

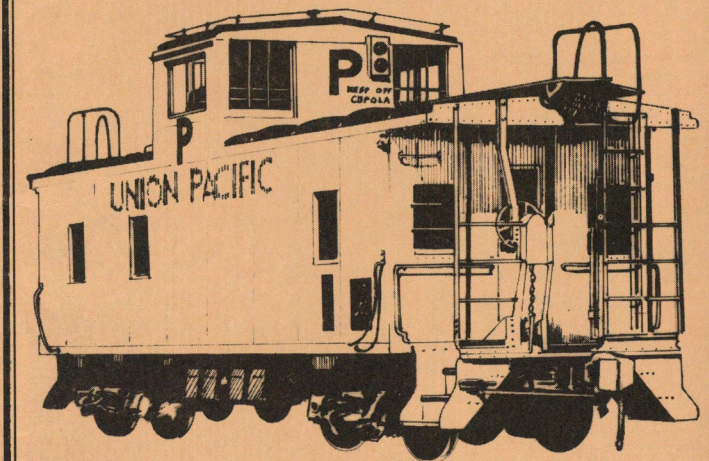
UNION PACIFIC RAILROAD COMPANY
Eastern District



NEBRASKA DIVISION
TIME-TABLE NO. 45
Effective Sunday, September 9, 1973

At 12:01 A.M.
Central Time East of North Platte
Mountain Time West of North Platte

**SAFETY . . .
IS OUR HABIT**



FOR EMPLOYEES ONLY

O. A. DURRANT
General Manager

J. BOWEN
Gen. Supt. Transportation

J. E. PETERSEN
General Superintendent

W. A. RIDGE, Superintendent Omaha, Nebraska
 A. L. O'NEILL, Assistant Division Superintendent Omaha, Nebraska
 R. M. WOOD, Terminal Superintendent Council Bluffs, Iowa
 C. E. O'HARA, Asst. Terminal Supt. Council Bluffs, Iowa
 B. L. SANDERS, Terminal Trainmaster Council Bluffs, Iowa
 A. C. THRAEN, Terminal Trainmaster Council Bluffs, Iowa
 J. A. SON, Trainmaster Omaha, Nebraska
 R. T. BATEMAN, Superintendent of Safety Omaha, Nebraska
 W. M. HOMAN, Trainmaster Grand Island, Nebraska
 D. E. MOORE, Terminal Trainmaster Grand Island, Nebraska
 G. B. RECTOR, Supt. Bailey Yard North Platte, Nebraska
 H. E. MEYEN, Asst. Supt. Bailey Yard North Platte, Nebraska
 C. F. PUTMAN, Terminal Trainmaster North Platte, Nebraska
 G. F. BAKER, Terminal Trainmaster North Platte, Nebraska
 T. E. SIMON, Terminal Trainmaster North Platte, Nebraska
 M. L. BUTLER, Asst. Supt. North Platte, Nebraska
 H. W. BAKER, Trainmaster Cheyenne, Wyoming
 W. H. ANDERSON, Asst. Supt. Gering, Nebraska
 M. G. MARLER, Mechanical Superintendent Cheyenne, Wyoming
 H. A. CASSELL, Road Foreman of Engines Council Bluffs, Iowa
 P. N. HANSEN, Road Foreman of Engines Grand Island, Nebraska
 L. C. WALLACE, Road Foreman of Engines North Platte, Nebraska
 D. E. GODDEN, Road Foreman of Engines Cheyenne, Wyoming
 C. L. JENSEN, Division Engineer Omaha, Nebraska
 F. A. MUSBACH, General Roadmaster Omaha, Nebraska
 L. W. DILLON, General Roadmaster North Platte, Nebraska
 A. J. WONKA, Division Chief Dispatcher North Platte, Nebr.

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

W. E. Ross North Platte, Nebr.
 J. B. Billings North Platte, Nebr.
 D. L. Roe North Platte, Nebr.
 K.J. Ratcliff North Platte, Nebr.

THIRD SUBDIVISION

J. M. MARONEY, Chief 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 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
 Marysville 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.)		
When any car of a passenger train is equipped with friction bearings.	80				60
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30			40
When using No. 20 turn-outs, unless a different speed is specified.	40	40	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
When using No 14 turn-outs, located on straight track. Located on curves.	30	30			25
When using other turn-outs.	15	15			25
Facing point movement over spring switches not protected by signals unless advised by train order that switch has been spiked.	20	20	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power (Slower speed must be observed where conditions require.)		35
On tracks, other than main tracks, unless a different speed is specified.	15	15	Jordan spreaders and other machines of spreader type, when in operation with wings extended.		15
Within yard limits protected by continuous block signal system, unless a different speed is specified.	35	35	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
Within yard limits not protected by continuous block signal system, unless a different speed is specified.	20	20			10
Road freight locomotives GP-7 units Nos. 100-129 inclusive.	65	65	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 type.		35
Other road freight locomotives.	75				45
Yard switch locomotives in road service: 1000-1100 class. 1800 class.	35 50	35 50	Trains handling ore cars UP 26000-26499 inclusive, loaded or empty.		40
Car body type unit backing up light or backing up as leading unit at front of train.	30	30	Trains handling specially equipped cars for company wheels and axles, UP 99000-99014 inclusive and UP 99500-99962.		50
When multiple unit engine is controlled from other than leading unit.	30	30		Trains handling MCPX and MONX 23000 series tank cars loaded with phosphorus.	
Wye tracks, except those portions used as main track or siding.	6	6	Unit Coal Trains, when loaded when empty		50 60
Diesel locomotive running light, on descending grades in excess of 1 per cent, when use of engine brakes is necessary to control speed.		25	Trains handling loaded open top hopper cars UP 85000-88999. When loaded with ballast.		50 35
				Trains handling empty bulkhead flat cars, except those equipped with special Toyota racks.	

MILEAGE

Main Line 659.60
 Branches 838.10
 Total 1497.70

WESTWARD		FIRST SUBDIVISION		EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 45 September 9, 1973		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
		COUNCIL BLUFFS YL			
		DN	TOWER "A" YL	0.5	IXP
			EAST END MISSOURI RIVER BRIDGE YL	2.1	IPX
			WEST END MISSOURI RIVER BRIDGE YL	2.4	IPX
		DN	TOWER "B" YL	3.1	IPX
			20TH STREET YL	3.9	IPX
			SUMMIT YL	5.2	IPX
E150	8240		WECO	13.6	PX
			LANE	16.7	PX
C66	3400		ELKHORN	21.7	P
W145 E161-72	7950 3950-8850	DN	VALLEY V	28.0	PXY
C67	3700		MERCER	34.3	P
W76 E141	4163 7750	DN	FREMONT YL FN	39.3	PX
			B-N CROSSING	40.0	IP
			C. & N. W. CROSSING	44.8	I
C67	3670		AMES	46.3	P
C137	7530	D	NORTHBEND NB	54.4	P
			ROGERS	61.4	PX
W115 E97	6300 5350	DN	SCHUYLER SC	68.7	PX
			RICHLAND	76.9	PX
			B-N CROSSING	83.8	A
W120 E115	6600 6300	DN	COLUMBUS YL C	84.5	PXY
C97	5320		DUNCAN	92.2	P
C98	5416		SILVER CREEK	102.3	P
W16	900		HAVENS	107.9	
C67	3700	D	CLARKS CX	113.6	P
			B-N CROSSING	124.3	AP
W91 E96	5000 5300	DN	CENTRAL CITY CI	124.9	PXY
C135	7400		CHAPMAN	135.1	P
		DN-R	GRAND ISLAND YL GI	146.2	I
			B-N CROSSING	146.5	FIPXY
		D	WOOD RIVER WR	162.3	PX
		D	SHELTON ST	169.9	PX
		D	GIBBON GB	176.0	IPXY
			OPTIC	180.2	P
W155 E94	8543 5190	DN	KEARNEY KR	189.1	PXY
C69	3630		ODESSA	198.3	P
C114	6250		ELM CREEK	204.6	P
C63	3490		OVERTON	213.3	P
W99 E109	5450 6014	DN	LEXINGTON UM	224.4	PXY
C68	3750		DARR	232.5	P
C133	7335	D	COZAD CO	238.2	P
W106 E109	5845 6000	DN	GOTHENBURG BU	248.8	PXY
C66	3645		BRADY	261.5	P
			MAXWELL	270.6	PX
		DN-R	NORTH PLATTE YL NO	284.1	FIPXY

MAIN TRACKS
 Between Tower "A", M.P. 0.5 and East End Missouri River Bridge, M.P. 2.1, - Four main tracks—Rule 261 in effect.
 Between East End Missouri River Bridge, M.P. 2.1, and 20th Street, M.P. 3.9 - Two main tracks—Rule 261 in effect.
 Between 20th Street, M.P. 3.9, and Summit, M.P. 5.2, - Four main tracks:
 On main tracks 1 and 2—Rule 261 in effect.
 On main tracks 3 and 4—Rule 251 in effect.
 Between Summit, M.P. 5.2 and North Platte M.P. 284.1, Rule 251 in effect.

Note 2 to Rule 99 is in effect on First Subdivision

CLEARANCE AND REGISTER REQUIREMENTS

All westward trains must receive clearance at Tower "A", Council Bluffs.
 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.

ADDITIONAL STATIONS

First Subdivision	Mile Post	Capacity Cars	Feet	Switch Connection	Rule 6(B)
Seymour	8.9	36	2000	Both	PX
Woody	11.7	206	11353	Both	PX
Nasco	12.2	31	1700	West	P
Waterloo	24.5	40	2805	Both	
Moval	31.19	89	4930	East	PX
Troxel	45.91	40	2400	East	
Moorman	79.28	27	1525	West	
Behlen	80.25	W37	2073	Both	PX
Doulom	80.87	22	1238	West	
Gulfoil	115.87	10	543	West	
Paddock	128.5	25	1400	West	
Alda	154.5				PXY
Buda	184.3	E59	3227	Both	PX
Kearney Air Base	185.9	W50	2768	Both	X
Alfalfa Center	194.1	E35	1960	Both	X
Trued	209.3	15	836	East	
Josselyn	217.9	E31	1679	Both	PX
Willow Island	243.2	W51	2830	Both	X
Keith	272.9	14	795	West	
Beck	280.5	8	450	West	

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

SPEED RESTRICTIONS - FIRST SUBDIVISION

Location	MPH		Location	MPH			
	Psgr.	Frnt.		Psgr.	Frnt.		
Between Council Bluffs and Summit			Columbus, all yard track		10		
Maximum Speed. Main tracks 1 and 2 between M.P. 2.4 and M.P. 5.6 Other main tracks	40 35	40 25	Central City, within city limits. (Between M.P. 124.0 and M.P. 125.3)	60	45		
Yard engines.	20	20	Grand Island, freight trains using yard tracks		5		
Engines running backward.	20	20	Grand Island, when entering or leaving B-N transfer		10		
All tracks except main tracks.	15	15	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		
Over grade crossings in City of Omaha.	35	25	Grand Island, on scale track and east yard runaround track.		5		
Between Tower A and 21st Street, Council Bluffs, on main tracks 1 and 2.	15	15	Alda, wye trackage.		5		
Over Missouri River Bridge. (Between M.P. 2.1 and M.P. 2.4)	25	25	All other ordnance trackage.		10		
On balloon track, Council Bluffs	5	5	Buda, all airfield trackage.		10		
Fremont, within city limits (Between M.P. 38.5 and M.P. 40.7)	30	25	Lexington, between second street crossing east and first street crossing west of passenger depot. (Between M.P. 224.3 and M.P. 224.5)	70	70		
Fremont, while using C. & N. W. trackage.		6	Lexington, from Main street to 1500 feet east on scale track.		10		
Ames, C. & N. W. crossing. (M.P. 44.8)	50	50	Lexington, on third and fourth tracks north, east of depot.		5		
Schuyler, between second street crossing east of passenger depot and first street crossing west of the mill. (Between M.P. 68.6 and M.P. 68.9)	60	25	Cozad, on Armour & Co. spur tracks.		5		
ON WESTWARD TRACK			ON EASTWARD TRACK				
Between Mile Posts - Summit	5.8 and 6.8	60	50	Between Mile Posts - North Platte	291.2 and 283.2	35	35
Weco	14.1 and 14.7	70	60		283.0 and 282.5	60	45
	15.9 and 16.2	70	60		281.9 and 281.1	80	60
Lane	18.1 and 19.8	70	60	Brady	258.5 and 258.1	75	65
Elkhorn	21.9 and 22.1	70	55	Kearney	189.5 and 188.5	45	45
	22.2 and 22.6	60	50	Mercer	28.5 and 27.5	45	45
	22.8 and 23.2	70	60	Waterloo	23.2 and 22.8	70	60
	27.5 and 28.5	45	45		22.6 and 22.2	60	50
Buda	188.5 and 189.5	45	45		22.1 and 21.9	70	55
Gothenburg	258.1 and 258.5	75	65	Elkhorn	19.8 and 18.1	70	60
Maxwell	282.5 and 283.0	60	45	Lane	16.2 and 15.8	70	60
	281.1 and 281.9	80	55		14.7 and 14.2	75	65
North Platte	283.2 and 288.1	35	35	Seymour	6.8 and 5.8	60	50
				Summit			

WESTWARD | OLD MAIN LINE | EASTWARD

LENGTH OF SIDINGS		Time-Table No. 45 September 9, 1973		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
		SUMMIT	YL	5.2	IPX
		SOUTH OMAHA	YL	6.4	PX
		C.R.I.&P. JUNCTION	YL	7.0	PX
		GILMORE JUNCTION	YL	11.1	IP
		GILMORE	YL	11.9	
64	3250	PAPILLION		16.8	
		MO. PAC. CROSSING		19.2	A
		MILLARD	YL MD	22.5	
		LANE	YL	26.1	PX
		(20.9)			

Rule 251 is in effect between Summit and Gilmore Junction.

SPEED RESTRICTIONS - OLD MAIN LINE

LOCATION	MPH
Maximum speed.	25
Yard engines.	20
Engines running backward.	20
All tracks except main tracks.	15
Over grade crossings in City of Omaha.	25
Between L Street and Q Street, South Omaha.	15
Between home signals, Mo. Pac. Crossing M.P. 19.2	20

CLEARANCE REQUIREMENTS

Westward trains via Old Main Line must receive clearance at Tower "A", Council Bluffs and need not receive clearance at Summit.
 Eastward trains need not receive clearance at Lane.

On single track, westward trains are superior to trains of the same class in the opposite direction. - See Rule 72.

SECOND SUBDIVISION									
WESTWARD			Time-Table No. 45 September 9, 1973		EASTWARD		SPEED RESTRICTIONS SECOND SUBDIVISION		
LENGTH OF SIDINGS		SECOND CLASS	STATIONS	MILE POST	SECOND CLASS	RULE 6(B)	LOCATION	MPH	
CARS	FEET	PSGR						FRT	
		93 Daily Except Sun.					Big Springs, over highway crossing when using siding	5	5
		7.30 AM	DN-R NORTH PLATTE YL NO	284.1	A 3.15 PM	FIP XY	Brownson, on warehousing industrial area tracks. Straight track. Curves		10 5
C62	3388	7.45	HERSHEY	296.9	3.00	PX	Hillsdale, on industry track.		5
C103	5700	A 7.50 AM	O'FALLONS	300.7	2.50 PM	PY	ON WESTWARD TRACK		
W45	2489		VARNER	301.8			Between Mile Posts — North Platte		
C99	5440		SUTHERLAND	303.4		P	283.2 and 288.1	35	35
C100	5514		PAXTON	315.5		P	288.1 and 289.1	55	55
C66	3650		ROSCOE	327.7		P	Paxton		
W104-103 E113	5750 5700 6207		OGALLALA	334.8		PX	323.5 and 324.4	70	60
C112	6259		BRULE	343.9		P	Sidney, passing depot M.P. 407.5	60	60
C108	6008		BIG SPRINGS	353.9		P	Brownson	70	55
E47	2562		EAST BARTON	358.3		P	Bushnell	75	65
W111 E101	6127 5576		JULESBURG	365.3		IPXY	456.9 and 457.2		
C102	5583		CHAPPELL	380.3		P	462.8 and 463.0	75	65
W92	5033		LODGE POLE	389.7		PX	Pine Bluffs Over Main Street Crossing M.P. 466.5	70	60
W21	1171		SUNOL	396.3		PX	Burns	70	60
C109	6000		COLTON	401.0		P	486.2 and 486.5		
			SIDNEY	407.5		PXY	Hillsdale	70	55
C76	4169		BROWNSON	415.5		PY	493.7 and 494.0		
W106 E59	5842 3259		POTTER	426.4		PX	Durham	70	55
E12	657		JACINTO	430.8		PX	497.7 and 498.2		
C108	5956		DIX	435.4		P	Archer	60	50
W25	1362		OWASCO	439.9		PX	502.2 and 503.0		
C115	6324		KIMBALL	444.5		PX	505.8 and 506.3	70	60
E10	560		OLIVER	451.1			ON EASTWARD TRACK		
C109	5983		BUSHNELL	456.6		P	Between Mile Posts — Cheyenne	70	60
C6			PINE BLUFFS	466.7		P	506.3 and 505.8		
			WYPO	470.2			503.0 and 502.2	60	50
E12	698		TRACY	472.0			Archer	70	55
C40	2458		EGBERT	477.5		PY	Durham	70	60
			BURNS	483.2		PX	494.0 and 493.7		
C94	5183		HILLSDALE	489.7		P	Hillsdale	70	60
W36	2000		DURHAM	495.9		P	486.5 and 486.2		
W107 E106	5874 5956		ARCHER	501.2		PX	Pine Bluffs Over Main Street Crossing M.P. 466.5	70	60
			CHEYENNE YL	509.5		FIP TXY	463.0 and 462.8	75	65
			(225.4)				457.2 and 456.9	75	65
					Daily Except Sun.		Potter	70	55
							423.5 and 422.6		
							Sidney, passing depot, M.P. 407.5	60	60
							Roscoe	70	60
							324.4 and 323.5		
							291.2 and 283.2 North Platte	35	35

CLEARANCE REQUIREMENTS
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.

WESTWARD ↓ THIRD SUBDIVISION ↑ EASTWARD									
LENGTH OF SIDINGS		Time-Table No. 45 September 9, 1973		WESTWARD		NORFOLK BRANCH		EASTWARD	
CARS		STATIONS		LENGTH OF SIDINGS		Time-Table No. 45 September 9, 1973		LENGTH OF SIDINGS	
FEET		MILE POST		CARS		STATIONS		CARS	
81	4476	DN	JULESBURG YL	JB	0.0	IPY			
63	3412	D	OVID	VI	7.1	P	DN-R COLUMBUS YL	C	0.0
60	3602		SEDGWICK		14.6	P	R SHELDONVILLE		4.2
22	1252		DORSEY		19.0		OCONEE YL		9.4
81	4254		RED LION		23.1	P	PLATTE CENTER		14.7
78	4355		CROOK		30.1	P	TARNOV		20.3
22	1302		TOBIN		34.2		HUMPHREY		25.7
55	2816		PROCTOR		38.8	P	MADISON		35.4
78	4358		ILIFF		45.6	P	ENOLA		40.9
15	625		FORD		50.1		C. & N. W. CROSSING		48.7
			B-N CROSSING		57.2	AP	C. & N. W. CROSSING		50.2
149	8277	DN-R	STERLING YL	ST	57.5	P	NORFOLK YL	KN	50.4
62	3594		ATWOOD		64.1	P	(50.4)		10.00 AM
62	5078		MERINO		70.2	P			Daily Except Sunday
122	6910		MESSEX		81.0	P	WESTWARD ↓ ALBION BRANCH ↑ EASTWARD		
80	4599		UNION		87.0	P	Time-Table No. 45 September 9, 1973		MILE POST
43	2623		SNYDER		93.8	P	STATIONS		RULE 6(B)
			DODD		96.9				
83	4825	D	HURLEY	FX	98.6	P	R	OCONEE YL	0.0
32	1920		FT. MORGAN		106.0	P		MILL SPUR	2.0
62	3809		NARROWS		109.0	P		MONROE	4.3
19	1162		WELDONA		114.2	P	D	GENOA	11.3
66	3797		GOODRICH		117.7	P		ST. EDWARD	22.3
39	2601		ORCHARD		124.8	P		ALBION	33.7
103	5800		MASTERS		135.4	P		(33.7)	
			HARDIN		139.1	P	WESTWARD ↓ CEDAR RAPIDS BRANCH ↑ EASTWARD		
66	3554		KUNER		143.1	P	Time-Table No. 45 September 9, 1973		MILE POST
49	2723	DN-R	KERSEY	DY	151.1	P	STATIONS		RULE 6(B)
			LASALLE YL		151.1	FPY			
			(151.1)						
Note 2 to Rule 99 is in effect on Third Subdivision.									
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.									
SPEED RESTRICTIONS THIRD SUBDIVISION									
LOCATION								MPH	
								FRT	
Maximum speed.								60	
Light engines.								45	
Ovid Sugar Company Yard								5	
Messex, siding								5	
Kersey Between M.P. 150.7 and 151.1								20	
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.									
On single track, westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.									

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.

SPEED RESTRICTIONS			
LOCATION			MPH
Norfolk Branch Maximum speed. All tracks other than main tracks			25 5
Columbus Between Mile Posts — 0.0 and 1.0			5
1.4 and 1.6			20
9.4 and 9.5			20
M. P. 48.7 C. & N. W. crossing between home signals of interlocking.			20
Albion Branch Maximum speed. All tracks other than main tracks			25 5
Cedar Rapids Branch Maximum speed. All tracks other than main tracks			25 5

WESTWARD					BEATRICE BRANCH			EASTWARD				
LENGTH OF SIDINGS		SECOND CLASS			Time-Table No. 45 September 9, 1973			SECOND CLASS			MILE POST	RULE 6(B)
CARS	FEET	73	75	71	STATIONS			74	76	72		
		DAILY 6.30 PM	MON. WED. FRI. 6.30 AM	DAILY 1.55 AM	DN-R	VALLEY YL	V	0.0	A 5.20 AM	A 1.15 PM	A 8.50 PM	FPY
						B-N CROSSING		5.8				A
29	1346	6.45	6.45	2.10		YUTAN		6.3	5.10	1.00	8.40	
85	4247	6.55	7.00	2.20	D	MEAD	AD	11.6	5.00	12.50	8.30	Y
54	2879	7.07	7.15	2.40		WAHOO		18.9	4.45	12.30	8.15	
						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	
16	731	7.34	7.40	3.05		TOUHY		33.2	4.23	12.01 PM	7.53	
83	4453	7.45 ⁷²	A 7.50 AM	3.18	D	VALPARAISO	VO	37.3	4.15	11.50 AM	7.45 ⁷³	Y
21	1101					AGNEW		41.8				
29	1474	7.58		3.34		RAYMOND		46.5	3.59		7.28	
101	5313	8.01		3.55 ⁷⁴		GARRATT		47.8	3.55 ⁷¹		7.25	
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	
						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	
		9.25		5.45	D	BEATRICE YL	BX	96.8	2.30		6.00	
						C.R.I. & P. CROSSING		97.2				
		9.50		6.05		HOLMESVILLE		105.7	2.05		5.35	
15	1121	10.00		6.15		BLUE SPRINGS		110.3	1.55		5.25	
						B. N. CROSSING		113.1				A
83	5343					BADGER		114.3				
9	758	10.15		6.30		BARNESTON		118.0	1.40		5.10	
		10.25		6.40		OKETO		124.4	1.30		5.00	
20	1394	10.30		6.45		MARIETTA		125.9	1.25		4.55	
		A 10.55 PM		A 7.10 AM	DN-R	MARYSVILLE YL	MS	134.2	1.00 AM		4.30 PM	FPT
						(134.2)			Daily	Tue. Thur. Sat.	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 BEATRICE BRANCH			
LOCATION	MPH	LOCATION	MPH
Maximum speed.	40	Touhy 36.3 and 37.4	25
Between Mile Posts - Valley 0.1 and 0.3	5	Garratt 56.9 and 57.5	15
3.8 and 4.0	30	Lincoln B-N Crossing, M.P. 59.0, through interlocking limits	25
M. P. 5.8 B-N crossing between home signals of automatic interlocking	20	Lincoln, between West scale track switch and east house track switch	5
Yutan 6.4 and 7.7	25	Jamaica 72.0 and 72.6	35
Wahoo, city track.	6	Pickrell 96.5 and 97.3	15
19.1 and 19.5	30	Beatrice, Allers Grain Company spur and Kilpatrick track.	5
Weston 28.8 and 36.3	35		

ADDITIONAL STATIONS				
Beatrice Branch	MILE POST	CAPACITY		SWITCH CONNECTION
		CARS	FEET	
Wahpco . . .	14.7	14	866	West
Krumel . . .	17.4	10	620	East
Linpark . . .	54.7			

On single track, westward trains are superior to trains of the same class in the opposite direction. - See Rule 72.

WESTWARD		STROMSBURG BRANCH			EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 45 September 9, 1973			SECOND CLASS	
CARS	FEET	STATIONS			MILE POST	RULE 6(B)
		Monday Wednesday Friday	D-R	VALPARAISO YL	VO	0.0
		8.00 AM		LOMA	VO	7.4
15	804	8.20		BRAINARD	VO	13.5
20	969	8.40		DAVID CITY	VO	23.2
28	1156	9.10		B-N CROSSING	VO	23.5
28	1355	9.45		RISING CITY	VO	33.3
30	1507	10.05	D	SHELBY	SH	40.1
16	656	10.25		OSCEOLA	SH	47.5
9	545	10.50		STROMSBURG	SH	52.9
				DURANT	SH	56.8
44	2497	11.15		POLK	SH	63.0
21	900	11.30		HORDVILLE	SH	68.5
18	972	11.45		HEBER YL	SH	73.8
				B-N CROSSING YL	SH	75.3
		A 11.55 AM	DN-R	CENTRAL CITY YL	CI	75.9
				(75.9)		Tuesday Thursday Saturday

SPEED RESTRICTIONS STROMSBURG BRANCH	
LOCATION	MPH
Maximum speed.	40
On tracks other than main tracks	5
Brainard, over public crossings (Between M.P. 13.0 and M.P. 13.8)	5
Between Mile Posts - Valparaiso 1.25 and 6.4	30
6.4 and 8.0	25
8.1 and 11.0	30
Brainard 17.9 and 18.2	35
David City 23.0 and 23.5	20
27.2 and 27.5	35
29.9 and 31.0	30
Shelby 45.8 and 47.5	35
Osceola 47.5 and 48.2	30
52.1 and 52.4	35
Heber 74.6 and 75.9	20
Central City	

On single track, westward trains are superior to trains of the same class in opposite directions. - See Rule 72.

WESTWARD		ORD BRANCH			EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 45 September 9, 1973			SECOND CLASS	
CARS	FEET	STATIONS			MILE POST	RULE 6(B)
		DN-R	GRAND ISLAND YL	GE	0.0	FPY
			B-N CROSSING		0.4	I
11	634		CAREY YL		2.5	
17	834		ST. LIBORY		11.1	
31	1348	D	ST. PAUL	SP	21.9	Y
23	1416		ELBA		30.7	
24	1271		COTESFIELD		36.8	
			SCOTIA JUNCTION		44.5	
18	714		SCOTIA		45.7	
			SCOTIA JUNCTION		44.5	
29	1311		NORTH LOUP		48.8	
10	550		SAUNDERS		58.5	
			B-N CROSSING		60.7	
29	1311		ORD		61.0	Y
			(61.0)			

WESTWARD		LOUP CITY BRANCH			EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 45 September 9, 1973			SECOND CLASS	
CARS	FEET	STATIONS			MILE POST	RULE 6(B)
31	1348	D	ST. PAUL	SP	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		KEARNEY BRANCH			EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 45 September 9, 1973			SECOND CLASS	
CARS	FEET	STATIONS			MILE POST	RULE 6(B)
		DN-R	KEARNEY YL	KR	0.0	PY
12	700		GLENWOOD PARK		5.5	
15	854		RIVERDALE		10.1	
19	1074		AMHERST		16.8	
26	1428		MILLER		26.3	
30	1661		SUMNER		32.5	
6	350		EDDYVILLE		40.4	
34	1867		OCONTO		52.1	
21	1168	D	CALLAWAY	CA	65.5	
35	1951		ARNOLD		83.1	
11	620		GANDY		99.2	
15	825		STAPLETON		102.4	Y
			(102.4)			

SPEED RESTRICTIONS	
Location	MPH
Ord and Loup City Branches Maximum speed	20
Carey, all air field trackage.	10
Kearney Branch Maximum speed.	25
Between Arnold and Stapleton. (Between M.P. 83.1 and M.P. 102.4)	15

WESTWARD		NORTH PLATTE BRANCH		EASTWARD	
LENGTH OF SIDINGS	SECOND CLASS	Time-Table No. 45 September 9, 1973	MILE POST	SECOND CLASS	RULE 6(B)
CARS	FEET	STATIONS			
		7.50AM	O'FALLONS YL	0.0	2.50PM PY
14	994	7.55	COCKER	2.8	2.45
		8.10	SARBEN	12.8	2.30
11	600		BROGANVILLE	24.8	
35	2486	8.35	KEYSTONE	28.4	2.05
35	2475	8.45	MARTIN	34.9	1.55
24	1402	9.05	BELMAR	46.8	1.40
			RUTHTON	51.7	
34	1750	9.25	LEWELLEN	59.3	1.20 Y
33	2025	9.45 D	OSHKOSH	70.8	1.00
33	1750	10.10	LISCO	86.4	12.35
36	1939	10.30	BROADWATER	100.4	12.15
18	1337	10.45	TOWERS	109.6	12.02PM
102	5664	10.55 D	NORTHPORT	114.1	11.55AM Y
		11.00	B-N CROSSING	115.5	11.50 A
12	696		MOHLER	121.8	
14	789	11.15	SOUTH BAYARD	126.7	11.35
41	2148	11.25 ⁹⁴	McGREW	132.1	11.25 ⁹³
26	1403	11.35	MELBETA	137.9	11.15
61	3132	11.45AM D-R	GERING YL	145.9	11.00AM 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		LYMAN YL	167.9	Y
51	2498		HUNTLEY	173.7	
51	2250		YODER YL	181.6	Y
51	2348		VETERAN	188.1	
16	773		COTTIER	196.1	
51	2491		SO. TORRINGTON YL	200.6	Y
			(200.6)		Daily Except Sun.

WESTWARD		NORTH PLATTE CUT-OFF		EASTWARD	
LENGTH OF SIDINGS	SECOND CLASS	Time-Table No. 45 September 9, 1973	MILE POST	SECOND CLASS	RULE 6(B)
CARS	FEET	STATIONS			
51	2250	D-R	YODER YL	62.7	Y
14	550		GOODLAND	59.0	
26	1501		FONDA	56.7	
42	2310	D	HAWK SPRINGS	51.9	
31	1574		DUROC	49.6	
23	1083		MEIER	43.3	
51	2354	D	LA GRANGE	40.5	Y
19	1104		TREMAIN	33.6	
51	2553	D	ALBIN	21.8	
			LINDBERGH	14.6	
			EGBERT YL	0.0	Y
			(62.7)		

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	
LENGTH OF SIDINGS	SECOND CLASS	Time-Table No. 45 September 9, 1973	MILE POST	SECOND CLASS	RULE 6(B)
CARS	FEET	STATIONS			
		D	LYMAN YL	0.0	Y
			SEARS YL	3.2	
17	1005		HARTMAN YL	4.6	
22	1193		STEGALL YL	6.5	
			(6.5)		

WESTWARD		SEARS BRANCH		EASTWARD	
LENGTH OF SIDINGS	SECOND CLASS	Time-Table No. 45 September 9, 1973	MILE POST	SECOND CLASS	RULE 6(B)
CARS	FEET	STATIONS			
			SEARS YL	0.0	
			JANISE YL	2.4	
17	1000		(2.4)		

SPEED RESTRICTIONS		MPH
North Platte Branch	Maximum speed.	40
Over Bridge	18.30	35
Oshkosh, over First Street Crossing.	(M.P. 70.7)	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	30
	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.	(Between M.P. 27.0 and M.P. 27.2)	20
	38.3 and 38.6	30
LaGrange	46.50 and 47.50	30
	50.5 and 51.0	30
Lyman Branch		10
Sears Branch		10

On single track, westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.

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".

2 (S). 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.

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.

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 signals as follows:

WESTWARD	EASTWARD
M.P. 26.7	M.P. 489.4
M.P. 39.1	M.P. 467.8
M.P. 66.9	M.P. 445.2
M.P. 83.7	M.P. 427.4
M.P. 187.7	M.P. 401.6
M.P. 217.9	M.P. 379.6
M.P. 242.9	M.P. 355.0
M.P. 262.3	M.P. 336.0
M.P. 315.1	M.P. 316.4
M.P. 333.5	M.P. 262.2
M.P. 363.9	M.P. 250.0
M.P. 402.5	M.P. 225.6
M.P. 443.7	M.P. 198.8
M.P. 465.9	M.P. 148.4
M.P. 490.3	M.P. 86.2
	M.P. 70.6
	M.P. 30.6

Block Signal Rules

516 (R). Where Operating Rules and Maintenance of Way 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.

INTERLOCKING

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

Interlocking	Control Operator	Dual Control Switches (See Rule 275)
Council Bluffs	Tower "A" Council Bluffs	No
Vicinity Tower "A" East end Missouri River Bridge	Tower "B" Omaha	Yes
Omaha	Tower "B" Omaha	Yes
East End Missouri River Bridge to and including Summit		
Gilmore Junction	Tower "B" Omaha	Yes

Interlocking	Control Operator	Dual Control Switches (See Rule 275)
Fremont — BN Crossing	BN, Fremont	No
Ames — C&NW crossing	UP Operator, Fremont	No
Grand Island East end BN crossing	Grand Island tower Grand Island tower	Yes No
Gibbon North Platte	North Platte dispatcher	Yes
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.

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 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). 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 (V). 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 (W). 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. 496.5
M.P. 182.3	M.P. 474.6
M.P. 210.2	M.P. 453.0
M.P. 233.4	M.P. 434.6
M.P. 255.6	M.P. 410.2
M.P. 278.0	M.P. 386.1
M.P. 307.7	M.P. 363.4
M.P. 327.0	M.P. 342.8
M.P. 356.5	M.P. 323.0
M.P. 395.7	M.P. 298.8
M.P. 437.0	M.P. 267.6
M.P. 458.5	M.P. 255.4
M.P. 483.2	M.P. 233.4
	M.P. 207.5
	M.P. 182.3

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.

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.

1001 (S). 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."

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.

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.

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).

1066 (S). 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.

Mechanical Instructions

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). 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 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, facts reported to train dispatcher who will instruct as to reducing tonnage or providing additional power.

Cars or Loads of Excess Dimension

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. 1 and 5 under James Street Railway Viaduct at Kansas City.
- 11K Deleted
- 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.

SPECIAL RULES — OMAHA - COUNCIL BLUFFS TERMINAL AREA

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 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.

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
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. (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.	B.N. (Crossing)	U.P.	Stop signs.
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, 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.	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 main tracks or running tracks.

Except where protected by interlocking and between L Street and Q Street, South Omaha, trains and engines entering or leaving main tracks or running 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.

Approach Indications

240 (R). 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 (S). In complying with Operating Rule 806(A) and Air Brake Rule 1044(A), the following minimum requirements apply:

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.

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 Street. 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 M.P. 1.59 M.P. 2.09	Ice Dock Signal Bridge Missouri River Bridge	Sides, tracks 5 and 6. Sides Track 5. Top over no. 1 track west end. Side on both tracks.
M.P. 2.09 Express dock, east end Omaha Union Station	Missouri River Bridge	
Omaha, 10th Street . . . Omaha, 11th Street . . .	Dock Viaduct Viaduct	North side. Top on all tracks. Top all tracks.
Tower "B" Omaha, M.P. 3.1 M.P. 5.59, First Subdivision	Train order delivery cranes	Side on both tracks.
South Omaha, N Street	Bridge Between U.P. track 4 and Stock Yard track 3	Side on both tracks.
South Omaha, L Street M.P. 12.65 on Old Main Line	Viaduct Bridge	Sides. Top on all tracks. Sides.

SPECIAL RULES — FIRST SUBDIVISION Old Main Line, Beatrice, Stromsburg, Norfolk, Albion, Cedar Rapids, Ord, Loup City, and Kearney Branches.

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-1). 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 (T-2) At 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 MP 83.5 without being preceded by a flagman.

Westward automatic block signal at MP 82.5 is a STOP signal (Rule 240-A). Rule 509 governs.

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, employees 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."

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, 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.	Kansas Division.		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.
Badger. (M.P. 113.1)	B.N.		Automatic Interlocking.
Norfolk. (M.P. 50.2)	C. & N.W.	C. & N.W.	Semi-Automatic Interlocking. Special Rule 98 (R-5).
Norfolk. (M.P. 48.7)	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). 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 (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 Kansas Division.
- 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.

Exchanging Signals

715 (T). On Eastward trains, a member of crew need not be on rear platform when passing station at Brady.

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.

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.
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.
OLD MAIN LINE		
M.P. 12.65	Bridge	Sides.
BEATRICE BRANCH		
Lincoln	Train order delivery crane O Street Viaduct Lincoln Packing Co.	South side. Top. 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. 22.5	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 north 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 289.6, switch from south running track to westward main track.

Speed Restrictions

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

- All tracks in Eastbound Yard 25 MPH
- All tracks in Westbound Yard 20 MPH
- South Running Track 35 MPH
- North Running Track 25 MPH
- Maximum speed on yard tracks or industry tracks not specified above 15 MPH.

Movements on Running Tracks

105 (S-2). 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 and Special Rule 516(R) 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. |
| 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.

Switching Cars with Air Brakes Cut In

806 (T). 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.

93 (Z). At East End Cheyenne, yard engines may move with the current of traffic between east yard limit sign (M.P. 508.2) and switching limit sign (M.P. 507.27) without clearance Form 2643, on signal indication or authority from train dispatcher.

At East End Cheyenne, when eastward movement on westward main track is authorized by signal indication, movement may be made to switching limit sign (M.P. 507.27) without being preceded by a flagman.

A westward train stopped by Stop signal at M.P. 507.1 must be governed by Rule 509.

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.		Signal indication Special rule 98 (U)
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.

98 (U). 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 center siding, may proceed to center siding on signal indication without flag protection against westward trains. Westward automatic block signal at MP 300.5 is a STOP signal (Rule 240-A). Rule 509 governs.

Public Crossings

103 (U). 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 (V). 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

103 (V). Switches will be set normally:
Yoder — for North Platte Branch.

Movements on Industrial Tracks

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 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.

105 (U). At Wypo, (M.P. 470.2), a speed of 5 MPH must not be exceeded on trackage serving Wyoming Potatoes Company, Inc. and units of 5000 horsepower or more must not be operated around curve into processing plant spur.

Automatic Block Signals

240 (R). At Cheyenne, when a train or engine moving east on westward track is stopped by dwarf signal located 525 feet west of M.P. 509, a flagman must be sent ahead to the next signal. When a westward train is stopped by signal 5089, a flagman must be sent ahead 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 (U). 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		
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.
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.
Kimball	Train order delivery cranes	Side on both tracks.
Pine Bluffs	Train order delivery cranes	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 of 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.

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. Buntun	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.	A. H. Shamberg	Surgeon	Kimball, Nebr.
W. T. Wildhaber	Surgeon	Beatrice, Nebr.	V. D. Norall	Surgeon	Lexington, Nebr.
H. A. Blackstone	Surgeon	Bridgeport, Nebr.	R. F. Moeller	Surgeon	Lincoln, Nebr.
M. L. Chaloupka	Surgeon	Callaway, Nebr.	W. P. Ordelheide	Surgeon	La Salle, Colo.
E. T. Zikmund	Surgeon	Central City, Nebr.	W. H. Berrick	Surgeon	Madison, Nebr.
T. Nakamura	Surgeon	Chappell, Nebr.	R. D. Hughes	Surgeon	Marysville, Kans.
R. C. Anderson	Surgeon	Columbus, Nebr.	R. M. Thomas	Surgeon	Marysville, Kans.
H. D. Kuper	Surgeon	Columbus, Nebr.	G. B. Salter	Surgeon	Norfolk, Nebr.
A. G. West	Surgeon	Council Bluffs, Ia.	O. C. Kreyborg	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.	D. K. Kemp	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. Grinnell	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.	R. N. Brown	Surgeon	Omaha, Nebr.
W. J. Chleborad	Surgeon	Fremont, Nebr.	W. C. McIntire	Oculist	Omaha, Nebr.
J. C. Maly	Surgeon	Fullerton, Nebr.	W. W. Spencer	Surgeon	Ogallala, Nebr.
P. E. Woodward	Surgeon	Ft. Morgan, Colo.	H. W. Keenan	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.
R. F. Demay	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.	J. R. Volk	Surgeon	Torrington, Nebr.
H. P. Linton	Surgeon	Julesburg, Colo.	L. B. Morgan	Ophthalmologist	Torrington, Nebr.
B. R. Bancroft	Surgeon	Kearney, Nebr.	Ivan M. French	Surgeon	Wahoo, Nebr.
S. O. Staley	Surgeon	Kearney, Nebr.			

**TONNAGE RATINGS FOR ONE LOCOMOTIVE UNIT
FOR FREIGHT TRAINS AVERAGING 50 GROSS TONS PER CAR
RATINGS APPLY AT THE INDICATED MINIMUM CONTINUOUS SPEED**

		31-53	70-97B <u>1</u>	71-98B <u>2</u>	100-129	130-349B	300-348B <u>3</u> 470-499	400-448	450-459	700-739B 800-875	740-763
		5000 HP GE U50D	5000 HP EMD DD35	5000 HP EMD DD35	1500 HP EMD GP7	1750 HP EMD GP9	2000 HP EMD GP9M GP20	2400 HP EMD SD24	1500 HP EMD SD7	2250 HP EMD GP30	2500 HP EMD GP35
NEBRASKA DIVISION		15 MPH	12 MPH	11 MPH	12 MPH	12 MPH	14 MPH	10 MPH	6 MPH	12 MPH	12 MPH
Co Bluffs	To Valley	6100	6000	4950	2250	2650	2550	4050	2700	2950	3000
Valley	To No. Platte	9700	9700	8000	3650	4250	4100	6550	4350	4750	4850
No. Platte	To Sidney	6950	6900	5650	2600	3000	2950	4650	3100	3400	3450
Sidney	To Cheyenne	5400	5350	4350	2000	2350	2250	3600	2350	2600	2650
Valley	To Valparaiso	3400	3350	2750	1250	1450	1450	2250	1450	1650	1700
Valparaiso	To Lincoln	9700	9700	8000	3650	4250	4100	6550	4350	4750	4850
Lincoln	To Beatrice	4000	3950	3200	1500	1750	1700	2650	1750	1950	2000
Hastings	To Gibbon	6950	6900	5650	2600	3000	2950	4650	3100	3400	3450
Julesburg	To LaSalle	9700	9700	8000	3650	4250	4100	6550	4350	4750	4850
Cheyenne	To Archer	5400	5350	4350	2000	2350	2250	3600	2350	2600	2650
Archer	To Valley	-	-	-	-	-	-	-	-	-	-
Valley	To Co. Bluffs	6950	6900	5650	2600	3000	2950	4650	3100	3400	3450
Beatrice	To Valparaiso	6950	6900	5650	2600	3000	2950	4650	3100	3400	3450
Valparaiso	To Valley	3400	3350	2750	1250	1450	1450	2250	1450	1650	1700
Gibbon	To Hastings	6950	6900	5650	2600	3000	2950	4650	3100	2400	3450
LaSalle	To Julesburg	-	-	-	-	-	-	-	-	-	-

<u>1</u> 70	82	<u>2</u> 71	74B	81B	89B	<u>3</u> 300	316	332	348	314B	326B	339B
72	83	73	75B	82B	90B	301	317	334	300B	315B	327B	340B
75	72B	74	76B	84B	91B	304	320	335	301B	316B	328B	342B
76	83B	80	77B	85B	92B	305	322	339	302B	318B	332B	343B
77	93B	81	78B	86B	94B	307	325	340	303B	319B	333B	344B
78	96B	84	79B	87B	95B	308	326	342	307B	321B	334B	345B
79	97B	73B	80B	88B	98B	310	328	343	308B	322B	335B	348B
						311	329	344	309B	324B	336B	
						313	330	347	311B	325B	337B	

OFFICE OF CMO

4-1-73

**TONNAGE RATINGS FOR ONE LOCOMOTIVE UNIT
FOR FREIGHT TRAINS AVERAGING 50 GROSS TONS PER CAR
RATINGS APPLY AT THE INDICATED MINIMUM CONTINUOUS SPEED**

NEBRASKA DIVISION		1400-1409	2800-2809	2810-2869	2900-2909	3000-3242 -3399	3600-3637	3638-3649	5000-5039	6900-6946	R.L340-381	R.L4700-4719
		2500 HP EMD SDP35	2800 HP GE U28C	3000 HP GE U30C	3000 HP ALCO DL630	3000 HP EMD SD40 SD40-2	3600 HP EMD SD45	3600 HP EMD SD45	5000 HP GE U50C	6600 HP EMD DD40X	3000 HP EMD GP40	3000 HP EMD GP40
		12 MPH	11 MPH	10 MPH	10 MPH	11 MPH	11 MPH	11 MPH	11 MPH	11 MPH	12 MPH	14 MPH
Co Bluffs	To Valley	3650	4500	5250	5250	4900	4050	4950	4250	5800	3000	2500
Valley	To No. Platte	5900	7250	8500	8500	7850	6550	7950	6900	9350	4800	4050
No. Platte	To Sidney	4200	5150	6050	6050	5600	4650	5650	4900	6650	3400	2900
Sidney	To Cheyenne	3250	4000	4650	4650	4300	3600	4350	3800	5150	2650	2250
Valley	To Valparaiso	2050	2500	2950	2950	2750	2250	2750	2350	3200	1650	1400
Valparaiso	To Lincoln	5900	7250	8500	8500	7850	6550	7950	6900	9350	4800	4050
Lincoln	To Beatrice	2400	2950	3450	3450	3200	2650	3250	2800	3800	1950	1650
Hastings	To Gibbon	4200	5150	6050	6050	5600	4650	5650	4900	6650	3400	2900
Julesburg	To LaSalle	5900	7250	8500	8500	7850	6550	7950	6900	9350	4800	4050
Cheyenne	To Archer	3250	4000	4650	4650	4300	3600	4350	3800	5150	2650	2250
Archer	To Valley	-	-	-	-	-	-	-	-	-	-	-
Valley	To Co. Bluffs	4200	5150	6050	6050	5600	4650	5650	4900	6650	3400	2900
Beatrice	To Valparaiso	4200	5150	6050	6050	5600	4650	5650	4900	6650	3400	2900
Valparaiso	To Valley	2050	2500	2950	2950	2750	2250	2750	2350	3200	1650	1400
Gibbon	To Hastings	4200	5150	6050	6050	5600	4650	5650	4900	6650	3400	1900
LaSalle	To Julesburg	-	-	-	-	-	-	-	-	-	-	-

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