

BURLINGTON NORTHERN INC.

OMAHA REGION

LINCOLN AND ALLIANCE DIVISIONS

Special Instructions No. 6

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

Sunday, May 19, 1974

**Asst. Vice President
Transportation
R. G. JOHNSON**

**Superintendent
Lincoln Division
T. C. WHITACRE**

**Asst. Vice President
Operations
L. J. KING**

**Superintendent
Alliance Division
T. E. HUDSON**

ALL SUBDIVISIONS

| | |
|-------------------------------|--------------------------------------|
| 1. Speed Restrictions— | Maximum Speeds |
| Passenger trains..... | See Subdivision Special Instructions |
| Freight trains | 60 MPH. |
| Loaded Unit coal trains..... | 45 MPH. |
| Empty Unit coal trains..... | 40 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.

Unit trains and trains handling loaded 100-ton hopper cars, where speed of train cannot be maintained in excess of 21 MPH, immediately reduce speed to not exceed 13 MPH and do not exceed this speed until movement can again get up to exceed 21 MPH.

| 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. |
| Wedge plows and dozers (dead in tow) | 35 MPH. | 20 MPH. |
| Rotary plows | 30 MPH. | 20 MPH. |

Maximum Speed Diesel Units Dead in Tow:

| | |
|-------------------------------------|---------|
| Switcher Units | 50 MPH. |
| Road Switchers and other units..... | 65 MPH. |

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

2. Movement of Diesel Units—

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

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

Diesel units not equipped with alignment control coupler:

- All switcher units
- Road and Road Switcher Diesel units
- 600- 995 inclusive
- 1556-1623 inclusive
- 4000-4197 inclusive
- 6000-6255 inclusive
- 9700-9800 inclusive
- 9804-9807 inclusive
- 9818-9830 inclusive
- 9911-9995 inclusive

All Fort Worth and Denver Railroad diesel units, also C&S units 150-842 inclusive.

3. At no time can more than seven high-horsepower units be coupled together as one consist (high-horsepower units include those with 3,000 horsepower or over).

On units with less than 3,000 horsepower, the number of units in any one consist will not exceed eight.

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

When road passenger units 9762 through 9794 are coupled in multiple with road freight or road switcher units, the road passenger 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
- Tie flats (GN X4800 to X4975, X4410)
- Scale test cars (next ahead of caboose)
- Wrecking derricks
- Pile drivers
- Loco cranes
- Rotary snow plows, dozers, wedge plows
- Jordan spreaders
- Air dump cars loaded or empty
- Log flats—NP 117002 to 117892 (BN 631661 through 631680)

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 remote control units or helper units are in operation, equipment listed below must be placed behind such units and as near the caboose as practicable, but in no case closer than ten cars behind these units.

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 rack cars.

Territory where such restrictions are in effect are listed under each individual Subdivision.

5. Remote-Control Unit Operation—

The power distribution between lead and remote consists must not exceed the following:

Lead power consist must not exceed remote power consist by more than two (2) locomotive units.

Example: 3 lead-1 remote; 4 lead-2 remote; 5 lead-3 remote

Remote power consist must not exceed lead power consist by more than one (1) locomotive unit.

Example: 1 lead-2 remote; 2 lead-3 remote; 3 lead-4 remote

When remote control units or helper units are in operation in mountain grade territory, to the extent practicable, empty cars must not be handled in the ten (10) cars immediately ahead of or the ten (10) cars immediately behind such units.

When remote controlled units are used in train, they must be placed in train approximately two-thirds back from headend of train. Train tonnage will be limited by number of cars which may be handled over the various districts and tonnage ratings of the locomotive units used.

6. Repeater Relay Air Car Operation—

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

7. When blowing snow or other conditions restrict visibility to the point that proper running inspection cannot be made, or when

notified that a hot box detector is out of service, freight trains will reduce speed to the extent required, stopping if necessary, to make train inspection. Train crews will avail themselves of service stops to comply with the foregoing. Conductors will determine frequency of such inspection, dependent on visibility conditions, avoiding unnecessary delay to trains.

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

8. 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.

9. 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.

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, employees must be governed by instructions posted in the release box.

10. Burlington Northern Signal Aspects and Indications as contained in pamphlet Form 15307 dated July 1st, 1971 is in effect.

Block and Interlocking Signal Aspects and Indications shown on pages 94 through 117 also on page 124 of the Consolidated Code do not apply on this region.

Special signal aspects as shown for Burlington Lines on pages 118, 119, 120 and 121 of the Consolidated Code of Operating Rules remain in effect.

11. 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 First through the Tenth Subdivisions of the Alliance Division and from Hastings to Kenesaw of the Fourth Subdivision of Lincoln Division will be issued by the authority and over the signature of the Chief Dispatcher at McCook.

Train orders and clearances for Eleventh, Twelfth, Thirteenth, Fourteenth, Fifteenth, Sixteenth, Seventeenth, Eighteenth and Nineteenth Subdivisions of the Alliance Division will be issued by the authority and over the signature of the Chief Dispatcher at Alliance.

Train orders and clearances for the Eighteenth, Nineteenth, Twentieth, Twenty-Seventh and Twenty-Eighth Subdivisions of Lincoln Division will be issued by the authority and over the signature of the Chief Dispatcher at McCook.

12. 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.

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

If the radio is working properly, it must be turned on during entire trip with volume adjusted so calls may be received. Defective radio equipment must be reported to the chief dispatcher at first point of communication. The conductor and engineer

will be equally responsible to see that these instructions are complied with.

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

15. Employees are prohibited from working, riding, or moving from one unit to another on outside walkways when train is in motion, except that in case of necessity, or when passing signals, this may be done but speed of train must not exceed 25 MPH.

Under severe storm or adverse weather conditions, train must be brought to a stop before working on or passing from one unit to another on outside walkway.

16. Consolidated Code Rule 103(E), as contained in the 1967 edition, does not apply on Burlington Northern. The following rule applies:

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

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

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

Rules 226, 414A and 414B of Air Brake and Train Handling do not apply; all employees will be governed by the following Rules 226 and 414:

RULE 226

Freight trains arriving at terminals where facilities are available, and at which special instructions provide for immediate brake inspection and repairs, shall be left with air brakes applied by a service brake pipe reduction of 20 pounds so that inspectors can obtain a proper check of the piston travel. Trainmen will not close any angle cock or cut the locomotive off until the 20 pounds service reduction has been made. After locomotive is detached or cut is made, ANGLE COCK MUST BE GRADUALLY OPENED AND LEFT IN FULL OPEN POSITION ON THE PORTION OF THE TRAIN OR CARS TO BE LEFT STANDING. Inspection of the brakes and needed repairs should be made as soon thereafter as practicable.

RULES 414

Before motive power is detached or angle cocks are closed on cars or trains which are to be left standing, engineer must make a full service brake pipe reduction. When reduction is completed and brake valve exhaust ceases, engineer will signal with one short blast of the whistle and the angle cocks may then be closed where cut is to be made. After cut is made, ANGLE COCK MUST BE GRADUALLY OPENED AND LEFT IN FULL OPEN POSITION ON THE PORTION OF THE TRAIN OR CARS TO BE LEFT STANDING. When required, a sufficient number of hand brakes must be applied in accordance with Rule 401.

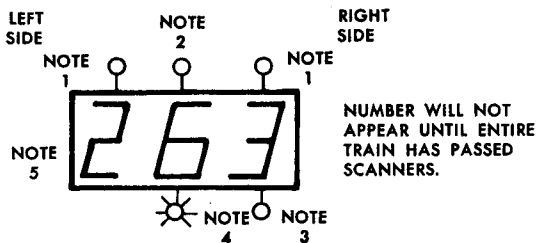
19. **Failed Equipment Detector Instructions—**

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

Enginemen must alert crew members on rear of train approaching detector site. If no means of communication is available train must not move beyond failed equipment sign unless proceed signal is received from rear of train.

When failed equipment is indicated engine crew must be notified to stop train for inspection.

DEFECTIVE EQUIPMENT DISPLAY
AS VIEWED FROM APPROACHING TRAIN



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

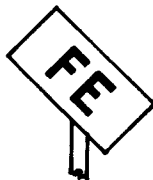
Note: 2—Multiple hot bearing or dragging equipment indicator light. When illuminated inspect train for more than one hot bearing or dragging equipment.

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

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

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

FAILED EQUIPMENT SIGN



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

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

The following rule applies to all employees:

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

LINCOLN DIVISION
(St. Joseph - Omaha)

FIRST SUBDIVISION

1. **Speed Restrictions—**
- | Zone—Between | Maximum Speeds Permitted |
|---|--------------------------|
| | Freight |
| Napier and Pacific Junction | 49 MPH. |
| Pacific Jct. and MP 491.00..... | 50 MPH. |
| MP 60.40 and MP 64.00..... | 20 MPH. |
| MP 64.00 and MP 65.25..... | 30 MPH. |
| At Pacific Jct., head end train 500 feet from railroad crossing until crossing occupied..... | 15 MPH. |
| Curve, MP 487.88 | 50 MPH. |
| Curve, MP 490.60 | 30 MPH. |
| MP 491.00—East end of curve, Council Bluffs Yard.. | 15 MPH. |
| N.&W. Crossing, Council Bluffs Yard, main track..... | 15 MPH. |
| Head end of trains over 16th Ave. Council Bluffs Yard | 20 MPH. |
| Through curve MP 492.24-MP 492.43 North track..... | 15 MPH. |
| South track | 15 MPH. |
| C.&N.W. Crossing, MP 492.86; I.C. Crossing, MP 492.99; C.R.I.&P. Crossing, MP 493.01..... | 15 MPH. |
| Turnout end of two main tracks, Waterworks MP 67.12 | 50 MPH. |
| Eighth Subdivision main track turnout MP 97.40 Napier | 30 MPH. |
| Nodaway, Starks, Napier, Folsom & Island Park Sid-ing turnouts | 25 MPH. |
| Engines using Iowa Power track MP 489.01 must not exceed | 15 MPH. |
| Bridge Derrick 975501 and 250 ton wrecking derrick over Bridge 65.21 must not exceed | 10 MPH. |
| All trains; reduced speed between east end of U.P. Yard and 13th Street, through passenger yard, Omaha. | |
| Between Pacific Junction and BN Junction, Council Bluffs Yard, trains No. 1 and No. 2 with consist not exceeding 40 cars may observe maximum speed of 65 MPH except as follows: Operating at such speeds, trains will carry 110 pounds brake pipe pressure. | |
| Curve MP 490.60..... | 55 MPH. |
| MP 491.00 east end of curve, Council Bluffs Yard... | 30 MPH. |
| N&W crossing, Council Bluffs yard, Main track..... | 30 MPH. |
| MP 491.85 and MP 493.41..... | 10 MPH. |
2. **Bridge, Engine and Heavy Car Restrictions—**
- Cars heavier than the following not permitted without authority of Superintendent:
- | | |
|-------------------------------|--------------|
| 40 ft. or less in length..... | 220,000 lbs. |
| Over 40 ft. long..... | 263,000 lbs. |
- SD-24, SD-45, U25C, U28C, GP-40, SD-40, U30C and U33C engines must not operate on following tracks:
- Hamburg—North Elevator
- St. Joseph—Trains and engines handling wide and low cars loaded with airplane parts and similar lading, must not operate through passenger depot tracks 1 and 2 account will not clear high platforms.
- Omaha—Freight trains and movements handling piggybacks must not use depot tracks 2 to 5 inclusive.
3. **Train Register Exceptions—**
- Napier, between 4:00 P.M. and 12 midnight daily trains will register by register ticket. Between 12 midnight and 4:00 P.M. daily trains will not register unless instructed to do so.
- Bigelow, train register in depot. Corning, train register at West Wye Switch, trains will register when instructed to do so.
- Pacific Jct.—Extra trains enroute to or from Council Bluffs Yard or Omaha via Second Subdivision, Ottumwa Division not required to stop Pacific Jct. may register by ticket.

4. **Clearance Provisions and Exceptions Rule 83(B)**—
Napier. Rule 83(B) does not apply to Eastward trains off Eighth Subdivision.
Pacific Junction. Trains must receive clearance.
Omaha. Rule 83(B) does not apply to eastward freight trains terminating at Council Bluffs Yard.
5. **At Hamburg**—
Westward trains use siding East of depot; eastward trains use siding West of depot, unless otherwise provided.
Stop and protect switching movement over E Street.
6. **At Pacific Jct.**—The time of trains, via Bartlett, applies at the southeast wye track switch. Normal position of southeast wye track switch is for the wye.
7. **At Council Bluffs Yard**—Switching movements within the interlocking limits at CMStP&P-CRI&P-crossings MP 491.75, Council Bluffs Yard, may be made on permission from the control operator. Engine must follow each of the last six cars switched out of the interlocking limits. When stop signal governing movement over the crossing on BN main track fails to clear, Rules 606 and 269 must be complied with. Interlocking rules in effect for movements over crossing on BN yard lead.
When stop signal fails to clear for main track movement over N&W Crossing, MP 491.31; C&NW Crossing, MP 492.70; IC Crossing, MP 492.99; or CRI&P Crossing, MP 493.01, CTC Rules must be complied with and, in addition, movement over crossing must be made under protection.
N&W Crossing over freight track all movements must stop and be governed by signal indication.
8. **At Omaha**—Union Pacific Crossing between Junction with Union Pacific and Sixth Street, is protected by electrically locked gate, normally lined and locked for BN train movements.
9. **Manual Interlockings** not indicated at station between St. Joseph and Waterworks:
St. Joseph Term. Ry MP 61.51
Mo. Pac Crossing MP 61.90
U.T. Crossing MP 64.01

LINCOLN DIVISION

(Pacific Jct. - Carling)

SECOND SUBDIVISION

| 1. Speed Restrictions— Zone—Between | Maximum Speed Permitted | |
|--|-------------------------|---------|
| | Passenger | Freight |
| Passenger Trains | 79 MPH. | |
| Pacific Junction to MP 0.95..... | 40 MPH. | 25 MPH. |
| Pacific Junction 500 feet from R.R. Crossing | 15 MPH. | 15 MPH. |
| MP 0.95 to MP 3.50..... | 65 MPH. | 40 MPH. |
| MP 3.50 to MP 5.00..... | 40 MPH. | 30 MPH. |
| Curve MP 4.50..... | 35 MPH. | 30 MPH. |
| Missouri River Bridge 3.80 and curve at west end of bridge..... | 20 MPH. | 20 MPH. |
| MP 5.00 to MP 8.79..... | 55 MPH. | 40 MPH. |
| MP 0.00 to MP 14.75 (Omaha Line)..... | 65 MPH. | 50 MPH. |
| Curve MP 1.30..... | 50 MPH. | 40 MPH. |
| Curve MP 1.96..... | 60 MPH. | 50 MPH. |
| Curve MP 4.26..... | 60 MPH. | 50 MPH. |
| Curve MP 10.68..... | 60 MPH. | 50 MPH. |
| Curve MP 13.74..... | 60 MPH. | 50 MPH. |
| MP 14.75 to MP 15.99..... | 50 MPH. | 40 MPH. |
| MP 15.99 to MP 16.50..... | 20 MPH. | 20 MPH. |
| MP 16.50 to MP 17.22..... | 10 MPH. | 10 MPH. |
| MP 17.22 to MP 17.89..... | 20 MPH. | 20 MPH. |
| MP 17.89 to MP 21.50..... | 50 MPH. | 40 MPH. |
| Curve MP 19.12..... | 20 MPH. | 20 MPH. |

| | | |
|--|---------|---------|
| MP 21.50 to MP 28.20..... | 55 MPH. | 50 MPH. |
| MP 28.20 to MP 41.90..... | 60 MPH. | 50 MPH. |
| MP 41.90 to MP 46.89 (MP 35.00 Lou- isville Line) | 75 MPH. | 50 MPH. |
| Curve MP 46.10..... | 55 MPH. | 50 MPH. |
| MP 35.00 to MP 35.75..... | 50 MPH. | 40 MPH. |
| MP 57.00 to MP 58.87..... | 50 MPH. | 50 MPH. |
| MP 58.87 to MP 59.35 via passenger line | 25 MPH. | 20 MPH. |
| MP 58.87 to MP 59.98 via freight line.. | 25 MPH. | 25 MPH. |
| Between Baird Tower and Hall Tower via passenger tracks, Lincoln..... | 25 MPH. | 20 MPH. |
| Plattsmouth—Through turnout in south track MP 4.99..... | 30 MPH. | 30 MPH. |
| Oreapolis—Through turnouts | 30 MPH. | 30 MPH. |
| Gibson—Through turnout south track MP 14.96 | 30 MPH. | 30 MPH. |
| Ashland—East crossovers MP 35.15 be- tween south track and Omaha line..... | 40 MPH. | 40 MPH. |
| Between North track and Louisville line | 30 MPH. | 30 MPH. |
| MP 36.39 turnout west end No. 1 track.. | 30 MPH. | 30 MPH. |
| MP 36.40 through crossover between main tracks | 30 MPH. | 30 MPH. |
| MP 41.10 through crossovers between main tracks | 30 MPH. | 30 MPH. |
| Greenwood—Turnout in north track at MP 42.66 | 40 MPH. | 40 MPH. |
| Westward Freight trains—Engine passing signals at MP 44.39 and on South track at MP 47.59..... | 55 MPH. | 55 MPH. |
| Eastward Freight trains—Engine passing signals on North and South tracks at MP 49.13, at MP 45.82 and on South track at MP 42.68 | 55 MPH. | 55 MPH. |
| Waverly—Turnout in north track at MP 47.56 | 40 MPH. | 40 MPH. |
| Trains must not exceed 25 MPH. through turnouts of controlled sidings, except 15 MPH. through turnouts of controlled siding Omaha. | | |
| Trains must not exceed speeds designated through the following dual control switch turnouts: | | |
| Oreapolis wye | 15 MPH. | |
| Pappio | 30 MPH. | |
| Gibson, east yard switch MP 13.40..... | 30 MPH. | |
| So. Omaha MP 19.78..... | 15 MPH. | |
| Belleuve—SD-24, SD-45, U25C, U28C, GP-40, SD-40, U30C, and U33C engines must not exceed 20 MPH. on siding. | | |

2. **Bridge, Engine and Heavy Car Restrictions**—
Cars heavier than the following not permitted without authority of Superintendent:
- 40 ft. or less in length.....220,000 lbs.
 - 40 ft. to 52.5 in length.....263,000 lbs.
 - 52.5 ft. or longer.....315,000 lbs.
- SD-24, SD-45, U25C, U28C, GP-40, SD-40, U30C and U33C engines must not operate on following tracks:
- PlattsmouthLead to BREX yard
Water Works
 - AshlandTeam track
West Elevator track
 - Havelock
South side of Main tracks
East EndStorage track
North paint line track
All Shop tracks proper
 - South side of Main tracks
West EndRoundhouse tracks
Shop lead
All Shop tracks proper
 - North side of Main tracks
West EndMaterial yard lead cannot be used
beyond switch to No. 10 track
All material yard tracks

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

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

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

Trains handling piggy backs and freight trains must not use depot tracks 2 to 5 inclusive.

3. Train Register Exceptions—

Pacific Jct.—

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

Omaha. Trains in through movement will not register.

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

Omaha. Trains turning and trains for which crews report for duty at Omaha must receive Clearance.

5. Between Pacific Jct. and Plattsmouth—

Between MP 3.5 and MP 4.5, when starting a freight train, minimum throttle position will be maintained to keep the speed slow and uniform until engine passes MP 3.5 eastbound and MP 4.5 westbound.

6. At Omaha—

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

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

7. At South Omaha—

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

8. At Lincoln—

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

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

9. Automatic Interlocking not indicated at station:

C&NW Crossing 2.7 miles west of Havelock

10. Manual Interlocking not indicated at station:

Mo. Pac. Crossing 4.2 miles west of Havelock

LINCOLN DIVISION

(Oreapolis - Ashland)

THIRD SUBDIVISION

| 1. Speed Restrictions | Maximum Speeds Permitted | |
|--|--------------------------|---------|
| Zone—Between | Passenger | Freight |
| Maximum Speed | 50 MPH. | 50 MPH. |
| Curves between MP 10.95 and MP 11.60..... | 45 MPH. | 45 MPH. |
| Oreapolis: | | |
| Turnout at end of two main tracks..... | 30 MPH. | 30 MPH. |
| West Wye switch and West leg of Wye..... | 15 MPH. | 15 MPH. |
| Ashland, through crossover from Louisville line to north track | 30 MPH. | 30 MPH. |
| Turnouts of controlled sidings..... | 25 MPH. | 25 MPH. |
| Between Oreapolis and Ashland, Bridge Derrick 975501 and 250 ton wrecking derrick may operate 25 MPH. | | |
| 2. Bridge, Engine and Heavy Car Restrictions— | | |
| Cars heavier than the following not permitted without authority of Superintendent: | | |
| 40 ft. or less in length..... | 220,000 lbs. | |
| 40 ft. to 52.5 ft. in length..... | 263,000 lbs. | |
| 52.5 ft. or longer..... | 315,000 lbs. | |
| 3. Train Register Exceptions—None. | | |
| 4. Clearance Provisions and Exceptions Rule 83(B)— | | |
| Oreapolis. Rule 83(B) does not apply. | | |
| Ashland. Rule 83(B) does not apply except westward trains, from Third Subdivision enroute to Tenth Subdivision must receive Clearance. | | |
| 5. Oreapolis—Mo. Pac railroad crossing over west leg of wye protected by automatic interlocking signals. | | |

LINCOLN DIVISION

(Lincoln - Kenesaw)

FOURTH SUBDIVISION

| 1. Speed Restrictions— | Maximum Speeds Permitted | |
|--|--------------------------|---------|
| Zone—Between | Passenger | Freight |
| Passenger Trains | 79 MPH. | |
| Baird Tower and Hall Tower, via passenger tracks, Lincoln..... | 25 MPH. | 20 MPH. |
| Lincoln to MP 60.50..... | 30 MPH. | 20 MPH. |
| MP 60.50 to MP 66.70..... | | 50 MPH. |
| Curve MP 63.16..... | 75 MPH. | 50 MPH. |
| MP 66.70 to MP 70.50..... | 60 MPH. | 50 MPH. |
| Curve MP 70.62..... | 70 MPH. | 50 MPH. |
| Cushman-Cobb (Freight Line)..... | 35 MPH. | 35 MPH. |
| MP 70.50 to MP 79.00..... | 75 MPH. | 50 MPH. |
| Curve MP 71.08..... | 65 MPH. | 50 MPH. |
| Curve MP 73.22..... | 70 MPH. | 50 MPH. |
| Curve MP 73.48..... | 65 MPH. | 50 MPH. |
| Curve MP 73.88..... | 70 MPH. | 50 MPH. |
| Curve MP 74.79..... | 65 MPH. | 50 MPH. |
| Curve MP 75.47..... | 65 MPH. | 50 MPH. |
| Curve MP 77.14..... | 70 MPH. | 50 MPH. |
| Curve MP 78.24..... | 60 MPH. | 50 MPH. |
| MP 79.00 to MP 80.40..... | 30 MPH. | 30 MPH. |
| Curve MP 80.78..... | 70 MPH. | 50 MPH. |
| Curve MP 81.20..... | 70 MPH. | 50 MPH. |
| Curve MP 82.00..... | 65 MPH. | 50 MPH. |
| MP 80.40 to MP 83.00..... | | 50 MPH. |
| Curve MP 127.52..... | 70 MPH. | 50 MPH. |
| MP 155.00 to MP 156.00..... | | 50 MPH. |
| MP 156.00 to MP 157.00..... | 25 MPH. | 25 MPH. |
| MP 157.00 to MP 158.00..... | | 30 MPH. |
| Cobb Turnout | 25 MPH. | 25 MPH. |
| Crossover MP 154.89, Brick Yard..... | 30 MPH. | 30 MPH. |
| Turnouts MP 155.82..... | 30 MPH. | 30 MPH. |
| Crossover MP 155.98..... | 15 MPH. | 15 MPH. |
| Crossover and turnouts MP 156.43..... | 15 MPH. | 15 MPH. |
| Turnout west end of No. 1 track MP 157.96 | 30 MPH. | 30 MPH. |
| Turnout end of two main tracks Gaines.. | 40 MPH. | 40 MPH. |

SD-24, SD-45, U25C, U28C, U33C, SD-40 and U30C Engines on siding at Kenesaw 25 MPH.
Trains must not exceed 25 MPH. through turnouts of controlled sidings.

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

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

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

| | | |
|----------|--------------------|---------------------------|
| Berks | House track | |
| Hastings | Cowten track | Kearney Stub track |
| | Elevator track | Byers Lumber Co. track |
| | Horn track | Nash-Finch Co. track |
| | Standard Oil track | All other industry tracks |

JuniataHouse track
KenesawHouse track Elevator track
Crete—Engines must not go beyond hopper on oil track spur.

3. Train Register Exceptions—
Hastings Tower—Trains will register by ticket.
Gaines—Trains originating and terminating will register.

4. Clearance Provisions and Exceptions Rule 83(B)—
Crete—Rule 83(B) does not apply to eastward trains off Sixth Subdivision.

Hastings, Gaines and Kenesaw—Rule 83(B) does not apply.
Hastings Tower—Trains originating at Hastings and Gaines and through trains must receive clearance.

5. At Fairmont—
Normal position Jct. switches as follows:
East end for Twenty-Fifth Subdivision.
West end for Fifth Subdivision.

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

7. At Gaines—Normal position of west switch off No. 1 track to No. 2 and No. 3 tracks is for No. 1 track.

8. Exeter CNW Crossing MP 105.08:
Paragraph (c) Rule 606 in effect for westbound movement only.

LINCOLN DIVISION
(Hebron - Fairmont)

FIFTH SUBDIVISION

1. Speed Restrictions— Maximum Speeds Permitted

| | |
|---|---------|
| Zone—Between | Freight |
| Fairmont and Strang..... | 35 MPH. |
| Strang and Hebron | 30 MPH. |
| Westward trains over Highway Crossing | |
| MP 0.94 | 10 MPH. |
| Belvidere. Engine or leading car at approach signal and between absolute signals of interlocking..... | 20 MPH. |
| Derricks between Strang and Hebron..... | 10 MPH. |

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

40 ft. or less in length.....220,000 lbs.
Over 40 ft. long.....263,000 lbs.
Between Fairmont and Hebron, Bridge Derrick 975501 and 250 ton wrecking derrick must not operate.

3. Train Register Exceptions—
Strang—Trains will register when instructed to do so.
Train register at north switch at West wye.

4. **Clearance Provisions and Exceptions Rule 83(B)—**
Strang—Rule 83(B) does not apply.
5. **At Fairmont—**Normal position Jct. Switch west end Fairmont is for Fifth Subdivision.
6. **At Strang—**
Normal position of east and west wye switches of east wye on the Sixteenth Subdivision is for Sixteenth Subdivision.
Normal position of the South switch East wye is for the West leg of wye.
Normal position of east and west wye switches of west wye on the Sixteenth Subdivision is for the east and west legs of wye.
Normal position of the North switch West wye is for the West leg of wye.
7. Unless otherwise provided protection against following trains as required by Rule 99 is not required between Hebron and Strang.

LINCOLN DIVISION

(Crete - Wymore)

SIXTH SUBDIVISION

1. Speed Restrictions— Maximum Speed Permitted

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

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

40 ft. or less in length.....220,000 lbs.
Over 40 ft. long.....263,000 lbs.
SD-24, SD-45, U25C, U28C, GP-40, SD-40, U30C and U33C engines must not operate on following tracks:
ShestakElevator track
WilberSpur track
BeatriceCoal Track No. 3 track
Kees track Creamery track
No. 1 track Gas track
No. 2 track Nemaha Main

Mile Post 31.84...Brick Yard Spur
Between Wilber and Beatrice: At Hoag on Cominco and Phillips lead maximum number of engine units permitted is two of any class of power.

3. Train Register Exceptions—
Crete—Westward trains will register by ticket when operator is on duty.

4. Clearance Provisions and Exceptions Rule 83(B)—
Crete—Operator on duty 8:00 A.M. to 6:00 P.M. daily except Saturday and Sunday. Westward trains must receive Clearance when operator is on duty.

Beatrice—Operator on duty 7:00 A.M. to 7:00 P.M. Tuesday through Friday.
Saturday: 11:00 A.M. to 7:00 P.M.
Monday: 7:00 A.M. to 3:00 P.M.
Trains must receive Clearance when operator is on duty.

5. Lights on Train Order Signals will not be displayed.
6. Wymore—All tracks within yard limits are yard tracks.
7. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.

LINCOLN DIVISION

(Lincoln - Ravenna)

SEVENTH SUBDIVISION

- | 1. Speed Restrictions— | Maximum Speed Permitted |
|---|-------------------------|
| Zone—Between | Freight |
| Lincoln and MP 1.10..... | 10 MPH. |
| MP 1.10 and Cushman..... | 25 MPH. |
| Engine or leading car over highway crossing "O" Street, MP 1.90 | 20 MPH. |
| MP 82.00 and MP 84.00..... | 55 MPH. |
| Curves between MP 55.50 and MP 56.10..... | 50 MPH. |
| Aurora—Between MP 77.10 and MP 78.10..... | 45 MPH. |
| Grand Island—Between MP 95.70 and MP 96.50..... | 30 MPH. |
| Ravenna— | |
| Between MP 126.90 and MP 127.19..... | 30 MPH. |
| Between MP 127.19 and MP 127.74..... | 20 MPH. |
| Cushman—Turnout to passenger line..... | 30 MPH. |
| Seward—Through turnout and spring switch west end siding | 25 MPH. |
| Grand Island—Through turnout west of UP crossing.. | 30 MPH. |
| Ravenna—Through east turnout | 30 MPH. |
| Eastward freight trains—Engine passing signals at MP 125.99 | 55 MPH. |
| Between York and McCool Jct. and York and Benedict | 20 MPH. |
| Engine or leading car over Nobes Ave. between York and McCool Jct..... | 10 MPH. |
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
- | | |
|-----------------------------------|--------------|
| 40 ft or less in length..... | 220,000 lbs. |
| 40 ft. to 52.5 ft. in length..... | 263,000 lbs. |
| 52.5 ft. or longer..... | 315,000 lbs. |
- Between York and McCool Jct. and York and Benedict
- | | |
|---|------------|
| SD-24, SD-45, U25C, U28C, GP-40, SD-40, U30C and U33C engines must not operate on following tracks: | |
| Grand Island | Oil track |
| Ravenna | City track |
| York to Benedict. | |
| York MP 135.00 to McCool Jct. | |
- Bridge derrick 975501 and 250 ton wrecking derricks must not operate York to McCool Jct. and York to Benedict.
3. **Train Register Exceptions—**
Cushman—Trains will register when instructed to do so.
Grand Island—
Register station for trains originating and terminating.
Trains in through movement will not register at Grand Island unless instructed to do so.
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. Track between York and McCool Jct. and between York and Benedict is considered industrial track Rule 105 applies. Line-up issued for 7th subdivision will cover.
6. Columbus Jct. MP 1.00 to MP 4.76 west of Cushman one continuous yard.
Ravenna Passenger Main—Normal position for all switches between Baird Tower and Cushman is for the main track.
7. **At Grand Island—**
When handling 85 foot cars or longer on 17 degree curve of Union Pacific freight house lead and interchange track, beginning 150 feet east of point of switch for freight house lead located in the direct interchange track and continuing westward

550 feet on to the freight house lead track, movement must not exceed 4 MPH. A member of crew must watch movement closely, prepared to give stop signal if any indication of failure to safely negotiate the curve. Particular attention must be given to lateral movement of coupler, as critical point of movement on curve develops when coupler approaches maximum lateral movement permitted by coupler opening.

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

LINCOLN DIVISION

(Napier - Carling)

EIGHTH SUBDIVISION

- | 1. Speed Restrictions— | Maximum Speed Permitted |
|---|-------------------------|
| Zone—Between | Freight |
| Table Rock and Carling..... | 49 MPH. |
| Over Missouri River Bridge 8.93 at Rulo..... | 10 MPH. |
| MP 9.30 and MP 10.30 Rulo..... | 35 MPH. |
| MP 17.10 and MP 17.75 east of Falls City..... | 35 MPH. |
| MP 19.30 and MP 19.75 Falls City..... | 25 MPH. |
| MP 9.00 and MP 9.70 west of Elk Creek..... | 35 MPH. |
| MP 14.85 and MP 15.70 Tecumseh..... | 40 MPH. |
| MP 60.15 and MP 60.45..... | 25 MPH. |
| At the approach signal of interlocking Union Pacific crossing MP 61.39 | 25 MPH. |
| Over Union Pacific Crossing MP 61.39..... | 25 MPH. |
| Trailing movement through spring switch MP 1.50 Napier | 25 MPH. |
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
- | | |
|-------------------------------|--------------|
| Rulo bridge MP 8.93..... | 210,000 lbs. |
| 40 ft. or less in length..... | 220,000 lbs. |
| Over 40 ft. long..... | 263,000 lbs. |
- Between Napier and Lincoln, Bridge Derrick 975501 and 250 ton wrecking derrick may operate. 250 ton derrick must have two lightly loaded cars between derrick and engine over bridge 8.93 Rulo.
SD-24, SD-45, U25C, U28C, GP-40, SD-40, U30C and U33C engines must not operate on following tracks:
- | | |
|------------------|------------------|
| Falls City | Roundhouse track |
| | James track |
| Tecumseh | No. 1 track |
| | No. 2 track |
| | No. 3 track |
| | Coal track |
| | City track |
| Adams | Spur track |
| Firth | Elevator track |
| | Stub track |
| Hickman | Stub track |
- Missouri River Bridge 8.93 Rulo—**
SD-7 and SD-9 engines, may be operated over bridge single or when coupled with not more than two units of F, GP, U25B or U28B class engines.
SD-7 and SD-9 class engines, must not be operated over bridge when coupled with same class engines.
Five F, five GP, five U25B or five U28B units, or combination of five units consisting of F, GP, U25B or U28B class units may operate over bridge.
SD24, SD45, U25C, U28C, GP40, SD40, U30C and U33C may operate over bridge single unit only.
Additional engines must be spaced at least 10 cars from engine handling the train and no more units may be coupled together at such a location than are permitted at the head end of the train.

LINCOLN DIVISION
(Ashland - Sioux City)
TENTH SUBDIVISION

3. **Train Register Exceptions—**
Napier—Operator on duty 4:00 P.M. to 12 midnight, daily. 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.
Table Rock—Trains will register when instructed to do so.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Napier—Westward trains must receive clearance when operator on duty.
5. **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.
6. **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.

LINCOLN DIVISION
(Shubert - Lancaster)
NINTH SUBDIVISION

- | 1. Speed Restrictions— | Maximum Speed Permitted |
|--|-------------------------|
| Zone—Between | Freight |
| Shubert and Nebraska City..... | 10 MPH. |
| MP 6.73 and MP 6.82 between Nebraska City and Peru | 5 MPH. |
| MP 18.40 and MP 18.80 between Peru and Brownville | 5 MPH. |
| Nebraska City and Lancaster..... | 25 MPH. |
| Over Missouri River bridge 4.76 Nebraska City..... | 10 MPH. |
| Curve at MP 3.60..... | 20 MPH. |
| Over Mo. Pac. crossing on roundhouse lead at Nebraska City | 10 MPH. |
| Curve between MP 21.20 and MP 21.60..... | 10 MPH. |
| Nebraska City and Payne..... | 25 MPH. |
| Lincoln— | |
| Over 27th Street, MP 58.50..... | 10 MPH. |
| Westward trains, over 14th Street, MP 59.81..... | 5 MPH. |
| Loaded tank cars | 20 MPH. |
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
Between Shubert and Nebraska City.....177,000 lbs.
Missouri River bridge MP 4.76.....210,000 lbs.
Between Nebraska City and Lancaster
40 ft. or less in length.....220,000 lbs.
Over 40 ft. long.....263,000 lbs.
Between Shubert and Lancaster and between Nebraska City and Payne Bridge Derrick 975501 and 250 ton wrecking derrick must not operate.
 3. **Train Register Exceptions—None.**
 4. **Clearance Provisions and Exceptions Rule 83(B)—**
Nebraska City—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.
Shubert and Lancaster—Rule 83(B) does not apply.
 5. **At Lancaster—**
Normal position of Jct. switch is for Eighth Subdivision.
 6. **Automatic Interlocking Nebraska City over Mo. Pac. Crossing Round House lead**
 7. **Track between Nebraska City and Payne (5.7 miles) operated as one continuous yard.**
 8. **Unless otherwise provided, protection against following trains as required by Rule 99 is not required.**
 9. **Payne Jct. switch at Nebraska City normal position for Payne.**

- | 1. Speed Restrictions— | Maximum Speed Permitted |
|---|-------------------------|
| Zone—Between | Freight |
| Ashland and Sioux City..... | 49 MPH. |
| Curve MP 0.29 | 25 MPH. |
| Between Switches of Wye Ashland..... | 10 MPH. |
| Westward trains approaching signal governing westward movement at MP 0.48..... | 20 MPH. |
| At the approach signal of the following interlocking: | |
| Eastward and Westward trains at U.P. crossing Yutan | 30 MPH. |
| Eastward trains at U.P. crossing Fremont MP 29.98 | 20 MPH. |
| Eastward and Westward trains at C&NW crossing Nickerson | 30 MPH. |
| Eastward trains at C&NW crossing Oakland..... | 25 MPH. |
| Westward trains at C&NW crossing Dakota City.. | 30 MPH. |
| Engines or leading car of trains between absolute signals at: | |
| U.P. crossing at Yutan..... | 20 MPH. |
| C&NW crossing east of Nickerson..... | 20 MPH. |
| C&NW crossing at Oakland..... | 20 MPH. |
| C&NW crossing at Dakota City..... | 20 MPH. |
| MP 28.80 and MP 29.85, Fremont..... | 10 MPH. |
| MP 27.70 and MP 28.80 and between MP 58.70 and MP 59.85. SD-24, U25C, U28C, U30C and U33C engines | 40 MPH. |
| Between westbound absolute signal at CMStP&P crossing MP 223.35 (2nd Street) and 13th Street.. | 10 MPH. |
| Ashland and Ferry: Bridge Derrick 975501 and 250 ton wrecking derrick..... | 25 MPH. |
| Ferry and Sioux City: Bridge Derrick 975501 and 250 ton wrecking derrick must not operate, other derricks.. | 10 MPH. |
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length.....220,000 lbs.
Over 40 ft. long.....263,000 lbs.
Maximum gross weight of cars over Missouri River bridge between Ferry and Sioux City must not exceed 210,000 lbs. without authority of Superintendent.
SD-24, SD-45, U25C, U28C, GP-40, SD-40, U30C and U33C engines must not operate on following tracks nor over Missouri River bridge at Sioux City.
Anderson
 Anderson Spur |
| Ferry | Laketon scale track |
| | South Sioux line track from 600 feet north of switch to end of track. |
| Fremont when switching on Brewery track engine must not go beyond clearance point. | |
 3. **Train Register Exceptions—**
Ashland—
Trains register by ticket.
Trains entering Third Subdivision through wye in eastward movement will not register.
Ferry—Trains will register when instructed to do so.
 4. **Clearance Provisions and Exceptions Rule 83(B)—**
Fremont—Trains must receive Clearance.
 5. **At Yutan**—When trains meet at Yutan, Westward trains holding main track will not pass approach signal until eastward trains are in clear of siding.
 6. **At Fremont—**
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.

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

7. At Sioux City—

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

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

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

8. Automatic Interlocking not indicated at station:

C&NW Crossing 6.3 miles west of Fremont

LINCOLN DIVISION

(Ferry - O'Neill)

ELEVENTH SUBDIVISION

1. **Speed Restrictions—**

| | Maximum Speed Permitted |
|-------------------------------|-------------------------|
| Zone—Between | Freight |
| Ferry and Osmond | 30 MPH. |
| Osmond and O'Neill | 20 MPH. |
| Loaded tank cars: | |
| Between Ferry and Osmond..... | 25 MPH. |
| Over bridge 27.83 | 10 MPH. |
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
35 ft. or over in length.....220,000 lbs.
Between Ferry and O'Neill Bridge Derrick 975501 and 250 ton wrecking derrick must not operate.
3. **Train Register Exceptions—**
Ferry and Laurel—Trains will register when instructed to do so.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
O'Neill—Rule 83(B) does not apply.
5. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.

LINCOLN DIVISION

(Table Rock - Wymore)

TWELFTH SUBDIVISION

1. **Speed Restrictions—**

| | Maximum Speed Permitted |
|---|-------------------------|
| Zone—Between | Freight |
| Table Rock and Wymore..... | 35 MPH. |
| Curve on City track Pawnee..... | 5 MPH. |
| At the approach signal of interlocking U.P. crossing MP 84.73 | 30 MPH. |
| Engine or leading car between absolute signals U.P. crossing MP 84.73 | 20 MPH. |
| Between Table Rock and Wymore Bridge Derrick 975501 and 250 ton wrecking derrick may operate 25 MPH. other derricks 30 MPH. | |
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length.....220,000 lbs.
Over 40 ft. long.....263,000 lbs.

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

WymoreHouse track
 No. 2 repair track
 Belt track
 City track

3. **Train Register Exceptions—**None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Table Rock—
Operator on duty.....Monday—8:00 A.M. to 4:00 P.M.
 Tuesday through Friday—continuous
 Saturday 12:01 A.M. to 8:00 A.M. and
 4:00 P.M. to 11:59 P.M.
Trains must receive Clearance when operator on duty.
Train order signal does not govern Twelfth Subdivision Trains.
5. Lights on Train Order Signal will not be displayed.
6. **At Table Rock—**Normal position of Jct. Switch is for Eighth Subdivision.
7. **At Pawnee—**Air brakes must be coupled and working on cars handled on City track.
8. Inside guard rail on center frog of UP Crossing, MP 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.
9. **Wymore—**All tracks within yard limits are yard tracks.
10. Automatic Interlocking not indicated at station:
UP Crossing 2.5 miles east of Wymore.
11. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.

LINCOLN DIVISION

(Pappio - Gilmore Jct.)

THIRTEENTH SUBDIVISION

1. **Speed Restrictions—**

| | Maximum Speed Permitted |
|-----------------------------|-------------------------|
| Zone—Between | Freight |
| Pappio and Gilmore Jct..... | 30 MPH. |
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length.....220,000 lbs.
Over 40 ft. long.....263,000 lbs.
Pappio and Gilmore Jct. Bridge Derrick 975501 and 250 ton wrecking derrick must not operate.
3. **Train Register Exceptions—**None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Pappio and Gilmore Jct. Rule 83(B) does not apply.
5. Trains and engines between Gilmore Jct. and South Omaha are governed by Union Pacific Bridge Subdivision Rules for employes of Tenant Lines.
6. **At South Omaha—**Four short and one long blast of whistle for UP switches.

LINCOLN DIVISION

(Brick Yard - Sargent)

FOURTEENTH SUBDIVISION

1. **Speed Restrictions—**

| | Maximum Speed Permitted |
|--|-------------------------|
| Zone—Between | Freight |
| Brick Yard and Sargent..... | 30 MPH. |
| Aurora and Brick Yard Bridge Derrick 975501, 250 ton wrecking derrick and other derricks may operate | 20 MPH. |
| Over bridge 16.93 east of Central City..... | 15 MPH. |

LINCOLN DIVISION
(DeWitt - Hildreth)

SIXTEENTH SUBDIVISION

- At U.P. Interlocking Central City, engine or leading car between Approach and absolute signal, and between absolute signals 20 MPH.
- Loaded tank cars:
Between Aurora and Palmer..... 25 MPH.
- Loaded tank car and Loaded Air Dump Cars:
Between MP 19.05 and 19.50, Central City..... 10 MPH.
- Loaded tank cars between Palmer and Sargent..... 20 MPH.
- MP 15.50 and MP 23.60, MP 28.75 and 30.10, MP 40.25 and Sargent:
Diesel engines GP-7 and GP-9..... 15 MPH.
Diesel engines SD-7 and SD-9..... 20 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
Between Brick Yard and Palmer
40 ft. or less in length.....220,000 lbs.
Over 40 ft. long.....263,000 lbs.
Between Palmer and Sargent.
35 ft. or over in length.....220,000 lbs.
Between Aurora and Sargent Bridge Derrick 975501 and 250 ton wrecking derrick must not operate.
SD-24, SD-45, U25C, U28C, GP-40, SD-40, U30C and U33C engines must not operate on following tracks:
Giltner Elevator track
Trumbull Elevator track
House track
Hastings Brick Yard
3. **Train Register Exceptions—None**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Brick Yard: Rule 83(B) does not apply, trains must receive clearance at Hastings Tower.
Aurora—Trains must receive clearance.
Palmer and Sargent—Rule 83(B) does not apply.
5. Lights on train order signals will not be displayed.
6. **At Aurora—**Train order signal does not govern Fourteenth Sub-division trains.
7. **At Central City—**
BN—U.P. crossing: BN train and engine movements approaching crossing, from either direction, must STOP at absolute signal. After stopping, trainman or engineer will proceed to crossing and operate the plant in accordance with instructions posted at the crossing.
8. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.

LINCOLN DIVISION
(Palmer - Burwell)

FIFTEENTH SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted
Zone—Between Freight
Palmer and Burwell..... 30 MPH.
Loaded tank cars 20 MPH.
Over bridge 40.68 west of Palmer..... 10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
Maximum gross weight of cars handled must not exceed 220,000 pounds.
Single Units only over Bridge 40.68, west of Palmer.
Palmer and Burwell Bridge Derrick 975501 and 250 ton wrecking derrick must not operate.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Palmer and Burwell—Rule 83(B) does not apply.
5. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.

1. **Speed Restrictions—** Maximum Speeds Permitted
Zone—Between Freight
DeWitt and Edgar 25 MPH.
Edgar and Hildreth 35 MPH.
Tobias and Daykin..... 20 MPH.
Derricks Tobias to Daykin..... 10 MPH.
Edgar and Nelson 20 MPH.
GP7 and GP 9 engines between Edgar and Nelson..... 15 MPH.
Derricks Edgar and Nelson..... 10 MPH.
- Loaded tank cars:
DeWitt and Edgar 20 MPH.
Edgar and Hildreth 25 MPH.
- Engine or leading car at approach signal and between absolute signals of Interlocking Union Pacific crossing MP 57.26 20 MPH.
- Over bridges 1.58, 65.84 and 98.30, GP-7, GP-9 and SD-7 engines (not exceeding two units) and SD-9 engines (Single Unit) 10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length.....220,000 lbs.
Over 40 ft. long.....263,000 lbs.
Maximum gross weight of cars handled between DeWitt and Swanton and between Edgar and Hildreth must not exceed 210,000 pounds.
Bridge derrick 975501 and 250 ton wrecking derrick must not operate.
3. **Train Register Exceptions—**
Strang—Train register at North switch West wye. Trains must register when instructed to do so.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
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.
Hildreth, Tobias and Strang—Rule 83(B) does not apply.
5. Track between Edgar and Nelson also between Tobias and Daykin is considered industrial track, Rule 105 applies. Service between these points will be one engine movement only, which will not leave Edgar before 1:01 P.M. on Monday for Nelson, returning leave Nelson 1:40 P.M. On Thursday will not leave Edgar before 10:30 A.M. for Nelson, returning leave Nelson 11:10 A.M. Between Tobias and Daykin not leave Tobias before 9:01 A.M. on Tuesdays, Thursdays and Saturdays for Daykin, returning leave Daykin 9:30 A.M.
6. Lights on Train Order Signals will not be displayed.
7. **At DeWitt—**Train order signal does not govern Sixteenth Subdivision trains.
Normal position of Jct. Switch is for Sixth Subdivision.
8. **At Strang—**
Normal position of east and west wye switches of east wye on the Sixteenth Subdivision is for the Sixteenth Subdivision.
Normal position of the South switch East wye is for the West leg of wye.
Normal position of east and west wye switches of west wye on the Sixteenth Subdivision is for the east and west legs of wye.
Normal position of the North switch West wye is for the West leg of wye.
9. **Blue Hill—**Normal position of junction switch (MP 86.83 and MP 87.02) is for the Nineteenth Subdivision.
10. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.

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

CowlesHouse track
 Blue HillElevator track
 AyrCity track

3. **Train Register Exceptions—**
Ayr Jct.—Train register located at Jct. Switch No. 891 must register. Other trains will register when instructed to do so.
Lester Jct.—Trains will register when instructed to do so.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Lester Jct. and Ayr Jct.—Rule 83(B) does not apply.
5. Unless otherwise provided, protection against following trains as required by Rule 99 is not required between Ayr Jct. and Lester Jct.

LINCOLN DIVISION
 (Odell Jct. - Concordia)

TWENTIETH SUBDIVISION

1. **Speed Restrictions—**

| Zone—Between | Maximum Speeds Permitted |
|--|--------------------------|
| | Freight |
| Odell Jct. and Haddam..... | 35 MPH. |
| Haddam and Concordia..... | 30 MPH. |
| MP 1.40 and MP 1.65..... | 10 MPH. |
| Bridge 16.08 | 10 MPH. |
| Bridges 21.88, 27.55, 39.15, 41.67, 42.99, 44.62, 48.30, 55.42, 64.69, 66.66..... | 15 MPH. |
| At the approach signal of interlocking, Union Pacific crossing MP 14.60, Westward trains..... | 15 MPH. |
| Engine or leading car between absolute signals Union Pacific Crossing MP 14.60..... | 20 MPH. |
| File drivers 204617 and 204618 with empty flat car ahead of pile driver and empty flat car behind MS tank over bridges 1.61 and 16.08..... | 10 MPH. |
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following not permitted without authority of Superintendent:
 35 ft. or over in length.....177,000 lbs.
 Bridge Derrick 975501 and 250 ton wrecking derricks must not operate.
 Single unit engines only may be operated.
3. **Train Register Exceptions—**
Odell Jct.—Trains will register when instructed to do so.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Odell Jct.—Rule 83(B) does not apply.
5. Lights on train order signals will not be displayed.
6. **At Concordia**—Trains or engines must stop before crossing Washington and Cedar Streets and member of crew must flag across entire width of street.
7. **At Odell Jct.** normal position junction switch is for the Eighteenth Subdivision.
8. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.

LINCOLN DIVISION
 (Bigelow - Skidmore)

TWENTY-FIRST SUBDIVISION

1. **Speed Restrictions—**

| Zone—Between | Maximum Speeds Permitted |
|---|--------------------------|
| | Freight |
| Bigelow and Skidmore..... | 25 MPH. |
| MP 20 and Skidmore..... | 20 MPH. |
| Engines over Bridges N-1.24 and 19.48..... | 10 MPH. |
| Maitland MP 14.47 Elm Street..... | 5 MPH. |
| Loaded tank cars and loaded air dump cars between Maitland and Skidmore..... | 20 MPH. |
| Derricks | 10 MPH. |
2. **Bridge, Engine and Heavy Car Restrictions—**
 Maximum gross weight of cars handled must not exceed 210,000 lbs. without authority of Superintendent.
 Bridge derrick 975501 and 250 ton derricks must not be operated.
3. **Train Register Exceptions—**None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**None.
5. **Skidmore**—Derail on main track 50 feet west of depot crossing.
6. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.

LINCOLN DIVISION
 (Corning - Westboro)

TWENTY-SECOND SUBDIVISION

1. **Speed Restrictions—**

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

LINCOLN DIVISION
 (Ashland - Prague)

TWENTY-THIRD SUBDIVISION

1. **Speed Restrictions—**

| Zone—Between | Maximum Speeds Permitted |
|--|--------------------------|
| | Freight |
| Ashland and MP 3.00..... | 25 MPH. |
| MP 3.00 and Prague..... | 10 MPH. |
| Over Bridge 0.91..... | 15 MPH. |
| Loaded tank cars and air dump cars between Ashland and MP 3.00..... | 20 MPH. |
| Derricks | 10 MPH. |

2. **Bridge, Engine and Heavy Car Restrictions—**
Maximum gross weight of cars handled must not exceed 210,000 without authority of Superintendent.
Bridge derrick 975501 and 250 ton wrecking derricks must not be operated.
3. **Train Register Exceptions—**None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**None.
5. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.

LINCOLN DIVISION

(Tecumseh - Auburn)

TWENTY-FOURTH SUBDIVISION

1. **Speed Restrictions—**

| | Maximum Speeds Permitted |
|--------------------------|--------------------------|
| Zone—Between | Freight |
| Tecumseh and Auburn..... | 10 MPH. |
| Derricks | 10 MPH. |
2. **Bridge, Engine and Heavy Car Restrictions—**
Maximum gross weight of cars handled must not exceed 220,000 lbs. without authority of Superintendent.
Bridge derrick 975501 and 250 ton wrecking derricks must not be operated.
3. **Train Register Exceptions—**None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**None.
5. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.

LINCOLN DIVISION

(Fairmont - Tobias)

TWENTY-FIFTH SUBDIVISION

1. **Speed Restrictions—**

| | Maximum Speeds Permitted |
|---|--------------------------|
| Zone—Between | Freight |
| Fairmont and Tobias..... | 25 MPH. |
| Loaded tank cars or loaded air dump cars..... | 20 MPH. |
| Derricks | 10 MPH. |
2. **Bridge, Engine and Heavy Car Restrictions—**
Maximum gross weight of cars handled must not exceed 263,000 lbs. without authority of Superintendent.
Bridge derrick 975501 and 250 ton wrecking derricks must not be operated.
3. **Train Register Exceptions—**None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**None.
5. **Fairmont—**Normal position of junction switch east end is for Twenty-fifth subdivision.
6. Railroad crossing not protected by signals or gates not shown at station.
C&NW Crossing 4.7 miles west of Fairmont.
7. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.

LINCOLN DIVISION

(Clay Center - Lushton)

TWENTY-SIXTH SUBDIVISION

1. **Speed Restrictions—**

| | Maximum Speeds Permitted |
|------------------------------|--------------------------|
| Zone—Between | Freight |
| Clay Center and Lushton..... | 10 MPH. |
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent.
Between Clay Center and Sutton.....177,000 lbs.
Between Sutton and Lushton.....177,000 lbs.
Engines heavier than 600 H.P. cannot operate between Sutton and Clay Center or between Standard Oil Co. Spur at Sutton MP 107.68 and Lushton.
Bridge derrick 975501 and 250 ton wrecking derricks must not be operated.
3. **Train Register Exceptions—**None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**None.
5. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.

LINCOLN DIVISION

(Ayr Jct. - Huntley)

TWENTY-SEVENTH SUBDIVISION

1. **Speed Restrictions—**

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

LINCOLN DIVISION

(Kenesaw - Kearney)

TWENTY-EIGHTH SUBDIVISION

1. **Speed Restrictions—**

| | Maximum Speeds Permitted |
|----------------------------|--------------------------|
| Zone—Between | Freight |
| Kenesaw and Kearney..... | 20 MPH. |
| Derricks | 10 MPH. |
| GP-7 and GP-9 engines..... | 15 MPH. |
| Bridge 18.18 | 10 MPH. |
2. **Bridge, Engine and Heavy Car Restrictions—**
Maximum gross weight of cars handled must not exceed 210,000 lbs. without authority of Superintendent.
Bridge derrick 975501 and 250 ton wrecking derricks must not be operated.
3. **Train Register Exceptions—**None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Kearney and Kenesaw—Rule 83(B) does not apply.
5. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.

ALLIANCE DIVISION
(Kenesaw - McCook)

FIRST SUBDIVISION

- | 1. Speed Restrictions—
Zone—Between | Maximum Speeds Permitted | |
|---|--------------------------|---------|
| | Passenger | Freight |
| Passenger Trains | 79 MPH. | |
| MP 219.50 and MP 230.50..... | 70 MPH. | 50 MPH. |
| Curve MP 227.97..... | 65 MPH. | 50 MPH. |
| Curve MP 229.50 | 65 MPH. | 50 MPH. |
| Head end of trains over Ogden Ave. Oxford MP 233.80..... | 50 MPH. | 50 MPH. |
| MP 286.60 and MP 287.20..... | | 30 MPH. |
| MP 287.20 - MP 287.81 | 30 MPH. | 30 MPH. |
| SD-24, SD-45, U25C, U28C, SD-40, U30C and U33C Engines on sidings at Kenesaw, Axtell and Holdrege (south side) | 25 MPH. | 25 MPH. |
| Trains must not exceed 25 MPH. through turnouts of controlled sidings. | | |
| Eastward Freight trains—Engine passing signal at MP 235.17 | | 55 MPH. |
- Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length.....220,000 lbs.
40 ft. to 52.5 ft. in length.....263,000 lbs.
52.5 ft. or longer.....315,000 lbs.
SD-24, SD-45, U25C, U28C, GP-40, SD-40, U30C and U33C engines must not operate on following tracks:
HoldregeCob track
McCookMill track
 - Train Register Exceptions—**
Oxford is a register station for all trains originating or terminating.
 - Clearance Provisions and Exceptions Rule 83(B)—**
Oxford—Operator on duty 7:30 A.M. to 4:30 P.M. daily except Saturday and Sunday. All trains to and from Fourth Subdivision must receive Clearance when operator on duty.
Kenesaw—Rule 83(B) does not apply.
 - Oxford—**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.

ALLIANCE DIVISION
(McCook - Denver)

SECOND SUBDIVISION

- | 1. Speed Restrictions—
Zone—Between | Maximum Speeds Permitted | |
|--|--------------------------|---------|
| | Passenger | Freight |
| Passenger Trains | 79 MPH. | |
| MP 287.81 to MP 288.50..... | 30 MPH. | 30 MPH. |
| Curve MP 288.75..... | 65 MPH. | 50 MPH. |
| MP 288.50 and MP 289.00 | 70 MPH. | 50 MPH. |
| MP 430.50 and MP 431.50 | 50 MPH. | 40 MPH. |
| MP 431.50 and MP 434.00 | 65 MPH. | 50 MPH. |
| Brush—Entering Sterling main tracks.. | 15 MPH. | 15 MPH. |
| Brush on Sterling main track over Clayton Street Crossing..... | 10 MPH. | 10 MPH. |
| Curve MP 506.40 | 70 MPH. | 50 MPH. |
| Head end or leading car over 72nd Ave. crossing MP 535.32..... | 40 MPH. | 40 MPH. |
| MP 535.90 and MP 539.70..... | | 50 MPH. |
| Over U.P. Crossing MP 537.32..... | 60 MPH. | 30 MPH. |
| Head end or leading car over 56th Ave. crossing MP 538.00 | 40 MPH. | 40 MPH. |
| MP 539.70 to signal MP 541.71..... | 30 MPH. | 15 MPH. |
| Signal 541.71 to 21st St. MP 541.85..... | 15 MPH. | 15 MPH. |
| SD-24, SD-45, U25C, U28C, SD-40, U30C and U33C Engines on siding at Wray | 25 MPH. | 25 MPH. |

Ladora Yard Tracks: On tangent track
between gate and classification yard.. 10 MPH.

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

Eastward Freight trains—Engine passing signal at
MP 527.48 55 MPH.
Engine on eastward freight trains must not exceed 55 MPH.
passing signal at MP 498.25.

- Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length220,000 lbs.
40 ft. to 52.5 ft. in length.....263,000 lbs.
52.5 ft. or longer.....315,000 lbs.
SD-24, SD-45, U25C, U28C, GP-40, SD-40, U30C and U33C engines must not operate on following tracks:
Wray Mill track
Brush Rip track
 Oil track
Moseley Stock track
Fort Morgan ..South house track
Tampa SpurEntire spur except 600 feet of tail track off wye
Tonville Beet track
Barr House track
- Train Register Exceptions—**
Akron—First class trains will not register at Akron.
Brush—Register station for all trains originating or terminating.
Denver—Trains originating or terminating at 38th Street Yard will register.
- Clearance Provisions and Exceptions Rule 83(B)—**
Denver—Trains originating must obtain their clearance at 38th St.
Akron—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.
Brush—Rule 83(B) does not apply to trains off Eighth Subdivision enroute Second Subdivision.
- 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.
- At Brush—**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.
- At Ladora—**Member of crew will protect switching movements over Highway No. 2.
- At Commerce City—**Trains using industry tracks must stop not more than 40 feet from 72nd Street crossing before moving over crossing.
- At Denver—**All trains and engines at highways or street intersections with railroad tracks, where official traffic control devices are installed, must move into the intersection or highway only on clear (green light) traffic signal.
Trains or engines using Denver Union Terminal Railway Company's track must provide themselves with copy of and be governed by General and Interlocking rules of that Company.

ALLIANCE DIVISION
(Orleans Jct. - St. Francis)

THIRD SUBDIVISION

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

ALLIANCE DIVISION
(Sterling - Carpenter)
SEVENTH SUBDIVISION

- | | |
|------------------------------|--------------------------------|
| 1. Speed Restrictions | Maximum Speed Permitted |
| Zone—Between | Freight |
| Sterling and Carpenter | 20 MPH. |
- 2. Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
Over 35 ft. in length.....177,000 lbs.
Between Sterling and Carpenter Bridge Derrick 975501, 250 ton derricks and rotary snow plow must not operate.
Engines heavier than 600 H.P. cannot operate.
- 3. Train Register Exceptions—None.**
- 4. Clearance Provisions and Exceptions Rule 83(B)—None.**
- 5. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.**

ALLIANCE DIVISION
(Sterling - Brush)
EIGHTH SUBDIVISION

- | | |
|---|--------------------------------|
| 1. Speed Restrictions | Maximum Speed Permitted |
| Zone—Between | Freight |
| Union and Brush..... | 25 MPH. |
| Loaded unit coal trains—Union and Brush..... | 10 MPH. |
| Over Bridge 139.97..... | 30 MPH. |
| SD-24, SD-45, U25C, U28C, SD-40, U30C and U33C also handling cars over 263,000 lbs. engines between Union and Brush..... | 30 MPH. |
- 2. Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length.....220,000 lbs.
40 ft. to 52.5 ft. in length.....263,000 lbs.
52.5 ft. or longer.....315,000 lbs.
SD-24, SD-45, U25C, U28C, GP-40, SD-40 and U30C engines must not operate on following tracks.
SterlingWelsh Elevator
Waycar track
Dago No. 1
Dago No. 2
- 3. Train Register Exceptions—None.**
- 4. Clearance Provisions and Exceptions Rule 83(B)—**
Sterling—In addition to BN Clearance, trains must receive UP Clearance.
Brush—Trains for movement to Union Pacific Third Subdivision must receive Union Pacific clearance.
- 5. Union—**The movement of eastward trains is governed by Union Pacific Signal 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.
Westward trains must stop clear of crossing to BN main track and must not proceed until switches are properly lined.

ALLIANCE DIVISION
(Culbertson - Imperial)
NINTH SUBDIVISION

- | | |
|--|--------------------------------|
| 1. Speed Restrictions | Maximum Speed Permitted |
| Zone—Between | Freight |
| Culbertson and Imperial | 25 MPH. |
| Engine or leading car over Arapahoe Street just west of Depot Wauneta | 10 MPH. |
| Enders over Highway No. 6 crossing M.P. 41.67..... | 10 MPH. |
| Loaded tank cars..... | 20 MPH. |

- 2. Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length.....220,000 lbs.
Over 40 ft. long.....263,000 lbs.
SD-24, SD-45, U25C, U28C, SD-40, U30C and U33C engines must not operate.
Between Culbertson and Imperial Bridge Derrick 975501 and 250 ton wrecking derrick must not operate.
- 3. Train Register Exceptions—None.**
- 4. Clearance Provisions and Exceptions Rule 83(B)—**
Culbertson—Rule 83(B) does not apply.
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. Lights on train order signals will not be displayed.**
- 6. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.**

ALLIANCE DIVISION
(Denver - Lyons)
TENTH SUBDIVISION

- | | |
|--|--------------------------------|
| 1. Speed Restrictions | Maximum Speed Permitted |
| Zone—Between | Freight |
| Broomfield and Longmont..... | 25 MPH. |
| Longmont and Lyons | 20 MPH. |
| Engine or leading car over crossings MP 18.12 and MP 29.30..... | 5 MPH. |
| Loaded tank cars..... | 20 MPH. |
| Derricks | 10 MPH. |
- 2. Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length.....220,000 lbs.
40 ft. to 52.5 in length.....263,000 lbs.
SD-24, SD-45, U-25C, U-28C, SD-40, U-30C and U-33C engines must not operate.
Bridge derrick 975501 and 250 ton wrecking derricks must not be operated.
- 3. Train Register Exceptions—**
Broomfield—Trains will register when instructed to do so.
- 4. Clearance Provisions and Exceptions Rule 83(B)—**
Longmont—Operator on duty as follows: 7:00 A.M. to 11:00 P.M. Monday through Friday, 7:00 A.M. to 3:00 P.M. Saturday and Sunday. Trains must receive clearance when operator on duty.
- 5. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.**

ALLIANCE DIVISION
(Ravenna - Alliance)
ELEVENTH SUBDIVISION

- | | |
|---|---------------------------------|
| 1. Speed Restrictions | Maximum Speeds Permitted |
| Zone—Between | Freight |
| MP 127.74 and MP 127.95..... | 20 MPH. |
| Head end westward freight trains at MP 175.10..... | 55 MPH. |
| Head end of train over highway crossings from Fifth street at stock yards, to Fourteenth street, first crossing West of depot Broken Bow..... | 30 MPH. |
| MP 364.54 and MP 365.25..... | 25 MPH. |
| MP 365.25 and MP 365.50..... | 20 MPH. |
| except not exceed 10 MPH. through turnouts. Alliance Yard—Loaded unit coal trains on all yard tracks | 5 MPH. |

SD-24, SD-45, U25C, U28C, SD-40, U30C and U33C engines on controlled sidings at Hazard, Ansley, Merna, Anselmo, Linscott, Halsey, Thedford, Norway, Mullen, Hecla, Whitman, Ashby, Bingham, Antioch, Birdsell 25 MPH.
 Through turnouts of controlled sidings in CTC limits.. 25 MPH.

2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following not permitted without authority of Superintendent:
 40 ft. or less in length.....220,000 lbs.
 40 ft. to 52.5 ft. in length.....263,000 lbs.
 52.5 ft. or longer.....315,000 lbs.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. 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.

ALLIANCE DIVISION
 (Alliance - Edgemont)

TWELFTH SUBDIVISION

1. **Speed Restrictions**

| Zone—Between | Maximum Speeds Permitted |
|--|--------------------------|
| Alliance and Edgemont | 49 MPH. |
| MP 365.50 and MP 366.10 | 20 MPH. |
| except not exceed 10 MPH. through turnouts. | |
| MP 405.00 and MP 406.00..... | 40 MPH. |
| MP 409.40 and MP 410.30..... | 40 MPH. |
| MP 411.00 and MP 415.25..... | 20 MPH. |
| MP 417.00 and MP 417.75..... | 40 MPH. |
| Main track movement through turnout west end Crawford yard MP 423.10..... | 25 MPH. |
| Trailing movement off siding Crawford through turnout at East end spring switch..... | 15 MPH. |
| Derricks | 25 MPH. |
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following not permitted without authority of Superintendent:
 40 ft. or less in length.....220,000 lbs.
 40 ft. to 52.5 in length.....263,000 lbs.
 Over 52.5 ft. or longer.....315,000 lbs.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. **Crawford—C&NW trains have right to cross ahead of B.N. trains at crossing MP 423.12.**
 Inside guard rail on east end of track No. 23 (House Track) MP 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.
6. **Handling 80 ft. cars or longer.** (See All Subdivision Special Instructions, Item 4.) Alliance to Edgemont—MP 413 through MP 415.

ALLIANCE DIVISION
 (Edgemont to Gillette)

THIRTEENTH SUBDIVISION

1. **Speed Restrictions—**

| Zone—Between | Maximum Speed Permitted |
|--|-------------------------|
| Edgemont and Gillette..... | 49 MPH. |
| Engine over highway crossing MP 476.50..... | 20 MPH. |
| Curves between MP 520.7 and MP 521.0..... | 30 MPH. |
| Between Edgemont and Gillette | |
| Trains handling coal in 100 ton cars in Unit trains only | 40 MPH. |
| Except | |
| Between Gillette and Marietta..... | 35 MPH. |
| Through all Turnouts..... | 10 MPH. |
| Wrecking derricks: | |
| Between Edgemont and Gillette | 25 MPH. |
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following not permitted without authority of Superintendent:
 40 ft. or less in length.....220,000 lbs.
 40 ft. to 52.5 ft. in length.....263,000 lbs.
 52.5 ft. or longer.....315,000 lbs.
3. **Train Register Exceptions—**
Donkey Creek—Trains register when instructed to do so.
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**

ALLIANCE DIVISION
 (Edgemont - Deadwood)

FOURTEENTH SUBDIVISION

1. **Speed Restrictions**

| Zone—Between | Maximum Speed Permitted |
|--|-------------------------|
| Edgemont and Deadwood | 25 MPH. |
| On 3 percent descending grade..... | 15 MPH. |
| Over bridge 76.68..... | 15 MPH. |
| Yates Spur MP 102.32 and Deadwood..... | 15 MPH. |
| Loaded tank cars..... | 20 MPH. |
| Minnekahta and MP 5.75..... | 30 MPH. |
| MP 5.75 and Hot Springs..... | 15 MPH. |
| Derricks Minnekahta and Hot Springs..... | 10 MPH. |
| Kirk and Lead | 15 MPH. |
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following not permitted without authority of Superintendent:
 40 ft. or less in length.....220,000 lbs.
 Over 40 ft. long.....263,000 lbs.
 Between Hill City and Deadwood, Minnekahta and Hot Springs, also Kirk and Lead maximum gross weight of cars must not exceed 220,000 pounds.
 Between Minnekahta and Hot Springs also Englewood and Deadwood Bridge derrick 975501 and 250 ton wrecking derrick must not operate.
 Between Kirk and Lead derricks must not operate.
 SD-24, SD-45, U25C, U28C, SD-40, U30C and U33C engines may be operated with not more than two units coupled, at authorized speed restrictions between Edgemont and Custer also between Minnekahta and Hot Springs.
 Diesel engines, except diesel switch engines, must not operate on following tracks:
Yates—from gate at east end of power plant trestle to end of track 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.

Only SW engine may operate between Kirk and Lead.

3. **Train Register Exceptions**—
Extra trains register at Minnekahta, Hill City and Kirk when instructed to do so.
No. 856 and 857 will register at Minnekahta and Hill City when instructed to do so.
4. **Clearance Provisions and Exceptions Rule 83(B)**—
Yard Engine will not make opposing movement against No. 856 and 857 between Kirk and Deadwood without train order authority. Deadwood yard engine must receive clearance.
5. Track between Minnekahta and Hot Springs also between Kirk and Lead is considered industrial track, Rule 105 applies. Line up received for 14th subdivision will cover.
6. **Hill City**—Between MP 60.40 and MP 60.71 and on both legs of the wye, also between Hill City and MP 4.36 on the 15th Subdivision, a third rail is installed for the operation of narrow gauge trains of the Black Hills Central Railroad Company. A narrow gauge spur track is located north of main track, connecting to east leg of wye at Hill City. A narrow gauge wye is located at MP 4.36 on the 15th Subdivision. Name of this station is Oblivion. All switches of the wye at Hill City are dual gauge. All switches whether standard, narrow or dual gauge must be lined and locked for normal position after each use.
7. Tunnels MP 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.
8. Lights on train order signals will not be displayed.
9. Handling 80 foot or longer cars (See all subdivision special instructions Item 4.) Edgemont to Deadwood MP 5 through MP 107, Minnekahta to Hot Springs MP 5 through MP 12.90, Lead to Kirk MP 0.0 through MP 3.28.
10. Rotary plows must not operate between Minnekahta and Hot Springs.
Rotary snow plows 205098 and 205099 operate at reduced speed Kirk to Lead and observe close clearance MP 1.00 to Rock Cut.
11. Unless otherwise provided, protection against following trains as required by Rule 99 is not required between Edgemont and Kirk.
12. Yard limits between Deadwood and Kirk are operated as one continuous yard.

ALLIANCE DIVISION
(Hill City - Keystone)
FIFTEENTH SUBDIVISION

1. **Speed Restrictions**—Maximum Speed Permitted
Zone—Between
Hill City and Keystone MP 8.75..... 15 MPH.
Derricks 10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions**—
Cars heavier than the following not permitted without authority of Superintendent:
40 ft or less in length..... 220,000 lbs.
Over 40 ft. long..... 263,000 lbs.
Bridge Derrick 975501 and 250 ton wrecking derrick must not operate.
3. **Train Register Exceptions**—None.
4. **Clearance Provisions and Exceptions Rule 83(B)**—None.
5. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.
6. **Handling 80 foot or longer cars**—
(See all subdivision special instructions Item 4.)
Hill City to Keystone MP 0.00 through MP 8.75.

ALLIANCE DIVISION
(Donkey Creek - Belle Ayr)

SIXTEENTH SUBDIVISION

1. **Speed Restrictions**—Maximum Speed Permitted
Zone—Between
Donkey Creek and Belle Ayr..... 40 MPH.
except loaded unit coal trains..... 30 MPH.
Speed Around Loop track Belle Ayr..... 10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions**—
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length.....220,000 lbs.
40 ft. to 52.5 in length.....263,000 lbs.
52.5 ft. or longer315,000 lbs.
3. **Train Register Exceptions**—
At Donkey Creek, Trains will register when instructed to do so.
4. **Clearance Provisions and Exceptions Rules 83(B)**—
At Donkey Creek Rule 83(B) does not apply.
5. Unless otherwise provided protection against following trains as required by Rule 99 is not required.
6. **At Donkey Creek**—Crossing of U.S. Highway 14 and 16, East-bound trains arriving at crossing must stop short of highway crossing sign and secure permission from dispatcher to enter main track. When permission is granted to enter main track, highway crossing signals must be activated by inserting switch key in Release Box, to be turned and held until engine passes highway crossing sign. Key may then be removed and movement completed.
7. **At Belle Ayr**—
All trains approaching Belle Ayr balloon track will weigh empties inbound and loads outbound on the weigh-in-motion scale at a speed not exceeding 4 MPH.
All inbound trains will use the left leg of the balloon track. One signal pole with green, amber and red signal light is located at the scale house and will indicate as follows:
Green Signal Light—as train approaches indicates scales are calibrated and ready for weighing, to proceed. As train passes over scales a continuous green signal light indicates that train speed is 4 MPH or less.
Amber Signal Light—(When weighing only) indicates train speed has exceeded 4 MPH and speed should immediately be reduced to 4 MPH (Signal then changes to green).
Red Signal Light—(when weighing only) indicates train has exceeded maximum permissible weighing speed of about 6 MPH. Train should stop and request instructions from the coal plant control room by radio.
No light at the control signal—indicates the scales have a malfunction and have not been automatically calibrated. Trains should request instructions by radio from coal plant control room before crossing scales.
Train speed while loading will be 0.50 MPH.

A red-green signal light is mounted on the inbound side of the loading structure and will indicate as follows:
Green Light Signal indicates that the loading chute is retracted (to the side) to permit safe passage of the engines.
Red Light Signal indicates the chute is not retracted for proper clearance and engines must stop until chute is safely repositioned.

ALLIANCE DIVISION

(Alliance - Guernsey)

SEVENTEENTH SUBDIVISION

- Speed Restrictions**

| Zone—Between | Maximum Speed Permitted |
|--|-------------------------|
| | Freight |
| Alliance-Guernsey | 49 MPH. |
| Loaded unit coal trains—Angora and Northport..... | 25 MPH. |
| Alliance and MP 0.78 and through hand operated crossover from Guernsey main track to Edgemont main track | 20 MPH. |
| except not exceeding 10 MPH. through all turnouts. | |
| MP 1.00; Engine or leading car over highway crossing | 30 MPH. |
| Scottsbluff: Engine or leading car over Broadway crossing | 10 MPH. |
| On Scottsbluff Spur | 15 MPH. |
| Northport: Through main track turnout North Wye switch | 15 MPH. |
| West wye switch Northport: Through main track turnout West Wye switch..... | 15 MPH. |
| Guernsey: Main track movement through turnout west end of yard, MP 95.80..... | 15 MPH. |
- Bridge, Engine and Heavy Car Restrictions—**

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

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

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

Bayard Factory Yard Pulp track
Scottsbluff Factory Yard..... Seed track beyond switch to No. 9 track
Factory No. 1 track
Rock and Syrup track
Factory No. 6 track
- Train Register Exceptions—**

Northport and West Wye Switch Northport—Trains will register when instructed to do so.
- Clearance Provisions and Exceptions Rule 83(B)—None.**
- Bayard Sugar Factory—**Blue flag installed on dryer track 25 feet north of pellet shed. Blue flag will be displayed when the front end loader is working in the pellet shed or men are working in dryer pit. When blue flag is displayed, contact the machine operator in the pellet shed and/or dryer pit for removal.
- Mitchell—**Cars must not be moved beyond engine limit sign on sugar track serving Great Western Sugar Co.

ALLIANCE DIVISION

(Guernsey - Casper)

EIGHTEENTH SUBDIVISION

- Speed Restrictions**

| Zone—Between | Maximum Speed Permitted |
|---|-------------------------|
| | Freight |
| Guernsey-Casper | 49 MPH. |
| Guernsey and MP 115.00..... | 40 MPH. |
| MP 195.00 and Casper..... | 40 MPH. |
| Tunnels between Guernsey and Wendover..... | 25 MPH. |
| Curves between MP 107.30 and MP 109.60..... | 25 MPH. |
| MP 112.37 and MP 112.53..... | 15 MPH. |
| MP 114.00 and MP 115.00..... | 35 MPH. |
| MP 126.40 and MP 127.50..... | 35 MPH. |
| Westward freight trains between MP 196.80 and MP 197.00 | 25 MPH. |
| Between Guernsey and Casper Bridge Derrick 975501 and 250 ton wrecking derrick..... | 25 MPH. |

- Bridge, Engine and Heavy Car Restrictions—**

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

| | |
|-------------------------------|--------------|
| 40 ft. or less in length..... | 220,000 lbs. |
| Over 40 ft. long..... | 263,000 lbs. |
- Train Register Exceptions—**

Wendover and Orin—Trains will register when instructed to do so.
- Clearance Provisions and Exceptions Rule 83(B)—**

Wendover—Clearance received at Cheyenne over signature of Chief Dispatcher at McCook authorizes movement Wendover to Guernsey on Eighteenth Subdivision of Alliance Division.
- Centralized Traffic Control in effect between MP 95.75 and MP 102.25.
- Dave—**Following Pacific Power tracks must not be used without authority of Chief Dispatcher: Track No. 1 beyond 1000 feet South of No. 1 track switch. Track No. 2 and Track No. 3 beyond switch to the South leg of Wye. The South leg of Wye.
- Casper—**Yard engines or leading car, must stop before crossing West Yellowstone Highway.

Cars must not be left on track serving Black Hills Bentonite Company, MP 203.70, between main track switch and derrick located 529 feet West of main track clearance point.

ALLIANCE DIVISION

(Northport - Sterling)

NINETEENTH SUBDIVISION

- Speed Restrictions**

| Zone—Between | Maximum Speed Permitted |
|---|-------------------------|
| | Freight |
| Northport and Sterling | 45 MPH. |
| Loaded unit coal trains Northport and Sterling..... | 25 MPH. |
| SD-24, SD-45, U25C, U28C, SD-40, U30C and U33C.... | 40 MPH. |
| Northport: | |
| Engine or leading car of train between absolute signals at UP crossing..... | 20 MPH. |
| Eastward freight trains at approach signal to interlocking UP crossing..... | 25 MPH. |
| Engines or leading car over highway No. 26 and Broad Street Crossings | 25 MPH. |
| Bridgeport: | |
| Lyman Richey Sand track..... | 10 MPH. |
| Bridgeport: | |
| Through main track turnouts west of depot and at east end of yard..... | 15 MPH. |
| Between Sterling and Ackerman handling cars exceeding 263,000 pounds..... | 30 MPH. |
- Bridge, Engine and Heavy Car Restrictions—**

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

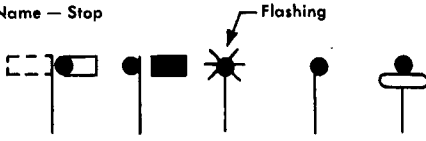
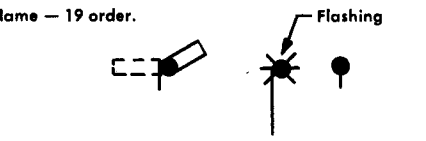
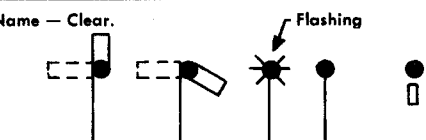
| | |
|-------------------------------|--------------|
| 40 ft. or less in length..... | 220,000 lbs. |
| 40 ft. to 52.5 in length..... | 263,000 lbs. |
| 52.5 ft. or longer..... | 315,000 lbs. |

Not more than one SD-24, SD-45, U25C, SD-40, U30C or U33C engine, may be operated on Lyman Richey sand track.
- Train Register Exceptions—**

Northport and Bridgeport—Trains will register when instructed to do so.
- Clearance Provisions and Exceptions Rule 83(B)—**

Northport—Rule 83(B) does not apply.
Bridgeport—Operator on duty 7:00 A.M. to 4:00 P.M. daily except Sunday. Trains must receive Clearance when operator on duty.

The following Burlington Northern Train Order Signal Rules are in effect, replacing rules as shown on pages 66, 68 and 69 in the Consolidated Code of Operating Rules, Edition of 1967.

| | BURLINGTON NORTHERN TRAIN ORDER SIGNAL ASPECTS | INDICATION |
|--------------------|--|---------------------------------------|
| RULE 222 (A) | Name — Stop  | Stop unless clearance received. |
| RULE 222 (B) | Name — 19 order.  | Proceed if clearance received. |
| RULE 222 (C) | Name — Clear.  | Proceed. |

Train Order Signals shown above may be of two types. One type can display red, yellow or green aspects; the other type can display red or green aspects only. Any of the aspects in the above Train Order Signals may be of the flashing type. Flashing type aspects are indicated by the arrows above and are used at locations to distinguish Train Order Signals from other signals or lights.