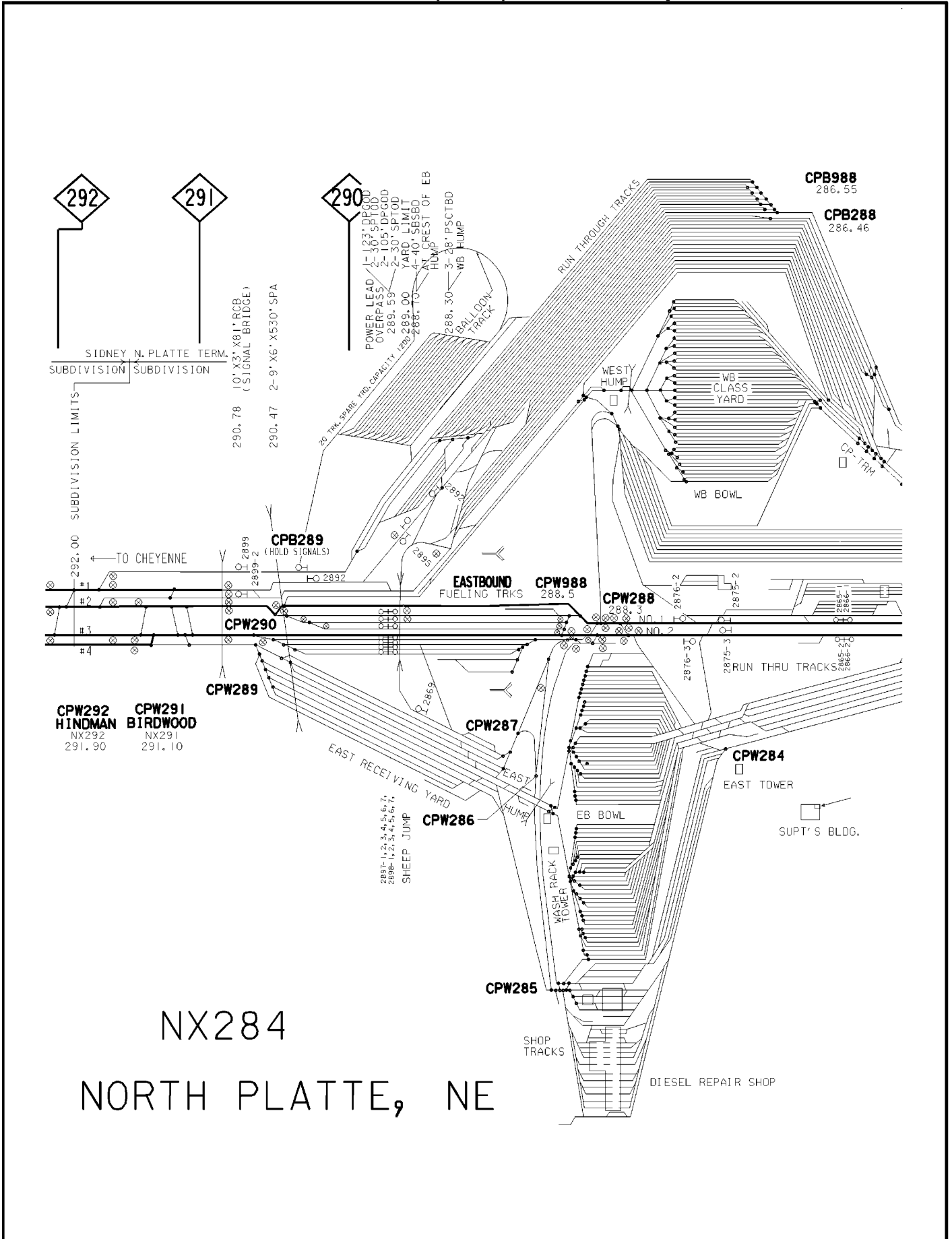
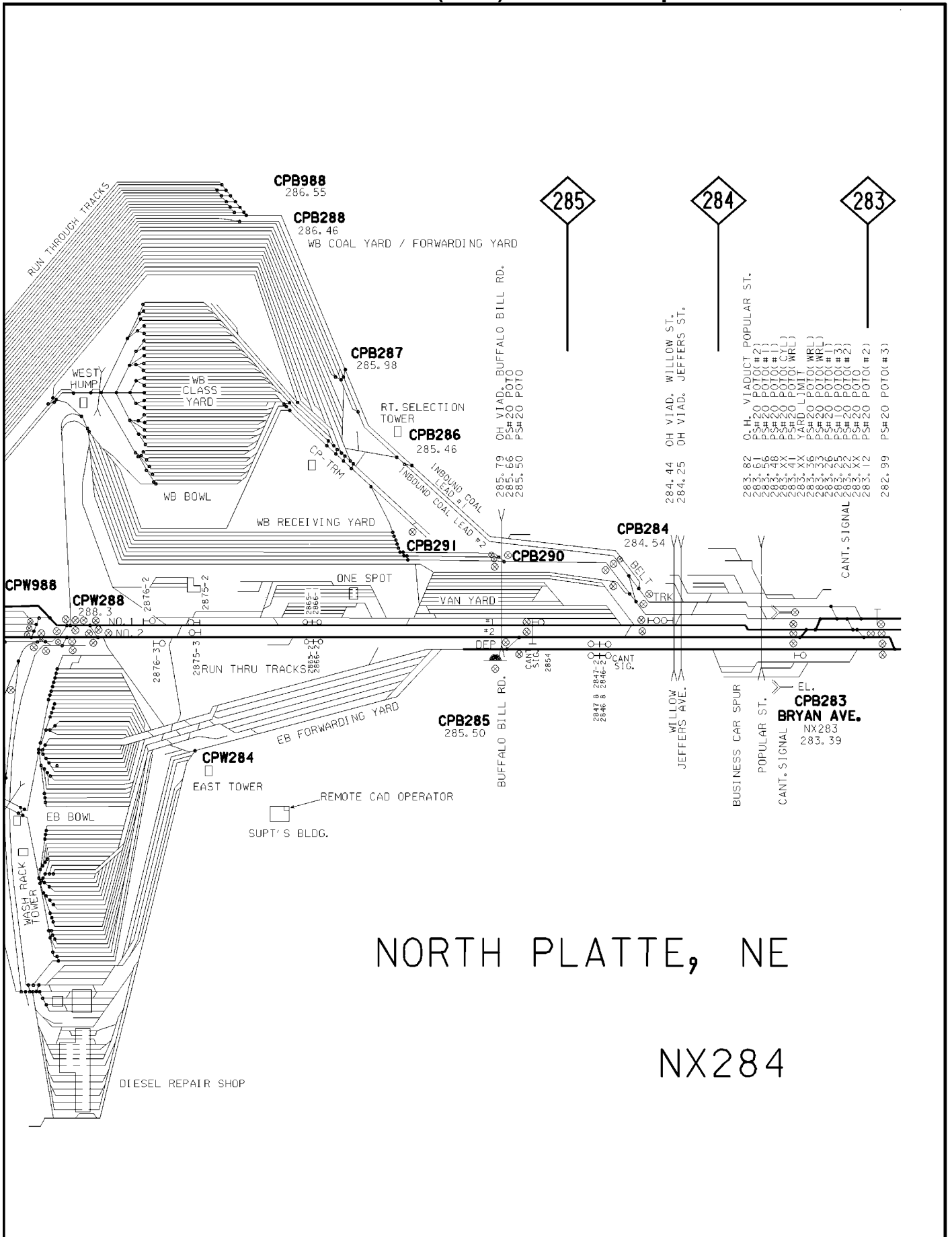


North Platte (West) Terminal Map



North Platte (East) Terminal Map



NORTH PLATTE, NE

NX284

NORTH PLATTE TERMINAL SUBDIVISION (0213)

Mile Post	Rule 6.3	CP #'s	Radio Display: North Platte - 3838 -* W291 to W292 - 2727 -*		Sta. #s	Siding Feet
			WEST STATIONS	EAST STATIONS		
282.0	CTC 3MT	B282	PLATTE RIVER (1.4)			
283.0		B983	BRYAN AVE.	(11)	NX283	
283.4	YL ABS 2MT	B283	CP B283		YX	
284.5		B284	CP B284		Y(M)	
285.5		B285	CP B285		Y(11)X(M)	
286.5			NORTH PLATTE		YT	NX284 Yard
288.3	CTC 2MT	W288	CP W288		X(M)	
288.5		W988	CP W988		X(M)	
289.4		B289	CP B289			
290.5		W290	CP W290		(M)	
291.0	CTC3MT ACS	W291	BIRDWOOD		X	NX291
291.9	CTC4MT ACS	W292	HINDMAN		X	

(10.0)

SI-01 MAIN TRACK AUTHORITY

CTC between CP B282 and CP B283;
CP W288 and CP W292
Yard Limits/ABS/9.15 between CP B283 and CP W288
ACS between CP W291 and CP W292.
ABS (other tracks, see map) Old Way between CP B289 and CP W292 (Westward); New Way between MP 290.8 and CP W292 (Westward); Forwarding Lead between CP 289 and CP W292.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts	
282.0 and 291.9	
(Except as Below)	60
282.0 and 282.5	55
282.5 and 283.0	45
283.0 and 291.9 refer to SI-03....	

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts (No Exceptions.)	
2. Dual Control Switch Turnouts	
CP W288	15
CP B283	40
CP W291 through Nos. 9, 11, 15 & 19 switches only	40
3. Misc. Speed Restrictions	
MP 290.8 and CP W292 westward on New Way	35
Between MP 283.0 and MP 291.5 main tracks	35
Over all tracks at eastward run-through fueling station, until rear of train clears pits at east end of fuel rack, MP 288.8	15
Between CP B283 and CP B286 on Belt Tracks	35
Between CP B283 and CP B290 on Westward Receiving Lead	35
Between CP B289 and MP 289.9 on Old Way and Forwarding Lead	20
Between MP 289.9 and CP W291 on Old Way and Forwarding Lead	35
All yard tracks	20
Exceptions: Westward movement into east end of West Departure Tracks	15
Over westward (south or old) run-through fueling station (Sound bell and whistle frequently)	15
Power Lead overpass from signal at MP 289.3 south side to and including the Forwarding Lead/Old Way switch north side	5
North leg of wye	10
All industrial tracks	5
Over Dowty Retarders	10

SI-04 MAIN TRACK DESIGNATIONS

3 MT between CP B282 and CP B283;
CP W291 and CP W292
2 MT between CP B283 and CP W291.
Other tracks between CP B283 to CP W292 (Main track rules apply, see map).
- Belt Tracks (CP B283 to CP B286);
- New Way (CP B289 to CP W292);
- Old Way (CP B289 to CP W292);
- Forwarding Lead (CP B289 to CP W292);
- Westward Receiving Lead (CP B283 to CP B290).

SI-05 MILEPOST EQUATIONS - None.

SI-06 DTC BLOCK LIMITS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

§ 285.5 * |

* On Eastbound Departure Track.

NORTH PLATTE TERMINAL SUBDIVISION (0213)

SI-08 RULES ITEMS

Rule 3.0: Central Standard Time applies east of CP W291;

Mountain Standard Time applies west of and including CP W291. Signs are displayed.

SSI Rule 7.3 Exception: Restriction "or struck by any car moving under its own momentum:" does not apply to loaded articulated and solid drawbar-connected cars with more than two car bodies.

Rule 9.13.1 Add: 1. Before operating a dual control switch in hand operation, the conductor and engineer must conduct a job briefing which includes a review of the route to be lined, and the number of dual control switch points and frog points to be operated.

2. The engineer must observe the conductor operate all switch point and frog point machines for the route to be used from the locomotive. In the event the engineer is unable to see the conductor from the cab of the locomotive, a second job briefing must be conducted via radio between the engineer and the conductor to insure all switches and frogs are properly lined.

3. After lining all switches and frogs for the route to be used the conductor must double check the alignment of switches and frogs through the route by walking the route back to the first switch machine operated before giving the engineer a signal to proceed.

Rule 13.1.4 Non-equipped engines may be operated between CP W291 and CP W292 at restricted speed.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 158 Tons

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

North Platte Yard:

South Diesel Servicing Facility: Switches and blue flags at west end of servicing facility located at MP 288.6, and switch and blue flag at east end located at MP 287.4 are controlled by the Outbound Coordinator in the diesel tower radio channel 3636.

Authority for movements into or out of the servicing facility must be obtained from the Outbound Coordinator (located at diesel tower.) When movement is complete over switches and blue flags either in to or out of the servicing facility, the Outbound Coordinator must be immediately contacted to re-establish protection.

Authority for movement from the servicing facility (MP 288.6) to balloon track or wye tracks must be obtained from the TTD.

Authority for movement from the servicing facility (MP 287.4) to south running track must be obtained from the East Tower SYO/Yardmaster. Hostlers and pilots departing servicing facility with power must contact Yard Office Supervisor channel 8181 of departure.

Do not foul west end Diesel Shop Lead, without obtaining permission from Outbound Coordinator. Authority for train movement around south side of diesel shop and servicing facility on South Running Track must be obtained from Outbound Coordinator.

Coupled locomotives: No more than 12 coupled locomotives may be moved to or from the servicing facility or to or from train yard and air must be train lined (exception to the 12 locomotives would be a power transfer to and from North Platte proper.)

Coupled locomotives: No more than 18 coupled locomotives may be moved or switched between east end of locomotive service track (Pits) and west end of locomotive departure tracks, which includes the east end makeup tracks. When handling more than 12 locomotives a second locomotive must have all air lines (MU'ed) to the controlling locomotive for braking power.

Controlling from Lead Unit: When an engine has two or more units, with a controlling unit at each end, operate from the unit in the direction of movement. This is not required when movement is protected by a crew member, that has constant communication with the engineer, positioned on the lead unit in direction of movement.

TTD authority: Movement to enter the following tracks must be authorized by a controlled signal indication or verbal authority by the TTD:

- Belt Tracks (CP B283 to CP B286);
- New Way (CP B289 to CP W292);
- Old Way (CP B289 to CP W292);
- Forwarding Lead (CP B289 to CP W292);
- Westward Receiving Lead (CP B283 to CP B290).

Power Lead Overpass: Movements over Power Lead Overpass in either direction must be authorized by TTD, and TTD must be contacted when clear.

Speed Frater and YM4 Switches: Switches located at the following locations are controlled by TTD:

- CP B291 (MP 285.6 - Westward Receiving Yard)
- CP W286 (MP 288.7 - East & West legs of wye)
- CP W287 (MP 289.0 - Wye switches)
- CP W289 (MP 290.6 - Eastward Receiving Yard)

Switches located at the following locations are controlled by Outbound Coordinator:

- CP W284 (MP 287.4 East Tower)
- CP W285 (MP 288.6 South Diesel Servicing Track).

NORTH PLATTE TERMINAL SUBDIVISION (0213)

Manual Interlockings/Control Points: Controlled by North Platte TTD:

- CP B284 - (MP 284.7 - Willow Street)
- CP B290 - (MP 285.4 - Westward Receiving Lead)
- CP B285 - (MP 285.5 - Eastward Departure)
- CP B286 - (MP 286.9 - Westward Coal Leads)
- CP B287 - (MP 286.9 - Westward Coal Yard)
- CP B288 - (MP 287.2 - Coal Running Tracks)
- CP B988 - (MP 287.3 - New Westward Coal Tracks)
- CP W288 - (MP 288.3 - Balloon)
- CP W988 - (MP 288.4 - East End Ewd Run-Thru's)
- CP W290 - (MP 290.4 - West End Ewd Run-Thru's)
- CP W291 - (MP 291.0)
- CP W292 - (MP 291.9)

North Platte - Entering & Departing:

Eastward Trains Entering: Eastward trains entering North Platte with destinations beyond North Platte must contact YDM at East Run Thru before passing CP W291. If YDM does not immediately respond then the TTD will line the train into the track designated by the YDM in RYM. In no event will a YDM fail to show a track for an inbound train if a track is available. Eastward trains terminating at North Platte must contact YDM at East Hump before passing CP W291. If YDM does not immediately respond then the TTD will line the train into the track designated by the YDM in RYM. YDM will immediately contact the TTD when using an East Receiving Track to send the hump engines west. In no event will a YDM fail to show a track for an inbound train if a track is available.

Westward Trains Entering: Westward trains must contact YDM before passing CP B283. If YDM does not immediately respond then the TTD will line the train into the track designated by the YDM in RYM. The TTD will bring terminating trains to at least CP B290 Franklin St., and run through trains to CP B286 Forwarding Ld. In no event will a YDM fail to show a track for an inbound train if a track is available.

Westward trains arriving North Platte that have received instructions to yard train in the forwarding yard/west departure yard, by way of either the belt tracks or the receiving lead, must contact the YDM/foreman on radio channel 9628 to determine if any conflicting movements with other trains exist.

Eastward Trains Departing: Eastward origin trains departing North Platte must contact YDM at East Tower before departing. If the east origin train is unable to contact the YDM then they must contact the TTD and if there are no conflicting movements then the TTD will depart the train. Eastward trains at the East Run Thru must contact the TTD before departing.

Westward Trains Departing: Westward origin trains departing North Platte must contact YDM at West Tower before departing. If the west origin train is unable to contact the YDM then they must contact the TTD and if there are no conflicting movements then the TTD will depart the train.

Bad Order Setouts: When setting out bad orders on eastward trains in the extension of the eastward running track, train crews must shove cars west of derail in the extension of the runner.

Radio Display: 3838 Yardmaster, 8181 Crew Disp., 0808 Van Yard, 9628 W.Trim, 4889 W.Run Thru, 1967 E. Run Thru, 3636 Service Trk, 6464 W. Car, 9722 E.Car, 1616 E Hump, 5353 W. Hump, 2626 E. Trim