



Lincoln Division

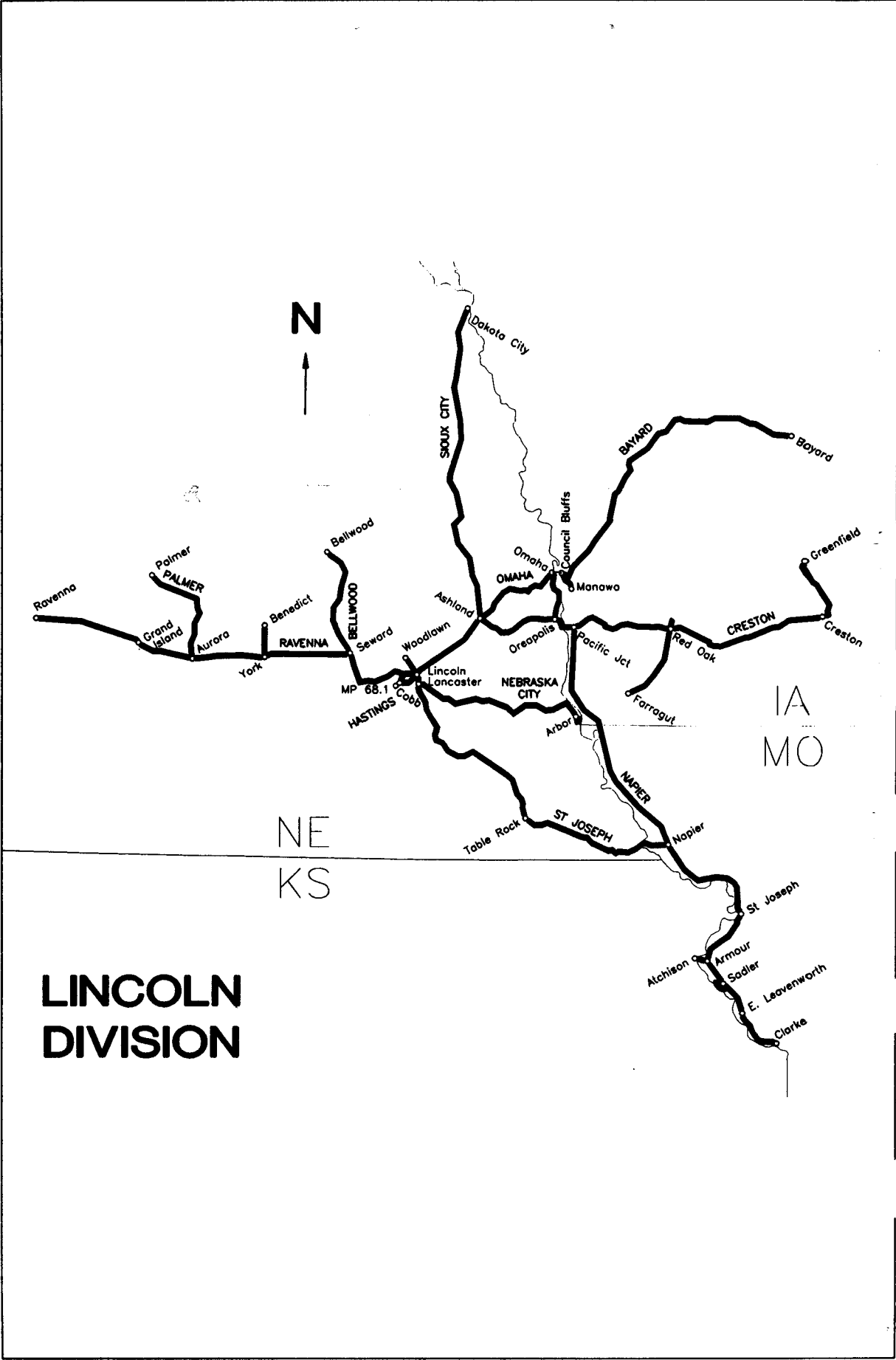
Timetable No.2

**IN EFFECT AT 0001
Central Continental Time**

Sunday October 30, 1994

**Division Superintendent
T.R. Jarnagin
Lincoln, NE
(402) 473-7500**

**See Back Cover for Division Operating Supervisor's Names, Locations
and Phone numbers**



WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	St. Joseph Subdlv MAIN LINE STATIONS			Distance from Kansas City	EASTWARD ↑
					Trk	Rule 4.3 Oper			
		25300	1001	2.7		KANSAS CITY (Murray Yard) BIJKT		0.0	
			16	4.2	2MT	1.5 BLOCK 4 IX	CTC	1.5	
	28007	7.9		3.7 CLARKE		5.2			
9,975	28016	18.5		8.6 WALDRON	13.8				
17,975	28024	23.9		7.4 EAST LEAVENWORTH	21.2				
	28031	30.9		7.0 WESTON	28.2				
9,978	28035	34.8		3.9 SADLER	32.1				
17,550	28043	43.4		8.6 ARMOUR	40.4				
		46.3		2.9 DAVIES To Atchison 4.6	43.3				
9,837	28051	50.6		4.3 HALLS	47.6				
		56.7		6.1 FRENCH	53.1				
	28060	60.4		3.7 ST JOSEPH BKT(2)	56.8				
				To MP 198.0 (East of Saxton)					
	28067	66.9		6.1 WATER WORKS	62.9				
10,145	28076	77.0		9.0 NODAWAY	71.9				
9,885	28085	85.0		8.9 STARKS	79.8				
	28091	91.5		5.6 FOREST CITY	85.4				
		97.4	5.8						
	28097	0.0	2MT	NAPIER JX	91.2				
	28107	9.4	19	9.4 RULO	100.6				
7,441	28112	14.6		5.2 PRESTON	105.2				
7,019	28116	19.5		4.9 FALLS CITY A	110.1				
10,136	28126	30.5		11.0 NEW SALEM	121.1				
7,595	28137	40.2		9.7 HUMBOLDT	130.8				
		48.2		8.0					
10,868	28145	0.0		TABLE ROCK J	138.8				
7,056	28154	8.4		8.4 ELK CREEK	147.2				
7,010	28161	15.4		6.9 TECUMSEH	154.1				
7,064	28165	18.5		3.1 BEAR	157.2				
6,585	28172	27.2		8.7 STERLING	165.9				
7,019	28176	30.0		2.8 GAGE	168.7				
	28186	42.0		12.1 FIRTH	180.8				
7,619	28198	54.8		12.8 SALTILLO	193.6				
	28204	60.4		5.7 LANCASTER J	199.3				
		62.6		2.2 WYE SWITCH I	201.5				
		63.3	4	0.7 CARLING BIJKT	202.2				
		1.5		(Lincoln)					

BN Radio Channel No.70 In service on this Subdivision.

BN Radio Channel No. 66 In service at Kansas City and Lincoln Terminals.

Emergency Train Dispatcher Call – 911

Train Dispatcher Calls – Kansas City–75 –E. Leavenworth–19,

St. Joseph–18, Forest City–17, Falls City–04, Table Rock–01, Tecumseh–02, Firth–10.

Train Dispatcher Phone Numbers– Phone:(817) 234–6043, FAX: (817) 234–6078

Clarke to Kansas City is part of and under the jurisdiction of the Kansas City Division on the Southern Corridor.

Kansas City– Rules and instructions in effect on Burlington Northern Railroad govern operations except as modified in the Greater Kansas City Operating Rules and Special Instructions.

1. Maximum Speeds Permitted

Freight

Kansas City to Napier	60 MPH.
Trains 100 Tons per O/B and over	50 MPH.
Turnouts of controlled Sidings	20 MPH.
MP 2.7MP 2.7 to Block 4	10 MPH.
Block 4 to Clarke (MP 7.9)	45 MPH.
MP 7.9 – Clarke – through turnout	45 MPH.
MP 9.6 to MP 9.7 (Head End Restriction)	40 MPH.
MP 56.7 – French – through turnout	30 MPH.
MP 56.7 to MP 58.9	30 MPH.
MP 58.9 to MP 60.0 – Main 1	30 MPH.
MP 58.9 to MP 60.0 – Main 2	20 MPH.
MP 60.0 to MP 64.0	20 MPH.
MP 61.1 through crossover	20 MPH.
MP 64.0 to MP 67.1	30 MPH.
MP 67.1 – Waterworks – through turnout	30 MPH.
Davies to Atchison	25 MPH.
St. Joseph to MP 198.0 – East of Saxton	
MP 205.9 to MP 204.6	10 MPH.
MP 204.6 to MP 202.3	20 MPH.
MP 202.3 to MP 198.0	10 MPH.
Napier–Permanent speed signs not displayed for the following:	
MP 95.4–2MT– through turnout	30 MPH.
MP 95.4 to MP 1.7 – Main 1	30 MPH.
MP 97.4 to MP 0.5 – Main 2	30 MPH.
MP 0.5 to MP 1.7 –Main 2	45 MPH.
MP 97.4 through crossovers	30 MPH.
MP 1.7–2MT– through turnout	30 MPH.
Through turnout to Napier Subdivision	20 MPH.
Napier to Carling	50 MPH.
Trains 100 Tons per O/B and over	45 MPH.
Turnouts of controlled Sidings	20 MPH.
Napier to Table Rock	
MP 5.7 to MP 7.3	45 MPH.
MP 8.6 to MP 10.3	40 MPH.
MP 10.3 to MP 17.1	45 MPH.
MP 17.1 to MP 19.8 incl. U.P. Crossing	35 MPH.
MP 30.0 to MP 39.8	45 MPH.
Table Rock to Carling	
MP 9.0 to MP 9.8	30 MPH.
MP 9.8 to MP 14.8	45 MPH.
MP14.8 to MP 16.1	35 MPH.
MP16.1 to MP 41 .9	45 MPH.
MP 41.9 to MP 45.0	35 MPH.
MP 45.0 to MP 59.2	45 MPH.
MP 59.2 to MP 62.6 incl. U.P. Crossing	20 MPH.
MP 60.35–turnout to Neb City Subdivn.	12 MPH.
MP 62.6 to MP 62.8 through south leg of Wye	10 MPH.
Firth–Turnouts– Two Main tracks	35 MPH.
Sidings – Tecumseh and Sterling	10 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions–**Maximum Gross Weight of Car:**

Kansas City to Lincoln 143 tons

Davies to Atchison 131.5 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

Davies to Atchison–

Six axle derricks not permitted.

3. Type of Operation**Rule 6.13 – Yard Limits:**

Atchison–MP 4.6 (Missouri River Bridge)

CTC–MP 2.7 to MP 97.4 Between Kansas City and Napier

MP 0.0 to MP 48.2 Between Napier and Table Rock

MP 0.0 to MP 62.6 Between Table Rock and Carling

TWC–in effect between Davies and Atchison.

Multiple Main Track -

Between Kansas City and Napier

Block 4 (MP4.0) to Clarke (MP 7.9)

MP 56.5 to MP 67.1

MP 95.3 to MP 1.8

Between Table Rock and Carling

MP 40.4 to MP 43.3

Interlocking Instructions–

Carling (Lincoln)–MT ends/interlocking Limits begin at MP 62.6 (signal on south leg of wye).

Manual Interlockings not controlled by BNRR–NONE**Manual Interlockings not using Track and Time (Rule 10.3) to protect MW employees–**

Kansas City (Murray Yard)

Block 4

MW employees will be protected by MWOR Rule 6.3.2–Other Tracks. Control Operator will provide protection per MWOR Rule 6.3.2 by lining remote control switches against movement to the affected track, applying a locking or blocking device to control machine, and notifying employee in charge when protection is provided. On tracks where Control Operator is unable to provide protection on both ends of the track affected, additional protection must be provided as required by MWOR Rule 6.3.2 at access points not able to be protected by Control Operator.

Carling (Lincoln)

MW employees will be protected by MWOR Rule 6.3.2–Other Tracks, west of Wye Switch (MP 62.6). Control Operator (Carling Tower) will provide protection by lining remote control switches against movement to the affected track, applying a locking or blocking device to control machine, and notifying employee in charge when protection is provided. On tracks where Control Operator is unable to provide protection on both ends of the track affected, additional protection must be provided as required by MWOR Rule 6.3.2 at access points not able to be protected by control operator.

Manual Interlocking not indicated at station:

Between Lancaster and Wye Switch - Union Pacific MP 61.4

Rule 6.28–

Kansas City– In effect on all tracks within the following limits:

30th street (MP2.2) to Block 224 (MP 224.0) to Block 4 (MP 4.0)

St. Joseph to MP 198.0 (East of Saxton).

Carling (Lincoln) –In effect within interlocking limits.

4. General Code of Operating Rules Items

Rule 6.19– When flagging is required, distance will be 2.0 miles.

Rule 10.2–Main track switches not equipped with electric locks:

MP 7.10 (Main 1) Riverside–Sutherlands

MP 7.60 (Main 2) Riverside–Inter Con

MP 46.10 Rushville

MP 59.00 (Main 2)	St. Joseph
MP 60.10 (Main 2)	St. Joseph— to Yard tracks
MP 60.10 (Main 1)	St. Joseph—to Brookfield
MP 66.90 (Main 2)	Waterworks
MP 91.60	Forest City
MP 92.10	Forest City
MP 3.07	Fortesque—East switch
MP 3.40	Fortesque—West switch
MP 9.26	Rulo—East elevator
MP 14.56	Preston
MP 39.85	Humboldt—East elevator
MP 40.20	Humboldt—West elevator
MP 47.75	Table Rock—East leg of wye
MP 8.10	Elk Creek—East elevator
MP 8.42	Elk Creek—West elevator
MP 21.90	St. Mary—East elevator
MP 22.05	St. Mary—West elevator
MP 27.24	Sterling—East elevator
MP 27.62	Sterling—West elevator
MP 34.26	Adams—East pass
MP 34.32	Adams—Elevator
MP 34.70	Adams—West Pass
MP 41.63	Firth (Main 1) —East elevator
MP 41.97	Firth (Main 1) —West elevator
MP 51.50	Roca—East switch
MP 51.90	Roca—West switch
MP 60.06	Lancaster—Coal Track
MP 60.43	Lancaster— East Equity elevator
MP 61.02	Lancaster—West Equity elevator

5. Trackside Failed Equipment Detectors (FED)

A. Protecting Bridge, tunnel or other structures:

Fortescue (WWD)	MP 5.7
Preston (EWD)	MP 13.0 (DED Only)

B. Other FED Locations:

Weston	MP 30.8
French	MP 54.9
Forest City	MP 88.9
Forescue (EWD)	MP 5.7
Preston (WWD)	MP 13.0 (DED Only)
Humbolt	MP 37.8
Tecumseh	MP 16.8
Firth	MP 38.1

Preston Nebraska— Dragging equipment detector at MP 13.0 detects dragging equipment in both directions. However, intended purpose is to protect Missouri River bridge at MP 8.93.

Fortescue, Missouri— Track side warning detector at MP 5.7; Westward movement protects Missouri River bridge at MP 8.93, Eastward movement operates as track side warning detector.

6. FRA Excepted Track—None

7. Special Conditions**Test Mile Locations –**

Between Kansas City and Napier –
 MP 12–MP 13
 MP 50–MP 51
 MP 73–MP 74

Between Table Rock and Carling –
 MP 34–MP 35
 MP 53–MP 54

Kansas City (Murray Yard)– Rule 8.10, Switch Point Indicator, is modified as follows:

Aspect	Indication
Yellow	Switch points fit properly for normal movement
Red	Switch points fit properly for reverse movement
Dark	Stop and inspect switch points

Ustick Tower control operator controls the signals at Murray Yard–Highline track, AS&B Bridge and Hannibal (Missouri River) Bridge.

Hump lead is between Main 1 and Main 2 MP 4.2 to MP 5.6.

All inbound/outbound train and yard transfer movements, except loaded unit coal and grain trains, must use automatic air brakes when stopping to avoid excessive intrain forces.

Davies to Atchison–Train and engine movements over Missouri River bridge located 4.6 miles from Davies must not exceed 10 MPH and are governed by U.P.R.R. instructions posted at each end of the bridge.

Falls City– Westward movements greater than 7500 feet (Total Train Length) meeting eastward movements at Falls City must stop short of Overlap Sign located approximately 1450 feet east of westward absolute signal. When authorized to proceed, westward movement must occupy track section immediately west of overlap sign to obtain signal indication at UP Interlocking.

St. Joseph–Do not exceed 5 MPH on the connecting track between Highway 759 and the Union Pacific Yard.

Table Rock– Signal is in service at Junction switch from Wymore Subdivision. Hand throw switch is not equipped with electric lock and trains or engines may clear Main track at this location. Before entering Main track authority must be obtained from control operator.

Sterling– Signal is in service at west end of siding. Hand throw switch is not equipped with electric locks and trains or engines may clear Main track at this location. Before entering main track, authority must be obtained from control operator.

Firth– Close clearance between Main 1 and elevator track. Trains handling dimensional shipments must not operate on Main 1 without written permission.

Between Saltillo and Lancaster at MP 58.20– During daylight hours do not block hiking trail over main track. Westbound trains being held at this location not exceeding 6,600 ft. must stop short of MP 58.20. Westbound trains exceeding 6,600 feet must stop short of signal at MP 56.30.

Crossing Protection–

St. Joseph–On old Chariton Branch between 9th street and 22nd street all movements must stop and protect before occupying crossings.

Tecumseh– Trains operating on other than main track and siding must protect movement over 1st (MP 15.5) and 5th Street.

Temperature Restrictions—

When temperature is '0' degrees Fahrenheit or colder:

Trains 100 tons per operative brake and over must not exceed 30 MPH.

Trains under 100 tons per operative brake must not exceed 45 MPH.

NRPC (AMTRAK) trains and trains consisting entirely of passenger equipment must not exceed 60 MPH.

When temperature is '95' degrees or warmer between the hours of 1300 and 1900:

Trains 100 tons per operative brake and over must not exceed 30 MPH.

Trains under 100 tons per operative brake must not exceed 45 MPH.

NRPC (AMTRAK) trains and trains consisting entirely of passenger equipment must not exceed 60 MPH.

8. Other Line Segments—**Yard Line Segments—**

<u>Line Segment</u>	<u>Limits</u>
841	St. Joseph
843	Leavenworth

Other Road Line Segments—

<u>Line Segment</u>	<u>Limits</u>	<u>Mileposts</u>
79	Iatan Electric Generating Station	0.0 to 7.0
80	Davies —Atchison	0.0 to 3.6
1005	KC Belt Jct to BV Jct	5.7 to 11.7

Ballast Pits—NONE

9. Locations not Shown as Stations

Name	Miles—Location	Capacity Cars	Switch Opens
28009 Parkville	1.7 west of Clarke	10	East
76704 Winthrop Jct	4.3 miles from Davies	Yard	
76706 Atchison	4.6 from Davies	Yard	
28046 Rushville	2.7 west of Armour	10	East
28082 Forbes	6.2 west of Nodaway	16	East
28100 Fortescue	3.3 west of Napier	10	Both
28107 Ruio	5.2 east of Preston	10	East
28123 Salem	6.4 west of Falls City	15	East
28130 Dawson	2.8 west of New Salem	15	Both
28167 St. Mary	6.6 west of Tecumseh	14	Both
28179 Adams	4.7 west of Gage	15	Both
28193 Hickman	5.6 East of Saltillo	20	East
28195 Roca	1.4 East of Saltillo	25	Both

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Napier Subdiv MAIN LINE STATIONS			Distance from Napier	↑ EAST WARD
					Trk	Rule 4.3 Oper			
		28097		97.4		NAPIER JY		0.0	
	6,258	27312		109.3		CRAIG		11.9	
	6,157	27318		115.0		CORNING		17.6	
	6,160	27337		133.8		WATSON		36.4	
	4,365	27345	16	142.0		HAMBURG T	TWC	44.6	
	6,160	27352		149.3		PAYNE		51.9	
		27358		155.6		PERCIVAL		58.2	
	8,827	27364		160.6		McPAUL		63.2	
		20436		173.9		PACIFIC JCT JTY		76.5	

BN Radio Channel 70 In service on this Subdivision.

Train Dispatcher Calls—Hamburg—13, Corning—14, Pacific Jct.—03.

Train Dispatcher Phone Numbers— Phone (817)234-6043, FAX (817) 234-6078

1. Maximum Speeds Permitted

	Freight
Napier to Pacific Junction	40 MPH.
MP 99.3 to MP 121.0	30 MPH.
MP 133.0 to MP 138.0	30 MPH.
Trains 100 tons/OB and over	30 MPH.
Pacific Junction West leg of wye	10 MPH.
All sidings	10 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

Napier to Pacific Jct 143 tons

24 ft ore cars (BN95500—95891, 96044—96085) and 35 ft ore cars (BN99000—99949) not permitted.

Six axle locomotives and derricks exceeding 165 tons not permitted on the following track:

Hamburg—Former Red Oak Branch MT east of Libby Street.

3. Type of Operation

Rule 6.13—Yard Limits

Napier – MP 97.4 to MP 99.3

Pacific Junction – MP 171.0

TWC Limits— MP 99.3 to MP 171.0

Rule 6.28—NONE

4. General Code of Operating Rules Items

Rule 6.19 – When flagging is required, distance will be 1.5 miles.

5. Trackside Failed Equipment Detectors (FED)—NONE

6. FRA Excepted Track: NONE

7. Special Conditions

Test Mile Locations—

MP 106 – MP 107

MP 166 – MP 167

Pacific Jct— Normal position of south wye track switch is for west leg of wye.

Temperature Restrictions—

When temperature is '0' degrees Fahrenheit or colder:

Trains 100 tons per operative brake and over must not exceed 30 MPH.

When temperature is '95' degrees or warmer between the hours of 1300 and 1900:

Trains 100 tons per operative brake and over must not exceed 30 MPH.

8. Other Line Segments—NONE**9. Locations Not shown as Stations**

Name		Miles—Location	Capacity Cars	Switch Opens
27304	Bigelow	4.5 west of Napier	15	Both
27322	Nishnabotna	4.4 west of Corning	10	East
27328	Langdon	10.0 west of Corning	10	West
27331	Phelps	13.3 west of Corning	10	Both
27368	Bartlett	4.5 west of McPaul	10	East

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Ravenna Subdiv MAIN LINE STATIONS			Distance from Hobson	EASTWARD ↑	
					Trk	Rule 4.3 Oper				
			4	1.9		HOBSON (Lincoln)	BKT	0.0		
	30004			4.4		2.5 CUSHMAN	BUKX(2)		2.5	
				6.0	2MT	1.6 PLAMOR			4.1	
	30008			6.1	2MT	0.1 EMERALD			4.2	
	30014			14.6		8.5 PLEASANT DALE			12.7	
	30020			20.3		5.7 MILFORD			18.4	
	30029			27.8	2MT	7.5 SEWARD	J		25.9	
	30035			36.6		8.3 TAMORA			34.2	
	30041			44.7	2MT	8.6 UTICA			42.8	
	8,292 30047			48.6		3.9 WACO			46.7	
						7.3 YORK				
	30055			55.9	2MT	To Benedict 9.5			54.0	
	30063			64.2		8.3 BRADSHAW		CTC	62.3	
	7,160 30070			71.3		7.1 HAMPTON			69.4	
	30076			78.5		7.2 AURORA	JT		76.6	
	30082			83.3	2MT	6.1 MURPHY	X(2)		82.7	
	30088			88.9		4.3 PHILLIPS			87.0	
	7,648 30095			96.3		7.4 GRAND ISLAND	I		94.4	
				99.2		2.9 McDONALD			97.3	
	30104			104.5	2MT	5.3 ABBOTT			102.6	
	10,639 30110			111.8		7.3 CAIRO			109.9	
	30118			118.7		7.0 ST MICHAEL			116.9	
				125.1	2MT	6.3 NANTASKET	X(2)		123.2	
	30126			127.7		2.6 RAVENNA	BKTX		125.8	

BN Radio Channel 39 in service on this Subdivision.

BN Radio Channel 66 in service at Lincoln Terminal.

Train Dispatcher Calls—Seward—05, York—01, Aurora—02, Grand Island—03, Ravenna—04.

Train dispatcher Phone Numbers—Phone (817) 234-6044, FAX (817) 234-6079

Emergency Train Dispatcher Call — 911

1. Maximum Speeds Permitted	Freight
Hobson to Ravenna	60 MPH.
Trains 100 Tons/OB and over	50 MPH.
MP 19.3 to MP 20.3	45 MPH.
MP 42.1 to MP 42.7	50 MPH.
MP 53.6 to MP 56.2	45 MPH.
MP 77.1 to MP 78.1	45 MPH.
MP 95.7 to MP 98.0 incl. UP Crossing	30 MPH.
MP 127.2 to MP 127.9	20 MPH.
Hobson Yard—West B-2 track, West B-3 track and on running track between MP 2.5 (Summit of Hump) and Cushman	20 MPH.
Turnout Hobson yard-west end of west B-2 and west B-3	20 MPH.
Waco elevator track	3 MPH.
York to Benedict (MP 143.5)	25 MPH.
MP 135.0 to MP 136.5	10 MPH.

Bradshaw – All movements over	
Scale on Elevator Tracks	5 MPH.
Through turnouts of begin and end two main tracks and crossovers equipped with dual control switches	25 MPH.
Through turnouts of controlled sidings	20 MPH.
Through turnouts equipped with two switch machines (moveable point frogs) at the following locations –	
MP 14.5 (end two main tracks) – Pleasant Dale	35 MPH.
MP 20.3 (begin two main tracks) – Milford	35 MPH.
MP 27.8 (end two main tracks) – Seward	50 MPH.
MP 36.7 (begin two main tracks) – Tamora	35 MPH.
MP 66.6 (end two main tracks) – Bradshaw	35 MPH.
MP 78.5 (begin two main tracks) – Aurora	25 MPH.
MP 88.9 (end two main tracks) – Phillips	35 MPH.
MP 118.7 (begin two main tracks) – St. Michael	50 MPH.
Bridge 138.28–Benedict, cars heavier than 134 tons	10 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions–

Maximum Gross Weight of Car:

Hobson to Ravenna	143 tons
MP 135.38 (York) to Benedict	143 tons
MP 135.8 (near York) to York	134 tons
24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.	

3. Type of Operation

Rule 6.13 – Yard Limits – None

CTC - MP 4.4 to MP 128.2

Multiple Main Track–

MP 4.4–MP 6.0
MP 6.1 –MP 14.5
MP 20.3–MP 27.7
MP 36.7–MP 44.8
MP 56.3–MP 66.6
MP 78.5–MP 88.9
MP 99.2–MP 104.5
MP 118.7–MP 128.4

Interlocking Instructions

Lincoln–Interlocking limits begin/end at MP 4.3 (Cushman). Interlocking is controlled by Carling tower. Rule 6.28 applies within limits of the interlocking.

Manual Interlockings not controlled by BNRR–

Grand Island – Union Pacific Railroad

Manual Interlockings not using Track and Time (Rule 10.3) to protect MW employees–

Cushman–

MW employees will be protected by MWOR Rule 6.3.2–Other Tracks. Control Operator (Carling Tower) will provide protection by lining remote control switches against movement to the affected track, applying a locking or blocking device to control machine, and notifying employee in charge when protection is provided. On tracks where Control Operator is unable to provide protection on both ends of the track affected, additional protection must be provided as required by MWOR Rule 6.3.2 at access points not able to be protected by control operator.

Grand Island–Contact UPRR control operator for instructions using radio channel AAR 24.

Rule 6.28– Between York and Benedict.

4. General Code of Operating Rules Items

Rule 6.19– When flagging is required, distance will be 2.0 miles.

Rule 8.20 Exception— Derail location and position—

At Hobson (Lincoln Terminal), permanent hand throw slide derails have been installed near the fueling stations on tracks F-1, F-2, F-3, West B-2, and West B-3 South Pull Out—west end, and Grain Yard lead—east end. These derails are used by Locomotive Mechanical and Car Department employees to provide protection per Rule 5.13.

Derails at the locations identified above will be left in the non—derailing position unless rolling equipment is standing on these tracks and protection of workmen is required. A red target will indicate that derail is in the derailing position (ON), and a green target will indicate that the derail is in the non—derailing position (OFF).

Rule 10.2—Main track switches not equipped with electric locks:

MP 8.4	Emerald (Main 1)—Contractor switch
MP 13.5	Pleasant Dale (Main 1)—Elevator track
MP 19.5	Milford (Main 2)—Mill track
MP 35.9	Tamora—Stub track
MP 42.2	Utica (Main 1)—East elevator
MP 42.6	Utica (Main 1)—West elevator
MP 54.6	York—Sta-Tex
MP 62.2	York (Main 1)—York Manufacturing
MP 80.7	Curry (Main 1)—East switch
MP 81.1	Curry (Main 1)—West switch
MP 88.6	Phillips—East elevator
MP 95.5	Grand Island—Power Plant
MP 104.5	Abbott—East switch
MP 104.9	Abbott—West switch
MP 111.0	Cairo—Propane tank
MP 111.2	Cairo—East elevator track
MP 111.5	Cairo—West elevator track
MP 127.3	Ravenna—East stock track
MP 127.7	Ravenna—Cargill west switch

5. Trackside Failed Equipment Detectors (FED)

A. Protecting Bridges, tunnels or other structures: NONE

B. Other FED Locations:

Milford	MP 17.5
Waco	MP 52.8
Hampton	MP 74.0
Cairo	MP 107.3

Trackside Failed Equipment Detector— MP 17.5—Westward trains, when required to stop, must insure rear of train is west of undercrossing at MP 18.7 account no sidewalks. Eastward trains, when required to stop, must insure rear of train is east of undercrossing at MP 16.04 account no sidewalks.

6. FRA Excepted Track - NONE**7. Special Conditions**

Test Mile Locations —

MP 5— MP 6
 MP 28 — MP 29
 MP 69 — MP 70
 MP 107 — MP 108
 MP 118 — MP 119
 MP 126—MP 127

Crossovers— At other than stations:

MP 11.0 two
 MP 24.4 two
 MP 40.0 two
 MP 60.3 two

Turnouts Equipped with Two Switch Machines -

Turnouts at the following locations are equipped with two switch machines (moveable point frog). Instructions for hand operation are contained in System Special Instructions.

MP 14.5 – (End Two Main Tracks) – Pleasant Dale

MP 20.3 – (Begin Two Main Tracks) – Milford

MP 27.8 – (End Two Main Tracks) – Seward

MP 36.7 – (Begin Two Main Tracks) – Tamora

MP 66.6 – (End Two Main Tracks) – Bradshaw

MP 78.5 – (Begin Two Main Tracks) – Aurora

MP 88.9 – (End Two Main Tracks) – Phillips

MP 118.8 – (Begin Two Main Tracks) – St. Michael

Waco—On elevator track locomotives must not operate over scale.

Crossing Protection—

York—Trains must not occupy Highway 34 crossing at MP 136.1 between York and Benedict until crossing lights warning automobile traffic have been operating for at least 20 seconds or until movement over crossing is protected by a crew member.

Aurora—Trains or engines operating on other than the main track must not occupy crossings at MP 77.6—9th street, and MP 78.2—1st street, until crossing lights warning automobile traffic have been operating for at least 20 seconds or movement over crossing is protected by crew member. "Crossing Signal Start" signs are in place 75 feet East and West of 2nd street and 9th street crossings on all tracks other than Main Track. Crossing lights warn automobile traffic will begin operating when the movement passes "Crossing Signal Start" signs.

Co Plant—Trains must not occupy Highway 2 crossing until crossing lights warning automobile traffic have been operating for at least 20 seconds or until movement over crossing is protected by a crew member.

Temperature Restrictions—

When temperature is '0' degrees Fahrenheit or colder:

Trains 100 tons per operative brake and over must not exceed 30 MPH.

Trains under 100 tons per operative brake must not exceed 45 MPH.

NRPC (AMTRAK) trains and trains consisting entirely of passenger equipment must not exceed 60 MPH.

When temperature is '95' degrees or warmer between the hours of 1300 and 1900:

Trains 100 tons per operative brake and over must not exceed 30 MPH.

Trains under 100 tons per operative brake must not exceed 45 MPH.

NRPC (AMTRAK) trains and trains consisting entirely of passenger equipment must not exceed 60 MPH.

8. Other Line Segments—**Yard Line Segments—**

Line Segment	Limits
875	Lincoln
879	Grand Island
881	York

Other Road Line Segments—

Line Segment	Limits	Mileposts
148	York—Benedict	133.2 to 144.4

9. Locations not Shown As Stations

Name	Miles—Location	Capacity Cars	Switch Opens
83209 Benedict	9.5 from York	54	East
Cory	6.2 west of York	10	West
30080 Curry	3.7 west of Aurora	28	Both
30081 IAMS	5.3 west of Aurora	36	Both
30092 Trail	4.7 west of Phillips	17	Both
30103 CoPlant	7.2 west of Grand Island	127	Both

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Bellwood Subdiv BRANCH LINE STATIONS			Distance from Seward	↑ EAST WARD
					Trk	Rule 4.3 Oper			
		30029	165	25.5		SEWARD JY		0.0	
		83032	147	31.9		6.5 STAPLEHURST		6.5	
		83039		38.8		6.9 ULYSSES		13.4	
		83047		46.8		8.0 GARRISON Y	TWC	21.4	
		83053		52.5		5.7 DAVID CITY U		27.1	
		83061		61.3		8.7 BELLWOOD Y		35.8	

BN Radio Channel 39 in service on this Subdivision.

Train Dispatcher Calls—Seward—05

Train dispatcher Phone Numbers—Phone (817) 234-6044, FAX (817) 234-6079

1. Maximum Speeds Permitted

Freight

Seward to Bellwood	25 MPH.
Connecting Track from Ravenna Subdivision to MP 26.60	10 MPH.
MP 25.99 (Highway 34), Seward (Head end restriction)	5 MPH.
MP 38.72 (Main Street), Ulysses (Head end restriction)	5 MPH.
MP 52.7—UP Crossing	25 MPH.
MP 56.7 to MP 58.7	10 MPH.
David City to Bellwood—When handling 11 or more loaded cars	10 MPH.

Item 1A, System Special Instructions, applies.

See Item 1 of the System Special Instructions for additional speed restrictions

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

Seward to Bellwood 134 tons

24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

3. Type of Operation

Rule 6.13—Yard Limits

Seward	Connecting track switch to MP 27.0
Garrison	MP 45.0 to MP 48.0
Bellwood	MP 60.0 to MP 61.9 (End of Track)

TWC Limits— MP 26.9 to MP 60.0.

Rule 6.28—Industrial Track—NONE

4. General Code of Operating Rules Items

Rule 5.4.4 – Authorized on this subdivision.

Rule 6.19— When flagging is required, distance will be 1.5 miles.

5. Trackside Failed Equipment Detectors (FED)—NONE

6. FRA Excepted Track: NONE

7. Special Conditions

Seward to Bellwood—Train location lineups will be issued on a recording device. To receive a recorded train location lineup:

- 1) From a touch tone telephone or mobile unit dial: (8) 220-3500 or 1-800-422-0439, Denver, using current dialing instructions—BN Network, long distance.
- 2) You will receive instructions to assist you in selecting the subdivision train location lineup desired. **DIAL-1037** for the Bellwood Subdivision.
- 3) Copy the recorded lineup and then **DIAL-1037 again** to listen to the lineup repeat. While listening to the repeat lineup, underscore each word on your copy as it is repeated and ensure your copy is correct.
- 4) After lineup has been copied correctly and underscored on repeat, the procedure is complete.

Between David City and Bellwood—Through movements must not exceed 28 loaded cars.

Dynamic Brake must not be used between MP 56 and MP 59.

Bellwood—End of track is at MP 61.9

8. Other Line Segments—NONE**9. Locations Not Shown as Stations— NONE**

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Palmer Subdiv BRANCH LINE STATIONS		Distance from Aurora	↑ EAST WARD	
						Rule 4.3 Oper				
		30078	149	0.6		AURORA	JTY	0.0		
		83510		11.0		11.3 MARQUETTE	Y	TWC		11.3
		83519		19.3		8.4 CENTRAL CITY	AY			19.7
		83527		28.0		8.6 ARCHER	Y			28.3
		83535		35.6		7.6 PALMER	Y			35.9

BN Radio Channel 39 in service on this Subdivision.

Train Dispatcher Calls—Hastings—28, Aurora—02.

Train dispatcher Phone Numbers—Phone (817) 234-6044, FAX (817) 234-6079

1. Maximum Speeds Permitted

Aurora to Palmer	Freight 25 MPH.
Trains using east and west legs of wye Aurora	10 MPH.
Aurora — six axle and other derricks	20 MPH.
MP 16.93 — Platte River Bridge	15 MPH.
MP 19.0 to MP 35.7 (End of track)	10 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

Aurora to Palmer 134 tons

24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

Aurora to Palmer— Six axle derricks not permitted.

3. Type of Operation

Rule 6.13—Yard Limits

Aurora MP 0.6 to MP 2.0

Marquette MP 9.5 to MP 11.5

Continuous Yard Limits Central City—MP 18.8 to Palmer
(MP 35.7—end of track).

TWC Limits—

MP 2.0 to MP 18.8.

Interlockings Instructions—

Central City—Union Pacific trackage at Central City is DT ABS, and Branch Line which carries traffic in both directions. Four track occupancy indicators indicate occupancy with the current of traffic on the Eastward and Westward Main Tracks, and occupancy from either direction on the Branch Line. Occupancy is indicated when three dots on the indicator are in the horizontal line.

Crew members must comply with the following before movement occupies interlocking limits.

- 1) Crew members must determine that all occupancy indicators indicate clear.
- 2) If all indicators indicate clear, then lock may be removed from switch machine and derrails operated for movement.
- 3) If any indicator indicates occupancy and movement is seen approaching, do not remove switch lock from lock machine or operate hand release on front of bungalow until movement has passed over interlocking, and no other movement is seen approaching or no additional occupancy is indicated.
- 4) If any indicator indicates occupancy and no apparent movement is approaching on conflicting route, remove switch lock from switch machine and operate hand release on front

of signal bungalow. Time release will be started by operating hand release **CLOCKWISE** as far as it will go. An indicator light will begin flashing when hand release has been operated.

5) Electric lock is released and derail may be operated when indicator light on hand release stops flashing.

NOTE: If electric lock does not release at the expiration of the time release, crew member must contact UPRR dispatcher.

6) After derails have been lined to permit movement, switch lock must be replaced in hasp of switch machine for signal to display a proceed indication.

7) After movement has been completed derails must be restored to derailing position and lock replaced in hasp of switch machine.

8) If unable to return derails to derailing position remove padlock from hasp and operate hand release. Derails may be restored to derailing position when indicator light changes to steady burning.

9) If signal does not display proceed indication after operation of hand release and derails, movement may be made:

—On hand signal from a member of the crew at the crossing if there is no train approaching on conflicting routes.

—If a train is approaching on a conflicting route, hand proceed signal must not be given until such movement has been completed over crossing, or has come to a stop at governing signal.

—If train is standing between the absolute signals on a conflicting route, the proceed signal must not be given until after thorough understanding has been had with the crew of the train on the conflicting route.

10) Burlington Northern train dispatcher must be notified whenever signal fails to display proceed indication.

4. General Code of Operating Rules Items

Rule 6.19— When flagging is required, distance will be 1.5 miles.

5. Trackside Failed Equipment Detectors (FED)—NONE

6. FRA Excepted Track: NONE

7. Special Conditions

Aurora to Central City—Train location lineups will be issued on a recording device. To receive a recorded train location lineup:

1) From a touch tone telephone or mobile unit dial: (8) 220-3500 or 1-800-422-0439, Denver, using current dialing instructions—BN Network, long distance.

2) You will receive instructions to assist you in selecting the subdivision train location lineup desired. **DIAL-1038** for the Palmer Subdivision.

3) Copy the recorded lineup and then **DIAL-1038 again** to listen to the lineup repeat. While listening to the repeat lineup, underscore each word on your copy as it is repeated and ensure your copy is correct.

4) After lineup has been copied correctly and underscored on repeat, the procedure is complete.

Aurora— Normal position for South Wye Switch is lined and locked for West Leg of Wye.

Palmer— End of track is at MP 35.7.

Crossing Protection—

Archer— Trains must not occupy Carrol Street crossing – (MP 27.92) until warning lights are seen to be operating or movement over crossing is protected by a crew member.

8. Other Line Segments—NONE

9. Locations Not Shown as Stations— NONE

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Creston Subdiv MAIN LINE STATIONS			Distance from Creston	↑ EAST WARD
					Trk	Rule 4.3 Oper			
		20355	1	392.9	2MT	CRESTON	ABS		
						To Greenfield 21.5 BKXY	TWC	0.0	
		20368		406.7		13.9 PRESCOTT		13.9	
		20375		413.7	2MT	6.9 CORNING		20.8	
		20384		422.7		9.0 NODAWAY		29.8	
		20388		427.4	2MT	4.8 VILLISCA		34.6	
						15.0 RED OAK			
		20403		442.4	2MT	To Farragut 25.6 T		49.6	
		20408		447.5		5.7 McPHERSON		55.3	
		20413		451.6		3.5 EMERSON		58.8	
		20418		456.9	2MT	5.3 HASTINGS		64.1	
		20427		467.9		9.4 BALFOUR X		73.5	
		20432		471.4	2MT	5.1 GLENWOOD	CTC	78.6	
				475.1		3.6			
		20436	2	0.0		PACIFIC JCT JTX		82.2	
		20441		5.0		5.0 PLATTSMOUTH		87.2	
		20445		8.9	2MT	3.9 OREAPOLIS AJTX		91.1	
	6,660	20450		14.4		5.5 CULLOM		96.6	
	6,532	20459		23.1		8.7 LOUISVILLE		105.3	
	6,558	20464		27.9		4.8 SOUTH BEND		110.1	
		20471		35.3		7.4 ASHLAND JTX(2)		117.5	
		20478		42.1		6.8 GREENWOOD		124.3	
	7,015	20484		47.6	2MT	5.5 WAVERLY		129.8	
		20491		54.8		7.2 HAVELOCK BKX		137.0	
			4	59.6		4.8			
		20496		0.4		LINCOLN BIJKT		141.8	

BN Radio Channel 87 in service on this Subdivision
BN Radio Channel 66 in service in Omaha and Lincoln Terminals.

911 - EMERGENCY CALL IN in service on this Subdivision

Train Dispatcher Calls—Creston—11, Red Oak (Griswold)—12, Pacific Jct—19, Ashland—18.

Train dispatcher Phone Numbers—Phone (817) 234-6041, FAX (817) 234-6079

1. Maximum Speed Permitted	Passenger	Freight
Creston to Lincoln	79 MPH.	60 MPH.
Trains 100 Tons/OB and over		45 MPH.
MP 393.0 to MP 393.7	30 MPH.	25 MPH.
MP 395.2 through turnout	25 MPH.	25 MPH.
MP 405.7 through equilateral turnout	50 MPH.	50 MPH.
MP 408.9 through XO	35 MPH.	35 MPH.
MP 412.0 through equilateral turnout	50 MPH.	50 MPH.
MP 422.2 through equilateral turnout	50 MPH.	50 MPH.
MP 425.5 through XO	35 MPH.	35 MPH.
MP 428.9 through equilateral turnout	50 MPH.	50 MPH.
MP 439.4 through equilateral turnout	50 MPH.	50 MPH.

MP 443.3 through turnout	35 MPH.	35 MPH.
MP 447.5 through turnout	35 MPH.	35 MPH.
MP 453.5 through XO	35 MPH.	35 MPH.
MP 458.0 through turnout	35 MPH.	35 MPH.
MP 466.4 through turnout	35 MPH.	35 MPH.
MP 467.9 through XO	35 MPH.	35 MPH.
MP 0.2 to MP 3.5	50 MPH.	50 MPH.
MP 0.2 to MP 36.5 Trains 100 tons O/B and over	50 MPH.	40 MPH.
MP 0.2 through turnout	50 MPH.	50 MPH.
MP 3.5 to MP 5.2	40 MPH.	40 MPH.
MP 5.2 to MP 35.0	50 MPH.	50 MPH.
MP 5.0 through turnout	30 MPH.	25 MPH.
MP 8.7 through XO	25 MPH.	25 MPH.
MP 8.8 through turnout Omaha Sub	25 MPH.	25 MPH.
MP 8.9 through turnout End 2MT	25 MPH.	25 MPH.
MP 9.0 over UPRR crossing	35 MPH.	35 MPH.
MP 9.3 through turnout to Omaha Sub	10 MPH.	10 MPH.
MP 35.0 to MP 36.5	50 MPH.	40 MPH.
MP 35.2 through XO	30 MPH.	25 MPH.
MP 36.4 through XO	30 MPH.	25 MPH.
MP 41.1 through XO	30 MPH.	25 MPH.
MP 49.1 HER—Eastward Trains passing Signal on Main 1		
Freight Trains up to 100 tons per O/B		50 MPH.
Freight Trains 100 tons per O/B and over		40 MPH.
MP 57.0 to 58.9		40 MPH.
MP 58.9 to MP 59.6 via Passenger tracks	20 MPH.	20 MPH.
MP 58.9 to MP 60.0 via Freight Line		25 MPH.
MP 59.1 through XO	12 MPH.	12 MPH.
Through turnouts of Controlled Sidings	20 MPH.	20 MPH.
Creston to Greenfield		10 MPH.
Red Oak to Farragut		25 MPH.
MP 13.1 to MP 13.2		10 MPH.
MP 18.0 to MP 25.9		10 MPH.
MP 1.0 to MP 18.0 when handling loaded cars		10 MPH.
Between Oreapolis and Ashland, six axle derricks		25 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

Creston to Lincoln	143 tons
Creston to Greenfield	134 tons
Red Oak to Farragut	134 tons
Red Oak to Griswald	134 tons
24 ft ore cars (BN95500—95891, 96044—96085) and 35 ft ore cars (BN99000—99949) may operate only between Creston and Lincoln.	

Creston to Greenfield—

Six axle locomotives and derricks are not permitted.

Red Oak— Six axle locomotives not permitted over bridge 0.74 between Red Oak and Stennett to enter lower yard.

Red Oak to Farragut— Six axle and 60 – 80 ton bridge derricks not permitted.

3. Type of Operation

Rule 6.13 – Yard Limits

MP 391.0 to MP 393.75

CTC -

MP 393.5 to MP 58.9

ABS/TWC -

MP 391.0 to MP 393.75

Multiple Main Track

MP 393.5	—MP 395.2
MP 447.5	—MP 458.0
MP 405.7	—MP 412.0
MP 466.4	—MP 0.2
MP 422.2	—MP 428.9
MP 5.0	—MP 8.8
MP 439.4	—MP 443.3
MP 35.2	—MP 58.9

Interlocking Instructions—

Lincoln—Interlocking begins at MP 58.9. Eastward signals are part of CTC system. Westward signals are part of interlocking. Interlocking controlled by Carling tower. Rule 6.28 in effect within interlocking limits.

Oreapolis—When stopped for a signal displaying Stop indication, and signal does not display a proceed indication after complying with Rule 9.12.3, permission must be obtained from CTC Control Operator before proceeding. These instructions apply to both Eastward and Westward trains.

Rule 6.28— In effect within interlocking limits at Lincoln.
Between Red Oak—Farragut and Creston—Greenfield.

Manual interlockings not controlled by BNRR—NONE**Manual interlockings not using Track and Time (Rule 10.3) to protect MW employees—****Lincoln**

MW employees will be protected by MWOR Rule 6.3.2—Other Tracks. Control Operator (Carling Tower) will provide protection per MWOR Rule 6.3.2 by lining remote control switches against movement to the affected track, applying a locking or blocking device to control machine, and notifying employee in charge when protection is provided. On tracks where Control Operator is unable to provide protection on both ends of the track affected, additional protection must be provided as required by MWOR Rule 6.3.2 at access points not able to be protected by control operator.

4. General Code of Operating Rules Items

Rule 6.19— When flagging is required, distance will be 2.0 miles.

Exception to Rule 8.20— Derail Location and Position—

At Lincoln (Lincoln Terminal), permanent hand throw slide derails have been installed near the fueling stations on tracks F-1, F-2, F-3, West B-2, and West B-3, South Pull Out—west end and Grain Yard lead—east end. These derails are used by Locomotive Mechanical and Car Department employees to provide protection per Rule 5.13.

Derails at the locations identified above will be left in the non—derailing position unless rolling equipment is standing on these tracks and protection of workmen is required. A red target will indicate that derail is in the derailing position (ON), and a green target will indicate that the derail is in the non—derailing position (OFF).

Rule 10.2—Main track switches not equipped with electric locks:

MP 44.0 Mid-America

Rule 15.1—Eastward trains departing Lincoln destined to operate on the Sioux City Subdivision must obtain two Track Warrants. One Track Warrant must show track bulletins in effect on the Creston Subdivision between Lincoln and Ashland, and one Track Warrant must show track bulletins in effect between Ashland and Ferry on the Sioux City Subdivision.

Interlocking Instructions—

Lincoln—Manual Interlocking limits begin at MP 58.9. Signals governing Eastward movement are part of CTC system. Signal governing Westward movement is part of Manual Interlocking system controlled by Carling Tower control operator.

5. Trackside Failed Equipment Detectors (FED)**A. Protecting Bridge, tunnel or other structures:**

Pacific Jct (WWD) MP 0.4 (DED Only)
 Oreapolis (EWD) MP 8.6 (DED Only)

B. Other FED Locations:

Nodaway MP 421.5
 McPherson MP 445.2
 Pacific Jct (EWD) MP 0.4 (DED Only)
 Oreapolis (WWD) MP 8.6 (DED Only)
 Greenwood MP 39.0 Both Tracks

6. FRA Excepted Track: NONE**7. Special Conditions****Test Mile Locations:**

Between Creston and Pacific Jct –
 MP 399–MP 400
 MP 463–MP 464

Between Oreapolis and Louisville –
 MP 14 to MP 15

Between Ashland and Lincoln –
 MP 52–MP 53

Crossovers at other than Stations:

408.9 (Prescott)
 425.6 (Villisca)
 453.5 (Emerson)
 41.1 (Greenwood)

Ashland—Yard track number one (1) is designated as the only run-through track for trains over 100 tons per O/B operating between the Creston and Sioux City Subdivisions.

Crossing Protection—

Havelock—Trains sound whistle as required by Rule 5.8.2 (II) at fire crossing – MP 54.2

Buccaneer Bay Road crossing, MP 10.5 must not be blocked by eastward train stopped for UPRR interlocking.

Havelock Mechanical Facility (Car Shop Repair Area)—

ALL movements within the limits of the Havelock Mechanical Facility are restricted to **5MPH**. Limits of the Havelock Mechanical Facility extend eastward from the crossover switch on Main 2 at MP 54.7 and include the following tracks: Pass, Pick Up, Q-1, Q-2, Q-3, West tail extension of Pass, East tail extension of the Pass, House track adjacent to Havelock Yard office, Lead to ADM including: 'A Track' lead and 'A Track' to a point adjacent to but beyond the west end of the loading shed on 'ADM 3 Track', and all additional associated Mechanical Shop, Storage Yard, and Wheel Plant trackage South of Main 2. Rolling equipment within the Havelock Mechanical Facility may be protected by derails and Blue signals located not less than 50 feet from the equipment being protected.

Shenandoah— Member of crew must protect movement over Sheridan and Thomas Avenues from position on ground.

Temperature Restrictions—

When temperature is '0' degrees Fahrenheit or colder:

Trains 100 tons per operative brake and over must not exceed 30 MPH.

Trains under 100 tons per operative brake must not exceed 45 MPH.

NRPC (AMTRAK) trains and trains consisting entirely of passenger equipment must not exceed 60 MPH.

When temperature is '95' degrees or warmer between the hours of 1300 and 1900:

Trains 100 tons per operative brake and over must not exceed 30 MPH.

Trains under 100 tons per operative brake must not exceed 45 MPH.

NRPC (AMTRAK) trains and trains consisting entirely of passenger equipment must not exceed 60 MPH.

8. Other Line Segments—**Yard Line Segments—**

<u>Line Segment</u>	<u>Limits</u>
838	Creston
839	Red Oak
872	Pacific Jct
873	Havelock
874	Havelock Shop
875	Lincoln

Other Road Line Segments—

<u>Line Segment</u>	<u>Limits</u>	<u>Mileposts</u>
92	Red Oak to Griswald	0.10 to 3.05
93	Red Oak to Farragut	0.4 to 25.6
95	Creston to Greenfield	0.4 to 21.5

9. Locations Not Shown as Stations

Name	Miles—Location	Capacity Cars	Switch Opens
Coming Industrial Park	0.4 west of Coming	50	Both
20398 Stanton	7.8 west of Villisca	50	Both
20423 Malvern	4.6 east of Balfour	22	West
77604 Snyder	4.3 from Creston	10	Both
77612 Orient	7.6 from Snyder	15	Both
77621 Greenfield	8.7 from Orient	10	Both
78106 Coburg	6.6 from Red Oak	20	Both
78112 Essex	12.9 from Red Oak	25	Both
78119 Shenandoah	18.8 from Red Oak	40	Both
78125 Farragut	25.6 from Red Oak	40	Both
Red Oak Industrial Park	2.2 west of Red Oak	66	East
20480 Mid-America	2.4 west of Greenwood	37	West

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Omaha Subdiv MAIN LINE STATIONS		Distance from Oreap- olis	EAST WARD ↑
						Rule 4.3 Oper			
		20445	137	0.0		OREAPOLIS	AJTX	0.0	
	7,325	80208		7.6		BELLEVUE		7.6	
		80214		15.0	2MT	GIBSON	BKT	15.0	
		27400		16.8	2MT	OMAHA			
	5,661					To Council Bluffs 4.0	J	16.8	
	7,323	80221		20.4		SOUTH OMAHA	T	20.4	
	1,760	80225		24.4		RALSTON		24.4	
	5,300	80230		31.4		CHALCO		31.4	
	5,475	80241		41.3		MELIA		41.3	
		20471		47.0		ASHLAND	IJTX	47.0	

BN Radio Channel 87 in service on this Subdivision.

BN Radio Channel 66 in service in Omaha Terminal.

911 EMERGENCY CALL IN in service on the subdivision.

Train Dispatcher Calls—Ashland—18, Pacific Jct.—19.

Train dispatcher Phone Numbers—Phone (817) 234-6041, FAX (817) 234-6069

1. Maximum Speed Permitted

	Passenger	Freight
Oreapolis to Ashland	79 MPH.	50 MPH.
Trains 100 tons O/B and over		45 MPH.
MP 0.0 to MP 1.7	40 MPH.	40 MPH.
MP 1.7 to MP 2.3	60 MPH.	
MP 2.3 to MP 10.2	65 MPH.	
MP 10.2 to MP 14.8	60 MPH.	
MP 14.8 to MP 16.0	30 MPH.	30 MPH.
MP 16.0 to MP 16.5	20 MPH.	20 MPH.
MP 16.5 to MP 17.2	10 MPH.	10 MPH.
MP 17.2 to MP 17.9	20 MPH.	20 MPH.
MP 17.9 to MP 19.1	50 MPH.	40 MPH.
MP 19.1 to MP 19.2	30 MPH.	20 MPH.
MP 19.2 to MP 21.5	50 MPH.	40 MPH.
MP 21.5 to MP 28.2	55 MPH.	
MP 28.2 to MP 41.9	60 MPH.	
MP 46.1 to MP 46.3	60 MPH.	
MP 46.3 to MP 47.2	50 MPH.	40 MPH.
BN Junction MP 493.4 to End of Track MP 486.8 Council Bluffs		10 MPH.
Through turnouts of controlled sidings	20 MPH.	20 MPH.
Through turnout Main 2 at MP 15.0	30 MPH.	30 MPH.
Through turnouts and on sidings Omaha and South Omaha .	10 MPH.	10 MPH.
Through the following dual control switches:		
Oreapolis—West Leg of Wye	10 MPH.	10 MPH.
Bridge 16.01—Omaha, cars heavier than 134 tons		10 MPH.
Bridge 44.86—Melia, cars heavier than 134 tons		10 MPH.
Bridge 45.62—Melia, cars heavier than 134 tons		10 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

Oreapolis to Ashland 143 tons

24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

Omaha—Six axle derricks may operate on Main 1 only and must keep off all other tracks adjacent to passenger station canopies.

Omaha—Auto rack, piggyback cars and excess height cars must not be handled on Main 2 and/or depot track 1.

3. Type of Operation

Rule 6.13—Yard Limits—NONE

CTC—MP 0.0 to MP 47.0

Multiple Main Track—

MP 14.8 – MP 16.6

MP 16.7 – MP 17.3

Interlocking Instructions—

Oreapolls—When stopped for a signal displaying Stop indication, and signal does not display a proceed indication after complying with Rule 9.12.3, permission must be obtained from CTC Control Operator before proceeding. These instructions apply to both Eastward and Westward trains.

Rule 6.28—Between BN Junction (MP 493.4) and End of Track Council Bluffs (MP 486.8)

Manual interlockings not controlled by BNRR—NONE

Manual interlockings not using Track and Time (Rule 10.3) to protect MW employees—NONE

4. General Code of Operating Rules Items

Rule 6.19— When flagging is required, distance will be 2.0 miles.

Rule 10.2—Main track switches not equipped with electric locks:

MP 17.00 Omaha

MP 17.10 Omaha

MP 17.70 Omaha

MP 21.45 South Omaha—Elanco

5. Trackside Failed Equipment Detectors (FED) —NONE

6. FRA Excepted Track: NONE

7. Special Conditions

Gibson—Between absolute signals MP 14.7 (coal lead) to MP 15.1 (begin two main tracks) — Any time a stop is made between the opposing absolute signals governing movement over dual control switches, a reverse movement or a forward movement after a reverse movement must not be made without authority from the control operator.

Omaha to Council Bluffs—Burlington Northern train or yard movements operating on Union Pacific trackage are governed by current Union Pacific timetable.

Union Pacific trackage between MP 0.8 and Summit (MP 5.1) on UP Nebraska Division, Council Bluffs Subdivision is controlled by Union Pacific Omaha Dispatcher.

Burlington Northern train or yard movements must obtain proper authority from UP Omaha Dispatcher before occupying Union Pacific trackage within the above limits.

When required, locomotives equipped with multi-channel radios may communicate directly with UP Omaha Dispatcher by setting radio to channel 42 and depressing dispatcher call button # 11 on the 20 button console for approximately 20 seconds.

Crew members unable to communicate directly with the UP Omaha Dispatcher via radio may communicate through the BN Omaha Line Dispatcher or Gibson Yardmaster.

Telephone numbers for UP Dispatcher's office are:

636-7969 — UP Omaha Dispatcher
636-7433 — UP Corridor Manager

Council Bluffs—

A. BN westward train and yard movements must stop at stop sign displayed to left of track 558 feet east of UP switch entering UP eastward track and obtain authority to occupy UP trackage before proceeding

B. Union Pacific Yard— Burlington Northern trains or interchange movements must not enter any UP track without first making verbal contact with UP tower yardmaster for permission and instructions. A member of the crew requesting permission to enter must communicate directly with UP Tower Yardmaster. If unable to contact UP tower Yardmaster by radio, crew member must go to the nearest telephone and communicate with UP Tower Yardmaster.

C. Normal position of junction switch to Bayard Subdivision is lined and locked for movement to Iowa Power Plant.

D. Crossing MP 492.7 is protected by automatic interlocking signals and movements are governed by interlocking rules and instructions posted in release box at crossing.

South Omaha— Normal position of Hill Yard Lead and West Leg Wye Switches MP 20.04 is lined and locked for siding. Permission must be obtained from control operator before operating switches or fouling siding at West Leg Wye Switch MP 20.04.

When helper engines are assisting other trains up South Omaha Hill, helper engines must protect movement over crossing MP 21.93 (48th Street) when returning eastward.

After stopping, engineer on eastward freight train must:

- Make at least a 10 psi automatic brake pipe reduction.
- Verify that brakes apply and release on the rear car.
- Verify that brake pipe pressure is being restored.

If the above cannot be verified, visual inspection of train is required.

Crossing at 48th St., MP 21.9, must not be blocked longer than 5 minutes. If train stops and 48th St. crossing is blocked, crew members must separate train at crossing as soon as possible.

Temperature Restrictions—

When temperature is '0' degrees Fahrenheit or colder:

Trains 100 tons per operative brake and over must not exceed 30 MPH.

Trains under 100 tons per operative brake must not exceed 45 MPH.

NRPC (AMTRAK) trains and trains consisting entirely of passenger equipment must not exceed 60 MPH.

When temperature is '95' degrees or warmer between the hours of 1300 and 1900:

Trains 100 tons per operative brake and over must not exceed 30 MPH.

Trains under 100 tons per operative brake must not exceed 45 MPH.

NRPC (AMTRAK) trains and trains consisting entirely of passenger equipment must not exceed 60 MPH.

8. Other Line Segments—**Yard Line Segments—**

<u>Line Segment</u>	<u>Limits</u>
870	Omaha—Gibson
871	South Omaha
877	Council Bluffs

Other Road Line Segments—

<u>Line Segment</u>	<u>Limits</u>	<u>Mileposts</u>
136	BN Jct — Council Bluffs	493.4 to 486.8
164	Pappio — Gilmore Jct	3.9 to 5.0

9. Locations Not Shown as Stations

Name	Miles—Location	Capacity Cars	Switch Opens
80202 La Platte	2.0 west of Oreapolis	68	Both
80203 National By—Product	3.5 west of Oreapolis	25	East
80204 Pappio	4.0 west of Oreapolis	65	East
27394 Council Bluffs	4.0 from Omaha	Yard	
80238 Gretna	6.3 west of Chalco	48	Both

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Sloux City Subdiv MAIN LINE STATIONS			Distance from Ashland		
					Trk	Rule 4.3 Oper				
		20471	144	0.0		ASHLAND	IJTY	CTC	0.0	
	4,168	07015		14.8		14.8	YUTAN	A		14.8
	7,850	07023		22.8		8.0	ELK			22.8
	5,295	07029		29.2		6.4	FREMONT	ABIY		29.2
		07038		38.0		8.7	NICKERSON			37.9
		07044		43.6		5.7	WINSLOW		TWC	43.6
		07053		52.8		9.1	UEHLING			52.7
	7,500	07060		60.0		7.3	OAKLAND			60.0
		07070		67.0		7.0	LYONS			67.0
		07082		82.1		15.1	WALTHILL			82.1
	7,980	07088		88.2		6.1	WINNEBAGO			88.2
		07094		94.5		6.3	HOMER			94.5
		07102		101.7		7.2	DAKOTA CITY	Y		101.7
		07104		104.6		2.8	FERRY	JTY	104.5	
				107.7		3.1	FLOYD	Y	107.7	
				197	222.2		1.6	SIOUX CITY		109.3

BN Radio Channel 85 In service on this Subdivision.

BN Radio Channel 66 In service In Omaha Terminal

BN Radio Channel 36 In service for Sioux City Terminal.

Train Dispatcher Calls—Ashland—09, Fremont—24, Winslow—25, Lyons—26, Walthill—27, Homer—01, Sioux City—53.

Train dispatcher Phone Numbers—Phone (817) 234-6053, FAX (817) 234-6074

Emergency Train Dispatcher Call – 911

MP 102.01 to Sioux City is part of and under the jurisdiction of the Willmar Division

1. Maximum Speeds Permitted	Freight
Ashland to Sioux City	40 MPH.
MP 0.0 to MP 0.7	10 MPH.
MP 15.3 – entire train over crossing	25 MPH.
MP 26.2 to MP 27.0	25 MPH.
MP 35.4 to MP 36	25 MPH.
MP 94.2 to MP 101.0	30 MPH.
Between switches of Wye, Ashland	10 MPH.
Locomotives or leading car of trains passing approach signal and between absolute signals at following interlockings:	
MP 15.3–Yutan – U.P.R.R. Crossing	20 MPH.
MP 29.0–Fremont – U.P.R.R. Crossing	20 MPH.
MP 30.0–Fremont – U.P.R.R. Crossing	20 MPH.
MP 35.5–Nickerson – FEVR Crossing	20 MPH.
Sioux City – Head end speed restriction over	
18th Street crossing (MP 222.2 Willmar Division)	10 MPH.
All sidings	10 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions–**Maximum Gross Weight of Car:**

Ashland to Sioux City 138 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

Between Ashland and Sioux City – Loaded Unit Coal and Grain Trains are permitted only on the following sidings: Elk, Oakland, and Winnebago.

3. Type of Operation**Rule 6.13 – Yard Limits**

Ashland MP 2.8

Fremont MP 26.0 to MP 33.7

Dakota City MP 101.0 to Sioux City MP 109.3

TWC Limits–

MP 2.8 (Ashland) to MP 101 (Dakota City)

Rule 6.28–NONE**Interlocking Instructions–**

Automatic Interlocking Not Indicated at Station:

FEVR Crossing– MP 35.5 (6.3 miles west of Fremont)

Manual Interlockings not controlled by BNRR–

Fremont–UPRR

Manual Interlockings not using Track and Time (Rule 10.3) to protect MW employees– Fremont–Contact UPRR Control Operator for Instructions

4. General Code of Operating Rules Items

Rule 6.19– When flagging is required, distance will be 1.5 miles.

Rule 15.1–Eastward trains departing Ferry destined to operate on the Creston Subdivision must obtain two track warrants prior to departure. One track warrant must show track bulletins in effect on the Sioux City Subdivision between Ferry and Ashland, and one track warrant must show the track bulletins in effect on the Creston Subdivision.

5. Trackside Failed Equipment Detectors (FED)–NONE**6. FRA Excepted Track: NONE****7. Special Conditions**

Test Mile Locations– MP 21 to MP 22 MP 97 to MP 98

Ashland–Yard track number one (1) is designated as the only run-through track for trains over 100 tons per O/B operating between the Creston and Sioux City subdivisions.

Yutan – Trains meeting at Yutan, westward trains holding main track must not pass distant signal until eastward trains are in clear of main track.

Sioux City–All trains and on-track equipment arriving off the Sioux City Subdivision are to contact the Sioux City Yarmaster before passing MP 101.

Crossing Protection–

Trains must stop and crew member protect movement prior to proceeding over grade crossings equipped with active warning devices at the following locations:

Fremont – South elevator track, MP 29.4

Movements from House track to Main Track 29.26

Uehling – Elevator track, MP 52.76.

Lyons – Tracks other than main track, MP 66.75 and MP 66.90.

When using sidings at the following crossings, traffic must be warned by crew member on the ground at the crossing unless crossing warning signals are known to be operating for over 20 seconds:

MP 60.2 5th Street Oakland

MP 88.2 County Rd. Winnebago

Temperature Restrictions—

When temperature is '0' degrees Fahrenheit or colder:

Trains 100 tons per operative brake and over must not exceed 30 MPH.

When temperature is '95' degrees or warmer between the hours of 1300 and 1900:

Trains 100 tons per operative brake and over must not exceed 30 MPH.

8. Other Line Segments—NONE**9. Locations Not Shown as Stations**

Name	Miles—Location	Capacity Cars	Switch Opens
07003 Abel	2.5 west of Ashland	248	East
07005 Big Sandy	5.1 west of Ashland	75	East
07021 LeShara	6.2 west of Yutan	21	East
Nebr. Processors	3.6 west of Fremont	113	West
Fel Tex	4.2 west of Fremont	93	East
07076 Rosalie	8.7 west of Lyons	30	East

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Bayard Subdiv BRANCH LINE STATIONS		Distance from Council Bluffs	↑ EAST WARD
					Trk	Rule 4.3 Oper		
	9,524	78598	134	384.9		BAYARD Y	98.7	
	6,103	78593		391.4		COON RAPIDS	92.2	
	4,488	78585		399.6		DEDHAM	84.0	
	4,122	78578		406.1		TEMPLETON	77.5	
		78572		412.2		MANNING	71.4	
	10,266	78562		422.8		MANILLA	60.8	
		78554		430.4		DEFIANCE	53.2	
	5,060	78549		435.9		EARLING	47.7	
		78544		441.0		PANAMA	42.6	
	9,952	78537		447.3		PORTSMOUTH	36.3	
		78532		452.8		PERSIA	30.8	
	9,720	78522		462.6		NEOLA	21.0	
		78517		467.7		UNDERWOOD	15.9	
		27394		483.6		COUNCIL BLUFFS ABJKUY	0.0	

BN Radio Channel 87 in service on this Subdivision.

BN Radio Channel 66 in service in Omaha Terminal

Train dispatcher Phone Numbers—Phone (817) 234-6041, FAX (817) 234-6069

1. Maximum Speeds Permitted

Freight

Council Bluffs to Bayard **30 MPH.**

MP 481.0 to 482.2 **10 MPH.**

All Sidings **10 MPH.**

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

Bayard to Council Bluffs **134 tons**

24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

Six axle locomotives exceeding 175 tons not permitted.

3. Type of Operation

Rule 6.13 – Yard Limits

Bayard—MP 386.0 to MP 383.6

Council Bluffs – MP 481.0

TWC Limits— MP 383.6 to MP 481.0.

Rule 6.28—NONE

4. General Code of Operating Rules Items

Rule 5.4.4—Authorized on this Subdivision

Rule 6.19—When flagging is required, distance will be 1 mile.

5. Trackside Failed Equipment Detectors (FED)—NONE

6. FRA Excepted Track: NONE

7. Special Conditions

Bayard to Council Bluffs—Train location lineups will be issued on a recording device. To receive a recorded train location lineup:

- 1) From a touch tone telephone or mobile unit dial: (8) 220-3500 or 1-800-422-0439, Denver, using current dialing instructions—BN Network, long distance.
- 2) You will receive instructions to assist you in selecting the subdivision train location lineup desired. **DIAL-1039** for the Bayard Subdivision.
- 3) Copy the recorded lineup and then **DIAL-1039 again** to listen to the lineup repeat. While listening to the repeat lineup, underscore each word on your copy as it is repeated and ensure your copy is correct.
- 4) After lineup has been copied correctly and underscored on repeat, the procedure is complete.

Bayard—End of track is MP 383.6

Crossing Protection—When using sidings at the following crossings, traffic must be warned by crew member on the ground at the crossing unless crossing warning signals are known to be operating for over 20 seconds:

MP 391.20 5th Ave. Coon Rapids
MP 391.30 6th Ave. Coon Rapids

Bayard—Trains must stop and protect movement over Main Street Crossing, MP 384.9 and proceed with caution over all other grade crossings.

8. Other Line Segments—NONE**9. Locations Not Shown as Stations**

Name		Miles—Location	Capacity Cars	Switch Opens
75566	Aspinwall	4.0 west of Manning	27	East

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Neb City Subdiv BRANCH LINE STATIONS		Distance from Arbor	↑ EAST WARD
					Trk	Rule 4.3 Oper		
		80604	142	4.2		ARBOR TY	0.0	
				0.7		3.5		
		80506	141	5.7		NEBRASKA CITY AY	6.0	
		80516		16.0		10.3 DUNBAR	16.3	
		80527		27.3		11.3 SYRACUSE	27.6	
		80539		39.1		11.8 PALMYRA	39.4	
		80546		45.7		6.7 BENNET	46.1	
		80552		52.3		6.7 CHENEY	52.8	
		28204		59.9		7.5 LANCASTER JY	60.3	

BN Radio Channel 54 in service on this Subdivision.

**BN Radio Channel No.54 in service for communication with tower operator at
OPPD Power Plant.**

Train Dispatcher Calls – Bennet–06, Dunbar–07, Nebr. City–08.

Train dispatcher Phone Numbers–Phone (817) 234–6051, FAX (817) 234–6072

Emergency Train Dispatcher Call – 911

1. Maximum Speeds Permitted

Freight

Arbor to Nebraska City

MP 1.0 to MP 0.7 10 MPH.

Nebraska City to Lancaster

30 MPH.

MP 4.9 to MP 6.8 10 MPH.

MP 20.3 to MP 22.7 10 MPH.

MP 59.6 (Hwy 77) HER 10 MPH.

MP 60.35–turnout to St. Joseph Subdivision 12 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions

2. Bridge and Equipment Weight Restrictions–

Maximum Gross Weight of Car:

Arbor to Lancaster 136 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

Six axle locomotives and derricks are not permitted on the following tracks.

Nebraska City – All tracks except main track and yard tracks 1, 2, and 4.

Locomotive consists are limited to a single 4 axle locomotive on the following tracks.

Nebraska City – Morton House, Bartlett Lead, and City Track.

3. Type of Operation

Rule 6.13 – Yard Limits

Lancaster – MP 56.0 to MP 59.9

Nebraska City (MP 7.2) to end of track Arbor (MP 6.1)

TWC Limits– MP 7.2 to MP 56 (Nebraska City – Lancaster).

Rule 6.28–NONE.

Interlocking Instructions– Nebraska City– Automatic Interlocking
over Union Pacific Crossing Round House Lead.

4. General Code of Operating Rules Items–

Rule 6.19– When flagging is required, distance will be 1.5 miles.

5. Trackside Failed Equipment Detectors (FED)—NONE**6. FRA Excepted Track: NONE****7. Special Conditions****Nebraska City—**

Normal position for switches on west end No. 2, No. 3 and No. 4 tracks is lined and locked for lead. Derail installed on West end of lead.

Normal position for switch on east end No. 1 track is lined and locked for DeBruce lead.

Arbor— On Loop track at OPPD Plant, trains must not exceed:

3 MPH over weigh-in-motion scale.

5 MPH over unloading trestle. If a slower speed is required, trains will be governed by instructions received from the unloading tower operator via radio.

Trains must contact OPPD Plant personnel and be governed by their instructions before entering Plant at Arbor wye switch.

Normal position of the main track switch, MP 4.2, is to be lined and locked for entrance to OPPD Plant.

Locomotives are not permitted to operate over scale installed at Fly Ash loading silo.

8. Other Line Segments—NONE**9. Locations not Shown as Stations**

Name		Miles—Location	Capacity Cars	Switch Opens
80511	Elberon	5.1 west of Nebraska City	10	East
80532	Unadilla	5.1 west of Syracuse	18	Both
80557	Collegeview	4.8 west of Cheney	38	Both

Division Operating Officers

R.L. Gullixson	Sr. Trainmaster	Lincoln	473-7596
N.W. Apa	Sr. Trainmaster	Lincoln	473-7558
T.L. Wright	Trainmaster	Lincoln	473-4342
J.N. Bakulski	Trainmaster	Lincoln	473-7521
S.M. Barrow	Trainmaster	St. Joseph	364-7822
R.G. Pearson	Trainmaster	Aurora	(402) 694-2862
L.L. Owens	Trainmaster	Creston	683-4560

LINCOLN TERMINAL

J.P. Kay	Supt Terminal Operations	Lincoln	473-7514
M.S. Anthony	Terminal Trainmaster	Lincoln	473-7553
R.W. Kipper	Terminal Trainmaster	Lincoln	473-7553
P.J. Dietz	Terminal Trainmaster	Lincoln	473-7553
J. M. Edwards	Terminal Trainmaster	Lincoln	473-7553
L.A. Lococo	Terminal Trainmaster	Lincoln	473-4334
J.D. Owens	Terminal Trainmaster	Lincoln	473-7553
C.R. Pate	Terminal Trainmaster	Lincoln	473-7553
D.L. Thayer	Terminal Trainmaster	Lincoln	473-7553
M.E. Wheeler	Terminal Trainmaster	Lincoln	473-7553
J.E. Fellin	Gen Foreman Mech.	Lincoln	473-7621
E.W. Porter	Mechanical Foreman	Lincoln	473-7595

OMAHA TERMINAL

K.W. Duryea	Terminal Manager	Omaha	422-5222
T.J. Wagner	Trainmaster	Omaha	422-5258
J. Smith	Trainmaster	Omaha	422-5258
M.A. Oliver	General Roadmaster	Lincoln	473-7540
P.L. Rutledge	Roadmaster	Lincoln	473-7717
E.D. Ficke	Roadmaster	Lincoln	473-7637
J.J. Crisler	Roadmaster	Lincoln	473-7784
J.T. Harshbarger	Roadmaster	St. Joseph	364-7835
J.H. Foust	Roadmaster	Fremont	721-1396
R.J. Jansen	Roadmaster	Creston	782-9549
J.P. Johnson	Roadmaster	Omaha	422-5239

MANAGERS OF OPERATING PRACTICES

T.D. Nagel	Omaha	422-5257
D.A. Hornby	Lincoln	473-7692

SAFETY AND HEALTH

D.F. Willsie	Mgr Safety and Health	Lincoln	473-7532
V. Schaepler	Rehab Counselor	Lincoln	473-7611