

**BURLINGTON
NORTHERN
RAILROAD
CO.
DENVER
REGION**

**NEBRASKA, COLORADO
AND ALLIANCE DIVISIONS**

**Special
Instructions
No. 13**

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

Sunday, April 25, 1982

**Vice President
Transportation
T. C. WHITACRE**

**Vice President
and General Manager
W. L. ARNTZEN**

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 and grain 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:

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

Equipment

	Main Line	Branch Line
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, BN 979019, SLSF 99161 and FWD S780	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	60 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: 600, 767-995, 1400-1436, 1556-1608, 1610, 1612-1617, 1619, 1621-1623, 1670-1673, 1833-1839, 1955-1962, 1964-1980, 6000-6059, 6070-6089, 6100-6206, 6215-6237, 6240-6255

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:

600, 767-771, 773-777, 779-781, 783, 785, 787, 788, 794, 801, 803, 805, 807-809, 814, 817, 819, 821, 823, 825, 827, 829, 830-833, 835, 837, 839, 843, 845, 847, 849, 851, 986-995, 1400-1436, 1556-1608, 1610, 1612-1617, 1619, 1621-1623, 1670-1673, 1833-1839, 1968-1980, 1990-1997

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 caboose.

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 73800-73899)
 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 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.	198-200
B	SW-1 F-9 NW-5 GP-5 GP-7 GP-9 GP-18	102. 845-851 987-995. 1350-1365. 1553-1555, 1558-1561, 1565, 1566, 1569, 1570, 1572, 1575, 1582, 1586, 1588, 1590, 1592, 1596, 1597, 1603, 1606, 1610, 1612, 1614, 1616, 1619, 1621, 1623, 1670, 1671, 1673. 600-602, 1723-1760, 1808-1830, 1885, 1887-1889, 1891, 1902-1958, 1960-1964, 1966-1969, 1971-1972, 1979, 1980. 1991-1997.	216-260
C	SW-8 SW-900 SW-12 SW-7 SW-9 SW-10 NW-2 F-9	98, 99, 101. 100. 106, 162-166, 170-250, 251-259. 75-79, 108-134, 137-142. 146-161, 167-169, 260-269. 375-394, 427-449, 574-585. 400-406, 410-425, 488-498, 517-573, 586-595. 767-843.	232-251
D	NW-12 SW-7 NW-2 GP-7 GP-9 SW-7 MP-15	1, 5, 14, 19. 135, 136, 143-145. 451-487, 500-516. 1524-1552, 1557, 1562-1564, 1567, 1568, 1571, 1573, 1574, 1578, 1579, 1581, 1584, 1585, 1589, 1591, 1593-1595, 1598-1602, 1604, 1605, 1608, 1611, 1613, 1617, 1618, 1622, 1626-1640. 1761-1807, 1886, 1890, 1959, 1965, 1970. 107. 1000-1004.	243-262

Group	Types	Unit Numbers	Weight (000)
E	SW-1500 SW-15 GP-15-1 GP-10 GP-9 GP-20 GP-38 GP-38-2 GP-30 GP-35 GP-39-2 GP-40 U-28B U-30B B-30-7 GP-40-2 GP-50 B-30-7A	20-65. 300-324. 1375-1399. 1400-1438. 1700-1722, 1831-1883, 1892-1901, 1973-1978. 2001-2071. 2072-2077, 2110-2138, 2600. 2078-2109, 2150-2154, 2255-2369, 2601. 2200-2254. 2500-2545, 2550-2582. 2700-2739. 3000-3039. 5450-5459. 5470-5484, 5770-5799. 5485-5492. 3040-3064. 3100-3109. 4000-4052.	255-276
F	SD-7	6048-6059.	297-298
G	SD-7 SD-9	6023-6047, 6070-6089. 6127-6206, 6215-6237.	316-326
H	SD-7 SD-9 SD-24 E-9	6000-6022. 6100-6126. 6240-6255. 9900-9925.	330-347
I	C-30-7 U-23C U-30C U-33C SD-40 SD-40-2 SD-45 F-45 SD-38-2	5000-5141, 5500-5599. 5200-5208. 4500, 5300-5394, 5396-5399, 5800-5944. 5700-5765. 6300-6324, 6335-6347, 6394-6399. 6325-6334, 6348-6385, 6700-8181. 6400-6599, 6650-6696. 6600-6645. 6260-6263.	369-423

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, BN 979019,
 SLSF 99161, FWD S780.
 Pile drivers
 Locomotive cranes
 Rotary snowplows, wedge plows, dozers
 Jordan spreaders
 Former FRISCO or SLSF empty Ribbon Rail cars
 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 cabooses, 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 Rev. 1981.

All loaded tank cars placarded "flammable gas" or "non-flammable gas" or chlorine, and all tank car loads of compressed gases bearing Canadian placards 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.

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—

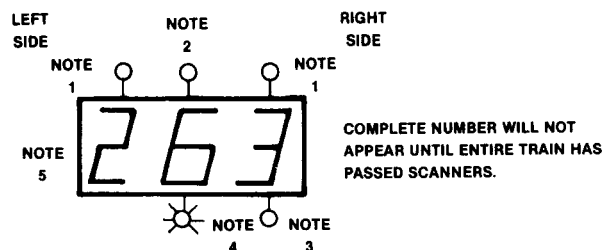
This device must be observed by the crew on rear of train, and they must be governed by the information shown immediately after the rear of the train has passed.

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 Alarm Indicator

Alarm Indicator Assembly employing radio for defect location.

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

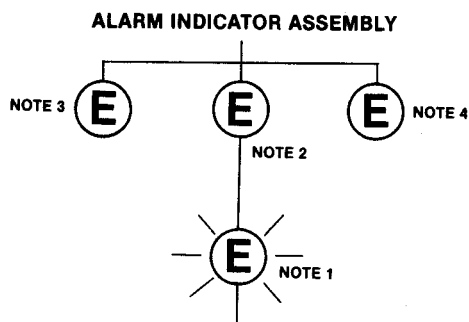
Radios will not be used within 150 feet of detector site.

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. A walking inspection must be made of both sides of entire train and also a walking inspection must be made if there is evidence of dragging equipment. Advise dispatcher reason for delay by first available means of communication.

Rules 501S and 501T are in effect.



Note 1—Failed equipment indicator light. When illuminated continuously or when not illuminated. Stop train and inspect for hot bearing or dragging equipment. When flashing, no defect has been detected.

Note 2—Dragging equipment indicator light. When illuminated, stop train and inspect for dragging equipment.

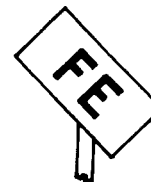
Note 3—Left hot bearing indicator light. When illuminated, defect is on left side of train.

Note 4—Right hot bearing indicator light. When illuminated, defect is on right side of train.

A radio tone while passing through the detector indicates defective equipment has been detected. Crew member hearing a continuous radio tone should immediately start to count telephone poles or signs from point of detection to determine location of defect in train.

An intermittent radio tone immediately after train has passed detector site indicates no defects were detected. Whenever this intermittent radio tone is not present stop train and inspect for failed equipment.

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—

The first paragraph of Consolidated Code Rule 271(A) is changed to read as follows:

271(A). Track and time limits per Rule 271 may be issued to Maintenance of Way employees or equipment only when they are to work in the same or overlapping limits with train(s) or engine(s) which must also be authorized by track and time limits.

BN Safety Rule 597 is changed to read:

Information concerning accidents and personal injuries must not be made public nor communicated to other than persons directly concerned or authorized company representatives.

12. **Air Brake and Train Handling Rules—**
BN Air Brake and Train Handling Rules, Form 15338 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.
14. **Helper Behind Caboose—**
When necessary to use helper consist to assist a train, employees must not ride in or on caboose trained ahead of helper consist.

NEBRASKA DIVISION

(St. Joseph—Omaha)

FIRST SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	Freight
Napier and Pacific Jct.	49 MPH.
Pacific Jct. and Council Bluffs Yard	30 MPH.
Freight trains up to 100 Tons/OB	49 MPH.
Freight trains over 100 Tons/OB	40 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.
MP 491 and MP 493.4	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.	
Pacific Jct. Northeast wye	20 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, minimum lengths shown, not permitted without authority of Superintendent:
170,000 lbs., minimum length 24 ft.
220,000 lbs., minimum length 38 ft.
263,000 lbs., 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—**
Corning—Trains will register when directed by train order. Corning train register located at 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.—**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-IRRC 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; 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.—Hastings)

SECOND SUBDIVISION

1. Speed Restrictions—		Maximum Speeds Permitted	
Zone—Between		Passenger	Freight
Passenger trains		79 MPH.	
Freight trains:			
All freight trains from Oreapolis to Ashland			50 MPH.
163LC			60 MPH.
MDN			60 MPH.
OAC (including sections originating Denver)			60 MPH.
63 (including sections originating Chicago)			60 MPH.
163 (including sections originating Chicago)			60 MPH.
64 (including sections originating Denver)			60 MPH.
100 LC			60 MPH.
DNM			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		20 MPH.	
MP 1.1 to MP 3.5	65 MPH.	40 MPH.	
MP 3.5 to MP 8.88	40 MPH.	40 MPH.	
Oreapolis—Turnout at end of two main tracks		35 MPH.	
Oreapolis West wye switch and west and east leg of wye	30 MPH.	15 MPH.	
Oreapolis—Through turnouts	30 MPH.	30 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.			
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.	
Ashland—East crossovers MP 35.2 between south track and Omaha line	35 MPH.	35 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		50 MPH.	
Freight trains over 100 Tons/OB		40 MPH.	

Head end of eastward trains passing signals on north and south tracks at MP 49.1.

Freight trains up to 100 Tons/OB	50 MPH.
Freight trains over 100 Tons/OB	40 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	35 MPH. 35 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

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

220,000 lbs., minimum length 38 ft.

263,000 lbs., minimum length 44 ft.

315,000 lbs., 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:

Plattsmouth..... Lead to BREX yard

Ashland..... Team track
West elevator track

3. Train Register Exceptions—

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

Hastings Tower—Trains will register by register ticket.

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

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

Lincoln—Trains originating at Lincoln and through trains must receive clearance.

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

7. Manual Interlockings not Indicated at Station—

Missouri Pacific crossing 4.2 miles west of Havelock.

8. 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 250 feet of MP 39 and MP 110, signal maintainer should be present to prevent damage to equipment.
9. **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.
10. **Fairmont**—
Normal position junction switches as follows:
East end for Twenty-Third Subdivision.
West end for Fifth Subdivision.
11. **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.
12. Train location line-up not required between Pacific Jct. and Hastings.
13. **Failed Equipment Detector**—
Failed equipment detectors are located at the following locations: MP 39, MP 110.

NEBRASKA DIVISION

(Oreapolis—Ashland)

THIRD SUBDIVISION

1. Speed Restrictions—		Maximum Speeds Permitted	
Zone—Between		Passenger	Freight
Passenger trains		79 MPH.	
Freight trains up to 100 Tons/OB			50 MPH.
Freight trains over 100 Tons/OB			40 MPH.
MP 0.00 to MP 1.7		40 MPH.	40 MPH.
MP 1.7 to MP 2.28		60 MPH.	50 MPH.
MP 2.28 to MP 10.15		65 MPH.	50 MPH.
MP 10.15 to MP 11.50		60 MPH.	50 MPH.
MP 11.50 to MP 13.7		65 MPH.	50 MPH.
Curve MP 13.7		60 MPH.	50 MPH.
MP 13.7 to MP 14.7		65 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.
Trains must not exceed 25 MPH through turnouts of controlled sidings, except 15 MPH through turn-			

outs 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	10 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, minimum lengths shown, not permitted without authority of Superintendent:
170,000 lbs., minimum length 24 ft.
220,000 lbs., minimum length 38 ft.
263,000 lbs., minimum length 44 ft.
315,000 lbs., minimum length 52 ft.

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**—None.
4. **Clearance Provisions and Exceptions Rule 83(B)**—
Omaha—Rule 83(B) does not apply to westward trains off First Subdivision.
Oreapolis and Ashland 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. **Omaha**—
Union Pacific crossing between junction with Union Pacific and Sixth Street, is protected by electrically locked gate, normally lined and locked for BN train movements.

Interlocking at Fifth and Howard Streets is automatic. Approach clearing sections are 500 feet in length and when occupied will cause signal to display a proceed aspect if no conflicting movements are being made. If movement approaching a clear signal aspect is delayed, signal may display a stop aspect after expiration of pre-determined time. Electrically locked derails on auxiliary tracks may be removed when movement has occupied short track circuit in advance of derail after switch padlock has been removed and indicator light displays. Derails must be restored and locked immediately after movement has cleared the derail. Push buttons on signals clear signal to make reverse movement or a forward movement after making reverse movement.
7. **South Omaha**—
When westward trains enter South Omaha yard by signal indication through dual controlled switch at MP 19.8, 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. Train location line-up not required between Oreapolis and Ashland.
9. **Gibson**—
All trains must whistle freely between Missouri Avenue and west end Gibson Yard account employees working close to main track.

NEBRASKA DIVISION

(Ashland — Prague)

FOURTH SUBDIVISION

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted	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.
- Bridge, Engine and Heavy Car Restrictions—**

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

170,000 lbs., minimum length 24 ft.

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

NEBRASKA DIVISION

(Hebron — Fairmont)

FIFTH SUBDIVISION

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted	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, minimum lengths shown, not permitted without authority of Superintendent:

170,000 lbs., minimum length 24 ft.
220,000 lbs., minimum length 38 ft.
263,000 lbs., minimum length 44 ft.

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

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. Unless otherwise provided, protection against following trains is not necessary. 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 east leg of wye.

NEBRASKA DIVISION

(Crete — Wymore)

SIXTH SUBDIVISION

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted	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 between Beatrice and Wymore.
- Bridge, Engine and Heavy Car Restrictions—**

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

170,000 lbs., minimum length 24 ft.
220,000 lbs., minimum length 38 ft.
263,000 lbs., 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
		Creamery track
	No. 1 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—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Beatrice—Trains must receive clearance when operator on duty. Beatrice operator on duty 7:30 a.m. until 4:30 p.m. Monday through Friday.
5. **Rule 99—**Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1.5 miles.
6. Lights on train order signals will not be displayed.
7. **Wymore—**All tracks within yard limits are yard tracks.

NEBRASKA DIVISION

(Lincoln—Ravenna)

SEVENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
	Freight
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, minimum lengths shown, not permitted without authority of Superintendent:
170,000 lbs., minimum length 24 ft.
220,000 lbs., minimum length 38 ft.
263,000 lbs., minimum length 44 ft.
315,000 lbs., 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

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.
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.
9. Rotating white light on control bungalow of the combination hot box and dragging equipment detectors at MP 74 and MP 107.3 indicates power off controls and Dispatcher should be advised immediately.
When snowplow, snowblower or track surfacing equipment is performing work with 250 feet of MP 52.7, 74 and 107.3, signal maintainer should be present to prevent damage to equipment.
10. **Failed Equipment Detector—**
Failed equipment detectors are located at the following locations: MP 74, MP 107.3

NEBRASKA DIVISION

(Napier—Carling)

EIGHTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
	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, minimum lengths shown, not permitted without authority of Superintendent:
170,000 lbs., minimum length 24 ft.
220,000 lbs., minimum length 38 ft.
263,000 lbs., minimum length 44 ft.
315,000 lbs., 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.

3. Train Register Exceptions—

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.

2. Bridge, Engine and Heavy Car Restrictions—

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

170,000 lbs., minimum length 24 ft.

220,000 lbs., minimum length 38 ft.

263,000 lbs., minimum length 44 ft.

Diesel units in Groups E, G, H and I must not operate between Arbor and Cooper Spur.

Between Cooper Spur and Arbor bridge derrick 975501 and 250 ton wrecking derrick must not operate.

3. Train Register Exceptions—None.

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

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

Nebraska City—Trains must receive clearance when operator on duty. Operator on duty 8:00 a.m. until 5:00 p.m. Monday through Saturday.

5. Rule 99—Unless otherwise provided, protection against following trains is not necessary between Arbor and Cooper Spur.

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. 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.

9. Track between Nebraska City and MP 6 (between Arbor and Minersville) operated as one continuous yard.

NEBRASKA DIVISION

(Cooper Spur—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 Arbor and Dunbar	10 MPH.
Nebraska City and Cooper Spur	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.	

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.
MP 103 and MP 108.2 between Ferry and 4th Street, Sioux City	10 MPH.
Ashland and Ferry—Bridge derrick 975501 and 250-ton wrecking derrick	25 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

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

170,000 lbs., minimum length 24 ft.
220,000 lbs., minimum length 38 ft.
263,000 lbs., minimum length 44 ft.

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

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 Second Subdivision through wye in eastward movement will not register.

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.

NEBRASKA DIVISION

(Ferry—O'Neill)

ELEVENTH SUBDIVISION

- 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 124.4	30 MPH.
- Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following, minimum lengths shown, not permitted without authority of Superintendent:
170,000 lbs., minimum length 24 ft.
220,000 lbs., minimum length 38 ft.
263,000 lbs., minimum length 44 ft.
Diesel units in Groups H and I must not operate.
- Train Register Exceptions—** None.
- Clearance Provisions and Exceptions Rule 83(B)—**
Ferry, O'Neill—Rule 83(B) does not apply.
- 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

- 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.
- Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following, minimum lengths shown, not permitted without authority of Superintendent:
170,000 lbs., minimum length 24 ft.
220,000 lbs., minimum length 38 ft.
263,000 lbs., 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**—

Zone—Between	Maximum Speeds Permitted	Freight
Pappio and Gilmore Jct.	10 MPH.	
2. **Bridge, Engine and Heavy Car Restrictions**—
Cars heavier than the following not permitted without authority of Superintendent:
170,000 lbs., minimum length 24 ft.
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**—

Zone—Between	Maximum Speeds Permitted	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 wrecking derrick and other derricks may operate	20 MPH.	
At UP interlocking Central City, engine or leading car between 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, minimum lengths shown, not permitted without authority of Superintendent:
170,000 lbs., minimum length 24 ft.
220,000 lbs., minimum length 38 ft.
263,000 lbs., 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—
140,000 lbs., minimum length 24 ft.
33 feet or over in length 220,000 lbs.
263,000 lbs., minimum length 44 ft. between Palmer and MP 15.
Between Aurora and Sargent bridge derrick 975501 and 250-ton wrecking derrick must not operate.
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 trainman or engineer will proceed to crossing and operate the plant in accordance with instructions posted at the crossing.

NEBRASKA DIVISION

(Palmer—Burwell)

FIFTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
	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 Superintendent:

140,000 lbs., minimum length 24 ft.
220,000 lbs., 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—**

Zone—Between	Maximum Speeds Permitted
	Freight
DeWitt and Edgar	25 MPH.
Edgar and Hildreth	35 MPH.
Tobias and Daykin	10 MPH.
Engine or leading car between absolute signals of UP Crossing MP 57.3	15 MPH.
Over Bridges 1.58 and 65.84, 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, minimum lengths shown, not permitted without authority of Superintendent:

170,000 lbs. except 140,000 lbs. between DeWitt and Swanton and between Edgar and Hildreth, minimum length 24 ft.
220,000 lbs., minimum length 38 ft.
263,000 lbs., minimum length 44 ft.

Maximum gross weight of cars handled between DeWitt and Swanton, and between Edgar and Blue Hill must not exceed 215,000 pounds.

Between DeWitt and Blue Hill 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 Blue Hill diesel units in Group C single unit only.

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

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 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 east leg of wye.
9. **Blue Hill—**Normal position of junction switch (MP 86.8 and MP 87) is for the Nineteenth Subdivision.

NEBRASKA DIVISION

(Lincoln—Columbus)

SEVENTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
	Freight
West Lincoln and MP 38	25 MPH.
MP 38 and Columbus	30 MPH.
Item 1A, All Subdivisions, applies.	
2. **Bridge, Engine and Heavy Car Restrictions—**

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

170,000 lbs. between Lincoln and Moll Spur, 140,000 lbs. between Moll Spur and Columbus, minimum length 24 ft.
220,000 lbs., minimum length 38 ft.
263,000 lbs., 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.

Maximum gross weight of cars handled between Moll Spur and Columbus must not exceed 220,000 pounds
3. **Train Register Exceptions—**None.

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, minimum lengths shown, not permitted without authority of Superintendent:

170,000 lbs., minimum length 24 ft.
220,000 lbs., minimum length 38 ft.
263,000 lbs., 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
Odell Jct. and Concordia	35 MPH
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:

177,000 lbs., minimum length 35 ft.

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

(Corning—Tarkio)

TWENTY-FIRST 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

(Auburn—Tecumseh)

TWENTY-SECOND SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
	Freight
Auburn and Tecumseh	30 MPH.
Derricks	10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**

170,000 lbs., minimum length 24 ft.

Maximum gross weight of cars handled must not exceed 263,000 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

(Fairmont—Tobias)

TWENTY-THIRD SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
	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.

170,000 lbs., minimum length 24 ft.

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.
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-Third Subdivision.

NEBRASKA DIVISION

(Clay Center—Lushton)

TWENTY-FOURTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speed Permitted
	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.

170,000 lbs. between Clay Center and Sutton, minimum length 24 ft.

Between Sutton and Lushton ore cars must not operate.

Between Clay Center and Sutton

Between Sutton and Lushton

263,000 lbs. 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

(Ayr Jct.—Huntley)

TWENTY-FIFTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
	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, minimum lengths shown, not permitted without authority of Superintendent:

170,000 lbs., minimum length 24 ft.

220,000 lbs., minimum length 38 ft.

263,000 lbs., 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.

140,000 lbs., minimum length 24 ft.

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 —**

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.
OAC (including sections originating Denver)		60 MPH.
DNM (including sections originating Denver)		60 MPH.
MDN		60 MPH.
163LC		60 MPH.
All other freight trains		50 MPH.
MP 156 to MP 157	25 MPH.	25 MPH.
MP 157 to MP 158		30 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.
Head end of trains over Ogden Avenue Oxford MP 233.8	50 MPH.	50 MPH.
Diesel units in Groups H and I on sidings at Kenesaw, Axtell and Holdrege (south side)	20 MPH.	20 MPH.
Trains must not exceed 25 MPH through turnouts of controlled sidings.		
Holdrege — Westward siding trains must not exceed 10 MPH until leading car or engine occupies East Avenue crossing.		
Eastward siding trains must stop before crossing East Avenue crossing unless movement is protected by an employee at crossing.		
Head end of eastward trains passing signal at MP 235.2 —		
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, minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs., minimum length 38 ft.
263,000 lbs., minimum length 44 ft.
315,000 lbs., 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) — None.**
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. 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.
8. **Failed Equipment Detectors —**
Failed equipment detectors are located at the following locations:
MP 183.98.

COLORADO DIVISION

(McCook — Denver)

SECOND SUBDIVISION

1. **Speed Restrictions —**

Zone — Between	Passenger	Freight
Passenger trains	79 MPH.	
Freight trains:		
MDN		60 MPH.
63 (including sections originating Chicago)		60 MPH.
163 (including sections originating Chicago)		60 MPH.
64 (including sections originating Denver)		60 MPH.
OAC (including sections originating Denver)		60 MPH.
DNM (including sections originating Denver)		60 MPH.
163LC		60 MPH.
All other freight trains		50 MPH.
MP 430.5 and MP 431.5	50 MPH.	40 MPH.
MP 431.5 and MP 434	60 MPH.	50 MPH.
Brush — Entering Sterling main tracks	15 MPH.	15 MPH.
Head end or leading car over 72nd Avenue crossing MP 535.3	40 MPH.	40 MPH.
MP 535.3 and MP 537.2	40 MPH.	40 MPH.
Over UP crossing MP 537.3	30 MPH.	30 MPH.
MP 537.4 to signal MP 539.7	40 MPH.	30 MPH.
Signal 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.
Bridge 541.28 (Wye Bridge) to Bridge .86 (North leg of Wye) at 23rd Street	10 MPH.	10 MPH.
Speed through turnouts off main line, coal 1 and 2 and south lead at 38th Street	20 MPH.	20 MPH.
Diesel units in Groups H and I on siding Wray		20 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, minimum lengths shown, not permitted without authority of Superintendent:

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

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 Fourth Subdivision enroute 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. 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.

Train and engine movements between South Denver and Pueblo are governed by the joint ATSF-DRGW Timetable.

9. 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.

10. Failed Equipment Detector—

Failed equipment detectors are located at the following locations:
MP 368.70, MP 465.70, MP 493.80.

COLORADO DIVISION

(Denver UD-Wendover)

THIRD SUBDIVISION

1. Speed Restrictions— Maximum Speeds Permitted

Zone—Between	Freight
Denver and Wendover	40 MPH.
Unit coal trains (loaded and empty)	20 MPH.
Trains, engines, and switch movements entering or departing Rice yard	5 MPH.
Between Rice Yard Denver Union Station and Utah Jct. both Main Tracks	10 MPH.
Pepper Packing Plant, railroad crossing on Jersey Cut Off in Denver Yard	5 MPH.
Through Denver Union Terminal Limits	10 MPH.
Westward trains from Prospect Street MP 72.8 until entire train has passed North College Avenue MP 74.7	15 MPH.
Eastward trains from MP 74.7 until lead unit has passed Prospect Street MP 72.8	15 MPH.
Item 1A, All Subdivisions applies.	
MP 130.2 and MP 132.3	
MP 138.0 and MP 165.7	
MP 222.0 and MP 240.8	

2. Bridge, Engine and Heavy Car Restrictions—

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

170,000 lbs., minimum length 24 ft.
220,000 lbs., minimum length 38 ft.
263,000 lbs., minimum length 44 ft.

SD-38-2, F-45, C-30-7, U23C, SD-24, SD-45, SD-40-2, GP-40, SD-40, U30C and U33C engines must not operate on following tracks: Sibylee and Black Hollow.

Engines heavier than SD-9's and cars with a gross weight of more than 177,000 pounds must not be handled beyond 1000 feet from wye switch leading to Sibylee Branch.

3. Train Register Exceptions—

Prospect—Trains will register by register ticket.

Jersey Cut Off, Clear Creek, Broomfield, Longmont, Wheatland, MOBA, Wendover—Trains will register when directed by train order.

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

Westward trains departing 31st Street via Jersey Cut Off will receive clearance and train orders at Prospect and will contact the operator at Prospect before entering the westbound main track at the Jersey Cut Off Junction.

Westward trains departing Rice Yard and 31st Street Yard via Prospect will receive clearance and train orders at Prospect.

Prospect—Westward trains, and engines except Denver Yard engines, moving from Prospect to C&S Jct. via the D&RGW and who will occupy the Twelfth Subdivision track beyond C&S Jct. must receive clearance at Prospect.

Fort Collins—Trains must receive clearance when operator on duty. Operator hours are continuous except as follows: Sunday 7:01 a.m. to 3:01 p.m.

Cheyenne—Trains must receive clearance.

Wendover—Clearance received at Guernsey in care of conductor over the signature of the chief dispatcher at McCook clears the train at Wendover on the Third Subdivision.

Longmont—Operator on duty continuously except 3:00 p.m. to 11:00 p.m. Saturday and Sunday.

Clearance received over the signature of the chief dispatcher at McCook also clears the train at Wendover on the Ninth Subdivision of the Alliance Division for movement to Guernsey.

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

Denver U.D. to MOBA	1.5 Miles
MOBA to Wendover	2.0 Miles

6. Spring Switches—

Without Facing Point Lock—Utah Jct., end of double track.

7. Manual Interlockings—

D&RGW crossing, Utah Jct. remotely controlled by D&RGW train dispatcher at Denver. D&RGW dispatcher's phone is located adjacent to the interlocking signal.

8. Railroad Crossings protected by Gates not Indicated at Station—

Normal position of gates protecting railroad crossings at following locations:

BN Jersey cut-off,

Denver Union Stockyard	against Pepper Pkg. Co. track
Sloss	against BN
Boulder	against UP
Ft. Collins	against Thirteenth Subdivision
Ft. Collins	against UP

9. Denver—Train and engine crews using Denver Union Terminal Railway Company's tracks must provide themselves with copy of and be governed by General and Interlocking rules of that company.

10. Prospect—

All trains or engines must stop to clear junction switch or crossovers 200 feet, except trains or engines may, when given a proceed signal by operator with a yellow flag by day or yellow light by night, proceed at reduced speed without stopping.

Yard crews will not handle switches except when given permission by operator.

Train or engine movements against current of traffic between Prospect and Utah Jct. may be made on authority of operator at Prospect.

Positive block against through opposing movement will be maintained by operator at Prospect and tower man at Tower, Denver U.D. Freight trains and yard engines will use C&S freight lead between Rice yard and Prospect. Normal position of switches is for freight lead.

When delivery of cars from 31st Street Yard is made to D&RGW North Yard, Denver, Burlington Northern yardmasters will first contact D&RGW North Yard Yardmaster to be in readiness to accept delivery. D&RGW train dispatcher will be notified by North Yard yardmaster as to movements to be made. Train, Yard and other locomotive movements between Prospect and D&RGW North Yard will be governed by Centralized Traffic Control signal indications. At North Yard, Burlington Northern crews will be governed by instructions from the D&RGW yardmaster. BN Trains enroute to or from Golden are governed by CTC between Prospect and C&S Junction, unless routed through yard tracks North Yard, then be governed by Yardmaster instructions on yard tracks, and CTC rules where applicable.

All trains operating between Denver and Golden will operate over D&RGW tracks between Prospect and C&S Jct. in accordance with D&RGW rules.

Gates at the American Smelting and Refining Company plant will be locked at 51st Street across sewage disposal lead, and at Washington Street across sewage disposal lead.

11. At Western Paving—

With regard to the signal light and all known lights at the unloading trestle, red means not to proceed, green means that the trestle is clear and you may proceed onto the trestle, and if neither red nor green is showing, it shall be considered as a red, and until cleared by Western Paving personnel, the train shall not proceed onto the trestle.

This procedure is to be followed whenever train unloading operation occurs. Train movement will be made under the direction of the conductor by radio control with the engineer up to the west end of the unloading trestle. Western Paving unloading personnel will insure all personnel are in the clear of train movement and the unloading area before the signal light indication is changed from red to green. The train will proceed only on the green indication of either control light attached to the trestle. If there is no signal indication (dark lights), train will not proceed until verbal instructions have been received from Western Paving personnel. Signal light indication must remain green until the unloading operation is complete and the train is clear of the west end of the trestle.

12. Boulder—

Siding located at MP 27.3 east of UP crossing MP 27.9.

UP trains use BN yard tracks.

IBM industrial spur, 4.6 miles west of Boulder, traffic signals in service on Highway 119 crossing of track entering IBM plant.

Normally, traffic signals will display a red aspect for rail movements, which will require movement to stop short of Highway 119. Upon approach of train or engine movement, traffic signals should display green aspect on traffic signals paralleling track for movement over Highway 119.

Absence of light in all traffic signals, and when unable to obtain green aspect for movement over Highway 119, will require movement to be protected by a member of crew and occurrence should be reported to the superintendent.

13. At Highland, Colorado

Track scale installed on Coors Elevator track; scale located 635 feet from switch off siding. There are no dead rails protecting scale. All locomotives are restricted from operating over track scale.

14. Cheyenne—

Yard and engine movements over the following avenues will be preceded by flagman: Capitol, Warren, House and Pioneer.

Look out for close clearance for tank car unloading rack on Cheyenne Light, Fuel and Power lead 100 feet east of switch leading to TOFC Track.

15. At Wheatland—

Westward trains setting out or picking up must stop with the head end of the train in the clear of Cole Street Crossing.

Eastward trains setting out or picking up must stop with the head end of the train in the clear of Oak Street Crossing.

The siding approach section for crossing signals will be disconnected and all movements on siding over Oak Street must be protected by a member of the crew, who must be on the ground at the crossing until forward movement has passed over the crossing.

16. Handling 80 Foot or Longer Cars—

(See All Subdivisions items 3 and 4.)

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, following restrictions are in effect:

**Between Wendover and Cheyenne—
Between Boulder and Louisville—**

Trains of greater than 5900 trailing tons must handle empty cars 80 feet and longer in the rear 5900 tons.

Trains of greater than 9100 tons must handle loaded cars 80 feet and longer in the last 9100 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

In applying restrictions in this item, the following 80 feet or longer cars must be regarded the same as an empty 80 feet or longer car:

Cars weighing less than 50 ton, gross weight
Flat cars with 1 loaded trailer
Flat cars with empty trailers
Flat cars with either loaded or empty containers.

Westbound trains departing Denver Yard via the Jersey Cut Off:

All 80-foot or longer cars must be within the rear 25% of train!

17. Between Denver and Wendover—

When high wind warnings are in effect and gusts in excess of 50 MPH, conductors arrange with dispatcher to set out empty auto racks and TOFC flats carrying empty trailers or containers.

COLORADO DIVISION

(Sterling—Brush)

FOURTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	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, minimum lengths shown, not permitted without authority of Superintendent:

170,000 lbs., minimum length 24 ft.
220,000 lbs., minimum length 38 ft.
263,000 lbs., minimum length 44 ft.
315,000 lbs., 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. 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

(Holdrege—Sterling)

FIFTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	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, minimum lengths shown, not permitted without authority of Superintendent:

170,000 lbs., minimum length 24 ft.
220,000 lbs., minimum length 38 ft.
263,000 lbs., 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 Fifth 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.

COLORADO DIVISION

(Orleans Jct.—St. Francis)

SIXTH 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, minimum lengths shown, not permitted without authority of Superintendent:

170,000 lbs., minimum length 24 ft.
220,000 lbs., minimum length 38 ft.
263,000 lbs., 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. Maintenance of Way Rule 14 Exception—

Applies between Flynn and St. Francis.

COLORADO DIVISION

(Red Cloud—Oxford Jct.)

SEVENTH SUBDIVISION

1. Speed Restrictions— Maximum Speeds Permitted

Zone—Between	Freight
Red Cloud and MP 227	30 MPH.
MP 227 and MP 246	40 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, minimum lengths shown, not permitted without authority of Superintendent:

170,000 lbs., minimum length 24 ft.
220,000 lbs., minimum length 38 ft.
263,000 lbs., 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 Seventh 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 Seventh Subdivision and from Sixth Subdivision on authority of train dispatcher per Rule 269, must proceed at restricted speed to absolute signal MP 257.2 Oxford Jct.

COLORADO DIVISION

(Flynn — Oberlin)

EIGHTH SUBDIVISION

1. **Speed Restrictions —**

Zone — Between	Maximum Speeds Permitted
	Freight
Flynn and Almena Jct.	30 MPH.
Almena Jct. and Norton	25 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, minimum lengths shown, not permitted without authority of Superintendent:
 170,000 lbs., minimum length 24 ft.
 220,000 lbs., minimum length 38 ft.
 263,000 lbs., 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 Oronoque — 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.

COLORADO DIVISION

(Culbertson — Imperial)

NINTH SUBDIVISION

1. **Speed Restrictions —**

Zone — Between	Maximum Speeds Permitted
	Freight
Culbertson and Imperial	20 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.
Trains handling loaded C-6 covered hoppers	10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions —**
 Cars heavier than the following, minimum lengths shown, not permitted without authority of Superintendent:
 170,000 lbs., minimum length 24 ft.
 220,000 lbs., minimum length 38 ft.
 263,000 lbs., 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.
 Engines on ALL house Tracks 5 MPH.
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. Maintenance of Way Rule 14 EXCEPTION applies on this subdivision.

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

(Broomfield — Lyons)

ELEVENTH SUBDIVISION

1. **Speed Restrictions —**

Zone — Between	Maximum Speeds Permitted
	Freight
Broomfield and Western Spur	25 MPH.
Western Spur and Lyons	10 MPH.
Loaded tank cars	20 MPH.
Loaded unit gravel trains	10 MPH.

2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following, minimum lengths shown, not permitted without authority of Superintendent:
170,000 lbs., minimum length 24 ft.
220,000 lbs., minimum length 38 ft.
263,000 lbs., 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 7:00 a.m.-3:00 p.m. Monday thru Sunday and 3:00 p.m.-11:00 p.m. Monday thru Friday.
5. **Rule 99**—Unless otherwise provided, protection against following trains is not necessary. When required to flag, distance will be 1.5 miles.

COLORADO DIVISION

TWELFTH SUBDIVISION (Prospect-Golden)

THIRTEENTH SUBDIVISION (Ft. Collins-Greeley)

FOURTEENTH SUBDIVISION (Leadville-Climax)

FIFTEENTH SUBDIVISION (Ft. Collins-Rex)

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted	Freight
C&S Jct. and Golden	20 MPH.	
MP 7.7—Wadsworth Avenue Arvada	10 MPH.	
MP 14.2 to MP 14.9	10 MPH.	
Ft. Collins and Greeley	20 MPH.	
Ft. Collins and Rex	10 MPH.	
Leadville and Climax	15 MPH.	
2. **Bridge, Engine and Heavy Car Restrictions—**
Wrecking cranes 250-ton Not Permitted
Diesel Units in Group I not permitted, except Twelfth Subdivision.
Cars heavier than the following, minimum lengths shown, not permitted without authority of Superintendent:
170,000 lbs., minimum length 24 ft.
220,000 lbs., minimum length 38 ft.
263,000 lbs., minimum length 44 ft.
Except on Fifteenth Subdivision cars heavier than 177,000 lbs., minimum length 38 ft. not permitted.
Exception—12th Subdivision—
Will not apply to car loaded with soda ash for Columbine Glass. These cars are to have a mechanical inspection and light cars to be placed on each end of any car containing soda ash exceeding 263,000 pounds gross weight.
3. **Clearance Provisions and Exceptions Rule 83(B)—**
Trains must receive clearances at Prospect.

4. **12th Subdivision—**
At approximately 644 feet from point of switch at Coors Glass Plant at Mt. Olivet there has been an installation of propane unloading tower. **DO NOT PASS** the tower when ramp is in down position.
5. **13th Subdivision—**
Normal position of stop gate to protect UP cross MP 74.6 will be against UP trains.
At Greeley, trains, engines or cars moving over any street or avenue must not exceed a speed of 10 MPH when engine in forward motion and a speed of 5 MPH when in backward motion or when cars are shoved ahead of engine.
All forward and back up movements over 14th, 11th and 9th Avenue, and 13th, 8th and 5th Street crossings will be preceded by a member of train crew, who will protect crossing.
6. Rule 93 in effect, between Prospect and Golden, Ft. Collins and Greeley, Leadville and Climax and Ft. Collins and Rex.

ALLIANCE DIVISION

(Ravenna—Alliance)

FIRST SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted	Freight
Ravenna and Alliance—		
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.	
Controlled sidings at Merna, Anselmo, Whitman and Hyannis ..	10 MPH.	
Controlled siding at Hyannis, trains over 100 Tons/OB	5 MPH.	
Through turnouts beginning and end of two main tracks, all controlled sidings and crossovers equipped with dual control switches	35 MPH.	
Controlled sidings at Anselmo, Whitman, and Merna must not be used by trains over 100 Tons/OB.		
Alliance North Yard—		
All tracks except Main Line 2, 3, 4, 5, 5 extension, 6 and South Runaround must not be used by trains over 100 Tons/OB.		
Tracks 2, 3, 4, 5, 5 Extension, 6, and South Runaround	10 MPH.	
All other tracks	5 MPH.	
Mile Post 364.1 and 365.9—Main Line	20 MPH.	
2. **Bridge and Heavy Car Restrictions—**
Cars heavier than the following, minimum lengths shown, not permitted without authority of Superintendent:
170,000 lbs., minimum length 24 ft.
220,000 lbs., minimum length 38 ft.
263,000 lbs., minimum length 44 ft.
315,000 lbs., minimum length 52 ft.
3. **Train Register Exceptions—None.**

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

A² intermediate locations in CTC Territory, Rule 83(B) will not apply.

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

6. **Failed Equipment Detectors—**

Failed equipment detectors are located at the following locations:

Mile Post 156.5
Mile Post 180.9
Mile Post 200.5
Mile Post 247.5
Mile Post 286.6
Mile Post 309.0
Mile Post 338.1—Main Track No. 1
Mile Post 338.2—Main Track No. 2

7. **Rule 268A**—Switches on the following tracks are not equipped with electric locks.

Name	Switch Opens
Hazard Elevator Track	West
Broken Bow B&D Spur	East
Broken Bow House Track	West
Dunning Business Track	West
Seneca X-1 Track	East
Mullen Stock Track	Both
Hecla Business Track	Both
Ashby Business Track	Both
Bingham Business Track	Both
Ellsworth Business Track	Both
Lakeside Business Track	Both
Antioch Business Track	Both

8. **At Alliance—**

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

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

ALLIANCE DIVISION

(Alliance—Edgemont)

SECOND SUBDIVISION

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	45 MPH.
MP 365.6 and MP 366.1	20 MPH.
MP 393.6 and MP 396.2	40 MPH.
Through siding Belmont	25 MPH.
Trains handling loaded C-6 hopper cars MP 412.2 and MP 415.5	10 MPH.
Trains other than unit coal trains and light engines between MP 410.0 and MP 415.5.	13 MPH.
Alliance Wye	10 MPH.

Coal trains and light engines between MP 410.0 and MP 415.5	20 MPH.
MP 415.5 and MP 423.1 (both main tracks)	25 MPH.
Crawford House Track	5 MPH.
Over CNW Crossing	20 MPH.
MP 440.3 and MP 442.5	40 MPH.
MP 466.4 and MP 469.4 (both main tracks)	40 MPH.
MP 469.4 and MP 475.7 (both main tracks)	45 MPH.
Through turnout MP 475.2	10 MPH.
Item 1A, All Subdivisions, applies MP 475.5 to MP 467.0 and MP 415.5 to MP 410.0 to eastward trains only.	
Edgemont yard tracks	10 MPH.
Through turnouts beginning and end of two main tracks, all controlled sidings and crossovers equipped with dual control switches	35 MPH.

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

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

170,000 lbs., minimum length 24 ft.
220,000 lbs., minimum length 38 ft.
263,000 lbs., minimum length 44 ft.
315,000 lbs., 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—**

Crawford—Trains originating and terminating will register.

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

At intermediate locations in CTC Territory, Rule 83(B) will not apply.

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

6. **Failed Equipment Detectors—**

Failed equipment detectors are located at the following locations:

Mile Post 391.3
Mile Post 454.6

7. **Rule 268A**—Switches on the following tracks are not equipped with electric locks.

Name	Switch Opens
Alliance Coop Spur	West
Buchfinck Bean Spur	East
Berea Elevator Track	Both
Berea Spud Track	West
Hemingford Mill Track	Both
Marsland Back Track	West
Joder Back Track	East
Ardmore Back Track	East
Rumford Back Track	Both
Provo Back Track	East

8. **Handling 80-Foot or Longer Cars—**

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

Between Marsland and Crawford—

Trains of 3850 or greater trailing tons must handle empty cars, 80 feet or longer, in the rear 3850 tons.

Trains of greater than 5900 trailing tons must handle loaded cars, 80 feet or longer, in the rear 5900 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

When helper locomotives are used at rear of train, a buffer of at least 1600 tons must be provided to separate helper from the rear most empty car 80 feet or longer.

When helper locomotives are cut into train in accordance with Item 3, 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.)

9. **Local Crossing Ordinance**—Edgemont; Standing trains must not occupy crossings for over five minutes.
10. **Train Location Line-up** not Required Between Alliance and Edgemont.

ALLIANCE DIVISION

(Edgemont—Gillette)

THIRD SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	Freight
Edgemont—Gillette	
Edgemont and MP 581.5 Trains up to 100 Tons/OB	50 MPH.
Edgemont and MP 581.5 Trains over 100 Tons/OB	40 MPH.
Engine over highway crossing Mile Post 476.5	20 MPH.
MP 519.5 and MP 521, all trains	30 MPH.
Over Upton siding bridge 549.44	10 MPH.
MP 581.5 and Gillette, all trains	30 MPH.
Mile Post 591.3 and 591.4	25 MPH.
Gillette Yard Tracks	10 MPH.
Edgemont Yard Tracks	10 MPH.
Through turnouts beginning and end of two main tracks, all controlled sidings and crossovers equipped with dual control switches	35 MPH.

Item 1A, all subdivisions, applies Mile Post 570.8 to 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, minimum lengths shown, not permitted without authority of Superintendent:
170,000 lbs., minimum length 24 ft.
220,000 lbs., minimum length 38 ft.
263,000 lbs., minimum length 44 ft.
315,000 lbs., 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.
At intermediate locations in CTC territory Rule 83(B) will not apply.

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

6. **Failed Equipment Detectors—**

Failed equipment detector is located at the following location:

Mile Post 573.8

7. **Rule 268A—**Switches on the following tracks are not equipped with electric locks.

Name	Switch Opens
Marietta Back Track	Both
Dewey Back Track	Both
Spencer Back Track	East
Newcastle Sawmill Track	West
Energy Spur	West
Black Hills Power and Light	Both
Osage Chip Track	Both
Clay Spur	West
Upton Back Track	Both
Bentley Back Track	Both
Moorcroft Back Track	East
Moorcroft Stock Track	Both

8. **Local Crossing Ordinance—**

Newcastle and Gillette: Standing trains must not occupy crossings for over five minutes.

9. **Train location line-up** not required between Edgemont and Gillette.

ALLIANCE DIVISION

(Deadwood Jct.—Deadwood)

FOURTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	Freight
Deadwood Jct. and Deadwood	
Deadwood Jct. and Deadwood	25 MPH.
Both legs of wye Deadwood Jct.	10 MPH.
MP 4 and MP 9	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, minimum lengths shown, not permitted without authority of Superintendent:

170,000 lbs. between Deadwood Jct. and Hill City, 140,000 lbs. between Hill City and Deadwood and between Kirk and Lead, minimum length 24 ft.

220,000 lbs., minimum length 38 ft.

263,000 lbs., 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 MP 3 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 sign at east end of power plant trestle to end of track.

Deadwood—Twin City Fruit Company track from Highway 85 Crossing to end of track.

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

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

At Deadwood Jct. and at Deadwood—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 1 mile.

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 man on side of car.

9. **Handling 80-Foot or Longer Cars**—

80 foot or longer cars must not be handled without authority of Superintendent.

10. **Rotary Snowplows**—

Must operate at reduced speed Kirk to Lead and observe close clearance.

11. **Yard Limits**—Between Mile Post 101 and Deadwood, and Deadwood Junction and Mile Post 3 operate as continuous yard.

ALLIANCE DIVISION

(Reno—Black Thunder Jct.)

FIFTH 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.

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

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

170,000 lbs., minimum length 24 ft.
220,000 lbs., minimum length 38 ft.
263,000 lbs., minimum length 44 ft.
315,000 lbs., minimum length 52 ft.

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

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

At Reno, Rule 83(B) will not apply.

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

6. **Black Thunder and 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.

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 Reno and Black Thunder Jct.**

ALLIANCE DIVISION

(Bridger Jct.—Donkey Creek)

SIXTH SUBDIVISION

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

Zone—Between **Freight**

Bridger Jct to MP 15.5 45 MPH.

MP 15.5 to Donkey Creek 25 MPH.

Through turnout Donkey Creek and both legs of Wye 25 MPH.

North American Car Corporation at Bill—all tracks 10 MPH.

Through turnouts beginning and end of two main tracks, all
controlled sidings and crossovers equipped with dual control
switches 35 MPH.

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

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

170,000 lbs., minimum length 24 ft.
220,000 lbs., minimum length 38 ft.
263,000 lbs., minimum length 44 ft.
315,000 lbs., minimum length 52 ft.

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

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

At Bridger Jct. and Donkey Creek—Rule 83(B) will not apply.

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.

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

6. **Failed Equipment Detectors**—

Failed equipment detectors are located at the following locations:

Mile Post 59.6
Mile Post 98.0

7. **Rule 268A**—Switches on the following tracks are not equipped with electric locks.

Name	Switch Opens
Whitetail Stub Track	West
Antelope Back Track	Both
Reno Pocket Track	Both
Walker Back Track	Both
Bill Back Track	Both
Logan Back Track	Both

8. **Cordero**—

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

All trains approaching Cordero Loop 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. Trains will load counter-clockwise.

9. All trains operating via Gillette, 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.

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.

10. **Belle Ayr**—

Hopper trains approaching Belle Ayr Mine will stop short of Switch east of scale, and request permission to proceed over scales. Mine personnel will advise Loop assignment and speed of operation.

All trains approaching Belle Ayr loop tracks will weigh empties inbound and loads outbound on the weigh-in-motion scale at a speed not exceeding 1 MPH, or as directed by Mine personnel during loadout operation. Trains will load clockwise.

Empty hopper trains approaching Belle Ayr will be governed by instructions from mine as to whether inside or outside Loop track will be used for loading. Trains must receive permission from coal plant control room before entering silo structure.

11. **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.

12. Train location line-up not required between Bridger Jct. and Donkey Creek.

ALLIANCE DIVISION

(Alliance-Sterling)

SEVENTH SUBDIVISION

1. **Speed Restrictions**—

Maximum Speeds Permitted

Zone—Between

Freight

Alliance to Sterling:

Trains up to 100 Tons/OB, MP 3.0-MP 115.1	50 MPH.
Trains over 100 Tons/OB, MP 3.0-MP 34.4	30 MPH.
Trains over 100 Tons/OB, MP 36.74-MP 115.1	45 MPH.
MP 0.7-MP 3.0 - Sterling Main	20 MPH.
MP 3.0-MP 4.6 - Both Main Tracks	20 MPH.
Alliance Wye	10 MPH.
MP 22 to MP 30.6	35 MPH.
MP 34.4 (U.P. Crossing) and MP 36.74	20 MPH.
MP 46.2 to MP 56.0	35 MPH.
Trains less than 100 Tons/OB—Huntsman Siding	25 MPH.
Trains over 100 Tons/OB—Huntsman Siding	10 MPH.
Through turnouts beginning and end of two main tracks, all controlled sidings and crossovers equipped with dual control switches	35 MPH.
Item 1A, All Subdivisions, applies.	

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

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

170,000 lbs., minimum length 24 ft.
220,000 lbs., minimum length 38 ft.
263,000 lbs., minimum length 44 ft.
315,000 lbs., 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 only when directed by train order.

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

At intermediate locations in CTC territory, Rule 83(B) will not apply.

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

6. **Failed Equipment Detectors**—

Failed equipment detectors are located at the following location:

Mile Post 61.5

7. **Rule 268A**—Switches on the following tracks are not equipped with electric locks.

Name	Switch Opens
Bonner Back Track	Both
Bridgeport Lyman Richey Track	West
Bridgeport Old Siding and Entrance to Yard	Both
Alden Old Elevator Track	West

8. 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."

9. 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.

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.

If the UP crew is not on the site at the time of interchange at Northport, this instruction may be complied with by leaving the Air Brake Certificate in the cab of lead engine for the UP crew out of Northport.

The Union Pacific will inspect and certify the empty hopper trains 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 Superintendent.
5. After the test in Step 3 is conducted without failure, the train may depart the UP interchange in the usual manner.

10. Train Location Line-Up not Required between Alliance and Sterling.

ALLIANCE DIVISION

(Northport-Guernsey)

EIGHTH SUBDIVISION

1. Speed Restrictions—		Maximum Speeds Permitted
Zone—Between		Freight
Northport and Guernsey		
Trains up to 100 Tons/OB		50 MPH.
Trains over 100 Tons/OB		30 MPH.
Northport Wye		25 MPH.
West Northport and MP 3.4—Both Main Tracks		25 MPH.
MP 30.05 and 31.71		30 MPH.
Head end of train overcrossings MP 62.6 and MP 63.0.		40 MPH.
Trains or engines with two or more units coupled, on any auxiliary or industry track		5 MPH.
Through turnouts beginning and end of two main tracks, all controlled sidings and crossovers equipped with dual control switches		35 MPH.
Item 1A, All Subdivisions, applies.		

2. Bridge, Engine and Heavy Car Restrictions—

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

- 170,000 lbs., minimum length 24 ft.
- 220,000 lbs., minimum length 38 ft.
- 263,000 lbs., minimum length 44 ft.
- 315,000 lbs., 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—

Scottsbluff—Trains originating and terminating will register.

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

At Northport Rule 83(B) will not apply.

At intermediate locations in CTC territory, Rule 83(B) will not apply.

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

6. Failed Equipment Detectors—

Failed equipment detector located at the following locations:

- Mile Post 20.5
- Mile Post 65.9

7. Rule 268A—Switches on the following tracks are not equipped with electric locks.

Name	Switch Opens
Northport South Storage	Both
DeGraw Beet Track	East
Atkins	West
Simplot Spur	East

Name	Switch Opens
Minatare House Track	Both
Kelly Bean Spur	West
Heldt	West
Mitchell House Track	East
Morrill Spud Track	Both
Morrill Beet Track	Both
Henry Passing Track	Both
Henry Beet Track	Both
Torrington Orphan Track	East
Torrington Turkey Track	Both
Barnes	Both

170,000 lbs., minimum length 24 ft.
220,000 lbs., minimum length 38 ft.
263,000 lbs., minimum length 44 ft.

3. Train Register Exceptions—

Bridger Jct.—Trains will register when directed by train order.

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

Wendover—Clearance received at Cheyenne over signature of Chief Dispatcher at McCook authorizes movement Wendover to Guernsey on Ninth Subdivision of Alliance Division.

Westward trains originating at Wendover will receive clearance at Guernsey.

Bridger Jct. Rule 83(B) will not apply.

At intermediate locations in CTC territory, Rule 83(B) will not apply.

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

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.

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.

8. Train Location Line-Ups not Required Between Guernsey and Bridger Jct.

8. 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.

9. Mitchell—Cars must not be moved beyond engine limit sign on sugar track serving Great Western Sugar Co.

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

11. Train Location Line-Up not Required between Northport and Guernsey.

ALLIANCE DIVISION

(Guernsey—Casper)

NINTH 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.
Guernsey and MP 109.6	25 MPH.
MP 109.6 and MP 115.0	30 MPH.
Between eastward and westward absolute signals governing dual control switch at MP 103.46 when switch is lined for movement to and from Colorado Division Third Subdivision	20 MPH.
MP 126.4 and MP 127.5	35 MPH.
MP 138.7 and MP 140.1	25 MPH.
MP 195.0 and MP 202.5	40 MPH.
Through turnouts beginning and end of two main tracks, all controlled sidings and crossovers equipped with dual control switches	35 MPH.
Through Turnout Bridger Jct.	25 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions—

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

ALLIANCE DIVISION

(Campbell—Eagle Butte Jct.)

TENTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	Freight
West leg Campbell Wye	10 MPH.
East leg Campbell Wye	25 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.
MP 9.5 and Buckskin	20 MPH.
MP 3.0 and Clovis Point Loop Track Switch	20 MPH.
MP 6.0 and Ft. Union Loop Track Switch	20 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

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

170,000 lbs., minimum length 24 ft.
220,000 lbs., minimum length 38 ft.
263,000 lbs., minimum length 44 ft.
315,000 lbs., minimum length 52 ft.

3. Train Register Exceptions—None.

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

At all stations, Rule 83(B) will not apply.

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

6. Tracks between Clovis Point Jct. and Clovis Point; between Eagle Butte Jct. and Rawhide, Eagle Butte Jct. and Eagle Butte, Eagle Butte Jct. and Buckskin, Ft. Union Jct. and Ft. Union 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 Loop 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 —

Mine will advise train of appropriate loop assignment before trains proceed past entrance to the east switch at Eagle Butte Mine. Trains must receive permission from coal plant personnel before crossing the inbound scale and circuit and entering silo. Coal trains approaching silo will weigh empties inbound and loads outbound at speeds not exceeding 1 MPH. Trains will load counter-clockwise. Weight-in-motion scales located six car lengths either side of silos. Loading speeds to be directed by loadout operator.

All trains which are to operate via Gillette 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.

Likewise, all trains which are to operate via Guernsey are to receive the inspection described in the above paragraph before departing Clovis Point, Eagle Butte and Rawhide.

10. Buckskin —

Hopper trains approaching Buckskin will stop short of scale and receive permission to proceed from mine personnel over scale not to exceed 1 MPH. Loading will be counter-clockwise with the loadout operator directing loadout speed.

All trains which are to operate via Guernsey after departing Buckskin Mine must stop adjacent to Rawhide Mine Loop and 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.

11. Ft. Union —

Hopper trains approaching loadout area will stop and be directed by mine personnel when to proceed. The loading direction will be clockwise.

12. Train Location Line-Up Not Required Between Campbell and Eagle Butte Jct.

RADIO INSTRUCTIONS

NEBRASKA DIVISION

Base Radio	Channel	Hours in Operation
Lincoln Disprs. Office	1	Continuous
Wayside Radios		
Forbes	1	Continuous
Forest City	1	Continuous
Falls City	1	Continuous
Phelps	1	Continuous
Hamburg	1	Continuous
Nebraska City	1	8:00 am-5:00 pm Mon. thru Fri.
Council Bluffs	1	Continuous
Omaha	2 yard forces	Continuous
Louisville	2 yard forces	Continuous
Ashland	1	Continuous
Fremont	1	Continuous
Winslow-(MP 48)	1	Continuous
Lyons	1	Continuous
Oakland	1	8:00 am-5:00 pm Mon. thru Fri.
Walthill	1	Continuous
Oneill (Osmond)	1	7:00 am-4:00 pm Mon. thru Fri.
Havelock	1	Continuous
Lincoln Yard	2 yard forces	Continuous
	1 road	Continuous
	2 yard forces	Continuous
	3 mechanical	Continuous
Hall Tower	2 yard forces	Continuous
Carling Tower	1	Continuous
Lincoln Baird Tower	2 yard forces	Continuous
	1	Continuous
Crete	2 yard forces	Continuous
Friend	1	Continuous
Fairmont	1	Continuous
	2 train crews and DSA	Continuous
Sutton	1	Continuous
Hastings	1	Continuous
Tecumseh	1	7:00 am-4:00 pm Mon. thru Fri.
Firth	1	Continuous
Wymore	1	7:00 am-11:00 pm Mon. thru Fri.
Superior	1	7:00 am-4:00 pm Mon. thru Fri.
	2 DSA	
Geneva	1	8:00 am-5:00 pm Mon. thru Fri.
	2 DSA	
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
	2 DSA	
York	1	Continuous
Aurora	1	Continuous
Central City	1	8:00 am-5:00 pm Mon. thru Fri.
	2 DSA	
Loup City	1	7:00 am-4:00 pm Mon. thru Fri.

Grand Island	2 DSA	
Ravenna	1	Continuous
Tablerock	1	Continuous

INSTRUCTIONS FOR HANDLING HAZARDOUS MATERIALS

B.N. Form 15907 3/82

ACTION TO BE TAKEN BY TRAIN AND ENGINE CREWS

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 materials 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 practicable to accomplish without personal risk, determine position of tank cars (upright, on side, on top, etc.), specific information about tank damage (length, depth of dents, gouges, etc.), location and extent of leakage (hole in end, dome, drip, ½ inch stream, vapor, etc.) and tank car specification (example: DOT 112J340W)

BE SPECIFIC WHEN REPORTING DAMAGE/LEAKAGE INFORMATION

- 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 conditions of cars. Furnish them all emergency response information available. This position should be maintained until relieved by a supervisor 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.

EXCERPTS FROM D.O.T. REGULATIONS

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

DEFINITIONS:

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

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

§ 174.59 Marking and placarding of rail cars. No person may transport a rail car carrying hazardous materials unless it is marked and placarded as required by this subchapter. Placards and car certificates lost in transit must be replaced at the next inspection point and those not required must be removed at the next terminal where the train is classified.

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

- Rail cars containing any amount of hazardous material.
- Each trailer/container containing any amount of explosives A or B, poison gas, flammable solid (dangerous when wet) or radioactive material.
- Each trailer/container containing 1000 lbs. or more of any other hazardous material.

§ 174.24 Shipping Papers. (a) No person may accept for transportation by rail any hazardous material unless he has received a shipping paper prepared in the manner specified in subpart C of Part 172 of the regulations, (outlined in 174.25 (b) and (c));

(b) Paragraph (a) does not apply to a material classed as an ORM-A,B,C, or D, unless it is a:

- Hazardous substance or,
- Hazardous waste.

RADIO INSTRUCTIONS

ALLIANCE DIVISION

Base Radio	Channel	Hours in Operation
Alliance Disprs. Office	1	Continuous
Wayside Radios		
Mason	1	Continuous
Broken Bow	1	Continuous
Anselmo	1	Continuous
Halsey	1	Continuous
Seneca	1	Continuous
Whitman	1	Continuous
Bingham	1	Continuous
Alliance Yard	1 road	Continuous
	2 yard forces	Continuous
	3 mechanical	Continuous
	4 Storehouse	Continuous
	4 Diesel Pit	Continuous
Belmont	1	Continuous
Crawford	1	Continuous
Ardmore	1	Continuous
Edgemont	1	Continuous
Chilson	1	Continuous
Spencer	1	Continuous
Newcastle	1	6:30 am-3:30 pm
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	6:30 am-3:30 pm Mon. thru Fri.
Bridger Jct.	1	Continuous
Tunnel No. 3	1	Continuous
Guernsey	1 road	Continuous
	2 yard forces	Continuous
Torrington	1	Continuous
Scotts Bluff	1	Continuous
Bridgeport	1	Continuous
Sidney	1	Continuous
Lorenzo	1	Continuous
Sterling	1	Continuous

RADIO INSTRUCTIONS

COLORADO DIVISION

Base Radio	Channel	Hours in Operation
McCook Disprs. Office	1	Continuous
Wayside Radios		
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.

(continued on page 64)

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

- (a) Each waybill, switching ticket, switching order or shipping order used as a waybill for a rail car required to be placarded must also contain the placard endorsement specified for the hazardous material or class concerned, on the face of the waybill near the car number.
- (b) When the initial movement of a loaded rail car required to be placarded is a switching operation, the switch order, switching receipt or switching ticket, and all copies thereof, prepared by the shipper, or by the carrier under the shipper's written authority, must contain the following:
 - (1) The shipping description consisting of—
 - (i) The proper shipping names specified for the material in § 172.101 or 172.102 (when authorized) of this subchapter;
 - (ii) The hazard class specified for the material in the same table;
 - (iii) The identification number (preceded by "UN" or "NA" as appropriate) prescribed for the material in the same Table; and
 - (iv) The total quantity (by weight, volume, or as otherwise appropriate) of the hazardous material covered by the description;
 - (2) Except when a certified bill of lading is tendered to the carrier, the shipper's certification and signature specified in § 172.204 of this subchapter.
 - (3) The placard notation.
 - (4) For any entry for a material that is a hazardous substance, the letters "RQ" entered either before or after the basic description.
- (c) For an empty tank car that previously contained a hazardous material, other than combustible liquid, or unless the tank car has been reloaded with a material not subject to this subchapter, or has been sufficiently cleaned of residue and purged of vapor to remove any potential hazard, the billing must show the word(s) "EMPTY" or "EMPTY: Last Contained," followed by the basic description of the hazardous material last contained in the tank car, and the word, "PLACARDED." For example, "EMPTY: SULFURIC ACID, Corrosive Material, UN 1830 Placarded," or "EMPTY: Last Contained SULFURIC ACID, Corrosive Material, UN 1830. Placarded."

§ 172.205 Hazardous waste manifest.

- (a) No person may offer, transport, transfer, or deliver a hazardous waste (waste) unless a hazardous waste manifest (manifest) is prepared, signed, carried, and given as required of that person by this section.
- (b) A copy of the manifest bearing all required dates and signatures must be—
 - (2) Carried during transportation in the same manner as required by this subchapter for shipping papers,
 - (3) Given to a person representing the designated facility receiving the waste.
- (c) If a shipment is delivered to the waste facility by railroad, manifest information may be included on the waybill in lieu of complying with paragraph (b) (2) of this item.
 - (2) The delivering carrier shall obtain receipt for waste shipment that includes date and handwritten signature of person representing the facility.

§ 174.26 Notice to train crews of placarded cars.

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

- (b) The train crew must have a document indicating the position in the train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a member of the train crew. A train consist may be used to meet this requirement.
- (c) A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers for the shipment of hazardous materials being transported showing the information required by §§ 172.202 and 172.203 of this subchapter.

SWITCHING AND TRAIN PLACEMENT

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

§ 174.8

INSPECTION

- (b) At any point where a train is required to be inspected each loaded placarded rail car and each rail car immediately adjacent thereto must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in a safe condition for transportation. (See §§ 174.9 and 174.10). The inspection of a rail car other than a tank car or a rail car containing Class A explosives must include a visual inspection for obvious defects of the running gear and any leakage of contents from the car and to determine whether all required placards are in place and conform to the information given on the train consist or other shipping document as required by § 174.26(b).
 - (c) For inspection requirements applicable to rail cars containing Class A explosives, see §§ 174.10 and 174.104.
- § 174.9 Inspection of tank cars.**
- (a) Each loaded placarded tank car must be inspected by the carrier before acceptance at the originating point and when received in interchange to see that they are not leaking and that the air and hand brakes, journal boxes, and trucks are in proper condition for service.
 - (b) An empty tank car which previously contained a hazardous material and which is tendered for movement or received in interchange must have all manhole covers, outlet valve reducers, outlet valve caps, outlet valve cap plugs, end plugs, and plugs or caps or other openings securely in their proper places, except that heater coil inlet and outlet pipes must be left open for drainage.
- § 174.10 Inspection of cars at interchange.**
- (a) Each rail car containing explosives requiring **EXPLOSIVES A** placards (see § 174.104) which is offered by a connecting line must be visually inspected externally by the receiving line. If practicable, the receiving carrier should also inspect the lading. The car may not be forwarded until all discovered violations have been corrected.
 - (b) If the car shows evidence of or if there is any reason to suspect that it has received rough treatment, the lading must be inspected and placed in proper condition before the car is permitted to proceed. When interchange occurs and the inspection is performed after daylight hours, electric flashlights should be used and naked lights may not be used.
 - (c) A shipment of hazardous materials offered by a connecting carrier must comply with this subchapter, and the revenue waybill, freight bill, manifest of lading, card waybill, switching order, transfer slip ticket, or other billing, must bear the placard notation and endorsement prescribed by § 174.25 of this subpart.
 - (d) A car containing packages of hazardous materials other than explosives may not be offered in interchange if the packages are in a leaking condition.
 - (e) In the case of a tank car which has developed small leaks in the course of its movement to an interchange point and which requires a short movement to effect delivery for unloading by the consignee, the movement may be made if it can be made safely adhering to the precautions prescribed by § 174.50.

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	
Golden	1	7:00 am-11:00 pm
Prospect	1	Continuous
Longmont	1	Continuous
Ft. Collins	1	Continuous except
		Sun. 7:01 am-3:01 pm
Cheyenne	1	Continuous
Chugwater	1	8:00 am-5:00 pm
		Mon. thru Fri.
Wheatland	1	8:00 am-5:00 pm
		Mon. thru Fri.
Horse Creek	1	Continuous
Leadville	1	8:00 am-5:00 pm
		Mon. thru Fri.