



---

---

# **Lincoln Division**

---

---

## **Timetable No.3**

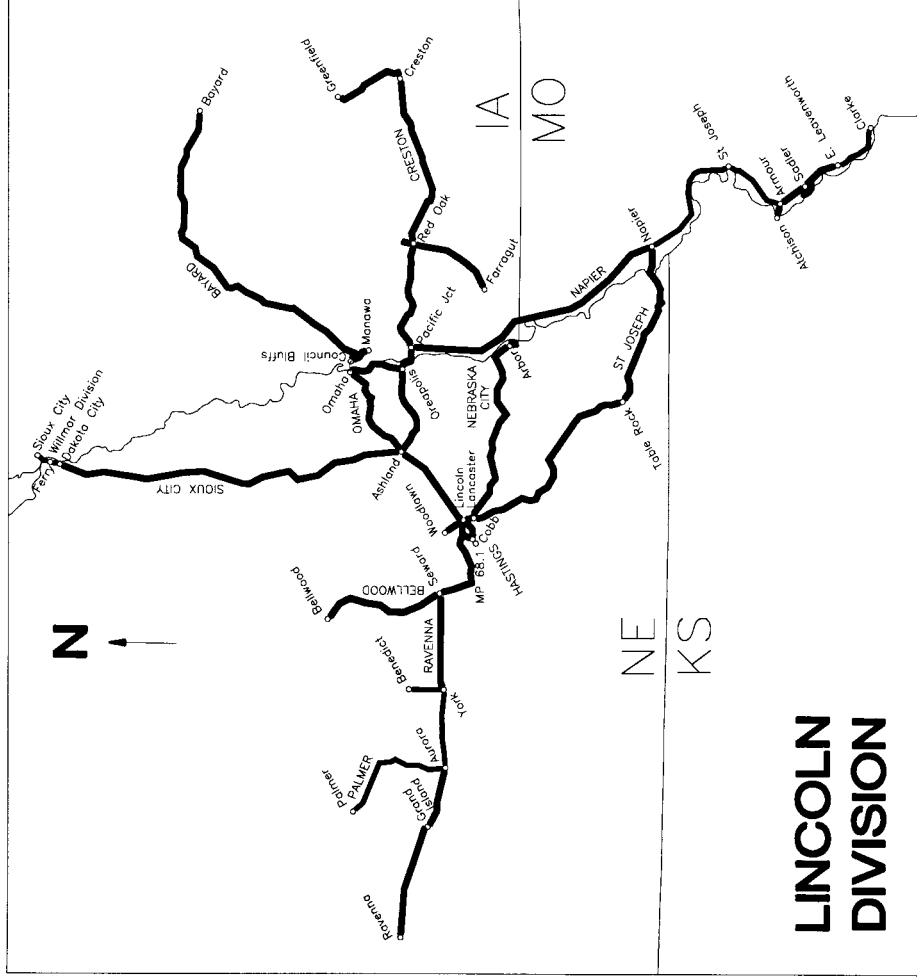
**IN EFFECT AT 0001  
Central Continental Time**

**Sunday April 2, 1995**

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

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

# LINCOLN DIVISION



WEST WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	St. Joseph Subdiv MAIN LINE STATIONS		Distance from Kansas City	EAST WARD
					Trk	Rule 4.3 Oper		
		25300	1001	2.7		KANSAS CITY (Murray Yard) BIJKT	0.0	
				4.2		1.5 BLOCK 4 IX	1.5	
		28007		7.9	2MT	3.7 CLARKE	5.2	
	9,975	28016		16.5		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	16	60.4		3.7 ST JOSEPH BKT(2)	56.8	
						To MP 201.0 (East Industrial Park)		
		28067		66.9	2MT	6.1 WATER WORKS	62.9	
	10,145	28076		77.0		9.0 NODAWAY	71.9	CTC
	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		9.4 RULO	100.6	
	7,441	28112		14.6		5.2 PRESTON	105.2	
	7,019	28116	19	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	20	30.0		2.8 GAGE	168.7	
		28186		42.0	2MT	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	
			4	63.3		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
<b>Kansas City to Napier</b> .....	<b>60 MPH.</b>
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.
<b>Davies to Atchison</b> .....	<b>25 MPH.</b>
<b>St. Joseph to MP 201.0 – East Industrial Park</b>	
MP 205.9 to MP 204.6 .....	10 MPH.
MP 204.6 to MP 202.3 .....	20 MPH.
MP 202.3 to MP 201.0 .....	10 MPH.
<b>Napier–Permanent speed signs not displayed for the following:</b>	
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.
<b>Napier to Carling</b> .....	<b>50 MPH.</b>
Trains 100 Tons per O/B and over .....	45 MPH.
Turnouts of controlled Sidings .....	20 MPH.
<b>Napier to Table Rock</b>	
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.
<b>Table Rock to Carling</b>	
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 ..... 134 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.

**Forest City–**Locomotives must not operate over scale at Cargill elevator track.

**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 '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
841	St. Joseph

**Other Road Line Segments—**

Line Segment	Limits	Mileposts
15	St. Joseph –East Industrial Park	205.9 to 201.0
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 Rulo	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

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Napier Subdiv MAIN LINE STATIONS		Distance from Napier
						Rule 4.3 Oper		
		28097	16	97.4		NAPIER	JY	0.0
	6,258	27312		109.3		11.9 CRAIG		11.9
	6,157	27318		115.0		5.7 CORNING		17.6
	6,160	27337		133.8		18.8 WATSON		36.4
	4,365	27345		142.0		8.2 HAMBURG	T	44.6
	6,160	27352		149.3		7.3 PAYNE		51.9
		27358		155.6		6.3 PERCIVAL		58.2
	8,827	27364		160.6		5.0 McPAUL		63.2
	20436	173.9			13.3 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 .....       | <b>40 MPH.</b> |
| MP 99.3 to MP 121.0 .....              | 30 MPH.        |
| MP 133.0 to MP 143.0 .....             | 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 '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		
				1.9		HOBSON (Lincoln) BKT	0.0	
		30004		4.4		2.5 CUSHMAN BIJIX(2)	2.5	
				6.0	2MT	1.6 PLAMOR	4.1	
		30008		6.1		0.1 EMERALD	4.2	
		30014		14.6	2MT	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	62.3	CTC
	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 BKT	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.

<b>Bradshaw – All movements over</b>	
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 .....	25 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 .....	35 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—**

Derails at the locations listed may be left in the non-derailing position unless rolling equipment is left standing and protection of workmen is required.

Unless protection of workmen is required, leave permanent hand throw derails near the fueling stations on the following tracks in the non-derailing position.

F-1

F-2

F-3

West B-2

West B-3

North Pull Out—west end

Grain Yard Lead—east end

A red target will indicate that derail is in the derailing position (ON).

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—Stub track
MP 111.0	Cario—Propane tank
MP 111.2	Cario—East elevator track
MP 111.5	Cario—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 '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.

**Lincoln Terminal Instructions—****End of Train (EOT) device information—**

When arriving Lincoln Terminal, crew members must report the following EOT information to the lead carman on radio channel 66:

—EOT device identification number

—Battery Condition

—Rear car initial and number

—When EOT and/or LCU are capable of rear car emergency braking.

NOTE: Run through trains will not receive service from locomotive mechanical personnel. However, report EOT information outlined above as required.

**End of Train (EOT) devices capable of rear car emergency braking—****Equipping Trains—**

—Trains leaving Lincoln Terminal with EOT devices capable of rear of train emergency braking must have system armed before departure.

—When available, apply EOT devices capable of rear car emergency braking to trains in the following order of priority:

1. Loaded or empty unit coal trains consisting of CWEX equipment.
2. All other loaded coal trains.
3. Other merchandise trains.

**Securing Equipment Against Movement–**

Apply the following instructions when securing equipment against movement in Lincoln Terminal.

–On unit coal trains and unit grain trains, apply hand brakes on 5% of cars left standing.

Example: 115 car unit coal train left standing—apply 6 hand brakes.

–On merchandise trains, empty unit trains, and cars left standing, apply two(2) hand brakes on the end of cars where locomotive was detached.

**8. Other Line Segments–****Yard Line Segments–**

<u>Line Segment</u>	<u>Limits</u>
875	Lincoln
879	Grand Island
881	York

**Other Road Line Segments–**

<u>Line Segment</u>	<u>Limits</u>	<u>Mileposts</u>
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 Traill	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		31.9		6.5 STAPLEHURST		6.5	
		83039	147	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 HER ..... 5 MPH.  
 MP 38.72 (Main Street), Ulysses HER ..... 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.

**Train Location Lineup Instructions**—

- 1) From a touch tone telephone or mobile unit dial: (8) 480-7400 or 1-800-422-0439, Denver, using current dialing instructions—BN Network, long distance.
- 2) When you hear instructions to enter the seven digit telephone number or mail box number, **DIAL-1037** to receive train location lineup.
- 3) Copy the recorded lineup.
- 4) The lineup will automatically repeat. To verify your copy is correct, underscore each word on your copy as the lineup is repeated.
- 5) After lineup has been copied correctly and underscored during the 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	Palmer Subdiv BRANCH LINE STATIONS			Distance from Aurora	↑ EAST WARD
					Trk	Rule 4.3 Oper			
		30076	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 .....	25 MPH.	Freight
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.

##### **Train Location Lineup Instructions—**

1) From a touch tone telephone or mobile unit dial: (8) 480-7400 or 1-800-422-0439, Denver, using current dailing instructions—BN Network, long distance.

2) When you hear instructions to enter the seven digit telephone number or mail box number, **DIAL-1038** to receive train location lineup.

3) Copy the recorded lineup.

4) The lineup will automatically repeat. To verify your copy is correct, underscore each word on your copy as the lineup is repeated.

5) After lineup has been copied correctly and underscored during the 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 To Greenfield 21.5 BKOY 13.9	ABS TWC	0.0	
		20368		406.7		PRESCOTT 6.9		13.9	
		20375		413.7	2MT	CORNING 9.0		20.8	
		20384		422.7		NODAWAY 4.8		29.8	
		20388		427.4	2MT	VILLISCA 15.0		34.6	
		20403		442.4	2MT	RED OAK To Farragut 25.6 T 5.7		49.6	
		20409		447.5		McPHERSON 3.5		55.3	
		20413		451.6	2MT	EMERSON 5.3		58.8	
		20418		456.9		HASTINGS 9.4		64.1	
		20427		467.9		BALFOUR X 5.1		73.5	
		20432	471.4	2MT	GLENWOOD 3.6	CTC	78.6		
			475.1						
		20436	2	0.0		PACIFIC JCT JTX 5.0		82.2	
		20441		5.0	2MT	PLATTSMOUTH 3.9		87.2	
		20445		8.9		OREAPOLIS AJTX 5.5		91.1	
6,660	20450	14.4			CULLOM 8.7		96.6		
6,532	20459	23.1			LOUISVILLE 4.8		105.3		
6,558	20464	27.9			SOUTH BEND 7.4		110.1		
	20471	35.3			ASHLAND JTX(2) 6.8		117.5		
	20478	42.1			GREENWOOD 5.5		124.3		
7,015	20484	47.6		2MT	WAVERLY 7.2		129.8		
	20491	54.8			HAVELOCK BKOX 4.8		137.0		
			59.6						
	20496	0.4	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 .....	40 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.

**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**—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 linging 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.

**Rule 8.20 Exception—Derail location and position—**

Derails at the locations listed may be left in the non—derailing position unless rolling equipment is left standing and protection of workmen is required.

Unless protection of workmen is required, leave permanent handthrow derails near the fueling stations on the following tracks in the non—derailing position.

F-1

F-2

F-3

West B-2

West B-3

North Pull Out—west end

Grain Yard Lead—east end

A red target will indicate that derail is in the derailing position (ON).

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 Lousiville –  
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.

**Cullom**—Main Street crossing , MP 14.4 must not be blocked.

##### 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.

##### Lincoln Terminal Instructions—

##### End of Train (EOT) device information—

When arriving Lincoln Terminal, crew members must report the following EOT information to the lead carman on radio channel 66:

- EOT device identification number
- Battery Condition
- Rear car initial and number
- When EOT and/or LCU are capable of rear car emergency braking.

NOTE: Run through trains will not receive service from locomotive mechanical personnel. However, report EOT information outline above as required.

### End of Train (EOT) devices capable of rear car emergency braking— Equipping Trains—

- Trains leaving Lincoln Terminal with EOT devices capable of rear of train emergency braking must have system armed before departure.
- When available, apply EOT devices capable of rear car emergency braking to trains in the following order of priority:
  1. Loaded or empty unit coal trains consisting of CWEX equipment.
  2. All other loaded coal trains.
  3. Other merchandise trains.

### Securing Equipment Against Movement—

Apply the following instructions when securing equipment against movement in Lincoln Terminal.

- On unit coal trains and unit grain trains, apply hand brakes on 5% of cars left standing.  
Example: 115 car unit coal train left standing—apply 6 hand brakes.
- On merchandise trains, empty unit trains, and cars left standing, apply two(2) hand brakes on the end of cars where locomotive was detached.

### Temperature Restrictions—

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
838	Creston
839	Red Oak
872	Pacific Jct
873	Havelock
874	Havelock Shop
875	Lincoln

#### Other Road Line Segments—

Line Segment	Limits	Mileposts
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
Corning Industrial Park	0.4 west of Corning	50	Both
20396 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	Omaha Subdiv MAIN LINE STATIONS			Distance from Oreap- olis	EAST WARD
					Trk	Rule 4.3 Oper			
		20445		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		137			To Council Bluffs 4.0 J	CTC	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 JTX		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**—

**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**—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 '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**

<u>Name</u>	<u>Miles—Location</u>	<u>Capacity Cars</u>	<u>Switch Opens</u>
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	Trk	Sioux City Subdiv MAIN LINE STATIONS			Distance from Ashland	EAST WARD	
						Rule 4.3 Oper					
		20471	144	0.0		ASHLAND	IJTY	CTC	0.0		
	4,168	07015		14.8		YUTAN	A			14.8	
	7,850	07023		22.8		ELK				22.8	
	5,295	07029		29.2		FREMONT	ABIY			29.2	
		07038		38.0		NICKERSON				37.9	
		07044		43.6		WINSLOW				43.6	
		07053		52.8		UEHLING				52.7	
	7,500	07060		60.0		OAKLAND			TWC	60.0	
		07070		67.0		LYONS				67.0	
		07082		82.1		WALTHILL				82.1	
	7,980	07088		88.2		WINNEBAGO				88.2	
		07094		94.5		HOMER				94.5	
		07102		101.7		DAKOTA CITY		Y		101.7	
		07104		104.6		FERRY		JTY		104.5	
			107.7		FLOYD		Y		107.7		
		197	222.2			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.

Apply System Special Instructions Item 1A. Control of Harmonic Rocking on Jointed Rail  
between MP 106.0 and MP 108.0.

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.

**Exception to Rule 8.3 Main Track Switches–**

Between Dakota City and Sioux City– Crew members may leave the following main track switches locked in the position last used.

7th Street Crossover

18th Street Crossover

Main track switch at 31st Street

West switch of new pass

Approach these switches expecting them to find them lined against movement.

**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 '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
- |                                |                 |
|--------------------------------|-----------------|
| Council Bluffs to Bayard ..... | Freight 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.

**Train Location Lineup Instructions—**

- 1) From a touch tone telephone or mobile unit dial: (8) 480-7400 or 1-800-422-0439, Denver, using current dialing instructions—BN Network, long distance.
- 2) When you hear instructions to enter the seven digit telephone number or mail box number, **DIAL-1039** to receive train location lineup.
- 3) Copy the recorded lineup.
- 4) The lineup will automatically repeat. To verify your copy is correct, underscore each word on your copy as the lineup is repeated.
- 5) After lineup has been copied correctly and underscored during the 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 <b>BRANCH LINE</b> STATIONS		Distance from Arbor	↑ EAST WARD
					Trk	Rule 4.3 Oper		
		80604	142	4.2		ARBOR TY	0.0	
				0.7		3.5		
		80506		5.7		NEBRASKA CITY AY	6.0	
		80516	141	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 59.4 to MP 59.9 (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 55.7 to MP 59.9

Nebraska City MP 8.0 to end of track Arbor MP 6.1

**TWC Limits–** MP 8.0 to MP 55.7 (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**

G.D. Wright	Sr. Trainmaster	Lincoln	473-7596
N.W. Apa	Sr. Trainmaster	Lincoln	473-7558
J.N. Bakulski	Trainmaster	Lincoln	473-7521
S.M. Barrow	Trainmaster	St. Joseph	364-7822
K. Karkkainen	Trainmaster	Aurora	(402) 694-2862

### **LINCOLN TERMINAL**

#### **J.P. Kay Supt Terminal Operations Lincoln 473-7514**

<b>A.V. "Rick" Wetsch</b>	<b>Terminal Manager</b>	<b>Lincoln</b>	<b>473-7634</b>
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	473-7553
J.D. Owens	Terminal Trainmaster	Lincoln	473-7553
M.E. Wheeler	Terminal Trainmaster	Lincoln	473-7553
T.A. Bolton	Terminal Trainmaster	Lincoln	473-7553
<b>J.E. Fellin</b>	<b>Gen Foreman Mech.</b>	<b>Lincoln</b>	<b>473-7621</b>
E.W. Porter	Mechanical Foreman	Lincoln	473-7595
M.C. Hurd	Mechanical Foreman	Lincoln	473-4385
R.M. Mohr	Mechanical Foreman	Lincoln	473-4385

### **OMAHA TERMINAL**

<b>K.W. Duryea</b>	<b>Terminal Manager</b>	<b>Omaha</b>	<b>422-5222</b>
P.R. Boslough	Trainmaster	Omaha	422-5258
J. Smith	Trainmaster	Omaha	422-5258
T.L. Wright	Trainmaster	Lincoln	473-4342
L.L. Owens	Trainmaster	Creston	683-4560
<b>M.A. Oliver</b>	<b>General Roadmaster</b>	<b>Lincoln</b>	<b>473-7540</b>
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. Johnston	Roadmaster	Omaha	422-5239

### **MANAGERS OF OPERATING PRACTICES**

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

### **SAFETY AND HEALTH**

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