

# **BURLINGTON NORTHERN INC.**

**OMAHA REGION**

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## **LINCOLN AND ALLIANCE DIVISIONS**

### **Special Instructions**

# **No. 2**

**EFFECTIVE AT 2:00 A.M.**

**CENTRAL STANDARD TIME  
AND  
MOUNTAIN STANDARD TIME**

**SUNDAY, OCTOBER 25, 1970**

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**ASSISTANT VICE PRESIDENT—  
TRANSPORTATION  
H. J. SURLES**

**ASSISTANT VICE PRESIDENT—  
OPERATIONS  
J. E. HAMER**

**SUPERINTENDENT  
LINCOLN DIVISION  
E. L. PHILLIPS**

**SUPERINTENDENT  
ALLIANCE DIVISION  
J. G. EDWARDS**

## ALL SUBDIVISIONS

1.	<b>Speed Restrictions</b>	<b>Maximum Speeds</b>
	Passenger trains	79 MPH
	Freight trains	65 MPH

The above speeds are subject to modification under speed restrictions indicated under each subdivision special instructions.

All trains and engines through turnouts, crossovers and gantlets except as specified in special instructions or where fixed signals indicate otherwise ..... 12 MPH.

Engines running light or with caboose only 50 MPH unless otherwise provided.

Equipment	Main Line	Branch Line
Ore cars	45 MPH	20 MPH
Scale test cars	35 MPH	20 MPH
Air dump cars (loaded)	35 MPH	20 MPH
Derricks	30 MPH	15 MPH
Cranes	30 MPH	15 MPH
Pile drivers	30 MPH	15 MPH
Clamshells and shovels	30 MPH	15 MPH
Jordan spreaders	30 MPH	15 MPH
Rotary plows, wedge plows and dozers	30 MPH	15 MPH

### 2. Movement of engines dead in trains:

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

Other diesel units when in tow dead in trains should not be in groups of more than 5 units, such units may be handled next to road units. Diesel units equipped with coupler control lock blocks must have lock blocks in "Down" position when in multiple groups.

### DIESEL UNITS NOT EQUIPPED WITH ALIGNMENT CONTROL DEVICES:

1 through 4; 7, 11; 77 through 88; 91 through 101; 106 through 250; 401 through 404; 408 through 410; 412, 413, 415, 417, 419, 421, 422, 424, 425; 427 through 429; 450 through 585; 588 through 595; 900 through 923; 934 through 940; 950, 952, 953; 986 through 995; 1625; 1629 through 1632; 4100, 4102, 4104, 4106, 4108, 4112, 4114, 4116, 4118, 4120, 4122, 4126; and 4180 through 4192.

### DIESEL UNITS EQUIPPED WITH COUPLER ALIGNMENT LOCK BLOCKS:

1556 through 1623; 1626 through 1628; 1636 through 1643; 1700 through 1760; 1840 through 1972; 4000 through 4002; 4050 through 4069; 6000 through 6059; 6100 through 6206.

All other Diesel Units are equipped with alignment control couplers.

### MAXIMUM SPEED DIESEL UNITS DEAD IN TOW:

30 MPH — 1, 2, 3, 4, and 100.

50 MPH — 7, 11; 77 through 88; 91 through 99; 115 through 134; 137 through 142; 146 through 148; 160, 161, 167, 168, 169; 229 through 250; 401 through 404; 408, 409, 410, 412, 413, 415, 417, 419, 421, 422, 424, 425, 427; 450 through 545; 586, 593, 594, 595, 798, 799; 900 through 923; 934 through 940; and 950.

60 MPH — 107 through 114; 156 through 159; 170 through 228; 429; 588 through 592; 952 and 953.

65 MPH — 101, 106, 135, 136, 143, 144, 145; 149 through 155; 162 through 166; 300 through 309; 428; 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 621, 622, 624, 625, 626, 628, 629, 630, 632, 633, 634, 636, 637, 638, 640, 641, 642, 644, 645, 646, 648, 649, 650, 652, 653, 654, 656, 657, 658; 660 through 666; 668 through 678; 680, 682, 684; 686 through 694; 696, 698; 700 through 707; 709 through 725; 727; 729 through 741; 743 through 760; 762, 796, 800, 801; 803 through 810; 812 through 821; 823 through 847; 849, 851, 853; 986 through 995; 1350 through 1365; 1500 through 1643; 1700 through 1797; 1799 through 1826; 1828 through 1830; 1833 through 1974; 1979, 1980; 1990 through 1998; 2000 through 2071; 2200 through 2254; 2500 through 2545; 3000 through 3039; 4000 through 4002; 4050 through 4078; 4081; 4083 through 4086; 4100, 4102, 4104, 4106, 4108, 4112, 4114, 4116, 4118, 4120, 4122, 4126; 4180 through 4197; 4240 through 4246; 4250 through 4265; 5200 through 5208; 5424 through 5429; 5450 through 5459; 5470 through 5484; 5600 through 5641; 5650 through 5677; 6000 through 6059; 6100 through 6206; 6240 through 6255; 6400 through 6429; 6457 through 6471.

79 MPH — 1831, 1832; 1975 through 1978; 4360 through 4365; 5400 through 5423; 5460 through 5465; 5700 through 5714; 6430 through 6456; 6600 through 6613; 9700, 9701, 9703, 9705; 9707 through 9717; 9719, 9721; 9723 through 9729; 9732, 9733, 9735, 9736, 9737; 9739 through 9745; 9747, 9749, 9750, 9752, 9754, 9756, 9758, 9760; 9762 through 9767; 9769, 9771, 9772; 9774 through 9778; 9780, 9782, 9784, 9786, 9788, 9790, 9792, 9794; 9800 through 9822; 9824, 9826, 9828, 9830; 9850 through 9863; 9900 through 9926; 9929 through 9954; 9964 through 9977; 9980 through 9995. Budd Cars handled at rear of train, Former NP B-30, B-31, B-32, B-40, B-41 and B-42 and Former GN, RDC 2350.

3. When diesel units 9762 through 9830 are coupled in multiple with road freight or road switcher units, the above units must be trailing to avoid danger of sliding wheels on the freight or road switcher units due to excessive brake cylinder pressure. The speed restrictions for freight and road switcher units must be observed to avoid damage to traction motors.

4. Following equipment loaded or empty, must be handled on rear of trains unless otherwise provided:

Outfit cars	Loco cranes
Tie flats (GN X4800 to X4975, X4410)	Rotary Snow Plows, dozers, wedge plows
Scale test cars (next ahead of caboose)	Jordan spreaders
Wrecking derricks	Air dump cars loaded or empty
Pile drivers	Log flats — NP 117002 to 117892 (BN 631661 through 631680)

#### 5. HANDLING 80 FOOT OR LONGER CARS.

Trailing tonnage may cause lateral forces on 80 foot or longer cars that could result in derailling such cars where the combination of grade and curvature exceed certain limits. Equipment listed below must be handled in the rear 50 cars and as near the caboose as practicable where such limits exist, except that where helper is used on rear of the train a buffer of 10 or more cars of less than 80 foot ahead of the caboose must be maintained.

When remotely controlled units are in operation, such cars must be placed behind remotely controlled units and as near the caboose as practicable.

80 foot or longer flat cars empty or handling either a single loaded trailer, or empty trailers. 80 foot or longer flat cars handling container type units either loaded or empty. 80 foot or longer empty auto racks.

Restrictions are in effect as follows:

#### **THIRTY-SECOND SUBDIVISION**

Alliance to Edgemont — MP 413 through MP 415

#### **THIRTY-THIRD SUBDIVISION**

Edgemont to Deadwood — MP 5 through MP 107

#### **LEAD SPUR**

Lead to Kirk — MP 0.00 through MP 3.28

#### **KEYSTONE SPUR**

Hill City to Keystone — MP 0.00 through MP 9.45

#### **HOT SPRINGS SPUR**

Minnekahta to Hot Springs — MP 5 through MP 12.90

6. Burlington lines signal aspects as contained in the 1967 edition Consolidated Code of Operating Rules are in effect.

7. Rules 200 and 83(B) and other rules pertaining to authority for, and signatures on, train orders and clearances are modified to permit train orders and clearances to be issued by authority and over signature of the Chief Dispatcher. Train Orders and Clearances for the Nineteenth through Thirtieth Subdivisions and the following Spur Tracks: Huntley,

Kearney and Lyons will be issued by the authority and over signature of the Chief Dispatcher at McCook.

8. A train authorized by train order to move against the current of traffic must approach all interlockings and CTC limits at reduced speed where approach signals are not provided for such movements.
9. Roadway signs indicate maximum speed for passenger trains. A triangle type sign with reflex letter Z indicates zone territory where maximum speed is indicated by numerals thereon, and will govern until next zone sign is reached. Where speed restrictions are required on curves within a zone, a banjo type sign with reflex letter C and numerals thereon will indicate maximum speed for that particular curve, after which zone speed may be resumed. Unless otherwise specified by timetable, bulletin, or special instructions these signs will be located one mile from point where zone speed changes or from point of curve. On subdivisions where maximum speed is 40 MPH or more an octagonal yellow sign with horizontal black stripe displayed on the right of the track will indicate the beginning of slow track.
10. Should flat spots on wheels develop on passenger train cars or any engine, conductor or engineer will immediately advise Chief Dispatcher and be governed by his instructions.
11. Diesel engines left with no one in charge must have the throttle in idle position, transition lever (on engines so equipped) in off position, reversing handle removed from the control stand, generator field switch open, independent air brake and hand brake applied.  
When conditions require, or engine is to be left unattended for more than 30 minutes, wheels must be securely blocked.  
If due to accident on an engine operating without cars, causing complete failure of the air brake, proceed as follows:  
(a) Close throttle to idle  
(b) Move the reversing handle to reverse position  
(c) Open throttle to No. 1 position
12. When a train is to make a backup movement and the engine consist is more than three (3) units, the three (3) rear units only will be allowed to work power. Other units must be isolated.  
Engine consist of passenger units must not exceed six (6) units in passenger or freight service.  
Engine consist of freight units must not exceed eight (8) units in freight or passenger service.
13. When a train or engine is stopped by a stop indication of an automatic interlocking signal and no immediate conflicting train or engine movement is evident, in addition to complying with Consolidated Code Rule 613, a member of the train or engine crew must go to the crossing and be governed by instructions posted in the release box.
14. At a railroad crossing at grade protected by signals, trains, engines or cars must not be left standing between opposing absolute signals unless coupled to other equipment that extends beyond one of the absolute signals.
15. When derailment, collision, fire, or unforeseen occurrence takes place involving hazardous materials (such as explosives, flammable liquids, liquid petroleum gases, radioactive or fissionable material, poisons or chemicals). Conductor or other member of crew must check consist and/or waybills to determine if any such material is involved. If such material is involved crew members must stay out of the danger area and guard against people entering the area. Call Chief Dispatcher immediately and advise him of the materials and conditions. Be governed by his instructions.

**TRACK RESTRICTIONS FOR ENGINES:**

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

FIRST SUBDIVISION	
Location	Local Name of Track
Hamburg	North Elevator
SECOND SUBDIVISION	
Plattsmouth	Lead to BREX yard
Ashland	Water works
Havelock	Team track
South side of Main tracks East End	Elevator track
South side of Main tracks West End	Storage track
North side of Main tracks West End	North paint line track
	All Shop tracks proper
	Roundhouse tracks
	Shop lead
	All Shop tracks proper
	Material yard lead cannot be used beyond switch to No. 4 and No. 5 tracks.
	All material yard tracks
FOURTH SUBDIVISION	
Berks	House track
Hastings	Cowten track
	Elevator track
	Horn track
	Standard Oil track
	Kearney Stub track
	Byers Lumber Co. track
	Nash-Finch Co. track
	All other Industry tracks
SIXTH SUBDIVISION	
Shestak	Elevator track
Wilber	Spur track
Beatrice	Coal track
	Kees track
	No. 1 track
	No. 2 track
	No. 3 track
	Creamery track
	Gas track
	Nemaha Main
Mile Post 31.84	Brick Yard Spur
SEVENTH SUBDIVISION	
Grand Island	Oil track
Ravenna	City track

EIGHTH SUBDIVISION	
Falls City	Roundhouse track
Tecumseh	James track
	No. 1 track
	No. 2 track
	No. 3 track
	Coal track
	City track
Adams	Spur track
Firth	Elevator track
Hickman	Stub track
	Stub track
TENTH SUBDIVISION	
Anderson	Anderson Spur
Ferry	Laketon scale track
Fremont	South Sioux line track
	Brewery track
TWELFTH SUBDIVISION	
Wymore	House track
	No. 2 repair track
	Belt track
	City track
FIFTEENTH SUBDIVISION	
Giltner	Elevator track
Trumbull	Elevator track
Hastings	House track
	Brick yard
NINETEENTH SUBDIVISION	
Juniata	House Track
Kenesaw	House Track
Holdrege	Elevator Track
McCook	Cob Track
	Mill Track
TWENTIETH SUBDIVISION	
Wray	Mill Track
Brush	Rip Track
Moseley	Oil Track
Fort Morgan	Stock Track
Tampa Spur	South House Track
	Entire Spur except 600 feet of tail track off wye
Tonville	Beet Track
Barr	House Track

TWENTY-FIRST SUBDIVISION	
Krider Odell Diller Chester  Superior Bostwick Red Cloud Inavale Riverton Orleans	House Track House Track Elevator Track House Track Elevator Track Stock Track Elevator Track Turkey Track House Track House Track Yard Track No. 3 Yard Track No. 4
TWENTY-FOURTH SUBDIVISION	
Cowles Blue Hill Ayr Hastings	House Track Elevator Track City Track Brick Yard M.P. 1
TWENTY-FIFTH SUBDIVISION	
Long Island Almena Norton	House Track House Track BN Trackage
TWENTY-EIGHT SUBDIVISION	
Sterling	Welsh Elevator Waycar Track Dago #1 Dago #2
THIRTY-FOURTH SUBDIVISION	
Bayard Factory Yard Scottsbluff Factory Yard	Pulp Track Seed Track Beyond Switch to No. 9 track Factory No. 1 track Rock and Syrup track Factory No. 6 track

## FIRST SUBDIVISION – FOOTNOTES CENTRAL STANDARD TIME

### 1. ST. JOSEPH:

Trains have no timetable superiority between begin-end C.T.C. sign at M.P. 60.02 and M.P. 60.40 and between M.P. 204.90 east of South Park on the Hannibal Division and M.P. 60.02 St. Joseph. All trains and engines must run at reduced speed between these points.

Trains and engines handling wide and low cars loaded with airplane parts and similar lading, must not operate through passenger depot tracks 1, 2 and 3 at St. Joseph, account will not clear high platforms.

2. Train orders and clearances delivered to trains scheduled on Eighth Subdivision at St. Joseph or Forest City enroute Eighth Subdivision will be addressed to the schedule they will assume on the Eighth Subdivision.

3. NAPIER: Rule 83(B) does not apply to Eastward trains off Eighth Subdivision.

Between 6:15 P.M. and 3:15 A.M. daily trains will register by register ticket. Between 3:15 A.M. and 6:15 P.M. daily trains will not register unless instructed to do so.

4. BIGELOW: Train register in depot. Trains register when directed to do so.

5. CORNING: Train register at West Wye Switch. Trains register when directed to do so.

### 6. USE OF SIDING AT HAMBURG:

Westward trains use siding East of depot; eastward trains use siding West of depot, unless otherwise provided.

### 7. PACIFIC JCT.:

The time of trains, via Bartlett, applies at the southeast wye track switch. First class trains will register by ticket.

Extra trains enroute to or from Council Bluffs or Omaha via Thirteenth Subdivision, Ottumwa Division (not required to stop Pacific Jct.) may register by register ticket.

No train order signal: Trains must receive clearance.

### 8. COUNCIL BLUFFS:

Switching movements within the interlocking limits at C.M. St.P.&P.—C.R.I.&P.—crossings, 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 B.N. main track fails to clear, Rules 606 and 269 must be complied with. Interlocking rules in effect for movements over crossing on B.N. yard lead.

When stop signal fails to clear for main track movement over N&W Crossing, M.P. 491.31; C.&N.W. Crossing, M.P. 492.70; I.C. Crossing, M.P. 492.99; or C.R.I.&P. Crossing, M.P. 493.01, CTC Rules must be complied with and, in addition, movement over crossing must be made under protection.

Conductors and engineers of trains originating at Council Bluffs must have Clearance.

9. Trains have no timetable superiority between end C.T.C. sign M.P. 493.16 west of Council Bluffs and Junction switch with U.P.R.R. at BN Jct. Trains and engines must move at reduced speed between these points.

### 10. Omaha:

Conductors and engineers of eastward freight trains terminating at Council Bluffs Yard will not receive Clearance at Omaha Depot.

Union Pacific Crossing between Junction with Union Pacific and Sixth Street, is protected by electrically locked gate, normally lined and locked for B.N. train movements.

Passenger trains handling piggy backs must not use depot tracks 2 to 5 inclusive.

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

## SPEED RESTRICTIONS

LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.
Maximum Speed:		
Between St. Joseph and Napier. . . . .	79	50
Between Napier and Pacific Junction. . . . .	59	49
Between Pacific Jct. and M.P. 491 . . . . .	79	50
Nodaway, Starks, and Napier, siding turnouts . . . . .	30	30
Between M.P. 60.40 and M.P. 64.00 . . . . .	20	20
Between M.P. 64.00 and M.P. 65.25 . . . . .	45	30
Bridge derrick 204620 and 250 ton wrecking derrick over bridge 65.21 . . . . .		10
Turnout end of two main tracks Waterworks M.P. 67.12 . . . . .	60	50
Over Bridge 77.54 . . . . .	50	50
Eighth Subdivision Main track turnout M.P. 97.40 Napier. . . . .	30	30
Curve M.P. 141.75 . . . . .	55	49
E. Street, Hamburg, protect movement . . . . .	Stop	Stop
At Pacific Jct., head end train 500 feet from railroad crossing until crossing occupied . . . . .	15	15
Folsom and Island Park, siding turnouts. . . . .	30	30
Curve, M.P. 487.88 . . . . .	70	50
Curve, M.P. 490.60 . . . . .	55	30
M.P. 491.00—East end of curve, Council Bluffs . . . . .	30	15
N.&W. Crossing, Council Bluffs Yard, main track . . . . .	30	15
N.&W. Crossing, Council Bluffs Yard, freight track . . . . .	Stop	Stop
Head end of trains over 16th Ave. Council Bluffs Council Bluffs, turnout, east end of two main tracks . . . . .	20	20
Through curve at Council Bluffs passenger station, M.P. 492.24—M.P. 492.43. Westward track . . . . .	30	15
Eastward track . . . . .	25	15
Council Bluffs, turnout, west end of two main tracks . . . . .	15	15
C.&N.W. Crossing, M.P. 492.86; I.C. Crossing, M.P. 492.99; C.R.I. & P. Crossing, M.P. 493.01 . . . . .	20	15

Freight trains 72, 78, 96, 188, 71, 75, 79, 87 and 95 between St. Joseph and Napier authorized by messages over signature of Chief Dispatcher may observe maximum speed of 60 MPH (observing all other speed restrictions.)

Engines using Iowa Power track M.P. 489.01 must not exceed 15 M.P.H.

All trains; reduced speed between east end of U.P. Yard and 13th Street, through passenger yard, Omaha.

## SECOND SUBDIVISION – FOOTNOTES CENTRAL STANDARD TIME

1. Extra trains will not display classification signals.

### 2. PACIFIC JCT.:

First class trains will register by register ticket. Extra trains enroute to or from Ottumwa Division Thirteenth Subdivision (not required to stop Pacific Jct.) may register by register ticket.

### 3. PLATTSMOUTH:

When picking up or setting cars on Water Works track, trains must hold onto enough cars to keep engine clear of turnout.

### 4. GIBSON:

Trains originating must receive Clearance.

### 5. OMAHA:

Union Pacific Crossing between Junction with Union Pacific and Sixth Street, is protected by electrically locked gate, normally lined and locked for B.N. 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.

Bridge derrick 204620 may operate on track 6 only and must keep off all other tracks adjacent to station canopies.

Freight trains must not use depot tracks 2 to 5 inclusive.

Passenger trains handling piggy backs must not use depot tracks 2 to 5 inclusive.

First class trains, trains turning and trains for which crews report for duty at Omaha must receive Clearance.

Trains in through movement will not register.

### 6. SOUTH OMAHA:

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

### 7. LINCOLN:

Interlocking at Mo. Pac. Crossing M.P. 58.87 is manually controlled. Eastward signals are part of Centralized Traffic Control system. Westward signals are interlocked and are part of Baird Interlocking.

Move at Reduced Speed over crossover switches, Nos. 1-2-3 and 4 tracks, near subway, Lincoln Passenger Yard and know that they are properly lined.

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

Rule 93 not in effect between west end of Baird Interlocking limits and east end of Hall Interlocking limits. Maximum speed limit 25 M.P.H.

### 8. Maximum gross weight of cars handled must not exceed 263,000 pounds.

## SPEED RESTRICTIONS

	Passenger Trains M.P.H.	Freight Trains M.P.H.
ZONE - Pacific Junction to MP 0.95, . . .	40	Reduced Speed
Pacific Junction 500 feet from R.R. Crossing, . . . . .	15	15
ZONE - MP 0.95 to MP 3.50 . . . . .	65	40
ZONE - MP 3.50 to MP 5.00 . . . . .	40	30
Missouri River Bridge 3.80 and curve at west end of bridge . . .	20	20
Plattsmouth - Through turnout in south track MP 4.99 . . . . .	30	30
ZONE - MP 5.00 to MP 8.79 . . . . .	55	40
Oreapolis - Through turnouts, . .	30	30
ZONE - MP 0.00 to MP 14.75 (Omaha Line) Curve MP 1.30 . . . . .	65 50	50 40
SD-24, SD-45, U25C, U28C, C&S SD-40 and C&S U30C engines, on siding Bellevue . . . . .	20	20
ZONE - MP 14.75 to MP 15.99 . . . . .	50	40
Gibson - Turnout in south track MP 14.96 . . . . .	30	30
ZONE - MP 15.99 to MP 16.50 . . . . .	20	20
ZONE - MP 16.50 to MP 17.22 . . . . .	10	10
ZONE - MP 17.22 to MP 17.89 . . . . .	20	20
ZONE - MP 17.89 to MP 21.50 . . . . .	50	40
Curve MP 19.12 . . . . .	20	20
ZONE - MP 21.50 to MP 28.20 . . . . .	55	50
ZONE - MP 28.20 to MP 41.90 . . . . .	60	50
ZONE - MP 41.90 to MP 46.89 (MP 35.00 Louisville Line) . . . . .	75	50
Curve MP 46.10 . . . . .	55	50
ZONE - MP 35.00 to MP 35.75 . . . . .	50	40
Ashland - East Crossovers MP 35.15 between south track and Omaha line . . . . .	40	40
Between North track and Louisville Line . . . . .	30	30
ZONE - MP 35.75 to MP 58.87 . . . . .	79	50
Ashland - MP 36.39 turnout west end No. 1 track . . . . .	30	30
MP 36.40 - Through crossovers between main tracks . . . . .	30	30
MP 41.10 - Through crossovers between main tracks . . . . .	30	30
Greenwood - Turnout in north track at MP 42.66 . . . . .	40	40
Waverly - Turnout in north track at MP 47.56 . . . . .	40	40
ZONE - MP 58.87 to MP 59.35 via passenger line . . . . .	25	20
ZONE - MP 58.87 to MP 59.98 via freight line . . . . .	25	25
Between Baird Tower and Hall Tower via passenger tracks, Lincoln . . . . .	Reduced Speed	Reduced Speed

Trains must not exceed 30 M.P.H. through turnouts of controlled sidings, except 15 M.P.H. through turnouts of controlled siding Omaha.

Trains must not exceed speeds designated through the following dual control switch turnouts:

Oreapolis wye . . . . .	15 M.P.H.
Pappio . . . . .	30 M.P.H.
Gibson, east yard switch M.P. 13.40 . . . . .	30 M.P.H.
So. Omaha M.P. 19.78 . . . . .	15 M.P.H.

Freight trains 61, 63, 65, 163, 165 authorized by message over signature of Chief Dispatcher, may observe maximum speed of 60 M.P.H. as follows (observing all other speed restrictions):

Between M.P. 36.00 west of Ashland and M.P. 57.00 except engine must not exceed 55 M.P.H. passing signals at M.P. 44.39 and M.P. 47.59.

Between Pacific Jct. and Lincoln, Bridge Derrick 204620 and 250 ton wrecking derrick may operate 30 M.P.H. all other derricks 35 M.P.H.

### THIRD SUBDIVISION – FOOTNOTES CENTRAL STANDARD TIME

**1. OREAPOLIS:**

Rule 83 (B) does not apply.

Mo Pac. railroad crossing over West leg of wye protected by automatic interlocking signals.

**2. ASHLAND:**

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

3. Extra trains will not display classification signals.

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

#### SPEED RESTRICTIONS

	Passenger Trains M.P.H.	Freight Trains M.P.H.
Maximum Speed. . . . .	50	50
Oreapolis:		
Turnout at end of two main tracks . . . . .	30	30
West Wye switch and West leg of Wye. . . . .	15	15
Curves between M.P. 10.95 and M.P. 11.60. . . . .	45	45
Louisville, over Mo. Pac. crossing . . . . .	35	30
South Bend, over CRI&P crossing . . . . .	35	30
Ashland, through crossover from Louisville line to north track. . . . .	30	30
Turnouts of controlled sidings . . . . .	30	30

Between Oreapolis and Ashland, Bridge Derrick 204620 and 250 ton wrecking derrick may operate 25 M.P.H.

### FOURTH SUBDIVISION – FOOTNOTES CENTRAL STANDARD TIME

1. Extra trains will not display classification signals.

**2. CRETE:**

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

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. Eastward trains on siding not occupying crossing within two minutes after entering approach section 1100 feet west of crossing must not occupy crossing until gates have lowered unless movement is protected by member of crew.

On oil spur track No. 11 leading to Steele Bros. Concrete Plant, engines must not go beyond hopper. Elevator located adjacent to hopper will not clear man on side or top of car.

**3. FAIRMONT:**

Normal position Jct. switches as follows:

East end for Daykin Spur;

West end for Fifth Subdivision.

**4. HASTINGS TOWER:**

Eastward trains must receive Clearance.

Trains will register by ticket.

**5. HASTINGS AND GAINES:**

Rule 83 (B) does not apply.

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

#### SPEED RESTRICTIONS

	Passenger Trains M.P.H.	Freight Trains M.P.H.
Between Baird Tower and Hall Tower, via passenger tracks, Lincoln. . . . .	Reduced Speed	Reduced Speed
ZONE – Lincoln to MP 60.50 . . . . .	30	
ZONE – MP 60.50 to MP 66.70 . . . . .	79	50
ZONE – MP 66.70 to MP 70.50 . . . . .	60	50
Cobb Turnout. . . . .	25	25
Cushman-Cobb (Freight Line) . . . . .	35	35
ZONE – MP 70.50 to MP 82.25 . . . . .	75	50
Curve MP 78.24. . . . .	60	50
MP 79.00 to MP 80.40 . . . . .	30	30
ZONE – MP 82.25 to MP 156.00 . . . . .	79	55
Curve MP 127.52. . . . .	70	50
Crossover Brick Yard. . . . .	30	30
Turnouts, MP 155.82 . . . . .	30	30
Crossover, MP 155.98 . . . . .	15	15
ZONE – MP 156.00 to MP 157.00 . . . . .	25	25
Crossover and turnouts MP 156.43. . . . .	15	15
ZONE – MP 157.00 to MP 158.00. . . . .	79	30
Turnout west end of No. 1 track MP 157.96. . . . .	30	30
Turnout end of two main tracks Gaines. . . . .	40	40

Trains must not exceed 30 M.P.H. through turnouts of controlled sidings.

Freight Trains 61, 63 and 163 authorized by message over signature of Chief Dispatcher, may observe maximum speed of 60 M.P.H. as follows (observing all other speed restrictions):

Between M.P. 82.25 and M.P. 156.00 except engine must not exceed 55 M.P.H. passing signal at M.P. 130.1.

Freight Trains 62 and 64, authorized by message over signature of Chief Dispatcher, may observe maximum speed of 60 M.P.H. as follows (observing all other speed restrictions): Between M.P. 155.00 and M.P. 83.00.

Between Lincoln and Gaines Bridge Derrick 204620 and 250 ton wrecking derrick may operate 30 M.P.H. all other derricks 35 M.P.H.



## FIFTH SUBDIVISION – FOOTNOTES CENTRAL STANDARD TIME

1. Lights on Train Order Signals will not be displayed.
2. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.
3. FAIRMONT:  
Normal position Jct. Switch west end Fairmont is for Fifth Sub-division.
4. STRANG:  
Rule 83 (B) does not apply.

Normal position of east and west wye switches of east wye on the Seventeenth Subdivision is for the Seventeenth 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 Seventeenth Subdivision is for the east and west legs of wye. Normal position of the North switch West wye is for the West leg of wye. Train register at north switch at West wye.

5. Track car operator's lineup will not be issued to cover local extra which must not leave DeWitt before 11:00 A.M. on Mondays, Wednesdays and Fridays for Fairmont via Hebron and Strang. Track car operator's lineup will not be issued to cover local extra which must not leave Fairmont before 8:00 A.M. on Tuesdays, Thursdays and Saturdays for DeWitt via Tobias, Ohioa and Daykin. Track car operator's lineup will not be issued to cover local extra which must not leave Fairmont before 11:00 A.M. on Mondays, Wednesdays and Fridays for Hildreth via Strang and Nelson. Track car operator's lineup will not be issued to cover local extra which must not leave Hildreth before 8:30 A.M. on Tuesdays, Thursdays and Saturdays for Fairmont via Strang.

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

### SPEED RESTRICTIONS

	M.P.H.
Maximum Speed. . . . .	35
Westward trains over Highway Crossing M.P. 0.94 . . . . .	10

Between Fairmont and Strang, Bridge Derrick 204620 and 250 ton wrecking derrick must not operate.

## SIXTH SUBDIVISION – FOOTNOTES CENTRAL STANDARD TIME

1. Lights on Train Order Signals will not be displayed.
2. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.
3. CRETE:  
Operator on duty 8:00 a.m. to 6:00 p.m. daily except Saturday and Sunday. Westward trains must receive Clearance and will register by ticket when operator is on duty.
4. DeWITT:  
Normal position of Jct. Switch is for Sixth Subdivision.
5. BEATRICE:  
Operator on duty 8:00 A.M. to 6:00 P.M. Tuesday through Friday. Saturday: 10:00 A.M. to 6:00 P.M. Monday: 8:00 A.M. to 4:00 P.M. Trains must receive Clearance when operator is on duty.
6. WYMORE:  
All tracks within yard limits are yard tracks.
7. Maximum gross weight of cars handled must not exceed 263,000 pounds.

### SPEED RESTRICTIONS

	Passenger Trains M.P.H.	Freight Trains M.P.H.
Maximum Speed:		
Between Jct. switch at M.P. 0.77 and Beatrice. . . . .	50	40
Between Beatrice and Wymore. . . . .	40	30
SD-24, SD-45, U25C, U28C, C&S SD-40 and C&S U30C engines, single units only . . . . .	30	30
Curve M.P. 1.00 . . . . .	20	20
Between M.P. 17.16 and M.P. 17.42 DeWitt	15	15
Over bridge 19.94 West of DeWitt . . . .	6	6
Between switches Beatrice Yard . . . .	20	20
Over Court and Sixth Street Beatrice. .	5	5
Loaded tank cars . . . . .		25

Between Crete and Wymore, Bridge Derrick 204620 and 250 ton wrecking derrick may operate 25 MPH other derricks 30 MPH.

## SEVENTH SUBDIVISION – FOOTNOTES CENTRAL STANDARD TIME

1. Columbus Jct. M.P. 1.00 to M.P. 4.76 west of Cushman within Yard Limits.
2. C&NW trains will operate between Baird Tower and C&NW Jct. Westward C&NW trains receive Clearance at Baird Tower. Eastward C&NW trains receive Clearance at C&NW Depot Seward.

### 3. CUSHMAN:

Trains will register only when instructed to do so. Trains will not be authorized to display signals to, nor take down signals at Cushman.

### 4. GRAND ISLAND:

Register station for trains originating and terminating. 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 M.P.H. 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.

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

### SPEED RESTRICTIONS

	Passenger Trains M.P.H.	Freight Trains M.P.H.
Maximum Speed:		
Between Lincoln and Cushman. . . . .	59	Yd.
SD-24, SD-45, U25C, U28C, C&S SD-40 and C&S U30C engines . . . . .	40	40
Between Cushman and Ravenna . . . . .	75	55
Lincoln, between Hall Tower and Columbus Junction, via passenger tracks . . . . .	Reduced	Speed
Westward trains, engine or leading car over highway crossing "O" Street, M.P. 1.90 . . .	10	10
Eastward trains, engine or leading car over highway crossing "O" Street, M.P. 1.90 . . .	15	15
Curves between Lincoln and Cushman . . . . .	25	25
Cushman, turnout to passenger line. . . . .	30	30
Through turnouts and spring switches both ends siding, Seward. . . . .	30	30
Around curves between M.P. 55.50 and M.P. 56.10 Aurora: . . . . .	50	50
Between M.P. 77.10 and M.P. 78.10 . . . . .	50	50
Grand Island:		
Through turnout west of U.P. crossing . . . .	30	30
Between M.P. 95.70 and M.P. 96.50 . . . . .	30	30
Ravenna:		
Through east turnout. . . . .	30	30
Between M.P. 126.90 and M.P. 127.19 . . . .	30	30
Between M.P. 127.19 and M.P. 127.74 . . . .	20	20
Between M.P. 4.37 and M.P. 127.74, freight trains 65, 75, 165, 66 and 188 authorized by message over signature of Chief Dispatcher may observe maximum speed of 60 M.P.H. (observing all other speed restrictions) except:		
Between M.P. 32.00 and M.P. 34.00. . . . .		55
Between M.P. 53.00 and M.P. 55.00. . . . .		55
Eastward freight trains—Engine passing signals at M.P. 125.99 and at M.P. 110.80. . .		55

Between Lincoln and Ravenna, Bridge Derrick 204620 and 250 ton wrecking derrick may operate 30 MPH all other derricks 35 MPH.

### EIGHTH SUBDIVISION – FOOTNOTES CENTRAL STANDARD TIME

#### 1. NAPIER:

Operator on duty 6:15 p.m. to 3:15 a.m. daily. Rule 83 (B) does not apply to westward trains off First Subdivision when operator not on duty. Rule '83 (B) does not apply to eastward trains off Eighth Subdivision.

Trains will register by ticket when operator is on duty. Trains will not register when operator is not on duty unless instructed to do so.

### 2. MISSOURI RIVER BRIDGE 8.93 RULO:

SD-7 and SD-9 engines, series 300 and 400, may be operated over bridge singly or when coupled with not more than two units of F, GP, U25B or U28B class engines.

SD-7 and SD-9 class engines, series 300 and 400, must not be operated over bridge when coupled with same class engines.

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

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

### 3. 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.

### 4. TABLE ROCK:

Normal position of Jct. switch is for Eighth Subdivision. Trains will register when instructed to do so.

### 5. LANCASTER:

Normal position of Jct. switch is for Eighth Subdivision.

6. Interlocking U.P. Crossing M.P. 61.39 is manually controlled by the operator at Hall Tower. Crossing is equipped with movable point frogs.

### 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. Maximum gross weight of cars handled must not exceed 263,000 pounds except between Rulo and Napier must not exceed 210,000 pounds.

### SPEED RESTRICTIONS

	Passenger Trains M.P.H.	Freight Trains M.P.H.
Maximum Speed:		
Between Napier and Table Rock. . . . .	65	50
Between Table Rock and Lincoln. . . . .	59	49
Trailing movement through spring switch M.P. 1.50 Napier. . . . .	25	25
Over Missouri River Bridge 8.93 at Rulo SD-24, SD-45, U25C, U28C, C&S SD-40 and C&S U30C engines, single units only . . . . .	20	10
Between M.P. 9.30 and M.P. 10.30 Rulo. . .	10	10
Between M.P. 17.10 and M.P. 17.75 east of Falls City. . . . .	35	35
	35	35

Between M.P. 19.30 and M.P. 19.75 Falls City . . . . .	25	25
Between M.P. 9.00 and M.P. 9.70 west of Elk Creek . . . . .	40	35
Between M.P. 14.85 and M.P. 15.70 Tecumseh . . . . .	40	40
Between M.P. 60.15 and M.P. 60.45 Lancaster . . . . .	35	25
At the approach signal of interlocking Union Pacific crossing M.P. 61.39 . . . . .	50	25
Over Union Pacific Crossing M.P. 61.39 . . . . .	35	25
Between Hall Tower and Baird Tower via passenger tracks Lincoln . . . . .	Reduced Speed	Reduced Speed

Freight trains 71, 75, 79, 72, 78 and 188 authorized by message over signature of Chief Dispatcher may observe maximum speed of 60 MPH as follows (observing all other speed restrictions):

Between Napier and Table Rock except head end of eastward freight trains must not exceed 55 MPH when passing signal at MP 38.90 east of Humboldt.

Between Napier and Lincoln Bridge Derrick 204620 and 250 ton wrecking derrick may operate 40 MPH all other derricks 35 MPH except over bridge 8.93 at Rulo all derricks must operate 10 MPH. 250 ton derrick must have two lightly loaded cars between derrick and engine over bridge 8.93 Rulo.

#### NINTH SUBDIVISION – FOOTNOTES CENTRAL STANDARD TIME

1. Lights on Train Order Signals will not be displayed.
2. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.
3. **NEBRASKA CITY:**  
Missouri Pacific railroad crossing over roundhouse lead protected by automatic interlocking signals.  
  
Operator on duty 7:00 a.m. to 5:00 p.m. daily except Saturday and Sunday. Trains must receive Clearance when operator on duty.
4. **LANCASTER:**  
Rule 83(B) does not apply.  
Normal position of Jct. switch is for Eighth Subdivision.
5. Track car operator's lineup will not be issued to cover local which must not leave Lancaster before 8:00 A.M. on Wednesdays for Nebraska City and return.  
  
Track car operator's lineup will not be issued to cover local which must not leave Lancaster before 8:00 A.M. on Mondays and Thursdays for Nebraska City.  
  
Track car operator's lineup will not be issued to cover local extra which must not leave Nebraska City before 7:00 A.M. on Tuesdays and Fridays for Lancaster.
6. Maximum gross weight of cars handled must not exceed 263,000 pounds except between Nebraska City and Payne must not exceed 210,000 pounds.

#### SPEED RESTRICTIONS

	M.P.H.
Maximum Speed . . . . .	25
Over Missouri River bridge 4.76 Nebraska City . . . . .	10
Curve at M.P. 3.60 . . . . .	20
Over Bridge 5.35 . . . . .	10
Over Mo. Pac. crossing on roundhouse lead at Nebraska City . . . . .	10
Curve between M.P. 21.20 and M.P. 21.60 . . . . .	10
Lincoln:	
Over 27th Street., M.P. 58.50 . . . . .	10
Westward trains, over 14th Street, M.P. 59.81 . . . . .	5
Loaded tank cars . . . . .	20

Between Payne and Lancaster Bridge Derrick 204620 and 250 ton wrecking Derrick must not operate.

#### TENTH SUBDIVISION – FOOTNOTES CENTRAL STANDARD TIME

1. Lights on train order signals will not be displayed.
2. **ASHLAND:**  
Trains register by ticket.  
Trains entering Third Subdivision through wye in eastward movement will not register.
3. **YUTAN:**  
When trains meet at Yutan, Westward trains holding main track will not pass approach signal until eastward trains are in clear of siding.
4. **FREMONT:**  
Trains must receive Clearance.  
Westward movements which have been delayed at U.P. or C&NW RR 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.  
SD, GP, U25C and U28B series diesels must not move beyond clearance point on Brewery track.  
Eastward trains setting out will stop to clear highway crossing, communicate with operator, and be governed by his instructions.
5. **FERRY:**  
Trains will register when instructed to do so. Train Orders and Clearances delivered to trains at Sioux City scheduled on the Eleventh Sub Division enroute Eleventh Sub Division will be addressed to the schedule they will assume on the Eleventh Sub Division.
5. **SIOUX CITY:**  
Interlocking of the Milwaukee Road and the BN direct connection is automatic with the exception that for BN through movements a push button at the BN 26th Street Yard Office should be used to extend the approach on that side in advance of cantilever signal 222.9.
6. Proceed indication will be received if the route to Ferry is clear and BN movements should not pass a more restrictive signal to avoid blocking Milwaukee and street crossings.  
  
Instructions for operation are posted at the BN 26th Street Yard Office.
7. Maximum gross weight of cars handled must not exceed 263,000 pounds except between Ferry and Sioux City must not exceed 210,000 pounds.

## SPEED RESTRICTIONS

	M.P.H.
Maximum Speed. ....	49
Ashland:	
Curve M.P. 0.29 .....	25
Between Switches of Wye .....	10
Westward trains approaching stop signal M.P. 0.48 ..	Reduced Speed
At the approach signal of the following Interlocking:	
Eastward and Westward trains at U.P. crossing	
Yutan. ....	30
Eastward trains at U.P. crossing Fremont M.P.	
29.98 .....	20
Eastward and Westward trains at C&NW crossing	
Nickerson .....	30
Eastward trains at C&NW crossing Oakland. ....	25
Westward trains at C&NW crossing Dakota City. . .	30
Engines or leading car of trains between absolute	
signals at:	
U.P. crossing at Yutan .....	20
C&NW crossing east of Nickerson .....	20
C&NW crossing at Oakland. ....	20
C&NW crossing at Dakota City .....	20
Over Platte River Bridge 27.04 .....	30
Between M.P. 28.80 and M.P. 29.85, Fremont . . . .	10
Between M.P. 27.70 and M.P. 28.80 and between	
M.P. 58.70 and M.P. 59.85, SD-24, U25C and U28C	
engines. ....	40

Between Ashland and Ferry, Bridge Derrick 204620 and 250 ton wrecking derrick may operate 25 MPH.

Between Ferry and Sioux City, Bridge Derrick 204620 and 250 ton wrecking derrick must not operate, other derricks may operate 20 MPH.

## ELEVENTH SUBDIVISION – FOOTNOTES CENTRAL STANDARD TIME

1. Lights on Train Order Signals will not be displayed.
2. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.
3. **FERRY:**  
Trains register when instructed to do so by train order.  
Rule 83(b) does not apply.
4. **OSMOND:**  
Operator on duty 8:00 a.m. to 5:00 p.m. daily except Saturday and Sunday.  
Trains must receive Clearance when operator on duty.
5. **PLAINVIEW:**  
Rule 83 (B) does not apply.
6. **O'NEILL:**  
Rule 83 (B) does not apply. All tracks are yard tracks from the east switch west.
7. Track car operators lineup will not be issued to cover locals.  
Local must not leave Ferry before 8:00 A.M. Mondays and Thursdays.  
Local must not leave O'Neill before 7:00 A.M. Tuesdays and Fridays.  
Local must not leave Ferry before 11:00 A.M. Wednesdays for Plainview and return to Ferry.
8. Maximum gross weight of cars handled must not exceed 220,000 pounds.

## SPEED RESTRICTIONS

	M.P.H.
Maximum Speed:	
Between Ferry and Osmond. ....	30
Between Osmond and O'Neill .....	20
Loaded tank cars:	
Between Ferry and Osmond. ....	25
Over bridge 27.83. ....	10

Between Ferry and O'Neill Bridge Derrick 204620 and 250 ton wrecking derrick must not operate.

## TWELFTH SUBDIVISION – FOOTNOTES CENTRAL STANDARD TIME

1. Lights on Train Order Signals will not be displayed.
2. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.
3. **TABLE ROCK:**  
Operator on duty as follows: Monday — 8:00 a.m. to 4:00 p.m.  
Tuesday thru Friday—12:01 a.m. to 4:00 p.m.  
Saturday 12:01 a.m. to 8:00 a.m.  
Trains must receive Clearance when operator on duty.  
Trains order signal does not govern Twelfth Subdivision Trains.  
  
Normal position of Jct. Switch is for Eighth Subdivision.
4. **PAWNEE:**  
Air brakes must be coupled and working on cars handled on City track.
5. Inside guard rail on center frog of U.P. Crossing, M.P. 84.73, east of Wymore, is one inch higher than the running rail. Trains handling snowplows, spreaders and similar equipment must see that equipment is raised sufficiently to clear this guard rail before passing over crossing.
6. **WYMORE:**  
All tracks within yard limits are yard tracks.
7. Maximum gross weight of cars handled must not exceed 263,000 pounds.

## SPEED RESTRICTIONS

	Passenger Trains M.P.H.	Freight Trains M.P.H.
Maximum Speed. ....	50	35
Curve on City track Pawnee. ....	---	5
At the approach signal of interlocking Union		
Pacific crossing M.P. 84.73. ....	30	30
Engine or leading car between absolute		
signals U.P. crossing M.P. 84.73 .....	20	20

Between Table Rock and Wymore Bridge Derrick 204620 and 250 ton wrecking Derrick may operate 25 MPH other derricks 30 MPH.

### THIRTEENTH SUBDIVISION – FOOTNOTES CENTRAL STANDARD TIME

1. Trains and engines between Gilmore Jct. and South Omaha are governed by Union Pacific Operating Rules, Bridge Subdivision Special Rules, and Bridge Subdivision Timetable.
2. Four short and one long blast of whistle for Union Pacific switches, South Omaha.
3. Rule 83 (B) does not apply at Pappio and Gilmore Jct.
4. Maximum gross weight of cars handled must not exceed 263,000 pounds.

#### SPEED RESTRICTIONS

	M.P.H.
Maximum Speed. . . . .	30

Between Pappio and Gilmore Jct. Bridge Derrick 204620 and 250 ton wrecking derrick must not operate.

### FOURTEENTH SUBDIVISION – FOOTNOTES CENTRAL STANDARD TIME

1. Lights on Train Order Signals will not be displayed.
2. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.
3. AURORA:  
Train order signal does not govern Fourteenth Subdivision trains.
4. CENTRAL CITY:  
B. N. – U. P. crossing is semi-automatic with route normally lined for the Union Pacific. B. N. 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.
5. PALMER:  
Operator on duty 8:00 a.m. to 5:00 p.m. daily except Saturday and Sunday. Trains must receive Clearance when operator on duty.
6. Single Units Only over bridge 40.68, west of Palmer.
7. BURWELL:  
All tracks are yard tracks from the east switch west.  
Rule 83 (B) does not apply.

8. Track car operators lineup will not be issued to cover locals.  
No. 783 must not leave Aurora before 9:00 A.M. on Sundays, Tuesdays and Thursdays.  
No. 785 must not leave Aurora before 10:30 A.M. on Mondays, Wednesdays and Fridays.  
No. 786 must not leave Burwell before 8:00 A.M. on Tuesdays, Thursdays and Saturdays.  
No. 784 must not leave Palmer before 11:30 A.M. on Mondays, Wednesdays and Fridays.
9. Maximum gross weight of cars handled must not exceed 263,000 pounds except between Central City and Burwell must not exceed 220,000 pounds.

#### SPEED RESTRICTIONS

	M.P.H.
Maximum Speed. . . . .	30
Over bridge 16.93 east of Central City . . . . .	15
At U.P. Interlocking Central City, engine or leading car between Approach and absolute signal, and between absolute signals . . . . .	20
Loaded tank cars:	
Between Aurora and Palmer . . . . .	25
Between Palmer and Burwell . . . . .	20
Loaded tank car and Loaded Air Dump Cars:	
Between M.P. 19.05 and 19.50, Central City . . . . .	10
Over bridge 40.68 west of Palmer . . . . .	10

Between Aurora and Burwell Bridge Derrick 204620 and 250 ton wrecking derrick must not operate.

### FIFTEENTH SUBDIVISION – FOOTNOTES CENTRAL STANDARD TIME

1. Lights on train order signals will not be displayed.
2. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.
3. AURORA:  
Train order signal does not govern Fifteenth Subdivision trains.
4. GAINES:  
Rule 83 (B) does not apply, trains must receive Clearance at Hastings Tower.
5. Maximum gross weight of cars handled must not exceed 263,000 pounds.

#### SPEED RESTRICTIONS

	M.P.H.
Maximum Speed. . . . .	30

Between Aurora and Hastings Bridge Derrick 204620, 250 ton wrecking derrick and other derricks may operate 20 M.P.H.

# **SIXTEENTH SUBDIVISION – FOOTNOTES CENTRAL STANDARD TIME**

1. Lights on Train Order Signals will not be displayed.
2. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.
3. **SARGENT:**  
All tracks are yard tracks from the east switch west.  
Rule 83 (B) does not apply.
4. Track car operators lineup will not be issued to cover locals.  
  
No. 784 must not leave Sargent before 7:30 a.m. on Monday, Wednesday and Friday.  
  
No. 783 must not leave Palmer before 10:40 a.m. on Sunday, Tuesday and Thursday.
5. **PALMER:**  
Operator on duty 8:00 a.m. to 5:00 p.m. daily except Saturday and Sunday. Trains must receive Clearance when the operator is on duty.
6. Maximum gross weight of cars handled must not exceed 210,000 pounds.

## **SPEED RESTRICTIONS**

	M.P.H.
Maximum Speed. . . . .	30
Between M.P. 15.50 and M.P. 23.60, Between M.P. 28.75 and M.P. 30.10, Between M.P. 40.25 and Sargent:	
Diesel engines series 200. . . . .	15
Diesel engines series 300 and 400 . . . . .	20
Loaded tank cars . . . . .	20

Between Palmer and Sargent Bridge Derrick 204620 and 250 ton wrecking derrick must not operate.

# **SEVENTEENTH SUBDIVISION – FOOTNOTES CENTRAL STANDARD TIME**

1. Lights on Train Order Signals will not be displayed.
2. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.
3. **DeWITT:**  
Operator on duty 8:00 a.m. to 5:00 p.m. daily except Saturday and Sunday. Trains must receive Clearance when operator on duty.  
  
Train order signal does not govern Seventeenth Subdivision trains.  
  
Normal position of Jct. Switch is for Sixth Subdivision.
4. **STRANG:**  
Rule 83 (B) does not apply.

Normal position of east and west wye switches of east wye on the Seventeenth Subdivision is for the Seventeenth 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 Seventeenth Subdivision is for the east and west legs of wye.

Normal position of the North switch West wye is for the West leg of wye.  
Train register at North switch at West wye.

5. **BLUE HILL:**  
Normal position of junction switch (M.P. 86.63 and M.P. 87.02) is for the Twenty-Fourth Subdivision.
6. Track car operator's lineup will not be issued to cover local extra which must not leave DeWitt before 11:00 A.M. on Mondays, Wednesdays and Fridays for Fairmont via Hebron and Strang.  
  
Track car operator's lineup will not be issued to cover local extra which must not leave Fairmont before 8:00 A.M. on Tuesdays, Thursdays and Saturdays for DeWitt via Tobias, Ohioa and Daykin.  
  
Track car operator's lineup will not be issued to cover local extra which must not leave Fairmont before 11:00 A.M. on Mondays, Wednesdays and Fridays for Hildreth via Strang and Nelson.  
  
Track car operator's lineup will not be issued to cover local extra which must not leave Hildreth before 8:30 A.M. on Tuesdays, Thursdays and Saturdays for Fairmont via Strang.
7. Maximum gross weight of cars handled must not exceed 263,000 pounds except between DeWitt and Swanton and between Edgar and Hildreth must not exceed 210,000 pounds.

## **SPEED RESTRICTIONS**

	M.P.H.
Maximum Speed:	
Between DeWitt and Edgar. . . . .	25
Between Edgar and Hildreth . . . . .	35
Loaded tank cars:	
Between DeWitt and Edgar. . . . .	20
Between Edgar and Hildreth . . . . .	25
Engine or leading car at approach signal and between absolute signals of Interlocking Union Pacific crossing M.P. 57.26. . . . .	20
Over bridges 1.58 and 65.84, 200, and 400 Series engines (not exceeding two units) and 300 Series engines (Single Unit) . . . . .	10
Between Blue Hill and Jct. Switch M.P. 87.02 . . . . .	Reduced Speed

Between DeWitt and Hildreth Bridge Derrick 204620 and 250 ton wrecking Derrick must not operate.

## EIGHTEENTH SUBDIVISION – FOOTNOTES CENTRAL STANDARD TIME

1. Lights on Train Order Signals will not be displayed.
2. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.
3. LINCOLN:  
Rule 83 (A) does not apply to trains originating and terminating at Carling.
4. COLUMBUS:  
B.N. – UP crossing is semi-automatic with route normally lined for the Union Pacific.  
  
B.N. 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.  
  
All tracks are yard tracks from the east switch west.  
  
When setting cars to the Union Pacific transfer track, reverse movement must not be started to the transfer track until all cars in the cut are over the U.P. crossing.
5. Maximum gross weight of cars handled must not exceed 263,000 pounds except between Seward and Columbus must not exceed 220,000 pounds.

### SPEED RESTRICTIONS

	M.P.H.
Maximum Speed	30
Between Columbus Junction and M.P. 25.25 Seward	25
Between Columbus Junction and Hall Tower, via passenger tracks, Lincoln.	Reduced Speed
Loaded tank cars:	
Between Lincoln and Seward	20
Between Seward and Columbus	25
Over bridge 5 81	20
Over Highway Crossing M.P. 26.00 Seward.	5
Engine or leading car over main highway crossing just west of depot, Ulysses	5
Over bridge 64.96	10
Westward trains Bellwood hill, M.P. 56.50 to M.P. 58 70.	20
Engine or leading car between absolute signals U.P. crossing, Columbus	20
Engine or leading car over 21st Avenue, Columbus.	5

Between Lincoln and Seward via Garland and between Seward and Columbus Bridge Derrick 204620 and 250 ton Wrecking Derrick must not operate.

## NINETEENTH SUBDIVISION – FOOTNOTES CENTRAL STANDARD TIME

1. Train and Enginemen changing from one time zone to another must set their watches correctly; compare time with a standard clock and register the change on prescribed form.
2. Extra trains will not display classification signals.
3. HASTINGS TOWER:  
Westward trains originating at Hastings and Gaines must receive Clearance.
4. GAINES:  
Trains originating and terminating will register.  
Normal position of west switch off No. 1 track leading to No. 2 and No. 3 tracks is for No. 1 track.
5. KENESAW:  
Rule 83 (B) does not apply.
6. OXFORD:  
Operator on duty 7:30 a.m. to 4:30 p.m. daily except Saturday and Sunday. Trains originating and all trains to and from Twenty-First Subdivision must receive Clearance when operator on duty.  
  
Train orders and clearances delivered to trains scheduled on Twenty-First and Twenty-Third Subdivisions at Oxford enroute Twenty-First and Twenty-Third Subdivisions will be addressed to the schedule they will assume on the Twenty-First and Twenty-Third Subdivisions.  
  
Oxford is a register station for all trains originating or terminating. Between 12 Noon and 1:00 p.m.; 3:45 p.m. and 4:30 p.m.; Daily except Saturday and Sunday, freight trains stopping at Oxford must not block Ogden Street crossing.
7. Maximum gross weight of cars handled must not exceed 263,000 pounds.

### SPEED RESTRICTIONS

	Passenger Trains M.P.H.	Freight Trains M.P.H.
ZONE—MP 156.00-MP 157.00	25	25
Crossover and Turnout MP 156.43	15	15
ZONE—MP 157.00-MP 158.00	79	30
Turnout west end No. 1 track MP 157.96	30	30
Turnout end of Double Track Gaines	40	40
ZONE—MP 158.00-MP 219.50	79	55
SD-24, SD-45, U25C, U28C, C&S SD-40 and C&S U30C Engines on sidings at Kenesaw, Axtell and Holdrege (south side)	25	25
ZONE—MP 219.50-MP 230.50	70	50
Curve MP 229.50	65	50
ZONE—MP 230.50-MP 286.60	79	55
Head end of trains over Ogden Ave. Oxford MP 233.80	50	50
ZONE—MP 286.60-MP 287.20.	79	30
ZONE—MP 287.20-MP 288.50.	30	30

Trains must not exceed 30 M.P.H. through turnouts of controlled sidings.

Freight Trains 63 and 163, authorized by message over signature of Chief Dispatcher, may observe maximum speed of 60 M.P.H. as follows (observing all other speed restrictions):

Between MP 158.00 and MP 219.50  
MP 230.50 and MP 286.50

except engine must not exceed 55 M.P.H. passing signal at MP 233.57.

Freight Trains 62 and 64, authorized by message over signature of Chief Dispatcher, may observe maximum speed of 60 M.P.H. as follows (observing all other speed restrictions):

Between MP 286.00 and MP 236.00  
MP 210.00 and MP 158.00

except engine must not exceed 55 M.P.H. passing signal at MP 250.50.

## **TWENTIETH SUBDIVISION – FOOTNOTES MOUNTAIN STANDARD TIME**

1. Within CTC limits, trains finding a permissive indication displayed by a signal, which governs facing point movement over a spring switch, will comply with Rule 104 (H) and in addition a member of the crew will contact control operator by telephone, located adjacent to the spring switch, when such communication is available.

In CTC territory whenever trailing movement through spring switch is not authorized by signal indication, the spring switch must be operated by hand. When any switching movements are made over spring switch, Rule 276 will apply as to permission, time and working limits and notification to engineer.

2. Train and Enginemen changing from one time zone to another must set their watches correctly; compare time with a standard clock and register the change on prescribed form.

3. Extra trains will not display classification signals.

### **4. AKRON:**

Trains must receive Clearance. Unless otherwise provided, conductor or engineer, or both arriving at Akron, on all trains, must deliver all clearance forms, train orders, and messages to relieving conductor, or engineer, or both.

First class trains will not register at Akron.

### **5. BRUSH:**

Trains originating must receive Clearance.

Rule 83 (B) does not apply to trains off Twenty-Eighth Subdivision enroute Twentieth Subdivision.

Register station for all trains originating or terminating.

Westward trains given permission to head in on No. 1 track will receive signal indication after east No. 1 track switch has been properly lined by hand and route is clear.

### **6. LADORA:**

Member of crew will protect movement over Highway No. 2.

### **7. COMMERCE CITY:**

Trains using industry tracks must stop not more than 40 feet from 72nd Street crossing and, after stopped, may proceed at Reduced Speed until engine or leading car has passed crossing.

8. Trains originating or terminating at 38th Street Yard will register.

### **9. DENVER:**

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

10. 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.

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

## **SPEED RESTRICTIONS**

	Passenger Trains M.P.H.	Freight Trains M.P.H.
ZONE— MP 288.50-MP 289.00 . . . . .	70	50
ZONE— MP 289.00-MP 430.50 . . . . .	79	55
SD-24, SD-45, U25C, U28C, C&S SD-40 and C&S U30C Engines on siding at Wray	25	25
ZONE— MP 430.50-MP 431.50. . . . .	50	40
ZONE— MP 431.50-MP 434.00. . . . .	65	50
ZONE— MP 434.00-MP 535.90. . . . .	79	55
Brush—Entering Sterling main tracks . .	15	15
Brush on Sterling main track over Clayton Street Crossing . . . . .	10	10
Curve MP 506.40 . . . . .	70	50
Head end or leading car Over 72nd Ave. crossing MP 535.32 . .	40	40
ZONE— MP 535.90-MP 539.70. . . . .	79	50
Ladora Yard Tracks: On tangent track between gate and classification yard . . . . .		10
Over U.P. Crossing MP 537.32. . . . .	60	30
Head end or leading car Over 56th Ave. crossing MP 538.00 . .	40	40
ZONE— MP 539.70 to signal MP 541.71 . . . . .	30	30
ZONE— Signal MP 541.71 to 21st St. MP 541.85	15	15

Trains must not exceed 30 M.P.H. through turnouts of controlled sidings.



Freight Trains 63 and 163, authorized by message over signature of Chief Dispatcher, may observe maximum speed of 60 M.P.H. as follows (observing all other speed restrictions):

Between MP 289.00 and MP 430.50  
MP 434.00 and MP 535.90

except engine must not exceed 55 M.P.H. passing signal at MP 444.76.

Freight Trains 62 and 64, authorized by message over signature of Chief Dispatcher, may observe maximum speed of 60 M.P.H. as follows (observing all other speed restrictions):

Between MP 527.00 and MP 449.00  
MP 430.00 and MP 289.00

except engine must not exceed 55 M.P.H. passing signal at MP 498.25.

## **TWENTY-FIRST SUBDIVISION – FOOTNOTES CENTRAL STANDARD TIME**

1. Lights on train order signals will not be displayed.
2. Unless otherwise provided, protection against following trains as required by Rule 99 is not required, except between Wymore and Odell Jct.
3. **WYMORE:**  
All tracks within yard limits are yard tracks.
4. **ODELL JCT:**  
Normal position junction switch is for Twenty-First Subdivision.
5. Trains will not be required to register at Odell Jct. and Lester unless instructed to do so. Rule 83 (B) does not apply at Odell Jct., Lester, Orleans Jct. and Oxford Jct.
6. **CHESTER:**  
Trains or engines passing through Chester on any track other than main track must stop before crossing Thayer Avenue, member of crew must flag trains or engines across entire width of street.
7. **SUPERIOR:**  
Within the corporate limits, cars or engines must not be left standing less than 40 feet from street line and switching or light engine movements over Central Avenue and Bloom Streets must be protected by member of crew.  
  
Engines must not operate beyond frog of switch leading to Gyp track at Cement Plant.  
  
Missouri Pacific Crossing M.P. 170.96. Normal position of Gate is against M.P. trains. Rule 98 (A) in effect.

### **8. LESTER:**

Normal position of junction switch is for Twenty-Fourth Subdivision.

### **9. RED CLOUD:**

Operator on duty Tuesday through Saturday 7:30 a.m. to 4:30 p.m. Trains must receive Clearance when operator on duty.

### **10. ORLEANS:**

Operator on duty 7:30 a.m. to 4:30 p.m. daily except Saturday and Sunday. Eastward trains must receive Clearance when operator on duty.

11. Eastward trains or engines passing absolute signal Oxford Jct. governing eastward movement to Twenty-First Subdivision on authority of Train Dispatcher per Rule 269, must proceed at restricted speed to absolute signal M.P. 247.76 Orleans Jct.

Westward trains or engines passing absolute signals Orleans Jct. governing westward movements on Twenty-First Subdivision and from Twenty-Third Subdivision on authority of Train Dispatcher per Rule 269, must proceed at restricted speed to absolute signal M.P. 257.18 Oxford Jct.

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

## **SPEED RESTRICTIONS**

	<b>M.P.H.</b>
Maximum speed . . . . .	35
SD-24, SD-45, U25C, U28C, C&S SD-40 and C&S U30C Engines: between Endicott and Riverton and between Orleans and Oxford Jct. . . . .	30
Engine or leading car between absolute signals U.P. crossing M.P. 114.86 . . . . .	20
Engine or leading car between absolute signals C.R.I. & P. crossing M.P. 125.04 . . . . .	20
Engine or leading car over Central Avenue and Bloom Street at Superior . . . . .	5
Engine or leading car between absolute signals Missouri Pacific crossing M.P. 170.96 . . . . .	20
Over switch Oxford Jct. . . . .	20

Between Wymore and Oxford Jct. Bridge Derrick 204620 and 250 ton wrecking derrick must not exceed 25 MPH other derricks 30 MPH.

## **TWENTY-SECOND SUBDIVISION – FOOTNOTES CENTRAL STANDARD TIME**

1. Lights on train order signals will not be displayed.
2. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.
3. **ODELL JCT.:**  
Rule 83 (B) does not apply.
4. Single unit engines only may be operated between Odell Jct. and Concordia.

5. CONCORDIA:

Trains or engines must stop before crossing Washington and Cedar Streets at Concordia and member of crew must flag across entire width of street.

6. Track car operator's lineup will not be issued to cover extra which must not leave Odell Jct. before 8:30 a.m. and Concordia before 3:00 p.m., Monday through Friday.

7. Maximum grossweight of cars handled must not exceed 177,000 pounds.

**SPEED RESTRICTIONS**

	M.P.H.
Maximum speed:	
Between Odell Jct. and Haddam .....	35
Between Haddam and Concordia .....	30
Between M.P. 1.40 and M.P. 1.65. ....	10
Bridge 16.08 .....	10
Bridges 21.88, 27.55, 39.15, 41.67, 42.99, 44.62, 64.69, 66.66 .....	15
At the approach signal of interlocking, Union Pacific crossing M.P. 14.60, Westward trains .....	15
Engine or leading car between absolute signals Union Pacific Crossing M.P. 14.60 .....	20
Pile drivers 204617 and 204618 with empty flat car ahead of pile driver and empty flat car behind M.S. tank over bridges 1.61 and 16.08 .....	10

Between O'Dell Jct. and Concordia Bridge Derrick 204620 and 250 ton wrecking derricks must not operate.

**TWENTY-THIRD SUBDIVISION – FOOTNOTES  
CENTRAL STANDARD TIME**

1. Lights on train order signals will not be displayed.
2. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.
3. Rule 83 (B) does not apply at Orleans Jct. and Flynn.
4. SD-24, SD-45, U25C, U28C, C&S SD-40 and C&S U30C engines must not operate between Flynn and St. Francis.
5. Track car operator's lineup will not be issued to cover trains No. 893 and No. 894.
6. Maximum gross weight of cars handled must not exceed 263,000 pounds.

**SPEED RESTRICTIONS**

	M.P.H.
Maximum speed .....	30
Loaded tank cars: .....	25
All trains over highway crossing Atwood .....	Reduced Speed
Over bridge 2.24 .....	20
Engine or leading car over highway No. 283 crossing M.P. 24.07 .....	10

Between Orleans and St. Francis Bridge Derrick 204620 and 250 ton wrecking derricks must not operate.

**TWENTY-FOURTH SUBDIVISION – FOOTNOTES  
CENTRAL STANDARD TIME**

1. Unless otherwise provided, protection against following trains as required by Rule 99 is not required except between Hastings and Ayr Jct.
2. Westward trains originating at Hastings and Gaines must receive Clearance at Hastings Tower.
3. GAINES:  
Trains originating or terminating will register.
4. Rule 83 (B) does not apply at Lester and Ayr Jct.
5. Normal position of junction switches (M.P. 18.93 and M.P. 19.32) Blue Hill is for the Twenty-Fourth Subdivision. Normal position of junction switch Lester is for the Twenty-Fourth Subdivision.
6. LESTER:  
Trains register only when directed to do so.
7. Track car operator's lineup will not be issued to cover trains No. 891 and No. 892, or local extra for Huntley and return via Ayr Jct. which will not leave Hastings before 8:00 a.m. Mondays, Wednesdays and Fridays.
8. Maximum gross weight of cars handled must not exceed 263,000 pounds.

**SPEED RESTRICTIONS**

	M.P.H.
Maximum speed .....	30
SD-24, SD-45, U25C, U28C, C&S SD-40 and C&S U30C .....	25
Engine or leading car of eastward trains over highway crossing at M.P. 1.04 .....	5
Engine or leading car over highway crossing M.P. 36.54 ..	15
Through turnout Lester .....	10

Between Hastings and Lester Bridge Derrick 204620 and 250 ton derricks may operate except must not exceed 10 MPH over Bridge 34.33.

**TWENTY-FIFTH SUBDIVISION – FOOTNOTES  
CENTRAL STANDARD TIME**

1. Lights on train order signals will not be displayed:
2. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.
3. FLYNN:  
Rule 83 (B) does not apply.
4. ALMENA:  
C.R.I.&P. train orders and clearances will be delivered to westward  
B.N. trains by joint operator.
5. B.N. Junction switches at Almena Jct., both switches of C.R.I. & P. siding, Norton and Oronoque, are equipped with electric switch locks controlled by C.R.I. & P. Operator at Norton. Telephones with instructions at same locations.
6. Norton, M.P. 38.96 on Spur off new CRI&P siding M.P. 39.95 within yard limits. All trains will stop at highway crossing just west of city limits and flag movement over crossing.
7. NORTON AND NORCATUR:  
CRI&P train orders and Clearances delivered to B.N. trains by B.N. operator.
8. SD-24, SD-45, U25C, U28C, C&S SD-40 and C&S U30C engines must not operate between Oronoque and Oberlin.
9. Track car operator's lineup will not be issued to cover trains No. 895 and No. 896.
10. Maximum grossweight of cars handled must not exceed 263,000 pounds.

**SPEED RESTRICTIONS**

	M.P.H.
Maximum Speed:	
Flynn-Almena Jct. ....	35
Oronoque-Oberlin .....	30
Engine or leading car over street crossings in Norton city limits .....	Reduced Speed

Between Flynn and Oberlin Bridge Derrick 204620 and 250 ton wrecking derricks must not operate.

**TWENTY-SIXTH SUBDIVISION – FOOTNOTES  
MOUNTAIN STANDARD TIME**

1. Lights on train order signals will not be displayed.
2. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.
3. HOLDREGE:  
Trains will use Nineteenth Subdivision Controlled siding.
4. CURTIS:  
Trains must receive Clearance.  
  
Unless otherwise provided, conductor or engineer or both, arriving at Curtis on all trains must deliver all clearance forms, train orders and messages to relieving conductor or engineer, or both.
5. SD-24, SD-45, U25C, U28C, C&S SD-40 and C&S U30C engines must not operate.
6. Track car operator's lineup will not be issued to cover trains No. 910 and No. 911 between Holdrege and Holyoke.
7. Maximum gross weight of cars handled must not exceed 263,000 pounds.

**SPEED RESTRICTIONS**

	M.P.H.
Maximum speed .....	30
Between Holdrege and M.P. 24.00 .....	25
Haxtun, Engine or leading car over Washington Street, second crossing east of depot .....	10
Sterling: Between approach signal and absolute signal of Union Pacific interlocking crossing .....	15

Between Holdrege and Sterling Bridge Derrick 204620 and 250 ton wrecking derricks must not operate.

**TWENTY-SEVENTH SUBDIVISION – FOOTNOTES  
MOUNTAIN STANDARD TIME**

1. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.
2. Rotary snow plow must not operate.
3. Track car operator's lineup will not be issued to cover local extra which will not leave Sterling before 9:00 a.m. Wednesday and will not leave Carpenter before 1:00 p.m. Wednesday.
4. Maximum gross weight of cars handled must not exceed 177,000 pounds.

<b>SPEED RESTRICTIONS</b>	
	<b>M.P.H.</b>
Maximum speed .....	20
Engines heavier than 600 H.P. cannot operate	

Between Sterling and Carpenter Bridge Derrick 204620 and 250 ton derricks must not operate.

**TWENTY-EIGHTH SUBDIVISION – FOOTNOTES  
MOUNTAIN STANDARD TIME**

1. **STERLING:**  
In addition to B.N. Clearance, trains must receive U.P. Clearance.
2. **UNION:** Westward trains must stop clear of crossover to B.N. main track and must not proceed until switches are properly lined.

The movement of eastward trains is governed by Union Pacific Signal 814 to siding or main track and trains must stop before passing signal and must not proceed until switches are properly lined and signal indicates proceed.

3. **BRUSH:**  
Centralized Traffic Control in effect.  
  
Yard limit Brush extends between east yard limit sign and sign reading "BEGIN CTC". Trains for movement to Union Pacific Third Sub-division must receive Union Pacific Clearance.
4. Maximum gross weight of cars handled must not exceed 263,000 pounds.

**SPEED RESTRICTIONS**

	<b>M.P.H.</b>
Between Union and Brush .....	40
Over Bridge 139.97 .....	30
SD-24, SD-45, U25C, U28C, C&S SD-40 and C&S U30C Engines between Union and Brush .....	30

**TWENTY-NINTH SUBDIVISION – FOOTNOTES  
MOUNTAIN STANDARD TIME**

1. Lights on train order signals will not be displayed.
2. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.
3. **CULBERTSON:**  
Rule 83 (B) does not apply.  
Trains will use Twentieth Subdivision controlled siding.
4. **IMPERIAL:**  
Operator on duty 8:00 a.m. to 5:00 p.m. daily except Saturday and Sunday. Trains must receive Clearance when operator on duty.
5. SD-24, SD-45, U25C, U28C, C&S SD-40 and C&S U30C engines must not operate.
6. Maximum gross weight of cars handled must not exceed 263,000 pounds.

**SPEED RESTRICTIONS**

	<b>M.P.H.</b>
Maximum speed .....	25
Loaded tank cars .....	20
Engine or leading car over Arapahoe Street just west of depot Wauneta .....	Reduced Speed
Enders, over Highway No. 6 crossing, M.P. 41.67 .....	10

Between Culbertson and Imperial Bridge Derrick 204620 and 250 ton wrecking derrick must not operate.

**THIRTIETH SUBDIVISION – FOOTNOTES  
MOUNTAIN STANDARD TIME**

1. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.

2. **LONGMONT:**  
Operator on duty as follows:  
8:00 a.m. to 11:59 p.m. Monday through Friday.  
8:00 to 4:00 p.m. Saturday and Sunday.  
Trains must receive Clearance when operator on duty.
3. **SD-24, SD-45, U25C, U28C, C&S SD-40 and C&S U30C engines must not operate between Broomfield and Longmont.**
4. Track car operator's lineup will not be issued to cover local extra which will not leave Denver for Longmont before 6:00 a.m. and Longmont for Denver before 11:00 a.m. Daily.
5. Maximum gross weight of cars handled must not exceed 263,000 pounds.

<b>SPEED RESTRICTIONS</b>		<b>M.P.H.</b>
Maximum speed:		
Broomfield-Longmont .....		25
Engine or leading car over highway crossing M.P. 18.12 and M.P. 29.30 .....		5
Loaded tank cars: .....		20

Between Denver and Longmont Bridge Derrick 204620 and 250 ton wrecking derricks must not operate.

### **THIRTY-FIRST SUBDIVISION – FOOTNOTES MOUNTAIN STANDARD TIME**

1. Within CTC limits, trains finding a permissive indication displayed by a signal, which governs facing point movement over a spring switch, will comply with Rule 104 (H) and in addition a member of the crew will contact control operator by telephone, located adjacent to the spring switch, when such communication is available.  
In CTC territory whenever trailing movement through spring switch is not authorized by signal indication, the spring switch must be operated by hand. When any switching movements are made over spring switch, Rule 276 will apply as to permission, time and working limits and notification to engineer.
2. Extra trains will not display classification signals.
3. **SENECA:**  
Trains must receive Clearance. Unless otherwise provided, conductor or engineer or both, arriving at Seneca on all trains must deliver all clearance forms, train orders and messages to relieving conductor or engineer, or both.

4. **ALLIANCE:**  
Trains arriving from east and entering yard will call yard office on telephone unless given a track before arrival, or receiving track switch is lined and proceed signal given by yardman.  
All trains leaving yard must arrange for proper route before fouling lead.  
All inside switches of crossovers from main track through yard must be lined and locked for straight track movement when not in use.  
All switches leading off runaround track must be lined back for run-around track after being used.  
All trains departing passenger station will move at Restricted Speed until passing first CTC proceed signal.
5. Maximum gross weight of cars handled must not exceed 263,000 pounds.

<b>SPEED RESTRICTIONS</b>	<b>Passenger Trains M.P.H.</b>	<b>Freight Trains M.P.H.</b>
Maximum Speed .....	70	55
Between M.P. 127.74 and M.P. 127.95. ....	20	20
Through turnouts of controlled sidings in CTC limits .....	30	30
Head end westward freight trains at M.P. 175.10. ....		55
Head end of train over highway crossings from Fifth street at stock yards, to Fourteenth street, first crossing West of depot Broken Bow .....	30	30
Between M.P. 364.54 and M.P. 365.25. ....	25	25
Between M.P. 365.25 and M.P. 365.50, except not exceed 10 M.P.H. through turnouts .....	20	20
SD-24, SD-45, U25C, U28C, C&S SD-40 and C&S U30C engines on controlled sidings at Hazard, Ansley, Merna, Anselmo, Linscott, Halsey, Thedford, Norway, Mullen, Hecla, Whitman, Ashby, Bingham, Antioch, Birdsell	25	25
Freight trains 75, 76, 79 and 188, authorized by message over signature of Chief Dispatcher may observe maximum speed of 60 M.P.H. (observing all other speed restrictions). . .		

### **THIRTY-SECOND SUBDIVISION – FOOTNOTES MOUNTAIN STANDARD TIME**

1. **ALLIANCE:**  
All switches leading off runaround track must be lined back for run-around track after being used.  
Trains and engines entering west end yard will be governed by CTC signal indication to opposing signal and governed from that point by hand signal from yardman or on instructions of yardmaster for movement to receiving track.

All trains leaving yard must arrange for proper route before fouling lead.

All trains departing passenger station will move at Restricted Speed until passing first CTC proceed signal.

All inside switches of crossovers from main track through yard must be lined and locked for straight track movement when not in use.

## 2. CRAWFORD:

Inside guard rail on east end of track No. 23 (House Track) M.P. 422.92, is one and one-fourth inch higher than the running rail. Trains handling snow plows, spreaders and similar equipment must see that equipment is raised sufficiently to clear the guard rail before passing over it.

C.&N.W. trains have right to cross ahead of B.N. trains at crossing M.P. 423.12.

## 3. EDMONT:

No. 12 track will be used as a runaround track. All switches leading off this track must be lined back for runaround track after being used, except will not apply to eastward or westward freight trains leaving yard.

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

## SPEED RESTRICTIONS

	Passenger Trains M.P.H.	Freight Trains M.P.H.
Maximum Speed . . . . .	59	49
Between M.P. 365.50 and M.P. 366.10, except not exceed 10 M.P.H. through turnouts . . . . .	20	20
Between M.P. 405.00 and M.P. 406.00 . . . . .	50	40
Between M.P. 409.40 and M.P. 410.30 . . . . .	40	40
Between M.P. 411.00 and M.P. 413.25 . . . . .	30	20
Between M.P. 413.25 and M.P. 414.75 . . . . .	20	20
Between M.P. 414.75 and M.P. 415.25 . . . . .	30	20
Between M.P. 417.00 and M.P. 417.75 . . . . .	50	40
Main track movement through turnout west end Crawford yard M.P. 423.10 . . . . .	30	30
Trailing movement off siding Crawford through turnout at East end spring switch . . . . .	15	15

Between Alliance and Edgemont all derricks must not exceed 25 M.P.H.

## THIRTY-THIRD SUBDIVISION – FOOTNOTES

### MOUNTAIN STANDARD TIME

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

2. Unless otherwise provided, protection against following trains as required by Rule 99 is not required between Edgemont and Kirk.

## 3. EDMONT:

No. 12 track will be used as a runaround track. All switches leading off this track must be lined back for runaround track after being used, except will not apply to eastward or westward freight trains leaving yard.

## 4. HILL CITY:

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

5. Tunnels M.P. 72.35, 73.05, 76.98 and 85.32 will not clear man on top or side of car. Employees must not ride on top or side of car when moving through these tunnels.

6. When trains meet at Kirk, eastward train will take siding on Kirk-Fantail line.

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

Yates: from gate at east end of power plant trestle to end of track. Orohondo.

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

8. No. 856 and No. 857 register at Kirk Jct. Other trains register at Minnekahta, Hill City and Kirk Jct. when instructed to do so by train dispatcher.

9. Yard Engine will not make opposing movement against trains 856 and 857 between Kirk and Deadwood. Yard Engine must receive clearance at Deadwood.

10. Between Edgemont and Custer maximum gross weight of cars must not exceed 263,000 pounds, between Custer and Deadwood must not exceed 220,000 pounds.

SPEED RESTRICTIONS		M.P.H.
Maximum Speed .....		25
On 3 percent descending grade .....		15
Over bridge 76.68 .....		15
Between Yates Spur M.P. 102.32 and Deadwood .....		15
Loaded tank cars: .....		20
Between Hill City and Englewood, boiler hood must be removed before derrick is moved through tunnels No. 1, No. 2, No. 3 and No. 4.		
SD-24, SD-45, U25C, U28C, C&S SD-40 and C&S U30C engines may be operated with not more than two units coupled, at authorized speed restrictions between Edgemont and Custer.		

Between Englewood and Deadwood Bridge derrick 204620 and 250 ton wrecking derrick must not operate.

### THIRTY-FOURTH SUBDIVISION – FOOTNOTES MOUNTAIN STANDARD TIME

#### 1. ALLIANCE:

All inside switches of crossovers from main track through yard must be lined and locked for straight track movement when not in use.

Trains and engines entering west end yard will be governed by CTC signal indication to opposing signal and governed from that point by hand signal from yardman or on instructions of yardmaster for movement to receiving track.

All trains leaving yard must arrange for proper route before fouling lead.

All trains departing passenger station will move at Restricted Speed until passing first CTC proceed signal.

All switches leading off runaround track must be lined back for run-around track after being used.

#### 2. NORTHPORT AND WEST WYE SWITCH NORTHPORT: Trains will register when instructed to do so.

#### 3. BAYARD:

Cars must not be moved beyond engine limit sign on sugar track serving Great Western Sugar Company.

#### 4. MITCHELL:

Cars must not be moved beyond engine limit sign on sugar track serving Great Western Sugar Company.

#### 5. SCOTTSBLUFF:

Automatic highway grade crossing gates at Broadway crossing will operate on approach of trains on main track; for other tracks, gates will operate only when train or engine is within 40 feet of crossing.

#### 6. THE FOLLOWING SPUR TRACKS ARE WITHIN YARD LIMITS:

Between Bayard and Clouse 9.80 miles.

Between Scottsbluff and Mintle: 13.76 miles.

Between Mitchell and Roach: 9.43 miles.

#### 7. Maximum gross weight of cars handled must not exceed 263,000 pounds except on Mitchell Spur, beyond MP 3.00, must not exceed 220,000 pounds.

SPEED RESTRICTIONS	Passenger Trains M.P.H.	Freight Trains M.P.H.
Maximum Speed .....	59	49
Between Alliance and M.P. 0.78 and through hand operated crossover from Guernsey main track to Edgemont main track, except not exceed 10 M.P.H. through all turnouts.	20	20
M.P. 1.00; Engine or leading car over highway crossing .....	30	30
Northport: Through main track turnout North Wye switch	15	15
West wye switch Northport: Through main track turnout West Wye switch	15	15
Scottsbluff: Engine or leading car over Broadway crossing .....	10	10
On Bayard, Scottsbluff and Mitchell Spurs .....		15
Guernsey: Main track movement through turnout west end of yard, M.P. 95.80 .....	15	15

### THIRTY-FIFTH SUBDIVISION – FOOTNOTES MOUNTAIN STANDARD TIME

#### 1. Centralized Traffic Control in effect between M.P. 95.75 and M.P. 102.25.

#### 2. WENDOVER:

Trains will register when instructed to do so.

**3. 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.

**4. 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, M.P. 203.70, between main track switch and derail located 529 feet West of main track clearance point.

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

**SPEED RESTRICTIONS**

	Passenger Trains M.P.H.	Freight Trains M.P.H.
Maximum Speed:		
Between Guernsey and M.P. 115.00 . . . . .	50	40
Between M.P. 115.00 and M.P. 195.00 . . .	59	49
Between M.P. 195.00 and Casper . . . . .	50	40
Tunnels between Guernsey and Wendover . . .	30	25
Curves between M.P. 107.30 and M.P. 109.60	35	25
M.P. 112.37 and M.P. 112.53 . . . . .	30	15
M.P. 114.00 and M.P. 115.00 . . . . .	40	35
M.P. 126.40 and M.P. 127.50 . . . . .	40	35
Douglas, engine or leading car over Center Street . . . . .	49	
Westward freight trains between M.P. 196.80 and M.P. 197.00. . . . .		25

Between Guernsey and Casper Bridge Derrick 204620 and 250 ton Wrecking Derrick must not exceed 25 MPH.

**THIRTY-SIXTH SUBDIVISION – FOOTNOTES  
MOUNTAIN STANDARD TIME**

**1. NORTHPORT:**

Trains will register when instructed to do so. Rule 83(B) does not apply.

**2. BRIDGEPORT:**

Operator on duty 8:00 a.m. to 5:00 p.m. daily except Sunday. Trains must receive Clearance when operator on duty. Trains will register when instructed to do so.

Not more than one SD-24, SD-45, U25C, C&S SD-40 or C&S U30C engine, may be operated on Lyman Richey sand track.

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

**SPEED RESTRICTIONS**

	Passenger Trains M.P.H.	Freight Trains M.P.H.
Maximum Speed. . . . .	50	45
SD-24, SD-45, U25C, U28C, C&S SD-40 and C&S U30C . . . . .	40	40
Northport:		
Engine or leading car of train between absolute signals at U.P. crossing. . . . .	20	20
Eastward freight trains at approach signal to interlocking U.P. crossing . . . . .		25
Bridgeport:		
Through main track turnouts west of depot and at east end of yard. . . . .	15	15
Lyman Richey Sand track . . . . .		10

**THIRTY-SEVENTH SUBDIVISION – FOOTNOTES  
MOUNTAIN STANDARD TIME**

**1. 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, M.P. 203.70, between main track switch and derail located 529 feet west of main track clearance point.

Chicago & North Western Railway trains will operate on Thirty-Seventh Subdivision between Illco and Shobon. Chicago and North Western Railway trains must receive clearance with train order check of over-due trains before occupying main track at Illco and Shobon.

**2. ILLCO:**

Trains will register when instructed to do so.

The Junction switch of B.N. R.R. and C&NW Ry. is equipped with controlled electric switch lock and signals. C&NW trains in both directions must stop clear of absolute signals and trainmen will:

Unlock and open door of case.

If the indicator shows the word "UNLOCKED" turn crank to the left until it is against its stop block, then throw switch.

When finished using switch, proceed as follows:

Place the switch in its normal position and lock.

Turn the crank of electric lock to the right until it is against its stop block. Close and lock door of case.



## AIR BRAKE RULES AND INSTRUCTIONS

The following rules and instructions are for trainmen and engineers whose duties are connected with the operation of the air brake equipment.

If the indicator shows the word "LOCKED" trainmen will call B.N. dispatcher, and request release of the electric lock. If the electric lock fails to release for C&NW movement, trainmen will notify B.N. dispatcher and when so instructed, will break seal on hand release located in box opposite junction switch and turn the release handle to the right as far as it will go. After a time interval of 4-3/4 minutes, electric switch lock will release. After release of electric lock, trainmen will handle as outlined in preceding paragraph.

After movement through junction switch in either direction, trainmen will restore switch and electric lock to normal position, and if it has been necessary to operate the hand release B.N. dispatcher must be notified when the movement has been completed.

Westward C&NW trains will be governed by absolute signal which will indicate proceed after switch has been lined for movement to B.N. If signal fails to clear, trainmen will communicate with B.N. dispatcher and when so instructed may pass the signals complying with Rule 509 within absolute signal limits.

Eastward C&NW trains may pass absolute signal at stop under Rule 516.

If absolute signals on B.N. fail to clear, trains may proceed, examining Junction switch and complying with Rule 509 within absolute signal limits.

### 3. SHOBON:

Trains will register when instructed to do so.

### 4. BONNEVILLE:

Operator on duty 8:00 a.m. to 5:00 p.m. daily except Saturday and Sunday. Trains must receive Clearance when operator on duty.

Unless otherwise provided, conductor or engineer or both, arriving at Bonneville on all trains must deliver all clearance forms, train orders and messages to relieving conductor or engineer, or both. When operator on duty, trains must receive clearance in addition to receiving all clearance forms, train orders and messages held by conductor and engineer relieved.

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

SPEED RESTRICTIONS	Passenger Trains M.P.H.	Freight Trains M.P.H.
Maximum Speed: . . . . .	59	49
SD-24, SD-45, U25C, U28C, C&S SD-40 and C&S U30C engines: Between Bucknum and Bonneville . . . . .	40	40
Head end of eastward trains M.P. 204.85 . . . . .	50	25
Between M.P. 303.25 and Bonneville. . . . .	Reduced	Speed

Between Casper and Bonneville Derrick 204620 and 250 ton wrecking derrick must not exceed 25 MPH.

1. Conductors and trainmen must familiarize themselves with the operation of the brakes on all cars in their charge and with the rules pertaining to the handling of trains with air brakes.

2. Each train must have the air brakes on all cars in effective operating condition, except in case of emergency, but at no time shall the number of operative air brakes be less than 85% of the total.

3. All trains must be given an initial terminal road train air brake inspection and test at points: (1) Where train is originally made up (Initial Terminal); (2) Where train consist is changed other than by adding or removing a solid block of cars and the train brake system remains charged; (3) Where train is received in interchange.

## INITIAL TERMINAL ROAD TRAIN AIR BRAKE TESTS

- 5(a). Train air brake system must be charged to required air pressure, angle cocks and cutout cocks must be properly positioned, air hose must be properly coupled and must be in condition for service. An examination must be made for leaks and necessary repairs made to reduce leakage to a minimum. Retaining valves must be inspected and known to be in condition for service.

- 5(b). After the air brake system on a freight train is charged to within 15 pounds of the setting of the feed valve on the locomotive, but to not less than 60 pounds, as indicated by an accurate gauge at rear end of train, and on a passenger train when charged to not less than 70 pounds, and upon receiving the signal to apply brakes for test, a 15 pound brake pipe service reduction must be made in automatic brake operation, the brake valve lapped, and the number of pounds of brake pipe leakage per minute noted as indicated by brake pipe gauge, after which brake pipe reduction must be increased to full service. Inspection of the train brakes must be made to determine that angle cocks are properly positioned, that the brakes are applied on each car, that piston travel is correct, that brake rigging does not bind or foul, and that all parts of the brake equipment are properly secured. When this inspection has been completed, the release signal must be given and brakes released and each brake inspected to see that all have released.

6. When the engine used to haul the train is provided with means for maintaining brake pipe pressure at a constant level during service application of the train brakes, this feature must be cutout during train air brake tests.

7. Brake pipe leakage must not exceed 5 pounds per minute.

## PISTON TRAVEL

- 8(a). At initial terminal, piston travel of body mounted brake cylinders which is less than 7 inches or more than 9 inches must be adjusted to nominally 7 inches.

8(b). Minimum brake cylinder piston travel of truck mounted brake cylinders must be sufficient to provide proper brake shoe clearance when brakes are released. Maximum piston travel must not exceed 6 inches.

8(c). Piston travel of brake cylinders on freight cars equipped with other than standard single capacity brake, must be adjusted as indicated on badge plate or stenciling on car located in a conspicuous place near brake cylinder.

9. During standing test, brakes must not be applied or released until proper signal is given.

10. When train air brake system has been tested from a yard test plant as prescribed and air brake system remains charged until road motive power is coupled to train, the air brake test required is an automatic brake application and release of air brakes on rear car.

#### **INTERMEDIATE TERMINAL ROAD TRAIN AIR BRAKE TESTS**

11(a). Passenger train: Before motive power is detached or angle cocks closed, except when closing angle cock for cutting off one or more cars from the rear end of train, automatic air brake must be applied. After recoupling, brake system must be recharged to required air pressure and before proceeding and upon receipt of proper request of signal, application and release tests of brakes on rear car must be made from the locomotive in automatic brake operation.

11(b). Freight trains: Before motive power is detached or angle cocks are closed, brakes must be applied with a full service brake pipe reduction. After recoupling and angle cocks are opened, it must be known that brake pipe air pressure is being properly restored as indicated by the caboose gauge and that brakes on rear car are released. In the absence of a caboose gauge, air brake test must be made as prescribed by paragraph (a).

12. At a point other than initial terminal where locomotive or caboose is changed, or where one or more consecutive cars are cut off from rear end or head end of train with consist otherwise remaining intact, after train brake system is charged to within 15 pounds of feed valve setting on locomotive but not less than 60 pounds as indicated at rear of freight train, and on a passenger train to at least 70 pounds, a 20 pound brake pipe reduction must be made and it must be determined that brakes on rear car apply and release properly.

13. At a point other than a terminal where one or more cars are added to a train, and after the train brake system is charged to not less than 60 pounds as indicated by a gauge at the rear of freight train and on a passenger train to not less than 70 pounds, tests of air brakes must be made to determine that brake pipe leakage does not exceed five (5) pounds per minute as indicated by the brake pipe gauge after a 15 pound brake pipe reduction. After the leakage test is completed, brake pipe reduction must be increased to full service, and it must be known that the brakes on each of these cars and on the rear car of train apply and release.

14. At a terminal where cars which have been previously charged and tested are added to a train, test must be made to determine that brakes on the rear car of train apply and release.

At terminals where cars which have not been previously charged and tested are added to a train, such cars must receive initial terminal road-train air brake test and it must be determined that the brakes on the rear car of the train apply and release.

15. Transfer train and yard train movements not exceeding 20 miles, must have the air brake hose coupled between all cars, and after the brake system is charged to not less than 60 pounds, a 15 pound service brake pipe reduction must be made to determine that the brakes are applied on each car before releasing and proceeding.

16. When more than one engine is attached to a train, the engineer of the leading engine shall operate the brakes. On all other motive power units in the train the brake pipe cutout cock to the brake valve must be closed, the maximum main reservoir pressure maintained and brake valve handles kept in the prescribed position. In case it becomes necessary for the leading engine to give up control of the train short of the destination of the train, a test of the brakes must be made to see that the brakes are operative from the automatic brake valve of the engine taking control of the train.

#### **RUNNING TEST**

17. When motive power, engine crew or train crew has been changed, angle cocks have been closed except for cutting off one or more cars from the rear end of train, running test of train air brakes on passenger train must be made, as soon as speed of train permits, by use of automatic brake. Power must not be shut off unless required and running test must be made by applying train air brakes with sufficient force to ascertain whether or not brakes are operating properly. If air brakes do not properly operate, train must be stopped, cause of failure ascertained and corrected and running test repeated.

#### **BACK UP MOVEMENTS**

18. When back up movement is to be controlled with a standard hose or valve, the brakes must be applied from the back up hose or valve and released from the engine before movement is started.

When backing a train, the engine brake valve must be in running position.

Movement must not be started until proper signal is given. A running test must be made with the back up hose or valve before the train has moved 300 feet; if the running test is not made within 300 feet, the engineer must stop the train and ascertain the cause.

19. If the brake pipe on a passenger car is broken, pass brake pipe air through signal line on car by use of emergency hose at each end. The communicating signal will be inoperative behind this car. Engineer must be notified of this condition.

20. Conductors and trainmen must familiarize themselves with the location of emergency air brake valves in their train.

The emergency air brake valve located in all passenger, baggage and express cars and brake valve in cabooses of freight trains must not be used unless absolutely necessary. If an emergency arises where the train must be stopped as quickly as possible to avoid danger to life or property, open the emergency air brake valve wide and leave it open until the train stops.

21. If it is necessary to stop a train due to inability to transmit signal to the engineer, open the brake valve carefully and after the brakes begin to apply, gradually increase the exhaust until it is sufficient to keep the brakes applied to the stop.

22. Hand brakes must be released on cars before leaving terminals and on cars added to the train enroute. It must be ascertained that brakes are released on both trucks before moving the car.

23. Unless otherwise specified by special instructions, the feed valve on engines will be adjusted to regulate brake pipe pressure as follows:

Passenger	110 pounds
Freight	80 pounds

## **RULES AMENDED**

RULE 10 will not apply on the Omaha Region; the following will govern:

The explosion of two torpedoes is a signal to immediately reduce speed prepared to stop short of train, engine or obstruction but not exceeding 20 MPH. Speed of train must not be increased until train has reached a point at least one and one-half miles from where torpedoes were exploded.

RULE 16(k) — One long sound — shut off train heat.

RULE 107 will not apply on the Omaha Region; the following will govern:

When a passenger train is receiving or discharging traffic on the side toward a station, a train or engine must not pass between it and the station unless proper safeguards are provided.

Where trains operate by signal indication and the approaching train has no knowledge of a passenger train at station, trainmen in charge of passenger train at station must provide proper safeguards for passengers.

RULE 816 and RULE 901 will not apply on the Omaha Region.