

NEBRASKA DIVISION

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G. H. Stenhjem, Superintendent Mechanical, Lincoln

LINCOLN

R. W. Lease, Superintendent Operations

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T.D. NAGEL	Mgr. Operating Practices	Lincoln
R. G. PEARSON	Mgr. Operating Practices II	Grand Island
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R. L. DENT	Trainmaster	Lincoln
D. K. MUSTOE	Trainmaster	St. Joseph
K. W. DURYEA	Senior Trainmaster	Lincoln
S. L. WATTS	Trainmaster	Grand Island
S. M. BARROW	Trainmaster	Alliance
A. V. WETSCH	Senior Trainmaster	McCook
W. B. KRAFT	Trainmaster	McCook
G. D. WRIGHT	Trainmaster	Lincoln
	Senior Trainmaster	Lincoln
W. W. CALVERT	Trainmaster	Lincoln
L. L. OWENS	Trainmaster	Creston
J. R. ZAMARZLA	Chief Dispatcher	Lincoln
M. D. POTTHOFF	Chief Dispatcher	McCook
D. W. HILL	Chief Dispatcher	Alliance
J. S. SARVER	Chief Dispatcher	Galesburg

LINCOLN TERMINAL

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L. A. LOCOCO	Terminal Trainmaster	Lincoln
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E. R. SMITH	Terminal Trainmaster	Lincoln
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T. L. WRIGHT	Terminal Trainmaster	Lincoln

KANSAS CITY TERMINAL

G. A. LaValley, Superintendent Terminal, Operations

C. L. CARLSON	Asst. Supt. Terminal Oprns.	Kansas City
R. W. SCHOENBECK	Terminal Trainmaster	Kansas City
R. W. KIPPER	Terminal Trainmaster	Kansas City
E. B. MAMER	Terminal Trainmaster	Kansas City
D. W. HEARST	Terminal Trainmaster	Kansas City
T. B. GRIMES	Terminal Trainmaster	Kansas City
E. J. SADLOWSKY	Terminal Trainmaster	Kansas City
J. C. SHERMAN	Terminal Trainmaster	Kansas City

OMAHA TERMINAL

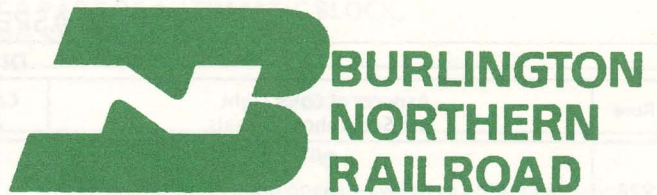
H. Anderson, Terminal Manager, Omaha

J. T. PERDEW, JR.	Terminal Trainmaster/Agent	Omaha
M. J. MARUNIAK	Terminal Trainmaster	Omaha
J. A. SNOW	Terminal Trainmaster	Omaha

NETWORK MANAGEMENT

A. A. COOK	Asst. Superintendent	Lincoln
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Printed in U.S.A.



NEBRASKA DIVISION

TIMETABLE NO. 3

IN EFFECT AT 0001
Continental Central Time
Continental Mountain Time

**Sunday
April 7, 1991**

Including National Railroad Passenger Corporation (NRPC) Trains



Senior Vice President Operations
R. S. HOWERY

Vice President Transportation
W. A. HATTON

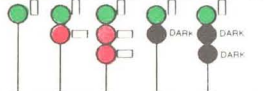

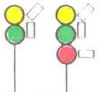

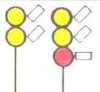

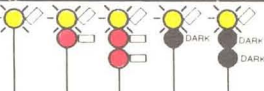

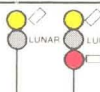

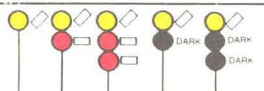

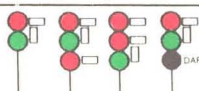

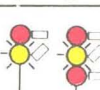

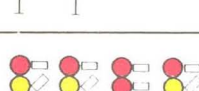

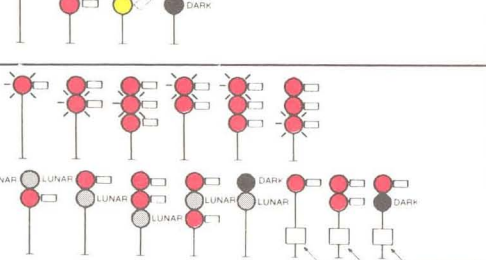

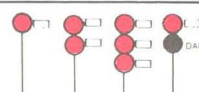

Division General Manager
T. R. JARNAGIN

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.




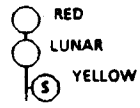



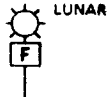
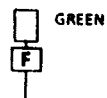
BLOCK AND INTERLOCKING SIGNALS

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 INSTRUCTIONS

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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.

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 100 Tons/OB and over	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 BN 979019-979024, BN 979026-979036	35 MPH	25 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, unless conductor's wheel report, generated by computer, indicates there is no speed restriction. Timetable speed restriction will apply to cars not printed on wheel report or picked up en route	45 MPH	45 MPH
Empty flat cars: NP 62300-62949, NP 66100-66249	45 MPH	45 MPH
Empty gondolas designated: G1, G2, G3, G4, G5, G6, GC, GE, GF, GS, GS2, MGT and MG5 except BN 580400-580609	50 MPH	50 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 apply when operating on jointed rail:

Freight trains, other than coal trains, ore trains, or trains consisting entirely of empty equipment, which cannot maintain a minimum 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 coupled locomotives in a consist (including helpers) must not exceed 10.

The number of powered axles in a locomotive consist (including helpers) must not exceed 36, for either power or dynamic braking operation.

All locomotives in the head end or helper consist, equipped with multiple unit (MU) air and electrical connections must be connected for multiple unit operation.

Hauled-In-Tow

The number of locomotives hauled-in-tow, regardless of placement in train must not exceed two times the number of locomotives coupled for 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 or helper consist (hauled-in-tow) must have the Dead Engine Feature cut in and if possible be placed not more than 15 cars from the head end consist to ensure the brakes release.

Alignment Control Couplers or Bolster Stops

Foreign line locomotives and the following BN locomotives are not equipped with alignment control couplers or bolster stops:

5-585, 1000-1004, 1400-1438, 1966-1970, 6100-6237, 9900-9925.

Unless otherwise authorized, locomotives not equipped with alignment control couplers or bolster stops must be handled as follows:

Trains consisting of 15 cars, or less - No placement restrictions.

Trains consisting of more than 15 cars - Must have the rear locomotive equipped with an alignment control coupler or bolster stop if there are 18 or more powered axles in the locomotive consist and the trailing tonnage exceeds 5000 tons. When more than one locomotive not equipped with alignment control couplers or bolster stops is hauled-in-tow they must not be coupled together and must be placed no nearer than 5 nor more than 15 cars from the head end consist.

3. Manned Helper Operations

Locomotives used in helper service must be equipped with alignment control couplers or bolster stops. However, a single non-equipped locomotive may be used when placed between locomotives which are equipped.

When helpers shove on a caboose, employees are prohibited from occupying that caboose.

Helpers must not shove on a caboose equipped with friction bearings.

Helpers must not be used on the rear of trains handling empty 80 feet or longer equipment unless Individual Subdivision Special Instructions specify a safe buffer between such cars and the rear end helpers.

Unless Individual Subdivision Special Instructions specify otherwise, the following placement restrictions apply to helper operations:

Helpers of 6 powered axles or less - No placement restrictions apply.

Helpers of 12 powered axles or less - May be operated at the rear of the train either ahead or behind the caboose.

Helpers exceeding 12 powered axles must be cut into the train at a location which equals the tonnage rating of the helper consist. The train dispatcher will advise the conductor of the tonnage rating of the helpers, so the proper placement can be determined.

Not more than 24 powered axles can be used in helper service or in the head end consist when helpers are being used, unless helping a loaded coal train consisting entirely of grade "E" steel couplers.

Coal trains consisting entirely of grade "E" steel couplers may have 36 powered axles in the head end consist. If the helper consist has less than 24 powered axles they may shove on the rear of such trains. If the consist has 24 powered axles they must cut in ahead of the caboose.

The following 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

3A. Locomotive Restrictions

Locomotive restrictions indicated in Item 2, Individual Subdivision Special Instructions, are based on locomotive axle count and, when necessary, locomotive weight. **Locomotive Information Chart** indicates maximum weight for each model. If actual weight cannot be determined, use weight shown in chart.

Locomotive Information Chart

Model	Axles	Horse-power	Maximum Weight (pounds)
SW1	4	600	198,000
SW9	4	1200	250,000
SW10	4	1000	250,000
SW12	4	1200	250,000
SW15	4	1500	262,000
NW12	4	1200	252,000
MP15	4	1500	261,000
F9, F9-2	4	2000	241,000
E9	6	2400	218,000
GP5	4	1350	243,000
GP9	4	1750	259,000
GP10	4	1800	260,000
GP15, GP15-1	4	1500	258,000
GP18	4	1800	248,000
GP20	4	2000	261,000
GP35	4	2500	262,000
GP38, GP38-2	4	2000	285,000
GP39, GP39-2	4	2300	261,000
GP40, GP40-2	4	3000	278,000
GP50	4	3600	275,000
SD9 (by unit numbers)			
6100 - 6126	6	1750	346,000
6127 - 6237	6	1750	326,000
6240 - 6247	6	1750	368,000
SD38, SD38-2	6	2000	391,000
SD40, SD40-2	6	3000	420,000
SD42	6	3000	415,000
SD60M	6	3800	401,000
B30-7	4	3000	275,000
B32-8	4	3200	270,000
B39, B39-8	4	3900	280,000
C30-7	6	3000	417,000
U30-B	4	3000	268,000
U30-C	6	3000	411,000

4. Equipment Restrictions

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

Outfit cars **EXCEPT** univans

Scale test cars **EXCEPT** BN 979019-979024 and BN 979026-979036.

Scale test cars BN 979004, BN 979006 and BN 979012 are not equipped with air brakes and must be placed next ahead of the last car in cabooseless trains.

Pile drivers	Locomotive cranes
Empty ribbon rail cars	Rear end only cars
Jordan spreaders	Rotary snowplows, wedge plows, dozers.

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

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

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

DODX 40000-40100 (Cars belonging to the Department of Defense) - Handbrakes on these cars must not be used to control movement and must be applied from a ground position while car is standing.

Loaded ribbon rail cars must not be:

1. Coupled to other cars except buffer cars. Buffer cars will be placed ahead of and behind ribbon rail cars at weld plant.
2. Handled in freight service with other cars.
3. Separated for maintenance or repairs unless under direct supervision of a roadmaster.

4A. Handling 80 Feet or Longer Cars

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

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

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

Cars weighing less than 50 tons, gross weight

Flat cars with one loaded trailer

Flat cars with empty trailers.

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

The tonnage chart distribution profile on the bottom of the wheel report designates cars 50 feet or less with an "S" and cars 80 feet or longer with an "L" in the LEN (length) category.

Individual platforms of multi-platform and stack cars are less than 50 feet in length. These cars must be considered a "short car" for the purpose of these restrictions.

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) and the trailing tonnage of the train does not exceed 4,800 tons, no placement restrictions apply. When trailing tonnage exceeds 4,800 tons, empty multi-platform or stack cars must be placed in the rear half of the train's trailing tonnage. When trailing tonnage exceeds 8,500 tons, empty multi-platform or stack cars must be placed in the rear fourth of the train's trailing tonnage.

Blocks of 20 or more loads (100 tons or more per car) must not be handled behind empty multi-platform or stack cars.

If helper locomotives are used to push trains with empty platform(s), the number of powered axles in the helper consist must not exceed 12.

5. Car Weight and Length Restrictions

Cars weighing:

- a. 177,000 pounds or less must be at least 35 feet long.
 - b. 177,001 to 220,000 pounds must be at least 38 feet long.
 - c. 220,001 to 263,000 pounds must be at least 44 feet long.
 - d. 263,001 to 286,000 pounds must be at least 52 feet long.
 - e. 220,000 pound ore cars 24 feet long (BN 95500-95891, 96044-96085).
 - f. 263,000 pound ore cars 35 feet long (BN 99000-99949).
- Weights indicated represent the maximum gross weight of a four axle car.

Length of car is measured from coupler face to coupler face.

Cars in categories **a**, **b**, **c** and **d** are permitted on all main tracks. **Exception:** Categories not permitted on a subdivision will be specified in Item 2 of that subdivision's special instructions.

Cars that are either heavier than these restrictions or are shorter than the minimum length specified for their weight class are not permitted without authority of division general manager.

Loaded ore cars in categories **e** and **f** are not permitted unless explicitly stated in Item 2 of Individual Subdivision Special Instructions.

Commodities loaded in cars other than those specified in categories **e** and **f** are subject to restrictions in categories **a**, **b**, **c** and **d**.

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 ends 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 are 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 106(5) 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.

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
ALPHA	LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE 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.	KILOGRAM	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.
BRAVO	LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE 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.	LIMA	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.
CHARLIE	LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE 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.	MIKE	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.
DELTA	LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE 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.	NOVEMBER	When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.
ECHO	LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE 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.	OSCAR	Do not pass loads wider than _____ on adjacent parallel tracks.
FOXTROT	LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE 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.	PAPA	Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.
GOLF	LOAD WIDTH 13 ft. 7 in. to 13 ft. 9 in. INCLUSIVE 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.	QUEBEC	Reduce speed not to exceed 13 MPH, watching for close side or overhead clearance to bridge or structure.
HOTEL	Reduce speed to 5 MPH or less when passing or meeting moving trains on adjacent tracks. Normal speed may be resumed if other train has stopped.	ROMEO	Give careful handling and keep adjacent track clear at turnouts, crossovers and other sharp curves in yard, interchange or industry tracks. Load may, or may not, clear man on side of car or engine when on adjacent track. Employees on train handling and other trains involved should be notified.
INDIA	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.	SANDWICH	The above restrictions apply to load(s) of wire mesh securely loaded and fastened down to car so that load cannot shift and exceed loaded measurements given above.
JULIET	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.	TANGO	Due to extreme high valuation, arrange for proper policing in transit. This shipment must not be humped, switched with motive power detached, or allowed to run free. Do not kick other cars against this shipment.
		UNIFORM	Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.
		VICTOR	This shipment must not be detoured or rerouted without further clearances.
		WHISKEY	No further restrictions necessary, however, due to nature of shipment, handle with extreme care through all yards, turnouts, switches and at locations where there are close track centers. Protect against other wide loads and equipment on adjacent tracks. Attach copy of restrictions to waybill. Post connecting division. Advise yard forces and train and engine crews handling.

9. 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 trackside warning detector ineffective, speed of 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 axles on each side of indicated equipment. If no defect or indication of overheating is found, train may proceed, but crew must observe the indicated equipment closely for the next 25 miles or until another inspection by a detector has been made.

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

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

Whenever a car is set out for a hot bearing discovered within 25 miles after passing an in-service trackside 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 trackside 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 trackside 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 trackside warning detectors is shown under Individual Subdivision Special Instructions.

Trackside Warning Detector - Radio Reporter

Except in emergency, radios must not be used while train is within 150 feet of trackside 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 trackside 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.

Trackside 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 10/1/90.

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 J - third paragraph is changed to read:

Employees must not exceed the hours of service laws without proper authority except, trains, engines or cars will not be left on the main track without protection as prescribed by Rule 99. Train must be properly secured, before exceeding the hours of service if practicable, and except as provided by this paragraph, crew will then be considered relieved of all duties, but not released, upon reaching the hours of service limitations.

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:

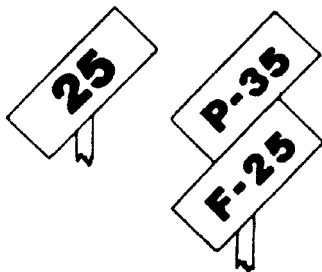
Reduce speed limits are designated by Advance Warning Sign (diagonally upward), Reduce Speed Sign (rectangle) and Resume Speed Sign (vertical).

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.

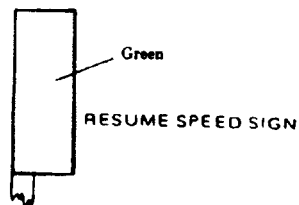
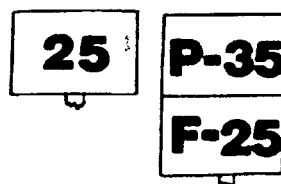
At the end of a reduced speed zone, a train or engine will be governed by a Speed Sign displaying a higher speed or a Resume Speed Sign which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign displayed.

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



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 25(A) - new rule added.

25(A). PROTECTION OF OCCUPIED OUTFIT CARS: This rule prescribes the requirements that must be followed for the protection of occupied outfit cars.

As used in this rule, the following definitions apply:

Outfit Car

Any on-track vehicle, including outfit, camp, or bunk car or modular home mounted on a flat car used to house railroad employees. Such equipment is not included when placed in a wreck train.

Effective Locking Device

When used in relation to a manually operated switch or a derail, a lock used that can be locked or unlocked only by the craft or group of workmen applying the lock.

Rolling Equipment

Engines, railroad cars, and one or more engines coupled to one or more cars.

Switch Providing Direct Access

A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected.

Warning Signal

A white sign with the words "OCCUPIED CAMP CAR" in black lettering during daylight hours and in addition an illuminated white signal at night.

When occupied outfit cars are placed on a track, protection must be provided in accordance with one of the following methods.

(1) ON A MAIN TRACK - One of the following methods of protection must be provided.

(a) Each manually operated switch providing direct access to that portion of main track on which occupied outfit cars are placed must be lined against movement to that track, secured with an effective locking device and spiked or clamped. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to that portion of the main track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

In addition, a derail capable of restricting access to that portion of the main track on which occupied outfit cars are located must be positioned at least 150 feet from the end of occupied outfit cars and locked in derailing position with an effective locking device. Warning signals must be displayed at each derail.

(2) ON OTHER THAN MAIN TRACK - One of the following methods of protection, or a combination thereof, must be provided.

(a) Each manually operated switch providing direct access to the track on which occupied outfit cars are placed must be lined against movement to that track and secured with an effective locking device. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to the track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking

devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

(c) A derail capable of restricting access to that portion of the track on which occupied outfit cars are located will fulfill the requirements for protection when:

- positioned at least 150 feet from the end of the occupied outfit cars; or,
- positioned at least 50 feet from the end of the occupied outfit cars where maximum authorized speed for movements on that track is limited to 5 MPH.

Warning signals must be displayed at each derail.

(3) **WARNING SIGNALS** - When a warning signal is displayed for the protection of occupied outfit cars:

- Such occupied outfit cars must not be coupled to or moved;
- Rolling equipment must not pass the warning signal; and,
- Rolling equipment must not be placed on the same track so as to reduce or block the view of the warning signal.

Rule 82 - 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 84 - new rule added.

Rule 84. BACK UP MOVEMENT: A train may back up on the main track to pick up a member of the crew under conditions listed below. When movement is made under the following conditions, restricted speed does not apply. Such back up movement:

- (1) Is limited to the train's authority. Such authority may be in one direction or in both directions,
- (2) Must not enter or foul a private or public road crossing except as provided by Rule 103,
- (3) Must not be made into or within yard limits,
- (4) Must not exceed the train's length, and
- (5) Cannot be made unless permission has been obtained from the train dispatcher. Dispatcher must not grant permission when:
 - (a) Train location line-up is in effect in the limits affected.
 - (b) Other authority is in effect in the same or overlapping limits.

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 - following new last paragraph is added:

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

Rule 103(P) - cancel third paragraph reading:

When a sign reading "OCCUPIED OUTFIT CARS" is attached to switch, or to cars, cars must not be coupled to or moved until occupants have been notified and permission given by the foreman or his representative.

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 450(A) - new rule added.

450(A). CHANGE OF ENGINE: When necessary to change the address of a track warrant with only Item 16 checked, the identifying engine number may be corrected on verbal authority of the train dispatcher. Track warrant number may be changed when necessary as authorized by the dispatcher. Instructions received must be repeated to the dispatcher by receiving crew member who must notify other crew members of the correction. Rule 406 is modified accordingly.

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		 BALTIMORE & ANNAPOLIS RAILROAD	
No. _____	Date _____	19__	
TO _____	AT _____		
_____	AT _____		
_____	AT _____		
_____	AT _____		
			
OK _____	COPIED BY _____	DISPATCHER _____	

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. INSTRUCTIONS FOR AGENTS, CONTROL OPERATORS, CLERKS/OPERATORS, BRIDGETENDERS Changes and Additions

Item 6-L - new item added.

L. When protection of occupied outfit cars is provided by control operator as prescribed by Rule 25(A)(2)(b), the written record must be maintained in the CTC Track Car Permits/Track & Time Limits book.

Item 6-M - new item added.

M. When protection of employee on, under or between rolling equipment is provided by control operator as prescribed by Rule 26(2)(c), the written record must be maintained in the CTC Track Car Permits/Track & Time Limits book.

15. 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 J - third paragraph is changed to read:

Employees must not exceed the hours of service laws without proper authority except, trains, engines or cars will not be left on the main track without protection as prescribed by Rule 99 of the General Code of Operating Rules. Train must be properly secured, before exceeding the hours of service if practicable, and except as provided by this paragraph, crew will then be considered relieved of all duties, but not released, upon reaching the hours of service limitations.

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 25(A) - New rule added.

25(A). PROTECTION OF OCCUPIED OUTFIT CARS: This rule prescribes the requirements that must be followed for the protection of occupied outfit cars.

As used in this rule, the following definitions apply:

Outfit Car

Any on-track vehicle, including outfit, camp, or bunk car or modular home mounted on a flat car used to house railroad employees. Such equipment is not included when placed in a wreck train.

Effective Locking Device

When used in relation to a manually operated switch or a derail, a lock used that can be locked or unlocked only by the craft or group of workmen applying the lock.

Rolling Equipment

Engines, railroad cars, and one or more engines coupled to one or more cars.

Switch Providing Direct Access

A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected.

Warning Signal

A white sign with the words OCCUPIED CAMP CAR in black lettering during daylight hours and in addition an illuminated white signal at night.

When occupied outfit cars are placed on a track, protection must be provided in accordance with one of the following methods.

(1) ON A MAIN TRACK - One of the following methods of protection must be provided.

(a) Each manually operated switch providing direct access to that portion of main track on which occupied outfit cars are placed must be lined against movement to that track, secured with an effective locking device and spiked or clamped. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to that portion of the main track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

In addition, a derail capable of restricting access to that portion of the main track on which occupied outfit cars are located must be positioned at least 150 feet from the end of occupied outfit cars and locked in derailling position with an effective locking device. Warning signals must be displayed at each derail.

(2) ON OTHER THAN MAIN TRACK - One of the following methods of protection, or a combination thereof, must be provided.

(a) Each manually operated switch providing direct access to the track on which occupied outfit cars are placed must be lined against movement to that track and secured with an effective locking device. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to the track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

(c) A derail capable of restricting access to that portion of the track on which occupied outfit cars are located will fulfill the requirements for protection when:

- positioned at least 150 feet from the end of the occupied outfit cars; or,
- positioned at least 50 feet from the end of the occupied outfit cars where maximum authorized speed for movements on that track is limited to 5 MPH.

Warning signals must be displayed at each derail.


(3) **WARNING SIGNALS** - When a warning signal is displayed for the protection of occupied outfit cars:

- Such occupied outfit cars must not be coupled to or moved;
- Rolling equipment must not pass the warning signal; and,
- Rolling equipment must not be placed on the same track so as to reduce or block the view of the warning signal.

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

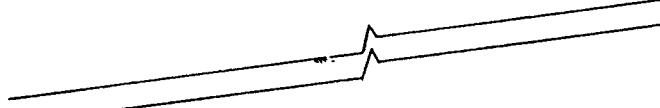
15. Protection as prescribed by Rule 99 not required against following trains on the same track.

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D  **BURLINGTON NORTHERN RAILROAD**

No. _____ Date _____ 19__

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



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

Printed in U.S.A.

16. 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 canceled. 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 canceled.

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 division general manager.

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.

17. Automatic Cab Signals

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

18. Helper Behind Caboose

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

19. Trackman's Train Location Line-up

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

20. Certificate of Rules Examination

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

21. Dumping Toilets

Except when discharged into appropriate container, dumping of toilets from NRPC equipment is prohibited while:

- Passing through limits of Track Bulletin Form B.
- In Nelson Bennett, Seattle, Everett, Cascade and Flathead tunnels.

Train and engine crews will coordinate their efforts to ensure compliance. Train crews are responsible for notification of on board service personnel. Speed Sensor Override Switch must not be placed in **DUMP BELOW 25 MPH** position except when an employee is in attendance.

22. NRPC Stops

Except for emergency conditions or when required by rule, NRPC passenger trains will not make an unscheduled stop unless authorized by the train dispatcher.

23. 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 General Manager'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.

24. 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:

- 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.
- 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.
- 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:

CompuChem Laboratories
P. O. Box 12652
3308 Chapel Hill/Nelson Highway
RTP, NC 27709-2652
ATTN: Clinical Receiving Dept.

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 CompuChem Laboratories and the medical facility will Express Mail the sample to CompuChem Laboratories.

SPECIAL INSTRUCTIONS

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 CompuChem Laboratories P. O. Box 12652, 3308 Chapel Hill/Nelson Highway, RTP, NC 27709-2652 ATTN: Clinical Receiving Dept., and a third for CompuChem Laboratories, Attention: Special Division 3308 Chapel Hill/Nelson Highway, RTP, NC 27709-2652. The procedures for shipping the specimen to CompuChem Laboratories Special Division 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 CompuChem Laboratories will be released only to the Chief Medical and Safety 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 and Safety 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:

CompuChem Laboratories
P. O. Box 12652
3308 Chapel Hill/Nelson Highway
RTP, NC 27709-2652
ATTN: Clinical Receiving Dept.

3. The test results from CompuChem Laboratories are released only to the Chief Medical and Safety 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 and Safety Officer, or his authorized representative.
5. Any questions concerning the Medical Department's screening should be directed to the Chief Medical and Safety Officer.

25. Physical Examinations

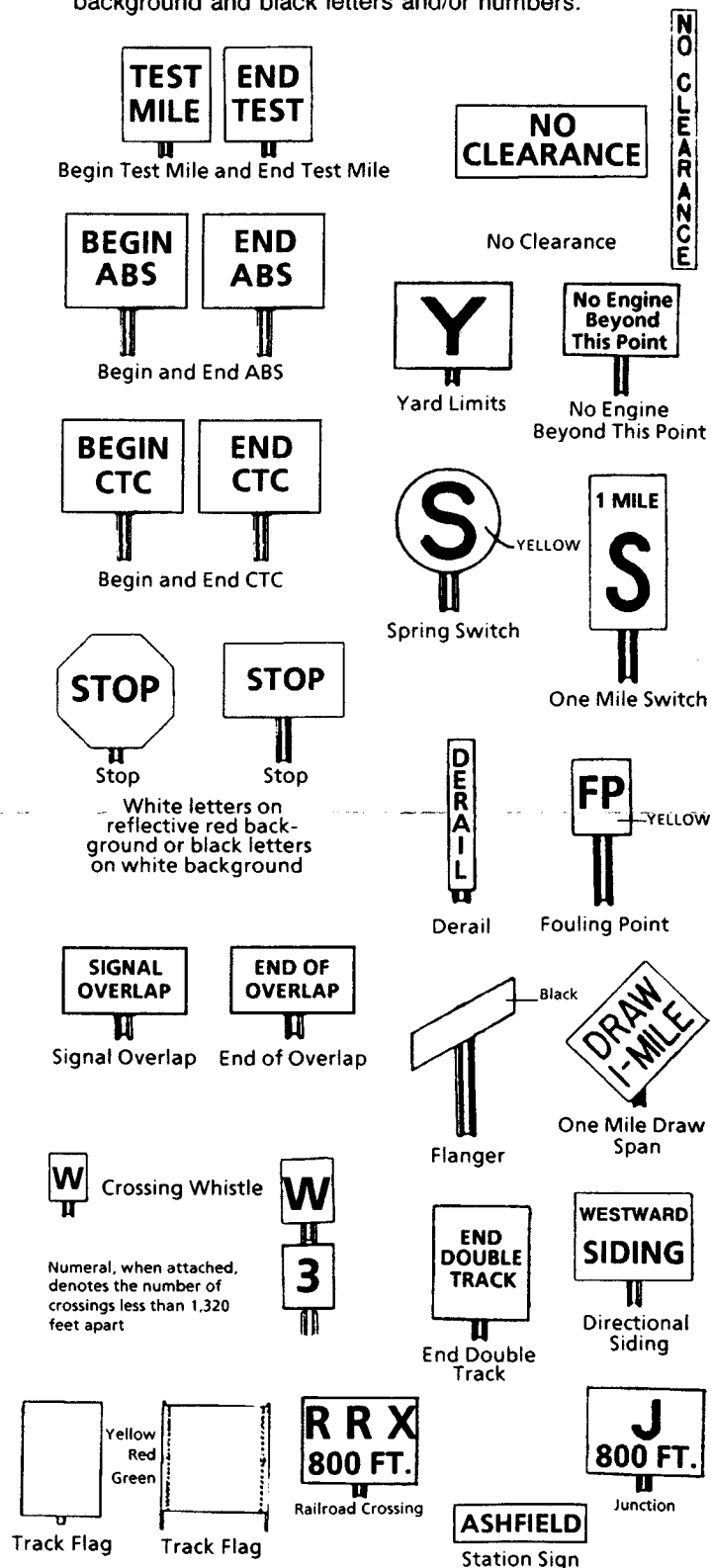
Scheduled employees in the Operating Department are required to pass periodic physical examinations as directed by the Chief Medical Officer at specified intervals. It is the policy of the Medical Department to perform drug/alcohol screen tests in conjunction with physical examinations. Such examinations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

26. Division Instructions

See back of timetable for instructions that apply to all or most subdivisions of this division.

27. Roadway Signs-

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



28. Tonnage Profile Chart

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 808

15-JAN-91 22:42

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

b. STATION LBS MTYS TONS FEET

TOTALS 52 11 6452 3736 63 CARS 1 CABS 2 ENGS

c. 102 TONS/OP. BRAKE

d. TON

```

150 ..
140 ..
130 ..X          X XXXXX      XXXX X XX XXXXXX
120 ..X X      X          X XXXXXXXXXXX XXXX X XX XXXXXX X X X
110 ..X X      XX XXXXX    X XXXXXXXXXXX XXXX X XX XXXXXXXXXXX XX X XXX XXXX
100 EEX X      XX XXXXX X  X XXXXXXXXXXX XXXX X XX XXXXXXXXXXX XXXXXXXX XXXXC
 90 NNX X      XX XXXXX X  XXXXXXXXXXX XXXX X XX XXXXXXXXXXX XXXXXXXX XXXXA
 80 GGX X      XX XXXXX X  XXXXXXXXXXX XXXX X XX XXXXXXXXXXX XXXXXXXX XXXXB
 70 ..X X      XX XXXXX X  XXXXXXXXXXX XXXX X XX XXXXXXXXXXX XXXXXXXX XXXX.
 60 ..X X      XX XXXXX XXXX XXXXXXXXXXX XXXXX X XX XXXXXXXXXXX XXXXXXXX XXXX.
 50 ..X X      XX XXXXX XXXX XXXXXXXXXXX XXXXXXXX XX XXXXXXXXXXX XXXXXXXX XXXX.
 40 ..X XX     XX XXXXX XXXX XXXXXXXXXXX XXXXXXXX XX XXXXXXXXXXX XXXXXXXX XXXX.
 30 ..XXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXX.
 20 ..XXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXX.

```

e. LEN

S S SSS SS

LL S

S

LL LSS

f. SPH

D*

D

**** ***** *

C=CAU D=DAN E=EXP H=HWI P=POG R=RM * =ALL OTHER SPHOLG CODES

NOTES:

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

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

Special Handling Codes shown on wheel report.

CCR	Customer Chassis Required	MRE	Mechanical Refrigeration
COM	Combustible	NPR	No Placard Required
CRO	Circus Ramp	ORM	Other Regulated Material
DAN	Dangerous	PBC	Perishable in Boxcar
DNH	Do Not Hump	POG	Poison Gas
EH	Excessive Height or Weight	RAM	Radioactive Material
	Not Being Handled as a	RE	Rear End
	Hi-Wide or Overload	RII	Rejected in Interchange
EPG	Explosives and Poisen Gas	RSS	Rail Surveillance Service
EXP	Explosives	R90	Rejected Interchange Rule 90
HFR	Home For Repair	SPD	Speed Restricted
HIV	High Value Load	Sxx	Speed in Miles Per Hour (xx is MPH)
HWI	High Wide	TSS	Tank Surveillance Service
INB	In Bond	UOS	Unload From One Side Only
MIC	Person in Charge of Car	ZIP	Expeditor Trains Only

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	1st Subdiv MAIN LINE STATIONS	Rule 6	Distance from Rose-dale
	93004		4.0	ROSEDALE	CTC	0.0
			2.2	1.8 30TH Street	Y	1.9
			2.1	0.1 K.C.T. (29th Street)	IY	2.0
			0.0	2.0 19th Street (To BV JCT. 11.7)	Y	4.0
			0.4	0.4 K.C.T. R.R.	IY	4.4
			1.6	1.2 USTICK TOWER	IJ	5.6
	25300		2.7	1.1 KANSAS CITY (Murray Yard)	ABIJKT	6.7
			4.2	1.5 BLOCK 4	IX	8.2
	28007		7.9	3.7 CLARKE		11.9
9,975	28016		16.5	8.6 WALDRON		20.2
				7.4 EAST LEAVENWORTH		27.9
17,975	28024		23.9	7.0 WESTON		34.9
	28031		30.9	3.9 SADLER		38.8
9,978	28035		34.8	8.6 ARMOUR To Atchison 4.0		47.4
17,550	28043		43.4	2.5 DAVIES	I	49.9
			45.9	3.7 HALLS		53.6
9,837	28051		49.6	7.1 FRENCH		60.7
			56.7	3.7 ST. JOSEPH	BKTX(2)	64.4
	28060		60.4	To MP 198.0 (East of Saxton)		
				6.1 WATER WORKS		70.5
	28067		66.9	9.0 NODAWAY	CTC	79.5
10,145	28076		77.0	8.9 STARKS		88.4
9,885	28085		85.0	5.6 FOREST CITY		94.0
	28091		91.5	5.8 NAPIER	JX	99.8
			97.4	9.4 RULO		109.2
	28097		0.0	5.2 PRESTON		114.4
				4.9 FALLS CITY	A	119.3
7,505	28112		14.6	11.0 NEW SALEM		130.5
7,118	28116		19.5	9.7 HUMBOLDT		140.0
10,210	28126		30.5	8.0 TABLE ROCK	JT	148.0
7,820	28137		40.2	8.4 ELK CREEK		156.4
10,868	28145		48.2	6.9 TECUMSEH		163.3
			0.0	3.1 BEAR		166.4
7,100	28154		8.4	8.7 STERLING		176.0
7,010	28161		15.4	2.7 GAGE		177.8
7,290	28165		18.5	12.1 FIRTH		189.9
6,585	28172		27.2	12.8 SAWILLO		202.7
7,150	28176		29.9	5.7		
	28186		42.0			
7,650	28198		54.8			

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	(Cont'd)1st Subdiv MAIN LINE STATIONS	Rule 6	Distance from Rose-dale
	28204	20	60.4	LANCASTER	J	208.4
			62.6	2.2 WYE SWITCH	I	210.6
		4	63.3	0.7 CARLING	BIJKT	211.3
			1.5			

Trains and engines will use K.C.T. Railway tracks between K.C.T. Signal 2226 and Twelfth Street, Kansas City. General Code of Operating Rules and BN Timetable will govern except as modified in the Greater Kansas City Operating Rules.

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

BN Radio Channel No. 2 in service between Rosedale and Kansas City and at St. Joseph and Lincoln.

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

1. Speed Restrictions- Zone-Between

Freight

Rosedale and Napier-

Loaded Coal Trains	50 MPH.
Freight Trains over 100 Tons per O/B	50 MPH.
Empty Coal Trains	60 MPH.
Turnouts of controlled Sidings	20 MPH.
MP 2.0 and MP 4.4 (Rosedale-Both Tracks)	20 MPH.
MP 2.7 (Murray Yard) and MP 2.0 (Twenty-Ninth St.)	10 MPH.
MP 0.4 and Block 4	10 MPH.
MP 7.9 - Clarke - through turnout	45 MPH.
MP 9.6 and MP 9.7 (Head End Restriction)	40 MPH.
MP 43.4 and MP 43.8	45 MPH.
MP 45.9	45 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.

19th Street to BV Jct.

MP 19 Street to BV Jct.	20 MPH.
MP 9.5 - 37th St. until engine or lead car over crossing	10 MPH.

St. Joseph to MP 198.0 - East of Saxton 20 MPH.

Napier-

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

Napier and Carling-

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

Napier and Table Rock-

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

Table Rock and Carling

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

2. Bridge, and Equipment Weight Restrictions-**19th Street to BV Jct.**

Six axle locomotives and six axle derricks not permitted.

Cars heavier than 263,00 lb. not permitted.

Between Leeds Jct. and BV Jct. each car heavier than 220,000 lbs. must be preceded and followed by cars not heavier than 177,000 lbs.

Armour to Atchison-

Six axle locomotives and six axle derricks not permitted.

Falls City

James track - Six axle locomotives exceeding 350,000 pounds not permitted.

Humboldt-

Locomotive must not operate over scale on elevator track.

3. TWC Instructions -

Rosedale - Eastward UP trains will secure track warrant at Glen Park.

4. Rule 99- When flagging is required, distance will be 1.5 miles.**5. Rule 105-** Industrial track between Armour and Atchison.

Industrial track between St. Joseph and MP 198.0 East of Saxton.

6. Murray Yard to 30th Street- When handling shipments more than 11' wide and also 60' long, use Main Track 1 or 2 between Murray Yard and 30th Street if possible. If unable to use Main Track 1 or 2 between 30th Street and Murray Yard, observe shipment from ground position at Old Tower 4 and Switch 57 on KCT Main Line 3 Interchange.

Murray Yard to 30th Street- Rule 104(R), Switch Point indicator, is modified as follows:

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

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

To avoid excessive intrain forces when stopping at Murray Yard, all inbound/outbound trains and yard transfers should use automatic air brakes when stopping.

19th Street- Weigh in Motion Scale, MP 1.0 on Main #1, 19th Street is in service. Green switch targets indicate movement over scales which is the normal traffic route. Do not power, brake or use sand on locomotive while passing over scales. When possible, avoid intrain forces while train is passing over scales. Maximum speed allowed over scale is 10 MPH.

25th Street- Flashing light signals 25th street: Control circuit on Main Track starts 100 feet and on tracks 1 and 2 starts 300 feet north of crossing. Do not foul control circuit unless southward home signal Tower 4 displaying proceed indication. When southward train on circuit more than two minutes signals cease to operate. Crossing must be protected from ground position unless signal operating.

30th Street- Flashing light signals 30th Street, MP 2.1 equipped with automatic cutout feature (Rule 103(D)). When northward home signals 29th St. interlocking display stop indication, northward movements will stop short of 30th Street.

Westward train crews must notify Bowl Tower Yardmaster upon receiving proceed signal at 30th Street, Kansas City.

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

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

8. Armour to Atchison-

Train and engine movements over Missouri River bridge located 4.0 miles from Armour must not exceed 10 MPH and are governed by U.P.R.R. instructions posted at each end of the bridge.

All movements on connecting track to U.P.R.R. yard must not exceed 10 MPH.

9. Tecumseh- Trains operating on other than main track and siding must protect movement over 5th Street.**10. Firth-** Close clearance between Main 1 and elevator track.**11. 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 derrails operated by hand, and movement made by signal indication. If signal fails to display an indication which permits movement Rule 312(1) will apply.

12. 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.**13. Manual Interlockings not Indicated at Station-**

Between St. Joseph and Waterworks-
Union Pacific MP 61.5

Between Lancaster and Wye Switch-
Union Pacific MP 61.4

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

MP 5.7-Fortescue-Westward movement over Bridge 8.93

MP 13.0-Preston-Eastward movement over Bridge 8.93

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

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

Other Track Side Warning Detector Locations-

MP 30.8 Weston
MP 5.7-Fortescue

MP 37.8 Humboldt
MP 16.8 Tecumseh
MP 38.1 Firth

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
28082 Forbes	6.2 west of Nodaway.....	16	East
28100 Fortescue.....	3.3 east 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
19th Street to BV Jct.			
25th Street Jct. (MP 0.4)	0.4 east of 19th Street		
KC Belt Jct. (MP 5.7)	5.3 east of 25th Street Jct.		
Leads Jct. (MP 8.8)	3.1 east of KC Belt Jct.		
BV Jct. (MP 11.7)	2.9 east of Leeds Jct.		

NEBRASKA DIVISION

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	BIJKX(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
	30055		55.9	YORK		54.0
				To Benedict 9.5		
	30063		64.2	BRADSHAW		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		118.7	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		128.3	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		247.2
	30256		257.6	SENECA		255.7
	30259		259.3	WEST SENECA		257.4

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Cont'd 2nd Subdiv MAIN LINE STATIONS	Rule 6	Distance from Hobson
	30267		267.3	MULLEN		265.4
	30277		279.3	HECLA		277.4
	30292		292.8	WHITMAN		290.9
	30305		306.9	HYANNIS		305.0
	30314		314.5	ASHBY		312.6
	30323		324.8	BINGHAM		322.9
8,737	30333		333.9	ELLSWORTH		332.0
	30335		335.8	WEST ELLSWORTH		333.9
	30341		344.0	LAKE SIDE		342.1
	30349		349.2	ANTIOCH		347.3
	30358		358.9	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, Ravenna-04, Mason-13, Broken Bow-12, Dunning-
14, Seneca-15, Whitman-16, Bingham-17.

1. Speed Restrictions-

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	25 MPH.
MP 135.0 and MP 136.5	10 MPH.

Bradshaw - All movements over Scale on Elevator Tracks	5 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) at the following locations -	
MP 14.5 (end two main tracks) - Pleasant Dale	35 MPH.
MP 20.3 (begin two main tracks) - Milford	35 MPH.
MP 27.8 (end two main tracks) - Seward	50 MPH.
MP 36.7 (begin two main tracks) - Tamora	35 MPH.
MP 66.6 (end two main tracks) - Bradshaw	35 MPH.
MP 78.5 (begin two main tracks) - Aurora	25 MPH.
MP 88.9 (end two main tracks) - Phillips	35 MPH.
MP 118.7 (begin two main tracks) - St. Michael	50 MPH.
MP 155.0 (end two main tracks) - Mason	50 MPH.
MP 165.1 (begin two main tracks) - Berwyn	35 MPH.
MP 185.0 (main track one) - Merna	25 MPH.

MP 195.7 (begin two main tracks) - Anselmo..... 35 MPH.
 MP 344.0 (end two main tracks) - Lakeside..... 35 MPH.
 MP 349.2 (begin two main tracks) - Antioch 35 MPH.

2. Bridge and Equipment Weight Restrictions-

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

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

Grand Island- Oil track and Belt Line.

3. TWC Instructions-

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. 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.

8. 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

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

MP 4.4-MP 6.0	MP 183.6-MP 195.7
MP 6.1-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

10. 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	

11. Turnouts at the following locations are equipped with two switch machines (moveable point frog). Instructions for hand operation are contained in Nebraska Division Instructions Item 2.

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

12. Turnouts at the following locations are equipped with two switch machines (moveable point frog). The switch machine which operates the switch points is crank operated. Instructions for hand operation are contained in Nebraska Division Instructions Item 2A.

MP 188.7 - (Begin Two Main Tracks) - St. Michael
 MP 155.0 - (End Two Main Tracks) - Mason

13. Trackage between East Antioch MP 349.2 and East Alliance MP 364.4 is covered by Nebraska Division Timetable and is subject to the requirements and provisions of Nebraska Division General Orders and Notices. 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
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 Swepeco	4.1 east of Alliance		Loop
Koester's	0.8 east of East Alliance	42	Both

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS			Distance from Creston
				DT	Rule 6	ABS	
	20355		392.9	2MT	CRESTON To Greenfield 21.5	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. Speed Restrictions- 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 8.8 and MP 35.0.....	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 8.7.....	25 MPH.	25 MPH.
MP 35.2.....	30 MPH.	25 MPH.
MP 36.4.....	30 MPH.	25 MPH.
MP 41.1.....	30 MPH.	25 MPH.

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.....	50 MPH.	50 MPH.
MP 5.0.....	30 MPH.	25 MPH.
MP 8.8.....	25 MPH.	25 MPH.
MP 8.9 - End 2 MT.....	25 MPH.	25 MPH.
MP 9.3.....	30 MPH.	30 MPH.

Through Turnout West End No. 1

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

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

Turnouts of Controlled Siding.....

	20 MPH.	20 MPH.
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Light Engines over Main Street

Crossing Prescott.....		20 MPH.
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Light Engines over Highway Crossing

MP 423.1 and MP 426.5.....		20 MPH.
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Creston and Greenfield.....

		10 MPH.
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Red Oak and Farragut.....

		25 MPH.
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MP 13.1 and MP 13.2.....		10 MPH.
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MP 18.0 and MP 25.9.....		10 MPH.
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MP 1.0 to MP 18 when handling loaded cars		10 MPH.
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Head end of Eastward Trains Passing

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

six axle derricks.....		25 MPH.
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Item 5d must not exceed 10 MPH over

the following bridges:
Bridge 3.8 - Plattsmouth.

2. Bridge and Equipment Weight Restrictions-

Item 5e and 5f may operate.

Creston to Greenfield-

Item 5d not permitted.

Six axle locomotives are not permitted. Only one locomotive not exceeding 250,000 pounds may operate.

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

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

3. TWC Instructions-

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
20396 Corning Industrial Park	.4 west of Corning	50	West
20423 Stanton	7.8 west of Villisca	50	Both
77604 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	West

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	4th Subdiv MAIN LINE STATIONS		Distance from Oreapolis
				Rule 6		
	20445		0.0	OREAPOLIS	AJTX	0.0
7,325	80208		7.6	BELLEVUE		7.6
	80214		15.0	GIBSON	BKT	15.0
5,661	27400	137	16.8	OMAHA		16.8
7,323	80221		20.4	To Council Bluffs 4.0	J	20.4
1,760	80225		24.4	SOUTH OMAHA	T	24.4
5,300	80230		31.4	RALSTON		31.4
5,475	80241		41.3	CHALCO		41.3
	20471		47.0	MELIA		47.0
				ASHLAND	IJTX	47.0

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

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

1. Speed Restrictions- Zone-Between

	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 Bluffs		10 MPH.
Through turnouts of controlled sidings	20 MPH.	20 MPH.
Through turnout main 2 at MP 15.0	30 MPH.	30 MPH.
Through turnouts and on sidings Omaha and South Omaha	10 MPH.	10 MPH.
Through the following dual control switches:		
Oreapolis-West Leg of Wye	10 MPH.	10 MPH.

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

Bridge 16.01 - Omaha

Bridge 44.86 - Melia

Bridge 45.62 - Melia

2. Bridge and Equipment Weight Restrictions-

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

Omaha-Auto rack, piggyback cars and excess height cars must not be handled on main track two and/or depot track 1.

3. TWC Instructions-

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. **Gibson-** Between absolute signals MP 14.7 (coal lead) and MP 15.1 (begin two main tracks) - Any time a stop is made between the opposing absolute signals governing movement over dual control switches, a reverse movement or a forward movement after a reverse movement must not be made without authority from the control operator.

7. **Omaha to Council Bluffs-** Burlington Northern train or yard movements operating on Union Pacific trackage are governed by current Union Pacific timetable.

Union Pacific trackage between MP 0.8 and Summit (MP 5.1) on UP Nebraska Division, Council Bluffs Subdivision is controlled by Union Pacific Omaha Dispatcher.

Burlington Northern train or yard movements must obtain proper authority from UP Omaha Dispatcher before occupying Union Pacific trackage within the above limits.

When required, locomotives equipped with multi-channel radios may communicate directly with UP Omaha Dispatcher by setting radio to channel 42 and depressing dispatcher call button #11 on the 20 button console for approximately 20 seconds.

Crew members unable to communicate directly with the UP Omaha Dispatcher via radio may communicate through the BN Omaha Line Dispatcher or Gibson Yardmaster.

Telephone numbers for UP Dispatcher's office are:

633-1733 - UP Omaha Dispatcher

633-7433 - UP Corridor Manager (Asst. Chief Dispatcher)

8. **Council Bluffs-** BN westward train and yard movements must stop at stop sign displayed to left of track 558 feet east of UP switch entering UP eastward track and obtain authority to occupy UP trackage before proceeding.

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.

Normal position of junction switch to 11th Subdivision is lined and locked for movement on the main track to Iowa Power Plant.

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.

9. **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.

10. 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

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

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

Train Dispatcher Calls-Crete-20, Fairmont-22, Saronville-23, Hastings-28, Minden-11, Holdrege-12, Arapahoe-13, Bartley-14.

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

1. Speed Restrictions- 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.
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 B-2 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 exceeding 330,000 lbs 10 MPH. 10 MPH.

McCook- Long siding 20 MPH. 20 MPH.

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

Bridge 229.85 - Mascot

Bridge 257.02 - Holbrook

2. Bridge and Equipment Weight Restrictions-

Item 5e and 5f may operate.

Fairmont to Milligan-

Item 5d not permitted.

Six axle locomotives exceeding 350,000 pounds, and six axle derricks
not permitted.

Six axle locomotives exceeding 330,000 pounds not permitted on the
following tracks:

Juniata	South house track
Kenesaw	Stock Track
Indianola	South house track

3. TWC Instructions-

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 Lin-
coln/Cushman and Hastings, and one showing Track Bulletins in effect
west of Hastings.

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

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

Trains destined the 12th, 19th or 20th Subdivision must obtain track
warrant showing track bulletins in effect, if any, on the 12th, 19th or
20th Subdivision, prior to departing McCook..

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 Burress	6.2 from Fairmont	9	Both
81514 Milligan	14.5 from Fairmont	54	Both
Cargill	0.7 west of Heartwell	54	Both
20619 Koller	4.3 west of Heartwell	16	East
20628 Motala	4.4 west of Minden	32	Both
20643 Wac	2.6 west of Funk	18	West
20650 Clyde	3.0 west of Holdrege	14	East
20717 Red Willow	4.6 west of Indianola	15	West

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	6th Subdiv MAIN LINE STATIONS		Distance from McCook
				Rule 6		
7,851	20724		287.3	McCOOK	BJT	0.0
6,584	20735		300.0	CULBERTSON	J	12.2
7,022	20745		308.5	TRENTON		20.7
7,054	20757		320.4	STRAITON		32.6
6,779	20767		330.7	MAX		42.9
7,270	20775		339.1	BENKELMAN		51.3
7,017	20785		349.5	PARKS		61.7
6,716	20797		361.1	HAIGLER		73.3
9,140	20813	2	377.0	WRAY	CTC	89.2
6,426	20821		385.6	ROBB		97.8
7,101	20828		392.2	ECKLEY		104.4
6,716	20841		405.5	YUMA		117.7
6,658	20850		414.0	CALHOUN		126.2
6,674	20859		423.0	PLATNER		135.2
8,231	20867		430.8	AKRON		143.0
4,208	20873		437.7	XENIA		149.9
5,718	20880		444.3	PINNEO		156.5
			453.2	EAST BRUSH	JT	165.4
	20891		454.9	BRUSH CENTER	JT	167.1

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

Train Dispatcher Calls: Culbertson-21, Benkelman-22, Wray-23, Yuma-24, Akron-25, Brush-26, Merino-27.

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

1. Speed Restrictions- Zone-Between

	Passenger	Freight
Passenger trains	79 MPH.	
Empty Unit Coal Trains		60 MPH.
MP 430.5 and MP 431.5	50 MPH.	40 MPH.
MP 431.5 and MP 434.0	60 MPH.	50 MPH.
East Brush and Brush Jct.	25 MPH.	25 MPH.
Trains through turnouts of controlled sidings	25 MPH.	25 MPH.
McCook-All yard tracks	10 MPH.	10 MPH.
Long siding	20 MPH.	20 MPH.
Siding at Pinneo	10 MPH.	10 MPH.

2. Bridge and Equipment Weight Restrictions-

Item 5e and 5f may operate.

Six axle locomotives exceeding 330,000 pounds not permitted on the following tracks:

Wray..... Mill track

3. TWC Instructions-

Rule 405-In effect for trains at Brush Center.

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.

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- Locomotives not permitted through dumper 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

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	BJKY	0.0
	82007		8.0	LOOMIS		7.9
	82015		15.5	BERTRAND		15.4
	82021		21.8	SMITHFIELD		21.8
	82028		28.4	ELWOOD		28.4
	82039		39.5	EUSTIS		39.5
	82049		50.1	FARNAM		50.1
	82061		62.2	MOOREFIELD		62.2
	82071		72.3	CURTIS	BJKY	72.3
	82077		78.8	MAYWOOD		78.8
	82087		88.2	WELLFLEET		88.1
	82103		104.1	DICKENS		104.0
	82113	180	113.9	WALLACE To Gentleman 17.6	JY TWC	113.9
	82119		120.4	GRAINTON		120.5
	82125		126.3	ELSIE		126.2
	82133		134.4	MADRID		134.4
7,434	82143		144.0	GRANT	Y	144.0
	82153		154.2	BRANDON		154.2
	82160		161.5	VENANGO		161.5
	82169		170.3	AMHERST		170.2
	82179		179.9	HOLYOKE	Y	179.9
	82188		189.1	PAOLI		189.1
	82196		197.5	HAXTUN		197.5
	82208		208.9	FLEMING		208.9
	84081		229.4	STERLING	BJKY	229.4

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

Train Dispatcher calls - Elsie 61*.

**1. Speed Restrictions-
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.

Item 5d must not exceed 10 MPH over the following bridges:
Bridge 114.90 - Wallace

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted between Holdrege and Wallace.

Six axle locomotives exceeding 330,000 pounds, and six axle derricks are not permitted between Holdrege and MP 111.0.

3. TWC Instructions-

TWC in effect between Sterling and CTC Holdrege.

Maintenance of Way- Train location line-ups will be issued by the train dispatcher for track occupancy not protected by the track warrant authority.

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. 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

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	8th Subdiv MAIN LINE STATIONS			Distance from Napier
					Rule 6			
		28097	16	97.4	NAPIER	JY		0.0
	6,258	27312		109.3	11.9			
					CRAIG			11.9
					5.7			
	6,157	27318		115.0	CORNING			17.6
					18.8			
	6,160	27337		133.8	WATSON			36.4
					8.2			
	4,365	27345		142.0	HAMBURG	T	TWC	44.6
					7.2			
	6,160	27352		149.3	PAYNE			51.8
					6.4			
		27358		155.6	PERCIVAL			58.2
				5.0				
	8,827	27364	160.6	McPAUL			63.2	
				13.5				
		20436	174.4	PACIFIC JCT.	JTY		76.7	

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

Train Dispatcher Calls-Hamburg-13, Corning-14, Pacific Jct.-03.

1. Speed Restrictions-**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 and Equipment Weight Restrictions-

Six axle locomotive exceeding 330,000 pounds not permitted on the following track:

Hamburg Old Branch Main Track east of Libby Street.

3. TWC Instructions-

TWC in effect between MP 99.4 and MP 171.

Train location line-up will be used by MW for track occupancy not protected by track warrant authority.

4. Rule 99- When flagging is required, distance will be 1.5 miles.**5. Pacific Jct.-** Normal position of south wye track switch is for west leg of wye.**6. 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

WESTWARD

				9th Subdiv BRANCH LINE STATIONS				
Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Rule 6			Distance from Cooper Spur	
	80627	142	26.5	COOPER SPUR	Y		0.0	
	80624		24.0	2.5	BROWNVILLE		Y	2.5
	80615		15.9	8.0	PERU		Y	10.5
	80604		4.2	10.7	ARBOR		TY	21.2
			0.7	6.0				
	80506		4.9	NEBRASKA CITY	Y		27.2	
	80516	141	16.0	10.6		TWC	37.8	
				DUNBAR	11.3			
	80527		27.3	SYRACUSE	11.7			
	80539		39.1	PALMYRA	6.7			
	80546		45.7	BENNET	6.7			
	80552		52.3	CHENEYS			74.2	
	28204		59.9	7.5				
				LANCASTER	JY		81.7	

EASTWARD

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. Speed Restrictions-

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-

MP 4.9 and MP 6.8 10 MPH.
MP 20.3 and MP 22.7 10 MPH.

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted.

Six axle locomotive are not permitted on the following tracks.

MP 6.0 and 26.5 - between Arbor and Cooper Spur.

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

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

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

Six axle derricks not permitted between Arbor and Cooper Spur.

3. TWC Instructions-

TWC in effect between MP 7.2 and MP 56 (Nebraska City - Lancaster).

Train location line-up will be used by MW for track occupancy not protected by track warrant authority.

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

5. 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.

6. 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.

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

8. Cooper Spur to Arbor- Trackage between Cooper Spur and Arbor (MP 26.5 and MP 5.0) is "Excepted Track." - See All Subdivisions Item 6.

9. 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	
4,168	07015		14.8	YUTAN	A	14.8	
5,295	07029		29.2	FREMONT	ABIY	29.2	
	07038		38.0	NICKERSON	A	37.9	
	07044		43.6	WINSLOW		43.6	
	07053		52.8	UEHLING		52.7	
7,500	07060		60.0	OAKLAND		60.0	
	07070		67.0	LYONS *		67.0	
	07082		82.1	WALTHILL		82.1	
7,980	07088		88.2	WINNEBAGO		88.2	
	07094		94.5	HOMER		94.5	
	07102		101.7	DAKOTA CITY		101.7	
	07104		104.6	FERRY	JTY	104.5	

EASTWARD

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

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

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

Ashland and Ferry	49 MPH.
MP 0.0 and MP 1.0	10 MPH.
MP 15.3 - entire train over crossing	25 MPH.
MP 19.2 and MP 26	30 MPH.
MP 35.4 and MP 36	25 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- Six axle derricks	25 MPH.

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted.

Loaded Unit Coal and Grain Trains are permitted only on the following sidings:
Fremont, Oakland, and Winnebago.

3. TWC Instructions-

TWC in effect between MP 5.7 and MP 101.0.

Ashland - Rule 405 Applies.

Train location line-up will be used by MW for track occupancy not protected by track warrant authority.

4. Rule 99- When flagging is required, distance will be 1.5 miles.**5. Yutan-** When trains meet at Yutan, westward trains holding main track must not pass approach signal until eastward trains are in clear of siding.**6. 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.

7. 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.

8. Automatic Interlockings not Indicated at Station-

FEVR crossing 6.3 miles west of Fremont.

9. Industrial Tracks and Other Tracks-

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

WESTWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	11th Subdiv BRANCH LINE STATIONS		Distance from Council Bluffs	TWC	EASTWARD
					Rule 6				
	9,524	78598	134	384.9	BAYARD		98.7		
	6,103	78593		391.4	6.5		92.2		
	4,488	78585		399.6	COON RAPIDS				
	4,050	78578		406.1	8.2		84.0		
		78572		412.2	DEDHAM				
10,266	78562	422.8		406.1	6.5		77.5		
	78554	430.4		406.1	TEMPLETON				
5,060	78549	435.9		406.1	6.1		71.4		
	78544	441.0		406.1	MANNING				
9,952	78537	447.3		406.1	10.6		60.8		
	78532	452.8		406.1	MANILLA				
9,720	78522	462.6		406.1	7.6		53.2		
	78517	467.7		406.1	DEFIANCE				
	27394	483.6		406.1	5.5		47.7		
				406.1	EARLING				
				406.1	5.1		42.6		
			406.1	PANAMA					
			406.1	6.3		36.3			
			406.1	PORTSMOUTH					
			406.1	5.5		30.8			
			406.1	PERSIA					
			406.1	9.8		21.0			
			406.1	NEOLA					
			406.1	5.1		15.9			
			406.1	UNDERWOOD					
			406.1	15.9		0.0			
			406.1	COUNCIL BLUFFS	ABJKUY				

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

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

Council Bluffs and Bayard	30 MPH.
MP 481.0 to 482.2	10 MPH.
All sidings	10 MPH.

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted.

Six axle locomotives exceeding 350,000 pounds not permitted.

3. TWC Instructions-

TWC in effect between MP 383.6 and MP 481.0.

Train location line-up will be used by MW for track occupancy not protected by track warrant authority.

4. Rule 99- When flagging is required, distance will be 1 mile.**5. Bayard-** End of track is MP 383.6**6. Bayard-** Trains must stop and protect movement over Main Street crossing, MP 384.9 and proceed with caution over all other grade crossings.**7. 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

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

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

Train Dispatcher Calls-Table Rock-01.

1. Speed Restrictions- 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 and Equipment Weight Restrictions-

Item 5d not permitted.

Six axle locomotives exceeding 350,000 pounds not permitted on the following tracks.

Wymore	House track
	No. 2 repair track
	Belt track
Krider	House track
Odell	House track
Diller	Elevator track
Chester	House track
Superior	Stock track
Bostwick	Elevator track
Red Cloud	Turkey track

Six axle locomotives exceeding 330,000 pounds not permitted on the following tracks.

Inavale	House track
Riverton	House track
Orleans	Yard track No. 3
	Yard track No. 4

3. TWC Instructions-

TWC in effect between MP 49.5 and MP 190.5, and between MP 195.3. and MP 247.8.

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

Train location line-up will be used by MW for track occupancy not protected by track warrant authority.

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

5. Rule 93 - Yard limits in effect between MP 190.1 and Red Cloud.

6. Table Rock - Normal position of junction switch is for 1st Sub-division.

7. Chester- On any track other than main track, member of crew must protect movement over Thayer Avenue from position on ground at crossing.

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

9. Orleans Jct.- The normal position for the switch located at MP 0.2 is lined and locked for the 20th Subdivision.

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

11. 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				10.9			10.9
		80817				WILBER			
		80824				6.4			17.3
		80830				DE WITT			
		81039				7.3			24.6
					HOAG		TWC		
						5.8			
						BEATRICE	Y		30.4
						12.1			
						WYMORE	BJTY		42.5

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

1. Speed Restrictions-

Zone-Between

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.
Six axle derricks 25 MPH.
Item 1A, All Subdivisions, applies between Beatrice
and Wymore.

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted.

Six axle locomotive exceeding 350,000 pounds not permitted on the
following tracks:

Shestak.....Elevator track

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

3. TWC Instructions-

TWC effect between MP 4.5 and 40.4.

Train location line-up will be used by MW for track occupancy not
protected by track warrant authority.

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

5. Beatrice - Crew members must stop and protect all movements over court street crossing (MP 30.4) on south freight main.

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

WESTWARD ↓	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		6.5
		83039		38.8				ULYSSES
		83047	147	46.8		GARRISON	Y	
		83053		52.5				DAVID CITY
		83061		61.3		BELLWOOD		

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

1. Speed Restrictions-

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 and Equipment Weight Restrictions-

Item 5d not permitted.

3. TWC Instructions.

TWC in effect between MP 26.9 and MP 64.0.

Train location line-up will be used by MW for track occupancy not
protected by track warrant authority.

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

5. Bellwood - End of Track is MP 64.0.

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	15th Subdiv BRANCH LINE STATIONS		Distance from Dewitt
					Rule 6		
		80817	153	0.3	DE WITT		0.0
		81309		8.8	8.6 SWANTON		8.6
		81315		15.6	6.8 WESTERN		15.4
		81322		23.3	7.6 TOBIAS		
		81329		29.8	To Daykin 7.0 6.5	U	23.0
		81336		36.8	7.0 OHIOWA		29.5
		81344		43.9	7.2 STRANG	JTY	36.5
		81350		50.0	6.0 SHICKLEY		43.7
		81357		57.5	7.5 ONG	TWC	49.7
		81366		66.4	9.0 EDGAR	MTY	57.2
		81375		75.2	8.7 DEWEESE		66.2
		81381		80.8	5.7 LAWRENCE		74.9
		81386		86.8	5.9 ROSEMONT		80.6
		81395		94.8	8.0 BLUE HILL	JY	86.5
		81402		102.2	7.4 BLADEN		94.5
		81411		111.4	9.2 CAMPBELL		101.9
		81419	119.3	7.9 UPLAND		111.1	
				HILDRETH		119.0	

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

1. Speed Restrictions- 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 and Equipment Weight Restrictions-

Item 5d not permitted.

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

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

Six axle derricks must not operate.

3. TWC Instructions-

TWC in effect between MP 0.3 and MP 119.3.

Train location line-up will be used by MW for track occupancy not protected by track warrant authority.

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

5. Rule 105- Industrial Track between Tobias and Daykin.

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

7. Hildreth- End of track is MP 119.3.

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

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

9. Industrial Tracks and Other Tracks-

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

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

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

Train Dispatcher Calls-Fairmont-22.

1. Speed Restrictions- 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 and Equipment Weight Restrictions-

Item 5d not permitted.

Six axle locomotives exceeding 350,000 pounds and six axle derricks not permitted.

3. TWC Instructions-

TWC in effect between MP 1.61 and MP 36.2.

Train location line-up will be used by MW for track occupancy not protected by track warrant authority.

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

5. Hebron- End of track is MP 36.2.

6. Industrial Tracks and Other Tracks-

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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	17th Subdiv BRANCH LINE STATIONS			Distance from Brick Yard
				Rule 6			
		160	27.1	BRICK YARD	JTY	CTC	0.0
			26.3	0.8			
	83419		18.9	EAST WYE	Y		0.8
	83410		9.9	7.4			
			0.4	TRUMBULL		TWC	8.2
	30076		0.6	9.0			
		149		GILTNER			17.2
				10.3			
	83510		11.0	AURORA	JTY	CTC	27.5
				11.3			
	83519		19.3	MARQUETTE		TWC	38.8
				8.4			
	83527	28.0	CENTRAL CITY	IY		47.2	
			8.6				
			ARCHER	Y		55.8	
			7.6				
	83535	35.6	PALMER	Y		63.4	

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

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

1. Speed Restrictions- 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 - six axle and other derricks 20 MPH.
MP 16.93 - Platte River Bridge 15 MPH.
MP 19.6-UP interlocking Central City, locomotive or leading
car between approach and absolute signal, and
between absolute signals 10 MPH.
MP 19.0 and MP 19.8 10 MPH.

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted.

Aurora to Palmer-Six axle derricks not permitted.

3. TWC Instructions-

TWC in effect between MP 1.9 and MP 25.0, between east wye and Aurora.

TWC in effect between MP 2.0 and MP 18.8, between Aurora and Central City.

Train location line-up will be used by MW for track occupancy not protected by track warrant authority.

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

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

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

7. Rule 93- Yard limits in effect between Central City and Palmer.

8. 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.

9. Palmer- End of track MP 35.7.

10. Industrial Tracks and Other Tracks-

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

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

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

Train Dispatcher Calls-Hastings-28.

1. Speed Restrictions- 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.
Six axle derricks over Bridge 34.33 10 MPH.

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted.

Six axle locomotives exceeding 350,000 pounds not permitted on the following tracks:

Cowles House track
Ayr City track

3. TWC Instructions-

TWC in effect between MP 3.0 and 36.0.

Train location line-up will be used for by MW track occupancy not protected by track warrant authority.

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

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

6. 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	Rule 6	Distance from Oxford Jct.
	20667	19	257.4	OXFORD JCT.	J	0.0
	81199	177	0.2	10.1		
	82603		3.3	ORLEANS JCT.	YJT	10.1
	82818	176	17.5	2.9		
	82828		27.7	FLYNN	J	13.0
			29.6	14.2		
	82830		308.6	LONG ISLAND		27.2
				10.2		
				ALMENA		37.4
				2.1		
	82777		310.6	ALMENA JCT.	JY	39.5
				2.0		
	10,544	133	318.0	CALVERT		41.5
				7.4		
	3,132		319.0	NORTON	BKY	48.9
				0.9		
			325.9	LAU	Y	49.8
				7.0		
	82847		47.3	ORONOQUE	JY	56.8
				4.8		
	82852	176	52.0	REAGER		61.6
				5.4		
	82857		57.4	NORCATUR		67.0
				11.2		
	82868		68.7	KANONA		78.2
				9.4		
	82877		78.0	OBERLIN	TY	87.6

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

1. Speed Restrictions- Zone-Between

Freight

Oxford Jct. and Flynn	30 MPH.
Flynn and Almena Jct.	40 MPH.
Almena Jct. - hand throw switch at MP 29.7	10 MPH.
Almena Jct. and Norton	25 MPH.
All tracks other than the main track on the Kyle Railroad	5 MPH.
Norton - engine or leading car over street crossing in city limits	5 MPH.
Norton siding and Seymour Spur	5 MPH.
Norton and Oberlin	30 MPH.

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted.

Six axle locomotives exceeding 330,000 pounds not permitted on following tracks:

Long Island	House track
Almena	House track
Norton	BN trackage

Orleans Jct. to Oberlin-Six axle derricks not permitted.

3. TWC Instructions-

TWC in effect between Oxford Jct. and Oberlin.

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

Trains originating at McCook for operation on the 19th subdivision between Oxford Jct. and Oberlin must obtain track warrant and track bulletin prior to departure at McCook.

Train location line-up will be used by MW for track occupancy not protected by track warrant authority.

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.

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
				4.2		
	82607		7.0	STAMFORD		4.2
				6.5		
	82613		13.5	HOLLINGER		10.7
				6.7		
	82620		20.3	BEAVER CITY		17.4
				7.9		
	82628		28.2	HENDLEY		25.3
				7.5		
	82635		35.7	WILSONVILLE		32.8
				10.1		
	82646		45.8	LEBANON		42.9
				7.0		
	82653	177	52.8	DANBURY	TWC	49.9
				16.2		
	82669		69.0	TRAER		66.1
				6.7		
	82675		75.6	HERNDON		72.8
				10.2		
	82686		85.9	LUDELL		83.0
				5.2		
	82691		91.1	ATWOOD		88.2
				3.9		
	82695		95.0	BLAKEMAN		92.1
				6.5		
	82701		101.5	BEARDSLEY		98.6
				8.2		
	82709		109.7	MCDONALD		106.8
				8.6		
	82718		118.3	BIRD CITY		115.4
				15.6		
	82734		133.9	ST. FRANCIS	Y	131.0

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

1. Speed Restrictions- 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 and Equipment Weight Restrictions-

Item 5d not permitted.

Six axle locomotives exceeding 350,000 pounds, and six axle derricks not permitted.

3. TWC Instructions-

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.

Train location line-up will be used by MW for track occupancy not protected by track warrant authority.

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. 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

WESTWARD ↓	Length of Siding in feet	Station Nos.	Line Segment	Mile Post Location	21st Subdiv MAIN LINE STATIONS				Distance from Culb- ertson
					Rule 6				
		20735	178	0.7	CULBERTSON	J	CTC	0.0	
		82917		17.7	PALISADE			17.7	
		82924		24.9	HAMLET			24.9	
		82932		32.5	WAUNETA		TWC	32.5	
	82948	49.1		IMPERIAL	Y		49.1		

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

- 1. Speed Restrictions- Maximum Speeds Permitted**
Zone-Between Freight
 MP 0.0 and MP 49.1 30 MPH.

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted.

Six axle locomotives exceeding 350,000 pounds, and six axle derricks not permitted.

3. TWC Instructions-

TWC- in effect between MP 0.7- Culbertson and MP 49.1- Imperial.

Westward trains originating at McCook must obtain Track Warrant at McCook showing Track Bulletins in effect between CTC Culbertson and Imperial.

Train location line-up will be used by MW for track occupancy not protected by Track Warrant authority.

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

5. Industrial Tracks and Other Tracks-

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

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
Wayside Stations		
St. Joseph	1	Continuous
	2 Yard Forces	
Creston	1	Continuous
Red Oak	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.
		Unmanned
Fairmont	1	0700-2359 Mon. thru Fri.
Hastings	1	0800-1700 Mon. thru Fri.
		Continuous
Brush	1	Continuous
Sterling, CO	1	Unmanned
Omaha	1	Unmanned
	2 Yard Forces	
Wymore	1	Unmanned
Seward	1	Unmanned
York	1	Unmanned
Aurora	1	Unmanned
Grand Island	1	0800-1700 Mon. thru Fri.
		Continuous
Ravenna	1	Continuous
Alliance Yard	1 road	Continuous
	2 yard forces	Continuous
	3 mechanical	Continuous
	4 Storehouse	Continuous
	4 Diesel Pit	Continuous
Nebraska City	1	Unmanned
Fremont	1	0700-1600 Mon. thru Fri.
Walthill	1	Unmanned

TRAIN DISPATCHERS PHONE NUMBERS

LINCOLN		
Company	Position	Commercial
473-7684	Chief Dispatcher	402-473-7684
473-7546	Asst. Chief Dispatcher	402-473-7546
473-7629	St. Joseph Line Dispatcher	402-473-7629
Territory Dispatched:	1st Subdivision	
	8th Subdivision	
	12th Subdivision - Table Rock to Wymore	
473-7676	Ravenna Line Dispatcher	402-473-7676
Territory Dispatched:	2nd Subdivision - Cushman to Ravenna	
	14th Subdivision	
	17th Subdivision	
473-7527	Omaha Line Dispatcher	402-473-7527
Territory Dispatched:	3rd Subdivision - Pacific Jct. to Lincoln	
	4th Subdivision	
	17th Subdivision	
473-7528	Hastings Line Dispatcher	402-473-7528
Territory Dispatched:	5th Subdivision - Lincoln to Hastings	
	9th Subdivision	
	10th Subdivision	
	12th Subdivision - Wymore to Red Cloud	
	13th Subdivision	
	15th Subdivision	
	16th Subdivision	
	18th Subdivision	
McCOOK		
Company	Position	Commercial
284-2482	Chief Dispatcher	308-345-2850
284-2246	Asst. Chief Dispatcher	308-345-2850
284-2248	East Dispatcher	308-345-3006
Territory Dispatched:	5th Subdivision - Hastings to McCook	
284-2249	West Dispatcher	308-345-5541
Territory Dispatched:	6th Subdivision	
	21st Subdivision	
284-2240	North Dispatcher	308-345-5835
Territory Dispatched:	7th Subdivision	
284-2232	South Dispatcher	308-345-5835
Territory Dispatched:	12th Subdivision - Red Cloud to Orleans Jct.	
	19th Subdivision	
	20th Subdivision	
ALLIANCE		
Company	Position	Commercial
271-2482	Chief Dispatcher	308-762-4564
271-2246	Asst. Chief Dispatcher	308-762-4564
271-2315	East Dispatcher	308-762-4564
Territory Dispatched:	2nd Subdivision - Ravenna to East Alliance	
GALESBURG		
Company	Position	Commercial
345-6400	Chief Dispatcher	309-345-6400
345-6401	Asst. Chief Dispatcher	309-345-6401
345-6409	West Ottumwa Dispatcher	309-345-6409
Territory Dispatched:	3rd Subdivision - Creston to Pacific Jct.	

OPERATOR (TRAIN LOCATION LINE UP)

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

MOBILE PHONE RADIOS

Location Base Station and Channel	Access Digits	Disconnect Digits	Network
Kansas City - Green	*1	#1	234-9287
Troy - Red	*1	#1	473-7823
Tecumseh - Green	*1	#1	473-7822
Crete - Red	*1	#1	473-7820
Fairmont - Blue	*1	#1	473-7877
Hastings - Red	*1	#1	473-7878
Abbott - Green	*2	#2	473-7879
Mason City - Red	*2	#2	271-2418
Dunning - Blue	*1	#1	271-2414
Seneca - Red	*1	#1	271-2514
Whitman - Blue	*1	#1	271-2218
Lakeside - Green	*1	#1	271-2529
Alliance - Blue	*1	#1	271-2498
Griswold - Green	*1	#1	241-2283
Glenwood - Blue	*1	#1	473-7821
Winslow - Green	*1	#1	473-7824
Walshill - Red	*1	#1	473-7825
Sioux City - Blue	*1	#1	428-7205
Minden - Green	*1	#1	284-2264
Arapahoe - Blue	*1	#1	284-2263
Culbertson - Blue	*1	#1	284-2262
Wray - Red	*1	#1	284-2261
Akron - Green	*1	#1	284-2269

NEBRASKA DIVISION SPECIAL PROJECT RECOLLECTABLE
CODES - OCTOBER, 1989

LINE/YARD SEGMENT	MILEPOST FROM TO	DESCRIPTION	"J" & "O" CODES
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 Allen Products Co Inc, BN 2310	O85NE000001
0002	156.2	Unusual or extraordinary expense of interlocker 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
0841	60.4	Extraordinary expense for joint switching expense at Quaker Oats in St. Joseph, MO. Bill is flat rated per car	J 0125
0841	60.4	M/O of the Hickory St crossing in St. Joseph, MO	J 2101
0841	60.4	Electric expense for the Hickory St crossing in St. Joseph, MO	J 2102
0841	60.4	M/O at the Monterey St crossing in St. Joseph, MO	J 2103
0841	60.4	M/O of the 6th & Seneca St crossing in St. Joseph, MO	J 2104
0841	60.4	Electric expense for the 6th & Seneca St xing in St. Joseph, MO	J 2105
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 switching services for Hormel Meat Packing Plant in Fremont, NE Billed flat rate per hour	J 0123
0871		M/O of crossing protection at 5th & Howard Streets in Omaha, NE	J 3116
0871		Maintenance of east approach of Bancroft St viaduct in Omaha, NE	J 3126
0877		Electricity furnished for floodlights for Auto Convoy Company at Council Bluffs, IA	O85NE000004
0878		M/O of track, switches, etc. serving Hormel Packing Plant between industry turn-out south of Cloverly St & plant connections at Platt Avenue in Fremont, NE	J 3017

LINE SEGMENT NUMBERS

YARD LINE SEGMENTS

Line Segment	Yard
162	Kearney
838	Creston
839	Red Oak
841	St. Joseph
870	Omaha-Gibson
871	South Omaha
872	Pacific Junction
873	Havelock
874	Havelock Shop
875	Lincoln
876	Hastings
877	Council Bluffs
878	Fremont
879	Grand Island
880	Nebraska City
881	York
882	Crete
906	McCook
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

NEBRASKA DIVISION INSTRUCTIONS**1. TEMPERATURE RESTRICTIONS -**

When temperature is '0' degrees fahrenheit or colder:

Trains 100 tons per operative brake and over must not exceed 30 mph.

Trains under 100 tons per operative brake must not exceed 45 mph.

NRPC (AMTRAK) Trains and trains consisting entirely of passenger equipment must not exceed 60 mph.

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

Trains 100 tons per operative brake and over must not exceed 30 mph.

Trains under 100 tons per operative brake must not exceed 45 mph.

NRPC (AMTRAK) trains and trains consisting entirely of passenger equipment must not exceed 60 mph.

1A. MOVEMENT OF NRPC (AMTRAK) TRAINS-

Except for emergency conditions, NRPC (AMTRAK) trains will not make any unscheduled stop unless authorized by the train dispatcher.

Emergency conditions do not include missed passengers, inoperative toilets or the handling of supplies or baggage.

In the event of head end power failure, crew members must determine if the train may be handled safely and every effort must be made to advance train to the next siding before repairs are made.

1B. DETOUR MOVEMENTS -

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

2. TURNOUTS EQUIPPED WITH TWO SWITCH MACHINES (MOVEABLE POINT FROGS)-

When dual control switches equipped with two switch machines 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.

2A. TURNOUTS EQUIPPED WITH CRANK OPERATED SWITCH MACHINES -

Turnouts equipped with two switch machines at locations specified under individual subdivision special instructions are equipped with a crank operated switch machine to operate the switch points. When operating the switch points by hand, permission must be obtained from the control operator before removing the hand crank located in the crank holder on the signal bungalow. When proceeding per rule 315 or 315(a), the hand crank must be turned an additional 10 revolutions after the switch points are in the desired position to insure sufficient closure tension at the switch points.

Rules 315 and 315(A) apply at all locations where turnouts are equipped with two switch machines (moveable point frogs).

3. INSTRUCTIONS TO CONDUCTORS -

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

* Exact location where cars are spotted or set out.

* Time and date of set out.

* If unable to spot cars at proper location, indicate any condition which prevented car(s) from being properly spotted.

This information is necessary to maintain expedient service to our customers and proper records of car movements.

Conductors are required to submit a train delay report with their timeslip whenever operating out side the switching limits of their headquarters.

3A. NEBRASKA DIVISION SEATING POLICY FOR CABOOSELESS OPERATION -

Rule 620 of the General Code of Operating Rules states in part "when riding the head end, the conductor will, when practicable, ride in the control compartment."

It is Nebraska Division policy that conductors will ride in the controlling cab of the locomotive consist when operating without a caboose. Conductor will occupy seat on left side of locomotive cab which allows access to conductor's desk and light as conductor faces forward.

3B. CREW CHANGE LOCATIONS -

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

3C. SETTING OUT BAD ORDER EQUIPMENT -

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

All double stack equipment is equipped with two different size wheels.

Whenever a double stack car is set out account bad order wheel or roller bearing, conductor must include wheel location on all reports to train dispatcher and mechanical department.

Wheel sizes on double stack equipment are as follows: from the 'B' end, axles 1 & 2 and 11 & 12 are equipped with 33" wheels and 6" x 11" roller bearings. All other axles are equipped with 36" wheels and 6 1/2" x 12" roller bearings.

4. SHUT - DOWN AND RESTART OF LOCOMOTIVES -

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

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

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

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

4A. STROBE LIGHTS ON LOCOMOTIVES -

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

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

4B. REVENUE MOVEMENT OF LOCOMOTIVES -

Whenever a locomotive is offered in interchange from a connecting carrier, or direct from a shipper on Burlington Northern, it must be verified that:

* Proper waybills are in BN's possession and,

* Locomotive has been inspected and is in compliance with all federal regulations governing movement of locomotives.

Locomotives not in compliance with federal regulations or without proper waybill authorization must not be accepted at origination or in interchange.

(Cont'd) NEBRASKA DIVISION INSTRUCTIONS**4C. DAILY INSPECTION OF LOCOMOTIVES -**

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

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

NOTE: If no defects are noted or no repairs are needed, there is no need for an entry in the "repairs" section of the form. Defects noted must be corrected and signed off by the person making repairs as indicated on the form. General statements which do not apply to a defect or inspection of the locomotive on the calendar day indicated must be omitted from the "repairs needed" section of the form. Locomotive engineers are responsible for insuring that all locomotives due FRA 229.21 Daily Inspection are inspected once each calendar day as required.

4D. FUEL TENDER PLACEMENT -

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

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

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

5. DOT EMERGENCY RESPONSE COMMUNICATIONS STANDARD -

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

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

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

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

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

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

* Train dispatcher must be notified and switch lined for route to be used.

* After dual control switch is lined for route to be used, switch points must be clamped or spiked.

* Signal maintainer must be notified and power to switch machine disconnected.

6A. BURNING CREOSOTE COATED MATERIALS -

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

7. NEBRASKA DIVISION RIGHT OF WAY FIRE POLICY -

* Every effort must be made to prevent and control right-of-way fires.

* Whenever a right of way fire is observed the appropriate train dispatcher and responding fire district must be notified immediately.

* Every effort must be made to support immediate response to right-of-way fires in order to minimize damage to private and company property.

* Right-of-way fires must be reported on F-27 FORM by Section Foreman OR Roadmaster handling incident.

* Trains notified of active right-of-way fire must not exceed restricted speed through the identified fire area.

* Whenever it is determined that a train is the cause of a right-of-way fire, train must be stopped and dispatcher notified. Train should not proceed until malfunction is corrected for released by proper authority.

* Sections and other maintenance-of-way crews should assist fire fighters in controlling and extinguishing right-of-way fires.

8. PERSONAL INJURY REPORTING -

In the event an employee sustains a personal injury while on duty or on company property, a personal injury report (BN FORM 12504) and an F-27 WIRE REPORT (BN FORM 15016-PINK) must be completed before employee is relieved from duty or before leaving company property.

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

The immediate supervisor of the employee sustaining injury must be notified of injury by the quickest available means of communication before employee is relieved from duty or leaves company property.

9. USING COMMERCIAL TELEPHONE TO CONTACT LINCOLN DISPATCHERS OFFICE-

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

1-800-742-7590 - NEBRASKA

1-800-222-5915 - IOWA

CHIEF MEDICAL OFFICERS

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

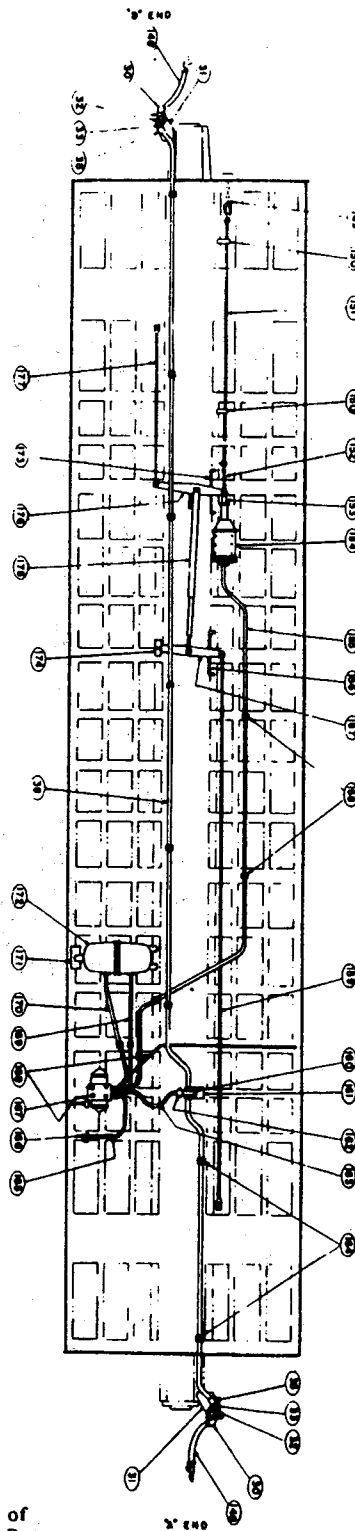
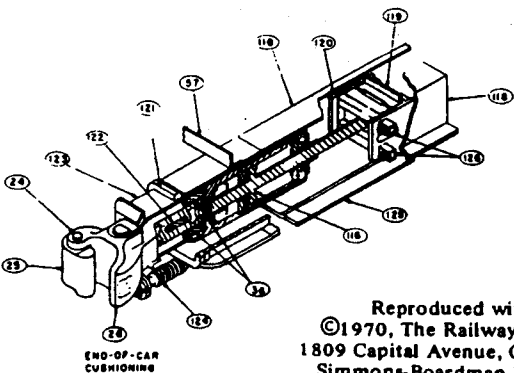
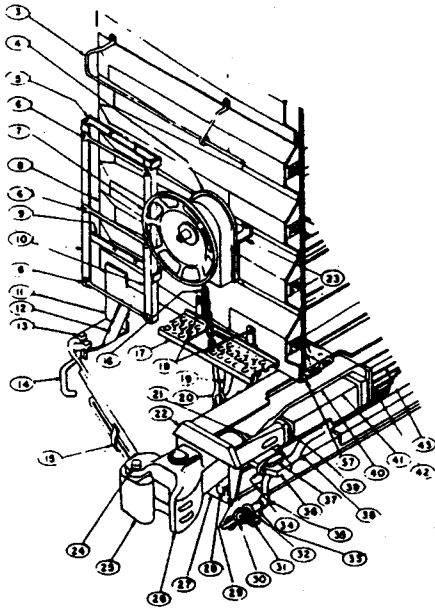
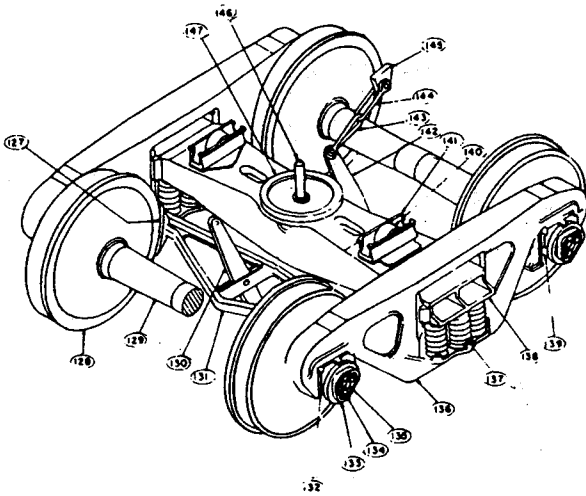
MEDICAL EXAMINERS AND LOCAL SURGEONS (Nebraska Division)

* Alliance Medical Center	Alliance	Dr. Lonnie Albers	Lincoln
* Box Butte Medical Center	Alliance	Dr. J. M. Carraher	Lincoln
Copsey Clinic	Alliance	(South Lincoln Family Physicians)	Lincoln
Dr. James Elsbree	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. Joe Womble	Arlington	Southwest Nebraska Medical Center	McCook
Dr. Joseph Hermen	Beatrice	Dr. D. F. Prince	Minden
Dr. Kenneth Stout	Benkelman	Dr. J. Humphrey	Mound City
Dr. George Rudd	Birmingham	* Drs. A. H. Bonebrake/G. L. Rademacher	Nebraska City
Dr. Leon Books	Broken Bow	Dr. E. K. Connors	Omaha
* Central Nebraska Medical Clinic	Broken Bow	Dr. R. O. Forsman	Omaha
Dr. Michael Sullivan	Clay Center	Dr. James Shehan	Omaha
Dr. Betel G. Koop	Corning	* Physicians Clinic	Omaha
* Cogley Medical Associates	Council Bluffs	Warmolts Clinic	Oregon
First Care	Crawford	* Internal Medical Assoc.	Plattsmouth
Dr. Edward A. Metz	Crawford	Dr. Edward Piller	Red Oak
* Creston Medical Clinic	Creston	* Brookside Medical Group	Rockford
* Dr. R. E. Quick	Crete	Dr. J. J. McMillan	St. Joseph
Curtis Medical Center	Curtis	Dr. Randall G. Dudik	St. Joseph
Dr. Mangil Seo	Des Moines	Dr. Jerry Old	St. Joseph
Dr. David E. Borg	Falls City	Dr. John Villahermosa	St. Joseph
* Family Practice Center	Falls City	Dr. Sherry Hutchins	St. Joseph
Dr. Milo Anderson	Fremont	Dr. Vivan Fernandez	St. Joseph
Dr. C. F. Ashby	Geneva	Dr. Richard Ortiz	St. Joseph
Dr. Robert Fryzek	Glenwood	Dr. Patrick Oaks	St. Joseph
Dr. Gordon D. Francis	Grand Island	Dr. David Cathcart	St. Joseph
Dr. F. M. Ashler	Hamburg	* Med-Clinic	St. Joseph
* Dr. Robert C. Smith	Hastings	Dr. R. Hanisch	St. Paul, NE
Physicians Building Family Practice	Hastings	Dr. Basilios Lambos	Savanna
Dr. Charles Sisk	Kansas City	W. E. Reynolds	So. Sioux City
* Industrial Clinic North Inc./Dr. R. Hedges	No. Kansas City	Dr. Michael Jung	Sioux City
Dr. Andrew McCanse	No. Kansas City	Dr. R. J. Fillion	Sterling
Dr. Joyce Majure-Lee	No. Kansas City	Dr. Keith W. Shuey	Tecumseh
Dr. G. K. Kennard	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.

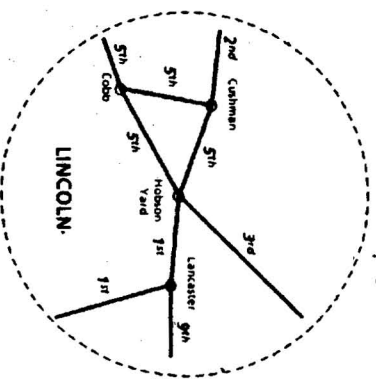
Note: Refer to other division timetables to locate closer doctors.

CAR CHART

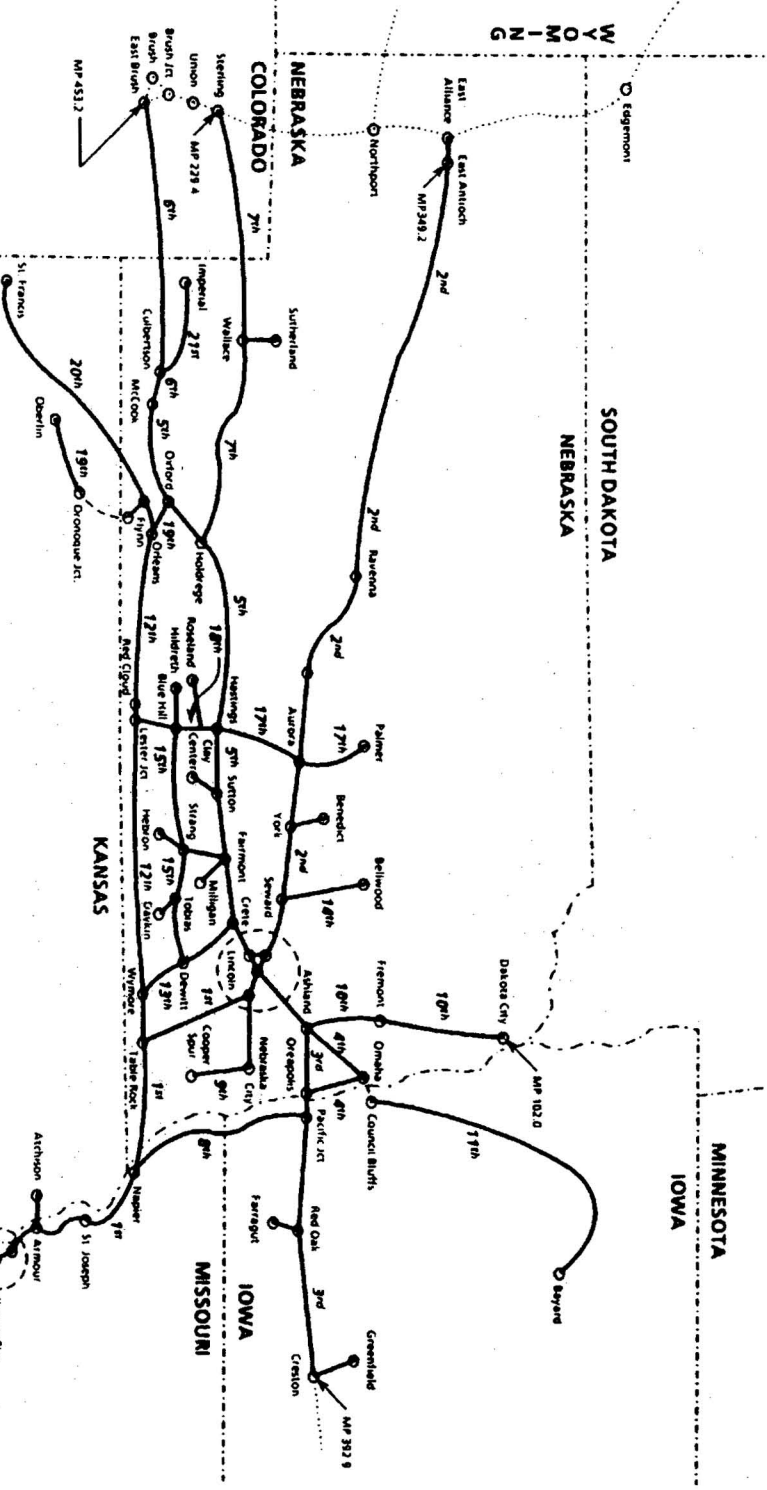
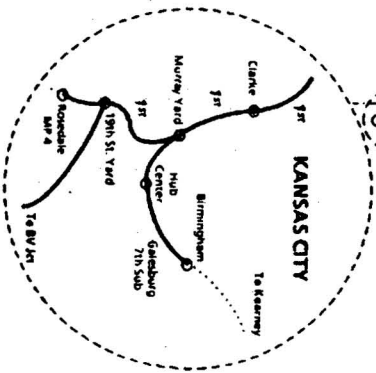


3. Horizontal end handhold
4. Hand brake housing
5. End ladder support—top
6. End ladder tread
7. Hand brake wheel
8. Steel end—bottom
9. End ladder support—bottom
11. Uncoupling lever bracket
12. Uncoupling lever bracket support
13. Uncoupling lever support
14. Telescoping uncoupling rod
15. Uncoupling 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 flange
30. Angle cock
31. Angle cock support
32. Angle cock "U" bolt
33. Nipple
34. Draft key washer
35. 45° elbow
36. Draft key
37. Draft key retainer
38. Brake pipe, 1 1/4" (Train line)
39. Follower block
40. Coupler yoke
41. Draft gear
42. Rear draft gear stop
43. Rear draft gear stop reinforcement
116. Hydraulic piston
118. Center sill
119. Back stop plate
120. Rear lug casting
121. Striker casting
122. Coupler key
123. Cushioning unit
124. Restoring mechanism
125. Inspection plate
126. Rear cross key
127. Brake shoe
128. Wheel
129. Axle
130. Truck live lever
131. Brake beam
132. Roller bearing adapter
133. Roller bearing end cap
134. End cap retaining bolt
135. End cap locking plate
136. Truck side frame
137. Truck spring
138. Truck bolster
139. Roller bearing assembly
140. Truck side bearing roller
141. Truck side bearing housing
142. Truck dead lever
143. Clevis at dead lever
144. Clevis at dead lever fulcrum
145. Dead lever anchor—underframe mounted
146. Center pin
147. Truck center plate cast integral with truck bolster
148. Air hose
149. Hand brake chain at bell crank
150. Hand brake rod guide
151. Hand brake rod
152. Hand brake chain at cylinder
153. Cylinder push rod
154. Air brake cylinder
155. Cylinder pipe, 1/2"
156. Floating lever guide
157. Floating lever
158. Pipe clamp, 1/2"
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

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BURLINGTON NORTHERN RAILROAD Nebraska Division



NOTES

NOTES

**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	s0856
	OREAPOLIS	
NEBRASKA DIVISION 4th SUBDIVISION		
	OREAPOLIS 16.8	
s2329 2344	OMAHA 30.2	0704 s0639
	ASHLAND	
NEBRASKA DIVISION 3rd SUBDIVISION		
	ASHLAND 24.3	
s0049	LINCOLN	0539
NEBRASKA DIVISION 5th SUBDIVISION		
0104	LINCOLN 96.6	s0529
s0232 0234	HASTINGS 54.7	0358 s0356
s0323	HOLDREGE 77.1	s0306
s0436	McCOOK	0157
NEBRASKA DIVISION 6th SUBDIVISION		
0339	McCOOK 165.4	s0054
	EAST BRUSH	

↑
EAST
WARD
↑

s - regular stop

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

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

SPEED TABLE

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

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

TRACK BULLETIN FORM B

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

In granting verbal authority the following words will be used:

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

- (1) To authorize train to pass a red flag or enter limits without stopping, the following will be added:

" (train) may pass red flag located at MP (or enter limits) without stopping, over."

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

- (2) To authorize a train to proceed at a speed other than restricted speed, the following will be added:

" (train) may proceed through the limits at MPH (or 'at maximum authorized speed'), over."

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

- (3) To require train to move at restricted speed but less than 20 MPH, the following speed will be added:

" (train) proceed at restricted speed but not exceeding MPH (adding if necessary until reaching MP), over."

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

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

When the word STOP is written in the Stop column, train or engine must not enter the limits until verbal authority is received from employee in charge as prescribed by item (1).