

## REGION TRANSPORTATION DEPARTMENT

M. L. Holsteen, Dir. of Transportation, Denver

D. A. BASFORD .....	Supt. Transportation .....	Denver
C. J. GREELING .....	Supt. Transportation .....	Springfield
T. N. BISSEN .....	Supt. Transportation .....	Galesburg
M. D. POTTHOFF .....	Chief Dispatcher .....	McCook
J. R. ZAMRZLA .....	Chief Dispatcher .....	Lincoln
J. S. SARVER .....	Chief Dispatcher .....	Galesburg

## NEBRASKA DIVISION

R. A. Schwarz, Supt. Maint. & Engineering, Lincoln  
G. H. Stenhjem, Superintendent Mechanical, Lincoln

### LINCOLN

R. J. Zimmerman, Superintendent Operations  
R. W. Lease, Superintendent Operations

K. R. MATZICK .....	Mgr. Operating Practices .....	Lincoln
R. A. NASH .....	Trainmaster .....	Lincoln
S. A. HULSTROM .....	Trainmaster .....	Lincoln
P. K. KINNE .....	Trainmaster .....	Lincoln
G. D. WRIGHT .....	Trainmaster .....	Lincoln
F. C. BROSE .....	Trainmaster .....	Lincoln
K. J. GIRODO .....	Trainmaster .....	Lincoln
R. L. DENT .....	Trainmaster .....	Lincoln
W. W. CALVERT .....	Trainmaster .....	Alliance
R. R. HANCOCK .....	Trainmaster .....	Alliance
L. L. OWENS .....	Trainmaster .....	Creston
S. L. WATTS .....	Trainmaster .....	Ravenna
D. K. MUSTOE .....	Trainmaster .....	St. Joseph
R. L. KREGER .....	Trainmaster .....	McCook
R. L. GULLIXSON .....	Trainmaster .....	McCook
W. B. KRAFT .....	Trainmaster .....	McCook

### LINCOLN TERMINAL

R. L. Frazier, Supt. Terminal Operations, Lincoln

D. L. TREMBLAY .....	Asst. Supt. Terminal Oprns. ....	Lincoln
J. N. BATKULSKI .....	Trainmaster .....	Lincoln
D. N. BAUGHMAN .....	Trainmaster .....	Lincoln
P. J. DIETZ .....	Trainmaster .....	Lincoln
J. M. EDWARDS .....	Trainmaster .....	Lincoln
A. G. IPPOLITO .....	Trainmaster .....	Lincoln
E. L. SADLOWSKY .....	Trainmaster .....	Lincoln
E. R. SMITH .....	Trainmaster .....	Lincoln
T. L. WRIGHT .....	Trainmaster .....	Lincoln
N. W. APA .....	Trainmaster .....	Lincoln

### OMAHA TERMINAL

H. Anderson, Terminal Manager, Omaha

T. D. NAGEL .....	Trainmaster .....	Omaha
J. T. PERDEW, JR. ....	Trainmaster/Agent .....	Omaha
J. A. SNOW .....	Asst. Trainmaster .....	Omaha

Printed in U.S.A.



## SOUTHERN REGION

# NEBRASKA DIVISION

## TIMETABLE NO. 2

IN EFFECT AT 0001  
Continental Central Time  
Continental Mountain Time

# Sunday October 29, 1989

Including National Railroad Passenger Corporation (NRPC) Trains

Region Vice President  
R. S. HOWERY



Division General Manager  
T. R. JARNAGIN

Vice President Service Design  
W. A. HATTON

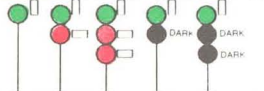

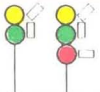

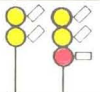

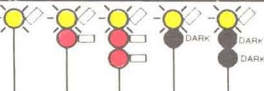
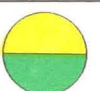
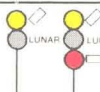
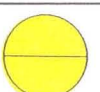
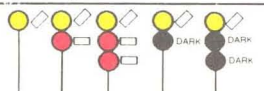
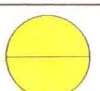
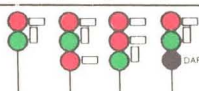
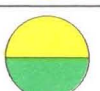
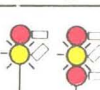
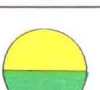
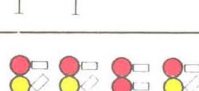
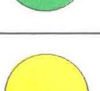
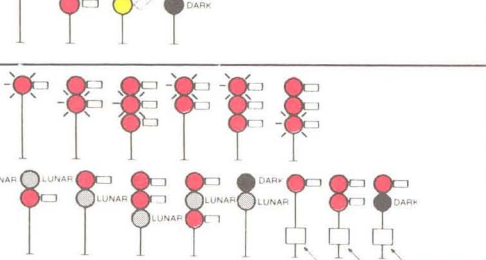

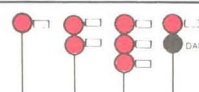



## SIGNAL ASPECTS AND INDICATIONS




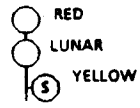



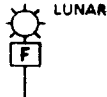
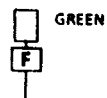
## DISTANT SIGNALS

Rule	Aspects of Color Light and Semaphore Signals	Cab Signal Aspects	Name	Indication
228			DISTANT SIGNAL CLEAR	Proceed. If delayed as per Rule 305 or Rule 305(A) between this signal and block or interlocking signal, proceed prepared to stop short of next signal.
229			DISTANT SIGNAL APPROACH	Approach next signal prepared to stop short of signal.

## BLOCK AND INTERLOCKING SIGNALS

230			CLEAR	Proceed.
232			ADVANCE APPROACH	Proceed prepared to stop at second signal.
233			APPROACH DIVERGING	Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.
234			APPROACH MEDIUM	Proceed prepared to pass next signal not exceeding 35 MPH.
235			APPROACH RESTRICTING	Proceed prepared to pass next signal at restricted speed.
236			APPROACH	Proceed prepared to stop at next signal, trains exceeding 35 MPH immediately reduce to that speed.
237			DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout.
238			DIVERGING APPROACH MEDIUM	Proceed on diverging route not exceeding prescribed speed through turnout prepared to pass next signal not exceeding 35 MPH.
239			DIVERGING APPROACH	Proceed on diverging route not exceeding prescribed speed through turnout prepared to stop at next signal, trains exceeding 35 MPH immediately reduce to that speed.
241			RESTRICTED PROCEED	Proceed at restricted speed.
242			STOP	Stop.

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

RULE	ASPECTS	NAME	INDICATION
248(B)	 LUNAR	TAKE SIDING INDICATOR	When illuminated, hand operate switch to enter next siding or to leave siding and enter main track.
248(C)	 LUNAR	BLOCK INDICATOR	Block clear.
248(D)	 LUNAR	BLOCK INDICATOR	Block occupied.
248(E)	 RED LUNAR YELLOW	SPRING SWITCH INDICATOR	When lunar is not illuminated, stop and inspect spring switches per Rule 104(M).
248(G)	 LUNAR LUNAR	FAILED EQUIPMENT INDICATOR	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.
248(H)	 LUNAR LUNAR	FAILED EQUIPMENT INDICATOR	When flashing, no failed equipment has been detected.
248(I)	 LUNAR	SLIDE FENCE INDICATOR	When illuminated continuously or when not illuminated, slide fence has been activated; proceed at restricted speed.
248(J)	 LUNAR	SLIDE FENCE INDICATOR	When flashing, slide fence has not been activated.
248(K)	 GREEN	RESUME SPEED	End of slide fence restriction; resume speed.

**GENERAL SIGNAL INSTRUCTIONS**


In addition to Rule 227 of the General Code of Operating Rules, the following General Signal Instructions apply on Burlington Northern Railroad.


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.

Dwarf signals will display the same aspects and indications as high signals.

The following symbols are used in diagrams of signal aspects:

 To indicate number plate;

 To indicate flashing light;

 To indicate color light signal head;

 To indicate position of semaphore arm.

## 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
Trains over 100 Tons/OB .....	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 979026-979036 .....	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 416 of the Air Brake 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.

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, 1364-1365.
	GP-9	1726, 1728, 1734, 1736, 1739, 1741-1742, 1745-1749, 1751-1752, 1758-1760, 1811-1813, 1816, 1819, 1821, 1829, 1889, 1902, 1910, 1913-1914, 1916-1917, 1920, 1922-1923, 1938, 1942, 1944, 1951, 1954, 1956, 1958, 1960-1961, 1964, 1966, 1969, 1971, 1980.
	GP-18	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, 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	2030-2031, 2044, 2048-2049, 2054, 2057-2058, 2063.
	GP-20-C	2000-2005, 2007-2010.
	GP-30	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.
	GP-38	2072-2077, 2110-2135, 2137-2138.
	GP-38-X	2155-2189.
	GP-38-2	2078-2109, 2136, 2150-2154, 2255-2314, 2316-2369, HL 2018-2019, HL 2021-2022, HL 2025, HL 2035, HL 2037, HL 2039, HL 2045, HL 2052.
	GP-30	2215, 2253.
	GP-35	2511, 2514, 2516, 2518, 2522-2524, 2526, 2528-2534, 2537, 2540-2543, 2551, 2555-2557, 2559-2560, 2570, 2572, 2576, 2579.
	GP-38-2B*	2601.
	GP-39-E	2750-2758, 2925-2940.
	GP-39-M	2800-2832, 2875-2880.
	GP-40	3000-3001, 3008-3012, 3019, 3022-3023, 3032-3035, 3037-3038, KYLE 3101, KYLE 3103-3104, KYLE 3108-3110, KYLE 3112, KYLE 3114-3118.
	GP-40-G	3075-3084.
	GP-40-M	3500-3523.

Group	Model	Locomotive Numbers
E	GP-40-2	3040-3064.
	GP-50	3100-3162.
	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	GEEX 8000-8001, LMX 8500-8599.
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, 6240, HL 504-505.
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, 5330-5334, 5339-5362, 5364-5394, 5800-5801, 5806-5811, 5813, 5815-5839, 5900-5901, 5903-5905, 5907-5912, 5915-5928, 5935, 5939-5944.
	SD-9	6241-6247.
	SD-38-2	6260-6263, GATX 1237-1245.
	SD-40	6303-6305, 6309, 6313, 6318, 6321, 6323, 6339, 6394, 6397-6399.
	SD-40-2	6325-6334, 6346-6366, 6368-6373, 6378-6385, 6700-6713, 6715-6759, 6761-6764, 6766, 6768-6799, 6801-6811, 6813-6836, 6840-6847, 6850, 6900, 6905, 6907-6913, 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-40-G	7300-7309.
	SD-60	OWY 9000-9099.
		*Cabless.

### 4. Restrictions on Cars

Following equipment must be placed next ahead of caboose or at rear of caboosless 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 979026-979036.

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 caboosless 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.

## 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.

# SPECIAL INSTRUCTIONS

7

## RESTRICTIONS APPLICABLE TO CODE WORDS ALPHA THROUGH MIKE INCLUSIVE

Handle cautiously through yards.

When load is handled through turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear of other on-track equipment.

CODE	RESTRICTION APPLICABLE	CODE	RESTRICTION APPLICABLE
<b>ALPHA</b>	<b>LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE</b> 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. Observe track center restrictions for 11 ft. 6 in. wide loads.	<b>KILOGRAM</b>	Reduce speed to 5 MPH or less when meeting trains or cars on curved portion of adjacent tracks. Observe the movement of load and be prepared to stop if necessary. Trains passing or meeting this load must not exceed 5 MPH.
<b>BRAVO</b>	<b>LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE</b> 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. Observe track center restrictions for 12 ft. wide loads.	<b>LIMA</b>	Load may not clear equipment on adjacent tracks. Adjacent tracks must be clear when necessary and possible. Passing or meeting is permitted only if equipment on adjacent track has stopped and the oversize load has speed reduced to 5 MPH or less. If oversize load cannot be moved past the other train, then other train may attempt to move by such load at 5 MPH or less. Observe the movement of the load at all times and be prepared to stop instantly and arrange to pass safely by switching, if necessary.
<b>CHARLIE</b>	<b>LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE</b> Load must not pass or be passed by loads over 11 ft. 8 in. wide on 13 ft. track centers, loads over 12 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. Observe track center restrictions for 12 ft. 4 in. wide loads.	<b>MIKE</b>	Load may not clear equipment on curved portion of adjacent tracks. Adjacent tracks must be kept clear when necessary and possible. Passing or meeting is permitted only if equipment on adjacent track has stopped and the oversize load has speed reduced to 5 MPH or less. If oversize load cannot be moved past the other train, then other train may attempt to move by such load at 5 MPH or less. Observe the movement of the load at all times and be prepared to stop instantly and arrange to pass safely by switching, if necessary.
<b>DELTA</b>	<b>LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE</b> 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. Observe track center restrictions for 12 ft. 8 in. wide loads.	<b>NOVEMBER</b>	When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.
<b>ECHO</b>	<b>LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE</b> 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. Observe track center restrictions for 13 ft. wide loads.	<b>OSCAR</b>	Do not pass loads wider than _____ on adjacent parallel tracks.
<b>FOXTROT</b>	<b>LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE</b> 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. Observe track center restrictions for 13 ft. 4 in. wide loads.	<b>PAPA</b>	Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.
<b>GOLF</b>	<b>LOAD WIDTH 13 ft. 7 in. to 13 ft. 9 in. INCLUSIVE</b> 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. Observe track center restrictions for 13 ft. 8 in. wide loads.	<b>QUEBEC</b>	Reduce speed not to exceed 13 MPH, watching for close side or overhead clearance to bridge or structure.
<b>HOTEL</b>	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.	<b>ROMEO</b>	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.
<b>INDIA</b>	Reduce speed to 5 MPH or less when passing or meeting moving trains on curved portion of adjacent tracks. Normal speed may be resumed if other train has stopped.	<b>SANDWICH</b>	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.
<b>JULIET</b>	Reduce speed to 5 MPH or less when meeting trains or cars on adjacent tracks. Observe movement of load and be prepared to stop if necessary. Trains passing or meeting this load must not exceed 5 MPH.	<b>TANGO</b>	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.
		<b>UNIFORM</b>	Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.
		<b>VICTOR</b>	This shipment must not be detoured or rerouted without further clearances.
		<b>WHISKEY</b>	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. Trackside 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.

200 degree Fahrenheit heat-indicating crayons will be used to test the temperature of roller bearing journals. **EXCEPTION:** When available, 163 degree Fahrenheit heat-indicating crayons may be used to test temperature of roller bearing journals when the outside temperature is below 32 degrees Fahrenheit.

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 axes 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 Division Engineer of Communications and Control Systems. 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.
"... (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, SECOND EDITION, effective October 29, 1989.

Air Brake and Train Handling Rules, Form 15338, Revised 10/29/89.

Train Dispatcher's Manual, Form 51545, Revised 10/29/89.

Operator's Manual, Form 15472, Revised 10/29/89.

Maintenance of Way Rules, Form 15125, Revised 10/29/89.

Safety Rules and General Rules, Form 15001, Revised 8/81.

Rules Governing the Handling of Hazardous Materials, effective October 29, 1989.

### 13. General Code of Operating Rules Changes and Additions

The following rules apply only on Burlington Northern Railroad.

Where referenced in rules and instructions, "superintendent" or "division superintendent" is replaced by "general manager".

#### 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.

When requesting main track authority, train dispatcher or control operator must be advised the exact point where main track will be entered. Main track must not be entered at any other point unless otherwise authorized.

#### 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 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-** 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.
- T - Turntable or wye.
- U - Railroad crossing not protected by signals or gates.
- X - Crossover.
- X(2) - Multiple crossovers.
- Y - Yard limits.

**Rule 10(E)-** following paragraphs are added:

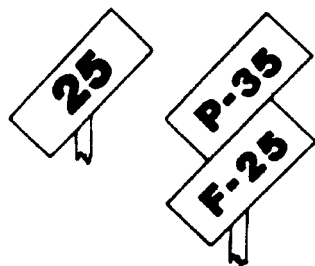
Reduce speed limits are designated by Advance Warning Sign (diagonally upward), Reduce Speed Sign (rectangle) and Resume Speed Sign (vertical).

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.

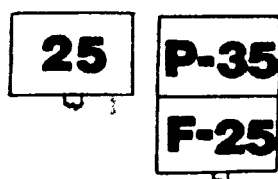
At the end of a reduced speed zone, a train or engine will be governed by a "Speed Sign" displaying a higher speed or a "Resume Speed Sign" which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign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

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

ADVANCE WARNING SIGN



SPEED SIGN



Green

RESUME SPEED SIGN



**NOTE:**  
Advance Warning Sign and Speed Sign have yellow background and black letters and/or numbers.

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 trains.

**Rule 82.** The following last paragraph is added:

In CTC territory, a reverse movement must not be made over a dual control switch without permission of the control operator.

**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 by visual inspection of the train. If known that train brake pipe pressure is being restored by observing caboose gauge, rear of train device or telemetry device in engine cab, train may be moved at not more than 10 MPH until inspection can be made. 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 104(M)(4)-** second 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 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 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 with such trains or other employees and the foreman in charge of the work as to conditions and movement to be made.

**Track Warrant Form-** Line 15 on Track Warrant Forms 15973 and 15974 is changed to read:

15. Protection as prescribed by Rule 99 not required against following trains on the same track.

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

Example of track bulletin Form D is shown below:

### TRACK BULLETIN FORM D



BURLINGTON NORTHERN RAILROAD

No. _____		Date _____ 19__	
TO _____	AT _____	TO _____	AT _____
_____	AT _____	_____	AT _____
_____	AT _____	_____	AT _____
_____	AT _____	_____	AT _____

OK _____	COPIED BY _____	DISPATCHER _____
----------	-----------------	------------------

Printed in U.S.A.

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.

#### 14. Maintenance of Way Rules Changes and Additions

Where referenced in rules and instructions, "superintendent" or "division superintendent" is replaced by "general manager".

##### 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.

When requesting main track authority, train dispatcher or control operator must be advised the exact point where main track will be entered. Main track must not be entered at any other point unless otherwise authorized.

##### 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-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.
- T** - Turntable or wye.
- U** - Railroad crossing not protected by signals or gates.
- X** - Crossover.
- X(2)** - Multiple crossovers.
- Y** - Yard limits.

**Track Warrant Form-** Line 15 on Track Warrant Forms 15973 and 15974 is changed to read:

15. Protection as prescribed by Rule 99 not required against following trains on the same track.

Example of track bulletin Form D is shown below:

### TRACK BULLETIN FORM D



BURLINGTON NORTHERN RAILROAD

No. _____		Date _____ 19__	
TO _____	AT _____	TO _____	AT _____
_____	AT _____	_____	AT _____
_____	AT _____	_____	AT _____
_____	AT _____	_____	AT _____

OK _____	COPIED BY _____	DISPATCHER _____
----------	-----------------	------------------

Printed in U.S.A.

#### 15. Safety Rules and General Rules Changes and Additions

Where referenced in rules and instructions, "superintendent" or "division superintendent" is replaced by "general manager".

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-following paragraph is added:

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 411-**are cancelled. BN Intermodal/Automobile Facility Safety Rules and General Rules, Form 16404 June 1, 1989, govern personnel whose duties require them to be within the confines of a BN Intermodal or Automobile facility. This book is available at Material Department Stores. Burlington Northern Railroad employees are governed by the following rules from this publication.

**I-10** Vehicles operating within Intermodal or Automobile Facilities shall not exceed 15 MPH unless otherwise posted. Slower speeds are required as conditions warrant to prevent accidents.

**I-13** Loading/unloading operation and rail car movement is to be expected at all times on Intermodal or Automobile Facilities.

**I-14** All personnel must exercise extreme care during loading/unloading operations. Those personnel whose duties require them to be close to the load/unload operations must keep hands and bodies clear of loading devices, intermodal equipment or railcar and its connection to prevent injury.

**I-15** Personnel must stand clear of tractors and trailers when such equipment is being coupled or uncoupled.

**I-22** Tracks must not be entered or cars must not be coupled or moved within an Intermodal or Automobile Facility without proper designated authority.

To prevent access to the Facility:

a. Each switch providing direct access must be lined against movement into the Facility and secured with a private lock under control of the supervisor in charge of the Facility; or

b. If "a" is not practicable, a derail capable of restricting access, must be placed in derailing position 150 feet from the Facility, if distance permits, and locked with a private lock under control of the supervisor in charge. Derail must not be placed on a main track.

**I-32** All accidents, injuries and hazardous material incidents, must be reported immediately to proper designated authority. Required forms must be completed and submitted before leaving property.

**Rule 564**-following paragraph is added:

Sexual harassment of any type is prohibited while on duty or on Company property. Employees who feel they have been sexually harassed must contact their immediate supervisor or divisional/regional Director of Human Resources or Corporate Director of Employee Relations.

**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. 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.

## 17. Helper Behind Caboose

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

## 18. 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.

## 19. Certificate of Rules Examination

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

## 20. Dumping Toilets

Dumping of toilets is prohibited when:

- Passing through limits of Track Bulletin Form B
- Passing by any location where any person is known to be present on railroad right of way
- In tunnels and snowsheds
- Passing over bridges
- At stations
- 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.

## 21. 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 Maintenance of Way Rules, Rule 565 of Safety Rules and General Rules or other appropriate rules that govern the conduct of employees.

**22. 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.

**23. 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.

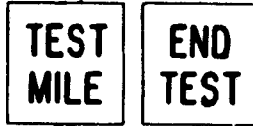
24. **Roadway Signs-** Except as shown, roadway signs have white background and black letters and/or numbers.



## ROADWAY SIGNS



Spring Switch  
Rule 104(M)



Begin Test Mile and End Test Mile



One Mile Switch



Crossing Whistle  
Rule 15(I)

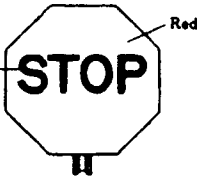
Numeral, when attached,  
denotes the number of  
crossings less than 1,320  
feet apart.



Derail  
Rule 104(L)



Fouling Point

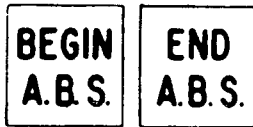


Stop  
Rules 98 and 98(B)



Stop

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



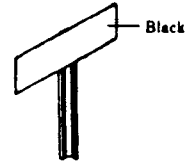
Begin and End ABS



No Engine Beyond This Point



Westward Siding or  
Eastward Siding  
Rule 105(A)



Flanger



Begin and End CTC



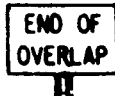
No Clearance



One Mile Draw Span  
Rule 98



Signal Overlap  
Rule 303

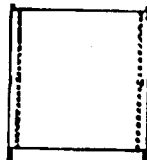


End of Overlap  
Rule 303



Track Flag

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



Track Flag



Junction  
Rule 98(B)



Railroad Crossing  
Rules 98 & 98(B)



Yard Limit  
Rule 93



End Double Track

## SPECIAL INSTRUCTIONS

## 25. 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 ....

20 ....

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	1st Subdiv MAIN LINE STATIONS	Rule 6	Distance from Kansas City
	25300		2.7	KANSAS CITY (Murray Yard)	ABIJKT	0.0
			4.2	1.5 BLOCK 4	IX	1.5
	28007		7.9	3.7 CLARKE		5.2
10,697	28016		16.5	8.6 WALDRON		13.8
18,641	28024		23.9	7.4 EAST LEAVENWORTH		21.2
	28031		30.9	7.0 WESTON		28.2
9,968	28035		34.8	3.9 SADLER		32.1
17,614	28043		43.4	8.6 ARMOUR To Atchison 4.0		40.7
			45.9	2.5 DAVIES	I	43.2
9,929	28051		49.6	3.7 HALLS		46.9
			56.7	7.1 FRENCH		54.0
	28060		60.4	3.7 ST. JOSEPH	BKTX(2)	57.7
	28067		66.9	6.1 WATER WORKS		63.8
10,460	28076		77.0	9.0 NODAWAY	CTC	72.8
10,137	28085		85.0	8.9 STARKS		81.7
	28091		91.5	5.6 FOREST CITY		87.3
	28097		97.4	5.8		
			0.0	2MT NAPIER	JX	93.1
	28107		9.4	9.4 RULO		102.5
7,610	28112		14.6	5.2 PRESTON		107.7
7,240	28116		19.5	4.9 FALLS CITY	A	112.6
10,650	28126		30.5	11.0 NEW SALEM		123.6
7,345	28137		40.2	9.7 HUMBOLDT		133.3
			48.2	8.0		
11,107	28145		0.0	TABLE ROCK	JT	141.3
7,100	28154		8.4	8.4 ELK CREEK		149.7
7,135	28161		15.4	6.9 TECUMSEH		156.6
7,290	28165		18.5	3.1 BEAR		159.7
6,720	28172		27.2	8.7 STERLING		168.4
7,290	28176		29.9	2.7 GAGE		171.1
	28186		42.0	12.1 FIRTH		183.2
7,725	28198		54.8	12.8 SALTILLO		196.0
	28204		60.4	5.7 LANCASTER	J	201.7
			62.6	2.2 WYE SWITCH	I	203.9
			63.3	0.7		
			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. Maximum Speeds Permitted- Zone-Between

#### Kansas City and Napier-

	Freight
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-

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

#### Napier 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 on elevator track.

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

Rule 450 in effect.

Kansas City and Lincoln -Rule 405 applies.

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

### 5. Rule 105- Industrial track between Armour and Atchison.

**6. 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.

**7. 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.

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

**9. Firth-** Close clearance between Main 1 and elevator track.

**10. Sterling-Table Rock-** Dwarf signals are in service at both east and west ends of siding Sterling, MP 28.3 and MP 27.1 and junction switch to twelfth subdivision (MP 47.7) at Table Rock. Hand throw switches at these locations are not equipped with electric locks. Trains or engines may clear main track at these locations.

When entering main track at these locations, permission must be obtained from control operator, switches and derails operated by hand, and movement made by signal indication. If signal fails to display an indication which permits movement Rule 312(1) will apply.

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

**12. 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

**13. 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

**14. The Track between Clarke MP 7.9 and Kansas City MP 2.7 is on the Nebraska Division, however, employees are under the jurisdiction of the Springfield Division.**

**15. Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
28009 Parkville	1.7 west of Clarke	10	East
76706 Atchison	4.0 from Armour	Yard	
28046 Rushville	2.7 west of Armour	10	East
28071 Amazonia	4.8 west of Waterworks	20	East
28082 Forbes	6.2 west of Nodaway	16	Both
28100 Fortescue	3.3 west of Napier	10	Both
28107 Rulo	5.2 east of Preston	10	East
28123 Salem	6.4 west of Falls City	15	East
28130 Dawson	2.8 west of New Salem	15	Both
28167 St. Mary	6.6 west of Tecumseh	14	Both
28179 Adams	4.7 west of Gage	15	Both
28193 Hickman	5.6 East of Saltillo	20	East
28195 Roca	3.1 west of Hickman	15	Both

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS	Rule 6	Distance from Hobson
			1.9	HOBSON	BKT	0.0
	30004		4.4	CUSHMAN	BIJX(2)	2.5
			6.0	PLAMOR		4.1
	30008		6.1	EMERALD		4.2
	30014		14.6	PLEASANT DALE		12.7
	30020		20.3	MILFORD		18.4
	30029		27.8	SEWARD	J	25.9
	30035		36.6	TAMORA		34.2
	30041		44.7	UTICA		42.8
8,292	30047		48.6	WACO		46.7
				YORK		
	30055		55.3	To Benedict 9.5		54.0
	30063		64.2	BRADSHAW	CTC	62.3
7,160	30070		71.3	HAMPTON		69.4
	30076		78.5	AURORA	JT	76.6
	30082		83.3	MURPHY	X(2)	82.7
	30088		88.9	PHILLIPS		87.0
7,648	30095		96.3	GRAND ISLAND	I	94.4
			99.2	MCDONALD		97.3
	30104		104.5	ABBOTT		102.6
10,639	30110		111.8	CAIRO		109.9
	30118		113.2	ST. MICHAEL		116.9
			125.1	NANTASKET	X(2)	123.2
	30126		127.7	RAVENNA	BKTX	125.8
	30126		127.7	RAVENNA	BKTX	125.8
	30128		129.3	WEST RAVENNA		126.4
	30137		137.8	HAZARD	X	135.7
	30143		144.3	LITCHFIELD	X	142.6
	30152		155.0	MASON		153.1
	30166		165.1	BERWYN		163.2
	30174		175.0	FAIR	X	173.1
7,933	30175		176.3	BROKEN BOW	BK	174.4
	30183		183.6	MERNA		182.8
	30194		195.7	ANSELMO		193.7
	30206		205.5	LINSCOTT		203.6
	30214		214.4	DUNNING		212.5
	30224		223.9	HALSEY		222.0
	30234		235.3	NATICK		233.4
8,124	30241		242.6	THEOFORD		240.7
	30249		249.1	NORWAY	CTC	247.2
	30256		257.6	SENECA		255.7
	30259		259.3	WEST SENECA		257.4



WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Cont'd 2nd Subdiv MAIN LINE STATIONS		Distance from Hobson
					Rule 6		
		30267		267.3	2MT	MULLEN 12.0	265.4
		30277		279.3		HECLA 13.5	277.4
		30292		292.8	2MT	WHITMAN 14.1	290.9
		30305		306.9		HYANNIS 7.6	305.0
		30314		314.5	2MT	ASHBY 10.3	312.6
		30323		324.8		BINGHAM 9.1	322.9
8.737		30333		333.9	2MT	ELLSWORTH 1.9	332.0
		30335		335.8		WEST ELLSWORTH 8.2	333.9
		30341		344.0	2MT	LAKESIDE 5.2	342.1
		30349		349.2		ANTIOCH 9.7	347.3
		30358		358.9	2MT	BIRDSELL X	357.0
				364.4		EAST ALLIANCE X(2)	362.5

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. 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 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.
York and Benedict MP 143.5.....	30 MPH.
MP 135.0 and MP 136.5.....	10 MPH.
RAVENNA AND EAST ALLIANCE.....	50 MPH.
Trains over 100 tons/OB.....	50 MPH.
Loaded Coal Trains.....	50 MPH.
MP 175.75 and MP 176.40 - Head end restriction.....	45 MPH.
MP 364.1 and MP 364.4.....	20 MPH.
Through turnouts of begin and end two main tracks and crossovers equipped with dual control switches.....	25 MPH.
Through turnouts of controlled sidings.....	20 MPH.
Through turnouts equipped with two switch machines (moveable point frogs) - locations listed in item 12.....	35 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  
Waco..... Locomotives must not operate over scale  
on elevator track. Speed limit on elevator  
track is 3 MPH.

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

Rule 450 in effect.

Ravenna and Lincoln-Rule 405 applies.

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

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

6. Crossing Restrictions-York- Trains must not occupy Highway 34 crossing at MP 136.1 between York and Benedict until crossing lights warning automobile traffic are seen to be operating or until movement over crossing is protected by a crew member.

Co Plant- Trains must not occupy Highway 2 crossing until crossing lights warning automobile traffic are seen to be operating or until movement over crossing is protected by a crew member.

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

7. 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.

Conductor must notify Superintendent Operations in writing as soon as possible each time a train is stopped at this location. Information forwarded must include date, time, and description of the circumstances involved.

8. 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.

9. 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 264.9- Mullen  
MP 286.6- Hecla  
MP 309.0- Hyannis  
MP 338.1- Lakeside Main 1  
MP 338.1- Lakeside Main 2

10. 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

11. Crossovers- At other than stations:

MP 11.0 two	MP 229.9 two
MP 24.4 two	MP 254.2 two
MP 40.0 two	MP 273.9 two
MP 133.5	MP 300.1 two
MP 150.6 two	MP 320.2 two
MP 169.8 two	MP 339.4 two
MP 185.0	MP 354.8
MP 190.0	MP 361.6 two
MP 210.0 two	

12. The following turnouts are equipped with two switch machines. When dual control switches at these locations are operated by hand, the switch machine which operates the switch points and the switch machine which operates the moveable point frog must both be operated.

MP 14.5 - (End Two Main Tracks) - Pleasant Dale

## NEBRASKA DIVISION

MP 36.7 - (Begin Two Main Tracks) - Tamora  
 MP 66.6 - (End Two Main Tracks) - Bradshaw  
 MP 88.9 - (End Two Main Tracks) - Phillips  
 MP 165.1 - (Begin Two Main Tracks) - Berwyn  
 MP 185.0 - (Main Track One) - Merna  
 MP 195.7 - (End Two Main Tracks) - Anselmo  
 MP 344.0 - (End Two Main Tracks) - Lakeside  
 MP 349.2 - (Begin Two Main Tracks) - Antioch

13. Track between East Antioch MP 349.2 and East Alliance MP 364.4 is on the Nebraska Division, however, employees are under the jurisdiction of the Denver Division.

## 14. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
83209 Benedict .....	9.5 from York .....	54	East
83201 Champion .....	1.1 from York .....	28	West
Cory .....	6.2 west of York .....	10	West
30080 Curry .....	3.7 west of Aurora .....	28	Both
30081 Monsanto .....	5.3 west of Aurora .....	36	Both
Trail .....	4.7 west of Phillips .....	17	Both
30103 CoPlant .....	7.2 west of Grand Island .....	127	Both
30132 Sweetwater .....	5.5 west of Ravenna .....	11	West
30159 Ansley .....	4.9 east of Berwyn .....	109	East
30166 Old Berwyn .....	2.5 west of Berwyn .....	28	Both
30214 Old Dunning .....	1.1 west Dunning .....	26	West
30360 RMC .....	5.6 east of Alliance .....	189	Both
30361 Sweeco .....	4.1 east of Alliance .....		Loop
Koester's .....	0.8 east of East Alliance .....	42	Both

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS			Distance from Creston
				DT	Rule 6	ABS	
	20355		392.9	2MT	CRESTON To Greenfield 21.5	BKTY TWC	0.0
	20368		406.7	2MT	PRESCOTT		13.9
	20375		413.7		CORNING		20.8
	20384		422.7		NODAWAY		29.8
	20388		427.4	2MT	VILLISCA		34.6
	20403	1	442.4	2MT	RED OAK To Farragut 25.6	KT	49.6
	20409		447.5		McPHERSON		55.3
	20413		451.6	2MT	EMERSON		58.8
	20418		456.9		HASTINGS		64.1
	20427		467.9		BALFOUR	X	73.5]
	20432		471.4	2MT	GLENWOOD		78.6
	20436		475.1		PACIFIC JCT.	JTX	82.2
	20441		5.0	2MT	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		124.3
7.015	20484		47.6	2MT	WAVERLY		129.8
	20491		54.8		HAVELOCK	BKX	137.0
	20496	4	59.6		LINCOLN	BIJKT	141.8

BN Radio Channel No. 2 in service between Creston and Pacific Jct.

BN Radio Channel No. 1 in service between Pacific Jct. and Lincoln.

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. Maximum Speeds Permitted-

Zone-Between	Passenger	Freight
Passenger Trains .....	79 MPH.	
Empty Coal Trains .....	60 MPH.	
Pacific Junction to Ashland .....		50 MPH.
Loaded Coal Trains .....		40 MPH.
Freight Trains over 100 Tons/OB .....		40 MPH.
MP 393.0 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 Tracks .....	20 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.
---------------------	---------	---------

## Equilateral Turnouts at Following

## Locations

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

Turnouts of Controlled Siding .....	20 MPH.	20 MPH.
-------------------------------------	---------	---------

## Light Engines over Main Street

Crossing Prescott .....		20 MPH.
-------------------------	--	---------

## Light Engines over Highway Crossing

MP 423.1 and MP 426.5 .....		20 MPH.
-----------------------------	--	---------

Creston and Greenfield .....		10 MPH.
------------------------------	--	---------

Red Oak and Farragut .....		25 MPH.
----------------------------	--	---------

MP 13.1 and MP 13.2 .....		10 MPH.
---------------------------	--	---------

MP 18.0 and MP 25.9 .....		10 MPH.
---------------------------	--	---------

## Head end of Eastward Trains Passing

Signals at MP 49.1 on Main 1-		
-------------------------------	--	--

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

Freight trains over 100 Tons/OB .....		40 MPH.
---------------------------------------	--	---------

## Between Oreapolis and Ashland,

bridge derricks 975501, 975505 and		
------------------------------------	--	--

250-Ton Wrecking Derricks .....		25 MPH.
---------------------------------	--	---------

**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. 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.

**4. Rule 99-** When flagging is required, distance will be 1.5 miles.**5. 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.**6. Rule 105-** Industrial Track between Red Oak-Farragut and Creston-Greenfield.**7. Shenandoah-** Member of crew must protect movement over Sheridan and Thomas Avenues from position on ground.**8. Lincoln-** Interlocking begins at MP 58.9. Eastward signals are part of CTC system. Westward signals are part of interlocking.**9. 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

**10. 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

**11. Crossovers at other than Stations:**

408.9 (Prescott)

425.6 (Villisca)

453.5 (Emerson)

41.1 (Greenwood)

**12. Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
Corning Industrial Park .....	4 west of Corning .....	50	West
20396 Stanton .....	7.8 west of Villisca .....	50	Both
20423 Malvern .....	4.6 east of Balfour .....	22	West
77604 Snyder .....	4.3 from Creston .....	10	Both
77612 Orient .....	7.6 from Snyder .....	15	Both
77621 Greenfield .....	8.7 from Orient .....	10	Both
78106 Coburg .....	6.6 from Red Oak .....	20	Both
78112 Essex .....	12.9 from Red Oak .....	25	Both
78119 Shenandoah .....	18.8 from Red Oak .....	40	Both
78125 Farragut .....	25.6 from Red Oak .....	40	Both
Red Oak Industrial Park .....	2.2 west of Red Oak .....	66	West
20455 Cedar Creek .....	4.7 west of Cullom .....	50	East
20467 Costa Welsh Spur .....	3.3 west of South Bend .....	36	West
20480 Mid-America .....	2.4 west of Greenwood .....	37	Both

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	4th Subdiv MAIN LINE STATIONS		Distance from Oreapolis
					Rule 6		
		20445	137	0.0	OREAPOLIS	AJTX	0.0
7,325	80208			7.6	BELLEVUE		7.6
	80214			15.0	GIBSON	BKT	15.0
5,661	27400			16.8	OMAHA To Council Bluffs 4.0	J	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. Maximum Speeds Permitted- Zone-Between

	Passenger	Freight
Passenger Trains.....	79 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 sidings .....	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. 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.

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

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

#### 6. Omaha to Council Bluffs-

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

**Council Bluffs-** Union Pacific Yard- Burlington Northern trains or interchange movements must not enter any UP track without first making verbal contact with UP tower yardmaster for permission and instructions. A member of the crew requesting permission to enter must communicate directly with UP Tower Yardmaster. If unable to contact UP tower Yardmaster by radio, crew member must go to the nearest telephone and communicate with UP Tower Yardmaster.

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.

#### 9. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
80202 La Platte .....	2.0 west of Oreapolis .....	68	Both
80203 National By-Product .....	3.5 west of Oreapolis .....	25	East
80204 Pappio .....	4.0 west of Oreapolis .....	65	East
27394 Council Bluffs .....	4.0 from Omaha .....	Yard	
80228 Camoak .....	3.0 west of Ralston .....	30	East
80238 Gretna .....	6.3 west of Chalco .....	48	Both



# NEBRASKA DIVISION

21

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	5th Subdiv MAIN LINE STATIONS	Distance from Lincoln
	20496	4	59.6	LINCOLN BIJKT	0.0
			0.4	1.1	
			1.5	CARLING BIJKT	1.1
			4.4		
		163	3.8	CUSHMAN BIJK	3.9
			7.8	3.4	
	20503		66.9	COBB J	7.3
6,670	20505		69.4	2.5	
6,965	20512		76.2	DENTON	9.8
			6.8	BERKS	
	20516		79.7	3.5	
			8.4	CRETE BJ	20.1
6,810	20524		88.1	DORCHESTER	28.5
6,685	20533		97.2	9.1	
			8.6	FRIEND	37.6
7,160	20542		105.8	EXETER	46.2
			7.2		
7,525	20549		113.0	FAIRMONT To Milligan 14.5 J	53.4
6,745	20556		119.7	6.7	CTC 60.1
5,625	20564		127.9	GRAFTON	
			8.2	SUTTON	68.3
6,725	20568		132.3	4.4	
6,800	20577		140.7	SARONVILLE	72.7
6,750	20583		147.5	8.4	
			6.8	HARVARD	81.1
	20588		152.0	INLAND	87.9
			4.5	HALLORAN	92.4
		2	154.9	2.9	
			1.6	BRICK YARD JT	95.3
	20592		156.5	2MT HASTINGS BIJKT	98.4
			6.1	JUNIATA	103.0
6,806	20598		162.6	8.3	
6,372	20607		171.0	KENESAW	111.3
			7.7		
7,270	20614		178.7	HEARTWELL	119.0
			9.6	MINDEN	128.6
7,434	20624		188.3	9.6	
			197.8	AXTELL	138.2
3,418	20634		204.4	6.5	
			6.6	FUNK	144.7
8,675	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 BKT	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. Maximum Speeds Permitted- Zone-Between

	Passenger	Freight
Passenger trains .....	79 MPH.	
Empty Coal Trains .....		60 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 Cobb Line

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 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 154.9 to 17th Subdivision .....	30 MPH.	30 MPH.
MP 154.9 and MP 155.9 - MT1 & MT2 ....	50 MPH.	50 MPH.
MP 155.9 and MP 157.0 - UP Xing .....	25 MPH.	25 MPH.
MP 156.4 crossover and turnouts .....	10 MPH.	10 MPH.
MP 157.0 and MP 158.0 .....	30 MPH.	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.

Turnouts of Controlled Sidings .....	20 MPH.	20 MPH.
Hobson Yard-West 8-2 Track and Running Track between MP 2.5 (Summit of Hump) & Cushman .....		20 MPH.
Sidings: Denton, Dorchester, Friend, Exeter, Grafton, Sutton, Saronville, Harvard, Inland, Kenesaw & Funk .....	10 MPH.	10 MPH.
Fairmont and Milligan .....		10 MPH.
Holdrege Siding (South Side) Locomotives in Groups H and I .....	10 MPH.	10 MPH.
McCook- 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.

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

Juniata .....	South house track
Kenesaw .....	Stock track
Indianola .....	South house track

## 3. 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.

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.

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

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

**6. 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

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

**Rule 93-** yard limits in effect at Kearney.

**8. Industrial Tracks and Other Tracks-**

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

W E S T W A R D	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	6th Subdiv MAIN LINE STATIONS		Distance from McCook	E A S T W A R D
					Rule 6			
	7.851	20724		287.8	McCOOK	BKRT	0.0	
					12.2			
	6.584	20735		300.0	CULBERTSON	J	12.2	
					8.5			
	7.022	20745		308.5	TRENTON		20.7	
					11.9			
	7.054	20757		320.4	STRATTON		32.6	
					10.3			
	6.779	20767		330.7	MAX		42.9	
					8.4			
	7.270	20775		339.1	BENKELMAN		51.3	
					10.4			
	7.017	20785		349.5	PARKS		61.7	
					11.6			
	6.716	20797		361.1	HAIGLER		73.3	
					15.9			
	9.140	20813	2	377.0	WRAY	CTC	89.2	
					8.6			
	6.426	20821		385.6	ROBB		97.8	
					6.6			
	7.101	20828		392.2	ECKLEY		104.4	
					13.3			
	6.716	20841		405.5	YUMA		117.7	
					8.5			
	6.608	20859		414.0	CALHOUN		126.2	
					9.0			
	6.674	20859		423.0	PLATNER		135.2	
					7.8			
	3.231	20867		430.8	AKRON		143.0	
					6.9			
	4.208	20873		437.7	XENIA		149.9	
					6.6			
	5.718	20880		444.3	PINNEO		156.5	
					8.9			
				453.2	EAST BRUSH	JT	155.4	
					1.1			
		20891		454.3	BRUSH CENTER	JT	166.5	

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

Train Dispatcher Calls: Trenton-21, Benkelman-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. Maximum Speeds Permitted-  
Zone-Between**

	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 Jet	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. Clearance Provisions and Exceptions Rule 82(A)-**

**Rule 405-**In effect for trains at Brush Center.

**McCook-**Rule 82(A) does not apply.

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

Rule 450 in effect.

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

**5. 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

**6. Monfort-** no locomotives through dumper nor on or over scale.

**7. Track between East Brush and Brush Center is on the Nebraska Division, however, employees are under the jurisdiction of the Denver Division.**

**8. Industrial Tracks and Other Tracks-**

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

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

**1. Maximum Speeds Permitted-  
Zone-Between**

	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 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 Gentleman Power Plant	40 MPH.
Inside Gentleman Power Plant	5 MPH.
Curves 16 and 17 Gentleman Industrial Track	25 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. Clearance Provisions and Exceptions Rule 82(A)-**

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

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

**5. Gentleman Power Plant-**

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

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

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

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

**9. TWC-** In effect between Sterling and CTC Holdrege.

**10. 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.**

**11. Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
Kansas-Nebraska	1.6 west of Holdrege	10	West
Coop. Equity Mill	1.7 west of Holdrege	5	West
Gentleman Power Plant	17.6 from Wallace	Loop	West
82201 Dailey	5.0 west of Haxtun	19	Both

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	7th Subdiv MAIN LINE STATIONS			Distance from Holdrege
				Rule 6			
	20647		0.8	HOLDREGE	BJKTY	CTC	0.0
				7.9			
	82007		8.0	LOOMIS			7.9
				7.5			
	82015		15.5	BERTRAND			15.4
				8.4			
	82021		21.8	SMITHFIELD			21.8
				6.6			
	82028		28.4	ELWOOD			28.4
				11.1			
	82039		39.5	EUSTIS			39.5
				10.6			
	82049		50.1	FARNAM			50.1
				12.1			
	82061		62.2	MOOREFIELD			62.2
				10.1			
	82071		72.3	CURTIS	BKTY		72.3
				6.5			
	82077		78.8	MAYWOOD			78.8
				9.3			
	82087		88.2	WELLFLEET			88.1
				15.9			
	82103		104.1	DICKENS			104.0
				9.9			
	82113	180	113.9	WALLACE To Gentleman 17.6	JY	TWC	113.9
				6.6			
	82119		120.4	GRAINTON			120.5
				5.7			
	82125		126.3	ELSIE			126.2
				8.2			
	82133		134.4	MADRID			134.4
				9.6			
7.434	82143		144.0	GRANT	Y		144.0
				10.2			
	82153		154.2	BRANDON			154.2
				7.3			
	82160		161.5	VENANGO			161.5
				8.7			
	82169		170.3	AMHERST			170.2
				9.7			
	82179		179.9	HOLYOKE	Y		179.9
				9.2			
	82188		189.1	PAOLI			189.1
				8.4			
	82196		197.5	HAXTUN			197.5
				11.4			
	82208		208.9	FLEMING			208.9
				20.5			
	84081		229.4	STERLING	BJKTY		229.4

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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	8th Subdiv MAIN LINE STATIONS		Distance from Napier
				Rule 6		
	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.

#### 1. Maximum Speeds Permitted-

Zone-Between	Freight
Napier and Pacific Junction	49 MPH.
MP 133.0 and MP 136.0	30 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.

#### 2. Bridge, Engine and Heavy Car Restrictions- None.

Hamburg-Locomotives in Group I must not operate on old branch main east of John Street.

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

Rule 450 in effect.

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

#### 5. 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.

#### 6. Pacific Jct.- Normal position of south wye track switch is for west leg of wye.

#### 7. Industrial Tracks and Other Tracks-

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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	9th Subdiv BRANCH LINE STATIONS		Distance from Cooper Spur
				Rule 8		
	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.

#### 1. 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.

#### 2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

Locomotives in Groups G, H and I must not operate between MP 6.0 and MP 26.5 between Arbor and Cooper Spur.

Nebraska City-The following tracks are restricted to a single four(4) axle locomotive: Morton House, Bartlett Lead and City. 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.

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

Rule 450 in effect.

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

#### 5. 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.

#### 6. Nebraska City- Automatic Interlocking over Union Pacific Crossing Round House Lead.

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

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



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

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

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.

**8. Rule 93-** Yard limits in effect between Nebraska City and Cooper Spur.**9. Cooper Spur to Arbor-** Trackage between Cooper Spur and Arbor (MP 26.5 and MP 5.0) is "Excepted Track" in accordance with the provisions of the Federal Track Safety Standards, CFR 49, Part 213.4, effective November 1, 1982.

Operation of all trains on this trackage is governed by the following restrictions.

1. No train shall operate in excess of 10 MPH
2. No revenue passenger train shall be operated
3. No freight train shall be operated that contains more than 5 cars required to be placarded by the Hazardous Material Regulations (CFR 49, Part 172).

**10. Industrial Tracks and Other Tracks-**

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

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	10th Subdiv MAIN LINE STATIONS			Distance from Ashland
					Rule 6			
		20471	144	0.0	ASHLAND	IJTY	CTC	0.0
				14.8				
	4,150	07015		14.8	YUTAN	A		14.8
				14.4				
	5,265	07029		29.2	FREMONT	ABIY		29.2
				8.7				
		07038		38.0	NICKERSON	A		37.9
				5.7				
		07044		43.6	WINSLOW			43.6
				9.1				
		07053		52.8	UEHLING			52.7
				7.3				
	7,565	07060		60.0	OAKLAND		TWC	60.0
				7.0				
		07070	67.0	LYONS			67.0	
			15.1					
		07082	82.1	WALTHILL			82.1	
			6.1					
7,756	07088	88.2	WINNEBAGO			88.2		
		6.3						
	07094	94.5	HOMER			94.5		
		7.2						
	07102	101.7	DAKOTA CITY			101.7		
		2.8						
	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. 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. Clearance Provisions and Exceptions Rule 82(A)-None**

Rule 450 in effect.  
 Ashland - Rule 405 applies.

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

**6. Yutan-** When trains meet at Yutan, westward trains holding main track must not pass approach signal until eastward trains are in clear of siding.**7. 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.

**8. 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.

**9. Automatic Interlockings not Indicated at Station-**

FEVR crossing 6.3 miles west of Fremont.

**10. Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
07003 Abel .....	2.5 west of Ashland .....	248	East
07004 Riverside .....	4.3 west of Ashland .....	133	East
07005 Big Sandy .....	5.1 west of Ashland .....	75	East
07021 LeShara .....	6.2 west of Yutan .....	21	East
Nebr. Processors .....	3.6 west of Fremont .....	113	West
Fel Tex .....	4.2 west of Fremont .....	93	East
07076 Rosalie .....	8.7 west of Lyons .....	30	East

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	11th Subdiv BRANCH LINE STATIONS	Distance from Council Bluffs
9,524	78598		384.9	BAYARD	98.7
6,103	78593		391.4	COON RAPIDS	92.2
9,529	78585		399.6	DEHAM	84.0
9,548	78578		406.1	TEMPLETON	77.5
	78572		412.2	MANNING	71.4
10,266	78562		422.8	MANILLA	60.8
	78554	134	430.4	DEFIANCE	53.2
5,060	78549		435.9	EARLING	47.7
	78544		441.0	PANAMA	42.6
9,952	78537		447.3	PORTSMOUTH	36.3
	78532		452.8	PERSIA	30.8
9,720	78522		462.6	NEOLA	21.0
	78517		467.7	UNDERWOOD	15.9
	27394		483.6	COUNCIL BLUFFS	0.0

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

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

Rule 450 in effect.

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

**5. 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.

**6. Bayard- End of track is MP 383.6**

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

**8. Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
78566 Aspinwall .....	4.0 west of Manning .....	42	Both
78512 Weston .....	4.9 west of Underwood .....	9	West

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	12th Subdiv BRANCH LINE STATIONS	Distance from Table Rock
	28145		48.2	TABLE ROCK	0.0
	81007		55.3	PAWNEE	7.1
	81019		67.4	BURCHARD	19.3
	81039		87.2	WYMORE	39.1
	81048		96.4	ODELL	48.3
	81057		105.1	DILLER	57.1
	81066		114.6	ENDICOTT	66.5
	81080		128.5	REYNOLDS	80.4
	81090		138.5	HUBBELL	90.4
	81098		145.8	CHESTER	97.7
	81106		153.9	BYRON	105.8
	81114		162.8	HARDY	114.7
	81122		170.4	SUPERIOR	122.5
	81129		177.0	BOSTWICK	128.9
	81136	19	184.9	GUIDE ROCK	136.8
	81143		191.1	LESTER JCT.	143.0
	81147		195.3	RED CLOUD	147.2
	81154		202.3	INAVALE	154.2
	81160		208.2	RIVERTON	160.1
	81170		218.7	FRANKLIN	170.6
	81180		228.6	NAPONEE	180.5
	81185		233.2	REPUBLICAN	185.1
	81193		241.0	ALMA	193.0
	81198		247.1	ORLEANS	198.6
	81199		247.8	ORLEANS JCT.	198.9

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

Train Dispatcher Calls-Table Rock-01.

**1. Maximum Speeds Permitted-  
Zone-Between**

Freight

Table Rock and Red Cloud ..... 35 MPH.  
MP 48.5 and MP 64.0 ..... 25 MPH.

MP 84.7 U.P. Crossing, Head End of Trains

Passing Approach Signals:

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 & MP 115.1-UP Crossing ..... 10 MPH.

Red Cloud & Orleans Jct. .... 40 MPH.

MP 195.3 & MP 227.0 ..... 30 MPH.

MP 246.0 & MP 257.4 ..... 30 MPH.

Over switch - Oxford Jct. .... 20 MPH.

All derricks ..... 25 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. 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 Orleans Jct.

**4. Rule 99 -** When flagging is required, distance will be 1.5 miles.**5. Track Warrant Control -** In effect between MP 49.5 and MP 190.5 and between MP 195.3 and MP 247.8.

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.

**6. Rule 93 -** Yard limits in effect between MP 190.1 and Red Cloud.**7. Table Rock -** Normal position of junction switch is for First Sub-division.**8. Chester-** On any track other than main track, member of crew must flag movement over Thayer Avenue from position on ground at crossing.**9. 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.**10. Orleans Jct.-** The normal position for the switch located at MP 0.2 is lined and locked for the 20th Subdivision.**11. Automatic Interlockings not Indicated at Station-**  
UP crossing-MP 84.7.**12. Industrial Tracks and Other Tracks-**

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

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

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

**1. Maximum Speeds Permitted-****Zone-Between****Freight**

Crete 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:

Shestak .....Elevator track

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

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

Rule 450 in effect.

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

**6. Industrial Tracks and Other Tracks-**

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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	14th Subdiv BRANCH LINE STATIONS		Distance from Seward		
				Rule 6				
	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		Y	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. Maximum Speeds Permitted-  
Zone-Between**

**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 56.7 and MP 58.7 ..... 10 MPH.  
Item 1A, All Subdivisions, applies.

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

Item 5d not permitted.

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

Rule 450 in effect.

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

**5. 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.

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

**7. Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
83064 Moll Spur	3.2 west of Bellwood	104	Both

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	15th Subdiv BRANCH LINE STATIONS		Distance from Dewitt	EASTWARD
					Rule 6			
		80817	153	0.3	DE WITT		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. Maximum Speeds Permitted-  
Zone-Between**

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

Rule 450 in effect.

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

**5. 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.

**6. Rule 105- Industrial Track between Tobias and Daykin.**

**7. Blue Hill- Normal position of junction switches (MP 86.8 and MP 87.0) is for the 18th Subdivision.**

**8. Hildreth- End of track is MP 119.3.**

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

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

#### 10. Industrial Tracks and Other Tracks-

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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	16th Subdiv BRANCH LINE STATIONS	Rule 6	Distance from Fairmont
	20549		0.8	FAIRMONT	JY	0.0
	81608		8.6	GENEVA		7.8
	81336	155	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

BN Radio Channel No. 1 in service on this Subdivision.  
Train Dispatcher Calls-Fairmont-22.

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

Rule 450 in effect.

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

#### 5. 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.

#### 6. Hebron- End of track is MP 36.2.

#### 7. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
81606 Kanab-spur Track .....	2.0 west of Geneva .....	3	East

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	17th Subdiv BRANCH LINE STATIONS	Rule 6	Distance from Brick Yard
			27.1	BRICK YARD	JTY CTC	0.0
			26.3	EAST WYE	Y	0.8
	83419	160	18.9	TRUMBULL		8.2
	83410		9.9	GILTNER		17.2
			0.4			
	30076		0.6	AURORA	JTY CTC	27.5
	83510		11.0	MARQUETTE	TWC	38.8
	83519	149	19.3	CENTRAL CITY	IY	47.2
	83527		28.0	ARCHER	Y	55.8
	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. Maximum Speeds Permitted-Zone-Between

	Freight
Brick Yard and Central City .....	30 MPH.
Trains using east wye track to Fifth 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 16.93 - Platte River Bridge .....	15 MPH.
MP 19.6-UP interlocking Central City, locomotive or leading car between approach and absolute signal, and between absolute signals .....	10 MPH.
MP 19.0 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. Clearance Provisions and Exceptions Rule 82(A)-None.

Rule 450 in effect.

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

5. 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.

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

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

10. Palmer- End of track MP 35.7.

## 11. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
83405 Acco	4.3 west of Giltner	5	West
83516 Overland	5.5 west of Marquette	18	East
83521 Vayden	2.3 west of Central City	21	Both

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	18th Subdiv BRANCH LINE STATIONS	Distance from Hastings
	20592		0.7	HASTINGS BJKTY	0.0
	82409		10.1	AYR JCT. To Roseland 6.9	10.1
	82411	159	11.7	AYR	11.7
	81386		19.1	BLUE HILL JY	19.1
	82430		30.7	COWLES	30.7
	81143		37.0	LESTER JCT. JY	37.0

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

1. Maximum Speeds Permitted-  
Zone-Between

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

Rule 450 in effect.

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

## 5. 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.

## 6. Rule 105- Industrial track between Ayr Jct. and Roseland.

## 7. Industrial Tracks and Other Tracks-

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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	19th Subdiv MAIN LINE STATIONS	Distance from Oxford Jct.
	20667	19	257.4	OXFORD JCT. J	0.0
	81199	177	0.2	ORLEANS JCT. JT	10.1
	82603		3.3	FLYNN J	13.0
	82818	176	17.5	LONG ISLAND	27.2
	82828		27.7	ALMENA	37.4
	82830		29.6	ALMENA JCT. JY	39.5
	82777		310.6	CALVERT	41.5
10,544	82839	133	318.0	NORTON BKY	48.9
3,132	82786		319.0	LAU Y	49.8
			325.9		
	82847		47.3	ORONOQUE JY	56.8
	82852	176	52.0	REAGER	61.6
	82857		57.4	NORCATUR	67.0
	82868		68.7	KANONA	78.2
	82877		78.0	BERLIN TY	87.6

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

1. Maximum Speeds Permitted-  
Zone-Between

Freight

## 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 Orleans Jct. and Oberlin-Bridge derricks 975501 and  
975505 must not operate.

## 3. TWC-

TWC is in effect between Oxford Jct. and Oberlin.

TWC is in effect between Almema 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 Oxford Jct.  
and Oberlin.

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

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

## 6. Norton- All trains will stop at highway crossing just west of city limits and flag movement over crossing.

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

## 7. 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	Distance from Flynn
	82603		3.0	FLYNN	J	0.0
	82607		7.3	STAMFORD		4.2
	82613		13.5	HOLLINGER		10.7
	82620		29.3	BEAVER CITY		17.4
	82628		28.2	HENDLEY		25.3
	82635		35.7	WILSONVILLE		32.8
	82646		45.4	LEBANON		42.9
	82653	177	52.8	DANBURY		49.0
	82669		59.0	TRAER		56.1
	82675		75.8	HERNDON		72.9
	82686		85.9	LUDELL		83.1
	82691		91.1	ATWOOD		88.2
	82698		96.1	BLAKEMAN		93.1
	82701		101.5	BEARDSLEY		98.5
	82709		109.7	MCDONALD		106.7
	82718		118.5	BIRD CITY		115.4
	82734		133.9	ST. FRANCIS	Y	131.0

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

#### 1. Maximum Speeds Permitted- Zone-Between

Freight

Flynn and St. Francis ..... 30 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.

#### 2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

Between Flynn and St. Francis locomotives in Group I must not operate.

Between Flynn and St. Francis Bridge derricks 975501 and 975505 must not operate.

#### 3. TWC-

TWC in effect between Flynn and St. Francis.

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

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

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

#### 6. 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.

#### 7. Industrial Tracks and Other Tracks-

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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	21st Subdiv MAIN LINE STATIONS	Rule 6	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.

#### 1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted  
Freight

MP 0.0 and MP 49.1 ..... 30 MPH.

#### 2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

Locomotives in Group I must not operate.

Between Culbertson and Imperial-Bridge derricks 975501 and 975505 must not operate.

#### 3. 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.

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

#### 5. TWC-in effect:

Between MP 0.7- Culbertson and MP 49.1- Imperial

#### 6. 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.

#### 7. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
82908 Beverly	9.1 west of Culbertson	17	East
92941 Enders	9.4 west of Wauneta	40	Both

## NEBRASKA DIVISION

## RADIO INFORMATION

Base Stations	Channel	Hours in Operation
Alliance Disprs. Office	1	Continuous
Lincoln Disprs. Office	1	Continuous
McCook Disprs. Office	1	Continuous
<b>Wayside Stations</b>		
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.
Pacific Jct.	1	Unmanned
Louisville	1	Unmanned
Ashland	1	Continuous
Lincoln Yard	1	Continuous
	2 Yard Forces	
	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	Unmanned
Brush	1	0800-1700
		Mon. thru Fri.
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	Unmanned
Broken Bow	1	Unmanned
Anselmo	1	Unmanned
Halsey	1	Unmanned
Seneca	1	Unmanned
Whitman	1	Unmanned
Bingham	1	Unmanned
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
284-2234	Chief	308-345-2850
284-2246	Asst. Chief	308-345-2850
284-2248	East Dispatcher	308-345-3006
284-2249	West Dispatcher	308-345-5541
284-2240	North Dispatcher	308-345-5835

ALLIANCE		
Company	Position	Commercial
271-2482	Chief	308-762-4564
271-2246	Asst. Chief	308-762-4564
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

## 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	473-7823
Tecumseh		*1	# 1	473-7822
Lincoln		*1	# 1	473-7820
Glenwood		*1	# 1	473-7821
Winslow		*1	# 1	473-7824
Walthill		*1	# 1	473-7825
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

## LINE SEGMENT NUMBERS

NEBRASKA DIVISION SPECIAL PROJECT RECOLLECTABLE  
CODES - OCTOBER, 1989

## 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
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
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-Gentleman Power Plant	0.0 to 17.6

LINE/YARD SEGMENT	MILEPOST FROM TO	DESCRIPTION	"J" & "O" CODES
0001	442.4	Maintenance of signals at Red Oak Ind., Red Oak, IA	O85GT000007
0002	53.8	Maintenance of signals at Archer Daniels Midland, Lincoln, NE, BN 4064	O85NE000002
0002	59.3	M/O of the Baird Tower & interlocking plant in Lincoln, NE	J 3111
0002	60.1	M/O of the Hall Tower & interlocker plant in Lincoln, NE	J 3106
0002	79.0	Maintenance of signals at Alpo Spur Al- len Products Co Inc, BN 2310	O85NE000001
0002	156.2	Unusual or extraordinary expense of in- terlocker at Hastings, NE	J 3100
0004	0.4	M/O of the Baird Tower & interlocking plant in Lincoln, NE	J 3111
0004	.9	M/O of the Hall Tower & interlocking plant in Lincoln, NE	J 3106
0016	43.4	M/O of power switches 123 at Armour, MO & 107 at Bailey, MO	J 2120
0016	60.4	Extraordinary expense for joint switching expense at Quaker Oats in St. Joseph, MO. Bill is flat rated per car	J 0125
0016	60.4	M/O of the Hickory St crossing in St. Joseph, MO	J 2101
0016	60.4	Electric expense for the Hickory St cross- ing in St. Joseph, MO	J 2102
0016	60.4	M/O at the Monterey St crossing in St. Joseph, MO	J 2103
0016	60.4	M/O of the 6th & Seneca St crossing in St. Joseph, MO	J 2104
0016	60.4	Electric expense for the 6th & Seneca St xing in St. Joseph, MO	J 2105
0016	60.4	M/O of track circuit in St. Joseph Belt Railway Trackage at Illinois Avenue in St. Joseph, Mo	J 2121
0019	87.2	Unusual or extraordinary expense for M/O of xing signals at Wymore, NE	J 3141
0142	4.1	Track inspection at Omaha Public Power Dist., Arbor, NE, BN 5670	O85NE000003
0144	29.2	Extraordinary expenses for joint switch- ing services for Hormel Meat Packing Plant in Fremont, NE Billed flat rate per hour	J 0123
0871		M/O of crossing protection at 5th & How- ard Streets in Omaha, NE	J 3116
0871		Maintenance of east approach of Ban- croft St viaduct in Omaha, NE	J 3126
0877		Electricity furnished for floodlights for Auto Convoy Company at Council Bluffs, IA	O85NE000004
0878		M/O of track, switches, etc. serving Hor- mel Packing Plant between industry turn-out south of Cloverly St & plant connections at Platt Avenue in Fremont, NE	J 3017



## 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

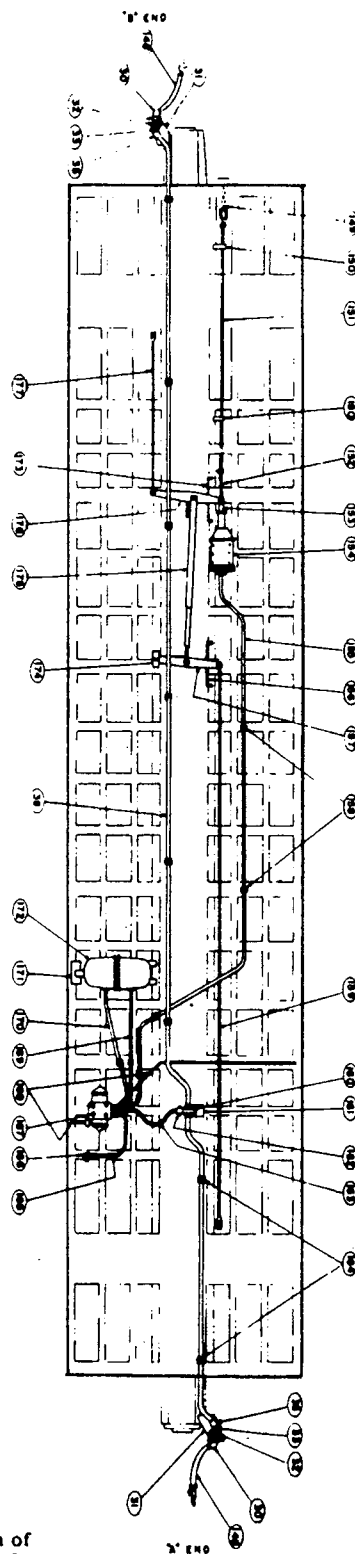
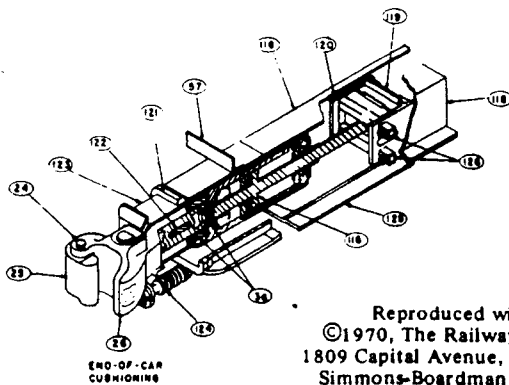
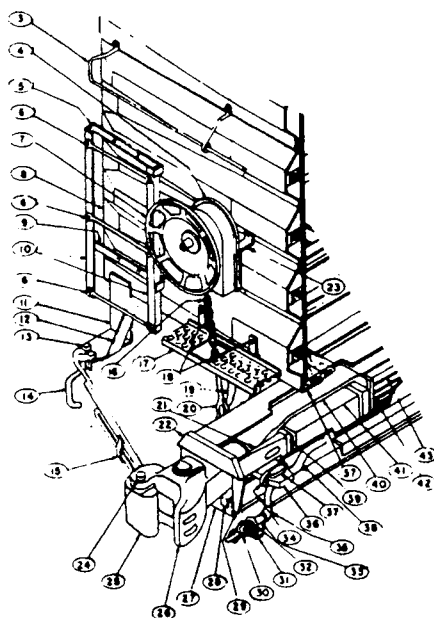
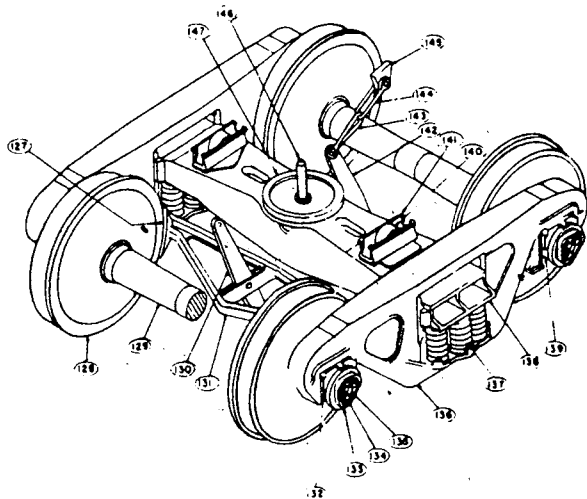
## MEDICAL EXAMINERS AND LOCAL SURGEONS (Nebraska Division)

* Alliance Medical Center .....	Alliance	Dr. Lonnie Albers .....	Lincoln
* Box Butte Medical Center .....	Alliance	* Dr. J. M. Carraher(Lincoln Clinic) .....	Lincoln
Copsey Clinic .....	Alliance	* Drs. Michael McCoy/D. G. Rutz .....	Lincoln
Dr. P. M. Scott .....	Auburn	Dr. R. C. Toren .....	Lincoln
* Family Physicians P. C. ....	Aurora, Ne.	* McCook Clinic .....	McCook
Dr. Joseph Hermesen .....	Beatrice	Southwest Nebraska Medical Center .....	McCook
Dr. Kenneth Stout .....	Benkelman	Dr. D. F. Prince .....	Minden
Dr. George Rudd .....	Birmingham	Dr. J. Humphrey .....	Mound City
Dr. Leon Books .....	Broken Bow	* Drs. A. H. Bonebrake/G. L. Rademacher .....	Nebraska City
* Central Nebraska Medical Clinic .....	Broken Bow	Dr. E. K. Connors .....	Omaha
Dr. Michael Sullivan .....	Clay Center	Dr. R. O. Forsman .....	Omaha
Dr. Betel G. Kopp .....	Corning	Dr. James Shehan .....	Omaha
* Cogley Medical Associates .....	Council Bluffs	* Physicians Clinic .....	Omaha
* Creston Medical Clinic .....	Creston	Warmolts Clinic .....	Oregon
* Dr. R. E. Quick .....	Crete	Dr. John B. Shaw .....	Oxford
Curtis Medical Center .....	Curtis	* Internal Medical Assoc. ....	Plattsmouth
Dr. Mangil Seo .....	Des Moines	Dr. Edward Piller .....	Red Oak
Dr. David E. Borg .....	Falls City	* Brookside Medical Group .....	Rockford
* Family Practice Center .....	Falls City	Dr. J. J. McMillan .....	St. Joseph
Dr. Milo Anderson .....	Fremont	* Med-Clinic .....	St. Joseph
Dr. C. F. Ashby .....	Geneva	Dr. R. Hanisch .....	St. Paul, Ne
Dr. Robert Fryzek .....	Glenwood	Dr. Basilios Lambos .....	Savanna
Dr. Gordon D. Francis .....	Grand Island	Dr. W. E. Reynolds .....	So. Sioux City
Dr. F. M. Ashler .....	Hamburg	Dr. Michael Jung .....	Sioux City
* Dr. Robert C. Smith .....	Hastings	Dr. R. J. Fillion .....	Sterling
Dr. Charles Sisk .....	Kansas City	Dr. Keith W. Shuey .....	Tecumseh
* Industrial Clinic North Inc./Dr. R. Hedges .....	No. Kansas City	* Dr. J. C. Nelson .....	Wymore
Dr. M. T. English .....	Kirkville	* York Medical Clinic .....	York

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

Note: Refer to other division timetables to locate closer doctors.

# CAR CHART

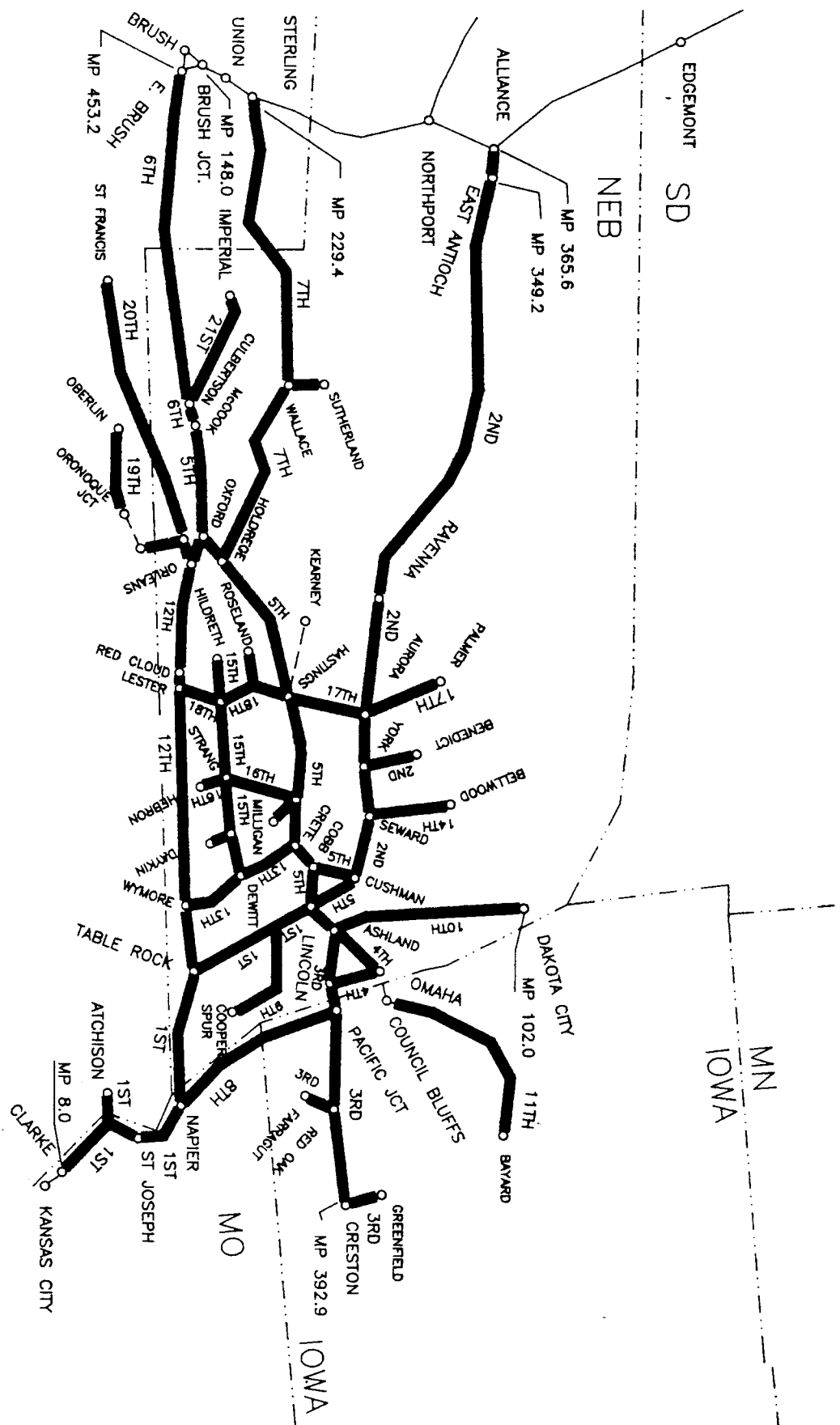


3. Horizontal end handhold
4. Hand brake housing
5. End ladder support—top
6. End ladder tread
7. Hand brake wheel
8. Steel end—bottom
9. End ladder support—bottom
11. Uncoupling lever bracket
12. Uncoupling lever bracket support
13. Uncoupling lever support
14. Telescoping uncoupling rod
15. Uncoupling 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 dangle
30. Angle cock
31. Angle cock support
32. Angle cock "U" bolt
33. Nipple
34. Draft key washer
35. 45° elbow
36. Draft key
37. Draft key retainer
38. Brake pipe, 1 1/4" (Train line)
39. Follower block
40. Coupler yoke
41. Draft gear
42. Rear draft gear stop
43. Rear draft gear stop reinforcement
116. Hydraulic piston
118. Center sill
119. Back stop plate
120. Rear lug casting
121. Striker casting
122. Coupler key
123. Cushioning unit
124. Restoring mechanism
125. Inspection plate
126. Rear cross key
127. Brake shoe
128. Wheel
129. Axle
130. Truck live lever
131. Brake beam
132. Roller bearing adapter
133. Roller bearing and cap
134. End cap retaining bolt
135. End cap locking plate
136. Truck side frame
137. Truck spring
138. Truck bolster
139. Roller bearing assembly
140. Truck side bearing roller
141. Truck side bearing housing
142. Truck dead lever
143. Clevis at dead lever
144. Clevis at dead lever fulcrum
145. Dead lever anchor—underframe mounted
146. Center pin
147. Truck center plate cast integral with truck bolster
148. Air hose
149. Hand brake chain at bell crank
150. Hand brake rod guide
151. Hand brake rod
152. Hand brake chain at cylinder
153. Cylinder push rod
154. Air brake cylinder
155. Cylinder pipe, 1/4"
156. Floating lever guide
157. Floating lever
158. Pipe clamp, 1/4"
159. Top rod, "A" end
160. Branch pipe tee
161. Branch pipe tee support
162. Combined dirt collector and cut-out cock
163. Connection hose
164. Pipe clamp, 1 1/4"
165. Retainer pipe
166. Retainer valve
167. ABD control valve
168. Release rod
169. Auxiliary reservoir pipe, 1/4"
170. Emergency reservoir pipe, 1/4"
171. Reservoir support
172. Combined auxiliary and emergency reservoir
173. Cylinder lever guide
174. Brake lever fulcrum
175. Brake slack adjuster
176. Cylinder lever
177. Top rod, "B" end

Reproduced with permission of  
 ©1970, The Railway Educational Bureau  
 1809 Capital Avenue, Omaha, Nebraska 68102  
 Simmons-Boardman Publishing Corporation







**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.**

WEST  
WARD  
↓

1005 NRPC Daily	STATION	1006 NRPC Daily
NEBRASKA DIVISION 3rd SUBDIVISION		
2137	CRESTON 91.1	s0901
	OREAPOLIS	
NEBRASKA DIVISION 4th SUBDIVISION		
	OREAPOLIS 16.8	
s2329		0709
2354	OMAHA 30.2	s0644
	ASHLAND	
NEBRASKA DIVISION 3rd SUBDIVISION		
	ASHLAND 24.3	
s0059	LINCOLN	0544
NEBRASKA DIVISION 5th SUBDIVISION		
0104	LINCOLN 96.6	s0539
s0232		0408
0234	HASTINGS 54.7	s0406
s0323	HOLDREGE 77.1	s0316
s0436	McCOOK	0207
NEBRASKA DIVISION 6th SUBDIVISION		
0339	McCOOK 165.4	s0104
	EAST BRUSH	

↑  
EAST  
WARD

The following letters placed next to the time indicate:

s - regular stop

f - flag stop to receive or discharge traffic

**PERFORM SWITCHING IN A MANNER  
WHICH WILL AVOID DAMAGE TO  
CONTENTS OF CARS AND EQUIPMENT**

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

**SPEED TABLE**

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Minutes	Seconds		Minutes	Seconds	
0	45	80.0	1	12	50.0
0	46	78.3	1	15	48.0
0	47	76.6	1	20	45.0
0	48	75.0	1	25	42.3
0	49	73.5	1	30	40.0
0	50	72.0	1	40	36.0
0	51	70.6	1	45	34.3
0	52	69.2	1	50	32.7
0	53	67.9	2	...	30.0
0	54	66.6	2	10	27.6
0	55	65.4	2	15	26.6
0	56	64.2	2	20	25.7
0	57	63.1	2	30	24.0
0	58	62.0	2	40	22.5
0	59	61.0	2	45	21.8
1	...	60.0	2	50	21.2
1	1	59.0	3	...	20.0
1	2	58.0	3	9	19.0
1	3	57.1	3	20	18.0
1	4	56.2	3	31	17.0
1	5	55.3	3	45	16.0
1	6	54.5	4	...	15.0
1	7	53.7	5	...	12.0
1	8	52.9	6	...	10.0
1	9	52.1	7	30	8.0
1	10	51.4	10	...	6.0

**SAFETY IS OF THE FIRST  
IMPORTANCE IN THE  
DISCHARGE OF DUTY**

**TRACK BULLETIN FORM B**

The engineer must attempt to contact employee in charge by radio sufficiently in advance to avoid delay, advising his location and specifying track.

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."

In granting verbal authority the following words will be used:

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

(1) To authorize train or engine to pass a red flag, or enter limits, without stopping, the following will be added:  
"\_\_\_\_\_ (train) \_\_\_\_\_ may pass red flag located at MP \_\_\_\_\_ (or enter limits) on (specify track) without stopping, over."

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.

(2) 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.

(3) 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 employee in charge as prescribed by example (1) above.