

NEBRASKA DIVISION

S. Zimmerman—Division Superintendent

C. W. FISH	Asst. Supt., Transportation	Lincoln
J. W. DITTON	Asst. Supt., Administration	Lincoln
L. R. FICKE	Asst. Supt., Roadway Maintenance	Lincoln
H. ANDERSON	Asst. Superintendent	Omaha
J. R. ZAMRZA	Chief Dispatcher	Lincoln
M. D. POTTHOFF	Chief Dispatcher	McCook
D. P. SORAN	Trainmaster	Lincoln
E. R. TORRENCE	Trainmaster	Lincoln
L. J. SHEFFELBINE	Trainmaster	Lincoln
G. W. LEWIS	Trainmaster	Omaha
B. B. BRILEY	Road Foreman	Lincoln
H. J. KLAUS	Road Foreman	Lincoln
R. A. TOBOSA	Road Foreman	Lincoln

LINCOLN YARD

R. L. FRAZIER	Terminal Superintendent	Lincoln
W. FERGUSON	Asst. Terminal Superintendent	Lincoln
D. A. GERKING	Terminal Trainmaster	Lincoln
L. TOMPKINS	Terminal Trainmaster	Lincoln
T. J. GODSIL	Terminal Trainmaster	Lincoln
T. A. DETTMERS	Terminal Trainmaster	Lincoln
M. C. DARLING	Terminal Trainmaster	Lincoln

ALLIANCE DIVISION

C. F. Tye—Division Superintendent

C. P. EVANS	Asst. Supt. Transportation	Alliance
C. J. GREELING	Asst. Supt. Transportation	Gillette
J. A. PINKPANK	Asst. Supt. Administration	Alliance
T. J. DEMOPOULOS	Asst. Supt., Roadway Maintenance	Alliance
L. R. TAYLOR	Asst. Supt., Roadway Maintenance	Alliance
J. W. MILLER	Chief Dispatcher	Alliance
E. F. HATZENBUHLER	Trainmaster	Alliance
G. L. SHIRE	Trainmaster	Alliance
A. B. CROSS, JR.	Trainmaster	Alliance
E. B. MAMER	Trainmaster	Guernsey
K. C. WILKOWSKI	Trainmaster	Guernsey
B. A. TURNER	Trainmaster	Edgemont
J. L. HILL	Trainmaster	Gillette
K. C. SPRADLIN	Trainmaster	Gillette
W. D. LINGBLOOM	Trainmaster-Road Foreman	Gillette
W. G. LONNGREN	Trainmaster	Sterling
C. R. HUNGER	Trainmaster-Road Foreman	Ravenna
D. L. BAINTER	Road Foreman	Alliance
W. H. WASSERBERGER	Road Foreman	Alliance
D. L. TREMBLAY	Road Foreman	Edgemont
M. G. JUNGCK	Road Foreman	Edgemont
C. E. GRANKE	Road Foreman	Guernsey
D. W. HILL	Road Foreman	Gillette
G. M. SIMPSON	Road Foreman	Sterling

ALLIANCE YARD

W. T. REILLY	Terminal Superintendent	Alliance
T. N. BISSEN	Terminal Trainmaster	Alliance
J. W. HARTWIG	Terminal Trainmaster	Alliance
G. A. LAVALLEY	Terminal Trainmaster	Alliance
M. J. ARITA	Terminal Trainmaster	Alliance
J. C. KLAUS	Asst. Terminal Trainmaster	Alliance

COLORADO DIVISION

J. C. Pohl—Division Superintendent

K. D. WALTON	Asst. Supt., Transportation	McCook
D. H. SHAFER	Asst. Supt., Administration	Denver
S. K. KLUTHE	Asst. Supt. Roadway Maintenance	Denver
I. H. COX	Trainmaster	Denver
C. W. WILSON	Trainmaster	McCook
R. HODGSON	Trainmaster-Agent	Golden
J. P. HOLLAND	Trainmaster	Cheyenne
H. NICHOLAS	Trainmaster-Agent	McCook
R. R. HANCOCK	Road Foreman	McCook
R. E. CHRISTENSEN	Road Foreman	Denver
K. R. MATZICK	Road Foreman	Denver
M. D. POTTHOFF	Chief Dispatcher	McCook

DENVER YARD

D. K. WATTS	Terminal Superintendent	Denver
C. E. WENDT	Asst. Terminal Superintendent	Denver
G. A. WHITE	Terminal Trainmaster	Denver
T. I. MCCANN	Terminal Trainmaster	Denver
L. E. HAHN	Terminal Trainmaster	Denver
R. F. LOUKOTA	Terminal Trainmaster	Denver
J. B. WRIGHT	Terminal Trainmaster	Denver
R. R. FAY	Terminal Trainmaster	Denver

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BURLINGTON NORTHERN RAILROAD CO. DENVER REGION

NEBRASKA, COLORADO
AND ALLIANCE DIVISIONS

TIMETABLE AND SPECIAL INSTRUCTIONS NO. 1

IN EFFECT AT 12:01 A.M.
Central Standard Time
Mountain Standard Time

Sunday, April 24, 1983

Including National Railroad Passenger Corporation (NRPC) Trains

Vice President
And General Manager
W. L. ARNTZEN

Assistant
General Manager
E. M. MARTIN

Vice President
Transportation—System
T. C. WHITACRE

NEBRASKA DIVISION

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From St. Joseph	1st Subdivn MAIN LINE STATIONS Office Cals		EASTWARD	
	BIJK RTXY		28060	16	60.4	0.0	2MT	C ST. JOSEPH		
			28067		66.9	6.1			6.1 WATER WORKS	
			28071		72.2	10.3			4.2 AMAZONIA	CTC
		10,460	28076		77.0	15.1			4.8 NODAWAY	
		10,137	28085		85.0	24.0			8.9 STARKS	
			28091		91.5	29.6			5.6 FC FOREST CITY	
	JY	9,670	28097		97.4	35.4			5.8 NAPIER	
		3,800	27304		101.8	39.9			4.5 BIGELOW	
		6,258	27312		109.3	47.3			7.4 CRAIG	
		6,157	27318		115.0	53.0			5.7 CORNING	
		4,196	27322		119.4	57.4			4.4 NISHNABOTNA	
		3,188	27328		125.0	63.0			5.6 LANGDON	
			27331		128.3	66.3			3.3 PHELPS	
		6,160	27337		133.8	71.8			5.5 WATSON	
	T	W4,365 E2,935	27345		142.0	80.0			8.2 HN HAMBURG	
		6,160	27352		149.3	87.2			7.2 PAYNE	
		3,583	27358	155.6	93.6			6.4 PERCIVAL		
		6,170	27364	160.6	98.6			5.0 McPAUL		
		3,580	27368	165.1	103.1			4.5 BARLETT		
			20436	174.4				9.0 JN PACIFIC JCT.		
		5,100	27382	475.0	112.1			5.7 FOLSOM	CTC	
		5,140	27388	480.7	117.8			5.3 ISLAND PARK		
	ABJKRTU		27394	491.8	129.2		DT	6.1 CO COUNCIL BLUFFS		
	JY		27396	493.4	130.3			1.1 BN JCT.		
								2.9		
	J		27400	871	496.2	133.2		OMAHA	CTC	

BETWEEN BN JCT. AND U.P. CONN. OMAHA, TRAINS ARE GOVERNED BY UNION PACIFIC RULES BRIDGE SUBDIVISION RULES FOR EMPLOYEES OF TENANT LINES.

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

WESTWARD ↓	Rule (A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS	Line Segment	Mile Post Location	Distance From Pacific Jct.	2nd Subdivn MAIN LINE STATIONS Office Calls		FIRST CLASS	EASTWARD ↑	
				5				6				
				NRPC Daily				NRPC Daily				
	BJKRTY		20436	10:35PM	2	0.0	0.0	JN	PACIFIC JCT. 5.0	CTC	A 7:40AM	
			20441			5.0	5.0	2MT	PLATTSMOUTH 3.8			
	AJTX		20445	A 10:45PM		8.9	8.9		OREAPOLIS 5.6			7:20AM
		6,790	20450	Operates		14.4	14.4		CULLOM 8.6			Operates
	A	6,805	20459	Via		23.1	23.1		YI LOUISVILLE 4.7			Via
		6,835	20464	3rd Sub		27.9	27.9		SOUTH BEND 7.6			3rd Sub
	BJKTX		20471	11:40PM		35.3	35.3		A ASHLAND 6.8			A 6:05AM
	X		20478			42.1	42.1		GREENWOOD 5.4			
		7,015	20484			47.6	47.6	2MT	WAVERLY 7.2			
	BKX		20491			54.8	54.8		V HAVELOCK 4.5			
	IJT				59.3			BT BAIRD TOWER 0.4				
	BIKR		20496	12:25AM 12:40	4	0.4	59.6	NI	LINCOLN 0.5		5:48 5:33	
	IJT					0.9	60.1		K HALL (TOWER) 0.6			
	BIKRTY			SEE		1.5	60.7		CG CARLING 1.3		SEE	
	BKRTY			NOTE		2.8	61.5		HOBBSON 2.0		NOTE	
	BIJKRY				163	4.4						
						3.8	63.5		CU CUSHMAN 4.0			
	J		20503			7.8						
		6,670	20505			66.9	66.9		COBB 2.5			
		6,965	20512			69.4	69.4		DENTON 6.8			
	BJ	4,050	20516			76.2	76.2		BERKS 3.5			
		6,810	20524			79.7	79.7		CA CRETE 8.3			
		6,685	20533			88.1	88.1		DORCHESTER 9.1			
		7,160	20542			97.2	97.2		FRIEND 8.6			
	JK	7,525	20549			105.8	105.8		EXETER 7.2			
		6,745	20556		2	113.0	113.0		F FAIRMONT 6.8	CTC		
	J	5,625	20564			119.7	119.7		GRAFTON 8.1			
		6,725	20568			127.9	127.9		SUTTON 4.3			
		6,800	20577			132.3	132.3		SARONVILLE 8.4			
		6,750	20583			140.7	140.7		H HARVARD 6.8			
			20588			147.5	147.5		INLAND 4.5			
	JT					152.0	152.0		HALLORAN 2.9			
						154.9	154.9	2MT	BRICK YARD 1.3			
	BIKR		20592	A 2:10AM		156.2	156.2		HN HASTINGS			4:08AM

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

Bn Radio Channel No. 2 in service at Lincoln.

Note: No. 5 and No. 6 Operate Via Passenger Main Between Lincoln and Cobb.

NEBRASKA DIVISION

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS		Line Segment	Mile Post Location	Distance From Orepolis	3rd Subdivn MAIN LINE STATIONS Office Calls		FIRST CLASS		EASTWARD
				5					6				
				NRPC Daily					NRPC Daily				
	AJTX		20445	10:45PM			0.0	0.0		OREAPOLIS 4.3	A 7:20AM		
	JT		80204				4.0	4.0		PAPPIO 3.6			
		7,325	80208				7.6	7.6		BELLEVUE 7.3			
	BKT		80214				15.0	15.0	G	GIBSON 1.8			
	J	5,661	27400	11:10 11:20		137	16.8	16.8	2MT	OMAHA 3.5	7:00 6:50		
	BJKTY	7,250	80221				20.4	20.4		SOUTH OMAHA 4.1			
		1,760	80225				24.4	24.4		RALSTON 6.9			
		5,300	80230				31.4	31.4		CHALCO 9.9			
		5,475	80241				41.3	41.3		MELIA 5.9			
	BIJKTJ		20471	A 11:40PM			47.0	47.0	A	ASHLAND	6:05AM		

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Ayr Jct.	4th Subdivn BRANCH LINE STATIONS Office Calls	
							161	
	JR		82409		67.1	0.0	AYR JCT. 6.9	
			82507		60.2	6.9	ROSELAND 5.1	
			82512		55.1	12.0	HOLSTEIN 7.4	
			82519		47.7	19.4	NORMAN 8.1	
			82528		39.5	27.6	SOUTH MINDEN 8.0	
			82536		31.5	35.6	KEEME 6.8	
			82542		24.7	42.4	WILCOX	

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Hebbron	5th Subdivn BRANCH LINE STATIONS Office Calls	
							155	
			81635		36.2	0.0	HEBRON 6.4	
	M		81628		29.6	6.4	BELVIDERE 6.2	
			81622		23.5	12.6	BRUNING 6.4	
	JTY		81336		17.0	19.0	STRANG 8.4	
			81608		8.6	27.4	GV	GENEVA 8.6
	BJKRY		20549		0.8	36.0	F	FAIRMONT

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Crete	6th Subdivn BRANCH LINE STATIONS Office Calls	
							152	
	BJRY		20516		0.7	0.0	CA	CRETE 4.9
			80804		5.0	4.9		SHESTAK 6.0
			80810		11.0	10.9		WILBER 6.4
	JY		80817		17.4	17.3	DE	DE WITT 7.3
			80824		24.6	24.6		HOAG 5.8
	Y		80830		30.4	30.4	B	BEATRICE 10.4
			80840		40.8	40.8		BLUE SPRINGS 1.7
	BJKRTY		81039		42.6	42.5	SN	WYMORE

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Hobson	7th Subdivn MAIN LINE STATIONS Office Calls	
							4	
	BKRTY				1.9	0.0		HOBSON 2.5
	BIJKRY		30004		4.4	2.5	CU	CUSHMAN 1.6
					6.0	4.1	2MT	PLAMOR 0.1
			30008		6.1	4.2		EMERALD 8.5
			30014		14.6	12.7	2MT	PLEASANT DALE 5.7
			30020		20.3	18.4		MILFORD 7.5
	J		30029		27.8	25.9	2MT RD	SEWARD 8.3
			30035		36.6	34.2		TAMORA 8.6
			30041		44.7	42.8	2MT	UTICA 3.9
		8,292	30047		48.6	46.7		WACO 7.3
							RK	YORK To Benedict 9.5 To McCool Jct. 9.1
	J	8,290	30055		55.9	54.0		8.3
			11,306		64.2	62.3	2MT	BRADSHAW 7.1
			7,160		71.3	69.4		HAMPTON 7.2
	JTX		30076		78.5	76.6	RO	AURORA 10.4
			30088		88.9	87.0	2MT	PHILLIPS 7.4
	IRX	7,648	30095		96.3	94.4	GD	GRAND ISLAND 2.9
					99.2	97.3		MCDONALD 5.3
			30104		104.5	102.6	2MT	ABBOTT 7.3
		10,639	30110		111.8	109.9		CAIRO 7.0
			30118		119.2	116.9		ST. MICHAEL 6.3
	X				125.1	123.2	2MT	NANTASKET 2.6
	BKRTX		30126		127.7	125.8	R	RAYENNA

BN Radio Channel No. 2 In service at Lincoln.

BN Radio Channel No. 1 In service on these Subdivisions.

WESTWARD		8th Subdivn MAIN LINE STATIONS Office Calls						EASTWARD	
Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Napier				
JY	7,010	28097	19	0.0	0.0	NAPIER 9.4			
	1,010	28107		9.4	9.4	RULO 5.2			
	7,610	28112		14.6	14.6	PRESTON 4.9			
AY	7,240	28116		19.5	19.5	FA	FALLS CITY		
	10,650	28126		30.5	30.5	NEW SALEM 9.7			
	7,345	28137		40.2	40.2	HUMBOLDT 8.0			
				48.2					
JRTY	11,107	28145		0.0	48.2	BK	TABLE ROCK 8.4		
	7,100	28154		8.4	56.6	ELK CREEK 6.9			
J	7,135	28161		15.4	63.5	CH	TECUMSEH 3.1		
	7,290	28165	18.5	66.6	BEAR 8.7				
	6,720	28172	27.2	75.3	STERLING 2.7				
	7,290	28176	29.9	78.0	GAGE 4.6				
	3,120	28179	34.5	82.7	ADAMS 7.4				
	15,900	28186	42.0	90.1	2MT	FH			
I	3,640	28193	48.7	96.8	FIRTH 6.7				
	7,725	28198	54.8	102.9	HICKMAN 6.1				
J		28204	60.4	108.6	SALTILLO 5.7				
I			61.4	109.5	LANCASTER 0.9				
Y			62.6	110.8	UP KING 1.3				
			62.9		WYE SWITCH 0.3				
IJ			60.1	111.1	K				
BIKRTY			60.7	111.5	CG	HALL (TOWER) 0.4			
						CARLING			

BN Radio Channel No. 2 in service at Lincoln.

WESTWARD		9th Subdivn BRANCH LINE STATIONS Office Calls						EASTWARD	
Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Cooper Spur				
Y		80627	142	26.5	0.0	COOPER SPUR 2.5			
Y		80624		24.0	2.5	BROWNVILLE 8.0			
Y		80615		15.9	10.5	PERU 10.7			
TY		80604		4.2	21.2	ARBOR 6.0			
BKRTY		80506		0.7	27.2	NB	NEBRASKA CITY 10.4		
		80516	141	16.0	37.8	DUNBAR 11.3			
		80527		27.3	49.1	SYRACUSE 11.7			
		80539		39.1	60.8	PALMYRA 6.7			
		80546		45.7	67.5	BENNET 6.7			
		80552		52.3	74.2	CHENEYS 7.5			
JY		28204		59.9	81.7	LANCASTER			

BN Radio Channel No. 1 in service on these Subdivisions.

WESTWARD		10th Subdivn MAIN LINE STATIONS Office Calls						EASTWARD	
Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Ashland				
BJKRTXY		20471	144	0.0	0.0	A			
A	4,150	07015		14.8	14.8	ASHLAND 14.8			
BIMY	5,265	07029		29.2	29.2	FU	YUTAN 14.4		
	3,570	07038		38.0	37.9	FREMONT 8.7			
	3,623	07044		43.6	43.6	MICKERSON 5.7			
	3,605	07053		52.8	52.7	WINSLOW 9.1			
	3,605	07060		60.0	60.0	UEHLING 7.3			
	3,410	07070		67.0	67.0	N	OAKLAND 7.0		
	3,605	07076		75.7	75.7	LYONS 8.7			
	3,915	07082		82.1	82.1	ROSALIE 6.4			
	6,160	07088		88.2	88.2	WALTHILL 6.1			
	2,265	07094		94.5	94.5	WINNEBAGO 6.3			
		07102		101.7	101.7	HOMER 7.2			
JTY		07104		104.6	104.5	DAKOTA CITY 2.8			
IMY			107.7	107.7	FERRY 3.2				
BKRTY		07109	108.2	109.3	SX	FLOYD 1.6			
					SHOUX CITY (18th Street Yard)				

WESTWARD		11th Subdivn BRANCH LINE STATIONS Office Calls						EASTWARD	
Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Ferry				
JTY		07104	145	0.0	0.0	FERRY 1.5			
Y		80001		1.5	1.5	BING 10.2			
		80012		11.7	11.7	WILLIS 7.6			
		80019		19.3	19.3	WATERBURY 6.9			
		80026		26.2	26.2	ALLEN 9.0			
		80035		35.2	35.2	DIXON 5.0			
		80040		40.2	40.2	LAUREL 6.3			
		80047		46.5	46.5	BELDEN 8.1			
		80055		54.6	54.6	RANDOLPH 6.2			
		80061		60.8	60.8	McLEAN 7.4			
		80068		68.3	68.2	OSMOND 9.9			
		80078		78.1	78.1	PLAINVIEW 5.0			
		80083		83.1	83.1	COPENHAGEN 4.7			
		80088		87.8	87.8	BRUNSWICK 13.8			
		80102	101.6	101.6	ORCHARD 10.3				
		80112	111.9	111.9	PAGE 12.5				
TY		80124	124.4	124.4	OA	O'NEILL			

WESTWARD		12th Subdivn BRANCH LINE STATIONS Office Calls					EASTWARD	
Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Table Rock			
JRTY		28145	19	48.2	0.0	BK	TABLE ROCK	
		81007		55.3	7.1		7.1	
		81019		67.4	19.3		19.3	
BJKRTY		81039		87.2	39.1	SN	WYMORE	

WESTWARD		13th Subdivn BRANCH LINE STATIONS Office Calls					EASTWARD	
Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Pappio			
JTY		80204	164	3.9	0.0		PAPPIO	
		80302		6.5	2.5		2.5	
J		80305		8.4	4.5		4.5	

WESTWARD		14th Subdivn BRANCH LINE STATIONS Office Calls					EASTWARD	
Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Brick Yard			
JTY			160	27.1	0.0		BRICK YARD	
				26.3	0.8		0.8	
		83419		18.9	8.2		8.2	
		83410		9.9	17.2		17.2	
JRTXY		30076	149	0.4			GILTNER	
				0.6	27.5		27.5	
		83510	151	11.0	38.8	RO	AURORA	
I		83519		19.3	47.2		47.2	
		83527		28.0	55.8	CC	CENTRAL CITY	
				35.6			7.6	
TY		83535	151	0.1	63.4		PALMER	
		83710		10.5	73.9		10.5	
		83719		19.4	82.8		82.8	
		83729		29.0	92.4		92.4	
		83740		40.1	103.5	CY	LOUP CITY	
		83754		53.7	117.1		117.1	
		83764	64.5	127.9		127.9		
TY		83773		73.3	136.7		136.7	

WESTWARD		15th Subdivn BRANCH LINE STATIONS Office Calls					EASTWARD	
Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Clay Center			
		81912	156	94.7	0.0		CLAY CENTER	
		81906		100.2	5.5		5.5	
J		20564		107.1	12.5		12.5	
		81805		112.4	17.7		17.7	
T		81811		118.8	24.1		24.1	

WESTWARD		16th Subdivn BRANCH LINE STATIONS Office Calls					EASTWARD	
Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Dewitt			
BJKR		80817	153	0.3	0.0	DE	DE WITT	
		81309		8.8	8.6		8.6	
		81315		15.6	15.4		15.4	
JUY		81322		23.3	23.0		23.0	
		81329		29.8	29.5		29.5	
JRTY		81336		36.8	36.5		36.5	
		81344		43.9	43.7		43.7	
		81350		50.0	49.7		49.7	
MTY		81357		57.5	57.2		57.2	
		81366		66.4	66.2		66.2	
U		81375		75.2	74.9		74.9	
		81381		80.8	80.6		80.6	
JRY		81386		86.8	86.5		86.5	
		81395		94.8	94.5		94.5	
		81402		102.2	101.9		101.9	
		81411	111.4	111.1		111.1		
		81419	119.3	119.0		119.0		

WESTWARD		17th Subdivn BRANCH LINE STATIONS Office Calls					EASTWARD	
Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Lincoln			
BKR		20496	147	0.6	0.0	N1	LINCOLN	
IJTY				0.3	0.4		0.4	
JY				1.9	1.9		1.9	
T		83006		5.9	6.3		6.3	
		83011		11.2	11.5		11.5	
		83019		18.4	18.7		18.7	
JY		30029		25.5	25.7		25.7	
		83032		31.9	32.2		32.2	
		83039		38.8	39.1		39.1	
U		83053		46.8	47.1		47.1	
		83061		52.5	52.8		52.8	
RY		83071		61.3	61.5		61.5	

BN Radio Channel No. 2 In service at Lincoln.

BN Radio Channel No. 1 In service on these Subdivisions.

WESTWARD		Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Wymore	18th Subdivn BRANCH LINE STATIONS Office Calls		EASTWARD		
		BJKRTY		81039	19	87.2	0.0	SN WYMORE				
				81050		97.9	10.7	ODELL				
				81057		105.1	18.0	DILLER				
		A		81066		114.6	27.4	ENDICOTT	ABS			
				81080		128.5	41.3	REYNOLDS				
				81090		138.5	51.3	HUBBELL				
				81098		145.8	58.6	CHESTER				
				81106		153.9	66.7	BYRON				
				81114		162.8	77.6	HARDY				
		KMY		81122		170.4	83.4	SR SUPERIOR				
				81129		177.0	89.8	BOSTWICK				
				81136		184.9	97.7	GUIDE ROCK				
		JR		81143		191.1	103.9	LESTER JCT.				
		BKRTY		81147	195.3	108.1	RC RED CLOUD					

WESTWARD		Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Fairmont	21st Subdivn BRANCH LINE STATIONS Office Calls			EASTWARD	
		BJKRY		20549	154	8.1	0.0	F FAIRMONT		CTC		
				81506		14.1	6.2	BURRESS				
				81514		22.4	14.5	MILLIGAN				
						28.8	20.9	TOBIAS				
		JUY		81322								

WESTWARD		Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Hastings	19th Subdivn BRANCH LINE STATIONS Office Calls		EASTWARD		
		BJKRTY		20592	159	0.7	0.0	HASTINGS		CTC		
		JR		82409		10.1	10.1	AYR. JCT.				
				82411		11.7	11.7	AYR				
		JYR		81386		19.1	19.1	BLUE HILL				
				82430		30.7	30.7	COWLES				
		JR		81143		37.0	37.0	LESTER JCT.				

WESTWARD		Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Council Bluffs	22nd Subdivn BRANCH LINE STATIONS Office Calls			EASTWARD	
			9,524	78598	134	384.9	98.7	BAYARD				
			6,103	78593		391.4	92.2	COON RAPIDS				
			9,529	78585		399.6	84.0	DEDHAM				
			9,548	78578		406.1	77.5	TEMPLETON				
				78572		412.2	71.4	MANNING				
			10,266	78562		422.8	60.8	MANILLA				
				78554		430.4	53.2	DEFIANCE				
			5,060	78549		435.9	47.7	EARLING				
				78544		441.0	42.6	PANAMA				
			9,952	78537		447.3	36.3	PORTSMOUTH				
				78532		452.8	30.8	PERSIA				
			9,720	78522		462.6	21.0	NEOLA				
				78517		467.7	15.9	UNDERWOOD				
		ABJKRTU		27394	483.6	0.0	CO COUNCIL BLUFFS					

BN Radio Channel No. 1 in service on these Subdivisions.

WESTWARD		Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Tecumseh	20th Subdivn BRANCH LINE STATIONS Office Calls		EASTWARD		
				80722	140	38.3	22.5	AUBURN				
				80713		47.9	12.9	JOHNSON				
		JY		28161		60.8	0.0	CH TECUMSEH		CTC		

LINE SEGMENT NUMBERS

YARD LINE SEGMENTS	
Line Segment	Yard
870	Omaha-Gibson
871	South Omaha
872	Pacific Junction
873	Havelock
874	Havelock Shop
875	Lincoln
876	Hastings
877	Council Bluffs
878	Fremont
879	Grand Island
880	Nebraska City
881	York
882	Crete

BALLAST PITS	
Line Segment	Yard
883	Ashland
884	South Bend

OTHER ROAD LINE SEGMENTS		
Line Segment	Limits	Milepoats
148	McCool Jct.—Benedict	126.0 to 144.4
154	Tobias—Daykin	28.8 to 36.2
163	Cushman—Cobb	3.9 to 7.8
164	Gilmore Jct.—South Omaha	8.4 to 13.9
165	Seward Freight Main	27.7 to 29.1

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
1st Subdivision				8th Subdivision			
28082 Forbes	6.2 miles west of Nodaway	16	Both	28100 Fortescue	3.3 miles west of Napier	2	Both
Iowa Power Light	3.0 miles west of Island Park	194	West	28123 Salem	6.4 miles west of Falls City	15	East
Standard Oil	3.3 miles west of Island Park	28	East	28130 Dawson	2.8 miles west of New Salem	15	Both
Chevron	4.1 miles west of Island Park	11	East	28167 St. Mary	6.6 miles west of Tecumseh	14	Both
Council Bluffs Industry	4.4 miles west of Island Park	93	East	28195 Roca	3.1 miles west of Hickman	24	Both
Ford Storage	5.1 miles west of Island Park	35	Both	9th Subdivision			
2nd Subdivision				80607 Minersville	8.2 miles west of Peru	3	West
20455 Cedar Creek	4.7 miles west of Cullom	50	Both	80511 Elberon	5.1 miles west of Nebraska City	10	East
20465 Hopper Quarry	1.6 miles west of South Bend	35	Both	80532 Unadilla	5.1 miles west of Syracuse	18	Both
20466 South Bend Quarry	2.4 miles west of South Bend	26	Both	80557 Collegeview	4.8 miles west of Cheney	38	Both
20467 Costa Welsh Spur	3.3 miles west of South Bend	36	West	10th Subdivision			
20480 Mid-America	2.4 miles west of Greenwood	37	Both	07003 Abel	2.5 miles west of Ashland	248	East
Yankee Hill Brick	3.6 miles west of Lincoln	45	West	07004 Riverside	4.3 miles west of Ashland	133	East
20519 Swingle	3.2 miles west of Crete	24	East	Big Sandy	5.1 miles west of Ashland	75	East
Allen Products	1.1 miles east of Crete	10	East	07007 Wann	7.5 miles west of Ashland	22	Both
3rd Subdivision				07020 Fackler	5.3 miles west of Yutan	6	East
80202 LaPlatte	2.0 miles west of Orecapolis	68	Both	07021 LeShara	6.2 miles west of Yutan	21	Both
80203 National By-Product	3.5 miles west of Orecapolis	21	East	Run Around	3.3 miles west of Fremont	17	Both
80238 Greta	6.3 miles west of Chalco	48	Both	Nebr. Processors	3.6 miles west of Fremont	113	West
80228 Camoak Park	3.0 miles west of Ralston	30	East	Fel Tex	4.2 miles west of Fremont	93	East
5th Subdivision				07072 Anderson	4.6 miles west of Lyons	36	East
81606 Kaneb-spur Track	2.0 miles west of Geneva	3	East	11th Subdivision			
6th Subdivision				80074 Breslau	0.5 miles west of Laurel	6	West
Crete South Yard	2.0 miles west of Crete	185	Both	12th Subdivision			
Farmland Foods	4.3 miles west of Crete	43	West	81028 Liberty	8.4 miles west of Burchard	27	Both
Phillips Petroleum	7.0 miles west of DeWitt	47	West	14th Subdivision			
80825 Cominco Products	0.3 miles west of Hoag	53	West	83516 Overland	5.5 miles west of Marquette	18	East
Land O Lakes	1.8 miles west of Beatrice	14	West	83521 Vayden	2.3 miles west of Central City	21	Both
80833 Gasco Spur	3.2 miles west of Beatrice	4	East	16th Subdivision			
7th Subdivision				81528 Daykin	7.0 miles from Tobias	25	Both
30024 Ruby	4.3 miles west of Milford	36	Both	17th Subdivision			
30031 Walkers	0.4 miles west of Seward	28	West	83064 Moll Spur	3.2 miles west of Bellwood	104	Both
83209 Benedict	9.5 miles from York	49	East	18th Subdivision			
NPPD	0.9 miles from York	35	West	81045 Krider	5.6 miles west of Wymore	15	Both
83309 McCool Jct.	9.1 miles from York	29	Both	81048 Odell	9.3 miles west of Wymore	28	Both
83304 Knox	4.3 miles from York	8	East	81068 Fairchild Spur	1.5 miles west of Endicott	58	Both
83201 Champion	1.1 miles from York	28	East	20th Subdivision			
30066 Henderson	2.7 miles west of Bradshaw	27	East	80708 Graf	7.7 miles east of Tecumseh	8	West
30080 Curry	3.7 miles west of Aurora	28	Both	22nd Subdivision			
30081 Monsanto	5.3 miles west of Aurora	36	Both	78566 Aspinwall	4.0 miles west of Manning	42	Both
30082 Murphy	6.1 miles west of Aurora	16	Both	78512 Weston	4.9 miles west of Underwood	9	West
Trail	4.7 miles west of Phillips	17	Both				
Central Sand	5.1 miles west of Phillips	45	East				
Lipcott	5.7 miles west of Phillips	12	West				
30103 CoPlant	7.2 miles west of Grand Island	127	Both				

WESTWARD	Rule (A) Signs	Length of Skid In Feet	Station Numbers	FIRST CLASS	Line Segment	Mile Post Location	Distance From Hastings	1st Subdivn MAIN LINE STATIONS Office Calls		FIRST CLASS	EASTWARD
				5				6			
				NRPC Daily				NRPC Daily			
	BIKR		20592	2:12AM	2	156.2	0.0	2MT	HN HASTINGS 1.8	As 4:06AM	
	BJKRT		20594			158.0	1.8		GAINES 4.6		
			20598			162.6	6.4		JUNIATA 8.3		
		6,930	20607			171.0	14.7		KN KENESAW 7.7		
		6,755	20614			178.7	22.4		HEARTWELL 9.6		
		7,290	20624			188.3	32.0		M MINDEN 9.6		
		7,460	20634			197.8	41.6		BA AXTELL 6.5		
		3,500	20640			204.4	48.1		FUNK 6.6		
	BJKT	W8,490 E4,300	20647	s 3:02		211.0	54.7		HD HOLDREGE 7.4	s 3:17	
		7,105	20654			218.3	62.1		ATLANTA 8.5		
		3,855	20663			226.9	70.6		MASCOT 4.9		
	J		20667			231.5	75.5		OXFORD JCT. 2.2		
	BKRT	7,655	20670			234.0	77.7		RD OXFORD 7.8		
		6,740	20677			241.8	85.5		EDISON 6.7		
		3,835	20684			248.3	92.2		ARAPAHOE 5.9		
		6,780	20690			254.3	98.1		HOLBROOK 8.4		
		6,740	20698			262.6	106.5		CAMBRIDGE 7.8		
		3,660	20706			270.3	114.3		BARTLEY 5.9		
		6,720	20712			276.3	120.2		INDIANOLA 11.6		
	BKRT	7,875	20724	As 4:12AM		287.8	131.8		MC McCOOK	2:11AM	

BN Radio Channel No. 2 in service on this Subdivision.

WESTWARD	Rate (A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS	Line Segment	Mile Post Location	Distance From MeCook	2nd Subdivn MAIN LINE STATIONS Office Code		FIRST CLASS	EASTWARD
				5				6			
				NRPC Daily				NRPC Daily			
	BKRT	7,875	20724	3:15AM		287.8	0.0	MC	McCOOK 11.2	As 1:08AM	
	J	6,765	20735			299.0	11.2		CULBERTSON 10.2		
		7,220	20745			309.3	21.4		TRENTON 11.8		
		6,845	20757			321.1	33.2		STRATTON 9.6		
		6,800	20767			330.7	42.8		MAX 8.4		
		7,310	20775			339.1	51.2		BENKELMAN 10.5		
		7,080	20785			349.5	61.7		PARKS 11.5		
		6,925	20797			361.1	73.2		HAIGLER 16.4		
		9,170	20813			377.5	89.6		WRAY 7.4		
		6,460	20821			385.6	97.0		ROBS 7.2		
		7,190	20828			392.2	104.2		ECKLEY 12.6		
		6,765	20841			404.8	116.8		YUMA 9.6		
		6,635	20850			414.0	126.4		CALHOUN 8.7		
		6,725	20859			423.0	135.1		PLATNER 7.8		
	BKRT	8,290	20867	5:15		430.8	142.9	AK	AKRON 6.8	As 11:16	
		4,250	20873			437.7	149.7		XENIA 6.3		
		5,780	20880			444.3	156.0		PINNEO 9.8		
	JT				2	453.1	165.8		EAST BRUSH 1.1		
	BJKRT	N7,287 S7,117	20891			454.9	166.9	BU	BRUSH CENTER 1.5	CTC	
						456.5	168.4		WEST BRUSH 1.5		
	J		20894			458.0	169.9		PANTEE JCT. 1.2		
		4,035	20895			459.1	171.1		LODI 5.3		
		6,560	20900	5:45		464.3	176.4	JN	FT. MORGAN 4.1	As 10:45	
		7,925	20904			468.5	180.5		BJOU 10.5		
		7,291	20913			478.9	191.0		WIGGINS 10.1		
		7,375	20924			489.1	201.1		CREST 6.3		
		7,057	20932			495.7	207.4		ROGGEN 9.9		
		7,121	20941			505.4	217.3		KEENESBURG 7.6		
		6,152	20949			513.0	224.9		HUDSON 5.5		
		7,191	20954			518.5	230.4		TONVILLE 6.0		
		7,610	20960			524.5	236.4		BARR 7.4		
		7,905	20968			531.7	243.8		FRONDALE 4.9		
	I		20973			536.9	248.7		SAND CREEK 4.3		
	BKRTU		20977		476	541.2		W	31st ST. YARD 1.2		
						0.3	253.0				
	BIJRR		20979	As 7:40AM	477	0.0	254.2		DENVER UD 2.2	9:20PM	
	JXY					2.2	256.4	DT	SOUTH PARK JCT 1.9		
	IY					4.1	258.3		SOUTH DENVER		

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

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Denver U.D.	3rd Subdivn MAIN LINE STATIONS Other Calls		EASTWARD
							DT	CTC	
	BJKRY		41137	476	0.0	0.0	DENVER UD		
					1.0	1.0	CX PROSPECT		
					1.1	2.4	JERSEY CUT OFF		
					3.4	3.4	UTAH JCT.		
		3,800	41146		9.0	9.0	SEMPER		
	JR	5,005	41151		14.0	14.0	OM BROOMFIELD		
					14.1				
	MY	3,825	41160		31.4	28.1	BR BOULDER		
		2,195	41175		38.2	34.9	HWOT		
					43.6	40.3	MN LONGMONT		
		1,910	41186		49.2	46.0	HIGHLAND		
		2,515	41191		54.5	51.2	BERTHOUD		
	BRTY	3,950	41197		60.7	57.4	S LOVELAND		
					74.4	71.1	FO FT. COLLINS To Res 17.9		
	Y	5,712	41213		76.5	73.3	MONTY YARD		
							BLACK HOLLOW JCT. To Black Hollow		
	JY		41214		77.2	73.9	14.5		
		7,169	41228		91.7	88.4	BULGER		
			41233		96.7	93.4	PLATTE RIVER		
		4,860	41236		99.6	96.4	NORFOLK		
		3,820	41249		113.0	109.7	SPEER		
	BKRTUY		41256		119.4	116.1	DI CHEYENNE		
		8,428	41276		138.8	135.8	FEDERAL		
		3,795	41289		152.4	149.1	HORSE CREEK		
		4,518	41294		157.0	153.7	ALTUS		
		2,945	41299		162.7	159.4	PARTING		
		3,895	41307		170.0	166.8	LAMBERT		
	T	8,351	41325		188.7	185.4	UW CHUGWATER		
		3,830	41339		202.6	199.3	BORDEAUX		
	BRT	5,851	41351		214.3	211.2	ND WHEATLAND		
	JRY		41357	220.5	217.2	NOBA			
		4,520	41367	230.6	227.7	DWYER			
	JRTY	7,205	32137	240.8	237.5	WENDOVER	CTC		

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Holdrege	5th Subdivn BRANCH LINE STATIONS Other Calls			EASTWARD
							180	CTC	CTC	
	BJKRTY		20647	180	0.8	0.0	HD HOLDREGE		CTC	
			82007		8.0	7.9	LOONIS			
			82015		15.5	15.4	BERTRAND			
			82021		21.8	21.8	SMITHFIELD			
			82028		28.4	28.4	ELWOOD			
			82039		39.5	39.5	EUSTIS			
			82049		50.1	50.1	FARNAM			
			82061		62.2	62.2	MOOREFIELD			
	BKRTY		82071		72.3	72.3	CU CURTIS			
			82077		78.8	78.8	MAYWOOD			
			82087		88.2	88.1	WELLFLEET			
			82103		104.1	104.0	DICKENS			
	BJRY		82113		113.9	113.9	WA WALLACE To Sutherland 17.8			
			82119		120.4	120.5	GRANTON			
			82125		126.3	126.2	ELSE			
			82133		134.4	134.4	MADRID			
	BRY	7,439	82143		144.0	144.0	G GRANT			
			82153		154.2	154.2	BRANDON			
			82160		161.5	161.5	VENANGO			
			82169		170.3	170.2	AMHERST			
	BKRY		82179	179.9	179.9	HK HOLYOKE				
			82188	189.1	189.1	PAOLI				
			82196	197.5	197.5	HN HARTUN				
			82208	208.9	208.9	FLEMING				
	BJKRTY		84081	229.4	229.4	ST STERLING		CTC		

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Sterling	4th Subdivn MAIN LINE STATIONS Other Calls		EASTWARD
							21	CTC	
	BJKRTY		84081	21	115.1	0.0	ST STERLING		CTC
BETWEEN STERLING AND UNION UPRR RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.									
	J		84105	21	138.6	23.5	UNION		CTC
		7,256	84109		141.2	26.1	NEW HILLROSE		
	JT				148.0	32.9	BRUSH JCT.		
	BJKRT		20891		150.0	34.9	BU BRUSH CENTER		

BN Radio Channel No. 1 in service on these Subdivisions.

WESTWARD	6th Subdivn BRANCH LINE STATIONS Office Calls						EASTWARD
	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Orleans Jct.	
JT		81199	177		0.2	0.0	ORLEANS JCT. 2.9
J		82603			3.0	2.9	FLYNN 4.2
		82607			7.0	7.1	STAMFORD 6.5
		82613			13.5	13.6	HOLLINGER 6.7
		82620			20.3	20.3	BEAVER CITY 7.9
		82628			28.2	28.2	HENDLEY 7.5
		82635			35.7	35.7	WILSONVILLE 10.1
		82646			45.8	45.8	LEBANON 7.0
		82653			52.8	52.8	DANBURY 16.2
		82669			69.0	69.0	TRAEER 6.7
		82675			75.6	75.7	R HERNDON 10.2
		82686			85.9	85.9	LUDELL 5.2
		82691			91.1	91.1	A ATWOOD 3.9
		82695			95.0	95.0	BLAKEMAN 6.5
		82701			101.5	101.5	BEARDSLEY 8.2
		82709			109.7	109.7	MD McDONALD 8.6
		82718			118.3	118.3	BD BIRD CITY 15.6
KRT		82734		133.9	133.9	S ST. FRANCIS	

Bn Radio Channel No. 2 in service on this Subdivision.

WESTWARD	7th Subdivn BRANCH LINE STATIONS Office Calls						EASTWARD
	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Red Cloud	
BKRTY		81147	19		195.3	0.0	RC RED CLOUD 7.0
		81154			202.3	7.0	INVALE 5.9
		81160			208.2	12.9	RIVERTON 10.5
		81170			218.7	23.4	FRANKLIN 4.7
		81175			223.3	28.1	BLOOMINGTON 5.2
		81180			228.6	33.3	NAPONEE 4.6
		81185			233.2	37.9	REPUBLICAN 7.9
		81193			241.0	45.8	ALMA 5.6
TY		81198			247.1	51.4	ORLEANS 0.3
JT		81199			247.8	51.7	ORLEANS JCT. 10.1
J		20667		257.4	61.8	OXFORD JCT.	

Bn Radio Channel No. 2 in service on this Subdivision.

WESTWARD	8th Subdivn BRANCH LINE STATIONS Office Calls						EASTWARD
	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Flynn	
J		82603	176		3.3	0.0	FLYNN 14.2
		82818			17.5	14.2	LONG ISLAND 10.2
Y		82828			27.7	24.4	CA ALMENA 2.1
JRY		82830	133		29.6		ALMENA JCT. 2.0
		82777			310.6	28.5	CALVERT 7.4
BKRY	10,544	82839			318.0	35.9	NORTON 0.9
Y	3,132	82786	176		319.0	36.8	LAU 7.0
		82847			325.9		ORONOQUE 4.8
JR		82852			47.3	43.8	REAGER 5.4
		82857		52.0	48.6	NA NORCATUR 11.2	
		82868		57.4	54.0	KANOMA 9.4	
BKRT		82877		68.7	65.2	BN OBERLIN	
				78.0	74.6		

Bn Radio Channel No. 2 in service on this Subdivision.

WESTWARD	9th Subdivn BRANCH LINE STATIONS Office Calls						EASTWARD
	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Culbertson	
J		20735	178		0.7	0.0	CULBERTSON 17.7
		82917			17.7	17.7	PALSADE 7.2
		82924			24.9	24.9	HAMLET 7.6
		82932			32.5	32.5	WAINETA 6.6
Y		82948		49.1	49.1	IMPERIAL	

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

WESTWARD	10th Subdivn BRANCH LINE STATIONS Office Calls						EASTWARD
	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Hastings	
BKR		20592	876		0.0	0.0	HN HASTINGS 41.2
Y		83824		162		20.5	24.4
						41.2	

TRAINS BETWEEN HASTINGS AND KEARNEY ARE GOVERNED BY RULES FOR EMPLOYEES OF BN OPERATING ON UNION PACIFIC TRACKAGE DATED JUNE 1, 1979

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

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Broomfield	11th Subdivn BRANCH LINE STATIONS Office Calls		EASTWARD
	R			84314	476	14.1	0.0	OM BROOMFIELD	
				14.9			0.7		
J			84315	179	14.9	0.7	BURNS JCT.		
			84322		21.9	7.7	LA FAYETTE		
U			84326		26.2	12.0	ERIE		
			84332		32.1	18.0	IDAHO CREEK		
JL			84337		37.6	23.4	GREAT WESTERN JCT.		
Y			84338		38.2	24.0	MN LONGMONT		
			84345		45.9	31.7	MEDBERRY		
					48.6	34.3	LYONS		

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Ft. Collins	13th Subdivn BRANCH LINE STATIONS Office Calls		EASTWARD
	BJKMRTY			41211	481	74.4	0.0	FO FT. COLLINS	
Y			89507	81.2		7.1	TIMNATH		
Y			89509	83.6		9.5	KERNS		
JUY			89512	86.6		12.5	WR WINDSOR		
Y			89519	93.4		19.4	FARMERS		
JRTY			89525	95.9		24.8	HG GREELEY		

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Prospect	12th Subdivn BRANCH LINE STATIONS Office Calls		EASTWARD
	JRU Y			41138	476	1.0	0.0	CX PROSPECT	
				482	4.9	3.8	C. & S. JCT.		
Y			89307		7.6	6.5	ARVADA		
Y			89311		11.8	10.5	TERRILL		
BKY			89116		14.4	15.3	GOLDEN		

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Leadville	14th Subdivn BRANCH LINE STATIONS Office Calls		EASTWARD
	BJKTY			89150	479	151.3	0.0	LEADVILLE	
TY			89164	137.2		14.1	CLIMAX		

BETWEEN PROSPECT AND C. & S. JCT., BN TRAINS AND ENGINES OPERATE OVER D. & R.G.W. TRACKS AND ARE GOVERNED BY RULES AND TIMETABLE OF D. & R.G.W.

BN Radio Channel No. 1 in service on these Subdivisions.

LINE SEGMENT NUMBERS

DENVER TERMINAL LINE SEGMENTS		OTHER YARD LINE SEGMENTS		
Line Segment	Yard	Line Segment	Yard	
483	South Park Jct-Sheridan	906	McCook	
484	South Denver-Conners	908	Brush	
494	Denver West Side Line	OTHER ROAD LINE SEGMENTS		
496	Jersey Cut Off	Line Segment	Limits	Mileposts
900	19th Street TOFC	162	Kenesaw	0.0 to 2.4
901	38th to 31st Street	187	Wallace-Sutherland	0.0 to 17.5
902	Coach	480	Ft. Collins-Rex	74.4 to 92.3
903	Prospect	495	Black Hollow Jct.-Black Hollow	77.1 to 86.1
904	Market Street Line			
905	DUT-So. Denver			

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
1st Subdivision							
20619	Central Nebraska Co-op	54	Both	89753	Murke Spur	99	East
20621	Koller	16	Both	41334	Slater	22	Both
20628	Minden Beef	21	Both	41353	Curtis	26	West
20643	Motala	32	Both	41357	MOBA	104	Both
20650	Wac	18	West		Track No. 1	15	West
20717	Clyde	14	East		Track No. 2	17	West
	Red Willow	15	Both		Track No. 3	34	East
2nd Subdivision							
20729	Perry	31	Both		Track No. 4	24	East
20780	Doane	32	Both		Track No. 5	18	Both
20802	Sanborn	43	Both		Track No. 6	20	Both
20834	Schramm	11	Both		Track No. 7	8	West
20846	Hyde	12	Both		Track No. 8	24	East
20853	Hyde	59	Both	4th Subdivision			
20894	Otis	370	East	84109	Old Hillrose	60	Both
20898	Pawnee	68	West	5th Subdivision			
20899	Mosley	38	East		Kansas-Nebraska	10	West
20909	American Beef	70	West		Coop. Equity Mill	5	West
20916	Vallery	45	Both		Hayward	6	East
20937	Lambert	150	Both		Gentlemen Power Plant	Loop	West
20966	Tampa	11	Both	82201	Dailey	19	Both
20966	Eno	11	Both	6th Subdivision			
20970	Ladora	27	West	82657	Marion	17	West
20971	Commerce City	35	East	82662	Cedar Bluffs	25	Both
3rd Subdivision				82728	Wheeler	32	Both
41141	Clear Creek (Western Paving) Wye	50	Both	9th Subdivision			
41142	Gold Bond	11	East	82908	Beverly	17	East
41143	Westminster	12	Both		Culbertson	40	Both
41147	Homestead House	8	West	82941	Enders		
41156	Louisville	6	West	11th Subdivision			
41161	Valmont	6	West	84344	Western Spur	30	Both
41162	Sloss Jct.	22	West	84347	Barnett	20	East
41163	Atwell	17	Both	12th Subdivision			
41172	IBM	17	East	89306	Blue River Contractors	15	West
41175	MKP Associates	17	East	89309	Horton (Columbine Glass & Container Systems)	21	East
41192	Small	10	East		1.9 miles west of Arvada	25	East
41194	Champion Home Builders	6	East	89310	Sweetners	17	East
41207	Champion	11	East	89311	Mount Olivet	17	Both
41207	Wickes	10	West	89313	Ball Metals	10	West
41207	McClellands	5	West	89313	Boise	14	West
41209	Drakes	12	Both		Coors Bulk Plant	17	West
41211	Union Mfg. Co.	37	West		Coors End Plant	29	West
41222	Wellington	10	Both	89316	Golden Depot	39	Both
41224	Dixon	58	East	13th Subdivision			
41257	Warren Missile Base	60	East	89503	Schumacher	7	East
41268	Silver Crown	30	East	89507	U.S. Steel	8	East
				89515	Kodak	34	West

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Ravenna	1st Subdivn MAIN LINE STATIONS Office Calls		WESTWARD
							2MT	R	
	BKRT		30126	4	127.7	0.0	RAVENNA	0.6	
					128.3	0.6	WEST RAVENNA	9.5	
		6,270	30137		137.8	10.1	HAZARD	6.7	
			30143		144.5	16.8	LITCHFIELD	10.5	
			30152		155.0	27.3	MASON	10.1	
					165.1	37.4	BERWYN	9.9	
					175.0	47.3	FAIR	1.3	
	BK	7,933	30175		176.3	48.6	BROKEN BOW	8.4	
		6,124	30183		184.7	57.0	MERNA	10.9	
		6,049	30194		195.6	67.9	ANSELMO	9.9	
			30206		205.5	77.8	LINSCOTT	8.9	
					214.4	86.7	DUNNING	9.5	
			30224		223.9	96.2	HALSEY	11.4	
			30234		235.3	107.6	NATICK	7.3	
		8,124	30241		242.6	114.9	THEDFORD	6.5	
			30249		249.1	121.4	NORWAY	8.5	
			30256		257.6	129.9	SENECA	1.7	
					259.3	131.6	WEST SENECA	8.0	
			30267		267.3	139.6	MULLEN	12.0	
			30277		279.3	151.6	HECLA	14.6	
		6,795	30292	293.9	166.2	WHITMAN	13.0		
		7,353	30305	306.9	179.2	HYANNIS	7.6		
			30314	314.5	186.8	ASHBY	10.3		
			30323	324.8	197.1	BINGHAM	9.1		
		8,737	30333	333.9	206.2	ELLSWORTH	1.9		
				335.8	208.1	WEST ELLSWORTH	8.2		
			30341	344.0	216.3	LAKESIDE	6.5		
		14,115	30349	350.5	222.8	ANTIOCH	8.4		
			30358	358.9	231.2	BIRSELL	5.5		
				364.4	236.7	EAST ALLIANCE	1.2		
	BKRT		30364	365.6	237.9	ALLIANCE			

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

BN Radio Channel No. 1 in service on these Subdivisions.

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

BN Radio Channel No. 1 in service on these Subdivisions.

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Alliance	2nd Subdivn MAIN LINE STATIONS Office Calls		EASTWARD
							2MT	J	
	BKRT		30364	4	365.6	0.0	ALLIANCE	0.3	
					365.9	0.3	EMERSON	0.3	
	J				366.2	0.6	THIRD STREET	2.9	
					369.1	3.5	WEST ALLIANCE	6.5	
		9,860	30374		375.6	10.0	BEREA	9.0	
		10,948	30383		384.6	19.0	HEMINGFORD	15.7	
			30399		400.3	34.7	MARSLAND	9.4	
		10,227	30409		409.7	44.1	BELMONT	12.7	
	BR		30422		422.9	56.8	CRAWFORD	0.2	
	A				423.1	57.0	CNW CROSSING	14.2	
			30436		437.3	71.2	JODER	13.0	
		7,724	30449		450.3	84.2	ARDMORE	8.5	
		14,167	30457		458.8	92.7	RUMFORD	6.4	
			30466		465.2	99.1	PROVO	10.9	
	BKRT		30475		476.1	110.0	EDGEMONT		

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

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Edgmont	3rd Subdivn MAIN LINE STATIONS Office Calls		EASTWARD
							2MT	MR	
	BKRT		30475	4	476.1	0.0	EDGEMONT	0.6	
	JT		30476		476.7	0.6	DEADWOOD JCT.	7.6	
			30483		484.3	8.2	MARIETTA	11.5	
		8,143	30494		495.8	19.7	DEWEY	11.3	
					507.1	31.0	OWENS	6.8	
					513.9	37.8	SPENCER	5.4	
					519.3	43.2	EAST NEWCASTLE	1.4	
			30519		520.7	44.6	NEWCASTLE	0.1	
					520.8	44.7	WEST NEWCASTLE	7.2	
					528.0	51.9	PEDRO	7.4	
		8,296	30534		535.4	59.3	OSAGE	11.8	
					547.2	71.1	EAST UPTON	0.9	
		9,976	30548		548.1	72.0	UPTON	2.1	
					550.2	74.1	WEST UPTON	6.1	
		3,296	30555		556.3	80.2	THORNTON	5.7	
					562.0	85.9	KARA	7.0	
			30568		569.0	92.9	MOORCROFT	12.5	
			30581		581.5	105.4	ROZET	5.0	
	JT		30587		586.5	110.4	DONKEY CREEK	1.4	
	JT		30588		587.9	111.8	CAMPBELL	3.4	
			30589	591.3	115.2	WYODAK	4.0		
				595.3	119.2	EAST GILLETTE	1.9		
	BKRTY		30596	597.2	121.1	GILLETTE			

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Deadwood Jct.	4th Subdivn BRANCH LINE STATIONS Office Calls	
	JTY			30476	181	0.6	0.0	DEADWOOD JCT.
T		85015		16.0		15.4	MINNEKAHTA	
	2,358	85022		22.1		21.5	LIEN	
		85032		32.3		31.8	PRINGLE	
	856	85044		44.5		44.0	CUSTER	
JTY		85060		60.4		59.9	HILL CITY	
	777	85081		82.1		81.6	ROCHFORD	
	664	85098		98.6		98.1	ENGLEWOOD	
Y		85103		102.9		102.4	KIRK	
BKRTY		85107		106.9		106.4	DEADWOOD	

BN Radio Channel No. 2 in service on this Subdivision.

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Black Thunder Jct.	5th Subdivn MAIN LINE STATIONS Office Calls	
	J			33401	191	3.0	0.0	BLACK THUNDER JCT. To Black Thunder 0.1 To Jacobs Ranch 2.8
JT			33142	0.7		2.3	RENO JCT.	
JT				0.0		3.0	RJ RENO	

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

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Bridger Jct.	6th Subdivn MAIN LINE STATIONS Office Calls	
	J				186	127.3	0.0	RJ BRIDGER JCT.
J				126.2		1.1	ORIN JCT.	
J				123.6		3.7	FISHER JCT.	
Y				123.2		4.1	EAST FISHER	
Y				120.3		7.0	WEST FISHER	
				107.3		20.0	EAST WALKER	
				102.4		24.9	WEST WALKER	
			33182	87.9		39.4	EAST BILL	
				82.7		44.6	WEST BILL	
				67.7		59.6	EAST LOGAN	
				63.0		64.3	WEST LOGAN	
J				62.0		65.3	NACCO JCT. To North Antelope 4.7 14.6	
JT			33142	47.4		79.9	EAST RENO	
				42.5		84.8	RJ RENO	CTC
				40.6		86.7	WEST RENO	
			13,395	31.4		95.9	ANTELOPE	
JT				26.2		101.1	COAL CREEK JCT. To Coal Creek 2.1	
J				23.8		103.5	EAST CORDERO JCT. To Cordero 2.2	
J				21.1		106.2	WEST CORDERO JCT. To Cordero 2.2	
				19.2		108.1	HAIRE	
J				17.3	110.0	ROJO JCT. To Caballo Rojo 0.7		
J				16.4	110.9	E. BELLE AVE JCT. To Belle Ayr 1.8		
J				15.4	111.9	E. CABALLO JCT.		
			33114	14.7	112.6	W. CABALLO JCT. To Caballo 0.4		
			12,099	9.3	118.0	WHITETAIL		
J			30587	0.0	127.3	DONKEY CREEK		

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

WESTWARD		7th Subdivn MAIN LINE STATIONS Office Calls					EASTWARD	
Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Third Street			
J			21	0.3	0.0	THIRD STREET To Alliance 0.5	CTC	
				3.0	2.7	PRAIRIE		
				4.6	4.3	SOUTH ALLIANCE		
	8,745	32014		13.1	12.8	BONNER		
	7,132	32022		20.3	20.0	ANGORA		
JT		32034		31.8	33.5	NORTHPORT		
AJT				34.4	34.1	UP CROSSING To West Northport 0.7		
	7,400	84003		36.5	36.2	BR BRIDGEPORT		
	7,122	84011		44.2	43.9	ALDEN		
	7,342	84023		56.4	56.1	DALTON		
		84028		62.3	62.0	GURLEY		
T	8,355	84035	69.2	68.9	HUNTSMAN			
		84042	75.4	75.1	NY SIDNEY			
	7,242	84050	83.0	82.7	LORENZO			
	8,995	84056	90.0	89.7	PEETZ			
			98.3	98.0	BUCHANAN			
		84071	104.3	104.0	PADRONI			
			112.1	111.8	EAST STERLING			
BJKRTY		84081	115.1	114.8	ST STERLING			

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

WESTWARD		9th Subdivn MAIN LINE STATIONS Office Calls					EASTWARD	
Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Guernsey			
BKRTY		32129	5	95.0	0.0	DT GR GUERNSEY	CTC	
	7,166	32133		100.0	5.0	STOKES		
JT		32137		103.3	8.3	WENDOVER		
	7,153	32145		111.0	16.0	CASSA		
		32153		119.6	24.6	GLENDO		
	7,339			122.0	27.0	ELKHORN		
	7,083	32162		129.2	34.2	BONA		
JR				133.2	38.2	BRIDGER JCT.		
Y	5,628	32167		134.4	39.4	ORIN		
	4,030	32175		141.0	46.0	FOSTER		
	6,334	32182		148.8	53.8	DOUGLAS		
	5,539	32192	158.6	63.6	ORPHA			
	4,054	32205	171.5	76.5	CLAYTON			
	5,492	32212	178.2	83.2	GLENROCK			
	5,695	32225	192.0	97.0	FRY			
Y	4,084	32231	197.7	102.7	BROOKHURST			
BKRTY		32236	202.2	107.2	CS CASPER			

BN Radio Channel No. 2 In service at Guernsey.

WESTWARD		8th Subdivn MAIN LINE STATIONS Office Calls					EASTWARD	
Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Northport			
JT		32034	5	0.0	0.0	NORTHPORT	CTC	
JT				0.4	0.4	WEST NORTHPORT To Up Crossing 0.7		
		32036		3.4	3.4	DeGRAW		
				10.0	10.0	EAST BAYARD		
T		32046		11.8	11.8	BY BAYARD		
	7,182			15.9	15.9	BRADLEY		
		32056		21.8	21.8	MINATARE		
	7,148			24.7	24.7	WINTERS		
ABKRT		32065		30.8	30.8	SB SCOTTSBLUFF		
	7,167	32072		36.8	36.8	JANE		
T		32074		40.2	40.2	MITCHELL		
	7,284		44.6	44.6	ENTERPRISE			
		32080	46.5	46.5	MORRILL			
			53.7	53.7	HENRY			
	7,554		57.3	57.3	STUART			
		32096	62.2	62.2	TORRINGTON			
	7,115		69.6	69.6	TEXAS			
		32106	71.7	71.7	LINGLE			
	7,238		80.0	80.0	GRATTAN			
		32116	82.0	82.0	FORT LARAMIE			
			91.2	91.2	EAST GUERNSEY			
BKRTY		32129	95.0	95.0	DT GR GUERNSEY			

BN Radio Channel No. 2 In service at Guernsey.

WESTWARD		10th Subdivn MAIN LINE STATIONS Office Calls					EASTWARD	
Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Campbell			
JT		30588	188	0.0	0.0	CAMPBELL	CTC	
				1.3	1.3	FORTIN		
	7,650			3.0	3.0	CLOVIS POINT JCT.		
J				6.0	6.0	To Clovis Point 1.8		
J						FT. UNION JCT. To Ft. Union 1.0		
						EAGLE BUTTE JCT.		
J		33309		9.5	9.5	To Rawhide 1.7 To Eagle Butte 4.5 To Buckekin 6.6		

BN Radio Channel No. 1 In service on these Subdivisions.

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens	
1st Subdivision				7th Subdivision				
30132 Sweetwater	5.5 miles west of Ravenna	11	Both	33018 Belle Ayr	1.8 miles west of E. Belle Ayr Jct.		Loop	
30159 Ansley	4.9 miles east of Berwyn	109	West				Loop	
30166 Old Berwyn	2.5 miles west of Berwyn	28	Both	33024 Cordero	2.7 miles west of W. Cordero Jct.		Loop	
30214 Old Dunning	1.1 miles west of Dunning	26	Both					
30361 Swepeco	4.1 miles east of Alliance	81	Both	33029 Coal Creek	2.1 miles east of Coal Creek Jct.		Loop	
30360 RMC	5.6 miles east of Alliance	189	Both				Loop	
	Koester's				North Antelope	4.7 miles from Nacco Jct.		Loop
	Alliance	42	Both		North American Car	0.1 miles east of Bill	124	Both
2nd Subdivision				8th Subdivision				
30369 Ginn	1.2 miles west of West Alliance	33	Both	32007 Letan	0.2 miles west of South Alliance	60	Both	
30380 Nida	5.7 miles west of Berea	35	Both	32028 Vance	6.1 miles west of Angora	70	Both	
30390 Nonpareil	6.7 miles west of Hemingford	66	Both	84072 Jessica	1.6 miles west of Padroni	30	Both	
				84073 Ginther	1.8 miles west of Padroni	6	West	
30467 Area Wye	1.2 miles west of Provo	82	Both	84078 Ackerman	7.1 miles west of Padroni	25	Both	
3rd Subdivision				9th Subdivision				
30503 Clifton	3.0 miles east of Owens	74	Both	32040 Atkins	2.4 miles west of Degraw	21	West	
30514 Old Spencer	1.0 miles west of Spencer	21	East	32046 Simplot Spur	0.1 miles east of Bayard	3	East	
30532 Energy Spur	4.6 miles west of Pedro	27	West	32056 Kelly Bean Spur	1.0 miles west of Minature	5	West	
30538 Clay	4.3 miles east of Osage	62	West	32068 Heidt	3.0 miles west of Scottsbluff	35	West	
30541 Jerome	4.2 miles east of Upton	74	Both				West	
30549 Colloid	2.1 miles west of Upton	48	Both	32079 Chemical Spur	5.0 miles west of Mitchell	9	East	
30550 Bentley	3.5 miles west of Upton	38	Both	32080 Jirdon Spur	0.5 miles west of Morrill	16	West	
	Mintum	55	Both	32088 Henry Beet Track	3.6 miles east of Stuart	26	Both	
				32111 Barnes	2.4 miles east of Grattan	22	Both	
4th Subdivision				10th Subdivision				
85027 Loring	5.4 miles west of Lien	65	East	32187 Morton	5.1 miles west of Douglas	29	Both	
85093 Dumont	11.6 miles west of Rochford	8	West	32207 Dave	1.6 miles west of Clayton	96	West	
85102 Yates	3.8 miles west of Englewood	71	East	10th Subdivision				
				33303 Clovis Point	1.6 miles west of Clovis Point Jct.		Loop	
85104 Orohondo	0.5 miles west of Kirk	8	East					
85105 Pluma	2.2 miles west of Kirk	11	Both	33306 Ft. Union	1.0 miles west of Fort Union Jct.		Loop	
85177 Fantail	2.0 miles west of Kirk	1	West				Loop	
85178 Lead	3.2 miles west of Kirk	42	East	33308 Buckskin	6.6 miles west of Eagle Butte Jct.		Loop	
							Loop	
5th Subdivision							Loop	
33403 Black Thunder	0.1 miles east of Black Thunder Jct.		Loop				Loop	
33406 Jacobs Ranch	2.8 miles east of Black Thunder Jct.		Loop	33309 Eagle Butte	4.5 miles west of Eagle Butte Jct.	140	Both	
6th Subdivision				33312 Rawhide	1.7 miles west of Eagle Butte Jct.		Loop	
33114 Caballo	0.4 miles west of W. Caballo Jct.		Loop				Loop	

LINE SEGMENT NUMBERS

YARD LINE SEGMENTS

Line Segment	Yard
890	Alliance
891	Alliance Shop
892	Edgemont
893	Guernsey
894	Casper
895	Deadwood—Lead
896	Scottsbluff
897	Newcastle
907	Sterling
952	Gillette

BALLAST PITS

Line Segment	Yard
898	Lien
899	Guernsey

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
166	Rawhide Spur	9.5 to 12.9
167	Eagle Butte Spur	9.5 to 14.1
168	Buckskin Spur	9.4 to 17.3
171	Ft. Union Spur	6.0 to 8.5
172	Caballo Rojo Spur	17.5 to 23.0
173	Coal Creek Spur	0.0 to 5.8
175	North Antelope Spur	62.1 to 69.2
182	Kirk—Fantail	0.0 to 2.0
183	Lead—Fantail	0.0 to 1.5
189	Belle Ayr Spur	14.8 to 20.0
190	Cordero Spur	21.1 to 24.7
191	Black Thunder Jct.—Jacobs Ranch	2.9 to 9.2
193	Black Thunder Spur	2.9 to 7.3
194	Caballo	14.6 to 20.8
196	Clovis Point Spur	3.0 to 6.2

ALL SUBDIVISIONS

1. Speed Restrictions— Maximum Speeds Permitted

All speeds are subject to modification by speed restrictions indicated under Individual Subdivision Special Instructions.

Passenger trains will be governed by freight train speeds if passenger train speed is not specified under Individual Subdivision Special Instructions.

Freight trains up to 100 Tons/OB* 60 MPH.
 Freight trains over 100 Tons/OB* 50 MPH.

*Tons per operative brake (Tons/OB) is defined as the gross trailing tonnage of the train divided by the total number of cars having operative brakes.

To determine if train exceeds 100 tons per operative brake, add two zeros to the number of cars having operative brakes. If train has greater trailing tonnage than the resulting figure, train exceeds 100 tons per operative brake. Example: 85 cars with operative brakes plus two zeros equals 8500. An 85 car train with 9182 tons would exceed 8500 and hence would exceed 100 tons per operative brake.

Unless otherwise provided—

Loaded unit ore, ballast, and potash trains 40 MPH.
 Loaded unit coal and grain trains 45 MPH.
 Empty unit coal trains 50 MPH.
 Engines running light or with caboose only 50 MPH.

All trains and engines through turnouts, except as specified under Individual Subdivision Special Instructions or where fixed signals indicate otherwise 12 MPH.

When temperatures are below zero degrees fahrenheit the following speed restrictions apply:

	Passenger Trains	Freight Trains
Zero degrees to 10 below zero	65 MPH.	50 MPH.
11 degrees below zero and colder	60 MPH.	45 MPH.

	Main Line	Branch Line
Equipment		
Ore cars	45 MPH.	20 MPH.
Scale test cars EXCEPT WUTX 3, 4, 5, BN 979019, 979020, 979021, 979022, 979023 and FWD S780	35 MPH.	20 MPH.
Air dump cars (loaded)	35 MPH.	20 MPH.
Wedge plow or dozer (dead in tow)	35 MPH.	20 MPH.
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader	30 MPH.	15 MPH.
Log cars not equipped with permanent steel side stakes	30 MPH.	15 MPH.
Ribbon rail cars (loaded)	35 MPH.	25 MPH.

Except on Main Lines as shown in timetables, locomotives, wrecking derricks and other types of heavy work equipment must not be operated on any subdivision unless authorized by Chief Dispatcher and Roadmaster or covered by specific instructions.

Maximum Speed—
 Locomotives with friction bearings 35 MPH.

1A. Control of Harmonic Rocking—

Under certain conditions, operation of trains between 13 and 21 miles per hour can cause derailments due to harmonic rocking of cars. Where specified by Individual Subdivision Special Instructions or bulletin, the following restrictions will apply:

Trains, other than unit coal trains, ore trains, or trains consisting entirely of empty equipment, which cannot maintain speed of 21 miles per hour, must reduce speed to not exceed 13 miles per hour until movement can again exceed 21 miles per hour.

2. Restrictions on Locomotives—

Train Operations:

The number of locomotives in a train, regardless of placement, must not exceed 12 not including helpers.

The number of powered axles in a locomotive consist must not exceed 36.

All locomotives equipped with air and electrical multiple unit (MU) connections in the head-end consist must be coupled together with the powered locomotives and connected for MU operation.

The number of locomotives not in MU operation, regardless of placement in train, must not exceed two times the number of locomotives in MU operation. For example, if two locomotives are in MU operation, there must not be more than four locomotives hauled-in-tow.

Locomotives not coupled to the head-end consist must be prepared for hauled-in-tow and placed not more than 15 cars behind the head-end consist.

Locomotives not equipped with alignment control couplers must be handled in the following manner:

Trains of more than 15 cars—

May be all or any portion of the powered consist. Must not be more than one such locomotive hauled-in-tow coupled to the powered portion of the head-end consist. Additional such locomotives must be handled singly, not in groups, prepared for hauled-in-tow and placed not less than 5 cars or more than 15 cars from the head-end consist.

Trains of 15 cars or less—

No placement restrictions.

The following locomotives are not equipped with alignment control couplers:

1-592, 1000-1004, 1559-1608, 1610, 1612-1617, 1619, 1621-1623, 1670-1673, 1833-1839, 1955-1962, 1964-1980, 6000-6059, 6070-6089, 6100-6206, 6215-6237.

Light Consist or Caboose Hop Operations:

The number of locomotives in a light consist or caboose hop must not exceed 16.

The number of powered axles must not exceed 36.

All locomotives equipped with air and electrical multiple unit (MU) connections, whether powered, isolated or dead must be coupled together and connected for MU operation.

The number of locomotives not in MU operation must not exceed two times the number of locomotives in MU operation. For example, if two locomotives are in MU operation, there must not be more than four locomotives hauled-in-tow.

Locomotives not equipped with alignment control couplers may be placed anywhere in a light consist or caboose hop.

3. Manned Helper Operations—

Locomotives not equipped with alignment control couplers (See Item 2) must not be operated in manned helper consists unless equipped with bolster stops.

The following units, not equipped with alignment control couplers, are equipped with bolster stops:

1559-1608, 1610, 1612-1617, 1619, 1621-1623, 1670-1673, 1833-1839, 1968-1980, 1990-1997

Exception—Single, non-equipped locomotives may be operated between locomotives equipped with alignment control couplers or bolster stops.

Locomotives including trailing unit of head end consists, in manned helper operation, which will be coupled to cars must be equipped with alignment control couplers.

Unless otherwise provided in Individual Subdivision Special Instructions:

No restriction on placement when using helper of 6 powered axles or less.

Not more than 12 powered axles can be used behind or just ahead of caboose, EXCEPT must not be used on rear when handling empty equipment 80 ft. and longer unless Individual Subdivision Special Instructions or bulletin are in effect to indicate the safe buffer between such cars and rear end helper for that subdivision.

When restrictions governing trailing tonnage with head end power are provided by Individual Subdivision Special Instructions or bulletin, helper may be operated on head end, providing the combined head end and helper locomotives do not exceed 36 powered axles.

Not more than 24 powered axles can be used in helper service, or, in head end consist when helpers are being used, EXCEPT with unit coal trains equipped entirely with Type E or F couplers cast in Grade E steel, which may have head end consist of 36 powered axles maximum. Helpers of less than 24 powered axles may shove on the rear of such trains except that helpers with 24 powered axles must be cut in ahead of caboose.

Note—The following 100-ton coal cars are not equipped with Grade E steel, type E or F couplers:

BN 513900-513999 (GN 70400-70499)
 BN 514100-514199 (NP 73600-73699)
 BN 514300-514499 (CBQ 160000-160199)
 BN 520000-520599 (NP 73000-73599)
 BN 520658-520699 (NP 74958-74999)
 BN 522000-522699
 BN 523000-523399
 BN 524000-525299 (CBQ 160200-161499)
 BN 540000-540210 (CBQ 163000-163209)

Train dispatcher will advise conductor of tonnage rating of helper so that conductor can determine proper location in train, arranging that tonnage trailing the helper approximately equals combined tonnage rating of helper locomotives.

3A. Locomotive Weights

This chart is to be used in conjunction with any weight restrictions in items 1 or 2, Individual Subdivisions.

Group	Types	Locomotive Numbers	Weight (000)
A	SW-1	70, 80-97.	198-200
B	SW-1 GP-5 GP-7 GP-9 GP-18	102. 1350-1365. 1559, 1560, 1566, 1569, 1572, 1575, 1582, 1586, 1588, 1592, 1596, 1597, 1603, 1606, 1610, 1612, 1614, 1619, 1621, 1623, 1670, 1671, 1673. 600-604*, 1723-1760, 1808-1830, 1885, 1887-1889, 1891, 1902-1958, 1960-1964, 1966-1969, 1971, 1972, 1979, 1980. 1991-1997.	216-260
C	SW-900 SW-12 SW-7 SW-9 SW-10 NW-2	100. 106, 162-166, 170-259. 75-79, 108-134, 137-142. 146-161, 167-169, 260-269. 375-394, 427-449, 574-585. 400-406, 414-424, 488-498, 519-573, 588-592.	232-251
D	NW-12 SW-7 NW-2 MP-15 GP-7 GP-9	1, 5, 14, 19. 107, 136, 143-145. 456-478, 500-515. 1000-1004. 1531-1547, 1564, 1567, 1568, 1571, 1574, 1578, 1579, 1584, 1585, 1589, 1594, 1598-1602, 1604, 1605, 1608, 1611, 1613, 1617, 1622, 1638-1640. 1702-1722, 1761-1807, 1831-1883, 1886, 1892-1901, 1959, 1965, 1970, 1973-1978.	243-262

Group	Types	Locomotive Numbers	Weight (000)
D	GP-10 GP-20	1400-1422, 1426, 1436, 1438. 2001-2071.	243-262
E	SW-1500 SW-15 GP-15-1 GP-30 GP-35 GP-38 GP-38-2 GP-39-2 GP-40 GP-40-2 GP-50 U-28B U-30B B-30-7 B-30-7A F-40PH	20-65. 300-324. 1375-1399. 2200-2254. 2510-2545, 2550-2582. 2072-2077, 2110-2138, 2600.* 2078-2109, 2150-2154, 2255-2369, 2601. 2700-2739. 3000-3039. 3040-3064. 3100-3109. 5450-5459. 5470-5484, 5770-5799. 5485-5492. 4000-4052.* Amtrak 200-390.	255-276
F	SD-7	6048-6059.	297-298
G	SD-7 SD-9	6023-6047, 6070-6089. 6127-6206, 6216-6237.	316-326
H	SD-7 SD-9 E-9	6000-6022. 6100-6126. 9900-9925.	330-347
I	C-30-7 U-23C U-30C U-30CIB U-33C SD-38-2 SD-40 SD-40-2 SD-45 F-45	5000-5141, 5500-5599. 5200-5208. 5300-5394, 5396-5399, 5800-5944. 4500.* 5700-5765. 6260-6263. 6300-6324, 6335-6347, 6394-6399, 7600.* 6325-6334, 6348-6385, 6700-7499, 7500*, 7501-7599, 7601-8181. 6400-6599, 6650-6696. 6600-6645.	369-423

* Denotes cableless unit.

4. Restrictions on Placing Cars in Trains—

Following equipment, loaded or empty, must be on rear of trains, except in work trains or when otherwise provided by authority of Chief Dispatcher:

Outfit cars
 Scale test cars (next ahead of caboose) EXCEPT WUTX 3, 4, 5, BN 979019, 979020, 979021, 979022, 979023 and FWD S780.
 Pile drivers
 Locomotive cranes
 Rotary snowplows, wedge plows, dozers
 Jordan spreaders
 Empty ribbon rail cars
 Rear end only cars.

Handling 80 Foot or Longer Cars—

During either throttling or braking trailing tonnage may cause lateral force sufficient for derailment, where cars 80 feet or longer are coupled to cars 50 feet or shorter, when grade and curvature exceed certain limitations. To avoid creating such conditions, trains of 8,000 or greater trailing tons must handle empty cars 80 feet or longer in the rear 8,000 tons, unless otherwise provided in Individual Subdivision Special Instructions.

Where the total tonnage of cars 80 feet or longer is so large that it is impossible to comply with Individual Subdivision Special Instructions, the train consist must instead be so arranged that all cars less than 80 feet are handled in the required rear tonnage, thus placing all long-car to short-car couplings in the safe tonnage area.

In applying these limits, the following 80 foot or longer loaded cars must be regarded the same as an 80 foot or longer empty car:

- Cars weighing less than 50 tons, gross weight
- Flat cars with one loaded trailer
- Flat cars with empty trailers
- Flat cars with either loaded or empty containers, unless the car is designated with a letter "Q" in the YHC column of the wheel report.

Locations where other restrictions are in effect are listed under Individual Subdivision Special Instructions.

Exception—Trains consisting entirely of cars 80 foot and longer, except caboose, are not restricted by this provision; however, any helper locomotive at rear of train must be cut in ahead of caboose on such trains.

5. Bridge, Engine and Heavy Car Restrictions—

Unless otherwise provided in Individual Subdivision Special Instructions Item 2, cars heavier than the following are not permitted without authority of Superintendent.

- a. 177,000 lbs., minimum length 35 ft.
- b. 220,000 lbs., minimum length 38 ft.
- c. 263,000 lbs., minimum length 44 ft.
- d. 315,000 lbs., minimum length 52 ft.
- e. 140,000 lbs., minimum length 24 ft. (ore cars only).
- f. 210,000 lbs., minimum length 35 ft. (ore cars only).

6. Repeater Relay Air Car Operation—

When repeater relay air car is to be operated in train, it must be placed approximately in the middle of the train.

7. Dimensional and Special Shipment Restrictions—

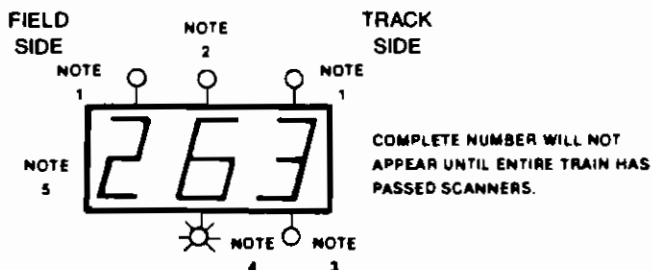
- a. All employees involved in handling dimensional or special shipments must be familiar with and be governed by these instructions.
- b. Any dimensional and/or oversize car or special shipment must be accompanied by a movement authorization message issued by BN Clearance Bureau.
- c. Before a dimensional or special shipment can be moved in a train, yard forces or employee in charge of station where no yard forces on duty, must obtain permission from the train dispatcher. This does not relieve conductor from complying with Rule 900.
- d. Before a dimensional shipment is picked up on line, conductor must obtain permission from the train dispatcher. When dimensional or special shipment is set out on line, conductor must notify train dispatcher promptly as possible.
- e. Train dispatcher must issue appropriate train order or message when dimensional shipment restricts opposing train and confirm message received.
- f. Train with dimensional shipment must not pass or be passed by a train in the same direction unless authorized by the train dispatcher or proper safeguards taken.
- g. Following code words are authorized for use involving movement of dimensional or special shipments, and when so used in movement authorization message, trainmen, enginemen and yard forces will be governed by restriction indicated.

CODE	RESTRICTION APPLICABLE
BRAVO	When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 11 ft. 6 in. wide loads. LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 12 ft. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 12 ft. wide loads.
CHARLIE	LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 11 ft. 8 in. wide on 13 ft. track centers, loads over 12 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. Observe track center restrictions for 12 ft. 4 in. wide loads.
DELTA	LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 11 ft. 4 in. wide on 13 ft. track centers, loads over 12 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 12 ft. 8 in. wide loads.
ECHO	LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 11 ft. wide on 13 ft. track centers, loads over 12 ft. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 13 ft. wide loads.
FOXTROT	LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 10 ft. 8 in. wide on 13 ft. track centers, loads over 11 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 13 ft. 4 in. wide loads.
GOLF	LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 10 ft. 4 in. wide on 13 ft. track centers, loads over 11 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 13 ft. 8 in. wide loads.
HOTEL	Reduce speed to 5 MPH or less when passing or meeting moving trains on adjacent tracks. Normal speed may be resumed if other train has stopped.

CODE	RESTRICTION APPLICABLE
ALPHA	LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 12 ft. 6 in. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers.

CODE	RESTRICTION APPLICABLE	CODE	RESTRICTION APPLICABLE
INDIA	Reduce speed to 5 MPH or less when passing or meeting moving trains on curved part of adjacent tracks. Normal speed may be resumed if other train has stopped.	UNIFORM	Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.
JULIET	When passing or meeting trains or cars on adjacent tracks, reduce speed to 5 MPH or less, observe movement of load closely and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH.	VICTOR	This shipment must not be detoured or rerouted without further clearances.
KILOGRAM	Reduce speed to 5 MPH or less when passing or meeting trains or cars on curved part of adjacent tracks. Keep load under close observation and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH, keeping train under close observation on curved part of adjacent tracks.	WHISKEY	No further restrictions necessary, however, due to nature of shipment, handle with extreme care through all yards, turnouts, switches and at locations where there are close track centers. Protect against other wide loads and equipment on adjacent tracks. Attach copy of restrictions to waybill. Post connecting division. Advise yard forces and train and engine crews handling.
LIMA	Dimensions of this load are such it may not clear equipment on adjacent tracks. Adjacent tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted, however train or cars on adjacent tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.	8. Train Inspection and Failed Equipment Detector Instructions—	
MIKE	Dimensions of this load are such it may not clear equipment on adjacent curved tracks. Adjacent curved tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted, however train or cars on adjacent curved tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent curved track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.	Except in emergency, radios must not be used while train is within 150 feet of failed equipment detector and/or until entire message is received from that detector site.	
NOVEMBER	When passing other loads carrying NOVEMBER restriction, do not pass on <i>curved part</i> of adjacent tracks.	Conductors of freight trains will determine when train is required to reduce speed or stop to afford proper inspection when:	
OSCAR	Do not pass loads wider than _____ on adjacent parallel tracks.	a. Conditions restrict visibility to the point that proper running inspection cannot be made.	
PAPA	Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.	b. Notified that a failed equipment detector is out of service.	
QUEBEC	Handle at reduced speed. Watch for close side or overhead clearance to bridge or structure.	c. Failed equipment detector may be ineffective account blowing snow.	
ROMEO	Give careful handling and keep adjacent track clear at turnouts, crossovers and other sharp curves in yard, interchange or industry tracks. Load may, or may not, clear man on side of car or engine when on adjacent track. Employees on train handling and other trains involved should be notified.	Inspection intervals must not exceed 35 miles which includes those made by crew or employees on the ground.	
SANDWICH	The above restrictions apply to load(s) of wire mesh securely loaded and fastened down to car so that load cannot shift and exceed loaded measurements given above.	Crews will inspect train in advance of inoperative failed equipment detector which protects bridge, tunnel or other structure.	
TANGO	Due to extreme high valuation, arrange for proper policing in transit. This shipment must not be humped, switched with motive power detached, or allowed to run free. Do not kick other cars against this shipment.	The location of failed equipment detectors which protect bridges, tunnels or other structures is shown under Individual Subdivision Special Instructions.	
		When notified a failed equipment detector is out of service, the requirements of operating rules or instructions will be suspended for the defective equipment indicator associated with such failed equipment detector.	
		Whenever a car is set out for a hot bearing discovered within 25 miles of an in-service failed equipment detector, the conductor will make a wire report to the superintendent and chief dispatcher indicating date, train and location of failed equipment detector which failed to detect the hot bearing, with a copy of the wire to AVP Engineering, St. Paul. Train dispatchers will arrange inspection of the detector by the signal maintainer in all such instances and notify the communication and signal supervisors and the superintendent of signals.	
		Failed Equipment Wayside Display—	
		This device must be observed by the crew on rear of train, and they must be governed by the information shown immediately after the rear of the train has passed.	
		Enginemen must alert crew members on rear of train when approaching detector site.	
		Train must not move beyond failed equipment sign until authorization to proceed is received from rear of train.	
		When failed equipment is indicated engine crew must be notified to stop train for inspection. Advise train dispatcher reason for delay by first available means of communication.	

FAILED EQUIPMENT DISPLAY
AS VIEWED FROM PASSING TRAIN



Note 1—Hot bearing indicator light. When illuminated hot bearing detected. The hot bearing is located on right side of train when right light is illuminated, and on left side when left light is illuminated.

Note 2—Multiple hot bearing or dragging equipment indicator light. When illuminated inspect train for more than one hot bearing or dragging equipment.

Note 3—Dragging equipment indicator light. When illuminated dragging equipment has been detected.

Note 4—Flashing train inspection light. When flashing, train is being checked for hot bearing and dragging equipment. After rear of train has passed, if train inspection light is not flashing while numbers are displayed, stop and inspect train.

Note 5—Journal number display panel. Number shown is axle count from rear of train to first hot bearing or dragging equipment detected. When making inspection, check at least eight (8) axles both directions from indicated number.

All journals on the train must be inspected whenever hot bearing indicator light, dragging equipment indicator light, multiple hot bearing or dragging equipment indicator light is illuminated and there is no count shown on failed equipment display panel or when digital readout displays false indication such as numbers totaling more than train axle count.

Failed Equipment Radio Reporter—

Failed equipment detectors at locations shown under Individual Sub-division Special Instructions convey information to train and engine crews by Burlington Northern radio.

Each radio message from these devices will contain the site identification such as: "Burlington Northern (Town, State)".

A four second warning tone is issued immediately upon each defect detected.

This type of device must be monitored by train and engine crew and they must be governed by the information conveyed immediately after the train has passed.

Detector Status Message	Train Crew Response
" . . . No defects"	Proceed
" . . . Integrity failure"	Stop train for inspection
" . . . First hot box right side XXX"	Stop train for inspection near indicated axle
" . . . First dragging equipment near axle XXX"	Stop train for inspection near indicated axle
" . . . First hot wheel near axle XXX"	Stop train for inspection near indicated axle
" . . . (No detector status message)"	Stop train for inspection*

Detector status messages may describe more than one defect such as:
 ". . . First hot box left and right side XXX"
 ". . . First hot wheel near axle XXX"
 ". . . Second hot box right side XXX"
 ". . . Third hot box left side XXX"

All detector status messages will be repeated in order of detection.

XXX is the axle count from the rear of the train to the defect indicated. When making inspection check at least eight (8) axles both directions from indicated number.

*When incomplete message or no message is received stop train for inspection.

Train must not move beyond failed equipment sign unless a proceed message is received from the detector site or until inspection is completed.

When failed equipment is indicated, train crew must stop train for inspection and advise train dispatcher reason for delay by first available means of communication.

Failed Equipment Alarm Indicator—

Alarm Indicator Assembly employing radio for defect location.

This device must be observed by the crew on the rear of the train and they must be governed by the information shown immediately after the rear of the train has passed.

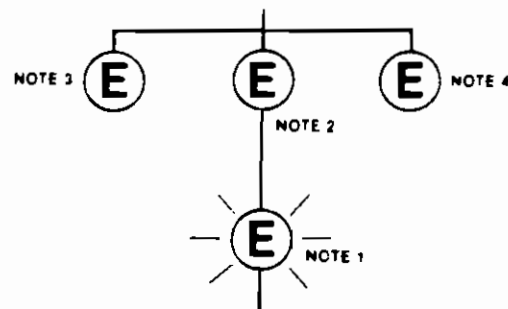
Enginemen must alert crew members on rear of train when approaching detector site.

Train must not move beyond failed equipment sign until authorization to proceed is received from rear of train.

When failed equipment is indicated, engine crew must be notified to stop train for inspection. A walking inspection must be made of both sides of entire train and also a walking inspection must be made if there is evidence of dragging equipment. Advise train dispatcher reason for delay by first available means of communication.

Rules 501S and 501T are in effect.

ALARM INDICATOR ASSEMBLY



Note 1—Failed equipment indicator light. When illuminated continuously or when not illuminated, stop train and inspect for hot bearing or dragging equipment. When flashing, no defect has been detected.

Note 2—Dragging equipment indicator light. When illuminated, stop train and inspect for dragging equipment.

Note 3—Left hot bearing indicator light. When illuminated, defect is on left side of train.

Note 4—Right hot bearing indicator light. When illuminated, defect is on right side of train.

A radio tone while passing through the detector indicates defective equipment has been detected. Crew member hearing a continuous radio tone should immediately start to count telephone poles or signs from point of detection to determine location of defect in train.

An intermittent radio tone immediately after train has passed detector site indicates no defects were detected. Whenever this intermittent radio tone is not present stop train and inspect for failed equipment.

FAILED EQUIPMENT SIGN—



Failed equipment (FE) signs are located 13,500 feet beyond the failed equipment detector site.

9. Storage of Cars Within Yard Limits Non-ABS Territory—

Within yard limits in Non-ABS territory, the main track must not be used as a storage track except in case of emergency. When it becomes necessary to leave cars on main track in such territory, they must be protected by train order. This does not modify the requirement to move as required in Rule 93.

10. Spring Switches—

Instructions for operation of spring switches are posted at or near the spring switch and must be complied with. Spring switches are identified by yellow sign with black letter "S" located on or near spring switch.

All spring switches are equipped with facing point locks except when identified as not having a facing point lock in the Individual Subdivision Special Instructions.

11. Commodities Insulating Track in CTC and ABS—

Employees should be alert for insulating commodities such as clay, chips, oil, etc., getting on top of rails. This condition could possibly insulate the track, and cause loss of train shunt. Such conditions should be promptly reported and trains protected per rules while in CTC and ABS territory.

12. Rules Changes and Modifications—

Consolidated Code of Operating Rules 200 and 83(B) and other rules pertaining to signature on train orders and clearances are modified to permit them to be issued over the signature of the train dispatcher.

The first paragraph of Consolidated Code Rule 271(A) is changed to read as follows:

271(A). Track and time limits per Rule 271 may be issued to Maintenance of Way employees or equipment only when they are to work in the same or overlapping limits with train(s) or engine(s) which must also be authorized by track and time limits.

Consolidated Code of Operating Rule 718 and BN Safety Rule 592 are modified to read:

Whenever passengers or employes are injured, everything possible must be done to care for them properly. If they are able to be moved, they should receive care from the nearest Company physician. If the case is urgent, they should be taken to the nearest medical facility or qualified physician (M.D.) for treatment.

BN Safety Rule 597 is changed to read:

Information concerning accidents and personal injuries must not be made public nor communicated to other than persons directly concerned or authorized company representatives.

Maintenance of Way Rule 83 is changed to read:

Transporting heavy material such as ties, rails and frogs on track motor cars is prohibited.

13. Air Brake and Train Handling Rules—

BN Air Brake and Train Handling Rules, Form 15338, are in effect. Employees whose duties are in any way affected by these rules must have a current copy of this book available while on duty.

14. Automatic Cab Signals—

Cab signal equipment must be cut out on all portions of Burlington Northern except on suburban equipment on Chicago Division, First Subdivision.

15. Helper Behind Caboose—

When necessary to use helper consist to assist a train, employees must not ride in or on caboose ahead of helper consist.

16. Clearance Provisions and Exceptions Rule 83(B)—

At intermediate locations in CTC territory, Rule 83(B) will not apply when so authorized by train dispatcher.

17. Hazardous Materials—

Employees governed by the Consolidated Code of Operating Rules must have BN Form 15907 3/82, Instructions For Handling Hazardous Materials, in their possession while on duty and must be conversant with and obey instructions contained therein.

All loaded tank cars placarded "flammable gas", "non-flammable gas" or "chlorine" and all tank carloads of compressed gasses bearing Canadian placards must not be cut off while in motion and no car moving under its own momentum shall be allowed to strike these cars nor shall such cars be coupled to with more force than is necessary to complete the coupling. Employees must be informed of the presence of these cars and instructed to handle them in accordance with the above requirements.

18. Train location line-up will not be required when CTC track permit or Rule 271-271(A) authority has been obtained.

NEBRASKA DIVISION

(St. Joseph to Omaha)

FIRST SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted Freight
Napier and Pacific Jct.	49 MPH.
Pacific Jct. and Council Bluffs Yard	30 MPH.
Freight trains up to 100 Tons/OB	49 MPH.
Freight trains over 100 Tons/OB	40 MPH.
MP 60.4 and MP 64.0	20 MPH.
MP 64.0 and MP 65.3	30 MPH.
Turnout end of two main tracks, Waterworks MP 67.1	50 MPH.
Eighth Subdivision main track turnout MP 97.4	30 MPH.
MP 491.0 and MP 493.4	15 MPH.
Nodaway, Starks, Napier, Folsom and Island Park siding turnouts	25 MPH.
Engines using Iowa Power track MP 489.0	15 MPH.
Pacific Jct. Northeast wye	20 MPH.
Bridge derricks 975501, 975505 and 250-ton wrecking derricks over Bridge 65.2	10 MPH.

2. **Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted.

Hamburg—Locomotives in Groups H and I must not operate on north elevator track.

St. Joseph—Trains and engines handling wide and low cars loaded with airplane parts and similar lading, must not operate through passenger depot tracks 1 and 2 account will not clear high platforms.

Omaha—Auto rack cars and piggyback cars must not be handled on depot tracks 1, 2 and 3.

Bridge derricks 975501 and 975505 may operate on track 5 and must keep off all other tracks adjacent to station canopies.

3. **Train Register Exceptions—**
Pacific Jct.—Trains in through movement will register by register ticket.

4. **Clearance Provisions and Exceptions Rule 83(B)—**
Napier—Rule 83(B) does not apply to eastward trains off Eighth Subdivision.
Pacific Jct.—Trains must receive clearance.
Omaha—Rule 83(B) does not apply.

5. **Rule 99—**Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 miles.

6. **Hamburg—**Westward trains use siding east of depot; eastward trains use siding west of depot, unless otherwise provided.
Stop and protect switching movement over E Street.

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

8. **Council Bluffs—**Movements over CMStP&P-IRRC crossing at MP 491.8 are protected by stop signs and governed by Rule 98A. N&W Crossing, MP 491.3 and C&NW Crossing, MP 492.7 are protected by automatic interlocking signals and movements are governed by interlocking rules and instructions posted in release box at crossing.

9. **Omaha—**Union Pacific crossing between junction with Union Pacific and Sixth Street, is protected by electrically locked gate, normally lined and locked for BN train movements.

10. **Manual Interlockings not Indicated at Station—**

Between St. Joseph and Waterworks—

St. Joseph Term. Ry MP 61.5
Missouri Pacific crossing MP 61.9
UT crossing MP 64.0

11. **CTC—**Two main tracks between the following locations:

MP 61.9-MP 67.1 MP 492.0-MP 492.8

NEBRASKA DIVISION

(Pacific Jct. to Hastings)

SECOND SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted Passenger	Freight
Passenger trains	79 MPH.	
Passenger trains: Oreapolis to Ashland	50 MPH.	
Freight trains:		
All freight trains from Oreapolis to Ashland		50 MPH.
163LC		60 MPH.
MDN		60 MPH.
OAC (including sections originating Denver)		60 MPH.
63 (including sections originating Chicago)		60 MPH.
163 (including sections originating Chicago)		60 MPH.
100 LC		60 MPH.
DNM		60 MPH.
Freight trains up to 100 Tons/OB		50 MPH.
Freight trains over 100 Tons/OB		40 MPH.
Pacific Jct. to MP 1.1	40 MPH.	25 MPH.
Pacific Jct., east crossover between main tracks at MP 473.8	30 MPH.	30 MPH.
Pacific Jct., crossover between main tracks at MP 475.0	30 MPH.	30 MPH.
Trailing movement through Spring Switch MP 0.2	25 MPH.	25 MPH.
Pacific Jct., northeast wye		20 MPH.
MP 1.1 to MP 3.5	65 MPH.	40 MPH.
MP 3.5 to MP 8.9	40 MPH.	40 MPH.
Oreapolis—Turnout at end of two main tracks		35 MPH.
Oreapolis—Through turnouts	30 MPH.	30 MPH.
Ashland—Through crossover from Louisville line to north track		30 MPH.
Turnouts of controlled sidings		35 MPH.
Between Oreapolis and Ashland, bridge derricks 975501, 975505 and 250-ton wrecking derricks		25 MPH.
MP 57.0 to MP 58.9		40 MPH.
MP 58.9 to MP 59.4 via passenger line	25 MPH.	20 MPH.
MP 58.9 to MP 60.0 via freight line	25 MPH.	25 MPH.
Between Baird Tower and Hall Tower via passenger tracks, Lincoln	25 MPH.	20 MPH.
Plattsmouth—Through turnout in south track MP 5.0	30 MPH.	30 MPH.
Ashland—East crossovers MP 35.2 between south track and Omaha line	35 MPH.	35 MPH.
Between north track and Louisville line	30 MPH.	30 MPH.
MP 36.4 turnout west end No. 1 track	30 MPH.	30 MPH.
MP 36.4 through crossover between main tracks	30 MPH.	30 MPH.
MP 41.1 through crossovers between main tracks	25 MPH.	25 MPH.
Head end of westward trains passing signal MP 47.6—On south track—		
Freight trains up to 100 Tons/OB		50 MPH.
Freight trains over 100 Tons/OB		40 MPH.
Head end of eastward trains passing signals on north and south tracks at MP 49.1—		
Freight trains up to 100 Tons/OB		50 MPH.
Freight trains over 100 Tons/OB		40 MPH.

Lincoln to MP 60.5	30 MPH.	20 MPH.
MP 60.5 to MP 66.7		50 MPH.
Cobb turnout	25 MPH.	25 MPH.
Cushman-Cobb (freight line)	35 MPH.	35 MPH.
Trains using east wye track MP 154.1 to Fourteenth Subdivision	35 MPH.	35 MPH.
MP 155.0 to MP 156.0		50 MPH.
MP 156.0 to MP 157.0	25 MPH.	25 MPH.
MP 157.0 to MP 158.0		30 MPH.
Crossover MP 154.9, Brick Yard	30 MPH.	30 MPH.
Turnouts MP 155.8 and 155.9	35 MPH.	35 MPH.
Crossover and turnouts MP 156.4	15 MPH.	15 MPH.
Gaines-Turnout end of two main tracks	35 MPH.	35 MPH.
Gaines-Entering or leaving yard		10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.

Locomotives in Groups H and I must not operate on following tracks:

- Plattsmouth Lead to BREX yard
- Ashland Team track
- West elevator track

3. Train Register Exceptions—

Pacific Jct.—Hastings—Trains in through movement will register by register ticket.

4. Clearance Provisions and Exceptions Rule 83(B)—

Oreapolis—Rule 83(B) does not apply.

Lincoln—Trains originating at Lincoln and through trains must receive clearance.

Crete—Rule 83(B) does not apply to eastward trains off Sixth Subdivision.

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

6. Oreapolis—Missouri Pacific railroad crossing over west leg of wye protected by automatic interlocking signals.

7. Manual Interlockings not Indicated at Station—

Missouri Pacific crossing 4.2 miles west of Havelock.

8. Rotating white light on control bungalow of the combination hot box and dragging equipment detectors at MP 39.0 between Ashland and Greenwood indicates power off controls and train dispatcher should be advised immediately.

When snowplow, snowblower or track surfacing equipment is performing work within 250 feet of MP 39.0 and MP 110.0, signal maintainer should be present to prevent damage to equipment.

9. Lincoln—Interlocking at Missouri Pacific crossing MP 58.9 is manually controlled. Eastward signals are part of CTC system. Westward signals are interlocked and are part of Baird interlocking.

CTC—In effect on both freight tracks between Baird interlocking limits and Hall interlocking limits.

10. Fairmont—Normal position junction switches as follows:

- East end for Twenty-First Subdivision.
- West end for Fifth Subdivision.

11. Crete—Switching movements over Main Street crossing must be protected by a member of the crew in accordance with Rule 103 regardless of the position of the gates. On old Wymore main track cars must not be left less than 70 feet from either side of crossing. Eastward passenger trains making station stop should stop with head end not less than 320 feet west of crossing.

12. The following Failed Equipment Detectors protect bridges, tunnels or other structures—

MP 0.1 Westward trains MP 8.6 Eastward trains

Other Failed Equipment Detector Locations—

MP 39.0 MP 110.0

13. CTC—In effect between Pacific Jct. and Baird Tower, and between Cushman and Hastings.

CTC—Two Main Tracks between the following locations:

- MP 5.0—MP 8.9 MP 35.1—MP 60.1
- MP 154.9—MP 156.2

14. Rule 268A—Switches on the following tracks are not equipped with electric locks:

- MP 43.7 Track 1 Mid America
- MP 43.9 Track 1 Mid America
- MP 62.2 State Asylum

NEBRASKA DIVISION

(Oreapolis to Ashland)

THIRD SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
	Passenger Freight

Passenger trains	79 MPH.	
Freight trains up to 100 Tons/OB		50 MPH.
Freight trains over 100 Tons/OB		40 MPH.
MP 0.0 to MP 1.7	40 MPH.	40 MPH.
MP 1.7 to MP 2.3	60 MPH.	50 MPH.
MP 2.3 to MP 10.2	65 MPH.	50 MPH.
MP 10.2 to MP 11.5	60 MPH.	50 MPH.
MP 11.5 to MP 13.7	65 MPH.	50 MPH.
Curve MP 13.7	60 MPH.	50 MPH.
MP 13.7 to MP 14.7	65 MPH.	50 MPH.
MP 14.7 to MP 16	50 MPH.	40 MPH.
MP 15 through turnout South Track	30 MPH.	30 MPH.
MP 16 to MP 16.8	20 MPH.	20 MPH.
MP 16.8 to MP 17.3	10 MPH.	10 MPH.
MP 17.3 to MP 17.9	20 MPH.	20 MPH.
MP 17.9 to MP 21.5	50 MPH.	40 MPH.
Curve MP 19.1	30 MPH.	20 MPH.
Through turnouts of controlled sidings		25 MPH.
Except through turnouts of controlled siding Omaha		15 MPH.
And through turnouts of controlled siding South Omaha		35 MPH.
Through the following dual control switch turnouts:		
Oreapolis wye		15 MPH.
Pappio		10 MPH.
Gibson—East yard switch MP 13.4		30 MPH.
South Omaha MP 19.8—		
Roundhouse Track		15 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Omaha—Bridge derricks 975501 and 975505 may operate on track 5 only and must keep off all other tracks adjacent to station canopies.

Auto rack cars and piggyback cars must not be handled on depot tracks 1, 2 and 3 at Omaha.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 83(B)—

Omaha—Rule 83(B) does not apply to westward trains off First Subdivision.

Oreapolis and Ashland—Rule 83(B) does not apply.

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

6. Omaha—Union Pacific crossing between junction with Union Pacific and Sixth Street, is protected by electrically locked gate, normally lined and locked for BN train movements.

Interlocking at Fifth and Howard Streets is automatic. Approach clearing sections are 500 feet in length and when occupied will cause signal to display a proceed aspect if no conflicting movements are being made. If movement approaching a clear signal aspect is delayed, signal may display a stop aspect after expiration of pre-determined time. Electrically locked derails on auxiliary tracks may be removed when movement has occupied short track circuit in advance of derail after switch padlock has been removed and indicator light displays. Derails must be restored and locked immediately after movement has cleared the derail. Push buttons on signals clear signal to make reverse movement or a forward movement after making reverse movement.

- 7. **South Omaha**—When westward trains enter South Omaha yard by signal indication through dual controlled switch at MP 19.8, such indication will convey control operator's permission to enter controlled siding through switch at MP 20.3. Trains stopped or delayed in making this movement must receive permission from control operator before entering or fouling controlled siding. If conditions require, westward train will be stopped and notified by control operator before entering yard at MP 19.8.
- 8. **Gibson**—All trains must whistle freely between Missouri Avenue and west end Gibson Yard account employees working close to main track.
- 9. **CTC**—Two main tracks between the following locations:
MP 15.0—MP 17.2

NEBRASKA DIVISION
(Ayr Jct. to Wilcox)

FOURTH SUBDIVISION

- 1. **Speed Restrictions—**

Maximum Speeds Permitted	
Zone—Between	Freight
Ayr Jct. and Wilcox	30 MPH.
- 2. **Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted.
Locomotives in Group I must not operate.
Bridge derricks 975501, 975505 and 250-ton wrecking derricks must not operate.
- 3. **Train Register Exceptions—None.**
- 4. **Clearance Provisions and Exceptions Rule 83(B)—**
Ayr Jct.-Wilcox—Rule 83(B) does not apply.
- 5. **Rule 99**—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1 mile.

NEBRASKA DIVISION
(Hebron to Fairmont)

FIFTH SUBDIVISION

- 1. **Speed Restrictions—**

Maximum Speeds Permitted	
Zone—Between	Freight
Fairmont and Strang	35 MPH.
Strang and Hebron	30 MPH.

- Engine or leading car of trains over highway crossing MP 0.9 10 MPH.
- Engine or leading car between absolute signals UP crossing, MP 29.2 15 MPH.
- Derricks between Strang and Hebron 10 MPH.
- Item 1A, All Subdivisions applies.

2. **Bridge, Engine and Heavy Car Restrictions—**

Item 5d not permitted.
Locomotives in Groups D, E, F, G, H and I must not operate.
Between Fairmont and Hebron bridge derricks 975501, 975505 and 250-ton wrecking derricks must not operate.

3. **Train Register Exceptions—**

Strang—Trains will register when directed by train order. Register located at north switch west wye.

4. **Clearance Provisions and Exceptions Rule 83(B)—**

Strang—Rule 83(B) does not apply.

5. **Rule 99**—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 miles.

6. **Fairmont**—Normal position junction switch west end Fairmont is for Fifth Subdivision.

7. **Strang—**

Normal position of east and west wye switches of east wye on the Sixteenth Subdivision is for Sixteenth Subdivision.
Normal position of the south switch east wye is for the west leg of wye.
Normal position of east and west wye switches of west wye on the Sixteenth Subdivision is for the east and west legs of wye.
Normal position of the north switch west wye is for the east leg of wye.

NEBRASKA DIVISION
(Crete to Wymore)

SIXTH SUBDIVISION

- 1. **Speed Restrictions—**

Maximum Speeds Permitted	
Zone—Between	Freight
Junction switch at MP 0.8 and Beatrice	40 MPH.
Curve MP 1.0	20 MPH.
Beatrice and Wymore	30 MPH.
Eastward engine or leading car between absolute signals of Junction Switch MP 1.0	20 MPH.
Locomotives in Group I single locomotive only	30 MPH.
Between Crete and Wymore, bridge derricks 975501, 975505 and 250-ton wrecking derricks	25 MPH.
Other Derricks	30 MPH.
Item 1A, All Subdivisions applies between Beatrice and Wymore.	

2. **Bridge, Engine and Heavy Car Restrictions—**

Item 5d not permitted.

Locomotives in Group I must not operate on following tracks:

Shestak	Elevator track	
Wilber	Spur track	
Beatrice	Coal track	No. 3 track
		Creamery track
	No. 1 track	
	No. 2 track	Nemaha main
MP 31.8	Brick yard spur	

Between Wilber and Beatrice—At Hoag on Cominco and Phillips lead not more than two locomotives permitted.

3. Train Register Exceptions—

Crete—Trains will register when directed by train order.

4. Clearance Provisions and Exceptions Rule 83(B)—

Beatrice—Trains must receive clearance when operator on duty. Beatrice operator on duty 7:30 a.m. until 4:30 p.m. Monday through Friday.

5. Rule 99—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 miles.

6. Lights on train order signals will not be displayed.

7. Wymore—All tracks within yard limits are yard tracks.

7. Grand Island—When handling 85-foot cars or longer on 17 degree curve of Union Pacific freight house lead and interchange track, beginning 150 feet east of point of switch for freight house lead located in the direct interchange track and continuing westward 550 feet on to the freight house lead track, movement must not exceed 4 MPH. A member of crew must watch movement closely, prepared to give stop signal if any indication of failure to safely negotiate the curve. Particular attention must be given to lateral movement of coupler, as critical point of movement on curve develops when coupler approaches maximum lateral movement permitted by coupler opening.

Overhang at end of these cars is greater than on other cars and clearances must be watched closely when handling on curves in excess of 16 degrees.

8. Rotating white light on control bungalow of the combination hot box and dragging equipment detectors at MP 74.0 and MP 107.3 indicates power off controls and train dispatcher should be advised immediately.

When snowplow, snowblower or track surfacing equipment is performing work within 250 feet of MP 17.5, 52.7, 74.0 and 107.3, signal maintainer should be present to prevent damage to equipment.

9. The following Failed Equipment Detectors protect bridges, tunnels or other structures—None.

Other Failed Equipment Detector Locations—

MP 17.5	MP 74.0
MP 52.7	MP 107.3

10. CTC—In effect between Cushman and Ravenna.

CTC—Two Main Tracks between Following Locations:

MP 4.4-MP 6.0	MP 56.2-MP 66.5
MP 6.1-MP 14.6	MP 78.5-MP 88.9
MP 20.3-MP 27.8	MP 99.2-MP 104.5
MP 36.6-MP 44.7	MP 118.8-MP 127.7

11. Rule 268A—Switches on the following tracks are not equipped with electric locks:

MP 8.1 Track 1 Emerald Contractor Track
 MP 8.3 Track 1 Emerald Contractor Track
 MP 13.5 Track 1 Pleasant Dale Elevator Track
 MP 13.7 Track 1 Pleasant Dale Elevator Track
 MP 19.6 Milford Mill Track
 MP 28.9 Seward Walker Manufacturing
 MP 35.9 Tamora House Track
 MP 36.2 Tamora House Track
 MP 42.2 Track 1 Utica Elevator Track
 MP 42.5 Track 1 Utica Elevator Track
 MP 48.3 Waco Elevator Track
 MP 48.7 Track 1 Waco Elevator Track
 MP 54.6 York Statex Track
 MP 55.9 York Panhandle Track
 MP 56.3 York Panhandle Track
 MP 62.2 Track 1 York Manufacturing
 MP 66.9 Henderson Work Equipment
 MP 77.4 Aurora Green Bin Track
 MP 80.8 Track 1 Curry Industry Track
 MP 81.1 Track 1 Curry Industry Track
 MP 82.4 Track 2 Monsanto Industry Track
 MP 82.7 Track 2 Monsanto Industry Track
 MP 89.6 Track 1 Phillips House Track
 MP 89.8 Track 1 Phillips House Track
 MP 94.7 Grand Island Lipcot Track
 MP 104.6 Abbott Elevator Track
 MP 104.7 Abbott Elevator Track
 MP 111.3 Cairo Elevator Track
 MP 111.5 Cairo Elevator Track
 MP 119.2 Track 2 St. Michael Elevator Track.

NEBRASKA DIVISION

(Hobson to Ravenna)

SEVENTH SUBDIVISION

1. Speed Restrictions— Maximum Speeds Permitted

Zone—Between	Freight
Freight trains up to 100 Tons/OB	50 MPH.
Freight trains over 100 Tons/OB	40 MPH.
Grand Island—Through turnout west of UP crossing Ravenna—	30 MPH.
MP 127.2 to MP 127.7	20 MPH.
Through turnouts of beginning and end of double track and turnouts of all controlled sidings and crossovers equipped with dual control switches	35 MPH.
Between York and McCool Jct. and York and Benedict Engine or leading car over Nohles Avenue between York and McCool Jct.	20 MPH.
	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted McCool Jct. to Benedict.

Locomotives in Group I must not operate on following tracks:

Grand Island	Oil track
Ravenna	City track

Locomotives in Groups B, C, D, E, H and I must not operate between McCool Jct. and Benedict.

3. Train Register Exceptions—

Grand Island—Trains originating or terminating will register.

4. Clearance Provisions and Exceptions Rule 83(B)—None.

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

6. Track between York and McCool Jct. and between York and Benedict is considered industrial track, Rule 105 applies.

NEBRASKA DIVISION

(Napier to Carling)

EIGHTH SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted Freight
Freight trains up to 100 Tons/OB	50 MPH.
Freight trains over 100 Tons/OB	40 MPH.
Saltillo and Carling MP 59.5 and MP 62.7	20 MPH.
Firth—Turnouts end of 2 main tracks	35 MPH.
Turnouts of controlled sidings	35 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Locomotives in Group I must not operate on following tracks:

Falls City Roundhouse track
James track

Engines must not operate over
undertrack unloader on No. 3
track.

3. Train Register Exceptions—

Table Rock—Trains will register when directed by train order.

4. Clearance Provisions and Exceptions Rule 83(B)—

Napier—Clearance received at St. Joseph or Forest City clears train at Napier.

5. Rule 99—When flagging is required, distance will be:

Napier—Table Rock 1.5 miles.

Table Rock—Carling 2 miles.

6. Falls City—Westward movements on main track or siding meeting eastward movements will stop short at end of overlap sign located approximately 360 feet east of westward absolute signal. Westward movements when authorized to proceed must occupy track section immediately forward of overlap sign after which signal will clear if no conflicting route has been established.

7. Whistle Signals for Hall Tower Interlocking Plant—

Hastings main track One long.
Napier main track One long, one short, one long.
To wye or inside track One long, two shorts, one long.

8. Firth—Close clearance between siding and elevator tracks.

9. The following Failed Equipment Detectors protect bridges, tunnels or other structures—

MP 5.7 MP 13.0

Other Failed Equipment Detector Locations—

MP 38.05

10. ABS—In effect between Table Rock and Napier.

11. CTC—In effect between MP 0.0 and MP 62.7 between Humboldt and Carling.

CTC—Two main tracks between following locations:
MP 40.4—MP 43.3

NEBRASKA DIVISION

(Cooper Spur to Lancaster)

NINTH SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted Freight
Nebraska City and Lancaster	30 MPH.
Arbor and Dunbar between MP 5.0 and MP 6.7	10 MPH.
Nebraska City and Cooper Spur	10 MPH.
Nebraska City over Missouri Pacific crossing on roundhouse lead	10 MPH.
Lincoln—	
Leading car or engine of westbound trains over 27th Street MP 58.5	10 MPH.
Leading car or engine of trains over 14th Street MP 59.5	5 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

Locomotives in Groups E, G, H and I must not operate between Arbor and Cooper Spur.

Nebraska City—When switching, no more than one locomotive may be used on any track except Main Line and 2, 3 and 5 tracks. Single locomotives only may be used on other tracks and must be GP 7 and GP 9 series.

Between Cooper Spur and Arbor bridge derricks 975501, 975505 and 250-ton wrecking derricks must not operate.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 83(B)—

Cooper Spur, Lancaster—Rule 83(B) does not apply.

Nebraska City—Trains must receive clearance when operator on duty. Operator on duty 8:00 a.m. until 5:00 p.m. Monday through Saturday.

5. Rule 99—Unless otherwise provided, protection against following trains is not required between Arbor and Cooper Spur. When flagging is required, distance will be 1.5 miles.

6. Automatic interlocking Nebraska City over Missouri Pacific crossing roundhouse lead.

7. 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.

If automatic gate is not open on arrival at the power plant, trains must stop short of the weigh-in-motion scale.

8. Yard Limits—Continuous yard limits between Nebraska City and MP 6 (between Arbor and Minersville)

NEBRASKA DIVISION

(Ashland to Sioux City)

TENTH SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted Freight
Ashland and Sioux City	49 MPH.
Curve MP 0.3	25 MPH.
Between switches of wye Ashland	10 MPH.

Head end of westward trains passing signal governing westward movement at MP 0.5 20 MPH.
 Head end of trains passing approach signal at following interlockings:
 Eastward and westward at UP crossing Yutan—MP 15.3
 Freight trains up to 100 Tons/OB 25 MPH.
 Freight trains over 100 Tons/OB 20 MPH.
 Eastward trains at UP crossing Fremont MP 30.0 20 MPH.
 Eastward and westward at C&NW crossing Nickerson—MP 35.5—
 Freight trains up to 100 Tons/OB 25 MPH.
 Freight trains over 100 Tons/OB 20 MPH.
 Locomotives or leading car of trains between absolute signals at:
 UP crossing at Yutan 20 MPH.
 C&NW crossing east of Nickerson 20 MPH.
 MP 58.7 and MP 59.9 Locomotives in Groups H and I
 MP 28.8 and MP 29.9, Fremont 40 MPH.
 MP 103 and MP 108.2 between Ferry and 4th Street, Sioux City 10 MPH.
 Ashland and Ferry—Bridge derricks 975501, 975505 and 250-ton wrecking derricks 25 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

Locomotives in Groups H and I must not operate on following tracks:

- Ferry Laketon scale track
- South Sioux line track from 600 feet north of switch to end of track

3. Train Register Exceptions—

Ashland—Trains will register by register ticket except trains entering Second Subdivision through wye in eastward movement will not register.

4. Clearance Provisions and Exceptions Rule 83(B)—

Fremont—Trains must receive clearance.

5. Rule 99—When flagging is required, distance between Ashland-Ferry will be 1.5 miles, between Ferry-Sioux City 1 mile.

6. Yutan—When trains meet at Yutan, westward trains holding main track will not pass approach signal until eastward trains are in clear of siding.

7. Fremont—Westward movements which have been delayed at UP or C&NW crossing will notify operator of their intentions to move through interlocking by depressing push button located in box east of track in vicinity of "L" Street.

Eastward trains setting out will stop to clear highway crossing, communicate with operator, and be governed by bis instructions.

8. Automatic Interlockings not Indicated at Station—

C&NW crossing 6.3 miles west of Fremont.

- MP 68.0 to MP 124.4 30 MPH.
- 2. Bridge, Engine and Heavy Car Restrictions—
Item 5d not permitted.
Locomotives in Groups H and I must not operate between Bing MP 3.0 and O'Neill.
- 3. Train Register Exceptions—None.
- 4. Clearance Provisions and exceptions Rule 83(B)—
Ferry, O'Neill—Rule 83(B) does not apply.
- 5. Rule 99—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 miles.
- 6. Brunswick—Engines must not operate over track scale located near elevator load out spout on Mueret Grain Company elevator track. Movements must not exceed 5 MPH. on this track.

NEBRASKA DIVISION

(Table Rock to Wymore)

TWELFTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	Freight
Table Rock and Wymore	35 MPH.
Curve on city track Pawnee	5 MPH.
Head end of trains passing approach signals to UP crossing MP 84.7—	
Freight trains up to 100 Tons/OB	30 MPH.
Freight trains over 100 Tons/OB	25 MPH.
Engine or leading car between absolute signals UP crossing MP 84.7	20 MPH.
Between Table Rock and Wymore bridge derricks 975501, 975505 and 250-ton wrecking derricks	25 MPH.
Other derricks	30 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

Locomotives in Group I must not operate on following tracks:

- Wymore House track
- No. 2 repair track
- Belt track
- City track

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 83(B)—None.

Table Rock—Train order signal does not govern Twelfth Subdivision trains.

5. Rule 99—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 miles.

6. Table Rock—Normal position of junction switch is for Eighth Subdivision.

7. Pawnee—Air brakes must be coupled and working on cars handled on city track.

8. Wymore—All tracks within yard limits are yard tracks.

9. Automatic Interlockings not Indicated at Station—

UP crossing 2.5 miles east of Wymore.

NEBRASKA DIVISION

(Ferry to O'Neill)

ELEVENTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	Freight
MP 0.5 to MP 10.0	30 MPH.
MP 10.0 to MP 68.0	25 MPH.

NEBRASKA DIVISION

(Pappio to Gilmore Jct.)

THIRTEENTH SUBDIVISION

1. **Speed Restrictions—**

Maximum Speeds Permitted	
Zone—Between	Freight

 Pappio and Gilmore Jct. 10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Item 5d not permitted.
 Bridge derricks 975501, 975505 and 250-ton wrecking derricks must not operate.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. **Rule 99—**Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 miles.
6. Trains and engines between Gilmore Jct. and South Omaha are governed by Union Pacific Bridge Subdivision Rules for employees of Tenant Lines.
7. **South Omaha—**Four short and one long blast of whistle for UP switches.

NEBRASKA DIVISION

(Brick Yard to Sargent)

FOURTEENTH SUBDIVISION

1. **Speed Restrictions—**

Maximum Speeds Permitted	
Zone—Between	Freight

 Brick Yard and Sargent 30 MPH.
 Trains using east wye track to Second Subdivision . . . 35 MPH.
 Eastward engine or leading car between absolute signals of east wye switch MP 26.3 20 MPH.
 Trains using east and west legs of wye Aurora 10 MPH.
 Aurora and Brick Yard bridge derrick 975501, 250-ton wrecking derrick and other derricks may operate . . . 20 MPH.
 At UP interlocking Central City, engine or leading car between approach and absolute signal, and between absolute signals 20 MPH.
 MP 15.5 and MP 23.6, MP 28.8 and MP 30.1, MP 40.3 and Sargent—
 Locomotives GP-7 and GP-9 15 MPH.
 Locomotives SD-7 and SD-9 20 MPH.
 Item 1A, All Subdivisions, applies between Palmer and Sargent.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Item 5d not permitted.
Between MP 15 and Sargent—Item 5c not permitted.
Between Aurora and Palmer—Locomotives in Groups E, H and I must not operate.
Between Palmer and Sargent—Locomotives in Groups A, C, F and G maximum two units. Groups E, H and I must not operate.
Between Aurora and Sargent—Bridge derricks 975501, 975505 and 250-ton wrecking derricks must not operate.

3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Brick Yard—Clearance received at Hastings clears trains at Brick Yard.
Aurora—Trains must receive clearance.
Palmer, Sargent—Rule 83(B) does not apply.
5. **Rule 99—**Unless otherwise provided, protection against following trains is not required between Aurora and Sargent. When flagging is required between Brick Yard-Sargent, distance will be 1.5 miles.
6. Lights on train order signals will not be displayed.
7. **Central City—BN, UP crossing—**BN train and engine movements approaching crossing, from either direction, must stop at absolute signal. After stopping trainman or engineer will proceed to crossing and operate the plant in accordance with instructions posted at the crossing.

NEBRASKA DIVISION

(Clay Center to Lushton)

FIFTEENTH SUBDIVISION

1. **Speed Restrictions—**

Maximum Speeds Permitted	
Zone—Between	Freight

 Clay Center and Sutton 30 MPH.
 Sutton and Lushton 10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Between Clay Center and Sutton—Item 5d not permitted.
Between Sutton and Lushton—Item 5b, c, d, e, f not permitted.
 Locomotives in Groups B, C, D, E, H and I must not operate.
 Bridge derricks 975501, 975505 and 250-ton wrecking derricks must not operate.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. **Rule 99—**Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1 mile.

NEBRASKA DIVISION

(DeWitt to Hildreth)

SIXTEENTH SUBDIVISION

1. **Speed Restrictions—**

Maximum Speeds Permitted	
Zone—Between	Freight

 DeWitt and Edgar 25 MPH.
 Edgar and Hildreth 35 MPH.
 Tobias and Daykin 10 MPH.
 Engine or leading car between absolute signals of UP Crossing MP 57.3 15 MPH.

Over Bridges 1.58 and 65.84, GP-7 and GP-9 locomotives (not exceeding two locomotives) and SD-7 and SD-9 locomotives (single locomotive) 10 MPH.
Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

Maximum gross weight of cars handled between DeWitt and Swanton, and between Edgar and DeWeese must not exceed 215,000 pounds.

Between DeWitt and Blue Hill—Locomotives in Groups F and G only (not exceeding 2 locomotives). Groups H and I must not operate.

Between DeWitt and Tobias and between Edgar and Blue Hill—Locomotives in Group C single locomotive only.

Between Tobias and Daykin—Locomotives in Group E must not operate.

Bridge derricks 975501, 975505 and 250-ton wrecking derricks must not operate.

3. Train Register Exceptions—

Strang—Trains will register when directed by train order. Train register located at north switch west wye.

Blue Hill—Trains will register when directed by train order.

4. Clearance Provisions and Exceptions Rule 83(B)—

Hildreth, Tobias, Strang—Rule 83(B) does not apply.

5. Rule 99—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 miles.

6. Track between Tobias and Daykin is considered industrial track, Rule 105 applies. Line-up issued for Sixteenth Subdivision will cover.

7. DeWitt—Train order signal does not govern Sixteenth Subdivision trains. Normal position of junction switch is for Sixth Subdivision.

8. Strang—Normal position of east and west wye switches of east wye on the Sixteenth Subdivision is for the Sixteenth Subdivision.

Normal position of the south switch east wye is for the west leg of wye.

Normal position of east and west wye switches of west wye on the Sixteenth Subdivision is for the east and west legs of wye.

Normal position of the north switch west wye is for the east leg of wye.

9. Blue Hill—Normal position of junction switch (MP 86.8 and MP 87) is for the Nineteenth Subdivision.

Maximum gross weight of cars handled between Moll Spur and Columbus must not exceed 220,000 pounds.

Locomotives in Groups A, C, D, E and F single locomotive only. Group B maximum two locomotives only. Groups G, H and I must not operate.

Bridge derricks 975501, 975505 and 250-ton wrecking derricks must not operate.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 83(B)—

West Lincoln—Clearance received at Carling clears train at West Lincoln.

5. Rule 99—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 miles.

6. While operating on Union Pacific track at Lincoln, Burlington Northern employees must comply with instructions issued by Union Pacific supervisors, but will be governed by Burlington Northern rules, except for the following Union Pacific rules:

Dual Control Switches—

275: When a train or engine is stopped by a signal governing movement over a dual control switch and no conflicting movement is evident, a member of the crew must immediately communicate with the control operator and be governed by his instructions. Such instructions must include information as to the route to be used.

When authorized to proceed, movement must be made at restricted speed to the next signal. Before proceeding, selector lever on all dual control switches over which movement is to be made must be placed in "HAND" position. Hand throw lever on each such switch must be operated until switch points are seen to move with the movement of the lever. Switches must be lined for the route to be used. As soon as leading wheels are 100 feet past the stop signal, selector levers on all switches may be restored to "MOTOR" position and locked.

276: Dual control switches must not be operated by hand without authority from the control operator except when communication has failed.

When necessary to operate a dual control switch by hand to perform switching, the time switch may be used and the limits of the movement must be clearly stated and understood. When possible, first move must be made on signal indication.

Selector lever on all switches over which movement is to be made must then be placed in "HAND" position and must be left in that position until all movements have been completed.

After all movements have been completed, selector levers on all switches must be restored to "MOTOR" position and control operator must be so advised.

During the time selector lever is in "HAND" position, indications of Stop signals governing movement over the switch may be considered suspended, but all movements must be made at restricted speed.

276(A): When communication has failed and it is necessary to operate a dual control switch by hand, if movement is to be made to a main track, switch must not be operated until five minutes after the selector lever has been placed in "HAND" position.

277: Except as provided in Rule 276, a train or engine must not make a reverse movement, or a forward movement after making a reverse movement, over a dual control switch, except on signal indication, or with permission from control operator.

7. Seward—Normal position of connecting track switch located at MP 26.4 is for connecting track.

NEBRASKA DIVISION

(Lincoln to Columbus)

SEVENTEENTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted Freight
West Lincoln and MP 38.0	25 MPH.
MP 38.0 and Columbus	30 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

NEBRASKA DIVISION

(Wymore to Red Cloud)

EIGHTEENTH SUBDIVISION

NEBRASKA DIVISION

(Hastings to Lester Jct.)

NINETEENTH SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted Freight
Wymore and Red Cloud	35 MPH.
Engine or leading car between absolute signals of UP crossing MP 114.9	15 MPH.
Engine or leading car over Central Avenue and Bloom Street Superior	5 MPH.
Engine or leading car between absolute signals Missouri Pacific crossing MP 171.0	20 MPH.
Bridge derricks 975501, 975505 and 250-ton wrecking derricks	25 MPH.
Other derricks	30 MPH.
Locomotives in Group I between Endicott and Red Cloud	30 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

Locomotives in Group I must not operate on following tracks:

Krider	House track
Odell	House track
Diller	Elevator track
Chester	House track
	Elevator track
Superior	Stock track
Bostwick	Elevator track
Red Cloud	Turkey track

3. Train Register Exceptions—

Lester Jct.—Trains will register when directed by train order.

4. Clearance Provisions and Exceptions Rule 83(B)—

Lester Jct.—Rule 83(B) does not apply.

Red Cloud—Trains must receive clearance when operator on duty. Operator on duty 8:00 a.m. until 5:00 p.m. Monday through Friday.

5. Rule 99—When flagging is required, distance will be 1.5 miles. Unless otherwise provided, protection against following trains is not required between Wymore and Lester Jct.

6. Lights on train order signals will not be displayed.

7. Chester—Trains or engines passing through Chester on any track other than main track must stop before crossing Thayer Avenue.

Member of crew must flag trains or engines across entire width of street.

8. Superior—Within the corporate limits, cars or engines must not be left standing less than 40 feet from street line and switching or light engine movements over Central Avenue and Bloom Streets must be protected by member of crew.

Missouri Pacific crossing MP 171.0. Normal position of gate is against MP trains. Rule 98(A) in effect.

9. Lester Jct.—Normal position of junction switch is for Nineteenth Subdivision.

10. Wymore—All tracks within yard limits are yard tracks.

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted Freight
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Hastings and Lester Jct.	30 MPH.
Engine or leading car of eastward trains over highway crossing at MP 1.0	5 MPH.
Through turnout Lester Jct.	10 MPH.
Locomotives in Group I	25 MPH.
Bridge derricks 975501, 975505 and 250-ton wrecking derricks over Bridge 34.33	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

Locomotives in Group I must not operate on following tracks:

Cowles	House track
Blue Hill	Elevator track
Ayr	City track

3. Train Register Exceptions—

Ayr Jct.—Trains will register when directed by train order. Train register located at junction switch.

Lester Jct.-Blue Hill—Trains will register when directed by train order.

4. Clearance Provisions and Exceptions Rule 83(B)—

Lester Jct., Ayr Jct.—Rule 83(B) does not apply.

5. Rule 99—When flagging is required, distance will be 1.5 miles. Unless otherwise provided, protection against following trains is not required between Ayr Jct. and Lester Jct.

NEBRASKA DIVISION

(Auburn to Tecumseh)

TWENTIETH SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted Freight
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Auburn and Tecumseh	30 MPH.
Derricks	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

Locomotives in Group I must not operate.

Bridge derricks 975501, 975505 and 250-ton wrecking derricks must not operate.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 83(B)—None.

5. Rule 99—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1 mile.

NEBRASKA DIVISION

(Fairmont to Tobias)

TWENTY-FIRST SUBDIVISION

- | | |
|-------------------------------|---------------------------------|
| 1. Speed Restrictions— | Maximum Speeds Permitted |
| Zone—Between | Freight |
| Fairmont and Tobias | 10 MPH. |
- 2. Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted.
Locomotives in Groups D, E, G, H and I must not operate.
Bridge derricks 975501, 975505 and 250-ton wrecking derricks must not operate.
- 3. Train Register Exceptions—None.**
- 4. Clearance Provisions and Exceptions Rule 83(B)—None.**
- 5. Rule 99—**Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1 mile.
- 6. Fairmont—**Normal position of junction switch east end is for Twenty-First Subdivision.

NEBRASKA DIVISION

(Council Bluffs to Bayard)

TWENTY-SECOND SUBDIVISION

- | | |
|--|---------------------------------|
| 1. Speed Restrictions— | Maximum Speeds Permitted |
| Zone—Between | Freight |
| Council Bluffs and Bayard | 30 MPH. |
| BN Crossing, MP 483.4 | 10 MPH. |
| Leading car of train or engines over signal crossings on sidings | 10 MPH. |
- 2. Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted.
Locomotives in Group I must not operate.
- 3. Train Register Exceptions—None.**
- 4. Clearance Provisions and Exceptions Rule 83(B)—**
Bayard—Rule 83(B) does not apply.
- 5. Rule 99—**Unless otherwise provided, protection against following trains not required. When flagging is required, distance will be 1 mile.
- 6. End of Track at Bayard is MP 383.6.**

COLORADO DIVISION

(Hastings to McCook)

FIRST SUBDIVISION

- | 1. Speed Restrictions—
Zone—Between | Maximum Speeds Permitted | |
|--|--------------------------|---------|
| | Passenger | Freight |
| Passenger trains | 79 MPH. | |
| Freight trains: | | |
| 63 (including sections originating Chicago) | | 60 MPH. |
| 163 (including sections originating Chicago) | | 60 MPH. |
| OAC (including sections originating Denver) | | 60 MPH. |
| DNM (including sections originating Denver) | | 60 MPH. |
| MDN | | 60 MPH. |
| 163LC | | 60 MPH. |
| All other freight trains | | 50 MPH. |
| MP 156.0 to MP 157.0 | 25 MPH. | 25 MPH. |
| MP 157.0 to MP 158.0 | | 30 MPH. |
| Crossover and turnouts MP 156.4 | 15 MPH. | 15 MPH. |
| Gaines—entering or leaving Yard Tracks | 10 MPH. | 10 MPH. |
| Gaines turnout end of two main tracks | 35 MPH. | 35 MPH. |
| Head end of trains over Ogden Avenue Oxford MP 233.8 | 50 MPH. | 50 MPH. |
| Locomotives in Groups H and I on sidings at Kenesaw, Axtell and Holdrege (south side) | 20 MPH. | 20 MPH. |
| Through turnouts of controlled sidings Holdrege—Westward siding trains until leading car or engine occupies East Avenue crossing | 25 MPH. | 25 MPH. |
| Eastward siding trains must stop before crossing East Avenue crossing unless movement is protected by an employee at crossing. | 10 MPH. | 10 MPH. |
| Head end of eastward trains passing signal at MP 235.2—
Freight trains up to 100 Tons/OB | | 55 MPH. |
| Freight trains over 100 Tons/OB | | 45 MPH. |
| 2. Bridge, Engine and Heavy Car Restrictions— | | |
| 220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate. | | |
| Locomotives in Groups H and I must not operate on following tracks:
Juniata . . . South house track Holdrege Cob track
Kenesaw Stock track McCook Mill track | | |
| 3. Train Register Exceptions— | | |
| Oxford-Gaines—Trains originating or terminating will register. | | |
| 4. Clearance Provisions and Exceptions Rule 83(B)—None. | | |
| Hastings—Trains originating at Hastings and Gaines and through trains must receive clearance. | | |
| 5. Rule 99—When flagging is required, distance will be 2 miles. | | |
| 6. Oxford—Freight trains stopping at Oxford must not block Ogden Avenue crossing Monday through Friday between the hours of 12:00 Noon until 1:00 p.m. and 3:45 p.m. until 4:30 p.m. | | |
| 7. The following Failed Equipment Detectors protect bridges, tunnels or other structures—None. | | |
| Other Failed Equipment Detector Locations— | | |
| MP 184.0 MP 258.1 | | |
| 8. Rule 268A—Switches on the following tracks are not equipped with electric locks. | | |
| MP 214.0 Clyde Spur Track | | |

COLORADO DIVISION

(McCook to South Denver)

SECOND SUBDIVISION

- | 1. Speed Restrictions—
Zone—Between | Maximum Speeds Permitted | |
|--|---|---------|
| | Passenger | Freight |
| Passenger trains | 79 MPH. | |
| Freight trains: | | |
| MDN | | 60 MPH. |
| 63 (including sections originating Chicago) | | 60 MPH. |
| 163 (including sections originating Chicago) | | 60 MPH. |
| OAC (including sections originating Denver) | | 60 MPH. |
| DNM (including sections originating Denver) | | 60 MPH. |
| 163LC | | 60 MPH. |
| All other freight trains | | 50 MPH. |
| MP 430.5 and MP 431.5 | 50 MPH. | 40 MPH. |
| MP 431.5 and MP 434 | 60 MPH. | 50 MPH. |
| East Brush to Brush Jct. | 25 MPH. | 25 MPH. |
| Brush Center—Entering Sterling main tracks | 15 MPH. | 15 MPH. |
| Head end or leading car over 72nd Avenue crossing MP 535.3 | 40 MPH. | 40 MPH. |
| MP 535.3 and MP 537.2 | 40 MPH. | 40 MPH. |
| Over UP crossing MP 537.3 | 30 MPH. | 30 MPH. |
| MP 537.4 to signal MP 539.7 | 40 MPH. | 30 MPH. |
| Signal MP 539.7 to signal MP 541.7 | 30 MPH. | 15 MPH. |
| Signal 541.7 to 21st Street MP 541.9 | 15 MPH. | 15 MPH. |
| Bridge 541.28 (Wye Bridge) to Bridge .86 (North leg of Wye) at 23rd Street | 10 MPH. | 10 MPH. |
| Speed through turnouts off main line, coal 1 and 2 and south lead at 38th Street | 20 MPH. | 20 MPH. |
| Locomotives in Groups H and I on siding Wray | | 20 MPH. |
| Through Denver Union Terminal Limits | 10 MPH. | 10 MPH. |
| Crossover MP 0.6 | 10 MPH. | 10 MPH. |
| Ladora yard tracks—On tangent track between gate and classification yard | | 10 MPH. |
| Engines in the Colorado Blvd. area and Market Street line | | 10 MPH. |
| Trains through turnouts of controlled sidings | 25 MPH. | 25 MPH. |
| 2. Bridge, Engine and Heavy Car Restrictions— | | |
| 220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate. | | |
| Locomotives in Groups H and I must not operate on the following tracks: | | |
| Wray | Mill track | |
| Brush | Oil track | |
| Moseley | Stock track | |
| Fort Morgan | South house track | |
| Tampa Spur | Entire spur except 600 feet of tail track off wye | |
| 3. Train Register Exceptions— | | |
| Akron—First class trains will not register. | | |
| Brush—Trains originating or terminating will register. | | |
| Denver—Trains originating or terminating at 31st Street yard will register. | | |
| 4. Clearance Provisions and Exceptions Rule 83(B)— | | |
| Denver—Trains originating obtain clearance at 31st Street. | | |
| Akron—Unless otherwise provided, train crews arriving must deliver all clearances, train orders, and messages to relieving crew. | | |

Brush—Rule 83(B) does not apply to trains off Fourth Subdivision enroute Second Subdivision.

- 5. **Rule 99**—When flagging is required, distance will be 2 miles.
- 6. **Ladora**—Member of crew will protect switching movements over highway No. 2.
- 7. **Denver**—All trains and engines at highways or street intersections with railroad tracks, where official traffic control devices are installed, must move into the intersection or highway only on clear (green light) traffic signal.

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

Train and engine movements between South Denver and Pueblo are governed by the joint ATSF-DRGW Timetable.

Train and engine movement between Denver Union Terminal (DUT) and South Denver will be governed by Rule 93 under jurisdiction of Yardmaster at South Denver from 6:30 a.m. to 2:30 p.m. Monday through Friday except holidays. Movements at all other times will be under jurisdiction of Yardmaster at 38th Street Denver.

Two (2) Main Line Tracks will be in service from MP 0.6 to MP 4.2, South Denver, with hand throw switch at end of double track located at MP 0.6. Normal position for switch at end of double track will be lined for inbound Main Line. Westward Main Line will be designated as outbound Main Line and eastward Main Line will be designated as inbound Main Line.

- 8. **The following Failed Equipment Detectors protect bridges, tunnels or other structures**—None.

Other Failed Equipment Detector Locations—

MP 368.7 MP 494.1
MP 465.7

- 9. **Between Pawnee Jct. MP 458.0 and the Pawnee Power Plant**—Security gate will be operated automatically by train movement entering or leaving Plant. Indicator at gate will display green for entering Plant if gate is open for movement, or red if gate is not open. Approach indicator at MP 458.5 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 Pawnee Power Plant staff. Trains leaving Pawnee Power Plant will move at reduced speed until it can be determined that the gate is open for departing movement.

- 10. **Rule 268A**—Switches on the following tracks are not equipped with electric locks:

Sanborn—East and west end storage track.
Wray—Team Track.
Schramm—East and west end industry track.
Schramm—Agrichem track.
Akron—Coop spur track.
Akron—Farmers grain spur track.

COLORADO DIVISION

(Denver UD to Wendover)

THIRD SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	Freight
Denver UD and Wendover	40 MPH.
Loaded Unit coal trains Wendover to Moba	20 MPH.
Denver Union Station and Utah Jct. both Main Tracks	10 MPH.
Pepper Packing Plant, railroad crossing on Jersey Cut	
Off in Denver Yard	5 MPH.
Through Denver Union Terminal Limits	10 MPH.

Westward trains from Prospect Street MP 72.8 until entire train has passed North College Avenue MP 74.7	15 MPH.
Eastward trains from MP 74.7 until lead unit has passed Prospect Street MP 72.8	15 MPH.
All unit coal trains through Main Track Switch at MOBA	10 MPH.
Item 1A, All Subdivisions applies.	
MP 130.2 and MP 132.3	
MP 138.0 and MP 165.7	
MP 222.0 and MP 240.8	

- 2. **Bridge, Engine and Heavy Car Restrictions—**

Item 5d not permitted.

Black Hollow Spur—

SD-38-2, F-45, C-30-7, U23C, SD-45, SD-40-2, GP-40, SD-40, U30C and U33C engines must not operate.

- 3. **Train Register Exceptions—**

Prospect—Trains will register by register ticket.

Jersey Cut Off, Clear Creek, Broomfield, Longmont, Platte River, Wheatland, MOBA, Wendover—Trains will register when directed by train order.

- 4. **Clearance Provisions and Exceptions Rule 83(B)—**

Denver westward trains departing 31st Street via Jersey Cut Off will receive clearance and train orders at Prospect and will contact the operator at Prospect before entering the westbound main track at the Jersey Cut Off Junction.

Westward trains departing 31st Street Yard via Prospect will receive clearance and train orders at Prospect.

Prospect—Westward trains, and engines except Denver Yard engines, moving from Prospect to C&S Jct. via the D&RGW and who will occupy the Twelfth Subdivision track beyond C&S Jct. must receive clearance at Prospect.

Fort Collins—Trains must receive clearance when operator on duty. Operator hours are 7:00 a.m.-4:00 p.m. Monday through Friday.

Cheyenne—Trains must receive clearance.

Wendover—Clearance received at Guernsey in care of conductor over the signature of the train dispatcher at McCook clears the train at Wendover on the Third Subdivision.

Longmont—Operator on duty 7:00 a.m.-11:00 p.m. Monday through Friday.

Clearance received over the signature of the train dispatcher at McCook also clears the train at Wendover on the Ninth Subdivision of the Alliance Division for movement to Guernsey.

- 5. **Rule 99**—When flagging is required, the distance will be as follows:

Denver U.D. to MOBA	1.5 Miles
MOBA to Wendover	2.0 Miles

- 6. **Utah Jct.**—End of double track normal position of Main Track Switch is for Inbound Track.

- 7. **Manual Interlockings**—D&RGW crossing, Utah Jct. remotely controlled by D&RGW train dispatcher at Denver. D&RGW train dispatcher's phone is located adjacent to the interlocking signal.

- 8. **Railroad Crossings protected by Gates not Indicated at Station—**

Normal position of gates protecting railroad crossings at following locations:

BN Jersey cut-off, Denver Union	
Stockyard	against Pepper Pkg. Co. track
Sloss	against BN
Boulder	against UP
Ft. Collins	against Thirteenth Subdivision
Ft. Collins	against UP

- 9. **Denver**—Train and engine crews using Denver Union Terminal Railway Company's tracks must provide themselves with copy of and be governed by General and Interlocking rules of that company.

10. Prospect—All trains or engines must stop to clear junction switch or crossovers 200 feet, except trains or engines may, when given a proceed signal by operator with a yellow flag by day or yellow light by night, proceed at reduced speed without stopping.

Yard crews will not handle switches except when given permission by operator.

Train or engine movements against current of traffic between Prospect and Utah Jct. may be made on authority of operator at Prospect.

Positive block against through opposing movement will be maintained by operator at Prospect and tower man at Tower, Denver U.D. Freight trains and yard engines will use C&S freight lead between 15th St. and Prospect.

When delivery of cars from 31st Street Yard is made to D&RGW North Yard, Denver, Burlington Northern yardmasters will first contact D&RGW North Yard yardmaster to be in readiness to accept delivery. D&RGW train dispatcher will be notified by North Yard yardmaster as to movements to be made. Train, Yard and other locomotive movements between Prospect and D&RGW North Yard will be governed by Centralized Traffic Control signal indications. At North Yard, Burlington Northern crews will be governed by instructions from the D&RGW yardmaster. BN trains enroute to or from Golden are governed by CTC between Prospect and C&S Junction, unless routed through yard tracks North Yard, then be governed by yardmaster instructions on yard tracks, and CTC rules where applicable.

All trains operating between Denver and Golden will operate over D&RGW tracks between Prospect and C&S Jct. in accordance with D&RGW rules.

Gates at the American Smelting and Refining Company plant will be locked at 51st Street across sewage disposal lead, and at Washington Street across sewage disposal lead.

11. Western Paving—With regard to the signal light and all known lights at the unloading trestle, red means not to proceed, green means that the trestle is clear and you may proceed onto the trestle, and if neither red nor green is showing, it shall be considered as a red, and until cleared by Western Paving personnel, the train shall not proceed onto the trestle.

This procedure is to be followed whenever train unloading operation occurs. Train movement will be made under the direction of the conductor by radio control with the engineer up to the west end of the unloading trestle. Western Paving unloading personnel will insure all personnel are in the clear of train movement and the unloading area before the signal light indication is changed from red to green. The train will proceed only on the green indication of either control light attached to the trestle. If there is no signal indication (dark lights), train will not proceed until verbal instructions have been received from Western Paving personnel. Signal light indication must remain green until the unloading operation is complete and the train is clear of the west end of the trestle.

12. Boulder—Siding located at MP 27.3 east of UP crossing MP 27.9.

IBM industrial spur, 4.6 miles west of Boulder, traffic signals in service on Highway 119 crossing of track entering IBM plant.

Normally, traffic signals will display a red aspect for rail movements, which will require movement to stop short of Highway 119. Upon approach of train or engine movement, traffic signals should display green aspect on traffic signals paralleling track for movement over Highway 119.

Absence of light in all traffic signals, and when unable to obtain green aspect for movement over Highway 119, will require movement to be protected by a member of crew and occurrence should be reported to the superintendent.

13. Highland—Track scale installed on Coors Elevator track; scale located 635 feet from switch off siding. There are no dead rails protecting scale. All locomotives are restricted from operating over track scale.

14. Wheatland—Westward trains setting out or picking up must stop with the head end of the train in the clear of Cole Street Crossing.

Eastward trains setting out or picking up must stop with the head end of the train in the clear of Oak Street Crossing.

15. Handling 80 Foot or Longer Cars—

(See All Subdivisions items 3 and 4.)

During either throttling or braking trailing tonnage may cause lateral force sufficient for derailment, where cars 80 feet or longer are coupled to cars 50 feet or shorter, when grade and curvature exceed certain limitations.

To avoid creating such conditions, following restrictions are in effect:

Between Wendover and Cheyenne, between Boulder and Louisville—

Trains of greater than 5900 trailing tons must handle empty cars 80 feet and longer in the rear 5900 tons.

Trains of greater than 9100 tons must handle loaded cars 80 feet and longer in the last 9100 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

In applying restrictions in this item, the following 80 feet or longer cars must be regarded the same as an empty 80 feet or longer car:

- Cars weighing less than 50 ton, gross weight
- Flat cars with 1 loaded trailer
- Flat cars with empty trailers
- Flat cars with either loaded or empty containers.

Westbound trains departing Denver Yard via the Jersey Cut Off:

All 80-foot or longer cars must be within the rear 25% of train!

16. Between Denver and Wendover—

When high wind warnings are in effect and gusts in excess of 50 MPH, conductors arrange with train dispatcher to set out empty auto racks and TOFC flats carrying empty trailers or containers.

COLORADO DIVISION

(Sterling to Brush)

FOURTH SUBDIVISION

- 1. Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
	Freight
Union and Brush	50 MPH.
Union turnout	15 MPH.
Over Bridge 139.9	30 MPH.
Brush Center—Westward Trains or Engines through Crossover to 2nd Subdivision	20 MPH.
Hillrose—Through turnouts and on siding	25 MPH.
- 2. Bridge, Engine and Heavy Car Restrictions—**
Locomotives in Groups H and I must not operate on following tracks:

Sterling	Welsh elevator
	Caboose track
	Dago No. 1
	Dago No. 2
- 3. Train Register Exceptions—**
Brush—Trains may register by register ticket.
- 4. Clearance Provisions and Exceptions Rule 83(B)—**
Sterling—In addition to BN clearance, trains must receive UP clearance.
Brush—Trains for movement to Union Pacific Third Subdivision must receive Union Pacific clearance.

- 5. **Rule 99**—When flagging is required, distance will be 2 miles.
- 6. **Union**—The movement of eastward trains is governed by Union Pacific signal to main track and trains must stop before passing signal and must not proceed until switch is properly lined and signal indicates proceed.
Westward trains must stop clear of junction switch to BN main track and must not proceed until switch is properly lined.

- 7. **Rule 268A**—Switches on the following tracks are not equipped with electric locks:

Brush—MP 149.3	MP 149.5
MP 149.5	MP 149.8
	MP 149.9

COLORADO DIVISION

(Holdrege to Sterling)

FIFTH SUBDIVISION

- 1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Freight
Holdrege and MP 24.0	25 MPH.
MP 24.0 and MP 113.4	30 MPH.
MP 113.4 and MP 225.5	40 MPH.
MP 225.5 and Sterling	25 MPH.
Wallace and Gentlemen Power Plant	40 MPH.
Curves 16 and 17 Gentlemen Industrial Track	25 MPH.
Hartun, engine or leading car over Washington Street second crossing east of depot	10 MPH.
- 2. **Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted.
Locomotives in Group I must not operate between Holdrege and MP 111.
Between Holdrege and Wallace bridge derricks 975501, 975505 and 250-ton wrecking derricks must not operate.
- 3. **Train Register Exceptions—**
Holyoke—Trains originating or terminating will register. All other trains will register when instructed by train order. Train register located in depot.
Grant—Trains will register when directed by train order. Train register located in depot.
Wallace Jct.—Trains will register when directed by train order. Train register located in booth at junction switch MP 113.5.
- 4. **Clearance Provisions and Exceptions Rule 83(B)—**
Wallace Jct.—Rule 83(B) does not apply.
Curtis—Unless otherwise provided, train crews arriving must deliver all clearances, train orders, and messages to relieving crew.
- 5. **Rule 99**—When flagging is required, between Sterling and Wallace and between Wallace and Gentlemen Power Plant, the distance will be 2 miles.
Between Wallace and Holdrege, unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 miles.
- 6. Lights on train order signals will not be displayed.
- 7. **Gentlemen 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.

COLORADO DIVISION

(Orleans Jct. to St. Francis)

SIXTH SUBDIVISION

- 1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Freight
Orleans Jct. and St. Francis	30 MPH.
Loaded tank cars	25 MPH.
Engine or leading car over highway crossing Atwood	10 MPH.
Over Bridge 2.2	20 MPH.
- 2. **Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted.
Locomotives in Group I must not operate between Flynn and St. Francis.
Between Orleans and St. Francis bridge derricks 975501, 975505 and 250-ton wrecking derricks must not operate.
- 3. **Train Register Exceptions—None.**
- 4. **Clearance Provisions and Exceptions Rule 83(B)—**
Orleans Jct., Flynn—Rule 83(B) does not apply.
Cedar Bluffs MP 62.3—Unless otherwise provided, train crews arriving Cedar Bluffs must deliver all clearances, train orders and messages to relieving crew.
- 5. **Rule 99**—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 miles.
- 6. Lights on train order signals will not be displayed.
- 7. **Maintenance of Way Rule 14 Exception—**
Applies between Flynn and St. Francis.

COLORADO DIVISION

(Red Cloud to Oxford Jct.)

SEVENTH SUBDIVISION

- 1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Freight
Red Cloud and MP 227.0	30 MPH.
MP 227.0 and MP 246.0	40 MPH.
MP 246.0 and Oxford Jct.	30 MPH.
Red cloud and Riverton and Orleans and Oxford Jct.	30 MPH.
Over switch Oxford Jct.	20 MPH.
Bridge derricks 975501, 975505 and 250-ton wrecking derricks	25 MPH.
Other derricks	30 MPH.
- 2. **Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted.
Locomotives in Groups H and I must not operate on following tracks:

Red Cloud Turkey track
 Inavale House track
 Riverton House track
 Orleans Yard track No. 3
 Yard track No. 4

3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Red Cloud—Trains must receive clearance when Operator on duty. Operator on duty 8:00 a.m. until 5:00 p.m. Monday through Friday.
Orleans Jct., Oxford Jct.—Rule 83(B) does not apply.
5. **Rule 99—**Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 miles.
6. Lights on train order signals will not be displayed.
7. Eastward trains or engines passing absolute signal Oxford Jct. governing eastward movement to Seventh Subdivision on authority of train dispatcher per Rule 269, must proceed at restricted speed to absolute signal MP 247.8 Orleans Jct.

 Westward trains or engines passing absolute signals Orleans Jct. governing westward movements on Seventh Subdivision and from Sixth Subdivision on authority of train dispatcher per Rule 269, must proceed at restricted speed to absolute signal MP 257.2 Oxford Jct.

COLORADO DIVISION

(Flynn to Oberlin)

EIGHTH SUBDIVISION

1. **Speed Restrictions—** **Maximum Speeds Permitted**
Zone—Between **Freight**
 Flynn and Almena Jct. 30 MPH.
 Almena Jct. and Norton 25 MPH.
 Norton and Oberlin 30 MPH.
 Eastward engine or leading car between absolute signals of junction switch MP 3.3 20 MPH.
 Engine or leading car over street crossings in Norton city limits 5 MPH.
 Norton on siding and on Seymour Spur 5 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Item 5d not permitted.
 Locomotives in Groups H and I must not operate on following tracks:
Long Island House track
Almena House track
Norton BN trackage

 Between Flynn and Oberlin bridge derricks 975501, 975505 and 250-ton wrecking derricks must not operate.
3. **Train Register Exceptions—**
Almena Jct. and Oronoque—Trains will register when directed by train order.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Flynn—Rule 83(B) does not apply.
5. **Rule 99—**When flagging is required, distance will be 1.5 miles. Unless otherwise provided, protection against following trains is not required between Flynn and Almena Jct., and between Oronoque and Oberlin.
6. **Norton—**All trains will stop at highway crossing just west of city limits and flag movement over crossing.

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

COLORADO DIVISION

(Culbertson to Imperial)

NINTH SUBDIVISION

1. **Speed Restrictions—** **Maximum Speeds Permitted**
Zone—Between **Freight**
 Culbertson and Imperial 25 MPH.
 Wauneta—Just west of depot, engine or leading car over Arapahoe and Tecumseh Streets 5 MPH.
 Trains handling loaded C-6 covered hoppers 10 MPH.
 Engines on all house tracks 5 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Item 5d not permitted.
 Locomotives in Group I must not operate.
Between Culbertson and Imperial—Bridge derricks 975501, 975505 and 250-ton wrecking derricks must not operate.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Culbertson, Imperial—Rule 83(B) does not apply.
5. **Rule 99—**Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 2 miles.
6. Lights on train order signals will not be displayed.
7. **Maintenance of Way Rule 14 Exception—**
 Applies on this Subdivision.

COLORADO DIVISION

(Hastings to Kearney)

TENTH SUBDIVISION

Trains between Hastings and Kearney are governed by Rules for Employees of BN Operating on Union Pacific Trackage as contained in pamphlet dated June 1, 1979.

COLORADO DIVISION

(Broomfield to Lyons)

ELEVENTH SUBDIVISION

1. **Speed Restrictions—** **Maximum Speeds Permitted**
Zone—Between **Freight**
 Longmont and Western Spur 25 MPH.
 Western Spur and Lyons 10 MPH.
 Loaded tank cars 20 MPH.

Loaded unit gravel trains 10 MPH.

2. **Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted.
Locomotives in Group I must not operate.
Bridge derricks 975501, 975505 and 250-ton wrecking derricks must not operate.
3. **Train Register Exceptions—**
Broomfield—Trains will register when directed by train order.
4. **Clearance Provisions and Exception Rule 83(B)—**
Longmont—Trains must receive clearance when operator on duty. Operator on duty 7:00 a.m.-11:00 p.m. Monday thru Friday.
5. **Rule 99**—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 miles.
6. **Rule 93**—In effect between Broomfield and Erie.

COLORADO DIVISION

(Prospect to Golden)

TWELFTH SUBDIVISION

(Ft. Collins to Greeley)

THIRTEENTH SUBDIVISION

(Leadville to Climax)

FOURTEENTH SUBDIVISION

1. **Speed Restrictions—** **Maximum Speeds Permitted**
Zone—Between **Freight**

Prospect and C&S Jct. over hand throw switch at MP 2.0 on D&RGW RR	20 MPH.
At Utah Jct. on D&RGW RR, over failed equipment detector and Interlocking Plant	25 MPH.
C&S Jct. and Golden	20 MPH.
MP 7.7—Wadsworth Avenue Arvada	10 MPH.
MP 14.2 to MP 14.9	10 MPH.
Ft. Collins and Greeley	20 MPH.
Ft. Collins and Rex	10 MPH.
Leadville and Climax	15 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted.

Except on Rex Spur cars heavier than 177,000 lbs., minimum length 38 ft. not permitted.

Exception—12th Subdivision—

Will not apply to car loaded with soda ash for Columbine Glass. These cars are to have a mechanical inspection and light cars to be placed on each end of any car containing soda ash exceeding 263,000 lbs. gross weight.

Locomotives in Group I not permitted, except Twelfth Subdivision.

250-ton wrecking derricks not permitted.

3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Prospect—Trains must receive clearances.
5. **Rule 99**—Does not apply on this Subdivision.
6. **Golden—12th Subdivision**—At approximately 644 feet from point of switch at Coors Glass Plant at Mt. Olivet there has been an installation of propane unloading tower. **DO NOT PASS** the tower when ramp is in down position.

Warning light system has been installed in Coors North Marshalling Yard.

A warning light system has been installed in Coors North Marshalling Yard. Before entering North Marshalling Yard, crew must activate light system by operating switch located on south side of control box at east end of Quanset hut.

Red warning light is located on 4th pole west of Quonset hut on north side of 13-Track in Coors North Marshalling Yard and will be on when system is activated.

Warning light system **MUST BE DEACTIVATED** (turned off) when crew leaves Coors North Yard.

7. **Greeley—13th Subdivision—**
Normal position of stop gate to protect UP crossing MP 74.6 will be against UP trains.
Trains, engines or cars moving over any street or avenue must not exceed a speed of 10 MPH when engine in forward motion and a speed of 5 MPH when in backward motion or when cars are shoved ahead of engine.
All forward and back up movements over 14th, 11th and 9th Avenue, and 13th, 8th and 5th Street crossings will be preceded by a member of train crew, who will protect crossing.
8. **Rule 93**—In effect, between Prospect and Golden, Ft. Collins and Greeley, Leadville and Climax and Ft. Collins and Rex.

ALLIANCE DIVISION

(Ravenna to Alliance)

FIRST SUBDIVISION

- | 1. Speed Restrictions—
Zone—Between | Maximum Speeds Permitted
Freight |
|---|-------------------------------------|
| Ravenna and Alliance— | |
| Trains up to 100 Tons/OB | 50 MPH. |
| Trains over 100 Tons/OB | 45 MPH. |
| Head end of train over highway crossing from Fifth Street at Stock Yards, to Fourteenth Street, the first crossing west of Depot Broken Bow | 35 MPH. |
| Head end of train over crossing at Washington Street, MP 268.7, Mullen | 45 MPH. |
| Controlled siding at Merna | 10 MPH. |
| Controlled sidings at Anselmo, Whitman, Hyannis ... | 25 MPH. |
| Through turnouts beginning and end of two main tracks, all controlled sidings and crossovers equipped with dual control switches | 35 MPH. |
| Alliance North Yard—All tracks except Main Line, Long 1, 2, 3, 4, 5, 5 extension, 6 and South Runaround must not be used by trains over 100 Tons/OB. Maximum speed all tracks Alliance Yard | 10 MPH. |

2. Bridge, Engine and Heavy Car Restrictions—
Alliance—On Bean Spur, do not operate engines over the sand unloading pit at Clark's Ready Mix.

- 3. Train Register Exceptions—None.**
- 4. Clearance Provisions and Exceptions Rule 83(B)—None.**
- 5. Rule 99—When flagging is required, distance will be 2 miles.**
- 6. The following Failed Equipment Detectors protect bridges, tunnels or other structures—None.**

Other Failed Equipment Detector Locations—

MP 156.5	MP 286.6
MP 180.9	MP 309.0
MP 200.5	MP 338.1—Main Track No. 1
MP 247.5	MP 338.2—Main Track No. 2

7. Rule 268A—Switches on the following tracks are not equipped with electric locks:

Hazard Elevator Track	Ashby Business Track
Broken Bow B&D Spur	Bingham Business Track
Broken Bow House Track	Ellsworth Business Track
Dunning Business Track	Lakeside Business Track
Seneca X-1 Track	Antioch Business Track
Mullen Stock Track	Alliance Bean Spur
Hecla Business Track	

8. CTC—Two Main Tracks between the following locations:

MP 127.7-MP 128.3	MP 249.1-MP 259.3
MP 144.9-MP 155.0	MP 267.3-MP 279.3
MP 165.1-MP 175.0	MP 314.5-MP 324.8
MP 205.5-MP 214.4	MP 333.9-MP 344.0
MP 223.9-MP 235.3	MP 358.9-MP 364.4

ALLIANCE DIVISION

(Alliance to Edgemont)

SECOND SUBDIVISION

- | 1. Speed Restrictions—
Zone—Between | Maximum Speeds Permitted
Freight |
|--|-------------------------------------|
| Alliance and Edgemont— | |
| Trains up to 100 Tons/OB | 50 MPH. |
| Trains over 100 Tons/OB | 45 MPH. |
| MP 365.6 and MP 366.1 | 20 MPH. |
| Alliance Wye | 10 MPH. |
| Through siding Belmont | 25 MPH. |
| Coal trains and light engines between MP 410.0 and MP 415.5 | 20 MPH. |
| Crawford House Track | 10 MPH. |
| Over CNW Crossing | 20 MPH. |
| Through turnout MP 475.2 | 10 MPH. |
| Edgemont yard tracks | 10 MPH. |
| Edgemont between east and west Highway crossings, head end of train | 20 MPH. |
| Through turnouts beginning and end of two main tracks, all controlled sidings and crossovers equipped with dual control switches | 35 MPH. |
| Item 1A, All Subdivisions, applies MP 475.5 to MP 467.0 and MP 415.5 to MP 410.0 to eastward trains only. | |

2. Bridge, Engine and Heavy Car Restrictions—Bridge 400 feet south of south wye switch at Area Wye must not be occupied by engines.

3. Train Register Exceptions—
Crawford—Trains originating or terminating will register.

4. Clearance Provisions and Exceptions Rule 83(B)—None.

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

6. The following Failed Equipment Detectors protect bridges, tunnels or other atructures—None.

Other Failed Equipment Detector Locations—

MP 391.3	MP 454.6
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7. Rule 268A—Switches on the following tracks are not equipped with electric locks:

Alliance Coop Spur	Marsland Back Track
Buchfinck Bean Spur	Joder Back Track
Berea Elevator Track	Ardmore Back Track
Berea Spud Track	Rumford Back Track
Hemingford Mill Track	Provo Back Track

8. Handling 80-Foot or Longer Cars—(See Handling 80-Foot or Longer Cars, All Subdivisions—Item 4.)

Between Marsland and Crawford—Trains of 3850 or greater trailing tons must handle empty cars, 80 feet or longer, in the rear 3850 tons.

Trains of greater than 5900 trailing tons must handle loaded cars, 80 feet or longer, in the rear 5900 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

When helper locomotives are used at rear of train, a buffer of at least 1600 tons must be provided to separate helper from the rear most empty car 80 feet or longer.

When helper locomotives are cut into train in accordance with Item 3, All Subdivisions, and cuts exceed 3850 tons between lead locomotives and helper, or behind helper locomotives, empty cars 80 feet and longer must be in the last 3850 tons of such cuts.

Eastward trains, if necessary due to train make up, may use helper on head end when train does not exceed 6900 trailing tons. This will be done only if the helper cannot be entrained or used at the rear consistently with other provisions of this item.

Certain loaded cars 80 feet and longer must be regarded the same as an empty car. (See Items 3 and 4, All Subdivisions.)

- 9. **Local Crossing Ordinance**—Edgemont; Standing trains must not occupy crossings for over five minutes.
- 10. **CTC**—Two Main Tracks between the following locations:
 MP 366.2-MP 369.1
 MP 400.3-MP 437.3
 MP 465.2-MP 476.1

ALLIANCE DIVISION

(Edgemont to Gillette)

THIRD SUBDIVISION

- 1. **Speed Restrictions—** **Maximum Speeds Permitted**
Zone—Between **Freight**
 Edgemont and MP 581.5 trains up to 100 Tons/OB . . . 50 MPH.
 Edgemont and MP 581.5 trains over 100 Tons/OB . . . 40 MPH.
 Edgemont between east and west highway crossings,
 head end of train 20 MPH.
 Over Upton siding bridge 549.44 10 MPH.
 Gillette yard tracks 10 MPH.
 Edgemont yard tracks 10 MPH.
 Through turnouts beginning and end of two main tracks,
 all controlled sidings and crossovers equipped with
 dual control switches 35 MPH.
 Item 1A, all subdivisions, applies MP 570.8 to MP 563.7
 and MP 526.1 to MP 519.4 to eastward trains only.
- 2. **Bridge, Engine and Heavy Car Restrictions**—
 Bridge 549.44 on Upton siding must not be used by trains over 100
 Tons/OB.
- 3. **Train Register Exceptions**—None.
- 4. **Clearance Provisions and Exceptions Rule 83(B)**—
 Campbell and Donkey Creek—Rule 83(B) will not apply.
- 5. **Rule 99**—When flagging is required, distance will be 2 miles.
- 6. **The following Failed Equipment Detectors protect bridges,
 tunnels or other structures**—None.
Other Failed Equipment Detector Locations—
 MP 573.8 MP 539.5
- 7. **Rule 268A**—Switches on the following tracks are not equipped with
 electric locks:

Marietta Back Track	Osage Chip Track
Dewey Back Track	Clay Spur
Spencer Back Track	Upton Back Track
Newcastle Sawmill Track	Bentley Back Track
Energy Spur	Moorcroft Back Track
Black Hills Power and Light	Moorcroft Stock Track
- 8. **Local Crossing Ordinance**—
 Edgemont, Newcastle and Gillette: Standing trains must not occupy
 crossings for over five minutes.
- 9. **CTC**—Two Main Tracks between the following locations:

MP 476.1-MP 484.3	MP 562.0-MP 569.0
MP 507.0-MP 513.9	MP 581.5-MP 587.9
MP 547.2-MP 556.3	

ALLIANCE DIVISION

(Deadwood Jct. to Deadwood)

FOURTH SUBDIVISION

- 1. **Speed Restrictions—** **Maximum Speeds Permitted**
Zone—Between **Freight**
 Deadwood Jct. and Deadwood 25 MPH.
 Both legs of wye Deadwood Jct. 10 MPH.
 Item 1A, All Subdivisions, applies.
- 2. **Bridge, Engine and Heavy Car Restrictions**—
 Item 5d not permitted.
Between Hill City and Deadwood, and Kirk and Lead—Item
 5c not permitted.
Between Englewood and Deadwood—Bridge derricks 975501,
 975505 and 250-ton wrecking derricks must not operate.
Between Kirk and Lead—Derricks must not operate.
 Locomotives in Group I may be operated with not more than two
 units coupled, between MP 3 and Hill City. Group I locomotives must
 not operate between Hill City and Deadwood. Locomotives in Groups
 D, E, F, G, H and I must not operate between Kirk and Lead.
 Six-axle locomotives will not be permitted between MP 46.0 and
 Deadwood.
 Only locomotives in Groups A, B and C may operate on the following
 tracks:
Yates—From sign at east end of power plant trestle to end of track.
Deadwood—Twin City Fruit Company track from Highway 85
 Crossing to end of track.
- 3. **Train Register Exceptions**—None.
- 4. **Clearance Provisions and Exceptions Rule 83(B)**—
 Deadwood Jct. and Deadwood—Rule 83(B) will not apply.
- 5. **Rule 99**—Unless otherwise provided protection against following
 trains is not required between Pringle and Mile Post 101. When
 flagging is required, distance will be 1 mile.
- 6. Track between Kirk and Lead is considered industrial track, Rule 105
 applies. Line-up received for Fourth Subdivision will cover.
- 7. **Tunnels**—MP 72.4, 73.0, 77.0 and 85.3 will not clear man on side of
 car.
- 8. **Handling 80-Foot or Longer Cars**—
 80 foot or longer cars must not be handled without authority of
 Superintendent.
- 9. **Rotary Snowplows**—Must operate at reduced speed Kirk to Lead
 and observe close clearance.
- 10. **Yard Limits**—Between MP 101.0 and Deadwood, and Deadwood
 Junction and MP 3.0 operate as continuous yard.

ALLIANCE DIVISION

(Reno to Black Thunder Jct.)

FIFTH SUBDIVISION

- 1. **Speed Restrictions—** **Maximum Speeds Permitted**
Zone—Between **Freight**
 Black Thunder Jct. and Reno 35 MPH.
 Black Thunder Jct. and Black Thunder and Jacobs
 Ranch Loop Track Switches 20 MPH.

- MP 7 and MP 7.3 10 MPH.
- 2. **Bridge, Engine and Heavy Car Restrictions**—None.
- 3. **Train Register Exceptions**—None.
- 4. **Clearance Provisions and Exceptions Rule 83(B)**—
Reno—Rule 83(B) will not apply.
- 5. **Rule 99**—When flagging is required, distance will be 1 mile.
- 6. **Black Thunder and Jacobs Ranch**—
Hopper trains approaching Black Thunder and Jacobs Ranch will weigh empties inbound and loads outbound on the weigh-in-motion scale at a speed not exceeding 3 MPH. Trains will load counterclockwise. Loading speed will be directed by mine personnel. Unless notified prior to arrival at mine, trains will stop short of loop track switch until notified of loop assignment.
- 7. Trackage between Black Thunder Jct. and Black Thunder and Jacobs Ranch is Considered Industrial Track, Rule 105 applies.

ALLIANCE DIVISION

(Bridger Jct. to Donkey Creek)

SIXTH SUBDIVISION

- 1. **Speed Restrictions—** **Maximum Speeds Permitted**
Zone—Between **Freight**
Bridger Jct to MP 15.5 45 MPH.
MP 15.5 to Donkey Creek 25 MPH.
Through turnout Donkey Creek and both legs of Wye
North American Car Corporation at Bill—all tracks . . 10 MPH.
Through turnouts beginning and end of two main tracks,
all controlled sidings and crossovers equipped with
dual control switches 35 MPH.
- 2. **Bridge, Engine and Heavy Car Restrictions**—None.
- 3. **Train Register Exceptions**—None.
- 4. **Clearance Provisions and Exceptions Rule 83(B)**—
Bridger Jct. and Donkey Creek—Rule 83(B) will not apply.
Unless otherwise provided, Chicago & North Western Transportation Company trains between Orin Jct., MP 126.2 (CNW MP 530.7) and Fisher Jct., MP 123.6 (CNW MP 528.1) will not require clearance under Rule 83(B).
- 5. **Rule 99**—When flagging is required, distance will be 2 miles.
- 6. **The following Failed Equipment Detectors protect bridges, tunnels or other structures**—None.
Other Failed Equipment Detector Locations—
MP 59.6 MP 98.0
- 7. **Rule 268A**—Switches on the following tracks are not equipped with electric locks:
Whitetail Stub Track Walker Back Track
Antelope Back Track Bill Back Track
Reno Pocket Track Logan Back Track
- 8. **North Antelope Mine (NACCO Jct.)**—Trains will load counterclockwise and stop short of light-weight scale until advised of loading instructions. DO NOT EXCEED 10 MPH while on loop tracks.
Coal Creek—Trains will load counterclockwise and stop short of light-weight scale until advised of loading instructions. All trains will weigh empties inbound and loads outbound at not to exceed 2 MPH.

Cordero—Empty hopper trains approaching Cordero Mine will stop short of scale until advised by mine personnel the track scale is ready for operation.

All trains approaching Cordero Loop tracks will weigh empties inbound and loads outbound on the weigh in motion scale at a speed not exceeding 3 MPH, loading counter clockwise.

Trains will be directed by mine personnel as to which loop track train will load and as to loading speed. Trains will load counter-clockwise.

Caballo Rojo Mine (Rojo Jct.)—Trains will load clockwise and stop short of loop track switch until advised of loop assignment. Trains are to stop short of light-weight scale before entering silos in order to obtain Pacesetter and loading instructions.

- 9. **Belle Ayr**—Hopper trains approaching Belle Ayr Mine will stop short of Switch east of scale, and request permission to proceed over scales. Mine personnel will advise Loop assignment and speed of operation.

All trains approaching Belle Ayr loop tracks will weigh empties inbound and loads outbound on the weigh-in-motion scale at a speed not exceeding 1 MPH, or as directed by Mine personnel during loadout operation. Trains will load clockwise.

Empty hopper trains approaching Belle Ayre will be governed by instructions from mine as to whether inside or outside Loop track will be used for loading. Trains must receive permission from coal plant control room before entering silo structure.

- 10. **Caballo**—Hopper trains approaching Caballo Mine will stop short of dirt crossing 500 feet east of silos. Permission must be received from mine personnel before proceeding.

A sign located 400 feet east of silos reads "Start of Scale—2 MPH."

A sign located 400 feet west of silos reads "End of Scale—Resume Loop Speed."

Trains will be directed by mine personnel as to loading speed. Trains will load clockwise.

- 11. **CTC**—Two Main Tracks between the following locations:

MP 40.6-MP 47.4 MP 102.4-MP 107.3
MP 63.0-MP 67.7 MP 120.3-MP 123.3
MP 82.7-MP 88.0

ALLIANCE DIVISION

(Third Street to Sterling)

SEVENTH SUBDIVISION

- 1. **Speed Restrictions—** **Maximum Speeds Permitted**
Zone—Between **Freight**
Third Street to Sterling:
MP 3.0-MP 112.2 Trains up to 100 Tons/OB 50 MPH.
MP 3.0-MP 34.4 Trains over 100 Tons/OB 40 MPH.
MP 36.7-MP 112.2 Trains over 100 Tons/OB 45 MPH.
MP 0.7-MP 3.0-Sterling Main 20 MPH.
MP 3.0-MP 4.6-Both Main Tracks 20 MPH.
Alliance Wye 10 MPH.
MP 22.0-MP 30.6 35 MPH.
MP 34.4 (U.P. Crossing) and MP 36.7 20 MPH.
MP 46.2 to MP 56.0 35 MPH.
Huntsman Siding—Trains up to 100 Tons/OB 25 MPH.
Huntsman Siding—Trains over 100 Tons/OB 10 MPH.

Through turnouts beginning and end of two main tracks,
all controlled sidings and crossovers equipped with
dual control switches 35 MPH.
Item 1A, All Subdivisions, applies.

ALLIANCE DIVISION

(Northport to Guernsey)

EIGHTH SUBDIVISION

2. Bridge, Engine and Heavy Car Restrictions—

Bridgeport—Not more than one locomotive in Groups H and I may operate on Lyman Richey sand track.

3. Train Register Exceptions—

Bridgeport—Trains will register when directed by train order.

4. Clearance Provisions and Exceptions Rule 83(B)—None.

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

6. The following Failed Equipment Detectors protect bridges, tunnels or other structures—None.

Other Failed Equipment Detector Locations—

MP 61.5 MP 89.5

7. Rule 268A—Switches on the following tracks are not equipped with electric locks:

Bonner Back Track
Bridgeport Lyman Richey Track
Bridgeport Old Siding and Entrance to Yard
Alden Old Elevator Track

8. Burlington Northern Crews operated on Union Pacific trackage at Northport, Nebraska must comply with instructions from Union Pacific Officers or supervisors and must comply with Union Pacific Operating Rule No. 93(R-1) as follows:

“93(R-1). Union Pacific Operating Rule 93 is revised as follows: Yard limits will be designated in timetable and the yard limits indicated by ‘Yard Limit’ signs.

Within yard limits the main track may be used without authority conferred by timetable, train order or clearance.

Within yard limits all trains and engines must move prepared to stop short of train, engine or cars and prepare to stop within one-half the range of vision but not exceeding 20 MPH except when main track is known to be clear by block signal indication.

Within yard limits where the main track is protected by a continuous block signal system, protection against other trains or engines is not required.

Within yard limits where the main track is not protected by continuous block signal system, protection as prescribed by Rule 99 must be provided against first class trains.

A train or engine must not move against the current of traffic within yard limits unless authorized by yardmaster or by train dispatcher where there is no yardmaster and provision has been made for protection of the movement. When moving against the current of traffic all trains and engines must move prepared to stop within one-half the range of vision but not exceeding 20 MPH.

Second class trains, extra trains and engines must avoid delay to first class trains within yard limits.”

9. Interchange of Unit Loaded and Empty Trains with the U.P. at Northport—Engine taking train from Union Pacific at Northport will assume the train has received a proper initial terminal air test by Union Pacific under run-through certified with FRA.

10. CTC—Two Main Tracks between the following locations:

MP 3.0-MP 4.6

1. Speed Restrictions— Maximum Speeds Permitted Zone—Between Freight

Northport and Guernsey—	
Trains up to 100 Tons/OB	50 MPH.
Trains over 100 Tons/OB	30 MPH.
Northport Wye	25 MPH.
West Northport and MP 3.4—Both Main Tracks	25 MPH.
Trains or engines with two or more units coupled, on any auxiliary or industry track	5 MPH.
Through turnouts beginning and end of two main tracks, all controlled sidings and crossovers equipped with dual control switches	35 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions—

Do not exceed one locomotive when operating on the following tracks:

Bayard—All Sugar Factory trackage. Does not include Storage One and Storage Two.

Minatare—Stock track.

Mitchell—All Sugar Factory trackage. Does not include Main Line Storage One or Main Line Storage Two.

Lingle—Elevator track.

Locomotives in Groups H and I must not operate on the following tracks:

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

3. Train Register Exceptions—

Scottsbluff—Trains originating or terminating will register.

4. Clearance Provisions and Exceptions Rule 83(B)—

Northport and Scottsbluff—Rule 83(B) will not apply.

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

6. The following Failed Equipment Detectors protect bridges, tunnels or other structures—None.

Other Failed Equipment Detector Locations—

MP 20.5 MP 65.9

7. Rule 268A—Switches on the following tracks are not equipped with electric locks:

Northport South Storage	Morrill Spud Track
DeGraw Beet Track	Morrill Beet Track
Atkins	Henry Passing Track
Simplot Spur	Henry Beet Track
Minatare House Track	Torrington Orphan Track
Kelly Bean Spur	Torrington Turkey Track
Heldt	Barnes
Mitchell House Track	

8. Mitchell—Cars must not be moved beyond engine limit sign on sugar track serving Great Western Sugar Co.

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

10. CTC—Two Main Tracks between the following locations:

MP 0.4-MP 3.4

ALLIANCE DIVISION

(Guernsey to Casper)

NINTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between

	Maximum Speeds Permitted
	Freight
Guernsey and Bridger Jct.—	
Trains up to 100 Tons/OB	50 MPH.
Trains over 100 Tons/OB	30 MPH.
Bridger Jct. and Casper	49 MPH.
Guernsey and MP 109.6	25 MPH.
MP 109.6 and MP 115.0	30 MPH.
Between eastward and westward absolute signals governing dual control switch at MP 103.5 when switch is lined for movement to and from Colorado Division Third Subdivision	20 MPH.
Through turnouts beginning and end of two main tracks, all controlled sidings and crossovers equipped with dual control switches	35 MPH.
Through Turnout Bridger Jct. (Diverging Side)	25 MPH.

Item 1A, All Subdivisions, applies
2. **Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted.
3. **Train Register Exceptions—**
Bridger Jct.—Trains will register when directed by train order.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Wendover—Clearance received at Cheyenne over signature of train dispatcher at McCook authorizes movement Wendover to Guernsey on Ninth Subdivision of Alliance Division.
Westward trains originating at Wendover will receive clearance at Guernsey.
Bridger Jct.—Rule 83(B) will not apply.
5. **Rule 99**—When flagging is required, distance will be 2 miles.
6. **Dave**—Following Pacific Power tracks must not be used without authority of train dispatcher: Track No. 1 beyond 1000 feet south of No. 1 track switch. Track No. 2 and Track No. 3 beyond switch to the South leg of wye. The south leg of wye.
7. **Casper**—Yard engines or leading car, must stop before crossing West Yellowstone Highway.
Cars must not be left on track serving Black Hills Bentonite Company, MP 203.7, between main track switch and derail location 529 feet west of main track clearance point.

- | | |
|---|---------|
| MP 9.5 and Buckskin | 20 MPH. |
| MP 3.0 and Clovis Point Loop Track Switch | 20 MPH. |
| MP 6.0 and Ft. Union Loop Track Switch | 20 MPH. |

2. **Bridge, Engine and Heavy Car Restrictions—None.**
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
At all stations, Rule 83(B) will not apply.
5. **Rule 99**—When flagging is required, distance will be 2 miles.
6. **Tracks between Clovis Point Jct. and Clovis Point—**Between Eagle Butte Jct. and Rawhide, Eagle Butte Jct. and Eagle Butte, Eagle Butte Jct. and Buckskin, Ft. Union Jct. and Ft. Union is considered industrial track, Rule 105 applies.
7. **Clovis Point**—Hopper trains approaching Clovis Point will stop at loop track switch and receive permission to proceed by radio from Mine personnel and will load clockwise.
Weigh-in and weigh-out speed 11/2 MPH. Scales located 300 feet either side of load out hopper. Loading speed 3/10 MPH to start and then as directed by load-out operator.
8. **Rawhide**—Hopper trains approaching Rawhide mine will stop short of inbound scale until permission and green signal received to proceed. All trains approaching Rawhide Loop track will weigh empties inbound and loads outbound on the weigh-in-motion scale at a speed not exceeding 2 MPH.
Loading speeds will be 0.8 MPH to start and then as directed by mine personnel.
9. **Eagle Butte**—Mine will advise train of appropriate loop assignment before trains proceed past entrance to the east switch at Eagle Butte Mine. Trains must receive permission from coal plant personnel before crossing the inbound scale and circuit and entering silo. Coal trains approaching silo will weigh empties inbound and loads outbound at speeds not exceeding 1 MPH. Trains will load counter-clockwise. Weight-in-motion scales located six car lengths either side of silos. Loading speeds to be directed by loadout operator.
All loaded coal trains, A or H, 40, 41, 78 and 79 routed through Gillette must make 1000 mile train air brake inspection before departing Eagle Butte Mine.
10. **Buckskin**—Hopper trains approaching Buckskin will stop short of scale and receive permission to proceed from mine personnel over scale not to exceed 1 MPH. Loading will be counter-clockwise with the loadout operator directing loadout speed.
11. **Ft. Union**—Hopper trains approaching loadout area will stop and be directed by mine personnel when to proceed. The loading direction will be clockwise.

ALLIANCE DIVISION

(Campbell to Eagle Butte Jct.)

TENTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between

	Maximum Speeds Permitted
	Freight
Campbell and Eagle Butte Jct.	35 MPH.
Trains over 100 Tons/OB	30 MPH.
West leg Campbell Wye	10 MPH.
East leg Campbell Wye	25 MPH.
MP 9.5 and Rawhide Loop Track Switch	20 MPH.
MP 9.5 and Eagle Butte Loop Track Switch	20 MPH.

RADIO INFORMATION

NEBRASKA DIVISION

Base Stations	Channel	Hours in Operation
Lincoln Disprs. Office	1	Continuous
Wayside Stations		
Forbes	1	Continuous
Forest City	1	Continuous
Falls City	1	Continuous
Phelps	1	Continuous
Hamburg	1	Continuous
Nebraska City	1	8:00 am-5:00 pm Mon. thru Fri.
Council Bluffs	1	Continuous
	2 yard forces	Continuous
Omaha	1	Continuous
	2 yard forces	Continuous
Louisville	1	Continuous
Aahland	1	Continuous
Fremont	1	Continuous
Winslow-(MP 48)	1	Continuous
Lyons	1	Continuous
Oakland	1	8:00 am-5:00 pm Mon. thru Fri.
Walthill	1	Continuous
Oneill (Osmond)	1	7:00 am-4:00 pm Mon. thru Fri.
Havelock	1	Continuous
	2 yard forces	Continuous
Lincoln Yard	1 road	Continuous
	2 yard forces	Continuous
	3 mechanical	Continuous
Hall Tower	2 yard forces	Continuous
Carling Tower	1	Continuous
Lincoln Beird Tower	2 yard forces	Continuous
	2 yard forces	Continuous
Crete	1	Continuous
Friend	1	Continuous
Fairmont	1	Continuous
	2 train crews and DSA	Continuous
Sutton	1	Continuous
Hastings	1	Continuous
Tecumseh	1	7:00 am-4:00 pm Mon. thru Fri.
	Continuous	Continuous
Firth	1	7:00 am-11:00 pm Mon. thru Fri.
Wymore	1	7:00 am-4:00 pm Mon. thru Fri.
Superior	1	7:00 am-4:00 pm Mon. thru Fri.
	2 DSA	Continuous
Red Cloud	1	8:00 am-5:00 pm Mon. thru Fri.
Geneva	1	8:00 am-5:00 pm Mon. thru Fri.
	2 DSA	Continuous
Shickley	1	8:00 am-5:00 pm Mon. thru Fri.
	2 DSA	Continuous
Blue Hill	1	7:00 am-4:00 pm Mon. thru Fri.
	2 DSA	Continuous
Seward	1	Continuous
	2 DSA	Continuous
York	1	Continuous
Aurora	1	Continuous
Central City	1	8:00 am-5:00 pm Mon. thru Fri.
	2 DSA	Continuous
Loup City	1	7:00 am-4:00 pm Mon. thru Fri.
	2 DSA	Continuous
Grand Island	1	Continuous
Ravenna	1	Continuous
Tablerock	1	Continuous

RADIO INFORMATION

COLORADO DIVISION

Base Stations	Channel	Hours in Operation
McCook Disprs. Office	1	Continuous
Wayside Stations		
Minden	1	Continuous
Holdrege	1	Continuous
Grant	1	8:00 am-4:30 pm Tue. thru Sat.
	2 DSA	Continuous
Orleans	1	Continuous
Oxford	1	Continuous
Cambridge	1	Continuous
Trenton	1	Continuous
Benkleman	1	Continuous
Haigler	1	Continuous
Wray	1	Continuous
Yuma	1	Continuous
Akron	1	Continuous
Brush	1	Continuous
Fort Morgan	1	8:00 am-4:30 pm Tue. thru Sat.
	2 yard forces	Continuous
Wiggins	1	Continuous
Keenesburg	1	Continuous
Barr	1	Continuous
Denver	1	Continuous
	2 yard forces	7:00 am-11:00 pm Continuous
Golden	1	Continuous
Prospect	1	Continuous
Longmont	1	7:00 am-11:00 pm Mon. thru Fri.
	1	7:00 am-4:00 pm Mon. thru Fri.
Ft. Collins	1	Continuous
Cheyenne	1	Continuous
Chugwater	1	Continuous
Wheatland	1	8:00 am-5:00 pm Mon. thru Fri.
Horse Creek	1	Continuous
Leadville	1	8:00 am-5:00 pm Mon. thru Fri.

ALLIANCE DIVISION

Base Stations	Channel	Hours in Operation
Alliance Disprs. Office	1	Continuous
Wayside Stations		
Mason	1	Continuous
Broken Bow	1	Continuous
Anselmo	1	Continuous
Halsey	1	Continuous
Seneca	1	Continuous
Whitman	1	Continuous
Bingham	1	Continuous
Alliance Yard	1 road	Continuous
	2 yard forces	Continuous
	3 mechanical	Continuous
	4 Storehouse	Continuous
	4 Diesel Pit	Continuous
Belmont	1	Continuous
Crawford	1	Continuous
Ardmore	1	Continuous
Edgemont	1	Continuous
Chilson	1	Continuous
Newcastle	1	6:30 am-3:30 pm
Upton	1	Continuous
Donkey Creek	1	Continuous
Gillette	1	Continuous
Cordero Mine	1	Continuous
Reno	1	Continuous
Bill	1	Continuous
Casper	1	8:00 am-4:00 pm
Bridger Jct.	1	Continuous
Tunnel No. 3	1	Continuous
Guernsey	1 road	Continuous
	2 yard forces	Continuous
Torrington	1	Continuous
Scotts Bluff	1	Continuous
Bridgeport	1	Continuous
Sidney	1	Continuous
Lorenzo	1	Continuous
Sterling	1	Continuous

CHIEF MEDICAL OFFICERS

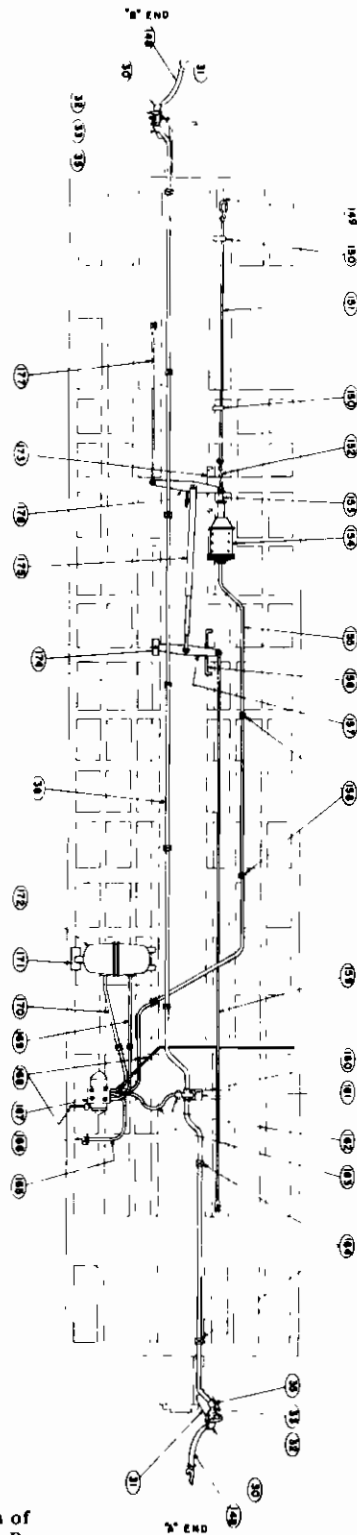
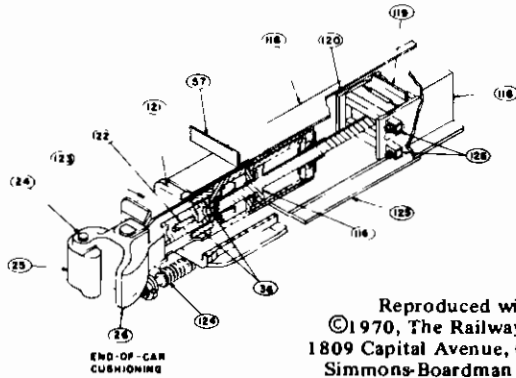
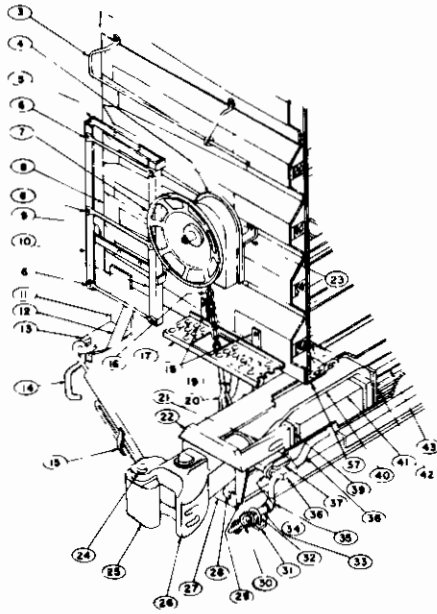
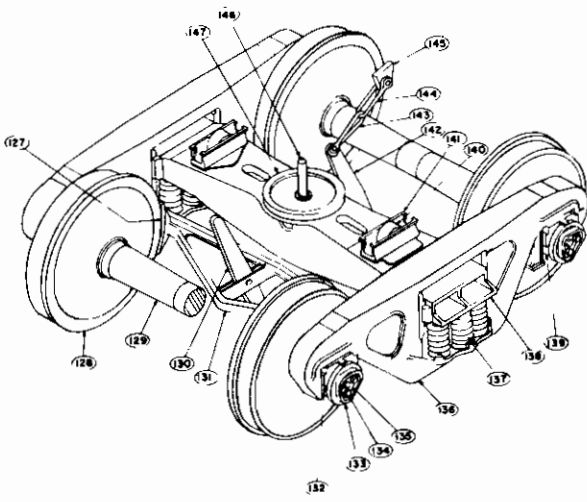
Dr. Thomas V. Mears, Chief Medical Officer St. Paul, Mn.
 Dr. Robert D. Hart, Asst. Chief Medical Officer St. Paul, Mn.

MEDICAL EXAMINERS AND LOCAL SURGEONS

Alliance Medical Center	Alliance	Dr. Roger D. Warren.....	Hanover
Box Butte Medical Center	Alliance	Dr. Robert C. Smith	Hastings
Copsey Clinic	Alliance	Dr. John J. Ruffing, Jr.....	Hemmingford
Dr. P. M. Scott	Auburn	Dr. W. W. Maercklein	Holyoke
Dr. G. D. Penner	Aurora	Dr. T. R. Jacobson	Hot Springs
Dr. Louis J. Gogela, Jr.....	Beatrice	Dr. J. Kehoe & G. McAnelly.....	Leadville
Dr. Kenneth Stout	Benkelman	Dr. R. A. Hillyer	Lincoln
Dr. Loren H. Jacobsen	Broken Bow	Dr. R. C. Toren	Lincoln
Dr. Robert L. Kulp	Brush	Dr. J. C. Freudenburg	Longmont
Dr. G. W. Henderson	Casper	Dr. J. T. Brown	Loveland
Dr. E. T. Zikmund	Central City	Dr. John L. Batty.....	McCook
Dr. Robert D. Hanlon.....	Chadron	Dr. D. H. Morgan	McCook
Dr. S. J. Giovale	Cheyenne	Dr. D. F. Prince	Minden
Dr. Robert R. Kanard.....	Cheyenne	Dr. James Humphrey	Mound City
Dr. L. E. McGonigle	Cheyenne	Dr. A. H. Bonebrake	Nebraska City
Dr. K. L. McShane	Cheyenne	Dr. Lanny B. Reimer.....	Newcastle
Dr. Phillip M. Sharp	Cheyenne	Dr. E. K. Connors	Omaha
Dr. C. Edwards	Council Bluffs	Dr. R. O. Forsman	Omaha
Dr. R. L. Hopp	Council Bluffs	Dr. C. E. Wilson	Omaha
Dr. R. E. Quick	Crete	Dr. Iffat Ali	Oxford
Dr. Dennis R. Wicks	Custer	Dr. R. E. Kopp	Plainview
Dr. Thomas K. Earley	Denver	Dr. R. F. Brendell	Plattsmouth
Dr. John Q. Gallagher	Denver	Dr. Wallace Carpenter	Rockport
Dr. J. F. Prinzing	Denver	Dr. Carl L. Frank	Scottsbluff
Dr. L. L. Retallack	Denver	Dr. H. E. Rudersdorf.....	Sioux City
Dr. W. A. Hinricks	Douglas	Dr. W. E. Reynolds	So. Sioux City
Dr. Robert L. Burghart	Falls City	Dr. P. A. Knepper	St. Joseph
Dr. R. H. Pike	Ft. Collins	Dr. F. G. Thompson III.....	St. Joseph
Dr. R. N. Humphrey	Ft. Collins	Dr. R. J. Fillion.....	Sterling
Dr. H. Thode	Ft. Collins	Dr. R. W. Ludwick	Sterling
Dr. Paul E. Woodward	Fort Morgan	Dr. H. V. Nuss	Sutton
Dr. Roger Jensen	Fremont	Dr. Keith W. Shuey	Tecumseh
Dr. C. F. Ashby	Geneva	Dr. Kayo Smith	Torrington
Dr. J. E. Taylor	Gillette	Dr. W. Wilson	Wheatland
Dr. Paul Kauffman	Gillette	Dr. E. G. Howshar	Wheatland
Dr. E. Bray	Golden	Dr. G. Sabin	Windsor
Dr. Richard F. DeMay.....	Grand Island	Dr. J. C. Nelson	Wymore
Dr. W. Mangum	Greeley	Dr. J. D. Bell	York
Dr. F. M. Ashler.....	Hamburg		

Other physicians in the above offices are authorized to perform examinations.

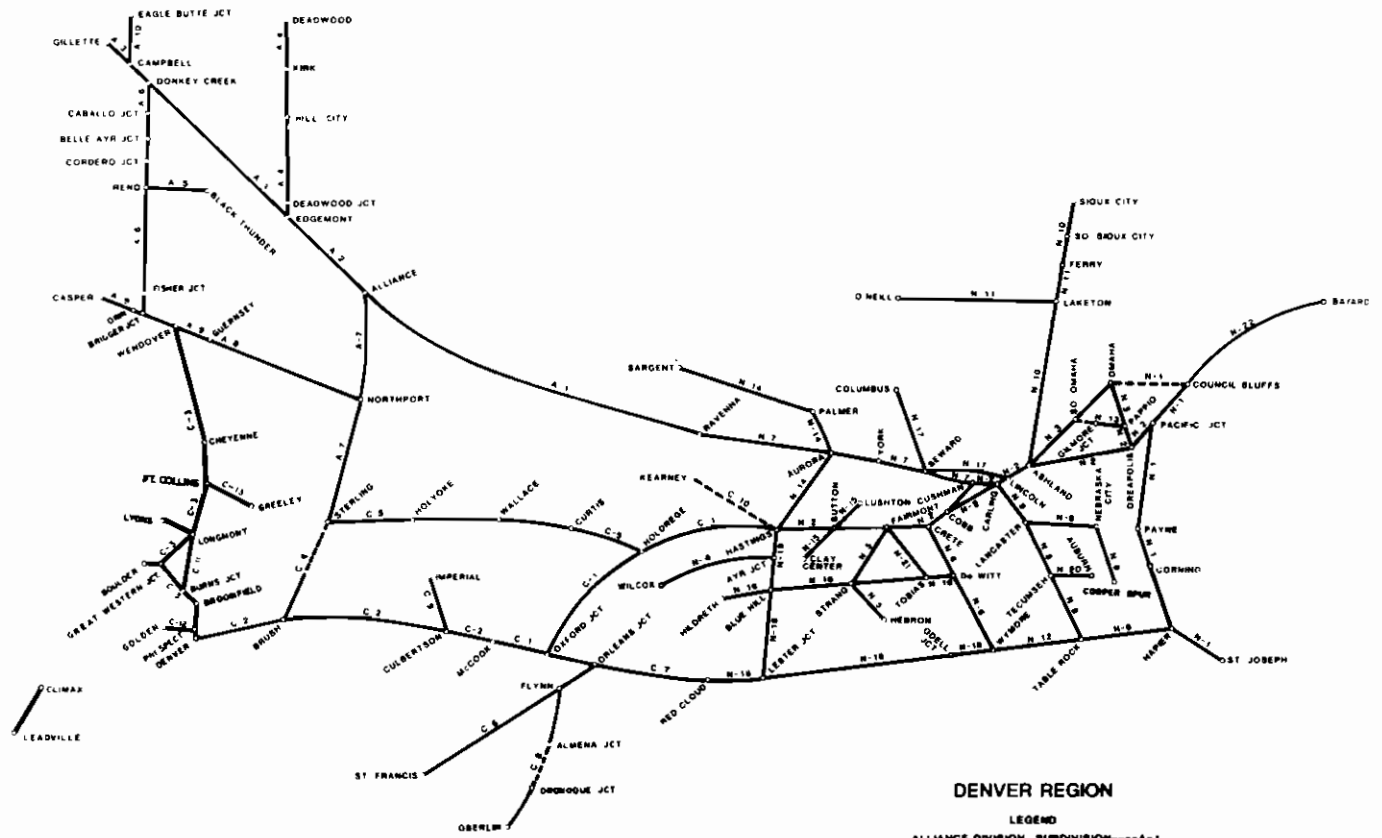
CAR CHART



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 bracket support
13. Uncoupling lever support
14. Telescoping uncoupling rod
15. Uncoupling lever guide
16. Hand brake chain
17. End platform (combined crossover and brake step)
18. End platform support
19. Bell crank
20. Vertical hand brake rod
21. Front draft gear stop
22. Striker
23. Hand brake housing support
24. Coupler knuckle pin
25. Coupler knuckle
26. Type E coupler head
27. Coupler carrier
28. Coupler wear plate
29. Striker flange
30. Angle cock
31. Angle cock support
32. Angle cock "U" bolt
33. Nipple
34. Draft key washer
35. 45° elbow
36. Draft key
37. Draft key retainer
38. Brake pipe, 1 1/4" (Train line)
39. Follower block
40. Coupler yoke
41. Draft gear
42. Rear draft gear stop
43. 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
126. 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, 3/4"
156. Floating lever guide
157. Floating lever
158. Pipe clamp, 3/4"
159. Top rod, "A" end
160. Branch pipe tee
161. Branch pipe tee support
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, 3/4"
170. Emergency reservoir pipe, 3/4"
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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DENVER REGION

LEGEND

- ALLIANCE DIVISION SUBDIVISION----A-1
- COLORADO DIVISION SUBDIVISION----C-1
- NEBRASKA DIVISION SUBDIVISION----N-1

FOR INFORMATION PURPOSES ONLY

Attach Form 15907, Instructions for Handling Hazardous Materials, to this page.

**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

**MAINTENANCE OF WAY
CONDITIONAL STOP**

(Form Y Train Order)

The following forms of oral authorization by the foreman and acknowledgment of understanding by the engineer are to be used to permit trains to pass a red flag without stopping within the limits of a Form Y train order.

Foreman will state: "Burlington Northern foreman calling Extra 232 East about Order No. (Form Y Train Order No.), over."

Engineer must respond, identifying his train as: "This is Burlington Northern engineer, Extra 232 East, over."

When engineer has answered as above, the foreman will state: "Extra 232 East may pass red signal at (Mile Post location and specify track involved) without stopping, over."

The foreman may also authorize a different speed from that shown in the Form Y train order by adding to his instructions: "Proceed at _____ MPH, over" or "Proceed at normal speed, over."

These instructions must be repeated by the engineer.