



EASTERN DISTRICT

NEBRASKA DIVISION

CORRECTED TO OCT. 27, 1968

UNION PACIFIC RAILROAD COMPANY

Eastern District



NEBRASKA DIVISION

TIME-TABLE

No. 44

Effective Monday,

May 1, 1972

At 12:01 A. M.

Central Time East of North Platte
Mountain Time West of North Platte

Safety Always

Makes a Suggestion

FOR EMPLOYEES ONLY

O. A. DURRANT
General Manager

J. BOWEN
Gen. Supt. Transportation

S. D. GATCHELL
General Superintendent

E. C. MAY, Superintendent Omaha, Nebr.
W. A. RIDGE, Assistant Superintendent Omaha, Nebr.
R. M. WOOD, Terminal Superintendent Council Bluffs, Ia.
W. M. HOMAN, Asst. Terminal Superintendent Council Bluffs, Ia.
R. J. RAIRIGH, Terminal Trainmaster Council Bluffs, Ia.
B. L. SANDERS, Terminal Trainmaster Council Bluffs, Ia.
P. N. MARTIN, Trainmaster Omaha, Nebr.
C. E. O'HARA, Asst. Supt. Safety and Courtesy Omaha, Nebr.
A. L. O'NEILL, Trainmaster Grand Island, Nebr.
D. E. MOORE, Terminal Trainmaster Grand Island, Nebr.
G. B. RECTOR, Superintendent, Bailey Yard North Platte, Nebr.
H. E. MEYEN, Asst. Supt., Bailey Yard North Platte, Nebr.
C. F. PUTMAN, Terminal Trainmaster North Platte, Nebr.
G. F. BAKER, Terminal Trainmaster North Platte, Nebr.
T. E. SIMON, Terminal Trainmaster North Platte, Nebr.
M. L. BUTLER, Assistant Superintendent North Platte, Nebr.
M. E. MERRITT, Trainmaster Sidney, Nebr.
W. H. ANDERSON, Assistant Superintendent Gering, Nebr.
M. G. MARLER, General Master Mechanic Cheyenne, Wyo.
S. E. CHADD, Road Foreman of Engines Council Bluffs, Ia.
P. N. HANSEN, Road Foreman of Engines Grand Island, Nebr.
H. A. CASSELL, Road Foreman of Engines Grand Island, Nebr.
L. C. WALLACE, Road Foreman of Engines North Platte, Nebr.
H. W. BAKER, Road Foreman of Engines Cheyenne, Wyo.
K. K. KILLHAM, Road Foreman of Engines North Platte, Nebr.
J. M. LONGSDORF, Division Engineer Omaha, Nebr.
F. A. MUSBACH, General Roadmaster Omaha, Nebr.

**FIRST SUBDIVISION
OMAHA TO GRAND ISLAND, AND BRANCHES**

E. P. MERTEN, Chief Train Dispatcher Omaha, Nebr.
J. V. NARMI, Asst. Chief Train Dispatcher Omaha, Nebr.
J. C. SMITH, Asst. Chief Train Dispatcher Omaha, Nebr.

GRAND ISLAND TO NORTH PLATTE, AND BRANCHES

A. J. WONKA, Chief Train Dispatcher North Platte, Nebr.
V. BAYNE, Asst. Chief Train Dispatcher North Platte, Nebr.
W. E. ROSS, Asst. Chief Train Dispatcher North Platte, Nebr.
R. J. TETLEY, Asst. Chief Train Dispatcher North Platte, Nebr.

**SECOND SUBDIVISION
NORTH PLATTE BRANCH AND CUT-OFF**

A. J. WONKA, Chief Train Dispatcher North Platte, Nebr.
S. C. WALLACE, Asst. Chief Train Dispatcher North Platte, Nebr.
D. D. BRUNS, Asst. Chief Train Dispatcher North Platte, Nebr.

THIRD SUBDIVISION

F. E. DEARDEN, Chief Train Dispatcher Cheyenne, Wyo.

SYMBOLS AND ABBREVIATIONS

6. The following letters, placed before the time in a schedule, indicate:
s - regular stop;
f - flag stop to receive or discharge traffic;
A - arrive.
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	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour
30"	120.	52"	69.2	1'15"	48.
31"	116.1	53"	67.9	1'20"	45.
32"	112.5	54"	66.6	1'25"	42.3
33"	109.1	55"	65.4	1'30"	40.
34"	105.9	56"	64.2	1'35"	37.9
35"	102.9	57"	63.1	1'40"	36.
36"	100.	58"	62.	1'45"	34.3
37"	97.3	59"	61.	1'50"	32.7
38"	94.7	1'	60.	1'55"	31.3
39"	92.3	1' 1"	59.	2'	30.
40"	90.	1' 2"	58.	2'15"	26.6
41"	87.8	1' 3"	57.1	2'30"	24.
42"	85.7	1' 4"	56.2	2'45"	21.8
43"	83.7	1' 5"	55.3	3'	20.
44"	81.8	1' 6"	54.5	3'30"	17.1
45"	80.	1' 7"	53.7	4'	15.
46"	78.3	1' 8"	52.9	5'	12.
47"	76.6	1' 9"	52.1	6'	10.
48"	75.	1'10"	51.4	7'	8.6
49"	73.5	1'11"	50.7	8'	7.5
50"	72.	1'12"	50.	10'	6.
51"	70.6				

LOCATION OF STANDARD CLOCKS

Council Bluffs Dieselhouse Register Room
Omaha Tower "B"
Omaha Enginemen's and Yardmen's Register Room, 8th Street Yard
South Omaha Yard Office
Valley Telegraph Office
Fremont Telegraph Office
Columbus Telegraph Office
Columbus Enginemen's Washroom
Grand Island Telegraph Office
Grand Island Register Room
Kearney Telegraph Office
Lexington Telegraph Office
North Platte Dispatcher's Office
North Platte Telegraph Office
North Platte Freight 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
Julesburg Telegraph Office
Sidney Telegraph Office
Cheyenne Dispatcher's Office
Cheyenne Telegraph Office
Cheyenne Yard Office
Cheyenne Engine Dispatcher's Office
Sterling Telegraph Office
La Salle Telegraph Office
Beatrice Telegraph Office
Hastings Yard Office
Gering Telegraph Office
Gering Roundhouse

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

Designation "Psgr." - Train with Diesel locomotive and all passenger train equipment.
Designation "Frt." - Train with freight cars; train with caboose only; locomotive without cars; locomotive with cars, other than train movement.

GENERAL

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Maximum speed.	90	70	Trains handling wrecking derricks: American Hoist derricks 903045, 903046, 903047. Other derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)		60 40 35 20
When any car of a passenger train is equipped with friction bearings.	80		Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): On main lines - tangent track. On main lines - curves. On branch lines.		35 25 25
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power (Slower speed must be observed where conditions require.)		35
When using No. 20 turn-outs, unless a different speed is specified.	40	40	Jordan spreaders and other machines of spreader type, when in operation with wings extended.		15
When using No. 14 turn-outs.	25	25	Trains handling continuous welded rail or continuous lengths of jointed rail. On unrestricted track. 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.		40 10
When using other turn-outs.	15	15	Trains handling diesel units dead in train: Yard switch units of any type. Foreign line, government, export or commercial diesel units other than yard switch type. Union Pacific road-switch units of Alco or Baldwin type.		35 45 45
Facing point movement over spring switches not protected by signals unless advised by train order that switch has been spiked.	20	20	Trains handling ore cars UP 26000-26499 inclusive, loaded or empty.		40
On tracks, other than main tracks, unless a different speed is specified.	15	15	Trains handling specially equipped cars for company wheels and axles, UP 99000-99014 inclusive and UP 99500-99962.		50
Within yard limits protected by continuous block signal system.	35	35	Trains handling MCPX and MONX 23000 series tank cars loaded with phosphorus.		50
Within yard limits not protected by continuous block signal system, unless a different speed is specified.	20	20	Unit Coal Trains.		50
Road freight locomotives GP-7 units Nos. 100-129 inclusive.	65	65			
Other road freight locomotives.	75				
Yard switch locomotives in road service: 1000-1100 class. 1800 class.	35 50	35 50			
Car body type unit backing up light or backing up as leading unit at front of train.	30	30			
When multiple unit engine is controlled from other than leading unit.	30	30			
Wye tracks, except those portions used as main track or siding.	6	6			
Diesel locomotive running light, dynamic brake not in operation, on descending grades in excess of 1 per cent.		35			

MILEAGE

Main Line 659.60
Branches 826.34
Total 1485.94

WESTWARD		FIRST SUBDIVISION	EASTWARD		WESTWARD		BRIDGE SUBDIVISION	EASTWARD		
LENGTH OF SIDINGS		Time-Table No. 44 May 1, 1972			Time-Table No. 44 May 1, 1972					
CARS	FEET	STATIONS	MILE POST	RULE 6(B)	STATIONS	MILE POST	RULE 6(B)			
E150	8240	DN SUMMIT YL SU 8.9 WECO 3.0 LANE 4.6	5.2	IPX	I. C. JUNCTION YL		PX			
C66	3400	ELKHORN 2.8 WATERLOO 3.5	14.1	PX	C.R.I.&P. JUNCTION YL		PX			
W145 E161-72	7950 3950-8850	DN VALLEY YL V 6.3 MERCER 3.9 C. & N. W. CROSSING 1.1	17.1	PX	B. N. JUNCTION YL		PX			
C67	3700	DN FREMONT YL FN 0.7 B-N CROSSING 4.8 C. & N. W. CROSSING 1.5 AMES 8.1	21.7	P	DN TOWER "A" YL	0.5	IXP			
W76 E141	4163 7750	DN SCHUYLER SC 8.2 RICHLAND 6.9 B-N CROSSING 0.7	24.5	P	EAST END MISSOURI RIVER BRIDGE YL	2.1	IPX			
C67	3670	D NORTHBEND NB 7.0 ROGERS 7.3	28.0	PXY	DN TOWER "B" YL	3.1	IPX			
C137	7530	DN CENTRAL CITY CI 10.2 CHAPMAN 11.4 B-N CROSSING 0.4	34.3	P	DN 20TH STREET YL	3.9	IPX			
C71	3928	DN-R GRAND ISLAND YL GI 7.6 ALDA 7.8	38.2	A	DN SUMMIT YL	5.1	IPX			
W115 E97	6300 5350	D WOOD RIVER WR 7.6 SHELTON 6.1 GIBBON 4.2 OPTIC 8.9	39.3	PX	SOUTH OMAHA YL	6.4	PX			
C98	5392	DN KEARNEY YL KR 9.2 ODESSA 6.3 ELM CREEK 8.7 OVERTON 11.1	40.0	IP	C.R.I.&P. JUNCTION YL	7.0	PX			
W91 E96	5000 5300	D ELM CREEK QR 8.7 OVERTON 11.1	44.8	I	GILMORE JUNCTION YL	11.1	I			
C135	7400	DN LEXINGTON UM 8.1 DARR 5.7 COZAD 10.6	46.3	P	GILMORE YL	11.9				
W98 E37	5400 2050	DN GOTHENBURG BU 12.7 BRADY 9.1 MAXWELL 13.5	54.4	P	(11.9)					
C66	3605	DN-R NORTH PLATTE YL NO (FROM COUNCIL BLUFFS 284.1) (FROM SUMMITT 278.9)	61.4	P	ON FIRST SUBDIVISION: Note 2 to Rule 99 is in effect. Rule 251 is in effect. CLEARANCE REQUIREMENTS Trains to or from Old Main Line need not receive clearance at Lane. All trains must receive clearance at Grand Island. Trains to or from Gibbon Cut-off need not receive clearance at Gibbon.					
W119	6000		68.7	PX	ON BRIDGE SUBDIVISION: Note 2 to Rule 99 is in effect. Rule 261 is in effect as follows: On Main tracks 1, 2, 3 and 4 between Tower A and East End Missouri River Bridge; On Main tracks 1 and 2 between East End Missouri River Bridge and Summit; Rule 251 is in effect on main tracks 3 and 4 between 20th Street and Summit and on double track between Summit and Gilmore Jct.					
C132	7278		76.9	P	CLEARANCE REQUIREMENTS On Bridge Subdivision, trains need not receive clearance before leaving their initial station.					
W155 E94	8543 5190		84.5	PXY	ADDITIONAL STATIONS					
C69	3630		92.2	P	First Subdivision	Mile Post	Capacity Cars	Feet	Switch Connection	Rule 6(B)
C114	6250		102.3	P	Seymour	8.9	36	2000	Both	PX
C63	3490		107.9		Woody	11.7	206	11353	Both	PX
W99 E109	5450 6014		113.6	P	Nasco	12.2	31	1700	West	P
C68	3750		124.3	AP	Moval	31.19	89	4930	East	PX
C133	7335		124.9	PXY	Moorman	79.28	27	1525	West	
W106 E109	5845 6000		135.1	P	Behlen	80.25	W37	2073	Both	PX
C66	3645		146.5	I	Doulom	80.87	22	1238	West	
C97	5320		146.9	FIPXY	Gulfoil	115.87	10	543	West	
			154.5	PXY	Paddock	128.5	25	1400	West	
			162.3	PX	Buda	184.3	E59	3227	Both	PX
			169.9	PX	Kearney Air Base	185.9	W50	2768	Both	X
			176.0	IPXY	Alfalfa Center . . .	194.1	E35	1960	Both	X
			180.2	P	Trued	209.3		836	East	
			189.1	PXY	Josselyn	217.9	E31	1679	Both	PX
			198.3	P	Willow Island . . .	243.2	W51	2830	Both	X
			204.6	P	Keith	272.9		795	West	
			213.3	P	Beck	280.5		450	West	

SPEED RESTRICTIONS - BRIDGE SUBDIVISION							
Location		MPH		Location		MPH	
		Psg.	Fr.			Psg.	Fr.
Maximum Speed.		40	25	Between Tower A and 21st Street, Council Bluffs, on main tracks 1 and 2.		15	15
Yard engines.		20	20	Over Missouri River Bridge.		25	25
Engines running backward.		20	20	Between L Street and Q Street, South Omaha.		15	15
All tracks except main tracks.		15	15	On wye tracks and on balloon track, Council Bluffs Diesel House.		5	5
Over grade crossings in City of Omaha.		35	25				
SPEED RESTRICTIONS - FIRST SUBDIVISION							
Location		MPH		Location		MPH	
		Psg.	Fr.			Psg.	Fr.
Fremont, within city limits		30	25	Grand Island, on east and west legs of wye.			10
Fremont, while using C. & N. W. trackage.			6	Grand Island, on scale track and east yard runaround track.			5
Ames, C. & N. W. crossing.		50	50	Alda, wye trackage.			5
Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill.		60	25	All other ordnance trackage.			10
Columbus, all yard tracks.			10	Buda, all airfield trackage.			10
Central City, within city limits.		60	45	Lexington, between second street crossing east and first street crossing west of passenger depot.		70	70
Central City, on east leg of wye.			10	Lexington, from Main street to 1500 feet east on scale track.			10
Grand Island, freight trains using yard tracks			5	Lexington, on third and fourth tracks north, east of depot.			5
Grand Island, when entering or leaving B-N transfer			10	Cozad, on Armour & Co. spur tracks.			5
Grand Island, initial switch of, and on curve of, inbound leads to roundhouse, and on sharp curves of roundhouse leads just east of B-N crossing.			5	Gothenburg wye.			5
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts - Summit 4.9 and 5.6		25	25	Between Mile Posts - North Platte 283.9 and 282.5		60	45
Weco 14.2 and 14.7		75	65	Brady 258.5 and 258.1		75	65
15.9 and 16.2		70	60	Kearney 189.1 and 189.0		40	30
Lane 18.1 and 19.8		70	60	Waterloo 23.2 and 22.8		70	60
Elkhorn 21.9 and 22.1		70	55	22.6 and 22.2		60	50
22.2 and 22.6		60	50	22.1 and 21.9		70	55
22.8 and 23.2		70	60	Elkhorn 19.8 and 18.1		70	60
Gothenburg 258.1 and 258.5		75	65	Lane 16.2 and 15.8		70	60
Maxwell 282.5 and 283.0		60	45	14.7 and 14.2		75	65
North Platte				Seymour 5.6 and 4.9 Summit		25	25
WESTWARD		GIBBON CUT-OFF		EASTWARD		Note 2 to Rule 99 is in effect on Gibbon Cut-off.	
LENGTH OF SIDINGS		Time-Table No. 44 May 1, 1972				CLEARANCE REQUIREMENTS Trains to or from Gibbon Cut-off need not receive clearance at Gibbon.	
CARS	FEET	STATIONS				SPEED RESTRICTIONS	
114	6159	DN-R HASTINGS	AN	0.0	PY	LOCATION	MPH
28	1685	HAYLAND		12.7	P	Gibbon Cut-off	65
121	6529	DENMAN		20.2	P	Maximum speed:	
		DN GIBBON	GB	28.1	IPY	Between M.P. 26.8 and M.P. 27.1	40
		(28.1)					

SECOND SUBDIVISION

WESTWARD		Time - Table No. 44 May 1, 1972	EASTWARD	
LENGTH OF SIDINGS	SECOND CLASS		MILE POST	SECOND CLASS
CARS	FEET	STATIONS	93 Daily Except Sun.	94
			6(B)	
			7.15 AM	
			7.32	
			A 7.40 AM	
C62	3388	DN-R NORTH PLATTE YL NO		284.1
C103	5700	HERSHEY		296.9
W45	2489	O'FALLONS		300.7
C99	5440	VARNER		301.8
C100	5514	SUTHERLAND		303.4
C66	3650	PAXTON		313.5
W104-103	5750	ROSCOE		327.7
E113	6207	OGALLALA		334.8
C112	6259	BRULE		343.9
C108	6008	BIG SPRINGS		353.9
E47	2562	EAST BARTON		358.3
W111	6127	JULESBURG		365.3
E101	5576	CHAPPELL		380.3
C102	5583	LODGE POLE		389.7
W92	5033	SUNOL		396.3
E60	3303	COLTON		401.0
W21	1171	SIDNEY		407.5
C109	6000	BROWNSON		415.5
		POTTER		426.4
C76	4169	JACINTO		430.8
W106	5842	DIX		435.4
E59	3259	OWASCO		439.9
E12	657	KIMBALL		444.5
C108	5956	OLIVER		451.1
W25	1362	BUSHNELL		456.6
C115	6324	PINE BLUFFS		466.7
E10	560	TRACY		472.0
C109	5983	EGBERT		477.5
C6		BURNS		483.2
E12	698	HILLSDALE		489.7
C40	2458	DURHAM		495.9
W40	2320	ARCHER		501.2
C94	5183	CHEYENNE YL		509.5
W36	2000			
W107	5874			
E106	5956			

CLEARANCE REQUIREMENTS
SECOND SUBDIVISION

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.

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

Rule 251 is in effect on Second Subdivision.

SPEED RESTRICTIONS SECOND SUBDIVISION

LOCATION	MPH	
	PSGR	FRT
Big Springs, over highway crossing when using siding	5	5
Brownson, on warehousing industrial area tracks. Straight track.		10
Curves		5
Hillsdale, on industry track.		5
ON WESTWARD TRACK		
Between Mile Posts - North Platte 283.2 and 292.3	35	35
Paxton 323.5 and 324.4	70	60
Brownson 422.6 and 423.5	70	55
Bushnell 456.9 and 457.2	75	65
462.8 and 463.0	75	65
Pine Bluffs Over Main Street Crossing	70	60
Burns 486.2 and 486.5	70	60
Hillsdale 493.7 and 494.0	70	55
Durham 497.7 and 498.2	70	55
Archer 502.2 and 503.0	60	50
505.8 and 506.3	70	60
ON EASTWARD TRACK		
Between Mile Posts - Cheyenne 506.3 and 505.8	70	60
503.0 and 502.2	60	50
Archer 498.2 and 497.7	70	55
Durham 494.0 and 493.7	70	60
Hillsdale 486.5 and 486.2	70	60
Pine Bluffs Over Main Street Crossing	70	60
463.0 and 462.8	75	65
457.2 and 456.9	75	65
Potter 423.5 and 422.6	70	55
Roscoe 324.4 and 323.5	70	60
324.0 and 323.5	75	65
291.5 and 284.0 North Platte	45	35

WESTWARD ↓ THIRD SUBDIVISION ↑ EASTWARD

Time-Table No. 44 May 1, 1972		MILE POST	RULE 6(B)
STATIONS			
DN	JULESBURG YL	0.0	IPY
	7.1		
D	OVID	7.1	P
	7.5		
	SEDGWICK	14.6	P
	4.4		
	DORSEY	19.0	
	4.1		
	RED LION	23.1	P
	7.0		
	CROOK	30.1	P
	4.1		
	TOBIN	34.2	
	4.6		
	PROCTOR	38.8	P
	6.8		
	ILIFF	45.6	P
	4.5		
	FORD	50.1	
	7.1		
	B-N CROSSING	57.2	AP
	0.3		
DN-R	STERLING YL	57.5	PT
	6.6		
	ATWOOD	64.1	P
	6.1		
	MERINO	70.2	P
	5.8		
	MESSEX	76.0	P
	5.0		
	UNION	81.0	P
	6.0		
	SNYDER	87.0	P
	6.8		
	DODD	93.8	P
	3.1		
	HURLEY	96.9	
	1.7		
D	FT. MORGAN	98.6	P
	7.4		
	NARROWS	106.0	P
	3.0		
	WELDONA	109.0	P
	5.2		
	GOODRICH	114.2	P
	3.5		
	ORCHARD	117.7	P
	7.1		
	MASTERS	124.8	P
	10.6		
	HARDIN	135.4	P
	3.7		
	KUNER	139.1	P
	4.0		
	KERSEY	143.1	P
	8.0		
DN-R	LASALLE YL	151.1	FPY
	(151.1)		

SPEED RESTRICTIONS THIRD SUBDIVISION

LOCATION	MPH	
	PSGR	FRT
Maximum speed.	79	60
Light engines.		45
Ovid Sugar Company Yard		5
Sterling Over Bridge 59.24 trains handling B-N wrecking derrick.		20
Kersey Between M. P. 149.6 and 150.7	50	30
Between M. P. 150.7 and 150.9	30	25
Between M. P. 150.9 and 151.1	50	30

CLEARANCE REQUIREMENTS THIRD SUBDIVISION:

All trains must receive clearance at Sterling.

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

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

WESTWARD					BEATRICE BRANCH					EASTWARD					
LENGTH OF SIDINGS		SECOND CLASS			Time - Table No. 44 May 1, 1972					MILE POST		SECOND CLASS			RULE 6(B)
CARS	FEET	73	75	71	STATIONS					74	76	72			
		DAILY	MON. WED. FRI.	DAILY	DN-R	VALLEY YL	V	0.0	A 5.20 AM	A 1.15 PM	A 8.50 PM	FPY			
		6.30 PM	6.30 AM	1.55 AM		B-N CROSSING		5.8				A			
29	1346	6.45	6.45	2.10		YUTAN		6.3	5.10	1.00	8.40	P			
85	4247	6.55	7.00	2.20	D	MEAD	AD	11.6	5.00	12.50	8.30	PY			
54	2879	7.07	7.15	2.40		WAHOO		18.9	4.45	12.30	8.15	P			
						C. & N. W. and B-N CROSSINGS		19.6							
68	3397	7.22	7.30	2.55		WESTON		26.3	4.35	12.15	8.05	P			
16	731	7.34	7.40	3.05		TOUHY		33.2	4.23	12.01 PM	7.53	P			
83	4453	7.45 ⁷²	A 7.50 AM	3.18	D	VALPARAISO	VO	37.3	4.15	11.50 AM	7.45 ⁷³	PY			
21	1101					AGNEW		41.8				P			
29	1474	7.58		3.34		RAYMOND		46.5	3.59		7.28	P			
101	5313	8.01		3.55 ⁷⁴		GARRATT		47.8	3.55 ⁷¹		7.25	P			
4	284					WEST LINCOLN YL		55.3							
						B-N CROSSING		56.5				I			
25	1100	8.18		4.25	DN	LINCOLN YL	SN	57.1	3.40		7.10	P			
						B-N CROSSING		57.4				I			
						B-N CROSSING		59.0				I			
109	5821	8.31		4.48		JAMAICA		65.4	3.20		6.50				
19	945	8.46		5.03		PRINCETON		74.7	3.05		6.35				
62	3306	8.53		5.13		CORTLAND		79.5	2.55		6.25				
71	3657	9.08		5.28		PICKRELL		88.9	2.43		6.13				
		A 9.25 PM		A 5.45 AM	DN-R	BEATRICE YL	BX	96.8	2.30 AM		6.00 PM				
						(96.8)			Daily	Tuesday Thursday Saturday	Daily				

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	MPH
Beatrice Branch Maximum speed.	40
Between Mile Posts - Valley 0.1 and 0.3	5
3.8 and 4.0	30
M. P. 5.8 B-N crossing between home signals of auto- matic interlocking.	20
Yutan 6.4 and 7.7	25
Wahoo, city track.	6
19.1 and 19.5	30
Weston 30.2 and 30.5	25
31.6 and 31.9	25
Touhy 36.0 and 37.4	25
Garratt 56.9 and 57.5	15
Lincoln B-N Crossing, M.P. 59.0, through interlocking limits.	25
Lincoln West scale track switch and east house track switch	5
Jamaica 72.2 and 72.6	35
Pickrell 96.5 and 97.3	15
Beatrice, Allers Grain Company spur and Kilpatrick track.	5

ADDITIONAL STATIONS					
Beatrice Branch	MILE POST	CAPACITY		SWITCH CONNECTION	RULE 6(B)
Wahpco . . .	14.7	14	866	West	
Krumel . . .	17.4	10	620	East	
WESTWARD ↓		OLD MAIN LINE		↑ EASTWARD	
LENGTH OF SIDINGS		TIME-TABLE NO. 44 MAY 1, 1972		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
		GILMORE YL		11.9	
		PAPILLION		16.8	
		MO. PAC. CROSSING		19.2	A
		MILLARD YL		22.5	
		LANE YL		26.1	PX
		(14.2)			

SPEED RESTRICTIONS - OLD MAIN LINE	
LOCATION	MPH
Maximum speed.	25
Between home signals, Mo. Pac. Crossing M.P. 19.2	20

CLEARANCE REQUIREMENTS

Westward trains via Old Main Line must receive clearance at Tower B, Omaha and need not receive clearance at Gilmore. Eastward trains need not receive clearance at Lane.

WESTWARD			NORFOLK BRANCH			EASTWARD			WESTWARD ↓			ORD BRANCH			↑ EASTWARD		
LENGTH OF SIDINGS		SECOND CLASS	Time-Table No. 44 May 1, 1972			MILE POST	SECOND CLASS	RULE 6(B)	LENGTH OF SIDINGS		Time-Table No. 44 May 1, 1972			MILE POST	RULE 6(B)		
CARS	FEET	321	STATIONS				312		CARS	FEET	STATIONS						
		Daily Except Sunday	COLUMBUS YL			C	0.0	A 12.01 PM	FPY			DN-R	GRAND ISLAND YL	GE	0.0	FPY	
		5.00 AM	SHELDONVILLE				4.2	11.50 AM					B-N CROSSING		0.4	I	
18	1105	5.10	OCONEE YL			R	9.4	11.40	Y	11	634		CAREY YL		2.5		
7	400	5.20	PLATTE CENTER				14.7	11.25		17	834		ST. LIBORY		11.1		
20	1057	5.35	TARNOV				20.3			31	1348	D	ST. PAUL	SP	21.9	Y	
27	1456		HUMPHREY				25.7	11.05		23	1416		ELBA		30.7		
47	2537	5.55	MADISON				35.4	10.50		24	1271		COTESFIELD		36.8		
25	1534	6.10	ENOLA				40.9						SCOTIA JUNCTION		44.5		
24	1419		C. & N. W. CROSSING				48.7		I	18	714		SCOTIA		45.7		
			C. & N. W. CROSSING				50.2						SCOTIA JUNCTION		44.5		
		A 7.00 AM	NORFOLK YL			KN	50.4	10.00 AM	Y	29	1311		NORTH LOUP		48.8		
			(50.4)							10	550		SAUNDERS		58.5		
								Daily Except Sunday					B-N CROSSING		60.7		
										29	1311		ORD		61.0	Y	
													(61.0)				

WESTWARD		ALBION BRANCH		EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 44 May 1, 1972		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
14	1009	R	OCONEE YL	0.0	Y
7	430		MILL SPUR	2.0	
11	643		MONROE	4.3	
30	1640	D-R	GENOA	11.3	Y
45	2169		ST. EDWARD	22.3	
20	1207		ALBION	33.7	Y
			(33.7)		

WESTWARD ↓		LOUP CITY BRANCH		↑ EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 44 May 1, 1972		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
31	1348	D	ST. PAUL	0.0	Y
8	450		DANNEBORG	8.3	
26	1431		BOELUS	18.6	
28	1406		ROCKVILLE	25.8	
29	1487		LOUP CITY	39.0	Y
			(39.0)		

WESTWARD		CEDAR RAPIDS BRANCH		EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 44 May 1, 1972		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
30	1640	D-R	GENOA	0.0	Y
17	929		MERCHISTON	9.3	
32	1604		FULLERTON	13.7	
10	585		STOCKYARD SIDING	22.2	
14	792		BELGRADE	23.1	
20	1052		CEDAR RAPIDS	30.3	
31	1645		PRIMROSE	36.6	
33	1955		SPALDING	44.3	Y
			(44.3)		

CLEARANCE REQUIREMENTS

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

WESTWARD		STROMSBURG BRANCH		EASTWARD		WESTWARD		NORTH PLATTE BRANCH		EASTWARD			
LENGTH OF SIDINGS		Time-Table No. 44 May 1, 1972		SECOND CLASS		LENGTH OF SIDINGS		Time-Table No. 44 May 1, 1972		SECOND CLASS			
CARS	FEET	75		76		CARS	FEET	93		94	RULE 6(B)		
		STATIONS		MILE POST				STATIONS		MILE POST			
		8.00 AM	D-R VALPARAISO YL VO	0.0	11.35 AM	Y	14	994	7.40	O'FALLONS YL	0.0	6.55 PM	PY
15	804	8.20	7.4 LOMA	7.4	11.06				7.40	COKER	2.8	6.50	
20	969	8.40	6.1 BRAINARD BD	13.5	10.50		37	2079	8.07	SARBEN	12.8	6.35	
28	1156	9.10	9.7 DAVID CITY DV	23.2	10.25		11	600		NEVENS	19.6	6.25	
			0.3 B-N CROSSING	23.5					8.20	BROGANVILLE	24.8		
28	1355	9.45	9.8 RISING CITY RN	33.3	9.40				8.30	KEYSTONE	28.4	6.15	
30	1507	10.05	6.8 SHELBY SH	40.1	9.20		24	1402	8.48	MARTIN	34.9	6.05	
16	656	10.25	7.4 OSCEOLA OZ	47.5	8.55					BELMAR	46.8	5.47	
9	545	10.50	5.4 STROMSBURG S	52.9	8.25		34	1750	9.10	RUTHTON	51.7		
			3.9 DURANT	56.8						LEWELLEN	59.3	5.30	Y
44	2497	11.15	6.2 POLK PK	63.0	7.50		33	2025	9.30	OSHKOSH	70.8	5.10	
21	900	11.30	5.5 HORDVILLE	68.5	7.30		33	1750	9.55	LISCO	86.4	4.50	
18	972	11.45	5.3 HEBER YL	73.8	7.10		36	1939	10.15	BROADWATER	100.4	4.30	
			1.5 B-N CROSSING YL	75.3			18	1337	10.30	TOWERS	109.6	4.17	
		A 11.55 AM	0.6 CENTRAL CITY YL CI	75.9	7.05 AM	PY	102	5664	10.40	NORTHPORT	114.1	4.10	Y
			(75.9)						10.43	B-N CROSSING	115.5	4.03	A
							12	696	10.52	MOHLER	121.8	3.55	
							14	789	10.59	SOUTH BAYARD	126.7	3.48	
							41	2148	11.06	McGREW	132.1	3.40	
							26	1403	11.15	MELBETA	137.9	3.30	
							61	3132	A11.25	D-R GERING YL	145.9	3.15 PM	FTY
							15	789		COSTIN	150.5		
										HAIG	152.3		
							25	1484		SOUTH MITCHELL	155.8		
							37	2136		SOUTH MORRILL	162.1		
							18	1036		JOYCE	164.2		
							44	2464	D	LYMAN YL	167.9		Y
							51	2498		HUNTLEY	173.7		
							51	2250	D	YODER YL	181.6		Y
							51	2348		VETERAN	188.1		
							16	773		COTTIER	196.1		
							51	2491	D-R	SO. TORRINGTON YL	200.6		Y
										(200.6)			Daily Except Sun.
WESTWARD		KEARNEY BRANCH		EASTWARD		WESTWARD		NORTH PLATTE CUT-OFF		EASTWARD			
LENGTH OF SIDINGS		Time-Table No. 44 May 1, 1972		MILE POST		LENGTH OF SIDINGS		Time-Table No. 44 May 1, 1972		MILE POST			
CARS	FEET					CARS	FEET				RULE 6(B)		
		STATIONS						STATIONS					
		DN-R	KEARNEY YL KR	0.0		51	2250	D-R	YODER YL	62.7	Y		
12	700		5.5 GLENWOOD PARK	5.5		14	550		GOODLAND	59.0			
15	854		4.6 RIVERDALE	10.1		26	1501		FONDA	56.7			
19	1074		6.7 AMHERST	16.8		51	2608	D	HAWK SPRINGS	51.9			
26	1428		9.5 MILLER	26.3		31	1574		DUROC	49.6			
30	1661		6.2 SUMNER	32.5		23	1083		WYCROSS	43.3			
6	350		7.9 EDDYVILLE	40.4		51	2354	D	LA GRANGE	40.5	Y		
34	1867		11.7 OCONTO	52.1		19	1104		TREMAIN	33.6			
21	1168	D	13.4 CALLAWAY CA	65.5		51	2553	D	ALBIN	21.8			
35	1951		17.6 ARNOLD	83.1					LINDBERGH	14.6			
11	620		16.1 GANDY	99.2					EGBERT YL	0.0	Y		
15	825		3.2 STAPLETON	102.4					(62.7)				
			(102.4)										

CLEARANCE REQUIREMENTS

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

WESTWARD		LYMAN BRANCH		EASTWARD		WESTWARD		SEARS BRANCH		EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 44 May 1, 1972		MILE POST		LENGTH OF SIDINGS		Time-Table No. 44 May 1, 1972		MILE POST	
CARS	FEET					CARS	FEET				RULE 6(B)
		STATIONS						STATIONS			
		D	LYMAN YL	0.0					SEARS YL	0.0	
			2.8 SEARS YL	2.8		17	1005		1.8 JANISE YL	2.8	
17	1005		1.8 HARTMAN YL	4.6					(2.8)		
22	1193		1.8 STEGALL YL	6.4							
			(6.4)								
SPEED RESTRICTIONS											
LOCATION										MPH	
Maximum speed.										40	
Brainard, over public crossings										5	
Between Mile Posts – Valparaiso 1.25 and 4.0										25	
4.0 and 5.0										20	
5.0 and 6.5										30	
6.5 and 11.25										20	
11.75 and 14.0										30	
14.5 and 17.25										25	
17.75 and 18.25										20	
20 and 20.75										35	
David City 23.0 and 23.5										20	
23.9 and 24.3										35	
27.2 and 27.6										25	
29.9 and 31.0										25	
32.9 and 34.4										25	
36.2 and 38.2										25	
Shelby 45.8 and 48.2										30	
Osceola over public crossing 52.1 and 54.7										35	
Hordville 68.8 and 72.4 74.5 and 75.9										30 20	
Central City											
Kearney Branch Maximum speed.										25	
Between Arnold and Stapleton.										15	
SPEED RESTRICTIONS											
LOCATION										MPH	
North Platte Branch Maximum speed.										40	
Over Bridge 18.30										35	
Oshkosh, over First Street Crossing.										15	
Northport, M.P. 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 183.5 and 184.0										30	
187.1 and 189.0										30	
190.7 and 192.1										35	
197.1 and 198.3										25	
North Platte Cut-off Maximum speed.										40	
Between Mile Posts – Egbert 5.6 and 6.0										30	
9.1 and 11.75										30	
Lindbergh 18.0 and 18.25										30	
19.8 and 20.1										30	
Albin 23.7 and 33.75										25	
Through tunnel between Albin and Tremain.										20	
38.3 and 38.6										30	
LaGrange 47.25 and 47.50										30	
50.5 and 51.0										30	
Lyman Branch										10	
Sears Branch										10	

SPECIAL RULES – ALL SUBDIVISIONS

Standard Time

2 (R). 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".

Markers

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

Inspection and Repair Protection

26 (R). Where mechanical blue flag protection is in service at P.F.E. icing platforms, when blue signal is displayed, any train, engine or cars on icing platform tracks between points where blue signals are displayed, must not be coupled to or moved. Other trains, engines or cars required to enter tracks thus protected must stop before passing the blue signal at end of icing platform and may then proceed at restricted speed but must not couple to or move other cars, engines or trains so long as blue signals are displayed.

Superiority of Trains

72 (R). On single track, except in CTC territory, westward trains are superior to trains of the same class in the opposite direction (See Rule 72).

Switches

104 (R). Unless otherwise specified No. 14 turnouts are installed at all dual controlled switches in CTC territory.

Indicators

241 (R). When a train has entered siding account indication displayed by a siding indicator (Operating Rule 241-A), a member of crew must immediately communicate with train dispatcher for instructions.

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

"Hold" indicators are located on following signals:

Westward	Eastward
Sig. 391	Sig. 4678
M.P. 83.7	Sig. 4274
Sig. 1877	Sig. 3360
Sig. 2179	Sig. 3164
Sig. 2471	Sig. 2622
Sig. 3151	Sig. 2500
Sig. 3335	Sig. 2256
Sig. 3639	Sig. 1988
Sig. 4437	Sig. 1484
Sig. 4659	

Cab Signals

457 (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.

Staff System

301 (R). On branch lines, where time-table provides that Staff System is in effect, the following will govern:

Trains or engines must not occupy these branches unless they are in possession of the staff which must be secured by the conductor and delivered to the engineer who must retain the staff until all movements on the branch are completed.

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

While in possession of staff, a train may move in either direction on the designated branch without flag protection and without time-table or train order authority. Such trains need not receive clearance at their initial station on the designated branch.

INTERLOCKING

609 (R). Interlocking control operators are located as follows:

Interlocking	Control Operator	Dual Control Switches (See Rule 275)
Council Bluffs		
Vicinity Tower "A"	Tower "A" Council Bluffs	No
East end Missouri River Bridge	Tower "B" Omaha	Yes
Omaha		
East End Missouri River Bridge to and including 20th Street	Tower "B" Omaha	No
Vicinity Summit	Summit	No
Gilmore Junction	Tower "B" Omaha	Yes
Fremont – BN Crossing	BN, Fremont	No
Ames – C&NW crossing	UP Operator, Fremont	No
Grand Island		
East end	Grand Island tower	Yes
BN crossing	Grand Island tower	No
Gibbon	Gibbon	Yes
North Platte		
Vicinity M.P. 283.4	North Platte Yard Office	Yes
Vicinity M.P. 284.4	North Platte Yard Office	Yes
Vicinity M.P. 285.5	North Platte Yard Office	Yes
Vicinity M.P. 289.6	North Platte Yard Office	Yes
Vicinity M.P. 291.0	North Platte Yard Office	Yes
Julesburg	Julesburg	Yes
Cheyenne, east end	Cheyenne dispatcher	Yes
Lincoln		
BN crossing M.P. 56.5	BN Baird Tower	No
BN crossing M.P. 57.4	BN Hall Tower	No
BN crossing M.P. 59.0	BN Hall Tower	Yes

Cabooses

714 (R). Stoves in road cabooses must be left burning at all times during cold weather to prevent freezing of water pipes.

714 (S). Doors and windows of cabooses must be locked at all times when caboose is left unattended, either enroute or at terminals.

Inspection of Trains

715 (R). On trains provided with bay window type cabooses, trainmen may remain in bay when passing depots and towers except at stations where train orders or messages may be handed up.

Employees 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 (S). 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 employees.

Switching Cars

804 (R). 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 any other cars be cut off while in motion and allowed to strike such cars, or a draft containing such cars.

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

Continuous Welded Rail Trains

809 (R). 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 when loaded:
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 consists 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 (S). DODX flat cars 39095-31199 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.

Instruction and exhibition cars 200-209 must be handled in rear of train only.

809 (T). 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 lbs. by not less than three cars of a gross weight not exceeding 263,000 lbs. 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 locomotive and from any other car exceeding 263,000 lbs. gross weight by not less than three cars of a gross weight not exceeding 263,000 lbs.

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 (U). Cars loaded with phosphorus must be entrained as near to rear of train as possible, but not nearer than sixth car from engine or occupied caboose.

Cars placarded "Caution-Residual Phosphorus" may be handled at any location in train, except must be not nearer than sixth car from engine or occupied caboose.

809 (V). In freight trains, freight cars 85 feet or more in length must not be coupled to any car 39 feet or less in length.

Units Dead in Train

809 (W). Foreign line, government, export or commercial diesel units, Union Pacific yard-switcher units of any type or Union Pacific road-switcher units of Alco or Baldwin 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.

809 (X). Rule 809(C) applies to modular housing units on flat cars.

Train Inspection

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 judgment of conductor or engineer additional inspection of train is necessary, such inspection must be made.

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

Westward Scanner	Eastward Scanner
M.P. 74.6*	M.P. 474.6
M.P. 182.3	M.P. 434.6
M.P. 210.2	M.P. 373.0
M.P. 240.2	M.P. 342.8
M.P. 278.0	M.P. 323.0
M.P. 307.7	M.P. 298.8
M.P. 327.0	M.P. 267.6
M.P. 356.5	M.P. 255.4
M.P. 437.0	M.P. 233.4
M.P. 458.5	M.P. 207.5
	M.P. 182.3

*Read out for scanner M.P. 74.6, Omaha Train Dispatchers' office.

Riding on Engines

816 (R). If there is a trailing "A" unit in locomotive consist, employees in train or engine service required to deadhead on a freight train may occupy cab of such unit.

Rule 816 is modified accordingly.

Engine Service

871 (R). When locomotive is left unattended at Valley, Fremont, Columbus, Sidney, Sterling, Gering and South Torrington, the following instructions will govern:

1. Locomotive must be placed on a track that is protected by a derail or is a designated service track, or coupled to car or cars on which a sufficient number of hand brakes have been applied.
2. When locomotive is equipped with operative safety control feature, hand brake need not be applied unless engine is shut down.
3. Automatic brake valve handle must be left in release position. Independent brake valve handle moved to and left in full application position. Generator field or exciter switch placed in "OFF" position. Throttle in idle position. Transition or selector lever moved to "OFF" position. Reverser lever in "Neutral" position and handle removed from control stand and placed in receptacle provided. (If receptacle is not provided, reverser lever must be left with Agent or placed at other designated location.)
4. Locomotives will be left idling.
5. Windows will be closed and latched and cab doors will be locked when possible.

Unless otherwise instructed, locomotives left unattended or set out at all other locations, where mechanical forces are not available, the following instructions will govern.

1. When practicable, locomotive must be placed on a track that is protected by a derail or coupled to car or cars on which sufficient number of hand brakes have been applied, otherwise hand brake must be applied on each locomotive.
2. Automatic brake valve handle must be left in release position. Independent brake valve handle moved to and left in full application position. Generator field or exciter switch placed in "OFF" position. Throttle in idle position. Transition or selector lever moved to "OFF" position. Reverser lever in "Neutral" position and handle removed from control stand and placed in receptacle provided. (If receptacle is not provided, reverser lever must be left with Agent or placed at other designated location.)
3. Locomotives will be left idling.
4. Windows will be closed and latched, and cab doors will be locked when possible. If cab doors locked, train dispatcher must be notified, so parties securing locomotive may obtain key.

Air Brake Rule 1003 is modified accordingly.

876 (R). Referring to Rule 876. The fireman, 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.
The fireman must not be permitted to handle the locomotive in road passenger service except in emergency.

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.

Air Brake Rules

1001 (R). Hostlers must know before moving an engine, 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, 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.

1005 (R). Standard brake pipe pressure of 80 pounds on Eastern District for freight trains as prescribed in Rule 1005(A) of Rules and Instructions Governing Operation of Air Brakes, etc., is changed to 90 pounds.

1030 (R). Air Brake Rule 1030(D) is cancelled.

1043 (R). In territory where pressure maintaining braking is being used for extended periods, brake pipe cut-off valve may be placed in Passenger position. Position of brake pipe 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.

1044 (R). That portion of Air Brake Rule 1044 which reads, "When a train is stopped on a grade, air brakes must be released, and air brake system immediately recharged" is cancelled.

When a train, not required to use retaining valves, is stopped on descending grade, if train cannot be held with independent brake, automatic brakes must not be released until sufficient retaining valves, but not less than 25, have been placed in holding position on head end of train to permit train to be held with independent brake. Before proceeding it must be known that the air brake system is properly charged.

Air Brake Rule 1044 is modified accordingly.

1048 (R). When more than one locomotive is attached to a train, the engineman of the leading locomotive shall operate the brakes. On all other motive power units in the train, or connected to the train, brake pipe must be connected, angle cocks opened and the brake pipe cut out cock to the brake valve must be closed, and the brake valve handles kept in the prescribed position.

This rule does not modify Air Brake Rule 1048 through 1048(E) in any way.

1066 (R). When locomotive is to be detached, or when a train, or cut of cars being handled with air brakes is to be separated, angle cock at point of separation must not be closed until engineer has made 20-pound brake pipe reduction and has sounded one long sound of engine whistle. In all cases, angle cock must be left open on portion of train or cars left standing.

Those portions of Air Brake Rule 1066 relative to handling angle cocks are modified accordingly.

This does not modify the requirements of Air Brake Rules 1030(B) or 1044(B).

Mechanical Instructions

1039 (R). Certain foreign line units operating jointly with Union Pacific 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 foreign line units in any consist, whether all of one road or mixed with Union Pacific units, locomotive brakes must be released by actuating brakes off when automatic brake valve is used to apply train brakes during dynamic braking.

1090 (R). 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 (S). 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 locomotive inspection report.

1090 (T). 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.

1090 (U). To avoid damage to traction motors and failures thereof, when diesel freight locomotives consists are mixed with units having different gear ratios, the unit having lowest ratio or lowest maximum speed will govern maximum MPH. The unit having highest maximum continuous speed will govern the slower speeds. Short time rating must not be exceeded on any unit in consist.

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 may not be used consecutively; that is, a unit cannot be operated for 15 minutes at the 1/4 hour rating, then for 30 minutes at the 1/2 hour rating, etc.

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

1090 (V). Reference Special Rule 1001(R) relative movement of light engines, particularly around engine houses and servicing facilities. The following additional rules and instructions also apply:

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 must be placed in "Emergency" position, which will automatically reduce engine speed to "Idle."

SPECIAL RULES - BRIDGE SUBDIVISION

Rear End Lights

19 (S). When a switching movement consisting of three or more cars behind engine is being made on any main track or running track on Bridge Subdivision, a member of crew must take conspicuous position on rear car and at night a light must be displayed on that car.

Limits of Bridge Subdivision

93 (R). The Bridge Subdivision comprises the tracks between the points shown below and all are within yard limits:

Council Bluffs	
Main Street at 10th Ave.	
9th Street at Union Ave.	and west switch at Gilmore;
C.R.I. & P. Jct.	
Omaha	
Summit	and yard limit sign on Lane
	Cut-off;
Mo. Pac. Jct. Near Cass St.	and 20th Street;
End of Carter Lake track	and Douglas Street;
End of new industry track	and Carter Lake track.

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

97 (R). 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 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 must be complied with.

Markers need not be displayed, but Special Rule 19(S) must be complied with for these movements.

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
12th 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. (Crossing)	U.P.	Stop signs.
On Union Ave. between 4th Ave. and 5th Ave., Co. Bluffs.	I.C. (Junction)	C. & N.W. and I.C.	Stop signs.
5th Ave. and Union Ave. Council Bluffs.	I.C. (Crossing)	U.P.	Stop signs.
5th Ave. and Union Ave., Council Bluffs.	B.N. (Crossing)	U.P.	Stop signs.
10th Ave. and Union Ave., Council Bluffs.	Westward C. & N.W. crosses eastward track, and junction.	U.P.	Stop sign on eastward track.
10th Ave. between Main St. and 6th St., Council Bluffs.	B.N. (Crossing)	B.N.	Stop signs.
12th St. and 10th Ave., Council Bluffs.	C. & N.W. (Crossing)	C. & N.W.	Stop signs.
Tower A, Council Bluffs.	C.R.I. & P. C.M. St. P. & P.		Interlocking.
6th St., Omaha, Linger track.	N. & W. 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.	Union Stock Yards connection.		Signal from switchtender.
Q St., South Omaha.	C.R.I. & P. connection.		ABS. Rules 98 and 516.
U St., South Omaha.	C.R.I. & P. (Crossing)	C.R.I. & P.	Gate
Gilmore Junction.	B.N. and Mo. Pac. (Junction)		Interlocking.
Between Hall Ave. and Burdette St., at 11th St.	I.C. (Crossing)	U.P.	Stop signs.
Between Harney St. and Howard St. on 5th Street.	B.N. (Crossing)	U.P.	Automatic Interlocking. Operating Rule 612 and Special Rule 98(T).

98 (S). Trains and engines must approach all junction points expecting to find trains entering or leaving Bridge Subdivision tracks.

Except where protected by interlocking and between L Street and Q Street, South Omaha, trains and engines entering or leaving Bridge Subdivision tracks must be protected by flagman, and when such movements make it necessary to cross another track, they must be protected in both directions.

98 (T). 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 to 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.

Public Crossings

103 (R). 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 (R). 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.

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.

Exceptions - On running tracks 7 and 8, movements may be made against the current of traffic between 9th Street and cross-over at 13th Street.

Movements may be made against the current of traffic on any of the tracks named above when authorized by the train dispatcher.

When moving against the current of traffic over a public crossing protected by automatic signals or by gates, a member of the crew must protect the crossing unless a crossing watchman is on duty.

151 (S). Between Tower A, Council Bluffs and Summit, main tracks are numbered from north to south, 1 through 4.

Switching Cars With Air Brakes Cut In

806 (Y-1). At Council Bluffs, when more than 50 cars are handled from one yard to another, air brakes must be cut in and operative on at least 10 cars.

Track Restrictions

899 (R-1). GE U-28-C units (2800-2809), ALCO DL-630 units (2900-2909), SD-45 units (3600-3649) and units of 5000 HP or more must not be operated on industry tracks without permission from the train dispatcher or other officer.

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

On tracks listed below no engine is permitted to operate:

Location	Track
Omaha	Track scale in alcohol plant trackage near 6th & Jones St.
	Beyond Span 15 on coal trestle at American Smelting & Refining Company plant.
Gilmore	Beyond fouling point at each end of cleaning plant.

Close Clearances

900 (R-1). There are close clearances above and at the side of main tracks as shown below, and in addition thereto, at platforms and other structures above and at the side of industry, stock, and other tracks:

Location	Structure or obstruction	Clearance of engine or car is close at -
Council Bluffs	Ice Dock	Sides, tracks 5 and 6.
M.P. 1.59	Signal Bridge	Sides Track 5.
M.P. 2.09	Missouri River Bridge	Top over no. 1 track, west end.
M.P. 2.09	Missouri River Bridge	Side on both tracks.
Omaha, Union Station	Umbrella sheds	Side on tracks 1, 2 or 3.
Express dock, east end		
Omaha Union Station	Dock	North side.
Omaha, 10th Street	Viaduct	Top on all tracks.
Omaha, 11th Street	Viaduct	Top all tracks.
M.P. 5.59, First		
Subdivision	Bridge	Side on both tracks.
South Omaha, N Street	Between U.P. track 4 and Stock Yard track 3	Sides.
South Omaha, L Street	Viaduct	Top on all tracks.
M.P. 12.65 on Old Main Line	Bridge	Sides.

900 (S). Cars or loads of excess height or width must not be moved through Union Station trackage except in emergency and then only when yardmaster and car foreman are on hand to check for close clearance and a speed of 5 MPH must not be exceeded.

At Omaha Union Station:
 GE U-50-C units (5000 series) and DD-40-X units (6900 series) must not be operated on Tracks 1, 2 or 3;
 ALCO DL-630 units (2900 series), GE U-28-C units (2800 series), EMD SD-40 units (3000-3132), SD-45 units (3600-3649) or SD-24M unit 3200 must not be operated on Track 2 and must not exceed 5 MPH on other tracks;

SDP-35 units (1400-1409) must not exceed 5 MPH on Track 2.
 900 (T). Caboose with extended smoke stacks must not be moved through Omaha Union Station trackage with stack next to umbrella shed.

SPECIAL RULES – FIRST SUBDIVISION

Old Main Line, Beatrice, Stromsburg, Norfolk, Albion, Cedar Rapids, Ord, Loup City, Kearney Branches and Gibbon Cut-off

Movement in Yards

93 (S). At points shown below, trains and engines may move against the current of traffic within yard limits without being preceded by a flagman except when view is obscured. Such movements must be made at restricted speed.

At Grand Island – Between east yard limit sign and west yard limit sign.

93 (T). At Columbus yard engines may move with current of traffic between east yard limit sign, Columbus, 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.

93 (U). 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.

93 (V). Trains arriving Grand Island from Kansas Division must stop clear of cross-over at Eddy Street 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 signal at BN crossing and may proceed on route indicated to cross-over at Eddy Street.

Use of BN Trackage at Lincoln

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

93. 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.”

Clearances

97 (S). 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.

Railroad Crossings and Junctions

98 (R-2). 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
Sumit. (M.P. 5.1)	C. & N.W. cross-overs between Tracks 1, 2, 3, and 4.		Interlocking.
Lane. (M.P. 17.1)	Old Main Line crosses eastward track.		Block signals. Operating Rule 518.
Fremont (M.P. 38.2)	F.S.Y. & L. Co.	U.P.	Semi-Automatic Interlocking. Operating Rule 613.
Fremont, on Canning Factory Spur.	B.N. crosses Canning Factory Spur.	U.P.	Gate.
Fremont, (M.P. 40.0)	B.N.		Interlocking. Special Rule 98(R-4).
Ames. (M.P. 44.8)	C. & N. W.	U.P.	Interlocking. Special Rule 98(R-3).
Columbus. (M.P. 83.8)	B.N.		Semi-Automatic Interlocking. Operating Rule 613.
Central City. (M.P. 124.3)	B.N.		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 cross-over occupied until approaching train has stopped.
Grand Island (M.P. 146.5)	B.N.		Interlocking.
Gibbon	Gibbon Cut-off.		Interlocking.
Yutan. (M.P. 5.8)	B.N.		Automatic Interlocking.
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.
M.P. 19.2 Old Main Line	M.P.		Automatic Interlocking.
Beatrice. (M.P. 97.2)	C.R.I. & P.	U.P.	Stop signs.
Norfolk (M.P. 48.7)	C. & N. W.	C. & N. W.	Semi-Automatic Interlocking. Special Rule 98(R-5).
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.

98 (R-3). At C. & N. W. crossing east of Ames (M.P. 44.8), when a train is stopped by a signal governing movement over crossing, a member of crew must communicate with operator at Fremont and be governed by his instructions.

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

98 (R-4). 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 (R-5). 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.

Public Crossings

103 (S-1). The following will govern trains and engines at the public crossings named below:

Stop At –	After stopping, proceed only as follows:
Norfolk Ave. and Fourth Street, Norfolk.	Member of crew must precede movement and act as crossing watchman.

103 (S-2). A 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 (S-3). At MP 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 (S-4). 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 (S-5). 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 (S-6). At Kearney, when Signal 1890 displays Stop-and-Proceed indication, eastward trains on main track must stop clear of Fifth Avenue crossing.

Switches

104 (S). Switches will be set normally:

- Oconee – for Norfolk Branch;
- Genoa – for Cedar Rapids Branch.

104 (T). No. 20 turnouts are located at:

- Gibbon – switch from eastward main track to Gibbon Cut-Off.
- trailing point crossover between eastward and westward main track.

Track Occupancy Indicators

105 (R). 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.

Centralized Traffic Control System

267 (R). At Hastings, when first eastward “A” signal east of yard office displays Approach indication, switching movement is authorized between that point and B.N. crossing.

Eastward train must not proceed on such indication except on verbal authority from dispatcher.

267 (S). At Hastings, when westward CTC signals at west end of yard display Approach indication, switching movement is authorized between that point and CTC signal at M.P. 4, Gibbon Cut-off. A westward train must not proceed on such indication except on verbal authority from dispatcher.

Exchanging Signals

715 (R-1). Due to excessive slack action on Eastward trains, a member of crew need not be on rear platform when passing station at Brady if it can be seen that there are no messages to be handed up.

Switching Cars with Air Brakes Cut In

806 (S). 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 and between sand pit and B.N. transfer.
- Grand Island – Between train yard and Webb Stockyard.

Track Restrictions

899 (R-2). GE U-28-C units (2800-2809), ALCO DL-630 units (2900-2909), SD-45 units (3600-3649), 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.

Exception: These units may be operated on Beatrice Branch and Gibbon Cut-Off. Units of 5000 HP or more must not be operated on house tracks at Hayland or Denman.

Close Clearances

900 (R-2). There are close clearances above and at the side of main tracks as shown below and in addition thereto, at platforms and other structures above and at the side of industry, stock and other tracks:

Location	Structure or obstruction	Clearance of engine or car is close at –
FIRST SUBDIVISION		
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.
M.P. 86.49	Bridge	Side on both tracks.
Central City	Train order delivery cranes	Side on both tracks.
Gibbon	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.
OLD MAIN LINE		
M.P. 12.65	Bridge	Sides.
BEATRICE BRANCH		
Lincoln	O Street Viaduct	Top.
	Lincoln Packing Co.	Sides.
STROMSBURG BRANCH		
M.P. 0.34	Bridge	Sides.
NORFOLK BRANCH		
M.P. 47.89	Bridge	Sides.
ALBION BRANCH		
M.P. 15.90	Bridge	Sides.
ORD BRANCH		
M.P. 20.99	Bridge	Sides.
CEDAR RAPIDS BRANCH		
M.P. 12.96	Bridge	Sides.
M.P. 22.55	Bridge	Sides.
M.P. 23.58	Bridge	Sides.

SPECIAL RULES – NORTH PLATTE TERMINAL AREA

Movements Against The Current of Traffic

93 (X). At North Platte, trains and engines may move against the current of traffic within yard limits between extreme east and west switches without being preceded by a flagman except when view is obscured. Such movements must be made at restricted speed.

Switches

104 (U). No. 20 turnouts are located at:

- North Platte: – Vicinity MP 283.4, westward main track to south running track.
- Vicinity MP 284.4, switch from westward main track to south running track.
- Vicinity MP 285.5, from new departure yard lead to eastward main track.
- Vicinity MP 298.6, switch from south running track to westward main track.

Movements on Running Tracks

105 (S). At North Platte, Westward movements on South Running Track between MP 284.4 and MP 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 B2866 and B2876 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 (MP 289.1) and at switch from South Running Track to "K" yard lead (MP 284.5). Rule 515 applies.

Rule 516 must be complied with by trains or engines entering South Running Track at hand operated switches between MP 284.4 and MP 289.1.

Eastward movements on North Running Track must stop before passing Stop sign (MP 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 MP 284.1 without authority from yardmaster or operator, North Platte Yard Office.

Block Signals

509 (R). Block Signal 2867, 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.

Retarder Yards

804 (S) 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.
Yellow	– Proceed (toward hump) not exceeding 8 MPH.
Green	– 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.

Switching Cars with Air Brakes Cut In

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

North Platte – Between train yard and old stockyard.

Track Restrictions

899 (R-3). GE U-28-C units (2800-2809), ALCO DL-630 units (2900-2909), SD-45 units (3600-3649) and units of 5000 HP or more must not be operated on industry tracks without permission from the train dispatcher or other officer.

SPECIAL RULES – SECOND SUBDIVISION

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

Engine Whistle Signals

14 (R). 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.

Movements Against the Current of Traffic

93 (Y). At points shown below, trains and engines may move against the current of traffic within yard limits without being preceded by a flagman except when view is obscured. Such movements must be made at restricted speed.

At Cheyenne – Between East Crossover and Tower A.

Railroad Crossings and Junctions

98 (R-6). 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
O'Fallons. (M.P. 300.7)	North Platte Branch.		Under flag protection.
Egbert (M.P. 477.7)	North Platte Cut-Off.		Under flag protection.
Cheyenne (M.P. 508.4)	Westward freight trains cross eastward track.		Interlocking
Northport (M.P. 115.5)	B.N.		Automatic Interlocking.

Public Crossings

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

At Pine Bluffs, while standing, freight trains must keep crossing just east of depot clear;

At Hillsdale, while standing, freight trains must keep crossing at M.P. 489.7 clear between the hours of 8:30 a.m. and 10:00 a.m.

103 (U). 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 very slow speed to allow time for crossing gates to lower.

Switches

104(V.) Switches will be set normally:
Yoder – for North Platte Branch.

Movements at Sidney Industrial Site

105 (T). Following governs operation in Sidney Warehousing Industrial Sites at Brownson:

Maximum speed on straight track 10 MPH

Maximum speed on curves 5 MPH

Cars exceeding 263,000 pounds gross weight must not be handled.

Movements into area must be handled by one unit only, which must not be larger than GP-35 type unit.

Gates entering area are secured with switch lock. 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.

Automatic Block Signals

240 (R). At Cheyenne, when a train or engine is stopped by eastward dwarf signal located between eastward and westward main tracks 525 feet west of M.P. 509 or Signal 5089, a flagman must be sent ahead to next signal or to "End of Block" sign.

Interlocking

605 (R). 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.

Spreaders and Snow Plows

738 (R). Spreaders and snowplows will not clear concrete platforms at Cheyenne passenger station.

Switching Cars With Air Brakes

806 (Y-3). Air brakes must be cut in and operative on all cars being handled at the following points:

Northport – Between depot and B.N. Transfer

Track Restrictions

899 (R-4). GE U-28-C units (2800-2809), ALCO DL-630 units (2900-2909), SD-45 units (3600-3649), 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.

Close Clearances

900 (R-3). There are close clearances above and at the side of main tracks as shown below, and in addition thereto, at platforms and other structures above and at the side of industry, stock and other tracks:

Location	Structure or Obstruction	Clearance of engine or car is close at –
SECOND SUBDIVISION		
M.P. 358.85	Bridge	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.
Sidney	Signal 4083	Side on westward track.
M.P. 419.57	Bridge	Side on both tracks.
M.P. 426.86	Bridge	Side on both tracks.
M.P. 506.33	Bridge	Side on both tracks.

Air Brake Rules

1042 (R). Retaining valves must be used on all cars in freight trains from M.P. 24 to Tremain, North Platte Cut-Off, except when handled by locomotive with effective dynamic brake on units providing not less than one horsepower per trailing ton.

SPECIAL RULES – THIRD SUBDIVISION

Watch Comparison

3 (R). Conductors and engineers of B.N. trains who have made and registered watch comparison at initial station will not be required to make or register watch comparison at Sterling or Union.

Railroad Crossings and Junctions

98 (R-7). 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
Sterling (M.P. 57.2)	B.N.		Automatic Interlocking.
Union (M.P. 81.0)	B.N.		Block signals.

Switches

104 (W). 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.

Track Restrictions

899 (R-5). GE U-28-C units (2800-2809), ALCO DL-630 units (2900-2909), SD-45 units (3600-3649), 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.

Close Clearances

900 (R-4). There are close clearances above and at the side of main tracks as shown below, and in addition thereto, at platforms and other structures above and at the sides of industry, stock and other tracks:

Location	Structure or Obstruction	Clearance of engine or car is close at –
THIRD SUBDIVISION		
M.P. 7.05	Bridge	Side.
M.P. 33.19	Bridge	Side.
M.P. 48.71	Bridge	Side.
M.P. 50.34	Bridge	Side.
M.P. 106.41	Bridge	Side.
M.P. 132.53	Bridge	Side.

Cars or Loads of Excess Dimension

805 (R). For all cars (both loads and empties) which have over-all 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 specific measurements and conditions which are common to most of such cars. The codes involve the use of a number and a letter in co-ordinated sequence; i.e., 1-A, 2-B, 3-C, etc., and are self-policing against error and are innumeraed below with the restrictions and protective requirements indicated.

- 1A Protect against other loads over 12 ft. wide, also all loads and equipment having a width over 12 ft. due to track curvature and through turnouts, by arranging definite meeting and passing points where track centers will provide safe clearance.
- 2B 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 clearances.
- 3C 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.
- 4D See that loads and equipment are back of fouling points to clear extreme width of this shipment.
- 5E Separate this load from locomotive or any other heavy load exceeding 177,000 lbs. gross weight, by at least three cars not exceeding 177,000 lbs. gross weight each.
- 6F Load must be placed on carrying car so that all axles are equally loaded.
- 7G Account too large to move direct via Aspen Tunnel must route east from Ogden over westbound main track through the Altamont Tunnel between Ogden and Granger.
- 8H Cannot be handled direct to Spokane and must move via Hooper Junction and Colfax or Thornton to Spokane.
- 9I Route via the westbound main track No. 5 through the Spokane passenger terminal.
- 10J Do not detour via team tracks No.'s 1 and 5 under James Street Railway Viaduct at Kansas City.
- 11K Keep off tracks under train shed and adjacent to umbrella sheds at Salt Lake City.
- 12L Deleted
- 13M Cars are of standard dimensions on the Utah Division but high and/or wide in states of California and Nevada.
- 14N 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 any conditions not specifically provided for in codes 1-A through 14-N. It must be fully understood that there is to be no change in the present method of issuing train orders for these excess dimension cars.

UNION PACIFIC EMPLOYEES HOSPITAL ASSOCIATION PHYSICIANS AND SURGEONS ARE LOCATED AS SHOWN BELOW:

NAME	TITLE	PLACE	NAME	TITLE	PLACE
E. A. Connolly	District Surgeon . . .	Omaha, Nebr.	J. H. Bancroft	Surgeon	Kearney, Nebr.
W. A. Bunten	District Surgeon . . .	Cheyenne, Wyo.	K. F. Kimball	Surgeon	Kearney, Nebr.
A. T. Haley	District Surgeon . . .	Denver, Colo.	F. L. Richards	Oculist and Aurist . .	Kearney, Nebr.
R. J. Smith	Surgeon	Albion, Nebr.	M. B. Wilcox	Oculist and Aurist . .	Kearney, Nebr.
W. T. Wildhaber	Surgeon	Beatrice, Nebr.	A. H. Shambert	Surgeon	Kimball, Nebr.
R. W. Taylor	Oculist and Aurist . .	Beatrice, Nebr.	R. Forsman	Surgeon	Kimball, Nebr.
H. A. Blackstone	Surgeon	Bridgeport, Nebr.	V. D. Norall	Surgeon	Lexington, Nebr.
M. L. Chaloupka	Surgeon	Callaway, Nebr.	R. F. Moeller	Surgeon	Lincoln, Nebr.
E. T. Zikmund	Surgeon	Central City, Nebr.	W. P. Ordelheide	Surgeon	La Salle, Colo.
T. Nakamura	Surgeon	Chappell, Nebr.	W. H. Berrick	Surgeon	Madison, Nebr.
R. C. Anderson	Surgeon	Columbus, Nebr.	G. B. Salter	Surgeon	Norfolk, Nebr.
H. D. Kuper	Surgeon	Columbus, Nebr.	O. C. Kreymsborg	Surgeon	North Platte, Nebr.
A. G. West	Surgeon	Council Bluffs, Ia.	G. F. Waltemath	Surgeon	North Platte, Nebr.
J. E. Hartsaw	Surgeon	Cheyenne, Wyo.	R. T. Takenaga	Surgeon	North Platte, Nebr.
G. H. Joder	Surgeon	Cheyenne, Wyo.	Don E. Baca	Surgeon	Omaha, Nebr.
D. G. Iverson	Oculist	Cheyenne, Wyo.	J. C. Davis	Aurist	Omaha, Nebr.
L. J. Stadnik	Oculist	Cheyenne, Wyo.	R. T. Maurer	Surgeon	Omaha, Nebr.
R. A. Anderson	Oculist	Cheyenne, Wyo.	D. H. Bendorf	Surgeon	Omaha, Nebr.
D. J. Lawler	Oculist	Cheyenne, Wyo.	R. H. Rasgorshek	Oculist and Aurist . .	Omaha, Nebr.
T. L. Johnston	Oculist	Cheyenne, Wyo.	M. F. Quinlan	Surgeon	Omaha, Nebr.
R. I. Williams, Sr.	Aurist	Cheyenne, Wyo.	E. H. Gainnell	Surgeon	Omaha, Nebr.
G. L. Smith	Aurist	Cheyenne, Wyo.	J. F. McLeay	Surgeon	Omaha, Nebr.
C. E. Hranac	Surgeon	Cozad, Nebr.	J. J. Fitzpatrick	Ophthalmologist	Omaha, Nebr.
F. A. Mountford	Surgeon	Davenport, Nebr.	H. L. Dworak	Surgeon	Omaha, Nebr.
J. C. Maly	Surgeon	Fullerton, Nebr.	W. C. McIntire	Oculist	Omaha, Nebr.
P. E. Woodward	Surgeon	Ft. Morgan, Colo.	W. W. Spencer	Surgeon	Ogallala, Nebr.
K. R. Dalton	Surgeon	Genoa, Nebr.	W. G. Seng	Surgeon	Oshkosh, Nebr.
Bert W. Pyle	Surgeon	Gothenburg, Nebr.	J. E. Stoetzel	Surgeon	Pine Bluffs, Wyo.
L. M. Adams	Surgeon	Grand Island, Nebr.	M. D. Mathews	Surgeon	St. Paul, Nebr.
C. H. Maggiore	Surgeon	Grand Island, Nebr.	H. Dey Myers	Surgeon	Schuyler, Nebr.
J. A. Proffitt	Oculist and Aurist . .	Grand Island, Nebr.	C. B. Dorwart	Surgeon	Sidney, Nebr.
W. C. Harvey, Jr.	Surgeon	Gering, Nebr.	J. E. Thayer	Surgeon	Sidney, Nebr.
C. L. Kleager	Surgeon	Hastings, Nebr.	R. W. Ludwick	Surgeon	Sterling, Colo.
E. M. Glenn	Surgeon	Hastings, Nebr.	R. B. Maxwell	Surgeon	Sutherland, Nebr.
H. P. Linton	Surgeon	Julesburg, Colo.	J. R. Volk	Surgeon	Torrington, Nebr.
B. R. Bancroft	Surgeon	Kearney, Nebr.	L. B. Morgan	Ophthalmologist	Torrington, Nebr.
S. O. Staley	Surgeon	Kearney, Nebr.	Ivan M. French	Surgeon	Wahoo, Nebr.

TONNAGE RATINGS FOR ONE LOCOMOTIVE UNIT

NEBRASKA DIVISION		31-45 5000 HP GE U50	72B-98B 5000 HP EMD DD35	100-129 1500 HP EMD GP7	130-349B 500-542B 1750 HP EMD GP9, F9	400-448 2400 HP EMD SD24	470-499 2000 HP EMD GP20	625-640 2500 HP GE U25B	700-739B 800-875 2250 HP EMD GP30	740-763 2500 HP EMD GP35
Co. Bluffs	To Valley	3600	3600	1400	1600	2600	1600	1800	1700	1800
Valley	To No. Platte	9000	9000	3500	3900	6500	3900	4500	4300	4500
No. Platte	To Sidney	6900	6900	2600	2900	4900	2900	3500	3300	3500
Sidney	To Cheyenne	5400	5400	2000	2300	3800	2300	2700	2600	2700
Valley	To Wahoo	6900	6900	2600	2900	4900	2900	3500	3300	3500
Wahoo	To Valparaiso	3400	3400	1300	1450	2400	1450	1700	1600	1700
Valparaiso	To Lincoln	9600	9600	3700	4100	6900	4100	4800	4600	4800
Lincoln	To Beatrice	4000	4000	1500	1700	2800	1700	2000	1900	2000
Hastings	To Gibbon	6400	6400	2400	2700	4500	2700	3200	3100	3200
Julesburg	To La Salle	9600	9600	3700	4100	6900	4100	4800	4600	4800
Cheyenne	To Sidney	6900	6900	2600	2900	4900	2900	3500	3300	3500
Sidney	To Valley	CL	CL	CL	CL	CL	CL	CL	CL	CL
Valley	To Co. Bluffs	6900	6900	2600	2900	4900	2900	3500	3300	3500
Beatrice	To Lincoln	6900	6900	2600	2900	4900	2900	3500	3300	3500
Lincoln	To Valparaiso	6900	6900	2600	2900	4900	2900	3500	3300	3500
Valparaiso	To Wahoo	3300	3300	1250	1400	2300	1400	1700	1600	1700
Wahoo	To Valley	4800	4800	1800	2100	3400	2100	2400	2300	2400
Gibbon	To Hastings	6000	6000	2300	2600	4300	2600	3000	2900	3000
La Salle	To Julesburg	CL	CL	CL	CL	CL	CL	CL	CL	CL

*Rating Exceeds 10000 Tons

CL Indicates Car Limit

