

BURLINGTON NORTHERN INC.

DENVER REGION

**NEBRASKA, COLORADO
AND ALLIANCE DIVISIONS**

Special Instructions No. 9

IN EFFECT AT 12:01 A.M.

Central Standard Time

AND

MOUNTAIN STANDARD TIME

Monday, August 1, 1977

**Asst. Vice President
Transportation
H. E. PIERCE**

**Asst. Vice President
Operations
W. L. ARNTZEN**

**Superintendent
Nebraska Division
T. R. HACKNEY**

**Superintendent
Alliance Division
G. W. SAYLOR**

**Superintendent
Colorado Division
R. L. BEEM**

ALL SUBDIVISIONS

1. Speed Restrictions—

Maximum Speeds Permitted

Passenger trains See Subdivision Special Instructions
 Freight trains up to 100 Tons/OB* 60 MPH.
 Freight trains over 100 Tons/OB* 50 MPH.
 Empty unit coal trains 50 MPH.
 All trains and engines through turnouts and gantlets except as specified in special instructions or where fixed signals indicate otherwise 12 MPH.
 Engines running light or with caboose only 50 MPH unless otherwise provided.

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

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

Equipment	Main Line	Branch Line
Ore cars (H-1)	45 MPH.	20 MPH.
Scale test cars	35 MPH.	20 MPH.
Air dump cars (loaded)	35 MPH.	20 MPH.
Derricks	30 MPH.	15 MPH.
Cranes	30 MPH.	15 MPH.
Pile drivers	30 MPH.	15 MPH.
Clamshells and shovels	30 MPH.	15 MPH.
Jordan spreaders	30 MPH.	15 MPH.
Wedge plows and dozers (dead in tow)	35 MPH.	20 MPH.
Rotary plows	30 MPH.	20 MPH.

Maximum Speed Diesel Units Dead in Tow—

Switcher units 50 MPH.
 Road switchers and other units 65 MPH.

Diesel engines, wrecking cranes and other types of heavy work equipment must not be operated on subdivisions on which they have not been previously operated until it is positively known that such movement can be made safely as authorized by chief dispatcher.

1A. Control of Harmonic Rocking —

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

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

2. Movement of Diesel Units—

Diesel units not equipped with alignment control couplers when dead in tow in freight trains must be handled singly, not in groups and not less than 5 cars or more than 15 cars from the road engine.

When a locomotive consist of more than 3 units in service includes diesel unit or units not equipped with alignment control couplers, only the three rear units will be allowed to work power when the train is to make a back-up movement. Other units must be isolated.

BN diesel units not equipped with alignment control coupler:

All Switcher Units Road and Road Switcher Diesel Units

602- 995 inclusive
 1556-1623 inclusive
 1955-1974 inclusive
 4000-4197 inclusive
 6000-6255 inclusive
 9900-9976 inclusive

FW&D and C&S diesel units not equipped with alignment control coupler:

FW&D 605-610 inclusive
 FW&D 850-859 inclusive
 C&S 150-842 inclusive

The following units, not equipped with alignment control couplers, are equipped with bolster stops (see Item 5A, All Subdivisions):

602, 626, 653, 668-702, 712, 720-733, 735, 738-744, 751-758, 761, 766-772, 774-785, 788, 790, 796, 800-819, 824, 825, 827-829, 831-840, 843, 849-853, 986, 987, 989, 991, 1400-1436, 1556-1563, 1569-1571, 1573, 1576, 1578, 1580-1584, 1587, 1592, 1593, 1595-1597, 1599, 1600, 1610, 1613-1618, 1620-1622, 1955-1965, 1967, 1971.

No C&S or FW&D units not equipped with alignment control coupler have bolster stops.

3. Number of Units to be Used on a Train and Handling Units Dead in Tow—

The number of locomotive units coupled together in train operation, either working, idle, or dead in tow, must not exceed seven. When the operating locomotive units on head end of train exceed 18 powered axles, Individual Subdivision Special Instructions or Bulletin must be referred to in determining if any restrictions are in effect governing trailing tonnage. Maximum tonnages expressed in Individual Subdivision Special Instructions for head end power are extreme limits under ideal conditions and superintendents will establish lower limits as required.

In the event diesel units in excess of the above restrictions are to be handled dead in train, such units must be placed at least five cars, but no further than 15 cars, behind the lead units.

4. Restrictions on Placing Cars in Trains—

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

Outfit cars
 Tie flats (GNX 4410, GNX 4800 to 4971)
 Log flats (NP 117201 to 117871, BN 633504 to 633523)
 Air dump cars
 Scale test cars (next ahead of caboose)
 Wrecking derricks
 Pile drivers
 Locomotive cranes
 Rotary snow plows, wedge plows, dozers
 Jordan spreaders
 Rear end only cars

FW&D tank cars in 15000 series to be handled toward rear of train.

Handling 80-Foot or Longer Cars—

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

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

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

Cars weighing less than 50 tons, gross weight
 Flat cars with one loaded trailer
 Flat cars with empty trailers
 Flat cars with either loaded or empty containers

Locations where other restrictions are in effect are listed under individual subdivisions.

5. Remote Control Equipment (RCE-1) Operation—

Locomotives not equipped with alignment control couplers or bolster stops (see Item 2) must not be operated in RCE-1 consists.

Locomotive units in RCE-1 operations which will be coupled to cars, must be equipped with alignment control couplers.

Master and remote consists in RCE-1 operation must be confined to the following classes of locomotives:

F-45, SD-40, SD-45, SDP-40, SDP-45, U-25C, U-30C
U-28C, U-33C

Exception—When necessary to operate other classes of locomotives in RCE-1 trains they must be confined to master consist only.

Unless otherwise provided in Individual Subdivision Special Instructions, remote controlled locomotives must be placed in train approximately two-thirds back from master consist by car count.

In all RCE-1 trains, the number of master consist powered axles must equal or exceed the number of remote consist powered axles, but in no case may the excess be greater than six powered axles. The master consist must have a minimum of twelve powered axles and a maximum of twenty-four powered axles. The remote consist must have a minimum of six powered axles and a maximum of twenty-four powered axles.

Axles of cars numbered RCC 101 through RCC 112 must not be counted in determining the axle count of the remote consist.

RCE-1 equipment must not be used in trains handling empty equipment 80 feet and longer unless Individual Subdivision Special Instructions or bulletin are in effect to indicate the safe buffer between remote consist and such cars for that subdivision.

5A. Manned Helper Operations—

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

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

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

Where cars listed in first sentence of Item 4 are handled at rear of train, manned helper must be cut in ahead of such cars. When helper is cut in ahead of such cars, or immediately ahead of the caboose, the helper will be considered as operating at the rear of the train.

Unless otherwise provided in Individual Subdivision Special Instructions:

Helpers of twelve powered axles or less, may be operated at rear of train ahead of or behind caboose, but must not be used on rear of trains handling empty equipment 80 feet and longer unless Individual Subdivision Special Instructions or Bulletin are in effect to indicate the safe buffer between such cars and rear end helper for that subdivision.

Helpers will not exceed twenty-four powered axles. Head end consists in helper trains will not exceed twenty-four powered axles.

Helpers of more than twelve powered axles must be cut into train. Dispatcher will advise conductor of tonnage rating of helper so that conductor can determine proper location in train, arranging that tonnage trailing the helper approximately equals combined tonnage rating of helper locomotives.

When restrictions governing trailing tonnage with head end power are provided by Individual Subdivision Special Instructions or Bulletin, helper may be operated on head end, providing the combined head end and helper units do not exceed seven.

Exceptions to Item 5A—Helpers of six powered axles or less are not restricted by any of the provisions of this item.

Head end consists in helper trains which are unit trains consisting entirely of Grade E steel couplers may have up to 36 powered axles. Helpers up to 24 powered axles may shove on the rear of trains so equipped.

6. Repeater Relay Car Operation—

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

7. Instructions for Safety Inspection—

Each car placed in train, where personnel are not on duty for the primary purpose of inspecting freight cars, may be moved after receiving safety inspection in accordance with the following standards:

1. A freight car with any defect that makes it unsafe for movement shall be corrected or set out of train.
2. No part of the freight car, nor anything attached to the car, may be hanging low enough to foul a road crossing or track structure.
3. Open top loads, including trailers and containers on flat cars, must be safely loaded.
4. Where width or height appears close to clearance lines, it must be known that the movement has been cleared with the proper authority.
5. Freight cars carrying bad order tags, that are safe for movement, may be taken in train to the point where repairs are to be made.

8. Handling of Hazardous Material—

When derailment, collision, fire or unforeseen occurrence takes place involving hazardous materials (such as explosives, flammable liquids, flammable compressed gases, radioactive or fissionable materials, poisons, poison gases or any other commodity which might be hazardous when involved in fire, released or leaking from their packages, containers or tank cars) conductor or member of the crew must check the waybills to determine what materials are involved.

If in doubt about the commodity or it is not described for a placarded car, the shippers' and consignees' names and addresses should also be noted.

A list must be made of the commodities involved with shipping names and classifications along with any emergency phone numbers, radioing or telephoning by quickest means possible to chief dispatcher and be governed by his instructions. This information must be available to any emergency agencies responding only if necessary for them to handle the situation safely.

When hazardous material is involved, crew members must keep out of the danger area and guard against people entering the area until controlled by civil agencies.

FRA Emergency Order No. 5 issued October 27, 1974 requires that DOT specification 112A and 114A tank cars, not equipped with FRA approved head shields transporting *flammable gases*, must not be cut off while in motion and no car moving under its own momentum shall be allowed to strike these cars. Such cars must not be coupled to with more force than is necessary to complete the coupling.

Shipping papers must carry the notation "DOT 112A (or DOT 114A) must be handled in accordance with FRA E.O. No. 5." Employees must be informed of the presence of these cars and instructed to handle them in accordance with the requirements of this order. All switch lists and train lists must be plainly marked to indicate when cars are loaded with *flammable gas*.

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

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

10. Use of Radios—

If radios are provided, a voice test of the radio in the control unit and caboose must be made to determine if the radio is working properly before a train leaves its starting point.

If radio is working properly, it must be turned on during entire trip with volume adjusted so calls may be received. Defective radio equipment must be reported to the Chief Dispatcher at first point

of communication. The conductor and engineer will be equally responsible to see that these instructions are complied with.

11. Train Inspection and Failed Equipment Detector Instructions—

When blowing snow or other conditions restrict visibility to the point that proper running inspection cannot be made, or when notified that a hot box detector is out of service, freight trains will reduce speed to the extent required, stopping if necessary, to make train inspection. Conductors will determine frequency of such inspection, dependent on visibility conditions, avoiding unnecessary delay to trains.

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

When a hot box detector is out of service, the requirements of Operating Rules or instructions will be suspended for defective equipment indicator associated with such hot box detector.

Whenever a car is set out for a hot bearing discovered within 25 miles of an in-service hot box detector, the conductor will make a wire report to the Superintendent and Chief Dispatcher indicating date, train, and location of hot box detector which failed to detect the hot journal, with a copy of the wire to AVP Engineering, St. Paul. Dispatchers will arrange inspection of the detector by the Signal Maintainer in all such instances.

Failed Equipment Detector Instructions—

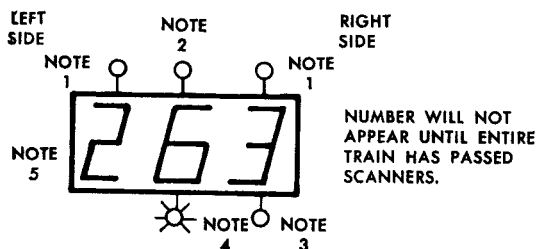
This device must be observed by the crew on rear of train, and they must be governed by the information shown immediately after the rear of the train has passed.

Enginemen must alert crew members on rear of train when approaching detector site. Train must not move beyond failed equipment sign until authorization to proceed is received from rear of train.

When failed equipment is indicated engine crew must be notified to stop train for inspection. Advise Dispatcher reason for delay by first available means of communication.

DEFECTIVE EQUIPMENT DISPLAY

AS VIEWED FROM APPROACHING TRAIN



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

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

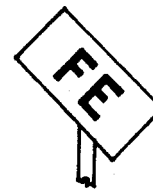
Note: 3—Dragging equipment indicator light. When illuminated dragging equipment has been detected. Stop and inspect train as indicated. Advise dispatcher reason for delay by first available means of communication.

Note: 4—Flashing train inspection indicator light. When illuminated train is being checked for hot bearing and dragging equipment. If this light is not illuminated, stop and inspect train.

Note: 5—Journal number display panel. Number shown is axle count from rear of train to first hot bearing or dragging equipment detected. When making inspection, check at least four (4) axles both directions from indicated number.

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

FAILED EQUIPMENT SIGN



Failed (F.E.) signs are located 13,500 feet beyond the defective equipment detector site.

12. Spring Switches—

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

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

13. Railroad Crossings at Grade—

At a railroad crossing at grade protected by signals, trains, engines or cars must not be left standing between opposing absolute signals unless coupled to other equipment that extends beyond one of the absolute signals.

At automatic interlockings, in addition to complying with Rule 613, employees must be governed by instructions posted.

14. Rules Changes and Modifications—

BLUE SIGNAL PROTECTION OF WORKMEN

Definitions

"Workmen" means railroad employees assigned to inspect, test, repair or service railroad rolling equipment, or their components, including brake systems. Train and yard crews are excluded, except when assigned to perform such work on railroad rolling equipment that is not part of the train or yard movement they have been called to operate.

"Rolling Equipment" means engines and railroad cars.

"Blue Signal" means a clearly distinguishable blue flag or blue light by day and a blue light by night; blue light may be displayed either steady or flashing.

"Effective locking device" when used in relation to a manually operated switch or derail means a lock which may be locked and unlocked only by the class or craft of employee applying that lock.

RULE 26

A blue signal indicates that workmen are on, under, or between rolling equipment, and that the equipment must not be coupled to or moved. Other equipment must not be placed on the same track so as to block or reduce the view of the blue signal, except on engine service tracks or when a derail is used to divide a track into separate working areas.

Blue signals must be displayed by each craft or group of workmen and may only be removed by the same craft or group that placed them.

RULE 26(A)

Workmen may not work on, under or between rolling equipment on any track unless:

Each manually operated switch providing access to that track is lined against movement to that track, secured by an effective locking device, and a blue signal is placed at or near each manually operated switch; or

A derail capable of restricting access to that portion of a track on which such equipment is located is placed at least 150 feet from the end of the rolling equipment, and locked with an effective locking device in the derailing position. A blue signal must be displayed at each derail.

Whenever one switch of a crossover is located beneath rolling equipment which is under blue signal protection, the next switch of the crossover must be lined and locked against movement to that crossover. A blue signal need not be displayed at either crossover switch.

When workmen are working on, or under or between an engine or rolling equipment coupled to an engine, a blue signal must be displayed on the controlling unit at a location where it is readily visible to the engineer or operator at the controls of that engine.

When emergency repair work is to be done on, under or between the engine, or cars coupled to an engine, and a blue signal is not available, the engineer must be notified by a member of the crew, or workman, and protection given those engaged in making the repairs. Engine or cars must not be moved, nor air brakes applied or released, until all employees are clear and the engineer so advised by the same employee.

RULE 26(B)

Engine Servicing Facilities

An engine may not be moved onto or off a designated engine servicing track under the exclusive control of mechanical forces unless the blue signal is first removed:

From the entrance switch to the service track, and the engine which is placed on the track is stopped short of coupling to another engine or

From the controlling unit to be moved and from the service track departure switch, before the engine is removed from the track;

An engine protected by blue signals may be moved on a track within the designated engine servicing areas under the exclusive control of mechanical forces, when operated by an authorized employee under the direction of the employee in charge of the workmen, after the blue signal has been removed from the controlling engine to be repositioned, and the workmen on the track have been notified and are clear of the movement.

RULE 26(C)

Car Shop or Repair Track Protection

A blue signal must be placed at the entrance switch to a repair track or a car shop when workmen are working on, under or between rolling equipment. Each manually operated switch providing access to the track must be lined against movement to the track and secured with an effective locking device.

Rolling equipment protected by blue signals on car shop or repair tracks which are under exclusive control of car department forces, may be repositioned with a car mover when operated by an authorized employee, under the direction of the employee in charge of the workmen, after the workmen on the track have been notified and are clear of the movement.

Rolling equipment must not be placed on repair tracks or in car shops until it is known that all employees are clear of the track on which the movement is to be made.

RULE 26(D)

Hump Yard Tracks and Tracks with Remotely Controlled Switches

Workmen may not work on, under or between rolling equipment unless the person in charge of the workmen has notified the operator of the remotely controlled switches of the work to be performed, and has been informed by the operator that protection has been provided. Before the operator of the remotely controlled switches informs the employee in charge of the work that protection has been provided, each remotely controlled switch providing access to the track must be lined against movement to that track, and locked by applying an effective blocking device to the lever, button or other device controlling the switch.

The operator may not remove the locking device unless he has been informed by the person in charge of the workmen that it is safe to do so.

The operator must maintain for 30 days a written record of each notification which contains the following information:

The date and time he received notification of work to be performed;

The name and craft of the employee in charge who provided the notification.

The number or other designation of the track involved;

The date and time he notified the employee in charge that protection has been provided; and

The date and time he was informed that the work had been completed, and the name and craft of the employee in charge who provided this information.

Each manually operated switch providing access to that track must be protected per Rule 26(A).

RULE 34 as contained in the Consolidated Code of Operating Rules is amended as follows:

Employees located in the cab of engine must communicate to each other in an audible and clear manner the name or aspect of each signal affecting movement of their train or engine, as soon as the signal is clearly visible or audible. It is the responsibility of the engineer to have each employee comply with these requirements, including himself.

It is the engineer's responsibility to have each employee located in the cab of engine maintain a vigilant lookout for signals and conditions along the track which affect the movement of the engine or train.

If a crew member becomes aware that the engineer has become incapacitated or should the engineer fail to operate or control the engine or train in accordance with the signal indications or other conditions requiring speed to be reduced, other members of the crew must communicate with the crew member controlling the movement at once, and if he fails to properly control the speed of the train or engine, other members of the crew must take action necessary to ensure the safety of the train or engine, including operating the emergency valve.

Rules 200 and 83(B) and other rules pertaining to authority for, and signatures on, train orders and clearances are modified to permit train orders and clearances to be issued by authority and over signature of the Chief Dispatcher.

Train orders and clearances for the Colorado Division will be issued by the authority and over the signature of the chief dispatcher at McCook.

Train orders and clearances for Alliance Division will be issued by the authority and over the signature of the chief dispatcher at Alliance.

Train orders and clearances for the First through the Seventeenth and Twenty-First through Twenty-Sixth Subdivisions of Nebraska Division will be issued by the authority and over the signature of the chief dispatcher at Lincoln.

Train orders and clearances for the Eighteenth, Nineteenth, Twentieth and Twenty-Seventh Subdivisions of Nebraska Division will be issued by the authority and over the signature of the chief dispatcher at McCook.

RULE 93 as contained in the Consolidated Code of Operating Rules is amended as follows:

Yard limits will be indicated by yard limit signs. Stations where yard limits are in effect will be designated by timetable, train order, bulletin, general order or special instructions.

The main track(s) within yard limits may be used clearing the time of first class trains when due to leave the last station where time is shown. In Non-ABS territory, in case of failure to clear the time of first class trains, protection must be provided as prescribed by Rule 99. Protection against second and third class trains, extra trains and engines is not required.

All trains and engines, except first class trains must move within yard limits prepared to stop within one-half the range of vision but not exceeding 20 MPH, unless main track is known to be clear by block signal indication. When moving against the current of traffic or on portion of double or two or more tracks used as a single track within yard limits, all trains including first class trains must move prepared to stop within one-half the range of vision but not exceeding 20 MPH.

Movements against the current of traffic within yard limits must not be made unless authorized by train order or protected by yardmaster or other authorized employee.

In yard limits in ABS territory, protection as prescribed by Rule 99 is not required in case of failure to clear the time of first class trains. Information on delayed first class trains may be issued by the train dispatcher either verbally or by message to yardmaster or member of a crew.

RULE 99 as contained in Consolidated Code of Operating Rules is amended as follows:

When a train is moving on a main track at less than one-half the maximum speed for that territory, flag protection against following trains on the same track must be provided by a crew member dropping off single lighted fuses at intervals that do not exceed the burning time of the fusee.

When a train is moving on a main track at more than one-half the maximum speed for that territory, under circumstances in which it may be overtaken by a following train, crew members responsible for providing protection will take into consideration the grade, curvature of track, weather conditions, sight distance, and relative speed of their train to a following train and will be governed accordingly in the use of fusees to protect their train.

When a train stops on a main track and flag protection against following trains on the same track must be provided, a crew member with flagman's signals must immediately go back at least the distance prescribed by Time Table or other instructions for that territory, place two torpedoes on the rail not less than 150 feet apart and display one lighted fusee. He may then return one-half of the distance to his train where he must remain until he has stopped a following train or is recalled or relieved. When recalled he must leave one lighted fusee, and while returning to his train, he must also place single lighted fusees at intervals that do not exceed the burning time of the fusee. When train departs, a crew member must leave one lighted fusee and until the train resumes a speed not less than one-half the maximum speed for the territory, he must drop off single lighted fusees at intervals that do not exceed the burning time of the fusee.

When required by the rules, a crew member with flagman's signals must protect front of train against opposing movements by immediately going forward at least the distance prescribed by Time Table or other instructions for the territory, placing two torpedoes on the rail not less than 150 feet apart, displaying a lighted fusee, and remaining at that location until recalled or relieved.

When a train is seen or heard approaching before the crew member has reached the prescribed distance, he must immediately place torpedoes and continue toward the approaching train, giving stop signals.

Crew members providing flag protection must not permit other duties to interfere with the protection of their train. The conductor and engineer are responsible for the protection of their train.

When a train requires protection the engineer must immediately sound signal 15(c) or 15(f). Inability to hear these signals does not relieve members of the crew from protecting the train.

Flag protection against following trains on the same track is not required under the following conditions:

- (a) In ABS territory, when rear of train is protected by at least two block signals.
- (b) When rear of train is protected by an absolute block (Absolute block means a block in which no train is permitted to enter while it is occupied by another train.).
- (c) When rear of train is within interlocking limits.
- (d) When a train order or special instructions provide that flag protection is not required.

Flagman's Signals:

Day Signals—A red flag not less than *ten* torpedoes and *six* red fusees.

Night Signals—A white light, not less than *ten* torpedoes and *six* red fusees.

RADIO RULES

The following Railroad Radio Rules 650 through 663 as contained in the Consolidated Code of Operating Rules are cancelled. The following Radio Rules as promulgated by the FRA are in effect:

400. The following rules and requirements cover use of railroad radio systems and govern employees using such systems.

401. All employees, except those specifically authorized by the

Federal Communications Commission (FCC) are prohibited from making any internal adjustments to a railroad radio. Employees so authorized must carry their FCC operator license or verification card when on duty.

402. No employee shall knowingly transmit any false emergency communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent, or profane language via radio. No employee shall divulge or publish the existence, contents, purport, effect or meaning of any communications (emergency communications excluded) except to the person for whom the communication is intended or to another employee of the railroad whose duties may require knowledge of the communication. The above applies either to communications received direct or to any that may be intercepted.
403. An emergency call will be preceded by the word "Emergency" repeated three times. Such calls shall be used only to cover initial reports of derailments, collisions, storms, wash-outs, fires, obstructions to track, or other matters which would cause serious delay to traffic, damage to property, injury to employees or the traveling public, and shall contain as complete information thereon as possible. All employees shall give absolute priority to communication from a station in distress, and except in answering or aiding that station shall refrain from sending any communication until there is assurance that no interference will result.
404. Any employee shall permit inspection of the radio equipment in his charge and all FCC documents pertaining thereto, by a duly accredited representative of the FCC at any reasonable time.
405. The location of radio base and wayside stations, time such stations are attended, and assigned channels, will be designated by timetable or other instructions.
406. Before transmitting, an employee operating a radio must listen a sufficient interval to be sure the channel is not already in use, give required identification, listen for acknowledgement from the employee to whom he intends to transmit, and must not proceed with transmission until such acknowledgement is received.
407. Employees transmitting or receiving a radio communication must begin with the required identification, and must include the following in the order listed below:
 - A. BASE OR WAYSIDE STATIONS:
 1. Name or initials of the railroad.
 2. Name of office or other unique designation of the station, and location of station.
 - B. MOBILE UNITS:
 1. Name or initials of the railroad.
 2. Train name (number), engine number, or words that identify the precise mobile unit.

If an exchange of communication continues without substantial interruption, identification must be repeated each 15 minutes. After positive identification has been made in connection with switching, classification and similar operations wholly within a yard, fixed and mobile units may use short identification after the initial transmission and acknowledgement.
408. An employee receiving a radio call must not delay acknowledgement unless it would interfere with duties relating to safety.
409. An employee who receives a transmission must repeat it to the transmitting party except when the communication:
 - A. Relates to yard switching operations.
 - B. Is a recorded message from an automatic alarm device.
 - C. Is general in nature and does not contain any information, instruction or advice which could affect the safety of a railroad operation.
410. To indicate to the receiving employee the transmission is ended and that a response is expected, the transmitting employee must say the word "over".
411. To indicate to the receiving employee the exchange of trans-

mission is complete and that no response is expected, the transmitting employee must say the word "out".

412. When base and wayside stations or mobile units are manned, the radio must be turned on to the appropriate channel with volume adjusted to receive communications.
413. Radio communication must not be used to avoid compliance with any operating rule.
414. Any radio communication which is not understood or completed in accordance with these rules, must not be acted upon and must be treated as though not sent. Exception: If any information is received which would affect the safety of employees, the public, or damage to property; the safe course must be taken, and, if necessary, movement stopped until an understanding has been reached.
415. Radios used in train operation, outside yard limits, must be tested at the point where the train is originally made up.
416. Engineers and Conductors must test the radio at least once during each tour of duty to ensure the radios are working on the engine and caboose.
417. Radio tests must consist of an exchange of voice transmissions with another radio and the quality and readability of its transmission must be ascertained.
418. A malfunctioning radio must not be used, and each crew member of the train and the train dispatcher or other designated employee must be notified by any alternate means of communication available as soon as practicable.
419. Radio must not be used to give information to a train or engine crew about the position, aspect, name or indication displayed by a fixed signal, except between members of the same crew.
420. When radio is being used in lieu of hand signals both the direction and distance to be travelled must be given. Movement must be stopped in one-half the distance specified unless additional instructions are received.
421. When train orders are transmitted by radio they must be transmitted in accordance with applicable operating rules, and the following:
 - A. The train dispatcher or operator shall call the addressees of the train order and state his intention to transmit the train order.
 - B. Before the train order is transmitted the employee to receive and copy the train order shall state his name, identification or call sign, location, and that he is prepared to receive a train order. Train orders may not be received and copied by an employee operating the controls on an engine of a moving train. Train orders may not be transmitted to the crew of a moving train when, in the judgment of either the conductor, the engineer, or the train dispatcher, the train order cannot be received and copied without impairing the safe operation of their train.
 - C. Train orders shall be copied in writing by the receiving employee in the format prescribed in the operating rules.
 - D. After the train order has been received and copied, it shall be immediately repeated in its entirety. After verifying the accuracy of the repeated train order, train dispatcher shall then state "Complete", the time, and the initials of the employee designated by the railroad. Employees copying train orders must then acknowledge by repeating "Complete" and the time.
 - E. Except as provided by Rule 414 before a train order is acted upon, both the conductor and engineer must have a written copy of the train order and make certain that the train order is read and understood by other members of the crew.
 - F. Except as provided by Rule 414 a train order transmitted by radio which has not been made complete may not be acted upon and must be treated as though not sent. Rule 209 will not apply. "Complete" must not be given to a radio transmitted train order for other trains until response "Complete" has been acknowledged by the train being restricted.
 - G. Information contained in a train order may not be acted upon by persons other than those to whom the train order is addressed.

422. Radio transmitters must not be operated when located less than 250 feet from blasting operations.

423. The railroad company is required to answer an official notice of violation of the terms of the Communications Act of 1934, as amended, within ten days from receipt of notice and any employee receiving inquiry concerning any violation shall answer such inquiry within 24 hours after receipt of notice.

424. Citizens band radios must not be used for railroad operating purposes.

Note: If necessary for clarity, a phonetic alphabet shall be used to pronounce any letter used as an initial, except initials of railroads.

A word which needs to be spelled for precision or clarity shall first be pronounced, and the word shall then be spelled. If necessary, the word shall be spelled again, using a phonetic alphabet.

RULE 103(E) and 103(C) as contained in the consolidated Code does not apply on Burlington Northern, the following rule applies:

103(C): Cars on any track must be left clear of crossing so as to not actuate crossing signals, and a clear passage way must be left to the station. When necessary to spot cars in the vicinity of public or private crossings, they must, if practicable, be left not less than 200 feet from crossing. When it can be avoided, engines must not stand within 200 feet of public crossings.

103(E): Cars must not be handled ahead of the engine between stations outside of yard limits except when necessary to take cars to or from a spur track, or in work train service, or when it is necessary for a train to make a back-up movement. Such movements must be for no greater distance than necessary, and air brakes on such cars must be cut in and operative.

Rule 211 of the Consolidated Code of Operating Rules is modified as follows:

At stations designated by the Division Superintendent, duplication of slow and cautionary train orders may be done mechanically on copier machine.

Only the original copy of the slow or cautionary order which has been repeated to the train dispatcher and only copier machines which will produce an exact replica of the original, with black figures and letters on white paper will be used in duplicating.

Operators must not delegate the work of duplicating train orders to employees of other crafts and must check duplicate copies to see that all words and figures are legible and that no part of the original order is missing. Copies which are not legible or do not contain the entire original order must be destroyed immediately by tearing in two or more parts and not kept on desk, table or hanging on hooks.

When necessary to duplicate slow and cautionary orders, operators will check with train dispatcher and determine length of time order may be in effect to avoid making excessive number of copies and will file one of the copies of each order duplicated, showing thereon, time and date of duplication, operator's initials and number of copies made.

All copies of slow and cautionary orders reproduced mechanically on copier machine will be cut to size of order being duplicated. After all copies have been trimmed to size, operator will place initials on lower lefthand corner of all duplicated copies to signify that they have been checked for accuracy.

Should the duplicating machine fail to produce legible copies or become inoperative its use will be discontinued for train order purposes until repaired. Train dispatcher will be notified and additional copies of slow and cautionary orders will be made in accordance with Rule 211 of Consolidated Code of Operating Rules and item 11k Train Dispatchers Manual.

The following stations on Denver Region are authorized to deliver mechanically reproduced copies of slow and cautionary orders:

Nebraska Division
Lincoln, Carling, Hobson, Hastings Tower, Grand Island, St. Joseph, Gibson, Council Bluffs Yard and Sioux City.

Alliance Division
Alliance, Edgemont, Casper and Gillette.

Colorado Division
31st Street, Denver.

FORM W TRAIN ORDER—

Examples 4, 5 and 6 of Form W train order as contained in the Consolidated Code of Operating Rules are modified as follows. These examples will show the train order number as well as the date.

Examples

- (4) Extra 37 West will register at C on Order No. _____ of _____ (Date).
- (5) Extra 38 East may check register at C against Extra 37 West on order No. _____ of _____ (Date).
- (6) No. 2 may check register at C against Extra 37 West on order No. _____ of _____ (Date).

When used in this manner, it will not be necessary that the train authorized to check the train register have a copy of the train order instructing an extra train to register.

The train instructed to register will insert the train order number and date of train order in the column of train register captioned "Signals".

The train authorized to check the register will check the column captioned "Signals" for the train order number and date to ascertain that it is the same as the train order number and date shown on their train order authorizing them to check the register.

The second, third and fourth paragraphs of Consolidated Code Rule M, and the entire BN Safety Rule 94, referring to employees being on the roofs of cars are cancelled.

The following rule applies to all employees:

Train, engine and yard service employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees whose duties require them to occupy the roof of a freight car or caboose may do so only when equipment is standing.

BN Safety Rule 144 is cancelled and new Safety Rules 144(A) and 144(B) are in effect and read as follows:

144(A): When air hoses are uncoupled on passenger equipment, engines, or when uncoupling air hoses from yard air supply:

- Have both angle cocks closed. When disconnecting yard air line, valve must be closed.
- Take firm grip on hose coupling and apply upward pressure.
- Break connection gradually to release pressure in hose.
- Turn face away from air hose connection as pressure is released.
- When practicable, keep one foot outside of rail.

144(B): When air hoses uncoupled on freight cars by trainmen and yardmen:

- Have both angle cocks closed.
- Operate uncoupling lever and signal for movement.
- Allow air hoses to part by themselves, keeping all parts of body fully in the clear.

In CTC territory, before using any electrically locked switch, permission must be obtained from control operator. Rule 281 is amended accordingly.

Consolidated Code of Operating Rule No. 729 has been changed to read as follows:

Employees must familiarize themselves with the Department of Transportation regulations governing the handling and transportation of explosives and flammables, and be governed thereby. When handling cars containing explosives or flammables, it must be known that they are in proper place in the train.

Burlington Northern Air Brake and Train Handling Rules Form 15338-11-76 is in effect. Employees whose duties are in any way affected by these rules must have a copy of this book available while on duty.

- Burlington Northern Signal Aspects and Indications as contained in pamphlet Form 15307 dated February 1, 1977 is in effect. Special signal aspects as shown for Burlington Lines on pages 118, 119, 120 and 121 of the Consolidated Code of Operating Rules remain in effect.
- Roadway signs indicate maximum speed for passenger trains. A

triangle type sign with reflex letter Z indicates zone territory where maximum speed is indicated by numerals thereon, and will govern until next zone sign is reached. Where speed restrictions are required on curves within a zone, banjo type sign with reflex letter C and numerals thereon will indicate maximum speed for that particular curve, after which zone speed may be resumed. Unless otherwise specified by timetable, bulletin, or special instructions these signs will be located one mile from point where zone speed changes or from point of curve.

- A third set of train orders will be furnished the rear flagman on all passenger trains.
- When running snowplow 200 feet either side of hot bearing and dragging equipment detectors, flanges must be raised.

NEBRASKA DIVISION

(St. Joseph - Omaha)

FIRST SUBDIVISION

- | 1. Speed Restrictions— | Maximum Speeds Permitted | |
|--|--------------------------|---------|
| Zone—Between | Passenger | Freight |
| Napier and Pacific Jct. | | 49 MPH. |
| Freight trains over 100 Tons/OB between Napier and Pacific Jct. | | 30 MPH. |
| Empty unit coal trains between Napier and Pacific Jct. | | 40 MPH. |
| Pacific Jct. and MP 491.00 | 79 MPH. | 50 MPH. |
| MP 60.40 and MP 64.00 | | 20 MPH. |
| MP 64.00 and MP 65.25 | | 30 MPH. |
| Turnout end of two main tracks, water-works MP 67.12 | | 50 MPH. |
| Over Bridge 77.54 | | 50 MPH. |
| Eighth Subdivision main track turnout MP 97.40 | | 30 MPH. |
| Curve MP 487.88 | 60 MPH. | 50 MPH. |
| Curve MP 490.60 | 40 MPH. | 30 MPH. |
| MP 491.00—East end of curve Council Bluffs yard | 30 MPH. | 15 MPH. |
| MP 491.85 and MP 493.41 | 15 MPH. | 15 MPH. |
| Nodaway, Starks, Napier, Folsom and Island Park siding turnouts | | 25 MPH. |
| Engines using Iowa Power track MP 489.01 must not exceed 15 MPH. | | |
| Bridge derrick 975501 and 250-ton wrecking derrick over Bridge 65.21 must not exceed 10 MPH. | | |
| 2. Bridge, Engine and Heavy Car Restrictions— | | |
| Cars heavier than the following not permitted without authority of Superintendent: | | |
| 40 feet or less in length. | 220,000 lbs. | |
| Over 40 feet long. | 263,000 lbs. | |
| SD-24, SD-45, U25C, U28C, GP-40, SD-40, U30C and U33C engines must not operate on following tracks: | | |
| Hamburg—North elevator. | | |
| St. Joseph—Trains and engines handling wide and low cars loaded with airplane parts and similar lading, must not operate through passenger depot tracks 1 and 2 account will not clear high platforms. | | |
| Omaha—Auto rack cars and piggyback cars must not be handled on depot tracks 2 and 3. | | |
| Bridge derrick 975501 may operate on tracks 5 and 6, and must keep off all other tracks adjacent to station canopies. | | |
| 3. Train Register Exceptions— | | |
| Napier, Bigelow, Corning—Trains will register when directed by train order. Bigelow train register located in telephone box MP 101.83. Corning train register west wye switch. | | |

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

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

Napier—Rule 83(B) does not apply to eastward trains off Eighth Subdivision.

Pacific Jct.—Trains must receive clearance.

Omaha—Rule 83(B) does not apply.

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

6. Hamburg—

Westward trains use siding east of depot; eastward trains use siding west of depot, unless otherwise provided.

Stop and protect switching movement over E Street.

7. Pacific Jct.—The time of trains, via Bartlett, applies at the south-east wye track switch. Normal position of southeast wye track switch is for the wye.

8. Council Bluffs Yard—Switching movements within the interlocking limits at CMStP&P-CRI&P crossings MP 491.75, Council Bluffs yard, may be made on permission from the control operator. Engine must follow each of the last six cars switched out of the interlocking limits. When stop signal governing movement over the crossing on BN main track fails to clear, Rules 606 and 269 must be complied with.

When stop signal fails to clear for main track movement over N&W crossing, MP 491.31; C&NW crossing, MP 492.70; IC crossing, MP 492.99; or CRI&P crossing, MP 493.01, CTC rules must be complied with and, in addition, movement over crossing must be made under protection.

N&W crossing over freight track all movements must stop and be governed by signal indication.

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

10. Manual interlockings not indicated at station between St. Joseph and waterworks:

St. Joseph Term. Ry MP 61.51
Missouri Pacific crossing MP 61.90
UT crossing MP 64.01

NEBRASKA DIVISION

(Pacific Jct. - Carling)

SECOND SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Passenger trains.	79 MPH.	
Pacific Jct. to MP 0.95		25 MPH.
Pacific Jct., east crossover between main tracks at MP 473.75	30 MPH.	30 MPH.
Pacific Jct., crossover between main tracks at MP 475.00	30 MPH.	30 MPH.
Pacific Jct., northeast wye.	25 MPH.	20 MPH.
MP 0.95 to MP 3.50	65 MPH.	40 MPH.
MP 3.50 to MP 5.00	40 MPH.	40 MPH.
MP 5.00 to MP 8.79	55 MPH.	40 MPH.
MP 0.00 to MP 14.75 (Omaha line).	65 MPH.	50 MPH.
Curve MP 1.30	50 MPH.	40 MPH.
Curve MP 1.96	60 MPH.	50 MPH.
Curve MP 4.26	60 MPH.	50 MPH.
Curve MP 10.25	60 MPH.	50 MPH.

Curve MP 10.68	55 MPH.	50 MPH.
Curve MP 11.30	60 MPH.	50 MPH.
Curve MP 13.74	60 MPH.	50 MPH.
MP 14.75 to MP 15.99	50 MPH.	40 MPH.
MP 15.99 to MP 16.50	20 MPH.	20 MPH.
MP 16.75 to MP 17.22	10 MPH.	10 MPH.
MP 17.22 to MP 17.89	20 MPH.	20 MPH.
MP 17.89 to MP 21.50	50 MPH.	40 MPH.
Curve MP 19.12	30 MPH.	20 MPH.
MP 21.50 to MP 28.20	55 MPH.	50 MPH.
MP 28.20 to MP 41.90	60 MPH.	50 MPH.
MP 41.90 to MP 46.89 (MP 35.00 Louisville line)	75 MPH.	50 MPH.
Curve MP 46.10	60 MPH.	50 MPH.
MP 35.00 to MP 35.75	50 MPH.	40 MPH.
MP 57.00 to MP 58.87		50 MPH.
MP 58.87 to MP 59.35 via passenger line	25 MPH.	20 MPH.
MP 58.87 to MP 59.98 via freight line	25 MPH.	25 MPH.
Between Baird Tower and Hall Tower via passenger tracks, Lincoln	25 MPH.	20 MPH.
Plattsmouth—Through turnout in south track MP 4.99	30 MPH.	30 MPH.
Oreapolis—Through turnouts	30 MPH.	30 MPH.
Gibson—Through turnout south track MP 14.96	30 MPH.	30 MPH.
Ashland—East crossovers MP 35.15 between south track and Omaha line	40 MPH.	40 MPH.
Between north track and Louisville line	30 MPH.	30 MPH.
MP 36.39 turnout west end No. 1 track	30 MPH.	30 MPH.
MP 36.40 through crossover between main tracks	30 MPH.	30 MPH.
MP 41.10 through crossovers between main tracks	30 MPH.	30 MPH.
Greenwood—Turnout in north track at MP 42.66	40 MPH.	40 MPH.
Head end of westward trains passing signals at MP 44.39 and on south track at MP 47.59—		
Freight trains up to 100 Tons/OB.		55 MPH.
Freight trains over 100 Tons/OB		45 MPH.
Head end of eastward trains passing signals on north and south tracks at MP 49.13, at MP 45.82 and on south track at MP 42.68—		
Freight trains up to 100 Tons/OB.		55 MPH.
Freight trains over 100 Tons/OB		45 MPH.
Waverly—Turnout in north track at MP 47.56	40 MPH.	40 MPH.
Trains must not exceed 25 MPH through turnouts of controlled sidings, except 15 MPH through turnouts of controlled siding Omaha.		
Trains must not exceed speeds designated through the following dual control switch turnouts:		
Oreapolis wye.		15 MPH.
Pappio.		30 MPH.
Gibson—East yard switch MP 13.40		30 MPH.
South Omaha MP 19.78		15 MPH.
Bellevue—SD-24, SD-45, U25C, U28C, GP-40, SD-40, U30C, and U33C		

engines must not exceed 20 MPH on siding.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length	220,000 lbs.
40 feet to 52.5 feet in length	263,000 lbs.
52.5 feet or longer	315,000 lbs.

SD-24, SD-45, U25C, U28C, GP-40, SD-40, U30C and U33C engines must not operate on following tracks:

PlattsmouthLead to BREX yard

AshlandTeam track
West elevator track

Havelock

South side of main tracks

East EndStorage track
North paint line track
All shop tracks proper

South side of main tracks

West EndRoundhouse tracks
Shop lead
All shop tracks proper

North side of main tracks

West EndMaterial yard lead cannot be used
beyond switch to No. 10 track
All material yard tracks

Lincoln—GP-38 class engines Nos. 2072 through 2077, must not use passenger yard tracks Nos. 3, 4 and 5.

Omaha—Bridge derrick 975501 may operate on tracks 5 and 6 only and must keep off all other tracks adjacent to station canopies.

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

3. Train Register Exeptions—

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

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

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

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

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

6. Omaha—

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

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

7. South Omaha—

When westward trains enter South Omaha yard by signal indication through dual controlled switch at MP 19.78, such indication will convey control operator's permission to enter controlled siding through spring switch at MP 20.29. Trains stopped or delayed in making this movement must receive permission from control operator before entering or fouling controlled siding. If conditions require, westward train will be stopped and notified by control operator before entering yard at MP 19.78.

8. Lincoln—

Interlocking at Missouri Pacific crossing MP 58.87 is manually controlled. Eastward signals are part of Centralized Traffic Control system. Westward signals are interlocked and are part of Baird interlocking.

Centralized Traffic Control in effect on both freight tracks between Baird interlocking limits and Hall interlocking limits.

9. Automatic Interlockings not Indicated at Station—

C&NW crossing 2.7 miles west of Havelock.

10. Manual Interlockings not Indicated at Station—

Missouri Pacific crossing 4.2 miles west of Havelock.

11. Rotating white light on control bungalow of the combination hot box and dragging equipment detectors at MP 39.00 between Ashland and Greenwood indicates power off controls and dispatcher should be advised immediately.

When snowplow, snowblower or track surfacing equipment is performing work within 200 feet of MP 39.00, signal maintainer should be present to prevent damage to equipment.

NEBRASKA DIVISION

(Oreapolis - Ashland)

THIRD SUBDIVISION

1. Speed Restrictions—Maximum Speeds Permitted

Zone—Between	Freight
Maximum speed	50 MPH.
Oreapolis—Turnout at end of two main tracks.	35 MPH.
Over Missouri Pacific crossing MP 8.98	40 MPH.
West wye switch and west leg of wye.	15 MPH.
Over Missouri Pacific crossing MP 22.97.	40 MPH.
Over CRI&P crossing MP 27.21	40 MPH.
Ashland—Through crossover from Louisville line to north track.	30 MPH.
Turnouts of controlled sidings	25 MPH.
Between Oreapolis and Ashland, bridge derrick 975501 and 250-ton wrecking derrick may operate 25 MPH.	

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length.	220,000 lbs.
40 feet to 52.5 feet in length	263,000 lbs.
52.5 feet or longer	315,000 lbs.

3. Train Register Exceptions—None.

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

Oreapolis—Rule 83(B) does not apply.

Ashland—Rule 83(B) does not apply except westward trains, from Third Subdivision enroute to Tenth Subdivision must receive clearance.

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

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

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

NEBRASKA DIVISION

(Lincoln - Hastings)

FOURTH SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Passenger trains	79 MPH.	
Baird Tower and Hall Tower, via passenger tracks, Lincoln.	25 MPH.	20 MPH.
Lincoln to MP 60.50	30 MPH.	20 MPH.
MP 60.50 to MP 66.70		50 MPH.
Curve MP 63.16	75 MPH.	50 MPH.
MP 66.70 to MP 70.50	60 MPH.	50 MPH.
Cobb turnout	25 MPH.	25 MPH.
Curve MP 70.62	70 MPH.	50 MPH.
Cushman-Cobb (freight line)	35 MPH.	35 MPH.
MP 70.50 to MP 79.00	75 MPH.	50 MPH.
Curve MP 71.08	65 MPH.	50 MPH.
Curve MP 73.22	70 MPH.	50 MPH.
Curve MP 73.48	65 MPH.	50 MPH.
Curve MP 73.88	70 MPH.	50 MPH.
Curve MP 74.79	65 MPH.	50 MPH.
Curve MP 75.47	65 MPH.	50 MPH.
Curve MP 77.14	70 MPH.	50 MPH.
Curve MP 78.24	60 MPH.	50 MPH.
MP 79.00 to MP 80.40	30 MPH.	30 MPH.
Curve MP 80.78	70 MPH.	50 MPH.
Curve MP 81.20	70 MPH.	50 MPH.
Curve MP 82.00	65 MPH.	50 MPH.
MP 80.40 to MP 83.00		50 MPH.
Curve MP 127.52	70 MPH.	50 MPH.
MP 155.00 to MP 156.00		50 MPH.
MP 156.00 to MP 157.00	25 MPH.	25 MPH.
MP 157.00 to MP 158.00		30 MPH.
Crossover MP 154.89, Brick Yard	30 MPH.	30 MPH.
Turnouts MP 155.82	30 MPH.	30 MPH.
Crossover MP 155.98	15 MPH.	15 MPH.
Crossover and turnouts MP 156.43	15 MPH.	15 MPH.
Turnout west end of No. 1 track MP 157.96	30 MPH.	30 MPH.
Turnout end of two main tracks Gaines	40 MPH.	40 MPH.
Trains must not exceed 35 MPH through turnouts of controlled sidings.		

2. Bridge, Engine and Heavy Car Restrictions—
Cars heavier than the following not permitted without authority of Superintendent:
40 feet or less in length. 220,000 lbs.
40 feet to 52.5 feet in length. 263,000 lbs.
52.5 feet or longer. 315,000 lbs.
SD-24, SD-45, U25C, U28C, GP-40, SD-40, U30C and U33C engines must not operate on following tracks:
BerksHouse track
Hastings.All industry tracks
Crete—Engines must not go beyond hopper on oil track spur.

3. Train Register Exceptions—
Hastings Tower—Trains will register by register ticket.

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

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

Hastings—Rule 83(B) does not apply.

Hastings Tower—Trains originating at Hastings and through trains must receive clearance.

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

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

6. Fairmont—

Normal position junction switches as follows:

East end for Twenty-Fifth Subdivision.

West end for Fifth Subdivision.

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

NEBRASKA DIVISION

(Hebron - Fairmont)

FIFTH SUBDIVISION

- | 5. Speed Restrictions—
Zone—Between | Maximum Speeds Permitted | |
|--|--------------------------|---------|
| | | Freight |
| Fairmont and Strang | | 35 MPH. |
| Strang and Hebron. | | 30 MPH. |
| Westward trains over highway crossing MP 0.94. | | 10 MPH. |
| Belvidere—Through turnouts over Union Pacific crossing MP 29.20. | | 15 MPH. |
| Derricks between Strang and Hebron. | | 10 MPH. |
| Item 1A, All Subdivisions applies. | | |
2. Bridge, Engine and Heavy Car Restrictions—
Cars heavier than the following not permitted without authority of Superintendent:
40 feet or less in length. 220,000 lbs.
Over 40 feet long. 263,000 lbs.
Between Fairmont and Hebron bridge derrick 975501 and 250-ton wrecking derrick must not operate.
3. Train Register Exceptions—
Strang—Trains will register when directed by train order. Register located at north switch west wye.
4. Clearance Provisions and Exceptions Rule 83(B)—
Strang—Rule 83(B) does not apply.
5. Rule 99—When flagging is required, distance will be 1.5 miles.
6. Fairmont—Normal position junction switch west end Fairmont is for Fifth Subdivision.
7. Strang—
Normal position of east and west wye switches of east wye on the Sixteenth Subdivision is for Sixteenth Subdivision.
Normal position of the south switch east wye is for the west leg of wye.
Normal position of east and west wye switches of west wye on the Sixteenth Subdivision is for the east and west legs of wye.

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

8. Unless otherwise provided protection against following trains as required by Rule 99 is not necessary between Hebron and Strang.

NEBRASKA DIVISION

(Crete - Wymore)

SIXTH SUBDIVISION

1. Speed Restrictions—Maximum Speeds Permitted

Zone—Between	Freight
Junction switch at MP 0.77 and Beatrice	40 MPH.
Beatrice and Wymore	30 MPH.
Curve MP 1.00	20 MPH.
MP 17.16 and MP 17.42 DeWitt	15 MPH.
Over Bridge 19.94 west of DeWitt	6 MPH.
MP 29.90 and 30.60 Beatrice	20 MPH.
Over Court Street Beatrice	5 MPH.
Loaded tank cars	25 MPH.
SD-24, SD-45, U25C, U28C, SD-40, U30C and U33C engines, single units only	30 MPH.
Between Crete and Wymore, bridge derrick 975501 and 250-ton wrecking derrick may operate 25 MPH other derricks 30 MPH.	
2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length	220,000 lbs.
Over 40 feet long	263,000 lbs.

SD-24, SD-45, U25C, U28C, GP-40, SD-40, U30C and U33C engines must not operate on following tracks:

Shestak	Elevator track	
Wilber	Spur track	
Beatrice	Coal track	No. 3 track
	Kees track	Creamery track
	No. 1 track	Gas track
	No. 2 track	Nemaha main

MP 31.84

Brick yard spur

Between Wilber and Beatrice—At Hoag on Cominco and Phillips lead maximum number of engine units permitted is two of any class of power.
3. Train Register Exceptions—

Crete—Westward trains register by register ticket when operator on duty. Operator on duty 8:00 a.m. until 6:00 p.m. Monday through Friday.
4. Clearance Provisions and Exceptions Rule 83(B)—

Crete, Beatrice—Trains must receive clearance when operator on duty. Crete operator on duty 8:00 a.m. until 6:00 p.m. Monday through Friday. Beatrice operator on duty 7:30 a.m. until 4:30 p.m. Monday through Friday.
5. Rule 99—Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1.5 miles.
6. Lights on train order signals will not be displayed.
7. Wymore—All tracks within yard limits are yard tracks.

NEBRASKA DIVISION

(Lincoln - Ravenna)

SEVENTH SUBDIVISION

1. Speed Restrictions—Maximum Speeds Permitted

Zone—Between	Freight
Lincoln and MP 1.10	10 MPH.
MP 1.10 and Cushman	25 MPH.
Engine or leading car over highway crossing "O" Street, MP 1.90	20 MPH.
MP 32.00 and MP 34.00	55 MPH.
Curves between MP 55.50 and MP 56.10	50 MPH.
Aurora—Between MP 77.10 and MP 78.10	45 MPH.
Grand Island—Between MP 95.70 and MP 96.50	30 MPH.
Ravenna—	
Between MP 126.90 and MP 127.19	30 MPH.
Between MP 127.19 and MP 127.74	20 MPH.
Cushman—Turnout to passenger line	30 MPH.
Grand Island—Through turnout west of UP crossing	30 MPH.
Ravenna—Through east turnout	30 MPH.
Head end of eastward trains passing signals at MP 125.99—	
Freight trains up to 100 Tons/OB	55 MPH.
Freight trains over 100 tons/OB	45 MPH.
Head end of westward trains passing signals at MP 126.9—	
Freight trains up to 100 Tons/OB	50 MPH.
Freight trains over 100 Tons/OB	45 MPH.
Between York and McCool Jct. and York and Benedict	20 MPH.
Engine or leading car over Nobes Avenue between York and McCool Jct.	10 MPH.
Through turnouts of beginning or end double track and turnouts of sidings at Milford, Seward, Utica, York, Bradshaw, Aurora, Phillips, Grand Island and Cairo	35 MPH.
2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length	220,000 lbs.
40 feet to 52.5 feet in length	263,000 lbs.
52.5 feet or longer	315,000 lbs.

Between York and McCool Jct. and York and Benedict 210,000 lbs.

SD-24, SD-45, U25C, U28C, GP-40, SD-40, U30C and U33C engines must not operate on following tracks:

Grand Island	Oil track
Ravenna	City track
York to Benedict	
York MP 135.00 to McCool Jct.	

Bridge derrick 975501 and 250-ton wrecking derricks must not operate York to McCool Jct. and York to Benedict.
3. Train Register Exceptions—

Cushman—Trains register when directed by train order.

Grand Island—Trains originating and terminating will register, through trains register when directed by train order.
4. Clearance Provisions and Exceptions Rule 83(B)—None.
5. Rule 99—When flagging is required, distance will be 1.5 miles.
6. Track between York and McCool Jct. and between York and Benedict is considered industrial track Rule 105 applies. Line-up issued for Seventh Subdivision will cover.
7. MP 1.00 to MP 4.37 Cushman one continuous yard.

Ravenna Passenger Main—Normal position for all switches between Baird Tower and Cushman is for the main track.

8. Grand Island—

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

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

NEBRASKA DIVISION

(Napier - Carling)

EIGHTH SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted

Zone—Between	Freight
Table Rock and Carling	49 MPH.
Over Missouri River Bridge 8.93 at Rulo	10 MPH.
MP 9.30 and MP 10.30 Rulo	35 MPH.
MP 17.10 and MP 17.75 east of Falls City	35 MPH.
MP 19.30 and MP 19.75 Falls City	25 MPH.
MP 9.00 and MP 9.70 west of Elk Creek	35 MPH.
MP 14.85 and MP 15.70 Tecumseh	40 MPH.
MP 60.15 and MP 60.45	25 MPH.
Head end of trains passing approach signals to Union Pacific crossing at MP 61.39—	
Freight trains up to 100 Tons/OB.	25 MPH.
Freight trains over 100 Tons/OB	20 MPH.
Over Union Pacific crossing MP 61.39	25 MPH.
Trailing movement through spring switch MP 1.50 Napier.	25 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
Rulo Bridge MP 8.93 210,000 lbs.
40 feet or less in length. 220,000 lbs.
Over 40 feet long. 263,000 lbs.
Between Napier and Lincoln, bridge derrick 975501 and 250-ton wrecking derrick may operate. 250-ton derrick must have two lightly loaded cars between derrick and engine over Bridge 8.93 Rulo.
SD-24, SD-45, U25C, U28C, GP-40, SD-40, U30C and U33C engines must not operate on following tracks:
Falls CityRoundhouse track
James track
TecumsehNo. 1 track
No. 2 track
No. 3 track
Coal track
City track
Adams.Spur track
Firth.Elevator track
Stub track
HickmanStub track
Missouri River Bridge 8.93 Rulo—
SD-7 and SD-9 engines may be operated over bridge single or when coupled with not more than two units of F, GP, U25B or U28B class engines.

SD-7 and SD-9 class engines, must not be operated over bridge when coupled with same class engines.

Five F, five GP, five U25B or five U28B units, or combination of five units consisting of F, GP, U25B or U28B class units may operate over bridge.

SD-24, SD-45, U25C, U28C, GP-40, SD-40, U30C and U33C may operate over bridge single unit only.

Additional engines must be spaced at least 10 cars from engine handling the train and no more units may be coupled together at such a location than are permitted at the head end of the train.

3. Train Register Exceptions—

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

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

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

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

Napier-Table Rock 1.5 miles,
Table Rock-Carling 2 miles.

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

7. Whistle Signals for Hall Tower Interlocking Plant—

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

8. Hickman—Missouri Pacific crossing MP 49.67. Normal position of gates against Missouri Pacific trains. Rule 98(A) in effect.

NEBRASKA DIVISION

(Shubert - Lancaster)

NINTH SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted

Zone—Between	Freight
Nebraska City and Lancaster	25 MPH.
Curve MP 3.60	20 MPH.
Over Missouri River bridge 4.76	10 MPH.
Over Missouri Pacific crossing on roundhouse lead at Nebraska City.	10 MPH.
Nebraska City and MP 6 (Shubert Line).	25 MPH.
MP 6 and Shubert	10 MPH.
MP 6.73 and MP 6.82 between Nebraska City and Peru.	5 MPH.
MP 18.40 and MP 18.80 between Peru and Brownville	5 MPH.
Nebraska City and Payne	25 MPH.
Curve between MP 21.20 and MP 21.60.	10 MPH.
Lincoln—	
Over 27th Street, MP 58.50.	10 MPH.
Westward trains, over 14th Street, MP 59.50.	5 MPH.
Loaded tank cars.	20 MPH.
Item 1A. All Subdivisions applies between MP 59.9 Lancaster and MP 5.0 Nebraska City.	
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
Between Shubert and Nebraska City 177,000 lbs.
Missouri River bridge MP 4.76 210,000 lbs.

Between Nebraska City and Lancaster—

40 feet or less in length. 220,000 lbs.
 Over 40 feet long. 263,000 lbs.

Between Shubert and Lancaster and between Nebraska City and Payne bridge derrick 975501 and 250-ton wrecking derrick must not operate.

3. Train Register Exceptions—None.**4. Clearance Provisions and Exceptions Rule 83(B)—**

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

Nebraska City—Trains must receive clearance when operator on duty, operator on duty 7:00 a.m. until 5:00 p.m. Monday through Friday.

5. Rule 99—Unless otherwise provided, protection against following trains is not necessary between Arbor and Shubert. When flagging is required distance will be 1.5 miles.**6. Lancaster—Normal position of junction switch is for Eighth Subdivision.****7. Automatic interlocking Nebraska City over Missouri Pacific crossing roundhouse lead.****8. Track between Nebraska City and Payne (5.7 miles) operated as one continuous yard.****9. Payne junction switch at Nebraska City normal position for Payne.****NEBRASKA DIVISION**

(Ashland - Sioux City)

TENTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	Freight
Ashland and Sioux City	49 MPH.
Floyd and Ferry	10 MPH.
Curve MP 0.29	25 MPH.
Between switches of wye Ashland.	10 MPH.
Head end of westward trains passing signal governing westward movement at MP 0.48.	20 MPH.
Head end of trains passing approach signal at following interlockings:	
Eastward and westward at UP crossing Yutan—	
Freight trains up to 100 Tons/OB.	25 MPH.
Freight trains over 100 Tons/OB	20 MPH.
Eastward trains at UP crossing Fremont MP 29.98	20 MPH.
Eastward and westward at C&NW crossing Nickerson—	
Freight trains up to 100 Tons/OB.	25 MPH.
Freight trains over 100 Tons/OB	20 MPH.
Westward at C&NW crossing Dakota City—	
Freight trains up to 100 Tons/OB.	25 MPH.
Freight trains over 100 Tons/OB	20 MPH.
Engines or leading car of trains between absolute signals at:	
UP crossing at Yutan	20 MPH.
C&NW crossing east of Nickerson	20 MPH.
C&NW crossing at Dakota City.	20 MPH.
MP 28.80 and MP 29.85, Fremont	10 MPH.
MP 27.70 and MP 28.80 and between MP 58.70 and MP 59.85. SD-24, U25C, U28C, U30C and U33C engines.	40 MPH.
Between westbound absolute signal at CMStP&P crossing MP 223.35 (Second Street) and 13th Street	10 MPH.
Ashland and Ferry—Bridge derrick 975501 and 250-ton wrecking derrick	25 MPH.

Ferry and Sioux City—Bridge derrick 975501 and 250-ton wrecking derrick must not operate, other derricks 10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length. 220,000 lbs.
 40 feet and over 263,000 lbs.

Following are restrictions over Missouri River Bridge No. 2 between Floyd and Sioux City:

70-ton hoppers, gondolas or cement hoppers exceeding gross weight of 160,000 pounds must not be handled in blocks of more than four cars. These blocks must be separated from other similar blocks and from locomotive by a minimum of five (5) cars with average gross weight for each car not exceeding 150,000 pounds.

Ore cars loaded with ore must not be handled over this structure without authority from superintendent.

The following class of BN power only may be used as three unit diesel locomotives over this structure:

BN Unit Numbers (includes C&S-FW&D unit Nos.) Class

80-97-102 SW-1

Two unit diesel locomotives only:

602, 610, 626, 668, 675, 714, 716,
 717, 720, 725, 730, 732, 761, 9790 F-3-7

(Less than 247,000 lbs.)

702, 710, 712. F-3

676. F-5

847-853. F-9

(Less than 246,000 lbs.)

FW&D 700-703. GP-7

(Less than 248,250 lbs.)

986-995. NW-5

1350-1365. GP-5

1723-1760, 1808-1830, 1902-1955, 1974, 1975, 1977, 1980 GP-9

(Less than 248,250 lbs.)

1990-1998. GP-18

4054-4085. RS-3

4180-4197. RS-11

Single unit diesel locomotives only:

101. SW-8

108-134, 135-142 SW-7

(Less than 250,000 lbs.)

146-161, 167-169 SW-9

106, 162-166, 170-191, 192-250-

C&S 156-160-FW&D 607-610 SW-12

375-394, 427-449, 574-585. SW-10

491-573, 586-595, C&S 150-153 NW-2

(Less than 250,000 lbs.)

644, 645, 653, 682, 684, 704-706, 708, 710, 712 F-7

(247,000-250,000 lbs.)

766-788, 790, 792, 794, 796, 800, 801, 803, 810,
 812-821, 823-840, 842-845. F-9

(More than 247,000 lbs.)

1524-1551, 1553-1643. GP-7

(248,250-255,500 lbs.)

1761-1775, 1777-1807, 1955-1974. GP-9

(248,250-255,500 lbs.)

143-145-C&S 154 SW-7

(More than 250,000 lbs.)

451-487-FW&D 605, 606 NW-2

(More than 250,000 lbs.)

6048-6059. SD-7

(Less than 300,000 lbs.)

(1) This loading applies to diesel locomotives fully supplied with fuel and water.

Maximum gross weight of cars over Missouri River bridge between Ferry and Sioux City must not exceed 210,000 pounds without

authority of superintendent.

SD-24, SD-45, U25C, U28C, GP-40, SD-40, U30C and U33C engines must not operate on following tracks nor over Missouri River bridge at Sioux City:

Ferry Laketon scale track

South Sioux line track from 600 feet north of switch to end of track

3. Train Register Exceptions—

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

Ferry—Trains will register when directed by train order.

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

Fremont—Trains must receive clearance.

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

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

7. Fremont—

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

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

8. At Sioux City—

Interlocking of the Milwaukee Road and the BN direct connection is automatic with the exception that for BN through movements a push button at the BN 26th Street Yard Office should be used to extend the approach on that side in advance of cantilever signal 222.9.

Proceed indication will be received if the route to Ferry is clear and BN movements should not pass a more restrictive signal to avoid blocking Milwaukee and street crossings.

Instructions for operation are posted at the BN 26th Street Yard Office.

9. Automatic Interlockings not Indicated at Station—

C&NW crossing 6.3 miles west of Fremont.

10. Handling 80-Foot or Longer Cars—

(See Handling 80-foot or Longer Cars, All Subdivisions.)

Between Sioux City and Ferry, eastbound:

Trains of greater than 4600 trailing tons must handle empty cars, 80 feet and longer, in the forward 4600 tons, when helper locomotives are used, except there will be no restriction on the location of such cars when a single unit helper is employed, of 6-powered axles or less.

Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car. (See Item 4, all subdivisions.)

NEBRASKA DIVISION

(Ferry - O'Neill)

ELEVENTH SUBDIVISION

1. Speed Restrictions— Maximum Speed Permitted

Zone—Between Freight

Ferry and Osmond. 30 MPH.

Osmond and O'Neill. 20 MPH.

Loaded tank cars—

Between Ferry and Osmond 25 MPH.

Over Bridge 27.83 10 MPH'

Item 1A, All Subdivisions, applied between MP 68.2 Osmond and MP 124.2 O'Neill.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 210,000 pounds not permitted without authority of Superintendent:

Between Ferry and O'Neill bridge derrick 975501 and 250-ton wrecking derrick must not operate.

3. Train Register Exceptions—

Ferry—Trains will register when instructed by train order.

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

Ferry, O'Neill—Rule 83(B) does not apply.

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

NEBRASKA DIVISION

(Table Rock - Wymore)

TWELFTH SUBDIVISION

1. Speed Restrictions— Maximum Speeds Permitted

Zone—Between Freight

Table Rock and Wymore. 35 MPH.

Curve on city track Pawnee. 5 MPH.

Head end of trains passing approach signals to UP crossing MP 84.73—

Freight trains up to 100 Tons/OB. 30 MPH.

Freight trains over 100 Tons/OB 25 MPH.

Engine or leading car between absolute signals UP crossing MP 84.73 20 MPH.

Between Table Rock and Wymore bridge derrick 975501 and 250-ton wrecking derrick may operate 25 MPH. Other derricks 30 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length. 220,000 lbs.

Over 40 feet long. 263,000 lbs.

SD-24, SD-45, U25C, U28C, GP-40, SD-40, U30C and U33C engines must not operate on following tracks:

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

3. Train Register Exceptions—None.

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

Table Rock—Trains must receive clearance when operator on duty. Operator on duty Monday 8:00 a.m. until 4:00 p.m., Tuesday through Friday continuous and Saturday 12:01 a.m. until 8:00 a.m. and 4:00 p.m. until 11:59 p.m.

Train order signal does not govern Twelfth Subdivision trains.

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

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

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

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

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

10. Automatic Interlockings not Indicated at Station—

UP crossing 2.5 miles east of Wymore.

NEBRASKA DIVISION

(Pappio - Gilmore Jct.)

THIRTEENTH SUBDIVISION

- Speed Restrictions—**

	Maximum Speeds Permitted
Zone—Between	Freight
Pappio and Gilmore Jct.	30 MPH.
- Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length.	220,000 lbs.
Over 40 feet long.	263,000 lbs.

Pappio and Gilmore Jct.—Bridge derrick 975501 and 250-ton wrecking derrick must not operate.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—**

Pappio, Gilmore Jct.—Rule 83(B) does not apply.
- Rule 99—**Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1.5 miles.
- Trains and engines between Gilmore Jct. and South Omaha are governed by Union Pacific Bridge Subdivision Rules for employees of Tenant Lines.**
- South Omaha—**Four short and one long blast of whistle for UP switches.

NEBRASKA DIVISION

(Brick Yard - Sargent)

FOURTEENTH SUBDIVISION

- Speed Restrictions—**

	Maximum Speeds Permitted
Zone—Between	Freight
Brick Yard and Sargent.	30 MPH.
Aurora and Brick Yard bridge derrick 975501, 250-ton wrecking derrick and other derricks may operate.	20 MPH.
Over Bridge 16.93 east of Central City.	15 MPH.
At UP interlocking Central City, engine or leading car between approach and absolute signal, and between absolute signals.	20 MPH.
Loaded tank cars—	
Between Aurora and Palmer	25 MPH.
Loaded tank car and loaded air dump cars—	
Between MP 19.05 and 19.50, Central City	10 MPH.
Loaded tank cars between Palmer and Sargent	20 MPH.
MP 15.50 and MP 23.60, MP 28.75 and 30.10, MP 40.25 and Sargent—	
Diesel engines GP-7 and GP-9.	15 MPH.
Diesel engines SD-7 and SD-9.	20 MPH.
- Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length.	220,000 lbs.
Over 40 feet long.	263,000 lbs.

Between Palmer and Sargent—

35 feet or over in length	220,000 lbs.
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Between Aurora and Sargent bridge derrick 975501 and 250-ton wrecking derrick must not operate.

SD-24, SD-45, U25C, U28C, GP-40, SD-40, U30C and U33C engines must not operate on following tracks:

Giltner Elevator track

Trumbull Elevator track
House track

- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—**

Brick Yard—Clearance received at Hastings Tower clears train at Brick Yard.

Aurora—Trains must receive clearance.

Palmer, Sargent—Rule 83(B) does not apply.
- Rule 99—**Unless otherwise provided, protection against following trains is not necessary between Aurora and Sargent.
- When flagging is required between Brick Yard-Sargent distance will be 1.5 miles.**
- Lights on train order signals will not be displayed.**
- Aurora—**Train order signal does not govern Fourteenth Subdivision trains.
- Central City—**

BN, UP crossing—BN train and engine movements approaching crossing, from either direction, must stop at absolute signal. After stopping trainman or engineer will proceed to crossing and operate the plant in accordance with instructions posted at the crossing.

NEBRASKA DIVISION

(Palmer - Burwell)

FIFTEENTH SUBDIVISION

- Speed Restrictions—**

	Maximum Speeds Permitted
Zone—Between	Freight
Palmer and Burwell	30 MPH.
Loaded tank cars.	20 MPH.
Over Bridge 40.68 west of Palmer.	10 MPH.
- Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following not permitted without authority of Superintendent:

Maximum gross weight of cars handled must not exceed 220,000 pounds.

Single units only over Bridge 40.68, west of Palmer.

Palmer and Burwell—Bridge derrick 975501 and 250-ton wrecking derrick must not operate.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—**

Palmer, Burwell—Rule 83(B) does not apply.
- Rule 99—**Unless otherwise provided, protection against following trains is not necessary. When required to flag, distance will be 1.5 miles.

NEBRASKA DIVISION

(DeWitt - Hildreth)

SIXTEENTH SUBDIVISION

- Speed Restrictions—**

	Maximum Speeds Permitted
Zone—Between	Freight
DeWitt and Edgar	25 MPH.
Edgar and Hildreth	35 MPH.
Tobias and Daykin.	20 MPH.
Derricks Tobias to Daykin.	10 MPH.
Edgar and Nelson	20 MPH.
GP-7 and GP-9 engines between Edgar and Nelson	15 MPH.
Derricks Edgar and Nelson	10 MPH.

Loaded tank cars—
 DeWitt and Edgar 20 MPH.
 Edgar and Hildreth 25 MPH.
 Over switches crossing UP track MP 57.26 15 MPH.
 Over Bridges 1.58, 65.84 and 98.30, GP-7, GP-9 and
 SD-7 engines (not exceeding two units) and SD-9
 engines (single unit) 10 MPH.
 Item 1A, All Subdivisions, applies between MP 0.3 DeWitt and
 MP 36.8 Strang.

2. Bridge, Engine and Heavy Car Restrictions—
 Cars heavier than the following not permitted without authority of
 Superintendent:
 40 feet or less in length. 220,000 lbs.
 Over 40 feet long. 263,000 lbs.
 Maximum gross weight of cars handled between DeWitt and
 Swanton and between Edgar and Hildreth must not exceed
 210,000 pounds.
 Bridge derrick 975501 and 250-ton wrecking derrick must not
 operate.
3. Train Register Exceptions—
 Strang—Trains register when directed by train order. Train register
 located at north switch west wye.
4. Clearance Provisions and Exceptions Rule 83(B)—
 Hildreth, Tobias, Strang—Rule 83(B) does not apply.
5. Rule 99—Unless otherwise provided, protection against following
 trains is not necessary. When required to flag, distance will be
 1.5 miles.
6. Track between Edgar and Nelson also between Tobias and Daykin
 is considered industrial track, Rule 105 applies. Line-up issued for
 Sixteenth Subdivision will cover.
7. DeWitt—Train order signal does not govern Sixteenth Subdivision
 trains.
 Normal position of junction switch is for Sixth Subdivision.
8. Strang—Normal position of east and west wye switches of east wye
 on the Sixteenth Subdivision is for the Sixteenth Subdivision.
 Normal position of the south switch east wye is for the west leg of
 wye.
 Normal position of east and west wye switches of west wye on the
 Sixteenth Subdivision is for the east and west legs of wye.
 Normal position of the north switch west wye is for the west leg of
 wye.
9. Blue Hill—Normal position of junction switch (MP 86.83 and
 MP 87.02) is for the Nineteenth Subdivision.

NEBRASKA DIVISION

(Lincoln - Columbus)

SEVENTEENTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	Freight
West Lincoln and MP 25.25 Seward	25 MPH.
MP 25.25 Seward and Columbus	30 MPH.
Loaded tank cars—	
West Lincoln and Seward	20 MPH.
Seward and Columbus	25 MPH.
Over highway crossing MP 26.00 Seward	5 MPH.

Engine or leading car over main highway crossing
 MP 38.86. 5 MPH.
 Over Bridge 64.96 10 MPH.
 Westward trains, MP 56.50 to MP 58.70. 20 MPH.
 Engine or leading car between absolute signals UP
 crossing, Columbus 20 MPH.
 Engine or leading car over 21st Avenue Columbus 5 MPH.

Item 1A, All Subdivisions, applies between MP 1.9 West Lincoln
 and MP 25.5 Seward.

2. Bridge, Engine and Heavy Car Restrictions—
 Cars heavier than the following not permitted without authority
 of Superintendent:
 40 feet or less in length. 220,000 lbs.
 Over 40 feet long. 263,000 lbs.
 Bridge derrick 975501 and 250 ton wrecking derrick must not
 operate.
 Maximum gross weight of cars handled between David City and
 Columbus must not exceed 220,000 pounds.
3. Train Register Exceptions—None.
4. Clearance Provisions and Exceptions Rule 83(B)—
 West Lincoln—Clearance received at Carling clears train at West
 Lincoln.
5. Rule 99—Unless otherwise provided, protection against following
 trains is not necessary. When required to flag, distance will be
 1.5 miles.
6. Columbus—
 When setting cars to the Union Pacific transfer track, reverse move-
 ment must not be started to the transfer track until all cars in the
 cut are over the UP crossing.
7. While operating on Union Pacific track at Lincoln Burlington
 Northern employees must comply with instructions issued by
 Union Pacific supervisors, but will be governed by Burlington
 Northern rules, except for the following Union Pacific rules:
 Dual Control Switches—
 275: When a train or engine is stopped by a signal governing move-
 ment over a dual control switch and no conflicting movement is
 evident, a member of the crew must immediately communicate
 with the control operator and be governed by his instructions.
 Such instructions must include information as to the route to be
 used.
 When authorized to proceed, movement must be made at restricted
 speed to the next signal. Before proceeding, selector lever on all
 dual control switches over which movement is to be made must be
 placed in "HAND" position. Hand throw lever on each such switch
 must be operated until switch points are seen to move with the
 movement of the lever. Switches must be lined for the route to be
 used. As soon as leading wheels are 100 feet past the stop signal,
 selector levers on all switches may be restored to "MOTOR" posi-
 tion and locked.
 276: Dual control switches must not be operated by hand without
 authority from the control operator except when communication
 has failed.
 When necessary to operate a dual control switch by hand to per-
 form switching, the time switch may be used and the limits of the
 movement must be clearly stated and understood. When possible,
 first move must be made on signal indication.
 Selector lever on all switches over which movement is to be made
 must then be placed in "HAND" position and must be left in that
 position until all movements have been completed.
 After all movements have been completed, selector levers on all
 switches must be restored to "MOTOR" position and control oper-
 ator must be so advised.
 During the time selector lever is in "HAND" position, indications
 of stop signals governing movement over the switch may be con-
 sidered suspended, but all movements must be made at restricted
 speed.

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

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

NEBRASKA DIVISION

(Wymore - Red Cloud)

EIGHTEENTH SUBDIVISION

1. Speed Restrictions—Maximum Speeds Permitted

Zone—Between	Freight
Wymore and Red Cloud	35 MPH.
Over switches crossing Union Pacific track MP 114.86 . .	15 MPH.
Engine or leading car between absolute signals CRI&P crossing MP 125.04	20 MPH.
Engine or leading car over Central Avenue and Bloom Street Superior	5 MPH.
Engine or leading car between absolute signals Missouri Pacific crossing MP 170.96	20 MPH.
Bridge derrick 975501 and 250-ton wrecking derrick . .	25 MPH.
Other derricks.	30 MPH.
SD-24, SD-45, U25C, U28C, SD-40, U30C and U33C engines between Endicott and Red Cloud.	30 MPH.
2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length. 220,000 lbs.

Over 40 feet long. 263,000 lbs.

SD-24, SD-45, U25C, U28C, GP-40, SD-40, U30C and U33C engines must not operate on following tracks:

Krider House track

Odell. House track

Diller Elevator track

Chester House track

 Elevator track

Superior Stock track

Bostwick Elevator track

Red Cloud Turkey track
3. Train Register Exceptions—

Odell Jct., Lester Jct.—Trains will register when directed by train order.
4. Clearance Provisions and Exceptions Rule 83(B)—

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

Red Cloud—Trains must receive clearance when operator on duty. Operator on duty 9:00 a.m. until 6:00 p.m. Monday through Friday.
5. Rule 99—When flagging is required, distance will be 1.5 miles. Unless otherwise provided, protection against following trains is not necessary between Odell Jct. and Lester Jct.
6. Lights on train order signals will not be displayed.
7. Chester—Trains or engines passing through Chester on any track other than main track must stop before crossing Thayer Avenue.

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

8. Superior—Within the corporate limits, cars or engines must not be left standing less than 40 feet from street line and switching or light engine movements over Central Avenue and Bloom Streets must be protected by member of crew.
- Missouri Pacific Crossing MP 170.96. Normal position of gate is against MP trains. Rule 98(A) in effect.
9. Lester Jct.—Normal position of junction switch is for Nineteenth Subdivision.
10. Wymore—All tracks within yard limits are yard tracks.
11. Automatic Interlocking not Indicated at Station—

CRI&P crossing 8.9 miles west of Fairchild Spur.

NEBRASKA DIVISION

(Hastings - Lester Jct.)

NINETEENTH SUBDIVISION

1. Speed Restrictions—Maximum Speeds Permitted

Zone—Between	Freight
Hastings and Lester Jct.	30 MPH.
Engine or leading car of eastward trains over highway crossing at MP 1.04	5 MPH.
Engine or leading car over highway crossing MP 36.54 . .	15 MPH.
Through turnout Lester Jct.	10 MPH.
SD-24, SD-45, U25C, U28C, SD-40, U30C and U33C. . .	25 MPH.
Bridge derrick 975501 and 250-ton derricks may operate except must not exceed 10 MPH. over bridge 34.33.	
- Item 1A, All Subdivisions, applies between MP 0.7 Hastings and MP 37.0 Lester Jct.
2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length. 220,000 lbs.

Over 40 feet long. 263,000 lbs.

SD-24, SD-45, U25C, U28C, GP-40, SD-40, U30C and U33C engines must not operate on the following tracks:

Cowles House track

Blue Hill Elevator track

Ayr. City track
3. Train Register Exceptions—

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

Lester Jct.—Trains will register when directed by train order.
4. Clearance Provisions and Exceptions Rule 83(B)—

Lester Jct., Ayr Jct.—Rule 83(B) does not apply.
5. Rule 99—When flagging is required, distance will be 1.5 miles. Unless otherwise provided, protection against following trains is not necessary between Ayr Jct. and Lester Jct.

NEBRASKA DIVISION

(Odell Jct. - Concordia)

TWENTIETH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
	Freight
Odell Jct. and Haddam	35 MPH.
Haddam and Concordia	30 MPH.
MP 1.40 and MP 1.65	10 MPH.
Over switches crossing Union Pacific track MP 12.75 . . .	15 MPH.
Bridge 16.08	10 MPH.
Bridges 21.88, 27.55, 39.15, 41.67, 42.99, 44.62, 48.30, 55.42, 64.69, 66.66	15 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following not permitted without authority of Superintendent:
 35 feet or over in length 177,000 lbs.
 Bridge derrick 975501 and 250-ton wrecking derricks must not operate.
 Single unit engines only may be operated.
3. **Train Register Exceptions—**
 Odell Jct.—Trains will register when directed by train order.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
 Odell Jct.—Rule 83(B) does not apply.
5. **Rule 99—**Unless otherwise provided, protection against following trains is not necessary. When required to flag, distance will be 1.5 miles.
6. **Concordia—**Trains or engines must stop before crossing Washington and Cedar Streets and member of crew must flag across entire width of street.
7. **Odell Jct.—**Normal position junction switch is for the Eighteenth Subdivision.

NEBRASKA DIVISION

(Bigelow - Maitland)

TWENTY-FIRST SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
	Freight
Bigelow and Maitland	25 MPH.
Engines over Bridge N-1.24	10 MPH.
Maitland MP 14.47 Elm Street	5 MPH.
Derricks	10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Maximum gross weight of cars handled must not exceed 210,000 lbs. without authority of Superintendent.
 Bridge derrick 975501 and 250-ton derricks must not be operated.
3. **Train Register Exceptions—**None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**None.
5. **Rule 99—**Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1 mile.

NEBRASKA DIVISION

(Corning - Tarkio)

TWENTY-SECOND SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
	Freight
Corning and Tarkio MP 15.50	25 MPH.
MP 1.90 and MP 3.04	10 MPH.
Engine heavier than 600 HP over Bridge 12.66	10 MPH.
Derricks	10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Maximum gross weight of cars handled must not exceed 220,000 lbs. without authority of Superintendent.
 Bridge derrick 975501 and 250-ton wrecking derricks must not be operated.
3. **Train Register Exceptions—**None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**None.
5. **Rule 99—**Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1 mile.

NEBRASKA DIVISION

(Ashland - Prague)

TWENTY-THIRD SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
	Freight
Ashland and MP 3.00	25 MPH.
MP 3.00 and Prague	10 MPH.
Over Bridge 0.91	15 MPH.
Loaded tank cars and air dump cars between Ashland and MP 3.0	20 MPH.
Derricks	10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Maximum gross weight of cars handled must not exceed 210,000 without authority of Superintendent.
 Bridge derrick 975501 and 250-ton wrecking derricks must not be operated.
3. **Train Register Exceptions—**None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**None.
5. **Rule 99—**Unless otherwise provided, protection against following trains is not necessary. When required to flag, distance will be 1 mile.

NEBRASKA DIVISION

(Tecumseh - Auburn)

TWENTY-FOURTH SUBDIVISION

1. **Speed Restrictions—**

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

2. **Bridge, Engine and Heavy Car Restrictions—**
Maximum gross weight of cars handled must not exceed 220,000 lbs. without authority of Superintendent.
Bridge derrick 975501 and 250-ton wrecking derricks must not be operated.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. **Rule 99—Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1 mile.**

NEBRASKA DIVISION

(Fairmont - Tobias)

TWENTY-FIFTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Fairmont and Tobias	Freight 25 MPH.
Loaded tank cars or loaded air dump cars.	20 MPH.
Derricks.	10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Maximum gross weight of cars handled must not exceed 263,000 lbs. without authority of Superintendent.
Bridge derrick 975501 and 250-ton wrecking derricks must not be operated.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. **Rule 99—Unless otherwise provided, protection against following trains is not necessary. When required to flag, distance will be one mile.**
6. **Fairmont—Normal position of junction switch east end is for Twenty-fifth Subdivision.**

NEBRASKA DIVISION

(Clay Center - Lushton)

TWENTY-SIXTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Clay Center and Sutton	Freight 30 MPH.
Sutton and Lushton.	10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent.
Between Clay Center and Sutton 263,000 lbs.
Between Sutton and Lushton. 177,000 lbs.
Engines heavier than 600 HP cannot operate between Standard Oil Co. spur at Sutton MP 107.68 and Lushton.

Bridge derrick 975501 and 250-ton wrecking derricks must not be operated.

3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. **Rule 99—Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1 mile.**

NEBRASKA DIVISION

(Ayr Jct. - Huntley)

TWENTY-SEVENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Ayr Jct. and Huntley	Freight 10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Maximum gross weight of cars handled must not exceed 210,000 lbs. without authority of Superintendent.
Engines heavier than SD-7 cannot operate beyond 1000 feet west of Ayr Jct. switch.
Bridge derrick 975501 and 250-ton wrecking derricks must not be operated.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Ayr Jct., Huntley—Rule 83(B) does not apply.
5. **Rule 99—Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1 mile.**

COLORADO DIVISION

(Hastings - McCook)

FIRST SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Passenger trains	79 MPH.	
MP 156.00 to MP 157.00	25 MPH.	25 MPH.
MP 157.00 to MP 158.00		30 MPH.
Crossover and turnouts MP 156.43	15 MPH.	15 MPH.
Turnout west end of No. 1 track MP 157.96	30 MPH.	30 MPH.
Turnout end of two main tracks Gaines	40 MPH.	40 MPH.
MP 219.50 and MP 230.50	70 MPH.	50 MPH.
Curve MP 227.97	65 MPH.	50 MPH.
Curve MP 229.50	65 MPH.	50 MPH.
Head end of trains over Ogden Avenue Oxford MP 233.80	50 MPH.	50 MPH.
MP 286.60 and MP 287.20		30 MPH.
MP 287.20 and MP 287.81	30 MPH.	30 MPH.
SD-24, SD-45, U25C, U28C, SD-40, U30C and U33C engines on sidings at Kenesaw, Axtell and Holdrege (south side)	25 MPH.	25 MPH.

Trains must not exceed 25 MPH through turnouts of controlled sidings.

Holdrege—Westward siding trains must not exceed 10 MPH until leading car or engine occupies East Avenue crossing.

Eastward siding trains must stop before crossing East Avenue crossing unless movement is protected by an employee at crossing.

Head end of eastward trains passing signal at MP 235.17—

Freight trains up to 100 Tons/OB 55 MPH.

Freight trains over 100 Tons/OB 45 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length 220,000 lbs.

40 feet to 52.5 feet in length 263,000 lbs.

52.5 feet or longer 315,000 lbs.

SD-24, SD-45, U25C, U28C, GP-40, SD-40, U30C and U33C engines must not operate on following tracks:

Juniata	House track	Holdrege	Cob track
Kenesaw	Stock track	McCook	Mill track
3. **Train Register Exceptions—**

Gaines—Trains originating and terminating will register.

Oxford—Register station for trains originating or terminating.
4. **Clearance Provisions and Exceptions Rule 83(B)—**

Oxford—Trains from Fourth Subdivision must receive clearance when operator on duty. Operator on duty 7:30 a.m. until 4:30 p.m. Monday through Friday.

Hastings Tower—Trains originating at Hastings and Gaines and through trains must receive clearance.

At intermediate locations in CTC territory Rule 83(B) will not apply when so authorized by train dispatcher.
5. **Rule 99—**When flagging is required, distance will be 1.5 miles.
6. **Oxford—**Freight trains stopping at Oxford must not block Ogden

Street crossing Monday through Friday between the hours of 12:00 Noon until 1:00 p.m. and 3:45 p.m. until 4:30 p.m.

COLORADO DIVISION

(McCook - Denver)

SECOND SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Passenger trains	79 MPH.	
MP 287.81 to MP 288.50	30 MPH.	30 MPH.
Curve MP 288.75	65 MPH.	50 MPH.
MP 288.50 and MP 289.00	70 MPH.	50 MPH.
MP 430.50 and MP 431.50	50 MPH.	40 MPH.
MP 431.50 and MP 434.00	65 MPH.	50 MPH.
Brush—Entering Sterling main tracks	15 MPH.	15 MPH.
Brush on Sterling main track over Clayton Street crossing	10 MPH.	10 MPH.
Curve MP 506.40	70 MPH.	50 MPH.
Head end or leading car over 72nd Avenue crossing MP 535.32	40 MPH.	40 MPH.
MP 535.90 and MP 539.70	60 MPH.	50 MPH.
Over UP crossing MP 537.32	60 MPH.	30 MPH.
Head end or leading car over 56th Avenue crossing MP 538.00	40 MPH.	40 MPH.
MP 539.70 to signal MP 541.71	30 MPH.	15 MPH.
Signal 541.71 to 21st Street MP 541.85	15 MPH.	15 MPH.
SD-24, SD-45, U25C, U28C, SD-40, U30C and U33C engines on siding at Wray	25 MPH.	25 MPH.
Ladora yard tracks—On tangent track between gate and classification yard		10 MPH.

Trains must not exceed 25 MPH through turnouts of controlled sidings.

Head end of eastward train passing signal at MP 498.25—

Freight trains up to 100 Tons/OB 55 MPH.

Freight trains over 100 Tons/OB 45 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length 220,000 lbs.

40 feet to 52.5 feet in length 263,000 lbs.

52.5 feet or longer 315,000 lbs.

SD-24, SD-45, U25C, U28C, GP-40, SD-40, U30C and U33C engines must not operate on following tracks:

Wray	Mill track
Brush	Oil track
Moseley	Stock track
Fort Morgan	South house track
Tampa Spur	Entire spur except 600 feet of tail track off wye
Tonville	Beet track
Barr	House track
3. **Train Register Exceptions—**

Akron—First class trains will not register at Akron.

Brush—Register station for all trains originating or terminating.

Denver—Trains originating or terminating at 31st Street yard will register.

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2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
40 feet or less in length. 220,000 lbs.
Over 40 feet long. 263,000 lbs.
SD-24, SD-45, U25C, U28C, GP-40, SD-40, U30C and U33C engines must not operate on following tracks:
Long IslandHouse track
AlmenaHouse track
NortonBN trackage
SD-24, SD-45, U25C, U28C, SD-40, U30C and U33C engines must not operate between Oronoque and Oberlin.
Between Flynn and Oberlin bridge derrick 975501 and 250-ton wrecking derricks must not operate.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Flynn—Rule 83(B) does not apply.
Almena—CRI&P train orders and clearances will be delivered to westward BN trains.
Norton and Norcat—CRI&P train orders and clearances delivered to BN trains by BN operator.
5. **Rule 99—**Unless otherwise provided, protection against following trains is not necessary. When required to flag, distance will be 1.5 miles.
6. **BN junction switches at Almena Jct.,** both switches of CRI&P siding, Norton and Oronoque, are equipped with electric switch locks controlled by CRI&P operator at Norton. Telephone with instructions at same locations.
7. **Norton—**All trains will stop at highway crossing just west of city limits and flag movement over crossing.

COLORADO DIVISION
(Holdrege - Sterling)

SIXTH SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted
Zone—Between Freight
Holdrege and MP 24.00 25 MPH.
MP 24.00 and Sterling 30 MPH.
Wallace and Gentleman Power Plant 40 MPH.
Curves 16 and 17. 25 MPH.
Haxtun, engine or leading car over Washington Street second crossing east of depot. 10 MPH.
Sterling—Between approach signal and absolute signal of Union Pacific interlocking crossing 15 MPH.
Between Holdrege and Sterling handling loaded covered hoppers trains must not exceed 25 MPH between the following locations:
MP 72 to MP 114
MP 126 to MP 146
MP 212 to MP 226

2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
40 feet or less in length. 220,000 lbs.
Over 40 feet long. 263,000 lbs.
SD-24, SD-45, U25C, U28C, SD-40, U30C and U33C engines must not operate.

Between Holdrege and Sterling bridge derrick 975501 and 250-ton wrecking derricks must not operate.

3. **Train Register Exceptions—**
Wallace Jct.—Trains will register when directed by train order. Train register located in booth at junction switch MP 113.46.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Wallace Jct.—Rule 83(B) does not apply.
Curtis—Unless otherwise provided, train crews arriving at Curtis must deliver all clearances, train orders, and messages to relieving crew.
5. **Rule 99—**Unless otherwise provided, protection against following trains is not necessary. When required to flag, distance will be 1.5 miles.
6. **Lights on train order signals will not be displayed.**
7. **Track between Wallace Jct. and Gentlemen Power Plant is considered industrial track,** Rule 105 applies. Line-up issued for Sixth Subdivision will cover.

COLORADO DIVISION
(Sterling - New Raymer)

SEVENTH SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted
Zone—Between Freight
Sterling and New Raymer 20 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
Over 35 feet in length. 177,000 lbs.
Between Sterling and Carpenter bridge derrick 975501, 250-ton wrecking derricks and rotary snow plow must not operate.
Single GP-7 or GP-9 engine may operate.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. **Rule 99—**Unless otherwise provided, protection against following trains is not necessary. When required to flag, distance will be 1.5 miles.

COLORADO DIVISION
(Sterling - Brush)

EIGHTH SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted
Zone—Between Freight
Over west switch to UP main track, Sterling 5 MPH.
Union and Brush 49 MPH.
Over Bridge 139.97 30 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
40 feet or less in length. 220,000 lbs.
40 feet to 52.5 feet in length. 263,000 lbs.
52.5 feet or longer. 315,000 lbs.
SD-24, SD-45, U25C, U28C, GP-40, SD-40 and U30C engines must not operate on following tracks.

Sterling Welsh elevator
Caboose track
Dago No. 1
Dago No. 2

3. Train Register Exceptions—None.

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

Sterling—In addition to BN clearance, trains must receive UP clearance.

Brush—Trains for movement to Union Pacific Third Subdivision must receive Union Pacific clearance.

5. Rule 99—When flagging is required, distance will be:
General Merchandise Trains 1.5 miles,
Loaded Coal Trains 2 miles.

6. Union—The movement of eastward trains is governed by Union Pacific signal to main track and trains must stop before passing signal and must not proceed until switch is properly lined and signal indicates proceed.

Westward trains must stop clear of crossing to BN main track and must not proceed until switch is properly lined.

COLORADO DIVISION

(Culbertson - Imperial)

NINTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	Freight
Culbertson and Imperial	25 MPH.
Engine or leading car over Arapahoe Street just west of depot Wauneta	10 MPH.
Enders over highway No. 6 crossing MP 41.67.	10 MPH.
Loaded tank cars.	20 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length. 220,000 lbs.
Over 40 feet long. 263,000 lbs.

SD-24, SD-45, U25C, U28C, SD-40, U30C and U33C engines must not operate.

Between Culbertson and Imperial bridge derrick 975501 and 250-ton wrecking derrick must not operate.

3. Train Register Exceptions—None.

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

Culbertson, Imperial—Rule 83(B) does not apply.

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

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

COLORADO DIVISION

(Denver - Lyons)

TENTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	Freight
Broomfield and Longmont	25 MPH.
Longmont and Lyons.	20 MPH.

Engine or leading car over crossings MP 18.12 and MP 29.30 5 MPH.

Over C&S and BN crossing Longmont 10 MPH.

Loaded tank cars. 20 MPH.

Derricks. 10 MPH.

Unit gravel trains between MP 38.50 and MP 45 between Longmont and Lyons. 10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length. 220,000 lbs.
40 feet to 52.5 feet in length. 263,000 lbs.

SD-24, SD-45, U25C, U28C, SD-40, U30C and U33C engines must not operate.

Bridge derrick 975501 and 250-ton wrecking derricks must not be operated.

3. Train Register Exceptions—

Broomfield—Trains will register when directed by train order.

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

Longmont—Trains must receive clearance when operator on duty. Operator on duty Monday through Friday 7:00 a.m. until 11:00 p.m. Saturday and Sunday 7:00 a.m. until 3:00 p.m.

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

COLORADO DIVISION

(Hastings Kearney)

ELEVENTH SUBDIVISION

Trains between Hastings and Kearney are governed by Rules for Employees of BN Operating on Union Pacific Trackage as contained in pamphlet dated January 15, 1975.

ALLIANCE DIVISION

(Ravenna - Alliance)

FIRST SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	Freight
MP 127.74 and MP 127.95	20 MPH.
Head end of eastward trains passing signals at MP 128.4—	
Freight trains up to 100 Tons/OB.	50 MPH.
Freight trains over 100 Tons/OB	40 MPH.
Head end of westward trains passing signal at MP 175.10—	
Freight trains up to 100 Tons/OB.	55 MPH.
Freight trains over 100 Tons/OB	45 MPH.
Head end of train over highway crossings from Fifth Street at stock yards, to Fourteenth Street, first crossing west of depot Broken Bow.	30 MPH.
MP 364.54 and MP 365.25	25 MPH.
MP 365.25 and MP 365.50	20 MPH.
except not exceed 10 MPH through turnouts.	

- Alliance Yard—Freight trains over 100 Tons/OB on main track, tracks 2 and 3 10 MPH.
- Alliance Yard—All other tracks 5 MPH.
- SD-24, SD-45, U25C, U28C, SD-40, U30C and U33C engines on controlled sidings at Hazard, Ansley, Merna, Anselmo, Linscott, Halsey, Thedford, Norway, Mullen, Hecla, Whitman, Ashby, Bingham, Antioch, Birdsall 25 MPH.
- Through turnouts of controlled sidings in CTC limits 25 MPH.
- Except west power switch Broken Bow 12 MPH.
2. Bridge, Engine and Heavy Car Restrictions—
Cars heavier than the following not permitted without authority of Superintendent:
40 feet or less in length 220,000 lbs.
40 feet to 52.5 feet in length 263,000 lbs.
52.5 feet or longer 315,000 lbs.
3. Train Register Exceptions—None.
4. Clearance Provisions and Exceptions Rule 83(B)—None.
5. Rule 99—When flagging is required, distance will be 1.5 miles.
6. Within CTC limits, trains finding a stop and proceed indication displayed by a signal, which governs facing point movement over a spring switch, will comply with Rule 104(H) and in addition a member of the crew will contact control operator by telephone, located adjacent to the spring switch, when such communication is available.
- In CTC territory whenever trailing movement through spring switch is not authorized by signal indication, the spring switch must be operated by hand. When any switching movements are made over spring switch, Rule 276 will apply as to permission, time and working limits and notification to engineer.
- In CTC territory if signal indicates stop 501(K) governing movement over dual control switch one end of siding and such signal also governs movement over spring switch at the opposite end of siding, in addition to complying with Rule 275 for movement over dual control switch, and train is to trail over spring switch on the main track, a member of crew must examine switch and know that points fit.

ALLIANCE DIVISION

(Alliance - Edgemont)

SECOND SUBDIVISION

- | 1. Speed Restrictions | Maximum Speeds Permitted |
|--|--------------------------|
| Zone—Between | Freight |
| MP 365.50 and MP 366.10
Except will not exceed 10 MPH through turnouts. | 20 MPH. |
| MP 393.6 and MP 396.2 | 40 MPH. |
| MP 396.2 and MP 405.0 | 50 MPH. |
| MP 405.0 and MP 409.0 | 40 MPH. |
| Through siding Belmont | 25 MPH. |
| MP 411.0 and MP 415.4 | 20 MPH. |
| MP 415.4 and MP 423.1, both tracks. | 25 MPH. |
| Through turnout Horn West | 10 MPH. |
| Over C&NW crossing - Crawford | 20 MPH. |
| MP 440.3 and MP 442.5 | 40 MPH. |
| MP 442.5 and MP 445.8 | 50 MPH. |
| MP 466.4 and MP 469.4 | 40 MPH. |
| MP 469.4 and MP 475.7 | 45 MPH. |
| Derricks | 30 MPH. |

- Through turnouts in CTC 35 MPH.
- Item 1A, All Subdivisions, applies MP 475.5 to MP 467.0 and MP 420 to MP 410.8 to eastward trains only.
2. Bridge, Engine and Heavy Car Restrictions—
Cars heavier than the following not permitted without authority of Superintendent:
40 feet or less in length 220,000 lbs.
40 feet to 52.5 feet in length 263,000 lbs.
52.5 feet or longer 315,000 lbs.
3. Train Register Exceptions—None.
4. Clearance Provisions and Exceptions Rule 83(B)—None.
5. Rule 99—When flagging is required, distance will be 1.5 miles.
6. Crawford—
When making reverse movement over C&NW crossing, trainmen must operate push button on signal requested.
7. Handling 80-Foot or Longer Cars—
(See Handling 80-Foot or Longer Cars, All Subdivisions.)
Between Marsland and Crawford—
Trains of 3850 or greater trailing tons must handle empty cars, 80 feet or longer, in the rear 3850 tons.
Trains of greater than 5900 trailing tons must handle loaded cars, 80 feet or longer, in the rear 5900 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.
When helper locomotives are used at rear of train, a buffer of at least 1600 tons must be provided to separate helper from the rear-most empty 80 feet or longer.
When helper locomotives are cut into train in accordance with Item 5A, All Subdivisions, and cuts exceed 3850 tons between lead locomotives and helper, or behind helper locomotives, empty cars 80 feet and longer must be in the last 3850 tons of such cuts.
Certain loaded cars 80 feet and longer must be regarded the same as an empty car. (See Item 4, All Subdivisions.)
8. Trailing Tonnage Restriction (See items 3 and 5A, All Subdivisions.)
Between Marsland and Crawford—
When all locomotive power is operated at head end of train, trailing tonnage must not exceed 6,700, except trains with head end power only, consisting entirely of cars equipped with Grade E steel couplers, must not exceed 11,000 trailing tons.

ALLIANCE DIVISION

(Edgemont - Gillette)

THIRD SUBDIVISION

- | 1. Speed Restrictions— | Maximum Speeds Permitted |
|--|--------------------------|
| Zone—Between | Freight |
| Edgemont and Gillette | 49 MPH. |
| Engine over highway crossing MP 476.50 | 20 MPH. |
| Curves between MP 520.7 and MP 521.0 | 30 MPH. |
| Curves between MP 534.79 and MP 535.00 | 45 MPH. |
| Curves between MP 535.45 and MP 535.55 | 45 MPH. |
| Curves between MP 536.15 and MP 536.55 | 45 MPH. |
| Curves between MP 537.20 and MP 537.40 | 45 MPH. |
| Curves between MP 538.65 and MP 539.50 | 45 MPH. |
| Between Edgemont and Gillette— | |
| Freight trains over 100 Tons/OB | 40 MPH. |
| Except between Gillette and Marietta | 35 MPH. |
| Through all turnouts | 10 MPH. |

Wrecking derricks—

Between Edgemont and Gillette 30 MPH.

Item 1A, All Subdivisions, applies MP 570.8 to MP 563.7 and MP 526.1 to MP 519.4 to eastward trains only.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length. 220,000 lbs.
40 feet to 52.5 feet in length. 263,000 lbs.
52.5 feet or longer. 315,000 lbs.

3. Train Register Exceptions—None.

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

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

ALLIANCE DIVISION

(Edgemont - Deadwood)

FOURTH SUBDIVISION

1. Speed Restrictions— Maximum Speeds Permitted Zone—Between

Edgemont and Deadwood 25 MPH.
West leg of wye Deadwood Jct. 10 MPH.
On 3 percent descending grade. 15 MPH.
Over Bridge 76.68 15 MPH.
Yates spur MP 102.32 and Deadwood 15 MPH.
Loaded tank cars. 20 MPH.
Minnekahta and MP 5.75 30 MPH.
MP 5.75 and Hot Springs 15 MPH.
Derricks Minnekahta and Hot Springs 10 MPH.
Kirk and Lead. 15 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length. 220,000 lbs.
Over 40 feet long. 263,000 lbs.

Between Hill City and Deadwood, Minnekahta and Hot Springs, also Kirk and Lead maximum gross weight of cars must not exceed 220,000 pounds.

Between Minnekahta and Hot Springs also Englewood and Deadwood bridge derrick 975501 and 250-ton wrecking derrick must not operate.

Between Kirk and Lead derricks must not operate.

SD-24, SD-45, U25C, U28C, SD-40, U30C and U33C engines may be operated with not more than two units coupled, at authorized speed restrictions between Edgemont and Custer also between Minnekahta and Hot Springs.

Diesel engines, except diesel switch engines, must not operate on following tracks:

Yates—From gate at east end of power plant trestle to end of track.

Deadwood—Standard Oil track, Slime Plant track, Pioneer Fruit Co. track from west end of platform at fruit house to east switch, Armour spur, Continental Oil track.

Only SW engine may operate between Kirk and Lead.

3. Train Register Exceptions—

Minnekahta, Hill City and Kirk—Extra trains will register when directed by train order.

Minnekahta, Hill City—No. 856 and No. 857 will register when directed by train order.

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

Yard engine will not make opposing movement against No. 856 and 857 between Kirk and Deadwood without train order authority. Deadwood yard engine must receive clearance.

5. Rule 99—Unless otherwise provided, protection against following trains is not necessary between Edgemont and Kirk. When required to flag, distance will be: ascending grade .5 miles, descending grade 1.5 miles.

6. Track between Minnekahta and Hot Springs also between Kirk and Lead is considered industrial track, Rule 105 applies. Line-up received for Fourth Subdivision will cover.

7. Hill City—Between MP 60.40 and MP 60.71 and on both legs of the wye, also between Hill City and MP 4.36 on the Fifth Subdivision, a third rail is installed for the operation of narrow gauge trains of the Black Hills Central Railroad Company. A narrow gauge spur track is located north of main track, connecting to east leg of wye at Hill City. A narrow gauge wye is located at MP 4.36 on the Fifth Subdivision. Name of this station is Oblivion. All switches of the wye at Hill City are dual gauge. All switches whether standard, narrow or dual gauge must be lined and locked for normal position after each use.

8. Tunnels MP 72.35, 73.05, 76.98 and 85.32 will not clear man on side of car. Employees must not ride on side of car when moving through these tunnels.

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

10. Handling 80-Foot or Longer Cars—

(See all subdivision special instructions, Item 4.) Edgemont to Deadwood MP 5 through MP 107, Minnekahta to Hot Springs MP 5 through MP 12.90, Lead to Kirk MP 0.0 through MP 3.28.

11. Rotary plows must not operate between Minnekahta and Hot Springs.

Rotary snowplows 205098 and 205099 operate at reduced speed Kirk to Lead and observe close clearance MP 1.00 to Rock Cut.

12. Yard limits between Deadwood and Kirk are operated as continuous yard.

ALLIANCE DIVISION

(Hill City - Keystone)

FIFTH SUBDIVISION

1. Speed Restrictions— Maximum Speeds Permitted Zone—Between

Hill City and Keystone MP 8.75 15 MPH.
Derricks. 10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length. 220,000 lbs.
Over 40 feet long. 263,000 lbs.

Bridge derrick 975501 and 250-ton wrecking derrick must not operate.

Not more than one unit will be used between Hill City and Keystone.

3. Train Register Exceptions—None.

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

5. Rule 99—Unless otherwise provided, protection against following trains is not necessary. When required to flag, distance will be: ascending grade .5 miles, descending grade 1.5 miles.

6. Handling 80-Foot or Longer Cars—

(See All Subdivision Special Instructions, Item 4.) Hill City to Keystone MP 0.00 through MP 8.75.

ALLIANCE DIVISION

(Donkey Creek - Belle Ayr)

SIXTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	
Donkey Creek and Cordero	40 MPH.
Except freight trains over 100 Tons/OB.	30 MPH.
Speed around loop track Belle Ayr	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length.	220,000 lbs.
40 feet to 52.5 feet in length.	263,000 lbs.
52.5 feet or longer.	315,000 lbs.

3. Train Register Exceptions—

Register station placed near east switch of siding Belle Ayr at MP 15.4. Trains will register when directed by train order.

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

5. Rule 99—When flagging is required, distance will be: ascending grade 1 mile, descending grade 2 miles.

6. Donkey Creek—Crossing of U.S. Highway 14 and 16, eastbound trains arriving at crossing must stop short of highway crossing sign and secure permission from dispatcher to enter main track.

7. Belle Ayr—

Hopper trains approaching Belle Ayr Mine will stop short of Bishop road crossing approximately 40 car lengths east of scale until advised by mine the track scale is ready for operation.

All trains approaching Belle Ayr balloon tracks will weigh empties inbound and loads outbound on the weigh-in-motion scale at a speed not exceeding 4 MPH. Trains will be directed by mine personnel as to which track train will load on.

One signal pole with green, amber and red signal light is located at the scale house and will indicate as follows:

Green Signal Light—As train approaches indicates scales are calibrated and ready for weighing, to proceed. As train passes over scales a continuous green signal light indicates that train speed is 4 MPH or less.

Amber Signal Light—(when weighing only) indicates train speed has exceeded 4 MPH and speed should immediately be reduced to 4 MPH (signal then changes to green).

Red Signal Light—(when weighing only) indicates train has exceeded maximum permissible weighing speed of about 6 MPH. Train should stop and request instructions from the coal plant control room by radio.

No light at the control signal—Indicates the scales have a malfunction and have not been automatically calibrated. Trains should request instructions by radio from coal plant control room before crossing scales.

Train speed while loading will be 0.50 MPH.

Empty hopper trains approaching Belle Ayr will be governed by instructions from mine as to whether loop track 1 or 2 will be used for loading. Signals governing loading do not apply on loop track No. 2. Trains must receive permission from coal plant control room before entering structure.

8. Cordero—

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

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

Trains will be directed by mine personnel as to which loop track train will load and will load at 1 MPH.

ALLIANCE DIVISION

(Alliance - Guernsey)

SEVENTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	Freight
Alliance-Guernsey	49 MPH.
Alliance-South leg of wye	10 MPH.
Freight trains over 100 Tons/OB—Angora and Northport	25 MPH.
MP 1.00—Engine or leading car over highway crossing	30 MPH.
Scottsbluff—Engine or leading car over Broadway crossing	10 MPH.
On Scottsbluff spur	15 MPH.
Northport—Through main track turnout north wye switch	15 MPH.
West wye switch Northport—Through main track turnout west wye switch.	15 MPH.
Guernsey—Main track movement through turnout west end of yard, MP 95.80	15 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length.	220,000 lbs.
Over 40 feet long.	263,000 lbs.
except between Alliance and Northport	
52.5 feet or longer.	315,000 lbs.

SD-24, SD-45, U25C, U28C, GP-40 SD-40, U30C and U33C engines must not operate on following tracks.

Bayard Factory Yard Pulp track

Scottsbluff Factory Yard . .Seed track beyond switch to No. 9 track

Factory No. 1 track
Rock and Syrup track
Factory No. 6 track

3. Train Register Exceptions—

Northport and West Wye Switch Northport—Trains will register, when directed by train order.

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

5. Rule 99—When flagging is required, between Alliance and Northport distance will be: ascending grade 1 mile, descending grade 2.5 miles; between Northport and Guernsey distance will be: ascending grade 1 mile, descending grade 1.5 miles.

6. Bayard Sugar Factory—Blue flag installed on dryer track 25 feet north of pellet shed. Blue flag will be displayed when the front end loader is working in the pellet shed or men are working in dryer pit. When blue flag is displayed, contact the machine operator in the pellet shed and/or dryer pit for removal.
7. Mitchell—Cars must not be moved beyond engine limit sign on sugar track serving Great Western Sugar Co.

ALLIANCE DIVISION

(Guernsey - Casper)

EIGHTH SUBDIVISION

1. Speed Restrictions—Maximum Speeds Permitted
 Zone—Between
 Guernsey-Casper 49 MPH.
 Guernsey and MP 115.00 40 MPH.
 MP 195.00 and Casper 40 MPH.
 Tunnels between Guernsey and Wendover 25 MPH.
 Curves between MP 107.30 and MP 109.60 25 MPH.
 MP 112.37 and MP 112.53 15 MPH.
 MP 114.00 and MP 115.00 35 MPH.
 MP 126.40 and MP 127.50 35 MPH.
 Westward freight trains between MP 196.80 and MP 197.00 25 MPH.
 Between Guernsey and Casper bridge derrick 975501 and 250-ton wrecking derrick 25 MPH.
2. Bridge, Engine and Heavy Car Restrictions—
 Cars heavier than the following not permitted without authority of Superintendent:
 40 feet or less in length. 220,000 lbs.
 Over 40 feet long. 263,000 lbs.
3. Train Register Exceptions—
 Wendover, Orin—Trains will register when directed by train order.
4. Clearance Provisions and Exceptions Rule 83(B)—
 Wendover—Clearance received at Cheyenne over signature of chief dispatcher at McCook authorizes movement Wendover to Guernsey on Eighth Subdivision of Alliance Division.
5. Rule 99—When flagging is required, distance will be: ascending grade 1 mile, descending grade 2 miles.
6. Centralized Traffic Control in effect between MP 95.75 and MP 102.25.
7. Dave—Following Pacific Power tracks must not be used without authority of chief dispatcher: Track No. 1 beyond 1000 feet south of No. 1 track switch. Track No. 2 and Track No. 3 beyond switch to the South leg of wye. The south leg of wye.
8. Casper—Yard engines or leading car, must stop before crossing west Yellowstone Highway.
 Cars must not be left on track serving Black Hills Bentonite Company, MP 203.70, between main track switch and derail located 529 feet west of main track clearance point.

ALLIANCE DIVISION

(Northport - Sterling)

NINTH SUBDIVISION

1. Speed Restrictions—Maximum Speeds Permitted
 Zone—Between
 Northport and Sterling 45 MPH.
 Freight trains over 100 Tons/OB—Northport and Sterling 25 MPH.
 SD-24, SD-45, U25C, U28C, SD-40, U30C and U33C. 40 MPH.
 Northport—
 Engine or leading car of train between absolute signals at UP crossing 20 MPH.
 Head end of eastward trains passing approach signal to interlocking UP crossing—
 Freight trains up to 100 Tons/OB. 25 MPH.
 Freight trains over 100 Tons/OB 20 MPH.
 Engines or leading car over highway No. 26 and Broad Street crossings 25 MPH.
- Bridgeport—
 Lyman Richey sand track 10 MPH.
 Through main track turnouts west of depot and at east end of yard 15 MPH.
 Between Sterling and Ackerman handling cars exceeding 263,000 pounds 30 MPH.
- Item 1A, All Subdivisions, applies between MP 43 and MP 56 and between MP 76 and MP 81.3, westward trains only.
2. Bridge, Engine and Heavy Car Restrictions—
 Cars heavier than the following not permitted without authority of Superintendent:
 40 feet or less in length. 220,000 lbs.
 40 feet to 52.5 feet in length 263,000 lbs.
 52.5 feet or longer. 315,000 lbs.
 Not more than one SD-24, SD-45, U25C, SD-40, U30C or U33C engine may be operated on Lyman Richey sand track.
3. Train Register Exceptions—
 Northport, Bridgeport—Trains will register when directed by train order.
4. Clearance Provisions and Exceptions Rule 83(B)—
 Northport—Rule 83(B) does not apply.
 Bridgeport—Trains must receive clearance when operator on duty; operator on duty 7:00 a.m. until 4:00 p.m. Monday through Saturday.
5. Rule 99—When flagging is required, distance will be: ascending grade 1 mile, descending grade 2 miles.

ALLIANCE DIVISION

(Campbell - Rawhide)

TENTH SUBDIVISION

1. Speed Restrictions—Maximum Speeds Permitted
 Zone—Between
 Campbell and Rawhide. 35 MPH.
 Except freight trains over 100 Tons/OB. 30 MPH.
 Speed around loop tracks Rawhide 10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length.	220,000 lbs.
40 feet to 52.5 feet in length.	263,000 lbs.
52.5 feet or longer.	315,000 lbs.

3. Train Register Exceptions—

Campbell—Trains will register when directed by train order.

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

5. Rule 99—When flagging is required, distance will be: ascending grade 1 mile, descending grade 2 miles.

6. Rawhide—Hopper trains approaching Rawhide mine will stop short of inbound scale until permission and green signal received to proceed. All trains approaching Rawhide balloon track will weigh empties inbound and loads outbound on the weigh-in-motion scale at a speed not exceeding 2 MPH.

Loading speeds will be 0.8 to 1.0 MPH, and trains will load counter-clockwise.

Loading stations are air conditioned and stool provided for trainman. Hard hats will be provided by the mine and only trainman in silo will be required to wear same.

Transportation to silo for trainman will be provided by the mine whenever possible.

RADIO INFORMATION

NEBRASKA DIVISION

Base Station	Channel	Hours in Service and Attended
Lincoln Dispatcher's Office	1	24 hours
Wayside Stations		
St. Joseph, Missouri	1	24 hours
Forbes, Missouri	1	24 hours unattended
Forest City, Missouri	1	24 hours
Bigelow, Missouri	1	24 hours unattended
Phelps, Missouri	1	24 hours
Hamburg, Iowa	1	8:00 am-4:00 pm Mon. thru Fri. 4:00 pm-12:00 m, Sun. thru Fri.
Pacific Junction, Iowa	1	24 hours
Council Bluffs, Iowa	1	24 hours
Omaha, Nebraska	1	24 hours
Ashland, Nebraska	1	24 hours
Louisville, Nebraska	1	8:00 am-5:00 pm Mon. thru Fri.
Havelock, Nebraska	1	7:00 am-3:00 pm daily 3:00 pm-6:00 pm Mon. thru Fri. 6:00 pm-2:00 am daily
Lincoln, Nebraska	1	24 hours
Crete, Nebraska	1	8:00 am-6:00 pm Mon. thru Fri.
Friend, Nebraska	1	8:00 am-5:00 pm Mon. thru Fri.
Fairmont, Nebraska	1	7:00 am-11:00 pm Mon. thru Fri.
Sutton, Nebraska	1	8:00 am-5:00 pm Mon. thru Fri.
Hastings, Nebraska	1	24 hours
Wymore, Nebraska	1	8:00 am-4:00 pm daily 4:00 pm-12:00 m Mon. thru Sat. 12:00 m-8:00 am daily
Seward, Nebraska	1	7:00 am-7:00 pm Mon. thru Sat.
York, Nebraska	1	8:00 am-4:00 pm Mon. thru Sat.
Aurora, Nebraska	1	7:00 am-11:00 pm Mon. thru Sat.
Grand Island, Nebraska	1	24 hours
Ravenna, Nebraska	1	24 hours
Falls City, Nebraska	1	7:00 am-3:00 pm Mon. thru Sat. 6:00 pm-2:00 am Mon. thru Fri.
Tecumseh, Nebraska	1	7:00 am-4:00 pm Mon. thru Sat.
Nebraska City, Nebraska	1	6:00 am-5:00 pm Mon. thru Fri.
Syracuse, Nebraska	1	24 hours unattended
Yutan, Nebraska	1	24 hours unattended
Fremont, Nebraska	1	24 hours
Winslow, Nebraska	1	24 hours unattended
Lyons, Nebraska	1	24 hours unattended
Rosalie, Nebraska	1	24 hours unattended
Walthill, Nebraska	1	24 hours unattended
Sioux City, Iowa	1	24 hours
Laurel, Nebraska	1	24 hours unattended
Osmond, Nebraska	1	7:00 am-4:00 pm Mon. thru Fri.
Orchard, Nebraska	1	24 hours unattended
Central City, Nebraska	1	7:00 am-4:00 pm Mon. thru Fri.
Loup City, Nebraska	1	7:00 am-4:00 pm Mon. thru Fri.
Cushing, Nebraska	1	24 hours unattended
Ord, Nebraska	1	24 hours unattended

Milligan, Nebraska	1	24 hours unattended
Shickley, Nebraska	1	8:00 am-5:00 pm Mon. thru Fri.
Blue Hill, Nebraska	1	7:00 am-4:00 pm Mon. thru Fri.
Superior, Nebraska	1	7:00 am-4:00 pm Mon. thru Fri.
David City, Nebraska	1	24 hours unattended

RADIO INFORMATION

COLORADO DIVISION

Base Station	Channel	Hours in Service and Attended
McCook Dispatcher's Office	1	24 hours
Wayside Stations		
Hastings, Nebraska	1	24 hours
Minden, Nebraska	1	8:00 am-5:00 pm Mon. thru Fri.
Holdrege, Nebraska	1	7:00 am-4:00 pm Mon. thru Fri.
		6:00 pm-2:00 am Tues. thru Sat.
Oxford, Nebraska	1	7:30 am-4:30 pm Mon. thru Fri.
Cambridge, Nebraska	1	24 hours unattended
McCook, Nebraska	1	24 hours
Trenton, Nebraska	1	24 hours unattended
Benkelman, Nebraska	1	24 hours unattended
Haigler, Nebraska	1	24 hours unattended
Wray, Colorado	1	7:00 am-4:00 pm Mon. thru Fri.
Yuma, Colorado	1	7:00 am-4:00 pm Mon. thru Fri.
Akron, Colorado	1	7:00 am-4:00 pm daily
Brush, Colorado	1	daily
Ft. Morgan, Colorado	1	8:00 am-5:00 pm Tues. thru Sat.
Wiggins, Colorado	1	24 hours unattended
Roggen, Colorado	1	24 hours unattended
Keenesburg, Colorado	1	24 hours unattended
Barr, Colorado	1	24 hours unattended
Denver, Colorado	1	24 hours
Orleans, Nebraska	1	7:30 am-4:30 pm Mon. thru Fri.
Naponee, Nebraska	1	24 hours unattended
Bertrand, Nebraska	1	7:30 am-4:30 pm Mon. thru Fri.
Elwood, Nebraska	1	24 hours unattended
Grant, Nebraska	1	7:30 am-4:30 pm Mon. thru Fri.
Palisade, Nebraska	1	24 hours unattended

RADIO INFORMATION

ALLIANCE DIVISION

Base Station	Chennel	Hours in Service and Attended
Alliance Dispatcher's Office	1	24 hours
Wayside Stations		
Ravenna, Nebraska	1	24 hours
Mason, Nebraska	1	24 hours unattended
Broken Bow, Nebraska	1	7:00 am-4:00 pm Mon. thru Fri.
Anselmo, Nebraska	1	24 hours unattended
Halsey, Nebraska	1	24 hours unattended

Seneca, Nebraska	1	24 hours unattended
Whitman, Nebraska	1	24 hours unattended
Bingham, Nebraska	1	24 hours unattended
Lakeside, Nebraska	1	24 hours unattended
Alliance, Nebraska	1	24 hours
Belmont, Nebraska	1	24 hours unattended
Crawford, Nebraska	1	24 hours
Edgemont, South Dakota	1	24 hours
Newcastle, Wyoming	1	24 hours
Upton, Wyoming	1	24 hours
Gillette, Wyoming	1	24 hours
Angora, Nebraska	1	24 hours unattended
Scottsbluff, Nebraska	1	6:00 am-2:00 pm Fri. thru Tues.

Torrington, Wyoming	1
Guernsey, Wyoming	1
Glendo, Wyoming	1
Douglas, Wyoming	1
Casper, Wyoming	1

2:00 pm-10:00 pm Tues. thru Sat.
7:00 am-4:00 pm Mon. thru Fri.
24 hours
24 hours unattended
6:30 am-3:30 pm Mon. thru Fri.
24 hours except 4:00 pm-midnight, Sunday