

BURLINGTON NORTHERN INC.

DENVER REGION

**NEBRASKA, COLORADO
AND ALLIANCE DIVISIONS**

Special Instructions No. 12

**IN EFFECT AT 12:01 A.M.
Central Standard Time
AND
MOUNTAIN STANDARD TIME**

Sunday, November 16, 1980

**Asst. Vice President
Transportation**

T. C. WHITACRE

**Superintendent
Nebraska Division**

E. M. MARTIN

**Asst. Vice President
Operations**

W. J. CONDOTTA

**Superintendent
Alliance Division**

W. E. GREENWOOD

**Superintendent
Colorado Division**

D. H. BURNS

ALL SUBDIVISIONS

1. Speed Restrictions—

Maximum Speeds Permitted

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

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

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

Freight trains over 100 Tons/OB* 50 MPH.

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

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

Unless otherwise provided—

Loaded unit ore, ballast and potash trains 40 MPH.

Loaded unit coal trains 45 MPH.

Empty unit coal trains 50 MPH.

Engines running light or with caboose only 50 MPH.

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

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

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

Equipment

Loaded BN ownership C-2 covered hoppers (less than 2200 cubic capacity) 50 MPH.

Ore cars 45 MPH. 20 MPH.

Scale test cars except WO 3, 4, 5 35 MPH. 20 MPH.

Air dump cars (loaded) 35 MPH. 20 MPH.

Wedge plow or dozer (dead in tow) 35 MPH. 20 MPH.

Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader 30 MPH. 15 MPH.

Log cars not equipped with permanent steel side stakes 30 MPH. 15 MPH.

Ribbon rail cars (loaded) 35 MPH. 25 MPH.

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

Maximum Speed Diesel Units Dead in Tow—

Switcher units with friction bearings 35 MPH.

Switcher units with roller bearings 50 MPH.

Road switcher and other units 60 MPH.

1A. Control of Harmonic Rocking—

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

Trains, other than unit coal trains, ore trains, or trains consisting entirely of empty equipment, which cannot maintain speed of 21 miles per hour,

must reduce speed to not exceed 13 miles per hour until movement can again exceed 21 miles per hour.

2. Restrictions on Diesel Units—

The number of diesel units coupled together in train operation, either working, idle, or dead in tow, must not exceed seven. When the operating diesel 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 not less than 5 cars or more than 15 cars behind the lead 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.

Exception—Trains of 5 cars or less may handle not more than three such diesel units coupled dead in tow to the working consist.

When an engine 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.

Diesel units NOT equipped with alignment control couplers:

All switcher units

Road and road switcher diesel units: 256-259, 405, 406, 600-995, 1350-1355, 1357-1365, 1524-1576, 1578-1585, 1587-1601, 1603-1612, 1614, 1616-1619, 1621, 1700-1775, 1777-1875, 1877-1936, 1938-1958, 1960-1966, 1968-1998, 6070-6089

FWD 700-701, 703

C&S 150-842

3. Manned Helper Operations—

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

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

602-644, 653, 675, 682, 702, 704-707, 710-714, 720, 724-735, 738-785, 788, 794-819, 824-825, 827-829, 831-847, 986-989, 1353, 1355, 1357-1360, 1362, 1365, 1524-1542, 1545, 1551-1552, 1555-1563, 1569-1571, 1573, 1575-1576, 1578, 1580-1584, 1587, 1590, 1592-1600, 1610, 1614, 1616-1618, 1621-1622, 1626-1643, 1700-1775, 1777-1799, 1802-1812, 1814, 1816-1817, 1819-1820, 1822, 1824-1833, 1835-1866, 1868-1875, 1877-1882, 1887-1889, 1892, 1894-1901, 1903-1904, 1906, 1908-1909, 1914-1926, 1928, 1930, 1932-1933, 1941-1952, 1955-1958, 1960-1965, 1971, 1975, 1978, 1990-1997
FW&D 700-701, 703

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.

When 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.

Head end consists in helper trains which are unit coal trains, equipped entirely with Type E or F couplers cast in Grade E steel, may have up to thirty-six powered axles. Helpers up to twenty-four powered axles may

shove on the rear of such trains except that helpers with twenty-four powered axles must be cut in ahead of cabooses.

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

BN 513900-513999 (GN 70400-70499)
 BN 514100-514199 (NP 73600-73699)
 BN 514300-514499 (CBQ 160000-160199)
 BN 520000-520599 (NP 73000-73599)
 BN 520658-520699 (NP 74958-74999)
 BN 522000-522699
 BN 523000-523399
 BN 524000-525299 (CBQ 160200-161499)
 BN 530000-530004
 BN 540000-540210 (CBQ 163000-163209)

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 3—Helpers of six powered axles or less are not restricted by any of the provisions of this item.

3A. Diesel Unit Weights

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

Group	Types	Unit Numbers	Weight (000)
A	SW-1	70, 80-97, SLSF 10.	198-201
B	SW-1 F-7 F-9 NW-5 GP-5 GP-7 GP-9 GP-18 ARS-11	102. 602-676, 702, 717, 720, 724, 725, 732-761. 847-853. 986-995. 1350-1365. 1553-1556, 1558-1561, 1565, 1566, 1569, 1570, 1572, 1575, 1576, 1580, 1582, 1586, 1588, 1590, 1592, 1596, 1597, 1603, 1606, 1610, 1612, 1614, 1616, 1619, 1621, 1623. FWD 700-701, FWD 703. 1723-1760, 1808-1830, 1884, 1885, 1887-1889, 1891, 1902-1958, 1960-1964, 1966-1969, 1971-1972, 1979, 1980. 1990-1997. 4180-4197.	216-251
C	SW-8 SW-900 SW-12 SW-7 SW-9 SW-10 NW-2 F-9 ARS-3 F-7	98, 99, 101. 100. 106, 162-166, 170-250, 256-259. 75-79, 108-134, 137-142, SLSF 300-304. 146-161, 167-169, 260-269, SLSF 305-314. 375-449, 574-585. 405, 410-425, 488-499, 517-573, 586-595, SLSF 250-265, C&S 150-153. 766-845. 4056, 4064, 4068. 682, 684, 703-706, 708-716, 718, 722.	233-251

Group	Types	Unit Numbers	Weight (000)
D	NW-12 SW-7 NW-2 GP-7 GP-9 SW-7 MP-15	1, 5, 14, 19. 135, 136, 143-145. 406, 451-487, 500-516. 1524-1552, 1557, 1562-1564, 1567, 1568, 1571, 1573, 1574, 1578, 1579, 1581, 1584, 1585, 1587, 1589, 1591, 1593, 1595, 1598-1602, 1604, 1605, 1607, 1608, 1611, 1613, 1615, 1617, 1618, 1620, 1622, 1626-1643. 1761-1807, 1886, 1890, 1959, 1965, 1970. C&S 154. 4000-4004, SLSF 361-365.	233-275
E	SW-1500 SW-15 GP-15-1 GP-10 GP-9 GP-20 GP-38 GP-38-2 GP-30 GP-35 GP-40 A-415 A-424 A-425 U-25B U-28B U-30B F-7 B-30-7 GP-40-2	20-65, SLSF 315-360. 300-324 1375-1399, SLSF 100-124 1400-1438 1700-1722, 1831-1883, 1892-1901, 1973-1978. 2001-2071 2072-2077, 2110-2138, SLSF 633-650, SLSF 652-662. 2078-2109, 2150-2154, 2255-2369, SLSF 400-478, SLSF 663-699. 2200-2254 2500-2545, 2550-2582, SLSF 700-732 3000-3039 4010, 4011 4240-4246 4252-4264 5400-5429, 5210-5233, SLSF 808-831. 5450-5465 5470-5484, 5770-5799, SLSF 832-862. 707, 726 5485-5492, SLSF 863-870. 3040-3064, SLSF 750-774.	255-276
F	SD-7	6048-6059	300
G	SD-7 SD-9	6023-6047, 6070-6089 6127-6206	316-326
H	SD-7 SD-9 SD-24 E-9	6000-6022 6100-6126 6240-6255 9900-9925	330-347
I	A-636 C-30-7 U-23C U-30C U-25C U-28C U-33C SD-40 SD-40-2 SD-45 F-45 SD-38-2	4360-4369 5000-5126, 5500-5599. 5200-5208 5300-5394, 5800-5944. 5600-5641 5650-5677 5700-5765 6300-6324, 6394-6399. 6325-6334, 6348-6385, 6700-8161, C&S 6850, C&S 6950, SLSF 950-957 6400-6599, 6650-6696, SLSF 900-948. 6600-6645 6260-6263.	370-421

4. Restrictions on Placing Cars in Trains—

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

Outfit cars
Scale test cars (next ahead of caboose) except WO-3, 4, 5
Pile drivers
Locomotive cranes
Rotary snowplows, wedge plows, dozers
Jordan spreaders
Rear end only cars.

Handling 80 Foot or Longer Cars—

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

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

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

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

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

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

5. Repeater Relay Air Car Operation—

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

6. Hazardous Materials—

Holders of the Consolidated Code of Operating Rules must have BN Form 15784, "Handling Placarded Cars In Railroad Transportation", in their possession and be familiar with its contents.

Note: For complete information on these regulations, consult tariff No. BOE-6000 or B. E. Pamphlet 20.

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

Loaded placarded tank cars of the 112-A or 114-A types will not be handled in freight trains authorized at maximum speed of 60 MPH.

Trains handling loaded placarded tank cars of the 112-A or 114-A types must not exceed 50 MPH. Where maximum authorized speed is 40 MPH or less, such trains must not exceed 30 MPH observing all other speed restrictions.

112-A and 114-A tank cars will be identified on wheel reports and other computer generated documents by the letters (TR) in the first two positions of the car kind column.

When derailment or incident occurs in which hazardous materials may be involved:

- Except to effect rescue, keep everyone, including employees, at a safe distance pending determination of chemicals involved.
- Notify train dispatcher (yardmaster in terminal areas) advising portion

of train or cars involved. From waybills, consist or other data source, determine appropriate precautions in the event there has been a product release.

- Inspection of trains or cars should be undertaken with caution. If a release of hazardous material is evident, the area must not be entered except by person(s) with proper protective equipment.
- If flammable liquids or gases are involved and personal safety allows, remove or extinguish all sources of ignition in the area.
- When personal safety allows, take necessary action to prevent spilled material from entering lakes, streams or sewers, if possible.
- Remain at the scene, in close contact with the train dispatcher (yardmaster in terminals) and be readily accessible to advise emergency response forces of suspected dangers, contents and condition of cars. Furnish them all emergency response information available. This position should be maintained until relieved by an officer on the scene or emergency is corrected.

NOTE: Computer generated data does not indicate hazardous materials in TOFC/COFC shipments, certain mixed loads or residue remaining in empty tank cars. Such cars in a derailment may be as dangerous as other shipments. Information for such cars must be obtained from the waybill.

7. 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 failed equipment detector is out of service or may be ineffective account blowing snow, freight trains will reduce speed to the extent required, stopping if necessary, to make train inspection. Conductors will determine frequency of inspections depending on visibility conditions and/or inspections by employees on the ground. Inspection intervals must not exceed 35 miles. Crews will examine train in advance of inoperative failed equipment detector which protects bridge, tunnel or other structure.

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

Whenever a car is set out for a hot bearing discovered within 25 miles of an in-service failed equipment detector, the conductor will make a wire report to the superintendent and chief dispatcher indicating date, train, and location of failed equipment detector which failed to detect the hot bearing, with a copy of the wire to AVP Engineering, St. Paul. Dispatchers will arrange inspection of the detector by the signal maintainer in all such instances.

Failed Equipment Wayside Display—

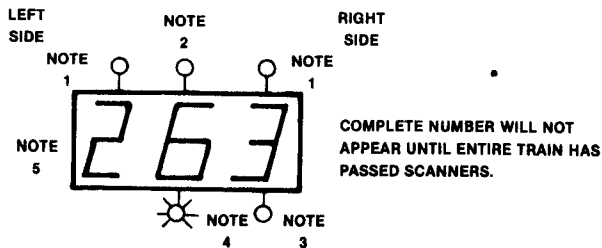
This device must be observed by the crew on rear of train, and they must be governed by the information shown immediately after the rear of the train has passed.

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

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

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

FAILED EQUIPMENT DISPLAY
AS VIEWED FROM PASSING TRAIN



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

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

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

Note 4—Flashing train inspection indicator light. When illuminated train is being checked for hot bearing and dragging equipment. If this light is not illuminated immediately after the rear of the train has passed, 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 failed equipment display panel or when digital readout displays false indication such as numbers totaling more than train axle count.

Failed Equipment Radio Reporter—

Failed Equipment detectors at locations shown under Individual Subdivisions Special Instructions, convey information to train crews by Burlington Northern radio.

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

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

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

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

Detector status messages may describe more than one defect such as:

"... First hot box left and right side XXX"
 "... First hot wheel near axle XXX"
 "... Second hot box right side XXX"
 "... Third hot box left side XXX"

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

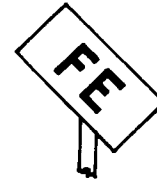
XXX is the axle count from the rear of the train to the defect indicated. When making inspection check at least (4) axles both directions from indicated number.

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

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

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

FAILED EQUIPMENT SIGN—



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

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

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

9. Spring Switches—

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

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

10. Commodities insulating track in CTC and ABS—

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

11. Rules Changes and Modifications—

BN Safety Rule 94—

BN Safety Rule 94 is cancelled and the following rule applies: 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 stopped.

BN Safety Rule 144—

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

144(A) Manual uncoupling of air hose on passenger equipment, between locomotives, yard air lines or when changing an air hose or air hose gasket must be performed as follows:

- 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 reduce 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 are not manually uncoupled and separation is to be made, the following applies:

- Close angle cock on locomotive or on car toward locomotive when cut is made between cars.
- Operate uncoupling lever and signal for movement.
- Allow air hoses to part keeping all parts of body fully in the clear.

BN Safety Rule 217—

BN Safety Rule 217 has been modified to include a second paragraph which reads:

"When necessary to work under cars in trains where inadvertent movement of the car being worked on could occur, sufficient hand brakes must be applied adjacent to the car to prevent such movement."

BN Safety Rule 653 and Maintenance of Way Rule 889—

BN Safety Rule 653 is cancelled and the following new BN Safety Rule 653 is in effect, also, the following is added to Maintenance of Way Rule 889:

Employees performing maintenance or repair work to vehicular crossings at grade or who are exposed to contact with vehicular traffic during work shift, must wear a high visibility vest during time so engaged in such work.

12. Air Brake and Train Handling Rules—

BN Air Brake and Train Handling Rules, Form 15338 8-1-79, are in effect. Employees whose duties are in any way affected by these rules must have a copy of this book available while on duty.

13. Automatic Cab Signals—

Cab signals on any engine unit, so equipped, must not be used on any other portion of Burlington Northern except on suburban equipment only on Chicago Division, First Subdivision.

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 up to 100 Tons/OB		50 MPH.
Freight trains over 100 Tons/OB		40 MPH.
Pacific Jct. and MP 491	79 MPH.	50 MPH.
MP 60.4 and MP 64		20 MPH.
MP 64 and MP 65.3		30 MPH.
Turnout end of two main tracks, Waterworks MP 67.1		50 MPH.
Eighth Subdivision main track turnout MP 97.4 ...		30 MPH.
Curve MP 490.6	40 MPH.	30 MPH.
MP 491—East end of curve Council Bluffs yard ...	30 MPH.	15 MPH.
MP 491.9 and MP 493.4	15 MPH.	15 MPH.
Nodaway, Starks, Napier, Folsom and Island Park siding turnouts		25 MPH.

Engines using Iowa Power track MP 489 must not exceed 15 MPH.

Bridge derrick 975501 and 250-ton wrecking derrick over Bridge 65.2 must not exceed 10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

Diesel units in Groups H and I 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 1, 2 and 3.

Bridge derrick 975501 may operate on track 5 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 101.8. 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.

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. 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 wye track switch. Normal position of south wye track switch is for west leg of wye.**8. Council Bluffs Yard—**Switching movements within the interlocking limits at CMStP&P-CRI&P crossings MP 491.8, 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 491.3; C&NW crossing, MP 492.7; IC crossing, MP 493; or CRI&P crossing, MP 493, 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 61.5

Missouri Pacific crossing MP 61.9

UT crossing MP 64

11. Train location line-up not required between St. Joseph and Napier or between Pacific Jct. and Omaha.

NEBRASKA DIVISION

(Pacific Jct. — Carling)

SECOND SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Passenger trains	79 MPH.	
Freight trains:		
63 (including sections originating Chicago)		60 MPH.
163 (including sections originating Chicago)		60 MPH.
64 (including sections originating Denver)		60 MPH.
100		60 MPH.
Freight trains up to 100 Tons/OB		50 MPH.
Freight trains over 100 Tons/OB		40 MPH.
Pacific Jct. to MP 1.1	40 MPH.	25 MPH.
Pacific Jct., east crossover between main tracks at MP 473.8	30 MPH.	30 MPH.
Pacific Jct., crossover between main tracks at MP 475	30 MPH.	30 MPH.
Trailing movement through Spring Switch MP 0.6	25 MPH.	25 MPH.
Pacific Jct., northeast wye	25 MPH.	20 MPH.
MP 1.1 to MP 3.5	65 MPH.	40 MPH.
MP 0.00 to MP 14.8 (Omaha line)	65 MPH.	50 MPH.
Curve MP 13.7	60 MPH.	50 MPH.
MP 14.7 to MP 16	50 MPH.	40 MPH.
MP 16 to MP 16.8	20 MPH.	20 MPH.
MP 16.8 to MP 17.3	10 MPH.	10 MPH.
MP 17.3 to MP 17.9	20 MPH.	20 MPH.
MP 17.9 to MP 21.5	50 MPH.	40 MPH.
Curve MP 19.1	30 MPH.	20 MPH.
MP 57 to MP 58.9		40 MPH.
MP 58.9 to MP 59.4 via passenger line	25 MPH.	20 MPH.
MP 58.9 to MP 60 via freight line	25 MPH.	25 MPH.
Between Baird Tower and Hall Tower via passenger tracks, Lincoln	25 MPH.	20 MPH.
Plattsmouth—Through turnout in south track MP 5	30 MPH.	30 MPH.
Oreapolis—Through turnouts	30 MPH.	30 MPH.
Gibson—Through turnout south track MP 15	30 MPH.	30 MPH.
Ashland—East crossovers MP 35.2 between south track and Omaha line	40 MPH.	40 MPH.
Between north track and Louisville line	30 MPH.	30 MPH.
MP 36.4 turnout west end No. 1 track	30 MPH.	30 MPH.
MP 36.4 through crossover between main tracks	30 MPH.	30 MPH.
MP 41.1 through crossovers between main tracks	30 MPH.	30 MPH.
Head end of westward trains passing signal MP 47.6—On south track—		
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 49.1.		
Freight trains up to 100 Tons/OB		55 MPH.
Freight trains over 100 Tons/OB		45 MPH.

Trains must not exceed 25 MPH through turnouts of controlled sidings, except 15 MPH through turnouts of controlled siding Omaha. 35 MPH through turnouts of controlled siding South 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 13.4	30 MPH.
South Omaha MP 19.8—Roundhouse Track	15 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.

Between Pacific Jct. and Oreapolis and between Ashland and Carling—

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

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

Plattsmouth	Lead to BREX yard
Ashland	Team track
	West elevator track

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

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

3. Train Register Exceptions—

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 derrails 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. Derrails must be restored and locked immediately after movement has cleared the derail. Push buttons on signals clear signal to make reverse movement or a forward movement after making reverse movement.

7. South Omaha—

When westward trains enter South Omaha yard by signal indication through dual controlled switch at MP 19.8, such indication will convey control operator's permission to enter controlled siding through switch at MP 20.3. Trains stopped or delayed in making this movement must receive

permission from control operator before entering or fouling controlled siding. If conditions require, westward train will be stopped and notified by control operator before entering yard at MP 19.8.

8. **Lincoln** —
Interlocking at Missouri Pacific crossing MP 58.9 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 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, signal maintainer should be present to prevent damage to equipment.
12. Train location line-up not required between Pacific Jct. and Baird Tower.
13. **Gibson** —
All trains must whistle freely between Missouri Avenue and west end Gibson Yard account employees working close to main track.

NEBRASKA DIVISION

(Oreapolis — Ashland)

THIRD SUBDIVISION

1. **Speed Restrictions** —

Zone — Between	Maximum Speeds Permitted
Maximum speed	50 MPH.
Freight trains over 100 Tons/OB	40 MPH.
Oreapolis — Turnout at end of two main tracks	35 MPH.
West wye switch and west leg of wye	15 MPH.
Ashland — Through crossover from Louisville line to north track	30 MPH.
Turnouts of controlled sidings	35 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, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.
220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.

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.
7. Train location line-up not required between Oreapolis and Ashland.

NEBRASKA DIVISION

(Lincoln — Hastings)

FOURTH SUBDIVISION

1. **Speed Restrictions** —

Zone — Between	Passenger	Freight
Passenger trains	79 MPH.	
Freight trains:		
63 (including sections originating Chicago)		60 MPH.
163 (including sections originating Chicago)		60 MPH.
64 (including sections originating Denver)		60 MPH.
100		60 MPH.
Freight trains up to 100 Tons/OB		50 MPH.
Freight trains over 100 Tons/OB		40 MPH.
Baird Tower and Hall Tower, via passenger tracks, Lincoln	25 MPH.	20 MPH.
Lincoln to MP 60.5	30 MPH.	20 MPH.
MP 60.5 to MP 66.7		50 MPH.
Cobb turnout	25 MPH.	25 MPH.
Cushman-Cobb (freight line)	35 MPH.	35 MPH.
Trains using east wye track MP 154.1 to Fourteenth Subdivision	35 MPH.	35 MPH.
MP 155 to MP 156		50 MPH.
MP 156 to MP 157	25 MPH.	25 MPH.
MP 157 to MP 158		30 MPH.
Crossover MP 154.9, Brick Yard	30 MPH.	30 MPH.
Turnouts MP 155.8	30 MPH.	30 MPH.
Crossover MP 156	15 MPH.	15 MPH.
Crossover and turnouts MP 156.4	15 MPH.	15 MPH.
Turnout west end of No. 1 track MP 158	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, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.

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

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.

8. Train location line-up not required between Hall Tower and Hastings.

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

(Hebron—Fairmont)

FIFTH SUBDIVISION

1. Speed Restrictions— Maximum Speeds Permitted

Zone—Between	Freight
Fairmont and Strang	35 MPH.
Strang and Hebron	30 MPH.
Engine or leading car of trains over highway crossing MP 0.9 ..	10 MPH.
Engine or leading car between absolute signals UP crossing, MP 29.2	15 MPH.
Derricks between Strang and Hebron	10 MPH.

Item 1A, All Subdivisions applies.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

Diesel units in Groups D, E, F, G, H and I must not operate.

NEBRASKA DIVISION

(Crete—Wymore)

SIXTH SUBDIVISION

1. Speed Restrictions— Maximum Speeds Permitted

Zone—Between	Freight
Junction switch at MP 0.8 and Beatrice	40 MPH.
Curve MP 1.00	20 MPH.
Beatrice and Wymore	30 MPH.
Eastward engine or leading car between absolute signals of Junction Switch MP 1	20 MPH.
Diesel units in Group I single unit only	30 MPH.

Between Crete and Wymore, bridge derrick 975501 and 250-ton wrecking derrick may operate 25 MPH other derricks 30 MPH.

Item 1A, All Subdivisions applies.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

Diesel units in Group I 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 31.8 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.

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

3. Train Register Exceptions—

Grand Island—Trains originating and terminating will register, through trains register when directed by train order.

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

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

7. Grand Island—

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

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

8. Train location line-up not required between Hobson and Ravenna.

NEBRASKA DIVISION

(Lincoln—Ravenna)

SEVENTH SUBDIVISION

1. Speed Restrictions—

Maximum Speeds Permitted

Zone—Between	Freight
Lincoln and MP 1.1 via Baird	10 MPH.
Ravenna—	
Between MP 126.9 and MP 127.2	30 MPH.
Between MP 127.2 and MP 127.7	20 MPH.
Grand Island—Through turnout west of UP crossing	30 MPH.
Ravenna—Through east turnout	30 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 and end of double track and turnouts of all controlled sidings and crossovers equipped with dual control switches	35 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.

Between McCool Jct. and Benedict . . . 263,000 lbs., minimum length 44 ft.

Diesel units in Group I must not operate on following tracks:

Grand Island Oil track
Ravenna City track

NEBRASKA DIVISION

(Napier—Carling)

EIGHTH SUBDIVISION

1. Speed Restrictions—

Maximum Speeds Permitted

Zone—Between	Freight
Table Rock and Carling	49 MPH.
Freight trains over 100 Tons/OB	40 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.

Diesel units in Group I must not operate on following tracks:

Falls City Roundhouse track
James track

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

Tecumseh No. 3 track

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 49.7. Normal position of gates against Missouri Pacific trains. Rule 98(A) in effect.
9. **Firth**—Close clearance between siding and elevator tracks.

NEBRASKA DIVISION

(Shubert—Lancaster)

NINTH SUBDIVISION

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

Zone—Between	Freight
Nebraska City and Lancaster	30 MPH.
MP 5 and MP 6.7 between Payne and Dunbar	10 MPH.
Over Missouri Pacific crossing on roundhouse lead at Nebraska City	10 MPH.
Lincoln—	
Leading car or engine of westbound trains over 27th Street MP 58.5	10 MPH.
Leading car or engine of trains over 14th Street MP 59.5	5 MPH.
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, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
Between Shubert and Cooper Spur MP 26.5 177,000 lbs.
Missouri River bridge MP 4.8 210,000 lbs.
Diesel units in Groups E, G, H and I must not operate between Arbor and Shubert.
Over Missouri River Bridge between Nebraska City and Payne two diesel units in Groups A, B, D and single unit in Groups C, E and F may operate. Diesel units in Groups G, H and I must not operate.

Between Shubert and Arbor and between Payne Jct. switch Nebraska City and Payne bridge derrick 975501 and 250 ton wrecking derrick must not operate.

3. **Train Register Exceptions**—
Nebraska City—Trains in through movement will register by register ticket.
4. **Clearance Provisions and Exceptions Rule 83(B)**—
Shubert, Lancaster—Rule 83(B) does not apply.
Nebraska City—Trains must receive clearance.
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 Shubert.
10. **Arbor**—On Loop track at OPPD Plant, trains must not exceed:
3 MPH over weigh-in-motion scale.
5 MPH over unloading trestle. If a slower speed is required, trains will be governed by instructions received from the unloading tower operator via radio.
If automatic gate is not open on arrival at the power plant, trains must stop short of the weigh-in-motion scale.

NEBRASKA DIVISION

(Ashland—Sioux City)

TENTH SUBDIVISION

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

Zone—Between	Freight
Ashland and Sioux City	49 MPH.
Curve MP 0.3	25 MPH.
Between switches of wye Ashland	10 MPH.
Head end of westward trains passing signal governing westward movement at MP 0.5	20 MPH.
Head end of trains passing approach signal at following interlockings:	
Eastward and westward at UP crossing Yutan—MP 15.3	
Freight trains up to 100 Tons/OB	25 MPH.
Freight trains over 100 Tons/OB	20 MPH.
Eastward trains at UP crossing Fremont MP 30	20 MPH.
Eastward and westward at C&NW crossing Nickerson—MP 35.5—	
Freight trains up to 100 Tons/OB	25 MPH.
Freight trains over 100 Tons/OB	20 MPH.

Engines or leading car of trains between absolute signals at: UP crossing at Yutan	20 MPH.
C&NW crossing east of Nickerson	20 MPH.
MP 58.7 and MP 59.9 Diesel Units in Groups H and I	40 MPH.
MP 28.8 and MP 29.9, Fremont	10 MPH.
Over Missouri River Bridge 106.6	10 MPH.
Ferry to MP 107.8 (Leech Avenue Sioux City)	25 MPH.
MP 107.8 (Leech Avenue Sioux City) to MP 108.2 (4th St. Sioux City)	10 MPH.
MP 108.2 (4th St. Sioux City) to Sioux City	25 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, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.

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

Maximum gross weight of cars must not exceed 210,000 pounds without authority of Superintendent.

70-ton hoppers, gondolas or cement hoppers exceeding gross weight of 160,000 pounds must not be handled in blocks of more than four (4) 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 to exceed 150,000 pounds.

Ore cars loaded with ore must not be handled over this structure without authority of Superintendent.

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

NW-12, SW-15, GP-10, GP-20, GP-38, GP-38-2, GP-30, GP-35, GP-40, A-415, A-424, A-425, U25B, U30B, A-636, U23C, U30C, C-30-7, U25C, U28C, U33C, SD-9, SD-24, SD-40, SD-40-2, SD-45, F-45, E-8, E-9, F40PH, SDP40F, P30CH.

Class engines are prohibited.

Six (6) axle diesel locomotive units not exceeding 300,000 pounds are permitted as a *single* unit consist. Six (6) axle diesel locomotive units exceeding 300,000 pounds are *prohibited*.

Four (4) axle diesel locomotive units not exceeding 250,000 pounds each are permitted as *single* or *two* unit consist. Four (4) axle diesel locomotive units exceeding 250,000 pounds are *prohibited*.

Helper locomotive consist in accordance with above engine restrictions may be placed in train when separated from head end locomotive consist by ten (10) or more cars 40 feet or longer in length.

Diesel units in Groups H and I 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. **Automatic Interlockings not Indicated at Station—**
C&NW crossing 6.3 miles west of Fremont.

9. 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 Items 3 and 4, All Subdivisions.)

NEBRASKA DIVISION

(Ferry—O'Neill)

ELEVENTH SUBDIVISION

1. Speed Restrictions—

Maximum Speed Permitted

Zone—Between

Freight

MP 0.50 to MP 10.0	30 MPH.
MP 10.0 to MP 68.0	25 MPH.
MP 68.0 to MP 78.0	30 MPH.
MP 78.0 to MP 124.4	20 MPH.
Loaded C-6 hoppers between MP 78 and MP 87.7	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.

Cars heavier than 210,000 pounds not permitted without authority of Superintendent between Brunswick and O'Neill.

Diesel units in Groups H and I must not operate.

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 84.7—

Freight trains up to 100 Tons/OB 30 MPH.

Freight trains over 100 Tons/OB 25 MPH.

Engine or leading car between absolute signals UP crossing MP 84.7 20 MPH.

Between Table Rock and Wymore bridge 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, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

Diesel units in Group I must not operate on following tracks:

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

3. Train Register Exceptions—None.

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

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

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

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

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

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

9. Automatic Interlockings not Indicated at Station—
UP crossing 2.5 miles east of Wymore.

NEBRASKA DIVISION

(Pappio—Gilmore Jct.)

THIRTEENTH SUBDIVISION

1. Speed Restrictions— Maximum Speeds Permitted

Zone—Between **Freight**

Pappio and Gilmore Jct. 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.

Pappio and Gilmore Jct.—Bridge derrick 975501 and 250-ton wrecking derrick must not operate.

3. Train Register Exceptions—None.

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

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

6. Trains and engines between Gilmore Jct. and South Omaha are governed by Union Pacific Bridge Subdivision Rules for employees of Tenant Lines.

7. South Omaha—Four short and one long blast of whistle for UP switches.

NEBRASKA DIVISION

(Brick Yard—Sargent)

FOURTEENTH SUBDIVISION

1. Speed Restrictions— Maximum Speeds Permitted

Zone—Between **Freight**

Brick Yard and Sargent 30 MPH.

Trains using east wye track to Fourth Subdivision 35 MPH.

Eastward engine or leading car between absolute signals of east wye switch MP 26.3 20 MPH.

Trains using east and west legs of wye Aurora 10 MPH.
 Aurora and Brick Yard bridge derrick 975501, 250-ton wreck-
 ing derrick and other derricks may operate 20 MPH.
 At UP interlocking Central City, engine or leading car be-
 tween approach and absolute signal, and between absolute
 signals 20 MPH.
MP 15.5 and MP 23.6, MP 28.8 and 30.1, MP 40.3 and Sargent—
 Diesel engines GP-7 and GP-9 15 MPH.
 Diesel engines SD-7 and SD-9 20 MPH.
 Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not
 permitted without authority of Superintendent:
 220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.

Between Aurora and Palmer diesel units in Groups E, H and I must not
 operate.

Between Palmer and Sargent diesel units in Groups A, C, F and G
 maximum two units. Groups E, H and I must not operate.

Between Palmer and Sargent—

33 feet or over in length 220,000 lbs.

Between Aurora and Sargent bridge derrick 975501 and 250-ton wrecking
 derrick must not operate.

Diesel units in Group I must not operate on following tracks:

Trumbull House track

3. Train Register Exceptions—None.

4. 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.

5. 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.

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

7. Central City—

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

NEBRASKA DIVISION

(Palmer—Burwell)

FIFTEENTH SUBDIVISION

- 1. Speed Restrictions—** Maximum Speeds Permitted
Zone—Between **Freight**
 Palmer and Burwell 30 MPH.
 Item 1A, All Subdivisions, applies.
- 2. Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following not permitted without authority of Super-
 intendent:
 Maximum gross weight of cars handled must not exceed 220,000 pounds,
 minimum length 38 ft.
 Between Palmer and Burwell diesel units in Groups A, C, F and G
 maximum two units. Groups E, H and I must not operate.
 Single units only over Bridge 40.7, west of Palmer.
- 3. Train Register Exceptions—None.**
- 4. Clearance Provisions and Exceptions Rule 83(B)—**
Palmer, Burwell—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.

NEBRASKA DIVISION

(DeWitt—Hildreth)

SIXTEENTH SUBDIVISION

- 1. Speed Restrictions—** Maximum Speeds Permitted
Zone—Between **Freight**
 DeWitt and Edgar 25 MPH.
 Edgar and Hildreth 35 MPH.
 Tobias and Daykin 10 MPH.
 Edgar and Nelson 10 MPH.
 Engine or leading car between absolute signals of UP Crossing
 MP 57.3 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.
- 2. Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following, for minimum lengths shown, not
 permitted without authority of Superintendent:
 220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.
 Maximum gross weight of cars handled between DeWitt and Swanton,
 between Edgar and Hildreth and between Edgar and Nelson must not
 exceed 215,000 pounds.
 Between DeWitt and Hildreth diesel units in Groups F and G single unit
 only. Groups H and I must not operate.

Between DeWitt and Tobias and between Edgar and Hildreth diesel units in Group C single unit only.

Between Tobias and Daykin diesel units in Group E must not operate.

Between Edgar and Nelson diesel units in Groups A, C, F and G single unit only.

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 86.8 and MP 87) is for the Nineteenth Subdivision.

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

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

Dual Control Switches—

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

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

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

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

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

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

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

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

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

NEBRASKA DIVISION

(Lincoln—Columbus)

SEVENTEENTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	Freight
West Lincoln and MP 25.3 Seward	25 MPH.
MP 25.3 Seward and Columbus	30 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

Diesel units in Groups A, C, D, E and F single unit only. Group B maximum two units only. Groups G, H and I must not operate.

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

NEBRASKA DIVISION

(Wymore—Red Cloud)

EIGHTEENTH SUBDIVISION

1. Speed Restrictions—		Maximum Speeds Permitted
Zone—Between		Freight
Wymore and Red Cloud		35 MPH.
Engine or leading car between absolute signals of UP crossing MP 114.9		15 MPH.
Engine or leading car between absolute signals CRI&P crossing MP 125		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 171		20 MPH.
Bridge derrick 975501 and 250-ton wrecking derrick		25 MPH.
Other derricks		30 MPH.
Diesel units in Group I between Endicott and Red Cloud		30 MPH.

2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.

Diesel units in Group I must not operate on following tracks:

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

3. **Train Register Exceptions—**
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 171. 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		5 MPH.
Through turnout Lester Jct.		10 MPH.
Diesel units in Group I		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, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.

Diesel units in Group I must not operate on following tracks:

Cowles House track
Blue Hill Elevator track
Ayr City track

3. **Train Register Exceptions—**
Ayr Jct.—Trains will register when directed by train order. Train register located at junction switch.
Lester Jct.—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 —** Maximum Speeds Permitted

Zone — Between	Freight
Engine or leading car between absolute signals UP Crossing MP 12.8	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.
Diesel units in Groups A, C, D, E and F single unit only. Group B maximum two units. Groups E, G, H and I must not operate.
Bridge derrick 975501 and 250-ton wrecking derricks must not operate.
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 —** Maximum Speeds Permitted

Zone — Between	Freight
Bigelow and Maitland	25 MPH.
Engines over Bridge N-1.2	10 MPH.
Maitland MP 14.5 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.
Diesel units in Group B single unit only. Group C, D, E, F, G, H and I must not operate.
3. **Train Register Exceptions —** None.
4. **Clearance Provisions and Exceptions Rule 83(B) —** None.
5. **Rule 99 —** Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1 mile.

NEBRASKA DIVISION

(Corning — Tarkio)

TWENTY-SECOND SUBDIVISION

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

Zone — Between	Freight
Corning and Tarkio MP 15.5	25 MPH.
MP 1.9 and MP 3	10 MPH.
Engine heavier than 600 HP over Bridge 12.7	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.
Diesel units in Group G single unit only. Groups E, H and I must not operate.
3. **Train Register Exceptions —** None.
4. **Clearance Provisions and Exceptions Rule 83(B) —** None.
5. **Rule 99 —** Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1 mile.

NEBRASKA DIVISION

(Ashland — Prague)

TWENTY-THIRD SUBDIVISION

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

Zone — Between	Freight
Ashland and MP 6	25 MPH.
MP 6 to Prague	10 MPH.
Over Bridge 0.9	15 MPH.
Derricks	10 MPH.

Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions —**
Maximum gross weight of cars handled must not exceed 210,000 pounds without authority of Superintendent.
Bridge derrick 975501 and 250-ton wrecking derricks must not be operated.
Diesel units in Groups A, C, G and H single unit only. Groups D, E and I must not operate.
3. **Train Register Exceptions —** None.
4. **Clearance Provisions and Exceptions Rule 83(B) —** None.
5. **Rule 99 —** Unless otherwise provided, protection against following trains is not necessary. When required to flag, distance will be 1 mile.

6. **Wahoo—**

Manually operated railroad crossing gate has been installed across BN and C&NW branch main tracks at MP 18.6. Normal position of gate will be across BN and C&NW tracks. Crews must restore gate to this position after movement is made across UP tracks.

Rules 98, 98(A) and 98(B) in effect.

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

(Auburn—Tecumseh)

TWENTY-FOURTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	Freight
Auburn and Tecumseh	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.

Diesel units in Group I must not operate.

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

(Clay Center—Lushton)

TWENTY-SIXTH SUBDIVISION

1. Speed Restrictions—	Maximum Speed Permitted
Zone—Between	Freight
Clay Center and Sutton	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.

Diesel units in Groups B, C, D, E, H and I must not operate.

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—	Maximum Speeds Permitted
Zone—Between	Freight
Fairmont and Tobias	10 MPH.
Item 1A, All Subdivisions, applies.	

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

Maximum gross weight of cars handled must not exceed 263,000 lbs. without authority of Superintendent.

Diesel units in Groups D, E, G, H and I must not operate.

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

3. **Train Register Exceptions—None.**

NEBRASKA DIVISION

(Ayr Jct.—Huntley)

TWENTY-SEVENTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	Freight
Ayr Jct. and South Minden	30 MPH.
South Minden and Huntley	10 MPH.

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

Between Ayr Junction and South Minden—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

Between South Minden and Huntley —

Maximum gross weight of cars handled must not exceed 210,000 lbs. without authority of Superintendent.

Diesel units in Groups B, C, D, E, H and I must not operate.

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 —** Maximum Speeds Permitted

Zone — Between	Passenger	Freight
Passenger trains	79 MPH.	

Freight trains:

63 (including sections originating Chicago)	60 MPH.	
163 (including sections originating Chicago)	60 MPH.	
64 (including sections originating Denver)	60 MPH.	
100	60 MPH.	
All other freight trains	50 MPH.	

MP 156 to MP 157	25 MPH.	25 MPH.
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MP 157 to MP 158		30 MPH.
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Crossover and turnouts MP 156.4	15 MPH.	15 MPH.
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Turnout west end of No. 1 track MP 158	30 MPH.	30 MPH.
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Turnout end of two main tracks Gaines	40 MPH.	40 MPH.
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Head end of trains over Ogden Avenue Oxford MP 233.8	50 MPH.	50 MPH.
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Diesel units in Groups H and I on sidings at Kenesaw, Axtell and Holdrege (south side)	25 MPH.	25 MPH.
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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 235.2 —

Freight trains up to 100 Tons/OB	55 MPH.
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Freight trains over 100 Tons/OB	45 MPH.
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2. Bridge, Engine and Heavy Car Restrictions —

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

315,000 lbs. or less, minimum length 52 ft.

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

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

Juniata South house track Holdrege Cob track

Kenesaw Stock track McCook Mill track

3. Train Register Exceptions —

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 2 miles.**6. Oxford —** Freight trains stopping at Oxford must not block Ogden Avenue crossing Monday through Friday between the hours of 12:00 Noon until 1:00 p.m. and 3:45 p.m. until 4:30 p.m.**7. If visibility prevents inspection of your train, the following will apply:** Freight trains will not exceed 30 MPH, and will be inspected on both sides at least every 25 miles, either by pull-by or back-up inspection, unless inspected on roll-by from other employees.**8. When necessary for one train to assist another, the assisting train must cut off its power from its train and properly secure the train.** The assisting power may then be positioned on head end, at rear of, or cut into train to be assisted, in accordance with Air Brake and Train Handling Rules 437-439.**COLORADO DIVISION**

(McCook — Denver)

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

Zone — Between	Passenger	Freight
Passenger trains	79 MPH.	

Freight trains:

63 (including sections originating Chicago)		60 MPH.
163 (including sections originating Chicago)		60 MPH.
64 (including sections originating Denver)		60 MPH.
100		60 MPH.
All other freight trains		50 MPH.

MP 430.5 and MP 431.5	50 MPH.	40 MPH.
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MP 431.5 and MP 434	65 MPH.	50 MPH.
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Brush — Entering Sterling main tracks	15 MPH.	15 MPH.
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Head end or leading car over 72nd Avenue crossing MP 535.3	40 MPH.	40 MPH.
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MP 535.9 and MP 539.7	60 MPH.	50 MPH.
Over UP crossing MP 537.3	40 MPH.	30 MPH.
Head end or leading car over 56th Avenue crossing MP 538	40 MPH.	40 MPH.
MP 539.7 to signal MP 541.7	30 MPH.	15 MPH.
Signal 541.7 to 21st Street MP 541.9	15 MPH.	15 MPH.
Diesel units in Groups H and I on siding Wray		25 MPH.
Do not exceed 10 MPH through Denver Union Terminal Limits!		
Ladora yard tracks—On tangent track between gate and classification yard		10 MPH.
Engines must run at reduced speed not to exceed 10 MPH in the Colorado Blvd. area and Market Street line.		
Trains must not exceed 25 MPH through turnouts of controlled sidings except Wray controlled siding	20 MPH.	20 MPH.
Head end of eastward train passing signal at MP 498.3—		
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, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

315,000 lbs. or less, minimum length 52 ft.

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

Diesel units in Groups H and I 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.

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

Denver—Trains originating obtain clearance at 31st Street.

Akron—Unless otherwise provided, train crews arriving at Akron must deliver all clearances, train orders, and messages to relieving crew.

Brush—Rule 83(B) does not apply to trains off Seventh Subdivision en-route Second 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 2 miles.

6. Brush—At MP 456.2, west switch No. 1 track, spring switch replaced with hand-throw switch and controlled electric lock. Westward movement from No. 1 track must receive signal indication after No. 1 track switch has been

properly lined by hand. Eastward movement must receive signal indication to advance to No. 1 track switch.

Through the Clayton and Ebenezer crossings at Brush, air lines have been installed, with air hose in a box located approximately fifty feet (50') each side of crossings. These air lines are to be used to charge train lines when either crossing would be blocked by any train doubled into the yard, either picking up or setting out. When these air lines are used and train line is fully charged, cars must be promptly recoupled and train moved off crossing immediately to avoid cars standing more than 5 minutes during any consecutive 60 minutes. These instructions apply when no alternative is available.

7. Ladora—Member of crew will protect switching movements over highway No. 2.

8. Commerce City—Trains using industry tracks must stop not more than 40 feet from 72nd Street crossing before moving over crossing.

9. Denver—All trains and engines at highways or street intersections with railroad tracks, where official traffic control devices are installed, must move into the intersection or highway only on clear (green light) traffic signal.

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

10. If visibility prevents inspection of your train, the following will apply: Freight trains will not exceed 30 MPH, and will be inspected on both sides at least every 25 miles, either by pull-by or back-up inspection, unless inspected on roll-by from other employees.

11. When necessary for one train to assist another, the assisting train must cut its power from its train and properly secure the train. The assisting power may then be positioned on head end, at rear of, or cut into train to be assisted, in accordance with Air Brake and Train Handling Rules 437-439.

COLORADO DIVISION

(Orleans Jct.—St. Francis)

THIRD SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	Freight
Orleans Jct. and St. Francis	30 MPH.
Loaded tank cars	25 MPH.
Engine or leading car over highway crossing Atwood	10 MPH.
Over Bridge 2.2	20 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

Diesel units in Group I must not operate between Flynn & St. Francis.

Between Orleans and St. Francis bridge derrick 975501 and 250-ton wrecking derricks must not operate.

3. **Train Register Exceptions**—None.
4. **Clearance Provisions and Exceptions Rule 83(B)**—
Orleans Jct., Flynn—Rule 83(B) does not apply.
Cedar Bluffs MP 62.3—Unless otherwise provided, train crews arriving Cedar Bluffs must deliver all clearances, train orders and messages to relieving crew.
5. **Rule 99**—Unless otherwise provided, protection against following trains is not necessary. When required to flag, distance will be 1.5 miles.
6. Lights on train order signals will not be displayed.
7. If visibility prevents inspection of your train, the following will apply: Freight trains will not exceed 30 MPH, and will be inspected on both sides at least every 25 miles, either by pull-by or back-up inspection, unless inspected on roll-by from other employees.

COLORADO DIVISION

(Red Cloud—Oxford Jct.)

FOURTH SUBDIVISION

1. **Speed Restrictions**—

Zone—Between	Maximum Speeds Permitted
	Freight
Red Cloud and MP 227	30 MPH.
MP 227 and MP 246	49 MPH.
MP 246 and Oxford Jct.	30 MPH.
Red Cloud and Riverton and Orleans and Oxford Jct.	30 MPH.
Over switch Oxford Jct.	20 MPH.

Bridge derrick 975501 and 250-ton wrecking derrick must not exceed 25 MPH, other derricks 30 MPH.
2. **Bridge, Engine and Heavy Car Restrictions**—
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
Diesel units in Groups H and I must not operate on following tracks:
Red Cloud Turkey track
Inavale House track
Riverton House track
Orleans Yard track No. 3
 Yard track No. 4
3. **Train Register Exceptions**—None.
4. **Clearance Provisions and Exceptions Rule 83(B)**—
Red Cloud—Trains must receive clearance when Operator on duty. Operator on duty 9:00 a.m. until 6:00 p.m. Monday through Friday.
Orleans Jct., Oxford Jct.—Rule 83(B) does not apply.
5. **Rule 99**—Unless otherwise provided, protection against following trains is not necessary. When required to flag, distance will be 1.5 miles.

6. Lights on train order signals will not be displayed.
7. Eastward trains or engines passing absolute signal Oxford Jct. governing eastward movement to Fourth Subdivision on authority of train dispatcher per Rule 269, must proceed at restricted speed to absolute signal MP 247.8 Orleans Jct.
Westward trains or engines passing absolute signals Orleans Jct. governing westward movements on Fourth Subdivision and from Third Subdivision on authority of train dispatcher per Rule 269, must proceed at restricted speed to absolute signal MP 257.2 Oxford Jct.
8. If visibility prevents inspection of your train, the following will apply: Freight trains will not exceed 30 MPH, and will be inspected on both sides at least every 25 miles, either by pull-by or back-up inspection, unless inspected on roll-by from other employees.

COLORADO DIVISION

(Flynn—Oberlin)

FIFTH SUBDIVISION

1. **Speed Restrictions**—

Zone—Between	Maximum Speeds Permitted
	Freight
Flynn and Almena Jct.	30 MPH.
Almena Jct. and Norton	10 MPH.
Norton and Oberlin	30 MPH.
Eastward engine or leading car between absolute signals of junction switch MP 3.3	20 MPH.
Engine or leading car over street crossings in Norton city limits	5 MPH.
On siding and on Seymour Spur Norton	5 MPH.
2. **Bridge, Engine and Heavy Car Restrictions**—
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
Diesel units in Groups H and I must not operate on following tracks:
Long Island House track
Almena House track
Norton BN trackage
Between Flynn and Oberlin bridge derrick 975501 and 250-ton wrecking derricks must not operate.
3. **Train Register Exceptions**—
Almena Jct. and Norton—trains will register when directed by train order.
4. **Clearance Provisions and Exceptions Rule 83(B)**—
Flynn—Rule 83(B) does not apply.
5. **Rule 99**—When flagging is required, distance will be 1.5 miles. Unless otherwise provided, protection against following trains is not necessary between Flynn and Almena Jct., and between Oronoque and Oberlin.

6. **Norton**—All trains will stop at highway crossing just west of city limits and flag movement over crossing.
Norton siding—East and west spring switches will be hand operated and equipped with locks.
7. **Oronoque**—Normal position for switches is for the 5th Subdivision. Derail has been removed.
8. **Almena and Norton**—Tracks must be patrolled ahead of trains handling placarded cars containing hazardous material. Trains restricted to maximum of 20 cars, excluding caboose, when handling cars containing hazardous material.
9. **Almena Jct. and Norton**—No trains consisting of more than 65 cars, excluding the caboose, or with trailing tonnage exceeding 7,000 gross tons shall be operated.
10. If visibility prevents inspection of your train, the following will apply: Freight trains will not exceed 30 MPH, and will be inspected on both sides at least every 25 miles, either by pull-by or back-up inspection, unless inspected on roll-by from other employees.

COLORADO DIVISION

(Holdrege — Sterling)

SIXTH SUBDIVISION

1. **Speed Restrictions —**

Zone — Between	Maximum Speeds Permitted
	Freight
Holdrege and MP 24	25 MPH.
MP 24 and MP 113.4	30 MPH.
MP 113.4 and MP 192.9	40 MPH.
MP 192 and MP 212.5	25 MPH.
MP 212.5 and MP 225.5	40 MPH.
MP 225.5 and Sterling	25 MPH.
Wallace and Gentlemen Power Plant	40 MPH.
Curves 16 and 17 Gentlemen Industrial Track	25 MPH.
Haxtun, engine or leading car over Washington Street second crossing east of depot	10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions —**
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
Diesel units in Group I must not operate between Holdrege and MP 111.
Between Holdrege and Wallace bridge derrick 975501 and 250-ton wrecking derrick must not operate.
3. **Train Register Exceptions —**
Holyoke—Trains originating and terminating will register. All other trains will register when instructed by train order. Train register located in depot.
Grant—Trains will register when directed by train order. Train register located in depot.
Wallace Jct.—Trains will register when directed by train order. Train register located in booth at junction switch MP 113.5.

4. **Clearance Provisions and Exceptions Rule 83(B) —**
Wallace Jct.—Rule 83(B) does not apply.
Curtis—Unless otherwise provided, train crews arriving at Curtis must deliver all clearances, train orders, and messages to relieving crew.
5. **Rule 99**—When required to flag between Sterling and Wallace and between Wallace and Gentlemen Power Plant, the distance will be 2 miles. Between Dickens and Holdrege, 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.
8. **Gentlemen Power Plant —**
Security gate located at MP 17.6 is operated automatically by train movement into or out of plant. Indicators at gate will display green for entering and leaving plant if gate is open for movement or red if gate is not open. Approach indicator at MP 16.7 for entering plant will display yellow if gate is not open and green for open. If gate fails to open train crew should be governed by instructions from employee waiting for train at gate.
9. If visibility prevents inspection of your train, the following will apply: Freight trains will not exceed 30 MPH, and will be inspected on both sides at least every 25 miles, either by pull-by or back-up inspection, unless inspected on roll-by from other employees.

COLORADO DIVISION

(Sterling — Brush)

SEVENTH SUBDIVISION

1. **Speed Restrictions —**

Zone — Between	Maximum Speeds Permitted
	Freight
Union and Brush	49 MPH.
Union turnout	15 MPH.
Over Bridge 139.9	30 MPH.
Westward engine or leading car between absolute signals junction switch MP 150	20 MPH.
2. **Bridge, Engine and Heavy Car Restrictions —**
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.
Diesel units in Groups H and I must not operate on following tracks:
Sterling Welsh elevator
 Caboose track
 Dago No. 1
 Dago No. 2
3. **Train Register Exceptions —**
Brush—Trains may register by register ticket.

4. **Clearance Provisions and Exceptions Rule 83(B)—**
Sterling—In addition to BN clearance, trains must receive UP clearance.
Brush—Trains for movement to Union Pacific Third Subdivision must receive Union Pacific clearance.
5. **Rule 99**—When flagging is required, distance will be 2 miles.
6. **Union**—The movement of eastward trains is governed by Union Pacific signal to main track and trains must stop before passing signal and must not proceed until switch is properly lined and signal indicates proceed.
 Westward trains must stop clear of junction switch to BN main track and must not proceed until switch is properly lined.
7. If visibility prevents inspection of your train, the following will apply: Freight trains will not exceed 30 MPH, and will be inspected on both sides at least every 25 miles, either by pull-by or back-up inspection, unless inspected on roll-by from other employees.
8. When necessary for one train to assist another, the assisting train must cut its power from its train and properly secure the train. The assisting power may then be positioned on head end, at rear of, or cut into train to be assisted, in accordance with Air Brake and Train Handling Rules 437-439.

COLORADO DIVISION

(Culbertson—Imperial)

EIGHTH SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted
Zone—Between Freight
 Culbertson and Imperial 25 MPH.
 Wauneta—Just west of depot, engine or leading car over
 Arapahoe and Tecumseh Streets 5 MPH.
 Enders over highway No. 6 crossing MP 41.7 10 MPH.
 Loaded tank cars 20 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
 220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.
 Diesel units in Group I 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 2 miles.
6. Lights on train order signals will not be displayed.

7. If visibility prevents inspection of your train, the following will apply: Freight trains will not exceed 30 MPH, and will be inspected on both sides at least every 25 miles, either by pull-by or back-up inspection, unless inspected on roll-by from other employees.

COLORADO DIVISION

(Denver—Lyons)

NINTH SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted
Zone—Between Freight
 Broomfield and Longmont 25 MPH.
 Longmont and Lyons 10 MPH.
 Over C&S and BN crossing Longmont 10 MPH.
 Loaded tank cars 20 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
 220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.
 Diesel units in Group I must not operate.
 Bridge derrick 975501 and 250-ton wrecking derricks must not operate.
3. **Train Register Exceptions—**
Broomfield—Trains will register when directed by train order.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Longmont—Trains must receive clearance when operator on duty. Operator on duty continuously except 3:00 p.m. to 11:00 p.m. Saturday and Sunday.
5. **Rule 99**—Unless otherwise provided, protection against following trains is not necessary. When required to flag, distance will be 1.5 miles.
6. If visibility prevents inspection of your train, the following will apply: Freight trains will not exceed 30 MPH, and will be inspected on both sides at least every 25 miles, either by pull-by or back-up inspection, unless inspected on roll-by from other employees.

COLORADO DIVISION

(Hastings—Kearney)

TENTH SUBDIVISION

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

COLORADO DIVISION

(Almena Jct — Phillipsburg)

ELEVENTH SUBDIVISION

- Speed Restrictions —**

Zone — Between	Maximum Speeds Permitted	Freight
Almena Jct. and Phillipsburg	10 MPH.	
Phillipsburg Yard tracks	5 MPH.	
- Bridge, Engine and Heavy Car Restrictions —**
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
Diesel units Group I must not operate on this Subdivision
Bridge derrick 975501 and 250-ton wrecking derricks must not operate.
- Train Register Exceptions —**None.
- Clearance Provisions and Exceptions Rule 83(B) —**
Almena Jct.-Phillipsburg — 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.
- Almena Jct. —**Normal position Junction switch is for 11th Subdivision.
- Phillipsburg to Almena —**Track must be patrolled ahead of trains handling placarded cars containing hazardous material. Trains restricted to maximum of 20 cars, excluding caboose, when handling cars containing hazardous material.
- Phillipsburg to Almena —**No trains consisting of more than 65 cars, excluding the caboose, or with trailing tonnage exceeding 7,000 gross tons shall be operated.

COLORADO DIVISION

(Oronoque — Siebert)

TWELFTH SUBDIVISION

- Speed Restrictions —**

Zone — Between	Maximum Speeds Permitted	Freight
Oronoque and Gem	30 MPH.	
MP 379.8 and MP 423.8	25 MPH.	
MP 423.8 and MP 441.4	10 MPH.	
MP 441.4 and MP 488.5	25 MPH.	

2. Bridge, Engine and Heavy Car Restrictions —

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

Diesel units in Group I must not operate.

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

3. Train Register Exceptions —

Oronoque —Trains will register when directed by train order. Train register located in phone box near switch.

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

Oronoque —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 one mile.

6. Oronoque —

Normal position for switch is for the Fifth Subdivision. Deraill has been removed.

7. If visibility prevents inspection of your train, the following will apply:

Freight trains will not exceed 30 MPH, and will be inspected on both sides at least every 25 miles, either by pull-by or back-up inspection, unless inspected on roll-by from other employees.

ALLIANCE DIVISION

(Ravenna — Alliance)

FIRST SUBDIVISION

- Speed Restrictions —**

Zone — Between	Maximum Speeds Permitted	Freight
Trains up to 100 Tons/OB	50 MPH.	
Trains over 100 Tons/OB	45 MPH.	
MP 127.7 and MP 128	20 MPH.	
Head end of train over highway crossing from Fifth Street at Stock Yards, to Fourteenth Street, the first crossing west of Depot Broken Bow	35 MPH.	
Mile Post 364.5 and 365.3	25 MPH.	
Mile Post 365.3 and 365.5	20 MPH.	
Alliance North Yard —		
Tracks 2, 3, 4 and South Runaround Track	10 MPH.	
All other tracks (except main track)	5 MPH.	
Trains must not exceed 35 MPH through turnouts of controlled sidings.		
Controlled sidings at Merna, Anselmo, Whitman and Hyannis	10 MPH.	
Controlled siding at Merna, and Hyannis, trains over 100 Tons/OB	5 MPH.	
Diesel units in Groups H and I on controlled sidings at Hazard and Thedford	25 MPH.	
Controlled sidings at Anselmo, Whitman, and Ansley must not be used by trains over 100 Tons/OB.		
Alliance North Yard —		
All tracks except Main Line, 2, 3, 4 and South Runaround must not be used by trains over 100 Tons/OB.		

ALLIANCE DIVISION

(Alliance—Edgemont)

SECOND SUBDIVISION

2. Bridge and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.

3. Train Register Exceptions—None.

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

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. Failed Equipment Detectors—

General Electric type failed equipment detectors are located at the following locations:

Mile Post 156.5
Mile Post 180.9
Mile Post 247.5
Mile Post 286.6
Mile Post 309.0

7. At Alliance—

On Bean Spur, do not operate engines over the sand unloading pit at Clark's Ready Mix.

8. Cutting Road Crossings—

At Hazard—Rule 103(B) maybe complied with by cutting east crossing only.

At Gavin—Rule 103(B) maybe complied with by cutting only crossing near middle of siding. In addition, if train length will permit, train will clear crossing at the west end of the siding.

At Thedford—Rule 103(B) maybe complied with in the following manner: Highway 83 crossing is not to be occupied by a standing train.

Eastbound trains will, unless otherwise instructed, stop west of the gated crossing west of the Depot at Thedford if absolute signal located at Mile Post 243.1 displays an approach indication. Since the absolute signal at the east end of Thedford siding cannot be observed from this location, contact will be made immediately with the Train Dispatcher and crew will be governed by instructions received. Eastbound trains that take siding at Thedford will immediately cut the gated crossing just west of the Depot; also the crossing east of the Depot is to be cut. Eastbound trains using the siding at Thedford will stop short of the Highway Circuit bonds which actuate the crossing signals for Highway 83 if length of train permits. The bonds are located approximately 800 feet west of the highway. If train is to be left standing, then a sufficient amount of cars must be cut off and taken east over the Highway 83 crossing so that the crossing signals do not remain on.

Westward trains using the siding will stop as soon as the caboose has cleared the Highway 83 Crossing and the signals have ceased to work. The crossings that are located east and west of the Depot will be cut immediately.

At Hazard, Gavin and Thedford—If length of train does not permit cars to clear, cut crossings by at least 200 feet as required by Rule 103(C), then flagging required by Rule 103(A) will continue even if person flagging must remain in excess of the Hours of Service Law. Crews relieved under Hours of Service Law must inform dispatcher if a member of the crew must be left flagging a crossing and relief will be arranged as promptly as possible.

At Broken Bow—City crossing ordinance—Standing trains must not occupy crossings for over five minutes except in an emergency.

9. Train Location Line-ups not Required Between Ravenna and Alliance.

1. Speed Restrictions—

Maximum Speeds Permitted

Zone—Between

Freight

Alliance and Edgemont—

Trains up to 100 Tons/OB 50 MPH.

Trains over 100 Tons/OB 30 MPH.

MP 365.6 and MP 366.1 20 MPH.
except will not exceed 10 MPH through turnouts.

Through siding Belmont 25 MPH.

Westward trains handling C-6 hopper cars Mile Post 412.2 and
Mile Post 415.5 10 MPH.

Trains must not exceed 35 MPH through turnouts of controlled
sidings.

Over CNW Crossing 20 MPH.

Through turnout of dual control switch Mile Post 475.2 10 MPH.

Item 1A, All Subdivisions, applies Mile Post 475.5 to Mile Post 467.0 and
Mile Post 420.0 to Mile Post 410.8 to eastward trains only.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.

Bridge 7004, 400 feet south of south wye switch at Area Wye must not be
occupied by engines.

3. Train Register Exceptions—None.

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

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. CNW Crossing—

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

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

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

8. **Occupied Cabs of Engines Must have Doors and Windows Closed when Passing through Belmont Tunnel.**
9. **Failed Equipment Detectors—**
General Electric type failed equipment detectors are located at the following locations:
Mile Post 391.3
Mile Post 454.6
10. **Local Crossing Ordinance—Edgmont:** Standing trains must not occupy crossings for over five minutes.
11. **Train Location Line-up not Required Between Alliance and Edgmont.**

ALLIANCE DIVISION

(Edgmont—Gillette)

THIRD SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted
Zone—Between **Freight**
Trains up to 100 Tons/OB 50 MPH.
Trains over 100 Tons/OB 30 MPH.
Engine over highway crossing Mile Post 476.5 20 MPH.
Over Upton siding bridge 549.44 10 MPH.
Mile Post 591.3 and 591.4 25 MPH.
Trains must not exceed 35 MPH through turnouts of controlled sidings.
Item 1A, all subdivisions, applies Mile Post 570.8-Mile Post 563.7 and Mile Post 526.1 to Mile Post 519.4 to eastward trains only.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.
Bridge 549.4 on Upton siding must not be used by trains over 100 Tons/OB.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Campbell and Donkey Creek—Rule 83(B) will not apply when so authorized by Train Dispatcher.
Deadwood Jct.—Clearance received at Edgmont clears train at Deadwood Jct.
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 2 miles.
6. **Failed Equipment Detectors—**
A General Electric type failed equipment detector is located at the following location:
Mile Post 573.8

7. **Local Crossing Ordinance—**
Newcastle and Gillette: Standing trains must not occupy crossings for over five minutes.
8. **Train location line-up not required between Edgmont and CTC Gillette.**

ALLIANCE DIVISION

(Deadwood Jct.—Deadwood)

FOURTH SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted
Zone—Between **Freight**
Deadwood Jct. and Deadwood 25 MPH.
West leg of wye Deadwood Jct. 10 MPH.
On 3 percent descending grade 10 MPH.
Over Bridge Mile Post 76.7 10 MPH.
Mile Post 102.3 and Deadwood 10 MPH.
Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
Between Hill City and Deadwood, and Kirk and Lead maximum gross weight of cars must not exceed 220,000 pounds.
Between Englewood and Deadwood bridge derrick 975501 and 250-ton wrecking derrick must not operate.
Between Kirk and Lead derricks must not operate.
Diesel units in Group I may be operated with not more than two units coupled, between Edgmont and Hill City. Group I units must not operate between Hill City and Deadwood. Diesel units in Groups D, E, F, G, H and I must not operate between Kirk and Lead.
Only diesel units in Groups A, B and C may 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 Company track from west end of platform at fruit house to east switch, Armour Spur, Continental Oil track.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Deadwood Jct.—Rule 83(B) will not apply.
5. **Rule 99—**Unless otherwise provided protection against following trains is not necessary between Pringle and Mile Post 101. When required to flag, distance will be: Ascending grade .5 mile, descending grade 1.5 miles.
6. **Track between Kirk and Lead is considered industrial track, Rule 105 applies. Line-up received for Fourth Subdivision will cover.**

7. **Hill City**—Between Mile Post 60.4 and Mile Post 60.7 and on both legs of the wye, a third rail is installed for the operation of narrow gauge trains of the Black Hills Railroad Company. A narrow gauge spur track is located north of main track, connecting to east leg of Wye at Hill City. 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**—
Mile Post 72.4, 73, 77 and 85.3 will not clear main on side of car.
9. Lights on train order signals will not be displayed.
10. **Handling 80-Foot or Longer Cars**—
80 foot or longer cars must not be handled without authority of Superintendent.
11. **Rotary Snowplows**—
Must operate at reduced speed Kirk to Lead and observe close clearance.
12. **Yard Limits**—Between Mile Post 101 and Deadwood, and Deadwood Junction and Mile Post 3 operate as continuous yard.

ALLIANCE DIVISION

(Hill City—Keystone)

FIFTH SUBDIVISION

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

Zone—Between	Freight
Hill City and Keystone Mile Post 8.8	15 MPH.
Derricks	10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions**—
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
Diesel units in Group I may be operated with not more than two units.
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**—
80 foot or longer cars not permitted without authority of Superintendent.
7. **Between Hill City and Mile Post 4.4**—a third rail is installed for operation of narrow gauge trains of the Black Hills Central Railroad Company. A narrow gauge wye is located at Mile Post 4.4. Name of this station is Oblivion.

All switches whether standard, narrow, or dual gauge must be lined and locked for normal position after each use.

ALLIANCE DIVISION

(Bridger Jct.—Donkey Creek)

SIXTH SUBDIVISION

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

Zone—Between	Freight
MP 127.4 to MP 15.5	45 MPH.
MP 15.5 to MP 0.0	25 MPH.
Through turnout switches Donkey Creek and west leg of Wye	10 MPH.

Trains must not exceed 35 MPH through turnouts of controlled sidings.
2. **Bridge, Engine and Heavy Car Restrictions**—
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.
3. **Train Register Exceptions**—None.
4. **Clearance Provisions and Exceptions Rule 83(B)**—
Reno and Donkey Creek—Rule 83(B) will not apply when so authorized by train dispatcher, except all trains operating east from Reno will require clearance.
Unless otherwise provided, Chicago & North Western Transportation Company trains between Orin Jct., Mile Post 126.2 (CNW Mile Post 530.7) and Fisher Jct., Mile Post 123.6 (CNW Mile Post 528.1) will not require clearance under Rule 83(B).
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: Ascending grade 1 mile, Descending grade 2 miles.
6. **Track between East Switch Fisher and Begin CTC Fisher Jct.**—is a continuous yard. Train and engine movements will be controlled by Train Dispatcher, Alliance. All movements between these points must be made at restricted speed.
Westward Trains: Proceed signal indication received at Fisher Jct. will be authority to move from CTC Fisher Jct. to east switch Fisher and there be governed by train order authority for further movement.
Eastward Trains: Must stop clear of east switch Fisher and remain there unless or until authorized by Dispatcher to advance to begin CTC Fisher Jct.
At Fisher, for trains or engines to occupy the main track between siding switches, train order authority Form G must extend to or from east switch Fisher.
Train Dispatcher will not issue Form S-A train orders to apply at Fisher.

7. Between Bridger Jct. and Antelope—

Signs have been erected at the entering switches of Fisher, Walker, Bill and Logan, which will designate:

"East Fisher"	"West Fisher"
"East Walker"	"West Walker"
"East Bill"	"West Bill"
"East Logan"	"West Logan"

The train order office at Bill will be redesignated "West Bill."

Signs will stand approximately halfway along these sidings designating "Fisher," "Walker," "Bill" and "Logan."

The following revision of the Form S-A train order will be used for meets at these sidings:

Example—

"Extra 7800 West take siding at East Bill and meet Extra 5000 East between East Bill and West Bill."

8. Reno—

Permission to pass absolute signal displaying a Stop indication under rule 269 will be relayed between the train crew and the Control Operator by the Operator at Reno. The Control Operator (Train Dispatcher, Alliance) will make a note of the time and train to which permission is given on the back of the trainsheet. The Operator at Reno will make a note of the time and train to which permission is given on a daily record to be kept for this purpose, which will be filed with office copies of train orders.

9. 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 as to loading speed.

10. All A 41, A 74 and A 76 trains, before departing Belle Ayr Mine, must make intermediate 500 mile train air brake inspection as prescribed by Rules 216, 217 (C3 and D3), 217 (F1 and F2) of Burlington Northern Air Brake and Train Handling Rules, Form 15338 (8/01/79).

Likewise, all trains which are to operate via Guernsey will receive the inspection described in the above paragraph before departing Belle Ayr, Cordero or Caballo Mines.

11. Belle Ayr—

Hopper trains approaching Belle Ayr Mine will stop short of Bishop Road Crossing approximately 40 car lengths east of scale unless advised by mine that 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.

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.

12. Caballo—

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

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

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

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

13. Train location line-up not required between Bridger Jct. and Fisher Jct. and between East Reno and Donkey Creek.

ALLIANCE DIVISION

(Third Street—Guernsey)

SEVENTH SUBDIVISION

1. Speed Restrictions—

Maximum Speeds Permitted

Zone—Between	Freight
Trains up to 100 Tons/OB	50 MPH.
Trains over 100 Tons/OB between Third Street and Northport	25 MPH.
Northport and Guernsey	30 MPH.
Alliance Wye	10 MPH.
Alliance South Yard	20 MPH.
MP 3.0 and MP 4.6, Main 2, Prairie	20 MPH.
Northport and Degraw	25 MPH.
UP Crossing and West Northport	25 MPH.
Over Switches MP 0.7 and MP 1.4, Main 2, West Northport	20 MPH.
MP 30.05 and 31.71, Scottsbluff	30 MPH.
MP 62.0 and 63.0, Torrington	40 MPH.

Trains must not exceed 35 MPH through turnouts of controlled sidings.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

Except between Alliance and Northport: 315,000 lbs. or less, minimum length 52 ft.

Diesel units in Groups H and I 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—None.**

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

Clearance received at Alliance clears trains for Seventh 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, 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.

8. **At Northport—**

Permission to pass absolute signal displaying a stop indication under Rule 289 may be relayed between the train crew and the Control Operator by the Operator at Bridgeport. The Control Operator (Train Dispatcher, Alliance) will make a note of the time and train to which permission is given on the back of the trainsheet. The operator at Bridgeport will make a note of the time and train to which permission is given on a daily record to be kept for this purpose, which will be filed with the office copies of train orders.

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

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

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

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

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

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

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

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

10. **Interchange of Unit Loaded and Empty Trains with the U.P. at Northport—**

With reference to the BN-UP coal and empty unit trains interchanging at Northport.

The A- or H-44 loaded coal train will receive an initial terminal air test at Alliance. Mechanical forces will certify and complete Form F-6180-48 (BN Form 15287) placing the original copy in the cab of the lead engine. Because lead engine is to cut off at Northport, BN Engineer is to hand carry and turn the certificate over the UP Engineer.

The Union Pacific will inspect and certify the A- or H-45 empty hopper train at North Platte. The inspection and test certificate form will be placed on the lead locomotive.

BN crews receiving this train at Northport must ascertain that the certificate is placed in the lead locomotive. A brake pipe test must then be conducted, observing that brake pipe leakage does not exceed 5 lbs. per minute and must observe the brakes on the rear car set and release.

If the certificate is missing a normal initial air brake test must be made before departure.

The UP certificate is to be removed at Alliance by Roundhouse personnel on arrival of engines at that location.

In addition to all other air test requirements on unit empty coal trains received from the Union Pacific, the following test will be made before leaving Union Pacific trackage:

1. Charge brake system to not less than 70 lbs. as shown on the caboose gauge (with feed valve set at 80 lbs.). Train should be charged for a minimum of ten minutes from time charging was initiated, before going to Step 2.
2. With the automatic brake cut out valve remaining at the "in" position, make a minimum brake pipe reduction.
3. Observe that the brakes of the rear hopper car and the caboose apply, and remain applied for five minutes.
4. If an undesired release of the train brakes occurs during the five minute period in Step 3, the test is failed and the train will not be moved from the Northport interchange until the Union Pacific corrects the problem. Notify Train Dispatcher, Alliance, who will notify Road Foreman and Assistant Superintendent, Mechanical.
5. After the test in Step 3 is conducted without failure, the train may depart the UP interchange in the usual manner.

11. **Local Crossing Ordinance: Scottsbluff—** Standing train five minutes, moving train ten minutes.

12. **Train Location Line-Up not Required between Third Street and EAST Guernsey.**

ALLIANCE DIVISION

(Guernsey—Casper)

EIGHTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	Freight
Guernsey and Bridger Jct.—	
Trains up to 100 Tons/OB	50 MPH.
Trains over 100 Tons/OB	30 MPH.
Bridger Jct. and Casper	49 MPH.
Westward trains between MP 196.8 and MP 197	25 MPH.
Casper—Fuel pit track and fuel pit runaround track	5 MPH.
Item 1A, All Subdivisions, applies.	

2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
3. **Train Register Exceptions—**None.
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.
Bridger Jct.—Westbound trains via Eighth Subdivision require clearance. Eastward trains from Sixth Subdivision will not require 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: ascending grade 1 mile, descending grade 2 miles.
6. **Yard Limits in Effect Between Mile Post 136 West of Orin and CTC Bridger Jct.**
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, Mile Post 203.7, between main track switch and derail located 529 feet west of main track clearance point.
9. **Train Location Line-Ups not Required Between Guernsey and Bridger Jct.**

ALLIANCE DIVISION

(Northport—Sterling)

NINTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	Freight
Bridgeport and Sterling	49 MPH.
Westward trains over 100 Tons/OB West Switch Huntsman and Mile Post 75	25 MPH.
Sterling and Ackerman—Trains handling cars exceeding 263,000 lbs.	30 MPH.
Northport—	
Engine or leading car of train between absolute signals at UP Crossing	20 MPH.
South Leg Northport Wye	25 MPH.

Bridgeport—

Through main track turnouts west of depot and at east end of yard 12 MPH.

Item 1A, All Subdivision, applies.

2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.
Bridgeport—
Not more than one diesel unit in Groups H and I may operate on Lyman Richey sand track.
3. **Train Register Exceptions—**
Bridgeport—Trains will register when directed by train order.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Northport—Rule 83(B) does not apply.
Bridgeport—Trains must receive clearance.
5. **Rule 99—**When flagging is required, distance will be: ascending grade 1 mile, descending grade 2 miles.
6. **Continuous Yard Limits in Effect From End CTC UP Crossing to Bridgeport.**
7. **Local Crossing Ordinance: Bridgeport—**Standing Trains must not occupy crossings for more than 5 minutes.
8. **Train Location Line-Up Not Required Between Northport and UP Crossing.**

ALLIANCE DIVISION

(Campbell—Eagle Butte Jct.)

TENTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	Freight
West leg Campbell Wye	10 MPH.
Campbell and Eagle Butte Jct.	35 MPH.
Trains over 100 Tons/OB	30 MPH.
Mile Post 9.5 and Rawhide Loop Track Switch	20 MPH.
Mile Post 9.5 and Eagle Butte Loop Track Switch	20 MPH.
2. Bridge, Engine and Heavy Car Restrictions—	
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:	
220,000 lbs. or less, minimum length 38 ft.	
263,000 lbs. or less, minimum length 44 ft.	
315,000 lbs. or less, minimum length 52 ft.	

dispatcher.

203,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.

5. **Rule 99**— When flagging is required, distance will be: Ascending Grade 1 Mile, Descending Grade 2 miles.
6. Tracks between Clovis Point Jct. and Clovis Point; between Eagle Butte Jct. and Rawhide and Eagle Butte Jct. and Eagle Butte is considered industrial track, Rule 105 applies.
7. **Clovis Point**—
Hopper trains approaching Clovis Point will stop at loop track switch and receive permission to proceed by radio from Mine personnel and will load clockwise.
Weigh-in and weigh-out speed 1½ MPH. Scales located 300 feet either side of load out hopper. Loading speed 3/10 MPH to start and then as directed by load-out operator.
8. **Rawhide**—
Hopper trains approaching Rawhide mine will stop short of inbound scale until permission and green signal received to proceed. All trains approaching Rawhide 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 MPH to start and then as directed by mine personnel.
9. **Eagle Butte**—
All trains approaching silos will weigh empties inbound and loads outbound at speeds not exceeding 3 MPH. Trains will load counterclockwise. Weigh-in-motion scales located six car lengths either side of silos. Loading speeds to be directed by loadout operator.
All H 41, H 74 and H 76 trains, before departing Eagle Butte Mine, must make intermediate 500 mile train air brake inspection as prescribed by Rules 216, 217 (C3 and D3), 217 (F1 and F2) of Burlington Northern Air Brake and Train Handling Rules, Form 15338. (8/01/79).
10. Train Location Line-Up Not Required Between Campbell and Eagle Butte Jct.

3. **Train Register Exceptions**— None.

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

At all stations, Rule 83(B) will not apply when so authorized by train dispatcher.

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

6. **Black Thunder— Jacobs Ranch**—

Hopper trains approaching Black Thunder and Jacobs Ranch will weigh empties inbound and loads outbound on the weigh-in-motion scale at a speed not exceeding 3 MPH. Trains will load counterclockwise. Loading speed will be directed by mine personnel.

All trains before departing Jacobs Ranch and Black Thunder coal mines, must make intermediate 500-mile air brake inspection as prescribed by Rules 216, 217 (C3 and D3), 217 (F1 and F2) of Burlington Northern Air Brake and Train Handling Rules, Form 15338 (8-1-79).

7. Trackage between Black Thunder Jct. and Black Thunder and Jacobs Ranch is Considered Industrial Track, Rule 105 applies.

8. Train Location Line-Up Not Required Between Mile Post 0.0 and Black Thunder Jct.

ALLIANCE DIVISION

(Reno—Black Thunder Jct.)

ELEVENTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	Freight
Black Thunder Jct. and Reno.....	35 MPH.
Black Thunder Jct. and Black Thunder and Jacobs Ranch Loop Track Switches	20 MPH.
Mile Post 7 and Mile Post 7.3	10 MPH.

RADIO INSTRUCTIONS

NEBRASKA DIVISION

Base Station	Channel	Hours in Operation
Lincoln Disprs. Office	1	Continuous
Wayside Stations		
Forbes	1	Continuous
Forest City	1	Continuous
Falls City	1	Continuous
Phelps	1	Continuous
Hamburg	1	Continuous
Nebraska City	1	Continuous
Council Bluffs	1	Continuous
	2 yard forces	Continuous
Omaha	1	Continuous
Louisville	1	Continuous
Ashland	1	Continuous
Yutan	1	Continuous
Fremont	1	Continuous
Winslow	1	Continuous
Lyons	1	Continuous
Rosalie (Oakland)	1	8:00 am-5:00 pm Mon. thru Fri.
Walthill	1	Continuous
Osmond	1	8:00 am-5:00 pm Mon. thru Fri.
Havelock	1	Continuous
Lincoln Ydmaster (Penthouse)	1	Continuous
	2 yard forces	Continuous
Lincoln Rip Track	1	Continuous
	2 yard forces	Continuous
Lincoln Diesel Clerk	1	Continuous
	2 yard forces	Continuous
Lincoln Frt Pit Foreman	1	Continuous
Lincoln Carling Tower	1	Continuous
	2 yard forces	Continuous
Lincoln Ydmaster Lower Yard	1	Continuous
	2 yard forces	Continuous
Lincoln Baird Tower	1	Continuous
	2 yard forces	Continuous
Crete	1	Continuous
Friend	1	Continuous
Fairmont	1	7:00 am-11:00 pm Mon. thru Fri.
	2 train crews and DSA	Continuous
Sutton	1	Continuous
Hastings	1	Continuous
Tecumseh	1	7:00 am-4:00 pm Mon. thru Fri.
Wymore	1	7:00 am-11:00 pm Mon. thru Fri.
Superior	1	7:00 am-4:00 pm Mon. thru Fri.
Geneva	1	8:00 am-5:00 pm Mon. thru Fri.
Shickley	1	8:00 am-5:00 pm Mon. thru Fri.
	2 DSA	
Blue Hill	1	7:00 am-4:00 pm Mon. thru Fri.
	2 DSA	
Seward	1	Continuous
York	1	Continuous
Aurora	1	Continuous
Cushing (Central City)	1	8:00 am-5:00 pm Mon. thru Fri.
	2 DSA	
Loop City	1	7:00 am-4:00 pm Mon. thru Fri.

Grand Island	1	Continuous
Ravenna	1	Continuous
Firth	1	Continuous
Tablerock	1	Continuous

RADIO INSTRUCTIONS

ALLIANCE DIVISION

Base Station	Channel	Hours in Operation
Alliance Disprs. Office	1	Continuous
Wayside Stations		
Mason	1	Continuous
Broken Bow	1	Continuous
Anselmo	1	Continuous
Halsey	1	Continuous
Seneca	1	Continuous
Whitman	1	Continuous
Bingham	1	Continuous
Lakeside	1	Continuous
Alliance Yard	1 road 2 yard forces 3 mechanical	Continuous Continuous Continuous
Belmont	1	Continuous
Crawford	1	Continuous
Edgemont	1	Continuous
Newcastle	1	Continuous
Upton	1	Continuous
Donkey Creek	1	Continuous
Gillette	1	Continuous
Cordero Mine	1	Continuous
Reno	1	Continuous
Bill	1	Continuous
Casper	1	Continuous
Douglas	1	Continuous
Bridger Jct.	1	Continuous
Glendo	1	Continuous
Guernsey	1 road 2 yard forces	Continuous Continuous
Torrington	1	Continuous
Scotts Bluff	1	Continuous
Northport	1	Continuous
Sidney	1	Continuous
Angora	1	Continuous

RADIO INSTRUCTIONS**COLORADO DIVISION**

Base Station	Channel	Hours in Operation
McCook Disprs. Office	1	Continuous
Wayside Stations		
Minden	1	Continuous
Holdrege	1	Continuous
Grant	1	8:00 am-4:30 pm Tue. thru Sat.
	2 DSA	
Orleans	1	8:00 am-4:30 pm Mon. thru Fri.
Oxford	1	Continuous
Cambridge	1	Continuous
Trenton	1	Continuous
Benkleman	1	Continuous
Haigler	1	Continuous
Wray	1	Continuous
Yuma	1	Continuous
Akron	1	Continuous
Brush	1	Continuous
Fort Morgan	1	8:00 am-4:30 pm Tue. thru Sat.
Wiggins	1	Continuous
Keenesburg	1	Continuous
Barr Lake	1	Continuous
Denver	1	Continuous
	2 yard forces	