

REGION TRANSPORTATION DEPARTMENT

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SOUTHERN REGION

NEBRASKA DIVISION

TIMETABLE NO. 1

IN EFFECT AT 0001
Continental Central Time
Continental Mountain Time

Sunday October 30, 1988

Including National Railroad Passenger Corporation (NRPC) Trains

Region Vice President
R. S. HOWERY

Division General Manager
T. R. JARNAGIN

Vice President Transportation
W. A. HATTON

ALL SUBDIVISIONS

1. Speed Restrictions

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

Trains consisting entirely of passenger equipment are authorized to operate at passenger train speed.

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

Maximum Speeds Permitted

Freight trains up to 100 Tons/OB	60 MPH
Freight trains over 100 Tons/OB	45 MPH
Loaded coal trains	45 MPH
Empty coal trains	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. For purposes of this definition, each platform of multi-platform cars is considered one car.

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.

Maximum Speeds Permitted:

On sidings	20 MPH.
On tracks other than main tracks and sidings	10 MPH.
Locomotives equipped with friction bearings	35 MPH.
Light locomotive consist or caboose hop	50 MPH.

Trains and engines through turnouts, except as specified under Individual Subdivision Special Instructions 12 MPH.

Equipment	Main Line	Branch Line
Ore cars, BN 99000-99949	45 MPH	20 MPH
All other ore cars	40 MPH	20 MPH
Scale test cars EXCEPT WUTX 3-5, BN 979019-979024 and BN 979026	35 MPH	20 MPH
Air dump cars (loaded)	45 MPH	45 MPH
Wedge plow or dozer (hailed in tow)	35 MPH	25 MPH
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader	30 MPH	25 MPH
Log cars not equipped with permanent steel side stakes	30 MPH	15 MPH
Ribbon rail cars (loaded)	35 MPH	25 MPH
Clay cars, BAP 3801-4199	45 MPH	45 MPH
Empty bulkhead flat cars except BN 961302-961361, BN 965846-965945 and cars with center bulkheads	45 MPH	45 MPH
Empty flat cars: NP 62300-62949 NP 66100-66249	45 MPH	45 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 of Locomotives

Refer to Rule 455 of the Air Brake, Mechanical and Train Handling Rules for maximum authorized speed of locomotives.

1A. Control of Harmonic Rocking

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

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

2. Restrictions on Locomotives

The maximum number of locomotives in a head-end consist must not exceed 10.

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 to ensure brakes release. If other placement is required, release of the brakes must be ensured.

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 locomotive except if 18 or more powered axles the powered locomotive attached to the leading car must be equipped with alignment control couplers if train tonnage is 5,000 trailing tons or over. 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 and may be placed anywhere in a light consist or caboose hop:

5-585, 1000-1004, 1400-1438, 1956-1971, 6100-6237, 9900-9925.

3. Manned Helper Operations

Locomotives not equipped with alignment control couplers (See Item 2) must be equipped with bolster stops when operated in manned helper consists; **except**, single non-equipped locomotives may be operated when placed between locomotives equipped with alignment control couplers or bolster stops.

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

1702-1703, 1706-1707, 1709, 1711-1713, 1717, 1726, 1728, 1734, 1736, 1739, 1741-1742, 1745-1749, 1751-1752, 1758-1760, 1763-1765, 1769, 1774, 1777, 1779, 1782-1783, 1787, 1791, 1799-1800, 1802, 1804, 1811-1813, 1816, 1819, 1821, 1829, 1836, 1839-1841, 1851, 1854, 1858, 1860-1861, 1863, 1868-1869, 1875, 1877-1878, 1882-1883, 1888-1889, 1896-1898, 1900, 1910, 1913-1914, 1916-1917, 1920, 1922, 1938, 1942, 1944, 1951, 1954, 1956, 1958, 1960-1961, 1964-1965, 1971, 1977-1978, 1980, 1991, 1993, 1995-1997.

The locomotive which is coupled to cars must be equipped with an alignment control coupler if locomotive consist has 18 or more powered axles. In figuring powered axles, include locomotives in manned helper operation when placed at head end of train.

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 feet and longer unless Individual Subdivision Special Instructions or general order are in effect to indicate the safe buffer between such cars and rear end helper for that subdivision.

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

SPECIAL INSTRUCTIONS

3

Not more than 24 powered axles can be used in helper services or in head end consist when helpers are being used, EXCEPT with 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.

The following 100-ton coal cars are not equipped with Grade E steel couplers:

BN 513903-513997	BN 524020-525297
BN 514108-514193	CBQ 160002-160199
BN 514301-514494	CBQ 160205-161497
BN 520016-520595	GN 70400-70499
BN 522000-522399	NP 73000-73699

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 Group Chart

This chart must be used when restrictions in Items 1 and 2 of Individual Subdivision Special Instructions are shown.

Group	Model	Locomotive Numbers
A	SW-1	70.
B	GP9B*	600-602, 604.
	GP-5	1355-1356, 1358-1360, 1364-1365.
	GP-9	1726, 1728, 1734, 1736, 1739, 1741-1742, 1745-1749, 1751-1752, 1758-1760, 1811-1813, 1816, 1819, 1821, 1829, 1888-1889, 1902, 1910, 1913-1914, 1916-1917, 1920, 1922-1923, 1938, 1942, 1944, 1951, 1954, 1956, 1958, 1960-1961, 1964, 1966, 1969, 1971, 1980, 1991, 1993, 1995-1997.
C	SW-12	162-166, 170-174, 176-177, 179-181, 183-184, 186, 188-189, 192-199, 201, 205-207, 209-214, 222-226, 228, 230-231, 233-255, AMTK 565.
	SW-9	169.
	SW-10	375-394, 427-449, 574-577, 579-585.
D	NW-12	5, 14.
	MP-15	1000-1004.
	GP-15-1	1375-1399.
	GP-10	1400-1403, 1406-1411, 1413-1414, 1416-1420, 1422, 1426, 1436, 1438.
	GP-9	1702-1703, 1706-1707, 1709, 1711-1713, 1717, 1763-1765, 1769, 1774, 1777, 1779, 1782-1783, 1787, 1791, 1799-1800, 1802, 1804, 1836, 1839-1841, 1851, 1854, 1858, 1860-1861, 1863, 1868-1869, 1875, 1877-1878, 1882-1883, 1896-1898, 1900, 1965, 1970, 1977-1978.
	GP-20	2012, 2030-2031, 2034-2035, 2037, 2042, 2044, 2048-2049, 2054, 2058, 2063.
	GP-30	2217-2219, 2221-2222, 2225, 2232.
	GP-39-2	2700-2739, HL 403.
E	SW-15	20-65, 300-324.
	GP-38E	EMD 741, EMD 743, EMD 745, EMD 747-748, EMD 752-753, EMD 756, EMD 758-763, EMD 767, EMD 770-771, EMD 775-776, EMD 778-783, EMD 785, EMD 787, EMD 790-793, EMD 797-800, EMD 802, EMD 804-806, EMD 808-810, EMD 813, EMD 816, EMD 822, EMD 824, EMD 826-827, EMD 834, EMD 838, 2072-2077, 2110-2135, 2137-2138.
	GP-38	2155-2189.
	GP-38-X	2078-2109, 2150-2154, 2255-2314, 2316-2369.
	GP-38-2	HL 2018-2019, HL 2021-2022, HL 2025, HL 2035, HL 2037, HL 2039, HL 2045, HL 2052.
	GP-30	2200, 2203-2206, 2210, 2212-2216, 2251, 2253.
	GP-35	2504, 2507, 2511, 2514, 2516-2518, 2522-2526, 2528-2534, 2537, 2540-2543, 2551, 2554-2557, 2559-2560, 2570-2572, 2576, 2579-2580.
	GP-38-B*	2600.
	GP-38-2B*	2601.
	GP-40	3000-3002, 3004-3005, 3008-3012, 3015-3016, 3019, 3022-3023, 3025, 3032-3035, 3037-3038, KYLE 3101, KYLE 3103-3104, KYLE 3108-3110, KYLE 3112, KYLE 3114-3118.
	GP-40-2	3040-3064.
	GP-50	3100-3162.

Group	Model	Locomotive Numbers
E	B-30-7A*	4000-4050, 4052-4119.
	U-30-B	5782-5799.
	B-30-7	5485-5492.
	B-32-8	5497-5499.
	F-40-PH	AMTK 200-409.
	B-39-8	GECK 8000-8001, LMX 8500-8599.
	SD-9	HL 504-505.
F		None.
G	SD-9	6127, 6131, 6133-6135, 6139, 6141-6143, 6145-6148, 6150, 6152-6154, 6156-6164, 6166-6168, 6174, 6176-6179, 6181, 6183-6185, 6190-6200, 6202, 6204, 6217-6219, 6221, 6223-6228, 6230-6237.
H	SD-9	6100-6103, 6107-6110, 6113-6123, 6125-6126.
	E-9	9900-9908, 9910-9925.
I	C-30-7	5000-5135, 5137-5141, 5500-5599.
	U-30-C	5300-5306, 5318, 5320-5322, 5325-5326, 5330, 5335, 5338-5362, 5364-5394, 5800-5801, 5803-5804, 5806-5813, 5815-5839, 5900-5901, 5903-5905, 5907-5912, 5915-5944.
	SD-38-2	6260-6263, GATX 1237-1245.
	SD-40	6300, 6303-6305, 6309, 6313, 6318, 6321, 6323, 6339, 6394, 6397-6399.
	SD-40-2	6325-6334, 6348-6366, 6368-6373, 6378-6385, 6700-6713, 6715-6759, 6761-6764, 6766, 6768-6799, 6801-6811, 6813-6836, 6840-6847, 6850, 6900-6913, 6915-6921, 6923-6928, 6950, 7000-7018, 7020-7220, 7222-7240, 7242-7291, 7800-7819, 7821-7898, 7900-7906, 7908-7940, 8000-8042, 8044-8181.
	SD-40-2B*	7500-7502.
	SD-60	OWY 9000-9099.
		*Cables.

4. Restrictions on Cars

Following equipment must be placed next ahead of caboose or at rear of cabooseless trains, except in work train or when otherwise provided by authority of chief dispatcher:

Outfit cars EXCEPT univans

Scale test cars EXCEPT WUTX 3-5, BN 979019-979024 and BN 979026

Scale test cars BN 979004 and BN 979012 are not equipped with air brakes and must be placed next ahead of the last car in cabooseless trains.

Pile drivers

Locomotive cranes

Empty ribbon rail cars

Rear end only cars

Jordan spreaders

Rotary snowplows, wedge plows, dozers.

When pile drivers, cranes, derricks or similar equipment are being moved on their own wheels or on cars in a train, they must be properly loaded and secured. Booms must be properly secured and, when practicable, boom must be trailing. Such equipment must be inspected before being moved.

Spreaders and dozers being moved in trains must, when practicable, be headed in the direction train is moving and wings must be properly secured.

The conductor and engineer must be notified when such equipment is in their train.

DODX 40000-40100- Handbrakes on these cars must not be used to control movement and must be applied from a ground position while car is standing.

4A. Handling 80 Feet 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 coupled to cars 50 feet or shorter 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 feet or longer loaded cars must be regarded the same as an 80 feet or longer empty car:

Cars weighing less than 50 tons, gross weight

Flat cars with one loaded trailer

Flat cars with empty trailers.

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

Exception-Trains consisting entirely of cars 80 feet 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.

4B. Multi-Platform and Stack Intermodal Cars

These cars are authorized for movement on tracks with weight limit of 177,000 pounds or more.

Special Instructions All Subdivisions Item 4A pertaining to Handling 80 Feet or Longer Cars does not apply to multi-platform or stack cars.

Description: Multi-Platform Cars

Cars consist of permanently connected individual platforms and are arranged in 5 and 10-platform articulated configurations.

Sill steps and hand holds are located on each side at the A and B ends.

5-Platform cars are 237 feet long and have six 2-axle trucks. Air brakes are provided on all trucks except the A end truck. The hand brake activates the brakes on the B end truck and the next two adjacent trucks. These cars are designated BN 637500 through 637503.

10-Platform cars are 467 feet long and have eleven 2-axle trucks. Air brakes are provided on all trucks except the A and B end trucks. Two hand brakes, one each on the A and B ends, activate the brakes on three articulated trucks adjacent to each hand brake. These cars are designated BN 637100 through 637107.

When necessary to apply hand brakes on a 10-platform car, both hand brakes must be applied.

Description: Stack Cars

Cars consist of permanently connected individual platforms and are arranged in 5 platform articulated configurations.

Sill steps and hand holds are located on each side at the A and B ends.

Stack cars range from 265 to 270 feet long. Air brakes are provided on all trucks except the A end truck. The hand brake activates the brakes on the B end truck and the next two adjacent trucks.

Yard Operation

Cars must not be humped or cut off while in motion, and must not be coupled with more force than necessary to make the coupling.

When multi-platform or stack cars have empty platform(s), switching movements must be made with no more than 12 powered axles.

Train Operation

When multi-platform or stack cars have any empty platform(s), they should be placed next ahead of caboose. When empty platform(s) are within 40 freight cars and/or platforms of head-end locomotive and trailing tonnage behind empty platform exceeds 4,800 tons, the number of powered axles is restricted to 12, and, if helper locomotive is used the number of powered axles in helper consist is restricted to 12.

5. Car Weight and Length Restrictions

- a. 177,000 lbs. or less must be at least 35 feet.
- b. 177,001 to 220,000 lbs. must be at least 38 feet.
- c. 220,001 to 263,000 lbs. must be at least 44 feet.
- d. 263,001 to 315,000 lbs. must be at least 52 feet.
- e. 140,000 lbs. ore car only must be at least 24 feet.
- f. 210,000 lbs. ore car only must be at least 35 feet.

These restrictions must not be exceeded without authority of general manager.

Refer to Individual Subdivision Special Instructions Item 2 for exceptions.

6. Federal Railroad Administration (FRA) Excepted Track

Where Individual Subdivision Special Instructions specify "FRA EXCEPTED TRACK - See All Subdivision's Item 6", the following restrictions apply:

- a. Maximum speed is 10 MPH;
- b. Revenue passenger trains are not permitted; and,
- c. No more than five cars, required to be placarded by Hazardous Materials Regulations, may be handled in a freight train.

7. Air Repeater Operation

Air repeater cars BNH 3-14, 20-29, 30-35 must be operated approximately in the middle of the train.

There is a flashing light on both end of the roof and two lights on either side at ground level. Flashing roof light and illuminated side light indicate which end of the car is cut in for repeater operation and must be the light nearest the controlling locomotive.

If charging in the wrong direction, bring the brake pipe to zero with an emergency application of the train brakes and recharge in the normal manner.

Air repeater cars increase the brake pipe pressure by a fixed percentage. Higher brake pipe pressure at the rear of a train will be noticed with this arrangement. It is possible for the brake pipe pressure on the rear car to be greater than the brake pipe pressure setting of the controlling locomotive. This does not constitute an overcharge with the air repeater car operating.

If an air repeater car fails en route, an automatic valve will operate to bypass the repeater equipment making it like any other car in the train. It is not necessary to do anything at the air repeater car. The air repeater car diesel engine contains antifreeze and draining of the engine is not required with engine shutdown.

If brakes do apply on the train when the air repeater rack is cut out by the bypass valve, it will be necessary to reduce the overcharged condition.

8. 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 625 of the General Code of Operating Rules.

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 track warrant, track bulletin 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	CODE	RESTRICTION APPLICABLE
ALPHA	<p>LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE</p> <p>Handle cautiously through yards.</p> <p>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.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 11 ft. 6 in. wide loads.</p>	GOLF	<p>LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE</p> <p>Handle cautiously through yards.</p> <p>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.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. 8 in. wide loads.</p>
BRAVO	<p>LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE</p> <p>Handle cautiously through yards.</p> <p>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.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 12 ft. wide loads.</p>	HOTEL	<p>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.</p>
CHARLIE	<p>LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE</p> <p>Handle cautiously through yards.</p> <p>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.</p> <p>Observe track center restrictions for 12 ft. 4 in. wide loads.</p>	INDIA	<p>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.</p>
DELTA	<p>LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE</p> <p>Handle cautiously through yards.</p> <p>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.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 12 ft. 8 in. wide loads.</p>	JULIET	<p>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.</p>
ECHO	<p>LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE</p> <p>Handle cautiously through yards.</p> <p>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.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. wide loads.</p>	KILOGRAM	<p>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.</p>
FOXTROT	<p>LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE</p> <p>Handle cautiously through yards.</p> <p>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.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. 4 in. wide loads.</p>	LIMA	<p>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.</p>
		MIKE	<p>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.</p>
		NOVEMBER	<p>When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.</p>
		OSCAR	<p>Do not pass loads wider than _____ on adjacent parallel tracks.</p>
		PAPA	<p>Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.</p>
		QUEBEC	<p>Reduce speed not to exceed 13 MPH, watching for close side or overhead clearance to bridge or structure.</p>

CODE	RESTRICTION APPLICABLE
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.
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.
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.
UNIFORM	Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.
VICTOR	This shipment must not be detoured or rerouted without further clearances.
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.

9. Track Side Warning Detector

Train Inspection

When conditions make it impractical to make a walking inspection of entire train, as much of train as possible must be inspected and train may then be moved at not more than 10 MPH until inspection can be completed.

When condition exists where blowing snow may render track side warning detector ineffective, speed of freight train must be reduced to the extent necessary to permit inspection.

Only 200 degree Fahrenheit heat-indicating crayons will be used to test the temperature of roller bearing journals.

If the actual inspection of equipment as required by detector does not reveal a defect or indication of overheating, inspection of train must be made of at least 8 axles on each side of indicated equipment. If no defect or indication of overheating is found, train may proceed, but crew must observe the indicated equipment closely for the next 25 miles or until another inspection by a detector has been made.

If overheating or defect on same equipment is detected by two successive detectors, the identified equipment must be set out of train. EXCEPTION: If overheating or defect detected involves a locomotive, such locomotive need not be set out if inspection by a supervisor, mechanical inspector, or the engineer reveals no defect. If track side warning detector indicates overheating on the wheel of a caboose having a generator attached to the axle, if no other mechanical defect is noted, caboose need not be set out.

Mechanical forces on duty at next terminal, connecting crew at crew change point or proper authority must be informed of condition if unable to locate defective equipment.

Whenever a car is set out for a hot bearing discovered within 25 miles after passing an in-service track side warning detector, the conductor will make report to the train dispatcher as soon as practicable and make written report to general manager and chief dispatcher indicating date, train and location of track side warning detector which failed to detect the hot bearing, with a copy of the report to regional superintendent of signals. Train dispatcher will arrange inspection of the detector by the signal maintainer in all such instances and notify the signal supervisor.

When track side warning detector which protects bridge, tunnel or other structure is out of service, including when **Detector Status Message** is "... Integrity failure", crew will inspect train in advance of such structure.

Location of track side warning detectors is shown under Individual Subdivision Special Instructions.

Track Side Warning Detector-Radio Reporter

Except in emergency, radios must not be used while train is within 150 feet of track side warning detector and/or until entire message is received from that detector site.

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

Train crew must monitor track side warning detector radio reports and be immediately governed by the message received.

Detector Status Message	Train Crew Response
"... No defects"	Proceed.
"... Integrity failure"	Detector out of service.
"... First hot box right side XXX"	Stop train; inspect near indicated axle.
"... First dragging equipment near axle XXX"	Stop train; inspect near indicated axle.
"... First hot wheel near axle XXX"	Stop train; inspect near indicated axle.

Detector Status Message	Train Crew Response
"... (No message or incomplete message)"	Stop and inspect entire train.
"... Excessive Alarms"	Stop and inspect entire train.

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"

XXX is the axle count from the head end of train, including locomotives, to the defect indicated.

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

End of message will be indicated by the words "Out" or "End of transmission".

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

Conductor must report to the train dispatcher when **Detector Status Message** is "Integrity failure".

If more than one detector status message is received, comply with most restrictive message.

Track Side Warning Detector-Radio Tone-

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 the 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.

10. 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 track warrant or track bulletin. This does not modify requirements of Rule 93.

11. Commodities Insulating Track in CTC and ABS

Employees should be alert for insulating commodities such as clay, chips, oil, etc., 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. Rule Books in Effect on Burlington Northern Railroad

General Code of Operating Rules
 Air Brake and Train Handling Rules, Form 15338
 Train Dispatcher's Manual, Form 51545
 Instructions for Agents, Control Operators, Train Order Operators, and Bridgetenders, Form 15472
 Rules of the Maintenance of Way, Form 15125
 Safety Rules and General Rules, Form 15001
 Intermodal/Automobile Facility Safety Rules and General Rules, Form 16406

13. General Code of Operating Rules Changes and Additions

The following rules apply only on Burlington Northern Railroad.

Where referenced in rules and instructions, "general manager" replaces "superintendent".

Track Permits, Track and Time Limits, Track Warrants and Track Bulletins

When verbally issuing and repeating track permits, track and time limits, track warrants and track bulletins, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations, control points and directions must be pronounced then spelled.

Definition-Restricted Speed-is changed to read:

A speed that will permit stopping within one half the range of vision; short of train, engine, railroad car, on-track equipment, stop signal, derail or switch not properly lined, looking out for broken rail, not exceeding 20 MPH.

Rule G-is changed to read:

The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty, or their possession or use while on duty or on Company property, is prohibited.

Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Rule Q-add the following:

MT - Main Track(s)

Rules 2 and 3

Employees governed by the General Code of Operating Rules are "designated employees" under Rules 2 and 3.

Rule 2

A reliable watch that indicates hours, minutes and seconds will comply with the requirement of Rule 2. Hours must be indicated in arabic numerals.

Watches must be cleaned and oiled in accordance with manufacturer's instructions. Battery powered watches must have energy cell (battery) replaced at minimum intervals recommended by manufacturer, or sooner if necessary for accuracy.

CONTINENTAL TIME will be used for operating purposes.

Rule 3

Time signals received from WWV Time may be used to set watches and clocks to correct time. The hours are given in Coordinated Universal Time; therefore, only the minutes and seconds may be used. Telephone number for WWV TIME is 8-998-8463 (8-WWV-TIME).

Rule 6(A)-explanation of characters:

- A** - Automatic Interlocking (actuated automatically by the approach of a train).
- B** - General orders, notices, and circulars.
- I** - Manual Interlocking (operated by a control operator).
- J** - Junction.
- K** - Standard clock.
- M** - Railroad crossing protected by signals or gates.
- R** - Train register.
- T** - Turntable or wye.
- U** - Railroad crossing not protected by signals or gates.
- X** - Crossover.
- X(2)** - Multiple crossovers.
- Y** - Yard limits.

Rule 10(C)-second paragraph is changed to read:

These flags, except as prescribed by Rule 10(B), must be displayed to the right of track as viewed from an approaching train unless otherwise specified by train order, track bulletin, track warrant or general order.

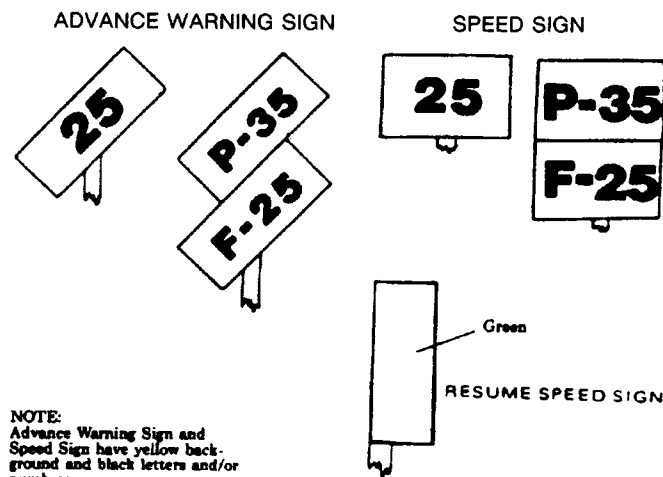
Rule 10(E)-following paragraphs are added:

Reduce speed limits are designated by Advance Warning Sign (diagonally upward), Reduce Speed Sign (square) and Resume Speed Sign (vertical).

The "Advance Warning Sign" will be placed two miles in advance of the location where the lower speed takes effect. At the point where the reduced speed applies, a speed sign will repeat the permissible speed. The lower speed will be in effect until a "Resume Speed Sign" or another "Speed Sign" is displayed.

At the end of a reduced speed zone, a train or engine will be governed by a "Speed Sign" displaying a higher speed or a "Resume Speed Sign" which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign displayed.

Locations where reduced speeds are required, but which are not indicated by signs, are listed in the special instructions for each subdivision.



These signs, as illustrated, apply to train and engine movements as follows:

Figures preceded by letter P apply to passenger trains.

Figures preceded by letter F apply to freight trains.

Figures not preceded by a letter apply to all train movements.

Rule 11-following second paragraph is added:

Unattended burning fusee will not apply to the track on which the train is moving when displayed beyond the first rail of an adjacent track.

Rule 19-is changed to read:

19. MARKERS: A marker of the prescribed type will be displayed on the trailing end of the rear car to indicate the rear of the train.

19(A). HIGHLY VISIBLE MARKER: A highly visible marker will be displayed at the rear of every train as follows:

- (1) From one hour before sunset to one hour after sunrise and when weather conditions restrict visibility to less than one-half mile.

NOTE: A marker equipped with a functioning photoelectric cell will automatically illuminate at the appropriate time.

- (2) When an engine is operating without cars or is at the rear of the train, the trailing headlight, illuminated on dim, may be used as a marker.

When a highly visible marker is required, it must be inspected by a qualified employee at the initial terminal and each crew change point to determine that it is functioning properly. Inspection will be made by observation or by telemetry display in the cab of the engine. The engineer must be informed of the results of the inspection.

19(B). ALTERNATIVE MARKERS: A reflector, a red flag or a light fixture will be displayed at the rear of the train as the marker when:

- (1) A highly visible marker is not required;
- (2) A defective car must be placed at the rear for movement to a repair point;
- (3) The rear portion of the train is disabled and cannot be moved and a highly visible marker cannot be displayed on the rear of portion to be moved; or,
- (4) The highly visible marker becomes inoperative en route. The train may be moved to the next forward location where the highly visible marker can be repaired or replaced.

Rule 26-is modified as follows:

26. BLUE SIGNAL PROTECTION OF WORKMEN: This rule prescribes the requirements that must be followed for the protection of railroad workmen engaged in the inspection, testing, repair and servicing of rolling equipment whose activities require them to work on, under, or between such equipment and subjects them to the danger of personal injury posed by movement of this equipment.

As used in Blue Signal Protection Rules, the following definitions apply:

Workmen

(No change)

NOTE: "Servicing" does not include supplying cabooses, engines or passenger cars with items such as ice, drinking water, tools, sanitary supplies, stationery, or flagging equipment.

"Testing" does not include visual observations made by an employee positioned on or alongside a caboose, engine, or passenger car; or marker inspection made by repositioning the activation switch or covering the photoelectric cell when the rear of the train is on a main track. The employee making this inspection must personally contact the employee at the controls of the engine and be assured that the train is and will remain secure against movement until the inspection has been completed.

(Rest of rule remains unchanged, except:)

Add the following new last paragraph:

- (7) Blue signal protection must be provided for workmen when:
 - (a) Replacing, repositioning or repairing a marker when rear of train is on any track;
 - (b) Inspecting a marker by repositioning the activation switch or covering the photoelectric cell when rear of train is on other than a main track.

Rule 81

Within yard limits, switch crew may ascertain from the yardmaster instead of the train dispatcher that there are no train orders or track bulletins that they must obtain. This will fulfill the requirement of Rule 81.

Rule 93-following three paragraphs are added:

Where yard limits are in effect in CTC territory, trains and engines must not enter the main track at a hand operated or spring switch or make a reverse movement without authority from the control operator.

Conditional yard limits may be established for the hours and/or days specified in general order or special instructions and the limits will be identified by signs reading "CONDITIONAL YARD LIMITS".

General order or special instructions will read, as example:

Conditional yard limits in effect between MP_____ and MP_____ between (station) and (station) (time) until (time) daily Monday through Friday. If in effect 24 hours per day, time need not be specified.

Rule 98(A)- Second paragraph is cancelled.

Rule 102, paragraph (2) - is changed to read:

- (2) The train involved must not proceed or flagman be recalled until it has been determined that it is safe to do so either by visual inspection of the train or knowledge that the train brake pipe pressure is being restored by observing caboose gauge, rear of train device or telemetry device in engine cab. If there is any reason to suspect that it is not safe for train to proceed, a walking inspection of train and track must be made on each side of all cars and units to determine that equipment and track are in safe condition.

Rule 102-the following new last paragraph is added:

In cabooseless train operation, the initial and number of the car on which the rear of train device or marker is applied must be ascertained by the conductor. If rear of train device or marker is missing, it must be determined that the train is complete before proceeding.

Rule 103(E)-is changed to read:

Maximum authorized speed is 25 MPH instead of 40 MPH.

Rule 104(M)-second paragraph is changed to read:

When signal governing movement over a spring switch displays Stop, Stop and Proceed or Restricted Proceed indication, when indicator displays Stop and Inspect Switch indication, or when switch is not protected by signal or indicator, train or engine making facing point movement must stop and crew member must test the switch, unless the switch has been lined for diverging route or crew has been advised by train order, track bulletin or track warrant that spring switch has been spiked.

Rule 104(M)-fifth paragraph is changed to read:

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.

Rule 153-following paragraph is added:

When using main tracks, except double track, in westward or southward timetable direction, they will be numbered consecutively from right to left beginning with Main 1. When using in eastward or northward timetable direction, they will be numbered from left to right beginning with Main 1.

Rule 223, Rule 225 and Form N Train Order-will not be used.

Form M Train Order

The following is added to Form M train order:

(3) LINE NO _____ OF ORDER NO _____ IS ANNULLED

Example (3) to be used to annul a numbered line of a Form Y train order, Example (1). When the date of the order referred to is other than the date of issue, the date as well as the number of the order must be included.

Form O Train Order-will not be used.

Form D-S Train Order Example (1)-is changed to read:

(1) 801 AM UNTIL 501 PM MAY 15 ALL TRAINS MUST USE
 _____ TRACK BETWEEN WEST CROSSOVER AT
 FAYE AND EAST CROSSOVER AT GLEN
 ALL TRAINS MUST STOP BEFORE FOULING
 _____ TRACK BETWEEN THESE POINTS UNLESS
 AUTHORIZED TO PROCEED BY EMPLOYE IN CHARGE OF
 SWITCHES OR TRAIN DISPATCHER

This order is to be used when one or more main tracks are to be removed from service and all trains in both directions are to use the remaining track with an employee in charge of switches at each end of territory designated.

Movements between the designated points will be directed by the train dispatcher who will issue copy of train order and necessary instructions to the employees in charge of the switches.

Employee in charge of switches may authorize movement on main track between the designated points by controlled signal indication, verbally or by hand signal.

Form Y Train Order, Example (2)-will not be used.

GENERAL DESCRIPTION OF SIGNALS, Page 124-the following two paragraphs are added:

When a track intervenes to the right between a signal and the track governed, a stub post with a blue light will be attached to the right of the signal mast.

When a track intervenes to the left between a signal and the track governed, a stub post with a blue light will be attached to the left of the signal mast.

Rule 234

INDICATION is changed to: Proceed prepared to pass next signal not exceeding 35 MPH.

Rule 241

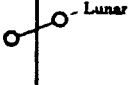
NAME is changed to: RESTRICTED PROCEED.

INDICATION is changed to: Proceed at restricted speed.


Rule 248-new:

SPECIAL SIGNAL ASPECTS WHICH ARE NOT A PART OF AUTOMATIC BLOCK, CTC AND INTERLOCKING SYSTEMS


Rule 248(A)-Take Siding Indicator

Aspects	Indication
	When illuminated, hand operate switch and enter siding.


Rule 248(B)-Operate Switch Indicator

Aspects	Indication
	When illuminated, hand operate switch to enter next siding or to leave siding and enter main track.

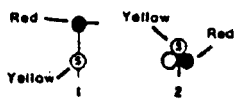
Rule 248(C)-Block Indicator

Aspects	Indication
	Block clear.

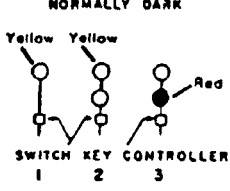
Rule 248(D)-Block Indicator

Aspects	Indication
	Block occupied.

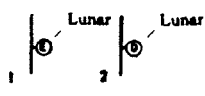
Rule 248(E)-Spring Switch Indicator

Aspects	Indication
	Stop and examine spring switches. See Rule 104(M). Where an approach signal is used in conjunction with a spring switch signal, it shall display an aspect in accordance with Rule 238.

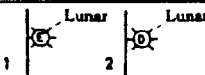
Rule 248(F)-Switch Indicator

Aspects	Indication
	Switch indicators operated by switch key must be operated by a member of the crew who, together with the engineer, must observe and be governed by the light displayed before operating the switch or fouling main track. If movement to main track through a spring switch is made immediately after an opposing train is met and the automatic block signal governing movement indicates "Proceed" it is not necessary to operate switch indicator. If switch indicator displays a yellow light, movement to main track may be made immediately in accordance with operating rules. If switch indicator remains dark or displays a red light, movement to main track may be made in accordance with operating rules after operating switch by hand and waiting five (5) minutes. To operate switch indicator, turn switch key clockwise toward "R", hold a few seconds and remove key. If, after operating indicator, movement is not made to main track turn switch key counter-clockwise toward "N" to restore signal system to normal thereby avoiding delays to trains on main track.


Rule 248(G)-Failed Equipment Indicator

Aspects	Indication
	When illuminated continuously, or when not illuminated, stop train and inspect for failed equipment. Advise dispatcher reason for delay by first available means of communication.


Rule 248(H)-Failed Equipment Indicator

Aspects	Indication
	When flashing, no failed equipment has been detected.


Rule 248(I)-Slide Fence Indicator

Aspects	Indication
	When illuminated continuously or when not illuminated, slide fence has been activated, proceed at restricted speed.

Rule 248(J)-Slide Fence Indicator

Aspects	Indication
	When flashing, slide fence has not been activated.

Rule 248(K)-Resume Speed

Aspects	Indication
	End of slide fence restriction; resume speed.

Rule 305(A)- new rule added as follows:

305(A). APPROACH TO AUTOMATIC INTERLOCKING: A train passed a signal governing the approach to an automatic interlocking displaying a proceed indication and speed is below 30 MPH, must proceed prepared to stop at interlocking signal until it can be seen the interlocking signal indicates proceed.

Rule 312(2)(b)- The waiting time is 10 minutes.

Rule 312(3)-cancel second paragraph and add the following three paragraphs:

In addition to complying with the instructions in release box, the following must be complied with:

If signal does not change its indication at expiration of time release interval, train may then proceed on hand signal from a member of the crew at the crossing if there is no train approaching on conflicting routes.

If a train is approaching on a conflicting route, hand proceed signal must not be given until such movement has been completed over the crossing, or has come to a stop at the governing signal.

If a train is standing between the absolute signals on a conflicting route, the proceed signal must not be given until after a thorough understanding has been had with the crew of the train on the conflicting route.

Rule 315(A)-is changed to read:

315(A). DUAL CONTROL SWITCHES AND DERAILS: Before proceeding from a Stop indication over a dual control switch or derail, crew member must precede the movement and examine the first dual control switch or derail, see that it is properly lined and that selector lever or hand crank, if so equipped, is in proper position, and remain at switch or derail until leading wheels have passed the signal governing movement over the switch or derail. Remaining switches or derails, if any, must then be examined by crew member on the ground before movement is made over the switch or derail.

If control operator is unable to line dual control switch or derail to desired position, or indication of control machine does not show that switch or derail is lined and locked, before authorizing train to proceed, he must instruct crew member to operate it by hand for the movement. After at least one unit or car has passed over the switch points or derail, it must be returned to power unless otherwise instructed by control operator.

Rule 316-second paragraph is changed to read:

On any track where CTC, TWC or APB is in effect, a reverse movement must not be made without flag protection or authority from the control operator or train dispatcher.

Rule 319-add new paragraph following paragraph (2):

When necessary to release electric lock by use of emergency release and movement is to be made to a main track, member of crew must wait five minutes after release has been operated before changing main track switch and movement must be made at restricted speed to next signal. This does not modify the requirements of Rule 350(A).

Rule 351-is changed as follows:

The two paragraphs previously added to Rule 351 reading:

"When granted track and time limits under Rule 351, dual control switches must be operated by hand if the signal governing movement over the switch indicates Stop.

"In multiple main tracks, a crossover switch must not be operated by hand without permission of the control operator unless track and time limits granted includes both tracks."

are cancelled. Be governed by the third paragraph of Rule 351.

The fifth and sixth paragraphs of Rule 351 reading:

"Trains must be clear of the limits, or track and time released, before expiration of time granted.

"If additional time is required, authority must be obtained from control operator before authorized time limit has expired."

are cancelled and the following new paragraph replaces them:

Track and time limits must be cleared and released before expiration of time granted. If additional time is required, authority must be obtained from control operator before authorized time limit has expired. When unable to contact control operator and track and time limits have expired, authority is extended until control operator can be contacted or train clears such limits by signal indication as prescribed by the last paragraph of this rule.

Rule 351(C)-cancel second paragraph reading:

When track and time limits are granted to protect maintenance or repair work, trains or other employees must not be granted track and time limits within the same limits unless an understanding has been reached between such trains or other employees and the foreman in charge of the work as to conditions and movement to be made.

Rule 408, paragraph (2)-is changed to read:

- (2) When authorized to "WORK BETWEEN" two specific points, movement may be made in either direction between those points without flag protection.

Rule 409-is changed to read:

409. OCCUPYING SAME LIMITS: Not more than one train may be permitted to occupy the same or overlapping limits of a track warrant at the same time except when:

- (1) All trains within the limits have been authorized to move only in the same direction and required to provide flag protection as prescribed by Rule 99 except the last train may be relieved of providing flag protection when instructed to not foul limits ahead of any preceding train within the limits; or,
- (2) Two or more trains authorized to work between two points have been instructed by track warrant to move at restricted speed within the overlapping limits; or,
- (3) Trains moving through the limits of a train authorized to work between two points and all trains have been instructed by track warrant to move at restricted speed within the overlapping limits.

Rules 410 and 411-modification:

When an expiration time is specified in Item 6 of a track warrant and the limits have not been reported clear by that time, the track warrant will not be considered void, or marked **VOID**, until the limits have been reported clear. Rules 410 and 411 are modified accordingly.

Rule 413-following paragraph is added:

Track warrant authorizing movement against the current of traffic must include access to crossover or other switch where limits are to be cleared. When movement against the current of traffic is authorized within yard limits, train dispatcher must notify yardmaster or yard engines.

Rule 456- will not be used. Dimensional and Special Shipment Restrictions as contained in Timetable, All Subdivision Special Instructions, will govern.

Rule 463-is changed to read:

463. VOIDING TRACK BULLETINS: To void a numbered line on a track bulletin, or an entire track bulletin, the train dispatcher:

- (1) May do so verbally using one of the following examples:

(a) **LINE (number) OF TRACK BULLETIN NO _____ OF (date) READING (quote line to be made void) IS VOID.**

This information must be repeated to the dispatcher and if correct the word **VOID** will be written in the margin to the left of the line made void.

(b) TRACK BULLETIN NO ____ OF (date) IS VOID.

This information must be repeated to the dispatcher and if correct the word **VOID** will be written across each copy of the track bulletin being voided.

(2) May issue a track bulletin or use the line designated "OTHER SPECIFIC INSTRUCTIONS" on a track warrant using one of the following examples:**(a) LINE (number) OF TRACK BULLETIN NO ____ OF (date) IS VOID.**

The word **VOID** will be written in the margin to the left of the line indicated and a copy of the track bulletin which made the line void retained.

(b) THAT PART OF TRACK BULLETIN NO ____ OF (date) READING (quote line to be made void) IS VOID.

A line will be drawn through the portion made void and a copy of the track bulletin which made it void retained.


(c) TRACK BULLETIN NO ____ OF (date) IS VOID.

The word **VOID** will be written across each copy of the track bulletin made void and a copy of the track bulletin which made it void retained.

The track bulletin or part of track bulletin indicated will no longer be in effect.


Employees who receive track bulletins for delivery to others must retain a copy of each track bulletin voided on file.

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D 

No. _____ Date _____ 19____

TO	AT
	AT
	AT
	AT



OK	COPIES OF	DISPATCHER
----	-----------	------------

Form D-10-10-10

Rule 620-is changed to read:

620. RIDING ENGINE: When practicable, crew members on head end of freight trains must ride in control compartment of the controlling locomotive but not more than six people may ride in the control compartment. When riding the head end, the conductor will, when practicable, ride in the control compartment.

Rule 627(5)-is changed to read:

(5) Freight car with bad order tags indicating that car is safe to move may be handled to nearest repair point.

YARD SERVICE RULES

Rule Y-1. The general direction and government of a yard is under the direction of the yardmaster where one is employed. At such locations, employees in yard, train and engine service must comply with instructions from the yardmaster. Where no yardmaster is employed, such employees will be governed by instructions of agents or other designated employee in doing work at stations.

Rule Y-2. The yardmaster is responsible for and shall have direct supervision over the work of yard crews, clerks and all other employees working in the yard and must see that they carry out their work in a safe, efficient and economical manner, in accordance with the rules, regulations and instructions of the Company. Yardmasters are charged with the prompt and regular movement of cars, also giving special attention to the proper make-up of trains and to their prompt movement into and out of the yard.

New Item 3-E is added to INSTRUCTIONS for AGENTS, CONTROL OPERATORS, TRAIN ORDER OPERATORS, BRIDGETENDERS, Form 15472, as follows:

3-E. When transmitting and repeating line-up, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations and directions must be pronounced then spelled.

When line-up is relayed, underscore each word and figure each time repeated.

14. Rules of the Maintenance of Way Changes and Additions

Where referenced in rules and instructions, "general manager" replaces "superintendent".

Track Permits, Track and Time Limits, Track Warrants and Track Bulletins

When verbally issuing and repeating track permits, track and time limits, track warrants and track bulletins, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations, control points and directions must be pronounced then spelled.

Definition-Restricted Speed-is changed to read:

A speed that will permit stopping within one half the range of vision; short of train, engine, railroad car, on-track equipment, stop signal, derail or switch not properly lined, looking out for broken rail, not exceeding 20 MPH.

Rule G-is changed to read:

The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty, or their possession or use while on duty or on Company property, is prohibited.

Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Rule Q-add the following:

MT - Main Track(s)

Rule 2

CONTINENTAL TIME will be used for operating purposes.

Rule 3

Time signals received from WWV Time may be used to set watches and clocks to correct time. The hours are given in Coordinated Universal Time; therefore, only the minutes and seconds may be used. Telephone number for WWV TIME is 8-998-8463 (8-WWV-TIME).

Rule 6(A)-explanation of characters:

- A** - Automatic Interlocking (actuated automatically by the approach of a train).
- B** - General orders, notices, and circulars.
- I** - Manual Interlocking (operated by a control operator).
- J** - Junction.
- K** - Standard clock.
- M** - Railroad crossing protected by signals or gates.
- R** - Train register.
- T** - Turntable or wye.
- U** - Railroad crossing not protected by signals or gates.
- X** - Crossover.
- X(2)** - Multiple crossovers.
- Y** - Yard limits.

Rule 9(A)-first paragraph is changed to read:

PLACEMENT OF FLAGS: Flags must be placed to the right of the track as viewed from an approaching train. When flags must be placed to the left of the track, this fact must be stated in train order, track bulletin, track warrant or general order.

Rule 10(C)-second paragraph is changed to read:

These flags, except as prescribed by Rule 10(B), must be displayed to the right of track as viewed from an approaching train unless otherwise specified by train order, track bulletin, track warrant or general order.

Rule 11-following second paragraph is added:

Unattended burning fusee will not apply to the track on which the train is moving when displayed beyond the first rail of an adjacent track.

Rule 26-is modified as follows:

26. BLUE SIGNAL PROTECTION OF WORKMEN: This rule prescribes the requirements that must be followed for the protection of railroad workmen engaged in the inspection, testing, repair and servicing of rolling equipment whose activities require them to work on, under, or between such equipment and subjects them to the danger of personal injury posed by movement of this equipment.

As used in Blue Signal Protection Rules, the following definitions apply:

Workmen

(No change)

NOTE: "Servicing" does not include supplying cabooses, engines or passenger cars with items such as ice, drinking water, tools, sanitary supplies, stationery, or flagging equipment.

"Testing" does not include visual observations made by an employee positioned on or alongside a caboose, engine, or passenger car; or marker inspection made by repositioning the activation switch or covering the photoelectric cell when the rear of the train is on a main track. The employee making this inspection must personally contact the employee at the controls of the engine and be assured that the train is and will remain secure against movement until the inspection has been completed.

(Rest of rule remains unchanged, except:)

Add the following new last paragraph:

(7) Blue signal protection must be provided for workmen when:

- (a) Replacing, repositioning or repairing a marker when rear of train is on any track;
- (b) Inspecting a marker by repositioning the activation switch or covering the photoelectric cell when rear of train is on other than a main track.

Rule 37- is changed to read:

37. TRANSMITTING AND REPEATING: When transmitting and repeating line-up, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations and directions must be pronounced then spelled.

Where authorized by division superintendent, train location line-ups may be transmitted by train dispatcher using recording device.

Except when copied from recording device, line-up must be repeated by one or more of those copying it. Each person copying must observe whether line-up is repeated correctly and if not, will immediately call attention to any error. Positive identification of employees receiving line-up must be established except when copied from a recording device.

Rule 38- is changed to read:

38. COPYING: Except when copied from recording device, persons copying line-ups will make as many copies as necessary and must identify themselves to the train dispatcher. When operator copies line-ups a file copy shall be retained bearing the signature or name of each person to whom copies are delivered. When line-ups are re-copied, they must be repeated to the train dispatcher. Line-ups may be duplicated mechanically.

After line-up has been copied from a recording device, it must be replayed and each word and figure underscored as it is played back.

Rule 351-cancel fourth paragraph reading:

The track specified must be continuously occupied, or a switch left open within the limits on such track. If, for any reason, track specified is cleared before the time stated, track must not again be occupied, or fouled, without authority from the control operator.

Rule 351-is changed as follows:

The two paragraphs previously added to Rule 351 reading:

"When granted track and time limits under Rule 351, dual control switches must be operated by hand if the signal governing movement over the switch indicates Stop.

"In multiple main tracks, a crossover switch must not be operated by hand without permission of the control operator unless track and time limits granted includes both tracks."

are cancelled. The third paragraph of Rule 351 is in effect.

The fifth and sixth paragraphs of Rule 351 reading:

"Trains must be clear of the limits, or track and time released, before expiration of time granted.

"If additional time is required, authority must be obtained from control operator before authorized time limit has expired."

are cancelled and the following new paragraph replaces them:

Track and time limits must be cleared and released before expiration of time granted. If additional time is required, authority must be obtained from control operator before authorized time limit has expired. When unable to contact control operator and track and time limits have expired, authority is extended until control operator can be contacted or train clears such limits by signal indication as prescribed by the last paragraph of this rule.

Rule 351(C)-cancel second paragraph reading:

When track and time limits are granted to protect maintenance or repair work, trains or other employees must not be granted track and time limits within the same limits unless an understanding has been reached between such trains or other employees and the foreman in charge of the work as to conditions and movement to be made.

Rule 408, paragraph (2)-is changed to read:

- (2) When authorized to "WORK BETWEEN" two specific points, movement may be made in either direction between those points without flag protection.

Rule 409-is changed to read:

409. OCCUPYING SAME LIMITS: Not more than one train may be permitted to occupy the same or overlapping limits of a track warrant at the same time except when:

- (1) All trains within the limits have been authorized to move only in the same direction and required to provide flag protection as prescribed by Rule 99 except the last train may be relieved of providing flag protection when instructed to not foul limits ahead of any preceding train within the limits; or,
- (2) Two or more trains authorized to work between two points have been instructed by track warrant to move at restricted speed within the overlapping limits; or,
- (3) Trains moving through the limits of a train authorized to work between two points and all trains have been instructed by track warrant to move at restricted speed within the overlapping limits.

Rules 410 and 411-modification:

When an expiration time is specified in Item 6 of a track warrant and the limits have not been reported clear by that time, the track warrant will not be considered void, or marked **VOID**, until the limits have been reported clear. Rules 410 and 411 are modified accordingly.

Rule 413-following paragraph is added:

Track warrant authorizing movement against the current of traffic must include access to crossover or other switch where limits are to be cleared. When movement against the current of traffic is authorized within yard limits, train dispatcher must notify yardmaster or yard engines.

Rule 463-is changed to read:

463. VOIDING TRACK BULLETINS: To void a numbered line on a track bulletin, or an entire track bulletin, the train dispatcher:

- (1) May do so verbally using one of the following examples:

(a) **LINE (number) OF TRACK BULLETIN NO. _____ OF (date) READING (quote line to be made void) IS VOID.**

This information must be repeated to the dispatcher and if correct the word **VOID** will be written in the margin to the left of the line made void.

(b) **TRACK BULLETIN NO. _____ OF (date) IS VOID.**

This information must be repeated to the dispatcher and if correct the word **VOID** will be written across each copy of the track bulletin being voided.

- (2) May issue a track bulletin or use the line designated "OTHER SPECIFIC INSTRUCTIONS" on a track warrant using one of the following examples:

(a) **LINE (number) OF TRACK BULLETIN NO _____ OF (date) IS VOID.**

The word **VOID** will be written in the margin to the left of the line indicated and a copy of the track bulletin which made the line void retained.

(b) **THAT PART OF TRACK BULLETIN NO _____ OF (date) READING (quote line to be made void) IS VOID.**

A line will be drawn through the portion made void and a copy of the track bulletin which made it void retained.


(c) **TRACK BULLETIN NO _____ OF (date) IS VOID.**

The word **VOID** will be written across each copy of the track bulletin made void and a copy of the track bulletin which made it void retained.

The track bulletin or part of track bulletin indicated will no longer be in effect.


Employees who receive track bulletins for delivery to others must retain a copy of each track bulletin voided on file.

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D  **BURLINGTON NORTHERN RAILROAD**

No. _____ Date _____ 19____

TO _____	AT _____
_____	AT _____
_____	AT _____
_____	AT _____



OK _____	CHAS. ST. _____	DISPATCHER _____
----------	-----------------	------------------

Form 100-10-100 Revised 1-1-84

15. Safety Rules and General Rules Changes and Additions

Rule 181-is modified as follows:

181. This rule prescribes the requirements that must be followed for the protection of railroad workmen engaged in the inspection, testing, repair and servicing of rolling equipment whose activities require them to work on, under, or between such equipment and subjects them to the danger of personal injury posed by movement of this equipment.

As used in Blue Signal Protection Rules, the following definitions apply:

WORKMEN:

(No change)

NOTE: "Servicing" does not include supplying cabooses, engines or passenger cars with items such as ice, drinking water, tools, sanitary supplies, stationery, or flagging equipment.

"Testing" does not include visual observations made by an employee positioned on or alongside a caboose, engine, or passenger car; or marker inspection made by repositioning the activation switch or covering the photoelectric cell when the rear of the train is on a main track. The employee making this inspection must personally contact the employee at the controls of the engine and be assured that the train is and will remain secure against movement until the inspection has been completed.

(Rest of rule remains unchanged, except:)

Add the following new last paragraph:

g. Blue signal protection must be provided for workmen when:

- (1) Replacing, repositioning or repairing a marker when rear of train is on any track;
- (2) Inspecting a marker by repositioning the activation switch or covering the photoelectric cell when rear of train is on other than a main track.

Rule 299-last paragraph is changed to read:

When movement is being made in response to hand signals, the disappearance from view of employee giving hand signals, or the disappearance of the light by which such signals are given, must be regarded as a stop signal unless employee on leading car has control of air brakes.

Rule 336 m-added:

Turn vehicle headlights on any time the weather requires use of windshield wipers.

Rule 345-following paragraph is added:

Vehicles above 10 feet in height must have height marked on outside and on dash of vehicle.

Rules 382 through 414 are cancelled. The rules contained in BN Form 16404 11-86, titled Intermodal/Automobile Facility Safety Rules and General Rules, govern all personnel whose duties are within the confines of a Burlington Northern Intermodal or Automobile facility including but not limited to employees of Burlington Northern Railroad Company, contractual personnel to Burlington Northern Railroad Company and/or their agents, and all other personnel entering onto properties of the Burlington Northern Railroad in the course of providing services, repair, etc.

Rule 565-is changed to read:

The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty, or their possession or use while on duty or on Company property, is prohibited.

Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Rule 566-is cancelled.

Rule 572-is changed to read:

Employees are prohibited from having firearms or other deadly weapons, including knives with a blade in excess of three inches, in their possession while on duty or on Company property except those authorized to have them in the performance of their duties or those given special permission by the superintendent.

Rule 575(A)-added:

575(A). The Company's communication system is for handling Company business, but may be used for messages relating to personal affairs of employees in cases of illness or accident.

Commercial telephones on Company property, except pay telephones, are not to be used without permission from proper authority and long distance or message unit calls are not to be made unless specifically authorized.

The Company's office equipment and machines must not be used for other than Company business.

The use of Company postage for personal mail not related to Company business is prohibited. Mail not pertaining to the affairs of the Company must not be sent by train mail; to do so is forbidden by the United States postal laws.

Rule 592-is changed to read:

Whenever passengers or employees 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.

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.

16. Intermodal/Automobile Facility Safety Rules and General Rules

BN Form 16406 11-86, INTERMODAL / AUTOMOBILE FACILITY SAFETY RULES and GENERAL RULES replaces Rules 382 through 414 in BN SAFETY RULES AND GENERAL RULES book.

Rule I-9 - changed to read:

I-9. The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty or their possession or use while on duty or on Company property is prohibited.

Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Rule I-16 - changed to read:

I-16. Air line must be connected to the trailer/chassis and the brakes set before attempting to connect tractor to trailer. Trailer/chassis must be at proper height and brakes set, as necessary, to prevent movement, damage or injury.

Rule I-19(a) - new rule added:

I-19(a). When piggybacker is standing idle, the boom or arms must be locked in the up position and emergency brakes set.

Rule I-19(b) - new rule added:

I-19(b). Personnel are prohibited from walking or standing under the piggybacker boom for any reason other than maintenance.

Rule I-22 - changed to read:

I-22. Within an Intermodal or Automobile Facility, tracks must not be entered or rail cars coupled to or moved without authority of supervisor in charge of the Facility.

Rule I-34 - new rule added:

I-34. When a red stop sign or red light is displayed on a trailer, such equipment must not be coupled to until red signal has been removed.

Personnel working on or in a trailer not coupled to a tractor must establish protection by displaying red stop sign(s) by day and red light(s) by night. Such protection must also be placed on adjacent units parked within eight (8) feet of unit to be protected. Red signs or lights shall be removed only by same personnel who displayed them. Service vehicle may be used as a barrier in lieu of the stop sign or light if it prevents tractor coupling to the trailer.

17. Automatic Cab Signals

Cab signal equipment must be cut out on all portions of Burlington Northern Railroad except on suburban equipment on Lakes Division, 1st Subdivision.

18. Helper Behind Caboose

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

19. Trackman's Train Location Line-up

In CTC or TWC territory, Individual Subdivision Special Instructions will specify if line-up must be obtained as required by Rule 35 of the Rules of the Maintenance of Way.

20. Certificate of Rules Examination

Employees required to pass rules examination must have Certificate of Rules Examination, Form 15015, in their possession while on duty.

21. Dumping Toilets

Dumping of toilets is prohibited when:

- a. Passing through limits of Track Bulletin Form B
- b. Passing by any location where workmen are known to be present
- c. In tunnels and snowsheds
- d. Passing over bridges
- e. At stations
- f. At any location prohibited by law

Compliance with these instructions by employees on passenger trains may require that all "Waste Treatment System" circuit breakers on Superliner equipment be switched to OFF. On other equipment not so equipped, restrooms must be cleared and restroom doors secured within the above limits.

22. Federal Railroad Administration Presumption of Impairment Notice

"Under Federal Railroad Administration (FRA) safety regulations, you may be required to provide a urine sample after certain accidents and incidents or at any time the Company reasonably suspects that you are under the influence of, or impaired by, drugs while on duty. Because of its sensitivity, the urine test may reveal whether or not you have used certain drugs within the recent past (in a rare case, up to sixty days before the sample is collected). As a general matter, the test cannot distinguish between recent use off the job and current impairment. However, the Federal regulations provide that if only the urine test is available, a positive finding on that test will support a presumption that you were impaired at the time the sample was taken.

"You can avoid this presumption of impairment by demanding to provide a blood sample at the same time the urine sample is collected. The blood test will provide information pertinent to current impairment. Regardless of the outcome of the blood test, if you provide a blood sample there will be no presumption of impairment from a positive urine test." (See last paragraph for BN's policy.)

"If you have used any drug off the job (other than a medication that you possessed lawfully) in the prior sixty days, it may be in your interest to provide a blood sample. If you have not made unauthorized use of any drug in the prior sixty days, you can expect that the urine test will be negative; and you may not wish to provide a blood sample.

"You are not required to provide a blood sample at any time, except in the case of certain accidents and incidents subject to Federal post-accident testing requirements (49 CFR Part 219, Subpart C).

"A complete copy of the Federal regulations is available for your review at each Division Superintendent's office."

Burlington Northern rules are more restrictive than federal regulations regarding impairment to the extent that being on Company property under the influence of illegal controlled substances is prohibited. It is not BN's policy to measure degree of impairment. If a urine test indicates the presence of illegal controlled substances or their metabolites, that employee is presumed to be under the influence of such drugs and may be subject to disciplinary action under Rule G of the General Code of Operating Rules or the Rules of the Maintenance of Way, Rule 565 of Safety Rules and General Rules or other appropriate rules that govern the conduct of employees.

23. Procedures For State Drug and Alcohol Testing**BURLINGTON NORTHERN'S PROCEDURE FOR ALCOHOL AND DRUG SCREENING OF ITS EMPLOYEES WITHIN THE STATE OF MONTANA**

In the event that an employee is required to submit to urine testing under BN's Guidelines for the Enforcement of Rule G or Safety Rule 565, the following procedures will govern BN's testing program:

1. The employee will provide a urine sample at a BN-designated medical facility prior to going off duty but not more than eight (8) hours after the occurrence.
2. At this medical facility, the employee will sign an "Informed Consent and Release of Liability" (if required by the facility), will provide a sufficient quantity of specimen and will provide this specimen in the manner directed by the medical personnel at the facility. A determination that the specimen is authentic will be made by medical personnel.
3. Authorized medical personnel will keep a sufficient amount of specimen to perform a drug screen, seal the specimen container with the remaining quantity with evidence tape, wrap the container in the original copy of the completed test requisition form, place the container and requisition form in the mailing container envelope and Express Mail to:

American Institute for Drug Detection, Inc.
5515 Milton Parkway
Rosemont, Illinois 60018

NOTE: For those employees requesting a blood test, the medical personnel will obtain, seal and handle the blood sample, in accordance with the instructions provided by AIDD, Inc. and the medical facility will Express Mail the sample to AIDD, Inc.

NOTE: For a test administered pursuant to Federal Railroad Administration ("FRA") regulations, the same procedure will be followed, but the specimen will be divided into a third for the medical facility, a third for American Institute for Drug Detection, Inc. ("AIDD, Inc.") and a third for the University of Utah, Center for Human Toxicology. The procedures for shipping the specimen to the University of Utah will be done in accordance with FRA regulations.

4. The medical facility will test the urine specimen submitted for at least alcohol and other substances of abuse, and the test results will be released only to the requesting BN official or the Chief Medical Officer of BN, or his designee.
5. The test results from AIDD, Inc. will be released only to the Chief Medical Officer of BN, or his designee, who will advise the requesting BN official.
6. The employee has the right to withhold the release of the test result from all persons except BN's requesting official and the Chief Medical Officer, or their authorized representatives.
7. A more complete description of the procedure and policy of BN's Enforcement of Rule G and Safety Rule 565 can be provided by your supervisor.

BURLINGTON NORTHERN'S PROCEDURE FOR ALCOHOL AND DRUG SCREENING IN PREEMPLOYMENT AND OTHER PHYSICAL EXAMINATIONS WITHIN THE STATE OF MONTANA

All applicants for employment and employees will have a drug and alcohol screen performed on the urine specimen collected at their physical examination. The following procedures will govern the BN Medical Department screening:

1. The urine specimen should be voided in the presence of the examining physician or the physician should be satisfied that the specimen is authentic.
2. Authorized medical personnel will keep a sufficient amount of specimen to perform the routine urinalysis, seal the specimen container with the remaining quantity with evidence tape, wrap the container in the original copy of the completed test requisition form, place the container and the requisition form in the mailing container envelope and mail to:

American Institute for Drug Detection, Inc.
5515 Milton Parkway
Rosemont, Illinois 60018

3. The test results from AIDD, Inc. are released only to the Chief Medical Officer of BN, or his designee.
4. The employee has the right to withhold the release of the test result from all persons except the Chief Medical Officer, or his authorized representative.
5. Any questions concerning the Medical Department's screening should be directed to the Chief Medical Officer.

24. Physical Examinations

Scheduled employees in the Operating Department are required to pass periodic physical examinations as directed by the Chief Medical Officer at specified intervals. It is the policy of the Medical Department to perform drug/alcohol screen tests in conjunction with physical examinations. Such examinations will be at company expense.

25. Roadway Signs

Except as shown, roadway signs have white background and black letters and/or numbers.



Yellow—Rules 10 & 10(D).
Red—Rule 10(A) or
Green—Rules 10 & 10(D)

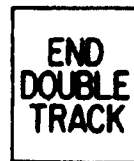
Track Flag



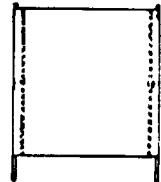
Junction
Rule 98(B)



Yard Limit
Rule 93



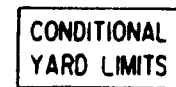
End Double Track



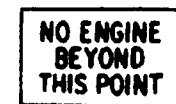
Track Flag



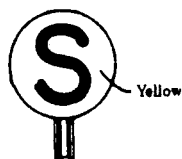
Railroad Crossing
Rules 98 & 98(B)



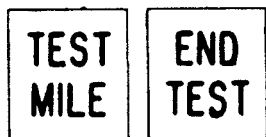
Conditional Yard Limits
Rule 93



No Engine Beyond This Point



Spring Switch
Rule 104(M)



Begin Test Mile and End Test Mile



One Mile Switch



Crossing Whistle
Rule 15(I)

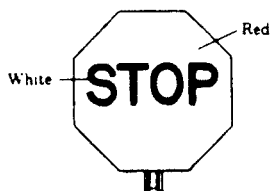
Numerals, when attached,
denotes the number of
crossings less than 1,320
feet.



Derail
Rule 104(L)



Fouling Point

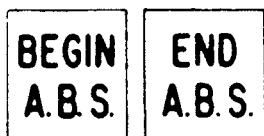


Stop
Rules 98 and 98(B)

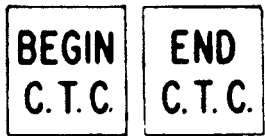


White letters on reflective red
background, or black letters
on white background.

Stop



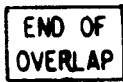
Begin and End ABS



Begin and End CTC



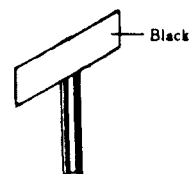
Signal Overlap
Rule 303



End of Overlap
Rule 303



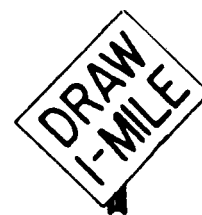
Westward Siding or
Eastward Siding
Rule 105(A)



Flanger



No Clearance



One Mile Draw Span
Rule 98

26. Tonnage Chart Profile

A "Tonnage Chart Profile", as shown in the following example, may be included on the bottom of the conductor's wheel report. This profile will give you the following information in a "snapshot" type view of train.

TONNAGE CHART PROFILE OF TRAIN 01 198 27 27-FEB-87 08:02

a. ***SPEED RESTRICTION EXISTS ON THIS TRAIN***

b. STATION LDS MTYS TONS FEET

TOTALS 6 96 3882 6537 102 CARS 1 CABS 4 ENGS

c. 34 TONS/OP. BRAKE

d. TON

```

150 .....
140 .....
130 .....
120 .....
110 .....
100 EEEE
90 NNNN
80 GGGG
70 .....
60 .....
50 .....
40 .....
30 ..... XXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX
20 ..... XXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX
LEN
SPH

```

```

150 .....
140 .....
130 .....
120 .....
110 .....
100 .....
90 X
80 X
70 X
60 X
50 X
40 X
30 XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXX
20 XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXX

```

e. LEN
f. SPH

C=CAU D=DAN E=EXP F=FCG H=HWI P=POG R=RM # = ALL OTHER SPHDLG CODES

NOTES:

- ***SPEED RESTRICTION EXISTS ON THIS TRAIN*** will print if a car on the wheel report has "SPD" in Special Handling Field.
- Number of loads, empties, tons, feet, length of train, number of cars, caboose(s) and engines as shown on wheel report. Engines are not included in any of these totals except "ENGS" total.
- Tons per operative brake - per Timetable Special Instructions. Engines are not included.
- Tonnage indicator (20 to 150 tons) - cars are listed vertically using Xs to indicate amount of tonnage per car. For example: First car behind engine weighs 30 tons and the 63rd car weighs 130 tons. Engines will be indicated by "ENG". Caboose will be indicated by "CAB".
- "LEN" represents car length - "S" = Short car 50 feet or shorter.
"L" = Long car 80 feet or longer.
- "SPH" represents special handling - "SPH" codes are listed at bottom of chart.

This chart should assist in train handling decisions and provide for a safer train operation.

Special Handling Codes shown on wheel report.

CAU	Caution
COM	Combustible Gas
DAN	Dangerous
DEV	Loading Devices Required
DNH	Do Not Hump
DNS	Do Not Separate
EW	Excessive Weight
EXP	Explosive
HFR	Home For Repairs
HIV	High Value
HTR	Heater(s) in Car
HWI	High Wide
IRM	Incentive Rate Movement
L01-L09	BN Local Yard Use Only

MIC	Messenger in Charge
MRE	Mechanical Refrigeration
NPR	No Placards Required
PBC	Perishable in Box Car
POG	Poison Gas
RE	Rear Ender
RIL	Rejected in Interchange
RM	Radioactive
Sxx	Speed in Miles Per Hour (xx is MPH.)
SPD	Speed Restriction
UOS	Unload From One Side Only
WI	Waive Inspection
ZIP	Expeditor Trains Only

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	1st Subdiv MAIN LINE STATIONS		Distance from Kansas City
	Rule 6(A)						
		25300	16	2.7	KANSAS CITY (Murray Yard)	ABIJKT	0.0
				4.2	BLOCK 4	IX	1.5
	28007			7.9	CLARKE		5.2
10.697	28016			16.5	WALDRON		13.8
18.641	28024			23.9	EAST LEAVENWORTH	T	21.2
	28031			30.9	WESTON		28.2
9.968	28035			34.8	SADLER		32.1
17.614	28043			43.4	ARMOUR To Atchison 4.0		40.7
				45.9	DAVIES	I	43.2
9.929	28051			49.6	HALLS		46.9
				56.7	FRENCH		54.0
	28060			60.4	ST. JOSEPH	BKTX(2)	57.7
	28067			66.9	WATER WORKS		63.8
10.460	28076			77.0	NODAWAY	CTC	72.8
10.137	28085			85.0	STARKS		81.7
	28091			91.5	FOREST CITY		87.3
	28097		97.4 0.0	NAPIER	JX	93.1	
	28107	19	9.4	RULO		102.5	
7.610	28112		14.6	PRESTON		107.7	
7.240	28116		19.5	FALLS CITY	A	112.6	
10.650	28126		30.5	NEW SALEM		123.6	
7.345	28137		40.2	HUMBOLDT		133.3	
11.107	28145		48.2 0.0	TABLE ROCK	JT	141.3	
7.100	28154		8.4	ELK CREEK		149.7	
7.135	28161		15.4	TECUMSEH		156.6	
7.290	28165		18.5	BEAR		159.7	
6.720	28172		27.2	STERLING		168.4	
7.290	28176	29.9	GAGE		171.1		
	28186	20	42.0	FIRTH		183.2	
7.725	28198		54.8	SALTILLO		196.0	
	28204		60.4	LANCASTER	J	201.7	
			62.6	WYE SWITCH	I	203.9	
			63.3 1.5	CARLING	BIJKT	204.6	

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

BN Radio Channel No. 2 in service at Lincoln and St. Joseph.
Train Dispatcher Calls- E. Leavenworth-19, St. Joseph-18,
Forest City-17, Falls City-04, Table Rock-01, Tecumseh-02,
Firth-10.

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted Freight

Kansas City and Napier-

Loaded Coal Trains	50 MPH.
Freight Trains over 100 Tons per O/B	50 MPH.
Empty Coal Trains	60 MPH.
Turnouts of controlled Sidings	20 MPH.
MP 0.4 and Block 4	10 MPH.
MP 7.9-Clark- through turnout	45 MPH.
MP 9.6 and MP 9.7 (Head End Restriction)	40 MPH.
MP 30.7 and MP 31.0	45 MPH.
MP 43.4 and MP 43.8	45 MPH.
MP 45.9 - ATSF crossing	30 MPH.
MP 56.7 French through turnout	30 MPH.
MP 56.7 and MP 58.9	30 MPH.
MP 58.9 and MP 60.0 - Main 1	30 MPH.
MP 58.9 and MP 60.0 - Main 2	20 MPH.
MP 60.0 and MP 64.0 - U.P. Crossing	20 MPH.
MP 61.1 through crossover	20 MPH.
MP 64.0 and MP 67.1	30 MPH.
MP 67.1-Waterworks- through turnout	30 MPH.

Napier-

MP 95.4-2MT- through turnout	30 MPH.
MP 95.4 and MP 1.7 - Main 1	30 MPH.
MP 97.4 and MP 0.5 - Main 2	30 MPH.
MP 0.5 to MP 1.7 - Main 2	45 MPH.
MP 97.4 through crossovers	30 MPH.
MP 1.7-2MT- through turnout	30 MPH.
Through turnout to 8th Subdivision	20 MPH.

Napier and Carling-

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

Napier and Table Rock-

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

Table Rock and Carling

MP 0.0 and MP 0.5	35 MPH.
MP 9.0 and MP 9.8	30 MPH.
MP 9.8 and MP 14.8	45 MPH.
MP 14.8 and MP 16.1	35 MPH.
MP 16.1 and MP 41.9	45 MPH.
MP 41.9 and MP 45.0	35 MPH.
MP 45.0 and MP 59.2	45 MPH.
MP 59.2 and MP 62.7 - U.P. Crossing	20 MPH.
Firth-Turnouts- Two Main tracks	35 MPH.
Sidings - Tecumseh and Sterling	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

Armour to Atchison-

Locomotives in Group G, H and I, and bridge derricks 975501 and 975505 must not operate.

Locomotives in Group I must not operate on following tracks:

Falls City

James track-

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

Humboldt-

Engines must not operate over scale.

3. Train Register Exceptions-None

4. Clearance Provisions and Exceptions Rule 82(A)-None

Rule 450 in effect.

Kansas City and Lincoln -Rule 405 applies.

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

6. Rule 105- Industrial track between Armour and Atchison.

7. Kansas City- Main 2 between MP 4.2 and MP 6.2 is designated as the Hump Lead.

Permission must be obtained from control operator before using hand operated crossover MP 3.5.

8. Armour to Atchison-

Train and engine movements over Missouri River bridge located 4.0 miles from Armour will be governed by U.P.R.R. instructions posted at each end of the bridge.

9. Tecumseh- Trains operating on other than main track and siding must protect movement over 5th Street.

10. Firth- Close clearance between Main 1 and elevator track.

11. St. Mary-Sterling-Table Rock- Dwarf signals have been placed at East End of old siding at St. Mary, MP 21.3, and at both East and West End of siding at Sterling, MP 28.3 and MP 27.1 and junction switch to Twelfth Subdivision, at Table Rock, MP 47.7. Switches at these locations are hand throw, not equipped with electric locks. Trains or engines may clear the main track at these points.

When leaving sidings, after permission is received from control operator, switches and derails must be operated and movement made by signal indication. If signal fails to clear Rule 312(1) will apply.

12. Falls City- Westward movements on main track 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.

13. Manual Interlockings not Indicated at Station-

Between St. Joseph and Waterworks-
Union Pacific MP 61.5

Between Lancaster and Wye Switch-
Union Pacific MP 61.4

14. The following Track Side Warning Detectors protect bridges, tunnels or other structures-

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

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

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

Other Track Side Warning Detector Locations-

MP 30.8 Weston MP 37.8 Humboldt
MP 5.7-Fortescue MP 16.8 Tecumseh
MP 38.1 Firth

15. The track from Clarke MP 7.9 to Kansas City MP 2.7 is on the Nebraska Division, however, employees are under the jurisdiction of the Springfield Division.

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS		Distance from Hobson	EASTWARD
					Rule 6(A)			
			4	1.9		HOBSON BKT	0.0	
				4.4		2.5 CUSHMAN BIJXX(2)	2.5	
	30004			6.0	2MT	1.6 PLAMOR		4.1
				6.1		0.1 EMERALD		4.2
	30014			14.6	2MT	8.5 PLEASANT DALE		12.7
	30020			20.3		5.7 MILFORD		18.4
	30029			27.8	2MT	7.5 SEWARD	J	25.9
	30035			36.6		8.3 TAMORA		34.2
	30041			44.7	2MT	8.6 UTICA		42.8
3.292	30047			48.6		3.9 WACO		46.7
	30055			55.9		7.3 YORK To Benedict 9.5		54.0
	30063			64.2	2MT	8.3 BRADSHAW		62.3
7.160	30070			71.3		7.1 HAMPTON	CTC	69.4
	30076			78.5		7.2 AURORA	JT	76.6
	30088			88.9	2MT	10.4 PHILLIPS		87.0
7.648	30095			96.3		7.4 GRAND ISLAND	I	94.4
				99.2		2.9 McDONALD		97.3
	30104			104.5	2MT	5.3 ABBOTT		102.6
10.639	30110			111.8		7.3 CAIRO		109.9
	30118			119.2		7.0 ST. MICHAEL		116.9
				125.1	2MT	6.3 NANTASKET	X(2)	123.2
	30126			127.7		2.6 RAVENNA	BKTX	125.8
	30126			127.7		0.6 RAVENNA	BKRT	125.8
	30128			128.3		9.5 WEST RAVENNA		126.4
	30137			137.8	2MT	6.7 HAZARD	X	135.7
	30143			144.3		10.5 LITCHFIELD	X	142.6
	30152			155.0		10.1 MASON		153.1
	30166			165.1		9.9 BERWYN		163.2
	30174			175.0	2MT	1.3 FAIR	X	173.1
7.933	30175			176.3		8.4 BROKEN BOW	BK	174.4
	30183			183.6	2MT	10.9 MERNA		182.8
	30194			195.7		9.9 ANSELMO		193.7
	30206			205.5		8.9 LINSCOTT		203.6
	30214			214.4	2MT	9.5 DUNNING		212.5
	30224			223.9		11.4 HALSEY		222.0
	30234			235.3	2MT	7.3 NATICK		233.4
8.124	30241			242.6		6.5 THEDFORD		240.7
	30249			249.1		8.5 NORWAY	CTC	247.2
	30256			257.6	2MT	1.7 SENECA		255.7
	30259			259.3		8.0 WEST SENECA		257.4

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Cont'd 2nd Subdiv MAIN LINE STATIONS Rule 6(A)		Distance from Hobson
	30267		267.3		MULLEN	265.4
				2MT	12.0	
	30277		279.3		HECLA	277.4
					13.5	
	30292		292.8		WHITMAN	290.9
				2MT	14.1	
	30305		306.9		HYANNIS	305.0
					7.6	
	30314		314.5		ASHBY	312.6
				2MT	10.3	
	30323		324.8		BINGHAM	322.9
					9.1	
8,737	30333		333.9		ELLSWORTH	332.0
				2MT	1.9	
	30335		335.8		WEST ELLSWORTH	333.9
					8.2	
	30341		344.0		LAKESIDE	342.1
					5.2	
	30349		349.2		ANTIOCH	347.3
					9.7	
	30356		358.9	2MT	BIRDSELL	357.0
					5.5	
			364.4		EAST ALLIANCE	362.5
					1.2	
	30364		365.6	J	ALLIANCE	363.6
					BRKT	

BN Radio Channel No. 1 in service on this Subdivision.
BN Radio Channel No. 2 in service at Lincoln and Alliance.

Train Dispatcher Calls-Seward-00, York-01, Aurora-02,
Grand Island-03, Mason-11, Broken Bow-12, Dunning-14, Seneca-15,
Whitman-16, Bingham-17.

1. Speed Restrictions-

Maximum Speeds Permitted

Zone-Between

Freight

Cushman and Ravenna.....	60 MPH.
Loaded Coal Trains.....	50 MPH.
Freight trains over 100 tons/OB	60 MPH.
Empty Coal Trains.....	60 MPH.
MP 19.3 and MP 20.3.....	45 MPH.
MP 42.1 and MP 42.7.....	50 MPH.
MP 53.6 and MP 56.2.....	45 MPH.
MP 66.5 and MP 77.1.....	50 MPH.
MP 77.1 and MP 78.1.....	45 MPH.
MP 95.7 and MP 98.0 - UP Crossing	30 MPH.
MP 127.2 and MP 127.7.....	20 MPH.
Hobson Yard-West B-2 track and on running track between MP 2.5 (Summit of Hump) and Cushman	20 MPH.
Ravenna and Alliance	
Trains up to 100 tons/OB	50 MPH.
MP 175.75 and MP 176.40	
Head end restriction.....	45 MPH.
MP 364.1 and MP 365.6.....	20 MPH.
Through turnout Anselmo MP 195.7.....	35 MPH.
York and Benedict.....	10 MPH.
Through turnouts of begin and end of two main tracks and crossovers equipped with dual control switches	25 MPH.
Through turnouts of controlled sidings	20 MPH.

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted Champion Industry to Benedict.

Locomotives in Group I must not operate on following tracks:

Grand Island..... Oil track and Belt Line

Locomotives in Groups H and I must not operate between York and Benedict.

3. Train Register Exceptions- None.

4. Clearance Provisions and Exceptions Rule 82(A)-None.

Rule 450 in effect.

Ravenna and Lincoln-Rule 405 applies.

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

6. Rule 105- Industrial Track between York and Benedict.

7. York- Trains must not occupy Highway 34 crossing at MP 136.1 between York and Benedict until crossing flashers are seen to be operating or movement is protected by member of crew.

8. Emerald Road Crossing MP 8.1- Cars must not be parked or stored or trains stopped within 300 feet of the crossing from the west and 200 feet from the crossing from the east. Any time a train is stopped within these boundaries, for whatever reason, the crossing must be protected immediately regardless of whether or not vehicle or rail traffic is approaching.

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

10. The following Track Side Warning Detectors protect bridges, tunnels or other structures- None.

Other Track Side Warning Detector Locations-

MP 17.5- Milford
MP 52.7- Waco
MP 74.0- Hampton
MP 107.3- Cairo
MP 156.5- Mason
MP 180.9- Merna
MP 200.5- Linscott
MP 221.1- Halsey
MP 247.5- Norway
MP 286.6- Mullen
MP 309.0- Hyannis
MP 338.1- Lakeside Main 1
MP 338.1- Lakeside Main 2

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

MP 4.4-MP 5.0	MP 183.6-MP 195.7
MP 5.1-MP 14.5	MP 205.5-MP 214.4
MP 19.6-MP 27.7	MP 223.9-MP 235.3
MP 36.7-MP 44.7	MP 249.1-MP 259.3
MP 55.8-MP 66.5	MP 267.3-MP 279.3
MP 78.5-MP 88.9	MP 292.8-MP 306.9
MP 99.2-MP 104.5	MP 314.5-MP 324.8
MP 118.7-MP 155.0	MP 333.9-MP 344.0
MP 165.1-MP 175.0	MP 349.2-MP 364.4

12. Crossovers- At other than stations:

MP 133.5	MP 254.2 two
MP 150.6 two	MP 273.9 two
MP 169.8 two	MP 300.1 two
MP 185.0	MP 320.2 two
MP 190.0	MP 339.4 two
MP 210.0 two	MP 354.8
MP 229.9 two	MP 361.6 two

13. Merna- The crossover switch on Main Track 1 at MP 185.0 is equipped with two switch machines. When dual control switch at this location is operated by hand, the switch machine which operates the switch points and the switch machine which operates the swing nose frog must both be operated.

14. Anselmo- The turnout located at MP 195.7 is equipped with two switch machines. When dual control switch at this location is operated by hand, the switch machines which operates the switch points and the switch machine which operates the swing nose frog must both be operated.

15. The track from East Antioch MP 349.2 to Alliance MP 365.6 is on the Nebraska Division, however, employees are under the jurisdiction of the Denver Division.

INSTRUCTIONS FOR HANDLING HAZARDOUS MATERIALS

EXCERPTS FROM D.O.T. REGULATIONS

For complete Department of Transportation, regulations applying to railroad operation, refer to tariff BOE 6000H (or subsequent issues) or B. E. Pamphlet 20.

DEFINITIONS

"PLACARDED CAR" means a rail car which is placarded as required in part 172 of the regulations with one or more of the placards depicted on the reverse side of this page.

"TRAIN" means one or more engines coupled with one or more rail cars, except during switching operations or where the operation is that of classifying and assembling rail cars within a railroad yard for the purpose of making or breaking up trains.

DOCUMENTATION

§ 174.24 **Shipping Papers.** (a) Except as provided in paragraph (b) of this section, no person may accept for transportation by rail any hazardous material which is subject to this subchapter unless he has received a shipping paper prepared in the manner specified in Subpart C of Part 172 of the regulations and as outlined in 174.25 (b) and (c). (b) Paragraph (a) does not apply to a material classed as an ORM-A,B,C, or D, unless it is a:

- (1) Hazardous substance or,
- (2) Hazardous waste.

§ 174.25 **Additional Information on waybills, switching orders and other billing.**

- (a) Each waybill, switching ticket, switching order or other billing used as a waybill for a rail car required to be placarded must also contain the placard endorsement specified for the hazardous material or class concerned, on the face of the waybill near the car number.
- (b) When the initial movement of a loaded rail car required to be placarded is a switching operation, the switching order, switching receipt or switching ticket, and all copies thereof, prepared by the shipper, or by the carrier under the shipper's written authority, must contain the following:
 - (1) The shipping description consisting of—
 - (i) The proper shipping names specified for the material in § 172.101 or 172.102 (when authorized) of this subchapter;
 - (ii) The hazard class specified for the material in the same table;
 - (iii) The identification number (preceded by "UN" or "NA" as appropriate) prescribed for the material in the same Table; and
 - (iv) The total quantity (by weight, volume, or as otherwise appropriate) of the hazardous material covered by the description;
 - (2) Except when a certified bill of lading is tendered to the carrier, the shipper's certification and signature specified in § 172.204 of this subchapter.
 - (3) The placard notation.
 - (4) For any entry for a material that is a hazardous substance, the letters "RQ" entered either before or after the basic description.
- (c) The shipping paper for a tank car that contains only the residue of a hazardous material must contain the words "RESIDUE: Last contained * * *", followed by the basic description of the hazardous material last contained in the tank car and the placard notation specified in the second column of the table in paragraph (a)(2) of this section followed by the word "RESIDUE." For example, "RESIDUE: Last Contained Petroleum Naptha, Combustible liquid, UN 1255, Placarded: COMBUSTIBLE-RESIDUE". For a tank car that contains a residue that is a hazardous substance, the letters "RQ" must also be entered on the shipping paper either before or after the basic description.

§ 174.26 **Notice to train crews of placarded cars.**

- (a) At each terminal or other place where trains are made up or switched by crews other than train crews accompanying the outbound movement of cars, the carrier shall execute consecutively numbered notices showing the location in each train of each rail car placarded **EXPLOSIVE A** or **POISON GAS**. A copy of each notice must be delivered to the train and engine crew concerned, and a copy thereof showing delivery to the train and engine crew must be kept on file by the carrier at each point where the notice is given. At points where train or engine crews are changed, the notice must be transferred from crew to crew. See paragraph (b) of this section for other placarded cars.

- (b) The train crew must have a document indicating the position in the train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a member of the train crew. A train consist may be used to meet this requirement.

NOTE: COMPASS SPECIAL HANDLING CODES

The following codes shown in the special handling column of the train or switch list indicate loaded, placarded cars containing hazardous materials:

EXP — Explosive	POG — Poison Gas
RM — Radioactive	DAN — Dangerous

These codes correspond to the Placard Endorsement found near the upper left-hand corner of the waybill.

NPR — indicates a hazardous material which does not require placards or endorsement.

- (c) A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers for the shipment of hazardous materials being transported showing the information required by §§ 172.202 and 172.203 of this subchapter.

§ 172.205 **Hazardous waste manifest.**

- (a) No person may offer, transport, transfer, or deliver a hazardous waste (waste) unless a hazardous waste manifest (manifest) is prepared in accordance with 40 CFR 262.20 and is signed, carried, and given as required of that person by this section.
- (e) A copy of the manifest bearing all required dates and signatures must be:
 - (2) Carried during transportation in the same manner as required by this subchapter for shipping papers,
 - (3) Given to a person representing the designated facility receiving the waste,
- (f) The requirements of paragraphs (d) and (e) of this section do not apply to a rail carrier when waste is delivered to a designated facility by railroad it:
 - (2) The delivering rail carrier obtains and retains a receipt for the waste that is dated by and bears the handwritten signature of the person representing the designated facility.

PLACARDING

§ 174.59 **Marking and placarding of rail cars.** No person may transport a rail car carrying hazardous materials unless it is marked and placarded as required by this subchapter. Placards and car certificates lost in transit must be replaced at the next inspection point and those not required must be removed at the next terminal where the train is classified. For Canadian shipments, required placards lost in transit, must be replaced by those required by Part 172 of this subchapter or by those authorized under 171.12 (a).

Placards shall be displayed on each side and each end of:

- (1) Each rail car, trailer or container containing any amount of explosives A or B, poison gas, flammable solid (dangerous when wet) or radioactive material labeled **RADIOACTIVE YELLOW III**.
- (2) Each rail car, trailer or container containing 1000 lbs. or more of all other hazardous materials, and each tank car or tank container containing any amount of hazardous material.

SWITCHING AND TRAIN PLACEMENT

Regulations for handling placarded cars in switching and placement in train are described in items 174.83 thru 174.93. These requirements are outlined by the chart on the reverse side of this form.

§ 174.8

INSPECTION

- (b) At any point where a train is required to be inspected each loaded placarded rail car and each rail car immediately adjacent thereto must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in a safe condition for transportation. (See §§ 174.9 and 174.10). The inspection of a rail car other than a tank car or a rail car containing Class A explosives must include a visual inspection for obvious defects of the running gear and any leakage of contents from the car and to determine whether all required placards are in place and conform to the information given on the train consist or other shipping document as required by § 174.26(b).
- (c) For inspection requirements applicable to rail cars containing Class A explosives, see §§ 174.10 and 174.104.

TRAIN PLACEMENT - SWITCHING RESTRICTIONS FOR PLACARDED CARS

LOADED DOT 113 TANK CARS

LOADED PLACARDED CARS

POSITION IN TRAIN RESTRICTIONS

MISSING PLACARDS MUST BE REPLACED.
LOCATIONS WHERE CARS ARE INSPECTED SHALL HAVE A SUPPLY FOR THIS PURPOSE. IDENTIFICATION NUMBERS SHALL BE ADDED TO ALTERNATE PLACARDS WITH A BLACK MARKING PEN. CORRECT NUMBERS SHALL BE OBTAINED FROM EXISTING PLACARDS ON CAR OR SHIPPING PAPER.

NOTES

- Cars with same placards may be placed next to each other.
- A placarded rail car must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car placarded EXPLOSIVES A.
- Restriction applies only when any of the loading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.
- Cars placarded EXPLOSIVES A may be placed next to each other.
- Restriction applies only to loaded flatbed or open top trucks and trailers and to loaded tanks and trailers without securely closed doors.
- Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.
- Cars placarded RADIOACTIVE must not be placed next to car loads of undeveloped film.
- Restriction applies only to flat switching of loaded tank cars placarded FLAMMABLE GAS, NON-FLAMMABLE GAS, CHLORINE (printed in line box, above) and Canadian POISON GAS 2.3 (printed on reverse side). In humping operation, these cars may be allowed to roll free provided:
 - the intended track contains one or more standing cars
 - the preceding car is clear of all switches before the placarded car is out off
 - the placarded car is out off singly
 - the placarded car is clear of all switches before the following car is out off
 - the next car into the track containing the placarded car is out off singly.

§ 174.9 Inspection of tank cars.

- (a) Each loaded placarded tank car must be inspected by the carrier before acceptance at the originating point and when received in interchange to see that it is not leaking and that the air and hand brakes, journal boxes, and trucks are in proper condition for service.
- (b) An empty tank car which previously contained a hazardous material and which is tendered for movement or received in interchange must have all manhole covers, outlet valve reducers, outlet valve caps, outlet valve cap plugs, end plugs, and plugs or caps or other openings securely in their proper places, except that heater coil inlet and outlet pipes must be left open for drainage.

§ 174.10 Inspection of cars at interchange.

- (a) Each rail car containing explosives requiring **EXPLOSIVES A** placards (see § 174.104) which is offered by a connecting line must be visually inspected externally by the receiving line. If practicable, the receiving carrier should also inspect the lading. The car may not be forwarded until all discovered violations have been corrected.

- (b) If the car shows evidence of or if there is any reason to suspect that it has received rough treatment, the lading must be inspected and placed in proper condition before the car is permitted to proceed. When interchange occurs and the inspection is performed after daylight hours, electric flashlights should be used and naked lights may not be used.
- (c) A shipment of hazardous materials offered by a connecting carrier must comply with this subchapter, and the revenue waybill, freight bill, manifest of lading, card waybill, switching order, transfer slip ticket, or other billing, must bear the placard notation and endorsement prescribed by § 174.25 of this subpart.
- (d) A car containing packages of hazardous materials other than explosives may not be offered in interchange if the packages are in a leaking condition.
- (e) In the case of a tank car which has developed small leaks in the course of its movement to an interchange point and which requires a short movement to effect delivery for unloading by the consignee, the movement may be made if it can be made safely adhering to the precautions prescribed by § 174.50.

IN THE EVENT OF A DERAILMENT OR INCIDENT IN WHICH HAZARDOUS MATERIAL MAY BE INVOLVED:

1. Avoid contact with any released hazardous material, whether liquid, solid or gaseous. Check for injuries and remove injured if safe to do so. Keep public away.
2. Determine status of train and promptly notify dispatcher (yardmaster in terminals). If fire or large vapor cloud is present, move to safety – generally upwind and to higher ground – and determine train's status from there. Take the shipping papers with you. Using waybills, wheel report and emergency response data, identify:
 - portion of train involved;
 - initial and number of cars involved;
 - name, hazard class, UN/NA number of commodities involved in accident;
 - any hazardous materials in proximity of accident;
 - precautions to take, to protect yourself and others.

YOUR ROLE DURING A HAZARDOUS MATERIAL EMERGENCY IS TO DETERMINE THE STATUS OF THE INCIDENT AND COMMUNICATE THAT INFORMATION TO THOSE WHO NEED IT

3. Inform other crew members what material is involved, what hazards may be present and what precautions to take.
4. If safe to do so, inspect the train for damaged or leaking cars of hazardous materials, and advise dispatcher or yardmaster of findings. Approach from upwind if possible, avoiding contact with any spilled material. Be alert for unusual odors, vapor plumes, and liquids or solids on the ground. Do not smoke or use fusees. If Flammable Gases or Liquids have been released, and if it can be safely accomplished, eliminate all sources of ignition.

BE SPECIFIC WHEN REPORTING DAMAGE OR LEAKAGE INFORMATION

Give dispatcher or yardmaster as much information as possible regarding position of cars (upright, on side, parallel to track); any damage to cars (hole in B end, sideswipe, leaking from dome); an estimate of the size and type of leak (20 drips per minute, ½" steady stream, hissing but no plume) and any other pertinent information (fire, wind direction, proximity to waterways).

5. Select a safe location, accessible to arriving emergency response personnel, where conductor or other crew member will meet them with the waybills, consist and emergency response data. Advise dispatcher and all crew members of this location.
6. Cooperate with response personnel. Crew member holding waybills and train consist should remain with senior emergency response official until relieved by a company officer. Do not surrender waybills and consist to anyone other than a company officer.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS	Distance from Creston
				Rule 6(A)	
	20355		392.9	CRESTON To Greenfield 21.5 BKTXY	0.0
	20368		406.7	PRESCOTT X(2)	13.9
	20375		413.7	CORNING	20.8
	20384		422.7	NODAWAY	29.8
	20388		427.4	VILLISCA X(2)	34.6
	20403	1	442.4	RED OAK To Farragut 25.6 KT	49.6
	20409		448.1	McPHERSON	55.3
	20413		451.6	EMERSON X(2)	58.8
	20418		456.9	HASTINGS	64.1
	20427		467.9	BALFOUR X	73.5
	20432		471.4	GLENWOOD	78.6
	20436		475.1	PACIFIC JCT. JTX	82.2
	20441		5.0	PLATTSMOUTH	87.2
	20445		8.9	OREAPOLIS AJTX	91.1
6.790	20450	2	14.4	CULLOM	96.6
6.805	20459		23.1	LOUISVILLE	105.3
6.835	20464		27.9	SOUTH BEND	110.1
	20471		35.3	ASHLAND JTX(2)	117.5
	20478		42.1	GREENWOOD X(2)	124.3
7.015	20484		47.6	WAVERLY	129.8
	20491		54.8	HAVELOCK BKX	137.0
	20496	4	59.6	LINCOLN BIJKT	141.8

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

BN Radio Channel No. 2 in service at Lincoln.

Train Dispatcher Calls-Creston-11, Red Oak (Griswold)-12, Pacific Jct.-19.
See inside of back cover for routes, times and station stops for NRPC trains.

1. Speed Restrictions-	Maximum Speeds Permitted	
Zone-Between	Passenger	Freight
Passenger Trains.....	79 MPH.	
Pacific Junction to Ashland.....		50 MPH.
Loaded Coal Trains		40 MPH.
Freight Trains over 100 Tons/OB		40 MPH.
MP 393.0 and MP 393.7	30 MPH.	25 MPH.
MP 0.2 and MP 3.5	50 MPH.	50 MPH.
MP 3.5 and MP 5.2	40 MPH.	40 MPH.
MP 5.2 and MP 8.9	50 MPH.	50 MPH.
MP 9.0 - U.P. Crossing		40 MPH.
MP 35.0 and MP 36.5	50 MPH.	40 MPH.
MP 57.0 and MP 58.9		40 MPH.
MP 58.9 and MP 59.6 Via Passenger		
Trains	25 MPH	20 MPH.
MP 58.9 and MP 60.0 Via Freight Line.....		25 MPH.
Crossovers at Following Locations:		
MP 408.9	35 MPH.	35 MPH.
MP 425.5	35 MPH.	35 MPH.
MP 453.5	35 MPH.	35 MPH.

MP 467.9	35 MPH.	35 MPH.
MP 473.8	30 MPH.	30 MPH.
MP 8.7	30 MPH.	30 MPH.
MP 35.2	30 MPH.	30 MPH.
MP 36.4	30 MPH.	30 MPH.
MP 41.1	30 MPH.	30 MPH.

Turnouts at Following Locations

MP 395.2	35 MPH.	35 MPH.
MP 443.3	35 MPH.	35 MPH.
MP 447.5	35 MPH.	35 MPH.
MP 458.0	35 MPH.	35 MPH.
MP 466.4	35 MPH.	35 MPH.
MP 0.2	35 MPH.	35 MPH.
MP 5.0	30 MPH.	30 MPH.
MP 8.8	30 MPH.	30 MPH.
MP 9.3	30 MPH.	30 MPH.

Through Turnout West End No. 1

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

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

Turnouts of Controlled Siding

Light Engines over Main Street		
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Crossing Prescott

Light Engines over Highway Crossing		
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MP 423.1 and MP 426.5

Creston and Greenfield	20 MPH.	
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Red Oak and Farragut

MP 13.1 and MP 13.2	10 MPH.	
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Trains handling loaded cars

Head end of Eastward Trains Passing		
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Signals at MP 49.1 on Main 1-

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

Between Oreapolis and Ashland,		
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bridge derricks 975501, 975505 and

250-Ton Wrecking Derricks	25 MPH.	
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2. Bridge, Engine and Heavy Car Restrictions-

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

Creston to Greenfield-

Locomotives in Groups G, H and I are not permitted. Only one unit in Group C may operate.

Red Oak-Locomotives in Groups G, H and I must not operate over Bridge 0.74 between Red Oak and Stennett to enter lower yard.

Red Oak to Farragut-Bridge derricks not permitted.

3. Train Register Exceptions- None.

4. Clearance Provisions and Exceptions Rule 82(A)-None

Rule 450 in effect.

Creston, Ashland and Lincoln-Rule 405 applies.

Creston-Westward trains operating west of Pacific Jct. must obtain two Track Warrants, one showing Track Bulletins in effect between Creston and Pacific Junction and one showing Track Bulletins in effect west of Pacific Junction.

Lincoln-Eastward trains operating between Pacific Junction and Creston must obtain two Track Warrants, one showing Track Bulletins in effect between Lincoln and Pacific Junction and one showing Track Bulletins in effect between Pacific Junction and Creston.

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

6. Creston- Movement of trains against the current of traffic between end of CTC at MP 393.5 and crossover at MP 391.2 on Galesburg 1st Subdivision may be made by authority of the train dispatcher.

7. Rule 105- Industrial Track between Red Oak-Farragut and Creston-Greenfield.

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

9. **Lincoln-** Interlocking begins at MP 58.9. Eastward signals are part of CTC system. Westward signals are part of interlocking.

10. **The following Track Side Warning Detectors protect bridges, tunnels or other structures-**

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

Other Track Side Warning Detector Locations-

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

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

MP 393.3-MP 395.2
MP 405.7-MP 412.0
MP 422.2-MP 428.9
MP 439.4-MP 443.3
MP 447.5-MP 458.0
MP 466.4-MP 0.2
MP 5.0-MP 8.8
MP 35.2-MP 59.2

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	4th Subdiv MAIN LINE STATIONS		Distance from Oreap- olis
				Rule 6(A)		
	20445	137	0.0	OREAPOLIS	AJTX	0.0
	80204		4.0	PAPPJO		4.0
7.325	80208		7.6	BELLEVUE		7.6
	80214		15.0	GIBSON	BKT	15.0
5.661	27400		16.8	2MT OMAHA		
			2MT To Council Bluffs 4.0	J	CTC	16.8
7.323	80221		20.4	SOUTH OMAHA	T	20.4
1.760	80225		24.4	RALSTON		24.4
5.300	80230		31.4	CHALCO		31.4
5.475	80241		41.3	MELIA		41.3
	20471	47.0	ASHLAND	IJTX	47.0	

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

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

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted Passenger Freight

Passenger Trains.....	75 MPH.	
Freight Trains up to 100 Tons/OB		50 MPH.
MP 0.0 and MP 1.7	40 MPH.	40 MPH.
MP 1.7 and MP 2.3	60 MPH.	
MP 2.3 and MP 10.2	65 MPH.	
MP 10.2 and MP 14.8	60 MPH.	
MP 14.8 and MP 16.0	30 MPH.	30 MPH.
MP 16.0 and MP 16.5	20 MPH.	20 MPH.
MP 16.5 and MP 17.2	10 MPH.	10 MPH.
MP 17.2 and MP 17.9	20 MPH.	20 MPH.
MP 17.9 and MP 19.1	50 MPH.	40 MPH.
MP 19.1 and MP 19.2	30 MPH.	20 MPH.
MP 19.2 and MP 21.5	50 MPH.	40 MPH.
MP 21.5 MP 28.2	55 MPH.	
MP 28.2 and MP 41.9	60 MPH.	
MP 46.1 and MP 46.3	60 MPH.	
MP 46.3 and MP 47.2	50 MPH.	40 MPH.
BN Junction MP 493.4 and End of		
Track MP 486.8 Council Bluff		10 MPH.
Through turnouts of controlled		
siding	20 MPH.	20 MPH.
Through turnout main 2 at MP 15.0	30 MPH.	30 MPH.

Through turnouts and on sidings
Omaha, South Omaha and Bellevue 10 MPH. 10 MPH.
Through the following dual control
switches:
Oreapolis-West Leg of Wye 10 MPH. 10 MPH.

2. Bridge, Engine and Heavy Car Restrictions-

Omaha-Bridge derricks 975501 and 975505 may operate on Main 1 only and must keep off all other tracks adjacent to passenger station canopies.

Auto rack and piggyback cars must not be handled on depot track 1 and 3.

3. Train Register Exceptions- None.

4. Clearance Provisions and Exceptions Rule 82(A)-None

Rule 450 in effect.

Ashland-Rule 405 applies.

Omaha/Gibson-Eastward originating trains operating between Pacific Junction and Creston must obtain two Track Warrants, one showing Track Bulletins in effect between Omaha and Pacific Junction and one showing Track Bulletins in effect between Pacific Junction and Creston.

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

6. Rule 105- Industrial Track between BN Junction MP 493.4 and end of track MP 486.8 Council Bluffs, Iowa.

Omaha to Council Bluffs-

Trains are governed by Union Pacific Bridge Subdivision Rules for Employees of Tenant Lines.

BN trains or engines must not enter UP trackage without authority from UP Council Bluffs yardmaster. BN westward trains must stop at stop sign, displayed to left of track, 558 feet east of UP switch entering UP eastward main track.

7. Council Bluffs- Movements over crossing at MP 491.8 are protected by stop signs and governed by Rule 98. Crossings at MP 491.3 and MP 492.7 are protected by automatic interlocking signals and movements are governed by interlocking rules and instructions posted in release box at crossing.

8. South Omaha- Normal position of Hill Yard Lead and West Leg Wye Switches MP 20.04 is lined and locked for siding. Permission must be obtained from control operator before operating switches or fouling siding at West Leg Wye Switch MP 20.04.

When helper engines are assisting other trains up South Omaha Hill, helper engines must protect movement at 48th Street when returning to their train.

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	5th Subdiv MAIN LINE STATIONS		Distance from Lincoln	EASTWARD
					Rule 6(A)			
		20496	4	59.6	LINCOLN	BIJKT	0.0	
				0.4	1.1			
				1.5	CARLING	BIJKT	1.1	
				4.4	2.8			
			163	3.8	CUSHMAN	BIJK	3.9	
				7.8	3.4			
	20503			66.9	COBB	J	7.3	
				2.5				
6.670	20505			69.4	DENTON		9.8	
				6.8				
6.965	20512			76.2	BERKS		16.6	
				3.5				
	20516			79.7	CRETE	BJ	20.1	
				8.4				
6.810	20524			88.1	DORCHESTER		28.5	
				9.1				
6.685	20533			97.2	FRIEND		37.6	
				8.6				
7.160	20542			105.8	EXETER		46.2	
				7.2				
7.525	20549			113.0	FAIRMONT To Milligan 14.5	J	53.4	
				6.7				CTC
6.745	20556			119.7	GRAFTON		60.1	
				8.2				
5.625	20564			127.9	SUTTON To Clay Center 12.5		68.3	
				4.4				
6.725	20568			132.3	SARONVILLE		72.7	
				8.4				
6.800	20577			140.7	HARVARD		81.1	
				6.8				
6.750	20583			147.5	INLAND		87.9	
				4.5				
	20588		2	152.0	HALLORAN		92.4	
				2.9				
				154.9	BRICK YARD	JT	95.3	
				2MT	1.6			
	20592			156.5	HASTINGS	BIJKT	98.4	
				6.1				
	20598			162.6	JUNIATA		103.0	
				8.3				
6.806	20607			171.0	KENESAW		111.3	
				7.7				
6.372	20614			178.7	HEARTWELL		119.0	
				9.6				
7.270	20624			188.3	MINDEN		128.6	
				9.6				
7.434	20634			197.8	AXTELL		138.2	
				6.5				
3.418	20640			204.4	FUNK		144.7	
				6.6				
W8.675 E4.160	20647			211.0	HOLDREGE	J	151.3	
				7.4				
7.075	20654			218.3	ATLANTA		158.7	
				8.5				
3.701	20663			226.9	MASCOT		167.2	
				4.9				
	20667			231.5	OXFORD JCT.	J	172.1	
				2.2				
7.603	20670			234.0	OXFORD	BT	174.3	
				7.8				
6.732	20677			241.8	EDISON		182.1	
				6.7				
3.828	20684			248.3	ARAPAHOE		188.8	
				5.9				
6.769	20690			254.3	HOLBROOK		194.7	
				8.4				
6.706	20698			262.6	CAMBRIDGE		203.1	
				7.8				
3.638	20706			270.3	BARTLEY		210.9	
				5.9				
6.711	20712			276.3	INDIANOLA		216.8	
				11.6				
7.851	20724			287.8	MCCOOK	BKRT	228.4	

BN Radio Channel No. 1 in service on this Subdivision.
BN Radio Channel No. 2 in service at Lincoln.

Train Dispatcher Calls-Crete-20, Friend-21, Fairmont-22, Sutton-23, Hastings-28, Minden-11, Holdrege-12, Oxford-11, Cambridge-12.
See inside of back cover for routes, times and station stops for NRPC trains.

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted Passenger Freight

Passenger trains	79 MPH.	
Via Passenger Main		
MP 59.6 and MP 59.7 - U.P. Crossing	20 MPH.	20 MPH.
MP 59.7 and MP 60.5	30 MPH.	20 MPH.
MP 60.5 and MP 62.9	75 MPH.	50 MPH.
MP 62.9 and MP 63.5	60 MPH.	50 MPH.
MP 63.5 and MP 66.7	75 MPH.	50 MPH.
MP 66.7 and MP 67.1	35 MPH.	35 MPH.
Via Freight Main		
MP 3.9 and MP 7.8	35 MPH.	35 MPH.
MP 67.1 and MP 70.6	60 MPH.	50 MPH.
MP 70.6 and MP 78.1	65 MPH.	50 MPH.
MP 78.1 and MP 79.0	60 MPH.	50 MPH.
MP 79.0 and MP 80.4	30 MPH.	30 MPH.
MP 80.4 and MP 82.1	65 MPH.	50 MPH.
MP 127.3 and MP 127.7	60 MPH.	50 MPH.
MP 154.1 to 17th Subdivision	35 MPH.	35 MPH.
MP 154.9 crossovers	10 MPH.	10 MPH.
MP 155.8 and MP 155.9 turnouts	35 MPH.	35 MPH.
MP 156.4 crossover and turnouts	10 MPH.	10 MPH.
Sidings at Denton, Dorchester, Friend, Exeter, Grafton, Sutton, Saronville, Harvard and Inland	10 MPH.	10 MPH.
MP 154.9 and MP 155.9		50 MPH.
MP 155.9 and MP 157.0-U.P. Crossing	25 MPH.	25 MPH.
MP 156.4 Crossover and turnouts	10 MPH.	10 MPH.
MP 157.0 and MP 158.0		30 MPH.
MP 219.5 and MP 228.0	70 MPH.	60 MPH.
MP 229.5 and MP 230.0	60 MPH.	60 MPH.
MP 233.8 Oxford, Head End of Trains over Ogden Avenue	60 MPH.	60 MPH.
MP 285.0 and MP 287.0	60 MPH.	60 MPH.
MP 287.0 and MP 289.0	30 MPH.	30 MPH.
Hobson Yard-West B2 Track and on Running Track between MP 2.5 (summit of Hump) and Cushman		20 MPH.
Trains using east wye track		
Turnouts of controlled sidings	20 MPH.	20 MPH.
Fairmont and Milligan	10 MPH.	10 MPH.
Sutton and Clay Center	10 MPH.	10 MPH.
Kenesaw, and Funk on sidings	10 MPH.	10 MPH.
Holdrege (South Side) Siding		
Locomotives in Groups H and I	12 MPH.	12 MPH.
McCook-All yard tracks	10 MPH.	10 MPH.
Long siding	20 MPH.	20 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.

Fairmont to Milligan-

Item 5d, locomotives in Group I, and bridge derricks 975501, 975505, and 250-ton wrecking derrick must not operate.

Sutton to Clay Center-

Item 5d, locomotives in Group I, and bridge derricks 975501, 975505, and 250-ton wrecking derrick must not operate.

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

Juniata South house track
Kenesaw Stock track
Indianola South house track

3. Train Register Exceptions-None.

4. Clearance Provisions and Exceptions Rule 82(A)-None.

Rule 450 in effect.

Eastward Amtrak Crews (NRPC) going on duty at Denver, Amtrak conductors will call both Lincoln Relay and McCook Relay

for their track bulletins on the Nebraska Division 5th and 6th Subdivisions.

Lincoln-Rule 405 applies.

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

Hastings-Westward trains must obtain track warrant showing track bulletins in effect, if any, between Hastings and McCook.

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

Eastward trains destined the 12th, 19th or 20th Subdivision must obtain track warrant showing track bulletins in effect, if any, on the 12th, 19th or 20th Subdivision.

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

6. **Rule 105**- Industrial Track between Fairmont and Milligan; Sutton and Clay Center.

7. **Crete**- Switching movements over Main Street crossing must be protected by a member of the crew.

8. **The following Track Side Warning Detectors protect bridges, tunnels or other structures**- None.

Other Track Side Warning Detector Locations-

MP 110.0-Exeter
MP 184.0-Minden
MP 258.1-Holbrook

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

Rule 93- yard limits in effect at Kearney.

10. **Rule 350(B)**- Switches on the following tracks are not equipped with electric locks:

MP 188.0 Minden Dock Spur
MP 197.9 Axtell North Elevator Track
MP 214.0 Clyde Spur Track
MP 248.3 Arapahoe house track
MP 262.6 Cambridge house track
MP 276.3 Indianola house track

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	6th Subdiv MAIN LINE STATIONS		Distance from McCook
					Rule 6(A)		
	7.851	20724	2	287.8	McCOOK	BKRT	0.0
	6.584	20735		299.0	CULBERTSON	J	11.2
	7.022	20745		309.3	TRENTON		21.4
	7.054	20757		321.1	STRATTON		33.2
	6.779	20767		330.7	MAX		42.8
	7.270	20775		339.1	BENKELMAN		51.2
	7.017	20785		349.5	PARKS		61.7
	6.716	20797		361.1	HAIGLER		73.2
	9.140	20813		377.5	WRAY	CTC	89.6
	6.426	20821		385.6	ROBB		97.0
	7.101	20828		392.2	ECKLEY		104.2
	6.716	20841		404.8	YUMA		116.8
	6.658	20850		414.0	CALHOUN		126.4
	6.674	20859		423.0	PLATNER		135.1
	8.231	20867		430.8	AKRON		142.9
	4.208	20873		437.7	XENIA		149.7
	5.718	20880		444.3	PINNEO		156.0
				453.1	EAST BRUSH	JT	165.8

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

Train Dispatcher Mobile Call In: Trenton-21, Benkleman-22, Haigler-21, Wray-22, Yuma-21, Akron-22, Brush-21.

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

1. Speed Restrictions- Zone-Between	Maximum Speeds Permitted	
	Passenger	Freight
Passenger trains	79 MPH.	
MP 430.5 and MP 431.5	50 MPH.	40 MPH.
MP 431.5 and MP 434.0	60 MPH.	50 MPH.
East Brush and Brush Jct.	25 MPH.	25 MPH.
Trains through turnouts of controlled sidings	25 MPH.	25 MPH.
McCook-All yard tracks	10 MPH.	10 MPH.
Long siding	20 MPH.	20 MPH.
Siding at Pinneo	10 MPH.	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 the following tracks:

Wray..... Mill track

3. Train Register Exceptions- None.

4. Clearance Provisions and Exceptions Rule 82(A)-

Rule 405-In effect for trains at Brush.

McCook-Rule 82(A) does not apply.

McCook-Westward trains must obtain track warrant showing track bulletins in effect, if any, between McCook and Denver and between Brush Center and Sterling on the Denver 2nd Subdivision.

Rule 450 in effect.

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

6. **Rule 350(B)-** 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
 Doane-Elevator track
 Stratton-East and west end Elevator track
 Culbertson-East and west end House track

7. **The following Track Side Warning Detectors protect bridges, tunnels or other structures-** None.

Other Track Side Warning Detector Locations-

MP 325.1 Stratton
 MP 368.7 Haigler
 MP 400.4 Eckley
 MP 426.6 Akron

8. **Monfort-** no locomotives thru dumper nor on or over scale.

**1. Speed Restrictions-
Zone-Between**

**Maximum Speeds Permitted
Freight**

Holdrege and MP 7.3	25 MPH.
MP 7.3 and MP 12.0	10 MPH.
MP 12.0 and MP 23.8	40 MPH.
MP 23.8 and MP 111.4	30 MPH.
MP 111.4 and MP 113.4	30 MPH.
MP 113.4 and MP 120.5	49 MPH.
MP 120.5 and MP 120.9	40 MPH.
MP 120.9 and MP 125.7	49 MPH.
MP 125.7 and MP 126.1	40 MPH.
MP 126.1 and MP 227.9	49 MPH.
Wallace and Gentlemen Power Plant	40 MPH.
Inside Gentlemen Power Plant	5 MPH.
Curves 16 and 17 Gentlemen Industrial Track	25 MPH.
Loaded coal trains	40 MPH.
Trains handling loaded C-6 hoppers between MP 2.0 and MP 12.0	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

Between Holdrege and MP 111.0 locomotives in Group I must not operate.

Between Holdrege and Wallace bridge derricks 975501 and 975505 must not operate.

3. Train Register Exceptions- None.

4. Clearance Provisions and Exceptions Rule 82(A)-

Wallace Jct.-Rule 82(A) does not apply.

5. Rule 99- When flagging is required, between Sterling and Holdrege and between Wallace and Gentlemen Power Plant, the distance will be 1.5 mile.

6. 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. When entering through gate, do not exceed 5 MPH.

7. Wallace- There will be no normal position for the main track junction switch. Switch must be lined and locked for your movement.

8. Grant- There will be no normal position for the siding switches. Switches must be lined and locked for your movement.

9. Haxtun- On south elevator track, trains or engines must stop and protect eastward movements over Washington Street/Highway 59 grade crossing.

10. TWC- In effect between CTC Sterling and CTC Holdrege.

11. Train location line-ups will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the Maintenance of Way for track occupancy not protected by the track warrant authority.

W E S T W A R D ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	7th Subdiv MAIN LINE STATIONS		Distance from Hold- rege
					Rule 6(A)		
		20647	180	3.8	HOLDREGE	BJKRTY CTC	0.0
		82067		6.9	LOOMIS		7.9
		82015		15.5	BERTRAND		15.4
		82021		21.3	SMITHFIELD		21.3
		82023		28.4	ELWOOD		28.4
		82039		39.5	EUSTIS		39.5
		82049		50.1	FARNAM		50.1
		82061		62.2	MOOREFIELD		62.2
		82071		72.3	CURTIS	BKTY	72.3
		82077		78.8	MAYWOOD		78.8
		82087		88.2	WELLFLEET		88.2
		82103		104.1	DICKENS		104.0
		82113		113.9	WALLACE To Sutherland 17.5	JY TWC	113.9
		82119		120.4	GRAINTON		120.5
		82125		126.3	ELSIE		126.2
		82133		134.4	MADRID		134.4
7.434	82143	144.0		144.0	GRANT	Y	144.0
	82153	154.2		154.2	BRANDON		154.2
	82160	161.5		161.5	VENANGO		161.5
	82169	170.3		170.3	AMHERST		170.2
	82179	179.9		179.9	HOLYOKE	Y	179.9
	82188	189.1		189.1	PAOLI		189.1
	82196	197.5		197.5	HAXTUN		197.5
	82206	208.9	208.9	FLEMING		208.9	
	84081	229.4	229.4	STERLING	BJKRTY CTC	229.4	

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

Train Dispatcher calls-Mobile call in-Between Wallace and Venango
is 61*

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	8th Subdiv MAIN LINE STATIONS Rule 6(A)		Distance from Napier
	28097		97.4	NAPIER	JY	0.0
6.258	27312		109.3	CRAIG		11.9
6.157	27318		115.0	CORNING		17.6
6.160	27337		133.8	WATSON		36.4
4.365	27345	16	142.0	HAMBURG	T TWC	44.6
6.160	27352		149.3	PAYNE		51.8
	27358		155.6	PERCIVAL		58.2
8.827	27364		160.6	McPAUL		63.2
	20436		174.4	PACIFIC JCT.	JTY	76.7

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

Train Dispatcher Calls-Hamburg-13, Phelps-14.

- Speed Restrictions-** Maximum Speeds Permitted
Zone-Between Freight
 Napier and Pacific Junction 49 MPH.
 Loaded coal trains 30 MPH.
 Trains over 100 tons/OB 30 MPH.
 Pacific Junction Southwest leg of wye 10 MPH.
 All sidings 10 MPH.
- Bridge, Engine and Heavy Car Restrictions-** None.
Hamburg-Locomotives in Group I must not operate on old branch main east of John Street.
- Train Register Exceptions-**None
- Clearance Provisions and Exceptions Rule 82(A)-** None.
 Rule 450 in effect.
- Rule 99-** When flagging is required, distance will be 1.5 miles.
- Track Warrant Control-**In effect between MP 99.4 and MP 171.
 Train location line-up will be issued in accordance with Rule 35 of Rules of the Maintenance of Way for track occupancy not protected by Track Warrant authority.
- Pacific Jct.-** Normal position of south wye track switch is for west leg of wye.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	9th Subdiv BRANCH LINE STATIONS Rule 6(A)		Distance from Cooper Spur
	80627		26.5	COOPER SPUR	Y	0.0
	80624		24.0	BROWNVILLE	Y	2.5
	80615	142	15.9	PERU	Y	10.5
	80604		4.2	ARBOR	TY	21.2
	80506		0.7	NEBRASKA CITY	Y	27.2
	80516		16.0	DUNBAR		37.8
	80527		27.3	SYRACUSE		49.1
	80539	141	39.1	PALMYRA	TWC	60.8
	80546		45.7	BENNET		67.5
	80552		52.3	CHENEYS		74.2
	28204		59.9	LANCASTER	JY	81.7

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

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

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

- Speed Restrictions-** Maximum Speeds Permitted
Zone-Between Freight
 Cooper Spur and Nebraska City-
 MP 26.5 and MP 6.1 10 MPH.
 MP 6.1 and MP 1.0 25 MPH.
 MP 1.0 and MP 0.7 10 MPH.
 Nebraska City and Lancaster- 30 MPH.
 MP 4.9 and MP 6.8 10 MPH.
 MP 20.3 and MP 22.7 10 MPH.
- Bridge, Engine and Heavy Car Restrictions-**
 Item 5d not permitted.
 Locomotives in Groups G, H and I must not operate between Arbor and Cooper Spur.
Nebraska City-The following tracks are restricted to a single four(4) axle locomotive: Morton House, Bartlett Lead, House, City, and No. 12. Six (6) axle locomotives are restricted from operating on all tracks except main line and yard tracks 1, 2, and 4.
 Between Cooper Spur and Arbor bridge derricks 975501, 975505 and 250-ton wrecking derricks must not operate.
- Train Register Exceptions-**None.
- Clearance Provisions and Exceptions Rule 82(A)-**None
 Rule 450 in effect.
- Rule 99-** When flagging is required, distance will be 1.5 miles.
- Track Warrant Control -** In effect between MP 7.2 (Nebraska City and Dunbar) and MP 56.
 Train location line-up will be issued in accordance with Rule 35 of Rules of the Maintenance of Way for track occupancy not protected by Track Warrant Authority.
- Nebraska City-** Automatic Interlocking over Union Pacific Crossing Round House Lead.
 Normal position of Union Pacific transfer switch is to be lined and locked for the Union Pacific transfer.

8. Arbor- On Loop track at OPPD Plant, trains must not exceed:

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

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

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

9. Rule 93- Yard limits in effect between Nebraska City and Cooper Spur.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	10th Subdiv MAIN LINE STATIONS			Distance from Ashland
				Rule 6(A)			
	20471	144	0.0	ASHLAND	IJTY	CTC	0.0
4.150	07015		14.8	YUTAN	A		14.8
5.265	07029		29.2	FREMONT	ABIY		29.2
	07038		38.0	NICKERSON	A		37.9
	07044		43.6	WINSLOW			43.6
	07053		52.8	UEHLING			52.7
7.565	07060		60.0	OAKLAND		TWC	60.0
	07070		67.0	LYONS			67.0
	07082		82.1	WALTHILL			82.1
7.756	07088		88.2	WINNEBAGO			88.2
	07094		94.5	HOMER			94.5
	07102		101.7	DAKOTA CITY			101.7
	07104	104.6	FERRY	JTY		104.5	

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

Train Dispatcher Calls-Fremont-24, Winslow-25, Lyons-26, Walthill-27.
 Ashland-09, Homer-01.

- 1. Speed Restrictions- Maximum Speeds Permitted**
- | | |
|-----------------------------------------------------------------------------------------------------------------------|---------|
| Zone-Between | Freight |
| Ashland and Ferry | 49 MPH. |
| MP 0.0 and MP 1.0 | 10 MPH. |
| MP 13.1 and MP 27.0 | 30 MPH. |
| MP 72.0 and MP 102.2 | 30 MPH. |
| Between switches of Wye, Ashland | 10 MPH. |
| Locomotives or leading car of trains passing approach signal and between absolute signals at following interlockings: | |
| MP 15.3-Yutan - U.P. Crossing | 20 MPH. |
| MP 30.0-Fremont - U.P. Crossing | 20 MPH. |
| MP 35.5-Nickerson - FEVR Crossing | 20 MPH. |
| All sidings | 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.

Loaded grain and coal trains restricted from sidings except at Fremont, Oakland, and Winnebago.

3. Train Register Exceptions- None**4. Clearance Provisions and Exceptions Rule 82(A)-None**
Rule 450 in effect.

Ashland - Rule 405 applies.

5. Rule 99- When flagging is required, distance will be 1.5 miles.**6. Track Warrant Control-**In effect between MP 5.7 and MP 102.2.

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

7. Yutan- When trains meet at Yutan, westward trains holding main track must not pass approach signal until eastward trains are in clear of siding.**8. Fremont-** Eastward trains setting out must stop to clear highway crossing, communicate with operator, and be governed by his instructions.

Trains using siding must stop and protect movement over main street.

9. Crews must stop and protect movement before proceeding over grade crossings protected by automatic signals at following locations:

Fremont-South Elevator Track, MP 29.2

Uehling-Elevator Track

Lyons-Tracks other than Main Track.

10. Automatic Interlockings not Indicated at Station-

FEVR crossing 6.3 miles west of Fremont.

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	11th Subdiv BRANCH LINE STATIONS		Distance from Council Bluffs
					Rule 6(A)		
	9.524	78598	134	384.9	BAYARD 6.5	TWC	98.7
	6.103	78593		391.4	COON RAPIDS 8.2		92.2
	9.529	78585		399.6	DEDHAM 6.5		84.0
	9.548	78578		406.1	TEMPLETON 6.1		77.5
		78572		412.2	MANNING 10.6		71.4
	10.266	78562		422.8	MANILLA 7.6		60.8
		78554		430.4	DEFIANCE 5.5		53.2
	5.060	78549		435.9	EARLING 5.1		47.7
		78544		441.0	PANAMA 6.3		42.6
	9.952	78537		447.3	PORTSMOUTH 5.5		36.3
		78532		452.8	PERSIA 9.8		30.8
	9.720	78522		462.6	NEOLA 5.1		21.0
		78517		467.7	UNDERWOOD 15.9		15.9
		27394	483.6	COUNCIL BLUFFS	ABJKUY	0.0	

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

- 1. Speed Restrictions- Maximum Speeds Permitted**
- | | |
|---------------------------------|---------|
| Zone-Between | Freight |
| Council Bluffs and Bayard | 30 MPH. |
| MP 481.0 to 482.2 | 10 MPH. |
| MP 483.4-BN Crossing | 10 MPH. |
| All 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 82(A)-None**
Rule 450 in effect.**5. Rule 99-** When flagging is required, distance will be 1 mile.

6. Track Warrant Control - In effect between MP 383.6 and MP 481.0.

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

7. Bayard- End of track is MP 383.6**8. Bayard-** Trains must stop and protect movement over Main Street crossing, MP 384.9 and proceed with caution over all other grade crossings.

Freight trains up to 100 Tons/OB 30 MPH.
 Freight trains over 100 Tons/OB 25 MPH.
 Locomotive or leading car between absolute signals;
 MP 84.7 UP crossing..... 20 MPH.
 MP 114.8 and MP 115.1 UP Crossing 10 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
 Krider House track
 Odell House track
 Diller Elevator track
 Chester House track
 Superior Stock track
 Bostwick Elevator track
 Red Cloud Turkey track
 Inavale House track
 Riverton House track
 Orleans Yard track No. 3
 Yard track No. 4

Locomotives in Groups H must not operate on following tracks:

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 82(A)-None.**

Rule 450 in effect.

Eastward trains originating at McCook must obtain a track warrant at McCook showing track bulletins, if any, in effect between Red Cloud and Oxford Jct.

5. Rule 99- When flagging is required, distance will be 1.5 mile.**6. Track Warrant Control** - In effect between MP 49.5 and MP 190.5 and between MP 195.3 and MP 257.4.

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

7. Rule 93 - Yard limits in effect between MP 190.5 and Red Cloud.**8. Table Rock** - Normal position of junction switch is for First Sub-division.**9. Chester-** On any track other than main track, member of crew must flag movement over Thayer Avenue from position on ground at crossing.**10. 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 on ground at crossing.**11. Orleans Jct.-** The normal position for the switch located at MP 0.2 is lined and locked for the 20th Subdivision.**12. Automatic Interlockings not Indicated at Station-**

UP crossing-MP 84.7.

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	12th Subdiv BRANCH LINE STATIONS		Distance from Table Rock
					Rule 6(A)		
		28145	19	48.2	TABLE ROCK	JTY	0.0
		81007		55.3	7.1 PAWNEE		7.1
		81019		67.4	12.2 BURCHARD		19.3
		81039		87.2	19.8 WYMORE	BJKTY	39.1
		81048		96.4	9.2 ODELL		48.3
		81057		105.1	8.8 DILLER		57.1
		81066		114.6	9.4 ENDICOTT	A	66.5
		81080		128.5	13.9 REYNOLDS		80.4
		81090		138.5	10.0 HUBBELL		90.4
		81098		145.8	7.3 CHESTER		97.7
		81106		153.9	8.1 BYRON		105.8
		81114		162.8	8.9 HARDY		114.7
		81122		170.4	7.8 SUPERIOR	Y	122.5
		81129		177.0	6.4 BOSTWICK		128.9
		81136		184.9	7.9 GUIDE ROCK	TWC	136.8
		81143		191.1	6.2 LESTER JCT.	JY	143.0
		81147		195.3	4.2 RED CLOUD	TY	147.2
		81154		202.3	7.0 INAVALE		154.2
		81160		208.2	5.9 RIVERTON		160.1
		81170		218.7	10.5 FRANKLIN		170.6
		81180		228.6	9.9 NAPONEE		180.5
		81185		233.2	4.6 REPUBLICAN		185.1
		81193		241.0	7.9 ALMA		193.0
		81198		247.1	5.6 ORLEANS		198.6
		81199		247.8	0.3 ORLEANS JCT.	J	198.9
		20667	257.4	10.1 OXFORD JCT.	J	209.0	

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

Train Dispatcher Calls-Table Rock-01.

1. Speed Restrictions-

Zone-Between Maximum Speeds Permitted
 Freight
 Table Rock and Red Cloud..... 35 MPH.
 Red Cloud and Oxford Jct..... 40 MPH.
 MP 195.3 and MP 227.0 30 MPH.
 MP 246.0 and MP 257.4 30 MPH.
 Over switch Oxford Jct..... 20 MPH.
 All derricks 25 MPH.
 MP 48.5 and MP 64.0 25 MPH.
 MP 84.7 U.P. Crossing-Head end of trains passing
 approach signals:

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	13th Subdiv BRANCH LINE STATIONS			Distance from Crete
				Rule 6(A)			
	20516	152	0.7	CRETE	BJY	CTC	0.0
	80810		11.0	10.9 WILBER			10.9
	80817		17.4	6.4 DE WITT	J		17.3
	80824		24.6	7.3 HOAG		TWC	24.6
	80830		30.4	5.8 BEATRICE			30.4
	81039		42.6	12.1 WYMORE	BJTY		42.5

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls-Crete-20.

- 1. Speed Restrictions- Zone-Between** Maximum Speeds Permitted Freight
- MP 0.8 and Wymore..... 30 MPH.
MP 17.4 and 17.9 Head end restriction..... 15 MPH.
MP 19.9 and 20.0 6 MPH.
Beatrice-Over Court St.-Head end restriction 5 MPH.
Bridge derricks 975501, and
975505 and 250-ton wrecking derricks..... 25 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:

ShestakElevator track

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

- 3. Train Register Exceptions-None.**

- 4. Clearance Provisions and Exceptions Rule 82(A)-None.**
Rule 450 in effect.

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

- 6. Track Warrant Control -** In effect between MP 4.5 and MP 40.4.

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

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	14th Subdiv BRANCH LINE STATIONS			Distance from Seward
	Rule 6(A)							
		30029	165	27.7	SEWARD	JY	0.0	
				25.5			1.4	
		83032		31.9	STAPLEHURST	TWC	6.5	
		83039		38.8	ULYSSES		13.4	
		83047		46.8	GARRISON		21.4	
		83053		52.5	DAVID CITY	U	27.1	
		83061		61.3	BELLWOOD		35.8	

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls-Seward-00.

- 1. Speed Restrictions- Zone-Between** Maximum Speeds Permitted Freight
- Seward and Bellwood 25 MPH.
Connecting Track From 2nd Subdivision to MP 26.60 10 MPH.
Over Highway 34, Seward-Head end restriction 5 MPH.
Over Main Street Crossing, Ulysses-Head end restriction 5 MPH.
MP 52.7-UP Crossing 25 MPH.
MP 57.4 and MP 57.5 10 MPH.
Item 1A, All Subdivisions, applies.

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

- 3. Train Register Exceptions- None.**

- 4. Clearance Provisions and Exceptions Rule 82(A)-None.**
Rule 450 in effect.

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

- 6. Track Warrant Control -** In effect between MP 26.9 and MP 64.0.

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

- 7. Bellwood -** End of Track is MP 64.0.

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	15th Subdiv BRANCH LINE STATIONS			Distance from Dewitt	EASTWARD ↑
	Rule 6(A)								
		80817	153	0.3	DE WITT	J		0.0	
		81309		8.8	SWANTON			8.6	
		81315		15.6	WESTERN			15.4	
		81322		23.3	TOBIAS To Daykin 7.0	U		23.0	
		81329		29.8	OHIOWA			29.5	
		81336		36.8	STRANG	JTY		36.5	
		81344		43.9	SHICKLEY			43.7	
		81350		50.0	ONG		TWC	49.7	
		81357		57.5	EDGAR	MTY		57.2	
		81366		66.4	DEWEESE			66.2	
		81375		75.2	LAWRENCE			74.9	
		81381		80.8	ROSEMONT			80.6	
		81386		86.8	BLUE HILL	JY		86.5	
		81395		94.8	BLADEN			94.5	
		81402		102.2	CAMPBELL			101.9	
		81411		111.4	UPLAND			111.1	
		81419		119.3	HILDRETH			119.0	

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

- 1. Speed Restrictions- Zone-Between** Maximum Speeds Permitted Freight
- DeWitt and Hildreth..... 25 MPH.
MP 26.0 and MP 48.8 10 MPH.
MP 57.0 and MP 57.4 UP Crossing 10 MPH.
Tobias and Daykin..... 10 MPH.
Over Bridges 1.58 and MP 65.84 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, GP-9 Locomotives (not exceeding 2 locomotives) and SD-9 Locomotives (single unit) only.

Between DeWitt and Hildreth-Locomotives in Group I must not operate over bridges at MP 1.58 and MP 65.84.

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

3. Train Register Exceptions- None.**4. Clearance Provisions and Exceptions Rule 82(A)**-None.

Rule 450 in effect.

5. Rule 99- When flagging is required, distance will be 1.5 miles.**6. Track Warrant Control** - In effect between MP 0.3 and MP 119.3.

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

7. Rule 105- Industrial Track between Tobias and Daykin.**8. Blue Hill-** Normal position of junction switches (MP 86.8 and MP 87.0) is for the 18th Subdivision.**9. Hildreth-** End of track is MP 119.3.

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	16th Subdiv BRANCH LINE STATIONS		Distance from Fair- mont
					Rule 6(A)		
		20549	155	0.8	FAIRMONT	JY	0.0
		81608		8.6	GENEVA		7.8
		81336		17.0	STRANG	JTY	16.2
		81622		23.5	BRUNING		24.7
		81628		29.6	BELVIDERE	M	28.8
		81635		36.2	HEBRON		35.4
							TWC

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

Train Dispatcher Calls-Fairmont-22.

1. Speed Restrictions- Maximum Speeds Permitted

Zone-Between	Freight
Fairmont and Strang	35 MPH.
MP 0.9-Over highway crossing-Head End Restriction.....	10 MPH.
MP 17.0 and MP 24.0	30 MPH.
MP 24.0 and MP 36.2	10 MPH.
MP 29.2-U.P. Crossing	10 MPH.
Item 1A, All Subdivisions, applies.	

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 82(A)**- None.

Rule 450 in effect.

5. Rule 99- When flagging is required, distance will be 1.5 miles.**6. Track Warrant Control** - In effect between MP 1.61 and MP 36.2.

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

7. Hebron- End of track is MP 36.2.

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	17th Subdiv BRANCH LINE STATIONS			Distance from Brick Yard
					Rule 6(A)			
			160	27.1	BRICK YARD	JTY	CTC	0.0
				26.3	EAST WYE	Y		0.8
	83419			18.9	TRUMBULL		TWC	8.2
	83410			9.9	GILTNER			17.2
				0.4	10.3			
	30076			0.6	AURORA	JTY	CTC	27.5
	83510		149	11.0	MARQUETTE		TWC	38.8
	83519			19.3	CENTRAL CITY	IY		47.2
	83527			28.0	ARCHER	Y		55.8
					7.6			
	83535			35.6	PALMER	Y		63.4

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

Train Dispatcher Calls-Hastings (LS 160)-28, Aurora (LS 149)-02.

1. Speed Restrictions- Maximum Speeds Permitted

Zone-Between	Freight
Brick Yard and Central City	30 MPH.
Trains using east wye track to Fourth Subdivision	35 MPH.
Eastward locomotive 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.....	20 MPH.
MP 19.6-UP interlocking Central City, locomotive or leading car between approach and absolute signal, and between absolute signals.....	10 MPH.
MP 19.0 and MP 19.8	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

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

3. Train Register Exceptions- None.**4. Clearance Provisions and Exceptions Rule 82(A)**-None.

Rule 450 in effect.

5. Rule 99- When flagging is required distance will be 1.5 miles.**6. Track Warrant Control** - In effect between MP 25.0 and MP 1.9, between East Wye and Aurora, and between MP 2.0 and MP 18.8, between Aurora and Central City.

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

7. Central City- UP Crossing-Train and engine movements must stop at absolute signal and be governed by instructions posted at crossing.**8. Rule 93-** Yard limits in effect between Central City and Palmer.**9. Palmer-** End of track MP 35.7.

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	18th Subdiv BRANCH LINE STATIONS		Distance from Hast- ings	EASTWARD ↑	
					Rule 6(A)				
		20592	159	0.7	HASTINGS	BJKTY	0.0		
					10.1	AYR JCT.			
		82409		10.1	To Roseland 6.9			10.1	
					1.6				
		82411		11.7	AYR		TWC	11.7	
					7.4				
		81386		19.1	BLUE HILL	JY		19.1	
				11.6					
		82430		30.7	COWLES		30.7		
					6.3				
		81143		37.0	LESTER JCT.	JY	37.0		

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls-Hastings-28.

- Speed Restrictions- Zone-Between** Maximum Speeds Permitted
Freight
Hastings and Lester Jct. 30 MPH.
Ayr Jct. and Roseland 25 MPH.
MP 1.0- Locomotive or leading car of eastward trains over
highway crossing 5 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
Ayr City track

3. Train Register Exceptions- None.

4. Clearance Provisions and Exceptions Rule 82(A)- None.

Rule 450 in effect.

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

6. Track Warrant Control - In effect between MP 3.0 and MP 36.0.

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

7. Rule 105- Industrial track between Ayr Jct. and Roseland.

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	19th Subdiv MAIN LINE STATIONS		Distance from Flynn
					Rule 6(A)		
		82603	176	3.3	FLYNN	J	0.0
		82818		17.5	14.2		
		82828		27.7	LONG ISLAND		14.2
				29.6	10.2		
		82830	133	308.6	ALMENA		24.4
					2.1		
		82777		310.6	ALMENA JCT.	JY	26.5
					2.0		
		82839	176	318.0	CALVERT		28.5
					7.4		
10,544		82786		319.0	NORTON	BKY	35.9
					0.9		
3,132			176	325.9	LAU	Y	36.8
					7.0		
		82847		47.3	ORONOQUE	JY	43.8
					4.8		
		82852	176	52.0	REAGER		48.6
					5.4		
		82857		57.4	NORCATUR		54.0
					11.2		
		82868		68.7	KANONA		65.2
					9.4		
		82877		78.0	OVERLIN	TY	74.6

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

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

Flynn and Almena Jct. 40 MPH.
Almena Jct. hand-throw switch at MP 29.7 10 MPH.
Almena Jct. and Norton 25 MPH.
Almena Jct. and Oronoque-All tracks other than
the main track on the Kyle Railroad 5 MPH.
Norton-Engine or leading car over street crossings
in city limits 5 MPH.
Siding and Seymour Spur 5 MPH.
Norton and Oberlin 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:

Long Island House track
Almena House track
Norton BN trackage

Between Flynn and Oberlin-Bridge derricks 975501 and 975505 must not operate.

3. Train Register Exceptions- None.

4. TWC-

TWC is in effect between Flynn and Oberlin.

TWC is in effect between Almena Jct. and Oronoque on the Kyle Railroad.

Eastward trains originating at McCook must obtain track warrant at McCook showing track bulletins, if any, in effect between Flynn and Oberlin.

5. Rule 99- When flagging is required, distance will be 1 mile.

6. Flynn- The normal position for the switch located at MP 2.91 is lined and locked for the 20th Subdivision.

7. 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.

8. Train location line-ups will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the Maintenance of Way for track occupancy not protected by the track warrant authority.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	20th Subdiv MAIN LINE STATIONS Rule 6(A)		Distance from Orleans Jct.
	81199		0.2	ORLEANS JCT.	JT	0.0
	82603		3.0	FLYNN	J	2.9
	82607		7.0	STAMFORD		7.1
	82613		13.5	HOLLINGER		13.6
	82620		20.3	BEAVER CITY		20.3
	82628		28.2	HENDLEY		28.2
	82635		35.7	WILSONVILLE		35.7
	82646		45.8	LEBANON		45.8
	82653	177	52.8	DANBURY		52.8
	82669		69.0	TRAER		69.0
	82675		75.6	HERNDON		75.7
	82686		85.9	LUDELL		85.9
	82691		91.1	ATWOOD		91.1
	82695		95.0	BLAKEMAN		95.0
	82701		101.5	BEARDSLEY		101.5
	82709		109.1	MCDONALD		109.1
	82718		118.3	BIRD CITY		118.3
	82734		133.9	ST. FRANCIS	Y	133.9

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

- Speed Restrictions- Zone-Between** Maximum Speeds Permitted Freight
 - Orleans Jct. and MP 2.2..... 20 MPH.
 - MP 2.2 and St. Francis..... 30 MPH.
 - Over Bridge 2.2..... 20 MPH.
 - MP 7.2 and MP 18.0-Eastward trains handling loaded C-6 hoppers..... 10 MPH.
 - Engine or leading car over highway crossing Atwood..... 10 MPH.
- Bridge, Engine and Heavy Car Restrictions-**
 - Item 5d not permitted.
 - Between Flynn and St. Francis locomotives in Group I must not operate.
 - Between Orleans and St. Francis bridge derricks 975501 and 975505 must not operate.
- Train Register Exceptions-** None.
- TWC-**
 - TWC in effect between Orleans Jct. and St. Francis.
 - Eastward trains originating at McCook must obtain track warrant at McCook showing track bulletins, if any, in effect between Orleans Jct. and St. Francis.
- Rule 99-** When flagging is required, distance will be 1 mile.
- Orleans Jct.-** The normal position for the switch located at MP 0.2 is lined and locked for the 20th Subdivision.
- Flynn-** The normal position for the switch located at MP 2.91 is lined and locked for the 20th Subdivision.
- Train location line-ups will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the Maintenance of Way for track occupancy not protected by the track warrant authority.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	21st Subdiv MAIN LINE STATIONS Rule 6(A)		Distance from Culbertson
	20735		0.7	CULBERTSON	J CTC	0.0
	82917	178	17.7	PALISADE		17.7
	82924		24.9	HAMLET		24.9
	82932		32.5	WAUNETA		32.5
	82948		49.1	IMPERIAL	Y	49.1

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

- Speed Restrictions- Zone-Between** Maximum Speeds Permitted Freight
 - MP 0.0 and MP 49.1 30 MPH.
- Bridge, Engine and Heavy Car Restrictions-**
 - Item 5d not permitted.
 - Locomotives in Group I must not operate.
 - Between Culbertson and Imperial-Bridge derricks 975501 and 975505 must not operate.
- Train Register Exceptions-** None.
- Clearance Provisions and Exceptions Rule 82(A)-**
 - Westward trains originating at McCook must obtain Track Warrant at McCook showing Track Bulletins in effect between CTC Culbertson and Imperial.
- Rule 99-** When flagging is required, distance will be 1.5 miles.
- TWC-in effect:**
 - Between MP 0.7- Culbertson and MP 49.1- Imperial
- Train location line-ups will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the Maintenance of Way for track occupancy not protected by the track warrant authority.

NEBRASKA DIVISION SPECIAL PROJECT RECOLLECTABLE
CODES - SEPTEMBER 1988

LINE/YARD SEGMENT	MILEPOST FROM TO	DESCRIPTION	"J" & "O" CODES
0002	53.8	MAINTENANCE OF SIGNALS AT ARCHER DANIELS MIDLAND, LINCOLN, NE	O85NE000002
0002	59.3	M&O OF THE BAIRD TOWER AND INTERLOCKING PLANT IN LINCOLN, NE	J3111
0002	60.1	M&O OF THE HALL TOWER AND INTERLOCKING PLANT IN LINCOLN, NE	J3106
0002	79.0	MAINTENANCE OF SIGNALS AT ALPO SPUR ALLEN PRODUCTS CO INC	O85NE000001
0002	156.2	UNUSUAL OR EXTRAORDINARY EXPENSE OF INTERLOCKER AT HAST- INGS, NE	J3100
0003	349.5	MAINTENANCE OF SIGNALS AT DAIRYLAND POWER CO, ALMA, WI	O85CH000001
0004	.0	M&O OF THE BAIRD TOWER AND INTERLOCKING PLANT IN LINCOLN, NE	J3111
0004	.9	M&O OF THE HALL TOWER AND INTERLOCKING PLANT IN LINCOLN, NE	J3106
0016	43.4	M&O OF POWER SWITCHES 123 AT ARMOUR, MO AND 107 AT BAILEY, MO	J2120
0016	60.4	JOINT SWITCHING EXPENSE AT QUAKER OATS IN ST. JOSEPH, MO	J0125
0016	60.4	NON-JOINT SWITCHING EXPENSE AT QUAKER OATS IN ST. JOSEPH, MO	J0126
0016	60.4	NON-PRODUCTIVE SWITCHING EXPENSE AT QUAKER OATS IN ST. JOSEPH, MO	J0127
0016	60.4	M&O OF THE HICKORY STREET CROSSING IN ST. JOSEPH, MO	J2101
0016	60.4	ELECTRIC EXPENSE FOR THE HICKORY STREET CROSSING IN ST. JOSEPH, MO	J2102
0016	60.4	M&O AT THE MONTEREY STREET CROSSING IN ST. JOSEPH, MO	J2103
0016	60.4	M&O OF THE 6TH AND SENECA STREET CROSSING IN ST. JOSEPH, MO	J2104
0016	60.4	ELECTRIC EXPENSE FOR THE 6TH AND SENECA ST XING IN ST. JOSEPH, MO	J2105
0016	60.4	M&O OF TRACK CIRCUIT IN ST. JOSEPH BELT RAILWAY TRACKAGE AT ILLINOIS AVE. IN ST. JOSEPH, MO	J2121
0019	87.2	UNUSUAL OR EXTRAORDINARY EXPENSE FOR M&O OF XING SIGNALS AT WYMORE, NE	J3141
0020	62.9	M&O OF THE HALL TOWER AND INTERLOCKING PLANT IN LINCOLN, NE	J3106
0093	1.0	MAINTENANCE OF SIGNALS AT RED OAK IND., RED OAK, IA	O85GT000007
0142	4.1	TRACK INSPECTION AT OMAHA PUBLIC POWER DIST., ARBOR, NE	O85NE000003
0144		JOINT SWITCHING SERVICES FOR HORMEL MEAT PACKING PLANT IN FREMONT, NE	J0123
0871		M&O OF CROSSING PROTECTION AT 5TH AND HOWARD STREETS IN OMAHA, NE	J3116
0871		MAINTENANCE OF EAST APPROACH OF BANCROFT STREET VIADUCT IN OMAHA, NE	J3126
0877		ELECTRICITY FURNISHED FOR FLOODLIGHTS FOR AUTO CONVOY COMPANY AT COUNCIL BLUFFS, IA	O85NE000004

NEBRASKA DIVISION SPECIAL PROJECT RECOLLECTABLE
CODES - SEPTEMBER 1988

LINE/YARD SEGMENT	MILEPOST FROM TO	DESCRIPTION	"J" & "O" CODES
0878		M&O OF TRACK, SWITCHES, ETC SERVING HORMAL PACKING PLANT BETWEEN INDUSTRY TURN-OUT SOUTH OF CLOVERLY STREET AND PLANT CONNECTIONS AT PLATT AVE. IN FREEMONT, NE	J3017

LINE SEGMENT NUMBERS

YARD LINE SEGMENTS

Line Segment	Yard
162	Kearney
838	Creston
839	Red Oak
841	St. Joseph
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
906	McCook
907	Sterling
908	Brush

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
79	Iatan Electric Generating Station	0.0 to 7.0
80	Armour-Atchison	0.0 to 3.6
93	Red Oak-Farragut	0.4 to 25.6
95	Creston-Greenfield	0.4 to 21.5
136	BN Jct.-Council Bluffs	493.4 to 486.8
148	York-Benedict	133.2 to 144.4
154	Fairmont-Milligan	8.1 to 22.4
154	Tobias-Daykin	28.8 to 36.2
156	Sutton-Clay Center	94.7 to 107.1
161	Ayr Jct.-Roseland	67.1 to 59.4
163	Cushman-Cobb	3.9 to 7.8
164	Pappio-Gilmore Jct.	3.9 to 5.0
187	Wallace-Sutherland	0.0 to 17.5

RADIO INFORMATION

Base Stations	Channel	Hours in Operation
Alliance Disprs. Office	1	Continuous
Lincoln Disprs. Office	1	Continuous
McCook Disprs. Office	1	Continuous
Wayside Stations		
E. Leavenworth	1	Unmanned
St. Joseph	1	Continuous
	2 Yard Forces	
Forest City	1	Unmanned
Corning	1	Unmanned
Hamburg	1	Unmanned
Creston	1	Continuous
Red Oak	1	0700-1600 Mon. thru Fri.
	2 Yard Forces	
Pacific Jct.	1	Unmanned
Louisville	1	Unmanned
Ashland	1	Continuous
Lincoln Yard	1	Continuous
	3 Mechanical	
Carling Tower	1	Continuous
	2 Yard Forces	
Crete	1	0700-1600 Mon. thru Fri.
Friend	1	Unmanned
Fairmont	1	Unmanned
Sutton	1	Unmanned
Hastings	1	0700-2359 Mon. thru Fri.
Minden	1	Unmanned
Holdrege	1	Unmanned
Oxford	1	Unmanned
Cambridge	1	Unmanned
Trenton	1	Unmanned
Benkleman	1	Unmanned
Haigler	1	Unmanned
Wray	1	Unmanned
Yuma	1	Unmanned
Akron	1	0800-1700
Brush	1	Continuous
Sterling	1	Continuous
Omaha	1	Continuous
	2 Yard Forces	
Wymore	1	0700-2300 Mon. thru Fri.
Seward	1	Unmanned
York	1	0800-1700 Mon. thru Fri.
Aurora	1	0800-1700 Mon. thru Fri.
Grand Island	1	0800-1700 Mon. thru Fri.
Ravenna	1	Continuous
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
Falls City	1	Unmanned
Table Rock	1	Unmanned
Tecumseh	1	Unmanned
Firth	1	Unmanned
Nebraska City	1	Unmanned
Fremont	1	0700-1600 Mon. thru Fri.
Winslow (MP 48)	1	Unmanned
Lyons	1	Unmanned
Walthill	1	Unmanned
Homer	1	Unmanned

TRAIN DISPATCHERS PHONE NUMBERS

LINCOLN		
Company	Position	Commercial
473-7684	Chief	402-473-7684
473-7546	Asst. Chief	402-473-7546
473-7543	Asst. Chief	402-473-7543
473-7527	Omaha Line	402-473-7527
473-7528	Hastings Line	402-473-7528
473-7676	Ravenna Line	402-473-7676
473-7629	St. Joseph Line	402-473-7629

McCOOK		
Company	Position	Commercial
8-284-2234	Chief	308-345-2850
8-284-2246	Asst. Chief	308-345-2850
8-284-2248	East Dispatcher	308-345-3006
8-284-2249	West Dispatcher	308-345-5541
8-284-2240	North Dispatcher	308-345-5835
	Imperial Line	

ALLIANCE		
Company	Position	Commercial
8-271-2482	Chief	308-762-4564
8-271-2246	Asst. Chief	308-762-4564
8-271-2315	Ravenna to Alliance	308-762-4564

GALESBURG		
Company	Position	Commercial
345-6400	Chief	309-345-6400
	Creston to Pacific Junction	
345-6401	Asst. Chief	309-345-6401
	Creston to Pacific Junction	
345-6409	Creston to Pacific Junction	309-345-6409

TRAIN ORDER OPERATOR (TRAIN LOCATION LINE UP)

Company	Position	Commercial
473-7692	NI Operator	402-473-7692
284-2244	McCook Relay	308-345-6902

MOBILE PHONE RADIOS

Location	Base Station	Access Digits	Disconnect Digits	Network
Troy		*1	# 1	473-7710
Tecumseh		*1	# 1	473-7709
Lincoln		*1	# 1	473-7627
Glenwood		*1	# 1	473-7657
Winslow		*1	# 1	473-7711
Walthill		*1	# 1	473-7730
Ravenna		*2	# 2	271-2418
Kansas City		*1	# 1	234-9287
Griswold		*1	# 1	241-2283
Sioux City		*1	# 1	428-7205
Creston		*1	# 1	241-2282
Minden		*1	# 1	284-2264
Oxford		*1	# 1	284-2263
McCook		*1	# 1	284-2262
Wray		*1	# 1	480-6201
Brush		*1	# 1	480-6415

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles-Location	Capacity Cars	Switch Opens	Name	Miles-Location	Capacity Cars	Switch Opens
1st Subdivision				7th Subdivision			
28009 Parkville	1.7 west of Clarke	10	East	Kansas-Nebraska	1.6 west of Holdrege	10	West
76706 Atchison	4.0 from Armour	Yard		Coop Equity Mill	1.7 west of Holdrege	5	West
28046 Rushville	2.7 west of Armour	10	East	Gentlemen Power Plant	17.6 from Wallace	Loop	West
28071 Amazonia	4.8 west of Waterworks	20	East	82201 Dailey	5.0 west of Haxtun	19	Both
28082 Forbes	6.2 west of Nodaway	16	Both	8th Subdivision			
28100 Fortescue	3.3 west of Napier	10	Both	27304 Bigelow	4.5 west of Napier	15	Both
28107 Rulo	5.2 east of Preston	10	East	27322 Nishnabotna	4.4 west of Corning	10	East
28123 Salem	6.4 west of Falls City	15	East	27328 Langdon	10.0 west of Corning	10	West
28130 Dawson	2.8 west of New Salem	15	Both	27331 Phelps	13.3 west of Corning	10	Both
28167 St. Mary	6.6 west of Tecumseh	14	Both	27368 Bartlett	4.5 west of McPaul	10	East
28179 Adams	4.7 west of Gage	15	Both	9th Subdivision			
28193 Hickman	5.6 East of Saltillo	20	East	80511 Elberon	5.1 west of Nebraska City	10	East
28195 Roca	3.1 west of Hickman	15	Both	80532 Unadilla	5.1 west of Syracuse	18	Both
2nd Subdivision				80557 Collegeview	4.8 west of Cheneys	38	Both
83209 Benedict	9.5 from York	49	East	10th Subdivision			
83201 Champion	1.1 from York	28	West	07003 Abel	2.5 west of Ashland	248	East
30080 Curry	3.7 west of Aurora	28	Both	07004 Riverside	4.3 west of Ashland	133	East
30081 Monsanto	5.3 west of Aurora	36	Both	07005 Big Sandy	5.1 west of Ashland	75	East
30082 Murphy	6.1 west of Aurora	30	Both	07021 LeShara	6.2 west of Yutan	21	East
Trail	4.7 west of Phillips	17	Both	Nebr. Processors	3.6 west of Fremont	113	West
30103 CoPlant	7.2 west of Grand Island	127	Both	Fel Tex	4.2 west of Fremont	93	East
30132 Sweetwater	5.5 west of Ravenna	11	West	07076 Rosalie	8.7 west of Lyons	30	East
30159 Ansley	4.9 east of Berwyn	109	East	11th Subdivision			
30166 Old Berwyn	2.5 west of Berwyn	28	Both	78566 Aspinwall	4.0 west of Manning	42	Both
30214 Old Dunning	1.1 west Dunning	26	West	78512 Weston	4.9 west of Underwood	9	West
30360 RMC	5.6 east of Alliance	189	Both	12th Subdivision			
30361 Sweeco	4.1 east of Alliance	Loop	Both	81028 Liberty	8.4 west of Burchard	27	Both
Koester's	0.8 east of East Alliance	42	Both	81045 Krider	5.6 west of Wymore	15	Both
3rd Subdivision				81068 Fairchild Spur	1.5 west of Endicott	58	Both
20396 Stanton	7.8 west of Villisca	50	Both	13th Subdivision			
20423 Malvern	4.6 east of Balfour	22	West	Crete South Yard	2.0 west of Crete	140	Both
77604 Snyder	4.3 from Creston	10	Both	Farmland Foods	4.3 west of Crete	15	West
77612 Orient	7.6 from Snyder	15	Both	80804 Shestak	4.9 west of Crete	12	Both
77621 Greenfield	8.7 from Orient	10	Both	80825 Cominco Products	0.3 west of Hoag	53	West
78106 Coburg	6.6 from Red Oak	20	Both	80833 Gasco Spur	3.2 west of Beatrice	2	East
78112 Essex	12.9 from Red Oak	25	Both	80840 Blue Springs	10.4 west of Beatrice	4	East
78119 Shenandoah	18.8 from Red Oak	40	Both	14th Subdivision			
78125 Farragut	25.6 from Red Oak	40	Both	83064 Moli Spur	3.2 west of Bellwood	104	Both
20455 Cedar Creek	4.7 west of Cullom	50	East	15th Subdivision			
20467 Costa Welsh Spur	3.3 west of South Bend	36	West	81528 Daykin	7.0 from Tobias	27	Both
20480 Mid-America	2.4 west of Greenwood	37	Both	16th Subdivision			
4th Subdivision				81606 Kaneb-spur Track	2.0 west of Geneva	3	East
80202 La Platte	2.0 west of Orepolis	68	Both	17th Subdivision			
80203 National By-Product	3.5 west of Orepolis	25	East	83405 Acco	4.3 west of Giltner	5	West
27394 Council Bluffs	4.0 from Omaha	Yard		83516 Overland	5.5 west of Marquette	18	East
80228 Camoak	3.0 west of Ralston	30	East	83521 Vayden	2.3 west of Central City	21	Both
80238 Gretna	6.3 west of Chalco	48	Both	18th Subdivision			
5th Subdivision				82507 Roseland	6.9 West of Ayr Jct.	72	Both
Yankee Hill Brick	3.6 west of Lincoln	45	West	20th Subdivision			
20519 Swingle	3.2 west of Crete	24	East	82657 Marion	4.5 west of Danbury	17	West
20515 ALPO	1.1 east of Crete	10	East	82662 Cedar Bluffs	9.5 west of Danbury	25	Both
81506 Burress	6.2 from Fairmont	9	Both	82728 Wheeler	9.6 west of Bird City	32	Both
81514 Milligan	14.5 from Fairmont	54	Both	21st Subdivision			
81912 Clay Center	12.5 from Sutton	14	Both	82908 Beverly	9.1 west of Culbertson	17	East
Cargill	0.7 west of Heartwell	54	Both	82941 Enders	9.4 west of Wauneta	40	Both
20619 Koller	4.3 west of Heartwell	16	East				
20621 Minden Beef	6.3 west of Heartwell	21	Both				
20628 Motala	4.4 west of Minden	32	Both				
20643 Wac	2.6 west of Funk	18	West				
20650 Clyde	3.0 west of Holdrege	14	East				
20717 Red Willow	4.6 west of Indianola	15	West				
6th Subdivision							
20729 Perry	4.6 west of McCook	31	Both				
20780 Doane	5.0 west of Benkelman	32	East				
20802 Sanborn	5.1 west of Haigler	43	Both				
20832 Monfort Feedlot	4.4 west of Eckley	80	Both				
20834 Schramm	6.2 west of Eckley	11	Both				
20846 Hyde	5.7 west of Yuma	12	East				
20853 Otis	3.3 west of Calhoun	59	Both				

CHIEF MEDICAL OFFICERS

Dr. Thomas V. Mears, Chief Safety and Medical Officer Overland Park, Kansas
 Dr. Hi. E. Newby, Associate Chief Medical Officer Ft. Worth, Texas

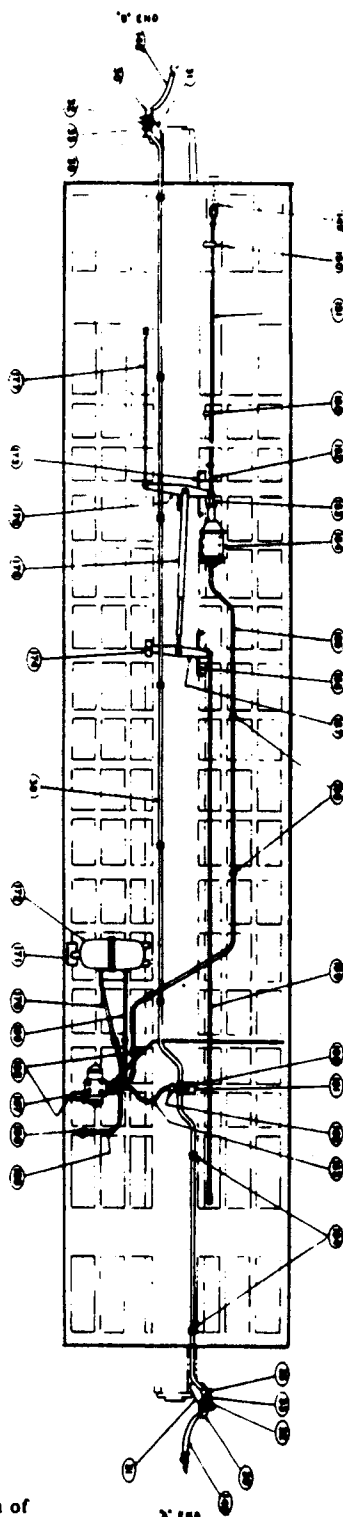
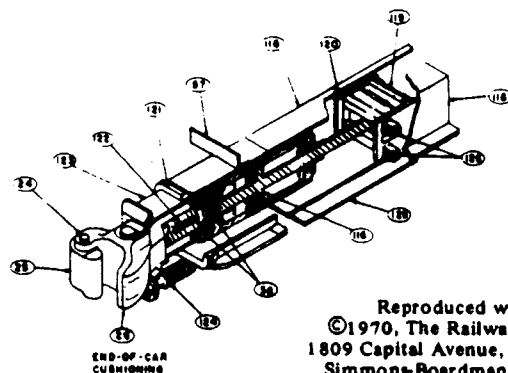
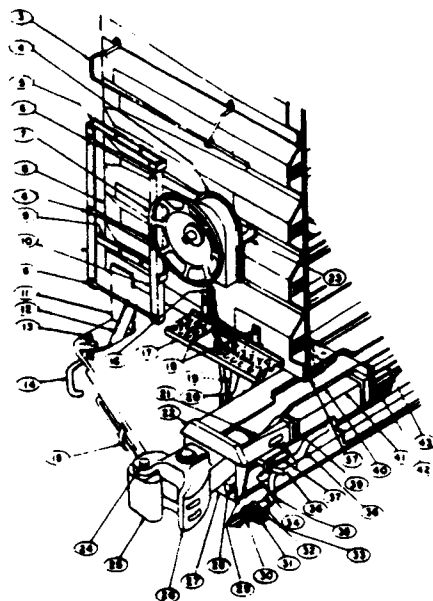
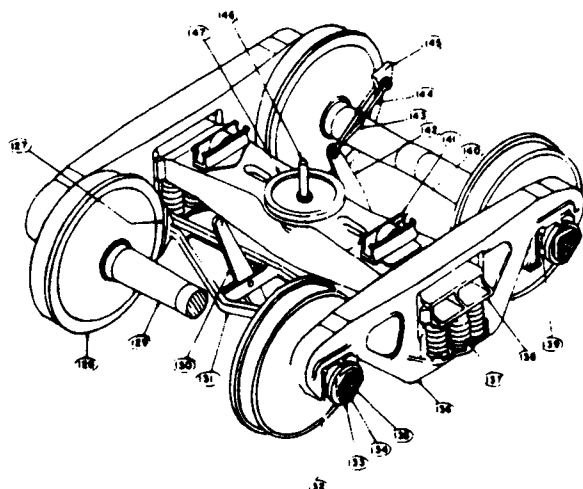
MEDICAL EXAMINERS AND LOCAL SURGEONS

* Alliance Medical Center Alliance
 * Box Butte Medical Center Alliance
 Copsey Clinic Alliance
 Dr. P. M. Scott Auburn
 * Family Physicians P. C. Aurora, Ne.
 Dr. Joseph Hermser Beatrice
 Dr. Leon Books Broken Bow
 Dr. Betel G. Kopp Corning
 * Cogley Medical Associates Council Bluffs
 * Creston Medical Clinic Creston
 * Dr. R. E. Quick Crete
 Curtis Medical Center Curtis
 Dr. Mangil Seo Des Moines
 * Family Practice Center Falls City
 Dr. Milo Anderson Fremont
 Dr. C. F. Ashby Geneva
 Dr. Robert Fryzek Glenwood
 Dr. Gordon D. Francis Grand Island
 Dr. F. M. Ashler Hamburg
 * Dr. Robert C. Smith Hastings
 Dr. M. L. Songer Holyoke
 * Industrial Clinic North Inc./Dr. R. Hedges No. Kansas City
 Dr. M. T. English Kirksville
 Dr. Lonnie Albers Lincoln
 * Dr. J. M. Carraher(Lincoln Clinic) Lincoln

* Drs. Michael McCoy/D. G. Rutz Lincoln
 Dr. R. C. Toren Lincoln
 * McCook Clinic McCook
 Southwest Nebraska Medical Center McCook
 Dr. D. F. Prince Minden
 Dr. J. Humphrey Mound City
 * Drs. A. H. Bonebrake/G. L. Rademacher Nebraska City
 Dr. E. K. Connors Omaha
 Dr. R. O. Forsman Omaha
 * Physicians Clinic Omaha
 Warmolts Clinic Oregon
 Dr. Iffat Ali Oxford
 * Internal Medical Assoc. Plattsmouth
 Dr. Edward Piller Red Oak
 * Brookside Medical Group Rockford
 Dr. L. B. Hussey Savanna
 Dr. J. J. McMillan St. Joseph
 * Med-Clinic St. Joseph
 Dr. R. Hanisch St. Paul, Ne
 Dr. W. E. Reynolds So. Sioux City
 Dr. Michael Jung Sioux City
 Dr. R. J. Fillion Sterling
 Dr. Keith W. Shuey Tecumseh
 * Dr. J. C. Nelson Wymore
 * York Medical Clinic York

* Indicates that two or more physicians are authorized to perform Burlington Northern industrial examinations.

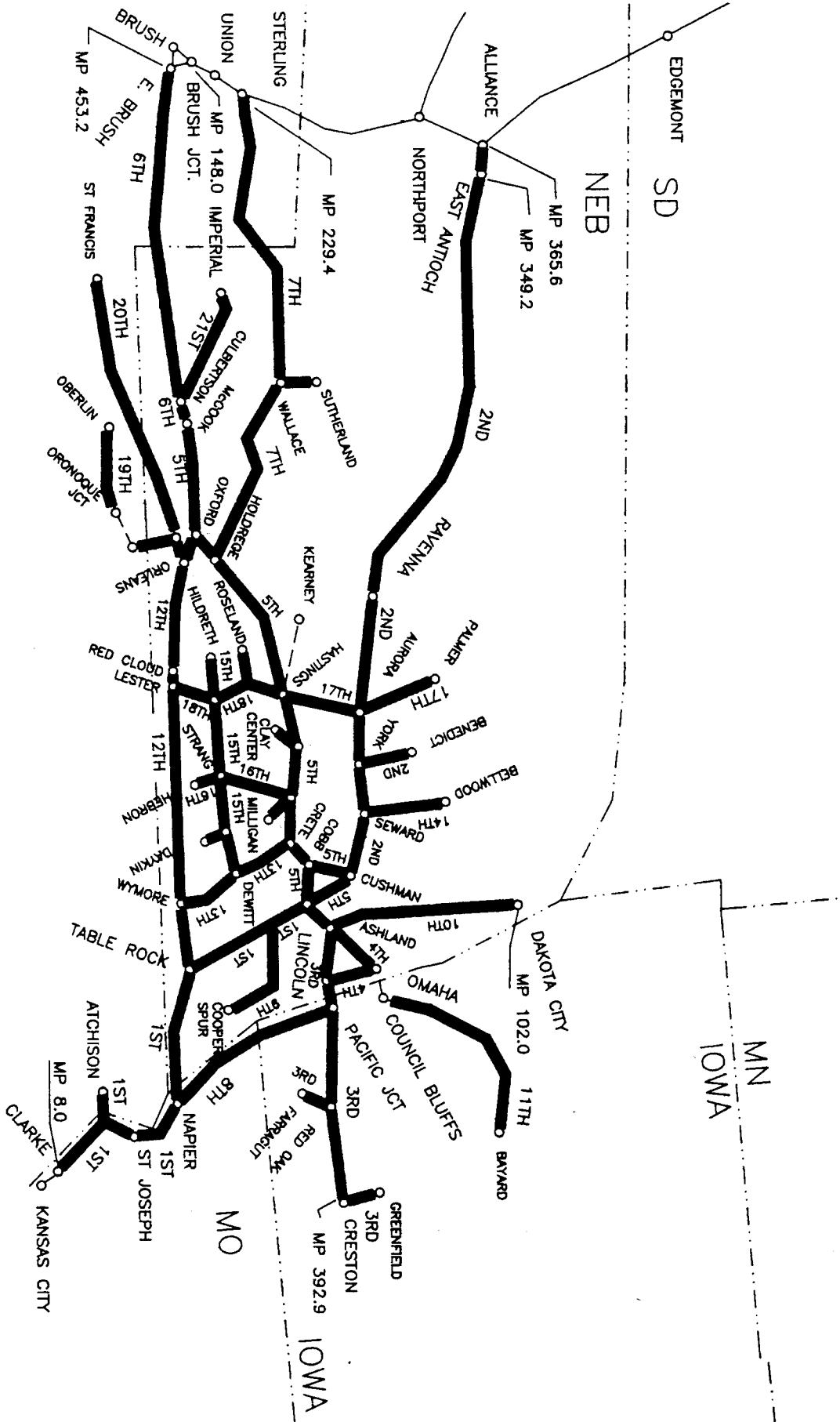
CAR CHART



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
118. Hydraulic piston
119. Center sill
120. Back stop plate
121. Rear lug casting
122. Striker casting
123. Coupler key
124. Cushioning unit
125. Restoring mechanism
126. Inspection plate
127. Rear cross key
128. Brake shoe
129. Wheel
130. Axle
131. Truck live lever
132. Brake beam
133. Roller bearing adapter
134. Roller bearing end cap
135. End cap retaining bolt
136. End cap locking plate
137. Truck side frame
138. Truck spring
139. Truck bolster
140. Roller bearing assembly
141. Truck side bearing roller
142. Truck side bearing housing
143. Truck dead lever
144. Clevis at dead lever
145. Clevis at dead lever fulcrum
146. Dead lever anchor—underframe mounted
147. Center pin
148. Truck center plate cast integral with truck bolster
149. Air hose
150. Hand brake chain at bell crank
151. Hand brake rod guide
152. Hand brake rod
153. Hand brake chain at cylinder
154. Cylinder push rod
155. Air brake cylinder
156. Cylinder pipe, 1/2"
157. Floating lever guide
158. Floating lever
159. Pipe clamp, 1/2"
160. Top rod, "A" end
161. Branch pipe tee
162. Branch pipe tee support
163. Combined dirt collector and cut-out cock
164. Connection hose
165. Pipe clamp, 1 1/4"
166. Retainer pipe
167. Retainer valve
168. ABD control valve
169. Release rod
170. Auxiliary reservoir pipe, 1/2"
171. Emergency reservoir pipe, 1/2"
172. Reservoir support
173. Combined auxiliary and emergency reservoir
174. Cylinder lever guide
175. Brake lever fulcrum
176. Brake slack adjuster
177. Cylinder lever
178. Top rod, "B" end

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NEBRASKA



SCHEDULED TIMES FOR NATIONAL RAILROAD PASSENGER CORPORATION (NRPC) TRAINS
 TO BE USED FOR INFORMATION PURPOSES ONLY,
 EXCEPT NRPC TRAINS MUST OBSERVE STATION STOPS AND TIMES SHOWN.

WESTWARD↓

1005 NRPC Daily	STATION	1006 NRPC Daily
NEBRASKA DIVISION 3rd SUBDIVISION		
2146	CRESTON 91.1	s0855
2305	OREAPOLIS	s0720
NEBRASKA DIVISION 4th SUBDIVISION		
2305	OREAPOLIS 16.8	0720
s2330	OMAHA 30.2	0705
2345		s0650
0014	ASHLAND	0607
NEBRASKA DIVISION 3rd SUBDIVISION		
0014	ASHLAND 24.3	0607
s0050	LINCOLN	0550
NEBRASKA DIVISION 5th SUBDIVISION		
0105	LINCOLN 96.6	s0535
s0233	HASTINGS 54.7	0411
0235		s0409
s0323	HOLDREDGE 77.1	s0319
s0437	McCOOK	0213
NEBRASKA DIVISION 6th SUBDIVISION		
0340	McCOOK 199.3	s0110
	EAST BRUSH	

TRACK BULLETIN FORM B

Safe Coupling Speed (MPH)	Impact Force
1	1
2	4
3	9
4	16
5	25
6	36
7	49
8	64
9	81
10	100

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

Engineer will state: "Burlington Northern engineer, (train designation), calling foreman in charge of Track Bulletin Form B No _____, line No _____. My location is MP _____ on (specify track), over."

"This is Burlington Northern Foreman _____ (name) _____ (or Gang No. _____) using train order (track bulletin) No. _____ line No. _____ between MP _____ and MP _____ on _____ Subdivision."

- Train or engine may pass red flag, or enter limits, without stopping, continuing to move at restricted speed and must stop short of men or equipment fouling track.

- (b)** To authorize a train or engine to proceed at a speed greater than restricted speed, the following will be added:
 "_____ (train) _____ may proceed through the limits at _____ MPH (or 'at maximum authorized speed'), over."

Train may proceed through the limits at the prescribed speed unless otherwise restricted.

- (c) To require train or engine to move at a speed less than restricted speed, the following speed will be added:
 "_____(train) proceed at restricted speed but not exceeding _____ MPH (adding, if necessary, 'until reaching _____ MP ', over."

Train must not exceed the prescribed speed and must be prepared to stop short of men or equipment fouling the track or a red flag to the right of the track.

These instructions must be repeated by the engineer and "OK" received from employee giving them before they are acted upon.

When the word STOP is written in the Stop column, train or engine must not enter the limits until verbal authority is received from employe in charge as prescribed by example

- (a) above.