

# **BURLINGTON NORTHERN, INC.**

## **LINCOLN DIVISION**

### **Special Instructions**

# **No. 1**

IN EFFECT AT 12:01 A.M.  
CENTRAL STANDARD TIME

**FRIDAY, MAY 10, 1968**

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## ALL SUBDIVISIONS

1. SPEED RESTRICTIONS	MAXIMUM SPEEDS
Passenger trains	79 MPH
Freight trains	65 MPH

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

All trains and engines through turnouts, crossovers and gantlets except as specified in special instructions or where fixed signals indicate otherwise, . . . . . 10 MPH

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

EQUIPMENT	MAIN LINE	BRANCH LINE
Ore cars	45 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
Scale test cars	35 MPH	20 MPH
Air dump cars (loaded)	35 MPH	20 MPH
Rotary plows, wedge plows and dozers	30 MPH	15 MPH

## 2. MOVEMENT OF ENGINES DEAD IN TRAINS:

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

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

## DIESEL UNITS NOT EQUIPPED WITH ALIGNMENT CONTROL DEVICES:

GN	—	1 through 195
CBQ	—	9103 through 9106
		9136, 9137, 9139 through 9143, 9147 through 9153, 9203 through 9248, 9400 AB through 9413 AB, 9249 through 9292, 9300 through 9308, 9310 through 9321
NP	—	100 through 177
		400 — 429
		500-501-525-551-555 through 558
		602-603-651-700 through 724
		750-800 through 803-850 through 853
		900 through 912
SPS	—	11 through 55
		856 — 869

## DIESEL UNITS EQUIPPED WITH COUPLER ALIGNMENT LOCK BLOCKS:

GN	—	550 through 599
CBQ	—	200 through 267, 270 through 287
		300 through 374, 400 through 411
		430 through 459
NP	—	200 through 375, 552 through 554
		562 through 569
SPS	—	60 through 84

All other Diesel units are equipped with alignment control couplers.

## MAXIMUM SPEED DIESEL UNITS DEAD IN TOW:

30 MPH	—	CBQ 9103 through 9106
		NP 100
50 MPH	—	GN 1 through 195
		NP 99-400 series - 600 series - 700 series - 5400 series
		CBQ 9136, 9137, 9139 through 9143, 9147 through 9153, 9203 through 9292, 9300 through 9308
		SPS 11, 22 through 28, 40 through 45, 50 through 55
60 MPH	—	NP 100 series (except 100) - 525 - 800 through 803
65 MPH	—	GN 227 through 230, 262 through 279 (A&B)
		307 through 317 (ABC)
		430 through 474 (ABCD)
		550 through 915
		2000 through 2035
		3000 through 3025
		CBQ 100 through 999
		NP 200 and 300 series
		2500 series — 2800 series — 3600 series
		500-501-550-569
		850 series - 860 series
		900 series - 6000 series - 7000 series
		SPS 60 through 98
		154 through 327
		856 - 869
79 MPH	—	GN 320 through 333, 350 through 375, 400 through 417
		500 through 512, 679, 680, 2500 through 2529
		3026 through 3040
		CBQ 9916 through 9993
		NP 6500 series — 6600 series — 6700 series
		SPS 330-335
		150 through 153
		750 - 800 through 806
79 MPH	—	Budd cars GN 2350, NP B-30 through B-32 and B-40 through B-42 at rear of train

3. When NP road passenger diesel units 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

5. All cars 80 feet in length, or longer, must be handled in rear 30 cars of train where the track curvature is 6 degrees or more on grades of one percent or more.

If there are 30 or more cars 80 feet in length, or longer, in one train handle them next ahead of caboose.

The following subdivisions have curves of 6° or more on grades of 1% or more.

Second Subdivision — M.P. 16.90, M.P. 17.03 and M.P. 17.21 west of Omaha. (Eastward trains only) M.P. 4.50 east of Plattsmouth.

6. Burlington Lines signal aspects as contained in the 1967 edition Consolidated Code of Operating Rules are in effect.
7. RULE 901 will not apply.
8. 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.
9. A train authorized by train order to move against the current of traffic must approach all interlockings and CTC limits at reduced speed where approach signals are not provided for such movements.
10. Roadway signs indicate maximum speed for passenger trains. A triangle type sign with reflex letter Z indicates zone territory where maximum speed is indicated by numerals thereon, and will govern until next zone sign is reached. Where speed restrictions are required on curves within a zone, a banjo type sign with reflex letter C and numerals thereon will indicate maximum speed for that particular curve, after which zone speed may be resumed. Unless otherwise specified by timetable, bulletin, or special instructions these signs will be located one mile from point where zone speed changes or from point of curve.
- On subdivisions where maximum speed is 40 MPH or more an octagonal yellow sign with horizontal black stripe displayed on the right of the track will indicate the beginning of slow track.
11. Should flat spots on wheels develop on passenger train cars or any engine, conductor or engineer will immediately advise Chief Dispatcher and be governed by his instructions.
12. Diesel engines left with no one in charge must have the throttle in idle position, transition lever (on engines so equipped) in off position; reversing handle removed from the control stand, generator field switch open, independent air brake and hand brake applied.

When conditions require, or engine is to be left unattended for more than 30 minutes, wheels must be securely blocked.

13. When a train is to make a backup movement and the engine consist is more than three (3) units, the three (3) rear units only will be allowed to work power. Other units must be isolated.

Engine consist of passenger units must not exceed six (6) units in passenger or freight service.

Engine consist of freight units must not exceed eight (8) units in freight or passenger service.

14. When a train or engine is stopped by a stop indication of an automatic interlocking signal and no immediate conflicting train or engine movement is evident, in addition to complying with Consolidated Code Rule 613, a member of the train or engine crew must go to the crossing and be governed by instructions posted in the release box.

#### 15. TRACK RESTRICTIONS FOR ENGINES

SD-24, U25C and U28C engines, series 500, may be operated with not more than 5 units coupled, at authorized speed restrictions on the following subdivisions only:

First	Eighth, except single unit only
Second	may be operated on Missouri River
Third	Bridge 8.93 at Rulo.
Fourth	Tenth, except must not operate between
Sixth, except single unit	Ferry and Sioux City.
only may be operated.	Thirteenth
Seventh	Fifteenth

SD-24, U25C, and U28C ENGINES MUST NOT OPERATE ON FOLLOWING TRACKS:

#### FIRST SUBDIVISION

Location	Track Number	Local Name of Track
Hamburg	8	North Elevator

#### SECOND SUBDIVISION

Location	Track Number	Local Name of Track
Plattsmouth	26	Lead to BREX yard
	10	Water works
Ashland	16	Team track
	26	Elevator track
Havelock		
South side of Main tracks	7	Storage track
East End	13	North paint line track
		All Shop tracks proper
South side of Main tracks		
West End	28	Roundhouse track
	29	Roundhouse track
	64	Shop lead
		All Shop tracks proper
North side of Main tracks		
West End	45	Material yard lead cannot be used beyond switch to No. 4 and No. 5 tracks. All material yard tracks proper.

FOURTH SUBDIVISION		
Location	Track Number	Local Name of Track
Berks	2	House track
Hastings	2	Cowton track
	4	Elevator track
	8	Horn track
	38	Standard Oil track
	61	Kearney Stub track
	62	Byers Lumber Co. track
	63	Nash-Finch Co. track
		All other Industry tracks
SIXTH SUBDIVISION		
Shestak	1	Elevator track
Wilber	3	Spur track
Beatrice	1	Coal track
	11	Kees track
	24	No. 1 track
	25	No. 2 track
	38	No. 3 track
	26	Creamery track
	32	Gas track
	43	Nemaha Main
Mile Post 31.84	1	Brick Yard Spur
SEVENTH SUBDIVISION		
Grand Island	7	Oil track
Ravenna	5	City track
EIGHTH SUBDIVISION		
Falls City	17	Roundhouse track
	18	James track
Tecumseh	3	No. 1 track
	2	No. 2 track
	9	No. 3 track
	7	Coal track
	5	City track
Adams	3	Spur track
Firth	3	Elevator track
	1	Stub track
Hickman	2	Stub track
TENTH SUBDIVISION		
Anderson	1	Anderson Spur
Ferry	2	Laketon scale track
	19	South Sioux line track
Fremont	7	Brewery track
TWELFTH SUBDIVISION		
Wymore	3	House track
	7	No. 2 repair track
	9	Belt track
	14	City track
FIFTEENTH SUBDIVISION		
Giltner	1	Elevator track
Trumbull	1	Elevator track
	2	House track

## FIRST SUBDIVISION

1. Train Orders and Clearances for movement on the First Subdivision will be issued by the authority and over the signature of the Chief Dispatcher at Ottumwa.
2. St. Joseph:  
Trains enroute to Eighth Subdivision must also receive Clearance authorized by Lincoln Chief Dispatcher.

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

Two main tracks between M.P. 60.66 and M.P. 67.12.

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

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

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

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

5. Corning: Train register at South Wye Switch. Trains register when directed to do so.

Normal position east switch wye track for leg of the wye.

6. Use of siding at Hamburg:  
Westward trains use siding East of depot; eastward trains use siding west of depot, unless otherwise provided.

7. Pacific Jct.:  
The time of trains applies at the southeast wye track switch. First Class trains will register by ticket, except First Class Trains enroute from or to Second Subdivision of the Ottumwa Division need not register.

No Train Order Signal: Conductors and Engineers of First Class Trains must receive Clearance except First Class Trains enroute from St. Joseph.

8. Council Bluffs:  
Switching movements within the interlocking limits at C.M. St.P.&P.—C.R.I.&P.—crossings, Council Bluffs Yard, may be made on permission from the control operator. Engine must follow each of the last six cars switched out of the interlocking limits. When stop signal governing movement over the crossing on 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, M.P. 491.31; C.&N.W. Crossing, M.P. 492.70; I.C. Crossing, M.P. 492.99; or C.R.I.&P. Crossing, M.P. 493.01, CTC Rules must be complied with and, in addition, movement over crossing must be made under protection.  
Conductors and engineers of trains originating at Council Bluffs must have Clearance.

9. Two main tracks between M.P. 491.7 and M.P. 492.8.

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

10. Conductors and engineers of eastward freight trains terminating at Council Bluffs Yard will not receive Clearance at Omaha Depot.
11. Maximum gross weight of cars handled must not exceed 263,000 pounds.



# SPEED RESTRICTIONS

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

No. 45 and No. 46 when handling Freight Cars may observe maximum speed of 60 M.P.H. between M.P. 65.25 and M.P. 97.45, and 59 M.P.H. between M.P. 97.45 and M.P. 174.18 (observing all other speed restrictions for freight trains.)

No. 15 when handling freight cars may observe maximum speed of 59 M.P.H. between M.P. 68.25(Phelps) and M.P. 174.18 (observing all other speed restrictions).

No. 45 when handling TOFC traffic may observe maximum speed of 70 MPH as follows:

Between M.P. 65.25 and M.P. 97.45; Between Pacific Jct. and Council Bluffs (observing all other speed restrictions.)

Freight trains 78, 96, 76, 188, 72, 87, 79, 75, 95 and 71 between St. Joseph and Napier authorized by messages over signature of Chief Dispatcher may observe maximum speed of 60 MPH (observing all other speed restrictions.)

Engines using Iowa Power track M.P. 489.01 must not exceed 15 M.P.H. All trains reduced speed between east end of U.P. Yard and 13th Street, through passenger yard, Omaha.

# SECOND SUBDIVISION

1. Two Main Tracks between Plattsmouth and Oreadopolis, between Gibson and Omaha, between Ashland and M.P. 42.57 west of Greenwood, between Waverly and Baird Tower and between Baird Tower and Hall Tower on freight tracks.

2. Extra trains will not display classification signals.

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

4. GIBSON:  
Trains originating must receive Clearance from operator Omaha.

5. 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 predetermined time. Electrically locked derails on auxiliary tracks may be removed when movement has occupied short track circuit in advance of derail after switch padlock has been removed and indicator light displays. Derails must be restored and locked immediately after movement has cleared the derail. Push buttons on signals clear signal to make reverse movement or a forward movement after making reverse movement.

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

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

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

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

Trains in through movement will not register.

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

7. LINCOLN:  
Interlocking at Mo. Pac. Crossing M.P. 58.87 is manually controlled. Eastward signals are part of Centralized Traffic Control system. Westward signals are interlocked and are part of Baird Interlocking. Move at Reduced Speed over crossover switches, Nos. 1-2-3 and 4 tracks, near subway, Lincoln Passenger Yard and know that they are properly lined.

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

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

No. 1 and No. 2 will register by ticket.

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

### SPEED RESTRICTIONS

	Passenger Trains M.P.H.	Freight Trains M.P.H.
ZONE — Pacific Junction to MP 0.95 . . .	40	25
Pacific Junction 500 feet from R.R. Crossing . . . . .	15	15
ZONE — MP 0.95 to MP 3.50 . . . . .	65	40
ZONE — MP 3.50 to MP 5.00 . . . . .	40	30
Missouri River Bridge 3.80 and curve at west end of bridge . . .	20	20
Plattsmouth — Through turnout in south track MP 4.99 . . . . .	30	30
ZONE — MP 5.00 to MP 8.79 . . . . .	55	40
Oreapolis — Through turnouts . . .	30	30
ZONE — MP 0.00 to MP 14.75 (Omaha Line)	65	50
Curve MP 1.30 . . . . .	50	40
SD-24, U25C and U28C engines, series 500, on siding Bellevue . .	20	20
ZONE — MP 14.75 to MP 15.99 . . . . .	50	40
Gibson—End of two main tracks . .	30	30
ZONE — MP 15.99 to MP 16.50 . . . . .	20	20
ZONE — MP 16.50 to MP 17.22 . . . . .	10	10
ZONE — MP 17.22 to MP 17.89 . . . . .	20	20
ZONE — MP 17.89 to MP 21.50 . . . . .	50	40
Curve MP 19.12 . . . . .	20	20
ZONE — MP 21.50 to MP 28.20 . . . . .	55	50
ZONE — MP 28.20 to MP 41.90 . . . . .	60	50
ZONE — MP 41.90 to MP 46.89 (MP 35.00 Louisville Line) . . . . .	75	50
Curve MP 46.10 . . . . .	55	50
ZONE — MP 35.00 to MP 35.75 . . . . .	50	40
Ashland — East Crossovers MP 35.15 between south track and Omaha line . . . . .	40	35
Between North track and Louisville Line . . . . .	30	30
ZONE — MP 35.75 to MP 58.87 . . . . .	79	50
Ashland — MP 36.39 turnout west end No. 1 track . . . . .	30	30
MP 36.40 — Through crossovers between main tracks . . . . .	30	30
MP 41.10 — Through crossovers between main tracks . . . . .	30	30
Greenwood — Turnout in north track at MP 42.66 . . . . .	40	35
Waverly — Turnout in north track at MP 47.56 . . . . .	40	35
ZONE — MP 58.87 to MP 59.35 via passenger line . . . . .	25	20
ZONE — MP 58.87 to MP 59.98 via freight line . . . . .	25	25
Between Baird Tower and Hall Tower via passenger tracks, Lincoln . . . . .	Reduced Speed	Reduced Speed

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

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

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

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

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

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

### THIRD SUBDIVISION

1. OREAPOLIS:

Rule 83 (B) does not apply.

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

2. ASHLAND:

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

3. Extra trains will not display classification signals.

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

### SPEED RESTRICTIONS

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

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

### FOURTH SUBDIVISION

1. LINCOLN:

No. 1 and No. 2 will register by ticket.

2. CRETE:

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

Switching movements over Main Street Crossing must be protected by a member of the crew in accordance with Rule 103 regardless of the position of the gates. On old Wymore main track cars must not be left less than 70 feet from either side of crossing. Eastward passenger trains making station stop should stop with head-end not less than 320 feet west of crossing. Eastward trains on siding not occupying crossing within two minutes after entering approach section 1100 feet west of crossing must not occupy crossing until gates have lowered unless movement is protected by member of crew. On oil spur track No. 11 leading to Steele Bros. Concrete Plant, engines must not go beyond hopper. Elevator located adjacent to hopper will not clear man on side or top of car.

### 3. FAIRMONT:

Normal position of Jct. switches at east end on Tobias Line and west end on Strang Line are for branch lines.

### 4. Two main tracks between Brick Yard M.P. 154.89 and Gaines M.P. 158.01.

### 5. HASTINGS TOWER:

Eastward trains must receive Clearance. Trains will register by ticket.

### 6. HASTINGS AND GAINES:

Rule 83 (B) does not apply.

### 7. Extra trains will not display classification signals.

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

## SPEED RESTRICTIONS

	Passenger Trains M.P.H.	Freight Trains M.P.H.
Between Baird Tower and Hall Tower, via passenger tracks, Lincoln, . . . . .	Reduced Speed	Reduced Speed
ZONE - Lincoln to MP 60.50 . . . . .	30	15
ZONE - MP 60.50 to MP 66.70 . . . . .	79	50
ZONE - MP 66.70 to MP 70.50 . . . . .	60	50
Cobb Turnout, . . . . .	25	25
Cushman-Cobb (Freight Line) . . . . .	35	35
ZONE - MP 70.50 to MP 82.25 . . . . .	75	50
Curve MP 78.24, . . . . .	60	50
Curve MP 80.10 . . . . .	60	50
ZONE - MP 82.25 to MP 156.00 . . . . .	79	55
Curve MP 127.52, . . . . .	70	50
Crossover Brick Yard, . . . . .	30	30
Turnouts, MP 155.82 . . . . .	30	30
Crossover, MP 155.98 . . . . .	15	15
ZONE - MP 156.00 to MP 157.00 . . . . .	25	25
Crossover and turnouts MP 156.43, . . . . .	15	15
ZONE - MP 157.00 to MP 158.00, . . . . .	79	30
Turnout west end of No. 1 track MP 157.96, . . . . .	30	30
Turnout end of two main tracks Gaines, . . . . .	40	40

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

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

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

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

Between M.P. 155.00 and M.P. 83.00.

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

## FIFTH SUBDIVISION

### 1. Lights on Train Order Signals will not be displayed.

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

### 3. FAIRMONT:

Normal position Jct. Switch west end Fairmont is for Fifth Subdivision.

Operator on duty 7:00 a.m. to 4:00 p.m. daily except Saturday and Sunday,

### 4. STRANG:

Rule 83 (B) does not apply.

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

Normal position of the South switch East wye is for the West leg of wye.

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

### 5. Track car operator's lineup will not be issued to cover local extra which must not leave DeWitt before 11:00 A.M. on Mondays, Wednesdays and Fridays for Fairmont via Hebron and Strang.

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

Track car operator's lineup will not be issued to cover local extra which must not leave Hildreth before 8:30 A.M. on Tuesdays, Thursdays and Saturdays for Fairmont via Strang.

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

## SPEED RESTRICTIONS

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

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



## SIXTH SUBDIVISION

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

## SPEED RESTRICTIONS

	Passenger Trains M.P.H.	Freight Trains M.P.H.
Maximum Speed:		
Between Jct. switch at M.P. 0.77 and Beatrice . . . . .	50	40
Between Beatrice and Wymore . . . . .	40	30
SD-24, U25C and U28C engines, series 500, single units only . . . . .	30	30
Curve M.P. 1.00 . . . . .	20	20
Between M.P. 17.16 and M.P. 17.42 DeWitt . . . . .	15	15
Over bridge 19.94 West of DeWitt . . . . .	6	6
Between switches Beatrice Yard . . . . .	20	20
Over Court and Sixth Street Beatrice, . . . . .	5	5
Loaded tank cars . . . . .		25

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

## SEVENTH SUBDIVISION

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

## 3. CUSHMAN:

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

## 4. GRAND ISLAND:

Register station for trains originating and terminating.  
When handling 85 foot cars or longer on 17 degree curve of Union Pacific freight house lead and interchange track, beginning 150 feet east of point of switch for freight house lead located in the direct interchange track and continuing westward 550 feet on to the freight house lead track, movement must not exceed 4 M.P.H. A member of crew must watch movement closely, prepared to give stop signal if any indication of failure to safely negotiate the curve. Particular attention must be given to lateral movement of coupler, as critical point of movement on curve develops when coupler approaches maximum lateral movement permitted by coupler opening.  
Overhang at end of these cars is greater than on other cars and clearances must be watched closely when handling on curves in excess of 16 degrees.

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

## SPEED RESTRICTIONS

	Passenger Trains M.P.H.	Freight Trains M.P.H.
Maximum Speed:		
Between Lincoln and Cushman . . . . .	60	Yd.
SD-24, U25C and U28C engines, series 500 . . . . .	40	40
Between Cushman and Ravenna . . . . .	75	55
Lincoln, between Hall Tower and Columbus Junction, via passenger tracks . . . . .	Reduced	Speed
Westward trains, engine or leading car over highway crossing "O" Street, M.P. 1.90 . . . . .	10	10
Eastward trains, engine or leading car over highway crossing "O" Street, M.P. 1.90 . . . . .	15	15
Curves between Lincoln and Cushman . . . . .	25	25
Cushman, turnout to passenger line . . . . .	30	30
Through turnouts and spring switches both ends siding, Seward . . . . .	30	30
Around curves between M.P. 55.50 and M.P. 56.10 Aurora: . . . . .	50	50
Between M.P. 77.10 and M.P. 78.10 . . . . .	50	50
Grand Island:		
Through turnout west of U.P. crossing . . . . .	30	30
Between M.P. 95.70 and M.P. 96.50 . . . . .	30	30
Co. Plant: Within Ordance Plant . . . . .		10
Ravenna:		
Through east turnout . . . . .	30	30
Between M.P. 126.90 and M.P. 127.19 . . . . .	30	30
Between M.P. 127.19 and M.P. 127.74 . . . . .	20	20
Between M.P. 4.37 and M.P. 127.74, freight trains 66,76,78,188,65,75,77,79 and 165 authorized by message over signature of Chief Dispatcher may observe maximum speed of 60 M.P.H. (observing all other speed restrictions) except:		
Between M.P. 32.00 and M.P. 34.00 . . . . .		55
Between M.P. 53.00 and M.P. 55.00 . . . . .		55
Eastward freight trains—Engine passing signals at M.P. 125.99 and at M.P. 110.80 . . . . .		55

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

## EIGHTH SUBDIVISION

## 1. NAPIER:

Operator on duty 6:15 p.m. to 3:15 a.m. daily. Westward Eight Subdivision trains must receive Clearance when operator on duty. Trains will register by ticket when operator on duty or when instructed to do so when no operator on duty.

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



## 2. MISSOURI RIVER BRIDGE 8.93 RULO:

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

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

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

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

## 3. FALLS CITY:

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

## 4. TABLE ROCK:

Normal position of Jct. switch is for Eighth Subdivision.

## 5. LANCASTER:

Normal position of Jct. switch is for Eighth Subdivision.

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

## 7. Whistle signals for Hall Tower interlocking plant:

Hastings main track, one long.

Napier main track, one long, one short, one long.

To Wye or inside track, one long, two shorts, one long.

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

## SPEED RESTRICTIONS

	Passenger Trains M.P.H.	Freight Trains M.P.H.
Maximum Speed:		
Between Napier and Table Rock . . . . .	65	50
Between Table Rock and Lincoln . . . . .	59	49
Trailing movement through spring switch M.P. 1.50 Napier . . . . .	25	25
Over Missouri River Bridge 8.93 at Rulo . .	20	10
SD-24, U25C and U28C engines, series 500, single units only . . . . .	10	10
Between M.P. 9.30 and M.P. 10.30 Rulo . .	35	35
Between M.P. 17.10 and M.P. 17.75 east of Falls City . . . . .	35	35

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

Freight trains 72, 76, 78, 188, 71, 75 and 79, authorized by message over signature of Chief Dispatcher may observe maximum speed of 60 MPH as follows (observing all other speed restrictions):

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

Between Napier and Lincoln Bridge Derrick 204620 and 250 ton wrecking derrick may operate 30 MPH all other derricks 35 MPH except over bridge 8.93 at Rulo all derricks must operate 10 MPH. 250 ton derrick must have two lightly loaded cars between derrick and engine over bridge 8.93 Rulo.

## NINTH SUBDIVISION

1. Lights on Train Order Signals will not be displayed.

2. Unless otherwise provided, protection against following trains as required by Rule 99 is not required between Nebraska City and Lancaster.

3. Nebraska City:

Missouri Pacific railroad crossing over roundhouse lead protected by automatic interlocking signals.

Operator on duty 7:00 a.m. to 5:00 p.m. daily except Saturday and Sunday. Trains must receive Clearance when operator on duty.

4. Lancaster:

Rule 83(B) does not apply.

Normal position of Jct. switch is for Eight Subdivision.

5. Track car operator's lineup will not be issued to cover local which must not leave Lancaster before 8:00 A.M. on Wednesdays for Nebraska City and return.

Track car operator's lineup will not be issued to cover local which must not leave Lancaster before 8:00 A.M. on Mondays and Thursdays for Nebraska City.

Track car operator's lineup will not be issued to cover local extra which must not leave Nebraska City before 7:00 A.M. on Tuesdays and Fridays for Lancaster.

- Maximum gross weight of cars handled must not exceed 263,000 pounds except between Nebraska City and Payne must not exceed 210,000 pounds.

### **SPEED RESTRICTIONS**

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

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

### **TENTH SUBDIVISION**

- Lights on train order signals will not be displayed.
- ASHLAND:**  
Trains register by ticket.  
Trains entering Third Subdivision through wye in eastward movement will not register.
- YUTAN:**  
When trains meet at Yutan, Westward trains holding main track will not pass approach signal until eastward trains are in clear of siding.
- FREMONT:**  
Trains must receive Clearance.  
Westward movements which have been delayed at U.P. or C&NW RR Crossing will notify operator of their intentions to move through interlocking by depressing push button located in box east of track in vicinity of "L" Street.  
SD, GP, U25C and U28B series diesels must not move beyond clearance point on Brewery track.  
Eastward trains setting out will stop to clear highway crossing, communicate with operator, and be governed by his instructions.
- Maximum gross weight of cars handled must not exceed 263,000 pounds except between Ferry and Sioux City must not exceed 210,000 pounds.

### **SPEED RESTRICTIONS**

	M.P.H.
Maximum Speed. . . . .	49
Ashland: . . . . .	
Curve M.P. 0.29 . . . . .	25
Between Switches of Wye . . . . .	10
Westward trains approaching stop signal M.P. 0.48. .	Reduced Speed
At the approach signal of the following Interlocking: .	
Eastward and Westward trains at U.P. crossing Yutan. . . . .	30
Eastward trains at U.P. crossing Fremont M.P. 29.98. . . . .	20
Eastward and Westward trains at C&NW crossing Nickerson. . . . .	30
Eastward trains at C&NW crossing Oakland. . . . .	25
Westward trains at C&NW crossing Dakota City. . .	30
Engines or leading car of trains between absolute signals at: . . . . .	
U.P. crossing at Yutan . . . . .	20
C&NW crossing east of Nickerson . . . . .	20
C&NW crossing at Oakland. . . . .	20
C&NW crossing at Dakota City . . . . .	20
Over Platte River Bridge 27.04. . . . .	30
Between M.P. 28.80 and M.P. 29.85, Fremont . . . .	10
Between M.P. 27.70 and M.P. 28.80 and between M.P. 58.70 and M.P. 59.85. SD-24, U25C and U28C engines, series 500. . . . .	40

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

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

### **ELEVENTH SUBDIVISION**

- Lights on Train Order Signals will not be displayed.
- Unless otherwise provided, protection against following trains as required by Rule 99 is not required.
- OSMOND:**  
Operator on duty 8:00 a.m. to 5:00 p.m. daily except Saturday and Sunday.  
Trains must receive Clearance when operator on duty.
- At O'Neill, all tracks are yard tracks from the east switch west.
- Track car operators lineup will not be issued to cover locals.  
Local must not leave Sioux City before 5:30 A.M. Mondays and Thursdays.  
Local must not leave O'Neill before 7:00 A.M. Tuesdays and Fridays.  
Local must not leave Sioux City before 7:30 A.M. Wednesdays for Plainview and return to Sioux City.
- Maximum gross weight of cars handled must not exceed 220,000 pounds.

### SPEED RESTRICTIONS

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

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

### TWELFTH SUBDIVISION

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

### SPEED RESTRICTIONS

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

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

### THIRTEENTH SUBDIVISION

1. Trains between Gilmore Jct. and South Omaha are governed by Rules and Timetable of Union Pacific Railroad.
2. One long blast of whistle for Union Pacific switch Gilmore Jct.; four short blasts will be sounded after whistling for station, if signal can be seen.
3. Four short and one long blast of whistle for Union Pacific switches, South Omaha.
4. Between Gilmore Jct. and South Omaha, each member of train and engine crews must have a copy of and be governed by Union Pacific Rules, Bridge Subdivision Special Rules, and Bridge Subdivision Timetable.
5. Rule 83 (B) does not apply at Pappio and Gilmore Jct.
6. Maximum gross weight of cars handled must not exceed 263,000 pounds.

### SPEED RESTRICTIONS

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

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

### FOURTEENTH SUBDIVISION

1. Lights on Train Order Signals will not be displayed.
2. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.
3. AURORA:  
Train order signal does not govern Fourteenth Subdivision trains.
4. Kilgravel M.P. 17.25-22 cars. Engines must not pass loading tipple.
5. CENTRAL CITY:  
BN - U.P. crossing is semi-automatic with route normally lined for the Union Pacific. 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.
6. PALMER:  
Operator on duty 7:00 a.m. to 4:00 p.m. daily except Saturday and Sunday. Trains must receive Clearance when operator on duty.
7. Single Units Only over bridge 40.68, west of Palmer.
8. At Burwell, all tracks are yard tracks from the east switch west.



9. Track car operators lineup will not be issued to cover locals.

No. 783 must not leave Aurora before 9:00 A.M. on Sundays, Tuesdays and Thursdays.

No. 785 must not leave Aurora before 10:30 A.M. on Mondays, Wednesdays and Fridays.

No. 786 must not leave Burwell before 8:00 A.M. on Tuesdays, Thursdays and Saturdays.

No. 784 must not leave Palmer before 11:30 A.M. on Mondays, Wednesdays and Fridays.

10. Maximum gross weight of cars handled must not exceed 263,000 pounds except between Central City and Burwell must not exceed 220,000 pounds.

#### SPEED RESTRICTIONS

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

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

#### FIFTEENTH SUBDIVISION

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

#### SPEED RESTRICTIONS

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

Between Aurora and Hastings Bridge Derrick 204620 and 250 ton wrecking derrick may operate 20 MPH other derricks 20 MPH.

#### SIXTEENTH SUBDIVISION

1. Lights on Train Order Signals will not be displayed.
2. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.
3. At Sargent all tracks are yard tracks from the east switch west.
4. Track car operators lineup will not be issued to cover locals.

No. 784 must not leave Sargent before 7:30 a.m. on Monday, Wednesday and Friday.

No. 783 must not leave Palmer before 10:40 a.m. on Sunday, Tuesday and Thursday.

5. PALMER:  
Operator on duty 7:00 a.m. to 4:00 p.m. daily except Saturday and Sunday. Trains must receive Clearance when the operator is on duty.

6. Maximum gross weight of cars handled must not exceed 210,000 pounds.

#### SPEED RESTRICTIONS

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

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

#### SEVENTEENTH SUBDIVISION

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

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

Normal position of the South switch East wye is for the West leg of wye.

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

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

Train register at North switch at West wye. Westward trains only will register.

#### 5. BLUE HILL:

Normal position of Jct. switch Blue Hill is for the Sixth Subdivision of the Alliance Division.

6. Track car operator's lineup will not be issued to cover local extra which must not leave DeWitt before 11:00 A.M. on Mondays, Wednesdays and Fridays for Fairmont via Hebron and Strang.

Track car operator's lineup will not be issued to cover local extra which must not leave Fairmont before 8:00 A.M. on Tuesdays, Thursdays and Saturdays for DeWitt via Tobias, Ohio and Daykin.

Track car operator's lineup will not be issued to cover local extra which must not leave Fairmont before 11:00 A.M. on Mondays, Wednesdays and Fridays for Hildreth via Strang and Nelson.

Track car operator's lineup will not be issued to cover local extra which must not leave Hildreth before 8:30 A.M. on Tuesdays, Thursdays and Saturdays for Fairmont via Strang.

7. Maximum gross weight of cars handled must not exceed 263,000 pounds except between DeWitt and Swanton and between Edgar and Hildreth must not exceed 210,000 pounds.

#### SPEED RESTRICTIONS

	M.P.H.
Maximum Speed:	
Between DeWitt and Edgar . . . . .	25
Between Edgar and Hildreth . . . . .	35
Loaded tank cars:	
Between DeWitt and Edgar . . . . .	20
Between Edgar and Hildreth . . . . .	25

Engine or leading car at approach signal and between absolute signals of Interlocking Union Pacific crossing M.P. 57.26 . . . . .	20
Over bridges 1.58 and 65.84, 200, and 400 Series diesel engines (Single or Double head) and 300 Series diesel engines (Single Unit) . . . . .	10
Between Blue Hill and Jct. Switch M.P. 87.02 . . . . .	Reduced Speed

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

#### EIGHTEENTH SUBDIVISION

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

#### SPEED RESTRICTIONS

	M.P.H.
Maximum Speed . . . . .	30
Between Columbus Junction and M.P. 25.25 Seward . . . . .	25
Between Columbus Junction and Hall Tower, via passenger tracks, Lincoln . . . . .	Reduced Speed
Loaded tank cars:	
Between Lincoln and Seward . . . . .	20
Between Seward and Columbus . . . . .	25
Over bridge 5.81 . . . . .	20
Over Highway Crossing M.P. 26.00 Seward . . . . .	5
Engine or leading car over main highway crossing just west of depot, Ulysses . . . . .	5
Over bridge 64.96 . . . . .	10
Westward trains Bellwood hill, M.P. 56.50 to M.P. 58.70 . . . . .	20
Engine or leading car between absolute signals U.P. crossing, Columbus . . . . .	20
Engine or leading car over 21st Avenue, Columbus . . . . .	5

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

## **AIR BRAKE RULES AND INSTRUCTIONS**

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

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

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

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

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

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

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

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

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

### **PISTON TRAVEL**

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

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

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

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

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

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

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

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

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

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

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



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

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

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

#### RUNNING TEST

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

#### BACK UP MOVEMENTS

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

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

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

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

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

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

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

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

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

Passenger	110 pounds
Freight	80 pounds