN trains may proceed at 30 MPH through spring switch.

Switch point indicator signal '3240' will indicate position of spring switch for facing point movement as follows:

- A. Green—Indicates switch is lined for Union Pacific track.
- B. Yellow—Indicates switch is lined for BN track.
- C. Red—Indicates switch is out of correspondence.

Northward BN trains must stop and line switch for their movement. After train has completed movement, switch must be lined and locked for Union Pacific track.

Failure of switch point indicator must be reported to UP dispatcher.

Joppa Jct.—The normal position of Kelley switch is lined toward West Joppa Jct. Trains must have permission from train dispatcher before entering Joppa Industrial track and before doubling train together when leaving Joppa.

8. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
23050 Arenzville	4.7 east of Concord	6	East
24017 Pisgah	7.1 west of Jacksonville	10	East
24023 Franklin	12.2 west of Jacksonville	10	West
24028 Waverly	6.2 west of Franklin	10	West
24044 Girard	2.4 west of Virden	6	East
24057 Barnett	4.8 west of Atwater	5	West
24097 Hookdale	5.1 west of Smithboro	17	West
24225 Metropolis	1.0 from Burlington Jct	140	Both
Mine Spurs			
74006 Old Ben Mine 24	60 from Meyer	Yard	Both
79004 Old Ben Mine 21	3.0 from Sesser	Yard	Both
79104 Old Ben Mine 26	3.0 from Sesser	117	Loop
24144 Orient Mine 6	1.0 from Waltonville	120	Loop
Crown 2	2.0 from Virden	105	Loop
Rend Lake Mine	5.7 from Sessor	Yard	East

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Des Moines Subdiv BRANCH LINE STATIONS			Distance from Albia
				Trk	Rule 6	Oper	
	20285		0.0				0.0
4.075	77504		3.8	ALBIA	YJ	CTC	4.1
	77509		9.1	SHEAHAN			9.4
	77512	NS 284.3		LOVILIA			11.9
	77514	NS 286.9		HAMILTON			14.4
	77519	NS 292.2		BUSSEY			19.7
	77525		24.7	TRACY			25.1
	77528		28.1	DURHAM			28.5
4.309	77533		32.8	FLAGLER			33.2
4.309	77543		42.9	KNOXVILLE		TWC	43.2
	77549	NS 320.0		PLEASANTVILLE			49.0
4.309	77553	NS 324.3		SWAN			53.3
2.870	77563	NS 335.2		RUNNELLS			64.2
	77563	NS 335.3		McCOY	Y		64.3
	77569		67.8	NW JUNCTION	JY		68.9
				DES MOINES	BKY		

BN Radio Channel No. 2, AAR Channel #70
in service on this Subdivision.

Train Dispatcher Calls—Albia (NS)—76, Tracy—77, Knoxville—78, DesMoines—79.

- 1. Maximum Speeds Permitted—** **Freight**
 Albia to Des Moines 35 MPH.
 Des Moines – within yard limits 10 MPH.
- 2. Bridge and Equipment Weight Restrictions—**
 Maximum Gross weight of car:
 Albia to Des Moines 286,000 lbs.
 Bridge 29.43 cars greater than 268,000 lbs. 10 MPH.
 Bridges 25.42, 31.56, 40.0, 47.44 cars greater than 268,000 lbs. 10 MPH.
 Bridge 0.89 Des Moines maximum weight of car permitted 263,000 lbs.
 Not more than one four axle locomotive is permitted on industry tracks.
 Item 5d not permitted.
- 3. Type of Operations—**
Rule 93— Yard limits in effect NS MP 334.1 to Des Moines, and Albia to BN MP 0.8.
TWC—In effect between:
 West Yard Limit Albia (BN MP 0.8) and East Yard Limit Des Moines (NS MP 334.1). All track occupancy will be protected by Track Warrant Authority. Rules 400 through 413 apply on this subdivision.
- 4. General Code of Operating Rules Items—**
Rule 99—When flagging is required, distance will be 1.5 miles.
- 5. Trackside Failed Equipment Detectors (FED)—**
A. Protecting bridges, tunnels or other structures: NONE
B. Other FED locations: NONE
- 6. FRA Excepted Track—** NONE
- 7. Special Conditions—** NONE
- 8. Locations not Shown as Stations—**

Name	Miles—Location	Capacity Cars	Switch Opens
77537 .Donnelly	4.0 west of Knoxville	24	Both

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Peoria Subdiv MAIN LINE STATIONS			Distance from Peoria
				Trk	Rule 6	Oper	
				EAST PEORIA (For info. only)			
				2.4			
				BETWEEN PEORIA AND EAST PEORIA P&PU RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.			
	73200		52.3	PEORIA	ABKY		0.0
			47.5	12.3			4.8
				CNW	A		
7,050	73214		39.0	EDWARDS			12.3
	73222		31.1	7.9			20.2
	73228		25.6	OAK HILL			25.7
3,250	73232	108	22.8	5.5			28.5
6,211	73241		10.2	ELMWOOD		TWC	28.5
	73247		4.5	2.8	YATES CITY	JT	41.1
			0.1	12.6	GILSON		46.8
			0.0	5.7	KNOXVILLE		51.6
				0.1	CHAMBER ST	JY	
	20126			4.9	GALESBURG BIJKTX		51.7

BN Radio Channel No. 1, AAR Channel #66
in service on this Subdivision.

Train Dispatcher Calls—Yates City—91, Peoria—93, Edwards—92.

- 1. Maximum Speeds Permitted—** **Freight**
 Peoria to Galesburg 40 MPH.
 Loaded unit coal trains, except intermodal, Galesburg MP 10.0 to Yates City MP 22.8 40 MPH.
 Loaded unit trains, except intermodal, Yates City MP 22.8 to Peoria 30 MPH.
 Galesburg Terminal all tracks other than main tracks: Restricted Speed.
 Knox Street and Pine Street 20 MPH.
 Yates City through crossover, east and west legs of wye 10 MPH.
 Curves between MP 26.0 to MP 33.1 30 MPH.
 Curves between MP 33.1 to MP 39.6 35 MPH.
 MP 49.7 to MP 52.3 10 MPH.
 Trains handling derricks 25 MPH.
 Item 1A, All Subdivisions. applies between MP 23.0 to MP 10.0.
- 2. Bridge and Equipment Weight Restrictions—**
 Maximum gross weight of car:
 East Peoria to Galesburg 286,000 lbs.
 Bridge derrick 975501 over Bridge 42.5 10 MPH.
Maqon— Locomotives not permitted over unloading pit at Farm Service.
Peoria— Six axle locomotives not permitted on Alley track.
- 3. Type of Operation—**
Rule 93—Yard limits in effect;
 Galesburg MP 3.8 to MP 0.0.
 Peoria MP 52.3 to MP 46.0.
TWC— In effect:
 MP 3.8 to MP 46.0.
 Train Location line-up will be issued in accordance with Rule 35 of Rules of the Maintenance of Way for Track occupancy not protected by Track Warrant Authority.
Rule 405— applies at Galesburg.
- 4. General Code of Operating Rules Items—**
Rule 99— When flagging is required. distance will be 1.5 miles.

- 5. **Trackside Failed Equipment Detectors (FED)**–
 - A. Protecting bridges, tunnels or other structures: NONE
 - B. Other FED locations: NONE
- 6. **FRA Excepted Track**– NONE
- 7. **Special Conditions**–

Train Inspections– All loaded unit trains must have a train inspection not exceeding thirty-mile intervals. This may be accomplished either by failed equipment detector or by roll-by inspection on both sides on trains.

If neither means can be accomplished, conductor is responsible for ensuring train is inspected. This may be accomplished by roll-by inspection on both sides not exceeding 10 MPH. Communication must be made with dispatcher prior to train crews making their own inspections and locations must be recorded on the Conductor's Delay Report.

In the state of Illinois, the last paragraph of Rule 103(C) of the General Code of Operating Rules is changed to read:

When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

8. **Locations not Shown as Stations**–

Name	Miles–Location	Capacity Cars	Switch Opens
73234 Douglas	3.6 west of Yates City	16	Both
73236 Maquon	7.6 west of Yates City	12	Both

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Lewistown Subdiv		Distance from Bushnell
					STATIONS	Rule 6 Oper	
	73232	111	46.9		YATES CITY	JT	0.0
	73053		52.4		FARMINGTON		5.5
	73059		58.4		NORRIS		11.5
	73063		63.2		CANTON	MY	16.3
					DUNFERMLINE		
					To Buckheart Mine 2.5		
	73067		66.7		To Duck Creek 4.7	T	19.8
	73069		68.4		ST DAVID		21.5
	73077		77.0		LEWISTOWN		30.1
	73088		87.4		IPA/VA		40.5
	23019	94.3		VERMONT	JT	47.4	

**BN Radio Channel No. 1, AAR Channel #66
In service on this Subdivision.**

Train Dispatcher Calls–Canton–61, Vermont–41, Yates City–91.

- 1. **Maximum Speeds Permitted**–
 - Vermont to Yates City 25 MPH.
 - Yates City–east and west legs of wye 10 MPH.
 - MP 63.0 to MP 64.0 10 MPH.
 - Buckheart Lead 5 MPH.
- Item 1A, All Subdivisions applies between MP 46.9 and MP 94.3 between Yates City and Vermont.

2. **Bridge and Equipment Weight Restrictions**–

Maximum gross weight of car:

- Yates City to Vermont 268,000 lbs.

 Item 5d not permitted.

Six axle locomotives not permitted on the following tracks:

- Farmington–Illinois Sausage Co. and John Balagna Co.
- Norris–F&S Co.

3. **Type of Operation**–

Rule 93– Yard limits in effect: MP 63.0 to MP 65.0.

TWC– In effect:
Yates City to MP 63.0
MP 68.0 and Vermont.

Train location lineup will be issued in accordance with Rule 35 of the Rules of the Maintenance of Way for Track Occupancy not protected by track warrant authority.

4. **General Code of Operating Rules Items**–

- Rule 99**– When flagging is required, distance will be 1.5 miles.
- Rule 105**– Industrial Track between Dunfermline and Buckheart Mine and Duck Creek.

5. **Trackside Failed Equipment Detectors (FED)**–

- A. Protecting bridges, tunnels or other structures: NONE
- B. Other FED locations: NONE

6. **FRA Excepted Track**– NONE

7. **Special Conditions**–

In the state of Illinois, the last paragraph of Rule 103(C) of the General Code of Operating Rules is changed to read:

When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

Yates City and Canton— stop and protect movement over all highway grade crossing signals when not protected by flashers or gates.

Canton— Manually operated railroad crossing gate across BN main track MP 63.6 in service. Normal position of gate across BN track. Crews must restore gate to normal position after movement is made across TPW tracks. Rules 98 and 98(B) in effect.

Duck Creek (CILCO plant)— Engines and cabooses must not pass through unloading shed and facilities.

Locomotives series 5200 thru 5900 will not clear dumper when spotting first can when trailing unit has short end trailing.

Dunfermline— Normal position of west wye switch is for wye.

8. Locations not Shown as Stations— NONE

Length of Siding in Feet	Station No.	Line Segment	Mile Post Location	Trk	La Salle Subdiv BRANCH LINE STATIONS		Distance from La Salle
					Rule 6 Oper		
	71926	61	25.7		LA SALLE	A	0.0
	71938		36.6		10.9 LADD	TWC	7.0
	20057		44.1		To Howe 5.4 7.0 ZEARING	J	17.9

BN Radio Channel No. 1, AAR Channel #66
in service on this Subdivision.

Train Dispatcher Calls—Ladd—23.

1. Maximum Speed Permitted **Freight**

Zearing to LaSalle	25 MPH.
MP 43.36 to MP 42.86	10 MPH.
MP 36.8 to MP 36.7	5 MPH.
MP 30.75 to MP 27.15	10 MPH.
MP 27.15 to MP 27.05	5 MPH.
MP 27.05 to MP 25.51	10 MPH.

2. Bridge and Equipment Weight Restrictions—

- LaSalle to Zearing cars heavier than 263,000 lbs. (131.5 tons) not permitted.
- Ladd to Howe cars heavier than 263,000 lbs. (131.5 tons) not permitted.
- Item 5d not permitted.
- Six axle locomotives in excess of 350,000 lbs. and six axle derricks not permitted.

3. Type of Operation—

TWC— In effect:
MP 25.7 LaSalle to MP 44.1 Zearing

4. General Code of Operating Rules Items—

- Rule 10(D)**— In effect on this subdivision.
- Rule 99**— When flagging is required, distance will be 1.5 miles.
- Rule 105**— Industrial Track between Ladd and Howe.

5. Trackside Failed Equipment Detectors (FED)—

- A. Protecting bridges, tunnels or other structures: NONE
- B. Other FED locations: NONE

6. FRA Excepted Track— NONE

7. Special Conditions—

In the state of Illinois, the last paragraph of Rule 103(C) of the General Code of Operating Rules is changed to read:

When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

8. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
71931 Spring Valley	5.7 east of Ladd	3	East
71943 Howe	5.4 from Ladd	Yard	Both

McCOOK DIVISION

M.W. Weissmann	Division Supt.	Lincoln, NE	473-4311
A.V. Weisch	Senior Trainmaster	McCook, NE	284-2258
W.B. Kraft	Trainmaster	McCook, NE	284-2256
G.D. Wright	Trainmaster	Lincoln, NE	473-7501
	Hastings Sub	Lincoln to McCook	
	Akron Sub	McCook to Brush	
	Wallace Sub	Holdrege to Sterling	
	Wymore Sub	Table Rock to Orleans Jct.	
	Beatrice Sub	Crete to Wymore	
	Shickley Sub	Dewitt to Hildreth	
	Hebron Sub	Hebron to Fairmont	
	Giltner Sub	Brickyard to Palmer	
	Lester Sub	Hastings to Lester Jct.	
	Oberlin Sub	Oxford Jct. to Oberlin	
	St Francis Sub	Flynn to St. Francis	
	Imperial Sub	Culbertson to Imperial	

MANAGERS OF OPERATING PRACTICES

K.R. Matzick		Lincoln, NE	473-7636
T.D. Nagel		Omaha, NE	422-5257
R.G. Pearson		Grand Island	(308) 382-5075

MANAGER OF OPERATING RULES

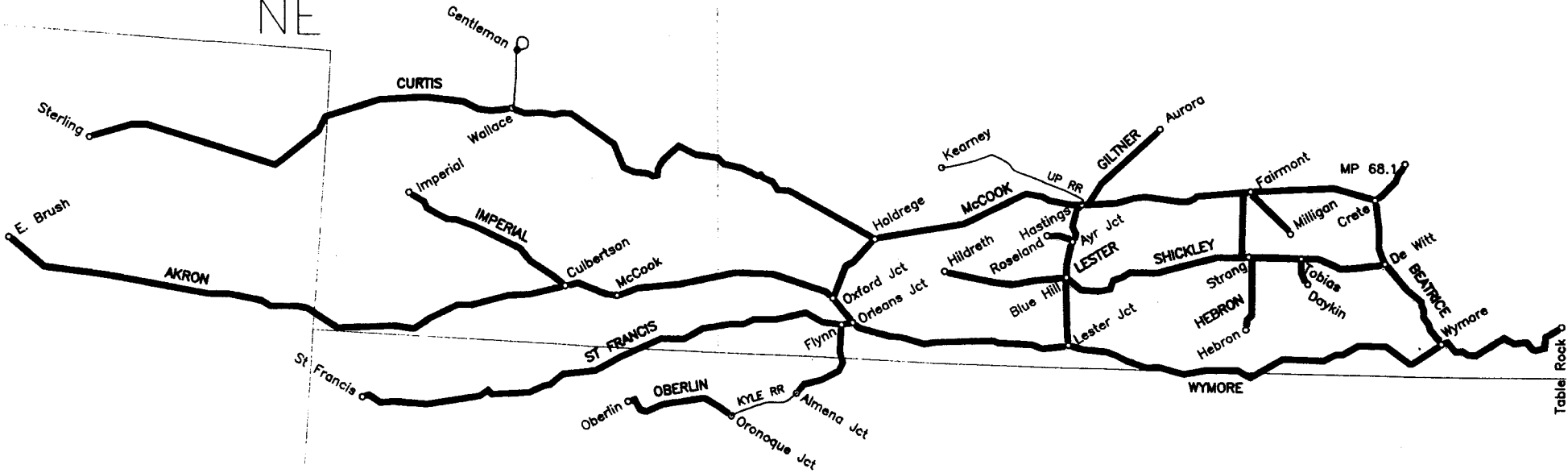
R.E. Newlun		Lincoln, NE	473-7625
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SAFETY AND HEALTH

R.D. Hillstrom	Manager	Lincoln, NE	473-7507
V. Schaepler	Rehab Counselor	Lincoln, NE	473-7611



NE



CO KS

McCOOK DIVISION

Table Rock

1. TEMPERATURE RESTRICTIONS

When temperature is '0' degrees fahrenheit or colder:

Trains 100 tons per operative brake and over must not exceed 30 mph.
Trains under 100 tons per operative brake must not exceed 45 mph.
NRPC (AMTRAK) Trains and trains consisting entirely of passenger equipment must not exceed 60 mph.

When temperature is '95' degrees fahrenheit or warmer between the hours of 1300 and 1900.

Trains 100 tons per operative brake and over must not exceed 30 mph.
Trains under 100 tons per operative brake must not exceed 45 mph.
NRPC (AMTRAK) trains and trains consisting entirely of passenger equipment must not exceed 60 mph.

2. DETOUR MOVEMENTS

Conductors of trains operating on detour route with double stack, automobile or hi-wide equipment must notify dispatcher prior to departure on detour route who will determine if clearance problems exist.

3. INSTRUCTIONS TO CONDUCTORS

When setting cars out on line, the details of activity for each car must be recorded on a copy of the wheel report and submitted to a clerk or agent at the end of each tour of duty. This information is to include:

- Exact location where cars are spotted or set out.
- Time and date of set out.
- If unable to spot cars at proper location, indicate any condition which prevented car(s) from being properly spotted.
- Specific reason for setting out car.
- If bearing or wheel related, identify specific journal.

This information is necessary to maintain expedient service to our customers and proper records of car movements. Conductors are required to submit a train delay report with their timeslip whenever operating outside the switching limits of their headquarters.

4. CREW CHANGE LOCATIONS

When practicable inbound conductor must personally communicate with the outbound conductor all information regarding hazardous materials and documentation, cars to be set out enroute, speed restricted equipment, equipment which may have inoperative air brakes, or other conditions which may affect the safe and efficient movement of their train. In addition, all trains operating without cabooses or conductor only will receive a roll-by inspection from the inbound crew at their final terminal unless otherwise instructed.

4A. SETTING OUT BAD ORDER EQUIPMENT

Crew members setting out bad order equipment must place equipment in a location accessible to mechanical department vehicles and advise dispatcher of exact location and nature of defect

All double stack equipment is equipped with two different size wheels. Whenever a double stack car is set out account bad order wheel or roller bearing, conductor must include wheel location wheel size, and roller bearing size, on all reports to train dispatcher and mechanical department. For example: Bad order bearing on DTTX 756211, L-11 wheel, 33" wheel, 6" X 11" roller bearing.

To determine location of wheel on double stack equipment, face the B-end of the car and count back numerically, also noting left or right side. Since this equipment has hand brakes on both ends, the words "A-end" and "B" end are stencilled on both sides and both ends of car.

4B. HANDLING DIMENSIONAL AND SPECIAL SHIPMENTS (INCLUDING BOEING CARS)

Dimensional shipments with the following code words (Special Instructions, All Subdivisions, Item 7g, pages 6 & 7) in the movement authorization message must be handled in the first ten cars of through freight trains.

Code Words - HOTEL, INDIA, JULIET, KILOGRAM, LIMA, MIKE, NOVEMBER, OSCAR, PAPA, QUEBEC, ROMEO

5. SHUT - DOWN AND RESTART OF LOCOMOTIVES

Locomotives tied up at outlying points which will not be in service for a period of one hour or more must have the diesel engine shut down and locomotive properly secured when ambient temperature is expected to be 40 degrees or above.

In addition to complying with the requirements of Rule 417 of the Air Brake and Train Handling Rules (BN FORM 15338, 10/89, Revised 10/90), locomotive engineers are reminded to open the main battery switch before leaving locomotive. On EMD locomotives the main battery switch must not be opened until after the turbo aux. pump light has gone out. This indicates that the 15 - 35 minute cycle necessary to after cool turbo-charger bearings has expired.

In the event that locomotive fails to re-start the appropriate train dispatcher and Lincoln Diesel Shop must be notified in order to initiate action to correct the situation.

Locomotives must not be shut down when the ambient temperature is expected to be 40 degrees fahrenheit or below.

5A. STROBE LIGHTS ON LOCOMOTIVES

Strobe lights that provide greater visibility at grade crossings are being installed on the front walkway platform on locomotives. The strobe lights operate automatically when the locomotive horn is sounded or when the red mushroom button located near the bell ringer on the control stand is manually depressed. Once activated strobe lights will continue to operate for approximately 30 seconds. At locations where use of the locomotive horn is prohibited the red mushroom button may be used to activate strobe lights.

A speed module has been applied to these locomotives to prevent strobe lights from operating when horn is sounded at speeds below 8 mph. This is to avoid blinding crew members boarding locomotive and switch crews or mechanical personnel working in yards. Strobe lights may be activated at speeds below 8 mph by use of the red mushroom button.

5B. DAILY INSPECTION OF LOCOMOTIVES

Air Brake and Train Handling Rule 123 requires that each locomotive in service must be inspected at least once each calendar day and includes instructions for completing the required written reports.

BN FORM 16450N* (2/90) is to be used in place of BN FORM 15033 when locomotive engineers are making record of daily inspection of locomotives. Instructions for completing BN Form 16450 are contained on the Form booklet covers.

NOTE: If no defects are noted or no repairs are needed, there is no need for an entry in the "repairs" section of the form. Defects noted must be corrected and signed off by the person making repairs as indicated on the form. General statements which do not apply to a defect or inspection of the locomotive on the calendar day indicated must be omitted from the "repairs needed" section of the form.

Locomotive engineers are responsible for insuring that all locomotives due FRA 229.21 Daily Inspection are inspected once each calendar day as required.

6. FUEL TENDER PLACEMENT

Unit coal trains and unit grain trains operating with three or more locomotives must have fuel tender separated from train by at least one locomotive.

Fuel tenders must not be used on 54 car unit grain trains operating with two or less locomotives.

On all other trains, fuel tender may be first car in train or may be ahead of the last locomotive in the consist.

7. ACCURACY OF SPEED INDICATORS

To aid in compliance with Rule 637 of the General Code of Operating Rules, test miles are provided at locations indicated in individual Subdivision Special Instructions. Locomotive Engineers are required to verify accuracy of speed indicators at locations other than test miles and on Subdivisions not provided with test miles.

8. DOT EMERGENCY RESPONSE COMMUNICATIONS STANDARD

Federal law requires emergency response information to be carried by transporters of hazardous materials. In addition to present shipping paper requirements the following is in effect:

Each train, yard and engine service employee must have a copy of emergency response guide book (DOT p-5800.5) in their possession while on duty.

Also, any company vehicle used to transport hazardous materials in any quantity, must have an emergency response guide book on board. It is the responsibility of the driver to insure compliance with this requirement.

THE EMERGENCY RESPONSE GUIDEBOOK is intended for use by "first responders" and it's availability is required by dot regulations.

9. TAKING DUAL CONTROL SWITCHES OUT OF SERVICE BY MAINTENANCE OF WAY AND SIGNAL DEPARTMENT EMPLOYEES

When necessary to take a dual control switch out of service the following instructions apply:

- Train dispatcher must be notified and switch lined for route to be used.
- After dual control switch is lined for route to be used, switch points must be clamped or spiked.
- Signal maintainer must be notified and power to switch machine disconnected.

10. BURNING CREOSOTE COATED MATERIALS

The burning of creosote treated materials such as ties, crossing plank, bridge stringers, caps, etc. is prohibited in the state of Nebraska.

11. McCOOK DIVISION RIGHT OF WAY FIRE POLICY

- Every effort must be made to prevent and control right-of-way fires.
- Whenever a right of way fire is observed the appropriate train dispatcher and responding fire district must be notified immediately.
- Every effort must be made to support immediate response to right-of-way fires in order to minimize damage to private and company property.
- Right-of-way fires must be reported on F-27 FORM by Section Foreman or Roadmaster handling incident.
- Trains notified of active right-of-way fire must not exceed restricted speed through the identified fire area.
- Whenever it is determined that a train is the cause of a right-of-way fire, train must be stopped and dispatcher notified. Train should not proceed until malfunction is corrected for released by proper authority.
- Sections and other maintenance-of-way crews should assist fire fighters in controlling and extinguishing right-of-way fires.

12. PERSONAL INJURY REPORTING

In the event an employee sustains a personal injury while on duty or on company property, immediate supervisor of the employee sustaining injury must be notified of injury by the quickest available means of communication before employee is relieved from duty or leaves company property. The supervisor will then determine if a F-27 WIRE REPORT (BN FORM 15016-PINK) and/or a PERSONAL INJURY REPORT (BN FORM 12504) must be completed. If necessary the report(s) must be completed before employee is relieved from duty or before leaving company property. Personal injuries of a minor nature must be reported.

When required, emergency medical attention will take precedence and report forms are to be completed at the first opportunity.

13. USING COMMERCIAL TELEPHONE TO CONTACT LINCOLN DISPATCHERS OFFICE

When necessary to contact Lincoln dispatchers office from a commercial telephone, use toll free numbers as listed below to contact Lincoln crew calling office and caller will transfer call to appropriate dispatcher.

1-800-742-7590- NEBRASKA
1-800-222-5915- IOWA

14. 911 - EMERGENCY CALL IN

Employees may report incidents requiring emergency response through the use of 911 CALL IN on touch pad equipped radios. 911 CALL IN is available on the operating channel specified in the timetable and is for use only in incidents requiring emergency response.

Emergency call activated by the use of 911 CALL IN are routed to the trick dispatcher and the assistant chief dispatcher to insure that emergency situations are handled promptly. Audio alert response to 911 calls is the same as that heard with normal calls.

RADIO INFORMATION

Base Stations	Channel	Hours In Operation
Lincoln Disprs Office	1	Continuous
McCook Disprs Office	1	Continuous
Wayside Stations		
Crete	1	0700-1600 Mon thru Fri Unmanned
Fairmont	1	0700-2359 Mon thru Fri
Hastings	1	0800-1700 Mon thru Fri
Brush	1	Continuous Unmanned
Sterling, CO	1	
Wymore	1	

McCOOK

Company	Position	Commercial
284-2482	Chief Dispatcher	308-345-2850
284-2246	Asst Chief Dispalcher	308-345-2850
284-2248	East Dispatcher	308-345-3006
Territory Dispatched: Mc Cook Sub- Hastings to McCook		
284-2249	West Dispatcher	308-345-5541
Territory Dispatched: Akron Sub Imperial Sub		
284-2240	North Dispatcher	308-345-5835
Territory Dispatched: Curtis Sub		
284-2232	South Dispatcher	308-345-5835
Territory Dispatched: Wymore Sub- Red Cloud to Orleans Jct Oberlin Sub St. Francis Sub		

Below are the programmed channels for Trackstar III

Home Channel	AAR Channel	Frequency MHz	Railroad
1	66	161.100	BN Road
2	70	161.160	BN Road/Yard
3	10	161.260	Kansas City So. 1
4	16	T-160.350 R-160.260	Kansas City So. 2
5	16	160.410	Missouri Pac. (UP)
6	20	160.740	Union Pacific 1
7	24	160.515	Union Pacific 2
8	42	160.650	Santa Fe Railroad
9	27	160.590	MKT Railroad
10	44	160.770	SOO (Milw.)
11	84	161.370	SOO
12	52	160.890	CNW
13	62	161.415	CN
14	37	160.920	D&RGW Road
15	36	161.490	D&RGW Yard
16	96	161.550	SP & UP

OPERATOR (TRAIN LOCATION LINE UP)

Company	Position	Commercial
473-7692	NI Operator	402-473-7692
284-2243	McCook Relay	308-345-6901

MOBILE PHONE RADIOS

Location Base Station and Channel	Access Digits	Disconnect Digits	Network
Fairmont - Blue	*1	#1	473-7877
Hastings - Red	*1	#1	473-7878
Minden - Green	*1	#1	284-2264
Arapahoe - Red	*1	#1	284-2263
Culbertson - Blue	*1	#1	284-2262
Wray - Red	*1	#1	284-2261
Akron- Blue	*1	#1	480-6415
Brownson-Green	*2	#2	271-2530

**LINE SEGMENT NUMBERS
YARD LINE SEGMENTS**

Line Segment	Yard
162	Kearney
876	Hastings
882	Crete
906	McCook
908	Brush

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
154	Fairmont-Milligan	8.1 to 22.4
154	Tobias-Daykin	28.8 to 36.2
161	Ayr Jct.-Roseland	67.1 to 59.4
187	Wallace-Gentleman Power Plant	0.0 to 17.6

TRAIN DISPATCHERS PHONE NUMBERS

LINCOLN

Company	Position	Commercial
473-7684	Chief Dispatcher	402-473-7684
473-7546	Asst Chief Dispatcher	402-473-7546
473-7629	St Joseph Line Dispatcher	402-473-7629
Territory Dispatched: St. Joseph Sub Napier Sub Wymore Sub- Table Rock to Wymore		
473-7676	Ravenna Line Dispatcher	402-473-7676
Territory Dispatched: Ravenna Sub- Cushman to Ravenna Bellwood Sub Giltner Sub		
473-7528	Hastings Line Dispatcher	402-473-7528
Territory Dispatched: McCook Sub - Lincoln to Hastings Neb City Sub Sioux City Sub Wymore Sub - Wymore to Red Cloud Beatrice Sub Shickley SUB Hebron Sub Lester Sub		

NOTES

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Akron Subdiv MAIN LINE STATIONS		Distance from McCook	EASTWARD
					Trk	Oper		
	7,851	20724	2	287.8	McCOOK	BKT	0.0	
	6,584	20735		300.0	CULBERTSON	J	12.2	
	7,022	20745		308.5	TRENTON		20.7	
	7,054	20757		320.4	STRATTON		32.6	
	6,779	20767		330.7	MAX		42.3	
	7,270	20775		339.1	BENKELMAN		51.3	
	7,017	20785		349.5	PARKS		61.7	
	6,716	20797		361.1	HAIGLER		73.3	
	9,140	20813		377.0	WRAY	CTC	89.2	
	6,426	20821		385.6	ROBB		97.8	
	7,101	20828		392.2	ECKLEY		104.4	
	6,716	20841		405.5	YUMA		117.7	
	6,658	20850		414.0	CALHOUN		126.2	
	6,674	20859		423.0	PLATNER		135.2	
	8,231	20867		430.8	AKRON		143.0	
	5,718	20880		444.3	PINNEO		156.5	
				453.2	EAST BRUSH	JT	165.4	

BN Radio Channel No. 1 (AAR 66) in service on this Subdivision.

Train Dispatcher Calls: Culbertson-21, Benkleman-22, Wray-23, Yuma-24, Akron-25, Brush-26, Merino-20

See inside of back cover for routes, times and station stops for NRPC trains.

East Brush to Denver is part of and under the jurisdiction of the Denver Division.

1. Maximum Speeds Permitted	Passenger	Freight
McCook to Brush Center	79 MPH.	
Empty Unit Coal Trains		60 MPH.
MP 287.8 to MP 288.2	30 MPH.	30 MPH.
MP 288.2 to MP 288.9	60 MPH.	
MP 430.5 to MP 431.5	50 MPH.	40 MPH.
MP 431.5 to MP 434.0	60 MPH.	50 MPH.
East Brush to Brush Jct	25 MPH.	25 MPH.
Trains through turnouts of controlled sidings	25 MPH.	25 MPH.
McCook-Long siding	20 MPH.	20 MPH.
Siding at Pinneo	10 MPH.	10 MPH.

2. Bridge and Equipment Weight Restrictions

Cars heavier than 286,000 lbs. (143 tons) not permitted.

Item 5e and 5f may operate.

Six axle locomotives exceeding 330,000 lbs. (165 tons) not permitted on the following tracks:

Wray-Mill track

3. Type of Operation

Rule 93 - Yard Limits - None

CTC-MP 287.8 to MP 454.9

Rule 105- NONE

4. General Code of Operating Rules Items

Rule 99-When Flagging is required, distance will be 2.0 miles

Rule 350 (B)-Main track switches not equipped with electric locks:

- MP 298.81 Culbertson-east house track switch
- MP 299.15 Culbertson-west house track switch
- MP 320.89 Stratton-east house track switch
- MP 321.21 Stratton-west house track switch
- MP 343.91 Doane-elevator track
- MP 366.03 Sanborn-east house track
- MP 366.34 Sanborn-west house track
- MP 377.64 Wray-city track
- MP 398.32 Schramm-east house track
- MP 398.52 Schramm-west house track
- MP 398.58 Schramm-M & M fertilizer
- MP 430.35 Akron-Farmers Coop
- MP 430.34 Akron-M & M Coop

Rule 450-McCook-Westward trains must obtain track Warrant showing track bulletins in effect, if any, between McCook and East Brush and between East Brush and Denver and between East Brush and Sterling on the Brush Subdivision.

5. Trackside Failed Equipment Detectors (FED)

A. Protecting Bridge, tunnel or other structures: NONE

B. Other FED Locations:

- MP 312.0- Trenton
- MP 343.8- Benkelman
- MP 368.7- Haigler
- MP 400.4- Eckley
- MP 426.6- Akron

6. FRA Excepted Track: NONE

7. Special Conditions

Test Mile Locations-

- MP 295 - MP 296
- MP 425 - MP 426
- MP 436 - MP 437

Monfort- Locomotives not permitted through dumper or over scale.

8. Locations Not Shown as Stations

Name	Miles-Location	Capacity Cars	Switch Opens
20729 Perry	4.6 west of McCook	31	Both
20780 Doane	5.0 west of Benkelman	32	East
20802 Sanborn	5.1 west of Haigler	43	Both
20832 Monfort Feedlot	4.4 west of Eckley	80	Both
20834 Schramm	6.2 west of Eckley	11	Both
20846 Hyde	5.7 west of Yuma	12	East
20853 Otis	3.3 west of Calhoun	59	Both

WESTWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Hastings Subdiv			Distance from Lincoln	EASTWARD
					Trk	Rule 6	Oper		
				59.6					
		20496	2	0.4	LINCOLN	BIJKT		0.0	
				1.1					
				1.5	CARLING	BIJKT		1.1	
				4.4					
			163	3.8	CUSHMAN	BIJK		3.9	
				7.8					
		20503		66.9	COBB	J		7.3	
6,294	20505			69.4	DENTON			9.8	
6,870	20512			76.2	BERKS			16.6	
4,039	20516			79.7	CRETE	BJ		20.1	
6,753	20524			88.1	DORCHESTER			28.5	
6,625	20533			97.2	FRIEND			37.6	
6,990	20542			105.8	EXETER			46.2	
					FAIRMONT				
7,325	20549			113.0	To Milligan 14.5	J		53.4	
6,630	20556			119.7	GRAFTON			60.1	
5,550	20564			127.9	SUTTON			68.3	
6,590	20568			132.3	SARONVILLE			72.7	
6,656	20577			140.7	HARVARD			81.1	
6,626	20583			147.5	INLAND			87.9	
	20588		2	152.0	HALLORAN			92.4	
				154.9	BRICK YARD	JT			95.3
	20592			156.5	HASTINGS	BIJKTJ		98.4	
	20598			162.6	JUNIATA		CTC	103.0	
6,806	20607			171.0	KENESAW			111.3	
6,372	20614			178.7	HEARTWELL			119.0	
7,270	20624			188.3	MINDEN			128.6	
7,434	20634			197.8	AXTELL			138.2	
3,418	20640			204.4	FUNK			144.7	
8,675	20647			211.0	HOLDREGE	J		151.3	
7,075	20654			218.3	ATLANTA			158.7	
3,701	20663			226.9	MASCOT			167.2	
	20667			231.5	OXFORD JCT.	J		172.1	
7,603	20670			234.0	OXFORD	BT		174.3	
6,732	20677			241.8	EDISON			182.1	
3,828	20684			248.3	ARAPAHOE			188.8	
6,769	20690			254.3	HOLBROOK			194.7	
6,706	20698			262.6	CAMBRIDGE			203.1	
3,638	20706			270.3	BARTLEY			210.9	
6,711	20712			276.3	INDIANOLA			216.8	
7,851	20724			287.8	McCOOK	BKT		228.4	

BN Radio Channel No. 1 (AAR 66) In service on this Subdivision.

BN Radio Channel No. 2 (AAR 70) In service at Lincoln.

911 EMERGENCY CALL IN is in service on the Subdivision

Train Dispatcher Calls—Crete—26, Fairmont—25, Saronville—27, Hastings—28, Minden—11, Holdrege—12, Arapahoe—13, Bartley—14.

See inside of back cover for routes, times and station stops for NRPC trains.
MP 68.0 to Lincoln is part of and under the jurisdiction of the Lincoln Division

1. Maximum Speeds Permitted	Passenger	Freight
Lincoln to McCook	79 MPH.	
Empty Coal Trains		60 MPH.
Via Passenger Main		
MP 59.6 to MP 60.4 incl. U.P. Crossing	20 MPH.	20 MPH.
MP 60.06 (crossover east of Hall tower)	12 MPH.	12 MPH.
MP 60.4 to MP 62.9	75 MPH.	50 MPH.
MP 62.9 to MP 63.5	60 MPH.	50 MPH.
MP 63.5 to MP 66.7	75 MPH.	50 MPH.
MP 66.7 to MP 67.1	35 MPH.	35 MPH.
Via Cobb Line		
MP 3.9 to MP 7.8	35 MPH.	35 MPH.
MP 66.7 to MP 67.1 (Turnout)	35 MPH.	35 MPH.
MP 67.1 to MP 70.6	60 MPH.	50 MPH.
MP 70.6 to MP 78.1	65 MPH.	50 MPH.
MP 79.0 to MP 80.4	30 MPH.	30 MPH.
MP 80.4 to MP 82.1	65 MPH.	50 MPH.
MP 127.3 to MP 127.7	60 MPH.	50 MPH.
MP 154.1 to Giltner Subdivision	35 MPH.	35 MPH.
MP 154.9 crossovers	10 MPH.	10 MPH.
MP 154.9 to Giltner Subdivision	30 MPH.	30 MPH.
MP 154.9 to MP 155.9	50 MPH.	50 MPH.
MP 154.9 to MP 155.9 - Branch Lead	25 MPH.	25 MPH.
MP 155.9 to MP 156.4 - UP Xing	25 MPH.	25 MPH.
MP 156.4 crossover and turnouts	10 MPH.	10 MPH.
MP 156.4 to MP 157.0 - EWD Trains	25 MPH.	25 MPH.
MP 156.4 to MP 158.0 - WWD Trains		50 MPH.
MP 157.0 to MP 158.0 - EWD Trains		50 MPH.
MP 219.5 to MP 228.0	70 MPH.	60 MPH.
MP 229.3 to MP 230.1	60 MPH.	60 MPH.
MP 233.8 Oxford, Head end of trains over Ogden Avenue	60 MPH.	60 MPH.
MP 284.1 to MP 284.7	65 MPH.	
MP 287.6 to MP 287.8	30 MPH.	30 MPH.
Turnouts of Controlled Sidings	20 MPH.	20 MPH.
Turnouts Hobson yard-west end of west B-2, west B-3 and at Cushman to the Hastings Subdivision (MP 3.9)		20 MPH.
Hobson Yard-West B-2, west B-3 and Running Track between MP 2.5 (Summit of Hump) & Cushman		20 MPH.
Sidings: Denton, Dorchester, Friend, Exeter, Grafton, Sutton, Saronville, Harvard, Inland, Kenesaw & Funk	10 MPH.	10 MPH.
Hastings	25 MPH.	25 MPH.
Fairmont and Milligan		10 MPH.
Holdrege Siding (South Side)		
Locomotives exceeding 330,000 lbs(165 tons)	10 MPH.	10 MPH.
McCook- Long siding	20 MPH.	20 MPH.

2. Bridge and Equipment Weight Restrictions

Cars heavier than 286,000 lbs. (143 tons) not permitted.

Item 5e and 5f may operate.

Dorchester—Locomotives and cars must not exceed 5 MPH. over scale on elevator track.

Fairmont to Milligan—

Item 5d not permitted.

Six axle locomotives exceeding 350,000 pounds (175 tons), and six axle derricks not permitted.

Six axle locomotives exceeding 330,000 pounds (165 tons) not permitted on the following tracks:

- Juniata South house track
- Kennesaw Stock Track
- Indianola South house track

3. Type of Operation

Rule 93—Yard Limits in effect at Kearney, Nebraska

CTC— MP 0.4 to MP 287.8

Rule 105—Industrial track between Fairmont and Milligan

4. General Code of Operating Rules Items

Rule 99— When flagging is required, distance will be 2.0 miles.

Rule 350 (B)—Main track switches not equipped with electric locks:

- MP 152.44 Halloran—ADC
- MP 182.94 Koller—Elevator stub
- MP 188.10 Minden—Dock spur
- MP 197.99 Axtell—North fertilizer stub
- MP 207.10 Wac
- MP 213.90 Clyde—Elevator stub
- MP 248.25 Arapahoe—East elevator track switch
- MP 248.71 Arapahoe—West elevator track switch
- MP 262.29 Cambridge—east elevator track switch
- MP 262.81 Cambridge—west elevator track switch
- MP 276.10 Indianola—east house track switch
- MP 276.48 Indianola—west house track switch
- MP 280.90 Red Willow—elevator spur

Rule 450—Eastward Amtrak Crews (NRPC) going on duty at Denver, Amtrak conductors will call both Lincoln Relay and McCook Relay for their track bulletins on the McCook Division Hastings and Akron Subdivisions.

Lincoln/Cushman—Trains authorized west of Hastings must obtain two track warrants, one showing track bulletins in effect between Lincoln/Cushman and Hastings, and one showing track bulletins in effect west of Hastings.

Hastings—Westward trains must obtain track warrant showing track bulletins in effect between Hastings and McCook.

Hastings/McCook—Trains authorized east of Hastings must obtain two track warrants, one showing track bulletins in effect between McCook and Hastings, and one showing track bulletins in effect east of Hastings.

Trains destined the Wymore, Oberlin or St. Francis Subdivision must obtain track warrant showing track bulletins in effect, if any, on the respective Subdivision, prior to departing McCook.

Rule 450(A)—When necessary to change the engine number on a track warrant with only Item 16 checked:

Lincoln— it is permissible for the Lincoln dispatcher to change the engine number, per Rule 450(A) on the track warrant that the McCook dispatcher delivered, and then MUST inform the McCook dispatcher of the change.

McCook—it is permissible for the McCook dispatcher to change the engine number, per Rule 450(A) on the track warrant that the Lincoln dispatcher delivered, and then MUST inform the Lincoln dispatcher of the change.

5. Trackside Failed Equipment Detectors (FED)

A. Protecting Bridge, tunnel or other structures: NONE

B. Other FED Locations:

- MP 93.6 – Dorchester
- MP 122.8—Grafton
- MP 161.1—Juniata
- MP 191.1—Minden
- MP 223.0—Atlanta
- MP 258.1—Holbrook

6. FRA Excepted Track: NONE

7. Special Conditions

Test Mile Locations—

- MP 91 – MP 92
- MP 174 – MP 175
- MP 278 – MP 279

Between Hastings and Kearney—Union Pacific Railroad Rules and Timetables will govern.

Crossing Protection—

Crete – Switching movements over crossing MP 79.6 (Main Street) must be protected by a crew member.

When using sidings at the following crossings, traffic must be warned by crew member on the ground at the crossing unless crossing warning signals are known to be operating for over 20 seconds:

- MP 88.4 Dorchester
- MP 112.9 Fairmont Ave. Fairmont
- MP 210.9 East Ave. Holdrege

8. Locations Not Shown as Stations

Name	Miles—Location	Capacity Cars	Switch Opens
Yankee Hill Brick	3.6 west of Lincoln	45	West
20515 Alpo	1.1 east of Crete	10	East
20519 Swingle	3.2 west of Crete	24	East
81506 Burress	6.2 from Fairmont	9	Both
81514 Milligan	14.5 from Fairmont	54	Both
Cargill	0.7 west of Heartwell	54	Both
20619 Koller	4.3 west of Heartwell	16	East
20628 Motala	4.4 west of Minden	32	Both
20643 Wac	2.6 west of Funk	18	West
20650 Clyde	3.0 west of Holdrege	14	East
20717 Red Willow	4.6 west of Indianola	15	West

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Imperial Subdiv		Distance from Culbertson	EASTWARD	
					MAIN LINE	STATIONS			
					Trk	Rule 6	Oper		
		20735	178	0.7	CULBERTSON	J	0.0		
		82917		17.7	PALISADE		17.7		
		82924		24.9	HAMLET		24.9		
		82932		32.5	WAUNETA		32.5	TWC	
		82948		49.1	IMPERIAL	Y	49.1		

BN Radio Channel No. 1 (AAR 66) in service on this Subdivision.

- Maximum Speeds Permitted** Freight
Culbertson to Imperial 30 MPH.
- Bridge and Equipment Weight Restrictions**
Item 5d not permitted.
Six axle locomotives exceeding 350,000 lbs. (175 tons), and six axle derricks not permitted.
- Type of Operation**
Rule 93—Yard Limits
Imperial MP 47.0
TWC Limits— MP 0.7 to MP 47.0
Rule 105—Industrial Track— NONE
- General Code of Operating Rules Items**
Rule 10(D) – Authorized on this subdivision.
Rule 99– When flagging is required, distance will be 1.5 miles.
Rule 450—Westward trains originating at McCook must obtain Track Warrant at McCook showing Track Bulletins in effect between CTC Culbertson and Imperial.
- Trackside Failed Equipment Detectors (FED)**
A. Protecting Bridge, tunnel or other structures: NONE
B. Other FED Locations: NONE
- FRA Excepted Track:** NONE
- Special Conditions**—NONE
- Locations Not Shown as Stations**

Name	Miles-Location	Capacity Cars	Switch Opens
82908 Beverly	9.1 west of Culbertson	17	East
82941 Enders	9.4 west of Wauneta	40	Both

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Wallace Subdiv		Distance from Holdrege	EASTWARD	
					MAIN LINE	STATIONS			
					Trk	Rule 6	Oper		
		20647	180	0.8	HOLDREGE	BJKTY	0.0		
		82007		7.9	LOOMIS		7.9		
		82015		15.5	BERTRAND		15.4		
		82021		21.8	SMITHFIELD		21.8		
		82028		28.4	ELWOOD		28.4		
		82039		39.5	EUSTIS		39.5		
		82049		50.1	FARNAM		50.1		
		82061		62.2	MOOREFIELD		62.2		
		82071		72.3	CURTIS	BYK	72.3	TWC	
		82077		78.8	MAYWOOD		78.8		
		82087		88.2	WELLFLEET		88.1		
		82103		104.1	DICKENS		104.0		
		82113		113.9	WALLACE				
		82119		120.4	To Gentleman 17.6	JY	113.9		
		82125		126.3	GRAINTON		120.5		
		82133		134.4	ELSIE		126.2		
		82143		144.0	MADRID		134.4		
7,434		82143		144.0	GRANT	Y	144.0		
		82153		154.2	BRANDON		154.2		
		82160		161.5	VENANGO		161.5		
		82169		170.3	AMHERST		170.2		
		82179		179.9	HOLYOKE	Y	179.9		
		82188		189.1	PAOLI		189.1		
		82196		197.5	HAXTUN		197.5		
		82208		208.9	FLEMING		208.9		
		84081		229.4	STERLING	BJKTY	229.4		

BN Radio Channel No. 1 (AAR 66) in service on this Subdivision.

Train Dispatcher calls – Elsie 61*.
MP 227.9 to Sterling is part of and under the jurisdiction of the Denver Division

- Maximum Speeds Permitted** Freight
Holdrege to MP 7.6 40 MPH.
MP 7.6 to MP 8.1 25 MPH.
MP 8.1 to MP 23.8 40 MPH.
MP 23.8 to MP 113.4 30 MPH.
MP 113.4 to MP 120.5 49 MPH.
MP 120.5 to MP 120.9 40 MPH.
MP 120.9 to MP 125.7 49 MPH.
MP 125.7 to MP 126.1 40 MPH.
MP 126.1 to MP 227.9 49 MPH.
Wallace and Gentleman Power Plant 40 MPH.
Inside Gentleman Power Plant 5 MPH.
Curves 16 and 17 Gentleman Industrial Track 25 MPH.
- Bridge and Equipment Weight Restrictions**
Item 5d not permitted between Holdrege and Wallace.
Six axle locomotives exceeding 330,000 lbs. (165 tons), and six axle derricks are not permitted between Holdrege and MP 111.0.
Item 5d must not exceed 10 MPH over the following bridges:
Bridge 114.5 – Wallace

Holyoke—Locomotives must not operate over scale installed on the inside Co-op elevator track.

3. Type of Operation

Rule 93 – Yard Limits

- Holdrege – MP 1.8
- Curtis – MP 71.8 to MP 73
- Wallace – MP 112.2 to MP 115.7
- Grant – MP 141.5 to MP 146
- Holyoke – MP 178.7 to MP 181.1
- Sterling – MP 227.9 to MP 229.4

TWC Limits— MP 1.8 to MP 227.9.

Rule 105 – Industrial trackage between Wallace and Gentleman Power Plant.

4. General Code of Operating Rules Items

Rule 99— When flagging is required, between Sterling and Holdrege and between Wallace and Gentleman Power Plant, the distance will be 1.5 miles

5. Trackside Failed Equipment Detectors (FED)

A. Protecting Bridge, tunnel or other structures: NONE

B. Other FED Locations: NONE

6. FRA Excepted Track: NONE

7. Special Conditions

Test Mile Locations –

- MP 118 – MP 119
- MP 150 – MP 151
- MP 209 – MP 210

Gentleman Power Plant—

Security gate located at MP 17.6 is operated automatically by train movement into or out of plant. Indicators at gate will display green for entering and leaving plant if gate is open for movement or red if gate is not open. Approach indicator at MP 16.7 for entering plant will display yellow if gate is not open and green for open. If gate fails to open train crew should be governed by instructions from employee waiting for train at gate. When entering through gate, do not exceed 5 MPH.

Wallace—Normal position for the main track junction switch will be lined and locked for the movement last made.

Crossing Protection—

Haxtun— On south elevator track, trains or engines must stop and protect eastward movements over grade crossing MP197.4 (Washington Street/Highway 59) .

8. Locations Not Shown as Stations

Name	Miles—Location	Capacity Cars	Switch Opens
Kansas—Nebraska	1.6 west of Holdrege	10	West
Coop. Equity Mill	1.7 west of Holdrege	5	West
Gentleman Power Plant	17.6 from Wallace	Loop	West

WESTWARD	Length of Siding In Feet	Station No.	Line Segment	Mile Post Location	St Francis Subdiv			Trk	Distance from Flynn
					MAIN LINE		STATIONS		
					Rule 6	Oper			
		82603	176	3.0	FLYNN	J		0.0	
		82607		7.0	4.2 STAMFORD			4.2	
		82613		13.5	6.5 HOLLINGER			10.7	
		82620		20.3	6.7 BEAVER CITY			17.4	
		82628		28.2	7.9 HENDLEY			25.3	
		82635		35.7	7.5 WILSONVILLE			32.8	
		82646		45.8	10.1 LEBANON			42.9	
		82653		52.8	DANBURY			49.9	
		82669	177	69.0	18.2 TRAER		TWC	66.1	
		82675		75.6	6.7 HERNDON			72.8	
		82686		85.9	10.2 LUDELL			83.0	
		82691		91.1	5.2 ATWOOD			88.2	
		82695		95.0	3.9 BLAKEMAN			92.1	
		82701		101.5	8.5 BEARDSLEY			98.6	
		82709		109.7	8.2 McDONALD			106.8	
		82718		118.3	8.6 BIRD CITY			115.4	
		82734		133.9	15.6 ST FRANCIS	Y		131.0	

BN Radio Channel No. 1 (AAR 66) in service on this Subdivision.

1. Maximum Speeds Permitted

Freight

- Flynn to St. Francis 30 MPH.
- MP 7.2 to MP 18.0—Eastward trains handling loaded C-6 hoppers 10 MPH.
- Engine or leading car over highway crossing Atwood 10 MPH.

2. Bridge and Equipment Weight Restrictions

Item 5d not permitted.

Six axle locomotives exceeding 350,000 lbs. (175 tons) and six axle derricks not permitted.

3. Type of Operation

Rule 93—Yard Limits

St. Francis MP 132.5

TWC Limits—Flynn(MP 3.0) to St. Francis (MP 132.5).

4. General Code of Operating Rules Items

Rule 10(D) – Authorized on this subdivision.

Rule 99 – When flagging is required, distance will be 1.5 miles.

Rule 450—Eastward trains originating at McCook must obtain track warrant at McCook showing track bulletins, if any, in effect between Flynn and St. Francis.

5. Trackside Failed Equipment Detectors (FED)

A. Protecting Bridge, tunnel or other structures: NONE

B. Other FED Locations: NONE

6. FRA Excepted Track: NONE

7. Special Conditions

Flynn— The normal position for the switch located at MP 2.91 is lined and locked for the St. Francis Subdivision.

8. Locations Not Shown as Stations

Name	Miles-Location	Capacity Cars	Switch Opens
82657 Marion	4.5 west of Danbury	17	West
82662 Cedar Bluffs	9.5 west of Danbury	25	Both
82728 Wheeler	9.6 west of Bird City	32	Both

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Oberlin Subdiv MAIN LINE STATIONS		Distance from Oxford Jct.
					Trk	Rule 6 Oper	
		20667	19	257.4	OXFORD JCT	J	0.0
		81199	177	0.2	10.1 ORLEANS JCT	YJT	10.1
		82603		3.3	2.9 FLYNN	J	13.0
		82818	176	17.5	14.2 LONG ISLAND		27.2
		82828		27.7	10.2 ALMENA		37.4
				29.6	2.1		
		82830		308.6	ALMENA JCT	JY	39.5
		82777		310.6	2.0 CALVERT		41.5
	10,544	82839	133	318.0	7.4 NORTON	BKY	48.9
	3,132	80786		319.0	0.9 LAU	Y	49.8
				325.9	7.0		
		82847		47.3	ORONOQUE	JY	56.8
		82852		52.0	4.8 REAGER		61.6
		82857	176	57.4	5.4 NORCATUR		67.0
		82868		68.1	11.2 KANONA		78.2
		82877		78.0	9.4 OBERLIN	TY	87.6

BN Radio Channel No. 1 (AAR 66) in service on this Subdivision.

- 1. Maximum Speeds Permitted**

	Freight
Oxford Jct to Flynn	30 MPH.
Oxford Jct-over switch	20 MPH.
Flynn to Almena Jct	40 MPH.
Almena Jct - hand throw switch at MP 29.7	10 MPH.
Almena Jct to Norton	25 MPH.
All tracks other than the main track on the Kyle Railroad	5 MPH.
Norton - engine or leading car over street crossings in city limits	5 MPH.
Norton siding to Seymour Spur	5 MPH.
Norton to Oberlin	30 MPH.
- 2. Bridge and Equipment Weight Restrictions**

Item 5d not permitted.

Six axle locomotives exceeding 330,000 lbs. (165 tons) not permitted on following tracks:

Long Island	House track
Almena	House track
Norton	BN trackage

Oberlin Jct to Oberlin-Six axle derricks not permitted.
- 3. Type of Operation**

Rule 93-Yard Limits

Oberlin Jct	MP 248.8 to MP 2.9
Almena Jct	MP 29.8 to MP 309.3
Norton	MP 315.1 to MP 319.2 (Lau)
Oronoque	MP 325.4 to MP 47.3
Oberlin	MP 76.0

TWC Limits-

Oxford Jct (MP 257.4) to Oberlin (MP 76.0)

Almena Jct to Oronoque on the Kyle Railroad dispatched by BN at McCook

Rule 105-Industrial Track- NONE

4. General Code of Operating Rules Items

Rule 10(D) – Authorized on this subdivision.

Rule 99– When flagging is required, distance will be 1.5 miles.

Rule 450–Trains originating at McCook for operation on the Oberlin subdivision between Oxford Jct and Oberlin must obtain track warrant and track bulletin prior to departure at McCook.

5. Trackside Failed Equipment Detectors (FED)

A. Protecting Bridge, tunnel or other structures: NONE

B. Other FED Locations: NONE

6. FRA Excepted Track: NONE

7. Special Conditions

Flynn– The normal position for the switch located at MP 2.91 is lined and locked for the St. Francis Subdivision.

Norton siding–East and west spring switches will be hand operated and equipped with locks.

Crossing Protection–

Norton– All trains will stop and protect movement over crossing MP 317.3 (east Main St.).

8. Locations Not Shown as Stations– NONE

WEST WARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Wymore Subdiv BRANCH LINE STATIONS		Distance from Table Rock	EAST WARD
						Rule 6	Oper		
		28145		48.2		TABLE ROCK	JTY	0.0	
		81007		55.3		7.1 PAWNEE		7.1	
		81019		67.4		12.2 BURCHARD		19.3	
		81039		87.2		19.8 WYMORE	BJKTY	39.1	
		81048		96.4		9.2 ODELL		48.3	
		81057		105.1		8.6 DILLER		57.1	
		81066		114.6		9.4 ENDICOTT	A	66.5	
		81080		128.5		13.9 REYNOLDS		80.4	
		81090		138.5		10.0 HUBBELL		90.4	
		81098		145.8		7.3 CHESTER		97.7	
		81106		153.9		8.1 BYRON		105.8	
		81114	19	162.8		8.9 HARDY		114.7	TWC
		81122		170.4		7.8 SUPERIOR	Y	122.5	
		81129		177.0		6.4 BOSTWICK		128.9	
		81136		184.9		7.9 GUIDE ROCK		136.8	
		81143		191.1		6.2 LESTER JCT	JY	143.0	
		81147		195.3		4.2 RED CLOUD	TY	147.2	
		81154		202.3		7.0 INAVALE		154.2	
		81160		208.2		5.9 RIVERTON		160.1	
		81170		218.7		10.5 FRANKLIN		170.6	
		81180		228.6		9.9 NAPONEE		180.5	
		81185		233.2		4.6 REPUBLICAN		185.1	
		81193		241.0		7.9 ALMA		193.0	
		81198		247.1		5.6 ORLEANS	Y	198.6	
		81199		247.8		0.3 ORLEANS JCT	YJ	198.9	

**BN Radio Channel No. 1 (AAR 66) in service on this Subdivision.
Train Dispatcher Calls–Table Rock–01.**

- 1. Maximum Speeds Permitted** **Freight**
- | | |
|---|---------|
| Table Rock to Wymore | 25 MPH. |
| MP 84.7 U.P. Crossing, Head End of Trains
Locomotive or Leading Car between
absolute signals; | |
| MP 84.7–UP Crossing | 20 MPH. |
| Wymore to Red Cloud | 35 MPH. |
| MP 114.8 to MP 115.1–UP Crossing | 10 MPH. |
| Red Cloud & Orleans Jct | 40 MPH. |
| MP 195.3 to MP 227.0 | 30 MPH. |
| MP 246.0 to MP 247.8 | 30 MPH. |
| All derricks | 25 MPH. |

- 2. Bridge and Equipment Weight Restrictions**
- Item 5d not permitted.
- Six axle locomotives exceeding 350,000 lbs. (175 tons) not permitted on the following tracks:
- | | |
|-----------------|--------------------|
| Wymore | House track |
| | No. 2 repair track |
| | Belt track |
| Krider | House track |
| Odell | House track |
| Diller | Elevator track |
| Chester | House track |
| Superior | Stock track |
| Bostwick | Elevator track |
| Red Cloud | Turkey track |

Six axle locomotives exceeding 330,000 lbs. (165 tons) not permitted on the following tracks:

Inavale House track
 Riverton House track

3. Type of Operation

Rule 93--Yard Limits

Table Rock MP 49.2
 Wymore MP 86.0 to MP 88.8
 Superior MP 168.6 to MP 172.7
 Lester Jct MP 190.5 (East)
 Red Cloud MP 196.6 (West)
 Orleans MP 246.1
 Continuous Yard Limits to Orleans Jct MP 248.8

TWC Limits- MP 49.5 to MP 246.1.

Rule 105-Industrial Track- NONE

Interlocking Instructions-

Automatic Interlockings not Indicated at Station--
 UP crossing--MP 84.7.

4. General Code of Operating Rules Items

Rule 10(D) - Authorized on this subdivision.

Rule 99- When flagging is required, distance will be 1.5 miles.

Rule 450-Trains originating at McCook for operation between Red Cloud and Orleans Jct must obtain track warrant and track bulletins prior to departure at McCook

5. Trackside Failed Equipment Detectors (FED)

A. Protecting Bridge, tunnel or other structures: NONE

B. Other FED Locations: NONE

6. FRA Excepted Track-NONE

7. Special Conditions-

Table Rock - Normal position of junction switch is for the St. Joseph Subdivision.

Orleans Jct- The normal position for the switch located at MP 0.2 is lined and locked for the St. Francis Subdivision.

8. Locations Not Shown as Stations

Name	Miles-Location	Capacity Cars	Switch Opens
81028 Liberty	8.4 west of Burchard	27	Both
81045 Krider	5.6 west of Wymore	15	Both
81068 Fairchild Spur	1.5 west of Endicott	58	Both

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Lester Subdiv		Distance from Hastings	
					BRANCH LINE	STATIONS		
					Rule 6	Oper		
	20592	159	0.7		HASTINGS	BJKTY	0.0	
					10.1	AYR JCT		
	82409		10.1		To Roseland	6.9		10.1
	82411		11.7		1.6	AYR		11.7
	81386		19.1		7.4	BLUE HILL	JY	19.1
	82430		30.7		11.6	COWLES		30.7
	81143	37.0		8.3	LESTER JCT	JY	37.0	

BN Radio Channel No. 1 (AAR 66) In service on this Subdivision.

Train Dispatcher Calls--Hastings--28.

1. Maximum Speeds Permitted

Freight

Hastings to Lester Jct. 30 MPH.
 Ayr Jct. to Roseland 25 MPH.
 MP 1.0--Locomotive or leading car of eastward trains over highway crossing 5 MPH.
 Six axle derricks over Bridge 34.33 10 MPH.

2. Bridge and Equipment Weight Restrictions

Item 5d not permitted.

Six axle locomotives exceeding 350,000 lbs. (175 tons) not permitted on the following tracks:

Cowles House track
 Ayr City track

3. Type of Operation

Rule 93--Yard Limits

Hastings MP 3.0
 Blue Hill MP 18.5 to MP 19.5
 Lester Jct MP 36

TWC Limits- MP 3.0 and 36.0.

Rule 105--Industrial Track- Between Ayr Jct nad Roseland

4. General Code of Operating Rules Items

Rule 10(D) - Authorized on this subdivision.

Rule 99- When flagging is required, distance will be 1.5 miles.

5. Trackside Failed Equipment Detectors (FED)

A. Protecting Bridge, tunnel or other structures: NONE

B. Other FED Locations: NONE

6. FRA Excepted Track- NONE

7. Special Conditions-NONE

8. Locations Not Shown as Stations

Name	Miles-Location	Capacity Cars	Switch Opens
82507 Roseland	6.9 West of Ayr Jct	72	Both

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Giltner Subdiv BRANCH LINE STATIONS			Distance from Brick Yard	EAST WARD ↑
					Trk	Rule 6	Oper		
				27.1	BRICK YARD	JTY	CTC	0.0	
				26.3	EAST WYE	Y		0.8	
		83419	160	18.9	TRUMBULL			8.2	
		83410		9.9	GILTNER		TWC	17.2	
				0.4					
		30076		0.6	AURORA	JTY		27.5	

**BN Radio Channel No. 1 (AAR 66) In service on this Subdivision.
Train Dispatcher Calls—Hastings—28, Aurora—02.**

1. Maximum Speeds Permitted

Freight

- Brick Yard to Aurora 30 MPH.
- Trains using East or West leg of East Wye track to Hastings Subdivision 30 MPH.
- Entire train over power switch MP 26.3—East Wye 20 MPH.
- Trains using east and west legs of wye Aurora 10 MPH.
- Aurora and Brick Yard — six axle and other derricks 20 MPH.

2. Bridge and Equipment Weight Restrictions

Cars heavier than 286,000 lbs. (143 tons) not permitted.

3. Type of Operation

Rule 93—Yard Limits

- East Wye MP 25.0
- Aurora MP 1.9

TWC Limits—

MP 25.0 to MP 1.9, between East Wye and Aurora.

4. General Code of Operating Rules Items

Rule 99— When flagging is required, distance will be 1.5 miles.

5. Trackside Failed Equipment Detectors (FED)

- A. Protecting Bridge, tunnel or other structures: NONE
- B. Other FED Locations: NONE

6. FRA Excepted Track: NONE

7. Special Conditions

Aurora— Normal position for South Wye Switch is lined and locked for West Leg of Wye.

8. Locations Not Shown as Stations

Name	Miles—Location	Capacity Cars	Switch Opens
83405 Acco	4.3 west of Giltner	5	West

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Shickley Subdiv BRANCH LINE STATIONS			Distance from Dewitt	EAST WARD ↑
					Trk	Rule 6	Oper		
		80817		0.3	DE WITT	J		0.0	
		81309		8.8	SWANTON			8.6	
		81315		15.6	WESTERN			15.4	
					TOBIAS				
		81322		23.3	To Daykin 7.0	U		23.0	
		81329		29.8	OHIOWA			29.5	
		81336		36.8	STRANG	JTY		36.5	
		81344	153	43.9	SHICKLEY			43.7	
		81350		50.0	ONG			49.7	
		81357		57.5	EDGAR	MTY		57.2	
		81366		66.4	DEWEESE			66.2	
		81375		75.2	LAWRENCE		TWC	74.9	
		81381		80.8	ROSEMONT			80.6	
		81386		86.8	BLUE HILL	JY		86.5	
		81395		94.8	BLADEN			94.5	
		81402		102.2	CAMPBELL			101.9	
		81411		111.4	UPLAND			111.1	
		81419	119.3	HILDRETH			119.0		

BN Radio Channel No. 1 (AAR 66) In service on this Subdivision.

1. Maximum Speeds Permitted

Freight

- DeWitt to Hildreth 25 MPH.
- MP 26.0 to MP 48.8 10 MPH.
- MP 57.0 to MP 57.4 UP Crossing 10 MPH.
- Tobias and Daykin 10 MPH.
- Over Bridges 1.58 and MP 65.84 10 MPH.

Item 1A, System Special Instructions, applies.

2. Bridge and Equipment Weight Restrictions

Between DeWitt and Swanton, and between Edgar and Deweese the following restrictions apply:

- (A) Maximum gross weight of cars must not exceed 215,000 lbs. (107.5 tons).
- (B) Locomotive consists are limited to:
 - 1. Single six axle locomotive not exceeding 350,000 lbs. (175 tons).
 - 2. Two 4 axle locomotives not exceeding 270,000 lbs. (135 tons) each.

Cars heavier than 263,000 lbs. (131.5 tons) not permitted between DeWeese and Hildreth.

Item 5d not permitted between Tobias and Daykin.

Six axle derricks must not operate.

3. Type of Operation

Rule—93—Yard Limits

- Strang MP 35.6 to MP 38.0
- Edgar MP 56.5 to MP 58.5
- Blue Hill MP 86.0 to MP 88.0

TWC Limits— MP 0.3 to MP 119.3.

Rule 105—Industrial Track— between Tobias and Daykin

4. General Code of Operating Rules Items

Rule 10(D) — Authorized on this subdivision except between Tobias and Daykin.

Rule 99— When flagging is required, distance will be 1.5 miles.

5. Trackside Failed Equipment Detectors (FED)

- A. Protecting Bridge, tunnel or other structures: NONE
- B. Other FED Locations: NONE

6. FRA Excepted Track: NONE

7. Special Conditions

Blue Hill— Normal position of junction switches (MP 86.8 and MP 87.0) is for the Lester Subdivision.

Hildreth— End of Track is MP 119.3

Crossing Protection—

Hildreth—“Exempt” signs have been installed at Nebraska Highway 15 road crossing MP 14.60, located between Western and Swanton, Nebraska. Train approach activated crossing flashers have been removed from service.

Trains must stop short of crossing and crew member provide vehicular protection until train occupies crossing.

8. Locations Not Shown as Stations

Name	Miles—Location	Capacity Cars	Switch Opens
81528 Daykin	7.0 from Tobias	27	Both

WESTWARD	Length of Siding in Feet	Station No.	Line Segment	Mile Post Location	Trk	Hebron Subdiv		Distance from Fairmont	T EASTWARD
						BRANCH LINE STATIONS	Rule 6 Oper		
		20549	155	0.8		FAIRMONT	JY	0.0	
		81608		8.6		GENEVA		7.8	
		81336		17.0		STRANG	JTY	16.2	
		81622		23.5		BRUNING		24.7	TWC
		81628		29.6		BELVIDERE	YM	28.8	
		81635		36.2		HEBRON	Y	35.4	

BN Radio Channel No. 1 (AAR 66) in service on this Subdivision. Train Dispatcher Calls—Fairmont—22.

1. Maximum Speeds Permitted

Freight

- Fairmont to Strang 35 MPH.
- MP 0.9—Over highway crossing (Head End Restriction) 10 MPH.
- MP 17.0 to MP 36.2 10 MPH.
- MP 29.2—U.P. Crossing 10 MPH.

Item 1A, System Special Instructions, applies.

2. Bridge and Equipment Weight Restrictions

Item 5d not permitted.

Six axle locomotives exceeding 350,000 lbs. (175 tons) and six axle derricks not permitted.

3. Type of Operation

Rule 93—Yard Limits

- Fairmont MP 1.6
- Strang MP 15.9 to MP 18.1

TWC Limits- MP 1.6 to MP 24.0.

Rule 105—Industrial Track— NONE

4. General Code of Operating Rules Items

Rule 10(D) – Authorized on this subdivision.

Rule 99— When flagging is required, distance will be 1.5 miles.

5. Trackside Failed Equipment Detectors (FED)

- A. Protecting Bridge, tunnel or other structures: NONE
- B. Other FED Locations: NONE

6. FRA Excepted Track: NONE

7. Special Conditions

Hebron—End of track is at MP 36.2

8. Locations Not Shown as Stations

Name	Miles—Location	Capacity Cars	Switch Opens
81606 Kaneb—spur Track	2.0 west of Geneva	3	East

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Beatrice Subdiv		Distance from Crete	
				BRANCH LINE	STATIONS		
				Trk	Rule 6 Oper		
	20516	152	0.7	CRETE	BJY	0.0	
	80810		11.0	10.9	WILBER		10.9
	80817		17.4	6.4	DE WITT		17.3
	80824		24.6	7.3	HOAG	TWC	24.6
	80830		30.4	5.8	BEATRICE	Y	30.4
	81039		42.6	12.1	WYMORE	BJTY	42.5

**BN Radio Channel No. 1 (AAR 66) in service on this Subdivision.
Train Dispatcher Calls—Crete—20.**

- 1. Maximum Speeds Permitted** **Freight**
- Crete to Wymore 30 MPH.
 - MP 17.4 to 17.9 (Head end restriction) 15 MPH.
 - MP 19.9 to 20.0 6 MPH.
 - Beatrice—Over Court St. (Head end restriction) 5 MPH.
 - Six axle derricks 25 MPH.

Item 1A, System Special Instructions, applies between Beatrice and Wymore.

- 2. Bridge and Equipment Weight Restrictions**
- Item 5d not permitted.
Six axle locomotive exceeding 350,000 pounds (175 tons) not permitted on the following tracks:

Shestak Elevator track

Hoag— Not more than two locomotives permitted on Cominco and Cepex leads.

- 3. Type of Operation**
- Rule 93—Yard Limits**
- Crete MP 5.5
 - Beatrice MP 29.0 to MP 31.6
 - Wymore MP 40.5

TWC Limits— MP 5.5 and 40.5.

Rule 105-Industrial Track— NONE

- 4. General Code of Operating Rules Items**
- Rule 10(D)** — Authorized on this subdivision.
- Rule 99**— When flagging is required, distance will be 1.5 miles.

- 5. Trackside Failed Equipment Detectors (FED)**
- A. Protecting Bridge, tunnel or other structures: NONE
 - B. Other FED Locations: NONE

6. FRA Excepted Track: NONE

- 7. Special Conditions**
- Crossing Protection—**
- Beatrice** — Crew members must stop and protect all movements over crossing MP 30.4 (Court Street) on south freight main.

8. Locations Not Shown as Stations

Name	Miles—Location	Capacity Cars	Switch Opens
Crete South Yard	2.0 west of Crete	140	Both
Farmland Foods	4.3 west of Crete	15	West
80804 Shestak	4.9 west of Crete	12	Both
80825 Cominco Products	0.3 west of Hoag	53	West
80833 Gasco Spur	3.2 west of Beatrice	2	East
80840 Blue Springs	10.4 west of Beatrice	4	East

NOTES

LINCOLN DIVISION

T.R. Jarnagin	Division Supt.	Lincoln, NE	473-7500
K.W. Duryea	Senior Trainmaster	Lincoln, NE	473-7551
S.M. Barrow	Trainmaster	St. Joseph, MO	364-7822
N.W. Apa	Trainmaster	Lincoln, NE	473-7558
R. W. Kipper	Trainmaster	Grand Island (308)	382-8746
		Ravenna	273-2242
	St, Joseph Sub	Clark to Lancaster	
	Ravenna Sub	Cushman to Ravenna	
	Napier Sub	Napier to Pacific Jct.	
	Neb City Sub	Arbor to Lancaster	
	Bellwood Sub	Seward to Bellwood	
	Palmer Sub	Aurora to Palmer	
R.J. Conklin	Senior Trainmaster	Lincoln, NE	473-7555
R.L. Gullixson	Trainmaster	Lincoln, NE	473-7596
L.L. Owens	Trainmaster	Creston, IA	683-4560
	Creston Sub	Creston to Lincoln	
	Omaha Sub	Oreapolis to Ashland	
	Sioux City Sub	Ashland to Ferry	
J.T. Perdew	Terminal Manager	Omaha, NE	422-5222
M.J. Maruniak	Trainmaster	Omaha, NE	422-5258
	Trainmaster	Omaha, NE	422-5203
	Omaha Terminal		
	Council Bluffs Terminal		
	Bayard Sub	Bayard to Council Bluffs	

LINCOLN TERMINAL

J.P. Kay, Superintendent Terminal Operations-473-4311

P.M. Kelly	Terminal Trainmaster	Lincoln	473-7553
J.N. Bakulski	Terminal Trainmaster	Lincoln	473-7553
P.J. Dietz	Terminal Trainmaster	Lincoln	473-7553
J.M. Edwards	Terminal Trainmaster	Lincoln	473-7553
L.A. Lococo	Terminal Trainmaster	Lincoln	473-7553
D.R. Schnell	Terminal Trainmaster	Lincoln	473-7553
M.E. Wheeler	Terminal Trainmaster	Lincoln	473-7553
T.L. Wright	Terminal Trainmaster	Lincoln	473-7553
M.S. Anthony	Asst. Terminal Trainmaster	Lincoln	473-7553

MANAGERS OF OPERATING PRACTICES

K.R. Matzick	Lincoln, NE	473-7636
T.D. Nagel	Omaha, NE	422-5257
R.G. Pearson	Grand Island (308)	382-5075

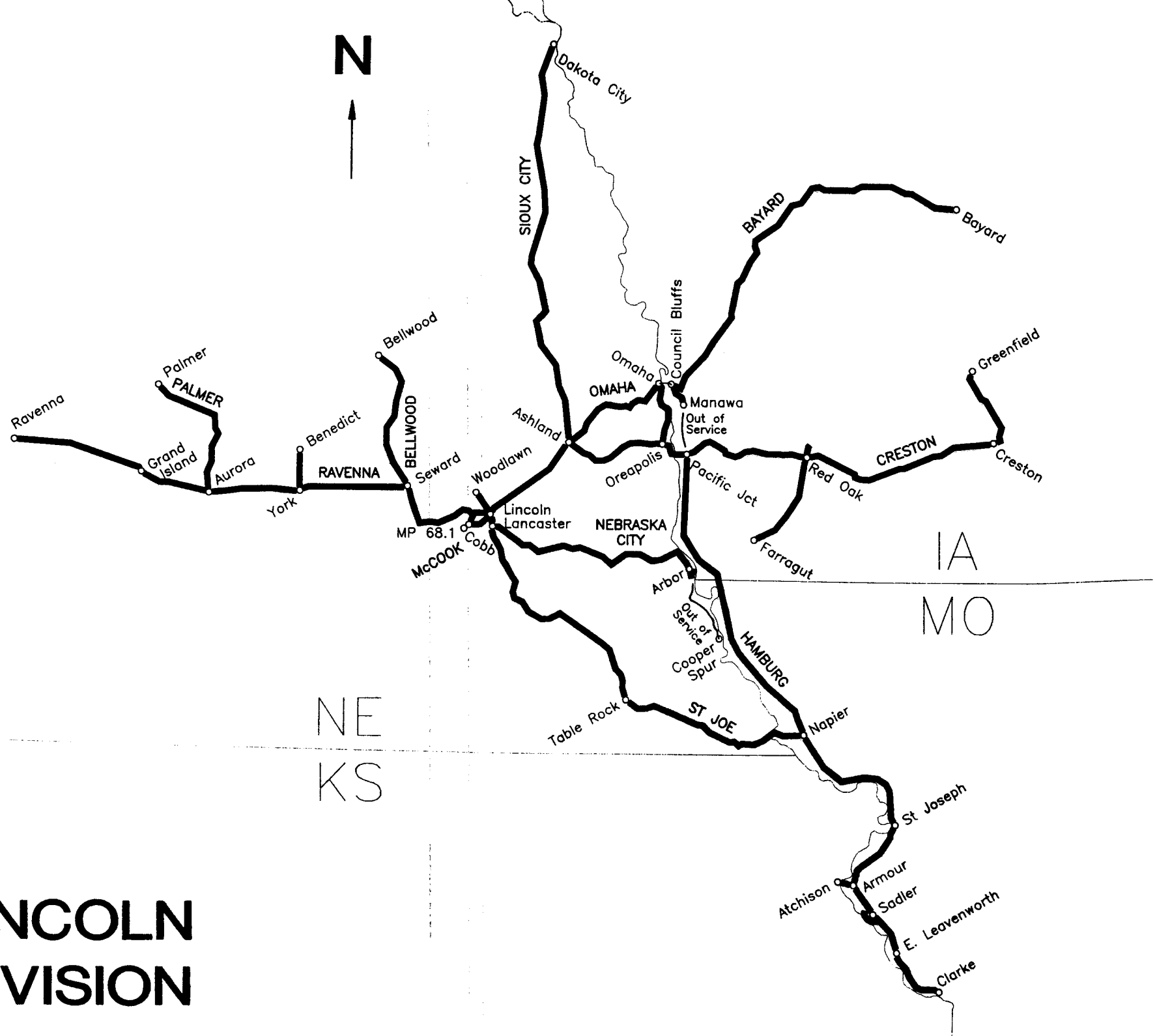
MANAGER OF OPERATING RULES

R.E. Newlun	Lincoln, NE	473-7625
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SAFETY AND HEALTH

D.F. Willsie	Manager	Lincoln, NE	473-7532
V. Schaepler	Rehab Counselor	Lincoln, NE	473-7611

LINCOLN DIVISION



1. TEMPERATURE RESTRICTIONS

When temperature is '0' degrees fahrenheit or colder:

Trains 100 tons per operative brake and over must not exceed 30 mph.
Trains under 100 tons per operative brake must not exceed 45 mph.
NRPC (AMTRAK) Trains and trains consisting entirely of passenger equipment must not exceed 60 mph.

When temperature is '95' degrees fahrenheit or warmer between the hours of 1300 and 1900.

Trains 100 tons per operative brake and over must not exceed 30 mph.
Trains under 100 tons per operative brake must not exceed 45 mph.
NRPC (AMTRAK) trains and trains consisting entirely of passenger equipment must not exceed 60 mph.

2. DETOUR MOVEMENTS

Conductors of trains operating on detour route with double stack, automobile or hi-wide equipment must notify dispatcher prior to departure on detour route who will determine if clearance problems exist.

3. INSTRUCTIONS FOR LOCAL SWITCH CONTROL

When a dual control switch is equipped with **Local Switch Control**, that switch can be operated by an employee at the site without placing it in **hand** position. Operating the controls in the local switch control box will operate the switch or switches the same if operated by the control operator. All switches governed by the same signal, including movable point frogs, will be operated by the push button in the local control box.

When switch is equipped with **Local Switch Control** be governed as follows:

1. Crew member must comply with the first paragraph of Rule 315 before opening door of local switch control box. Control operator must place signals governing movement over the switch in stop position before granting permission to operate switch locally. Opening the door of local switch control box affects the signal system and disables the control operator's ability to change position of switch
2. Be governed by instructions in the release box.
3. Door of local switch box must not be closed before leading end of movement occupies area between signals governing movement over switch. When more than one movement is to be made, door of local control box must remain open until the final movement occupies area between signals governing movement over switch or control is returned to control operator.
4. After door of local switch control box has been closed, control operator must be notified.

NOTE:

Push button will not operate and indicator lights will not light while switches are in hand position.

4. INSTRUCTIONS TO CONDUCTORS

When setting cars out on line, the details of activity for each car must be recorded on a copy of the wheel report and submitted to a clerk or agent at the end of each tour of duty. This information is to include:

- Exact location where cars are spotted or set out.
- Time and date of set out.
- If unable to spot cars at proper location, indicate any condition which prevented car(s) from being properly spotted.
- Specific reason for setting out car.
- If bearing or wheel related, identify specific journal.

This information is necessary to maintain expedient service to our customers and proper records of car movements. Conductors are required to submit a train delay report with their timeslip whenever operating outside the switching limits of their headquarters.

5. CREW CHANGE LOCATIONS

When practicable inbound conductor must personally communicate with the outbound conductor all information regarding hazardous materials and documentation, cars to be set out enroute, speed restricted equipment, equipment which may have inoperative air brakes, or other conditions which may affect the safe and efficient movement of their train. In addition, all trains operating without cabooses or conductor only will receive a roll-by inspection from the inbound crew at their final terminal unless otherwise instructed.

5A. SETTING OUT BAD ORDER EQUIPMENT

Crew members setting out bad order equipment must place equipment in a location accessible to mechanical department vehicles and advise dispatcher of exact location and nature of defect

All double stack equipment is equipped with two different size wheels. Whenever a double stack car is set out account bad order wheel or roller bearing, conductor must include wheel location wheel size, and roller bearing size, on all reports to train dispatcher and mechanical department. For example: Bad order bearing on DTTX 756211, L-11 wheel, 33" wheel, 6" X 11" roller bearing.

To determine location of wheel on double stack equipment, face the B-end of the car and count back numerically, also noting left or right side. Since this equipment has hand brakes on both ends, the words "A-end" and "B" end are stenciled on both sides and both ends of car.

5B. 'DOUBLE EMPTY' UNIT COAL TRAINS

Whenever two empty unit coal trains are doubled together on line or operated out of a terminal the following restrictions will apply:

- 1) All 'Double Empty' Unit Coal Trains must be equipped with an operating telemetry type rear of train device on the last car and a working monitor on the lead locomotive.
- 2) Crew members are restricted from occupying the caboose of 'Double Empty' Unit Coal Trains.
- 3) Rear of train markers or telemetry devices not used to mark the rear of the train must be moved to the locomotive consist and the train dispatcher advised.

5C. HANDLING DIMENSIONAL AND SPECIAL SHIPMENTS (INCLUDING BOEING CARS)

Dimensional shipments with the following code words (Special Instructions, All Subdivisions, Item 7g, pages 6 & 7) in the movement authorization message must be handled in the first ten cars of through freight trains.

Code Words - HOTEL, INDIA, JULIET, KILOGRAM, LIMA, MIKE, NOVEMBER, OSCAR, PAPA, QUEBEC, ROMEO

6. SHUT - DOWN AND RESTART OF LOCOMOTIVES

Locomotives tied up at outlying points which will not be in service for a period of one hour or more must have the diesel engine shut down and locomotive properly secured when ambient temperature is expected to be 40 degrees or above.

In addition to complying with the requirements of Rule 417 of the Air Brake and Train Handling Rules (BN FORM 15338, 10/89, Revised 10/90), locomotive engineers are reminded to open the main battery switch before leaving locomotive. On EMD locomotives the main battery switch must not be opened until after the turbo aux. pump light has gone out. This indicates that the 15 - 35 minute cycle necessary to after cool turbo-charger bearings has expired.

In the event that locomotive fails to re-start the appropriate train dispatcher and Lincoln Diesel Shop must be notified in order to initiate action to correct the situation.

Locomotives must not be shut down when the ambient temperature is expected to be 40 degrees fahrenheit or below.

6A. STROBE LIGHTS ON LOCOMOTIVES

Strobe lights that provide greater visibility at grade crossings are being installed on the front walkway platform on locomotives. The strobe lights operate automatically when the locomotive horn is sounded or when the red mushroom button located near the bell ringer on the control stand is manually depressed. Once activated strobe lights will continue to operate for approximately 30 seconds. At locations where use of the locomotive horn is prohibited the red mushroom button may be used to activate strobe lights.

A speed module has been applied to these locomotives to prevent strobe lights from operating when horn is sounded at speeds below 8 mph. This is to avoid blinding crew members boarding locomotive and switch crews or mechanical personnel working in yards. Strobe lights may be activated at speeds below 8 mph by use of the red mushroom button.

6B. DAILY INSPECTION OF LOCOMOTIVES

Air Brake and Train Handling Rule 123 requires that each locomotive in service must be inspected at least once each calendar day and includes instructions for completing the required written reports.

BN FORM 16450N* (2/90) is to be used in place of BN FORM 15033 when locomotive engineers are making record of daily inspection of locomotives. Instructions for completing BN Form 16450 are contained on the Form booklet covers.

NOTE: If no defects are noted or no repairs are needed, there is no need for an entry in the "repairs" section of the form. Defects noted must be corrected and signed off by the person making repairs as indicated on the form. General statements which do not apply to a defect or inspection of the locomotive on the calendar day indicated must be omitted from the "repairs needed" section of the form.

Locomotive engineers are responsible for insuring that all locomotives due FRA 229.21 Daily Inspection are inspected once each calendar day as required.

7. FUEL TENDER PLACEMENT

Unit coal trains and unit grain trains operating with three or more locomotives must have fuel tender separated from train by at least one locomotive.

Fuel tenders must not be used on 54 car unit grain trains operating with two or less locomotives.

On all other trains, fuel tender may be first car in train or may be ahead of the last locomotive in the consist.

8. ACCURACY OF SPEED INDICATORS

To aid in compliance with Rule 637 of the General Code of Operating Rules, test miles are provided at locations indicated in individual Subdivision Special instructions. Locomotive Engineers are required to verify accuracy of speed indicators at locations other than test miles and on Subdivisions not provided with test miles.

9. DOT EMERGENCY RESPONSE COMMUNICATIONS STANDARD

Federal law requires emergency response information to be carried by transporters of hazardous materials. In addition to present shipping paper requirements the following is in effect:

Each train, yard and engine service employee must have a copy of emergency response guide book (DOT p-5800.5) in their possession while on duty.

Also, any company vehicle used to transport hazardous materials in any quantity, must have an emergency response guide book on board. It is the responsibility of the driver to insure compliance with this requirement.

THE EMERGENCY RESPONSE GUIDEBOOK is intended for use by "first responders" and its availability is required by dot regulations.

10. TAKING DUAL CONTROL SWITCHES OUT OF SERVICE BY MAINTENANCE OF WAY AND SIGNAL DEPARTMENT EMPLOYEES

When necessary to take a dual control switch out of service the following instructions apply:

- Train dispatcher must be notified and switch lined for route to be used.
- After dual control switch is lined for route to be used, switch points must be clamped or spiked.
- Signal maintainer must be notified and power to switch machine disconnected.

11. BURNING CREOSOTE COATED MATERIALS

The burning of creosote treated materials such as ties, crossing plank, bridge stringers, caps, etc. is prohibited in the state of Nebraska.

12. LINCOLN DIVISION RIGHT OF WAY FIRE POLICY

- Every effort must be made to prevent and control right-of-way fires.
- Whenever a right of way fire is observed the appropriate train dispatcher and responding fire district must be notified immediately.
- Every effort must be made to support immediate response to right-of-way fires in order to minimize damage to private and company property.
- Right-of-way fires must be reported on F-27 FORM by Section Foreman or Roadmaster handling incident.
- Trains notified of active right-of-way fire must not exceed restricted speed through the identified fire area.
- Whenever it is determined that a train is the cause of a right-of-way fire, train must be stopped and dispatcher notified. Train should not proceed until malfunction is corrected for released by proper authority.
- Sections and other maintenance-of-way crews should assist fire fighters in controlling and extinguishing right-of-way fires.

13. PERSONAL INJURY REPORTING

In the event an employee sustains a personal injury while on duty or on company property, immediate supervisor of the employee sustaining injury must be notified of injury by the quickest available means of communication before employee is relieved from duty or leaves company property. The supervisor will then determine if a F-27 WIRE REPORT (BN FORM 15016-PINK) and/or a PERSONAL INJURY REPORT (BN FORM 12504) must be completed. If necessary the report(s) must be completed before employee is relieved from duty or before leaving company property. Personal injuries of a minor nature must be reported.

When required, emergency medical attention will take precedence and report forms are to be completed at the first opportunity.

14. USING COMMERCIAL TELEPHONE TO CONTACT LINCOLN DISPATCHERS OFFICE

When necessary to contact Lincoln dispatchers office from a commercial telephone, use toll free numbers as listed below to contact Lincoln crew calling office and caller will transfer call to appropriate dispatcher.

1-800-742-7590- NEBRASKA
1-800-222-5915- IOWA

15. 911 - EMERGENCY CALL IN

Employees may report incidents requiring emergency response through the use of 911 CALL IN on touch pad equipped radios. 911 CALL IN is available on the operating channel specified in the timetable and is for use only in incidents requiring emergency response.

Emergency call activated by the use of 911 CALL IN are routed to the trick dispatcher and the assistant chief dispatcher to insure that emergency situations are handled promptly. Audio alert response to 911 calls is the same as that heard with normal calls.

RADIO INFORMATION

Base Stations	Channel	Hours in Operation
Lincoln Disprs Office	1	Continuous
Wayside Stations		
St Joseph	1	Continuous
	2 Yard Forces	Continuous
Creston	1	Continuous
Red Oak	1	Unmanned
Louisville	1	Unmanned
Ashland	1	Continuous
Lincoln Yard	1	Continuous
	2 Yard Forces	Continuous
	3 Mechanical	Continuous
Carling Tower	1	Continuous
	2 Yard Forces	Continuous
Omaha	1	Continuous
	2 Yard Forces	Continuous
Seward	1	Unmanned
York	1	Unmanned
Aurora	1	Unmanned
Grand Island	1	0800-1700 Mon thru Fri
Ravenna	1	Continuous
Nebraska City	1	Unmanned
Fremont	1	0700-1600 Mon thru Fri
Walthill	1	Unmanned

TRAIN DISPATCHERS PHONE NUMBERS

LINCOLN		
Company	Position	Commercial
473-7684	Chief Dispatcher	402-473-7684
473-7546	Asst Chief Dispatcher	402-473-7546
473-7629	St Joseph Line Dispatcher	402-473-7629
Territory Dispatched: St. Joseph Sub		
Napier Sub		
Wymore Sub Table Rock to Wymore		
473-7676	Ravenna Line Dispatcher	402-473-7676
Territory Dispatched: Ravenna Sub - Cushman to Ravenna		
Bellwood Sub		
Giltner Sub		
Palmer Sub		
473-7527	Omaha Line Dispatcher	402-473-7527
Territory Dispatched: Creston Sub - Creston to Lincoln		
Omaha Sub		
Bayard Sub		
473-7528	Hastings Line Dispatcher	402-473-7528
Territory Dispatched: McCook Sub - Lincoln to Hastings		
Neb City Sub		
Sioux City Sub		
Wymore Sub- Wymore to Red Cloud		
Beatrice Sub		
Shickley Sub		
Hebron Sub		
Lester Sub		

Below are the programmed channels for Trackstar III

Home Channel	AAR Channel	Frequency MHz	Railroad
1	66	161.100	BN Road
2	70	161.160	BN Road/Yard
3	10	161.260	Kansas City So. 1
4	16	T-160.350 R-160.260	Kansas City So. 2
5	16	160.410	Missouri Pac. (UP)
6	20	160.740	Union Pacific 1
7	24	160.515	Union Pacific 2
8	42	160.650	Santa Fe Railroad
9	27	160.590	MKT Railroad
10	44	160.770	SOO (Milw.)
11	84	161.370	SOO
12	52	160.890	CNW
13	62	161.415	CN
14	37	160.920	D&RGW Road
15	36	161.490	D&RGW Yard
16	96	161.550	SP & UP

OPERATOR (TRAIN LOCATION LINE UP)

Company	Position	Commercial
473-7692	NI Operator	402-473-7692
284-2243	McCook Relay	308-345-6901

LINE SEGMENT NUMBERS YARD LINE SEGMENTS

Line Segment	Yard
466	Lincoln Hump
838	Creston
839	Red Oak
841	St Joseph
843	Leavenworth
870	Omaha-Gibson
871	South Omaha
872	Pacific Junction
873	Havelock
874	Havelock Shop
875	Lincoln
877	Council Bluffs
878	Fremont
879	Grand Island
880	Nebraska City
881	York
882	Crete

MOBILE PHONE RADIOS

Location Base Station and Channel	Access Digits	Disconnect Digits	Network
Kansas City - Green	*1	#1	234-9287
Troy - Red	*1	#1	473-7823
Tecumseh - Green	*1	#1	473-7822
Abbott - Green	*2	#2	473-7879
Lincoln-Red	*1	#2	473-7820
Ashland-White	*1	#1	473-7885
Glenwood - Blue	*1	#1	473-7821
Griswold -Green	*1	#1	473-7883
Creston -Red	*1	#1	473-7884
Winslow - Green	*1	#1	473-7824
Walthill - Red	*1	#1	473-7825

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
79	Iatan Electric Generating Station	0.0 to 7.0
80	Armour-Atchison	0.0 to 3.6
92	Red Oak to Griswold	0.10 to 3.05
93	Red Oak-Farragut	0.4 to 25.6
95	Creston-Greenfield	0.4 to 21.5
136	BN Jct. -Council Bluffs	493.4 to 486.8
148	York-Benedict	133.2 to 144.4
163	Cushman-Cobb	3.9 to 7.8
164	Pappio-Gilmore Jct.	3.9 to 5.0

NOTES

WESTWARD ↓	Length of Siding in Feet	Station No.	Line Segment	Mile Post Location	Ravenna Subdiv MAIN LINE STATIONS			Distance from Hobson	EASTWARD ↑
					Trk	Rule 6	Oper		
				1.9				0.0	
		30004		4.4				2.5	
				6.0	2MT			4.1	
		30008		6.1				4.2	
		30014		14.6				12.7	
		30020		20.3				18.4	
		30029		27.8	2MT			25.9	
		30035		36.6				34.2	
		30041		44.7	2MT			42.8	
	8,292	30047	4	48.6				46.7	
		30055		55.9	2MT			54.0	
		30063		64.2				62.3	
	7,160	30070		71.3				69.4	
		30076		78.5				76.6	
		30082		83.3	2MT			82.7	
		30088		88.9				87.0	
	7,648	30095		96.3				94.4	
		30104		99.2				97.3	
		30110		104.5	2MT			102.6	
	10,639	30118		111.8				109.9	
		30126		125.1	2MT			123.2	
				127.7				125.8	

BN Radio Channel No. 1 (AAR 66) in service on this Subdivision.
BN Radio Channel No. 2 (AAR 70) in service at Lincoln Terminal.
Train Dispatcher Calls—Seward—05, York—01, Aurora—02, Grand Island—03, Ravenna—04.

1. Maximum Speed Permitted

	Freight
Loaded Coal Trains	50 MPH.
Freight Trains over 100 Tons/OB	50 MPH.
Empty Coal Trains	60 MPH.
MP 19.3 to MP 20.3	45 MPH.
MP 42.1 to MP 42.7	50 MPH.
MP 53.6 to MP 56.2	45 MPH.
MP 77.1 to MP 78.1	45 MPH.
MP 95.7 to MP 98.0 incl. UP Crossing	30 MPH.
MP 127.2 to MP 127.9	20 MPH.
Hobson Yard—West B-2 track, West B-3 track and on running track between MP 2.5 (Summit of Hump) and Cushman	20 MPH.
Turnout Hobson yard-west end of west B-2 and west B-3	20 MPH.
York to Benedict (MP 143.5)	25 MPH.
MP 135.0 to MP 136.5	10 MPH.
Bradshaw — All movements over Scale on Elevator Tracks	5 MPH.
Through turnouts of begin and end two main tracks and crossovers equipped with dual control switches	25 MPH.
Through turnouts of controlled sidings	20 MPH.
Through turnouts equipped with two switch machines (moveable point frogs) at the following locations —	
MP 14.5 (end two main tracks) — Pleasant Dale	35 MPH.
MP 20.3 (begin two main tracks) — Milford	35 MPH.
MP 27.8 (end two main tracks) — Seward	50 MPH.
MP 36.7 (begin two main tracks) — Tamora	35 MPH.

MP 66.6 (end two main tracks) — Bradshaw	35 MPH.
MP 78.5 (begin two main tracks) — Aurora	25 MPH.
MP 88.9 (end two main tracks) — Phillips	35 MPH.
MP 118.7 (begin two main tracks) — St. Michael	50 MPH.

2. Bridge and Equipment Weight Restrictions

Cars heavier than 286,000 lbs. (143 tons) not permitted.

Waco—Locomotives must not operate over scale on elevator track. Speed limit on elevator track is 3 MPH.

York to Benedict—Cars heavier than 286,000 lbs. (143 tons) not permitted between MP 135.38 and Benedict.

Cars heavier than 268,000 lbs. (134 tons) over bridge 138.28 ...10 MPH. Item 5d not permitted between MP 135.38 and York.

Six axle locomotives exceeding 350,000 pounds (175 tons) must not operate on the following tracks:

Grand Island— Oil track.

3. Type of Operation

Rule 93 — Yard Limits — None

CTC - MP 4.4 to MP 128.2

Multiple Main Track—

- MP 4.4—MP 6.0
- MP 6.1—MP 14.5
- MP 19.6—MP 27.7
- MP 36.7—MP 44.7
- MP 55.8—MP 66.5
- MP 78.5—MP 88.9
- MP 99.2—MP 104.5
- MP 118.7—MP 128.4

Interlocking Instructions

Lincoln—interlocking limits begin/end at MP 4.3 (Cushman). Interlocking is controlled by Carling tower. Rule 105 applies within limits of the interlocking.

Rule 105— Industrial Track between York and Benedict.

Rule 350 (B)—Main track switches not equipped with electric locks:

- MP 8.2 Emerald (Main 2)—Contractor switch
- MP 13.5 Pleasant Dale (Main 1)—Elevator track
- MP 19.7 Milford (Main 2)—Mill track
- MP 35.9 Tamora—Stub track
- MP 42.0 Utica (Main 1)—East elevator
- MP 42.5 Utica (Main 1)—West elevator
- MP 54.8 York—Sta-Tex
- MP 62.1 York (Main 1)—York Manufacturing
- MP 80.7 Curry (Main 1)—East switch
- MP 81.1 Curry (Main 1)—West switch
- MP 88.6 Phillips—East elevator
- MP 95.5 Grand Island—Power Plant
- MP 104.5 Abbott—East switch
- MP 104.9 Abbott—West switch
- MP 111.0 Cario—Propane tank
- MP 111.2 Cario—East elevator track
- MP 111.5 Cario—West elevator track
- MP 127.3 Ravenna—East stock track
- MP 127.7 Ravenna—Cargill west switch

4. General Code of Operating Rules Items

Rule 99— When flagging is required, distance will be 2.0 miles.

Rule 105—In effect within the limits of the interlocking at Lincoln.

5. Trackside Failed Equipment Detectors (FED)

A. Protecting Bridges, tunnels or other structures: NONE

B. Other FED Locations:

- MP 17.5— Milford
- MP 52.7— Waco
- MP 74.0— Hampton
- MP 107.3— Cairo

Trackside Failed Equipment Detector— MP 17.5—Westward trains, when required to stop, must insure caboose is west of undercrossing at MP 18.7 account no sidewalks. Eastward trains, when required to stop, must insure caboose is east of undercrossing at MP 16.04 account no sidewalks. Movements from point where trains stop to clear undercrossings must not exceed 10 MPH.

6. FRA Excepted Track - NONE

7. Special Conditions

Test Mile Locations —

MP 82 — MP 83
MP 106 — MP 107

Crossovers— At other than stations:

MP 11.0 two
MP 24.4 two
MP 40.0 two
MP 60.3 two

Turnouts Equipped with Two Switch Machines -

Turnouts at the following locations are equipped with two switch machines (moveable point frog). Instructions for hand operation are contained in System Special Instructions.

MP 14.5 — (End Two Main Tracks) — Pleasant Dale
MP 20.3 — (Begin Two Main Tracks) — Milford
MP 27.8 — (End Two Main Tracks) — Seward
MP 36.7 — (Begin Two Main Tracks) — Tamora
MP 66.6 — (End Two Main Tracks) — Bradshaw
MP 78.5 — (Begin Two Main Tracks) — Aurora
MP 88.9 — (End Two Main Tracks) — Phillips

Turnout at the following location is equipped with two switch machines (moveable point frog). The switch machine which operates the switch points is crank operated. instructions for hand operation are contained in the System Special Instructions.

MP 118.8 — (Begin Two Main Tracks) — St. Michael
Turnouts at the following location is equipped with Local Switch Control. Instructions for operation are contained in the System Special Instructions Item .

MP 118.8 - (Begin Two Main Tracks) - St. Micheal

Crossing Protection—

York— Trains must not occupy Highway 34 crossing at MP 136.1 between York and Benedict until crossing lights warning automobile traffic have been operating for at least 20 seconds or until movement over crossing is protected by a crew member.

Co Plant— Trains must not occupy Highway 2 crossing until crossing lights warning automobile traffic have been operating for at least 20 seconds or until movement over crossing is protected by a crew member.

8. Locations not Shown As Stations

Name	Miles—Location	Capacity Cars	Switch Opens
83209 Benedict	9.5 from York	54	East
Cory	6.2 west of York	10	West
30080 Curry	3.7 west of Aurora	28	Both
30061 IAMS	5.3 west of Aurora	36	Both
30092 Traill	4.7 west of Phillips	17	Both
30103 CoPlant	7.2 west of Grand island	127	Both

WESTWARD	Length of Siding In Feet	Station No.	Line Segment	Mile Post Location	Trk	Palmer Subdiv BRANCH LINE STATIONS		Distance from Aurora	EASTWARD
						Rule 6	Oper		
		30076		0.6		AURORA	JTY	0.0	
		83510		11.0		11.3 MARQUETTE	Y	TWC 11.3	
		83519	149	19.3		8.4 CENTRAL CITY	IY	19.7	
		83527		28.0		8.6 ARCHER	Y	28.3	
		83535		35.6		7.6 PALMER	Y	35.9	

**BN Radio Channel No. 1 (AAR 66) in service on this Subdivision.
Train Dispatcher Calls—Hastings—28, Aurora —02.**

1. Maximum Speeds Permitted **Freight**

Aurora to Palmer 25 MPH.
Trains using east and west legs of wye Aurora 10 MPH.
Aurora — six axle and other derricks 20 MPH.
MP 16.93 — Platte River Bridge 15 MPH.
MP 19.6—UP interlocking Central City, locomotive or leading car between approach and absolute signal, and between absolute signals 10 MPH.
MP 19.0 to MP 19.8 10 MPH.

2. Bridge and Equipment Weight Restrictions

Item 5d not permitted.
Aurora to Palmer— Six axle derricks not permitted.

3. Type of Operation

Rule 93—Yard Limits
Aurora MP 2.0
Marquette MP 9.5 to MP 11.5
Continuous Yard Limits Central City (MP 18.8 to Palmer (MP 35.7—end of track).

TWC Limits—
MP 2.0 to MP 18.8.

4. General Code of Operating Rules Items

Rule 99— When flagging is required, distance will be 1.5 miles.

5. Trackside Failed Equipment Detectors (FED)

A. Protecting Bridge, tunnel or other structures: NONE
B. Other FED Locations: NONE

6. FRA Excepted Track: NONE

7. Special Conditions

Aurora— Normal position for South Wye Switch is lined and locked for West Leg of Wye.

Central City— UP Crossing—Train and engine movements must stop at absolute signal and be governed by instructions posted at crossing.

Palmer— End of track is at MP 35.7.

Crossing Protection—

Archer— Trains must not occupy Carrol Street crossing — (MP 27.92) until warning lights are seen to be operating or movement over crossing is protected by a crew member.

8. Locations Not Shown as Stations— NONE

Length of Sliding In Feet	Station Nos.	Line Segment	Mile Post Location	Bellwood Subdiv BRANCH LINE STATIONS			Distance from Seward
				Trk	Rule 6	Oper	
	30029	165	25.5		SEWARD	JY	0.0
	83032		31.9		STAPLEHURST		6.5
	83039	147	38.8		ULYSSES		13.4
	83047		46.8		GARRISON	Y	21.4
	83053		52.5		DAVID CITY	U	27.1
	83061		61.3		BELLWOOD	Y	35.8

BN Radio Channel No. 1 (AAR 66) in service on this Subdivision.

Train Dispatcher Calls—Seward—05

1. Maximum Speeds Permitted **Freight**

- Seward to Bellwood 25 MPH.
- Connecting Track from Ravenna Subdivision to MP 26.60 ... 10 MPH.
- MP 25.99 (Highway 34), Seward (Head end restriction) 5 MPH.
- MP 38.72 (Main Street), Ulysses (Head end restriction) 5 MPH.
- MP 52.7—UP Crossing 25 MPH.
- MP 56.7 to MP 58.7 10 MPH.

Item 1A, System Special Instructions, applies.

2. Bridge and Equipment Weight Restrictions

Item 5d not permitted.

Maximum speed permitted when handling 11 or more loaded cars is 10 MPH.

3. Type of Operation

Rule 93—Yard Limits

- Seward MP 26.9
- Garrison MP 45.0 to MP 48.0
- Bellwood MP 60.0 to MP 61.9 (End of Track)

TWC Limits— MP 26.9 to MP 60.0.

Rule 105—Industrial Track—NONE

4. General Code of Operating Rules Items

Rule 10(D) – Authorized on this subdivision.

Rule 99— When flagging is required, distance will be 1.5 miles.

5. Trackside Failed Equipment Detectors (FED)

A. Protecting Bridge, tunnel or other structures: NONE

B. Other FED Locations: NONE

6. FRA Excepted Track: NONE

7. Special Conditions

Between David City and Bellwood—Through movements must not exceed 28 loaded cars.

Dynamic Brake must be used between MP 56 and MP 59.

Bellwood—End of track is at MP 61.9

8. Locations Not Shown as Stations— NONE

LINCOLN DIVISION

WESTWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	St. Joseph Subdiv MAIN LINE STATIONS		Distance from Kansas City	EASTWARD		
					Trk	Rule 6 Oper				
		25300	1001	2.7	KANSAS CITY		0.0			
					4.2	(Murray Yard) BIJKT				
		28007			4.2	BLOCK 4 IX		1.5		
					7.9	2MT CLARKE		5.2		
	9,975	28016			16.5	8.6 WALDRON		13.8		
	17,975	28024			23.9	7.4 EAST LEAVENWORTH		21.2		
		28031			30.9	7.0 WESTON		28.2		
	9,978	28035			34.8	3.9 SADLER		32.1		
	17,550	28043			43.4	8.6 ARMOUR		40.4		
					46.3	2.9 DAVIES To Atchison 4.6		43.3		
	9,837	28051			50.6	4.3 HALLS		47.6		
					56.7	6.1 FRENCH		53.1		
		28060		16	60.4	3.7 ST JOSEPH BKT(2)		56.8		
							To MP 198.0 (East of Saxton)			
		28067				66.9	6.1 2MT WATER WORKS		62.9	
	10,145	28076				77.0	9.0 NODAWAY	CTC	71.9	
	9,885	28085			85.0	8.9 STARKS		79.8		
		28091			91.5	5.6 FOREST CITY		85.4		
					97.4	5.8				
		28097			0.0	2MT NAPIER JX		91.2		
		28107			9.4	9.4 RULO		100.6		
	7,505	28112	19		14.6	5.2 PRESTON		105.2		
	7,118	28116			19.5	4.9 FALLS CITY A		110.1		
	10,210	28126			30.5	11.0 NEW SALEM		121.1		
	7,820	28137			40.2	9.7 HUMBOLDT		130.8		
					48.2	8.0				
	10,868	28145			0.0	8.4 TABLE ROCK J		138.8		
	7,100	28154			8.4	6.9 ELK CREEK		147.2		
	7,010	28161			15.4	3.1 TECUMSEH		154.1		
	7,290	28165			18.5	8.7 BEAR		157.2		
	6,585	28172		20	27.2	2.8 STERLING		165.9		
	7,150	28176			30.0	12.1 GAGE		168.7		
		28186			42.0	2MT FIRTH		180.8		
	7,650	28198			54.8	12.8 SALTILLO		193.6		
		28204			60.4	5.7 LANCASTER J		199.3		
					62.6	2.2 WYE SWITCH I		201.5		
			4		63.3	0.7 CARLING BIJKT		202.2		
						1.5	(Lincoln)			

BN Radio Channel No. 1 (AAR 66) in service on this Subdivision.
 BN Radio Channel No. 2 (AAR 70) in service at Kansas City, St. Joseph, and Lincoln.

911 - EMERGENCY CALL IN in service on this Subdivision

Train Dispatcher Calls - Kansas City-75 -E. Leavenworth-19,
 St. Joseph-18, Forest City-17, Falls City-04, Table Rock-01,
 Tecumseh-02, Firth-10.

Clark to Kansas City is part of and under the jurisdiction of the
 Kansas City Division on the Southern Corridor.

Kansas City General Code of Operating Rules and BN Souther Corridor will govern except as modified in the Greater Kansas City Operating Rules and Special Instructions.

1. Maximum Speed Permitted

Freight

Kansas City to Napier

Loaded Coal Trains	50 MPH.
Freight Trains over 100 Tons per O/B	50 MPH.
Empty Coal Trains	60 MPH.
Turnouts of controlled Sidings	20 MPH.
MP 2.7MP 2.7 to Block 4	10 MPH.
Block 4 to Clarke (MP 7.9)	45 MPH.
MP 7.9 - Clarke - through turnout	45 MPH.
MP 9.6 to MP 9.7 (Head End Restriction)	40 MPH.
MP 56.7 - French - through turnout	30 MPH.
MP 56.7 to MP 58.9	30 MPH.
MP 58.9 to MP 60.0 - Main 1	30 MPH.
MP 58.9 to MP 60.0 - Main 2	20 MPH.
MP 60.0 to MP 64.0	20 MPH.
MP 61.1 through crossover	20 MPH.
MP 64.0 to MP 67.1	30 MPH.
MP 67.1 - Waterworks - through turnout	30 MPH.

Davies to Atchison

St. Joseph to MP 198.0 - East of Saxton	
MP 205.9 to MP 204.6	10 MPH.
MP 204.6 to MP 202.3	20 MPH.
MP 202.3 to MP 198.0	10 MPH.

Napier-Permanent speed signs not displayed for the following:

MP 95.4-2MT- through turnout	30 MPH.
MP 95.4 to MP 1.7 - Main 1	30 MPH.
MP 97.4 to MP 0.5 - Main 2	30 MPH.
MP 0.5 to MP 1.7 -Main 2	45 MPH.
MP 97.4 through crossovers	30 MPH.
MP 1.7-2MT- through turnout	30 MPH.
Through turnout to Napier Subdivision	20 MPH.

Napier to Carling

Loaded Coal Trains	45 MPH.
Freight Trains over 100 Tons per O/B	45 MPH.
Empty Coal Trains	50 MPH.
Turnouts of controlled Sidings	20 MPH.

Napier to Table Rock

MP 1.7 to MP 8.6	45 MPH.
MP 8.6 to MP 10.3	40 MPH.
MP 10.3 to MP 17.1	45 MPH.
MP 17.1 to MP 19.8 incl. U.P. Crossing	35 MPH.
MP 30.0 to MP 39.8	45 MPH.

Table Rock to Carling

MP 0.0 to MP 0.5	35 MPH.
MP 9.0 to MP 9.8	30 MPH.
MP 9.8 to MP 14.8	45 MPH.
MP 14.8 to MP 16.1	35 MPH.
MP 16.1 to MP 41.9	45 MPH.
MP 41.9 to MP 45.0	35 MPH.
MP 45.0 to MP 59.2	45 MPH.
MP 59.2 to MP 62.6 incl. U.P. Crossing	20 MPH.
MP 60.35-turnout to Neb City Subdivn.	12 MPH.
MP 62.6 to MP 62.8 through South leg of Wye	10 MPH.
Firth-Turnouts- Two Main tracks	35 MPH.
Sidings - Tecumseh and Sterling	10 MPH.

2. Bridge, and Equipment Weight Restrictions

Cars heavier than 286,000 lbs. (143 tons) not permitted.

Davies to Atchison-
 Six axle derricks not permitted.

Cars heavier than 263,000 lbs. (131.5 tons) not permitted.

Falls City-

James track - Six axle locomotives exceeding 350,000 lbs. (175 tons) not permitted.

3. Type of Operation

Rule 93 - Yard Limits: None

CTC-MP 2.7 to MP 62.6

TWC—in effect between Davies and Atchison.

Multiple Main Track -

Between Kansas City and Napier
 Block 4 (MP4.0) to Clarke (MP 7.9)
 MP 56.5 to MP 67.1
 MP 95.3 to MP 1.8

Between Table Rock and Carling
 MP 40.4 to MP 43.3

Interlocking Instructions—

Lincoln—Manual interlocking limits begin/end at MP 62.6 at Triple Mass Signal on south leg of wye. Interlocking controlled by Carling Tower. Rule 105 in effect within interlocking limits.

Manual Interlocking not indicated at station:
 Between Lancaster and Wye Switch - Union Pacific MP 61.4

Rule 105—

Lincoln —In effect within interlocking limits.
 Kansas City— In effect on all tracks within the following limits:
 30th street (MP2.2) to Block 224 (MP 224.0) to Block 4 (MP 4.0)
 St. Joseph to MP 198.0 (East of Saxton).
 Davies to Atchison

4. General Code of Operating Rules Items

Rule 99— When flagging is required, distance will be 2.0 miles.

Rule 350(B)—Main track switches **not** equipped with electric locks:

- MP 7.10 (Main 1) Riverside—Sutherlands
- MP 7.60 (Main 2) Riverside—Inter Con
- MP 46.10 Rushville
- MP 59.00 (Main 2) St. Joseph
- MP 60.10 (Main 2) St. Joseph— to Yard tracks
- MP 60.10 (Main 1) St. Joseph—to Brookfield
- MP 66.90 (Main 2) Waterworks
- MP 91.60 Forest City
- MP 92.10 Forest City
- MP 3.07 Fortesque—East switch
- MP 3.40 Fortesque—West switch
- MP 9.26 Rulo—East elevator
- MP 14.56 Preston
- MP 39.85 Humboldt—East elevator
- MP 40.20 Humboldt—West elevator
- MP 47.75 Table Rock—East leg of wye
- MP 8.10 Elk Creek—East elevator
- MP 8.42 Elk Creek—West elevator
- MP 21.90 St. Mary—East elevator
- MP 22.05 St. Mary—West elevator
- MP 27.24 Sterling—East elevator
- MP 27.62 Sterling—West elevator
- MP 34.26 Adams—East pass
- MP 34.32 Adams—Elevator
- MP 34.70 Adams—West Pass
- MP 41.63 Firth (Main 1) —East elevator
- MP 41.97 Firth (Main 1) —West elevator
- MP 51.50 Roca—East switch
- MP 51.90 Roca—West switch
- MP 60.06 Lancaster—Coal Track
- MP 60.43 Lancaster— East Equity elevator
- MP 61.02 Lancaster—West Equity elevator

5. Trackside Failed Equipment Detectors (FED)

A. Protecting Bridge, tunnel or other structures:

- MP 5.7—Fortescue—Westward movement over Bridge 8.93
- MP 13.0—Preston—Eastward movement over Bridge 8.93

B. Other FED Locations:

- MP 30.8 Weston
- MP 54.9 French
- MP 88.9 Forest City
- MP 5.7 Fortescue
- MP 37.8 Humboldt
- MP 16.8 Tecumseh
- MP 38.1 Firth

Preston Nebraska— Dragging equipment detector at MP 13.0 detects dragging equipment in both directions. However, intended purpose is to protect Missouri River bridge at MP 8.93.

Fortescue, Missouri— Track side warning detector at MP 5.7; Westward movement protects Missouri River bridge at MP 8.93, Eastward movement operates as track side warning detector.

6. **FRA Excepted Track**—None

7. **Special Conditions**

Test Mile Locations —

Between Kansas City and Napier —
 MP 12—MP 13
 MP 50—MP 51
 MP 73—MP 74

Between Table Rock and Carling —
 MP 34—MP 35
 MP 53—MP 54

Kansas City (Murray Yard)— Rule 104(R), Switch Point indicator, is modified as follows:

Aspect	Indication
Yellow	Switch points fit properly for normal movement
Red	Switch points fit properly for reverse movement
Dark	Stop and inspect switch points

Ustick Tower control operator controls the signals at Murray Yard—Highline track, AS&B Bridge and Hannibal (Missouri River) Bridge.

All inbound/outbound train and yard transfers must use automatic air brakes when stopping to avoid excessive intrain forces.

Main 2 between MP 4.2 to MP 6.2 is designated as the Hump Lead.

Davies to Atchison—Train and engine movements over Missouri River bridge located 4.6 miles from Davies must not exceed 10 MPH and are governed by U.P.R.R. instructions posted at each end of the bridge.

Falls City— Westward movements greater than 7500 feet (Total Train Length) meeting eastward movements at Falls City must stop short of Overlap Sign located approximately 1450 feet east of westward absolute signal. When authorized to proceed, westward movement must occupy track section immediately west of overlap sign to obtain signal indication at UP Interlocking.

Table Rock— Signal is in service at Junction switch to Wymore Subdivision. Hand throw switch is not equipped with electric lock and trains or engines may clear Main track at this location. Before entering Main track permission must be obtained from Control Operator, switch operated by hand and movement made by signal indication. If signal fails to display a proceed indication Rule 312 (1) will apply.

Sterling— Signal is in service at west end of siding. Hand throw switch is not equipped with electric locks and trains or engines may clear Main track at this location. Before entering main track, permission must be obtained from control operator, switch operated by hand, and movement made by signal indication. If signal fails to display a proceed indication Rule 312(1) will apply.

Firth— Close clearance between Main 1 and elevator track.

Between Saltillo and Lancaster at MP 58.20— During daylight hours do not block hiking trail over main track. Westbound trains being held at this location not exceeding 6,600 ft. must stop short of MP 58.20. Westbound trains exceeding 6,600 feet must stop short of signal at MP 56.30.

Crossing Protection—

Tecumseh— Trains operating on other than main track and siding must protect movement over 1st MP 15.5 and 5th Street.

8. Locations not Shown as Stations

Name	Miles-Location	Capacity Cars	Switch Opens
28009 Parkville	1.7 west of Clarke	10	East
76706 Atchison	4.6 from Davies	Yard	
28046 Rushville	2.7 west of Armour	10	East
28082 Forbes	6.2 west of Nodaway	16	East
28100 Fortescue	3.3 west of Napier	10	Both
28107 Rulo	5.2 east of Preston	10	East
28123 Salem	6.4 west of Falls City	15	East
28130 Dawson	2.8 west of New Salem	15	Both
28167 St. Mary	6.6 west of Tecumseh	14	Both
28179 Adams	4.7 west of Gage	15	Both
28183 Hickman	5.6 East of Saltillo	20	East
28195 Roca	1.4 East of Saltillo	25	Both

Length of Siding in Feet	Station No.	Line Segment	Mile Post Location	Neb City Subdiv			Distance from Arbor	
				Trk	Rule 6	Oper		
	80604	142	4.2	ARBOR	TY		0.0	
			0.7	3.5				
	80506	141	5.7	NEBRASKA CITY	AY		6.0	
	80516		16.0	10.3	DUNBAR			16.3
	80527		27.3	11.3	SYRACUSE			27.6
	80539		39.1	11.8	PALMYRA		TWC	39.4
	80546		45.7	6.7	BENNET			46.1
	80552		52.3	6.7	CHENEYS			52.8
			59.9	7.5				
	28204			59.9	LANCASTER	JY		60.3

BN Radio Channel No. 1 (AAR 66) in service on this Subdivision.

BN Radio Channel No. 2 (AAR 70) in service for communication with tower operator at OPPD Power Plant.

Train Dispatcher Calls – Bennet–06, Dunbar–07, Nebr. City–08.

- Maximum Speeds Permitted Freight
 - Arbor to Nebraska City
 - MP 1.0 to MP 0.7 10 MPH.
 - Nebraska City to Lancaster 30 MPH.
 - MP 4.9 to MP 6.8 10 MPH.
 - MP 20.3 to MP 22.7 10 MPH.
 - MP 60.35–turnout to St. Joseph Subdivision 12 MPH.

2. Bridge and Equipment Weight Restrictions

Item 5d not permitted.

Six axle locomotives are not permitted on the following tracks.

Nebraska City – All tracks except main track and yard tracks 1, 2, and 4.

Locomotive consists are limited to a single 4 axle locomotive on the following tracks.

Nebraska City – Morton House, Bartlett Lead, and City Track.

3. Type of Operation

Rule 93 – Yard Limits

Lancaster – MP 56.0

Nebraska City (MP 7.2) to end of track Arbor (MP 6.1)

TWC Limits– MP 7.2 to MP 56 (Nebraska City – Lancaster).

Rule 105-Industrial Track– NONE.

Interlocking Instructions- Nebraska City– Automatic Interlocking over Union Pacific Crossing Round House Lead.

4. General Code of Operating Rules Items–

Rule 99– When flagging is required, distance will be 1.5 miles.

5. Trackside Failed Equipment Detectors (FED)

A. Protecting Bridge, tunnel or other structures: NONE

B. Other FED Locations: NONE

6. FRA Excepted Track: NONE

7. Special Conditions

Nebraska City–

Normal position for switches on west end No. 2, No. 3 and No. 4 tracks is lined and locked for lead. Derail installed on West end of lead.

Normal position for switch on east end No. 1 track is lined and locked for DeBruce lead.

Arbor— On Loop track at OPPD Plant, trains must not exceed:

- 3 MPH over weigh-in-motion scale.
- 5 MPH over unloading trestle. If a slower speed is required, trains will be governed by instructions received from the unloading tower operator via radio.

Trains must contact OPPD Plant personnel and be governed by their instructions before entering Plant at Arbor wye switch.

Normal position of the main track switch, MP 4.2, is to be lined and locked for entrance to OPPD Plant.

Locomotives are not permitted to operate over scale installed at Fly Ash loading silo.

8. Locations not Shown as Stations

Name	Miles-Location	Capacity Cars	Switch Opens
80511 Elberon	5.1 west of Nebraska City	10	East
80532 Unadilla	5.1 west of Syracuse	18	Both
80557 Collegeview	4.8 west of Cheneys	38	Both

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Napier Subdiv MAIN LINE STATIONS		Distance from Napier
					Rule 6	Oper	
	28097	16	97.4		NAPIER	JY	0.0
6,258	27312		109.3		CRAIG		11.9
6,157	27318		115.0		CORNING		17.6
6,160	27337		133.8		WATSON		36.4
4,365	27345		142.0		HAMBURG	T	44.6
6,160	27352		149.3		PAYNE		51.9
	27358		155.6		PERCIVAL		58.2
8,827	27364		160.6		McPAUL		63.2
	20436		173.9		PACIFIC JCT	JTY	76.5

BN Radio Channel No. 1 (AAR 66) in service on this Subdivision.
Train Dispatcher Calls—Hamburg—13, Corning—14, Pacific Jct.—03.

- 1. Maximum Speeds Permitted**

	Freight
Napier to Pacific Junction	40 MPH.
MP 133.0 to MP 138.0	30 MPH.
Loaded coal trains	30 MPH.
Trains over 100 tons/OB	30 MPH.
Pacific Junction West leg of wye	10 MPH.
All sidings	10 MPH.

- 2. Bridge and Equipment Weight Restrictions**
 Six axle locomotives exceeding 330,000 lbs. (165 tons) not permitted on the following track:
 Hamburg—Old Branch Main Track east of Libby Street.

- 3. Type of Operation**
Rule 93—Yard Limits
 Napier — MP 99.3
 Pacific Junction — MP 171.0

TWC Limits— MP 99.3 to MP 171.0

Rule 105—Industrial Track—NONE

- 4. General Code of Operating Rules Items**
Rule 99 — When flagging is required, distance will be 1.5 miles.

- 5. Trackside Failed Equipment Detectors (FED)**
A. Protecting Bridge, tunnel or other structures: NONE
B. Other FED Locations: NONE

- 6. FRA Excepted Track: NONE**

- 7. Special Conditions**
Test Mile Locations—
 MP 106 — MP 107
 MP 166 — MP 167

Pacific Jct— Normal position of south wye track switch is for west leg of wye.

8. Locations Not shown as Stations

Name	Miles-Location	Capacity Cars	Switch Opens
27304 Bigelow	4.5 west of Napier	15	Both
27322 Nishnabotna	4.4 west of Corning	10	East
27328 Langdon	10.0 west of Corning	10	West
27331 Phelps	13.3 west of Corning	10	Both
27368 Bartlett	4.5 west of McPaul	10	East

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Creston Subdiv MAIN LINE STATIONS		Distance from Creston
					Rule 6	Oper	
	20355	1	392.9	2MT	CRESTON	ABS	0.0
	20368		406.7		To Greenfield 21.5 BKTXY	TWC	13.9
	20375		413.7	2MT	PRESCOTT		20.8
	20384		422.7		CORNING		29.8
	20388		427.4	2MT	NODAWAY		34.6
	20403		442.4	2MT	VILLISCA		49.6
	20409		447.5		RED OAK	T	55.3
	20413		451.6		To Farragut 25.6		58.8
	20418		456.9	2MT	McPHERSON		64.1
	20427		467.9		EMERSON		73.5
	20432	471.4	2MT	HASTINGS		78.6	
	20436	475.1		BALFOUR	X	82.2	
	20441	0.0		GLENWOOD		87.2	
	20445	8.9	2MT	PACIFIC JCT	JTX	91.1	
6,660	20450	14.4		PLATTSMOUTH		96.6	
6,532	20459	23.1	2	OREAPOLIS	AJTX	105.3	
6,558	20464	27.9			CULLOM		110.1
	20471	35.3			LOUISVILLE		117.5
	20478	42.1			SOUTH BEND		124.3
7,015	20484	47.6			ASHLAND	JTX(2)	129.8
	20491	54.8		2MT	GREENWOOD		137.0
	20496	59.6			WAYERLY		141.8
		0.4			HAVELOCK	BIX	
					LINCOLN	BIJKT	

Crossovers at Following Locations:

MP 408.9	35 MPH.	35 MPH.
MP 425.5	35 MPH.	35 MPH.
MP 453.5	35 MPH.	35 MPH.
MP 467.9	35 MPH.	35 MPH.
MP 8.7	25 MPH.	25 MPH.
MP 35.2	30 MPH.	25 MPH.
MP 36.4	30 MPH.	25 MPH.
MP 41.1	30 MPH.	25 MPH.
MP 59.10	12 MPH.	12 MPH.

Turnouts at Following Locations:

MP 395.2	25 MPH.	25 MPH.
MP 443.3	35 MPH.	35 MPH.
MP 447.5	35 MPH.	35 MPH.
MP 458.0	35 MPH.	35 MPH.
MP 466.4	35 MPH.	35 MPH.
MP 0.2	50 MPH.	50 MPH.
MP 5.0	30 MPH.	25 MPH.
MP 8.8	25 MPH.	25 MPH.
MP 8.9 - End 2 MT	25 MPH.	25 MPH.
MP 9.3	10 MPH.	10 MPH.

Through Turnout West End No. 1

Track Ashland	30 MPH.	30 MPH.
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Equilateral Turnouts at Following

Locations:		
MP 405.7	50 MPH.	50 MPH.
MP 412.0	50 MPH.	50 MPH.
MP 422.2	50 MPH.	50 MPH.
MP 428.9	50 MPH.	50 MPH.
MP 439.4	50 MPH.	50 MPH.

Turnouts of Controlled Siding

20 MPH.	20 MPH.
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Creston to Greenfield

10 MPH.	10 MPH.
---------	---------

Red Oak to Farragut

MP 13.1 to MP 13.2	25 MPH.	10 MPH.
MP 18.0 to MP 25.9	10 MPH.	10 MPH.
MP 1.0 to MP 18 when handling loaded cars	10 MPH.	10 MPH.

Head end of Eastward Trains Passing

Signals at MP 49.1 on Main 1-		
Freight trains up to 100 Tons/OB	50 MPH.	50 MPH.
Freight trains over 100 Tons/OB	40 MPH.	40 MPH.

Between Oreapolis and Ashland,

six axle derricks	25 MPH.	25 MPH.
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2. Bridge and Equipment Weight Restrictions

Cars heavier than 286,000 lbs. (143 tons) not permitted.

Item 5e and 5f may operate.

Item 5d must not exceed 10 MPH over the following bridges:

Bridge 3.8 - Plattsouth.

Creston to Greenfield-

Item 5d not permitted.

Six axle locomotives are not permitted.

Red Oak- Six axle locomotives not permitted over bridge 0.74 between Red Oak and Stennett to enter lower yard.

Red Oak to Farragut- Six axle and 60 - 80 ton bridge derricks not permitted.

Item 5d not permitted.

3. Type of Operation

Rule 93 - Yard Limits

MP 391.0 to MP 393.75

CTC -

MP 393.5 to MP 58.9

ABS/TWC -

MP 391.0 to MP 393.75

Multiple Main Track

MP 393.5 -MP 395.2	MP 447.5 -MP 458.0
MP 405.7 -MP 412.0	MP 466.4 -MP 0.2
MP 422.2 -MP 428.9	MP 5.0 -MP 8.8
MP 439.4 -MP 443.3	MP 35.2 -MP 59.2

BN Radio Channel No. 2 (AAR 70) in service between Creston and Pacific Jct
BN Radio Channel No. 1 (AAR 66) in service between Pacific Jct and Lincoln.

BN Radio Channel No. 2 (AAR 70) in service at Lincoln.

911 - EMERGENCY CALL IN in service on this Subdivision

Train Dispatcher Calls-Creston-11, Red Oak (Griswold)-12, Pacific Jct-19, Ashland-18.

See inside of back cover for routes, times and station stops for NRPC trains.

1. Maximum Speed Permitted	Passenger	Freight
Creston to Lincoln	79 MPH.	
Empty Coal Trains		60 MPH.
Pacific Junction to Ashland		50 MPH.
Loaded Coal Trains		40 MPH.
Freight Trains over 100 Tons/OB		40 MPH.
MP 393.0 to MP 393.7	30 MPH.	25 MPH.
MP 0.2 to MP 3.5	50 MPH.	50 MPH.
MP 3.5 to MP 5.2	40 MPH.	40 MPH.
MP 5.2 to MP 8.9	50 MPH.	50 MPH.
MP 8.8 to MP 35.0	50 MPH.	
MP 9.0 - U.P. Crossing	35 MPH.	35 MPH.
MP 35.0 to MP 36.5	50 MPH.	40 MPH.
MP 57.0 to MP 58.9		40 MPH.
MP 58.9 to MP 59.6 via Passenger		
Tracks	20 MPH.	20 MPH.
MP 58.9 to MP 60.0 via Freight Line		25 MPH.

Interlocking Instructions-

Lincoln- Interlocking begins at MP 58.9. Eastward signals are part of CTC system. Westward signals are part of interlocking. Interlocking controlled by Carling tower. Rule 105 in effect within interlocking limits.

Oreapolis- When stopped for a signal displaying Stop indication, and signal does not display a proceed indication after complying with Rule 312 (3), permission must be obtained from CTC Control Operator before proceeding. These instructions apply to both Eastward and Westward trains.

Rule 105- In effect within interlocking limits at Lincoln. Industrial Track between Red Oak-Farragut and Creston-Greenfield.

4. General Code of Operating Rules Items

Rule 99- When flagging is required, distance will be 2.0 miles.

Rule 350(B)- Main track switches **not** equipped with electric locks: MP 44.0 Mid-America

Rule 450- Eastward trains departing Lincoln destined to operate on the Sioux City subdivision must obtain two Track Warrants. One Track Warrant must show track bulletins in effect on the Creston Subdivision between Lincoln and Ashland, and one Track Warrant must show track bulletins in effect between Ashland and Ferry on the Sioux City Subdivision.

5. Trackside Failed Equipment Detectors (FED)

A. Protecting Bridge, tunnel or other structures:

- MP 0.4 -Pacific Jct - Westward movements
- MP 8.6 -Oreapolis - Eastward movements

B. Other FED Locations:

- MP 421.5- Nodaway
- MP 445.2- McPherson
- MP 39.0- Greenwood

6. FRA Excepted Track: NONE

7. Special Conditions

Test Mile Locations:

- Between Creston and Pacific Jct - MP 399-MP 400
- MP 463-MP 464

- Between Oreapolis and Louisville - MP 14 to MP 15

- Between Ashland and Lincoln - MP 52-MP 53

Crossovers at other than Stations:

- 408.9 (Prescott)
- 425.6 (Villisca)
- 453.5 (Emerson)
- 41.1 (Greenwood)

Ashland- Yard track number one (1) is designated as the only run-through track for trains over 100 tons per O/B operating between the Creston and Sioux City Subdivisions.

Crossing Protection-

Havelock- Trains whistle freely at fire crossing - MP 54.2

Shenandoah- Member of crew must protect movement over Sheridan and Thomas Avenues from position on ground.

8. Locations Not Shown as Stations

Name	Miles-Location	Capacity Cars	Switch Opens
Corning Industrial Park	0.4 west of Corning	50	Both
20396 Stanton	7.8 west of Villisca	50	Both
20423 Malvern	4.6 east of Balfour	22	West
77604 Snyder	4.3 from Creston	10	Both
77612 Orient	7.6 from Snyder	15	Both
77621 Greenfield	8.7 from Orient	10	Both
78106 Coburg	6.6 from Red Oak	20	Both
78112 Essex	12.9 from Red Oak	25	Both
78119 Shenandoah	18.8 from Red Oak	40	Both
78125 Farragut	25.6 from Red Oak	40	Both
Red Oak Industrial Park	2.2 west of Red Oak	66	East
20480 Mid-America	2.4 west of Greenwood	37	West

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Sioux City Subdiv MAIN LINE STATIONS			Distance from Ashland
				Trk	Rule 6	Oper	
	20471	144	0.0	ASHLAND	IJTY	CTC	0.0
4,168	07015		14.8	YUTAN	A		14.8
5,295	07029		29.2	FREMONT	ABIY		29.2
	07038		38.0	NICKERSON			37.9
	07044		43.6	WINSLOW			43.6
	07053		52.8	UEHLING			52.7
7,500	07060		60.0	OAKLAND			60.0
	07070		67.0	LYONS		TWC	67.0
	07082		82.1	WALTHILL			82.1
7,980	07088		88.2	WINNEBAGO			88.2
	07094		94.5	HOMER			94.5
	07102		101.7	DAKOTA CITY	Y		101.7
	07104		104.6	FERRY	JTY		104.5
			197	107.7	FLOYD	Y	
		109.3		SIoux CITY			109.3

BN Radio Channel No. 1 (AAR 66) in service on this Subdivision.

BN Radio Channel No. 2 (AAR 70) in service for Sioux City.

Train Dispatcher Calls—Ashland—18, Fremont—24, Winslow—25, Lyons—26, Walthill—27, Homer—01, Sioux City—53.

MP 102.01 to Sioux City is part of and under the jurisdiction of the Willmar Division

- 1. Maximum Speeds Permitted**
- | | |
|---|-----------------|
| Ashland to Sioux City | Freight 40 MPH. |
| MP 0.0 to MP 0.7 | 10 MPH. |
| MP 15.3 — entire train over crossing | 25 MPH. |
| MP 35.4 to MP 36 | 25 MPH. |
| Between switches of Wye, Ashland | 10 MPH. |
| Locomotives or leading car of trains passing approach signal and between absolute signals at following interlockings: | |
| MP 15.3—Yutan — U.P.R.R. Crossing | 20 MPH. |
| MP 29.0—Fremont — U.P.R.R. Crossing | 20 MPH. |
| MP 30.0—Fremont — U.P.R.R. Crossing | 20 MPH. |
| MP 35.5—Nickerson — FEVR Crossing | 20 MPH. |
| Ashland to Sioux City — Six axle derricks | 25 MPH. |
| Item 1A, System Special Instructions, applies between MP 101 and MP 109.3, between Homer and Sioux City. | |
| Sioux City — Head end speed restriction over 18th Street crossing (MP 222.2 Willmar Division) | 10 MPH. |
| All sidings | 10 MPH. |

- 2. Bridge and Equipment Weight Restrictions**
- Cars heavier than 272,000 lbs. (136 tons) not permitted.
- Item 5d not permitted between Ashland and Sioux City.
- Between Ashland and Sioux City — Loaded Unit Coal and Grain Trains are permitted only on the following sidings: Fremont, Oakland, and Winnebago.

- 3. Type of Operation**
- Rule 93 — Yard Limits**
- | | | |
|-------------|----|------------------------------|
| Ashland | MP | 2.8 |
| Fremont | MP | 26.0 to MP 33.7 |
| Dakota City | MP | 101.0 to Sioux City MP 109.3 |

TWC Limits-
MP 2.8 (Ashland) to MP 101 (Dakota City)

Rule 105-Industrial Track-NONE

Interlocking Instructions—

Automatic Interlocking Not Indicated at Station:
FEVR Crossing— MP 35.5 (6.3 miles west of Fremont)

4. General Code of Operating Rules Items

Rule 99— When flagging is required, distance will be 1.5 miles.

Rule 450—Eastward trains departing Ferry destined to operate on the Creston Subdivision must obtain two track warrants prior to departure. One track warrant must show track bulletins in effect on the Sioux City Subdivision between Ferry and Ashland, and one track warrant must show the track bulletins in effect on the Creston Subdivision.

5. Trackside Failed Equipment Detectors (FED)

A. Protecting Bridge, tunnel or other structures: NONE

B. Other FED Locations: NONE

6. FRA Excepted Track: NONE

7. Special Conditions

Test Mile Locations— NONE

Ashland—Yard track number one (1) is designated as the only run-through track for trains over 100 tons per O/B operating between the Creston and Sioux City subdivisions.

Yutan — Trains meeting at Yutan, westward trains holding main track must not pass distant signal until eastward trains are in clear of main track.

Sioux City—All trains and on-track equipment arriving off the Sioux City Subdivision are to contact the Sioux City Yarmaster before passing MP 101.

Crossing Protection—

Trains must stop and crew member protect movement prior to proceeding over grade crossings equipped with active warning devices at the following locations:

- Fremont —** South elevator track, MP 29.4
- Uehling —** Elevator track, MP 52.76.
- Lyons —** Tracks other than main track, MP 66.75 and MP 66.90.

When using sidings at the following crossings, traffic must be warned by crew member on the ground at the crossing unless crossing warning signals are known to be operating for over 20 seconds:

- | | | |
|---------|------------|-----------|
| MP 60.2 | 5th Street | Oakland |
| MP 88.2 | County Rd. | Winnebago |

8. Locations Not Shown as Stations

Name	Miles—Location	Capacity Cars	Switch Opens
07003 Abel	2.5 west of Ashland	248	East
07005 Big Sandy	5.1 west of Ashland	75	East
07021 LeShara	6.2 west of Yutan	21	East
Nebr. Processors	3.6 west of Fremont	113	West
Fel Tex	4.2 west of Fremont	93	East
07076 Rosalie	8.7 west of Lyons	30	East

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Omaha Subdiv MAIN LINE STATIONS		Distance from Oreapolis	EASTWARD
						Rule 6	Oper		
		20445	137	0.0		OREAPOLIS	AJTX	0.0	
7,325	80208			7.6		BELLEVUE		7.6	
	80214			15.0		GIBSON	BKT	15.0	
					2MT	OMAHA			
5,661	27400			16.8		To Council Bluffs	4.0	J	16.8
7,323	80221			20.4	2MT	SOUTH OMAHA		T	20.4
1,760	80225			24.4		RALSTON			24.4
5,300	80230			31.4		CHALCO			31.4
5,475	80241			41.3		MELIA			41.3
	20471			47.0		ASHLAND	IJTX		47.0

BN Radio Channel No. 1 (AAR 66) in service on this Subdivision.

911 EMERGENCY CALL IN in service on the subdivision.

Train Dispatcher Calls—Ashland—18, Pacific Jct.—19.

See inside of back cover for routes, times and station stops for NRPC trains.

1. Maximum Speed Permitted	Passenger	Freight
Oreapolis to Ashland	79 MPH.	50 MPH.
MP 0.0 to MP 1.7	40 MPH.	40 MPH.
MP 1.7 to MP 2.3	60 MPH.	
MP 2.3 to MP 10.2	65 MPH.	
MP 10.2 to MP 14.8	60 MPH.	
MP 14.8 to MP 16.0	30 MPH.	30 MPH.
MP 16.0 to MP 16.5	20 MPH.	20 MPH.
MP 16.5 to MP 17.2	10 MPH.	10 MPH.
MP 17.2 to MP 17.9	20 MPH.	20 MPH.
MP 17.9 to MP 19.1	50 MPH.	40 MPH.
MP 19.1 to MP 19.2	30 MPH.	20 MPH.
MP 19.2 to MP 21.5	50 MPH.	40 MPH.
MP 21.5 to MP 28.2	55 MPH.	
MP 28.2 to MP 41.9	60 MPH.	
MP 46.1 to MP 46.3	60 MPH.	
MP 46.3 to MP 47.2	50 MPH.	40 MPH.
BN Junction MP 493.4 to End of Track MP 486.8 Council Bluffs		10 MPH.
Through turnouts of controlled sidings	20 MPH.	20 MPH.
Through turnout main 2 at MP 15.0	30 MPH.	30 MPH.
Through turnouts and on sidings Omaha and South Omaha	10 MPH.	10 MPH.
Through the following dual control switches:		
Oreapolis—West Leg of Wye	10 MPH.	10 MPH.

2. Bridge and Equipment Weight Restrictions

Cars heavier than 286,000 lbs. (143 tons) not permitted.

Omaha—Six axle derricks may operate on Main 1 only and must keep off all other tracks adjacent to passenger station canopies.

Omaha—Auto rack, piggyback cars and excess height cars must not be handled on main track two and/or depot track 1.

Item 5d must not exceed 10 MPH over the following bridges:

- Bridge 16.01 — Omaha
- Bridge 44.86 — Melia
- Bridge 45.62 — Melia

3. Type of Operation

Rule 93—Yard Limits—NONE

CTC—MP 0.0 to MP 47.0

Multiple Main Track—
MP 14.8 — MP 17.1
MP 19.8 — MP 21.3

Interlocking Instructions—

Oreapolis—When stopped for a signal displaying Stop indication, and signal does not display a proceed indication after complying with Rule 312 (3), permission must be obtained from CTC Control Operator before proceeding. These instructions apply to both Eastward and Westward trains.

Rule 105—Industrial track between BN Junction (MP 493.4) and End of Track Council Bluffs (MP 486.8)

4. General Code of Operating Rules Items

Rule 99— When flagging is required, distance will be 2.0 miles.

Rule 350 (B)—Main track switches not equipped with electric locks:

- MP 17.00 Omaha
- MP 17.10 Omaha
- MP 17.70 Omaha
- MP 21.45 South Omaha—Elanco

5. Trackside Failed Equipment Detectors (FED)

A. Protecting Bridge, tunnel or other structures: NONE

B. Other FED Locations: NONE

6. FRA Excepted Track: NONE

7. Special Conditions

Gibson—Between absolute signals MP 14.7 (coal lead) to MP 15.1 (begin two main tracks) — Any time a stop is made between the opposing absolute signals governing movement over dual control switches, a reverse movement or a forward movement after a reverse movement must not be made without authority from the control operator.

Omaha to Council Bluffs—Burlington Northern train or yard movements operating on Union Pacific trackage are governed by current Union Pacific timetable.

Union Pacific trackage between MP 0.8 and Summit (MP 5.1) on UP Nebraska Division, Council Bluffs Subdivision is controlled by Union Pacific Omaha Dispatcher.

Burlington Northern train or yard movements must obtain proper authority from UP Omaha Dispatcher before occupying Union Pacific trackage within the above limits.

When required, locomotives equipped with multi-channel radios may communicate directly with UP Omaha Dispatcher by setting radio to channel 42 and depressing dispatcher call button # 11 on the 20 button console for approximately 20 seconds.

Crew members unable to communicate directly with the UP Omaha Dispatcher via radio may communicate through the BN Omaha Line Dispatcher or Gibson Yardmaster.

Telephone numbers for UP Dispatcher's office are:

- 636-7969 — UP Omaha Dispatcher
- 636-7433 — UP Corridor Manager

Council Bluffs—

A. BN westward train and yard movements must stop at stop sign displayed to left of track 558 feet east of UP switch entering UP eastward track and obtain authority to occupy UP trackage before proceeding

B. Union Pacific Yard— Burlington Northern trains or interchange movements must not enter any UP track without first making verbal contact with UP tower yardmaster for permission and instructions. A member of the crew requesting permission to enter must communicate directly with UP Tower Yardmaster. If unable to contact UP tower Yardmaster by radio, crew member must go to the nearest telephone and communicate with UP Tower Yardmaster.

C. Normal position of junction switch to Bayard Subdivision is lined and locked for movement on the main track to Iowa Power Plant.

D. Crossing MP 492.7 is protected by automatic interlocking signals and movements are governed by interlocking rules and instructions posted in release box at crossing.

South Omaha— Normal position of Hill Yard Lead and West Leg Wye Switches MP 20.04 is lined and locked for siding. Permission must be obtained from control operator before operating switches or fouling siding at West Leg Wye Switch MP 20.04.

When helper engines are assisting other trains up South Omaha Hill, helper engines must protect movement over crossing MP 21.93 (48th Street) when returning to their train.

8. Locations Not Shown as Stations

Name	Miles—Location	Capacity Cars	Switch Opens
80202 La Platte	2.0 west of Oreapolis	68	Both
80203 National By—Product	3.5 west of Oreapolis	25	East
80204 Pappio	4.0 west of Oreapolis	65	East
27394 Council Bluffs	4.0 from Omaha	Yard	
80238 Gretna	6.3 west of Chalco	48	Both

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Bayard Subdiv BRANCH LINE STATIONS		Distance from Council Bluff
					Rule 6	Oper	
9,524	78598	134	384.9		BAYARD		98.7
6,103	78593		391.4		6.5		92.2
4,488	78585		399.6		COON RAPIDS		
4,122	78578		406.1		8.2		84.0
	78572		412.2		DEDHAM		
10,266	78562		422.8		6.5		77.5
	78554		430.4		TEMPLETON		
5,060	78549		435.9		6.1		71.4
	78544		441.0		MANNING		
9,952	78537		447.3		10.6		60.8
	78532		452.8		MANILLA		
9,720	78522		462.6		7.6		53.2
	78517		467.7		DEFIANCE		
	27394		483.6		5.5		47.7
				EARLING	TWC	42.6	
				5.1		36.3	
				PANAMA		30.8	
				6.3		21.0	
				PORTSMOUTH		15.9	
				5.5		0.0	
				PERSIA			
				9.8			
				NEOLA			
				5.1			
				UNDERWOOD			
				15.9			
				COUNCIL BLUFFS ABJKUY			

BN Radio Channel No. 1 (AAR 66) In service on this Subdivision.

- 1. Maximum Speeds Permitted**

	Freight
Council Bluffs and Bayard	30 MPH.
MP 481.0 to 482.2	10 MPH.
All Sidings	10 MPH.
- 2. Bridge and Equipment Weight Restrictions**
Item 5d not permitted.
Six axle locomotives exceeding 350,000 lbs. (175 tons) not permitted.
- 3. Type of Operation**
Rule 93 – Yard Limits
Council Bluffs – MP 481.0
TWC Limits— MP 383.6 to MP 481.0.
Rule 105—Industrial Track—NONE
- 4. General Code of Operating Rules Items**
Rule 10(D)—Authorized on this Subdivision
Rule 99— When flagging is required, distance will be 1 mile.
- 5. Trackside Failed Equipment Detectors (FED)**
A. Protecting Bridge, tunnel or other structures: NONE
B. Other FED Locations: NONE
- 6. FRA Excepted Track: NONE**
- 7. Special Conditions**
Bayard— End of track is MP 383.6

Crossing Protection—When using sidings at the following crossings, traffic must be warned by crew member on the ground at the crossing unless crossing warning signals are known to be operating for over 20 seconds:

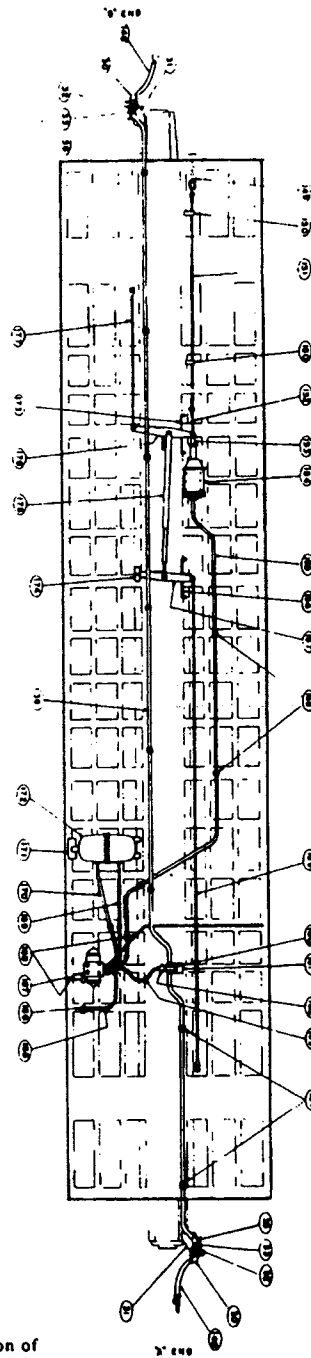
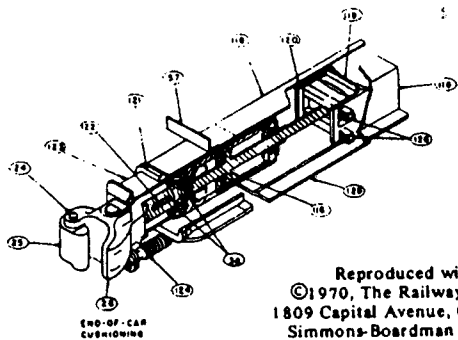
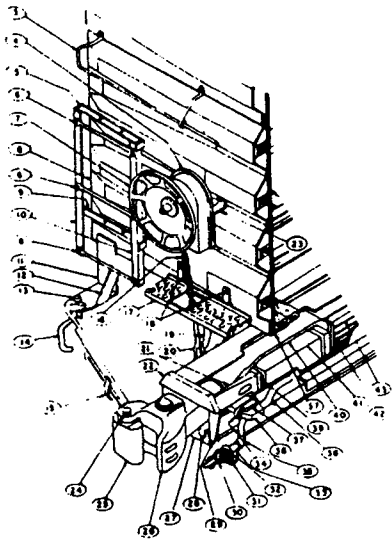
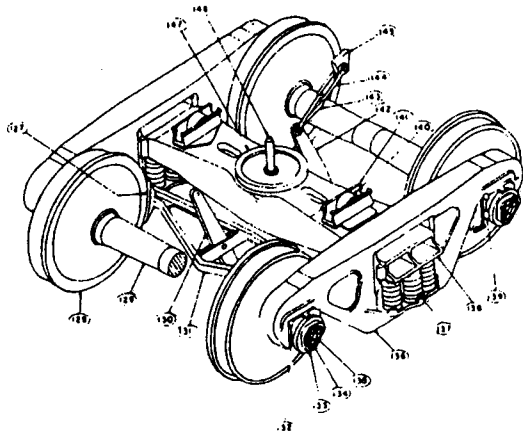
- MP 391.20 5th Ave. Coon Rapids
- MP 391.30 6th Ave. Coon Rapids

Bayard—Trains must stop and protect movement over Main Street Crossing, MP 384.9 and proceed with caution over all other grade crossings.

8. Locations Not Shown as Stations

Name	Miles—Location	Capacity Cars	Switch Opens
75566 Aspinwall	4.0 west of Manning	27	East

CAR CHART



3. Horizontal end handhold
4. Hand brake housing
5. End ladder support—top
6. End ladder tread
7. Hand brake wheel
8. Steel end—bottom
9. End ladder support—bottom
11. Uncoupling lever bracket
12. Uncoupling lever support
13. Telescoping uncoupling rod
14. Uncoupling lever guide
15. Hand brake chain
16. End platform (combined crossover and brake step)
17. End platform support
18. Bell crank
19. Vertical hand brake rod
20. Front draft gear stop
21. Striker
22. Hand brake housing support
23. Coupler knuckle pin
24. Coupler knuckle
25. Type E coupler head
26. Coupler carrier
27. Coupler wear plate
28. Striker flange
29. Angle cock
30. Angle cock support
31. Angle cock "U" bolt
32. Nipple
33. Draft key washer
34. 45° elbow
35. Draft key
36. Draft key retainer
37. Brake pipe, 1 1/2" (Train line)
38. Follower block
39. Coupler yoke
40. Draft gear
41. Rear draft gear stop
42. Rear draft gear stop reinforcement
116. Hydraulic piston
118. Center sill
119. Back stop plate
120. Rear lug casting
121. Striker casting
122. Coupler key
123. Cushioning unit
124. Restoring mechanism
125. Inspection plate
128. Rear cross key
127. Brake shoe
128. Wheel
129. Axle
130. Truck live lever
131. Brake beam
132. Roller bearing adapter
133. Roller bearing end cap
134. End cap retaining bolt
135. End cap locking plate
136. Truck side frame
137. Truck spring
138. Truck bolster
139. Roller bearing assembly
140. Truck side bearing roller
141. Truck side bearing housing
142. Truck dead lever
143. Clevis at dead lever
144. Clevis at dead lever fulcrum
145. Dead lever anchor—underframe mounted
146. Center pin
147. Truck center plate cast integral with truck bolster
148. Air hose
149. Hand brake chain at bell crank
150. Hand brake rod guide
151. Hand brake rod
152. Hand brake chain at cylinder
153. Cylinder push rod
154. Air brake cylinder
155. Cylinder pipe, 1/2"
156. Floating lever guide
157. Floating lever
158. Pipe clamp, 1/2"
159. Top rod, "A" end
160. Branch pipe tee support
161. Branch pipe tee
162. Combined dirt collector and cut-out cock
163. Connection hose
164. Pipe clamp, 1 1/2"
165. Retainer pipe
166. Retainer valve
167. ABD control valve
168. Release rod
169. Auxiliary reservoir pipe, 1/2"
170. Emergency reservoir pipe, 1/2"
171. Reservoir support
172. Combined auxiliary and emergency reservoir
173. Cylinder lever guide
174. Brake lever fulcrum
175. Brake slack adjuster
176. Cylinder lever
177. Top rod, "B" end

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END-OF-CAR
 CUSHIONING

GST CODE TO CAR KIND DESCRIPTION - FOR COMPANY SERVICE CARS SEE "GSTCS"

CODE	DESCRIPTION	CODE	DESCRIPTION
00A	Contrabox (open Sides)	G1	Gondola 50' Solid Bottom Fixed Ends
00B	Contrabox (Closed Sides)	G2	Gondola 40' Solid Bottom Fixed End
A4	Auto Box Less Than 49'8"	SG3	Gondola 50' Drop Bottom
A5	Auto Box 49'8" And Less Than 59'8"	G4	Gondola 40' Drop Bottom
A52	Auto Box 19'8" and Less Than 59'8" (Articulated 2 Cars)	G6	Gondola 60' And Over Solid Bottom Fixed Ends
A6	Auto Box 59'8" And Less Than 79'8"	GBD	Hopper Open 48' And Over Inside W/2 Rotary Couplers
A7	Auto Box 79'8" And Over	GBR	Hopper Open 4150 Cu Cap No Doors W/1 Rotary Coupler
B1	Box 50' 6' And 7' Single Door	GC	Gondola Covered
B2	Box 40' 6' And 7' Single Door	GE	Gondola 50' Solid Bottom Drop End
B3	Box 50' 8' To 12' Single Door (Plug Or Sliding)	GF	Gondola 60' And Over Solid Bottom Drop End
B4	Box 10'8" and 12' Single Door (Plug Or Sliding)	GS	Gondola Special Equipped Container, Perm Stakes Etc.
B5	Box 50' 12' And Over Door (Double, Plug Or Combination)	CS2	Gondola Special Equipped Container, Perm Stakes Etc.
B6	Box 40' 12' And Over Door (Double, Plug Or Combination)	GSD	Hopper Open 4000 Cu Cap W/2 Rotary Couplers
B7	Box 50' Double Sliding 12' Or More Door	GSH	Hopper Open For Unloading On Dumping Machine
B8	Box 40' Double Sliding 12' Or More Door 0070	GSR	Hopper Open 4000 Cu Cap W/1 Rotary Coupler
B9	Box 60' 6' To 12' And Over Doors (Single, Double, Plug, Comb Or Sliding)	H1	Hopper Open, Ore Car
BD	Box 40' Noninsulated Belt Rail Equipped For Cross Bars	H2	Hopper Open 50 Ton
BDC	Box 40' Noninsulated With Moveable Bulkheads	H4	Hopper Open 70 Ton
BE	Box 50' Noninsulated Belt Rail Equipped For Cross Bars	H4D	Hopper Open To 3899 Cu Cap W/2 Rotary Couplers
BEC	Box 50' Noninsulated With Moveable Bulkheads	H4R	Hopper Open To 3899 Cu Cap W/1 Rotary Coupler
BF	Box 60' And Over Noninsulated Belt Rail Eqpd For Cross Bars	H5	Hopper Open Less Than 3900 Cu Cap Over 175,000 Lb Capacity
BFC	Box 60' And Over Noninsulated With Moveable Bulkheads	H52	Hopper Open Less Than 3900 Cu Cap Over 175,000 Lb Capacity (Articulated 2 Cars)
BH	Pull Over Hopper Box Hopper	H5D	Hopper Open To 3899 Cu Cap W/2 Rotary Couplers
BG	Box 40' Single Plug Door W/Grain Access/General Purpose	H5R	Hopper Open To 3899 Cu Cap W/1 Rotary Coupler
BS	Box Special (Specific Service Or Special Design)	H6	Hopper Open Over 3900 Cu Cap Over 175,000 Lb Capacity
C2	Hopper, Covered Less Than 2200 Cu Cap-50 To 70 Ton	H6D	Hopper Open 4000 Cu Cap With W/2 Rotary Couplers
C2F	Hopper, Private, Covered Less Than 2200 Cu Cap 0 50 To 70 Ton Foreign Line Railroad	H6R	Hopper Open Over 3900 Cu Cap W/1 Rotary Coupler
C4	Hopper, Covered 2200 To 3899 Cu Cap 70 Ton	H9	Hopper Open Unique Design/Special Service
C4F	Hopper, Private Covered 2200 To 3899 Cu Cap 70 Ton	HS	Hopper Open Hart Selective Revenue Or Company Service
C5	Hopper, Covered To 3900 Cu Cap Over 175,000 Lb Cap	IC5	Flat Container Less Than 80'
C52	Hopper, Covered 3900 Cu Cap Over 175,000 Lb Cap (Articulated 2 Cars)	IC8	Flat Container 80' And Over
C55	Hopper, Covered 3900 Cu Cap Over 175,000 Lb Cap (Articulated 5 Cars)	IT5	Flat Tofc Less Than 80ft
C5F	Hopper, Private Covered 3900 Cu Cap Over 175,000 Lb Cap Foreign Line Railroad Controlled	IT8	Flat Tofc 80' And Over
C6	Hopper, Covered Over 3900 Cu Cap Over 175,000 Lb Cap	IX8	Flat Container 80' And Over 3-28' Pups
C6C	Hopper, Private, Covered Over 3900 Cu Cap Over 175,000 Lbs Cap Cars With OT5 Authority Prior To 10-15-89	IT9	Flat Tofc 89' And Over Twin 45' S
C6F	Hopper, Private, Covered Over 3900 Cu Cap Over 175,000 Lbs	IX9	Flat Tofc 89' And Over Twin 45's Or 3-28' pups
C6L	Hopper, Covered Jumbo Leased	H9D	Hopper Open Unique Design/Special Service W/2 Rotary Couplers
C60	Hopper, Private, Covered Over 3900 Cu Cap Over 175,000 Lbs Cap Cars With OT5 Authority After 10-15-89	IF5	Flat Tofc Less Than 80' Fixed Hitch
C6X	Hopper, Covered Over 3900 Cu Cap 286,000 Lbs Cap	IF8	Flat Tofc 80' And Over Fixed Hitch
C9	Hopper, Covered Unique Design/Spec Serv Over 5000 Cu Cap To 190,000 Lb Cap	IF9	Flat Tofc 89' And Over Twin 45's Fixed Hitch
C9F	Hopper, Private, Covered Unique Design/Spec Serv Over 5000 Cu Cap To 190,000 Lb Cap Foreign Line Railroad Controlled	IP9	Flat Tofc 89' And Over Twin 45's Or 3-28' Pups Fixed Hitch
C9M	Hopper, Covered Equipped Mechanical Refrigerator	IU5	Flat Tofc/Cofc Dual Purpose Less Than 80ft
CA	Hopper, Airslide Less Than 3000 Cu Cap	IU8	Flat Tofc/Cofc Dual Purpose 80ft And Over
CA2	Hopper, Airslide Less Than 3000 Cu Cap (Articulated 20009cars)	IU9	Flat Tofc/Cofc Dual Purpose Twin 45's
CAF	Hopper, Private, Airslide Less Than 3000 Cu Cap Foreign Line Railroad Controlled	IUX	Flat Tofc/Cofc 89' And Over Twin 45's Or 3-38' Pups
CB	Hopper, Airslide Over 3000 Cu Cap	I0D	Flat Cofc Articulated 10 Or More Platforms Double Stack
CB2	Hopper, Airslide Over 3000 Cu Cap (Articulated 2 Cars)	I1D	Flat Cofc 1 Platform Double Stack
CBF	Hopper, Private, Airslide Less Than 3000 Cu Cap Foreign Line Railroad Controlled	I2D	Flat Cofc Articulated 2 Platforms Double Stack
CR	Coke Rack	I3D	Flat Cofc Articulated 3 Platforms Double Stack
F2	Flat Bi-level Standard	I4D	Flat Cofc Articulated 4 Platforms Double Stack
F3	Flat Tri-level	I5D	Flat Cofc Articulated 5 Platforms Double Stack
F4	Flat Less Than 50'	I6D	Flat Cofc Articulated 6 Platforms Double Stack
F5	Flat 50' And Less Than 59'	I7D	Flat Cofc Articulated 7 Platforms Double Stack
F6	Flat 59' And Less Than 80'	I8D	Flat Cofc Articulated 8 Platforms Double Stack
F8	Flat 80' And Over	I9D	Flat Cofc Articulated 9 Platforms Double Stack
F9	Flat Articulated	I0C	Flat Cofc Articulated 10 Or More Platforms Single Stack
FA2	Flat Bi-level Fully Enclosed	I2C	Flat Cofc Articulated 2 Platforms Single Stack
FA3	Flat Tri-level Fully Enclosed	I3C	Flat Cofc Articulated 3 Platforms Single Stack
FB4	Flat Bulkhead Less Than 50'	I4C	Flat Cofc Articulated 4 Platforms Single Stack
FB5	Flat Bulkhead 50' And Less Than 59'	I5C	Flat Cofc Articulated 5 Platforms Single Stack
FB6	Flat Bulkhead 59' And Less Than 80'	I6C	Flat Cofc Articulated 6 Platforms Single Stack
FB8	Flat Bulkhead 80' And Over	I7C	Flat Cofc Articulated 7 Platforms Single Stack
FC6	Flat Center Beam Bulkhead Less Than 70'	I8C	Flat Cofc Articulated 8 Platforms Single Stack
FC7	Flat Center Beam Bulkhead 70' To 80'	I9C	Flat Cofc Articulated 9 Platforms Single Stack
FC8	Flat Center Beam Bulkhead Greater Than 80'	I0C	Flat Cofc Articulated 10 Platforms Single Stack
FE	Flat Chain Tie Down, Permanent Stakes Etc.	I2T	Flat Tofc Articulated 2 Platforms
FL	Flat Log Loading	I3T	Flat Tofc Articulated 3 Platforms
FS	Flat Special Not Controlled By AAR On CSD 439 (Perm Stakes Or Racks) Heavy Duty	I4T	Flat Tofc Articulated 4 Platforms
FS2	Flat Special Not Controlled By AAR On CSD 439 (Perm Stakes Or Racks) Heavy Duty (Articulated 2 Cars)	I5T	Flat Tofc Articulated 5 Platforms
FSA	Flat Special Controlled By AAR On Csd 439 Well Depressed (Perm Stakes Or Racks) Heavy Duty And Gen Purpose Flats Over 200,000 Lb Cap	I6T	Flat Tofc Articulated 6 Platforms
		I7T	Flat Tofc Articulated 7 Platforms
		I8T	Flat Tofc Articulated 8 Platforms
		I9T	Flat Tofc Articulated 9 Platforms
		I0U	Flat Tofc/Cofc Dual Purpose 10 Or More Platforms
		I2U	Flat Tofc/Cofc Dual Purpose 2 Platforms
		I3U	Flat Tofc/Cofc Dual Purpose 3 Platforms
		I4U	Flat Tofc/Cofc Dual Purpose 4 Platforms
		I5U	Flat Tofc/Cofc Dual Purpose 5 Platforms
		I6U	Flat Tofc/Cofc Dual Purpose 6 Platforms
		I7U	Flat Tofc/Cofc Dual Purpose 7 Platforms
		I8U	Flat Tofc/Cofc Dual Purpose 8 Platforms

GST CODE TO CAR KIND DESCRIPTION - FOR COMPANY SERVICE CARS SEE "GSTCS"

CODE	DESCRIPTION
I9U	Flat Tofc/Cofc Dual Purpose 9 Platforms
PH	Box, Passenger
PO	Passenger Cars, Other
PR	Refrigerator, Passenger
R1	Refrigerator Regular Less Than 49'
R2	Refrigerator Regular Less Than 49'
R3	Refrigerator Mechanical Less Than 49'
R4	Refrigerator Mechanical Less Than 49'
R5	Refrigerator Insul 49' To 59' Belt Rail Eqpd For Cross Bars
R5C	Refrigerator Insul Box W/Moveable Bulkhead 49' To 59'
R6	Refrigerator Insul Less Than 49' Belt Rail Eqpd For Cross Bar
R6C	Refrigerator Insul Box W/Moveable Bulkhead Less Than 49'
R7	Refrigerator Insulated 59' To 79'
R8	Refrigerator Bulk Potato
R8M	Refrigerator Bulk Potato
R9	Refrigerator Insul 59' To 79' Belt Rail Eqpd For Cross Bars
R9C	Refrigerator Insul W/Moveable Bulkhead 59' To 79'
RB5	Refrigerator Bunkerless Unequipped 49' To 59'
RB6	Refrigerator Bunkerless Unequipped Less Than 49'
RB9	Refrigerator Bunkerless Unequipped 59' To 79'
RCO	Refrigerator Co2 Frozen Food Loading Rr Refrigerator w/Rack Or Rails
RR1	Road Railer - Dry Van W/Adapters0046
RR2	Road Railer - Chassis
RR3	Road Railer - Auto Rack
RR4	Road Railer - Dry Van (Mark IV)
RR5	Road Railer - Dry Van (Mark V)
SB	Box System Stock Cars Converted To Grain Use
T1	Tank 7000 Gal Capacity
T2	Tank 8000 To 9000 Gal Capacity
T3	Tank 10,000 To 11,000 Gal Capacity
T4	Tank 12,000 To 18,000 Gal Capacity
T5	Tank 19,000 To 21,000 Gal Capacity
T6	Tank 22,000 To 24,000 Gal Capacity
T7	Tank 25,000 To 27,000 Gal Capacity
T8	Tank 28,000 To 31,000 Gal Capacity
T9	Tank 32,000 Gal Capacity And Over
NOTE: TANKS LISTED BELOW BY GST CODE ARE SPEED RESTRICTED WHEN LOADED WITH HAZARDOUS MATERIALS	
TR1	Tank 7,000 Gal Capacity
TR2	Tank 8,000 To 9,000 Gal Capacity
TR3	Tank 10,000 To 11,000 Gal Capacity
TR4	Tank 12,000 To 18,000 Gal Capacity
TR5	Tank 19,000 To 21,000 Gal Capacity
TR6	Tank 22,000 To 24,000 Gal Capacity
TR7	Tank 25,000 To 27,000 Gal Capacity
TR8	Tank 28,000 To 31,000 Gal Capacity
TR9	Tank 32,000 Gal Capacity And Over
TRS	Tank Glass Lined
TS	Tank Glass Lined
TS2	Tank Class Lined (Articulated 2 Cars)
WC	Wood Chip
XF4	Box 40' Eqpd W/Interior To Prevent Contamination
XF5	Box 50' Eqpd W/Interior To Prevent Contamination
XF6 & XF7	Box 60' Eqpd W/Interior To Prevent Contamination

GSTCS CODE TO CAR KIND - GENERAL SERVICE DESCRIPTION SEE "GST"

CODE	DESCRIPTION	CODE	DESCRIPTION
MA3	Air Dump 30'	MF1	Flat, Univan, 7 Man
MA4	Air Dump 40'	MF2	Flat, Univan, 8 Man
MA5	Air Dump 50'	MF3	Flat, Univan, 10 Man
MBA	Box, Air Repeater (BNH Car Series)	MF4	Flat, 40' General Service
MBB	Box, Bulk, 8 Man, Converted	MF5	Flat, 50' General Service
MBC	Box, Coal	MF6	Flat, 60' General Service
MBD	Box, Diner, Converted	MF7	Flat, 70' General Service
MBF	Box, Foreman, Converted	MF8	Flat, 80' General Service
MBG	Box, Grocer, Commissary	MF9	Flat, 90' General Service
MBI	Box, Ice Cars, Insulated	MGP	Gondola, Panel, Rail Or Track
MBK	Box, Kitchen Converted	MGS	Gondola, Scale Test Cars
MBL	Box, Lubricator, Rail	MGT	Gondola, Tie Service
MBM	Box, Mail, Company	MGW	Gondola, Wedge Plow
MBO	Box, Outfit, Tool	MG1	Gondola, Wheels, Second Hand, All Equipment
MBR	Box, Mini-train Transport	MG4	Gondola, 40' General Service
MBS	Box, Shower, Converted	MG5	Gondola, 50' General Service
MBT	Box, Truck Car, Diesel Engine	MG6	Gondola, 60' General Service
MBV	Box, Vegetation Control, Chemicals, Supplies	MG7	Gondola, 70' General Service
MB1	Box, 40' Unequipped, General Service	MCA	Hopper, Covered, Sand, Bottom Drop, Air Pressure
MB2	Box, 50' Unequipped, General Service	MCC	Hopper, Covered, Sand, Center Bottom Drop, Gravity Unload
MB3	Box, 40' Equipped, General Service	MHS	Hopper, Open, Ballast, Hart Selectives
MB4	Box, 50' Equipped, General Service	MJS	Jordan Spreader, Without Ditcher
MB5	Box, Sand Service	MJ1	Jordan Spreader, With Ditcher
MB6	Box, Cranes, Derricks And Wrecker Service	MLL	Locomotive, MOW
MC1	Crane, 25 Ton	MLP	Plow, Rotary
MC2	Crane, 30 Ton	MPA	Passenger, Business Cars (BNA Car Series)
MC3	Crane, 40 Ton	MPB	Passenger, Bunk, 10 Man, Converted
MC4	Crane, 50 Ton	MPC	Passenger, Combination Kitchen, Diner And Bunk
MC5	Crane, 55 Ton	MPD	Passenger, Diner, Converted
MC6	Crane, 100 Ton	MPG	Passenger, Grocery, Commissary
MCT	Flat, Concrete Tie	MPK	Passenger, Kitchen, Converted
MDD	Dozer, Plow	MPL	Passenger, Buffet, Converted
MD1	Derrick, 150 Ton	MPO	Passenger, Outfit
MD2	Derrick, 160 Ton	MPS	Passenger, Storage Cars
MD3	Derrick, 200 Ton	MPT	Passenger, Tool Cars
MD4	Derrick, 250 Ton	MP1	Passenger, Detector Cars, Magnetic
MFA	Flat, Auto Loader	MP2	Passenger, Detector Cars, Ultra-sonic
MFB	Flat, Boom Car	MP3	Passenger, Track Geometry Cars
MFC	Flat, Caterpillar Tractors	MP4	Passenger, Air Brake Instruction Cars
MFD	Flat, Ditcher Equipment	MP9	Pile Drivers
MFE	Flat, Excavator Equipment	MRP	Plow, Russell
MFG	Flat, Generator Transport, Diesel Engine	MSS	Shoulder Ballast Cleaner
MFH	Flat, Locomotive Trucks	MSS	Scale Test Cars
MF1	Flat, Idler	MTA	Tank, Fire Cars
MFK	Flat, Kitchen, Univan	MTC	Tank, Creosote
MFL	Flat, Diner, Univan	MTD	Tank, Diesel Fuel And Lube Oil
MFM	Flat, Bolted Rail Service	MTG	Tank, Gasoline Only
MFO	Flat, Outfit, Tool	MTJ	Tank, Journal Oil
MFP	Flat, Panel, Rail	MTV	Tank, Vegetation Control Chemicals
MFR	Flat, Rail, Welded	MTW	Tank, Water Service
MFS	Flat, Long Rail Only, Engineering	MT1	Tank, Cleaner Chemicals
MFT	Flat, Tie, Bulkhead	MT2	Tank, Dirty Or Drain Oil, Waste Diesel Fuel And Furnace Oil
MFU	Flat, Wheels, Diesel Engine	MT3	Tank, Used Mineral Spirits
MFV	Flat, Wheels, Freight Cars	MT4	Tank, Water Treatment Chemicals
MFW	Flat, Wheels, Passenger Cars	MT5	Tank, Miscellaneous Service
MFX	Flat, Univan, 2 Man	MUC	Caboose Conversion, 4 Man Living Car
MFY	Flat, Univan, 4 Man		
MFZ	FLAT, UNIVAN, 6 MAN		

LINE/YARD MILEPOST				LINE/YARD MILEPOST			
"J" & "O" SEGMENT FROM TO	DESCRIPTION	CODES		"J" & "O" SEGMENT FROM TO	DESCRIPTION	CODES	
0001 72.1	Maintenance of C&NW crossing frogs 115 & 116 at Earlville, IL	J 1015		0013 120.97 122.44	Maintenance of all bridges, culverts, and so on or other facilities on both M/L's in Centralia, IL	J 1556	
0001 72.5	Extraordinary or unusual expense for interlocker at Earlville, IL	J 1024		0013 120.97 122.44	M/O of signals on double M/L tracks in Centralia, IL	J 1558	
0001 83.0	Extraordinary or unusual expense for interlocker at Mendota, IL	J 1026		0013 120.97 122.44	M/O of xing signals & gates on both M/L's in Centralia, IL	J 1559	
0001 117.4	Maintenance of Bridge 117.74 at Buda, IL	J 1013		0013 121.0	Maintenance of "yard office" building in Centralia, IL	J 1557	
0001 279.60	Wages of relay operator wire chief T/R 819-514, Pos 001, Ottumwa, IA	J 1032		0013 121.0	Wages of joint freight house personnel in Centralia, IL T/R 732-106, Pos 001	J 1551	
0001 279.6	Extraordinary or unusual expense of M/O xing protection Market St, Ottumwa, IA	J 1700		0013 121.0	Operation of station in Centralia, IL	J 1560	
0001 280.5	M/O of the Lowler Tower & Interlocker in Ottumwa, IA	J 1031		0013 121.0	Electricity for yard office in Centralia, IL	J 1561	
0001 303.7	Extraordinary or unusual expense of M/O interlocker at Albia, IA	J 1701		0013 121.0	Expense of telephones 532-3423 & 532-5671 at Centralia, IL	J 1562	
0002 .50 80.30	Unusual or extraordinary expenses incurred in connection with trackage between Lincoln, NE to Crete, NE joint with the UPRR. Bill 1101895	J 2129		0013 122.35	Maintenance of ICG RR crossings at Centralia, IL, 372, 373, 384 & 385	J 1555	
0002 53.8	Maintenance of signals at Archer Daniels Midland, Lincoln, NE, BN 4064	O85NE000002		0013 122.7	Maintenance of exclusive Norfolk & Southern switch in Centralia, IL	J 1531	
0002 59.3	M/O of the Baird Tower & interlocking plant in Lincoln, NE	J 3111		0013 144.6	Extraordinary or unusual expense for M/O interlocker at Waltonville, IL	J 1704	
0002 60.1	M/O of the Hall Tower & interlocker plant in Lincoln, NE	J 3106		0013 164.65	M/O of interlocker at Zeigler, IL	J 1543	
0002 79.0	Maintenance of signals at Alpo Spur Allen Products Co Inc, BN 2310	O85NE000001		0013 144.60	M/O of interlocker & all signal appurtenances called "OR 3" interlocker at Waltonville, IL	J 1597	
0002 156.2	Unusual or extraordinary expense of interlocker at Hastings, NE	J 3100		0013 146.0	M/O of interlocker, signal appurtenances and trackage serving Orient 6 mine at Waltonville, IL	J 1599	
0002 156.5	Exclusive UP derailments or personal injuries sustained during M/O of trackage. Hastings to Edgar, NE. Bill 1101870	J 2130		0013 202.80 225.35	M/O of M/L track between W Vienna & Burlington Jct near Metropolis, IL	J 1572	
0004 0.4	M/O of the Baird Tower & interlocking plant in Lincoln, NE	J 3111		0013 202.80 225.35	Maintenance of bridges, culverts, right of way of drainage, between W Vienna & Burlington Jct near Metropolis, IL	J 1573	
0004 .9	M/O of the Hall Tower & interlocking plant in Lincoln, NE	J 3106		0013 202.80 225.35	M/O of signals & appurtenances between W Vienna & Burlington Jct near Metropolis, IL	J 1575	
0005 134.40 202.20	Exclusive C&NW derailments or any personal injury occurring as a result of M&O of trackage Orin to Casper, WY. Bill 1101653	J 3052		0013 202.80 225.35	M/O of xing signals & gates between W Vienna & Burlington Jct near Metropolis, IL	J 1576	
0006 40.6	Electric expense for operation of interlocker at Colona, IL	J 1035		0013 202.80 225.35	Wages of track inspector for patrolling trackage between W Vienna & Metropolis, IL	J 1571	
0007 252.1 253.4	M/O of M/L tracks in Rock Island, IL	J 1023		0013 202.80 226.87	Maintenance of all roadway buildings (including Cook Depot) between W Vienna & Metropolis, IL	J 1574	
0011 191.4	Extraordinary or unusual expense of M/O interlocker at Bushnell, IL	J 1702		0013 221.5	Operation of Cook, IL station	J 1578	
0011 258.0	Maintenance of signals at N 30th & Katherine Road, Moorman Mfg Co Hoffman Ave	O85GT000004		0013 224.0	Maintenance of signals at Allied Chemical Corp, Metropolis, IL	O85GT000001	
0011 261.3 263.4	Additional operating expense in connection with Operations of N&W RY. Trains between Hannibal & W. Quincy, IL	J 1715		0013 225.90 226.90	Maintenance of BN trackage including all sidings, yard tracks, switches, team or house tracks between Burlington Jct & Metropolis, IL	J 1580	
0013 1.72	Maintenance of Bridge 1.72 over the Ohio River near Metropolis, IL	J 1586		0013 225.90 226.87	Maintenance of bridges, culverts, right of way, drainage, between Burlington Jct & Metropolis IL	J 1581	
0013 43.41	M/O of connection from C&NW RR at Girard, IL	J 1052		0013 225.90 226.87	M/O of all signals & appurtenances between Burlington Jct & Metropolis, IL	J 1582	
0013 65.75	Extraordinary or unusual expense for M/O of interlocker at Sorento, IL	J 1703		0013 225.90 226.87	M/O of crossing signals & gates between Burlington Jct & Metropolis, IL	J 1583	
0013 120.95 122.44	Wages of track inspector for patrolling trackage in Centralia, IL	J 1552		0014 93.25	Maintenance of signals at Hercules, Inc, Louisiana, MO	O85GT000002	
0013 WB 120.97122.33 EB 121.34 122.44	Maintenance of M/L track in Centralia, IL	J 1553		0014 116.8	Maintenance of signals near Lehigh Portland, Iasco, MO	O85GT000003	
0013 120.97 122.44	Maintenance of all public & private street xings on both M/L's in Centralia, IL	J 1554		0014 119.7	Extraordinary or unusual expense for interlocker & xing protection at Main & Collier Sts, Hannibal, MO	J 1705	
				0014 120.23 136.9	Additional operting expense in connection with operations of N&W RY. Trains between Hannibal & W. Quincy, IL	J 1715	
				0016 43.4+4 60.4	Extraordinary or unusual expense in connection with M/O of trackage between Winthrop (MP 43.4 plus 4 to Atchison River Bridge) to St. Joseph, MO. Bill is flat rated perTM.	J 0128	

LINE/YARD MILEPOST				LINE/YARD MILEPOST							
"J" & "O"	SEGMENT	FROM	TO	DESCRIPTION	CODES	"J" & "O"	SEGMENT	FROM	TO	DESCRIPTION	CODES
0016	0.04	60.4		Extraordinary or unusual expenses in connection with M/O of trackage between St. Joseph, MO and Kansas City, KS	J 2218	0186	62.3			Test track scale, Rochelle Coal Co., Rochelle Mine	O85AN000151
0016	43.4			M/O of power switches 123 at Armour, MO & 107 at Bailey, MO	J 2120	0186	65.4			Maintenance & inspection of tracks, S Antelope Mine	O87AN000162
0016	60.00	.04		ATSF Railway - Quaker Oats Co. Maintenance of connection	O91NE000001	0186	14.94	117.7		Ultrasonic Testing of coal line vs C&NW	J 3071
0016	60.4			M/O of the Hickory St crossing in St. Joseph, MO	J 2101	0186	14.94	117.7		M/O of all tracks, sidings, switches, bridges, culverts & CTC signals from Shawnee Jct. to Caballo Jct. including southerly connection (xover track) to Caballo mine, siding switches, & southern legs of Belle Ayr Mine Spur.	J 3076
0016	60.4			Electric expense for the Hickory St crossing in St. Joseph, MO	J 2102	0186	14.94	117.7		M/O of microwave sights at Reno & Wright, WY	J 3079
0016	60.4			M/O of the Monterey St crossing in St. Joseph, MO	J 2103	0186	14.94	117.7		M/O of section & signal buildings. (Reno & Bill, WY)	J 3080
0016	60.4			M/O of the 6th & Seneca St crossing in St. Joseph, MO	J 2104	0186	14.94	117.7		Wages of chief dispatcher, Asst chief dispatchers & dispatcher clerks at Alliance, NE T/R 771-001, Pos 012, 013, 017, 023 & 024; T/R 712-110, Pos 010, 011, 201, 210, 301 & 310 for control of line from Shawnee Jct to Caballo Jct., WY.	J 3082
0016	60.4			Electric expense for the 6th & Seneca St xing in St. Joseph, MO	J 2105	0186	14.94	117.7		Wages of trick dispatchers at Alliance, NE T/R 712-110, Pos 009, 209 & 309 & Pos 004, 204 & 304 are billable for control of line from Shawnee Jct to Caballo Jct, WY.	J 3084
0038	192.00			Flagging for the SOO at interlocker located 1200 ft. west of M/P 192 near Bismarck, ND	J 0167	0186	14.94	117.7		Repairs to tracks, bridges, signals & other facilities damaged by C&NW derailment.	J 3086
0080	0.03	3.58		Extraordinary or unusual expenses in connection with M/O of trackage between Armour, MO and Atchison, KS	J 2219	0186	123.6	126.2		Extraordinary or unusual expense for M/O of trackage, bridges & culverts, signals & related apparatus from Orin Jct to Fisher Jct. Bill is flat rated.	J 3081
0081	31.0			Track inspection at 3M Co, Knoxville, IA	O8GT000008	0189	14.79	20.0		Maintenance & inspection of track & cleaning switches for Belle Ayr Spur	O85AN000002
0108	52.3			Extraordinary or unusual expense for M/O interlocker near Kickapoo Jct, IL	J 1708	0189	14.79	20.0		Test track scale, Amax Coal Co, Belle Ayr Mine	O85AN000021
0109	261.3	269.6		Additional operating expense in connection with operations of N&W RY. Trains between Hannibal & W. Quincy, IL	J 1715	0190	21.1	24.7		Maintenance & inspection of track serving Cordero Mine	O85AN000007
0109	261.8			Maintenance of signals at Underground Warehouses Inc, Quincy, IL	O85GT000005	0190	21.1	24.7		Test track scale, Cordero Mining Co., Cordero Mine	O85AN000071
0111	93.0			Maintenance of signals at Amax Coal Co., Vermont, IL	O85GT000009	0191	0.0	3.0		M/O of tracks from Reno Jct to Black Thunder Jct, WY	J 3078
0142	4.1			Track inspection at Omaha Public Power Dist., Arbor, NE, BN 5670	O85NE000003	0191	0.0	3.0		Repairs to tracks, bridges, signals & other facilities damaged by C&NW derailment	J 3087
0144	29.2			Extraordinary expenses for joint switching services for Hormel Meat Packing Plant in Fremont, NE Billed flat rate per hour	J 0123	0191	2.9	9.2		Maintenance & inspection of track serving Jacobs Ranch Mine	O85AN000009
0152	30.25			Unusual or extraordinary expense in connection with M&O industry track and connection Nebraska Coop - BN 31580. Bill 1101873	J 3031	0191	2.9	9.2		Test track scale, Kerr McGee Coal Corp, Jacobs Ranch Mine	O85AN000091
0166	9.5	12.9		Maintenance & inspection of track serving Rawhide Mine	O85AN000010	0193	2.9	7.3		Maintenance & inspection of track serving Black Thunder Mine	O85AN000013
0166	9.5	12.9		Test track scale, Carter Mining Co., Rawhide Mine	O85AN000101	0193	2.9	7.3		Test track scale, Atlantic Richfield Co., Black Thunder Mine	O85AN000131
0167	9.51	14.1		Maintenance & inspection of track serving Eagle Butte Mine	O85AN000008	0194	14.5	20.8		Maintenance & inspection of track serving Caballo Mine	O85AN000004
0167	9.51	14.1		Test track scale Amax Coal Co., Eagle Butte Mine	O85AN000081	0194	14.5	20.8		Test track scale, Carter Mining Co., Caballo Mine	O85AN000041
0168	9.41	17.3		Maintenance & inspection of track serving Buckskin Mine	O85AN000003	0196	3.0	6.2		Maintenance & inspection of track servicing Clovis Point Mine	O85AN000006
0168	9.41	17.3		Test track scale, Triton Coal Co., Buckskin Mine	O85AN000031	0196	3.0	6.2		Test track scale, Kerr McGee Coal Corp, Clovis Point Mine	O85AN000061
0171	6.0	8.5		Maintenance & inspection of track serving Ft. Union Mine	O85AN000011	0200	90.72	148.5		Unusual and extraordinary expenses on trackage from Yale to Watertown, SD	J 0503
0172	17.5	23.0		Maintenance & inspection of track serving Caballo Rojo Mine	O85AN000015	0200	160.33	End of Track		Unusual and extraordinary expenses on trackage from Yale to Watertown, SD	J 0503
0172	17.5	23.0		Test track scale, Mobile Coal Producing Inc, Caballo Rojo Mine	O85AN000161	0303	77.20			Unusual or extraordinary expense of signals on industry track crossing County Road 26A near Zap, ND for ANG Coal Gasification Company. Normal maintenance is flat rated BN 17935	O85YN000009
0173	0.0	5.8		Maintenance & inspection of track serving Coal Creek Mine	O85AN000005						
0173	0.0	5.8		Test track scale, Atlantic Richfield Co., Coal Creek Mine	O85AN000051						
0175	62.1	69.8		Maintenance of signals, N Antelope Spur	O85AN000001						
0175	62.1	69.8		Track maintenance, N Antelope Spur	O85AN000014						
0175	62.1	69.8		Track inspection, N Antelope Spur	O85AN000012						
0175	62.1	69.8		Test track scale, N Antelope Coal Co, Antelope Mine	O85AN000141						

LINE/YARD MILEPOST				
"J" & "O" SEGMENT	FROM	TO	DESCRIPTION	CODES
0303	3.30		M/O of switches Amoco Oil Co. Refinery Mandan, ND	O85YN000010
0303	3.80		M/O industry trackage for Montana-Dakota Utilities, Mandan, ND (Upon request) N-18280	O85YN000011
0303	72.60		Inspection and maintenance of trackage for Beulah Mine, Beulah, ND for Knife River Coal Mining BN 5471	O85YN000006
0303	77.00	79.00	M/O of industry trackage and signal controlled crossing on industry tracks for North American Coal Corp near Zap, ND BN 5762 and BN 13428	O90DK000001
0313	29.60	31.00	Inspection of track and minor repairs, Western Energy Colstrip, MT, BN 3067	O85YN000001
0313	29.70		Maintenance, inspect & cleaning tracks & xings Montana Power CO., near Colstrip, MT - BN 3425	O85YN000002
0313	33.10	39.10	Testing track scales for Big Sky Mine, Peabody Coal Co., near Cow Creek, MT	O85AN000121
0313	35.00		Maintenance of xing signals & tracks, Big Sky Mine - Peabody Coal Co Colstrip, MT - N 19126	O85YN000004
0314	14.7	17.8	Maintenance & inspection of tracks, xings & switches West Decker Coal Co, BN 5730	O85YN000008
0317	14.4	20.3	Maintenance & inspection of tracks, xings & switches East Decker Coal Co, BN 9216	O85YN000005
0320	14.7	28.7	Maintenance & inspection of track, xings & switches Spring Creek Coal Co, BN 12184	O85YN000007
0330	42.22		Maintenance of signals, Cody, WY Dick Jones Trucking Co, BN Q-16009 & Q-57554	O85RM000001
0476	36.0		Maintenance of signals on spur tracks, International Business Machines, BN 7393	O85CO000001
0476	71.28		Maintenance of signals Swallo Road, City of Fort Collins	O85CO000002
0476	119.3	120.5	Extraordinary or unusual expense for M/O of jointly owned trackage (JP) including spur track connections at Cheyenne, WY	J 3153
0476	119.4		Extraordinary or unusual expense for M/O of xing signals located at 16th St and Reed Ave in Cheyenne	J 3150
0476	119.4		Extraordinary or unusual expense for M/O of xing signals located at 17th through 24th Sts in Cheyenne	J 3151
0476	119.4		Extraordinary or unusual expense for M/O of jointly owned trackage between UP connection at 16th St to & including Track 11 Cheyenne Yard (Transfer Track 4)	J 3152
0476	119.4		Extraordinary or unusual expense for M/O of jointly owned trackage known as Camp Carlin near Cheyenne, WY	J 3154
0477	0.0	4.1	M/O Consolidated Corridor I/B Main S Denver (including 711 foot xover 16th to 19th Sts) O/B Main Bridge 0.27 S Denver Switches 16th St (including Rennick Lead) BN 24527	J 3005
0477	118.5	118.5	M/O of Pueblo Jct interlocker	J 3066
0477	124.35	171.6	M/O of N/B M/L track between Walsenburg & Southern Jct in Walsenburg, CO	J 3050
0477	171.31	171.8	M/O power switches & manual connections at Walsenburg, CO	J 3055
0477	171.6		M/O xing signals on Main & Russell Sts, Walsenburg, CO	J 3065
0486	I/B	3.92	Xover M/O consolidated corridor I/B main S Denver (including 711 foot xover 16th to 19th Sts) O/B 3.92 O/B BR 0.27 Main Bridge 0.27 S Denver, switches 16th St (including Rennick Lead) BN 24527	J 3005
0815			M/O of xing protection at 17th & 18th Sts in Rock Island, IL	J 1028
0815			Electric expense for xing signals at 17th & 18th Sts in Rock Island, IL	J 1037

LINE/YARD MILEPOST				
"J" & "O" SEGMENT	FROM	TO	DESCRIPTION	CODES
0815			Electric expense for crossing signals at 17th J 1039 & 18th Streets in Rock Island, IL	
0817			Lease credits for swamp & yard tracks in Clinton, IA	J 1018
0817			M/O of swamp & yard tracks in Clinton & between Chancey & Clinton and 3,321 ft called 2nd M/L in Clinton, IA	J 1019
0817			Maintenance of exclusive C&NW Switch 50 at Clinton, IA	J 1020
0836	Ottawa		M/O of tracks serving Ottawa Silica & Standard Silica in Ottawa, IL	J 1011
0836	Ottawa		Disposal expense on cleaning track at Ottawa Silica in Ottawa, IL	J 1012
0836	Ottawa		Electric expense for xing signals at Boyce Memorial Drive, Ottawa, IL	J 1038
0857			Maintenance of yard Tracks 71, 73, 74, 75, 76, 77, 78, 81, 84, 85, & 158 in Centralia, IL	J 1553
0871			Maintenance of east approach of Bancroft St viaduct in Omaha, NE	J 3126
0877			Electricity furnished for floodlights for Auto Convoy Company at Council Bluffs, IA	O85NE000004
0878			M/O of track, switches and so on, serving Hormel Packing Plant between industry T/O S of Cloverly St & plant connections at Platt Ave in Fremont, NE	J 3017
0901			Labor & material inspecting & servicing ATSF locomotives at 23rd St roundhouse, Denver CO	J 3020
0901			Salaries & fringe benefits of BN 38th St yardmaster T/R 712-117, Pos 002, 202, 302, BN 24527	J 3006

MEDICAL OFFICERS

Thomas V. Mears, M.D., Vice President Occupational Health and Safety, Ft. Worth, Texas

Hi E. Newby, M.D., Corporate Medical Director, Ft. Worth, Texas

Frank M. Crast, M.D., Corporate Medical Director, Ft. Worth, Texas

BURLINGTON NORTHERN MEDICAL EXAMINERS

*Family Health Center	Aberdeen	*Billings Clinic	Billings
Dr. Arlin Myrmoe	Aberdeen	*Billings West Medical Cneter	Billings
Dr. David Wachs	Aberdeen	*Drs. J. L. Mathews	Birmingham
*Family Care Center	Aberdeen	*Thuss Clinic	Birmingham
Dr. Bobby Estes	Abilene	*Carraway Industrial Medicine	Birmingham
*Drs Steve/Joan Carpenter	Ada	*Surgeons Group	Birmingham
Dr. D. N. Orelup	Albia	Family Practice Center	Bismarck
*Alexandria Clinic	Alexandria	Mid Dakota Clinic	Bismarck
*Alliance Medical Center	Alliance	Dr. R. J. Dunnigan	Bismarck
*Box Butte Medical Center/Sand Hills		Dr. R. L. Jennings	Bismarck
Family Practice	Alliance	Quain & . Ramstad	Bismarck
Copsey Clinic	Alliance	Dr. P. M. O'Campo, Jr.	Bismarck
Community Clinic	Alma	Dr. R. D. Smith	Blytheville
Dr. Peter Fagan	Amarillo	Dr. C. J. Edwards	Bonnors Ferry
Dr. D. A. Frank	Amarillo	*Dr. S.L. Shaneyfelt	Bozeman
Dr. Woolworth Russel	Amarillo	*Gallatin Internal Medicine	Bozeman
Amarillo Industrial Health Center	Amarillo	*Lake Region Clinic	Brainerd
Dr. Wm. T. Oakes	Amory	*Dr.K. J. Brecker-MeritCare Clinic	Breckenridge
Dr. W. E. Yoe	Amory	*Dr.N. R. Kippen-MeritCare Clinic	Breckenridge
Dr. James Nettles	Arlington, AL	Dr. John H. Post	Bridgeport
Dr. Joe Womble	Arlington, TX	Post Medical Clinic	Bridgeport
*Medical Dental Center	Astoria	Dr. B. D. Howell	Brookfield
Dr. P. M. Scott	Auburn	*Central Nebraska Medical Clinic	Broken Bow
*Doctors Clinic Assoc.	Auburn, OR	Dr. Leon Books	Broken Bow
Memorial Health Clinic	Aurora, NE	*Bowie Clinic	Bowie
*Dreyer Medical Clinic	Aurora, IL	*Surgeons Inc.	Burlington
Dr. T. S. O'Shea	Aurora, IL	Dr. Marvin Lemke	Burnaby, B.C
Dr. R. P. Foth	Aurora, IL	*Dr. G. Poore	Butte
Dr. L. E. Alberti	Aurora, IL	Dr. George M. Gilboay	Butte
Dr. K. C. Lindahl	Aurora, IL	*Rocky Mountain Service Group	Butte
Dr. M. J. Wood	Aurora, IL	*Silver Bow Surgical	Butte
Dr. S. P. Baldwin	Aurora, IL	Dr. G. E. Larson	Cambridge
Dr. D. A. Lucks	Aurora, IL	*Coleman Clinic	Canton
Dr. J. R. McAninch	Aurora, IL	*Family Physicians Group	Cape Girardeau
Dr. M. F. Marzec	Aurora, IL	*Cashmere Medical Center	Cashmere
Dr. C. L. Derus	Aurora, IL	Dr. Don Grinstead	Casper
Dr. J. O. Palmer	Aurora, IL	M. A. Junidi	Centralia
Dr. R. G. Bosh	Aurora, IL	Dr. Robert D. Hanlon	Chadron
Dr. M. L. Schleisinger	Aurora, IL	*Steck Memorial Group	Chehalis
Dr. S. H. Harnack	Aurora, IL	Dr. S. Elloway	Chehalis
Dr. D. C. Chang	Aurora, IL	*Triangle Health Care	Chester
Dr. A. S. Kerpe	Aurora, IL	Dr. Andrew Bennett	Chester
*Copley Immediate Care Clinic	Aurora, IL	*Cheyenne Internal Medicine & Neurology	Cheyenne
Dr. Manuel Pasia	Aurora, IL	Dr. D. E. Balquiedra	Chicago
Dr. Servando Rodrigues	Aurora, IL	Dr. Claudia Weddaburne	Chicago
Dr. Warren Fein	Ballard	*Fox Clinic Inc.	Childress
Dr. James R. Shanks	Basin, WY	Sweet Medical Clinic	Chinook
*Beardstown Clinic	Beardstown	Su Salud Medical Center	Cicero
Dr. Joseph Hermen	Beatrice	Dr. Arturo Lema	Cicero
*Clearing Industrial Clinic	Bedford Park	Dr. P. W. Lambert	Clarkston
Dr. F. M. Adamji	Bedford Park	Dr. Micheal Sullivan	Clay Center
Dr. Richard Thors	Bedford Park	Dr. Mark Van Wormer	Clayton, NM
Dr. Peter Ambrose	Bellingham	*Medical Associates	Clinton
*Bemidji Clinic	Bemidji	Dr. J. Kennedy	Colorado Springs
Dr. Kenneth Stout	Benkelman	Dr. Douglas J. Pitman	Columbia Falls
Bend Memorial Clinic	Bend	Dr. Phil Hoversten	Columbia Heights
Dr. Paul Johnson	Bend	Colville Medical Group	Colville
*Benson Medical Center	Benson	Dr. D. H. Linedman	Colville

Coon Rapids Medical Center	Coon Rapids	*Valley Clinic	Ft. Madison
Dr. Betel G. Koop	Coming	*Family Prctice Clinic	Ft. Morgan
Medical Arts Clinic	Corsicana	Dr. Kevin V. Lindell	Ft. Morgan
*Cogley Medical Associates	Council Bluffs	Fosston Clinic	Fosston
Dr. Edward A. Metz	Crawford, NE	Dr. Milo Anderson	Fremont
*Creston Medical Clinic	Creston	Dr. Robert Hart	Fridley
*Dr. R.E. Quick	Crete	Galesburg Medical Arts Clinic	Galesburg
*Northwestern Clinic	Crookston	Dr. J. W. McClean-Galesburg Clinic	Galesburg
*Crosby Medical Clinic	Crosby	Dr. R. H. Wagner	Galesburg
Crosby Clinic	Crosby	Dr. J.C. Bhalerao	Galesburg
Dr. F. M. Elders	Cuba	Dr. C. F. Ashby	Geneva
*James Clinic	Cuba	*Family Medical Care	Gillette
Curtis Medical Center	Curtis	*Glasgow Clinic	Glasgow
Dr. David Halliday	Custer	Dr. John Hunter	Glendive
*Family Health Care	Custer	Dr. Janice Lumnitz	Glendive
Dr. Allen Graff	Dalhart	*Glendive Clinic	Glendive
Dr. Francis Bertoglia	Deer Lodge	Dr. Robert Fryzek	Greenwood
Dr. Larry Thead	Demopolis	*Goldendale Medical Clinic	Goldendale
Dr. J. F. Prinzing	Denver	Dr. M. W. Scheffo	Grafton
*Drs. C. Goldstein/R.K. Lee	Denver	Dr. W. P. Teevens	Grafton
Dr. Mangil Seo	Des Moines	*Grand Forks Fmly Praticce Cntr/Wm Mann	Grand Forks
Dr. Brad Resslerand	Detroit Lakes	*Valley Medical Association	Grand Forks
MeritCare Clinic	Detroit Lakes	Dr. Gordon D. Fancis	Grand Island
*Dakota Clinic	Detroit Lakes	Grand Rapids Medical Associates (2 loc.)	Grand Rapids
*Lake Region Clinic	Devils Lake	Dr. K. R. Carter	Granite Falls
*Dickinson Clinic	Dickinson	*Great Falls Clinic	Great Falls
Dr. Laslo E. Kolta	Dickinson	Dr. Melchisdek L. Margaris	Great Falls
High Plains Clinic	Dimmit	Dr. John Margaris	Great Falls
Douglas Clinic	Douglas	Dr. John Ross	Great Falls
*Medical Associates	Dubuque	Dr. Benjamin Mills	Greybull
*Duluth Clinic West	Duluth	Dr. F. M. Ashler	Hamburg
Edgemont Medical Clinic	Edgemont	Dr. Donald MacLean	Hamilton
Dr. R. F. Hirt	Edina	Dr. E. L. Rapp	Hannibal
Medical Arts Family Practice	Enid	Dr. R. D. Warren	Hanover, KS
*Enumclaw Medical Center	Enumclaw	Physicians Building Family Practice	Hastings
Dr. Paul J. Kinney	Ephrata	Dr. Mark Ward	Havre
Dr. E. C. Bond	Everett	*Havre Clinic	Havre
Everett Clinic/Dr. George Vasil	Everett	*Dr. James Kelly	Havre
Providence Occup. Medicine Center	Everett	Dr. Stuart A. Reynolds	Havre
Fairfield Clinic	Fairfield	Dr. Bruce Richardson	Havre
Dr. David E. Borg	Falls City	Ruben Lopez	Hayti
*Family Practice Center	Falls City	*Healthline Corporate Health Services	Hazelwood
Dr. E. R. Mendoza	Fargo	Dr. John J. Ruffing, Jr.	Hemmingford
*MeritCare Clinic	Fargo	Dr. Leroy Schaffner	Henrietta
*MeritCare Clinic SW Branch	Fargo	*Helena Family Physicians	Helena
Terry Wolff	Fargo	Dr. J. L. Kremer	Helena
Robert Jordheim	Fargo	Dr. R. C. Hendricks	Herrin
G.J. Eash	Fargo	*Hettinger Clinic	Hettinger
*Healthline Corporate Health Services	Fenton	*Adams Clinic	Hibbing
*Barnes Care	Fenton	*Hillsboro Merit Care Clinic	Hillsboro
Dr. Daniel L. Lembcke	Fergus Falis	Dr. A. L. Keyes	Hinckley
Dr. William C. Anderson	Forsyth	Myrleen Chestnut, D.O.	Holyoke
Dr. James K. Cope	Forsyth	Dr. T. R. Jacobson	Hot Springs
Dr. Richard Klinger	Forsyth	Southern Hills Family Physicians	Hot Springs
Dr. W. F. Gertson	Ft. Benton	Dr. Newton A. Kilgore	Houston
Dr. R. H. Pike	Ft. Collins	Dr. Sridhar Patnam	Hugo
*Drs. Arthur Sands/H. Dooper	Ft. Collins	Dr. F. H. Walter	International Falls
*Drs. M. McKenna/ S. Wolf	Ft. Scott	*Virginia Mason, Issaquah Clinic	Issaquah
Dr. John H. Spencer	Ft. Scott	Dr. Curtis Nyhus	Jamestown
*Holt-Krock Clinic	Ft. Smith	*Dakota Clinic	Jamestown
Dr. M. B. Hoge	Ft. Smith	*Midwest Merit Care Clinic	Jamestown
Dr. Paul Goldman	Ft. Worth	*Family Health Association	Jasper
Dr. M. Dwain McDonald	Ft. Worth	N.T. Camp	Jasper
Dr. Donald Hopkins	Ft. Worth	Dr. K. A. Carpenter	Jonesboro
Dr. R. E. Snyder	Ft. Worth	Dr. Craig McDaniel	Jonesboro
Advanced Occupational Health Care		Dr. Dennis W. Smith	Joplin
(Formerly Medical & Surgical Clinic)		Family Health Care	Kalispell
(2 locations)	Ft. Worth	Dr. Charles Sisk	Kansas City

MEDICAL EXAMINERS

*Klamath Falls Family Practice	Klamath Falls	Dr. M. C. Lindel	Montesano, WA
*Dr. C. E. Link	LaCrosse	*Moorhead Merit Care Clinic	Moorhead
Gunderson Clinic	LaCrosse	Morris Medical Center	Morris
*Skemp Clinic	LaCrosse	Dr. J. Humphery	Mound City
Dr. David Van Sickle	Lake Oswego	Drs. A.H. Bonebrake/G.L. Rademacher	Nebraska City
Dr. George Vasil	Lake Stevens	Nelson Medical Associate Clinic	
*Cavalier County Clinic	Langdon	Dr. Brian Henshaw	Nelson, B.C.
Dr. E. A. Goodliffe	Langdon	Dr. F. A. Moorhead	Neodesha
Dr. Peter Marsh	Langdon	Dr. Lanny B. Reimer	Newcastle
Dr. C. O. Haugen	Larimore	Dr. Mike J. Jording	Newcastle
Laurel Medical Center	Laurel	Dr. Chuck Franklin	Newcastle
*Industrial Clinic West	Lenexa	Dr. Tim Maly	Newcastle
Decatur Medical Services	Leon	*New London Medical Center	New London
Drs. G.A. Rice / G.S. Gunther	Libby	Dr. Salmon	New Rockford
Dr. Thoas C. Thomas	Liberty, MO	Dr. R. Hedges	N Kansas City
Dr. Lonnie Albers	Lincoln	Dr. Andrew McCause	N Kansas City
Dr. J. M. Carraher		Dr. Joyce Majure-Lee	N Kansas City
(South Lincoln Family Physicians)	Lincoln	*St. Lukes Occupational Medicine and North Clinic	N Kansas City
*Drs. Michael McCoy/ D.G. Rutz	Lincoln	Dr. Robert H. Delano	Northwood
Jardee Clinic	Lind	Med Center at Classen	Oklahoma City
*Park Clinic	Livingston	Dr. Jack W. Parrish	Oklahoma City
Dr. Thomas Rowe	Livingston	Dr. John Campbell	Oklahoma City
Dr. W. J. Mangold	Lockney	Dr. Clinton A. Winslow	Oklahoma City
Dr. J. C. Freudenburg	Longmont	Dr. Cornelia O. Mertz	Okmulgee
Dr. Domingo Bernardez	Longview	*Memorial Clinic	Olympia
Dr. G. O. Polo	Longview	Dr. E. K. Conners	Omaha
*Dr. James Mathews	Lubbock	Dr. R. O. Forsman	Omaha
Dr. Everett P. Stewart	Lubbock	Dr. James Shehan	Omaha
*Dr. J. E. Campbell	Macon	*Physicians Clinic	Omaha
Macon Medical Clinic	Macon	Warmolts Clinic	Oregon
*Madill Medical Associates	Madill	Dr. Maurice Masar	Orofino
Dr. Harry Kelly	Mammoth Springs	Dr. Robert Ross	Ortonville
Quain & Ramstad	Mandan	*Osseo Clinic	Osseo
Dr. P. M. O'Campo, Jr.	Mandan	Dr. D. D. Emerson	Ottumwa
Dr. E. L. King	Manhattan	Dr. Richard Dailey	Overland Park
Dr. Paul Martin	Marshall	Dr. Larry Walker	Paris
Dr. James M. Little	Mayville	*Martin Memorial Clinic	Paris
Mayville Clinic	Mayville	Dr. W. T. Cooper	Pasco
*McCook Clinic	McCook	Dr. Jack Guy	Paynesville
Dr. Howard T. Akers	Memphis, TN	Dr. H. L. Simpson, Jr.	Pensacola
Dr. Hugh Francis, Jr.	Memphis, TN	Surgical Associates/Dr. L.R. Yonehiro	Pensacola
Park Manor Clinic	Memphis, TN	*Medical-Surgical Clinic	Peoria
Dr. Phillip Dirmeyer	Memphis, TN	Rittenour Medical Clinic	Plains
Dr. Robert C. McEwan	Memphis, TN	*Plainview Medical Clinic	Plainview
Dr. Robert Clark III	Memphis, TX	*Internal Medical Assoc.	Plattsmouth
Dr. H. R. Stevenson	Memphis, TX	Dr. E. D. Coriell	Polson
Dr. Crawford Allison	Mexia	*The Portland Clinic	Portland
Dr. K. C. Kleinschmidt	Mexia	*Marquam Medical Center	Portland
*N.E.O. Medical Center	Miami	*Gunderson/Farrell Clinic	Prairie du Chien
Garberson Clinic	Miles City	*Dr. Martin F. Faber	Princeton
Dr. D. F. Prince	Minden, NE	*Family Medical Center	Pueblo
Dr. Azam Ansari	Minneapolis	Dr. J. K. Symonds	Puyallup
*Parkside Family Physicians	Minneapolis	*Quanah Clinic	Quanah
*Milaca Medical Servicer	Milaca	*Family Medicine Association	Quincy
Dr. Thomas McNiff	Milaca	*Dr. Phillip C. Wilson	Quincy
Milbank Medical Center	Milbank	Physicians and Surgeons Clinic	Quincy
*Medical Arts Clinic	Minot	Dr. Edward Piller	Red Oak
Dr. J. A. Evert	Missoula	Interstate Medical Center	Red Wing
Dr. J. E. Gouaux	Missoula	Dr. James J. Jardee	Ritzville
Dr. Michael Priddy	Missoula	Rockport Medical Clinic	Rockport
*Dr. Michael Haley	Mitchell, SD	*Brookside Medical Group	Rockford
Dr. Stiner Garrett	Mobile	*Ronan Medical Clinic	Ronan, MT
*Industrial Medical Clinic of Mobile	Mobile	Dr. O. I. Lowry	Rosalia
Dr. L. M. Linde-Mobridge Clinic	Mobridge	Dr. R. H. Herseth	Roseau
Dr. L. M. Linde	Mobridge Clinic	*Johnson Clinic	Rugby
*Dr. C. J. Dyke Jr.	Moline	*Central Minnesota Surgeons	St. Cloud
Dr. S. Cruz	Monett	Dr. Vernon E. Neils	St. Cloud
Dr. Norman Staley	Montesano		

*Surgical Consultants St. Cloud
 Dr. J. J. McMillan St. Joseph
 Dr. Randall G. Duduk St. Joseph
 Dr. Jerry Old St. Joseph
 Dr. John Villahermosa St. Joseph
 Dr. Sherry Hutchins St. Joseph
 Dr. Vivian Fernandez St. Joseph
 Dr. Richard Ortiz St. Joseph
 Dr. David Cathcart St. Joseph
 *Med-Clinic (2 locations) St. Joseph
 *Barnes Care St. Louis
 *Macon Medical Center St. Louis
 Internal Medicine Inc. St. Louis
 Dr. C. D. Meadows St. Louis
 Healthline Corp. Health Center (4 locations) St. Louis
 Central Internal Medicine Associates St. Paul, MN
 *Dr. J. E. Brown St. Paul, MN
 Dr. R. Hanisch St. Paul, NE
 *Urgency Care Clinic Salem
 Dr. F. E. Marienau Sandpoint
 Dr. Franz H. Siemsen Sandpoint
 Dr. James E. Berry Sapulpa
 *Sauk Centre Clinic Sauk Centre
 Dr. Basilios Lambos Savanna
 Family Practice Savanna
 Dr. Milton Johnson Scottsbluff
 Dr. Les . Berenson Seattle
 Dr. H. G. Plut Seattle
 Dr. Joel C. Konikow Seattle
 Dr. G. A. Mozaffarian Seattle
 *Polyclinic Dr. Stimson Seattle
 *Seattle Medical Care Seattle
 Dr. Warren Fein Seattle
 Dr. Dean Dietrich Sedro Woolley
 Dr. J. Willoughby Sheridan
 Dr. Michael Strahan Sheridan
 Dr. William M. Williams Sheridan
 Shelby Clinic Shelby
 W.E. Reynolds So. Sioux City
 Dr. Michael Jung Sioux City
 *Family Practice Center Sioux City
 *Central Plains Clinic Sioux Falls
 *Snoqualmie Family Clinic Snoqualmie
 *Valley View Family Medicine Snoqualmie
 *Family Urgent Care Center Spokane
 Dr. H. M. Kenney Spokane
 Dr. Wm. L. Gray Spokane
 *All Valley Medical Spokane
 *Southhill Medical Center Spokane
 Northside Medical Center Spokane
 Dr. Charles P. Sisco Springdale
 Dr. Peter H'Doubler Springfield
 Dr. H. A. Lowe Springfield
 Dr. Donald E. Menchetti Springfield
 Dr. Carle Schroff Springfield
 Dr. F. James Beckner Stanwood
 *Lakewood Clinic Staples
 Dr. Randy Peterson Staples
 Dr. James Scott Streator
 Dr. R. J. Fillion Sterling
 St. Croix Valley Clinic Stillwater
 *Sumas Family Health Center Sumas
 *Superior Clinic Superior
 *Mariner Medical Clinic Superior
 Dr. R. D. Rivera Tacoma

Dr. Craig Romney Tacoma
 Soundview Medical Plaza-Dr. T.H. Skrinar Tacoma
 Dr. Jack R. Cox Teague
 Dr. Bill L. Halbert Teague
 Dr. Kieth W. Shuey Tecumseh
 Dr. Glen Gillean Texarkana
 Dr. A. T. Walker Thayer
 Dr. J. W. Phillips Thayer
 Dr. Thomas Hodge The Dalles, OR
 *The Dalles Clinic The Dalles, OR
 Dr. Philip K. Swartz The Dalles, OR
 Dr. Charles R. Bricker The Dalles, OR
 Dr. H. T. Wilson Thermopolis
 Dr. Peter Johnson (Falls Clinic) Thief River Falls
 Rittenour Medical Clinic Thompson Falls
 Dr. N. E. Graham Tomball
 Dr. Ray Shearer Toppensish
 *Torrington Medical Group Torrington
 *Dr. D. McFarlane Trinidad
 Dr. F. Visconti Trinidad
 Dr. Joseph Jiminez Trinidad
 Dr. Guileboldo Jiminez Trinidad
 Dr. Sally Fabec Trinidad
 Dr. Robert Carlisle Trinidad
 Dr. Stanley Biber Trinidad
 *Trinidad Medical Center Trinidad
 *Occupational Medical Group Tulsa
 Dr. Eric Hill Tulsa
 Dr. R. B. Beithon Twin Bridges
 L. B. Reimer (Satellite Clinic-Newcastle) Upton, WY
 *Merit Care Valley City Valley City
 Dr. A. P. Eng Vancouver, B.C.
 Dr. V. H. Livingstone Vancouver, B.C.
 Dr. Malcom Rondeau Vancouver, B.C.
 *Family Physicians Group Vancouver, WA
 *Vancouver Clinic Vancouver, WA
 Dr. John B. Hardin Vernon
 *Community Clinic Wabasha
 Wadena Medical Center Wadena
 MeritCare Clinic Wahpeton
 *Wahpeton Clinic Wahpeton
 Dr. S. R. Hevel Waitsburg
 Martin Faber Walnut
 Dr. J. M. Sierra Walsenburg
 Dr. Joseph Villalon Walsenburg
 *Wapato Medical Clinic Wapato
 Dr. G. Robert Barton Waterton
 Drs. W. Lindsey/B.Thacker Waxahachie
 Dr. James B. Johnson Wenatchee
 *Wenatchee Family Clinic Wenatchee
 Burton Creek Clinic West Plains
 *Wheatland Medical Clinic Wheatland
 *Family Physician Clinic--
 Dr. Jerrold Johnson Whitefish
 Dr. D.E. Bosshardt Whitefish
 Whitefish Clinic/Dr F.M. Ricker Whitefish
 *Whitehall Clinic Whitehall
 Dr. B. R. McMullen Wichita
 *Wichita Falls Clinic Wichita Falls
 Dr. J. E. Anderson Wilbur
 *Craven-Hagan Clinic Williston
 Dr. Michael T. Anderson Willmar
 Dr. Fred DuVal Winnipeg
 *Dr. J. C. Nelson Wymore
 *York Medical Clinic York

*Indicates that two or more physicians are authorized to perform Burlington Northern Industrial examinations.

SCHEDULED TIMES FOR NRPC TRAINS TO BE USED FOR INFORMATION ONLY
EXCEPT NRPC TRAINS MUST OBSERVE DEPARTURE TIME(S) SHOWN
INDICATED BY LETTER "S".

WESTWARD	1347 NRPC Daily	1005 NRPC Daily	STATION	1348 NRPC Daily Ex. Sun.	1346 NRPC Sun. Only	1006 NRPC Daily	EASTWARD
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MENDOTA SUBDIVISION

s1855			PLANO 26.8	s0917	s1032		
s1922			MENDOTA 21.5	s0850	s1005		
s1941	s1720		PRINCETON 26.8	s0831	s0946	s1345	
s2004			KEWANEE 31.3	s0808	s0923		
2034	1807		GALESBURG	s0740	s0855	s1255	

QUINCY SUBDIVISION

s2036			GALESBURG 39.8	0738	0853		
s2116			MACOMB 56.1	s0700	s0815		
s2203			30TH STREET 5.0	s0612	s0727		
2230			WEST QUINCY	s0600	s0715		

OTTUMWA SUBDIVISION

	s1814		GALESBURG 43.1			1247	
	s1907		BURLINGTON 27.8			s1200	
	s1942		MT. PLEASANT 46.4			s1125	
	s2017		OTTUMWA 79.9			s1038	
	s2143		OSCEOLA 33.1			s0916	
	2213		CRESTON			s0847	

s-regular stop

**SCHEDULED TIMES FOR NATIONAL NRPC TRAINS
TO BE USED FOR INFORMATION ONLY
EXCEPT NRPC TRAINS MUST OBSERVE DEPARTURE TIME(S) SHOWN INDICATED BY LETTER "S".**

WESTWARD	1005 NRPC Daily	STATION	1006 NRPC Daily	EASTWARD
CRESTON and OMAHA SUBDIVISIONS				
	s2216	CRESTON 91.1	0843	
		OREAPOLIS 16.8	f	
	0005 s0030	OMAHA 30.2	s0650 0625	
		ASHLAND 24.3		
	0132	LINCOLN	s0525	
MCCOOK SUBDIVISION				
	s0142	LINCOLN 96.6	0515	
	0309 s0315	HASTINGS 54.7	s0347 0342	
	s0406	HOLDREGE 77.1	s0255	
	0511	McCOOK	s0147	
AKRON SUBDIVISION				
	s0416	McCOOK 165.4	0044	
		EAST BRUSH		

s-regular stop

**SCHEDULED TIMES FOR NRPC TRAINS
TO BE USED FOR INFORMATION ONLY
EXCEPT NRPC TRAINS MUST OBSERVE DEPARTURE TIME(S) INDICATED BY LETTER "S".**

WESTWARD	1005 NRPC Daily	STATION	1006 NRPC Daily	EASTWARD
DENVER DIVISION BRUSH SUBDIVISION				
		EAST BRUSH — 10.6 —		
	s0637	FT. MORGAN — 77.7 —	s2215	
DENVER DIVISION FRONT RANGE SUBDIVISION				
	0840	DENVER UD	s2100	

s—regular stop

**SEE ITEM PAGE 8
SYSTEM SPECIAL
INSTRUCTIONS**

POSITION IN TRAIN AND SWITCHING

CARS WITH SAME PLACARDS MAY BE PLACED NEXT TO EACH OTHER

NOTES

- (1) Placards for Division 1.1 and 1.2 Explosives are in Placard Group 1 and must be displayed on a square white background surrounded by a black border.
- (2) Placards for Division 2.3, Hazard Zone A Poison Gases and Division 6.1, Packing Group I, Hazard Zone A Poisons are in Placard Group 3 and must display on a square white background surrounded by a black border.
- (3) In switching operations where the use of hand brakes is necessary, it must be determined by trial whether a loaded, placarded car, or a car occupied by a rider in a draft containing a loaded, placarded car, has its hand brakes in proper working condition before it is cut off.
- (4) A car shall not be allowed to move under its own momentum, or be coupled into or struck by any other rail car with more force than is necessary to complete the coupling, if the car is a Class DOT 113 tank car placarded in Division 2.1 (flammable gas), placarded trailer-on-flat-car (TOFC) or placarded container-on-flat-car (COFC).
- (5) Restriction applies only to flat switching of loaded tank cars placarded Division 2.1 (flammable gas), Division 2.2 (nonflammable gas), Divisions 2.3 (poison gas) or Canadian Division 2.4 (corrosive gas). In humping operations, loaded tank cars displaying these placards may be allowed to roll free provided:
 - (a) the track to which placarded car is destined contains one or more standing cars;
 - (b) the preceding car is clear of all switches before the placarded car is cut off;
 - (c) the placarded car is cut off singly;
 - (d) the placarded car is clear of all switches before the following car is cut off; and
 - (e) the next car into the track containing the placarded car is cut off singly.

HAZARDOUS MATERIAL REQUIREMENTS CARRIED UNDER SECTION 8 SYSTEM SPECIAL INSTRUCTIONS.

PLACARD GROUP 1



POSITION IN TRAIN RESTRICTIONS

RAIL CAR

TANK CAR

When train length permits, placarded car may not be placed nearer than the sixth car from the engine or occupied caboose.

X

X

When train length does not permit, placarded car must be placed near the middle of the train, but not nearer than the second car from an engine or occupied caboose.

X

X

Placarded car may not be transported in a passenger train.

X

X

Placarded car may not be placed next to a loaded open-top car when any of the lading protrudes beyond the car ends or if shifted would protrude beyond the car ends. Permanent bulk-head flat cars are considered the same as open-top cars.

X

X

Placarded car may not be placed next to loaded flat car or loaded wheel car, except placarded car may be placed next to closed TOFC/COFC equipment, auto carriers, and other specially-equipped cars with tie-down devices for handling vehicles.

X

X

Placarded car may not be placed next to any rail car, transport vehicle, or freight container with temperature control equipment or internal combustion engine in operation.

X

X

Placarded cars may not be placed next to each other based on the following:

(Placarded car in Placard Group 1 may not be placed next to...)

(Placarded car in Placard Group 2 may not be placed next to...)

(Placarded car in Placard Group 3 may not be placed next to...)

(Placarded car in Placard Group 4 may not be placed next to...)

X

X

X

X

X

X

Placarded car must be separated from an engine, occupied caboose or carload of undeveloped film by at least one non-placarded car. The undeveloped film restriction only applies to cars in Placard Group 4.

Placarded car must be next to and ahead of any car occupied by the guards or technical escorts accompanying the placarded rail car.

X

Placarded car must be the fourth car ahead of a car that has temperature control equipment in operation and is occupied by guards or technical escorts accompanying the placarded rail car.

X

SWITCHING RESTRICTIONS

Placarded car may not be allowed to move under its own momentum, or be coupled into or struck by any other rail car with more force than is necessary to complete the coupling.

X

(3)(4)










In a terminal, yard, or on a side track or siding, placarded car must be separated from the engine by at least one non-placarded rail car and must be placed in a location where it will be safe from danger of fire.

X

A loaded, placarded tank car or a draft including a loaded, placarded tank car may not be cut off until the preceding rail car clears the ladder track and the restricted car(s) must clear the ladder track before another rail car is allowed to follow.

(5)

RESTRICTIONS FOR PLACARDED CARS

PLACARD GROUP 2		PLACARD GROUP 3		PLACARD GROUP 4	CAR PLACARDED	CAR PLACARDED "RESIDUE"
 Division 1.4  Division 1.5  Division 2.1		(2)  Division 6.1, PG I, Zone A  Division 2.3, Zone A		 Class 7	 Division 1.6  Mixed Load	 (Example Placard) Division 2.1 Division 2.2 Division 2.3 Division 2.3, Zone A Oxygen (2.2) Division 2.4 Class 3 Division 4.1 Division 4.2 Division 4.3 Division 5.1 Division 5.2 Division 6.1 Division 6.1, PG I, Zone A Class 8
	RAIL CAR	TANK CAR	RAIL CAR	RAIL CAR		
		X				
		X				
	X	X	X	X	X	X
		X				
		X				
	X	X	X	X		
	X	X	X	X		
	X	X	X			
		X	X	X		X
		X	X			
	(3)(4)	X	(3)(4)	(3)	(3)	

**SEE ITEM PAGE 8
SYSTEM SPECIAL
INSTRUCTIONS**

PERFORM SWITCHING IN A MANNER WHICH WILL AVOID DAMAGE TO CONTENTS OF CARS AND EQUIPMENT

Safe Coupling Speed (MPH)	Impact Force
1	1
2	4
3	9
4	16
Damaging Coupling Speed (MPH)	Damaging Force
5	25
6	36
7	49
8	64
9	81
10	100

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Minutes	Seconds		Minutes	Seconds	
0	45	80.0	1	12	50.0
0	46	78.3	1	15	48.0
0	47	76.6	1	20	45.0
0	48	75.0	1	25	42.3
0	49	73.5	1	30	40.0
0	50	72.0	1	40	36.0
0	51	70.6	1	45	34.3
0	52	69.2	1	50	32.7
0	53	67.9	2	...	30.0
0	54	66.6	2	10	27.6
0	55	65.4	2	15	26.6
0	56	64.2	2	20	25.7
0	57	63.1	2	30	24.0
0	58	62.0	2	40	22.5
0	59	61.0	2	45	21.8
1	...	60.0	2	50	21.2
1	1	59.0	3	...	20.0
1	2	58.0	3	9	19.0
1	3	57.1	3	20	18.0
1	4	56.2	3	31	17.0
1	5	55.3	3	45	16.0
1	6	54.5	4	...	15.0
1	7	53.7	5	...	12.0
1	8	52.9	6	...	10.0
1	9	52.1	7	30	8.0
1	10	51.4	10	...	6.0

SAFETY IS OF THE FIRST IMPORTANCE IN THE DISCHARGE OF DUTY

TRACK BULLETIN FORM B

The engineer must attempt to contact employee in charge by radio sufficiently in advance to avoid delay, advising his location and specifying track.

In granting verbal authority the following words will be used:

"This is Burlington Northern Foreman (name) (or Gang No.) using track bulletin No. line No. between MP and MP on Subdivision."

(1) To authorize train to pass a red flag or enter limits without stopping, the following will be added:

" (train) may pass red flag located at MP (or enter limits) without stopping, over."

Train may pass red flag, or enter limits without stopping, continuing to move at restricted speed and must stop short of men or equipment fouling track.

(2) To authorize a train to proceed at a speed other than restricted speed, the following will be added:

" (train) may proceed through the limits at MPH (or 'at maximum authorized speed'), over."

Train may proceed through the limits at the prescribed speed unless otherwise restricted.

(3) To require train to move at restricted speed but less than 20 MPH, the following speed will be added:

" (train) proceed at restricted speed but not exceeding MPH (adding if necessary until reaching MP), over."

Train must not exceed the prescribed speed and must be prepared to stop short of men or equipment fouling the track or a red flag to the right of the track.

These instructions must be repeated by the engineer and "OK" received from employee giving them before they are acted upon.

When the word STOP is written in the Stop column, train or engine must not enter the limits until verbal authority is received from employee in charge as prescribed by item (1).