

# EASTERN DISTRICT TIME TABLE NO. 1

**"Central Time east of North Platte, Nebraska, Ellis, Kansas, and Plainville Branch. Mountain Time west of North Platte, Nebraska, and Ellis Kansas."**

**FOR EMPLOYEES ONLY**



**Effective 12:01 A.M., May 15, 1976**

O. A. DURRANT  
General Manager

J. BOWEN  
Genl. Supt. Transportation

J. E. PETERSEN  
General Superintendent

### NEBRASKA DIVISION

**W. A. RIDGE, Superintendent** ..... Council Bluffs, Ia.  
R. M. WOOD, Asst. Division Supt. .... Council Bluffs, Ia.  
J. R. HART, Terminal Supt. .... Council Bluffs, Ia.  
A. C. THRAEN, Asst. Term. Supt. .... Council Bluffs, Ia.  
R. MOORE, Term. Trainmaster ..... Council Bluffs, Ia.  
H. J. TAMISIEA, Term. Trainmaster ..... Council Bluffs, Ia.  
E. J. WHEELER, Term. Trainmaster ..... Council Bluffs, Ia.  
J. A. SON, Trainmaster ..... Fremont, Nebr.  
R. A. KUSH, Supt. of Safety ..... Council Bluffs, Ia.  
G. A. WALLING, Terminal Trainmaster ..... Fremont, Nebr.  
C. E. O'HARA, Trainmaster ..... Grand Island, Nebr.  
W. B. REMINGTON, Term. Trainmaster ..... Grand Island, Nebr.  
M. L. BUTLER, Asst. Superintendent ..... North Platte, Nebr.  
H. W. BAKER, Trainmaster ..... Cheyenne, Wyo.  
W. H. ANDERSON, Asst. Superintendent ..... Gering, Nebr.  
T. O. ALLRED, Mechanical Superintendent ..... Cheyenne, Wyo.  
H. A. CASSELL, Road Foreman-Asst. Trainmaster ..... Council Bluffs, Ia.  
P. N. HANSEN, Road Foreman-Asst. Trainmaster ..... Grand Island, Nebr.  
L. C. WALLACE, Road Foreman-Asst. Trainmaster ..... North Platte, Nebr.  
D. E. GODDEN, Road Foreman-Asst. Trainmaster ..... Cheyenne, Wyo.  
S. J. McLAUGHLIN, Division Engineer ..... Council Bluffs, Ia.  
J. D. PALMER, General Roadmaster ..... Council Bluffs, Ia.  
C. M. FUNK, General Roadmaster ..... North Platte, Nebr.

**A. J. WONKA, Division Chief Dispatcher**

#### FIRST SUBDIVISION AND BRANCHES

V. BAYNE, JR., Chief Dispatcher ..... North Platte, Nebr.

#### SECOND SUBDIVISION AND BRANCHES

B. C. KEITH, Chief Dispatcher ..... North Platte, Nebr.

#### Assistant Chief Dispatchers

E. E. NELSEN ..... North Platte, Nebr.  
J. B. BILLINGS ..... North Platte, Nebr.  
D. L. ROE ..... North Platte, Nebr.  
K. J. RATCLIFF ..... North Platte, Nebr.  
S. W. FLETCHER ..... Omaha, Nebr.

### BAILEY YARD

**G. B. RECTOR, Superintendent** ..... North Platte, Nebr.  
C. F. PUTMAN, Asst. Supt. .... North Platte, Nebr.  
G. F. BAKER, Term. Trainmaster ..... North Platte, Nebr.  
W. J. WRIGHT, Term. Trainmaster ..... North Platte, Nebr.  
G. A. LANGE, Term. Trainmaster ..... North Platte, Nebr.  
W. R. KEITHLEY, Road Foreman of Engines ..... North Platte, Nebr.

### WYOMING DIVISION

**M. E. MERRITT, Superintendent** ..... Cheyenne, Wyo.  
R. J. RAIRIGH, Asst. Superintendent ..... Cheyenne, Wyo.  
J. L. LARSEN, Trainmaster ..... Cheyenne, Wyo.  
J. M. SANCHEZ, Term. Trainmaster ..... Cheyenne, Wyo.  
G. L. LEWIS, Superintendent of Safety ..... Cheyenne, Wyo.  
W. J. ROCHE, Trainmaster ..... Denver, Colo.  
G. WATTS, Term. Superintendent ..... Denver, Colo.  
L. D. SMITH, Asst. Term. Supt. .... Denver, Colo.  
K. M. KUBIK, Term. Trainmaster ..... Denver, Colo.  
F. L. SPENCER, Term. Trainmaster ..... Denver, Colo.  
L. D. NELSON, Trainmaster ..... Laramie, Wyo.  
R. W. STONEBRAKER, Trainmaster ..... Rawlins, Wyo.  
J. T. BATEMAN, Trainmaster ..... Rawlins, Wyo.  
B. C. MURPHY, Supt. of Terminals ..... Green River, Wyo.  
R. W. McSPADDEN, Terminal Supt. .... Green River, Wyo.  
G. R. ORME, Trainmaster ..... Green River, Wyo.  
D. R. ROMER, Trainmaster ..... Ogden, Utah  
T. O. ALLRED, Mechanical Superintendent ..... Cheyenne, Wyo.  
C. G. ROTE, Road Foreman-Asst. Trainmaster ..... Cheyenne, Wyo.  
D. W. KRAFCHIK, Road Foreman-Asst. Trainmaster ..... Cheyenne, Wyo.  
E. S. DANIEL, Road Foreman of Engines ..... Hanna, Wyo.  
R. D. FORNEY, Road Foreman of Engines ..... Rawlins, Wyo.  
R. B. STULL, Road Foreman of Engines ..... Green River, Wyo.  
R. J. WHITE, Road Foreman of Engines ..... Ogden, Utah  
F. J. EMMONS, Road Foreman-Asst. Trainmaster ..... Denver, Colo.  
C. L. JENSEN, Division Engineer ..... Cheyenne, Wyo.  
J. M. SUNDBERG, Asst. Div. Engineer ..... Cheyenne, Wyo.  
B. L. JACKSON, General Roadmaster ..... Cheyenne, Wyo.  
J. M. PAUGH, General Roadmaster ..... Green River, Wyo.

**F. E. DEARDEN, Division Chief Dispatcher**

### Radio Procedure

12 (R). When radio communication is used to authorize a train or engine to proceed through the limits of a Form Y train order the engineer of the train and the employe in charge named in the Form Y train order must use the following radio procedure:

"U.P. General Foreman A. B. Smith calling Engineer U.P. Extra 3900 West."

"Engineer U.P. Extra 3900 West to Smith. Go ahead."

"General Foreman Smith to Engineer U.P. Extra 3900 West. I am in charge of work between M.P. 107 and M.P. 109 Train Order No. 45. Men and machines are clear. You may proceed through the limits of Order No. 45 at ( . . . . .MPH repeat . . . . .MPH) (Normal Speed). Acknowledge."

"Engineer Extra 3900 West. I may proceed through limits of Order No. 45 at ( . . . . .MPH) (Normal Speed). Acknowledged. Extra 3900 West Out."

99 (R-1). When radio communication is used to restore a track to service prior to expiration of the protecting order the employe in charge and subordinates in charge of elements of the work force must use the following radio procedure:

"U.P. General Foreman A. B. Smith calling Foreman Robert Jones."

"Robert Jones to Smith — go ahead."

"Jones advise when men and machines are clear of westward main track."

"Jones to Smith — men and machines are clear of westward main track."

"Smith to Jones — Keep men and machines clear. I will release westward main track for service immediately. Do you understand?"

"Jones to Smith — Acknowledged. I understand."

(Procedure to be repeated to each employe responsible for any element of work force). TRACK MUST NOT BE RELEASED FOR SERVICE UNTIL ALL RESPONSIBLE PERSONS HAVE CONFIRMED THEIR UNDERSTANDING.

### SYMBOLS AND ABBREVIATIONS

6. (A). The following letters, placed in column with station name, in time-table indicate:

D — day operator;  
N — night operator;  
R — train register;  
YL — yard limits.

6 (B). The following letters, placed in column provided in the time-table, indicate:

A — automatic interlocking;  
F — fueling station;  
I — manual interlocking;  
P — dispatcher's telephone;  
T — turntable;  
X — cross-over;  
Y — wye.

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
40"	90	50"	72	1'	60	1' 10"	51.4	2'	30
41"	87.8	51"	70.6	1' 11"	59	1' 11"	50.7	2' 15"	26.6
42"	85.7	52"	69.2	1' 2"	58	1' 12"	50	2' 30"	24
43"	83.7	53"	67.9	1' 3"	57.1	1' 15"	48	2' 45"	21.8
44"	81.8	54"	66.6	1' 4"	56.2	1' 20"	45	3'	20
45"	80	55"	65.4	1' 5"	55.3	1' 25"	42.3	3' 30"	17.1
46"	78.3	56"	64.2	1' 6"	54.5	1' 30"	40	4'	15
47"	76.6	57"	63.1	1' 7"	53.7	1' 35"	37.9	5'	12
48"	75	58"	62	1' 8"	52.9	1' 40"	36	6'	10
49"	73.5	59"	61	1' 9"	52.1	1' 45"	34.3	7'	8.6
						1' 50"	32.7	8'	7.5
						1' 55"	31.3	10'	6

**FIRST AND SECOND SUBDIVISIONS**

J. M. MARONEY, Chief Dispatcher ..... Cheyenne, Wyo.

**THIRD AND FOURTH SUBDIVISIONS**

W. E. HARDY, Chief Dispatcher ..... Cheyenne, Wyo.

**Assistant Chief Dispatchers**

J. E. ROWAN ..... Cheyenne, Wyo.  
 T. D. HARDING ..... Cheyenne, Wyo.  
 J. H. STORRS ..... Cheyenne, Wyo.  
 R. J. WALKER ..... Cheyenne, Wyo.  
 D. CARROLL, JR. .... Cheyenne, Wyo.

**KANSAS DIVISION**

**R. E. ORRICK, Superintendent** ..... **Kansas City, Kan.**  
 W. J. BARRY, Assistant Superintendent ..... Kansas City, Kan.  
 P. D. HARE, Terminal Superintendent ..... Kansas City, Kan.  
 R. E. MAIN, Assistant Terminal Superintendent ..... Kansas City, Kan.  
 J. R. CARDEN, Assistant Terminal Superintendent ..... Kansas City, Kan.  
 E. V. POTTS, Terminal Trainmaster ..... Kansas City, Kan.  
 R. A. HANSON, Terminal Trainmaster ..... Kansas City, Kan.  
 D. W. SMITH, Trainmaster ..... Kansas City, Kan.  
 L. S. JACOBSON, Term. Trainmaster ..... Topeka, Kan.  
 C. H. HOPPENSTEDT, Trainmaster ..... Marysville, Kan.  
 P. N. MARTIN, Trainmaster ..... Salina, Kan.  
 T. O. ALLRED, Mechanical Superintendent ..... Cheyenne, Wyo.  
 M. S. BOWERS, Road Foreman-Asst. Trainmaster ..... Kansas City, Kan.  
 B. L. TROUTMAN, Road Foreman of Engines ..... Kansas City, Kan.  
 I. L. IRWIN, Road Foreman of Engines ..... Marysville, Kan.  
 W. E. WIMMER, Division Engineer ..... Kansas City, Kan.  
 J. O. WORTHINGTON, General Roadmaster ..... Kansas City, Kan.  
 J. L. SLANE, Supt. of Safety ..... Kansas City, Kan.

**H. W. LANDRETH, Division Chief Dispatcher**

**KANSAS CITY — GIBBON**

A. L. LANDRETH, Chief Train Dispatcher ..... Kansas City, Kan.  
 G. S. OLLER, Assistant Chief Train Dispatcher ..... Kansas City, Kan.  
 V. E. MEINECKE, Assistant Chief Train Dispatcher ..... Kansas City, Kan.

**MENOKEN — DENVER**

J. W. SMITH, Chief Train Dispatcher ..... Kansas City, Kan.  
 P. L. MOBLEY, Assistant Chief Train Dispatcher ..... Kansas City, Kan.  
 B. L. PEPPEL, Assistant Chief Train Dispatcher ..... Kansas City, Kan.

**EASTERN DISTRICT MILEAGES**

Division	Main Line	Branches	Total
Nebraska	659.60	838.10	1497.70
Wyoming	627.95	302.34	930.29
Kansas	925.20	465.02	1390.22
<b>TOTALS</b>	<b>2212.75</b>	<b>1605.46</b>	<b>3818.21</b>

**EASTERN DISTRICT**

**LOCATION OF STANDARD CLOCKS BY STATE**  
**IOWA**

Council Bluffs ..... Dieselhouse Register Room

**NEBRASKA**

Omaha ..... Tower "B"  
 Omaha, 8th Street Yard ..... Enginemen's and Yardmen's Register Room  
 Valley ..... Telegraph Office  
 Fremont ..... Telegraph Office  
 Columbus ..... Telegraph Office  
 Columbus ..... Enginemen's Washroom  
 Grand Island ..... Telegraph Office  
 Grand Island ..... Register Room  
 Hastings ..... Yard Office  
 Kearney ..... Telegraph Office  
 Lexington ..... Telegraph Office  
 North Platte ..... Chief Dispatcher's Office  
 North Platte ..... Telegraph Office  
 North Platte ..... Conductor's Register Room, Yard Office  
 North Platte ..... Engine Dispatcher's Office  
 North Platte ..... Hump Yard Locker Room  
 North Platte ..... Yardmen's Locker Room  
 North Platte ..... East End Yardmen's Room  
 Sidney ..... Telegraph Office  
 Gering ..... Telegraph Office  
 Gering ..... Roundhouse

**MISSOURI**

St. Joseph ..... Terminal Yard Office

**KANSAS**

Kansas City, Kans. .... Chief Dispatcher's Office  
 Armstrong ..... Yard Office  
 Armstrong ..... Roundhouse  
 Fairfax District ..... North Yard Office  
 Kaw Junction ..... Telegraph Office  
 Lawrence ..... Telegraph Office  
 Topeka ..... Telegraph Office  
 Topeka ..... Engineer's Wash Room  
 Junction City ..... Telegraph Office  
 Salina ..... Register Room, Union Station  
 Salina ..... Telegraph Office, Union Station  
 Salina ..... Yard Office  
 Salina ..... Roundhouse  
 Ellis ..... Telegraph Office  
 Oakley ..... Telegraph Office  
 Sharon Springs ..... Telegraph Office  
 Plainville ..... Telegraph Office  
 Marysville ..... Telegraph Office

**COLORADO**

Sterling ..... Telegraph Office  
 LaSalle ..... Telegraph Office  
 Denver ..... "U. D." Telegraph Office  
 Denver, 23rd Street ..... Engineer's Register Room  
 Denver, 24th Street ..... Engineer's Register Room  
 Denver, 24th Street ..... Switchmen's Register Room  
 Denver, 19th Street ..... Register Room  
 Denver, 36th Street ..... Register Room  
 Denver, 36th Street ..... Switchmen's Register Room

**WYOMING**

Cheyenne ..... Chief Dispatcher's Office  
 Cheyenne ..... Conductor's Register Room  
 Cheyenne ..... Switchmen's Register Room  
 Cheyenne ..... Train and Engineer's Locker Room  
 Laramie ..... Amtrak Depot  
 Laramie ..... Telegraph Office  
 Laramie ..... Switchmen's Locker Room  
 Laramie ..... Conductor's Room  
 Hanna ..... Register Room  
 Rawlins ..... Telegraph Office  
 Rawlins ..... Conductor's Register Room  
 Rawlins ..... Yard Office  
 Rock Springs ..... Telegraph Office  
 Rock Springs ..... Switchmen's Locker Room  
 Green River ..... Telegraph Office  
 Green River ..... Switchmen's Locker Room  
 Evanston ..... Telegraph Office

**UTAH**

Ogden ..... 33rd Street Telegraph Office  
 Ogden ..... Union Station Baggage Room

**SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS  
PERMITTED AND MUST NOT BE EXCEEDED**

**Designation "Psgr."** — Train with locomotive and all passenger train equipment.

**Designation "Frt."** — Train with freight cars; train with caboose only; locomotive without cars, other than train movement.

**GENERAL**

LOCATION	MPH
Moving against the normal current of traffic on a main track, unless otherwise specified by train order	30
When using No. 20 equilateral.	60
When using No. 20 turn-outs, unless a different speed is specified.	40
When using No. 14 turn-outs located on: Straight track.	30
Curves.	15
When using other turn-outs.	15
Facing point movement over spring switches not protected by signals unless advised by train order that switch has been spiked.	20
Within yard limits protected by continuous block signal system, unless a different speed is specified.	35
Within yard limits not protected by continuous block signal system, unless a different speed is specified.	20
When using tracks other than main tracks unless a different speed is specified.	15
Sidings in CTC territory, unless a different speed is specified.	20
Wye tracks, except those portions used as main track or siding and balloon tracks.	5
Road freight locomotives GP-7 units Nos. 100-129 inclusive.	65
Other road freight locomotives: in freight service	70
in passenger service	75
Yard switch locomotives in road service: 1000-1100 class.	35
1800 class.	50
Car body type unit backing up light or backing up as leading unit at front of train.	30
When multiple unit engine is controlled from other than leading unit.	30
Diesel locomotive running light, on descending grade in excess of 1 per cent, when necessary to use engine brake to control speed.	25
Trains handling wrecking derricks: American hoist derricks 903045, 903046, 903047.	60
Derricks with 6-wheel trucks.	40
Derricks with 4-wheel trucks.	35
For first five miles after leaving initial terminal with derricks not equipped with roller bearings.	20
Trains handling scale test cars 903145 and 903147, wedge plows, or roadway machines on their own wheels (except wrecking derricks): On main lines — tangent track.	35
On main lines — curves.	25
On branch lines.	25
Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)	35
Holmes, Pettibone and similar type cranes, and hi-rail equipped wheel changers. (Slower speed must be observed where conditions require.)	25

LOCATION	MPH
Jordan spreaders and other machines of spreader type, when in operation with wings extended.	15
Trains handling continuous welded rail or continuous lengths of jointed rail: On unrestricted track.	40
On restricted track or curves, 20 MPH LESS than published speed, except when published speed is 30 MPH or less, must not exceed 10 MPH Through cross-overs or turn-outs.	10
Trains handling diesel units dead in train: Yard-switch units of any type.	35
Foreign line, government, export or commercial diesel units other than yard-switch type.	45
Trains handling specially equipped cars for company wheels and axles. UP 99000-99014 inclusive and UP 99500-99962.	50
Trains handling MCPX and MONX 23000 series tank cars loaded with phosphorus.	50
Trains with one diesel unit handling ore between Echo and Ogden.	35
Coal Trains loaded or empty, when moving under tipple on any mine spur.	15
Trains handled with RCS units.	60
Trains handling UP 26000 and 27000 Series cars loaded or empty	40
Trains handling ballast except when loaded in UP 901000 series cars	40 50
Unit trains handling open top or covered hopper cars when loaded except loaded unit phosphate rock trains	50 40
Trains handling empty gondolas or empty open top hopper cars	50
Trains handling cars UP 16000 through 17949, UP 60000 through 66999 and UP 85000 through 91999 when loaded	50
Trains handling empty bulkhead flat cars, except those equipped with auto racks	50
GRX symbol trains	50

NEBRASKA DIVISION

WESTWARD		FIRST SUBDIVISION	EASTWARD	
Station Number	LENGTH OF SIDINGS	Time-Table No. 1 STATIONS	MILE POST	RULE 6(B)
	FEET			
0		<b>COUNCIL BLUFFS</b>	0.0	FIPXY
		2.1 EAST END MISSOURI RIVER BRIDGE	2.1	IPX
		0.3 WEST END MISSOURI RIVER BRIDGE	2.4	IPX
3		0.7 DN TOWER "B"	3.1	IPX
		0.8 20TH STREET	3.9	IPX
5		1.3 <b>SUMMIT</b>	5.2	IPX
9	2000	3.7 SEYMOUR	8.9	PX
12	11353	2.8 WOODY	11.7	PX
12	1700	0.5 NASCO	12.2	PX
13	E 8240	1.4 WECO	13.6	PX
17		3.1 <b>LANE</b>	16.7	PX
22	C 3400	5.0 ELKHORN	21.7	P
25	2050	2.8 WATERLOO	24.5	
28	W 7950 E3950-8850	3.5 DN <b>VALLEY</b> V	28.0	PXY
31	4930	3.2 MOVAL	31.2	
34	1358	3.1 MERCER	34.3	PX
39	W 4073	5.0 DN <b>FREMONT</b> FN	39.3	PX
		0.7 B-N CROSSING	40.0	IP
		4.8 C & NW JCT.	44.8	PX
45	2400	1.1 TROXEL	45.9	
46	C 3670	0.4 AMES	46.3	P
54	C 7530	8.1 NORTH BEND	54.4	P
61	2055	7.0 ROGERS	61.4	PX
69	W 6300 E 5350	7.3 D SCHUYLER SC	68.7	PX
77	1634	8.2 RICHLAND	76.9	PX
79	1525	2.4 MOORMAN	79.3	
80	2073	0.7 BEHLEN	80.0	PX
81	1238	0.9 DOULOM	80.9	
		2.9 B-N CROSSING	83.8	I
85	W 6600 E 6300	0.7 DN <b>COLUMBUS</b> C	84.5	PXY
92	C 5320	7.7 DUNCAN	92.2	P
102	2460	10.1 SILVER CREEK	102.3	PX
108	W 900	5.6 HAVENS	107.9	
114	C 3700	5.7 D CLARKS CX	113.6	P
116	543	2.3 GULFOIL	115.9	
		8.4 B-N CROSSING	124.3	IP
125	W 4758 E 5300	0.6 D <b>CENTRAL CITY</b> CI	124.9	PXY
129	1400	3.6 PADDOCK	128.5	
135	C 7400	6.6 CHAPMAN	135.1	P
147		11.1 DN-R <b>GRAND ISLAND</b> GI	146.2	FIPXY

Five main tracks between M.P. 0.5 and east end Missouri River Bridge.  
Four main tracks between 20th Street and Summit.

NEBRASKA DIVISION

WESTWARD		FIRST SUBDIVISION—CONT.	EASTWARD	
Station Number	LENGTH OF SIDINGS	Time-Table No. 1 STATIONS	MILE POST	RULE 6(B)
	FEET			
147		DN-R <b>GRAND ISLAND</b> GI	146.2	FIPXY
		0.3 B-N CROSSING	146.5	I
155	2166	8.0 ALDA	154.5	PXY
162		7.8 WOOD RIVER	162.3	PX
170	C 3305	7.6 SHELTON	169.9	PX
176	4236	6.1 D <b>GIBBON</b> GB	176.0	PX
180	1561	3.8 OPTIC	179.8	P
184	E 3227	4.5 BUDA	184.3	PX
186	W 2768	1.6 KEARNEY AIR BASE	185.9	X
189	W 8543 E 5190	3.2 DN <b>KEARNEY</b> KR	189.1	PXY
194	1960	5.0 ALFALFA CENTER	194.1	X
198	C 3630	4.2 ODESSA	198.3	P
205	C 6250	6.3 ELM CREEK	204.6	P
209	836	4.7 TRUED	209.3	
213	C 3490	4.0 OVERTON	213.3	P
218	1679	4.6 JOSSELYN	217.9	PX
224	W 5450 E 6014	6.5 DN <b>LEXINGTON</b> UM	224.4	PXY
233	C 3750	8.1 DARR	232.5	P
238	C 7335	5.7 D <b>COZAD</b> CO	238.2	P
243	2830	5.0 WILLOW ISLAND	243.2	X
249	W 5845 E 6000	5.6 D <b>GOTHENBURG</b> BU	248.8	PXY
262	C 3645	12.7 BRADY	261.5	P
271	2182	9.1 MAXWELL	270.6	PX
273	795	2.3 KEITH	272.9	
281	450	7.6 BECK	280.5	
284		3.6 DN-R <b>NORTH PLATTE</b> NO	284.1	FIPXY

Note 2 to Rule 99 is in effect on First Subdivision

Rule 251 in effect between M.P. 3.45 and 5.2 on Main Tracks 3 and 4, between Summit and Gibbon and between Buda and North Platte.

Rule 261 in effect between Council Bluffs and Summit except as noted above and between Gibbon and Buda.

CLEARANCE AND REGISTER REQUIREMENTS

All westward trains must receive clearance at Tower "B", Omaha.  
Trains to or from Old Main Line need not receive clearance at Lane or Summit.  
Trains to or from Kansas Division need not receive clearance at Gibbon.  
Only trains which originate or terminate at Grand Island are required to register at Grand Island.  
Union Pacific trains operating between Grand Island and Lincoln via BN must receive a BN clearance at Grand Island before entering upon Burlington Northern tracks, Grand Island.  
In addition, trains operating between Grand Island and Lincoln via Grand Island and BN will be issued a BN clearance at North Platte which will include any train orders annulling a schedule and any slow or cautionary orders in effect at that time between Grand Island and Lincoln.  
Trains operating between Lincoln and North Platte via Grand Island and UP must receive a UP clearance at Grand Island.  
Trains to and from the BN at Grand Island need not register at Grand Island.

## SPEED RESTRICTIONS — FIRST SUBDIVISION

LOCATION	MPH
Maximum Speed	
Between Summit and North Platte	70
All tracks except main tracks	15
Council Bluffs—Omaha	
Main Tracks 1 & 2	
Between 21st Street and M.P. 0.5	15
M.P. 0.5 and M.P. 2.4 west end Missouri River Bridge	25
M.P. 2.4 west end Missouri River Bridge and Summit	40
Main Tracks 3, 4 & 5, Council Bluffs	15
Main Tracks 3 & 4, Omaha	25
Over grade crossings in City of Omaha	25
Fremont, within city limits (Between M.P. 38.5 and M.P. 40.7)	25
Trains departing C&NW Yard on Main Track	15
Other movements in C&NW Yard	6
Schuyler, between second street crossing east of depot and first street crossing west of the mill. (Between M.P. 68.6 and M.P. 68.9)	25
Columbus yard tracks	10
Central City, within city limits. (Between M.P. 124.0 and M.P. 125.3)	45
Grand Island—Freight trains moving on yard tracks, all movements on East Yard Runaround, Scale Track, and through turnouts and sharp curves on leads to Diesel Servicing and Mo/W trackage just east of BN crossing.	5
When entering or leaving BN Transfer	10
Alda, wye trackage, both in and outside ordinance plant	5
All other Ordinance trackage except main tracks	5
Ordinance main tracks	10
Buda, all airfield trackage.	10
Lexington	
Main Street to 1500 feet east on Scale Track	10
On 3rd and 4th tracks north, east of depot	5
Cozad, on Armour & Co. spur tracks.	5
Between Mile Posts — Summit	
5.8 and 6.8	50
Weco	
14.1 and 14.7	60
15.9 and 16.2	60
Lane	
18.1 and 19.8	60
Elkhorn	
21.9 and 22.1	60
22.2 and 22.6	50
22.8 and 23.2	60
27.5 and 28.5	
Eastward trains may resume normal speed after engine passes M.P. 27.5	
Westward trains after engine passes M.P. 28.5	45
Columbus	
83.0 and 83.6	55
83.6 and 85.0	35
85.0 and 87.0	65
Grand Island	
144.0 and 145.8	60
145.8 and 147.1	35
147.1 and 149.3	50
Buda	
188.5 and 189.5*Note	45
Gothenburg	
258.1 and 258.5	65
Maxwell	
281.1 and 281.9	55
282.5 and 283.0	45
North Platte	
283.2 and 288.1	35

\*NOTE—Referring to Rule 12(D), eastward resume speed sign located to right of eastward siding at Kearney

## NEBRASKA DIVISION

WESTWARD		OLD MAIN LINE	EASTWARD		
Station Number	LENGTH OF SIDINGS	Time-Table No. 1	MILE POST	RULE 6(B)	
	FEET				
STATIONS					
5		SUMMIT 1.2 SOUTH OMAHA 0.6 C.R.I.&P. JUNCTION 4.1 GILMORE JUNCTION 1.2	Double Track	5.2	IPX
100-06				6.4	PX
				7.0	PX
				11.1	IP
100-12		GILMORE	12.3		
100-17	3250	PAPILLION	16.8		
		MO. PAC. CROSSING	19.2	A	
100-23	2911	D MILLARD YL MD	22.5		
17		LANE YL	26.1	PX	
		(20.9)			

WESTWARD		NORFOLK BRANCH	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1	MILE POST	RULE 6(B)
	FEET			
STATIONS				
85		DN-R COLUMBUS YL C	0.0	FPY
103-04	1105	SHELDONVILLE	4.2	
103-09	400	R OCONEE YL	9.4	Y
103-15	1057	PLATTE CENTER	14.7	
103-20	1456	TARNOV	20.3	
103-26	2537	HUMPHREY	25.7	
103-35	1534	MADISON	35.4	
103-41	1419	ENOLA	40.9	
		C.&N.W. CROSSING YL	48.7	I
		VULCRAFT YL	49.0	
		C.&N.W. CROSSING YL	50.2	
103-50		D-R NORFOLK YL KN	50.4	Y
		(50.4)		

WESTWARD		ALBION BRANCH	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1	MILE POST	RULE 6(B)
	FEET			
STATIONS				
103-09	1009	R OCONEE YL	0.0	Y
104-02	430	MILL SPUR	2.0	
104-04	643	MONROE	4.3	
104-11	1640	D GENOA G	11.3	Y
104-22	2169	ST. EDWARD	22.3	
104-34	1207	ALBION	33.7	Y
		(33.7)		

Rule 251 is in effect between Summit and Gilmore Junction.

### CLEARANCE REQUIREMENTS

Westward trains via Old Main Line must receive clearance at Tower "B" Omaha and need not receive clearance at Summit.

Eastward trains need not receive clearance at Lane.

Trains to or from Albion Branch will retain their identity and need not receive clearance at Oconee.

### SPEED RESTRICTIONS

LOCATION — OLD MAIN LINE	MPH
Maximum speed.	25
All tracks except main tracks.	15
Over grade crossings in City of Omaha.	25
19.2, Mo. Pac. Crossing, between home signals of automatic interlocking	20

**SPEED RESTRICTIONS (CONT.)**

LOCATION	MPH
<b>Norfolk Branch</b>	40
Maximum speed.	5
All tracks other than main tracks	
Between Mile Posts:	5
0.0 and 1.0	
1.0 and 1.9	20
8.7 and 10.3	20
44.0 and 48.5	25
48.7, C&NW crossing between home signals of interlocking	20
<b>ALBION BRANCH</b>	25
Maximum speed	5
All tracks other than main tracks	

**NEBRASKA DIVISION**

WESTWARD		CEDAR RAPIDS BRANCH		EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1		MILE POST	RULE 6(B)	
	FEET	STATIONS				
104-11	1640	D-R	GENOA	G	0.0	Y
			9.3			
105-09	929		MERCHISTON		9.3	
			4.4			
105-14	1604		FULLERTON		13.7	
			8.5			
105-22	585		STOCKYARD SIDING		22.2	
			0.9			
105-23	792		BELGRADE		23.1	
			7.2			
105-30	1052		CEDAR RAPIDS		30.3	
			6.3			
105-37	1645		PRIMROSE		36.6	
			7.7			
105-44	1955		SPALDING		44.3	Y
			(44.3)			

WESTWARD		ORD BRANCH		EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1		MILE POST	RULE 6(B)	
	FEET	STATIONS				
147		DN-R	GRAND ISLAND YL	GI	0.0	FPXY
			0.4			
			B-N CROSSING		0.4	I
			2.1			
106-03	634		CAREY		2.5	
			8.6			
106-11	834		ST. LIBORY		11.1	
			10.8			
106-22	1348		ST. PAUL		21.9	Y
			8.8			
106-31	1416		ELBA		30.7	
			6.1			
106-37	1271		COTESFIELD		36.8	
			7.7			
106-45			SCOTIA JUNCTION		44.5	
			1.2			
106-46	714		SCOTIA		45.7	
			1.2			
106-45			SCOTIA JUNCTION		44.5	
			4.3			
106-49	1311		NORTH LOUP		48.8	
			9.7			
106-58	550		SAUNDERS		58.5	
			2.2			
			B-N CROSSING		60.7	
			0.3			
106-61	1311		ORD		61.0	Y
			(61.0)			

WESTWARD		LOUP CITY BRANCH		EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1		MILE POST	RULE 6(B)	
	FEET	STATIONS				
106-22	1348		ST. PAUL		0.0	Y
			8.3			
107-08	450		DANNEBROG		8.3	
			10.3			
107-19	1431		BOELUS		18.6	
			7.2			
107-26	1406		ROCKVILLE		25.8	
			13.2			
107-39	1487		LOUP CITY		39.0	Y
			(39.0)			

**NEBRASKA DIVISION**

WESTWARD		KEARNEY BRANCH		EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1		MILE POST	RULE 6(B)	
	FEET	STATIONS				
189		DN-R	KEARNEY YL	KR	0.0	PY
			5.5			
11-006	700		GLENWOOD PARK		5.5	
			4.6			
11-010	854		RIVERDALE		10.1	
			6.7			
11-017	1074		AMHERST		16.8	
			9.5			
11-026	1428		MILLER		26.3	
			6.2			
11-033	1661		SUMNER		32.5	
			7.9			
11-040	350		EDDYVILLE		40.4	
			11.7			
11-052	1867		OCONTO		52.1	
			13.4			
11-066	1168	D	CALLAWAY	CA	65.5	
			17.6			
11-083	1951		ARNOLD		83.1	
			16.1			
11-099	620		GANDY		99.2	
			3.2			
11-102			STAPLETON		102.4	Y
			(102.4)			

**CLEARANCE REQUIREMENTS**

Trains to or from Cedar Rapids Branch will retain their identity and need not receive clearance at Genoa unless train order signal indicates Stop.

**SPEED RESTRICTIONS**

LOCATION	MPH
<b>Cedar Rapids Branch</b>	25
Maximum speed.	5
All tracks other than main tracks	
<b>Ord and Loup City Branches</b>	20
Maximum speed	
Carey, all air field trackage.	10
<b>Kearney Branch</b>	25
Maximum speed.	
Between Arnold and Stapleton.	15
(Between M.P. 83.1 and M.P. 102.4)	

### NEBRASKA DIVISION

WESTWARD		BEATRICE BRANCH			EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1			MILE POST	RULE 6(B)
	FEET	STATIONS				
28		DN-R	VALLEY YL	V	0.0	FPY
			5.8 B-N CROSSING		5.8	A
50-006	842		5.3 YUTAN		6.3	
50-012	4247	D	5.3 MEAD	AD	11.6	
50-015	866		3.1 WAHPCO		14.7	
50-017	620		2.7 KRUMEL		17.4	
50-019	1255		1.5 WAHOO		18.9	
			0.7 C. & N.W. and B-N CROSSINGS		19.6	
50-026	3397		6.7 WESTON		26.3	
50-033	1692		6.9 TOUHY		33.2	
50-037	4453	D	4.1 VALPARAISO	VO	37.3	Y
50-042	1101		4.5 AGNEW		41.8	
50-047	1474		4.7 RAYMOND		46.5	
50-048	5313		1.3 GARRATT		47.8	
50-054			6.9 LINPARK YL		54.7	
50-055	284		0.6 WEST LINCOLN YL		55.3	
			1.2 B-N CROSSING YL		56.5	I
50-057	1100	DN	0.6 LINCOLN YL	SN	57.1	
			0.3 B-N CROSSING YL		57.4	I
			1.5 B-N CROSSING YL		59.0	I
50-065	5821		6.4 JAMAICA		65.4	
50-075	945		9.3 PRINCETON		74.7	
50-080	1600		4.8 CORTLAND		79.5	
50-089	3657		9.4 PICKRELL		88.9	
50-097	4320	D	7.9 BEATRICE YL	BX	96.8	
			0.4 C.R.I.&P. CROSSING		97.2	
50-106	1221		8.5 HOLMESVILLE		105.7	
50-110	1121		4.6 BLUE SPRINGS		110.3	
			2.8 B. N. CROSSING		113.1	A
50-114	5343		1.2 BADGER		114.3	
50-118	758		3.7 BARNESTON		118.0	
50-124	854		6.4 OKETO		124.4	
50-126	1394		1.5 MARIETTA		125.9	
17-148		DN-R	8.3 MARYSVILLE YL	MS	134.2	FPT
			(134.2)			

At Lincoln, trains and engines are governed by Operating Rules, Time-Table and Special Instructions of B.N. while using their tracks between Hall Tower and Baird Tower.

#### SPEED RESTRICTIONS — BEATRICE BRANCH

LOCATION	MPH
Maximum speed.	40
Between Mile Posts — Valley	
0.1 and 0.3	5
3.8 and 4.0	35
5.8 B-N crossing between home signals of automatic interlocking	20
Yutan	
6.4 and 7.7*Note	25
Wahoo, city track.	6
19.1 and 19.5	30
Weston	
28.8 and 36.3	35
Touhy	
36.3 and 37.4	25

### SPEED RESTRICTIONS BEATRICE BRANCH (CONT.)

LOCATION	MPH
Between Mile Posts — Lincoln	
56.9 and 57.5	15
59.0. B-N Crossing, through interlocking limits.	25
Until engine passes between west scale track and east house track switch	5
Pickrell	
96.5 and 97.3**NOTE	15
97.2 C.R.I.&P. Crossing	10
Beatrice, Allers Grain Company spur and Kilpatrick track.	5
98.8 and 101.4	25
105.7 Holmesville Elevator Spur	5
107.2 and 112.6	30
110.3 Blue Springs siding	5
113.1 B-N. Crossing between home signals of automatic interlocking	20
Marysville — Entering and using yard tracks.	10
Before westward train passes M.P. 132.25, member of crew must communicate with Yardmaster and be governed by his instructions.	
Note — Referring to Rule 12(D)	
*Eastward Reduce Speed Sign at M.P. 6.4 located on left side of track.	
** Eastward Resume Speed Sign at M.P. 96.5 located on left side of track.	

WESTWARD		STROMSBURG BRANCH			EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1			MILE POST	RULE 6(B)
	FEET	STATIONS				
50-037		D-R	VALPARAISO YL	VO	0.0	Y
102-07	804		7.4 LOMA		7.4	
102-14	967		6.1 BRAINARD		13.5	
102-23	1156		9.7 DAVID CITY		23.2	
			0.3 B-N CROSSING		23.5	
102-33	1355		9.8 RISING CITY		33.3	
102-40	1507	D	6.8 SHELBY	SH	40.1	
102-48	656		7.4 OSCEOLA		47.5	
102-53	1200		5.4 STROMSBURG		52.9	
102-57	1079		3.9 DURANT		56.8	
102-63	2497		6.2 POLK		63.0	
102-69	900		5.5 HORDVILLE		68.5	
102-74	972		5.3 HEBER YL		73.8	
			1.5 B-N CROSSING YL		75.3	IP
125		D-R	0.6 CENTRAL CITY YL	CI	75.9	PY
			(75.9)			

#### SPEED RESTRICTIONS — STROMSBURG BRANCH

LOCATION	MPH		
Maximum speed.	40		
On tracks other than main tracks	5		
Brainard, over public crossings (Between M.P. 13.4 and M.P. 13.8)	25		
Westward trains may resume normal speed after engine passes M.P. 13.8, Eastward trains after engine passes M.P. 13.4.			
Between Mile Posts	MPH	Between Mile Posts —	MPH
Valparaiso		29.9 and 31.0	30
1.25 and 6.4	30	Osceola	30
6.4 and 8.0	25	47.5 and 48.2	
8.1 and 11.0	30	Heber	20
		74.6 and 75.9	
David City			
23.0 and 23.5	20		



## NEBRASKA DIVISION

WESTWARD		SECOND SUBDIVISION		EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1		MILE POST	RULE 6(B)	
	FEET	STATIONS				
284		DN-R	<b>NORTH PLATTE</b>	NO	284.1	FIPXY
297	W 3388		12.8 HERSHEY		296.9	PX
301	1885		3.8 <b>O'FALLONS</b>		300.7	PYX
302	W 2489		1.1 VARNER		301.8	
303	C 5440		1.6 SUTHERLAND		303.4	P
316	C 5514		12.1 PAXTON		315.5	P
328	715		12.2 ROSCOE		327.7	PX
335	W 11275 E 6207	DN	9.1 OGALLALA	GT	334.8	PX
344	C 6259		10.0 BRULE		343.9	P
354	C 6008		4.4 BIG SPRINGS		353.9	P
358	E 2562		7.0 EAST BARTON		358.3	P
365	W 10459 E 5576	D	15.0 <b>JULESBURG</b>	JB	365.3	IPXY
380	C 5583	D	9.4 CHAPPELL	CQ	380.3	P
390	1693		6.6 LODGE POLE		389.7	PX
396	1284		4.7 SUNOL		396.3	PX
401	C 1825		6.4 COLTON		401.0	P
408	W 12280 E 12280	D	8.1 <b>SIDNEY</b>	CD	407.4	PXY
416	C 4169		10.9 BROWNSON		415.5	PY
426	W 5842		4.4 POTTER		426.4	PX
431	E 657		4.6 JACINTO		430.8	
435	C 5956		3.0 DIX		435.4	P
438	W 10550		6.1 OWASCO		438.4	P
445	C 6324	DN	6.6 KIMBALL	KB	444.5	P
451	E 560		5.5 OLIVER		451.1	
457	C 5983		10.1 BUSHNELL		456.6	P
467	C 600	D	3.5 PINE BLUFFS	UF	466.7	P
470	590		1.8 WYPO		470.2	
472	E 698		5.5 TRACY		472.0	
478	C 2458 W 10550		5.7 <b>EGBERT</b>		477.5	PY
483	3080	D	6.5 BURNS	UX	483.2	PX
490	C 5183		6.2 HILLSDALE		489.7	P
496	W 2000		5.3 DURHAM		495.9	P
501	E 5956		8.3 ARCHER		501.2	PX
510		DN-R	(225.4) <b>CHEYENNE</b>	N	509.5	FPTYX

### CLEARANCE REQUIREMENTS

At North Platte, trains enroute Third Subdivision must receive clearance from Third Subdivision and North Platte train dispatchers.

Trains from North Platte Branch will retain their identity on Second Subdivision and need not receive clearance at O'Fallons.

Trains from North Platte Cut-Off will retain their identity on Second Subdivision and need not receive clearance at Egbert.

Trains to or from Third Subdivision need not receive clearance at Julesburg.

Note 2 to Rule 99 is in effect on Second Subdivision.

Rule 251 in effect between North Platte and Archer.

Rule 261 in effect between Archer and Cheyenne.

### SPEED RESTRICTIONS SECOND SUBDIVISION

LOCATION	MPH
Maximum speed	70
Big Springs, over highway crossing when using siding	5
Brownson, on warehousing industrial area tracks. Straight track.	10
Curves	5
Hillsdale, on industry track.	5
Between Mile Posts— North Platte <b>283.2 and 288.1</b> <b>288.1 and 289.1</b>	35 55
Paxton <b>323.5 and 324.4</b>	60
Sidney, over 10th Ave. Crossing M.P. 407.5	60
Brownson <b>422.6 and 423.5</b>	60
Bushnell <b>456.9 and 457.2</b>	65
<b>462.8 and 463.0</b>	65
Pine Bluffs Over Main Street Crossing M.P. 466.5	60
Burns <b>486.2 and 486.5</b>	60
Hillsdale <b>493.7 and 494.0</b>	60
Durham <b>497.7 and 498.2</b>	60
Archer <b>502.2 and 503.0</b>	50
<b>505.8 and 506.3</b>	60
Cheyenne <b>508.0 and 509.1 on No. 1 and No. 2 Tracks.</b> <b>509.1 and 510.1 on No. 1 and 2 Tracks, until engine passes these locations</b> <b>508.5 and 510.1 on No. 3 Track, until engine passes these locations</b> <b>510.1 and 511.5 on No. 1, 2 and 3 Tracks.</b>	45 20 20 40

## NEBRASKA DIVISION

WESTWARD		NORTH PLATTE BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1		MILE POST	RULE 6(B)
	FEET	STATIONS			
301		O'FALLONS YL		0.0	PXY
12-013	1881	SARBEN		12.8	
12-028	2486	KEYSTONE		28.4	
12-035	2475	MARTIN		34.9	
12-052	516	RUTHTON		51.7	
12-059	1750	LEWELLEN		59.3	
12-071	2025	D	OSHKOSH	OX 70.8	
12-086	1750	LISCO		86.4	
12-100	1939	BROADWATER		100.4	
12-110	1337	TOWERS		109.6	
12-114	5664	D	NORTHPORT	NP 114.1	Y
12-115		B-N CROSSING		115.5	A
12-127	789	SOUTH BAYARD		126.7	
12-132	2148	MCGREW		132.1	
12-138	1403	MELBETA		137.9	
12-146	3132	D-R	GERING YL	G 145.9	FTY
12-152	1430	HAIG		152.3	
12-156	1484	SOUTH MITCHELL		155.8	
12-162	2136	SOUTH MORRILL		162.1	
12-164	1036	JOYCE		164.2	
12-168	2464	LYMAN		167.9	Y
12-174	630	HUNTLEY		173.7	
12-182	2250	D	YODER YL	DR 181.6	Y
12-188	2348	VETERAN		188.1	
12-201	2491	D	SO. TORRINGTON YL	RI 200.6	Y
		(200.6)			

### CLEARANCE REQUIREMENTS

At O'Fallons, trains to or from North Platte Branch will retain their identity and need not receive clearance at O'Fallons.

### SPEED RESTRICTIONS — NORTH PLATTE BRANCH

LOCATION	MPH
Maximum speed.	40
Oshkosh, over First Street Crossing. (M.P. 70.7)	15
115.5 B-N crossing between home signals of automatic interlocking.	20
Gering, Over 10th Street Crossing.	10
Between Mile Posts — 147.0 and 147.5	35
Yoder	30
183.5 and 184.0	30
187.1 and 189.0	30
190.7 and 192.1	35
197.1 and 198.3	25
South Torrington, over Main Street Crossing	10

## NEBRASKA DIVISION

WESTWARD		NORTH PLATTE CUT-OFF		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1		MILE POST	RULE 6(B)
	FEET	STATIONS			
12-182	2250	D-R	YODER YL	DR 62.7	Y
114-52	2310	HAWK SPRINGS		51.9	
114-43	1083	MEIER		43.3	
114-41	2354	D	LA GRANGE	GA 40.5	
114-34	485	TREMAIN		33.5	
114-22	2553	D	ALBIN	AB 21.8	
114-15	1668	LINDBERGH		14.6	
478		EGBERT YL		0.0	PY
		(62.7)			

WESTWARD		LYMAN BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1		MILE POST	RULE 6(B)
	FEET	STATIONS			
12-168		LYMAN YL		0.0	Y
112-03		SEARS YL		3.2	
112-05	1005	HARTMAN YL		4.6	
112-06	1424	STEGALL YL		6.0	
		(6.0)			

WESTWARD		SEARS BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1		MILE POST	RULE 6(B)
	FEET	STATIONS			
112-03		SEARS YL		0.0	
113-03	1000	JANISE YL		2.4	
		(2.4)			

### CLEARANCE REQUIREMENTS

At Egbert, trains to or from North Platte Cut-Off will retain their identity and need not receive clearance at Egbert.

### SPEED RESTRICTIONS

LOCATION	MPH
North Platte Cut-off	40
Maximum speed.	40
Between Mile Posts—Egbert	30
5.6 and 6.0	30
9.1 and 11.75	30
Lindbergh	30
18.0 and 18.25	30
20.81 and 21.01	30
Albin	25
23.7 and 33.75	25
27.0 and 27.2 Through tunnel between Albin & Tremain	20
38.3 and 38.6	30
LaGrange	30
46.5 and 47.5	30
50.5 and 51.0	30
Lyman Branch	10
Sears Branch	10

## NEBRASKA DIVISION

WESTWARD	THIRD SUBDIVISION	EASTWARD			
STATION NUMBER	LENGTH OF SIDINGS	MILE POST	Time-Table No. 1		
	FEET		STATIONS		
365	4476	0.0	D	JULESBURG YL JB	IPY
19-372	3412	7.1		OVID	P
19-380	3602	14.6		SEDGWICK	P
19-384	1252	19.0		DORSEY	
19-388	4254	23.1		RED LION	P
19-395	1550	30.1		CROOK	P
19-399	1302	34.2		TOBIN	
19-404	2816	38.8		PROCTOR	P
19-411	1400	45.6		ILIFF	P
19-415	625	50.1		FORD	
		57.2		B-N CROSSING	AP
19-423	8277	57.5	DN	STERLING YL ST	P
19-429	3594	64.1		ATWOOD	P
19-436	1428	70.2		MERINO	P
19-441	6910	76.0		MESSEX	P
19-446	565	80.6		UNION	P
19-452	4599	87.0		SNYDER	P
19-459	2623	93.8		DODD	P
19-462	1700	96.9		HURLEY	
19-464	4825	98.6	D	FT. MORGAN FX	P
19-471	1920	106.0		NARROWS	P
19-474	3809	109.0		WELDONA	P
19-480	1162	114.2		GOODRICH	P
19-483	3797	117.7		ORCHARD	P
19-490	950	124.8		MASTERS	P
19-501	5569	135.4		HARDIN	P
19-506	380	140.3		MONFORT	PY
19-508	3554	143.1		KERSEY	P
14-687	2723	151.1	DN-R	LASALLE YL DY	FPY
				(151.1)	

Note 2 to Rule 99 is in effect on Third Subdivision.

### CLEARANCE REQUIREMENTS

All trains must receive clearance at Sterling.

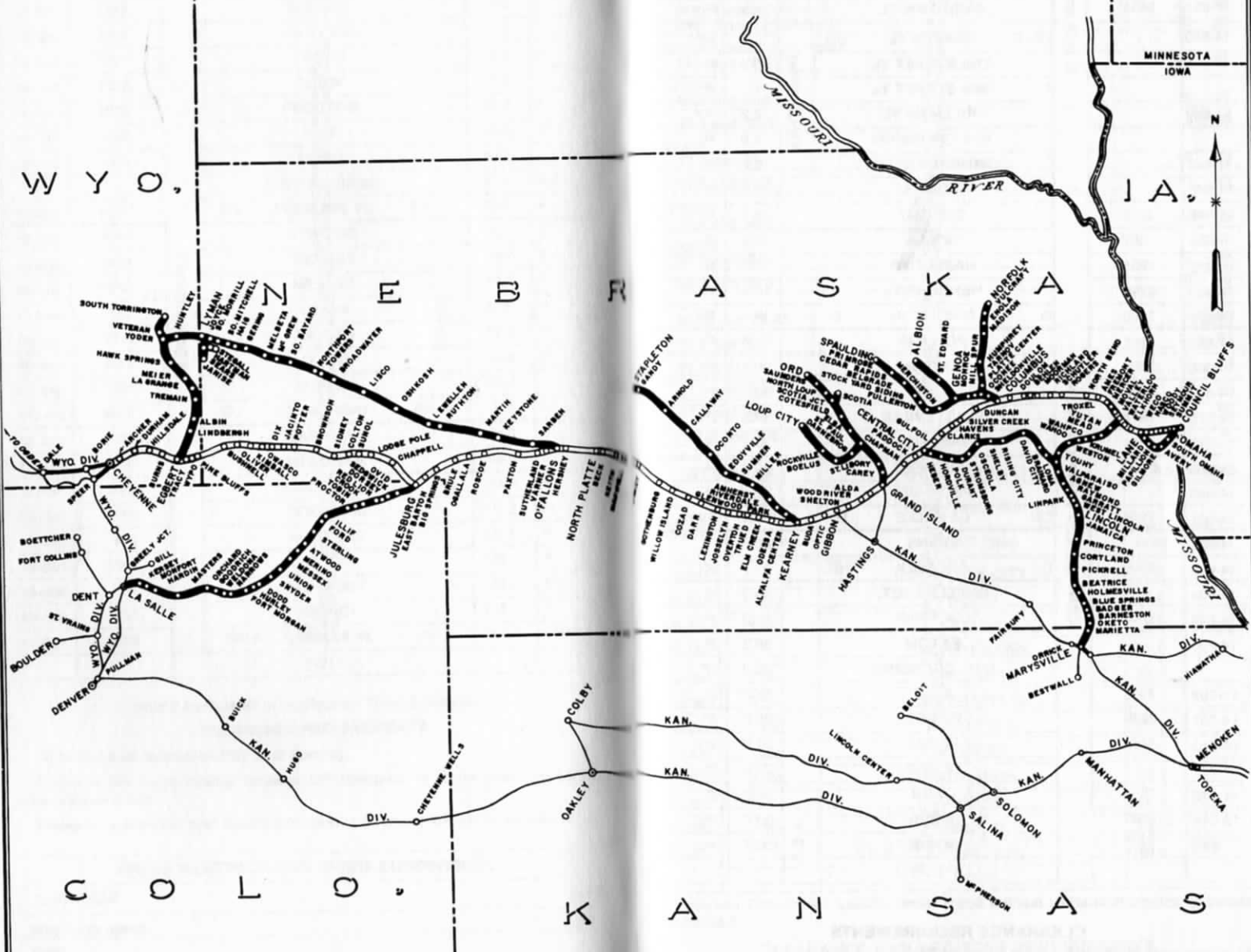
Eastward BN trains having received UP clearance at Brush need not receive clearance at Union.

Trains to or from Second Subdivision need not receive clearance at Julesburg.

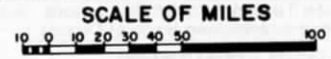
### SPEED RESTRICTIONS THIRD SUBDIVISION

LOCATION	MPH
<b>Maximum speed.</b>	<b>60</b>
<b>Ovid</b> Sugar Company Yard	<b>5</b>
<b>Messex siding</b>	<b>5</b>
<b>Kersey</b> Between M.P. 150.7 and 151.1	<b>20</b>

# SOUTH DAKOTA



## UNION PACIFIC RAILROAD EASTERN DISTRICT NEBRASKA DIVISION



OFFICE OF CHIEF ENGINEER - OMAHA, NEBR. MAR. 1, 1976  
C.E. DRAWING NO. 82727

## WYOMING DIVISION

WESTWARD		FIRST SUBDIVISION		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1		MILE POST	RULE 6(B)
	FEET	STATIONS			
14-631	4132	SABLE YL		630.5	P
14-633	5102	ROYDALE YL		633.2	PY
		DN	SANDOWN JCT. YL SW	634.0	P
14-634	3454	SANDOWN YL		634.3	P
14-640		DN-R	DENVER YL UD	0.0	IPY
		23rd STREET YL		0.6	F
		R	36th STREET YL	1.7	P
14-638		PULLMAN YL		2.2	PY
		B.N. CROSSING		4.9	P
14-645		COMMERCE CITY YL		5.0	P
14-646		ADAMS		6.0	P
14-648	4293	DUPONT		8.1	P
14-650	807	ROLLA		9.9	P
14-652	7935	HAZELTINE		11.3	P
14-655	2298	HENDERSON		14.1	P
14-659	7960	D	BRIGHTON BI	19.1	PY
14-663	1161	POWARS		22.8	P
14-666	1907	LUPTON		25.8	P
14-671	2198	IONE		30.1	P
14-675	7975	PLATTEVILLE		34.8	P
14-677		VASQUEZ		36.2	P
14-680	5480	GILCREST		40.0	P
14-683		PECKHAM		42.4	P
14-687	9118	DN	LA SALLE DY	46.1	FPY
14-689		EVANS		48.2	P
14-692	8320	D	GREELEY HG	51.7	PY
14-694		GREEVEY JCT.		54.0	P
14-696	3744	LUCERNE		55.8	P
14-700		EATON		59.2	P
		G.W. CROSSING		59.3	IP
14-703	7905	AULT		63.0	P
14-707	2929	PIERCE		66.8	P
14-712	7951	NUNN		71.9	P
14-717		DOVER		77.0	P
14-726	7355	CARR		86.0	P
15-518	C 6489	SPEER		98.0	PXY
519	5164 1314	BORIE		103.3	PX
		(111.0)			

Note 2 to Rule 99 is in effect on First Subdivision.

### CLEARANCE REQUIREMENTS

Clearance need not be received at Speer or Borie.

### SPEED RESTRICTIONS — FIRST SUBDIVISION

LOCATION	MPH	
	Psg.	Frt.
Maximum speed between Denver and Speer	79	60
Borie Cut-Off between Speer and Borie	50	50
Denver Union Terminal Speed Restrictions apply within interlocking limits at Denver.		
Sable over Peoria Street Crossing. M.P. 629 and 631.65		35
Rocky Mountain Arsenal trackage. Beyond gate.		10 5

## WYOMING DIVISION

### SPEED RESTRICTIONS — FIRST SUBDIVISION CONT.

LOCATION	MPH	
	Psg.	Frt.
Denver, within city limits over street crossings.	35	25
Between Mile Posts— Denver Yard 0.4 and 3.0 both tracks.	30	25
Commerce City 56th Avenue, MP 4.26 64th Avenue, MP 5.43. 69th Avenue, MP 6.16.	40 40 20	35 35 20
Brighton within city limits. 17.9 and 19.5	40	40
LaSalle 45.9 and 46.9	20	20
	47.8 and 48.0	60 50
Evans 49.4 and 49.7		65 55
	50.4 and 50.7	60 50
Greeley 50.8 and 52.4	20	20
Lucerne 58.2 and 58.4		70 60
	58.8 and 59.3	60 45
Carr 86.30 and 86.45		70 60
	91.8 and 96.1	70 60
	96.1 and 97.7	60 50
	97.7 and 97.8	25 25
	97.8 and 98.5	40 40
	102.6 and 103.3	35 35

WESTWARD		DENT BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1		MILE POST	RULE 6(B)
	FEET	STATIONS			
14-645		COMMERCE CITY YL		5.0	P
20-648	747	WELBY		8.2	
20-650	1455	QUIMBY		9.8	
20-652		NORTHGLENN		11.7	
20-654	1710	EAST LAKE		13.8	
20-663	2538	R	ST. VRAINS YL	22.2	Y
20-667	4420	FREDERICK		26.1	
20-671	969	HARNEY		30.2	
20-675	1458	GOWANDA		34.6	
20-677		RIVERS		36.9	
20-683	984	DENT YL		42.8	Y
20-691		DN-R	LA SALLE YL DY	50.6	FPY
		(45.6)			

Between Denver and LaSalle, extra trains will run via Lupton unless otherwise instructed.

### CLEARANCE AND REGISTER REQUIREMENTS

Westward trains via Dent Branch must receive clearance at Denver and need not receive clearance at Commerce City.

Trains to or from Dent Branch need not receive clearance at Dent or St. Vrains. At St. Vrains, trains will register only when directed by train order to do so.

### SPEED RESTRICTIONS

LOCATION	MPH	LOCATION	MPH
<b>Dent Branch</b>			
Maximum speed.	40	Between Mile Posts— 21.5 and 21.9	15
Commerce City to paved road. M.P. 5.0 to M.P. 6.2	20	25.6 and 25.8	15

**WYOMING DIVISION**

WESTWARD		FORT COLLINS BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1		MILE POST	RULE 6(B)
	FEET	STATIONS			
20-683	984	DENT YL		0.0	Y
138-02		MILLIKEN YL		1.7	
		G.W. CROSSING		9.0	
138-09		KELIM		9.1	
138-20	2055	HARMONY		19.5	
138-25	2644	D	FORT COLLINS YL FC	25.0	Y
			C.&S. CROSSING	25.2	
			C.&S. CROSSING	25.3	
138-28			POUDRE YL	27.9	
138-30			BOETTCHER YL	30.0	
			END OF TRACK YL	30.8	
			(30.8)		

Yard limits at Fort Collins are continuous from M.P. 21.8 to end of track M.P. 30.8

WESTWARD		BOULDER BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1		MILE POST	RULE 6(B)
	FEET	STATIONS			
20-663		R	ST. VRAINS YL	8.1	Y
136-10			EAGLE MINE	10.1	
136-11	2449		MINE JCT. YL	10.9	
136-15	477		ERIE	15.1	
			BN-CROSSING	15.1	
136-24	1022		VALMONT	24.0	
			C.&S. CROSSING	26.0	
136-28			BOULDER YL	26.9	
			(18.8)		

At Boulder, trains and engines are governed by Operating Rules, time-table and special instructions of Colorado and Southern Railway while using their tracks.

WESTWARD		GREELEY BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1		MILE POST	RULE 6(B)
	FEET	STATIONS			
14-692		D	GREELEY HG	0.0	PY
14-694			GREELEY JCT. YL	2.3	PY
138-08	895		ALDEN YL	8.4	
139-10	1960		GILL YL	10.4	
			END OF TRACK YL	11.0	
			(11.0)		

Yard limits are continuous from Greeley Junction to end of track.  
Trains originating at Greeley need not receive clearance.

**SPEED RESTRICTIONS**

LOCATION	MPH	LOCATION	MPH
Fort Collins Branch Maximum speed	25	Valmont Spur, M.P. 1, over C.&S. crossing.	10
Dent, over west Wye switch. M.P. 0.04	10	Valmont Lead	5
Boulder Branch Maximum speed.	25	Greeley Branch Maximum speed. Over Bridge 4.51	15 5
Between M.P. 11.4 and Boulder	15		

**WYOMING DIVISION — SECOND SUBDIVISION BRANCHES**

WESTWARD		ENCAMPMENT BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1		MILE POST	RULE 6(B)
	FEET	STATIONS			
662		WALCOTT		0.0	PY
116-07	269	MEADS		6.8	
116-12	345	OVERLAND		12.3	
116-24	1090	D	SARATOGA	24.1	Y
116-34	456	COW CREEK		32.7	
		END OF TRACK		33.4	
		(33.4)			

Movements on Encampment Branch governed by staff system — Special Rule 300 (R) governs. Staff located in box on phone booth M.P. 661.87 at Walcott.

**SPEED RESTRICTIONS**

LOCATION	MPH
Encampment Branch Maximum speed.	40
Between Mile Posts — 24.1 and 33.4	10
Over bridge 24.29	5

WESTWARD		COALMONT BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1		MILE POST	RULE 6(B)
	FEET	STATIONS			
566		DN-R	LARAMIE YL K	0.0	FPXY
21-015	1223		MILLER	14.7	
21-021			HATTON	21.3	
21-030			CENTENNIAL	29.7	
21-040	453		ALBANY	40.4	
21-055	932		FOX PARK	54.6	
21-064	457		WYOCOLO	63.8	
21-071	1601		CAMP	70.8	
21-074	597		KINGS CANON	73.6	
21-080	947		NORTHGATE	79.8	Y
21-084	470		COWDREY	82.6	
21-088			BROWNLEE	88.3	
21-092	666	D-R	WALDEN YL U	92.2	
		END OF TRACK YL		94.0	
		(94.0)			

**SPEED RESTRICTIONS**

LOCATION	MPH
Coalmont Branch Maximum speed.	25
Between Mile Posts — 15.2 and 16.0	20
17.0 and 17.3	20
29.5 and 30.0	20
37.0 and 48.3	10
48.3 and 56.5	20
56.5 and 62.3	10
62.3 and 64.5	20
64.5 and 78.0	10

## WYOMING DIVISION

WESTWARD		SECOND SUBDIVISION		EASTWARD	
Station Number	LENGTH OF SIDINGS	Time-Table No. 1		MILE POST	RULE 6(B)
	FEET	STATIONS			
510		DN-R	CHEYENNE N	509.5	FTPXY
			1.3 WEST CHEYENNE	510.8	PX
515			3.7 WYCON	514.5	P
			4.6 BORIE	519.1	PX
519	5164		9.5 GRANITE	528.6	PX
529	4173		8.0 BUFORD	536.6	P
537	C 5852		3.8 SHERMAN	540.4	PY
540			2.6 DALE	543.0	P
545			1.8 DALE JCT.	544.8	PX
548	C 6336		3.1 HERMOSA	547.9	P
548	C 6336		6.1 HERMOSA	547.9	P
554			9.0 COLORES	554.0	P
563			3.0 FORELLE	563.0	P
566		DN-R	LARAMIE K	566.0	FPXY
548	C 6336		8.9 HERMOSA	547.9	P
557	5849		9.5 RED BUTTES	556.8	P
566		DN-R	LARAMIE K	566.3	FPXY
510		DN-R	CHEYENNE N	509.5	FTPXY
15-518	C 6489		9.5 SPEER	519.0	PXY
15-518	C 6489		6.8 SPEER	519.0	PXY
15-526	6217		8.4 EMKAY	525.8	P
15-534	6408		8.5 LYNCH	534.2	P
15-543	6722		6.8 HARRIMAN	542.7	P
15-550	6134		4.8 PERKINS	549.5	P
			4.8 DALE JCT.	554.3	PX
566		DN-R	LARAMIE K	566.0	FPXY
			16.2 BOSLER CROSSOVER	582.2	PX
585	C 4301		3.1 BOSLER	585.3	P
590			5.3 COOPER LAKE	590.6	P
594			3.3 LOOKOUT	593.9	PX
605	C 5944		11.4 ROCK RIVER	605.3	PY
609			3.7 WILCOX	609.0	PX
623	C 5985	D	MEDICINE BOW MB	622.9	PYX
639			16.5 RAMSEY	639.4	PX
643	W 5510 E 11772	DN	HANNA HN	643.1	PXY
			7.0 DANA CROSSOVER	650.1	PX
652	C 1375		1.7 DANA	651.8	P
662			10.4 WALCOTT	662.2	PXY
672			9.9 BENTON	672.1	PX
676		D	SINCLAIR GV	676.3	PX
			4.2 SINCLAIR	676.3	PX
683	W 11602 E 19126	DN-R	RAWLINS RS	682.8	FPXY
			6.5 RAWLINS	682.8	FPXY

(VIA SHERMAN 173.3)  
(VIA HARRIMAN 182.8)

Note 2 to Rule 99 is in effect on Second Subdivision.  
Rule 261 in effect Second Subdivision.

### CLEARANCE AND REGISTER REQUIREMENTS

Clearance need not be received by trains entering or leaving Second Subdivision at Speer or Borie.

Trains from Encampment Branch need not receive clearance at Walcott but must receive verbal authority from train dispatcher before occupying Second Subdivision tracks.

Only trains which originate or terminate at Laramie need register at Laramie.  
Train movements on Medicine Bow and Energy Spurs must be authorized by train order. Unless authorized by train dispatcher, eastward trains on Medicine Bow Spur must stop west of Energy Lead switch.

### SPEED RESTRICTIONS — SECOND SUBDIVISION

LOCATION	MPH	
	Psg.	Frt.
Between Mile Posts Cheyenne		
509.1 and 510.1 on Nos. 1 & 2 Tracks until engines has passed these locations	20	20
508.5 and 510.1 on No. 3 Track until engine has passed these locations	20	20
510.1 and 511.5 on Nos. 1, 2 & 3 Track	40	40
Maximum Speeds Between Cheyenne and Laramie, No. 1 and 2 tracks. With Operative Dynamic Brakes	70	55
Without Operative Dynamic Brakes	70	40
Maximum Speed on Borie Cut-Off between Speer and Borie	50	50
102.6 and 103.3	35	35
<b>Important — For movement on descending grades see Special Rule 1042 (RW)</b>		
Maximum Speed Between Laramie and Rawlins	90	70
Maximum Speed Between Cheyenne and Dale on No. 3 track and between Cheyenne and Speer on No. 4 track	60	55
Less than 100 tons per operative brake with operative dynamic brake		55
without operative dynamic brake		45
100 tons or more per operative brake with operative dynamic brake		40
without operative dynamic brake		30
Laramie Scale Track		15
Warehouse Tracks 2, 3 & 4		5
Maximum Speed — Spur Tracks		
ARCH 1		40
ARCH 2 and Rosebud		25
Between M.P. 3.6 and M.P. 4.2		15
Energy		40
Between M.P. 0.0 and M.P. 0.7		30
Medicine Bow		40
Between M.P. 13.3 and M.P. 13.8		25
Other trackage		5
Sinclair Refining Co. Tracks		5
Rawlins sidings in accordance with signal indications, not exceeding		40 40
682.3 and 682.8, Tracks 1,2,3 and 4 until engine has passed over hand operated switches	20	20
<b>Between Mile Posts — Both Tracks</b>		
Borie		
522.1 and 525.6	55	45
Granite		
530.0 and 530.3	55	45
531.2 and 532.1	55	45
537.9 and 540.4	50	40
540.7 and 543.5	55	45
544.1 and 545.1	40	40
Hermosa Tunnel	50	40
547.0 and 549.2	50	40
Hermosa		
549.2 and 559.2 (On No. 1 Track Only)	50	40
565.0 and 565.6 (On No. 1 Track Only)	55	45
Bosler		
587.7 and 588.4	70	60
593.3 and 593.7	75	65
598.5 and 602.5	75	65
Medicine Bow		
637.5 and 637.8	70	60
Hanna		
643.4 and 643.7	70	60
645.1 and 648.0	70	60
Dana		
650.2 and 650.7	70	60
653.1 and 656.4	70	60
661.0 and 661.5	75	65
662.8 and 666.5	70	60

## WYOMING DIVISION

WESTWARD		THIRD SUBDIVISION			EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1			MILE POST	RULE 6(B)	
	FEET	STATIONS					
683	W 11602 E 19126	CTC-ACS	DN-R	<b>RAWLINS</b>	RS	682.8	FP XY
690	C 7917		7.4	HADSELL	10.5	690.2	P
701	W 13043 E 4920	CTC-ACS	4.4	RINER	700.7	PX	
705	C 1408		4.4	CHEROKEE	6.9	705.1	P
712	W 2865 C 3767	CTC-ACS	12.2	CRESTON	712.0	PY	
724	W 11200 E 4910		D	WAMSUTTER	WM	724.2	PXY
733	C 3291	ABS-ACS	8.5	RED DESERT	732.7	P	
740	W 2970		7.3	TIPTON	740.0	PX	
743		ABS-ACS	4.1	ROBINSON	744.1	P	
747	E 4894		2.6	TABLE ROCK	746.7	P	
752		ABS-ACS	5.0	MONELL	751.7	P	
757	W 11000 E 8258		5.0	BITTER CREEK	756.7	PX	
766	C 871	ABS-ACS	10.0	BLACK BUTTES	766.7	P	
771	W 3215		4.5	HALLVILLE	771.2	PX	
777	C 8103	ABS-ACS	6.2	POINT OF ROCKS	777.4	P	
784	W 12550		6.7	THAYER	784.1	PX	
789		ABS-ACS	7.5	SALT WELLS	788.6		
796	C 5646		7.5	BAXTER	796.1	P	
802	15950	CTC-ACS	D	ROCK SPRINGS	SG	802.1	PXY
809	C 6294		6.0	KANDA	8.0	809.0	P
817		CTC-ACS	DN-R	GREEN RIVER	GR	817.0	FP TXY
			(134.2)				

Note 2 to Rule 99 is in effect on Third Subdivision.  
 Rules 251 to 253 inclusive are in effect on Third Subdivision between Riner and Rock Springs. Rule 261 in effect between Rawlins and Riner and between Rock Springs and Green River.

### SPEED RESTRICTIONS

LOCATION	MPH	
	Psgr.	Frt.
Maximum speed between Rawlins and Rock Springs	90	70
Between Rock Springs and Green River	90	60
Jim Bridger spur M.P. 777.9	25	
Spurs not otherwise shown	10	
Rawlins, sidings, in accordance with signal indications not exceeding	40	40
M.P. 682.3 and M.P. 682.8 Tracks 1, 2, 3 & 4 until engine has passed over hand operated switches	20	20
M.P. 816.7 and M.P. 816.9, Green River, Tracks 1, 2 & Running Track until engine has passed over hand operated switches	20	20
Green River Running Track	30	30
<b>Between Mile Posts — Both Tracks</b>		
703.0 and 704.2	70	60
Cherokee 708.6 and 709.0	70	60
Creston 713.7 and 714.3	70	60
Tipton 740.2 and 740.9	70	60
742.7 and 743.1 (On Westward Track Only)	70	60
Bitter Creek 760.5 and 762.3	70	60
Hallville 774.3 and 776.6	70	60
Baxter 797.3 and 798.4	55	45
799.5 and 800.5	60	50

### SPEED RESTRICTIONS — THIRD SUBDIVISION CONT.

Between Mile Posts — Both Tracks	MPH	
	Psgr.	Frt.
801.0 and 803.5	65	55
806.6 and 807.0	70	60
807.5 and 807.8	60	50
Kanda		
809.6 and 814.1	55	45
814.1 and 816.7	40	30
816.9 and 818.2	40	30

WESTWARD		SOUTH PASS BRANCH			EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1			MILE POST	RULE 6(B)
	FEET	STATIONS				
802		D	ROCK SPRINGS YL	SG	0.0	PXY
117-06			6.0	RELiance YL	6.0	Y
117-10			3.5	WINTON JUNCTION YL	9.5	
			(9.5)			

Yard limits are continuous from junction switch Rock Springs through Winton Junction.

### SPEED RESTRICTIONS

LOCATION	MPH
South Pass Branch	
Maximum speed	15
On spur and wye, M.P. 6.0	5
Stansbury Spur	40
M.P. 0.0 and M.P. 0.3	20



## WYOMING DIVISION

WESTWARD		FOURTH SUBDIVISION		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1		MILE POST	RULE 6(B)
	FEET	STATIONS			
817		DN-R	GREEN RIVER GR	817.0	FP TXY
825			PERU	824.9	PX
830			BRYAN	830.2	P
834			STAUFFER	834.1	PX
835			ALCHEM	835.1	P
838			WESTVACO	837.3	PX
843			T. G. SODA	842.5	P
847	W 15057		GRANGER	847.2	PXY
9-0854	C 5795		VERNE	854.0	P
9-0859	C 4812		CHURCH BUTTES	859.4	P
9-0866	C 4801		HAMPTON	865.9	P
9-0870			ELKHURST	869.8	P
9-0875	C 6277	D	CARTER Q	875.4	P
9-0881	C 1436		ANTELOPE	880.6	P
9-0886	C 6068		BRIDGER	885.6	P
9-0891	C 1002		LEROY	890.5	P
9-0898	C 5807		SPRING VALLEY	897.6	P
9-0902			ASPEN	900.1	PX
9-0904	E 4944		ALTAMONT	904.2	PX
9-0913	C 1267		MILLIS	912.7	P
9-0917	W 8875 E 8264	D	EVANSTON NA	917.2	PXY
9-0928	C 4254		WAHSATCH	927.1	P
9-0933			CURVO	932.1	P
9-0936			CASTLE ROCK	936.2	P
9-0943	C 5797		EMORY	943.3	PX
9-0948			BASKIN	947.9	P
9-0952	E 5845 W 5556		ECHO	952.7	PX
9-0957	C 5489		HENEFER	957.1	P
9-0961	C 5483		DEVIL'S SLIDE	961.1	P
9-0968	C 5546	D	MORGAN WB	968.7	P
9-0976	C 5494		PETERSON	977.4	PX
9-0980			GATEWAY	980.1	P
9-0985			UINTAH	985.1	P
9-0990			EAST RIVERDALE	988.6	PX
9-0993		DN-R	RIVERDALE YL OG	989.9	PX
			OGDEN YL OG	992.6	FPXYT
			(175.6)		

Westward trains must keep to the left from Mile Post 931.5, 1.1 miles east of Curvo, to Peterson.

Eastward trains must keep to the left Peterson to Mile Post 931.5, 1.1 miles east of Curvo.

Note 2 to Rule 99 to in effect on Fourth Subdivision.

Rules 251 to 253 inclusive are in effect on Fourth Subdivision between Granger and Aspen and between Altamont and Peterson. Rule 261 is in effect between Green River and Granger, between Aspen and Altamont and between Peterson and Ogden.

### CLEARANCE REQUIREMENTS

Eastward trains enroute to Wyoming Division at Granger must receive Wyoming Division clearance in addition to Idaho Division clearance at their initial station and need not receive clearance at Granger.

Westward trains enroute to Idaho Division at Granger must receive Idaho Division clearance in addition to Wyoming Division clearance at Green River and need not receive clearance at Granger.

Eastward interdivisional trains from Utah Division must receive Wyoming Division clearance, in addition to Utah Division clearance at Salt Lake City and need not receive clearance at Ogden.

Westward interdivisional trains enroute to Utah Division must receive Utah Division clearance in addition to Wyoming Division clearance at Green River and need not receive clearance at Ogden.

### SPEED RESTRICTIONS — 4th SUBDIVISION

LOCATION	MPH	
	Psg.	Frt.
M.P. 816.7 and M.P. 816.9, Green River, Tracks 1, 2 & Running Track until engine has passed over hand operated switches Green River Running Track	20	20
Maximum speed between: Green River and Evanston Evanston and Ogden	90	65
Stauffer Spur M.P. 3.58 and M.P. 8.0	79	50
Allied Spur		25
TG Soda Spur M.P. 0.0 and M.P. 0.6 M.P. 3.6 and M.P. 4.8 M.P. 4.8 and M.P. 5.2		10
		15
		40
		30
		15
		5
Westvaco running track		10
Granger, westward siding and Idaho Division Siding.	40	40
Ogden, between East Riverdale and Bridge Junction on Bypass Track	40	40
Wye Track between Drill Track 3 and Bridge Junction	15	15
No. 1 Track East Bridge Junction and Paterson Ave.	15	15
North Leg of Wye between 29th St. and Bridge Junction	10	10
<b>Between Mile Posts — Both Tracks</b>		
Green River 814.1 and 816.7	40	30
816.9 and 818.2	40	30
818.2 and 820.7	60	50
822.4 and 823.6	60	50
Peru 825.4 and 826.6	70	60
827.9 and 828.4	70	60
Bryan 833.6 and 834.1	70	60
T. G. Soda 844.8 and 845.4	80	65
Granger 849.9 and 850.2	70	60
Church Buttes 860.1 and 860.3	70	60
862.2 and 862.5	70	60
Hampton 866.7 and 866.9	70	60
868.0 and 869.2	70	60
Elkhurst 870.9 and 874.5	70	60
Carter 878.2 and 878.5	70	60
880.1 and 880.3	60	50
Antelope 881.4 and 881.7	70	60
882.5 and 885.0	60	50
Bridger 886.4 and 886.7	70	60
887.3 and 887.5	65	50
888.3 and 890.5	70	60

**SPEED RESTRICTIONS — 4th SUBDIVISION**

LOCATION	MPH Psg. Frt.	LOCATION	MPH Psg. Frt.
<b>Between Mile Posts</b>			
<b>Westward Track</b>			
Leroy		Between Mile Posts Eastward Track	
891.6 and 895.1	70 60	890.9 and 894.4	70 60
896.1 and 900.6	60 45	896.7 and 901.3	60 45
<b>Between Mile Posts — Both Tracks</b>			
Altamont and Aspen Tunnels			
901.7 and 903.6			50 40
Altamont			60 45
904.9 and 905.3			60 45
906.3 and 908.6			75 65
909.3 and 910.4			70 60
Millis			70 60
913.1 and 913.4			70 60
915.4 and 915.6			60 35
916.0 and 917.6			60 45
Evanston			70 50
917.9 and 919.1			70 50
920.6 and 921.1			70 50
925.9 and 926.2			
<b>Between Mile Posts Westward Track</b>	<b>MPH Psg. Frt.</b>	<b>Between Mile Posts Eastward Track</b>	<b>MPH Psg. Frt.</b>
926.5 and 927.5	60 50	926.5 and 928.8	60 50
927.5 and 928.8	60 35	929.2 and 939.1	60 45
928.8 and 935.8	35 30	940.9 and 941.6	60 45
Castle Rock			
937.0 and 939.4	50 40		
941.1 and 941.9	55 45		
<b>Between Mile Posts — Both Tracks</b>			
Emory			
942.9 and 945.5			50 40
946.9 and 951.1			50 40
952.1 and 952.5			35 35
Echo			60 45
953.3 and 954.5			70 50
Henefer			60 50
958.1 and 959.5			45 30
Devil's Slide			60 50
959.8 and 962.8			60 50
963.1 and 965.1			
967.2 and 967.8			
Morgan			75 50
972.4 and 972.6			50 40
974.1 and 976.1			60 50
977.0 and 977.3			
Peterson			40 30
978.7 and 980.3			
<b>Between Mile Posts No. 2 Track</b>	<b>MPH Psg. Frt.</b>	<b>Between Mile Posts No. 1 Track</b>	<b>MPH Psg. Frt.</b>
980.5 and 983.8	45 35	980.3 and 981.0	45 35
985.5 and 985.8	70 50	981.0 and 983.5	50 40
987.9 and 989.0	65 45	Gateway	
		984.4 and 984.8	60 45
		Uintah	
		985.4 and 985.7	60 45
		987.9 and 989.0	65 45

**WYOMING DIVISION**

WESTWARD		PARK CITY BRANCH	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1	MILE POST	RULE 6(B)
	FEET			
9-0952		ECHO	0.0	P
126-06	771	5.7 COALVILLE	5.7	
126-13	911	7.7 WANSHIP	13.4	
126-25	840	11.1 KEETLEY JCT.	24.5	
126-28		3.9 D PARK CITY KD	28.4	Y
		(28.4)		

WESTWARD		ONTARIO BRANCH	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1	MILE POST	RULE 6(B)
	FEET			
126-25		KEETLEY JCT.	0.0	
127-02		2.2 PHOSTON	2.2	
127-05		3.0 KEETLEY	5.2	
		END OF TRACK	5.2	
		(5.2)		

WESTWARD		HILL FIELD BRANCH	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1	MILE POST	RULE 6(B)
	FEET			
9-0993		OGDEN JUNCTION YL	0.0	
151-02	655	2.6 ORCHARD YL	2.6	
151-03	855	0.8 COZYDALE YL	3.4	
151-04	335	0.8 ROY YL	4.2	
151-06		2.5 ARSENALYL	6.7	
		0.1 END OF TRACK	6.8	
		(6.8)		

**CLEARANCE REQUIREMENTS**

Trains from Park City Branch need not receive clearance at Echo, but must obtain verbal authority from train dispatcher before occupying Fourth Subdivision tracks.

On Hill Field Branch, yard limits are continuous from Ogden Junction, to and including End of Track MP 6.8.

Park City and Ontario Branches are governed by staff system. Special Rule 300(R) governs. Staff located in staff box in phone booth at Echo.

**SPEED RESTRICTIONS**

LOCATION	MPH
<b>Park City Branch</b>	
Maximum Speed.	25
Between Mile Posts —	
0.0 and 4.3	15
5.1 and 5.2	15
13.2 and 13.5	15
14.8 and 21.0	15
24.0 and 24.1	15
25.1 and 25.2	15
26.3 and 28.4	15
Park City, all yard tracks between freight yard junction and depot.	5
<b>Ontario Branch</b>	
Maximum Speed.	15
<b>Hill Field Branch</b>	
Maximum speed.	15
Between Mile Posts —	
4.4 and 4.8	10

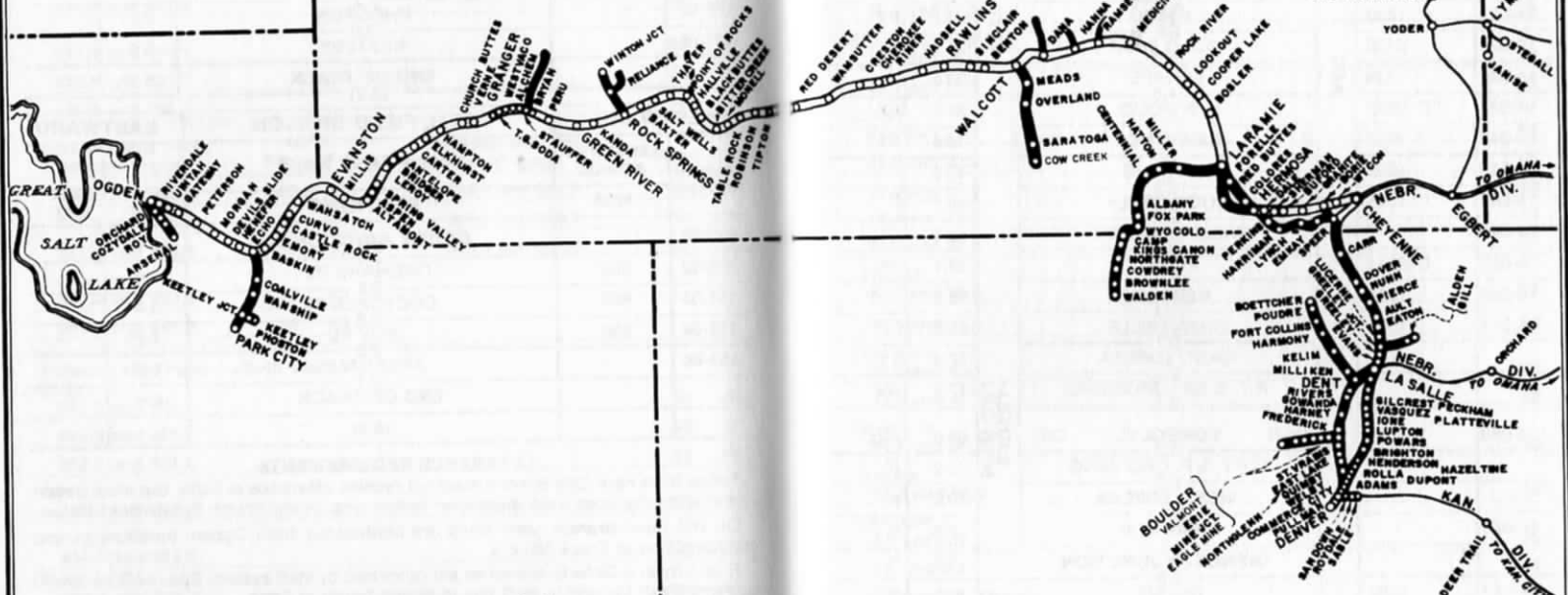
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W Y O M I N G

N



NEBRASKA



U T A H

C O L O R A D O

UNION PACIFIC RAILROAD  
EASTERN DISTRICT  
WYOMING DIVISION  
SCALE OF MILES



OFFICE OF CHIEF ENGINEER - OMAHA, NEBR. MAR. 1, 1976  
C.E. DRAWING NO. 82728

# KANSAS DIVISION

WESTWARD		FIRST SUBDIVISION		EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS	Time Table No. 1		MILE POST	RULE 6(B)	
	FEET	STATIONS				
14-000		CTC	KANSAS CITY, MO.	DOUBLE TRACK	0.0	P
14-003			KANSAS CITY, KAN.		1.4	FTY
			TERMINAL JCT. YL		3.3	PX
14-004			C.R.I. & P. JCT. YL		4.2	X
14-005			DN-R KAW JCT. YL KW		5.1	PX
14-010	C 4822		MUNCIE		8.9	PX
14-014	2071		EDWARDSVILLE		14.0	PX
14-015	3339		FOREST LAKE		15.0	PX
14-017	663		SUNFLOWER		16.7	PX
14-018	C 2806		D BONNER SPRINGS BW		17.5	P
		A.T. & S.F. CROSSING	18.0	IP		
14-021	1480	LORING	20.7	PX		
14-022	2122	COLD SPUR	21.3	P		
14-024	339	LENAPE	23.5	P		
14-028	C 5905	LINWOOD	28.3	PX		
14-040	C 1997	D LAWRENCE DA	39.6	PX		
14-043	1099	MIDLAND	43.2	P		
14-046	1395	BUCK CREEK	46.1	P		
14-049		WILLIAMSTOWN	48.8			
14-052	C 6044	PERRY	52.1	PX		
14-056	1497	NEWMAN	55.9			
14-061	1561	GRANTVILLE	61.3			
		EAST TOPEKA	67.4	PX		
		A.T. & S.F. CROSSING	67.5	PX		
14-068	6571	DN-R TOPEKA YL OT	68.0	FPX		
		C.R.I. & P. CROSSING	68.2	IP		
		WEST TOPEKA	70.2	P		
14-073		MENOKEN	72.9	P		
		MENOKEN JUNCTION	72.9	P		
17-081	1486	GROVE	8.2	P		
17-084	12795	KENEFICK	11.7	P		
17-088	2103	DELIA	15.5	P		
17-095	2125	EMMETT	22.2	P		
17-101	12880	AIKINS	28.0	P		
17-103	3100	JEFFREY	29.7	P		
17-110	1854	ONAGA	37.1	P		
17-112	12824	DULUTH	40.3	P		
17-122	1814	LILLIS	49.6	P		
17-127	12910	SULLIVAN	54.4	P		
		M.P. CROSSING	58.6	AP		
17-131	6536	D FRANKFORT FN	59.5	P		
17-137	6495	WINIFRED	64.7	P		
17-143		UPLAND	70.2 (107.8)	P		
17-148		DN-R MARYSVILLE MS	75.7 (113.3)	FPTY		
		(148.6)				

Rules 251 to 253 inclusive apply between Kaw Jct. and East Topeka.  
 Rule 261 in effect between East Topeka and Marysville.  
 Note 2 to Rule 99 is in effect on First Subdivision.  
 Eastward CRI&P trains must receive clearance at CRI&P tower, Topeka.

Trains to or from Denver Cut-Off need not receive clearance at Menoken.  
 All trains may register by registering ticket at Kaw Junction.  
 Trains from St. Joseph Branch will retain their identity and need not receive clearance at Upland.  
 At Kaw Junction, trains to Denver Cut-Off must receive clearance from Denver dispatcher and from Kansas City dispatcher.  
 Only U.P. Trains originating or terminating need register at Topeka.

## SPEED RESTRICTIONS — FIRST SUBDIVISION

LOCATION	MPH
Maximum speed	<b>70</b>
Kansas City on Running Tracks 1 and 2 between Kaw River Bridge and end of block sign at State Line and on Running Tracks 3 and 4 between Kaw River Bridge and 11th Street	<b>15</b>
Between Mile Posts — Terminal Jct. <b>3.28 and 3.30</b>	<b>25</b>
Edwardsville <b>16.3 and 17.2</b>	<b>55</b>
Bonner Springs <b>17.9 and 18.0</b>	<b>30</b>
<b>20.1 and 20.5</b>	<b>60</b>
Loring <b>21.4 and 21.8</b>	<b>60</b>
<b>23.6 and 23.9</b>	<b>60</b>
<b>25.3 and 25.6</b>	<b>60</b>
<b>26.3 and 26.6</b>	<b>60</b>
<b>27.5 and 27.8</b>	<b>60</b>
Linwood <b>33.1 and 33.4</b>	<b>60</b>
<b>36.5 and 36.9</b>	<b>50</b>
Lawrence <b>38.5 and 40.5</b>	<b>40</b>
<b>42.5 and 43.1</b>	<b>60</b>
Grantville <b>65.7 and 66.3</b>	<b>60</b>
Topeka <b>67.4 and 68.2</b>	<b>20</b>
Menoken <b>4.1 and 4.3</b>	<b>60</b>
<b>6.0 and 6.2</b>	<b>60</b>
<b>7.2 and 7.4 *(Note)</b>	<b>60</b>
Grove <b>8.8 and 9.0</b>	<b>60</b>
Emmett <b>26.5 and 26.9</b>	<b>50</b>
Jeffrey Spur	<b>25</b>
Aikins <b>33.6 and 33.9</b>	<b>60</b>
<b>36.7 and 37.1 *(Note)</b>	<b>50</b>
<b>45.0 and 45.6 *(Note)</b>	<b>55</b>
Lillis <b>57.6 and 57.8</b>	<b>55</b>
<b>58.3 and 58.8 *(Note)</b>	<b>30</b>
Winifred <b>67.9 and 68.2</b>	<b>50</b>
Marysville Freight trains entering and using yard tracks.	<b>10</b>
<b>112.4 and 113.5</b>	
Marysville — Over street crossings after engine passes all crossings	<b>10</b> <b>35</b>

Note\* Referring to Rule 12(D) Westward Reduce Speed signs on left side of track.

## KANSAS DIVISION

WESTWARD		SECOND SUBDIVISION		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS FEET	Time Table No. 1		MILE POST	RULE 6(B)
		STATIONS			
17-148		DN-R	MARYSVILLE MS	114.6	FPTY
17-152			ORRICK	118.5	P
17-153	1551		HERKIMER	120.0	P
17-158	11990		BREMEN	124.7	P
			B.N. CROSSING	129.6	P
17-163			HANOVER	131.1	P
17-172	13290		HOLLENBERG	137.4	P
			B.N. CROSSING	147.0	AP
17-182	1487		ENDICOTT	147.0	P
			C.R.I. & P. CROSSING	152.6	AP
17-188	13571		FAIRBURY	153.1	P
17-203	12759		ALEXANDRIA	167.9	P
17-212	6507		BELVIDERE	176.6	P
			B.N. CROSSING	177.0	AP
17-219	13455	D	CARLETON C	183.5	P
17-226	1349		DAVENPORT	191.2	P
17-231	690		SEDAN	196.4	P
			B.N. CROSSING	200.5	AP
17-236	12787		EDGAR	201.7	P
17-244	6413		FAIRFIELD	209.0	P
17-249	12932		ANAN	213.4	P
17-253	2599		GLENVIL	218.2	P
17-257	3102		LEVEL	221.6	P
			B.N. CROSSING	227.2	IP
17-262	13165	D	HASTINGS AN	227.4	FPY
17-275	12970		HAYLAND	13.3	P
17-283	1685		DENMAN	20.2	P
176	13420	D	GIBBON GB	28.1	PY
			(142.2)		

Note 2 to Rule 99 is in effect on Second Subdivision.  
Rule 261 in effect on Second Subdivision

## CLEARANCE REQUIREMENTS

Trains to or from Nebraska Division at Gibbon need not receive clearance at Gibbon.

SPEED RESTRICTIONS — SECOND SUBDIVISION	
LOCATION	MPH
Maximum speed	70
Between Mile Posts — Marysville	
Freight trains entering and using yard tracks.	10
<b>114.9 and 115.83 Until Engine passes these locations</b>	<b>20</b>
Fairbury through city	
<b>152.5 and 153.5</b>	<b>30</b>
<b>155.1 and 155.4</b>	<b>50</b>
<b>156.2 and 156.5</b>	<b>55</b>
<b>157.5 and 157.9</b>	<b>55</b>
<b>163.5 and 163.8</b>	<b>60</b>
<b>164.9 and 166.3</b>	<b>50</b>
Alexandria	
<b>177.2 and 177.4</b>	<b>55</b>
Carleton	
<b>184.5 and 184.8</b>	<b>55</b>
<b>185.3 and 185.9</b>	<b>55</b>
<b>190.0 and 190.5</b>	<b>55</b>
Hastings	
<b>226.7 and 2.1</b>	<b>40</b>
<b>26.8 and 27.1</b>	<b>40</b>

### KANSAS DIVISION

WESTWARD		ST. JOSEPH BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time Table No. 1		MILE POST	RULE 6(B)
	FEET	STATIONS			
18-113		ST. JOSEPH YL		0.0	Y
		DN-R	TERMINAL YD. YL MK		PT
18-112			1.7 ELWOOD YL	1.7	
18-108			3.1 WATHENA YL	4.8	
18-099	807	D-R	9.1 TROY YL	13.9	RO
18-089	1318		10.9 SEVERANCE	24.8	
18-084	1483		4.1 LEONA	28.9	
18-079	1439		5.3 ROBINSON	34.2	
			8.0 M.P. CROSSING	42.2	A
18-071	1805	D	0.5 HIAWATHA YL	42.7	PY
18-063	758		7.4 HAMLIN	50.1	
18-059	1034		3.8 MORRILL	53.9	
18-053	5275		6.8 SABETHA	60.7	
18-045	1257		8.1 ONEIDA	68.8	
18-036	1835		8.4 SENECA	77.2	
18-029	1127		7.0 BAILEYVILLE	84.2	
18-024	1946		5.0 AXTELL	89.2	
18-019	344		4.9 SUMMIT	94.1	
18-014	1551		5.2 BEATTIE	99.3	
18-008			5.9 HOME	105.2	
17-143			2.6 UPLAND	107.8	P
			(107.8)		

Between Troy and St. Joseph trains are governed by operating rules, time-table and special instructions of CRI&P RR Co.

Westward trains originating at St. Joseph must receive UP clearance in addition to CRI&P clearance at Terminal Yard and need not receive clearance at Troy or Upland. Eastward trains need not receive clearance at Upland.

#### SPEED RESTRICTIONS

LOCATION	MPH
Maximum Speed	40
Between Mile Posts— Troy	
14.0 and 26.25	25
28.25 and 28.5	25
Leona	
40.6 and 40.9	30
Over Mo. Pac. Crossing	
42.2	25
Hiawatha	
43.6 and 44.7	25
51.0 and 51.4	25
54.0 and 58.5	30
Sabetha, over public crossings	
60.4 and 60.9	30
73.2 and 74.0	30
Seneca	
82.1 and 89.0	25
Axtell within City Limits	
94.5 and 95.0	25
99.4 and 101.3	30

### KANSAS DIVISION

WESTWARD		BESTWALL SPUR		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time Table No. 1		MILE POST	RULE 6(B)
	FEET	STATIONS			
133-45		BESTWALL		10.3	
17-148		DN-R	10.3 MARYSVILLE YL MS	0.0	FPT

#### SPEED RESTRICTIONS

LOCATION	MPH
<b>Bestwall Spur</b>	
Between Marysville and Bestwall	20

Staff System (Special Rule 300-R) is in effect on Bestwall Spur between yard limit sign at Marysville and Bestwall. Staff will be received from and must be returned to operator at Marysville.

WESTWARD		GRAND ISLAND BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time Table No. 1		MILE POST	RULE 6(B)
	FEET	STATIONS			
17-262		D	7.7 HASTINGS YL AN	227.4	FPXY
131-08	1003		5.2 HANSEN	235.1	P
131-13	1442		8.4 DONIPHAN	240.3	P
131-21			0.9 WESTWOOD	248.7	
			2.2 BELT LINE CROSSING	249.6	
147		DN-R	2.2 GRAND ISLAND YL GI	251.8	FPTX
			(24.4)		

#### SPEED RESTRICTIONS

LOCATION	MPH
<b>Grand Island Branch</b>	
Between Hastings and Grand Island	25
BN Belt Line Crossing M.P. 249.6	20

Staff System (Special Rule 300-R) is in effect on Grand Island Branch between yard limit sign at Hastings and yard limit sign at Grand Island. Staff will be received from and must be returned to yard office at Hastings. When crew is released at Grand Island, staff must be delivered to operator who must consult train dispatcher before returning staff to crew.

**KANSAS DIVISION**

WESTWARD		DENVER CUT-OFF SALINA SUBDIVISION		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time Table No. 1		MILE POST	RULE 6(B)
	FEET	STATIONS			
14-073		<b>MENOKEN</b>		72.9	PY
14-075	1561	KIRO		75.2	P
14-079	4714	SILVER LAKE		78.7	P
14-084	6567	D	ROSSVILLE RV	84.0	P
14-092	3916	D	ST. MARYS SY	91.6	P
14-098			BELVUE	97.8	P
14-105	7020	D	WAMEGO WA	104.7	P
14-115	301		SWAMP ANGEL	114.8	
14-118	1042		INDUSTRIAL PARK	118.0	
14-119	6397	D	MANHATTAN YL MH	119.3	P
			C.R.I. & P. CROSSING	119.4	
14-126	989		EUREKA LAKE	125.9	P
14-130	856		OGDENSBURG	130.3	P
14-132	6360		EAST FUNSTON	131.6	P
14-134			FUNSTON	133.6	P
14-136		D	FORT RILEY FT	135.7	P
14-140	5116	D-R	JUNCTION CITY YL JN	139.5	FPY
14-143	808		LACY	143.0	
14-151	1679		STONEY	150.6	
14-152	6503	D	CHAPMAN CM	152.3	P
14-159	1292		DETROIT	158.5	P
14-164	5519	DN	ABILENE YL AB	163.7	P
			A.T. & S.F. CROSSING	164.5	I
14-165			WEST ABILENE YL	164.7	
14-172	3482 3884	D	SOLOMON YL SK	172.3	PY
14-180	3961		NEW CAMBRIA	180.4	P
14-185			EAST SALINA YL	184.6	P
14-187		DN-R	SALINA YL SC	186.6	FPTY
			A.T. & S.F. CROSSING	187.2	I
14-195	2987		BAVARIA	194.8	P
14-201	5723		BROOKVILLE	201.4	P
14-219	2917	DN	KANOPOLIS KA	219.2	PY
14-224	4902 5103	D	ELLSWORTH WO	223.7	P
			ST. L. & S.F. CROSSING	224.4	
14-232	1890		BLACK WOLF	231.5	P
14-240	3079	D	WILSON WN	239.9	P
14-246	3421		DORRANCE	246.4	P
14-253	1567		BUNKER HILL	253.4	P
14-263	3550	D	RUSSELL RU	263.3	P
14-267	825		BALTA	266.7	P
14-272	5472	D	GORHAM GJ	272.4	P
14-276	1529		WALKER	275.5	P
14-280	1147	D	VICTORIA VC	279.6	P
14-285	1291		TOULON	284.8	P
14-290	6276	D	HAYS HA	290.1	P
14-295	1039		YOCEMENTO	295.4	
14-303		DN-R	ELLIS YL RT	303.3	FPY
			(230.4)		

BLOCK SIGNALS

CTC

**KANSAS DIVISION  
DENVER CUT-OFF SALINA SUBDIVISION**

Note 2 to Rule 99 is in effect on Salina Subdivision.

**CLEARANCE AND REGISTER REQUIREMENTS**

Westward AT&SF trains at Abilene must receive clearance at AT&SF depot. Only trains originating or terminating need register at Junction City. At Salina UP trains enroute to First Subdivision must receive clearance from Kansas City Dispatcher in addition to clearance from Denver Cut-Off Dispatcher. CRI&P and AT&SF trains having received clearance at Abilene or Salina need not receive clearance at West Abilene or East Salina. Trains to or from First Subdivision need not receive clearance at Menoken.

**SPEED RESTRICTIONS  
DENVER CUT-OFF — SALINA SUBDIVISION**

LOCATION	MPH	LOCATION	MPH
Maximum speed.		Solomon	
Between Menoken and Salina	65	172.3 and 172.4	35
Between Salina and Ellis	60	173.3 and 173.5*** Note	30
Between Mile Posts— Silver Lake, within city limits.	45	New Cambria	
78.6 and 78.9	45	181.2 and 181.3	50
Rossville, within city limits.	45	Salina, over Ohio Street Crossing	
83.7 and 84.4	45	185.2	30
St. Marys, within city limits.	25	Over A. T. & S. F. crossing.	
91.0 and 91.8	25	187.2	25
94.7 and 95.0	55	190.6 and 190.9	55
Belvue		Bavaria	
99.7 and 99.8	55	198.4 and 198.7	50
104.6 and 104.8* Note	35	Brookville	
105.4 and 107.0	50	201.7 and 202.2	50
117.8 and 118.2	55	203.9 and 208.1	50
118.8 and 119.0	50	208.4 and 209.4	45
119.1 and 119.4	25	210.0 and 211.1	25
Manhattan		211.3 and 212.8	30
121.9 and 122.0	50	213.1 and 215.3	25
123.1 and 123.5	35	215.5 and 216.1	30
124.7 and 125.3	50	Kanopolis	
East Funston		221.9 and 224.5	25
132.5 and 132.7	50	224.6 and 225.0	45
133.7 and 137.2** Note	30	225.6 and 225.8	55
Junction City		228.3 and 228.7	50
141.0 and 141.5	55	230.6 and 230.9	45
143.6 and 145.3	35	Black Wolf	
148.7 and 148.9	50	231.7 and 233.0	35
149.9 and 150.3	50	235.0 and 236.2	35
Chapman, within city limits.		238.4 and 238.6**** Note	55
152.1 and 152.7	40	Wilson, within city limits.	
Abilene, between Oplena and Elm Streets.		239.6 and 240.4	40
163.3 and 164.0	25	Dorrance	
Abilene, over A. T. & S. F. crossing.		249.5 and 250.0	45
164.5	25	Russell	
165.9 and 166.2	50	263.0 and 264.2	35
167.9 and 168.3	25	Victoria, within city limits.	
169.3 and 169.6	50	279.3 and 279.6	40
		Hays, within city limits.	
		288.6 and 290.4	35
		301.8 and 304.1	35

Note—Referring to Rule 12(D)

- \* Resume speed sign for eastward trains south of siding at Wamego.
- \*\* Reduce speed sign for westward trains north of main track at Funston.
- \*\*\* Reduce speed sign for westward trains north of siding at Solomon.
- \*\*\*\* Reduce speed sign for eastward trains on left side of track.

**KANSAS DIVISION**

WESTWARD		DENVER CUT-OFF DENVER SUBDIVISION		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS FEET	Time-Table No. 1		MILE POST	RULE 6(B)
		STATIONS			
14-303		DN-R	ELLIS YL RT	303.3	PFY
14-308	2951		5.1 RIGA	308.4	P
14-314	1471		4.7 OGALLAH	313.1	
14-322	3094	D	9.2 WAKEENEY W	322.3	P
14-330	1204		7.7 VODA	330.0	
14-336	1798		5.8 COLLYER	335.8	
14-343	3842		7.5 QUINTER	343.3	P
14-351	3480		7.6 BUFFALO PARK	350.9	P
14-356	2143		5.4 GRAINFIELD	356.3	
14-365	2594		8.9 GRINNELL	365.2	P
14-371	912		6.0 CAMPUS	371.2	
14-377	2816	DN	6.2 OAKLEY YL OQ	377.4	FPY
14-386	2494		8.7 MONUMENT	386.1	P
14-394	1820		7.5 PAGE CITY	393.6	
14-399	2686		5.4 WINONA	399.0	P
14-408	1050		9.4 McALLASTER	408.4	
14-421	2066		12.7 WALLACE	421.1	P
14-430	3823	DN-R	8.7 SHARON SPRINGS YL PS	429.8	PY
14-442	3082		12.0 WESKAN	441.8	P
14-447	1544		5.5 JIM	447.3	
14-453	1867		5.8 ARAPAHOE	453.1	P
14-463	2111	D	9.9 CHEYENNE WELLS CW	463.0	P
14-474	2401		10.5 FIRST VIEW	473.5	P
14-488	2834		14.0 KIT CARSON	487.5	P
14-508	2262		20.1 AROYA	507.6	
14-518	2246		10.4 BOYERO	518.0	P
14-526	4534		8.7 CLIFFORD	526.7	P
14-536	4001		8.8 HUGO	535.5	PY
14-551	2299	DN	15.0 (C.R.I.&P. Crossing) LIMON YL MN	550.5	P
			0.1 LIMON JUNCTION YL	550.6	
14-557	1375		6.0 RIVER BEND	556.6	P
14-563	4947		6.4 CEDAR POINT	563.0	P
14-572	4837		9.2 AGATE	572.2	P
14-584	2483 2592		12.0 DEER TRAIL	584.2	P
14-597	2422		12.4 BYERS	596.6	P
14-603	2803	D	5.9 STRASBURG SR	602.5	P
14-609	4756		6.9 BENNETT	609.4	P
14-614	2600		4.3 MANILA	613.7	P
14-618	4856		4.7 WATKINS	618.4	P
14-622	1204		4.1 WATTENBERG	622.5	
14-625	2480		2.5 MESA	625.0	P
14-628	599		3.1 MAGEE YL (324.8)	628.1	

Note 2 to Rule 99 in effect Denver Subdivision.

**CLEARANCE AND REGISTER REQUIREMENTS**

Clearance must be received at:

Sharon Springs — All trains.

Denver — Trains enroute to Kansas Division need not receive clearance at Pullman or Magee.

**KANSAS DIVISION**

CRI&P trains must register at Sandown Jct. and may do so by registering ticket.

**SPEED RESTRICTIONS  
DENVER CUT-OFF — DENVER SUBDIVISION**

LOCATION	MPH
Maximum speed: Between Ellis and Magee	60
Between Mile Posts — Ellis	35
301.8 and 304.1	35
304.3 and 307.0	40
Wakeeney	35
322.2 and 322.4	35
Between first crossing west and second crossing east of depot.	25
323.3 and 324.0 *(Note)	40
331.7 and 332.1	50
335.0 and 335.5	50
Collyer	45
336.5 and 337.1	45
Oakley	50
383.4 and 384.3	50
Winona	50
401.3 and 401.8	50
405.5 and 405.8	45
419.6 and 420.5	50
Wallace	50
424.9 and 425.0	50
Weskan	50
450.8 and 451.1	50
Arapahoe	50
454.5 and 454.6	50
Cheyenne Wells Within City Limits	50
512.4 and 512.7	50
Clifford	35
534.8 and 536.6	35
537.7 and 537.9	50
543.9 and 544.9	50
546.3 and 546.6	50
River Bend	40
558.6 and 559.3	40
561.3 and 562.1	50
562.9 and 567.2	45
Deer Trail	40
587.2 and 589.8	40
Byers	50
598.9 and 601.5	50
Strasburg	50
605.2 and 607.1	50
Watkins	50
619.3 and 620.5	50

\*Note — Referring to Rule 12(D) Westward Reduce Speed sign north of siding Wakeeney.



### KANSAS DIVISION

WESTWARD		PLAINVILLE BRANCH			EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1			MILE POST	RULE 6(B)
	FEET					
14-187		DN-R	SALINA YL	SC	0.0	FPTY
16-003			TRENTON		3.4	
16-012	1298		CULVER		11.5	
16-019	1970		TESCOTT		18.5	P
16-024	2453		BEVERLY		23.8	P
16-026	194		SHADY BEND		26.4	
16-033	967		QUARTZITE		32.9	
			A. T. & S. F. CROSSING		33.8	
16-034	1464	D	LINCOLN CENTER NC		34.1	P
16-041	2500		VESPER		40.7	
16-047	2110		SYLVAN GROVE		46.9	P
16-056	2067		LUCAS		56.0	P
16-065	1791		LURAY		65.4	P
16-072	2061		WALDO		71.5	
16-079	1271		PARADISE		79.2	P
16-087	1523		NATOMA		87.0	P
16-095	1288		CODELL		95.1	
16-104	1786	D-R	PLAINVILLE YL	VN	103.5	PY
16-110	1042		ZURICH		110.4	
16-118	1199		PALCO		117.8	P
16-123	949		DAMAR		122.7	
16-129	1509		BOGUE		129.3	P
16-138	1604	D	HILL CITY	CI	138.0	PY
16-145	1259		PENOEKEE		144.7	
16-150	1307		MORLAND		150.2	
16-155	1280		STUDLEY		155.4	
16-163	1288		TASCO		162.5	
16-170	1475	D	HOXIE	KZ	170.4	P
16-179	1246		SEGUIN		179.1	
16-186	1245		MENLO		186.2	
16-194	1211		HALFORD		194.0	
16-204	1331	D	COLBY	CB	203.5	PY
16-213	1308		MINGO		212.5	
16-218	1316		SPICA		218.0	
14-377		DN-R	OAKLEY YL	OQ	224.7	FPY
			(224.7)			

#### SPEED RESTRICTIONS

LOCATION	MPH	LOCATION	MPH
Maximum Speed	40	Natoma	
Quartzite		87.8 and 88.0	25
33.0 and 34.0	25	94.1 and 98.5	25
51.5 and 52.9	25	101.2 and 102.8	25
Lucas		Hill City	
61.8 and 63.75	25	Over Highway 283	5
Waldo		137.9	
72.5 and 73.0	30	Colby over east leg of wye	
83.7 and 85.9	25	203.1 and 203.3	15
		Oakley	
		224.5 and 224.7	15

### KANSAS DIVISION

WESTWARD		LEAVENWORTH BRANCH			EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1			MILE POST	RULE 6(B)
	FEET					
128-13	241		TONGANOXIE		13.1	
128-03	388		REX		2.9	
14-040		D-R	LAWRENCE YL	DA	0.0	P
			(13.1)			

WESTWARD		SOLOMON BRANCH			EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1			MILE POST	RULE 6(B)
	FEET					
14-172		D-R	SOLOMON YL	SK	0.0	Y
129-07	1328		NILES		6.5	
129-09	1307		VERDI		9.0	
129-15	2443		BENNINGTON		14.7	
129-21	662		LINDSEY		20.9	
129-23	778	D	MINNEAPOLIS	MI	23.3	
			A. T. & S. F. CROSSING		23.7	
129-35	1237		DELPHOS		34.7	
129-42	1416		GLASCO		41.6	
129-47	1578		SIMPSON		46.8	
129-50			ASHERVILLE		49.8	
			M. P. CROSSING		57.2	
129-57	1192	D-R	BELOIT YL	BL	57.4	
			(57.4)			

WESTWARD		McPHERSON BRANCH			EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1			MILE POST	RULE 6(B)
	FEET					
14-187		DN-R	SALINA YL	SC	0.0	FPTY
			A. T. & S. F. CROSSING		0.5	
			M. P. CROSSING		0.6	
130-03	153		WESLEYAN		2.9	
130-05	686		SID		5.3	
130-08	1440		MENTOR		8.0	
130-12	1128		ASSARIA		12.2	
130-16	801		BRIDGEPORT		15.8	
			M. P. CROSSING		20.7	
130-21	1132		LINDSBORG		20.9	
130-30	1263		HILTON		30.3	
			A. T. & S. F. CROSSING		35.1	
130-35	1020	D-R	McPHERSON YL	MF	35.4	
			(35.4)			

#### SPEED RESTRICTIONS

LOCATION	MPH	LOCATION	MPH
Maximum speed		McPherson Branch	40
Leavenworth Branch	15	M.P. 0.0 to M.P. 4.75	10
		M.P. 35.1 and M.P. 35.4	15
Solomon Branch	40	Over Crossings at	
M.P. 20.2, M.P. 22.7 to M.P. 23.7	10	M.P. 13.10, 21.59	10
M.P. 24.5 to M.P. 57.9	25	M.P. 10.0, 33.80, 34.85	25
Thru Niles, Verdi, Bennington and Lindsey	15	Thru Lindsborg, Assaria, Mentor and Bridgeport	25



# EASTERN DISTRICT SPECIAL RULES — ALL DIVISIONS

## General Rules

**M (R)** Fifth and Sixth paragraphs of General Rule M of Operating Rules is cancelled and following applies:

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

## Standard Time

**2 (R-1)**. Wrist watches approved for use under Rule 2 are:

Ball "Official Railroad Standard";

Ball "Automatic Trainmaster" model;

Bulova "Accutron-Railroad Approved" model, including Calendar model;

Elgin "B. W. Raymond" model;

Hamilton electric "Railroad Special";

Longines Model "T-905" Railroad Watch;

Longines "Ultra-Chron Railroad Watch".

Wylar Incaflex Dynawind — R. R. Approved Model.

Wylar Incaflex Stemwind — R.R. Approved Model.

**2 (R-2)**. Operating Rule 2 is modified by the addition of the following:

**EXCEPTION:** Employees working in the classification of Yard Helper will not be required to have a railroad grade watch until such employe has accumulated one year's seniority.

**3 (R)**. Conductors and engineers of other railroads, who have made and registered watch comparison at beginning of trip or shift, will not be required to make and register watch comparison at initial station on Union Pacific.

## Timetable

**6 (R)**. Referring to Rule 6(C), Capacity of sidings is shown in column provided in time-table in feet. The following letters placed before the capacity of sidings indicate:

C—center siding

E—eastward siding

W—westward siding

## Engine Whistle Signals

**14 (R)**. In multiple track territory the following whistle signals must be used for recalling flagman:

Whistle signal as provided by Rules 14(d) and 14(e) followed by one short sound of the whistle for No. 1 track, two for No. 2, three for No. 3, and four for No. 4 track.

## Markers

**19 (R-1)**. Referring to Rule 19 (B). Except within the state of Colorado, reflectorized metal flags may be used as markers.

**19 (R-2)**. The use of battery operated flashing light marker lamps as markers is authorized.

## Calling Signals

**34 (R)**. Referring to Rule 34, Employees located in the operating compartment of an engine must communicate to each other in an audible and clear manner the name or aspect of each signal affecting movement of their train or engine, as soon as the signal is clearly visible or audible. It is the responsibility of the engineer to have each employe comply with these requirements, including himself.

It is the engineer's responsibility to have each employe located in the operating compartment of the engine maintain a constant lookout for signals and conditions along the track which affect the movement of the engine or train.

If a crew member becomes aware that the engineer has become incapacitated or should the engineer fail to operate or control the engine or train in accordance with the signal indications or other conditions requiring speed to be reduced, other members of the crew must communicate with the crew member controlling the movement at once, and if he fails to properly control the speed of the train or engine, other members of the crew must take action necessary to ensure the safety of the train or engine, including operating the emergency valve.

## Superiority of Trains

**72 (R)**. On single track, except in CTC territory, westward trains are superior to eastward trains. See Rule 72.

## Clearances

**97 (R)**. Within CTC territory, assigned locals, work trains or helper

engines, having received Clearance Form 2643 at their starting point, may thereafter move in either direction within CTC territory while on continuous tour of duty being governed by indication of signals or instructions from train dispatcher without receipt of additional Clearance Form 2643.

## Maintenance of Way Rules

**99 (R-2)**. Maintenance of Way Rule 99 (J) is in effect on all branch lines.

## Automatic Block Signals

**240 (R)**. Referring to Rule 240 (F). Signal name is changed to "APPROACH LIMITED." No change in signal aspect or indication.

## Hold Indicators

**241 (R)**. When a train is stopped by an automatic block signal to which Hold indicator is attached, a member of the crew must communicate with dispatcher or operator for instructions before proceeding even though Hold indicator is not illuminated.

If unable to communicate with train dispatcher, operator or operating officer, crew must inspect entire train for hot box or other defects. After such inspection, if safe to do so, train may proceed being governed by Rule 509. In CTC territory, train or engine must not proceed except as provided by Rule 269(A) or 269(B).

## Operation Under Staff System

**300 (R)**. Staff system will be used for operation of trains on branch lines specified in the time-table.

Where staff system is in effect, the following will apply:

Authority to use staff must be obtained from train dispatcher.

Trains or engines must not occupy branch without staff, which must be secured by the conductor and be delivered to the engineer, who must retain the staff until all movements on the branch are completed.

Possession of staff will authorize train to move in either direction on the designated branch without time-table, train order, or clearance authority; and protection of train in accordance with Rule 99 is not required.

After movements on the branch are completed, staff must be returned to staff box, box must be locked, and train dispatcher notified.

## Automatic Cab Signals

**458 (R)**. When a foreign line unit equipped with cab signals is the control unit on a freight train, cab signal devices may be cut out and train must proceed in accordance with the second and third paragraphs of Rule 458.

## Block Signal Rules

**516 (R)**. Where Operating and MofW Rules 276(A), 282, 516, 517 and 518 prescribe a wait of three minutes, waiting time under circumstances prescribed is extended to five minutes.

Rules cited above are revised accordingly.

When using facing point cross-over from any track to a main track in Automatic Block Signal territory, switch in track train or engine is on must be lined first, then wait five minutes before lining cross-over switch in main track to be used.

Exceptions to Rule 516 apply to this movement the same as at other hand operated switches.

## Handling Hazardous Material

**713 (R-1)**. Referring to Operating Rule 713; when switching or handling cars containing explosives or other hazardous materials, Section 174.589 of DOT Hazardous Materials regulations must be complied with. Placards outlining these regulations are posted in Yard Offices, Yardmaster Offices, and in UP cabooses.

**713 (R-2)**. Referring to Operating Rule 713. F.R.A. Emergency Order No. 5 stipulates:

Flammable Compressed Gas may be transported in DOT112A and DOT114A uninsulated tank cars not equipped with head shields only under the following conditions:

(A) DOT specification tank cars 112A and 114A not equipped with head shields and loaded with Flammable Compressed Gas requiring "Dangerous" placards, must not be cut off while in motion. No car moving under its own momentum shall be allowed to strike any DOT112A or DOT114A tank car containing Flammable Compressed Gas placarded "Dangerous" that is not equipped with head shields, nor shall any such car be coupled into with more force than is necessary to complete the coupling, but in no case at a speed of more than 4 MPH.

(B) The Shipping papers required for loaded tank cars containing

Flammable Compressed Gas placarded "Dangerous" must carry the notations "DOT112A or DOT114A" and must be handled in accordance with F.R.A. Emergency Order No. 5.

(C) Employes must be informed of the presence of these cars and instructed to handle them in accordance with the requirements of these instructions.

### Cabooses

714 (R-1). At points where freezing temperatures occur, stoves in road cabooses must be left burning at all times during cold weather to prevent freezing of water pipes.

714 (R-2). Doors and windows of cabooses must be locked at all times when caboose unattended at terminals or enroute.

714 (R-3). Employes seated in caboose cupola or at conductors desk, must use seat belts and restraining harness, when caboose is so equipped.

### Inspection of Trains

715 (R-1). Referring to Rule 715 (B). When practicable, member of crew on the engine must advise crew on rear of train by radio when train is being inspected by other employes.

715 (R-2). On trains provided with bay window type cabooses, trainmen may remain in bay when passing depots and towers.

Employes must not remain in bay on side next to an adjacent track when meeting or passing another train on that track.

Inspection of such train must be made from rear platform of caboose.

715 (R-3). Except to receive message, trainmen need not be on rear platform of caboose when eastward trains are passing stations at Pine Bluffs, Burns, Wyoming or Frankfort, Kansas.

### Switching Cars

804 (R-1). Except in humping operations cabooses, outfit cars, flat cars loaded with trailers or containers, flat cars or multi-level cars loaded with motor vehicles must not be cut off while in motion and allowed to strike other cars, nor may other cars be cut off while in motion and allowed to strike such cars, or a draft containing such cars.

804 (R-2). Any movement into spur tracks, inside buildings and at end of spur which ends at building or abutment must first have hand brakes set on lead car or cars of movement and if necessary to couple to cars already on these tracks, hand brakes must be checked on these cars to know properly set before coupling into. Cars must not be permitted to roll free on such tracks. Hand brakes must be set on each end of cut of cars left inside buildings.

804 (R-3). When placing cars at rail trailer facilities or auto ramps, cars must be coupled and sufficient hand brakes must be applied on cars on both ends of track to prevent movement.

804 (R-4). When road engines are to be coupled to a train, whether in a yard or on line, the movement must be stopped 150 feet from the train and further movement must be preceded by a member of the crew when it can be safely done.

### Cars or Loads of Excess Dimensions

805 (R). All cars (both loads and empties) which have overall dimensions exceeding published clearances or whose movement is subject to regulation by State Public Service Commissions, maximum over-all dimensions will be furnished from the Office of General Superintendent of Transportation to District Superintendents of Transportation, General Managers and Superintendents, along with the applicable coded standard operating procedures for certain measurements and conditions which are common to most such cars. The codes involve the use of a number and letter in sequence, 1-A, 2-B, etc., and are self-policing against error and are enumerated below with the restrictions and protective requirements indicated:

- 1-A Protect against other loads over 12 feet wide, also all loads and equipment having a width of over 12 feet due to track curvature and through turnouts, by arranging definite meeting and passing points where track centers will provide safe clearance.
- 2-B This load must not pass or be passed on parallel tangent or curved tracks except at arranged meeting and passing points where track centers will provide safe clearance.
- 3-C This load must not pass or be passed on curved tracks except at arranged meeting and passing points where track centers will provide safe clearance.
- 4-D See that loads and equipment are back of fouling points to clear extreme width of this shipment.
- 5-E Load must be placed on carrying car so that all axles are equally loaded.
- 6-F Separate this load from locomotive or any other heavy load

exceeding 220,000 pounds gross weight, by at least three cars not exceeding 220,000 pounds gross weight each.

- 7-G Separate this load from locomotive or any other heavy load exceeding 240,000 pounds gross weight, by at least three cars not exceeding 240,000 pounds gross weight each.
- 8-H Separate this load from locomotive or any other heavy load exceeding 263,000 pounds gross weight by at least three cars not exceeding 263,000 pounds gross weight each.
- 9-I Cannot be handled via Montpelier and must be handled via Ogden between Granger and McCammon.
- 10-J Cannot be handled through Tunnels No. 10 to 17 and must be routed via Riparia and Colfax between Ayer and Spokane.
- 11-K Cannot be handled through Peninsula Junction Tunnel No. 18 and must be routed via Kenton between Troutdale and North Portland, or via Graham between Troutdale and Albina.
- 12-L Cannot be handled through Bear River Tunnel No. 15 and must be routed via Granger between Ogden and McCammon.
- 13-M Cars are of standard dimensions on the Utah Division but high and/or wide in states of California and Nevada.
- 14-N Cars are of standard dimensions for the State of Idaho but high and/or wide in states of Oregon and Washington.

Detailed instructions will be issued to provide proper protection for all conditions not specifically provided for in Code 1-A through 14-N.

There is to be no change in the present method of issuing train orders for excess dimension cars.

### Handling Cars With Air Brakes

806 (R). Outfit cars converted from passenger train cars contain equipment highly subject to damage from slack action or rough handling and must be handled with air brakes cut in and operative.

### Empty Tank Cars

807 (R). Empty tank cars must not be removed from stations unless dome cover and all outlet caps have been replaced and wrenched tight, shipping tags and cards removed from car and "Dangerous" placards removed or replaced by "Dangerous-Empty" placards.

### Continuous Welded Rail Trains

809 (R-1). Equipment for handling continuous welded rail, or continuous lengths of bolted rail, consists of 26 permanently coupled flat cars with buffer at each end and caboose for MofW supervisor. Couplers are blocked against slack and are highly susceptible to damage from rough handling.

This equipment, loaded or empty, must be handled as a unit with air brakes cut in and operative, must not be switched with and must not be humped. These cars must not be cut off while in motion. Other cars must not be cut off while in motion and allowed to couple to these cars or to a draft containing these cars. The following applies:

#### When Loaded

Maximum speed:

On unrestricted track - 40 MPH;

On restricted track - 20 MPH less than published speed restriction. Where published speed restriction is 30 MPH or less, maximum speed will be 10 MPH;

Through cross-overs or turnouts - 10 MPH.

After entering siding or yard track, train must not proceed until authority is received from MofW supervisor in charge.

Train and engine crews must be alert for any signal or communication from rail train supervisor while train is moving.

This equipment must not be combined with other traffic except that outfit cars, cars containing track material or related items may be handled behind the CWR equipment as directed by the Chief Dispatcher, who will authorize such handling only upon instructions from Chief Engineer. Total consist must not exceed 50 cars.

#### When Empty

CWR equipment may be handled with other traffic but total consist must not exceed 50 cars. CWR equipment must be handled at rear of train. A speed of 50 MPH must not be exceeded.

### Position of Cars in Trains

809 (R-2). DODX flat cars 39095-39199 must be handled in rear end of train only.

Aluminum covered hopper cars SN 5501-5510 do not have complete center sill and must be entrained at rear of train not more than 15 cars from rear.

809 (R-3). The following tank cars are in service for movement of phosphorus from points in Idaho to various destinations.

MONX 23000 series, gross weight, loaded, 414,000 lbs.

MCPX 23000 series, gross weight, loaded, 414,000 lbs.

FMLX 19000 series, gross weight, loaded, 315,000 lbs.

Additional cars of similar capacity and high gross weight may be placed in this service. When being returned to loading points, these cars carry water ballast. The following governs handling:

#### *When Loaded With Phosphorus:*

MONX 23000 and MCPX 23000 series cars must be separated from the locomotive, from each other, and from any car with gross weight exceeding 263,000 pounds by not less than three cars of a gross weight not exceeding 263,000 pounds and must be handled at speeds not exceeding 50 MPH.

FMLX 19000 series cars, single or not more than two such cars coupled, must be separated from the locomotive and from any other car exceeding 263,000 pounds gross weight by not less than three cars of a gross weight not exceeding 263,000 pounds.

#### *When Loaded With Phosphorus or with Water Ballast:*

These cars must be coupled carefully, must not be humped and must not be cut off while in motion. In switching operations, they must be handled with air brakes cut in and operative.

Except at loading or unloading facilities where derail protection is provided, if necessary to set these cars out or to leave them unattended, they must be coupled to another car of a different type, hand brakes applied on both cars and air reservoirs drained to determine that hand brakes are sufficient to hold the cars.

809 (R-4). In freight trains, freight cars 85 feet or more in length must not be coupled to any car 39 feet or less in length. This rule does not apply to CRI&P trains between Kansas City and Topeka or Limon and Denver.

809 (R-5). Referring to Rule 809 (C). Amend to include Modular housing units on flat cars. All such cars must be entrained ahead of banded loads.

#### **Units Dead in Train**

809 (R-6). Foreign line, government, export or commercial diesel units, Union Pacific yard-switcher units of any type or Union Pacific road-switcher units of Alco type, to be moved dead in train must be separated from each other and from the engine by not less than five cars and must be entrained not more than 30 cars behind the control unit. Waybill instructions must be carefully checked and unless otherwise notified in writing must be complied with. In the absence of instructions relative to speed, a speed of 35 MPH must not be exceeded with yard-switcher, or 45 MPH with road-switcher units of the above types dead in train.

#### **Helper Engines**

809 (R-7). On freight trains, when helper is to be cut into train, units with combined total of not more than 7500 HP may be cut in ahead of caboose, and must be cut in ahead of cars designated in Rule 809 or cars listed in Special Rule 809 (R-2). If helper engine consists of units, the combined total of which exceeds 7500 HP, helper engine must be cut in ahead of tonnage for all units in excess of 7500 HP. When necessary to cut two helper engines into a train the helper engine with the greatest total horsepower must be cut in nearest head end of train and ahead of the tonnage of the rear helper engine.

809 (R-8). When necessary to place power behind caboose to assist a train to the top of an ascending grade, or to a location where the main track may be cleared, not more than two units, not exceeding a total of 7500 HP may be used; other units in locomotive consist must be isolated.

The foregoing does not modify, in any manner, the requirements of Special Rule 809 (R-7).

#### **Inspection of Trains**

811 (R). In addition to making inspection of train as often as practicable as per Operating Rule 811, when visibility does not permit close observation of train, or when, for any reason, in judgement of conductor or engineer additional inspection of train is necessary, such inspection must be made.

#### **Hot Box Detectors**

812 (R). Referring to Rule 812 (B): Train dispatcher must be notified of findings.

#### **Riding on Engines**

816 (R). If there is a trailing "A" unit in locomotive consist, employes in train or engine service required to deadhead on a freight train may occupy cab of such unit but must not occupy RCS units.

#### **Inspection of Cars**

858 (R). A car set out on line in defective condition must not be moved until inspected by a qualified inspector.

When the inspector has inspected the defective car and determined it is safe to move, he will attach **two** bad order cards to **each** side of the car.

The cards will bear the notation MOVEMENT RESTRICTIONS, stating defect, shop car will move to, and movement restrictions, including miles per hour restriction, if necessary to handle on rear end only, and any other applicable restrictions.

The train dispatcher will be notified when car is ready for movement and given precise information as to the movement restrictions applied to the car.

If the conductor in charge of the train in which the defective car is to move does not receive prior written information relative to movement restrictions applicable to the car, then he must remove one of the bad order cards from the car so that he will have written information relative to the restrictions. In either case, the conductor must inform all other crew members of the presence of the defective car in the train and of all restrictions applying to the car.

860 (R). Referring to Rule 860, Instructions on Way Bills are summarized on Conductor's Car and Tonnage Report in the "Special Handling Column" by initials. Explanation of initials follows:

HS	HOME SHOP
HWI	HIGH/WIDE
RE	REAR ENDER
R50	SPEED RESTRICTION M.P.H.
SLO	TIME OR SPEED RESTRICTION
WVI	WAIVE INSPECTION
DAN	DANGEROUS
DNH	DO NOT HUMP
EXP	EXPLOSIVE
LOD	EXCESSIVE WEIGHT
POG	POISON GAS
RAM	RADIO ACTIVE MATERIAL
UOS	UNLOAD FROM ONE SIDE
DNS	DO NOT SEPARATE
HIV	HIGH VALUE
HTR	HEATERS IN CAR
MIC	MESSENGER IN CHARGE

#### **Unattended Locomotives**

871 (R-1). Exception to Operating Rule 871 is in effect at all points unless otherwise instructed.

871 (R-2). Rule 871(A) is modified as follows: When a locomotive is left unattended, when practical, locomotive must be placed on a track that is protected by a derail or coupled to a car or cars with hand brakes applied in accordance with Rule 871. Reverse lever must be placed in neutral position and handle removed and placed in receptacle provided. Independent brakes must be fully applied and generator field or exciter switch placed in "OFF" position. Hand brakes must be set on each locomotive and wooden blocking must be placed under front and back of one pair of wheels. Windows must be closed and latched and when possible, cab doors locked.

*EXCEPTION* — At locations listed below, if locomotive is equipped with operative safety control feature and engines are idling, hand brakes need not be applied or wooden block placed under wheels. This does not modify the requirements of Air Brake Rule 1044 (B).

<b>NEBRASKA DIVISION</b>	<b>NEBR. (Cont.)</b>	<b>KANSAS DIVISION</b>
Beatrice	North Platte	Beloit
Central City	Omaha	Bonner Springs
Columbus	Sidney	Ellis
Council Bluffs	Sterling	Junction City
Cozad	Valley	Kansas City
Fremont		Lawrence
Gering	<b>WYOMING DIVISION</b>	Marysville
Gothenburg	Cheyenne	Oakley
Grand Island	Denver	Plainville
Julesburg	Greeley	Salina
Kearney	Green River	Sharon Springs
Kimball	Laramie	St. Joseph
LaSalle	LaSalle	Topeka
Lexington	Ogden	
Lincoln	Rawlins	
Norfolk	Rock Springs	

## Engine Service

**876 (R).** Referring to Rule 876. The fireman or engineer trainee when competent, may handle the locomotive under the close supervision of the engineer, under the following conditions, the engineer being responsible:

In road freight service;

In yard service provided the fireman is a promoted engineer or engineer trainee.

The fireman must not be permitted to handle the locomotive in road passenger service except in emergency.

**878 (R).** When taking charge of locomotive in road service, the engineer must check to see that speed recorder, on units so equipped, is provided with speed tape. If speed tape is missing, train dispatcher must be so advised at first opportunity. Speed tapes will be applied and removed only by Mechanical Department employes or Operating Department officers.

**883 (R).** In territory where rail detector cars are operating, trains and engines must use sand where necessary to overcome slippery condition caused by solution from detector car deposited on rails. Train dispatchers will advise engineers where detector cars are working.

## Track Restrictions

**899 (R).** Unless otherwise provided, GE U-28-C units (2800-2809), GE U-30-C units (2810-2919) SD-40, SD-40-2, SD-45, and units of 5000 HP or more must not be operated on branch lines or on industry tracks without permission from train dispatcher or other officer.

Operation of these units should be restricted to main track, sidings and yard tracks necessary for the movement of trains and the servicing of the units.

## Air Brake Rules

**1001 (R).** Before moving an engine in engine house or from spot track, it must be known that adequate air pressure is being maintained and that air brake equipment is functioning properly. Application and release test of independent brake must be made and in addition to noting brake cylinder pressure on gauge, visual inspection must be made to know that brakes apply when independent brake valve is in application position.

At locations where units are cut into or out of an engine consist, it must be known that air brake hoses are coupled, that air is cut in and that brakes are operating properly on all units before any movement is made.

At terminals where hostler relieves incoming engineer, brakes must be tested with independent brake valve immediately after engine is detached from train, to insure that brakes are operating properly.

Movement of engines at enginehouses, servicing or maintenance facilities must not exceed 5 miles per hour.

Engines must be stopped before moving onto a turn-table, and before entering enginehouse or servicing facilities where elevated tracks or pits are used.

The following additional rules and instructions also apply to movement of light engines, particularly around engine houses and servicing facilities:

1. Safety control feature must be cut in.
2. On road freight power, after throttle is initially opened, sufficient time must be allowed for engine and generator to build up sufficient current to move the locomotive.
3. In case of emergency requiring shorter stop than can be made with independent brake, automatic brake valve should be placed in emergency position which will automatically reduce engine speed to idle.

**1039 (R).** Some Union Pacific GP-9 class units and certain foreign line units are not equipped with dynamic brake interlock feature whereby the locomotive air brakes will be released during dynamic braking when train brakes are applied.

When operating with these GP-9 units or with foreign line units in any consist, whether all of one road or mixed with Union Pacific units, arrange to keep locomotive brakes released by actuating brakes off when automatic brake valve is used to apply train brakes during dynamic braking.

## Pressure Maintaining Braking

**1043 (R).** In territory where pressure maintaining braking is being used for extended periods, brake valve cut-off valve may be placed in Passenger position. Position of brake valve cut-off valve must not be changed except when brake valve is in Release position.

When operating in Passenger position extreme care must be used as any slight movement of brake valve toward Release position will result in complete release of automatic brakes throughout the train.

Pressure maintaining braking must not be used for extended periods at speeds exceeding 30 MPH. To do so will result in damage to wheels and brake shoes. Application and release method of braking must be used at speeds exceeding 30 MPH, reducing speed sufficiently before release to insure sufficient time for cooling of wheels and recharging brake pipe before it is necessary to again apply brakes.

## Mechanical Instructions

**1090 (R-1).** When operating with RCS in service and train is to be separated between control unit and remote units, feed valve on remote units must be cut out and remote units must be isolated before separating train.

While control unit is separated from portion of train containing remote units, "Feed Valve Out" indicating light must be on continuously.

Feed valve on remote units must not be cut in, nor may "Mode Selector Switch" be moved from "Isolate" position until the train has been reassembled and brake pipe pressure is being restored on caboose at rear of train from control unit.

RCS Radio Switch must be in "OFF" position while control units are detached from train.

**1090 (R-2).** If diesel unit is not loading or not making transition, high voltage cabinet contactors must not under any circumstances be manually operated.

To determine if the contactors are picking up as they should, the diesel engine should be isolated, then restored to power.

Proper report must be made to the next maintenance terminal.

**1090 (R-3).** Ground relay protection knife switches are applied for use by electrical forces in making tests of equipment. Under no circumstances may the seal on ground relay knife switch be broken, or knife switch be opened. When seal on ground relay knife switch is broken or is found broken or missing, such information must be included on work report.

**1090 (R-4).** A locomotive must not be operated at speeds in excess of that prescribed for the unit having the lowest maximum speed as shown on chart in unit.

When applying continuous or short-time ratings as shown on the chart, the unit consist must not be operated lower than the highest minimum speed for any unit and unit consist must not be operated higher than the lowest amperage for any unit.

When operating close to continuous rating under full power, "Minimum Continuous Speed" or "Maximum Amperage," whichever occurs first, is controlling.

Attention is directed to the fact that short-time ratings are not continuous; that is, a unit cannot be operated for 15 minutes at the ¼ hour rating, then for 30 minutes at the ½ hour rating, etc.

If unable to proceed within the limits prescribed, train must be stopped, and facts reported to train dispatcher who will instruct as to reducing tonnage or providing additional power.

# NEBRASKA DIVISION

## SPECIAL RULES — OMAHA - COUNCIL BLUFFS TERMINAL AREA

### Movements To and From Industrial District at 72nd Street, Omaha

97 (RN-1). At Omaha, for movement of yard engines to and from industrial district at 72nd Street, authority will be conferred by indication of interlocking signal at Summit and instructions from train dispatcher.

When interlocking signal at Summit displays Clear or Approach indication for a switching movement enroute to this industrial district, authority is conferred for movement to cross-over at west end of Seymour without receipt of Clearance Form 2643, but oral or message instructions from train dispatcher must be complied with. Interlocking operator must receive authority from train dispatcher before displaying such indications.

On arrival at cross-over at Seymour, engine foreman must obtain permission from train dispatcher before cross-over switches are opened. If authority is received, cross-over movement may be made under block signal protection, but Operating Rule 516 and Special Rule 516(R) must be complied with.

For return movement from Seymour to Summit, engine foreman must obtain permission from train dispatcher before switches are opened or main track fouled. When authority is received, movement may be made without receipt of Clearance Form 2643, but Operating Rule 516 and Special Rule 516(R) must be complied with.

### Railroad Crossings and Junctions

98 (RN-1). At Omaha, movements over B.N. crossing on Fifth Street between Howard Street and Harney Street are governed by indication of automatic interlocking signals. In addition to Operating Rule 612 the following will govern:

Approach clearing sections have been installed. When a movement approaching crossing enters clearing section, if there is no conflicting movement, signal will display aspect permitting movement to proceed. If movement is delayed after entering approach section, signal may resume Stop indication at expiration of time interval.

When it is desired to use cross-over between Running Track 8 and Freight House Lead, movement must stop before passing home signal. Both switches of cross-over must be lined, which will cause signal to display Stop Indication. Pushbutton located on the signal must then be depressed to receive indication permitting movement to proceed.

Electrically locked derails are in service on Alcohol Plant spur. Movements entering this spur must occupy short track circuit immediately in advance of derails in order to release electric lock. For movements from spur, indication light on electric lock will light when padlock is removed from derail if there is no conflicting movement. When indication light is displayed derails may be operated.

Approach clearing section must not be occupied unnecessarily by standing engine or cars.

98 (RN-2). Trains and engines must approach all junction points expecting to find trains entering or leaving main tracks or running tracks.

Except where protected by interlocking trains entering Bridge Subdivision must receive authority from Bridge dispatcher before occupying main track and must be governed by Rule 516 and Special Rule 516(R).

### Public Crossings

103 (RN-1). At South Omaha, automatic crossing signals and gates are in service at Washington Street, and automatic crossing signals at Madison Street.

Cars must not be left standing on bonded portion of these tracks which extends 50 feet on each side of these crossings.

Before moving over these crossings; switching movements in either direction on Long Track, Hold Track, or industry track which parallels eastward main track, must stop not less than 50 feet from crossing and in proceeding must keep careful lookout for highway traffic.

### Current of Traffic

D-151 (RN-1). Current of traffic is established as follows:

Main track 3, between 20th Street and Summit — Westward.

Main track 4, between Summit and 20th Street — Eastward.

On double track between Summit and Gilmore Jct., trains and engines must keep to the right.

When authorized by bridge dispatcher, movements may be made against current of traffic without being preceded by flagman, except when moving over a public crossing protected by automatic signals or gates.

On Running Tracks 7 and 8 between 20th Street and cross-over to B.N. transfer south of Douglas Street, trains and engines must keep to the right. Eastward track is designated as Running Track 7, westward track as Running Track 8.

When authorized by bridge dispatcher, movements may be made against current of traffic on Running Tracks 7 and 8 between 20th Street and crossover to BN transfer south of Douglas Street without being preceded by flagman.

### Approach Indications

240 (RN). On No. 1 and No. 2 tracks, between M.P. 2.4 and M.P. 5.3, a train or engine receiving Approach aspect (Rule 240-D) must proceed prepared to stop before any part of train or engine passes the next signal. Trains exceeding 20 M.P.H. must immediately reduce to that speed.

### Use of Hand Brakes

806 (RN-1). Operating Rule 806(A) and Air Brake Rule 1044(A) are modified as follows:

Location	Minimum Requirements
Between 20th St. and Summit	Not less than six hand brakes must be applied on east end of cuts of cars left standing on any track.
Summit	Not less than three hand brakes must be applied on east end of cuts of cars left standing on Extension tracks 3 through 6.

## SPECIAL RULES — FIRST SUBDIVISION

### Old Main Line, Beatrice, Stromsburg, Norfolk, Albion, Cedar Rapids, Ord, Loup City, and Kearney Branches.

#### Movement in Yards

93 (RN-1). At Grand Island, following governs interchange of run-through trains with BN:

#### Eastward

When Eastward interlocking signal on BN connection displays approach indication and BN automatic block signal East of Third Street displays clear or approach indication, movement is authorized on BN main track until rear of train clears interlocking limits, except that stop must be made before fouling east switch of BN siding. If length of train permits, stop should be made to clear Stuhr Road.

#### Westward

If westward train is received from BN on siding (located between BN Mile Posts 94.35 and 95.90), when interlocking signal displays red-over-lunar, west switch of BN siding may be lined for movement to BN main track, and train must then wait FIVE MINUTES after which movement may be made to UP connection.

#### Use of BN Trackage at Lincoln

93 (RN-2). While operating on tracks of the B.N. at Lincoln, employees must comply with instructions issued by B.N. supervisors, but will be governed by UP rules, except for the following:

93 (RN-3). Yard limits will be indicated by yard limit signs. Within yard limits the main track may be used, clearing first class trains when due to leave the last station where time is shown. Protection against second and third class trains, extra trains and engines is not required.

In ABS territory, information issued by the train dispatcher, either verbally or by message, may be used to determine when delayed first class trains are due to leave the last station where time is shown.

In Non-ABS territory, in case of failure to clear the time of first class trains, protection must be provided as prescribed by Rule 99.

Second and third class trains, extra trains and engines must move within yard limits at reduced speed unless the main track is known to be clear.

Within yard limits when running against the current of traffic or on a portion of double or three or more tracks used as single track, all trains and engines must move at reduced speed.

**Note.** — Where ABS System rules are in effect, "known to be clear" includes when track is known to be clear by signal indication.

BN definition of Reduced Speed is, "Proceed prepared to stop short of train, engine or obstruction."

### Movements in Yards

97 (RN-2). At Columbus, yard engines may move with current of traffic between M.P. 83.40 and end of switching limits without Clearance Form 2643 on authority from train dispatcher. Permission must be obtained from train dispatcher before entering main track at Moorman. When handling cars behind engine on main track, at night a light must be displayed on that car. Markers need not be displayed.

97 (RN-3). Trains arriving Grand Island from Kansas Division must stop clear of derail and switch at M.P. 250.35 and must receive verbal authority from Nebraska Division train dispatcher to proceed on eastward track. Trains enroute to Kansas Division will be governed by interlocking signals at BN crossing and may proceed on route indicated to switch west of Garfield Street.

Dispatchers telephone located opposite block signal at M.P. 148.4.

### Railroad Crossings and Junctions

98 (RN-3). At B.N. crossing, Fremont, when a train or engine is stopped by a signal governing movement over crossing and no conflicting movement is evident, a member of crew must communicate with B.N. operator and be governed by his instructions. Telephone is located on instrument house near crossing.

When governing signal indicates Stop and communication with B.N. operator has failed, no movement may be made over crossing until flag protection in accordance with Rule 99 has been provided against conflicting movements.

98 (RN-4). When semi-automatic interlocking at Norfolk is out of order, trains must not use the crossing until protected by flagman, in both directions on C. & N.W. Union Pacific chief dispatcher must be notified promptly.

98 (RN-5). On Beatrice Branch, manually operated railroad crossing gate CRI&P crossing M.P. 97.2, normal position of gate across Rock Island track, all trains must approach this crossing prepared to stop, if gate is not in normal position or crossing occupied. A speed of 10 MPH must not be exceeded over crossing frog.

### Public Crossings

103 (RN-2). Referring to Operating Rule 103(C) Crossing protection signals at M.P. 50.3, Norfolk Branch, Norfolk Avenue, are controlled by four key control boxes located near each corner of intersection and may be activated or deactivated at any key control box with switch key. Wait 20 seconds after crossing protection activated before train movement is made over crossing. Member of crew must deactivate crossing protection after movement completed.

103 (RN-3). At Valley, cars must not be left within 60 feet of the first street crossing west of the depot.

At Valley, at stock yards crossing, eastward trains stopping to cut off engine must stop before passing white marker post 350 feet west of crossing to permit crossing gates to clear for highway traffic. After stopping, movements toward crossing must not exceed 5 MPH.

103 (RN-4). At M.P. 25.6, near Waterloo, all movements on industry track must stop before crossing Highway 275 and know that automatic crossing signals are in operation before proceeding. Stop must be made on circuit, marked by insulated joints, painted aluminum, 50 feet each side of the crossing.

103 (RN-5). At Grand Island, all movements on industrial track must stop before crossing U.S. Highway 30 and know that automatic crossing signals are in operation before proceeding. Stop must be made on circuit, marked by insulated joints painted aluminum, extending 50 feet on each side of crossing.

103 (RN-6). At Central City, while standing, freight trains must keep all crossings clear between the hours of 6:00 a.m. and 11:00 p.m.

103 (RN-7). At Kearney, when Signal 1890 displays Stop and Proceed indication, eastward trains on main track must stop clear of Fifth Avenue crossing.

### Switches

104 (RN-1). Switches will be set normally at:

Oconee — for Norfolk Branch.  
Genoa — for Cedar Rapids Branch.  
St. Paul — for Ord Branch.

### Track Occupancy Indicators

105 (RN). At Kearney, an illuminated letter "O" displayed on indicator near Signal 1890 indicates siding may be used. When no light is displayed, it indicates siding is occupied. Indication displayed by this indicator does not modify requirements of Operating Rule 105.

### Movements Against Current of Traffic

D-151 (RN-2). At points shown below, trains and engines may move against current of traffic at restricted speed without being preceded by a flagman except when moving over public crossing protected by crossing signals or gates, or when view obstructed.

VALLEY, between hold indicators M.P. 26.7 and M.P. 30.6

SCHUYLER, between hold indicators M.P. 70.6 and M.P. 66.9.

COLUMBUS, on westward main track, when eastward dwarf signal just west of BN crossing displays restricting indication (Rule 240-N) movement may be made against current of traffic to End of Block sign in vicinity of M.P. 83.5.

Westward automatic block signal at M.P. 82.5 is a Stop signal (Rule 240-A). Rule 509 governs.

On eastward main track movements may be made against the current of traffic between Interlocking Signal M.P. 83.8 and hold indicator M.P. 86.2 (Rule 241-B). Movements must be made only after authority has been granted to occupy track and it is known hold indicator is displayed. Operating Rule 103(G) must be complied with.

GRAND ISLAND, between east remote control switch M.P. 144.5 and hold indicator located at M.P. 148.4.

KEARNEY, between hold indicator M.P. 187.7 and Stop signal M.P. 190.4. Eastward automatic Stop Signal at M.P. 190.4 is a Stop signal (Rule 240(A)). Rule 509 governs.

### Electric Locks

280 (RN). Westward C&NW trains may proceed on westward main track from Fremont to C&NW Junction, M.P. 44.8 (near Ames) upon receipt of verbal authority from UP operator at Fremont and without receipt of clearance Form 2643.

Upon arrival at crossover, M.P. 44.6, westward C&NW trains must obtain authority from UP train dispatcher before releasing electric locks for crossover movement.

Eastward C&NW trains may proceed on eastward main track from C&NW Junction, M.P. 44.8, to Fremont on verbal authority from UP train dispatcher without receipt of clearance, but derail must not be operated nor electric lock released until such authority has been received.

At crossover M.P. 39.4, located west of Main Street, Fremont, eastward C&NW trains must obtain authority from UP operator before lining switches of crossover for movement to switch entering C&NW yard.

Operating Rules 280 thru 282(A) inclusive, govern use of electric locks.

### Interlocking

605 (RN-1). At BN crossing, Yutan, M.P. 5.8 and BN crossing Badger, M.P. 114.3, Beatrice Branch, movements through interlocking are governed as follows:

Aspect	Name	Indication
RED—Semaphore at right angle to signal mast	Stop	Stop before any part of train or engine passes signal
GREEN—Semaphore at 45° angle to signal mast.	Clear	Proceed

### Switching Cars with Air Brakes Cut In

806 (RN-2). Air brakes must be cut in and operative on all cars being handled at the following points:

Fremont	—Between sand pit and yard tracks.
Columbus	—Between sand pit and train yard, between train yard and B.N. transfer, and east switching limits.
Grand Island	—Between train yard and New Holland lead, and between train yard and industrial lead crossing US Highway 30.



## SPECIAL RULES — SECOND SUBDIVISION

### North Platte Branch, North Platte Cut-Off, Lyman and Sears Branches

#### Engine Whistle Signals

14 (RN). Referring to Rule 14(1): Within the State of Wyoming, duration of complete whistle signal approaching public crossings must be not less than twenty seconds.

#### Railroad Crossings and Junctions

98 (RN-6). At O'Fallons, an eastward train from North Platte Branch receiving Restricting indication Rule 240(N) after switches are lined for movement from North Platte Branch to eastward main track may move on signal indication, without flag protection against westward trains. Westward automatic block signal at M.P. 300.5 is a STOP signal (Rule 240-A). Rule 509 governs.

#### Public Crossings

103 (RN-8). The following will govern trains and engines at the public crossings named below:

At Pine Bluffs, while standing, freight trains must keep crossing clear at M.P. 466.5;

At Hillsdale, while standing, freight trains must keep crossing at M.P. 489.95 clear between the hours of 8:30 a.m. and 10:00 a.m.

103 (RN-9). At Ogallala, when engine is to be cut off an eastward train on main track, train must be left west of sign indicating limits of crossing signal timing section located 150 feet west of public crossing.

Trains or cars must not be left standing on eastward siding between public crossing and insulated joint painted aluminum located 150 feet west of crossing.

Trains leaving westward siding must approach public crossing at slow speed to allow time for crossing gates to lower.

#### Switches

103 (RN-10). Switches will be set normally at Yoder for North Platte Branch.

#### Interlocking

605 (RN-2). At Julesburg, when interlocking dwarf signals display indication permitting movement against current of traffic, movement may be made without flag protection to End of Block signs.

#### Switching Cars with Air Brakes

806 (RN-3). Air Brakes must be cut in and operative on all cars being handled at Northport between train yard and BN transfer.

## SPECIAL RULES — THIRD SUBDIVISION

### Movements in Yards

93 (RN-4). While operating on tracks of the BN at Sterling, employees must comply with instructions issued by BN supervisors, but will be governed by UP rules, except for the following:

Yard limits will be indicated by yard limit signs. Within yard limits, the main track may be used, clearing first class trains when due to leave the last station where time is shown. Protection against second and third class trains, extra trains and engines is not required.

In ABS territory, information issued by the train dispatcher, either verbally or by message, may be used to determine when delayed first class train is due to leave the last station where time is shown.

In Non-ABS territory, in case of failure to clear the time of first class trains, protection must be provided as prescribed by Rule 99.

Second and third class trains, extra trains and engines must move within yard limits at reduced speed unless the main track is known to be clear.

Within yard limits when running against the current of traffic or on a portion of double or three or more tracks used as single track, all trains and engines must move at reduced speed.

NOTE: Where ABS system rules are in effect, "known to be clear" includes when track is known to be clear by signal indication.

BN definition of Reduced Speed is, "Proceed prepared to stop short of train, engine or obstruction."

### Switches

104 (RN-2). At Sterling, switch at east end of No. 1 yard track is a spring switch equipped with facing point lock. When an eastward train or engine is stopped by interlocking signal on No. 1 yard track and no immediate conflicting movement is evident, movement may be made in compliance with Rules 517 and 612.

## SPECIAL RULES — NORTH PLATTE

### Movements in Yards

97 (RB). At North Platte, trains and engines may move between M.P. 282 and M.P. 292 upon authority from yardmaster without Clearance Form 2643.

Movements against the current of traffic may be made at restricted speed when authorized by yardmaster without being preceded by flagman except where view is obstructed and across public crossings protected by gates or crossing signals.

### Speed Restrictions

105 (RB-1). Following speeds must not be exceeded on yard tracks or running tracks shown:

All tracks in Eastbound Yard and North Running Track 25 MPH  
All tracks in Westbound Yard ..... 20 MPH  
South Running Track ..... 35 MPH

Maximum speed on yard tracks or industry tracks not specified above 15 MPH.

### Movements on Running Tracks

105 (RB-2). At North Platte, westward movements on South Running Track between M.P. 284.4 and M.P. 288.7 are governed by signal indication.

Eastward movements on South Running Track are prohibited unless authorized by yardmaster and when so authorized must be made at restricted speed. Signals at M.P. 286.6 and M.P. 287.6 located to left of eastward main track govern movements on eastward main track only, and do not apply to eastward movements on South Running Track.

Track occupancy indicators have been installed at switch from receiving yard lead to South Running Track (M.P. 289.1) and at switch from South Running Track to "K" yard lead (M.P. 284.5). Rule 515 applies.

Rule 516 and Special Rule 516(R) must be complied with by trains or engines entering South Running Track at hand operated switches between M.P. 284.4 and M.P. 289.1.

Eastward movements on North Running Track must stop before passing Stop sign (M.P. 284.1) and must not proceed beyond this point without authority from yardmaster or operator, North Platte Yard Office.

Trains or engines must not enter or foul North Running Track at any hand operated switch between east end and dwarf signal at M.P. 284.1 without authority from yardmaster or operator, North Platte Yard Office.

### Block Signals

509 (RB-1). Block Signal M.P. 286.7, North Platte, is controlled by North Platte Yardmaster. Westward trains or engines stopped by this signal must not proceed until a more favorable indication is received, or authority to proceed is received from yardmaster. Talk-back speaker is located near this signal.

509 (RB-2). At North Platte, trains or engines stopped by block signals listed below must communicate with humpmaster or yardmaster designated and be governed by his instructions:

Eastward Signals at M.P. 292.6  
M.P. 289.8  
M.P. 288.6 } East Humpmaster

Eastward Signals at M.P. 287.6  
M.P. 286.6 } East Tower Yardmaster

Westward Signals at M.P. 282.5  
M.P. 287.9  
Eastward Signal at M.P. 288.7 } Yard Office Tower Yardmaster  
(South running track)

### Movements on Ready Tracks

804 (RB-1). Referring to Rule 804(Q), eastward movements by road crews from South Diesel Supply Ready Tracks 1, 2, 3 & 4 to lead may trail through Racor 22 switches.

### Retarder Yards

804 (RB-2). Switching movements handled by car retarder system are controlled by signal indications or as instructed by the yardmaster.

Eastward movements on hump leads are governed by hump signals located at crest of hump, or, on engines so equipped, by special cab signals. Aspect displayed on hump signal is repeated on repeater signals located along lead. Indications of these signals are as follows:

Color	Indication
Red	—Stop
Green	—Proceed (toward hump) not exceeding 8 MPH.
Yellow	—Proceed (toward hump) not exceeding 3 MPH.
Flashing Red	—Back up (away from hump).

Trimmer signals, located at crest of hump control movements from the bowl tracks and switching area, westward over the hump. Repeater signals repeat the indication displayed by the trimmer signal. The indication of these signals is as follows:

Color	Indication
Red	—Stop
Green	—Proceed

Hump signals, trimmer signals and special cab signals are controlled from crest of hump by hump yardmaster, engine foreman or other designated employe.

Air whistles, located near humps, are controlled from tower at crest of hump, and may also be operated by engine foreman or from tower operator's console. Following whistle signals will be used:

One long sound	—Humping operations about to start.
Two short sounds	—Call for maintainer.
Three short sounds	—Call for section foreman.

## WYOMING DIVISION

### SPECIAL RULES — ALL SUBDIVISIONS

#### Engine Whistle Signals

14 (RW). Referring to Rule 14(1): Within the State of Wyoming, duration of complete whistle signal approaching public crossings must be not less than twenty seconds.

#### Movement at Stations

96 (RW-1). At the following locations, yard engines and light engines may move between "A" signals and switching limit signs without clearance Form 2643 on signal indication and authority from train dispatcher:

Location	Between Mile Posts
Cheyenne	507.27 and 511.81
Laramie	564.82, Track 1 or 563.59, Track 2 and 570.43
Rawlins	680.10 and 685.16
Rock Springs	800.8 and 804.0
Green River	814.15 and 818.49

#### Spreaders and Snow Plows

738 (RW-1). On the tracks shown below, rotary snow plows with wings out will not clear the following bridges or culverts:

Location	Bridge	Location	Bridge
Second Subdivision	567.86	Fourth Subdivision	963.13
	573.35		963.56
Third Subdivision	806.42		963.85
	814.28		964.26
	814.83		978.25
Fourth Subdivision	840.27		978.42
	880.23		979.04
	939.03		979.28
	940.41		979.58
	941.46		981.01
	945.16		984.05
	960.41		984.20

738 (RW-2). Spreaders and snow plows will not clear brick platforms at Greeley, Cheyenne, Laramie and Rawlins.

738 (RW-3). Wedge snow plows must not be operated:

First Subdivision	On DUT Tracks	Denver
Second Subdivision	On Stockyard Tracks	Cheyenne
	Under Tipples	Granite
	On Chip loading conveyor tracks	Granite
	Stockyard Tracks	Laramie
	Truck loading platform on tail of wye tracks	Medicine Bow
	Beyond highway crossing on Refining Plant Lead	Sinclair
	Coalmont and Encampment Branches.	

738 (RW-4). In movement of wedge plow, stop must be made to insure plow point properly clears 133 pound connections with 100 pound rail at:

First Subdivision	East Switch of Siding	Cooper Lake
	All crossovers in Yard	Hanna
Third Subdivision	East crossover	Wamsutter
	All crossovers in Yard	Green River

738 (RW-5). In addition to the above, there are structures which rotary plows with wings out will not clear. It is the snowplow operator's responsibility to retract the wings when approaching structures affording close clearance. Also, the snowplow operator should raise the plow's ice breaker before passing over switches, road crossings, setoffs, and hot box detectors.

#### Retaining Valves

1042 (RW). The following tables govern operation of freight trains and use of retaining valves, in territories shown. This does not modify the requirements of Air Brake Rule 1042:

1. Dynamic brake must be placed in operation and tested at a convenient location prior to reaching designated descending grades.
2. When use of retaining valves is required, these valves must be placed in "HEAVY HOLDING" position on all cars in train.
3. On branch lines, retaining valves must be used on all cars in train descending grades 1.50% or more unless handled by locomotive with effective dynamic brake on units providing not less than one horsepower per trailing ton.

**Eastward  
Sherman-Cheyenne**

Tons Per Operative Brake	Effective Dynamic Brake On Units Providing	Retaining Valves	Speed Must Not Exceed
Less than 60		Not required	Time-table speeds.
60-80	1 HP Per Trailing Ton	Not required	Time-table speeds.
	Less than 1 HP per Trailing Ton	Not required	30 MPH Sherman to Cheyenne. Stop and remain standing 10 minutes at Granite and Borie to cool wheels.
80-100	1 HP Per Trailing Ton	Not required	35 MPH Sherman to Cheyenne.
	½ HP Per Trailing Ton	Not required	30 MPH Sherman to Cheyenne. Stop and remain standing 10 minutes at Granite and Borie to cool wheels.
	Less than ½ HP Per Trailing Ton	Retaining valves must be used Sherman to Cheyenne	20 MPH Sherman to Cheyenne
Over 100	1 HP Per Trailing Ton	Not required	30 MPH Sherman to Cheyenne
	Less than 1 HP Per Trailing Ton	Retaining valves must be used Sherman to Cheyenne	20 MPH Sherman to Cheyenne

**Eastward  
Sherman to Carr via Borie  
—  
Speer to Carr**

Tons Per Operative Brake	Effective Dynamic Brake On Units Providing	Retaining Valves	Speed Must Not Exceed
Less than 60		Not required	Time-table speeds.
60-80	1 HP Per Trailing Ton	Not required	Time-table speeds.
	Less Than 1 HP Per Trailing Ton	Not required	30 MPH Sherman to Carr. Stop and remain standing 10 minutes at Borie to cool wheels
80-100	1 HP Per Trailing Ton	Not required	35 MPH Sherman to Carr.
	½ HP Per Trailing Ton	Not required	30 MPH Sherman to Carr. Stop and remain standing 10 minutes at Borie to cool wheels.
	Less than ½ HP Per Trailing Ton	Retaining valves must be used Sherman to Carr	20 MPH Sherman to Carr.
Over 100	1 HP Per Trailing Ton	Not required	30 MPH Sherman to Carr.
	Less than 1 HP Per Trailing Ton	Retaining valves must be used Sherman to Carr	20 MPH Sherman to Carr.

**Westward  
Hermosa to Laramie  
No. 2 Track**

Tons Per Operative Brake	Effective Dynamic Brake On Units Providing	Retaining Valves	Speed Must Not exceed
Less than 60		Not required	Time-table speeds.
60-80	1 HP Per Trailing Ton	Not required	Time-table speeds.
	Less than 1 HP Per Trailing Ton	Not required	30 MPH Hermosa to Red Buttes.
80-100	1 HP Per Trailing Ton	Not required	35 MPH Hermosa to Red Buttes.
	½ HP Per Trailing Ton	Not required	25 MPH Hermosa to Red Buttes.
Over 100	Less than ½ HP Per Trailing Ton	Retaining valves must be used Hermosa to Red Buttes	20 MPH Hermosa to Red Buttes.
	1 HP Per Trailing Ton	Not required	30 MPH Hermosa to Red Buttes.
Over 100	Less than 1 HP Per Trailing Ton	Retaining valves must be used Hermosa to Red Buttes	20 MPH Hermosa to Red Buttes.

**Fourth Sub-Division  
Wahsatch to Ogden**

Tons Per Operative Brake	Effective Dynamic Brake On Units Providing	Retaining Valves	Speed Must Not Exceed
Less than 60		Not required	Time table speeds.
60-80	1 HP Per Trailing Ton	Not required	Time-table speeds.
	Less than 1 HP Per Trailing Ton	Not required	20 MPH Wahsatch to Castle Rock. 30 MPH Castle Rock to Ogden.
80-100	1 HP Per Trailing Ton	Not required	25 MPH Wahsatch to Castle Rock.
	½ HP Per Trailing Ton	Not required	20 MPH Wahsatch to Castle Rock. 30 MPH Castle Rock to Ogden.
	Less than ½ HP Per Trailing Ton	Retaining valves must be used Wahsatch to Echo	20 MPH Wahsatch to Echo 25 MPH Echo to Ogden
Over 100	1 HP Per Trailing Ton	Not required	20 MPH Wahsatch to Castle Rock 30 MPH Castle Rock to Ogden
	Less than 1 HP Per Trailing Ton	*Retaining valves must be used Wahsatch to Echo	20 MPH Wahsatch to Echo 25 MPH Echo to Ogden.

\*EXCEPTION: If the train consists entirely of ore cars in series 26000-26499 or 27000-27299 and dynamic brake is equal to one-half HP per trailing ton retaining valves need not be used. Speed must not exceed 20 MPH.

## SPECIAL RULES — FIRST SUBDIVISION

### Dent, Fort Collins, Boulder, and Greeley Branches

#### Use of Engine Bell

30 (RW-1). Engine bell must be rung continuously while train or engine is moving within city limits of Fort Collins.

#### Movements in Yards

30 (RW-2). At Denver, movements may be made at restricted speed against current of traffic between 20th St. and Commerce City without being preceded by a flagman except where view is obstructed and when moving across public crossings protected by gates or crossing signals.

#### Railroad Crossings and Junctions

98 (RW-1). When an automatic block signal governing movement at Sandown Jct. displays Stop indication, train or engine must not proceed until proceed signal given with yellow flag or yellow light is received from telegrapher-switchtender, and in proceeding train or engine must be governed by Operating Rule 509.

If no telegrapher-switchtender is on duty, train or engine must be governed by Operating Rule 509.

98 (RW-2). At Eaton, when a train or engine is stopped by signal governing movement over Great Western Railroad crossing (M.P. 59.3) and no conflicting movement is evident, member of crew must communicate with dispatcher and be governed by his instructions, but need not receive Form C Clearance. If authorized to proceed, movement over crossing must be made as prescribed by Operating Rule 613.

98 (RW-3). At Fort Collins C. & S. Crossing, M.P. 25.2 eastward U.P. trains must stop clear of the crossing and not proceed until the derail is lined.

#### Public Crossings

103 (RW-1). All trains and engines must stop, and member of crew must be sent ahead to act as crossing watchman, before passing over the following crossings:

Brighton Sugar Factory — Main Street;  
Fort Collins — North College Avenue.

103 (RW-2). Eastward trains on Dent Branch, which are stopped at Commerce City must remain west of Brighton paved road until movement can be made.

103 (RW-3). At Greeley, when moving over public or private crossing on any track other than main track, a speed of 5 MPH must not be exceeded.

A member of crew must precede movement and act as crossing watchman as follows:

13th Street Crossing — Movements to or from Sixth Avenue or Rogers Spur;

8th Street Crossing — Movements to or from West House or House track.

Cars must not be left closer than 200 feet on either side of 16th Street crossing on South Pass.

Trains or engines must not exceed 5 MPH on Great Western Sugar factory spur on 16th Street.

103 (RW-4). At Boulder, movements over 30th Street are governed by signal indication. A member of crew must operate push button to change signal from red to green. Push button for westward movements located on instrument case north of track; for eastward movements on wooden post south of track.

103 (RW-5). At U. S. Highway 34 crossing M.P. 10.0, Fort Collins Branch, movements over highway are governed by eastward and westward two position color light signals which are automatically activated when train is within 1,550 feet of crossing. When signal displays proceed indication, trains may proceed over U. S. Highway 34 at normal speed. When signal displays Stop indication, trains must stop and be preceded by a flagman over crossing.

#### Switches

104 (RW-1). At LaSalle, a hand operated derail is installed on DP controlled siding 720 feet east of west switch to siding.

104 (RW-2). At Denver between 36th Street and Block Signal 18 during switching operation, main track switches may be left open except when otherwise instructed by yardmaster at 36th Street.

#### Handling Cars With Air Brakes

806 (RW-1). Air Brakes must be cut in and operative on all cars being handled on trackage of Tenneco Oil Company or Continental Oil Company at Commerce City.

## SPECIAL RULES — SECOND SUBDIVISION

### Coalmont and Encampment Branches

#### Switches

104 (RW-3). At Cheyenne, spring switch is in service on yard lead 500 feet east of switch connection to No. 3 main track. Normal position of this switch is for new South lead.

Eastward movements over spring switch are governed by signal indication. When an eastward train or engine stopped by this signal and control operator is unable to clear signal, in addition to complying with Operating Rules 269 and 275, must inspect spring switch to know it is properly lined.

Signs reading "Approach Section" are located 412 feet east of spring switch on new South lead, new North lead and 400 feet east of CTC signal on Old South lead. Westward trains or engines must not enter approach section unless signal displays indication permitting movement into CTC territory.

104 (RW-4). At Hanna, when not in use for immediate switching movement, runaway track switch at lower end of Rosebud Coal Company yard on 4-A mine lead must be left lined and locked for runaway track.

#### Signal Indications

267 (RW). At Dana, when signal governing movement to Arch Mineral Spur No. 1 and at M.P. 639, when signal governing movement to Arch Mineral Spur No. 2 display proceed indication, movement is authorized on spur in either direction without flag protection.

If signal fails to display proceed indication, movement on spur must be authorized by Form C Clearance, which must be copied by a member of crew, repeated to train dispatcher and delivered to engineer.

#### CTC Rules

268 (RW). At Dana, a train or engine must not use center siding to clear main track. When using center siding, main track must be continuously occupied or main track switch must be left open.

#### Use of Hand Brakes

806 (RW-2). At Granite gravel pit, hand brake must be set on all loads.

On empty cars, hand brake must be set on every third car, with hand brake applied on car on each end of each cut.

#### Handling Cars With Air Brakes

806 (RW-3). Air Brakes must be cut in and operative on all cars being handled on trackage of Husky Refinery, Cheyenne.

#### Air Brake Rules

1029 (RW-1). On passenger trains, running air test as required by Air Brake Rule 1029 must be made at Sherman, by eastward and westward trains, and at Speer by eastward trains.

## SPECIAL RULES — THIRD SUBDIVISION

### South Pass Branch

#### Public Crossings

103 (RW-6). At Rock Springs, on South Pass Branch, a member of crew must act as crossing watchman for movement of trains or engines over Bridger Avenue and Grant Street.

103 (RW-7). At Wamsutter and Bitter Creek, between 8 A.M. and 5 P.M., crossing east of depot must not be blocked longer than 10 minutes. Between 5 P.M. and Midnight these crossings must not be blocked longer than 30 minutes.

## SPECIAL RULES — FOURTH SUBDIVISION

### Park City, Ontario and Hill Field Branches

#### CTC Stop Signals

**269 (RW).** Switch at west end Idaho Division siding at Granger (M.P. 1.58) is controlled by train dispatcher at Cheyenne.

Eastward trains stopped by Stop signal governing movement over this switch must communicate with train dispatcher, Cheyenne, as required by Rule 269.

Westward trains stopped by Stop signal governing movement over this switch must communicate with both the train dispatcher at Cheyenne, who will authorize hand operation of switch when necessary, and train dispatcher at Pocatello, who will issue Form C Clearance when required.

#### Air Brake Rules

**1029 (RW-2).** Air brakes must be cut in and operative on all cars handled on Stauffer, Allied Chemical, and Texas Gulf Spurs.

Before departure from Stauffer, Allied, Texas Gulf and FMC plant yards, terminal test of air brakes must be made as prescribed by Air Brake Rule 1025.

**1029 (RW-3).** On westward passenger trains, running air test as required by Air Brake Rule 1029 must be made at Wahsatch.

## SPECIAL RULES — OGDEN TERMINAL

**96 (RW-2).** At Riverdale, between dual control switch locations at M.P. 989.6 and dual control switch locations at M.P. 988.6 train or engine movements may be made in either direction on either main track on signal indication or instructions from operator, 33rd Street, Ogden. When eastward movement on westward main track is authorized by signal indication beyond M.P. 988.6, movement may be made to M.P. 986.9 without being preceded by flagman.

Westward Automatic Block signal M.P. 986.9 is a Stop signal (Rule 240-A). Rule 509 governs.

Before authorizing a movement against the current of traffic east of Stop signal at M.P. 988.6, operator 33rd Street must obtain authority from train dispatcher at Cheyenne.

**98 (RW-4).** Movements over D&RGW main track at 21st Street are governed by signal indications. When a train or engine is stopped by signal governing movement over this crossing and no conflicting movement is evident, a member of crew must be sent to the crossing to inspect derrails on D&RGW. If derrails are in derailling position train or engine may proceed on hand signal from employe at crossing.

**98 (RW-5).** At Cecil Junction, all movements are controlled by switchtender. Trains or engines must call for signal (Rule 14-j) and must receive proceed signal from switchtender before proceeding.

At Cecil Junction, train or engine on westward main track may pass Signal 7813 without stopping provided proceed signal is received from switchtender, but movement must be made at restricted speed.

**261 (RW-4).** On Riverdale By-pass track, between Stop signal at M.P. 988.63 and Stop signal at M.P. 991.4, movements in both directions are governed by the indications of signals. A train or engine stopped by Stop signal at M.P. 988.63 or Stop signal at M.P. 991.4 must communicate with operator, 33rd Street, Ogden, and be governed by his instructions.

## KANSAS DIVISION

## SPECIAL RULES — FIRST SUBDIVISION

### Leavenworth and St. Joseph Branches

#### Clearances

**96 (RK).** Yard engines and light engines may move without Clearance Form 2643 on signal indication and authority of train dispatcher at the following locations:

Marysville — Between east switch Upland and west switch Orrick.  
Hastings — Between west switch Anan and west switch Hastings.

#### Railroad Crossings and Junctions

**98 (RK-1).** Interlockings at ATSF Crossing Bonner Springs (M.P. 18.0), CRI&P Crossings Topeka (freight house lead and at M.P. 68.2) are controlled by train dispatcher at Kansas City.

When signal governing route to be used displays Stop indication, member of crew must communicate with train dispatcher for instruction. If movement is verbally authorized by train dispatcher, member of crew must precede the movement and if conditions permit and no conflicting movement is evident, he will signal his engineer to proceed.

ATSF crossing, M.P. 67.5 is located in CTC. Operating Rules 269, and 275 through 277 govern.

**98 (RK-2).** At Mo. Pac. Crossing, Frankfort (M.P. 58.6), when a train or engine has been stopped by a Stop signal and no conflicting train movement is evident, member of crew must communicate with dispatcher. When instructed by dispatcher, time release must be operated and if indication of signal does not change at expiration of time release interval, movement may be made in compliance with Operating Rules 269, 275 and 612.

**98 (RK-3).** When a train or engine is stopped by signal governing movement over B.N. Crossing at St. Joseph, a member of crew must communicate with B.N. operator and be governed by his instructions.

**98 (RK-4).** From December 16 until March 1, if interlocking signals governing movement over drawbridge at St. Joseph indicate Stop and no conflicting movement is evident, train must be preceded by flagman who will carefully examine route to be used before movement is started over bridge. If conflicting movement is evident, train or engine must not proceed until understanding is had with crew of train on conflicting movement.

#### Crossing Signals

**103 (RK-1).** Manually operated crossing signals in Fairfax Industrial District, Kansas City, Kansas, are turned on and off by push buttons located in signal box at edge of street. Signals must be operated a sufficient time to stop traffic before engine or switching movement is made over crossing. Signals must be operated until entire movement has cleared crossing. Signals must not be operated unnecessarily or left in operation after movement is completed.

#### Position of Switches

**104 (RK-1).** At Kansas City, Kansas, Armstrong Yard, switch from receiving yard track 10 to East lead of train yard must be left lined for Receiving Yard Lead.

Switch from train yard lead to train yard track 9 must be left lined for track 9.

**104 (RK-2).** Switches will be set normally at Troy for C.R.I.&P. main track.

#### Use of Mo. Pac. Tracks at Hiawatha

**516 (RK).** At Hiawatha, before fouling Missouri Pacific Tracks, Rule 516 and Special Rule 516(R) must be complied with and, in addition, protection as required by Rule 99 must be provided when necessary.

#### Caboose Tracks

**804 (RK-1).** Caboose supply track switches at Armstrong may be locked with special locks. When necessary to enter this track, if special locks are applied, a member of crew must sound horn by means of push button located near switch. Supply man will remove the special lock.

#### Handling Cars With Air Brakes

**806 (RK).** At Armstrong Yard, when shoving cars on either leg of Fairfax wye, air brakes must be cut in and operative and member of crew must be on leading car with back-up hose unless movement being controlled by radio communication.

### Close Clearance

900 (RK-1). At Lawrence, grain aerators operated by the Derby Grain Company, when in use, will be located on or adjacent to track serving elevator and storage bins of this industry.

Red warning lights will be displayed on or adjacent to aerators when machine is in use or fouling track. Trainmen, enginemen and yardmen must be on the lookout for these aerators at all times, and must not pass these machines with engine or cars while red lights are displayed.

900 (RK-2). At Sealright Oswego, Inc. Fairfax Industrial District, derrails are installed on all four tracks, both sides of lift bridge. Movements on these tracks are governed by indication displayed on dwarf signals on each track.

## SPECIAL RULES — SECOND SUBDIVISION

### Bestwall Spur and Grand Island Branch

#### Movement in Yard Limits

93 (RK). At Grand Island, trains from Kansas Division must stop clear of derail and switch at M.P. 250.35 and must receive verbal authority from Nebraska Division train dispatcher to proceed on eastward main track.

Trains enroute to Kansas Division will be governed by interlocking signal at B.N. Crossing and may proceed on route indicated to switch west of Garfield St. dispatcher's telephone located opposite block signal at M.P. 148.4.

### Railroad Crossings and Junctions

98 (RK-5). At CRI&P crossing, M.P. 152.6, Fairbury and BN crossing, M.P. 200.5, Edgar, BN crossings, Endicott M.P. 147.1 and Belvidere M.P. 177.0, when a train or engine has been stopped by a Stop signal and no conflicting train movement is evident, member of crew must communicate with dispatcher. When instructed by dispatcher, time release must be operated and if indication of signal does not change at expiration of time release interval, movement may be made in compliance with Rules 269, 275 and 612. In addition Rules 280 through 282 (A) are in effect at Endicott and Belvidere.

98 (RK-6). At B.N. crossing, Hastings (M.P. 227.2), when a train or engine is stopped by interlocking signal and no conflicting train movement is evident, movement may be made complying with Operating Rules 269 and 609.

### Approach Indications

240 (RK). At Belvidere, Second Subdivision, a westward train receiving approach indication at westward controlled signal, east end of Belvidere M.P. 175.25, must proceed prepared to stop before any part of train or engine passes the next signal. Trains exceeding 25 MPH must immediately reduce to that speed.

An eastward train receiving approach indication at Signal 1784, must proceed prepared to stop before any part of train or engine passes the next signal. Trains exceeding 25 MPH must immediately reduce to that speed.

### Centralized Traffic Control System

268 (RK). At Hastings, trains or engines must not clear main track on City Spur (M.P. 226.8) but must continually occupy main track or keep main track switch open.

### Movements In Yards

803 (RK). At Marysville a member of crew must report to train dispatcher or yardmaster for instructions before coming into yard.

## APPENDIX 1

### RAILROAD CROSSINGS AND JUNCTIONS

98 (R-1). Trains and engines must be governed by the following at the railroad crossings and junctions indicated:

Location	Railroad Crossed, or, Junction With	Trains Which Have Precedence	How Governed
<b>NEBRASKA DIVISION</b>			
<b>Council Bluffs-Omaha</b>			
12 Street and Union Ave., Council Bluffs.	C. & N.W. (Crossing)	U.P.	Stop signs.
3rd Ave. and Union Ave., Council Bluffs.	C. & N.W. (Junction)	C. & N.W.	Stop signs.
4th Ave. and Union Ave., Council Bluffs.	I.C.G. (Crossing)	U.P.	Stop signs.
On Union Ave. between 4th Ave. and 5th Ave., Co. Bluffs.	I.C.G. (Junction)	C. & N.W. and I.C.G.	Stop signs.
5th Ave. and Union Ave., Council Bluffs.	B.N. and ICG (Crossings)	U.P.	Stop signs.
10th Ave. between Main St. and 6th St., Council Bluffs.	B.N. (Crossing)	B.N.	Stop signs.
10th and Union Avenues	C.&N.W. (Junction)	U.P.	Stop sign on Eastward Track
12th St. and 10th Ave., Council Bluffs.	C. & N.W. (Crossing)	C. & N.W.	Stop signs.
Council Bluffs. M.P. 0.5	C.R.I. & P. C.M. St. P. & P.		Interlocking.
6th St., Omaha, Lininger track.	B.N.	B.N.	Gate.
20th Street.	C.R.I. & P. C. & N.W.		Interlocking.
Summit.	C. & N.W. cross-overs between tracks 1, 2, 3 and 4.		Interlocking.
N St., South Omaha			Special Rule 98 (RN-2)
Q St., South Omaha.	C.R.I. & P. connection.		ABS. Rules 98, 516, and Special Rule 516 (R)
U St., South Omaha.	C.R.I. & P. (Crossing)	C.R.I. & P.	Gate.
Gilmore Junction.	B.N. and Mo. Pac. (Junction)		Interlocking. Control Operator —Tower B
Between Hall Ave. and Burdette St., at 11th St.	I.C.G. (Crossing)	U.P.	Gate.
Between Harney St. and Howard St. on 5th Street.	B.N. (Crossing)	U.P.	Automatic Interlocking. Operating Rule 612 and Special Rule 98(RN-1).
<b>First Subdivision and Branches</b>			
Old Main Line M.P. 19.2	M.P.		Automatic Interlocking
Lane. (M.P. 17.1)	Old Main Line crosses eastward track.		Electric Locks
Fremont, on Canning Factory Spur.	B.N. crosses Canning Factory Spur.	B.N.	Gate.

Location	Railroad Crossed, or Junction With	Trains Which Have Precedence	How Governed
Fremont, (M.P. 40.0)	B.N.	U.P.	Interlocking. Special Rule 98 (RN-3).
Columbus. (M.P. 83.8)	B.N.		Semi-Automatic Interlocking. Operating Rule 613.
Central City. (M.P. 124.3)	B.N.	U.P.	Semi-Automatic Interlocking. Operating Rule 613.
Central City. (M.P. 124.6)	Stromsburg Branch crosses eastward track from eastward siding.		Westward Stromsburg Branch trains will contact train dispatcher and cross over under block signal protection. If an eastward train is seen approaching, switch must not be opened or crossover occupied until approaching train has stopped.
Grand Island. (M.P. 146.5)	B.N.		Interlocking.
Gibbon.	Kansas Division.		CTC
Yutan. (M.P. 5.8)	B.N.		Automatic Interlocking. Special Rule 605 (RN-1)
Wahoo. (M.P. 19.6)	C. & N.W.	U.P.	Stop signs.
Wahoo. (M.P. 19.6)	B.N.	U.P.	Stop signs.
Lincoln. (M.P. 56.5)	B.N.		Interlocking.
Lincoln. (M.P. 57.4)	B.N.		Interlocking.
Lincoln. (M.P. 59.0)	B.N.		Interlocking.
Beatrice. (M.P. 97.2)	C.R.I. & P.	U.P.	Gate. Special Rule 98 (RN-5)
Badger. (M.P. 113.1)	B.N.		Automatic Interlocking. Special Rule 605 (RN-1)
Norfolk (M.P. 48.7)	C. & N.W.	C. & N.W.	Semi Automatic Interlocking. Special Rule 98 (RN-4)
Norfolk (M.P. 50.2)	C. & N.W.	C. & N.W.	Stop signs.
David City. (M.P. 23.5)	B.N.	U.P.	Stop signs.
Ord. (M.P. 60.7)	B.N.	U.P.	Stop signs.

#### Second Subdivision and Branches

O'Fallons. (M.P. 300.7)	North Platte Branch.		Signal indication Special Rule 98 (RN-5)
Egbert (M.P. 477.7)	North Platte Cut-Off.		Under flag protection.
Northport. (M.P. 115.5)	B.N.		Automatic Interlocking.

#### Third Subdivision and Branches

Sterling. (M.P. 57.2)	B.N.		Automatic Interlocking.
Union. (M.P. 81.0)	B.N.		Block signals.

Location	Railroad Crossed, or Junction With	Trains Which Have Precedence	How Governed
<b>WYOMING DIVISION</b>			
<b>First Subdivision</b>			
Commerce City (M.P. 4.9)	B.N.		C. T. C. Signals
Eaton (M.P. 59.3)	G.W.	U.P.	Semi-automatic interlocking Special Rule 98 (RW-2)
Erie (M.P. 15.1)	B.N.	U.P.	Stop signs
Valmont Spur (M.P. 1.0)	C. & S.	U.P.	Gate.
C. & S. Crossing (M.P. 26.0) Boulder Branch	C. & S.	C. & S.	Gate.
Kelim (M.P. 9.0)	G.W.	G.W.	Stop signs.
Fort Collins (M.P. 25.2)	C. & S.	C. & S.	Derails. Special Rule 98 (RW-3)
Fort Collins (M.P. 25.3)	C. & S.	C. & S.	Gate.
Sandown Jct. (M.P. 634.0)	C.R.I.&P.		Automatic block signals. Special Rule 98 (RW-1)
<b>Ogden:</b>			
21st Street	D&RGW Frt. main track crosses yard		Signal indication. Special Rule 98 (RW-4)
Wall Ave. between Rushton & 21st Street	D&RGW-UP		Automatic Interlocking Rule 612.
Evona Branch connection with D&RGW to joint Sugar Works			Dual Control Switches are in service. Signals and switches are controlled by D&RGW dispatcher. Authority must be received from D&RGW dispatcher for movement.
Cecil Jct.	UP-SP		Block Signals and signal from switch tender. Special Rule 98 (RW-5)

#### KANSAS DIVISION

##### First Subdivision

11th & Santa Fe Sts., Kansas City, Mo.	St.L.&S.F.		Interlocking.
Between 9 St. and St. Louis Ave., Kansas City, Mo.	St.L.&S.F.		Interlocking.
Berger Ave. & Railroad St., Kansas City, Kans.	C.R.I.&P.	U.P.	Gate.
Minnesota Ave. & M.P. Bridge, Kansas City, Kans.	M.P.		Interlocking.
Minnesota Ave. & Second St., Kansas City, Kans.	M.P.		Interlocking.
State Ave., near Second St., Kansas City, Kansas	M.P.		Interlocking.
Bonner Springs (M.P. 18.0)	A.T.&S.F.		Interlocking. Special Rule 98 (RK-1).
Topeka (M.P. 67.5)	A.T.&S.F.		Special Rule 98 (RK-1)
Topeka (Frt. House Lead)	C.R.I.&P.		Special Rule 98 (RK-1).

Location	Railroad Crossed, or Junction With	Trains Which Have Precedence	How Governed
Topeka (M.P. 68.2)	C.R.I.&P.	U.P.	Special Rule 98 (RK-1).
Frankfort (M.P. 58.6)	M.P.		Automatic Interlocking and C.T.C. Special Rule 98 (RK-2).
Hiawatha (M.P. 42.2)	M.P.		Automatic Interlocking. Operating Rule 612.
St. Joseph	U.T.R.R.		Stop. Operating Rules 98 and 98(A).
St. Joseph	B.N.	B.N.	Signal Indications. Special Rule 98 (RK-3).

#### Second Subdivision and Branches

Hanover. (M.P. 128.1)	B.N.		CTC Rules 269, 275.
Endicott. (M.P. 147.1)	B.N.		Automatic Interlocking and CTC, Rules 269, 275, 280 & 612, and Special Rule 98 (RK-5)
Fairbury. (M.P. 152.6)	C.R.I.&P.		Automatic Interlocking and CTC-Rules 269, 275 & 612 Special Rule 98 (RK-5)
Fairbury (Jct.) (M.P. 153.5)	C.R.I.&P.		Electric Lock.
Belvidere. (M.P. 177.0)	B.N.		Automatic electric lock. Rules 269, 280-282(A) Special Rule 98 (RK-5).
Edgar. (M.P. 200.5)	B.N.		Automatic Interlocking and C.T.C. Rules 269, 275, 612 and Special Rule 98 (RK-5).
Hastings. (M.P. 227.2)	B.N.		Interlocking and C.T.C. Special Rule 98 (RK-6).
Grand Island Branch Belt Line Crossing. (M.P. 249.6)	Belt Line		Stop. Rules 98 and 98(A).

#### Denver Cut-Off and Branches

Manhattan. (M.P. 119.4)	C.R.I.&P.	U.P.	Stop, send member of crew to crossing to give proceed signal when safe to proceed.
Abilene. (M.P. 164.5)	A.T.&S.F.		Cabin Interlocking. Operating Rules 613 and 614.
Salina. (M.P. 187.2)	A.T.&S.F.	U.P.	Semi-automatic interlocking. Rules 613 and 614.
Ellsworth. (M.P. 224.4)	St.L.&S.F.	U.P.	Signals and electric locked gate. Operating Rules 613 and 614.
Limon. (M.P. 550.5)	C.R.I.&P.	U.P.	Stop signal. After stopping, a member of crew must go to the crossing to give proceed signal when safe to proceed.
Limon Jct. (M.P. 550.6)	C.R.I.&P.	U.P.	Dwarf signal.
<b>Solomon Branch</b>			
Minneapolis. (M.P. 23.7)	A.T.&S.F.	U.P.	Stop. Operating Rules 98 and 98(A).
Beloit. (M.P. 57.2)	M.P.	M.P.	Stop. Operating Rules 98 and 98(A).
<b>McPherson Branch</b>			
Salina (M.P. 0.5),	A.T.&S.F.	U.P.	Stop. Operating Rules 98 and 98(A).
Salina (M.P. 0.6),	M.P.		Stop. Operating Rules 98 and 98(A).

Location	Railroad Crossed, or Junction With	Trains Which Have Precedence	How Governed
Lindsborg. (M.P. 20.7)	M.P.	M.P.	Stop at switch target until gate has been set against M.P. When entire train has passed the target on opposite side of crossing, the gate must be set against U.P.
McPherson. (M.P. 35.1)	A.T.&S.F.	A.T.&S.F.	Stop. Operating Rules 98 and 98(A) and 98(B).
<b>Plainville Branch</b>			
Lincoln Center. (M.P. 33.8)	A.T.&S.F.	U.P.	Stop. Operating Rules 98 and 98(A).

## APPENDIX 2

### CROSSOVERS

104 (R). ACS is inoperative through No. 20 crossovers. Movement through crossovers are governed by block signal indication. Do not exceed 40 MPH through these crossovers.

No. 20 Crossovers are located as follows:

#### NEBRASKA DIVISION

Location	Mile Post	Crossover Between Tracks
Gibbon	174.96	Nos. 1 & 2
	175.11	No. 2 & Gibbon Siding
	175.18	Nos. 1 & 2
	175.22	No. 2 & Kansas Division Main Track
Buda	175.28	Nos. 1 & 2
	183.75	Nos. 1 & 2
	183.85	Nos. 1 & 2
	283.38	No. 1 & West Belt Track
North Platte	284.37	No. 1 & South Running Track
	285.50	EB Departure Yard & Eastward Main Track
	289.68	South Running Track & Westward Main Track
		Main Track
Archer	501.30	Nos. 1 & 2
	501.42	Nos. 1 & 2

#### WYOMING DIVISION

La Salle	46.1	DP Main and Nebraska Div. Main Track
	98.0	DP Main Track to No. 4
Speer	508.31	Nos. 1 & 2
	508.40	Nos. 1 & 2
	508.47	Nos. 2 & 3
	510.70	Nos. 1 & 2
	510.83	Nos. 2 & 3
	510.87	Nos. 1 & 2
Dale Junction	544.65	Nos. 1 & 2
	544.73	Nos. 1 & 2
	544.78	Nos. 2 & 3
	544.83	Nos. 1 & 2
Laramie	565.25	No. 2 & Forelle Running Track *Note
	565.33	Nos. 1 & 2
	565.44	Nos. 1 & 2
	567.40	Nos. 1 & 2
	567.52	Nos. 1 & 2
	582.18	Nos. 1 & 2
Bosler	582.25	Nos. 1 & 2
	594.10	Nos. 1 & 2
Lookout	594.18	Nos. 1 & 2
	608.94	Nos. 1 & 2
Wilcox	609.03	Nos. 1 & 2
	624.40	Nos. 1 & 2
Medicine Bow	624.48	Nos. 1 & 2
	639.01	Nos. 1 & 2
Ramsey	639.08	Nos. 1 & 2
	650.08	Nos. 1 & 2
Dana	650.16	Nos. 1 & 2

\*Note—No. 20 Equilateral 60 MPH



**WYOMING DIVISION**

Location	Mile Post	Crossover Between Tracks
Walcott	662.11	Nos. 1 & 2
	662.39	Nos. 1 & 2
Benton	672.00	Nos. 1 & 2
	672.18	Nos. 1 & 2
E. Rawlins	680.20	Nos. 1 & 2
	680.39	Nos. 1 & 2
Rawlins	680.40	No. 1 & North Siding
	681.20	South Siding & No. 2
	682.78	North Siding & No. 1
	684.86	Nos. 1 & 2
W. Rawlins	685.04	No. 2 & South Siding
	685.19	Nos. 1 & 2
E. Rock Springs	800.73	Nos. 1 & 2
	800.80	Nos. 1 & 2
W. Rock Springs	803.87	Nos. 1 & 2
	804.08	Nos. 1 & 2
Green River	814.64	Nos. 1 & 2
	814.71	Nos. 1 & 2
Peru	824.75	Nos. 1 & 2
	824.84	Nos. 1 & 2
Stauffer	833.35	Nos. 1 & 2
	833.44	Nos. 1 & 2
E. Granger	843.91	Nos. 1 & 2
	843.97	No. 1 & North Siding
Granger	846.65	No. 1 & North Siding
	846.76	No. 1 & Ida. Div. Main Track
	846.84	Ida. Div. Main Track & Siding
	846.95	No. 1 & Ida. Div. Main Track
	847.07	Nos. 1 & 2
Aspen	900.17	Nos. 1 & 2
	900.26	Nos. 1 & 2
Altamount	904.65	Nos. 1 & 2
	904.72	Nos. 1 & 2
E. Riverdale	988.49	Nos. 1 & 2
	988.58	Nos. 1 & 2
	988.64	No. 2 & Running Track

**KANSAS DIVISION**

W. Topeka	70.3	Nos. 1 & 2
Menoken	72.9	First Subdivision & Denver Cut-Off
Upland	107.7	Single track & two main tracks
Orrick	117.0	Single track & two main tracks

No. 10 Crossovers are located as follows:

**WYOMING DIVISION**

W. Cheyenne	Nos. 3 & 4
Hanna	Nos. 1 & 2
Rawlins	South Siding & West Yard Lead
Green River	Nos. 1 & 2
Green River	Running Track & No. 2
E. Riverdale	No. 1 & No. 2 Drill Lead
Riverdale	Nos. 1 & 2
Riverdale	No. 2 Track & No. 1 Drill Lead (At Riverdale No. 1 Track is Eastward and No. 2 Track is Westward)
Ogden	Run Through Track & Drill Lead

**KANSAS DIVISION**

Topeka	At CRI&P Junction, & AT&SF crossing (M.P. 67.5)
Marysville	At Yard Lead
Endicott	At BN Crossing
Hanover	At BN Crossing
Belvidere	At BN Crossing

No. 14 Crossovers are installed at all other locations in CTC territory.

**APPENDIX 3**

**TRACK RESTRICTIONS**

Referring to Special Rule 899(R), the following track restrictions apply:

**EASTERN DISTRICT**

All Divisions	Tracks where curvature exceeds 22 degrees	Only yard switchers and EMD units 1870 thru 1877 permitted.
	Industrial tracks where curvature exceeds 30 degrees	In handling hydrocushion cars, movement restricted to single car and unit.
	Industrial Trestles	Engines not permitted.

**NEBRASKA DIVISION**

Omaha	Alcohol Plant Scale Track ASR Coal Trestle	No Engines permitted. No Engines permitted beyond Span 15.
Norfolk Branch	All Trackage	Cars in excess of 263,000 pounds not permitted.
Beatrice Branch	All Trackage	Units listed in Special Rule 899 (R) may be operated.
Julesburg	City trackage	5000 horsepower units or greater not permitted.
Alda	Ordinance Track	GP-35 and smaller units only.
Brownson	Industrial Warehouse Tracks	GP-35 and smaller units only with maximum speed of 5 MPH on curved and 10 MPH on straight track. Cars in excess of 263,000 pounds not permitted. Gates must be closed and locked after entering area and again after leaving area. Switches to tracks not in service in building area are spiked.
Wypo	Wyoming Potato Co. Trackage	Less than 5000 horsepower units only at maximum speed of 5 MPH.

**WYOMING DIVISION**

Denver	Track 8, Union Station	Units listed in Special Rule 899 (R) permitted at 5 MPH maximum speed.
	Union Station	High or wide cars not permitted to move under umbrella sheds but must be handled on Track 10.
	Branches except South Pass Branch, Monfort tracks at Greeley, and all mine trackage	SD-24 units with six-wheel trucks and units of 5000 horsepower or greater not permitted.
Greeley Branch		GP 7 and 9 units permitted at 10 MPH maximum speed.
Brighton	Over flume bridge, No. 8 track, Great Western Sugar Factory	No engines permitted.
Valmont	On sharp curve west end, Public Service Company Track	No engines permitted.
Boettcher	Cement plant Track No. 7 east of cement truck crossing	No engines permitted.
Boettcher	Cement plant, from point 200 feet west of highline switch to end of track	No engines permitted.
Granite	Under tipples	Cars for loading only permitted.

Sinclair	Chemical Storage Warehouse Spur	Not less than 8 cars must be handled ahead of engine.
Medicine Bow	South Spur Track	Hopper cars only beyond Restriction Sign 550 feet west of switch.
Rock Springs	Sweetwater — No. 1 Safety Spur	No engines permitted.
Westvaco Plant Trackage, Allied, T.G. Soda and Stauffer Spurs		SD-24 units with 6 wheel trucks and units of 5000 horsepower or more prohibited.
Park City	Consolidated Mine Safety Track	No engines permitted.
<b>KANSAS DIVISION</b>		
First and Second Subdivision	Industry tracks	Units listed in Special Rule 899 (R) permitted at 5 MPH maximum speed.
Kansas City Union Station	Track 23	Units listed in Special Rule 899(R) not permitted.
	Track 24	Units listed in Special Rule 899(R) permitted at 5 MPH maximum speed on outside spur tracks, adjacent to umbrella sheds.
Fairfax	Owens Corning Hold Yard	Cars must be placed at least one car length from cable across tracks 1 thru 10.
Nease Spur (M.P. 12.0)		Units listed in Special Rule 899(R) not permitted
Forest Lake	Alongside high sand piles on sand loading track	No engines permitted.
Sunflower	Tracks 1,2,3,4 & 5	No engines permitted beyond south cement plant paved driveway crossing.
Bonner Springs	House track	Units named in Special Rule 899 (R) must not go beyond track scale.
Leavenworth Branch	All Sidings	5 MPH maximum speed.
St. Joseph Branch	All Sidings and other inside tracks	5 MPH maximum and cars in excess 263,000 pounds prohibited.
Between Marysville and Gibbon		Units listed in Special Rule 899 (R) permitted except Hayland or Denman at 5 MPH maximum speed.
Great Lakes Spur	Industry track	No engines permitted beyond two car lengths from east end of loading dock.
<b>Denver Cut-Off</b>		
Ellsworth	South Elevator	5 MPH maximum speed.
Wilson	Mill Spur	5 MPH maximum speed.
Bunker Hill	House	5 MPH maximum speed.
Solomon Branch	All Siding	5 MPH maximum and cars in excess 263,000 pounds prohibited.
Plainville Branch	All Sidings	5 MPH maximum and cars in excess 263,000 pounds prohibited.
McPherson Branch	All Sidings	5 MPH maximum and cars in excess 263,000 pounds prohibited.
Denver Cut-Off	Between Rossville and Denver	Units listed in Special Rule 899 (R) may be operated on sidings at 5 MPH maximum.
Manhattan	Ramey Spur	No engines permitted beyond clearance points.
Quartzite	Mid-Quinn Spur	No engines permitted.
	Cement Track	No engines permitted beyond loading ramp.

## APPENDIX 4 HOLD INDICATORS

Hold indicators and STOP signals used in connection with hot box detectors are located as follows:

### Nebraska Division

WESTWARD Mile Post	EASTWARD Mile Post
26.7	489.4
39.1	467.8
61.9	445.2
66.9	427.4
83.7	401.6
135.7	379.6
168.1	355.0
187.7	336.0
217.9	316.4
242.9	291.0
262.3	262.2
283.3	250.0
315.1	225.6
334.7	198.8
363.1	175.2
402.5	148.4
443.7	114.2
465.9	93.6
490.3	86.2
	72.0
	70.6
	55.6
	30.6

### WYOMING DIVISION

WESTWARD Mile Post	EASTWARD Mile Post
1-553.5	975.8
2-556.1	919.0
584.9	876.4
605.3	847.2
622.9	824.8
641.5	802.4
660.3	785.8
680.3	758.0
723.7	741.2
739.9	723.2
762.1	702.0
781.3	685.0
800.9	662.4
814.5	644.0
843.9	622.8
875.7	605.2
915.7	584.8
942.3	567.6
975.5	3-550.2
989.7	1-2-537.2

### KANSAS DIVISION

WESTWARD	EASTWARD
M.P. 21.3, between Cold Spur and Lenape	"A" Signal — West Hastings
M.P. 37.5, between Linwood and Lawrence	"A" Signal — Davenport
M.P. 62.3 between Newman and Grantville	"A" Signal — West Alexandria
"A" Signal — Emmett	"A" Signal — West Fairbury
"A" Signal — East Duluth	"A" Signal — East Hollenburgh
"A" Signal — East Frankfort	"A" Signal — Marysville
"A" Signal — West Marysville	"A" Signal — West Frankfort
"A" Signal — Hanover	"A" Signal — West Duluth
"A" Signal — Fairbury	"A" Signal — Emmett
"A" Signal — East Alexandria	"A" Signal — Grove
"A" Signal — Davenport	M.P. 83.0, Rossville Main Track and Siding
"A" Signal — East Fairfield	M.P. 40.0 between Midland and Lawrence
"A" Signal — East Gibbon	

## APPENDIX 5

### HOT BOX DETECTORS

812 (R). Hot box detector read-outs for scanners listed below are located at North Platte Train Dispatcher's Office.

### NEBRASKA DIVISION

WESTWARD SCANNER Mile Post	EASTWARD SCANNER Mile Post
21.0	496.5
53.7	474.6
74.6	453.0
128.3	434.6
160.0	410.2
182.3	386.1
210.2	363.4
233.4	342.8
256.0	323.0
278.0	298.8
307.7	267.6
327.0	255.4
356.5	233.4
395.7	207.5
437.0	182.3
458.5	157.3
483.2	121.9
	100.2
	81.0
	62.9

### WYOMING DIVISION

Read-outs for scanners as listed below are located at Cheyenne, except Riverdale read-out at Ogden.

WESTWARD SCANNER Mile Post	EASTWARD SCANNER Mile Post
545.4	984.1
576.0	925.6
595.9	884.1
613.6	854.8
630.9	834.5
651.6	808.2
672.9	792.3
713.4	767.3
733.4	748.5
753.7	729.8
773.8	710.6
792.3	692.2
808.2	672.9
834.5	651.6
867.7	630.9
909.1	613.6
936.9	595.9
968.8	576.0
986.2	545.4

### KANSAS DIVISION

Read-outs for scanners listed below are located at Kansas City.

#### WESTWARD SCANNERS

M.P. 15.0 between Forest Lake and Sunflower  
M.P. 31.4 between Linwood and Lawrence  
M.P. 53.0 between Perry and Newman

#### EASTWARD AND WESTWARD SCANNERS

M.P. 14.9 between Kenefick and Delia  
M.P. 32.0 between Jeffrey and Onaga  
M.P. 51.1 between Lillis and Sullivan  
M.P. 68.9 between Winifred and Upland  
M.P. 121.8 between Herkimer and Bremen  
M.P. 144.2 between Hollenburg and Endicott  
M.P. 159.5 between Fairbury and Alexandria  
M.P. 180.3 between Belvidere and Carleton  
M.P. 198.9 between Sedan and Edgar  
M.P. 15.0 between Hayland and Denman

#### EASTWARD SCANNERS

M.P. 46.9 between Buck Creek and Williamstown

## APPENDIX 6

### Close Clearances

900 (R). There are close clearances at the side of main tracks as shown below, and in addition thereto, at platforms and other structures at the side of industry, stock and other tracks.

Snow plows must not exceed 5 MPH on main track or siding passing locations shown below account clearance:

Location	Structure or obstruction	Clearance of engine or car is close at —
<b>NEBRASKA DIVISION</b>		
<b>FIRST SUBDIVISION</b>		
M.P. 1.59 .....	Signal Bridge .....	Sides Track 5.
M.P. 2.09 .....	Missouri River Bridge	Side on both tracks.
Omaha .....	10th & 11th St. Viaducts .....	Top on all tracks.
Tower "B" Omaha, M.P. 3.1 .....	Train order delivery cranes	Side on both tracks.
South Omaha, N Street	Between U.P. track 4 and Stock Yard track 3 .....	Sides.
M.P. 5.59 .....	Bridge .....	Side on both tracks.
M.P. 7.94 .....	C. & N.W. Bridge .....	Side on both tracks.
M.P. 23.86 .....	Bridge .....	Side on both tracks.
Valley .....	Train order delivery cranes	Side on both tracks.
Schuyler .....	Train order delivery cranes	Side on both tracks.
Columbus .....	Train order delivery cranes	Side on both tracks.
M.P. 86.49 .....	Bridge .....	Side on both tracks.
Grand Island		
M.P. 146.2 .....	Train order delivery cranes	Side on both tracks.
M.P. 158.0 .....	Bridge .....	Side on both tracks.
Kearney .....	Train order delivery cranes	Side on both tracks.
Lexington .....	Train order delivery cranes	Side on both tracks.
Cozad .....	Train order delivery cranes	Side on both tracks.
Gothenburg .....	Train order delivery cranes	Side on both tracks.
<b>OLD MAIN LINE</b>		
M.P. 12.65 .....	Bridge .....	Sides.
<b>BEATRICE BRANCH</b>		
Lincoln .....	Train order delivery crane Lincoln Packing Co. ....	South side. Sides.
<b>STROMSBURG BRANCH</b>		
M.P. 0.34 .....	Bridge .....	Sides.
<b>NORFOLK BRANCH</b>		
M.P. 47.89 .....	Bridge .....	Sides.
<b>ALBION BRANCH</b>		
M.P. 15.90 .....	Bridge .....	Sides.
<b>ORD BRANCH</b>		
M.P. 20.99 .....	Bridge .....	Sides.
<b>CEDAR RAPIDS BRANCH</b>		
M.P. 12.96 .....	Bridge .....	Sides.
M.P. 22.5 .....	Bridge .....	Sides.
M.P. 23.58 .....	Bridge .....	Sides.
<b>SECOND SUBDIVISION</b>		
Ogallala .....	Train order delivery cranes	Side on both tracks.
M.P. 358.85 .....	Bridge .....	Side on both tracks.
Julesburg .....	Train order delivery cranes	Side on both tracks.
M. P. 390.57 .....	Bridge .....	Side on both tracks.
M. P. 403.26 .....	Bridge .....	Side on both tracks.
M. P. 403.87 .....	Bridge .....	Side on both tracks.

Location	Structure or obstruction	Clearance of engine or car is close at —
Sidney .....	Signal 4078 .....	Side on both tracks.
M. P. 419.57 .....	Bridge .....	Side on westward track.
M. P. 426.86 .....	Bridge .....	Side on both tracks.
Kimball .....	Train order delivery cranes	Side on both tracks.
Pine Bluffs .....	Train order delivery crane	Side on both tracks.
M. P. 506.33 .....	Bridge .....	Side on both tracks.
<b>THIRD SUBDIVISION</b>		
M.P. 7.05 .....	Bridge .....	Sides.
M.P. 33.19 .....	Bridge .....	Sides.
M.P. 48.71 .....	Bridge .....	Sides.
M.P. 50.34 .....	Bridge .....	Sides.
M. P. 106.41 .....	Bridge .....	Sides.
M.P. 132.53 .....	Bridge .....	Sides.

#### WYOMING DIVISION

##### FIRST SUBDIVISION

Denver .....	Signal 24 .....	Side.
M.P. 15.58 .....	Bridge .....	Side.
M.P. 16.36 .....	Bridge .....	Side.

##### FORT COLLINS BRANCH

M.P. 26.79 .....	Bridge .....	Side.
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##### SECOND SUBDIVISION

Hermosa .....	Hermosa Tunnel .....	Side on No. 1 track.
Hermosa .....	Hermosa Tunnel .....	Side on No. 2 track.
M.P. 567.86 .....	Bridge .....	Side on both tracks.

##### THIRD SUBDIVISION

M.P. 814.28 .....	Bridge .....	Side on No. 2 track.
M.P. 814.83 .....	Bridge .....	Side on No. 1 track.

##### FOURTH SUBDIVISION

Leroy .....	Signal 8907 .....	Side on westward track.
Spring Valley .....	Signal 8975 .....	Side on westward track.
Aspen .....	Aspen tunnel .....	Side.
Altamont .....	Altamont tunnel .....	Side.
Evanston .....	Signal 9177 .....	Side on westward track.
M.P. 930.13 .....	Tunnel No. 4 .....	Side on eastward track.
M.P. 931.27 .....	Tunnel No. 5 .....	Side on westward track.
M.P. 931.12 .....	Tunnel No. 6 .....	Side on eastward track.
M.P. 935.53 .....	Tunnel No. 7 .....	Side on eastward track.
M.P. 960.41 .....	Bridge .....	Side on westward track.
M.P. 961.45 .....	Signal 9615 .....	Side on westward track.
M.P. 963.13 .....	Bridge .....	Side on eastward track.
M.P. 963.21 .....	Tunnel No. 8 .....	Side on both tracks.
M.P. 964.01 .....	Tunnel No. 9 .....	Side on both tracks.
M.P. 976.48 .....	Signal 9765 .....	Side on westward track.
M.P. 982.09 .....	Tunnel No. 10 .....	Side on No. 1 track.
Ogden .....	Union depot sheds .....	Side.
Ogden M.P. 0.14 .....	24th St. Viaduct .....	Side.

#### KANSAS DIVISION

##### FIRST SUBDIVISION BETWEEN KANSAS CITY AND MENOKEN

M.P. 0.88 .....	Bridge .....	Sides on both tracks.
Kaw Junction .....	Train order delivery crane	Side on No. 1 track.
M.P. 6.87 .....	Bridge .....	Sides on both tracks.
M.P. 27.86 .....	Bridge .....	Sides on both tracks.
M.P. 34.35 .....	Bridge .....	Sides on both tracks.
M.P. 35.95 .....	Bridge .....	Sides on both tracks.
M.P. 52.60 .....	Bridge .....	Sides on both tracks.
M.P. 60.88 .....	Bridge .....	Sides on both tracks.
Topeka depot .....	Train order delivery crane	Side on both tracks.

Location	Structure or Obstruction	Clearance of Engine or Car is Close At —
<b>FIRST SUBDIVISION BETWEEN MENOKEN AND MARYSVILLE</b>		
M.P. 20.51 .....	Bridge .....	Sides.

##### ST. JOSEPH BRANCH

M.P. 0.37 .....	Bridge .....	Sides.
M.P. 25.74 .....	Bridge .....	Sides.
M.P. 76.22 .....	Bridge .....	Sides.

##### SECOND SUBDIVISION

M.P. 114.40 .....	Bridge .....	Sides.
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##### BESTWALL SPUR

M.P. 0.9 .....	Bridge .....	Sides.
M.P. 5.5 .....	Bridge .....	Sides.

##### DENVER CUT-OFF

M.P. 84.29 .....	Bridge .....	Sides.
M.P. 96.72 .....	Bridge .....	Sides.
M.P. 97.13 .....	Bridge .....	Sides.
M.P. 97.28 .....	Bridge .....	Sides.
M.P. 99.66 .....	Bridge .....	Sides.
M.P. 117.61 .....	Bridge .....	Sides.
M.P. 137.18 .....	Bridge .....	Sides.
M.P. 151.55 .....	Bridge .....	Sides.
M.P. 173.62 .....	Bridge .....	Sides.
M.P. 181.12 .....	Bridge .....	Sides.
M.P. 187.12 .....	Bridge .....	Sides.
M.P. 195.06 .....	Bridge .....	Sides.
M.P. 201.94 .....	Bridge .....	Sides.
M.P. 202.44 .....	Bridge .....	Sides.
Ellsworth .....	Train order delivery crane	Side.
M.P. 274.01 .....	Bridge .....	Sides.
M.P. 285.04 .....	Bridge .....	Sides.
M.P. 290.62 .....	Bridge .....	Sides.
M.P. 405.61 .....	Bridge .....	Sides.
M.P. 427.80 .....	Bridge .....	Sides.
M.P. 514.94 .....	Bridge .....	Sides.
M.P. 522.79 .....	Bridge .....	Sides.
M.P. 534.63 .....	Bridge .....	Sides.
M.P. 592.09 .....	Bridge .....	Sides.
M.P. 602.15 .....	Bridge .....	Sides.
Strasburg .....	Train order delivery crane	Side.
M.P. 607.80 .....	Bridge .....	Sides.
Denver .....	Signal 24 .....	Side.

##### McPHERSON BRANCH

Between 8 poles west of M.P. 3 and 4 poles east of M.P. 4	Anchor posts and tie wires	West Side
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##### PLAINVILLE BRANCH

M.P. 1.16 .....	Bridge .....	Sides.
M.P. 10.69 .....	Bridge .....	Sides.
M.P. 33.36 .....	Overhead bridge	Sides.
M.P. 33.45 .....	Overhead bridge	Sides.
M.P. 135.22 .....	Bridge .....	Sides.
M.P. 139.67 .....	Bridge .....	Sides.
M.P. 145.06 .....	Bridge .....	Sides.
M.P. 145.91 .....	Bridge .....	Sides.
M.P. 150.46 .....	Bridge .....	Sides.
M.P. 151.49 .....	Bridge .....	Sides.
M.P. 154.40 .....	Bridge .....	Sides.

##### SOLOMON BRANCH

M.P. 23.65 .....	Bridge .....	Sides.
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**APPENDIX 7  
TONNAGE RATINGS FOR ONE LOCOMOTIVE UNIT  
FOR FREIGHT TRAINS AVERAGING 50 GROSS TONS PER CAR  
RATINGS APPLY AT THE INDICATED MINIMUM CONTINUOUS SPEED**

	45-53 5000 HP GE US60	70-98B 5000 HP EMD DD35	84-95B 5000 HP EMD DD35	100-129 1500 HP EMD GP7	130-348B 150 HP EMD GP9	300-348B 470-499 2000 HP GP26	400-458 2400 HP EMD SD24	700B-728B 800-875 2500 HP EMD GP30	740-763 2500 HP EMD GP35	1400-1409 2500 HP EMD SDP3-2	2000-2059 2000 HP GP38-2	2600-2609 2800 HP GE UZ8C	2810-2919 3000 HP GE UZ8C	3000-3304 3399 3000 HP GE SD4C-2	3600-3637 3600 HP EMD SD4S	3638-3649 3600 HP EMD SD4S	5000-5039 5000 HP GE SD4C	6900-6946 660 HP EMD DD40X
	15 MPH	12 MPH	11 MPH	12 MPH	12 MPH	14 MPH	10 MPH	12 MPH	12 MPH	12 MPH	11 MPH	11 MPH	10 MPH	11 MPH	11 MPH	11 MPH	11 MPH	11 MPH
Co. Bluffs To Valley	6100	6000	4950	2250	2650	2550	4050	2950	3000	3650	3150	4500	5250	4900	4050	4950	4250	5800
Valley To No. Platte	9700	9700	8000	3650	4250	4100	6550	4750	4850	5900	5050	7250	8500	7850	6550	7950	6900	9350
No. Platte To Sidney	6950	6900	5650	2800	3000	2950	4650	3400	3450	4200	3600	5150	6050	5600	4850	5650	4900	6650
Sidney To Cheyenne	5400	5350	4350	2000	2350	2250	3600	2600	2650	3250	2800	4000	4650	4300	3600	4350	3800	5150
Valley To Valparaiso	3400	3350	2750	1250	1450	1450	2250	1650	1700	2050	1750	2500	2950	2750	2250	2750	2350	3200
Valparaiso To Lincoln	9700	9700	8000	3650	4250	4100	6550	4750	4850	5900	5050	7250	8500	7850	6550	7950	6900	9350
Lincoln To Beatrice	4000	3950	3200	1500	1750	1700	2650	1950	2000	2400	2050	2950	3450	3200	2650	3250	2800	3800
Beatrice To Marysville	6100	6000	4950	2250	2650	2550	4050	2950	3000	3650	3140	4500	5250	4900	4050	4950	4250	5800
Julesburg To LaSalle	9700	9700	8000	3650	4250	4100	6550	4750	4850	5900	5050	7250	8500	7850	6550	7950	6900	9350
Cheyenne To Archer	5400	5350	4350	2000	2350	2250	3600	2600	2650	3250	2800	4000	4650	4300	3600	4350	3800	5150
Valley To Co. Bluffs	8950	8900	5650	2600	3000	2950	4850	3400	3450	4200	3000	5150	6050	5600	4650	5650	4900	6650
Marysville To Beatrice	8150	8050	6650	3050	3500	3400	5450	3950	4050	4900	4215	6050	7050	6550	5450	6600	5750	7750
Beatrice To Valparaiso	6950	6900	5650	2600	3000	2950	4850	3400	3450	4200	3600	5150	6050	5600	4650	5650	4900	6650
Valparaiso To Valley	3400	3350	2750	1250	1450	1450	2250	1650	1700	2050	1750	2500	2950	2750	2250	2750	2350	3200
Cheyenne To Buford	2750	2700	2200	1000	1200	1150	1800	1350	1350	1650	1420	2050	2400	2200	1800	2250	1900	2600
Cheyenne To Dale	4750	4700	3850	1750	2050	2000	3150	2300	2350	2850	2445	3500	4100	3800	3150	3850	3300	4500

NOTE: J 84, 74B, 75B, 77B, 78B, 80B, 81B, 92B, 95B, J GP9M-300, 301, 304, 305, 307, 308, 311, 313, 316, 317, 320, 322, 326, 328, 329, 330, 332, 334, 335, 339, 340, 342, 343, 344, 347, 348, 300B, 302B, 303B, 307B, 308B, 309B, 311B, 314B, 315B, 318B, 319B, 321B, 322B, 325B, 326B, 327B, 328B, 332B, 333B, 334B, 335B, 336B, 337B, 339B, 340B, 342B, 343B, 344B, 345B, 348B

Beatrice To Wamsatch	4750	4700	3850	1750	2050	2000	3150	2300	2350	2850	2445	3500	4100	3800	3150	3850	3300	4500
LaSalle To Carr	4000	3950	3200	1500	1750	1700	2650	1950	2000	2400	2060	2950	3450	3200	2650	3250	2800	3800
Carr To Bore	3400	3350	2750	1250	1450	1450	2250	1650	1700	2050	1750	2500	2950	2750	2250	2750	2350	3200
Ogden To Wamsatch on EB Track	3600	3500	2850	1300	1550	1500	2350	1700	1750	2150	1835	2650	3100	2850	2350	2900	2500	3350
Ogden To Wamsatch on WB Track	2450	2400	1950	900	1050	1000	1600	1200	1200	1450	1255	1800	2100	1950	1600	2000	1700	2300
Wamsatch To Laramie	4750	4700	3850	1750	2050	2000	3150	2300	2350	2850	2445	3500	4100	3800	3150	3850	3300	4500
Laramie To Sherman Via Forelle	4750	4700	3850	1750	2050	2000	3150	2300	2350	2850	2445	3500	4100	3800	3150	3850	3300	4500
Laramie To Sherman Via Red Buttes	2450	2400	1950	900	1050	1000	1600	1200	1200	1450	1255	1800	2100	1950	1600	2000	1700	2300
LaSalle To Denver Via Lupton	6950	6900	5650	2600	3000	2950	4650	3400	3450	4200	3600	5150	6050	5600	4650	5650	4900	6650
Kansas City To Salina	9700	9700	8000	3650	4250	4100	6550	4750	4850	5900	5050	7250	8500	7850	6550	7950	6900	9350
Salina To Ellsworth	3400	3350	2750	1250	1450	1450	2250	1650	1700	2050	1750	2500	2950	2750	2250	2750	2350	3200
Ellsworth To Ellis	4400	4350	3550	1600	1900	1850	2900	2100	2150	2650	2250	3250	3800	3500	2900	3550	3050	4150
Ellis To Denver	4000	3950	3200	1500	1750	1700	2650	1950	2000	2400	2050	2950	3450	3200	2650	3250	2800	3800
St. Joseph To Marysville	3600	3500	2850	1300	1550	1500	2350	1700	1750	2150	1800	2650	3100	2850	2350	2900	2500	3350
Menoken To Marysville	6100	6000	4950	2250	2650	2550	4050	2950	3000	3650	3150	4500	5250	4900	4050	4950	4250	5800
Marysville To Hastings	4750	4700	3850	1750	2050	2000	3150	2300	2350	2850	2445	3500	4100	3800	3150	3850	3300	4500
Hastings To Gibbon	6950	6900	5650	2600	3000	2950	4650	3400	3450	4200	3600	5150	6050	5600	4650	5650	4900	6650
Denver To Ellis	4000	3950	3200	1500	1750	1700	2650	1950	2000	2400	2050	2950	3450	3200	2650	3250	2800	3800
Ellis To Ellsworth	6950	6900	5650	2600	3000	2950	4650	3400	3450	4200	3600	5150	6050	5600	4650	5650	4900	6650
Ellsworth To Salina	4000	3950	3200	1500	1750	1700	2650	1950	2000	2400	2050	2950	3450	3200	2650	3250	2800	3800
Salina To Kansas City	9700	9700	8000	3650	4250	4100	6550	4750	4850	5900	5050	7250	8500	7850	6550	7950	6900	9350
Gibbon To Hastings	6950	6900	5650	2600	3000	2950	4650	3400	3450	4200	3600	5150	6050	5600	4650	5650	4900	6650
Hastings To Marysville	4750	4700	3850	1750	2050	2000	3150	2300	2350	2850	2445	3500	4100	3800	3150	3850	3300	4500
Marysville To Menoken	6100	6000	4950	2250	2650	2550	4050	2950	3000	3650	3150	4500	5250	4900	4050	4950	4250	5800
Marysville To St. Joseph	2950	2900	2350	1100	1250	1250	1950	1400	1450	1750	1500	2200	2550	2350	1950	2400	2050	2800

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