

# TIME TABLE NO. 1

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



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

Very rare timetable. The timetable is Union Pacific Eastern District #1, although the cover doesn't say so. The timetable, supposedly containing some 65 errors was printed at the expense of some \$70,000. Only a few copies reached employees. This may be the only one left.

### Radio Procedure

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

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

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

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

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

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

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

"Robert Jones to Smith — go ahead."

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

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

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

"Jones to Smith — Acknowledged. I understand."

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

### SYMBOLS AND ABBREVIATIONS

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

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

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

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

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

O. A. DURRANT  
General Manager

J. BOWEN  
Genl. Supt. Transportation

J. E. PETERSEN  
General Superintendent

### NEBRASKA DIVISION

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

A. J. WONKA, Division Chief Dispatcher

### FIRST SUBDIVISION AND BRANCHES

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

### SECOND SUBDIVISION AND BRANCHES

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

### Assistant Chief Dispatchers

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

### BAILEY YARD

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

### WYOMING DIVISION

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

F. E. DEARDEN, Division Chief Dispatcher

**FIRST AND SECOND SUBDIVISIONS**

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

**THIRD AND FOURTH SUBDIVISIONS**

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

**Assistant Chief Dispatchers**

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

**KANSAS DIVISION**

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

**H. W. LANDRETH, Division Chief Dispatcher****KANSAS CITY — GIBBON**

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

**MENOKEN — DENVER**

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

**EASTERN DISTRICT MILEAGES**

Division	Main Line	Branches	Total
Nebraska	659.60	838.10	1497.70
Wyoming	628.23	328.02	956.25
Kansas	875.14	478.40	1353.54
TOTALS	2162.97	1644.52	3807.49

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

Council Bluffs ..... Dieselhouse Register Room

**NEBRASKA**

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

**MISSOURI**

St. Joseph ..... Terminal Yard Office

**KANSAS**

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

**COLORADO**

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

**WYOMING**

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

**UTAH**

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

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

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

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

**GENERAL**

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

LOCATION	MPH	
	Psgr.	Frnt.
Jordan spreaders and other machines of spreader type, when in operation with wings extended.		15
Trains handling continuous welded rail or continuous lengths of jointed rail: On unrestricted track.		40
On restricted track or curves, 20 MPH LESS than published speed, except when published speed is 30 MPH or less, must not exceed 10 MPH Through cross-overs or turn-outs.		10
Trains handling diesel units dead in train: Yard-switch units of any type.		35
Foreign line, government, export or commercial diesel units other than yard-switch type.		45
Union Pacific road-switch units of Alco type.		45
Trains handling specially equipped cars for company wheels and axles. UP 99000-99014 inclusive and UP 99500-99962.		50
Trains handling U.P. ore cars series 26000-26499, 27000-27299 — loaded or empty		40
Trains handling MCPX and MONX 23000 series tank cars loaded with phosphorus.		50
Trains handling open top hopper cars U.P. 85000 to 88999 loaded. When loaded with ballast.		50 35
Trains handling empty Gondola cars		50
Trains handling empty bulkhead flat cars, except those equipped with special Toyota racks.		50
Trains with one diesel unit handling ore between Echo and Ogden.		35
Loaded Unit Phosphate Trains		40
Unit Company Ballast Trains. UP series 90000 Loaded		60
Empty		55
Unit Coal Trains, when loaded or empty		50
Coal Trains loaded or empty, when moving under tipple on any mine spur.		15
Trains handled with RCS units.		60
Trains handling empty U.P. series 36000, 37000 or 38000 cars		55
All GRX symbolized trains are restricted to		55

**NEBRASKA DIVISION**

WESTWARD		FIRST SUBDIVISION	EASTWARD	
Station Number	LENGTH OF SIDINGS	Time-Table No. 1 STATIONS	MILE POST	RULE 6(B)
	FEET			
0		<b>COUNCIL BLUFFS</b>	0.0	FIPXY
		DN TOWER "A" 0.5	0.5	IXP
		EAST END MISSOURI RIVER BRIDGE 1.6	2.1	IPX
		WEST END MISSOURI RIVER BRIDGE 0.3	2.4	IPX
3		DN TOWER "B" 0.7	3.1	IPX
		20TH STREET 0.8	3.9	IPX
5		<b>SUMMIT</b> 1.3	5.2	IPX
9	2000	SEYMOUR 3.7	8.9	
11	11353	WOODY 2.8	11.7	PX
12	1700	NASCO 0.5	12.2	P
13	8240	WECO 0.4	13.6	PX
17		LANE 3.1	16.7	PX
22	C 3400	ELKHORN 5.0	21.7	P
24	2050	WATERLOO 2.9	24.5	
28	W 7950 E 5500-8500	DN VALLEY V 3.2	28.0	PXY
31	4930	MOVAL 3.0	31.2	
34		MERCER 5.0	34.3	PX
39	W 4573 E 7750	DN FREMONT FN 0.7	39.3	PX
		B-N CROSSING 4.8	40.0	IP
		C & NW JCT. 0.1	44.8	
45	2400	TROXEL 0.4	45.9	
46	C 3670	AMES 8.1	46.3	P
54	C 7530	NORTH BEND 0.0	54.4	P
61		ROGERS 7.3	61.4	PX
69	W 6300 E 5725	D SCHUYLER SC 8.2	68.7	PX
77		RICHLAND 2.4	76.9	PX
78	1525	MOORMAN 0.6	79.3	
79	1370	CALLIODS 0.1	79.9	
80		BEHLEN 0.9	80.0	PX
81	1238	DOULOM 2.9	80.9	
		B-N CROSSING 0.7	83.8	A
85	W 6600 E 6300	DN COLUMBUS C 7.7	84.5	PXY
92	C 5670	DUNCAN 10.1	92.2	P
102		SILVER CREEK 5.6	102.3	P
108	900	HAVENS 5.7	107.9	
114	C 3700	D CLARKS CX 2.3	113.6	P
116	543	GULFOIL 8.4	115.9	
		B-N CROSSING 0.6	124.3	AP
125	W 4758 E 5300	D CENTRAL CITY CI 3.6	124.9	PXY
129	1400	PADDOCK 6.6	128.5	
135	C 7723	CHAPMAN 11.1	135.1	P
147		DN-R GRAND ISLAND GI	146.2	FIPXY

Five main tracks between Tower "A" and east end Missouri River Bridge. Four main tracks between 20th Street and Summit.

**NEBRASKA DIVISION**

WESTWARD		FIRST SUBDIVISION—CONT.	EASTWARD	
Station Number	LENGTH OF SIDINGS	Time-Table No. 1 STATIONS	MILE POST	RULE 6(B)
	FEET			
147		DN-R GRAND ISLAND GI 0.3	146.2	FIPXY
		B-N CROSSING 8.0	146.5	I
154		ALDA 7.8	154.5	PXY
162	2563	WOOD RIVER 7.6	162.3	PX
170	C 3305	SHELTON 6.1	169.9	PX
176		D GIBBON GB 3.8	176.0	PX
180		OPTIC 3.6	180.2	
184	4425	BUDA 2.1	183.8	PX
186	2768	KEARNEY AIR BASE 3.2	185.9	X
189	W 8543 E 5190	DN KEARNEY KR 5.0	189.1	PXY
194	1960	ALFALFA CENTER 4.2	194.1	X
198	C 3630	ODESSA 6.3	198.3	P
205	C 7168	ELM CREEK 4.7	204.6	P
209	836	TRUED 4.0	209.3	
213	C 3865	OVERTON 4.6	213.3	P
218	1679	JOSELYN 6.5	217.9	PX
224	W 5450 E 6014	DN LEXINGTON UM 8.1	224.4	PXY
233	C 3750	DARR 5.7	232.5	P
238	C 7335	D COZAD CO 5.0	238.2	P
243	2830	WILLOW ISLAND 5.6	243.2	X
249	W 5845 E 6000	DN GOTHENBURG BU 12.7	248.8	PXY
262	C 3645	BRADY 9.1	261.5	P
271		MAXWELL 2.3	270.6	PX
273	795	KEITH 7.6	272.9	
280	450	BECK 3.6	280.5	
284		DN-R NORTH PLATTE NO 284.1	284.1	FIPXY

Note 2 to Rule 99 is in effect on First Subdivision

Rule 251 in effect between M.P. 3.45 and 5.2 on Main Tracks 3 and 4, between Summit and Gibbon and between Buda and North Platte. Rule 261 in effect between Council Bluffs and Summit except as noted above and between Gibbon and Buda.

**CLEARANCE AND REGISTER REQUIREMENTS**

All westward trains must receive clearance at Tower "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.

Union Pacific trains operating between Grand Island and Lincoln via BN must receive a BN clearance at Grand Island before entering upon Burlington Northern tracks, Grand Island.

In addition, trains operating between Grand Island and Lincoln via Grand Island and BN will be issued a BN clearance at North Platte which will include any train orders annulling a schedule and any slow or cautionary orders in effect at that time between Grand Island and Lincoln.

Trains operating between Lincoln and North Platte via Grand Island and UP must receive a UP clearance at Grand Island.

Trains to and from the BN at Grand Island need not register at Grand Island.

## SPEED RESTRICTIONS — FIRST SUBDIVISION

LOCATION	MPH
Maximum Speed	
Between Summit and North Platte	70
All tracks except main tracks	15
Council Bluffs-Omaha	
Between 21st Street and Tower "A" and Main Tracks 3,4,5	15
Between Tower "A" and Summit on Main Tracks 1 & 2	40
Between M.P. 3.45 & 5.2 on Main Tracks 3 & 4	25
Over grade crossings in the City of Omaha	25
Fremont, within city limits (Between M.P. 38.5 and M.P. 40.7)	25
Departing C&NW Yard	15
Other movements in C&NW Yard	6
Schuyler, between second street crossing east of depot and first street crossing west of the mill. (Between M.P. 68.6 and M.P. 68.9)	25
Columbus yard tracks	10
Central City, within city limits. (Between M.P. 124.0 and M.P. 125.3)	45
Grand Island—Freight trains moving on yard tracks, all movements on East Yard Runaround, Scale Track, and through turnouts and sharp curves on leads to Diesel Servicing and MoFw trackage just east of BN crossing.	5
When entering or leaving BN Transfer	10
Alda, wye trackage, both in and outside ordinance plant	5
All other Ordinance trackage except main tracks	5
Ordinance main tracks	10
Buda, all airfield trackage.	10
Lexington	
Main Street to 1500 feet east on Scale Track	10
On 3rd and 4th tracks north, east of depot	5
Cozad, on Armour & Co. spur tracks.	5
Between Mile Posts — Summit	
5.8 and 6.8	50
Weco	
14.1 and 14.7	60
15.9 and 16.2	60
Lane	
18.1 and 19.8	60
Elkhorn	
21.9 and 22.1	60
22.2 and 22.6	50
22.8 and 23.2	60
27.5 and 28.5	45
Columbus	
83.0 and 83.6	55
83.6 and 85.0	35
85.0 and 87.0	65
Grand Island	
144.0 and 145.8	60
145.8 and 147.1	35
147.1 and 149.3	50
Buda	
188.5 and 189.5	45
Gothenburg	
258.1 and 258.5	65
Maxwell	
281.1 and 281.9	55
282.5 and 283.0	45
North Platte	
283.2 and 288.1	35

## NEBRASKA DIVISION

WESTWARD		OLDMAIN LINE		EASTWARD									
Station Number	LENGTH OF SIDINGS	Time-Table No. 1		MILE POST	RULE 6(B)								
	FEET	STATIONS											
5		<div style="display: flex; align-items: center; justify-content: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: small; margin-right: 5px;">ABS</div> <table border="1" style="border-collapse: collapse; text-align: center;"> <tr><td>SUMMIT</td></tr> <tr><td>1.2</td></tr> <tr><td>SOUTH OMAHA</td></tr> <tr><td>0.6</td></tr> <tr><td>C.R.I.&amp;P. JUNCTION</td></tr> <tr><td>4.0</td></tr> <tr><td>GILMORE JUNCTION</td></tr> <tr><td>0.8</td></tr> </table> <div style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: small; margin-left: 5px;">Double Track</div> </div>		SUMMIT	1.2	SOUTH OMAHA	0.6	C.R.I.&P. JUNCTION	4.0	GILMORE JUNCTION	0.8	5.2	IPX
SUMMIT													
1.2													
SOUTH OMAHA													
0.6													
C.R.I.&P. JUNCTION													
4.0													
GILMORE JUNCTION													
0.8													
100-06				6.4	PX								
				7.0	PX								
				11.1	IP								
100-12		GILMORE		12.3									
100-17	3250	PAPILLION		16.8									
		MO. PAC. CROSSING		19.2	A								
100-23	2911	D	MILLARD YL MD	22.5									
17		LANE YL		26.1	PX								
		(20.9)											

WESTWARD		NORFOLK BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1		MILE POST	RULE 6(B)
	FEET	STATIONS			
85		DN-R	COLUMBUS YL C	0.0	FPY
103-04	1105		SHELDONVILLE	4.2	
103-09	400	R	OCONEE YL	9.4	Y
103-15	1397		PLATTE CENTER	14.7	
103-20	1456		TARNOV	20.3	
103-26	2537		HUMPHREY	25.7	
103-35	1534		MADISON	35.4	
103-41	1419		ENOLA	40.9	
			C.&N.W. CROSSING	48.7	I
103-49			VULCRAFT	49.0	
			C.&N.W. CROSSING	50.2	
103-50		D-R	NORFOLK YL KN	50.4	Y
		(50.4)			

WESTWARD		ALBION BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1		MILE POST	RULE 6(B)
	FEET	STATIONS			
103-09	1009	R	OCONEE YL	0.0	Y
104-02	430		MILL SPUR	2.0	
104-04	643		MONROE	4.3	
104-11	1640	D	GENOA G	11.3	Y
104-22	2318		ST. EDWARD	22.3	
104-34	1207		ALBION	33.7	Y
		(33.7)			

Rule 251 is in effect between Summit and Gilmore Junction.

### CLEARANCE REQUIREMENTS

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

Eastward trains need not receive clearance at Lane.

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

### SPEED RESTRICTIONS

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

**SPEED RESTRICTIONS — CONT.**

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

**NEBRASKA DIVISION**

WESTWARD		CEDAR RAPIDS BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1		MILE POST	RULE 6(B)
	FEET	STATIONS			
104-11	1640	D-R	GENOA G	0.0	Y
105-09	929		MERCHISTON	9.3	
105-14	1776		FULLERTON	13.7	
105-22	358		STOCKYARD SIDING	22.2	
105-23	792		BELGRADE	23.1	
105-30	1052		CEDAR RAPIDS	30.3	
105-37	1645		PRIMROSE	36.6	
105-44	1955		SPALDING	44.3	Y
			(44.3)		

WESTWARD		ORD BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1		MILE POST	RULE 6(B)
	FEET	STATIONS			
147		DN-R	GRAND ISLAND YL GI	0.0	FPY
			B-N CROSSING	0.4	I
106-03	504		CAREY	2.5	
106-11	834		ST. LIBORY	11.1	
106-22	1547		ST. PAUL	21.9	Y
106-31	1166		ELBA	30.7	
106-37	1271		COTESFIELD	36.8	
106-45			SCOTIA JUNCTION	44.5	
106-46	931		SCOTIA	45.7	
106-45			SCOTIA JUNCTION	44.5	
106-49	1493		NORTH LOUP	48.8	
106-58	550		SAUNDERS	58.5	
			B-N CROSSING	60.7	
106-61	1738		ORD	61.0	Y
			(61.0)		

WESTWARD		LOUP CITY BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1		MILE POST	RULE 6(B)
	FEET	STATIONS			
106-22	1547		ST. PAUL	0.0	Y
107-08	450		DANNEBORG	8.3	
107-19	1138		BOELUS	18.6	
107-26	1406		ROCKVILLE	25.8	
107-39	1487		LOUP CITY	39.0	Y
			(39.0)		

**NEBRASKA DIVISION**

WESTWARD		KEARNEY BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1		MILE POST	RULE 6(B)
	FEET	STATIONS			
189		DN-R	KEARNEY YL KR	0.0	PY
11-006	700		GLENWOOD PARK	5.5	
11-010	731		RIVERDALE	10.1	
11-017	950		AMHERST	16.8	
11-026	1428		MILLER	26.3	
11-033	1661		SUMNER	32.5	
11-040	350		EDDYVILLE	40.4	
11-052	1867		OCONTO	52.1	
11-066	1168	D	CALLAWAY CA	65.5	
11-083	1702		ARNOLD	83.1	
11-099	620		GANDY	99.2	
11-102			STAPLETON	102.4	Y
			(102.4)		

**CLEARANCE REQUIREMENTS**

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

**SPEED RESTRICTIONS**

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



### NEBRASKA DIVISION

WESTWARD		BEATRICE BRANCH			EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1			MILE POST	RULE 6(B)
	FEET	STATIONS				
28		DN-R	VALLEY YL	V	0.0	FPY
			5.8 B-N CROSSING		5.8	A
50-06	842		5.3 YUTAN		6.3	
50-12	4247	D	3.1 MEAD	AD	11.6	Y
50-15	866		2.7 WAHPCO		14.7	
50-17	620		1.5 KRUMEL		17.4	
50-19	1255		0.7 WAHOO		18.9	
			6.7 C. & N.W. and B-N CROSSINGS		19.6	
50-26	3617		6.9 WESTON		26.3	
50-33	1692		4.1 TOUHY		33.2	
50-37	4453	D	4.5 VALPARAISO	VO	37.3	Y
50-42	1101		4.7 AGNEW		41.8	
50-47	1474		1.3 RAYMOND		46.5	
50-48	5313		6.9 GARRATT		47.8	
50-54			0.6 LINPARK		54.7	
50-55	284		1.2 WEST LINCOLN YL		55.3	
			0.6 B-N CROSSING		56.5	I
50-57	1527	DN	0.3 LINCOLN YL	SN	57.1	
			1.6 B-N CROSSING YL		57.4	I
			6.4 B-N CROSSING YL		59.0	I
50-65	5821		9.3 JAMAICA		64.7	
50-75	945		4.8 PRINCETON		74.7	
50-80	1600		9.4 CORTLAND		79.5	
50-89	3827		7.9 PICKRELL		88.9	
50-97	4320	D	0.4 BEATRICE YL	BX	96.8	
			8.5 C.R.I.&P. CROSSING		97.2	
50-106	1221		4.6 HOLMESVILLE		105.7	
50-110	1121		2.8 BLUE SPRINGS		110.3	
			1.2 B. N. CROSSING		113.1	A
50-114	4811		3.7 BADGER		114.3	
50-118	579		6.4 BARNESTON		118.0	
50-124	854		1.5 OKETO		124.4	
50-126	1394		8.3 MARIETTA		125.9	
17-148		DN-R	(134.2) MARYSVILLE YL	MS	134.2	FPT

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

#### SPEED RESTRICTIONS BEATRICE BRANCH

LOCATION	MPH
Maximum speed.	40
Between Mile Posts — Valley 0.1 and 0.3	5
3.8 and 4.0	35
5.8 B-N crossing between home signals of automatic interlocking	20
Yutan 6.4 and 7.7	25
Wahoo, city track.	6
19.1 and 19.5	30
Weston 28.8 and 36.1	35
Touhy 36.1 and 37.4	25

#### SPEED RESTRICTIONS BEATRICE BRANCH CONT.

LOCATION	MPH
Lincoln 56.9 and 57.5	15
B-N Crossing, M.P. 59.0, through interlocking limits West scale track switch and east house track switch	25 5
Pickrell 96.5 and 97.3	15
Beatrice, Allers Grain Company spur and Kilpatrick track.	5
Between Mile Posts — 98.8 and 101.4	25
105.7 Holmesville Elevator Spur	5
107.2 and 112.6	30
110.3 Blue Springs Siding within limits of Automatic Interlocking home signals	5
Badger, B.N. Crossing M.P. 113.1	20
Marysville — Entering and using yard tracks	10

Stop Sign located at M.P. 132.31. Member of crew must report to train dispatcher or yardmaster before entering yard.

WESTWARD		STROMSBURG BRANCH			EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1			MILE POST	RULE 6(B)
	FEET	STATIONS				
101-37		D-R	VALPARAISO YL	VO	0.0	Y
102-07	804		7.4 LOMA		7.4	
102-14	1125		6.1 BRANARD		13.5	
102-23	1426		9.7 DAVID CITY		23.2	
			0.3 B-N CROSSING		23.5	
102-33	1475		9.8 RISING CITY		33.3	
102-40	1721	D	6.8 SHELBY	SH	40.1	
102-48	766		5.4 OSCEOLA		47.5	
102-53	1465		3.3 STROMSBURG		52.9	
102-57	1079		6.2 DURANT		56.8	
102-63	2338		5.5 POLK		63.0	
102-69	1261		5.3 HORDVILLE		68.5	
102-74	972		1.5 HEBER YL		73.8	
			0.6 B-N CROSSING YL		75.3	AP
125		D-R	(75.9) CENTRAL CITY YL	CI	75.9	PY

#### SPEED RESTRICTIONS STROMSBURG BRANCH

LOCATION	MPH
Maximum speed.	40
On tracks other than main tracks	5
Brnard, over public crossings (Between M.P. 13.4 and M.P. 13.8)	25
Westward trains may resume normal speed after engine passes M.P. 13.8, Eastward trains after engine passes M.P. 13.4.	
Between Mile Posts Valparaiso 1.25 and 6.4	30
6.4 and 8.0	25
8.1 and 11.0	30
David City 23.0 and 23.5	20
Between Mile Posts — 29.9 and 31.0	30
Shelby 45.8 and 47.5	35
Osceola 47.5 and 48.2	30
Heber 74.6 and 75.9	20

## NEBRASKA DIVISION

WESTWARD		SECOND SUBDIVISION			EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1			MILE POST	RULE 6(B)
	FEET	STATIONS				
284		DN-R	NORTH PLATTE	NO	284.1	FIPXY
297	W 3388		12.8 HERSHEY		296.9	PX
301			3.8 O'FALLONS		300.7	PYX
302	2489		1.1 VARNER		301.8	
303	C 5440		1.6 SUTHERLAND		303.4	P
316	C 5705		12.1 PAXTON		315.5	P
328			12.2 ROSCOE		327.7	PX
			7.1			
335	W 11275 E 5948	DN	OGALLALA	GT	334.8	PX
344	C 6538		9.1 BRULE		343.9	
354	6266		10.0 BIG SPRINGS		353.9	
358	2562		4.4 EAST BARTON		358.3	P
			7.0			
365	W 10599 E 5570	D	JULESBURG	JB	365.3	IPXY
380	C 5815	D	15.0 CHAPPELL	CQ	380.3	P
390			9.4 LODGE POLE		389.7	PX
396			6.6 SUNOL		396.3	PX
401	C 1825		4.7 COLTON		401.0	P
			6.5			
408	W 12280 E 13300	D	SIDNEY	CD	407.4	PXY
416	C 4443		8.0 BROWNSON		415.5	PY
			10.9			
426	W 5842		POTTER		426.4	PX
431	657		4.4 JACINTO		430.8	P
435	C 6241		4.6 DIX		435.4	P
440	W 11100		3.0 OWASCO		438.4	P
445	C 6324	DN	6.1 KIMBALL	KB	444.5	P
451	560		6.6 OLIVER		451.1	
457	C 6260		5.5 BUSHNELL		456.6	P
467	C 600	D	10.1 PINE BLUFFS	UF	466.7	P
470			3.5 WYPO		470.2	
472	698		1.8 TRACY		472.0	
			5.5			
478	C 2685 W 10550		EGBERT		477.5	PY
483	3080	D	5.7 BURNS	UX	483.2	PX
490	C 5345		6.5 HILLSDALE		489.7	P
496	2000		6.2 DURHAM		495.9	P
501	E 6180		5.3 ARCHER		501.2	P
510		DN-R	8.3 CHEYENNE	N	509.5	FPTXY
			(225.4)			

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Two main Tracks

### CLEARANCE REQUIREMENTS

At North Platte, trains enroute Third Subdivision must receive clearance from Third Subdivision and North Platte train dispatchers.  
 Trains from North Platte Branch will retain their identity on Second Subdivision and need not receive clearance at O'Fallons.  
 Trains from North Platte Cut-Off will retain their identity on Second Subdivision and need not receive clearance at Egbert.  
 Trains to or from Third Subdivision need not receive clearance at Julesburg.  
 Note 2 to Rule 99 is in effect on Second Subdivision.  
 Rule 251 is in effect on Second Subdivision between North Platte M.P. 284.1 and Archer M.P. 501.2. Between Archer M.P. 501.2 and Cheyenne M.P. 509.5 Rule 261 is in effect.

## SPEED RESTRICTIONS SECOND SUBDIVISION

LOCATION	MPH
Maximum speed	70
Big Springs, over highway crossing when using siding	5
Brownson, on warehousing industrial area tracks. Straight track.	10
Curves	5
Hillsdale, on industry track.	5
<b>ON WESTWARD TRACK</b>	
Between Mile Posts-- North Platte	
283.2 and 288.1	35
288.1 and 289.1	55
Paxton	
323.5 and 324.4	60
Sidney, passing depot M.P. 407.4	60
Brownson	
422.6 and 423.5	60
Bushnell	
456.9 and 457.2	65
462.8 and 463.0	65
Pine Bluffs Over Main Street Crossing M.P. 466.5	60
Burns	
486.2 and 486.5	60
Hillsdale	
493.7 and 494.0	60
Durham	
497.7 and 498.2	60
Archer	
502.2 and 503.0	50
505.8 and 506.3	60
Cheyenne -- Between Mile Posts --	
508.0 and 509.1 on No. 1 and No. 2 Tracks.	45
509.1 and 510.1 on No. 1 and 2 Tracks.	20
508.5 and 510.1 on No. 3 Track.	20
510.1 and 511.5 on No. 1, 2 and 3 Tracks.	40
Between Mile Posts Cheyenne	
506.3 and 505.8	60
503.0 and 502.2	50
<b>ON EASTWARD TRACK</b>	
Archer	
498.2 and 497.7	60
Durham	
494.0 and 493.7	60
Hillsdale	
486.5 and 486.2	60
Pine Bluffs Over Main Street Crossing M.P. 466.5	60
463.0 and 462.8	65
457.2 and 456.9	65
Potter	
423.5 and 422.6	60
Sidney, passing depot, M.P. 407.4	60
Roscoe	
324.4 and 323.5	60
291.2 and 283.2	35

**NEBRASKA DIVISION**

WESTWARD		NORTH PLATTE BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1		MILE POST	RULE 6(B)
	FEET	STATIONS			
301		O'FALLONS YL		0.0	PXY
12-013	1881	SARBEN		12.8	
12-028	1956	KEYSTONE		28.4	
12-035	2103	MARTIN		34.9	
12-052	516	RUTHTON		51.7	
12-059	1975	LEWELLEN		59.3	Y
12-071	2140	D	OSHKOSH	OX 70.8	
12-086	1971	LISCO		86.4	
12-100	2109	BROADWATER		100.4	
12-110	1337	TOWERS		109.6	
12-114	5664	D	NORTHPORT	NP 114.1	Y
12-115		B-N CROSSING		115.5	A
12-127	789	SOUTH BAYARD		126.7	
12-132	2470	McGREW		132.1	
12-138	1403	MELBETA		137.9	
12-146	3451	D-R	GERING YL	G 145.9	FTY
12-152		HAIG		152.3	
12-156	1368	SOUTH MITCHELL		155.8	
12-162	3807	SOUTH MORRILL		162.1	
12-164	1036	JOYCE		164.2	
12-168	2464	D	LYMAN	MU 167.9	Y
12-174	2498	HUNTLEY		173.7	
12-182	2472	D	YODER YL	DR 181.6	Y
12-188	2348	VETERAN		188.1	
12-201	2491	D-R	SO. TORRINGTON YL	RI 200.6	Y
		(200.6)			

**CLEARANCE REQUIREMENTS**

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

**SPEED RESTRICTIONS**

LOCATION	MPH
<b>North Platte Branch</b>	
Maximum speed.	40
Oshkosh, over First Street Crossing. (M.P. 70.7)	15
<b>Northport, M.P. 115.5 B-N crossing between home signals of automatic interlocking.</b>	20
<b>Gering, Over 10th Street Crossing.</b>	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
<b>South Torrington, over Main Street Crossing</b>	10

**NEBRASKA DIVISION**

WESTWARD		NORTH PLATTE CUT-OFF		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1		MILE POST	RULE 6(B)
	FEET	STATIONS			
12-182	2472	D-R	YODER YL	DR 62.7	Y
114-52	1914	D	HAWK SPRINGS	51.9	
114-43	841	MEIER		43.3	
114-41	2493	D	LA GRANGE	40.5	Y
114-34	485	TREMAIN		33.5	
114-22	2553	D	ALBIN	21.8	
114-15	1668	LINDBERGH		14.6	
478		EGBERT YL		0.0	Y
		(62.7)			

WESTWARD		LYMAN BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1		MILE POST	RULE 6(B)
	FEET	STATIONS			
12-168		D	LYMAN YL	0.0	Y
112-03		SEARS YL		3.2	
112-05	915	HARTMAN YL		4.6	
112-06	1424	STEGALL YL		6.0	
		END OF TRACK			
		6.0			

WESTWARD		SEARS BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1		MILE POST	RULE 6(B)
	FEET	STATIONS			
112-03		SEARS YL		0.0	
113-03	825	JANISE YL		2.4	
		(2.4)			

**CLEARANCE REQUIREMENTS**

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

**SPEED RESTRICTIONS**

LOCATION	MPH
<b>North Platte Cut-off</b>	
Maximum speed.	40
Between Miles Posts—	
Egbert	
5.6 and 6.0	30
9.1 and 11.75	30
Lindbergh	
18.0 and 18.25	30
20.81 and 21.01	30
Albin	
23.7 and 33.75	25
27.0 and 27.2 Through tunnel between Albin & Tremain	20
38.3 and 38.6	30
LaGrange	
46.50 and 47.50	30
50.5 and 51.0	30
<b>Lyman Branch</b>	10
<b>Sears Branch</b>	10

## NEBRASKA DIVISION

WESTWARD		THIRD SUBDIVISION		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1		MILE POST	RULE 6(B)
	FEET	STATIONS			
365	4476	D	JULESBURG YL JB	0.0	IPY
19-372	3635	D	7.1 OVID VI	7.1	P
19-380	3602		7.5 SEDGWICK	14.6	P
19-384	1252		4.4 DORSEY	19.0	
19-388	4254		4.1 RED LION	23.1	P
19-395	1550		7.0 CROOK	30.1	P
19-399	1302		4.1 TOBIN	34.2	
19-404	2816		4.6 PROCTOR	38.8	P
19-411	1400		6.8 ILIFF	45.6	P
19-415	625		4.5 FORD	50.1	
			7.1 B-N CROSSING	57.2	AP
19-423	8546	DN-R	0.3 STERLING YL ST	57.5	P
19-429	3594		6.6 ATWOOD	64.1	P
19-436	1428		6.1 MERINO	70.2	P
19-441	6910		5.8 MESSEX	76.0	P
19-446	565		4.6 UNION	80.6	P
19-452	4599		6.4 SNYDER	87.0	P
19-459	2488		6.8 DODD	93.8	P
19-462			3.1 HURLEY	96.9	
19-464	4825	D	1.7 FT. MORGAN FX	98.6	P
19-471	1920		7.4 NARROWS	106.0	P
19-474	3576		3.0 WELDONA	109.0	P
19-480	2476		5.2 GOODRICH	114.2	P
19-483	5183		3.5 ORCHARD	117.7	P
19-490	950		7.1 MASTERS	124.8	P
19-501	5569		10.8 HARDIN	135.4	P
19-506			4.9 MONFORT	140.3	PY
19-508	3554		2.8 KERSEY	143.1	P
14-687	2934	DN-R	8.0 LASALLE YL DY	151.1	FPY
			(151.1)		

BLOCK SIGNALS

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.

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

### SPEED RESTRICTIONS THIRD SUBDIVISION

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

SOUTH

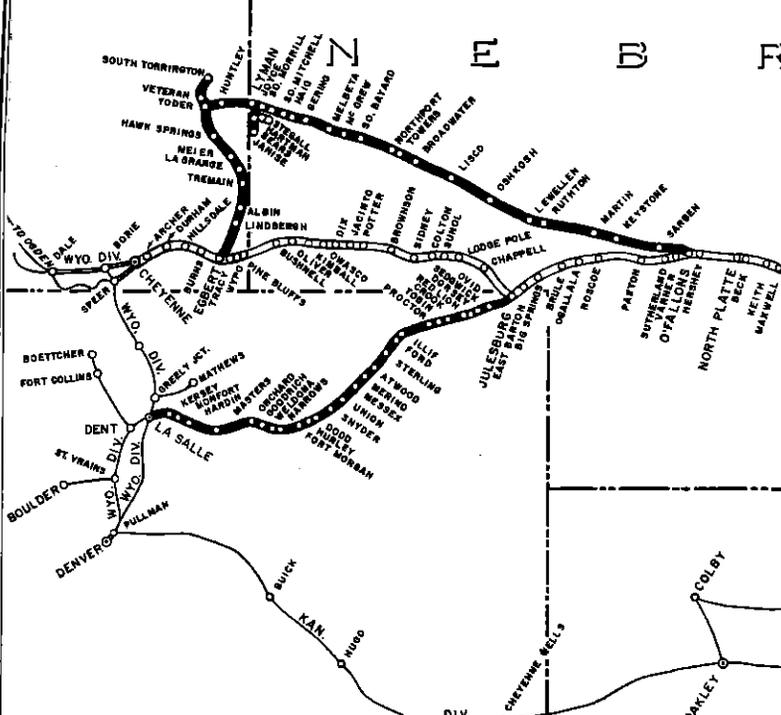
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NEBR

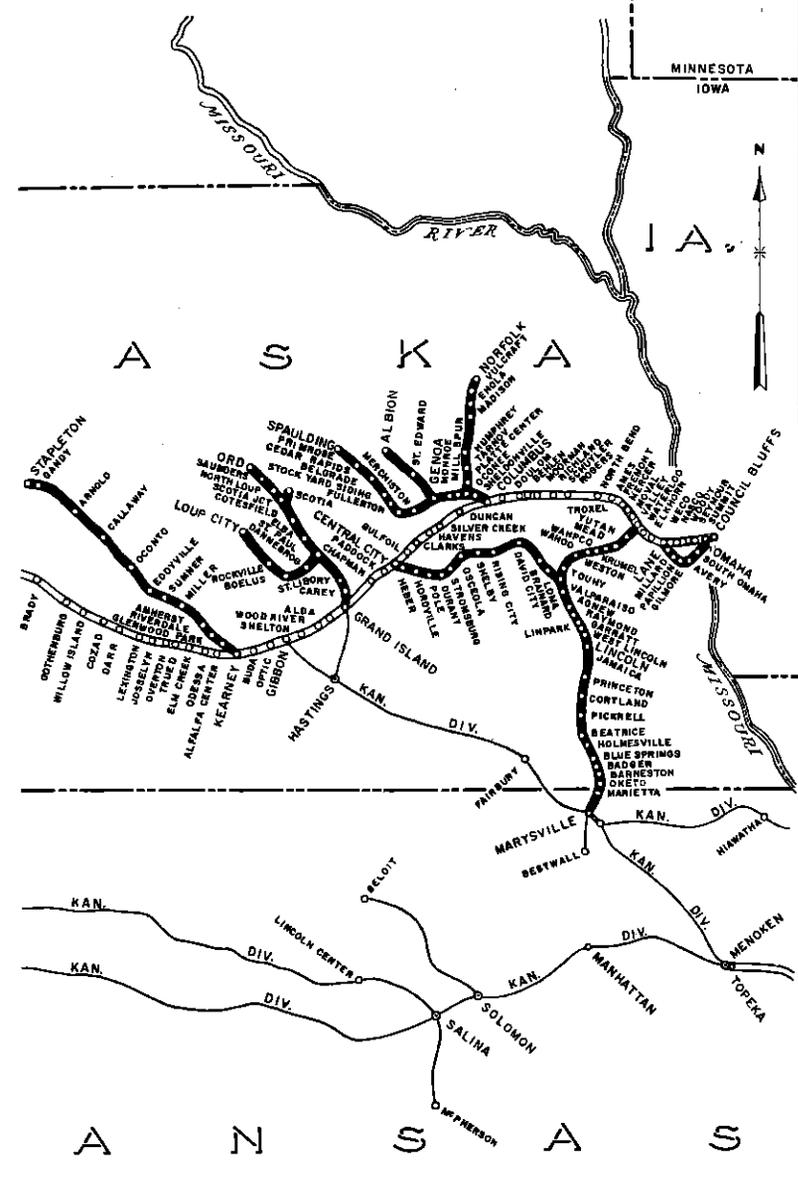
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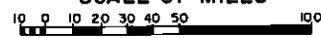
KAN.



MINNESOTA  
IOWA



UNION PACIFIC RAILROAD  
 EASTERN DISTRICT  
 NEBRASKA DIVISION  
 SCALE OF MILES



OFFICE OF CHIEF ENGINEER - OMAHA, NEBR. JAN 1, 1976  
 C.E. DRAWING NO. 62727

**WYOMING DIVISION**

WESTWARD		FIRST SUBDIVISION		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS FEET	Time-Table No. 1		MILE POST	RULE 6(B)
		STATIONS			
14-631	4132	SABLE		630.5	P
14-633	5102	ROYDALE		633.2	PY
14-634	3454	DN	SANDOWN JCT. SW	634.0	P
14-640			SANDOWN	634.3	P
		DN-R	DENVER YL UD	0.0	IPY
			23rd STREET YL	0.6	F
		R	36th STREET YL	1.7	P
14-638			PULLMAN YL	2.2	PY
			B.N. CROSSING	4.9	P
14-645			COMMERCE CITY YL	5.0	P
14-646			ADAMS	6.0	P
14-648	4613		DUPONT	8.1	P
14-650	1008		ROLLA	9.9	P
14-652	8468		HAZELTINE	11.3	P
14-655	2468		HENDERSON	14.1	P
14-659	8442	D	BRIGHTON BI	19.1	PY
14-663	1350		POWARS	22.8	P
14-666	1907		LUPTON	25.8	P
14-671	2518		IONE	30.1	P
14-675	8408		PLATTEVILLE	34.8	P
14-677	805		VASQUEZ	36.2	P
14-680	5650		GILCREST	40.0	P
14-683			PECKHAM	42.4	P
14-687	9600	DN	LA SALLE DY	46.1	FPY
14-689			EVANS	48.2	P
14-692	12059	D	GREELEY HG	51.7	PY
14-694			GREELEY JCT.	54.0	P
14-696	3913		LUCERNE	55.8	P
14-700			EATON	59.2	P
			G.W. CROSSING	59.3	IP
14-703	8337		AULT	63.0	P
14-707	3089		PIERCE	66.8	P
14-712	8433		NUNN	71.9	P
14-717			DOVER	77.0	P
14-726	7855		CARR	86.0	P
15-518	7115		SPEER	98.0	PXY
15-519	7115		BORIE	103.3	PY
			(103.3)		

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

**CLEARANCE REQUIREMENTS**

Clearance need not be received at Speer or Borie.

**SPEED RESTRICTIONS — FIRST SUBDIVISION**

LOCATION	MPH	
	Psgr.	Frt.
Maximum speed between Denver and Borie	79	60
Denver Union Terminal Speed Restrictions apply within interlocking limits at Denver.		
Sable over Peoria Street Crossing. M.P. 629 and 631.65		35
On Rocky Mountain Arsenal Trackage. Between Wye and Arsenal gate.		10
Beyond gate.		5

**WYOMING DIVISION**

**SPEED RESTRICTIONS — FIRST SUBDIVISION CONT.**

LOCATION	MPH	
	Psgr.	Frt.
Denver, within city limits over street crossings.	35	25
Between Mile Posts— Denver Yard 0.4 and 3.0 both tracks.	30	25
Commerce City 56th Avenue, MP 4.26 64th Avenue, MP 5.43. 69th Avenue, MP 6.16.	40	35
	40	35
	20	20
Brighton within city limits. 17.9 and 19.5	40	40
LaSalle 45.9 and 46.9	20	20
47.8 and 48.0	70	50
Evans 49.4 and 49.7	70	50
50.4 and 50.7	60	50
Greeley 50.8 and 52.4	20	20
Lucerne 58.2 and 58.4	70	60
58.8 and 59.3	60	45
Carr 86.30 and 86.45	70	50
91.8 and 92.2	70	50
93.3 and 97.4	60	40
Cheyenne Side 97.73 and 97.76	30	20
Borie Side 97.73 and 97.76	30	20

WESTWARD		DENT BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS FEET	Time-Table No. 1		MILE POST	RULE 6(B)
		STATIONS			
14-645		COMMERCE CITY YL		5.0	P
20-648	747	WELBY		8.2	
20-650	1625	QUIMBY		9.8	
20-652		NORTHGLENN		11.7	
20-654	1710	EAST LAKE		13.8	
20-663	2826	ST. VRAINS YL		22.2	Y
20-667	4420	FREDERICK		26.1	
20-671	969	HARNEY		30.2	
20-675	1458	GOWANDA		34.6	
20-677		RIVERS		36.9	
20-683	1156	DENT YL		42.8	Y
20-691		DN-R	LA SALLE YL DY	50.6	FPY
		(45.6)			

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

**CLEARANCE AND REGISTER REQUIREMENTS**

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

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

**SPEED RESTRICTIONS**

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

### WYOMING DIVISION

WESTWARD		FORT COLLINS BRANCH	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1 STATIONS	MILE POST	RULE 6(B)
	FEET			
20-683	1156	DENT 1.7	0.0	Y
138-02		MILLIKEN YL 7.3	1.7	
		G.W. CROSSING 0.1	9.0	
138-09		KELIM 10.4	9.1	
138-20	2055	HARMONY 5.5	19.5	
138-25	2797	D FORT COLLINS YL FC 0.2	25.0	Y
		C.&S. CROSSING 0.1	25.2	
		C.&S. CROSSING 2.6	25.3	
138-28		POUDRE YL 2.1	27.9	
138-30		BOETTCHER YL 0.8	30.0	
		END OF TRACK YL (30.8)	30.8	

Yard limits at Fort Collins are continuous from M.P. 22.2 to end of track M.P. 30.8

WESTWARD		BOULDER BRANCH	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1 STATIONS	MILE POST	RULE 6(B)
	FEET			
20-633		ST. VRAINS YL 2.0	8.1	Y
136-10		EAGLE MINE 0.8	10.1	
136-11	1031	MINE JCT. YL 4.2	10.9	
136-15	586	ERIE 0.0	15.1	
		BN-CROSSING 8.9	15.1	
136-24	869	VALMONT 2.0	24.0	
		C.&S. CROSSING 0.9	26.0	
136-28		BOULDER YL (18.8)	26.9	

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

WESTWARD		GREELEY BRANCH	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1 STATIONS	MILE POST	RULE 6(B)
	FEET			
14-692		D GREELEY HG 2.3	0.0	PY
14-694		GREELEY JCT. YL 6.1	2.3	PY
138-08	895	ALDEN YL 2.0	8.4	
139-10	1960	GILL YL 0.6	10.4	
139-11		MATHEWS YL	11.0	
		END OF TRACK YL (11.0)		

Yard limits are continuous from Greeley Junction to end of track.

Trains originating at Greeley need not receive clearance.

#### SPEED RESTRICTIONS

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

### WYOMING DIVISION

WESTWARD		ENCAMPMENT BRANCH	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1 STATIONS	MILE POST	RULE 6(B)
	FEET			
662		WALCOTT 6.8	0.0	P
116-07	269	MEADS 5.5	6.8	
116-12	345	OVERLAND 11.8	12.3	
116-24	1090	D SARATOGA 0.2	24.1	Y
		END OF TRACK 24.3		

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

**Clearance Requirements**  
Clearance need not be received at Walcott.

#### SPEED RESTRICTIONS

LOCATION	MPH
Encampment Branch Maximum speed.	40
Between Mile Posts — 24.1 and 24.3	15
Over bridge 24.29	5

WESTWARD		COALMONT BRANCH	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1 STATIONS	MILE POST	RULE 6(B)
	FEET			
566		DN-R LARAMIE YL K 14.7	0.0	FPXY
21-015	1428	MILLER 6.6	14.7	
21-021		HATTON 8.4	21.3	
21-030	887	CENTENNIAL 10.7	29.7	
21-040	453	ALBANY 14.2	40.4	
21-055	932	FOX PARK 9.2	54.6	
21-064	707	WYOCOLO 7.0	63.8	
21-071	1770	CAMP 2.8	70.8	
21-074	597	KINGS CANON 6.2	73.6	
21-080	1117	NORTHGATE 2.8	79.8	Y
21-084	470	COWDREY 5.7	82.6	
21-088		BROWNLEE 3.9	88.3	
21-092	820	D-R WALDEN YL U 1.8	92.2	
		END OF TRACK YL (94.0)	94.0	

#### SPEED RESTRICTIONS

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

**WYOMING DIVISION**

**SPEED RESTRICTIONS — SECOND SUBDIVISION**

WESTWARD		SECOND SUBDIVISION		EASTWARD	
Station Number	LENGTH OF SIDINGS	Time-Table No. 1		MILE POST	RULE 6(B)
	FEET	STATIONS			
510		DN-R	CHEYENNE N	509.5	FTPXY
			WEST CHEYENNE	510.8	
515			WYCON	514.5	PX
519	5846 1735		BORIE	519.1	PX
529	4173		GRANITE	528.6	PX
537	C 6198		BUFORD	536.6	P
540			SHERMAN	540.4	PY
543			DALE	543.0	P
545			DALE JCT.	544.8	PX
548	C 6785		HERMOSA	547.9	P
548	C 6785		HERMOSA	547.9	P
554			COLORES	554.0	
562			FORELLE	563.0	
566			LARAMIE	566.0	FPXY
548	C 6785		HERMOSA	547.9	P
557	5849		RED BUTTES	556.8	P
566			LARAMIE	566.3	FPXY
510			CHEYENNE	509.5	FTPXY
15-519	C 6790		SPEER	519.0	PXY
15-519	C 6790		SPEER	519.0	PXY
15-526	689		EMKAY	525.8	PX
15-534	6940		LYNCH	534.2	PX
15-543	7254		HARRIMAN	542.7	P
15-550	6666		PERKINS	549.5	PY
15-554			DALE JCT.	554.3	PX
566		DN-R	LARAMIE K	566.0	FPXY
585	C 4578		BOSLER	585.3	PX
594			LOOKOUT	593.9	P
605	C 5944	DN	ROCK RIVER CK	605.3	PX
609			WILCOX	609.0	PX
623	C 5985	D	MEDICINE BOW MB	622.9	PYX
639			RAMSEY	639.4	PX
643	W 5822 E 11772	DN	HANNA HN	643.1	PXY
652	C 1895		DANA	651.8	PX
662			WALCOTT	662.4	PX
672			BENTON	672.4	PX
676		D	SINCLAIR GV	676.3	PX
683	W 7832 E 15632	DN-R	RAWLINS YL RS	682.8	FPXY

(VIA SHERMAN 173.3)  
(VIA HARRIMAN 181.8)

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

**CLEARANCE AND REGISTER REQUIREMENTS**

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

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

Only trains which originate or terminate at Laramie need register at Laramie.

Train movements on Medicine Bow and Energy Spurs must be authorized by train order. Unless authorized by train dispatcher, eastward trains on Medicine Bow Spur must stop west of Energy Lead switch.

LOCATION	MPH	
	Psg.	Fr.
Cheyenne		
North Yard Tracks 1 thru 10		10
South Yard Tracks 1 thru 9		10
<b>Between Miles Posts — Cheyenne</b>		
M.P. 509.1 and 510.0 on No. 1 and No. 2 tracks	20	20
M.P. 508.5 and M.P. 510.1 on No. 3 track	20	20
M.P. 510.1 and M.P. 511.5 on No. 1, 2 and 3 tracks	40	40
Maximum Speeds Between Cheyenne and Laramie, No. 1 and 2 tracks.		
With Operative Dynamic Brakes	70	55
Without Operative Dynamic Brakes.	70	40
Important — For movement on descending grades see Special Rule 1042 (R).		
Between Cheyenne and Dale on No. 3 track and between Cheyenne and Speer on No. 4 track	60	55
Less than 100 tons per operative brake with operative dynamic brake		55
without operative dynamic brake		45
100 tons or more per operative brake with operative dynamic brake		40
without operative dynamic brake		30
Laramie, ice house tracks 1, 2, 3 and 4.		6
Sinclair refining company tracks		6
Rosebud Spur and Arch Mineral Spur No. 2		25
Energy Development Spur		25
Arch Mineral Spur No. 1		40
Between M.P. 2.51 and M.P. 2.83		5
Medicine Bow Spur M.P. 3 and M.P. 13.34		40
M.P. 13.34 and M.P. 13.75		25
Spurs not otherwise shown		10
On center siding Dana	5	5
Rawlins, sidings, in accordance with signal indications, not exceeding		
Over hand-operated switches until engine has passed over such switches,		
M.P. 682.3 and 682.5, Track No. 3 and M.P. 682.4 and 682.7	20	20
Between Laramie and Rawlins	90	70

**ON NO. 1 AND 2 TRACKS**

Between Mile Posts—		544.1 and 545.1	40	40
Borie		Hermosa Tunnel	50	40
522.1 and 525.6	55	45		
		547.0 and 548.1	50	40
Granite				
530.0 and 530.3	55	45		
531.2 and 532.1	55	45		
537.9 and 540.4	50	40		
540.7 and 543.5	55	45		

**ON NO. 1 TRACK**

Hermosa		549.8 and 559.2	60	40
		565.0 and 565.6	55	45

**ON NO. 1 AND 2 TRACKS**

Bosler		637.5 and 637.8	70	60
587.7 and 588.4	70	60		
593.3 and 593.7	75	65		
598.5 and 602.5	75	65		
Medicine Bow		643.4 and 643.7	70	60
		645.1 and 648.0	70	60

**ON NO. 1 TRACK**

Between Mile Posts	MPH	
	Psg.	Fr.
Perkins		
650.2 and 650.7	70	60
652.2 and 652.5	60	50
653.1 and 656.4	70	60
661.0 and 661.5	75	65
662.8 and 666.5	70	60

**NO. 2 TRACK**

Between Mile Posts	MPH	
	Psg.	Fr.
Benton		
666.5 and 662.8	70	60
661.5 and 661.0	75	65
656.4 and 653.1	70	60
652.6 and 652.2	60	50



## WYOMING DIVISION

WESTWARD		THIRD SUBDIVISION			EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1			MILE POST	RULE 6(B)
	FEET	STATIONS				
683	W 11602 E 19136	DN-R	RAWLINS	RS	682.8	FP XY
690	C 8223		HADSELL		690.2	P
701	W 13043 E 5240		RINER		700.7	PX
705	C 1408		CHEROKEE		705.3	P
712	W 3143 C 3896		CRESTON		712.0	PY
724	W 11200 E 4910	DN	WAMSUTTER	WM	724.2	PXY
729			FREWEN		728.7	
733	C 3590		RED DESERT		732.7	P
740	W 3290		TIPTON		740.0	P
743			ROBINSON		744.1	P
747	E 5214		TABLE ROCK		746.7	P
752			MONELL		751.7	P
757	W 11000 E 8258		BITTER CREEK	BK	756.7	PX
766	C 871		BLACK BUTTES		766.3	P
771	W 4436		HALLVILLE		771.2	PX
777	C 8268		POINT OF ROCKS		777.4	P
784	W 12550		THAYER		784.1	PX
789			SALT WELLS		786.6	P
796	C 6126		BAXTER		796.1	P
802	W 16000	DN	ROCK SPRINGS	SG	802.1	PXY
809	C 6629		KANDA		809.0	P
817		DN-R	GREEN RIVER	GR	817.0	FP TXY
			(134.2)			

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

TRACKS 1 &amp; 2

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

### SPEED RESTRICTIONS

LOCATION	MPH	
	Psgr.	Frt.
Maximum speed.	90	70
Between Rock Springs and Green River	90	60
Jim Bridger spur MP 777.9	25	
Spurs not otherwise shown	10	
Rawlins, sidings, in accordance with signal indications not exceeding	30	30
Over hand-operated switches until engine has passed over such switches, M.P. 682.3 and 682.5, Track No. 3 and M.P. 682.4 and 682.7	20	20
Green River, over hand operated switches between M.P. 816 and M.P. 817.3 until engine has passed over such switches, Green River Running Track	20	20

### WESTWARD TRACK

Between Mile Posts— 703.0 and 704.2	70	60
Cherokee 708.6 and 709.0	70	60
Creston 713.7 and 714.3	75	60
Tipton 740.2 and 740.9	70	60
742.7 and 743.1	70	60
Bitter Creek 760.5 and 762.3	70	60
Baxter 797.3 and 798.4	55	45
799.5 and 800.5	60	50

### SPEED RESTRICTIONS — THIRD SUBDIVISION CONT.

#### NO. 1 AND NO. 2 TRACKS

801.0 and 803.5	55	45
806.6 and 807.0	70	60
807.5 and 807.8	60	50
Kanda 809.6 and 814.1	55	45
816.0 and 817.3	20	20
EASTWARD TRACK		
800.5 and 799.3	60	50
798.4 and 797.3	55	45
762.3 and 760.5	70	60
Robinson 740.8 and 740.2	70	60
Latham 714.3 and 713.7	70	60
Creston 709.0 and 708.6	70	60
Cherokee 704.2 and 703.0	70	60

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

### SPEED RESTRICTIONS

LOCATION	MPH
South Pass Branch Maximum speed	15
On spur and wye, M.P. 6.0	5

## WYOMING DIVISION

WESTWARD		FOURTH SUBDIVISION			EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1			MILE POST	RULE 6(B)
	FEET	STATIONS				
817		DN-R	GREEN RIVER	GR	817.0	FP TXY
825			7.9 PERU		824.9	PX
830			5.3 BRYAN		830.2	P
834			3.9 STAUFFER		834.1	PX
835			1.0 ALCHEM		835.1	P
838			2.2 WESTVACO		837.3	PX
844			6.2 T. G. SODA		843.5	
847	W 15057		3.7 GRANGER		847.2	
9-0854	C 6025		6.8 VERNE		854.0	P
9-0859	C 5020		5.4 CHURCH BUTTES		859.4	P
9-0866	C 5010		6.5 HAMPTON		865.9	P
9-0870			3.9 ELKHURST		869.8	P
9-0875	C 6277		5.6 CARTER	Q	875.4	P
9-0881	C 1436		5.5 ANTELOPE		880.9	P
9-0886	C 6292		4.7 BRIDGER		885.6	P
9-0891	C 1218		4.9 LEROY		890.5	P
9-0898	C 6089		7.1 SPRING VALLEY		897.6	P
9-900			2.5 ASPEN		900.1	PX
9-0904	E 4944		4.7 ALTAMONT		903.2	IPX
9-0913	C 1267		7.9 MILLIS		912.7	P
9-0917	W 9864 E 9145		4.5 EVANSTON	NA	917.2	PXY
9-0928	C 4254		9.9 WAHSATCH		927.1	P
9-0933			5.0 CURVO		932.1	P
9-0936			4.1 CASTLE ROCK		936.2	P
9-0943	C 5797		7.1 EMORY		943.3	P
9-0948			4.6 BASKIN		947.9	P
9-0952	E 6945 W 5750		4.8 ECHO		952.7	PX
9-0957	C 5699		4.4 HENEFER		957.1	P
9-0961	C 5700		4.0 DEVIL'S SLIDE		961.1	P
9-0968	C 5546		7.6 MORGAN		968.7	P
9-0976	C 2580 C 5494		8.7 PETERSON		977.4	P
9-0980			3.9 GATEWAY		980.1	P
9-0985			5.0 UINTAH		985.1	P
9-0990			3.5 EAST RIVERDALE		988.6	PX
9-0993			1.3 RIVERDALE YL		989.9	PX
			2.7 DN-R OGDEN YL	OG	992.6	FPXYT
			(175.6)			

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

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

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

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

### CLEARANCE REQUIREMENTS

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

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

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

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

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

### SPEED RESTRICTIONS — WYOMING DIVISION — 4th SUBDIVISION

LOCATION	MPH	
	Psgr.	Frt.
Green River running track M.P. 815.2 and 815.3	20	20
Green River, over hand operated switches between M.P. 816.7 and M.P. 816.9 until engine has passed over such switches.	20	20
Maximum speed between: Green River and Evanston	90	65
Evanston and Ogden	79	50
Stauffer Spur	25	
Stauffer Spur, MP 3.58 and MP 8.0	10	
Allied Spur	15	
TG Soda Spur	25	
Westvaco running track	10	
Granger, westward siding and Idaho Division Siding.	40	40
Ogden, between East Riverdale and Bridge Junction on Bypass Track	40	40
Wye Track between Drill Track 3 and Bridge Junction	15	15
No. 1 Track East Bridge Junction and Paterson Ave.	15	15
North Leg of Wye between 29th St. and Bridge Junction	10	10

NO. 1 TRACK		MPH		NO. 2 TRACK		MPH	
Between Mile Posts	Psgr.	Frt.	Psgr.	Frt.	Psgr.	Frt.	
Green River	40	30	Ogden				
<b>817.3 and 817.6</b>	<b>35</b>	<b>25</b>	<b>989.0 and 987.9</b>	<b>65</b>	<b>45</b>		
<b>817.6 and 818.2</b>	<b>40</b>	<b>30</b>	<b>985.7 and 985.4</b>	<b>60</b>	<b>45</b>		
<b>818.2 and 820.7</b>	<b>60</b>	<b>50</b>	Uintah				
<b>822.4 and 823.6</b>	<b>60</b>	<b>50</b>	<b>984.8 and 984.4</b>	<b>60</b>	<b>45</b>		
Peru			Gateway				
<b>825.4 and 826.6</b>	<b>70</b>	<b>60</b>	<b>983.5 and 981.0</b>	<b>50</b>	<b>40</b>		
<b>827.9 and 828.4</b>	<b>70</b>	<b>60</b>	<b>981.0 and 980.3</b>	<b>45</b>	<b>35</b>		
Bryan			<b>980.3 and 978.7</b>	<b>40</b>	<b>30</b>		
<b>833.6 and 834.1</b>	<b>70</b>	<b>60</b>	<b>977.3 and 977.0</b>	<b>60</b>	<b>50</b>		
Westvaco			<b>976.1 and 974.1</b>	<b>55</b>	<b>40</b>		
<b>844.8 and 845.4</b>	<b>80</b>	<b>65</b>					

### WESTWARD TRACK Between Mile Posts

Granger	849.9 and 850.2	70	60
Church Buttes	860.1 and 860.3	70	60
	862.2 and 862.5	70	60
Hampton	866.7 and 866.9	70	60
	868.0 and 869.2	70	60
Elkhurst	870.9 and 871.5	70	60
	872.3 and 872.5	70	60
	873.0 and 873.6	70	60
	874.0 and 874.5	70	60
Carter	878.2 and 878.5	70	60
	880.1 and 880.3	60	50
Antelope	881.4 and 881.7	70	60

### EASTWARD TRACK Between Mile Posts

Peterson	972.6 and 972.4	75	50
Morgan	967.8 and 967.2	60	50
	965.1 and 963.1	45	30
	962.8 and 959.8	60	45
Devils Slide	959.5 and 958.1	70	50
Henefer	954.5 and 953.3	60	45
Echo	952.5 and 952.1	35	25
	951.1 and 946.9	50	35
	945.5 and 942.9	50	35
Emory	941.6 and 940.9	60	45
	939.1 and 929.2	60	45
Curvo	928.8 and 927.6	60	35

**SPEED RESTRICTIONS—WYOMING DIVISION—4TH SUBDIVISION**

**WESTWARD TRACK  
Between Mile Posts**

882.5 and 883.9	60	50
884.6 and 885.0	60	45
Bridger		
886.4 and 886.7	70	60
887.3 and 887.5	65	50
888.3 and 890.5	70	60
Leroy		
891.6 and 895.1	70	60
896.1 and 900.6	60	45
901.9 and 903.6	50	40
Aspen		
904.9 and 905.3	60	45
906.3 and 908.6	60	45
909.3 and 910.4	75	65
Millis		
913.1 and 913.4	70	60
915.4 and 915.6	70	60
916.0 and 917.6	60	35
Evanston		
917.9 and 919.1	60	45
920.6 and 921.1	70	50
925.9 and 926.2	70	50
926.5 and 928.8	60	50
928.8 and 935.8	35	30
Castle Rock		
937.0 and 939.4	50	40
941.1 and 941.9	55	45
Emory		
942.9 and 945.5	50	40
946.9 and 951.1	50	40
952.1 and 952.5	35	35
Echo		
953.3 and 954.5	60	45
Henefer		
958.1 and 959.5	70	50
959.8 and 962.8	60	50
963.1 and 965.1	45	30
967.2 and 967.8	60	50
972.4 and 972.6	75	50

**NO. 1 TRACK  
Between Mile Posts**

974.1 and 976.1	55	35
977.0 and 977.3	60	50
978.7 and 980.3	40	30
980.5 and 983.8	45	35
Uintah		
985.5 and 985.8	70	50
987.9 and 989.0	65	45

**EASTWARD TRACK  
Between Mile Posts**

Wahsatch		
927.6 and 926.5	60	35
926.2 and 925.9	70	50
921.2 and 920.6	70	50
919.1 and 917.9	60	45
917.5 and 916.0	60	35
Evanston		
915.6 and 915.4	70	60
913.4 and 913.1	70	60
Millis		
910.4 and 909.3	75	65
908.6 and 906.3	60	45
905.3 and 904.9	60	40
Altamont		
903.6 and 901.9	50	40
Aspen		
901.3 and 896.7	60	45
894.4 and 894.0	70	60
893.4 and 890.9	70	60
Leroy		
890.5 and 888.3	70	60
887.5 and 887.3	65	50
886.7 and 886.4	70	60
Bridger		
885.0 and 884.6	60	45
883.9 and 882.5	60	50
881.7 and 881.4	70	55
Antelope		
880.3 and 880.1	60	50
878.5 and 878.2	70	60
874.5 and 874.0	70	60
Carter		
873.6 and 873.0	70	60
872.5 and 872.3	70	60
871.5 and 870.9	70	60
Elkhurst		
869.2 and 868.0	70	60
866.9 and 866.7	70	60
Hampton		
862.5 and 862.2	70	60
860.3 and 860.1	70	60
Verne		
850.2 and 849.9	70	60

**NO. 2 TRACK  
Between Mile Posts**

Granger		
845.4 and 844.8	80	65
Westvaco		
834.1 and 833.6	70	60
Bryan		
828.4 and 827.9	70	60
826.6 and 825.4	70	60
Peru		
823.6 and 822.4	60	50
820.7 and 818.2	60	50
818.2 and 817.6	40	30
817.6 and 817.3	35	25

**WYOMING DIVISION**

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

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

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

**CLEARANCE REQUIREMENTS**

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

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

Staff System in effect on Park City and Ontario Branches. Staff located in staff box in phone booth at Echo.

**SPEED RESTRICTIONS**

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

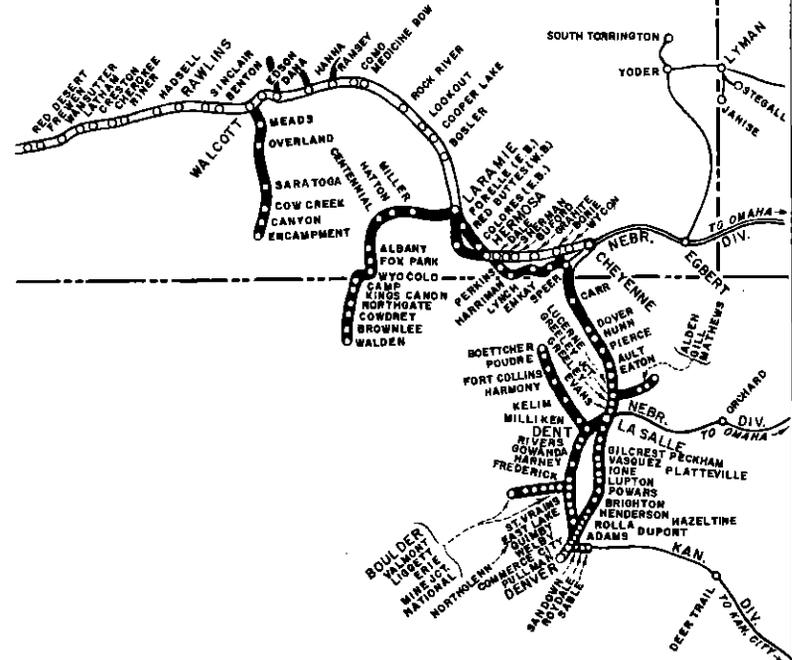
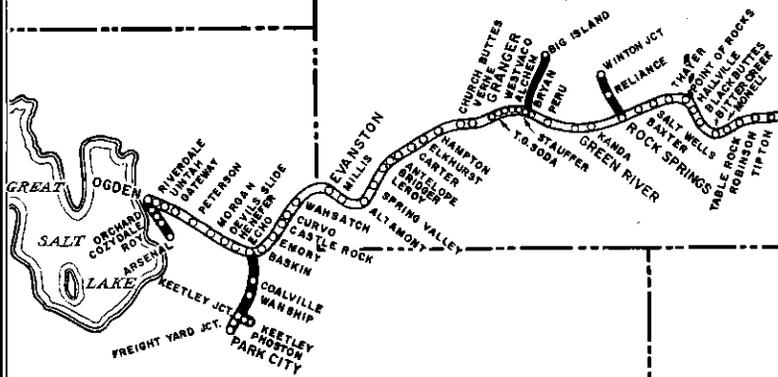
I D A.

W Y O

M I N N G

U T A H

C O L O R A D O



UNION PACIFIC RAILROAD  
**EASTERN DISTRICT**  
**WYOMING DIVISION**  
 SCALE OF MILES  
 10 0 10 20 30 40 50 100  
 OFFICE OF CHIEF ENGINEER - OMAHA, NEBR. JAN. 1, 1976  
 C.E. DRAWING NO. 82728

# KANSAS DIVISION

WESTWARD		FIRST SUBDIVISION	EASTWARD			
STATION NUMBER	LENGTH OF SIDINGS	Time Table No. 1		MILE POST	RULE 6(B)	
	FEET	STATIONS				
14-000		KANSAS CITY, MO.		0.0	P	
14-003		KANSAS CITY, KAN.		1.4	FTY	
		TERMINAL JCT. YL		3.3	PX	
14-004		C.R.I. & P. JCT. YL		4.2	X	
14-005		DN-R	KAW JCT. YL	KW	5.1	PX
14-010	C4822	MUNCIE		8.9	PX	
14-014	2071	EDWARDSVILLE		14.0	PX	
14-015	3339	FOREST LAKE		15.0	PX	
14-017	663	SUNFLOWER		16.7	PX	
14-018	C 2806	D	BONNER SPRINGS BW	17.5	P	
		A.T. & S.F. CROSSING		18.0	IP	
14-021	1480	LORING		20.7	PX	
14-022	2122	COLD SPUR		21.3	P	
14-024	339	LENAPE		23.5	P	
14-028	C 5905	LINWOOD		28.3	PX	
14-040	C 1997	D	LAWRENCE	DA	39.6	PX
14-043	1099	MIDLAND		43.2	P	
14-046	1395	BUCK CREEK		46.1	P	
14-049	773	WILLIAMSTOWN		48.8	P	
14-052	C 6044	PERRY		52.1	PX	
14-056	1497	NEWMAN		55.9		
14-061	1561	GRANTVILLE		61.3		
		EAST TOPEKA		67.4	IPX	
		A.T. & S.F. CROSSING		67.5	IPX	
14-068	W 11239 E 6062	DN-R	TOPEKA YL	OT	68.0	FPX
		C.R.I. & P. CROSSING		68.2		
		WEST TOPEKA		70.2		
14-073		MENOKEN		72.9		
		MENOKEN JUNCTION		8.2	0.0	
		GROVE		8.2	1.6	
17-081	1486	KENEFFICK		11.7	P	
17-084	12795	DELIA		15.5	P	
17-088	2103	EMMETT		22.2	P	
17-095	2125	AIKINS		28.0		
17-101	12880	JEFFREY		29.7	P	
17-103	3100	ONAGA		37.1	P	
17-110	1854	DULUTH		40.3	P	
17-112	12824	LILLIS		49.6	P	
17-122	1814	SULLIVAN		54.4	P	
17-127	12910	M.P. CROSSING		58.6	AP	
17-131	6536	D	FRANKFORT	FN	59.5	P
17-137	6495	WINIFRED		64.7	P	
17-143		UPLAND		70.2	P	
17-148		DN-R	MARYSVILLE	MS	75.7	FPTY
		148.6		(107.8)	(113.3)	

Rules 251 to 253 inclusive apply between Kaw Jct. and Topeka.

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

Eastward CRI&P trains must receive clearance at CRI&P tower, Topeka.

Trains to or from Denver Cut-Off need not receive clearance at Menoken.

All trains may register by registering ticket at Kaw Junction.

Trains from St. Joseph Branch will retain their identity and need not receive clearance at Upland.

At Kaw Junction, trains to Denver cutoff must receive clearance from Denver dispatcher and from Kansas City dispatcher.

Only U.P. Trains originating or terminating need register or receive clearance at Topeka.

## SPEED RESTRICTIONS — FIRST SUBDIVISION

LOCATION	MPH
Maximum speed	70
Kansas City — Tail Track between M.P. 5.0 and 6.41 On South Nos. 1 and 2 at 18th Street On Running Tracks 1 and 2 between Kaw River Bridge and end of block sign at State Line and on Running Tracks 3 and 4 between Kaw River Bridge and 11th Street	10 5 15
Between Mile Posts — Terminal Jct. 3.28 and 3.30	25
Edwardsville 12 and 14.25	40 55
Bonner Springs 17.9 and 18.0	30
20.1 and 20.5	60
Loring 21.4 and 21.8	60
23.6 and 23.9	60
25.3 and 25.6	60
26.3 and 26.6	60
27.5 and 27.8	60
Linwood 33.1 and 33.4	60
36.5 and 36.9	50
Lawrence 38.5 and 40.5	40
42.5 and 43.1	60
Grantville 65.7 and 66.3	60
Topeka 67.4 and 69.4	20
Menoken 4.1 and 4.3	60
6.0 and 6.2	60
7.2 and 7.4 *(Note)	60
Grove 8.8 and 9.0	60
Emmett 26.5 and 26.9	50
Aikins 33.6 and 33.9	60
36.7 and 37.1 *(Note)	50
45.0 and 45.6 *(Note)	55
Lillis 57.6 and 57.8	55
58.3 and 58.8 *(Note)	30
Winifred 67.9 and 68.2	50
Marysville Freight trains entering and using yard tracks	10
112.4 and 113.5 Over street crossings	10
After all crossings occupied	20

Note\* Westward Reduce Speed signs on left side of track.

## KANSAS DIVISION

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

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

## CLEARANCE REQUIREMENTS

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

SPEED RESTRICTIONS	
LOCATION	MPH
Maximum speed	70
Between Mile Post — Marysville	
Freight trains entering and using yard tracks.	10
<b>114.9 and 115.83 Until Engine has passed these locations</b>	<b>20</b>
<b>134.1 and 136.5</b>	<b>50</b>
Fairbury through city	
<b>152.5 and 153.5</b>	<b>30</b>
<b>155.1 and 155.4</b>	<b>50</b>
<b>156.2 and 156.5</b>	<b>55</b>
<b>157.5 and 157.9</b>	<b>55</b>
<b>160.0 and 160.3</b>	<b>55</b>
<b>163.5 and 163.8</b>	<b>60</b>
<b>164.9 and 166.3</b>	<b>50</b>
Alexandria	
<b>175.5 and 175.9</b>	<b>50</b>
<b>177.2 and 177.4</b>	<b>55</b>
Carleton	
<b>184.5 and 184.8</b>	<b>55</b>
<b>185.3 and 185.9</b>	<b>55</b>
<b>190.0 and 190.5</b>	<b>55</b>
Hastings	
<b>226.7 and 2.1</b>	<b>40</b>
<b>26.8 and 27.1</b>	<b>40</b>

### KANSAS DIVISION

WESTWARD		ST. JOSEPH BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time Table No. 1		MILE POST	RULE 6(B)
	FEET	STATIONS			
18-113		ST. JOSEPH		0.0	Y
		DN-R	TERMINAL YD. MK		PT
18-112			1.7 ELWOOD YL	1.7	
18-108			3.1 WATHENA YL	4.8	
18-104			4.1 BLAIR	8.9	
18-099	807	D-R	5.0 TROY YL RO	13.9	
18-089	1318		10.9 SEVERANCE	24.8	
18-084	1483		4.1 LEONA	28.9	
18-079	1439		5.3 ROBINSON	34.2	
			8.0 M.P. CROSSING	42.2	A
18-071	1805	D	0.5 HIAWATHA YL H	42.7	PY
18-063	758		7.4 HAMLIN	50.1	
18-059	1034		3.8 MORRILL	53.9	
18-053	1554		6.8 SABETHA	60.7	
18-045	1257		8.1 ONEIDA	68.8	
18-036	1835		8.4 SENECA	77.2	
18-029	1127		7.0 BAILEYVILLE	84.2	
18-024	1946		5.0 AXTELL	89.2	
18-019	344		4.9 SUMMIT	94.1	
18-014	1551		5.2 BEATTIE	99.3	
18-008			5.9 HOME	105.2	
17-143			2.6 UPLAND	107.8	P
			(107.8)		

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

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

#### SPEED RESTRICTIONS

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

### KANSAS DIVISION

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

#### SPEED RESTRICTIONS

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

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

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

#### SPEED RESTRICTIONS

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

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

**KANSAS DIVISION**

WESTWARD		DENVER CUT-OFF Salina Subdivision		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time Table No. 1		MILE POST	RULE 6(B)
	FEET	STATIONS			
14-073		MENOKEN		72.9	PY
14-075	1561	KIRO		75.2	P
14-079	4714	SILVER LAKE		78.7	P
14-084	6567	D	ROSSVILLE RV	84.0	P
14-092	3916	D	ST. MARYS SY	91.6	P
14-098	3349		BELVUE	97.8	P
14-105	7020	D	WAMEGO WA	104.7	P
14-115	301		SWAMP ANGEL	114.8	
14-118	1042		INDUSTRIAL PARK	118.0	
14-119	6397	D	MANHATTAN YL MH	119.3	P
			C.R.I. & P. CROSSING	119.4	
14-126	989		EUREKA LAKE	125.9	P
14-130	856		OGDENSBURG	130.3	P
14-132	6360		EAST FUNSTON	131.6	P
14-134	5767		FUNSTON	133.6	P
14-136	3679	D	FORT RILEY FT	135.7	P
14-140	5116 8429	D-R	JUNCTION CITY YL JN	139.5	FPY
14-143	808		LACEY	143.0	
14-151	1679		STONEY	150.6	
14-152	6503	D	CHAPMAN CM	152.3	P
14-159	1292		DETROIT	158.5	P
14-164	5519	DN	ABILENE YL AB	163.7	P
			A.T. & S.F. CROSSING	164.5	I
14-165			WEST ABILENE YL	164.7	
14-172	3482 3884	D	SOLOMON YL SK	172.3	PY
14-180	3961		NEW CAMBRIA	180.4	P
14-185			EAST SALINA YL	184.6	P
14-187		DN-R	SALINA YL SC	186.6	FPTY
			A.T. & S.F. CROSSING	187.2	
14-195	2987		BAVARIA	194.8	P
14-201	5723		BROOKVILLE	201.4	P
14-219	2917	DN	KANOPOLIS KA	219.2	PY
14-224	4902 5103	D	ELLSWORTH WO	223.7	P
			ST. L. & S.F. CROSSING	224.4	
14-232	1890		BLACKWOLF	231.5	P
14-240	3079	D	WILSON WN	239.9	P
14-246	3421		DORRANCE	246.4	P
14-253	1567		BUNKER HILL	253.4	P
14-263	3550	D	RUSSELL RU	263.3	P
14-267	825		BALTA	266.7	P
14-272	5472	D	GORHAM GJ	272.4	P
14-276	1529		WALKER	275.5	P
14-280	1147	D	VICTORIA VC	279.6	P
14-285	1291		TOULON	284.8	P
14-290	6276	D	HAYS HA	290.1	P
14-295	1039		YOCEMENTO	295.4	
14-303		DN-R	ELLIS YL RT	303.3	FPY
			(230.4)		

BLOCK SIGNALS

CTC

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

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

**CLEARANCE AND REGISTER REQUIREMENTS**

Westward AT&SF trains at Abilene must receive clearance at AT&SF depot. Only trains originating or terminating need register or receive clearance at Junction City.

At Salina UP trains enroute to First Subdivision must receive clearance from Kansas City Dispatcher in addition to clearance from Denver Cut-Off Dispatcher.

CRI&P and AT&SF trains having received clearance at Abilene or Salina need not receive clearance at West Abilene or East Salina.

Trains to or from First Subdivision need not receive clearance at Menoken.

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

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

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



## KANSAS DIVISION

WESTWARD		DENVER CUT-OFF DENVER SUBDIVISION		↑	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Time-Table No. 1			MILE POST	RULE 6(B)
	FEET	STATIONS				
14-303		DN-R	ELLIS YL	RT	303.3	PFY
14-308	2951		5.1 RIGA		308.4	P
14-314	1471		4.7 OGALLAH		313.1	
14-322	3094	D	9.2 WAKEENEY	W	322.3	P
14-330	1204		7.7 VODA		330.0	
14-336	1798		5.8 COLLYER		335.8	
14-343	3842		7.5 QUINTER		343.3	P
14-351	3480		7.6 BUFFALO PARK		350.9	P
14-356	2143		5.4 GRAINFIELD		356.3	
14-365	2594	D	8.9 GRINNELL		365.2	P
14-371	912		6.0 CAMPUS		371.2	
14-377	2816	DN	6.2 OAKLEY YL	OQ	377.4	FPY
14-386	2494		8.7 MONUMENT		386.1	P
14-394	1820		7.5 PAGE CITY		393.6	
14-399	2686		5.4 WINONA		399.0	P
14-408	1050		9.4 McALLASTER		408.4	
14-421	2066		12.7 WALLACE		421.1	P
14-430	3823	DN-R	8.7 SHARON SPRINGS YL	PS	429.8	PY
14-442	3082		12.0 WESKAN		441.8	P
14-447	1544		5.5 JIM		447.3	
14-453	1867		5.8 ARAPAHOE		453.1	P
14-463	2111	D	9.9 CHEYENNE WELLS	CW	463.0	P
14-474	2401		10.5 FIRST VIEW		473.5	P
14-488	2834		14.0 KIT CARSON		487.5	P
14-508	2262		20.1 AROYA		507.6	
14-518	2246		10.4 BOYERO		518.0	P
14-526	4534		8.7 CLIFFORD		526.7	P
14-536	4001		8.7 HUGO		535.5	PY
14-551	2299	DN	15.0 C.R.I.&P. Crossing LIMON YL	MN	556.6	P
			0.1 LIMON JUNCTION		550.6	
14-557	1375		6.0 RIVER BEND		556.6	P
14-563	4947		6.6 CEDAR POINT		563.0	P
14-572	4837		9.2 AGATE		572.2	P
14-584	2483 2592		12.0 DEER TRAIL		584.2	P
14-597	2422		12.4 BYERS		596.6	P
14-603	2803	D	5.9 STRASBURG	SR	602.5	P
14-609	4756		6.9 BENNETT		609.4	P
14-614	2600		4.3 MANILA		613.7	P
14-618	4856		4.7 WATKINS		618.4	P
14-622	1204		4.1 WATTENBERG		622.5	
14-625	2480		2.5 MESA		625.0	P
14-628	599		3.1 MAGEE YL		627.0	
			(323.7)			

Note 2 to Rule 99 in effect Ellis to Magee.

### CLEARANCE AND REGISTER REQUIREMENTS

Clearance must be received at:

Sharon Springs — All trains.

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

## KANSAS DIVISION

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

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

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

\*Note — Westward Reduce Speed sign north of siding, Wakeeny.

### KANSAS DIVISION

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

#### SPEED RESTRICTIONS

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

### KANSAS DIVISION

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

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

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

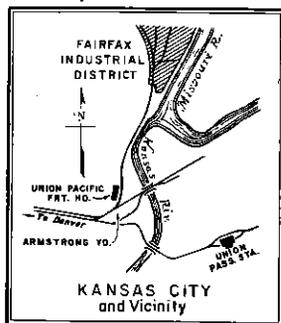
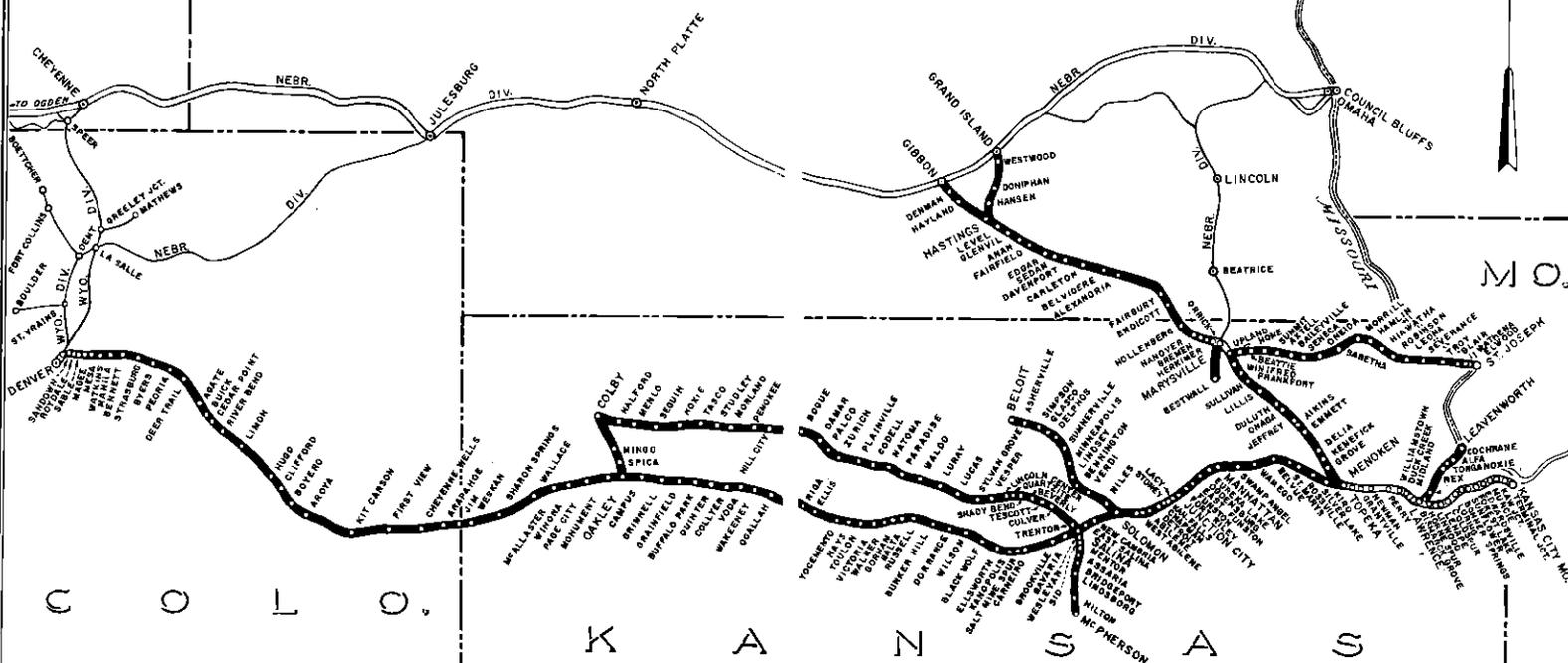
#### SPEED RESTRICTIONS

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

W Y O.

I O W A

N E B R A S K A



**UNION PACIFIC RAILROAD**  
**EASTERN DISTRICT**  
**KANSAS DIVISION**  
 SCALE OF MILES  
 10 0 10 20 30 40 50 100  
 OFFICE OF CHIEF ENGINEER - OMAHA, NEBR. JAN. 1, 1976  
 C.E. DRAWING NO. 82726

# EASTERN DISTRICT

## SPECIAL RULES — ALL DIVISIONS

### General Rules

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

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

### Standard Time

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

Ball "Official Railroad Standard";

Ball "Automatic Trainmaster" model;

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

Elgin "B. W. Raymond" model;

Hamilton electric "Railroad Special";

Longines Model "T-905" Railroad Watch;

Longines "Ultra-Chron Railroad Watch".

Wyler Incaflex Dynawind — R. R. Approved Model.

Wyler Incaflex Stemwind — R.R. Approved Model.

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

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

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

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

C—center siding

E—eastward siding

W—westward siding

### Markers

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

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

### Calling Signals

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

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

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

### Superiority of Trains

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

### Clearances

97 (R). Within CTC territory, assigned locals, work trains or helper engines, having received Clearance Form 2643 at their starting point, may thereafter move in either direction within CTC territory while on continuous tour of duty being governed by indication of signals or

instructions from train dispatcher without receipt of additional Clearance Form 2643.

### Maintenance of Way Rules

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

### Automatic Block Signals

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

### Siding Indicators

241 (R-1). When a train enters siding account indication displayed by a siding indicator, a member of the crew must contact train dispatcher for instructions.

### Hold Indicators

241 (R-2). When a train is stopped by an automatic block signal to which "Hold" indicator is attached, a member of the crew must communicate with dispatcher or operator for instructions before proceeding even though "HOLD" indicator is not illuminated.

### Operation Under Staff System

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

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

Authority to use staff must be obtained from train dispatcher.

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

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

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

### Automatic Cab Signals

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

### Block Signal Rules

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

Rules cited above are revised accordingly.

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

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

### Handling Hazardous Material

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

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

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

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

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

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

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

### Cabooses

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

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

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

### Inspection of Trains

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

715 (R-2). 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.

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

### Switching Cars

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

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

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

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

### Cars or Loads of Excess Dimensions

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

- 1-A Protect against other loads over 12 feet wide, also all loads and equipment having a width of over 12 feet due to track curvature and through turnouts, by arranging definite meeting and passing points where track centers will provide safe clearance.
- 2-B This load must not pass or be passed on parallel tangent or curved tracks except at arranged meeting and passing points where track centers will provide safe clearance.
- 3-C This load must not pass or be passed on curved tracks except at arranged meeting and passing points where track centers will provide safe clearance.
- 4-D See that loads and equipment are back of fouling points to clear extreme width of this shipment.
- 5-E Load must be placed on carrying car so that all axles are equally loaded.
- 6-F Separate this load from locomotive or any other heavy load exceeding 220,000 pounds gross weight, by at least three cars not

- exceeding 220,000 pounds gross weight each.
- 7-G Separate this load from locomotive or any other heavy load exceeding 240,000 pounds gross weight, by at least three cars not exceeding 240,000 pounds gross weight each.
- 8-H Separate this load from locomotive or any other heavy load exceeding 263,000 pounds gross weight by at least three cars not exceeding 263,000 pounds gross weight each.
- 9-I Cannot be handled via Montpelier and must be handled via Ogden between Granger and McCammon.
- 10-J Cannot be handled through Tunnels No. 10 to 17 and must be routed via Riparia and Colfax between Ayer and Spokane.
- 11-K Cannot be handled through Peninsula Junction Tunnel No. 18 and must be routed via Kenton between Troutdale and North Portland, or via Graham between Troutdale and Albina.
- 12-L Cannot be handled through Bear River Tunnel No. 15 and must be routed via Granger between Ogden and McCammon.
- 13-M Cars are of standard dimensions on the Utah Division but high and/or wide in states of California and Nevada.
- 14-N Cars are of standard dimensions for the State of Idaho but high and/or wide in states of Oregon and Washington.

Detailed instructions will be issued to provide proper protection for any conditions not specifically provided for in Code 1-A through 11-K.

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

#### Handling Cars With Air Brakes

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

#### Empty Tank Cars

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

#### Continuous Welded Rail Trains

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

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

#### When Loaded

Maximum speed:

On unrestricted track - 40 MPH;

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

Through cross-overs or turnouts - 10 MPH.

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

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

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

#### When Empty

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

#### Position of Cars in Trains

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

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

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

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

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

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

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

#### When Loaded With Phosphorus:

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

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

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

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

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

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

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

#### Units Dead in Train

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

#### Helper Engines

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

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

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

#### Inspection of Trains

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

#### Hot Box Detectors

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

### Riding on Engines

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

### Inspection of Cars

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

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

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

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

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

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

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

### Unattended Locomotives

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

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

NEBRASKA DIVISION	WYOMING DIVISION	KANSAS DIVISION
Beatrice	Cheyenne	Beloit
Columbus	Denver	Bonner Springs
Council Bluffs	Greeley	Ellis
Fremont	Green River	Junction City
Gering	Laramie	Kansas City
Grand Island	LaSalle	Lawrence
Julesburg	Ogden	Marysville
Kearney	Rawlins	Oakley
LaSalle	Rock Springs	Plainville
Lexington		Salina
Lincoln		Sharon Springs
North Platte		St. Joseph
Omaha		Topeka
Sidney		
Sterling		
Valley		

### Engine Service

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

In road freight service;

In yard service provided the fireman is a promoted engineer.

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

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

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

### Track Restrictions

899 (R-1). Unless otherwise provided, GE U-28-C units (2800-2809), 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.

### Air Brake Rules

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

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

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

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

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

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

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

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

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

### Pressure Maintaining Braking

1043 (R). In territory where pressure maintaining braking is being used for extended periods, brake 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.

#### Mechanical Instructions

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

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

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

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

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

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

Proper report must be made to the next maintenance terminal.

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

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

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

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

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

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

## NEBRASKA DIVISION

### SPECIAL RULES — OMAHA - COUNCIL BLUFFS TERMINAL AREA

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

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

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

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

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

#### Railroad Crossings and Junctions

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

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

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

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

#### Public Crossings

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

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

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

#### Current of Traffic

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

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

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



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

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

When authorized by train dispatcher, movements may be made against current of traffic on any of the tracks named above without being preceded by flagman, except when moving over a public crossing protected by automatic signals or gates.

#### Approach Indications

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

#### Use of Hand Brakes

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

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

### SPECIAL RULES — FIRST SUBDIVISION

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

#### Movement in Yards

D151 (RN-2). At points shown below, trains and engines may move against current of traffic without being preceded by a flagman except when moving over public crossing protected by crossing signals or gates, or when view obstructed. Such movements must be made at restricted speed.

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

SCHUYLER, from the west switch at M.P. 70.93 to the hold indicator at M.P. 66.9.

COLUMBUS, on westward main track, when eastward dwarf signal just west of BN crossing displays restricting indication (Rule 240-N) movement may be made against current of traffic to End of Block sign in vicinity of M.P. 83.5 without being preceded by a flagman.

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

On eastward main track movements may be made against the current of traffic between Interlocking Signal M.P. 83.8 and hold indicator M.P. 86.2 (Special Rule 241-B) without being preceded by a flagman. Movements must be made at restricted speed and only after authority has been granted to occupy track and it is known hold indicator is displayed. Operating Rule 103(G) must be complied with.

GRAND ISLAND, between east remote control switch M.P. 144.5 and hold signal located at M.P. 149.8.

KEARNEY, between the east switch M.P. 188.7 and hold signal M.P. 190.4.

93 (RN-1). At Columbus yard engines may move with current of traffic between M.P. 83.40 and end of switching limits without Clearance Form 2643 on authority from train dispatcher. Permission must be obtained from train dispatcher before entering main track at Moorman. When handling cars behind engine on main track, at night a light must be displayed on that car. Markers need not be displayed.

93 (RN-3). 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 (RN-4). Trains arriving Grand Island from Kansas Division must stop clear of derail and switch at M.P. 250.35 and must receive verbal authority from Nebraska Division train dispatcher to proceed on eastward track. Trains enroute to Kansas Division will be governed by interlocking signals at BN crossing and may proceed on route indicated to switch west of Garfield Street.

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

#### Use of BN Trackage at Lincoln

93 (RN-5). While operating on tracks of the B.N. at Lincoln, employes must comply with instructions issued by B.N. supervisors, but will be governed by UP rules, except for the following:

93 (RN-6). 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 (RN-3). At B.N. crossing, Fremont, when a train or engine is stopped by a signal governing movement over crossing and no conflicting movement is evident, a member of crew must communicate with B.N. operator and be governed by his instructions. Telephone is located on instrument house near crossing.

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

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

#### Public Crossings

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

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

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

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

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

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

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

#### Switches

104 (RN-1). Switches will be set normally at:  
Oconee — for Norfolk Branch;  
Genoa — for Cedar Rapids Branch.

#### Track Occupancy Indicators

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

#### Electric Locks

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

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

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

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

Operating Rule 280 thru 282(A) inclusive, governs use of electric locks.

#### Interlocking

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

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

#### Switching Cars with Air Brakes Cut In

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

Fremont	—Between sand pit and yard tracks.
Columbus	—Between sand pit and train yard and between sand pit and B.N. transfer.
Grand Island	—Between train yard and Webb Stockyard.

### SPECIAL RULES — SECOND SUBDIVISION

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

#### Engine Whistle Signals

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

### Railroad Crossings and Junctions

98 (RN-5). At O'Fallons, an eastward train from North Platte Branch receiving Restricting indication Rule 240(N) after switches are lined for movement from North Platte Branch to eastward main track may move on signal indication, without flag protection against westward trains. Westward automatic block signal at M.P. 300.5 is a STOP signal (Rule 240-A). Rule 509 governs.

#### Public Crossings

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

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

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

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

#### Switches

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

#### Interlocking

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

#### Switching Cars with Air Brakes

806 (RN-2). Air Brakes must be cut in and operative on all cars being handled at Northport between depot and BN transfer.

#### Air Brake Rules

1042 (RN). Retaining valves must be used on all cars in freight train, 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 (RN). 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.

#### Switches

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

### SPECIAL RULES — NORTH PLATTE

#### Yard Movements

93 (RB). At North Platte, trains and engines may proceed at restricted speed with yardmaster's authority, between switching limits without Clearance Form 2643.

When moving against current of traffic and track is known to be clear, flagman need precede movement only over public crossings protected by crossing signals or gates.

#### Speed Restrictions

105 (RB-1). Following speeds must not be exceeded on yard track or running tracks shown:  
All tracks in Eastbound Yard and North Running Track 25 MPH  
All tracks in Westbound Yard ..... 20 MPH  
South Running Track ..... 35 MPH  
Maximum speed on yard tracks or industry tracks not specified above 15 MPH.

## Movements on Running Tracks

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

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

## Block Signals

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

## Movements on Ready Tracks

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

## Retarder Yards

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

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

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

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

Color	Indication
Red	—Stop
Green	—Proceed

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

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

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

# WYOMING DIVISION SPECIAL RULES — ALL SUBDIVISIONS

## Engine Whistle Signals

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

## Movement at Stations

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

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

## Spreaders and Snow Plows

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

Location	Bridge	Location	Bridge
Second Subdivision	560.09	Fourth Subdivision	963.13
	567.86		963.56
	573.35		963.85
Third Subdivision	806.42		964.26
	814.28		978.25
	814.83		978.42
Fourth Subdivision	840.27		979.04
	880.23		979.28
	939.03		979.58
	940.41		981.01
	941.46		984.05
	945.16		984.20
	960.41		

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

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

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

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

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

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

## Retaining Valves

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

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

**Eastward  
Sherman-Cheyenne**

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

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

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

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

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

**Fourth Sub-Division  
Wahsatch to Ogden**

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

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

## SPECIAL RULES — FIRST SUBDIVISION

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

#### Use of Engine Bell

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

#### Movements in Yards

30 (RW-2). At Denver, movements may be made against current of traffic between 20th St. and Commerce City without flagman ahead unless view is obstructed or moving across public crossings protected by gates or crossing signals.

#### Railroad Crossings and Junctions

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

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

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

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

#### Public Crossings

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

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

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

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

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

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

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

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

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

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

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

#### Switches

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

#### Movements Controlled by Switchtender

512 (RW). At 36th Street, Denver, inbound freight trains must stop before passing Block Signal 18 unless proceed signal given with yellow

flag or yellow light is received from switchtender.

When Block Signal 18 indicates Stop and Proceed, inbound freight trains may pass this signal without stopping provided switches are lined for movement across outbound main track and to yard and proceed signal given with yellow flag or yellow light is received from Switchtender.

#### Handling Cars With Air Brakes

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

## SPECIAL RULES — SECOND SUBDIVISION

### Coalmont and Encampment Branches

#### Engine Whistle Signals

14 (RW-2). In multiple track territory on Second subdivision, the following whistle signals must be used for recalling flagman:

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

#### Switches

104 (RW-2). At Harriman, switch from No. 1 siding to No. 2 siding at west end is normally set for No. 1 siding.

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

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

Signs reading "Approach Section" are located 412 feet east of spring switch on new South lead, new North lead and 100 feet east of CTC signal on Old South lead. Westward trains or engines must not enter approach section unless signal displays indication permitting movement into CTC territory.

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

#### Signal Indications

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

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

#### Use of Hand Brakes

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

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

#### Handling Cars With Air Brakes

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

#### Air Brake Rules

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

## SPECIAL RULES — THIRD SUBDIVISION

### South Pass Branch

#### Public Crossings

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

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

## SPECIAL RULES — FOURTH SUBDIVISION

### Park City, Ontario and Hill Field Branches

#### CTC Stop Signals

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

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

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

#### Air Brake Rules

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

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

Movements from Stauffer Chemical Co. plant to Stauffer must stop at yellow sign indicating crest of grade, and make brake-pipe test as prescribed by Air Brake Rule 1041.

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

## SPECIAL RULES — OGDEN TERMINAL

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

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

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

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

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

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

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

## KANSAS DIVISION

### SPECIAL RULES — FIRST SUBDIVISION

#### Leavenworth and St. Joseph Branches

##### Clearances

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

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

##### Railroad Crossings and Junctions

**98 (RK-1).** Interlockings at ATSF Crossing Bonner Springs (M.P. 18.0), ATSF Crossing Topeka (M.P. 67.5), CRI&P Crossings Topeka (freight house lead and at M.P. 68.2) are controlled by train dispatcher at Kansas City. Rule 269.

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

Rules 275 through 277 govern handling of dual control switches.

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

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

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

##### Crossing Signals

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

##### Position of Switches

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

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

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

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

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

##### Caboose Tracks

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

##### Handling Cars With Air Brakes

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

### Close Clearance

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

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

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

## SPECIAL RULES — SECOND SUBDIVISION

### Bestwall Spur and Grand Island Branch Movement in Yard Limits

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

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

### Railroad Crossings and Junctions

98 (RK-5). At CRIP crossing, M.P. 152.7, Fairbury and BN crossing, M.P. 200.5, Edgar, BN crossings, Endicott M.P. 147.1 and Belvedere M.P. 177.0, when a train or engine has been stopped by a Stop signal and no conflicting train movement is evident, member of crew must communicate with dispatcher. When instructed by dispatcher, time release must be operated and if indication of signal does not change at expiration of time release interval, movement may be made in compliance with Rules 269, 275 and 612.

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

### Approach Indications

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

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

### Centralized Traffic Control System

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

269 (RK-1). At Hastings, when first eastward absolute signal east of yard office displays Approach indication, switching movement is authorized between that point and B.N. Crossing.

### Yard Movements

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

## APPENDIX 1

### RAILROAD CROSSINGS AND JUNCTIONS

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

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

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

### Second Subdivision and Branches

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

### Third Subdivision and Branches

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

Location	Railroad Crossed, or Junction With	Trains Which Have Precedence	How Governed
<b>WYOMING DIVISION</b>			
<b>First Subdivision</b>			
Commerce City (M.P. 4.9)	B.N.		C. T. C. Signals
Eaton (M.P. 59.3)	G.W.	U.P.	Semi-automatic interlocking Special Rule 98 (RW-2)
Erie (M.P. 15.1)	B.N.	U.P.	Stop signs
Valmont Spur (M.P. 1.0)	C. & S.	U.P.	Gate.
C. & S. Crossing (M.P. 26.0) Boulder Branch	C. & S.	C. & S.	Gate.
Kelim (M.P. 9.0)	G.W.	G.W.	Stop signs.
Fort Collins (M.P. 25.2)	C. & S.	C. & S.	Derails. Special Rule 98 (RW-3)
Fort Collins (M.P. 25.3)	C. & S.	C. & S.	Gate.
Sandown Jct. (M.P. 634.0)	C.R.I.&P.		Automatic block signals. Special Rule 98 (RW-1)
Pullman (M.P. 2.2)	Outbound main track.	Wyoming Division	Block Signals.
36th Street. (M.P. 1.8)	Outbound main track.	Westward	Block Signals.
<b>Ogden:</b>			
21st Street		D&RGW Frt. main track crosses yard	Signal indication. See Rule 98 (RW-4)
Wall Ave. between Rushton & 21st Street		D&RGW-UP	Automatic Interlocking Rule 612.
Evona Branch connection with D&RGW to joint Sugar Works		D&RGW-UP	Dual Controlled Switches are in service. Signals and switches are controlled by D&RGW Dispatcher. Authority must be received from D&RGW Dispatcher for movement.
Cecil Jct.		UP-SP	Block Signals and signal from switch tender. See Rule 98 (RW-5)
<b>KANSAS DIVISION</b>			
<b>First Subdivision</b>			
11th & Santa Fe Sts., Kansas City, Mo.	St.L.&S.F.		Interlocking.
Between 9 St. and St. Louis Ave., Kansas City, Mo.	St.L.&S.F.		Interlocking.
Berger Ave. & Railroad St., Kansas City, Kans.	C.R.I.&P.	U.P.	Gate.
Minnesota Ave. & M.P. Bridge, Kansas City, Kans.	M.P.		Interlocking.
Minnesota Ave. & Second St., Kansas City, Kans.	M.P.		Interlocking.
State Ave., near Second St., Kansas City, Kansas	M.P.		Interlocking.



Location	Railroad Crossed, or Junction With	Trains Which Have Precedence	How Governed
Bonner Springs (M.P. 18.0)	A.T.&S.F.		Interlocking. Special Rule 98 (RK-1).
Topeka (M.P. 67.5)	A.T.&S.F.		Interlocking. Special Rule 98 (RK-1).
Topeka (Frt. House Lead)	C.R.I.&P.		Special Rule 98 (RK-1).
Topeka (M.P. 68.2)	C.R.I.&P.	U.P.	Special Rule 98 (RK-1).
Frankfort (M.P. 58.6)	M.P.		Automatic Interlocking and C.T.C. Special Rule 98 (RK-2).
Hiawatha (M.P. 42.2)	M.P.		Automatic Interlocking. Operating Rule 612.
St. Joseph	U.T.R.R.		Stop. Operating Rules 98 and 98(A).
St. Joseph.	B.N.	B.N.	Signal Indications. Special Rule 98 (RK-3).
<b>Second Subdivision and Branches</b>			
Hanover. (M.P. 128.1)	B.N.		CTC Rules 269, 275, 280 & 612
Endicott. (M.P. 147.1)	B.N.		Automatic Interlocking and CTC, Rules 269, 275, 280 & 612, and Special Rule 98 (RK-5)
Fairbury. (M.P. 152.6)	R.I.		Automatic Interlocking and CTC-Rules 269, 275 & 612 Special Rule 98 (RK-5)
Fairbury (Jct.) (M.P. 153.5)	R.I.		Electric Lock.
Fairbury (Jct.) (M.P. 154.4)	R.I.		Electric Lock.
Belvidere. (M.P. 177.0)	B.N.		Electric Locks Rules 269, 280-282(A) & 612 Special Rule 98 (RK-5).
Edgar. (M.P. 200.5)	B.N.		Automatic Interlocking and C.T.C. Rules 269, 275, 612 and Special Rule 98 (RK-5).
Hastings. (M.P. 227.2)	B.N.		Interlocking and C.T.C. Special Rule 98 (RK-6).
Grand Island Branch Belt Line Crossing. (M.P. 249.6)	Belt		Stop. Rules 98 and 98(A).
<b>Denver Cut-Off and Branches</b>			
Manhattan. (M.P. 119.4)	C.R.I.&P.	U.P.	Stop, send member of crew to crossing to give proceed signal when safe to proceed.
Abilene. (M.P. 164.5)	A.T.&S.F.		Cabin Interlocking. Operating Rules 613 and 614.
Salina. (M.P. 187.2)	A.T.&S.F.		Automatic Interlocking.
Ellsworth. (M.P. 224.4)	St.L.&S.F.	U.P.	Signals and electric locked gate. Operating Rules 613 and 614.
Limon. (M.P. 550.5)	C.R.I.&P.	U.P.	Stop signal. After stopping, a member of crew must go to the crossing to give proceed signal when safe to proceed.
Limon Jct. (M.P. 550.6)	C.R.I.&P.	U.P.	Dwarf signal.
Solomon Branch Minneapolis. (M.P. 23.7)	A.T.&S.F.	U.P.	Stop. Operating Rules 98 and 98(A).
Beloit. (M.P. 57.2)	M.P.	M.P.	Stop. Operating Rules 98 and 98(A).

Location	Railroad Crossed, or Junction With	Trains Which Have Precedence	How Governed
McPherson Branch Salina (M.P. 0.5),	A.T.&S.F.	U.P.	Stop. Operating Rules 98 and 98(A).
Salina (M.P. 0.6),	C.R.I.&P.	U.P.	Stop. Operating Rules 98 and 98(A).
Salina (M.P. 0.6),	M.P.		Stop. Operating Rules 98 and 98(A).
Lindsborg. (M.P. 20.7)	M.P.	M.P.	Stop at switch target until gate has been set against M.P. When entire train has passed the target on opposite side of crossing, the gate must be set against U.P.
McPherson. (M.P. 35.1)	A.T.&S.F.	A.T.&S.F.	Stop. Operating Rules 98 and 98(A) and 98(B).
Plainville Branch Lincoln Center. (M.P. 33.8)	U.P.	U.P.	Stop. Operating Rule 98 and 98(A).

## APPENDIX 2 CROSSOVERS

104 (R). ACS is inoperative through No. 20 crossovers. Movement through crossovers are governed by block signal indication. Do not exceed 40 MPH through these crossovers to next governing signal. No. 20 Turnouts are located as follows:

### NEBRASKA DIVISION

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

### WYOMING DIVISION

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

## WYOMING DIVISION

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

## KANSAS DIVISION

W. Topeka	70.3	Nos. 1 & 2
Menoken Jct.	73.0	First Subdivision & Denver Cut-Off
Upland	107.7	Single track & two main tracks
Orrick	117.0	Single track & two main tracks

No. 10 Turnouts are located as follows:

## WYOMING DIVISION

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

## KANSAS DIVISION

Topeka	At CRI&P Junction, & west end west long siding
Marysville	At Yard Lead
Endicott	At BN Crossing

No. 14 Turnouts are installed at all other locations in CTC territory.  
Other switches equipped with No. 14 turnouts are indicated by Figure "14" on switch targets.

## APPENDIX 3

### TRACK RESTRICTIONS

899 (R-2). The following track restrictions apply:

<b>Eastern District</b>		
All Divisions	Tracks where curvature exceeds 22 degrees	Only yard switchers and EMD 1870 thru 1877 permitted.
	Industrial tracks where curvature exceeds 30 degrees	In handling hydrocushion cars, movement restricted to single car and unit.
	Industrial Trestles	Engines not permitted.
<b>Nebraska Division</b>		
Omaha	Alcohol Plant Scale Track ASR Coal Trestle	No Engines permitted. No Engines permitted. beyond Span 15.
Beatrice Branch	All Trackage	Units listed in Special Rule 899 (R) may be operated.
Alda	Ordinance Track	
Brownson	Industrial Warehouse Tracks	GP-35 and smaller units only with maximum speed of 5 MPH on curved and 10 MPH on straight track. Cars in excess of 263,000 pounds not permitted. Gates must be closed and locked after entering area and again after leaving area. Switches to tracks not in service in building area are spiked.
Wypo	Wyoming Potato Co. Trackage	Less than 5000 horsepower units only at maximum speed of 5 MPH.
<b>Wyoming Division</b>		
Denver	Track 8, Union Station	Units listed in Special Rule 899 (R) permitted at 5 MPH maximum speed.
	Union Station	High or wide cars not permitted to move under umbrella sheds but must be handled on Track 10.
Greeley	Monfort	U50-C, DD35-U, DL630, & SD-45 units permitted at 5 mph maximum speed. SD-24 units with 6 wheel trucks prohibited.
	All mine trackage and Branches except South Pass Branch and Greeley Branch	
	Greeley Branch	GP 7 and 9 units permitted at 10 MPH maximum speed.
Brighton	Over flume bridge, No. 8 track, Great Western Sugar Factory	No engines permitted.
Valmont	On sharp curve west end, Public Service Company Track	No engines permitted.
Boettcher	Cement plant Track No. 7 east of cement truck crossing	No engines permitted.
Boettcher	Cement plant, from point 200 feet west of highline switch to end of track	No engines permitted.
Granite	Under tipples	Cars for loading only permitted.
Sinclair	Chemical Storage Warehouse Spur	Not less than 8 cars must be handled ahead of engine.
Medicine Bow	South Spur Track	Hopper cars only beyond Restriction Sign 550 feet west of switch.
Rock Springs	Sweetwater — No. 1 Safety Spur	No engines permitted.

Westvaco Plant Trackage, Allied and Stauffer Spurs Park City	Consolidated Mine Safety Track	SD-24 with 6 wheel trucks prohibited.  No engines permitted.
<b>Kansas Division</b>		
First and Second Subdivision	Industry tracks	Units listed in Special Rule 889 (R) permitted at 5 MPH maximum speed.
Kansas City	Track 11 Union Station	Units listed in Special Rule 899 (R) permitted at 5 MPH maximum on out- side spur tracks, adjacent to umbrella sheds.
Fairfax	Owens Corning Hold Yard	Cars must be placed at least one car length from cable across tracks 1 thru 10.
Forest Lake	Alongside high sand piles on sand loading track	No engines permitted.
Sunflower	Tracks 1,2,3,4 & 5	No engines permitted beyond south cement plant paved driveway crossing.
Bonner Springs	House track	Units named in Special Rule 899 (R) must not go beyond track scale.
Leavenworth Branch	All Sidings	5 MPH maximum speed.
St. Joseph Branch	All Sidings and other inside tracks	5 MPH maximum and cars in excess 263,000 pounds prohibited.
Between Marysville and Gibbon		Units listed in Special Rule 899 (R) permitted except Hayland or Denman at 5 MPH maximum speed.
Great Lakes Spur	Industry track	No engines permitted beyond two car lengths from east end of loading dock.
<b>Denver Cut-Off</b>		
Fort Riley	House	5 MPH maximum speed.
Ellsworth	South Elevator	5 MPH maximum speed.
Wilson	Mill Spur	5 MPH maximum speed.
Bunker Hill	House	5 MPH maximum speed.
Solomon Branch	All Siding	5 MPH maximum and cars in excess 263,000 pounds prohibited.
Plainville Branch	All Sidings	5 MPH maximum and cars in excess 263,000 pounds prohibited.
McPherson Branch	All Sidings	5 MPH maximum and cars in excess 263,000 pounds prohibited.
Denver Cut-Off	Between Rossville and Denver	Units listed in Special Rule 899 (R) may be operated on sidings at 5 MPH maximum.
Manhattan	Ramey Spur	No engines permitted beyond clearance points.
Quartzite	Mid-Quinn Spur Cement Track	No engines permitted.  No engines permitted beyond loading ramp.

## APPENDIX 4 HOLD INDICATORS

Hold indicators are located on signals as follows:

Nebraska Division		
	WESTWARD Mile Post	EASTWARD Mile Post
	26.7	489.4
	39.1	467.8
	61.9	445.2
	83.7	427.4
	135.7	401.6
	168.1	379.6
	187.7	355.0
	217.9	336.0
	242.9	316.4
	262.3	291.0
	283.3	262.2
	315.1	250.0
	334.7	225.6
	363.1	198.8
	402.5	175.3
	443.7	148.4
	465.9	114.2
	490.3	93.6
		72.0
		55.6

WYOMING DIVISION		
	WESTWARD Mile Post	EASTWARD Mile Post
	1-553.5	975.7
	2-556.1	919.0
	584.9	876.4
	605.3	847.2
	622.9	824.8
	641.5	802.4
	662.1	785.8
	680.1	758.0
	723.5	741.2
	739.5	723.2
	762.1	702.0
	781.3	685.0
	800.9	666.4
	814.5	644.0
	843.9	622.8
	875.7	605.2
	915.7	584.8
	942.3	576.6
	975.5	3-550.2
	989.7	1-2-537.2

## KANSAS DIVISION

WESTWARD	EASTWARD
"A" Signal — Emmett	"A" Signal — West Hastings
"A" Signal — Grove	"A" Signal — Davenport
"A" Signal — East Duluth	"A" Signal — West Alexandria
"A" Signal — East Frankfort	"A" Signal — West Fairbury
"A" Signal — West Marysville	"A" Signal — East Hollenburgh
"A" Signal — Hanover	"A" Signal — Marysville
"A" Signal — Fairbury	"A" Signal — West Frankfort
"A" Signal — East Alexandria	"A" Signal — West Duluth
"A" Signal — Davenport	"A" Signal — Emmett
"A" Signal — East Fairfield	"A" Signal — Grove
"A" Signal — East Gibbon	"A" Signal — East Lawrence

## HOT BOX DETECTORS

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

NEBRASKA DIVISION	
WESTWARD SCANNER Mile Post	EASTWARD SCANNER Mile Post
21.0	496.5
53.7	474.6
74.6	453.0
	434.6

**NEBRASKA DIVISION CONT.**

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

**WYOMING DIVISION**

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

WESTWARD SCANNER Mile Post	EASTWARD SCANNER Mile Post
545.4	984.1
576.0	925.6
595.9	884.1
613.6	854.8
630.9	834.5
651.6	808.2
672.9	792.3
713.4	767.3
733.4	748.5
754.0	729.8
773.8	711.0
792.3	692.2
808.2	672.9
834.5	651.6
867.7	630.9
909.1	613.6
936.7	595.9
968.8	576.0
986.2	545.4

**KANSAS DIVISION**

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

**WESTWARD SCANNERS**

15.0 between Forest Lake and Loring  
31.4 between Linwood and Lawrence  
53.0 between Perry and Topeka

**EASTWARD AND WESTWARD SCANNERS**

14.9 between Kenefick and Delia  
32.0 between Jeffrey and Onega  
51.1 between Lillis and Sullivan  
121.8 between Hanover and Marysville  
144.2 between Fairbury and Hollenberg  
159.5 between Hedrix and Alexandria  
180.3 between Belvidere and Carleton  
198.9 between Davenport and Edgar  
15.0 between Hayland and Gibbon

**EASTWARD SCANNERS**

46.9 between Buck Creek and Lawrence

**APPENDIX 6**

**Close Clearances**

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

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

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

Location	Structure or obstruction	Clearance of engine or car is close at —
Sidney	Signal 4083	Side on both tracks.
M. P. 419.57	Bridge	Side on westward track.
M. P. 426.86	Bridge	Side on both tracks.
Kimball	Train order delivery cranes	Side on both tracks.
Pine Bluffs	Train order delivery crane	Side on both tracks.
M. P. 506.33	Bridge	Side on both tracks.

### THIRD SUBDIVISION

M.P. 7.05	Bridge	Sides.
M.P. 33.19	Bridge	Sides.
M.P. 48.71	Bridge	Sides.
M.P. 50.34	Bridge	Sides.
M. P. 106.41	Bridge	Sides.
M.P. 132.53	Bridge	Sides.

### WYOMING DIVISION

#### FIRST SUBDIVISION

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

#### FORT COLLINS BRANCH

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

Hermosa	Hermosa Tunnel	Side on No. 1 track.
Hermosa	Hermosa Tunnel	Side on No. 2 track.
M.P. 560.09	Bridge	Side on No. 1 track
M.P. 567.86	Bridge	Side on both tracks.

#### THIRD SUBDIVISION

M.P. 814.28	Bridge	Side on eastward track.
M.P. 814.83	Bridge	Side on Westward track.

#### FOURTH SUBDIVISION

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

### KANSAS DIVISION

#### FIRST SUBDIVISION BETWEEN KANSAS CITY AND MENOKEN

M.P. 0.88	Bridge	Sides on both tracks.
Kaw Junction	Train order delivery crane	Side on westward track.
M.P. 6.87	Bridge	Sides on both tracks.
M.P. 27.86	Bridge	Sides on both tracks.
M.P. 34.35	Bridge	Sides on both tracks.
M.P. 35.95	Bridge	Sides on both tracks.
Lawrence	Train order delivery crane	Side on westward track.
M.P. 52.60	Bridge	Sides on both tracks.
M.P. 60.88	Bridge	Sides on both tracks.
Topeka depot	Train order delivery crane	Side on both tracks.

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

#### ST. JOSEPH BRANCH

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

#### SECOND SUBDIVISION

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

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

#### DENVER CUT-OFF

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

#### McPHERSON BRANCH

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

M.P. 1.16	Bridge	Sides.
M.P. 10.69	Bridge	Sides.
M.P. 33.36	Overhead bridge	Sides.
M.P. 33.45	Overhead bridge	Sides.
M.P. 33.66	Overhead bridge	Sides.
M.P. 135.22	Bridge	Sides.
M.P. 139.67	Bridge	Sides.
M.P. 145.06	Bridge	Sides.
M.P. 145.91	Bridge	Sides.
M.P. 150.46	Bridge	Sides.
M.P. 151.49	Bridge	Sides.
M.P. 154.40	Bridge	Sides.

#### SOLOMON BRANCH

M.P. 23.65	Bridge	Sides.
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APPENDIX 7

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

	45-53 5000 HP EMD GE USLD	70-99B 5000 HP EMD DDES	100-129 1500 HP EMD GPT	130-349B 1750 HP EMD GPS	400-458 2400 HP EMD SD24	700B-798B 600-675 2250 HP EMD G90	740-783 2500 HP EMD SDP35	1400-1409 2500 HP EMD SDP35	2000-2059 2000 HP EMD GP38-2	2810-2319 3000 HP EMD U30C	3000-3304 3000 HP EMD SD40	3500-3537 3600 HP EMD SD45	3838-3848 3600 HP EMD SD45	5000-5038 5000 HP EMD U30C	6800-6846 6600 HP EMD DD40X	6911-6945 6600 HP EMD DD40X
	10 MPH	12 MPH	12 MPH	12 MPH	10 MPH	12 MPH	12 MPH	12 MPH	11 MPH	10 MPH	11 MPH	11 MPH	11 MPH	11 MPH	11 MPH	10 MPH
Co. Bluffs To Valley	6100	6000	2250	2650	4050	2950	3000	3650	3150	5250	4900	4050	4950	4250	5800	7250
Valley To No. Platte	9700	9700	3650	4250	6550	4750	4850	5900	5050	8500	7650	6550	7950	6900	9350	9950
No. Platte To Sidney	6850	6900	2600	3000	4650	3400	3450	4200	3600	6050	5600	4850	5650	4900	6850	8300
Sidney To Cheyenne	5400	5350	2000	2350	3600	2800	2650	3250	2800	4650	4300	3600	4350	3600	5150	6400
Valley To Valparaiso	3400	3350	1250	1450	2250	1650	1700	2050	1750	2850	2750	2250	2750	2350	3200	4050
Valparaiso To Lincoln	9700	9700	3650	4250	6550	4750	4850	5900	5050	8500	7650	6550	7950	6900	9350	9950
Lincoln To Beatrice	4000	3950	1500	1750	2650	1950	2000	2400	2050	3450	3200	2650	3250	2800	3800	4800
Beatrice To Marysville	6100	6000	2250	2650	4050	2950	3000	3650	3140	5250	4900	4050	4950	4250	5800	7250
Julesburg To LaSalle	9700	9700	3650	4250	6550	4750	4850	5900	5050	8500	7650	6550	7950	6900	9350	9950
Cheyenne To Archer	5400	5350	2000	2350	3600	2800	2650	3250	2800	4650	4300	3600	4350	3600	5150	6400
Valley To Co. Bluffs	6950	6900	2600	3000	4650	3400	3450	4200	3600	6050	5600	4850	5650	4900	6850	8300
Marysville To Beatrice	8150	8050	3050	3500	5450	3950	4050	4900	4215	7050	6550	5450	6800	5750	7750	8300
Beatrice To Valparaiso	6950	6900	2600	3000	4650	3400	3450	4200	3600	6050	5600	4850	5650	4900	6850	8300
Valparaiso To Valley	3400	3350	1250	1450	2250	1650	1700	2050	1750	2850	2750	2250	2750	2350	3200	4050
Cheyenne To Buford	2750	2700	1000	1200	1800	1350	1350	1650	1420	2400	2200	1800	2250	1900	2600	3300
Cheyenne To Dale	4750	4700	1750	2050	3150	2300	2350	2850	2445	4100	3800	3150	3850	3300	4500	5600

1] 6900, 01, 02, 04, 05, 06, 07, 08, 09, 10, 13, 14, 16, 17, 18, 20, 21,  
22, 23, 24, 26, 28, 31, 33, 35, 36, 37, 38, 39, 40, 44, 46

2] 6911, 12, 15, 19, 25, 27, 29, 30,  
34, 41, 42, 43, 45

Buford To Wahsatch	4750	4700	1750	2050	3150	2300	2350	2850	2445	4100	3800	3150	3850	3300	4500	5600
LaSalle To Carr	4000	3950	1500	1750	2650	1950	2000	2400	2060	3450	3200	2650	3250	2800	3800	4750
Carr To Borie	3400	3350	1250	1450	2250	1650	1700	2050	1750	2850	2750	2250	2750	2350	3200	4050
Ogden To Wahsatch on EB Track	3600	3500	1300	1550	2350	1700	1750	2150	1855	3100	2850	2350	2900	2500	3350	4200
Ogden To Wahsatch on WB Track	2450	2400	900	1050	1600	1200	1200	1450	1255	2100	1850	1600	2000	1700	2300	2900
Wahsatch To Laramie	4750	4700	1750	2050	3150	2300	2350	2850	2445	4100	3800	3150	3850	3300	4500	5600
Laramie To Sherman Via Forelle	4750	4700	1750	2050	3150	2300	2350	2850	2445	4100	3800	3150	3850	3300	4500	5600
Laramie To Sherman Via Red Buttes	2450	2400	900	1050	1600	1200	1200	1450	1255	2100	1850	1600	2000	1700	2300	2900
LaSalle To Denver Via Lupton	6950	6900	2600	3000	4650	3400	3450	4200	3600	6050	5600	4650	5650	4900	6650	8300
Kansas City To Salina	9700	9700	3650	4250	6550	4750	4850	5900	5050	8500	7650	6550	7950	6900	9350	9950
Salina To Ellsworth	3400	3350	1250	1450	2250	1650	1700	2050	1750	2850	2750	2250	2750	2350	3200	4050
Ellsworth To Ellis	4400	4350	1600	1900	2900	2100	2150	2650	2250	3800	3500	2900	3550	3050	4150	5200
Ellis To Denver	4000	3950	1500	1750	2650	1950	2000	2400	2050	3450	3200	2650	3250	2800	3800	4750
St. Joseph To Marysville	3800	3500	1300	1550	2350	1700	1750	2150	1800	3100	2850	2350	2900	2500	3350	4200
Mencken To Marysville	6100	6000	2250	2650	4050	2950	3000	3650	3150	5250	4900	4050	4950	4250	5600	7250
Marysville To Hastings	4000	3950	1500	1750	2650	1950	2000	2400	2050	3450	3200	2650	3250	2800	3800	4750
Hastings To Gibbon	6950	6900	2600	3000	4650	3400	3450	4200	3600	6050	5600	4650	5650	4900	6650	8300
Denver To Ellis	4000	3950	1500	1750	2650	1950	2000	2400	2050	3450	3200	2650	3250	2800	3800	4750
Ellis To Ellsworth	6950	6900	2600	3000	4650	3400	3450	4200	3600	6050	5600	4650	5650	4900	6650	8300
Ellsworth To Salina	4000	3950	1500	1750	2650	1950	2000	2400	2050	3450	3200	2650	3250	2800	3800	4750
Salina To Kansas City	9700	9700	3650	4250	6550	4750	4850	5900	5050	8500	7650	6550	7950	6900	9350	9950
Gibbon To Hastings	6950	6900	2600	3000	4650	3400	3450	4200	3600	6050	5600	4650	5650	4900	6650	8300
Hastings To Marysville	4000	3950	1500	1750	2650	1950	2000	2400	2050	3450	3200	2650	3250	2800	3800	4750
Marysville To Mencken	6100	6000	2250	2650	4050	2950	3000	3650	3150	5250	4900	4050	4950	4250	5600	7250
Marysville To St. Joseph	2950	2900	1100	1250	1950	1400	1450	1750	1500	2550	2350	1950	2400	2050	2800	3500

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