

# **BNSF**

## **Burlington Northern Santa Fe**

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### **Nebraska Division**

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## **Timetable No. 1**

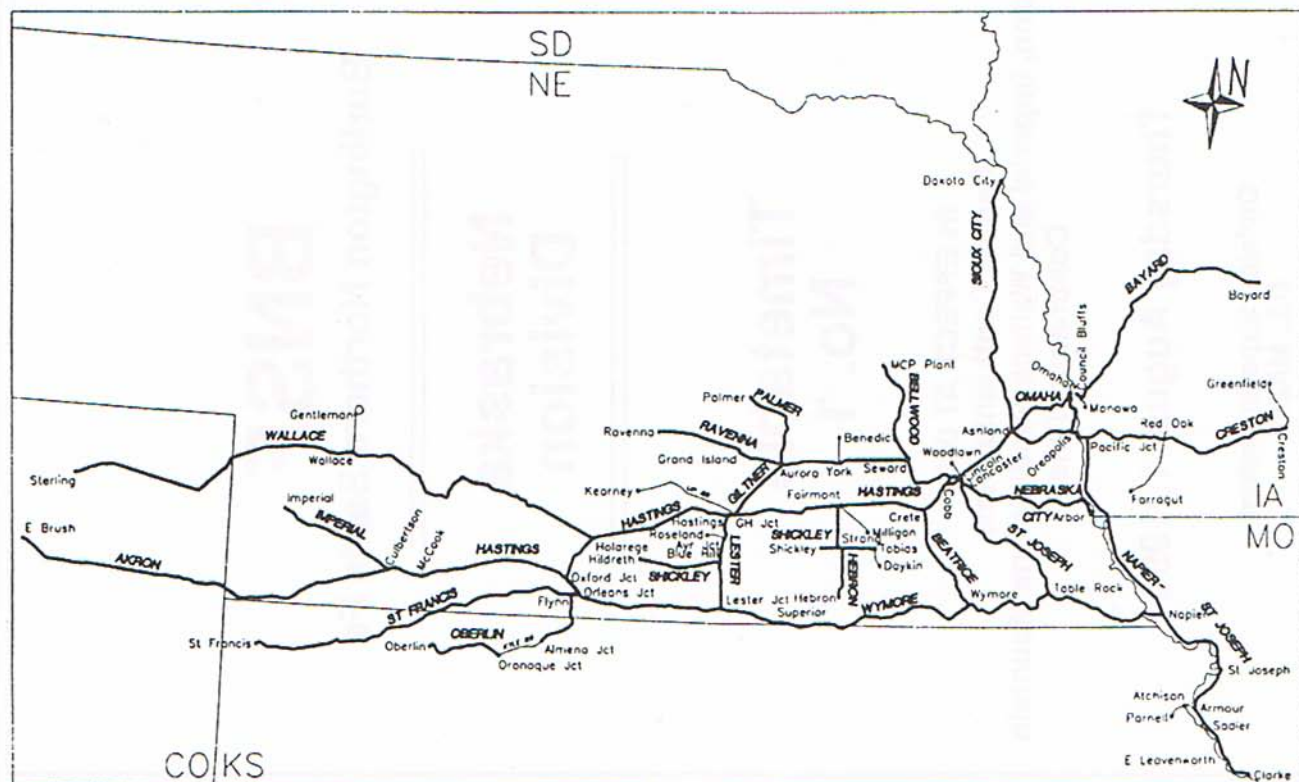
**IN EFFECT AT 0001  
Central Continental Time  
Akron, Imperial and Wallace Subdivisions Mountain  
Continental Time**

**Thursday August 1, 1996**

**Division Superintendent  
D.L. MAZE  
Lincoln, NE  
(402) 458-7500**

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

## Nebraska Division



WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	St. Joseph Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram
		28007	7.9	CLARKE		2MT	
	9,975	28016	16.5	8.6 WALDRON			
	17,975	28024	23.9	7.4 EAST LEAVENWORTH			CTC
		28031	30.9	7.0 WESTON			
	9,978	28035	34.8	3.9 SADLER			
	17,550	28043	43.4	8.6 ARMOUR			
			46.3	2.9 DAVIES To Atchison 4.6			
	9,837	28051	50.6	4.3 HALLS			
			56.7	6.1 FRENCH			
		28060	60.4	3.7 ST JOSEPH	BTX(2)	2MT CTC	
				To MP 201.0 (East Industrial Park)			
		28067	66.9	6.1 WATER WORKS			CTC
	10,145	28076	77.0	9.0 NODAWAY			
	9,885	28085	85.0	8.9 STARKS			
		28091	91.5	5.6 FOREST CITY			
			97.4	5.8			2MT CTC
		28097	0.0X	NAPIER	JX		
		28107	9.4X	9.4 RULO			CTC
	7,441	28112	14.6X	5.2 PRESTON			
	7,019	28116	19.5X	4.9 FALLS CITY	A		
	10,136	28126	30.5X	11.0 NEW SALEM			
	7,595	28137	40.2X	9.7 HUMBOLDT			
			48.2	8.0			
	10,868	28145	0.0Z	TABLE ROCK	J		
	7,056	28154	8.4Z	8.4 ELK CREEK			2MT CTC
	7,010	28161	15.4Z	6.9 TECUMSEH			
	7,064	28165	18.5Z	3.1 BEAR			
	7,019	28176	30.0Z	11.5 GAGE			
		28186	42.0Z	12.1 FIRTH			
	7,619	28198	54.8Z	12.8 SALTILLO			
		28204	60.4Z	5.7 LANCASTER	J		
			62.6Z	2.2 WYE SWITCH	M		
			63.3	0.7 CARLING	BMJT		
			1.5	(Lincoln)			

BNSF Radio Channel No.70 In service on this Subdivision.  
 BNSF Radio Channel No. 66 In service at Kansas City, Lincoln Terminals, and St.  
 Joseph Terminal.

Emergency Train Dispatcher Call - 911

Dispatcher Radio Call-In:	
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**

**1. Speed Regulations**

**1(A). Speed - Maximum**

**Freight**

Clarke to Napier .....	60 MPH.
Trains 100 Tons per O/B and over .....	50 MPH.
Napier to Carling .....	50 MPH.
Trains 100 Tons per O/B and over .....	45 MPH.

**1(B). Speed - Permanent Restrictions**

Turnouts of controlled Sidings .....	20 MPH.
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**Clarke to Napier**

MP 7.9 - Clarke - through turnout .....	45 MPH.
MP 9.6 to MP 9.7 (HE only) .....	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 .....	10 MPH.

**St. Joseph to MP 201.0 - East Industrial Park**

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.

**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 Table Rock**

MP 5.7X to MP 7.3X .....	45 MPH.
MP 8.6X to MP 10.3X .....	40 MPH.
MP 10.3X to MP 17.1X .....	45 MPH.
MP 17.1X to MP 19.8X incl. U.P. Crossing .....	35 MPH.
MP 30.0X to MP 39.8X .....	45 MPH.

**Table Rock to Carling**

MP 9.0Z to MP 9.8Z .....	30 MPH.
MP 9.8Z to MP 14.8Z .....	45 MPH.
MP14.8Z to MP 16.1Z .....	35 MPH.
MP16.1Z to MP 41.9Z .....	45 MPH.
MP 41.9Z to MP 45.0Z .....	35 MPH.
MP 45.0Z to MP 59.2Z .....	45 MPH.
MP 59.2Z to MP 62.6Z incl. U.P. Crossing .....	20 MPH.
MP 60.35Z-turnout to Neb City Subdivn. ....	12 MPH.
MP 62.6Z to MP 62.8Z through south leg of Wye .....	10 MPH.
Firth-Turnouts- Two Main tracks .....	35 MPH.
Sidings - Tecumseh .....	10 MPH.

**Hobson Yard**

The maximum authorized speed for trains operating on the following tracks is 20 MPH.

B-O Track, B-1 Track, West B-2 Track, West B-3 Track, East B-2 Track, Departure #1 Track, Departure #2 Track, Departure #3 Track, Departure #4 Track, F-1 Track, F-2 Track, F-3 Track, West Running Track (between Crest building (MP 2.5) and Cushman.

Turnout-West end of West B-2 and West B-3 ..... 20 MPH.

The maximum authorized speed for trains operating on all other tracks, and for movements over switches, turnouts, and fueling pits ..... 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. Method of Operation**

**Yard Limits—in effect:**

Atchison—MP 3.5

**CTC—in effect:**

MP 2.9 to MP 97.4	Between Clarke and Napier
MP 0.0X to MP 48.2	Between Napier and Table Rock
MP 0.0Z to MP 62.6Z	Between Table Rock and Carling

**TWC—in effect:** between Davies and Atchison.

**Multiple Main Track -**

Between Kansas City and Napier

MP 56.5X 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 using Track and Time (Rule 10.3) to protect MW employees—**

Carling (Lincoln)

MW employees will be protected by MWOR Rule 6.3.2—Other Tracks, west of Wye Switch (MP 62.6Z). 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—**

St. Joseph to MP 201.0

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 46.10	Rushville
MP 59.00 (Main 2)	St. Joseph—Sutherlands
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 3.07X	Fortesque—East switch
MP 3.40X	Fortesque—West switch
MP 9.26X	Rulo—East elevator
MP 14.56X	Preston
MP 39.85X	Humboldt—East elevator
MP 40.20X	Humboldt—West elevator
MP 47.75X	Table Rock—East leg of wye
MP 8.10Z	Elk Creek—East elevator
MP 8.42Z	Elk Creek—West elevator
MP 21.90Z	St. Mary—East elevator
MP 22.05Z	St. Mary—West elevator
MP 27.24Z	Sterling—East elevator
MP 27.62Z	Sterling—West elevator
MP 34.26Z	Adams—East pass
MP 34.32Z	Adams—Elevator
MP 34.70Z	Adams—West Pass
MP 41.63Z	Firth (Main 1)—East elevator
MP 41.97Z	Firth (Main 1) —West elevator
MP 51.50Z	Roca—East switch
MP 51.90Z	Roca—West switch
MP 60.06Z	Lancaster—Coal Track
MP 60.43Z	Lancaster— East Equity elevator
MP 61.02Z	Lancaster—West Equity elevator

**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.

**Lincoln Terminal—Derail Locations and Positions:**

F1—East Fueling Pits—2 derails west of pit, 1 derail east of pit, High Stand  
 F2—East Fueling Pits—2 derails west of pit, 1 derail east of pit, High Stand  
 F3—East Fueling Pits—2 derails west of pit, 1 derail east of pit, High Stand

F1—West Fueling Pits—2 derails east of pit  
 F2—West Fueling Pits—2 derails east of pit  
 F3—West Fueling Pits—2 derails east of pit

B2—Fueling Pits—2 derails at west end  
 B3—Fueling Pits—2 derails at west end

East and West fueling track stubs

Departure Track #4—east end

Grain Yard Lead—east end

Engine Running Track—west end of freight house crossover  
 Engine Running Track—west of west diesel shop lead

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

Fortescue (WWD) ..... MP 5.7X  
 Preston (EWD) ..... MP 13.0Z (DED Only)

**B. Other FED Locations:**

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

**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 Clarke and Napier –

MP 12X–MP 13X

MP 50–MP 51

MP 73–MP 74

Between Table Rock and Carling –

MP 34–MP 35

MP 53–MP 54

**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—**

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

**Iatan**—Trains arriving at the main line switch for Iatan will contact the plant fuel foreman on radio channel AAR#70 and advise the plant fuel foreman of the approximate arrival time of the train at the dumper. If there is not sufficient time to spot the train for unloading after your arrival at the plant, notify the plant fuel foreman and advise where the train will be left.

- Do not exceed 10 MPH on track within the latan generating station facility.
- Stop train within 200 feet of dumper entrance.
- Do not enter dumper when red or blue warning lights are on.
- Obtain verbal permission from the dumper operator before entering the dumper.
- Do not exceed 3 MPH when moving across the rotary dumper.
- When spotting, coupling, or uncoupling unit trains, follow instructions from latan generating station personnel.

#### 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.

**End of Train (EOT) Device Information: Reporting Requirements—**When arriving Lincoln Terminal, crew members must report the following EOT information to the Lead Carman on BNSF Radio Channel 66:

- EOT Device Identification Number
- Battery Condition
- Rear Car Initial and Number
- Identify those EOT and/or LCU devices which are capable of rear car emergency braking and report whether or not the system is armed.

#### Note:

- All trains are required to report EOT information.
- Batteries will not be changed until devices indicate 50% used or display "Low Battery"
- If a mechanical malfunction prevents an EOT device capable of rear car emergency braking from being armed, the train may be instructed to depart Lincoln Terminal without the system being armed.

#### 8. Line Segments—

##### Road Line Segments—

Line Segment	Limits	Mileposts
16	Clarke to Napier	
19	Rulo to Table Rock	
20	Table Rock to Wye Switch	
15	St. Joseph —East Industrial Park	205.9 to 201.0
79	latan Electric Generating Station	0.0 to 7.0
80	Davies —Atchison	0.0 to 4.6

##### Yard Line Segments—

Line Segment	Limits
841	St. Joseph
4	Lincoln

#### 9. Locations not Shown as Stations

Name	Miles—Location	Capacity Cars	Switch Opens
28009 Parkville	1.7 west of Clarke	10	East
76704 Winthrop	3.5 miles from Davies	70	Both
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
28172 Sterling	8.7 west of Bear	80	West
28179 Adams	4.7 west of Gage	15	Both
28193 Hickman	5.6 East of Saultillo	20	East
28195 Roca	1.4 East of Saultillo	25	Both

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Napier Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram
		26097	97.4	NAPIER	JR		
	6,258	27312	109.3	11.9 CRAIG			
	6,157	27318	115.0	5.7 CORNING			
	6,160	27337	133.8	18.8 WATSON			
	4,365	27345	142.0	8.2 HAMBURG	T	TWC	
	6,160	27352	149.3	7.3 PAYNE			
		27358	155.6	6.3 PERCIVAL			
	8,827	27364	160.6	5.0 McPAUL			
		20436	173.9	13.3 PACIFIC JCT	JTR		

BNSF Radio Channel 70 in service on this Subdivision.

Dispatcher Radio Call-in:	
Hamburg-13	Corning-14
Pacific Jct.-03	

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

1. Speed Regulations

- 1(A). Speed - Maximum Freight  
 Napier to Pacific Junction ..... 40 MPH.  
 Trains 100 tons/OB and over ..... 30 MPH.
- 1(B). Speed - Permanent Restrictions  
 MP 99.3 to MP 121.0 ..... 30 MPH.  
 MP 133.0 to MP 143.0 ..... 30 MPH.
- 1(C). Speed - Switches and Turnouts-None
- 1(D). Speed - Other  
 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. Method of Operation

Restricted Limits-in effect:

Napier - MP 97.4 to MP 99.3

Pacific Junction - MP 171.0

TWC Limits-MP 99.3 to MP 171.0

4. General Code of Operating Rules Items

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

Lincoln Terminal-Derail Locations and Positions:

F1—East Fueling Pits—2 derails west of pit, 1 derail east of pit, High Stand  
 F2—East Fueling Pits—2 derails west of pit, 1 derail east of pit, High Stand  
 F3—East Fueling Pits—2 derails west of pit, 1 derail east of pit, High Stand

F1—West Fueling Pits—2 derails east of pit  
 F2—West Fueling Pits—2 derails east of pit  
 F3—West Fueling Pits—2 derails east of pit

B2—Fueling Pits—2 derails at west end  
 B3—Fueling Pits—2 derails at west end

East and West fueling track stubs

Departure Track #4—east end

Grain Yard Lead—east end

Engine Running Track—west end of freight house crossover  
 Engine Running Track—west of west diesel shop lead

**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. Line Segments—**

Road	Line Segment	Limits
16		Napier to Pacific Jet

**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 Coming	10	East
27328 Langdon	10.0 west of Coming	10	West
27331 Phelps	13.3 west of Coming	10	Both
27368 Bartlett	4.5 west of McPaul	10	East

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Ravenna Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram
			1.9	HOBSON (Lincoln)	BT		
		30004	4.4	2.5 CUSHMAN	BMJX(2)		
			6.0	1.6 PLAMOR	2MT CTC		
		30008	6.1	0.1 EMERALD	CTC		
		30014	14.6	8.5 PLEASANT DALE	2MT CTC		
		30020	20.3	5.7 MILFORD	CTC		
		30029	27.8	7.5 SEWARD	2MT CTC		
		30035	36.6	8.3 TAMORA	CTC		
		30041	44.7	8.6 UTICA	2MT CTC		
8,292	30047	48.6	3.9 WACO	CTC			
			7.3 YORK				
	30055	55.9	To Benedict 9.5	2MT CTC			
	30063	64.2	8.3 BRADSHAW				
7,160	30070	71.3	7.1 HAMPTON	CTC			
	30076	78.5	7.2 AURORA	JT			
	30082	83.3	6.1 MURPHY	X(2)	2MT CTC		
	30088	88.9	4.3 PHILLIPS		CTC		
		99.2	10.3 McDONALD				
	30104	104.5	5.3 ABBOTT	2MT CTC			
10,639	30110	111.8	7.3 CAIRO	CTC			
	30118	118.7	7.0 ST MICHAEL				
		125.1	6.3 NANTASKET	X(2)	2MT CTC		
	30126	127.7	2.6 RAVENNA	BTX			

BNSF Radio Channel 39 in service on this Subdivision.  
BNSF Radio Channel 66 in service at Lincoln Terminal.

Dispatcher Radio Call-In:	
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. Speed Regulations

1(A). Speed - Maximum

	Freight
Hobson to Ravenna .....	60 MPH.
Trains 100 Tons/OB and over .....	50 MPH.

1(B). Speed - Permanent Restrictions

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 97.7 .....	45 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.
York to Benedict (MP 143.5) .....	25 MPH.
MP 135.0 to MP 136.5 .....	10 MPH.
<b>Hobson Yard</b>	

The maximum authorized speed for trains operating on the following tracks is 20 MPH.

B–O Track, B–1 Track, West B–2 Track, West B–3 Track, East B–2 Track,  
Departure #1 Track, Departure #2 Track, Departure #3 Track, Departure #4 Track, F–1  
Track, F–2 Track, F–3 Track, West Running Track (between Crest building (MP 2.5)  
and Cushman.

Turnout–West end of West B–2 and West B–3 .....

The maximum authorized speed for trains operating on all other tracks, and for movements  
over switches, turnouts, and fueling pits .....

#### 1(C). Speed – Switches and Turnouts

Turnout Hobson yard–west end of west B-2 and west B-3 .....

Through turnouts of begin and end two main tracks and crossovers  
equipped with dual control switches .....

Through turnouts of controlled sidings .....

Through turnouts equipped with two switch machines (moveable point frogs)  
at the following locations –

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 118.7 (begin two main tracks) – St. Michael .....

#### 1(D). Speed – Other

**Bradshaw** – All movements over

Scale on Elevator Tracks .....

Bridge 138.28–Benedict, cars heavier than 134 tons .....

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 .....

MP 135.38 (York) to Benedict .....

MP 135.8 (near York) to York .....

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

#### 3. Method of Operation

**CTC**–in effect:

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 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.

**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 handthrow derails near the fueling stations on the following tracks in the non—derailing position.

**Lincoln Terminal—Derail Locations and Positions:**

F1—East Fueling Pits—2 derails west of pit, 1 derail east of pit, High Stand

F2—East Fueling Pits—2 derails west of pit, 1 derail east of pit, High Stand

F3—East Fueling Pits—2 derails west of pit, 1 derail east of pit, High Stand

F1—West Fueling Pits—2 derails east of pit

F2—West Fueling Pits—2 derails east of pit

F3—West Fueling Pits—2 derails east of pit

B2—Fueling Pits—2 derails at west end

B3—Fueling Pits—2 derails at west end

East and West fueling track stubs

Departure Track #4—east end

Grain Yard Lead—east end

Engine Running Track—west end of freight house crossover

Engine Running Track—west of west diesel shop lead

**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 104.5	Abbott—Stub track
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

**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—**

**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.

**End of Train (EOT) Device Information: Reporting Requirements**—When arriving Lincoln Terminal, crew members must report the following EOT information to the Lead Carman on BNSF Radio Channel 66:

- EOT Device Identification Number
- Battery Condition
- Rear Car Initial and Number
- Identify those EOT and/or LCU devices which are capable of rear car emergency braking and report whether or not the system is armed.

**Note:**

- All trains are required to report EOT information.
- Batteries will not be changed until devices indicate 50% used or display "Low Battery"
- If a mechanical malfunction prevents an EOT device capable of rear car emergency braking from being armed, the train may be instructed to depart Lincoln Terminal without the system being armed.

**8. Line Segments—**

**Yard Line Segments—**

Line Segment	Limits
875	Lincoln
881	York

**Road Line Segments—**

Line Segment	Limits	Mileposts
148	York—Benedict	133.2 to 144.4
4	Hobson to Ravenna	

**9. Locations not Shown As Stations**

Name	Miles—Location	Capacity Cars	Switch Opens
83209 Benedict	9.5 from York	54	East
York Manufacturing	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
30095 Grand Island			
30103 CoPlant	1.3 west of McDonald	127	Both

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Bellwood Subdiv <b>BRANCH LINE</b> STATIONS		Method of Oper.	Track Diagram
		30029	25.5	SEWARD	JR		
		83032	31.9	STAPLEHURST			
		83039	38.8	ULYSSES			
		83047	46.8	GARRISON		TWC	
		83053	52.5	DAVID CITY	U		
		83061	61.3	BELLWOOD	R		
		83071	66.4	COLUMBUS			

**BNSF Radio Channel 39 in service on this Subdivision.**

**Dispatcher Radio Call-in:**

**Seward-05**

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

**1. Speed Regulations**

**1(A). Speed – Maximum**

**Freight**

Seward to Bellwood ..... 25 MPH.

**1(B). Speed – Permanent Restrictions**

MP 38.72 (Main Street), Ulysses (HE only) (eastward trains) ..... 5 MPH.

MP 52.7-UP Crossing ..... 25 MPH.

MP 56.7 to MP 58.7 ..... 10 MPH.

**1(C). Speed – Switches and Turnouts—None**

**1(D). Speed – Other**

Connecting Track from Ravenna Subdivision to MP 26.60 ..... 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. Method of Operation—**

**Restricted Limits—in effect:**

Seward Connecting track switch to MP 27.0

Bellwood MP 60.0 to MP 61.9 (End of Track)

**TWC—in effect:** MP 26.9 to MP 60.0.

**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**–Trains must not occupy Highway 34 crossing at MP 25.99 until crossing lights warning automobile traffic have been operating for 20 seconds or until movement is protected by a crew member.

8. **Line Segments–**

<u>Road Line Segment</u>	<u>Limit</u>
165	Seward
147	Staplehurst to Bellwood

9. **Locations Not Shown as Stations**– None

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Palmer Subdiv <b>BRANCH LINE</b> STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		30076	0.6	AURORA	JTR			
		83510	11.0	MARQUETTE	R	TWC		
		83519	19.3	CENTRAL CITY	AR			
		83527	28.0	ARCHER	R			
		83535	35.6	PALMER	R			

BNSF Radio Channel 39 in service on this Subdivision.

Dispatcher Radio Call-In:	
Hastings-28	Aurora-02

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

**1. Speed Regulations**

- 1(A). Speed – Maximum** **Freight**  
 Aurora to Palmer ..... 25 MPH.
- 1(B). Speed – Permanent Restrictions**  
 MP 16.93 – Platte River Bridge ..... 15 MPH.  
 MP 19.0 to MP 35.7 (End of track) ..... 10 MPH.
- 1(C). Speed – Switches and Turnouts—None**
- 1(D). Speed – Other**  
 Trains using east and west legs of wye Aurora ..... 10 MPH.  
 Aurora – six axle and other derricks ..... 20 MPH.  
 Bridges 1.23, 1.90, and 2.29 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:**

Aurora to MP 11.3 ..... 143 tons  
 MP 11.3 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. Method of Operation**

**Restricted Limits—in effect:**

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—in effect:**

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 derails 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) BNSF 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.

**Rule 5.4.4–** Authorized on this subdivision.

5. **Trackside Failed Equipment Detectors (FED)–None**

6. **FRA Excepted Track–None**

7. **Special Conditions**

**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. **Line Segments–**

<u>Road Line Segments</u>	<u>Limits</u>
149	Aurora to Palmer

9. **Locations Not Shown as Stations– None**

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Creston Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
			CRESTON			2MT ABS TWC		
		20355	392.9	To Greenfield 21.5 13.9	BXY	CTC		
		20368	406.7	PRESCOTT		2MT CTC		
		20375	413.7	CORNING		CTC		
		20384	422.7	NODAWAY				
		20388	427.4	VILLISCA		2MT CTC CTC		
			427.4	RED OAK				
		20403	442.4	To Farragut 25.6 5.7	T	2MT CTC		
		20409	447.5	McPHERSON		CTC		
		20413	451.6	EMERSON		2MT CTC		
		20418	456.9	HASTINGS				
		20427	467.9	BALFOUR	X	CTC		
		20432	471.4	GLENWOOD		2MT CTC		
			475.1					
		20436	0.0	PACIFIC JCT	JTX			
		20441	5.0	PLATTSMOUTH		2MT CTC		
		20445	8.9	OREAPOLIS	AJTX			
6,660	20450	14.4	CULLOM					
6,501	20459	23.1	LOUISVILLE			CTC		
6,558	20464	27.9	SOUTH BEND					
	20471	35.3	ASHLAND	JTX(2)				
	20478	42.1	GREENWOOD					
6,772	20484	47.6	WAVERLY			2MT CTC		
	20491	54.8	HAVELOCK	BX				
	20496	59.6	LINCOLN	BMJT				

BNSF Radio Channel 87 in service on this Subdivision  
 BNSF Radio Channel 66 in service in Omaha and Lincoln Terminals.  
 911 - EMERGENCY CALL IN in service on this Subdivision.

Dispatcher Radio Call-in:	
Creston-11	Red Oak (Griswold)-12
Pacific Jct-19	Ashland-18

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

1. Speed Regulations

1(A). Speed - Maximum

	Passenger	Freight
Creston to Lincoln	79 MPH.	60 MPH.
Trains 100 Tons/OB and over		45 MPH.

1(B). Speed - Permanent Restrictions

MP 393.0 to MP 393.7	30 MPH.	25 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.
MP 3.5 to MP 4.5 .....	35 MPH. 35 MPH.
MP 4.5 to MP 5.2 .....	40 MPH. 40 MPH.
MP 5.2 to MP 35.0 .....	50 MPH. 50 MPH.
MP 9.0 over UPRR crossing .....	35 MPH. 35 MPH.
MP 35.0 to MP 36.5 .....	50 MPH. 40 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.
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.

**Hobson Yard**

The maximum authorized speed for trains operating on the following tracks is 20 MPH.

B—O Track, B—1 Track, West B—2 Track, West B—3 Track, East B—2 Track, Departure #1 Track, Departure #2 Track, Departure #3 Track, Departure #4 Track, F—1 Track, F—2 Track, F—3 Track, West Running Track (between Crest building (MP 2.5) and Cushman.

Turnout—West end of West B—2 and West B—3 .....

The maximum authorized speed for trains operating on all other tracks, and for movements over switches, turnouts, and fueling pits .....

**1(C). Speed – Switches and Turnouts**

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 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 through turnout .....	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 9.3 through turnout to Omaha Sub .....	10 MPH.	10 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 59.1 through XO .....	12 MPH.	12 MPH.
Through turnouts of Controlled Sidings .....	20 MPH.	20 MPH.

**1(D). Speed – Other**

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. **Method of Operation**

**Yard Limits–in effect:**

MP 390.90 to MP 393.75

**CTC–in effect:**

MP 393.46 to MP 58.9

**ABS/TWC–in effect:**

MP 390.90 to MP 393.46

**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 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.

**Rule 8.20 Exception– Derrail location and position–**

Derrails 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 derrails near the fueling stations on the following tracks in the non–derailing position.

**Lincoln Terminal–Derail Locations and Positions:**

F1–East Fueling Pits–2 derails west of pit, 1 derail east of pit, High Stand  
 F2–East Fueling Pits–2 derails west of pit, 1 derail east of pit, High Stand  
 F3–East Fueling Pits–2 derails west of pit, 1 derail east of pit, High Stand

F1–West Fueling Pits–2 derails east of pit  
 F2–West Fueling Pits–2 derails east of pit  
 F3–West Fueling Pits–2 derails east of pit

B2–Fueling Pits–2 derails at west end  
 B3–Fueling Pits–2 derails at west end

East and West fueling track stubs

Departure Track #4–east end

Grain Yard Lead–east end

Engine Running Track–west end of freight house crossover  
 Engine Running Track–west of west diesel shop lead

**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)

The dragging equipment detector at MP 8.6, Oreapolis, transmits an audio readout of train inspection on the following frequencies:

Creston Subdivision: BNSF Radio Channel 87  
 Napier Subdivision: BNSF Radio Channel 70

**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

**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—**

**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.

**End of Train (EOT) Device Information: Reporting Requirements**—When arriving Lincoln Terminal, crew members must report the following EOT information to the Lead Carman on BNSF Radio Channel 66:

- EOT Device Identification Number
- Battery Condition
- Rear Car Initial and Number
- Identify those EOT and/or LCU devices which are capable of rear car emergency braking and report whether or not the system is armed.

**Note:**

- All trains are required to report EOT information.
- Batteries will not be changed until devices indicate 50% used or display "Low Battery"
- If a mechanical malfunction prevents an EOT device capable of rear car emergency braking from being armed, the train may be instructed to depart Lincoln Terminal without the system being armed.

**8. 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

## 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
1	Creston to Pacific Jct.	
2	Pacific Jct to Havelock	
4	Lincoln	

## 9. Locations Not Shown as Stations

Name	Miles—Location	Capacity Cars	Switch Opens
Coming Industrial Park	0.4 west of Coming	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

WESTWARD ↓	Omaha Subdiv MAIN LINE STATIONS						
	Length of Siding in Feet	Station Nos.	Mile Post Location			Method of Oper.	
		20445	0.0	OREAPOLIS	AJTX	CTC	
	7,325	80208	7.6	BELLEVUE			
		80214	15.0	GIBSON	BT	2MT CTC	
		27400	16.8	OMAHA		CTC	
	5,661			To Council Bluffs 4.0	J		
	7,323	80221	20.4	SOUTH OMAHA	T		
	5,300	80230	31.4	CHALCO			
	5,475	80241	41.3	MELIA			
	20471	47.0	ASHLAND	MJTX			

BNSF Radio Channels 66 and 64 in service on this Subdivision.  
BNSF Radio Channel 64 in service in Omaha Terminal.

911 EMERGENCY CALL IN in service on the subdivision.

Dispatcher Radio Call-in:	
Ashland-18	Pacific Jct.-19

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

# 1. Speed Regulations

1(A). Speed – Maximum	Passenger	Freight
Oreapolis to Ashland .....	79 MPH.	50 MPH.
Trains 100 tons O/B and over .....		45 MPH.
1(B). Speed – Permanent Restrictions		
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.
1(C). Speed – Switches and Turnouts		
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.
1(D). Speed – Other		
Bridge 16.01–East of Omaha, cars heavier than 134 tons .....		10 MPH.
Bridge 44.86–West of Melia, cars heavier than 134 tons .....		10 MPH.
Bridge 45.62–West of Melia, cars heavier than 134 tons .....		10 MPH.
Looptrack, Mid America Power Plant, Council Bluffs .....		5 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 track 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 platform track and/or Depot 1 Track.

Six axle locomotives prohibited on the following tracks:

Omaha	Bemis Bag Company
	Con Agra Elevator B
	Nox Crete Incorporated
	Chicago Lumber
	Zeneca Incorporated
	Packaging Corporation of America
	Cargill Molasses
	Dial Corporation
	Great Lakes Chemical
	South Omaha Supply
South Omaha	National By-Products
	Watkins Concrete Products
Ralston	United Seeds
Council Bluffs	Council Bluffs Nonpareil
	Weyerhaeuser lead
	Amoco Oil loading tracks
	Pam Oil
	All Q Yard tracks

**Council Bluffs**—Engines equipped with all-weather windows ("window boxes") must not operate through Mid American Energy dumper building, account close side clearance.

Engines must not operate in or through Peavey Elevator loading shed.

Engines must not operate under overhead unloading device on Western Engineering Track unless device is completely retracted to side of track and overhead clearance is not impaired.

**3. Method of Operation**

**CTC**—in effect:

MP 0.0 to MP 47.0

MP 16.6 to MP 17.2 on Platform track (formerly designated MT2)

**Multiple Main Track—**

MP 14.8 – MP 16.6 (East end 2 main tracks Gibson–West end 2 main tracks Gibson)

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

**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.

**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—Old Mail track
MP 17.10	Omaha—Chicago Lumber
MP 17.70	Omaha—Nox Crete
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—**

- A.** Access to locomotive service area is via East Roundhouse switch at MP 14.8. Switch is equipped with Dispatcher controlled electric lock. To release electric lock:
1. Dispatcher must code in unlock request before door on electric lock control box is opened.
  2. Movements from main line to locomotive service area must occupy track circuit extending from 75' to 150' east of switch.
  3. After dispatcher has coded in unlock request, crew member of movement can open electric lock control box and pull handle upward to intermediate position. Electric lock should unlock within 20 seconds. If unable to receive electric lock, contact Gibson Yardmaster or Dispatcher.

Locomotive service area is protected by derail on lead track. If derail is locked with Mechanical Department lock, contact Gibson Machinist or Gibson Yardmaster for assistance.

- B.** Access to Con Agra lead is via switch at west end of Omaha siding at MP 19.0. Switch is equipped with Dispatcher controlled electric lock. To use switch accessing Con Agra lead:
1. Dispatcher must line west siding switch for movement on main line, but signals must not be cleared in either direction.
  2. Dispatcher must code in unlock request.
  3. Crew member can open electric lock control box and observe that electric lock has unlocked.
  4. Crew member can line Con Agra lead switch for movement from Omaha siding to Con Agra.
  5. Crew member must line derail to allow movement.
  6. Westward movements are governed by signal governing westward movement at west end of Omaha siding. Signal will display Approach aspect when movement from Omaha siding to Con Agra lead can be made. If signal does not clear, contact Dispatcher.

**Omaha to Council Bluffs—**

- A.** Movement from Omaha towards End Of Track Council Bluffs is designated eastward.

Locations—Omaha to Council Bluffs			Milepost Locations		
	Rule 4.3	Station Numbers	Oreapolis to Ashland Mileposts	Omaha to Council Bluffs Mileposts	Bayard Subdivision Mileposts
Omaha (CTC)	J	27400	16.8		
BETWEEN OMAHA AND BNSF JUNCTION, TRAINS AND ENGINES OPERATE OVER UP AND ARE GOVERNED BY UP RULES AND TIMETABLE					
BNSF Junction (CTC)	J			493.4	
Pool Yard Switch				493.1	
UP Crossing	A			492.7	
Council Bluffs	J	27394		491.8	483.6
IAIS, CBGR Crossings	U			491.7	
Weyerhaeuser Lead Switch		27392		490.4	
Mid American Energy		27390		489.0	
End Of Track				486.8	

- B. Operation on Union Pacific Railroad—BNSF train or yard movements operating on Union Pacific trackage are governed by current Union Pacific timetable, and must obtain proper authority from UP Council Bluffs Subdivision Dispatcher.**

UP Dispatcher and UP Council Bluffs Tower Yardmaster monitor radio channel 42. To call Dispatcher, press star button (\*) on radio keypad. Crews unable to contact UP directly may contact Gibson Yardmaster for assistance.

At Omaha, BNSF to UP Transfer Track switch connects to UP Main Track 2, at location designated by UP as 7TH STREET (CP B003). At Council Bluffs, BNSF connection switch connects to UP Main Track 2 at BNSF JUNCTION.

Locations—on UP in Omaha—Council Bluffs area			
	Milepost Locations		
	UP Mileposts	BNSF Mileposts	
7th Street (CP B003)	2.5	16.6	CT C
CP B002	2.0		
CP B001	0.9		
Council Bluffs (CP B000)	0.6		
BNSF Junction	0.2	493.4	
CP B901	-0.4		
CCP Junction	-0.7		
CNW Connection	-0.8		
	351.3		
North Council Bluffs	347.0		

UP Telephone Numbers:

Council Bluffs Subdivision Dispatcher	(402) 636-1733
Council Bluffs Tower Yardmaster	(402) 329-5028
Central Area Corridor Manager (Chief Dispatcher)	(402) 636-7433

**Council Bluffs—**

- A.** BNSF westward train and engine movements must stop at stop sign displayed to left of track 558 feet east of UP switch connecting to UP Main Track 2 (BN Junction). Authority to enter Main Track 2 must be obtained before operating electric lock at switch.
- B.** BNSF movements on UP yard tracks must be made only with permission of UP Council Bluffs Tower Yardmaster. Crew member of movement must communicate directly with, and receive instructions directly from, UP Tower Yardmaster.
- C.** Normal position of Bayard Subdivision junction switch is lined and locked against movement to Bayard Subdivision.
- D.** UP Crossing, MP 492.7, is protected by automatic interlocking. All movements are governed by interlocking rules and instructions posted at release box.
- E.** Normal position of switch leading to Mid American Energy Council Bluffs Energy Center (CBEC) (formerly Iowa Power & Light/Midwest Power) is lined and locked for movement into CBEC. Weigh-in-motion scale is located between plant entrance switch and unloading loop switch. Optimal speed over scale is 3 MPH for both loaded and empty trains. Three-color signal adjacent to scale house indicated speed of train as follows:
- |         |  |
|---------|--|
| Green:  | Speed of train is acceptable                         |
| Yellow: | Speed is marginally excessive—reduce to 3 MPH        |
| Red:    | Speed is excessive—reduce speed immediately to 3 MPH |
- While unloading, trains must proceed around loop in counter-clockwise direction. Train crew must contact CBEC Dumper Operator on Channel 66 for instructions before operating into or through dumper building.
- F.** **Operation on Chicago Central & Pacific Railroad—CC trackage from UP connection at CCP Junction (UP Milepost -0.70; CC Milepost 512.3) to CC Co Bluffs yard (CC Milepost 511.4) is designated Industrial Trackage. BNSF train or yard movements are governed by GCOR Rule 6.28. To contact personnel, use radio channel 72.**

**CC Telephone Numbers;**

Council Bluffs Yard Office (712) 323-3203  
 Chief Dispatcher (Waterloo IA) (319) 236-9224

**South Omaha-**

- A. West leg of wye and Hill Yard lead connect to controlled siding. Normal position of wye and Hill Yard lead switches is lined and locked for movement on siding. Permission must be obtained from Dispatcher before operating switches or fouling siding.
- B. All freight trains stopped at South Omaha must verify train line integrity is intact before proceeding. If a 10 psi or greater automatic brake application has not been made, an automatic brake application of at least 10 psi must be made, and crew must verify that brake pipe pressure at rear of train has dropped. When brakes are released, crew must verify that end of train brake pipe pressure is being restored. If train line integrity cannot be verified, crew must visually inspect entire train.
- C. 48th Street grade crossing, MP 21.9, must not be blocked more than 5 minutes. If train stops and 48th Street crossing is blocked, crew member must notify Dispatcher and Gibson Yardmaster at once, and clear 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. Line Segments—****Yard Line Segments—**

Line Segment	Limits
870	Gibson Yard and Lower Yard
871	South Omaha—Con Agra, Hill Yard, transfer tracks
877	Council Bluffs Yard

Road Line Segment	Limits	Mileposts
136	BNSF Jct – Council Bluffs	493.4 to 486.8
164	Pappio – Gilmore Jct	3.9 to 5.0
137	Oreapolis – Ashland	

**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—Products	3.5 west of Oreapolis	25	East
80204 Pappio	4.0 west of Oreapolis	65	East
27394 Council Bluffs	4.0 from Omaha	Yard	
80225 Ralston	4.0 west of South Omaha	35	Both
Omaha Sewer Plant	0.6 east of Gibson	4	West
80238 Gretna	6.3 west of Chalco	48	Both

W E S T W A R D	Length of Siding in Feet	Station Nos.	Mile Post Location	Sioux City Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	E A S T W A R D
		20471	0.0	ASHLAND	MJTY	CTC		
	4,168	07015	14.8	YUTAN	A			
	7,850	07023	22.8	ELK				
	5,295	07029	29.2	FREMONT	ABMR			
		07038	38.0	NICKERSON				
		07044	43.8	WINSLOW				
		07053	52.8	UEHLING				
	7,500	07060	60.0	OAKLAND		TWC		
		07070	67.0	LYONS				
		07082	82.1	WALTHILL				
	7,980	07088	88.2	WINNEBAGO				
		07094	94.5	HOMER				
		07102	101.7	DAKOTA CITY	R			
		07104	104.6	FERRY	JTR			
			107.7	FLOYD	R			
			222.2	SIoux CITY				

BNSF Radio Channel 85 in service on this Subdivision.  
 BNSF Radio Channel 66 in service in Omaha Terminal  
 BNSF Radio Channel 36 in service for Sioux City Terminal.

Dispatcher Radio Call-in:	
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  
 South Dakota Division

1. Speed Regulations

1(A). Speed - Maximum	Freight
Ashland to Sioux City .....	40 MPH.
1(B). Speed - Permanent Restrictions	
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-18th Street crossing (MP 222.2 Willmar Division) (HE only) .....	10 MPH.

**1(C). Speed – Switches and Turnouts–None****1(D). Speed – Other**

**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. Method of Operation**

**Yard Limits–in effect:**

Ashland MP 2.8

**Restricted Limits–in effect:**

Fremont MP 26.0 to MP 33.7

Dakota City MP 101.0 to Sioux City MP 109.3

**TWC Limits–in effect:**

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

**Interlocking Instructions–Automatic Interlocking Not Indicated at Station:**

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

**Manual Interlockings not controlled by BNSF–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)–**

Winslow ..... MP 41.4

Walthill ..... MP 82.9

**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 Yardmaster 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

**Close Clearance**—Unless active crossing warning devices have been operating long enough to provide warning, trains must stop and crew member protect movement prior to proceeding over grade crossings equipped with active warning devices at the following locations:

**Winslow**—Elevator track MP 43.7 (Hooper Road)

**Oakland**—Elevator track MP 60.2 (5th Street)

**Sioux City**—At MP 107.84 (Gordon Drive Bridge)—Watch out for close clearance. Shipments exceeding 19 feet 2 inches in height cannot clear. This includes double stacks and FA3 auto rack shipments.

**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. **Line Segments**—

<u>Road Line Segment</u>	<u>Limits</u>
144	Ashland to Floyd
197	Sioux City

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

WESTWARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Bayard Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD
	9,524	78598	384.9	BAYARD	6.5	R		
	6,103	78593	391.4	COON RAPIDS	8.2			
	4,488	78585	399.6	DEDHAM	6.5			
	4,122	78578	406.1	TEMPLETON	6.1			
		78572	412.2	MANNING	10.6			
	10,266	78562	422.8	MANILLA	7.6			
		78554	430.4	DEFIANCE	5.5			
	5,060	78549	435.9	EARLING	5.1			
		78544	441.0	PANAMA	6.3	TWC		
	9,952	78537	447.3	PORTSMOUTH	5.5			
		78532	452.8	PERSIA	9.8			
	9,720	78522	462.6	NEOLA	5.1			
		78517	467.7	UNDERWOOD	15.9			
		27394	483.6	COUNCIL BLUFFS	ABJUR			

**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. Speed Regulations**

**1(A). Speed – Maximum**

**Freight**

Council Bluffs to Bayard ..... 30 MPH.

**1(B). Speed – Permanent Restrictions**

MP 481.0 to 482.2 ..... 10 MPH.

**1(C). Speed – Switches and Turnouts—None**

**1(D). Speed – Other**

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. Method of Operation—**

**Restricted Limits—in effect:**

Bayard—MP 386.0 to MP 383.6

Council Bluffs – MP 481.0 to MP 483.6

**TWC—in effect:** MP 383.6 to MP 481.0

**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–BNSF 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.

**Council Bluffs**–Normal position of Bayard Subdivision junction switch is lined and locked against movement to Bayard Subdivision.

8. **Line Segments–**

<u>Road Line Segment</u>	<u>Limit</u>
134	Bayard–Council Bluffs

9. **Locations Not Shown as Stations**

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

## HASTINGS SUBDIVISION

WESTWARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Hastings Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD
			59.6					
		20496	0.4	LINCOLN	BMJT			
			1.1	CARLING	BMJT			
			1.5					
			4.4					
			3.8	CUSHMAN	BMJ			
			3.4					
		20503	7.8					
			66.9	COBB	J			
6,294	20505	69.4	2.5	DENTON				
6,870	20512	76.2	6.8	BERKS				
4,039	20516	79.7	3.5	CRETE	BJ			
6,753	20524	88.1	8.4	DORCHESTER				
6,625	20533	97.2	9.1	FRIEND				
6,990	20542	105.8	8.6	EXETER				
			7.2	FAIRMONT				
7,325	20549	113.0	14.5	To Milligan	J			
6,630	20556	119.7	6.7	GRAFTON				
5,550	20564	127.9	8.2	SUTTON				
6,590	20568	132.3	4.4	SARONVILLE				
6,656	20577	140.7	8.4	HARVARD				
6,626	20583	147.5	6.8	INLAND				
	20588	152.0	4.5	HALLORAN				
		153.5	1.5	GH Jct	JT			
4,800		154.9	1.4	BRICK YARD				
6,825	20592	156.5	1.6	HASTINGS	BMJTX	CTC		
	20598	162.6	6.1	JUNIATA				
6,806	20607	171.0	8.3	KENESAW				
6,372	20614	178.7	7.7	HEARTWELL				
7,270	20624	188.3	9.6	MINDEN				
7,434	20634	197.8	9.6	AXTELL				
	20640	204.4	6.5	FUNK				
8,675	20647	211.0	6.6	HOLDREGE	J			
7,075	20654	218.3	7.4	ATLANTA				
	20663	226.9	8.5	MASCOT				
	20667	231.5	4.9	OXFORD JCT.	J			
7,603	20670	234.0	2.2	OXFORD	BT			
6,732	20677	241.8	7.8	EDISON				
	20684	248.3	6.7	ARAPAHOE				
6,769	20690	254.3	5.9	HOLBROOK				
6,706	20698	262.6	8.4	CAMBRIDGE				
3,638	20706	270.3	7.8	BARTLEY				
6,711	20712	276.3	5.9	INDIANOLA				
7,851	20724	287.8	11.6	McCOOK	BT			

BNSF Radio Channel 54 in service between Lincoln and Hastings.  
 BNSF Radio Channel 70 in service between Hastings and McCook  
 BN Radio Channel 66 in service at Lincoln.

911 EMERGENCY CALL IN is in service on the Subdivision

Dispatcher Radio Call-In:	
Crete-26	Fairmont-25
Saronville-27	Hastings-28
Minden-11	Holdrege-12
Arapahoe -13	Bartley-14
McCook-15 (East Dispatcher)	

McCook East Dispatcher-Phone (817) 234-6051, FAX- (817) 234-6072

1. Speed Regulations

1(A). Speed - Maximum

	Passenger	Freight
Lincoln to McCook .....	79 MPH.	60 MPH.
Trains 100 tons O/B and over .....		45 MPH.

1(B). Speed - Permanent Restrictions

Via Passenger Main

MP 59.6 to MP 60.4 incl. U.P. Crossing .....	20 MPH.	20 MPH.
MP 60.01 XO .....	12 MPH.	12 MPH.
MP 60.4 to MP 62.9 .....	75 MPH.	50 MPH.
MP 62.9 to MP 63.5 .....	60 MPH.	50 MPH.
MP 63.5 to MP 66.7 .....	75 MPH.	50 MPH.
MP 66.7 to MP 67.1 .....	35 MPH.	35 MPH.

Via Cobb Line

MP 3.9 to MP 7.8 .....	35 MPH.	35 MPH.
MP 66.7 to MP 67.1 (Turnout) .....	35 MPH.	35 MPH.
MP 67.1 to MP 68.0 .....	50 MPH.	50 MPH.
MP 68.0 to MP 70.6 .....	60 MPH.	50 MPH.
MP 70.6 to MP 78.1 .....	65 MPH.	50 MPH.
MP 78.1 to MP 79.0 .....	50 MPH.	50 MPH.
MP 79.0 to MP 80.4 .....	30 MPH.	30 MPH.
MP 80.4 to MP 82.1 .....	65 MPH.	50 MPH.
MP 127.3 to MP 127.7 .....	60 MPH.	60 MPH.
MP 153.3 to Giltner Sub .....	25 MPH.	25 MPH.
MP 153.8 to Giltner Sub .....	25 MPH.	25 MPH.
MP 156.0 to MP 156.5 (HE only) .....	45 MPH.	45 MPH.
MP 156.4 crossover and turnouts .....	10 MPH.	10 MPH.
MP 219.5 to MP 228.0 .....	70 MPH.	60 MPH.
MP 229.3 to MP 230.1 .....	60 MPH.	60 MPH.
MP 233.8 Oxford, over Ogden Avenue (HE only) .....	60 MPH.	60 MPH.
MP 284.1 to MP 284.7 .....	65 MPH.	
MP 286.0 westward trains (HE only) .....	50 MPH.	50 MPH.
MP 287.6 to MP 287.8 .....	30 MPH.	30 MPH.

Hobson Yard-West B-2, west B-3 and Running Track between

MP 2.5 (Summit of Hump) & Cushman .....	20 MPH.
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Fairmont to Milligan .....

10 MPH.
---------

Hobson Yard

The maximum authorized speed for trains operating on the following tracks is 20 MPH.

B-O Track, B-1 Track, West B-2 Track, West B-3 Track, East B-2 Track,  
 Departure #1 Track, Departure #2 Track, Departure #3 Track, Departure #4 Track, F-1  
 Track, F-2 Track, F-3 Track, West Running Track (between Crest building (MP 2.5)  
 and Cushman.

Turnout-West end of West B-2 and West B-3 .....

20 MPH.
---------

The maximum authorized speed for trains operating on all other tracks, and for movements  
 over switches, turnouts, and fueling pits .....

10 MPH.
---------

1(C). Speed - Switches and Turnouts

Turnouts of Controlled Sidings .....	20 MPH.	20 MPH.
--------------------------------------	---------	---------

Turnouts Hobson yard-west end of west B-2, west B-3 and at  
Cushman to the Hastings Subdivision (MP 3.9) ..... 20 MPH.

**1(D). Speed – Other**

Sidings: Denton, Dorchester, Friend, Exeter, Grafton, Sutton,  
Saronville, Harvard, Inland & Heartwell ..... 10 MPH. 10 MPH.  
Hastings ..... 20 MPH. 20 MPH.  
Holdrege Siding (South Side)  
Locomotives exceeding 165 tons ..... 10 MPH. 10 MPH.  
McCook– Long siding ..... 20 MPH. 20 MPH.

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

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

Lincoln to McCook ..... 143 tons

Fairmont to Milligan ..... 134 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) may  
operate only between Lincoln and McCook.

**Dorchester**–Locomotives and cars must not exceed 5 MPH over scale on elevator track.

**Fairmont to Milligan–**

Six axle locomotives exceeding 175 tons, and six axle derricks not permitted.

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

**Juniata** ..... South house track

**Kenesaw** ..... Stock Track

**Indianola** ..... South house track

**3. Method of Operation–**

**CTC**–in effect: MP 0.4 to MP 287.8

**Rule 6.28**–Industrial track between Fairmont and Milligan

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

Lincoln, Carling, Cushman–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.

**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.

**Lincoln Terminal–Derail Locations and Positions–**

F1–East Fueling Pits–2 derails west of pit, 1 derail east of pit, High Stand

F2–East Fueling Pits–2 derails west of pit, 1 derail east of pit, High Stand

F3–East Fueling Pits–2 derails west of pit, 1 derail east of pit, High Stand

F1–West Fueling Pits–2 derails east of pit

F2–West Fueling Pits–2 derails east of pit

F3–West Fueling Pits–2 derails east of pit

B2–Fueling Pits–2 derails at west end

B3–Fueling Pits–2 derails at west end

East and West fueling track stubs

Departure Track #4–east end

Grain Yard Lead–east end

Engine Running Track–west end of freight house crossover

Engine Running Track–west of west diesel shop lead

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

MP 152.44 Halloran–Chief Ethanol Fuels

MP 188.10 Minden–Dock spur

MP 197.99 Axtell–North fertilizer stub

MP 207.10 Wac

MP 213.90 Clyde–Elevator stub

MP 248.25 Arapahoe–East elevator track switch

MP 248.71 Arapahoe–West elevator track switch

MP 262.29 Cambridge–East elevator track switch

MP 262.81 Cambridge–West elevator track switch

MP 276.10 Indianola–East house track switch

MP 276.48 Indianola–West house track switch

MP 280.90 Red Willow–Elevator spur

**Rule 15.1–Eastward Amtrak crews (NRPC) going on duty at Denver must obtain Track Warrants showing Track Bulletins in effect on the Denver Division–Brush Subdivision, and Nebraska Division– Akron and Hastings Subdivisions.**

Westward Amtrak crews (NRPC) going on duty at Lincoln must obtain Track Warrants showing Track Bulletins in effect on the Nebraska Division, Hastings and Akron Subdivisions and Colorado Division Brush Subdivision.

Trains destined to/or operating from the Wymore, Oberlin or St. Francis Subdivisions must obtain a Track Warrant showing Track Bulletins in effect on the respective subdivision(s) to be traversed, prior to departing crews on duty location unless otherwise instructed by train dispatcher.

Trains destined the Wymore, Oberlin or St. Francis Subdivision must obtain track warrant showing track bulletins in effect, if any, on the respective Subdivision, prior to departing McCook.

**5. Trackside Failed Equipment Detectors (FED)**

A. Protecting Bridge, tunnel or other structures–None

B. Other FED Locations:

Dorchester . . . MP 93.6

Grafton . . . . . MP 122.8

Juniata . . . . . MP 161.1

Minden . . . . . MP 191.1

Atlanta . . . . . MP 223.0

Holbrook . . . . . MP 258.1

**6. FRA Excepted Track–None****7. Special Conditions–**

Loaded unit coal and taconite trains must not operate on sidings at Friend, Exeter, Grafton, Sutton, Inland, Heartwell and Bartley.

**Test Mile Locations–**

MP 91 – MP 92  
 MP 174 – MP 175  
 MP 278 – MP 279

**Crossing Protection**–When using sidings at the following crossings, do not occupy unless crossing warning signals are known to be operating for over 20 seconds:

MP 88.4		Dorchester
MP 112.9	Fairmont Ave.	Fairmont
MP 210.9	East Ave.	Holdredge

**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.

**Hastings Yard–Lester Subdivision**–Derail has been installed on Main Track at MP 3.0. Normal position of derail will be the non–derailing position except when cars have been spotted for loading at AGP Garvey Elevator.

Watch for cars on Main Track between MP 2.0 and MP 3.0 on Lester Subdivision.

**Hastings**–Normal position of #1 track switch at east end of yard is lined for lead. Close clearance between yard tracks 3 and 4 will not clear person riding on side of car.

**Clyde**–Engines must not go beyond first 250 feet of this track. Red Flag is displayed at point of restriction.

**McCook**–Policy for setting out cars in McCook Yard:

Eastbound trains: Slack must be bunched, apply at least 1 handbrake for each 10 cars (or fraction of 10; i.e. 24 car setout, apply 3 hand brakes). Apply handbrake(s) on east end of setout.

Westbound trains: Slack must be stretched, apply at least 1 handbrake for each 10 cars (or fraction of 10; i.e. 24 car setout, apply 3 hand brakes). Apply handbrake(s) on east end of setout.

Westbound trains must communicate with either Yard Foreman or Yard Clerk before passing McCook East and obtain instructions for yarding their train.

Eastbound trains must communicate with either Yard Foreman or Yard Clerk before passing McCook West and obtain instructions for yarding their train.

**CRATER FREE AREA** has been established in front of McCook Depot. Signs captions "CRATER FREE AREA" have been posted on the North Side of the Main Line in front of the Depot. Do Not Stop Trains or Engines on the MAIN TRACK between the signs.

**End of Train (EOT) Device Information: Reporting Requirements**–When arriving Lincoln Terminal, crew members must report the following EOT information to the Lead Carman on BNSF Radio Channel 66:

- EOT Device Identification Number
- Battery Condition
- Rear Car Initial and Number
- Identify those EOT and/or LCU devices which are capable of rear car emergency braking and report whether or not the system is armed.

**Note:**

- All trains are required to report EOT information.
- Batteries will not be changed until devices indicate 50% used or display "Low Battery"
- If a mechanical malfunction prevents an EOT device capable of rear car emergency braking from being armed, the train may be instructed to depart Lincoln Terminal without the system being armed.

**8. Line Segments—**

## Yard Line Segments—

Line Segment	Limits
876	Hastings
882	Crete
902	McCook

## Road Line Segments—

Line Segment	Limits	Mileposts
154	Fairmont—Milligan	8.1 to 23.0
163	Cushman—Cobb	3.9 to 7.8
2	Lincoln to Cushman	
2	Cobb to McCook	

**9. Locations Not Shown as Stations**

Name	Miles—Location	Capacity Cars	Switch Opens
Yankee Hill Brick	3.6 west of Lincoln	45	West
20515 Alpo	1.1 east of Crete	10	East
20519 Swingle	3.2 west of Crete	24	East
81506 Burress	6.2 from Fairmont	9	Both
81514 Milligan	14.5 from Fairmont	54	Both
Cargill	0.7 west of Heartwell	54	Both
20628 Motala	4.4 west of Minden	32	Both
20643 Wac	2.6 west of Funk	18	Both
20650 Clyde	3.0 west of Holdrege	14	East
20717 Red Willow	4.6 west of Indianola	15	West

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Akron Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD ↑
	7,851	20724	287.8	McCOOK	BT	CTC		
	6,584	20735	300.0	CULBERTSON	J			
	7,022	20745	308.5	TRENTON				
	6,650	20757	320.4	STRATTON				
	6,779	20767	330.7	MAX				
	7,270	20775	339.1	BENKELMAN				
	7,017	20785	349.5	PARKS				
	6,716	20797	361.1	HAIGLER				
	9,140	20813	377.0	WRAY				
	6,426	20821	385.6	ROBB				
	7,101	20828	392.2	ECKLEY				
	6,716	20841	405.5	YUMA				
	6,658	20850	414.0	CALHOUN				
	6,674	20859	423.0	PLATNER				
	8,231	20867	430.8	AKRON				
	5,718	20880	444.3	PINNEO				
			453.2	EAST BRUSH	JT			

BN Radio Channel 66 in service on this Subdivision.

Dispatcher Radio Call-in:	
Culbertson-21	Benkleman-22
Wray-23	Yuma-24
Akron-25	Brush-26
Merino-20	

Train Dispatcher Phone Numbers-- Phone:(817) 234-6052, FAX: (817) 234-6073

**1. Speed Regulations**

	Passenger	Freight
<b>1(A). Speed - Maximum</b>		
McCook to Brush Center .....	79 MPH.	60 MPH.
Trains 100 tons O/B and over .....		45 MPH.
<b>1(B). Speed - Permanent Restrictions</b>		
MP 287.8 to MP 288.2 .....	30 MPH.	30 MPH.
MP 288.2 to MP 288.9 .....	60 MPH.	
MP 430.5 to MP 431.5 .....	50 MPH.	40 MPH.
MP 431.5 to MP 434.0 .....	60 MPH.	50 MPH.
East Brush to Brush Jct .....	25 MPH.	25 MPH.
<b>1(C). Speed - Switches and Turnouts</b>		
Trains through turnouts of controlled sidings .....	25 MPH.	25 MPH.
<b>1(D). Speed - Other</b>		
McCook-Long siding .....	20 MPH.	20 MPH.
Siding at Pinneo .....	10 MPH.	10 MPH.
Loaded unit coal trains must not operate on the following siding: Trenton, Stratton, Haigler, and Pinneo.		

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

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

McCook to East Brush ..... 143 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) may operate.

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

Wray–Mill track

3. **Method of Operation—**

CTC—in effect: MP 287.8 to MP 453.2

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 298.81	Culbertson—east house track switch
MP 299.15	Culbertson—west house track switch
MP 320.89	Stratton—east house track switch
MP 321.21	Stratton—west house track switch
MP 366.03	Sanborn—east house track
MP 377.64	Wray—city track
MP 398.32	Schramm—east house track
MP 398.52	Schramm—west house track
MP 398.58	Schramm—M & M fertilizer
MP 430.35	Akron—Farmers Coop
MP 430.34	Akron—M & M Coop

**Rule 15.1—**Eastward Amtrak crews (NRPC) going on duty at Denver must obtain Track Warrants showing Track Bulletins in effect on the Denver Division—Brush Subdivision, and Nebraska Division—Akron and Hastings Subdivisions.

Westward Amtrak crews (NRPC) going on duty at Lincoln must obtain Track Warrants showing Track Bulletins in effect on the Nebraska Division, Hastings and Akron Subdivisions and Colorado Division Brush Subdivision.

**McCook—**Westward trains destined to operate beyond East Brush must obtain Track Warrant showing Track Bulletins in effect on the Colorado Division—Brush Subdivision.

Trains destined to operate on the Imperial Subdivision must obtain a Track Warrant showing Track Bulletins in effect on the respective subdivision(s) to be traversed, prior to departing crews on duty location unless otherwise instructed by train dispatcher.

5. **Trackside Failed Equipment Detectors (FED)**

A. Protecting Bridge, tunnel or other structures—None

B. Other FED Locations:

Trenton .....	MP 312.0
Benkelman .....	MP 343.8
Haigler .....	MP 368.7
Eckley .....	MP 400.4
Akron .....	MP 426.6

6. **FRA Excepted Track—None**

7. **Special Conditions—**

**Test Mile Locations—**

MP 295 – MP 296

MP 425 – MP 426

MP 436 – MP 437

**Monfort—**Locomotives not permitted through dumper or over scale.

**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. Line Segments—**

## Yard Line Segments—

<u>Line Segment</u>	<u>Limits</u>
902	McCook

## Road Line Segments—

<u>Line Segment</u>	<u>Limits</u>
2	McCook to East Brush

**9. Locations Not Shown as Stations**

Name		Miles—Location	Capacity Cars	Switch Opens
20729	Perry	4.6 west of McCook	60	Both
20802	Sanborn	5.1 west of Haigler	12	East
20832	Monfort Feedlot	4.4 west of Eckley	80	Both
20834	Schramm	6.2 west of Eckley	11	Both
20846	Hyde	5.7 west of Yuma	12	East
20853	Otis	3.3 west of Calhoun	59	Both

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Beatrice Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		20516	0.7	CRETE	BJR			
		80810	11.0	10.9 WILBER	R			
		80817	17.4	6.4 DE WITT				
		80824	24.6	7.3 HOAG		TWC		
		80830	30.4	5.8 BEATRICE	R			
		81039	42.6	12.1 WYMORE	BJTR			

BN Radio Channel 54 in service on this Subdivision.

Dispatcher Radio Call-in:

Crete-26

Train Dispatcher Phone Numbers-- Phone:(817) 234-6051, FAX: (817) 234-6072

1. Speed Regulations

1(A). Speed - Maximum

Freight

Crete to Wymore ..... 30 MPH.

1(B). Speed - Permanent Restrictions

MP 17.4 to 17.9 (HE only) ..... 15 MPH.

MP 19.9 to 20.0 ..... 6 MPH.

Beatrice-Over Court St. (HE only) ..... 5 MPH.

1(C). Speed - Switches and Turnouts--None

1(D). Speed - Other

Bridges 31.1, 31.27, 41.36 and 42.16 cars heavier than 134 tons ..... 10 MPH.

Six axle derricks ..... 25 MPH.

Item 1A, System Special Instructions, applies between Beatrice and Wymore.

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

2. Bridge and Equipment Weight Restrictions--

Maximum Gross Weight of Car:

Crete to MP 29.0 ..... 134 tons.

MP 29.0 to Wymore ..... 143 tons.

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

Six axle locomotive or six axle derrick exceeding 175 tons not permitted on the following tracks:

Shestak ..... Elevator track

Hoag-- Not more than two locomotives permitted on Cominco and Farmland leads.

3. Method of Operation--

Restricted Limits--in effect:

Crete MP 0.77 to MP 5.5

Wilber MP 10.0 to MP 12.0

Beatrice MP 29.0 to MP 31.6

Wymore MP 40.5

TWC--in effect: MP 5.5 to 40.5.

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. Trackage Failed Equipment Detectors (FED)—None**

**6. FRA Excepted Track—None**

**7. Special Conditions**

**Crossing Protection—**

**Beatrice**—Crew members must stop and protect all movements over crossing MP 30.4 (Court Street) on south freight main.

**Crete to Wymore**—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—BNSF Network, long distance.
- 2) When you hear instructions to enter the seven digit telephone number or mail box number, **DIAL-1036** 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.

**Beatrice Industrial Park**—Switch Point Derail located 930 feet from Main Track Switch. No cars are to be left standing between this derail and Main Track Switch. Hinge-type derails are located on both stub tracks inside Industrial Park. South Stub Track serves Accumma Industry.

**Market St.**—Market St. is 1 block south of Court and has a building very close to track blocking view of eastward trains.

**8. Line Segments—**

<u>Road Line Segment</u>	<u>Limit</u>
152	Crete to Wymore

**9. Locations Not Shown as Stations**

Name	Miles—Location	Capacity Cars	Switch Opens
Crete South Yard	2.0 west of Crete	140	Both
Farmland Foods	4.3 west of Crete	15	West
80804 Shestak	4.9 west of Crete	12	Both
80825 Cominco Products	0.3 west of Hoag	53	West
80833 Gasco Spur	3.2 west of Beatrice	2	East
80840 Blue Springs	10.4 west of Beatrice	4	East
Beatrice Industrial Park	1.0 east of Beatrice	N-5 S-16	West
Land of Lakes Spur	1.8 west of Beatrice		West

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Wymore Subdiv BRANCH LINE STATIONS		Track Diagram	↑ EAST WARD
		28145	48.2	TABLE ROCK	JR		
				7.1			
		81007	55.3	PAWNEE			
				12.2			
		81019	67.4	BURCHARD			
				19.8			
		81039	87.2	WYMORE	BJTR		
				9.2			
		81048	96.4	ODELL			
				8.8			
		81057	105.1	DILLER			
				9.4			
		81066	114.6	ENDICOTT	A		
				13.9			
		81080	128.5	REYNOLDS			
				10.0			
		81090	138.5	HUBBELL			
				7.3			
		81098	145.8	CHESTER			
				8.1			
		81106	153.9	BYRON			
				8.9			
		81114	162.8	HARDY	TWC		
				7.8			
		81122	170.4	SUPERIOR	R		
				6.4			
		81129	177.0	BOSTWICK			
				7.9			
		81136	184.9	GUIDE ROCK			
				6.2			
		81143	191.1	LESTER JCT	JR		
				4.2			
		81147	195.3	RED CLOUD	TR		
				7.0			
		81154	202.3	INAVALE			
				5.9			
		81160	208.2	RIVERTON			
				10.5			
		81170	218.7	FRANKLIN			
				9.9			
		81180	228.6	NAPONEE			
				4.6			
		81185	233.2	REPUBLICAN			
				7.9			
		81193	241.0	ALMA			
				5.6			
		81198	247.1	ORLEANS	R		
				0.3			
		81199	247.8	ORLEANS JCT	RJ		

BN Radio Channel 70 in service between Table Rock and Wymore.

BN Radio Channel 54 in service between Wymore and Red Cloud.

BN Radio Channel 70 in service between Red Cloud and Orleans Jct.

Dispatcher Radio Call-in:

Table Rock-01

St. Joseph Sub Dispatcher (Table Rock to Wymore) –

Phone (817) 234-6043, FAX: (817) 234-6078

McCook East Dispatcher–Phone (817) 234-6051, FAX– (817) 234-6072

1. Speed Regulations

1(A). Speed – Maximum

Table Rock to Wymore .....	Freight 25 MPH.
Red Cloud to Orleans Jct .....	40 MPH.

1(B). Speed – Permanent Restrictions

MP 84.7 U.P. Crossing, Head End of Trains Locomotive or Leading Car between absolute signals; MP 84.7–UP Crossing .....	20 MPH.
Wymore to MP 178.3 .....	35 MPH.

MP 114.8 to MP 115.1—UP Crossing .....	10 MPH.
MP 178.3 to MP 190.5 .....	25 MPH.
MP 195.3 to MP 227.0 .....	30 MPH.
MP 246.0 to MP 247.8 .....	30 MPH.

**1(C). Speed – Switches and Turnouts—None**

**1(D). Speed – Other**

All derricks .....	25 MPH.
Bridges 81.24, 84.86 and 86.86 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:**

Table Rock to Orleans Jct ..... 143 tons.

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

Six axle locomotives and six axle derricks exceeding 175 tons not permitted on the following tracks:

Wymore .....	House track
	No. 2 repair track
	Belt track
Krider .....	House track
Diller .....	Elevator track
Chester .....	House track
Superior .....	Stock track
Bostwick .....	Elevator track
Red Cloud .....	Turkey track

Trains handling loaded C6 hoppers exceeding 134 gross tons, do not exceed 10 MPH over bridges 81.24, 84.86, and 86.28 between Wymore and Tablerock.

Six axle locomotives may be operated between Inavale and Orleans Jct except on House Track at Inavale.

**3. Method of Operation—**

**Restricted Limits—in effect:**

Table Rock	MP 49.2
Wymore	MP 86.0 to MP 88.8
Odell	MP 96.0 to MP 97.0
Superior	MP 168.6 to MP 172.7
Lester Jct to Red Cloud	MP 190.0 (East) to MP 196.6 (West)
Alma	MP 239.6 to MP 240.9
Orleans to Orleans Jct	MP 246.1 to MP 247.8

**TWC—in effect:** MP 49.5 to MP 246.1.

**Interlocking Instructions—Automatic Interlockings not Indicated at Station— UP crossing— MP 84.7.**

**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.

**Rule 15.1—**Trains originating at McCook for operation between Red Cloud and Orleans Jct must obtain track warrant and track bulletins prior to departure at McCook

**5. Trackside Failed Equipment Detectors (FED)—None**

**6. FRA Excepted Track—None**

**7. Special Conditions—**

**Table Rock—**Normal position of junction switch is lined for the St. Joseph Subdivision.

**Orleans Jct—**The normal position for the switch located at MP 247.8 is lined and locked for the Oberlin Subdivision.

Train location lineups will be issued on a recording device.

**Table Rock—**Elevator Track is out of service.

**Wymore**—Watch out for cars on Main Track in Yard Limits.

**Alma**—Watch for cars on Main Track.

Derails installed on Main Track at MP 239.6 and MP 240.9. Normal position of derails is the non-derailing position except when unit grain trains are spotted for loading at Agri Coop.

**Orleans**—Watch for cars on Main Track

#2 Track is out of service.

**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—BNSF Network, long distance.
- 2) When you hear instructions to enter the seven digit telephone number or mail box number, **DIAL—four digit lineup code which follows**, 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.

Four digit Lineup codes for the Wymore Sub are:

Table Rock to Wymore—1032

Wymore to Lester Jct—1033

Red Cloud to Orleans—1041

**8. Line Segments—**

Road Line Segment	Limits
19	Tablerock to Orleans Jct

**9. Locations Not Shown as Stations**

Name	Miles—Location	Capacity Cars	Switch Opens
81028 Liberty	8.4 west of Burchard	27	Both
81045 Krider	5.6 west of Wymore	15	Both
81068 Fairchild Spur	1.5 west of Endicott	58	Both
Holman Cement	1.6 west of Superior	N-21 S-42	Both

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Hebron Subdiv <b>BRANCH LINE</b> STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		20549	0.8	FAIRMONT	JR			
		81608	8.6	GENEVA				
		81336	17.0	STRANG	JTR			
		81622	23.5	BRUNING		TWC		
		81628	29.6	BELVIDERE	RM			
		81635	36.2	HEBRON	R			

BN Radio Channel 54 in service on this Subdivision.

Dispatcher Radio Call-in:

Fairmont-25

Train Dispatcher Phone Numbers- Phone:(817) 234-6051, FAX: (817) 234-6072

**1. Speed Regulations**

**1(A). Speed – Maximum**

**Freight**

Fairmont to Strang ..... 25 MPH.

**1(B). Speed – Permanent Restrictions**

MP 0.8 to MP 1.6 ..... 10 MPH.

MP 17.0 to MP 36.2 ..... 10 MPH.

MP 29.2–U.P. Crossing ..... 10 MPH.

**1(C). Speed – Switches and Turnouts–None**

**1(D). Speed – Other**

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:**

Fairmont to Hebron ..... 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 and six axle derricks not permitted.

**3. Method of Operation–**

**Restricted Limits–in effect:**

Fairmont MP 1.6

Strang MP 15.9 to MP 18.1

Bruning to Hebron MP 24.0 to MP 36.2 (End of Track)

**TWC–in effect:** MP 1.6 to MP 24.0.

**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–**

Hebron–End of track is at MP 36.2

Main track is out of service between MP 24.5 and Hebron.

**Fairmont to Hebron**—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—BNSF Network, long distance.
- 2) When you hear instructions to enter the seven digit telephone number or mail box number, **DIAL-1034** 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.

**Strang Jct**—Watch for cars on East and West legs of wye.

**8. Line Segments—**

<u>Road Line Segment</u>	<u>Limits</u>
155	Fairmont to Hebron

**9. Locations Not Shown as Stations**

Name	Miles—Location	Capacity Cars	Switch Opens
81606 Kaneb—spur Track	2.0 west of Geneva	3	East

WESTWARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Shickley Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD
		80817	0.3	DE WITT	J			
				8.8				
		81309	8.8	SWANTON				
				6.8				
		81315	15.6	WESTERN				
				7.6				
				TOBIAS				
		81322	23.3	To Daykin 7.0	U			
				6.5				
		81329	29.8	OHIOWA				
				7.0				
		81336	36.8	STRANG	JTR			
				7.2				
		81344	43.9	SHICKLEY	R			
				8.0				
		81350	50.0	ONG				
				7.5				
		81357	57.5	EDGAR	MTR			
				9.0				
		81366	66.4	DEWEESE				
				8.7				
		81375	75.2	LAWRENCE		TWC		
				5.7				
		81381	80.8	ROSEMONT				
				5.9				
		81386	86.8	BLUE HILL	JR			
				8.0				
		81395	94.8	BLADEN	R			
				7.4				
		81402	102.2	CAMPBELL				
				9.2				
		81411	111.4	UPLAND				
				7.9				
		81419	119.3	HILDRETH				

BN Radio Channel 54 in service on this Subdivision.

Train Dispatcher Phone Numbers—Phone:(817) 234-6051, FAX: (817) 234-6072

1. Speed Regulations

1(A). Speed – Maximum

DeWitt to Hildreth ..... Freight 25 MPH.

1(B). Speed – Permanent Restrictions

MP 26.0 to MP 50.4 ..... 10 MPH.

MP 57.0 to MP 57.4 UP Crossing ..... 10 MPH.

MP 77.3 to MP 77.6 ..... 10 MPH.

MP 100.0 to MP 102.6 ..... 10 MPH.

MP 105.0 to MP 119.3 ..... 10 MPH.

Tobias and Daykin ..... 10 MPH.

1(C). Speed – Switches and Turnouts—None

1(D). Speed – Other

Over Bridges 1.58 and MP 65.84 ..... 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:

Dewitt to Swanton ..... 107.5 tons

Swanton to Edgar ..... 131.5 tons

Edgar to Deweese ..... 107.5 tons

Deweese to Blue Hill ..... 131.5 tons

Blue Hill to Hildreth ..... 134 tons

Tobias to Daykin ..... 134 tons

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

Locomotive consists are limited to:

1. Single six axle locomotive not exceeding 175 tons.
2. Two 4 axle locomotives not exceeding 135 tons each.

Six axle derricks must not operate.

### 3. Method of Operation–

**Restricted Limits**–in effect:

Strang	MP 35.6 to MP 38.0
Shickley	MP 43.0 to MP 45.0
Edgar	MP 56.5 to MP 58.5
Blue Hill	MP 86.0 to MP 88.0
Bladen	MP 94.0 to MP 95.3

**TWC**–in effect: MP 0.3 to MP 119.3.

**Rule 6.28**–Industrial Track– between Tobias and Daykin

### 4. General Code of Operating Rules Items–

**Rule 5.4.4** – Authorized on this subdivision except between Tobias and Daykin.

**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–

All track between Dewitt (MP 0.3) and Tobias (23.3) is out of service.

Main track is out of service between MP 50.4 and MP 66.0

**Strang**–The normal position for the Junction Switch is lined and locked for movement on the Shickley Subdivision.

**Blue Hill**–Normal position of junction switches (MP 86.8 and MP 87.0) is for the Lester Subdivision.

**Hildreth**–End of Track is MP 119.3

**Crossing Protection**–Western–“Exempt” signs have been installed at Nebraska Highway 15 road crossing MP 14.60, located between Western and Swanton, Nebraska. Train approach activated crossing flashers have been removed from service. Trains must stop short of crossing and crew member provide vehicular protection until train occupies crossing.

**Tobias to Hildreth**–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–BNSF Network, long distance.
- 2) When you hear instructions to enter the seven digit telephone number or mail box number, **DIAL–1035** 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.

**Strang Jct.**–Watch for cars on East and West legs of wye.

### 8. Line Segments–

Road Line Segment	Limits	Mileposts
154	Tobias to Daykin	28.8 to 36.2
153	Dewitt to Hildreth	

### 9. Locations Not Shown as Stations

Name	Miles–Location	Capacity Cars	Switch Opens
81528 Daykin	7.0 from Tobias	27	Both

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Lester Subdiv <b>BRANCH LINE</b> STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		20592	0.7	HASTINGS	BJTR			
				10.1 AYR JCT				
		82409	10.1	To Roseland 6.9				
		82411	11.7	1.6 AYR		TWC		
		81388	19.1	7.4 BLUE HILL	JR			
		82430	30.7	11.6 COWLES				
		81143	37.0	6.3 LESTER JCT	JR			

BN Radio Channel 54 in service on this Subdivision.

Dispatcher Radio Call-in:

Hastings-28

Train Dispatcher Phone Numbers- Phone:(817) 234-6051, FAX: (817) 234-6072

**1. Speed Regulations**

**1(A). Speed - Maximum**

Hastings to Lester Jct. .... **Freight**  
25 MPH.

**1(B). Speed - Permanent Restrictions**

Ayr Jct to Roseland ..... 25 MPH.  
MP 36.5 to MP 36.6 (HE only) ..... 15 MPH.

**1(C). Speed - Switches and Turnouts-None**

**1(D). Speed - Other**

MP 1.0-Locomotive or leading car of eastward trains over highway crossing . 5 MPH.  
Six axle derricks over Bridge 34.33 ..... 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:**

Hastings to Lester Jct ..... 134 tons

Ayr Jct to Roseland ..... 134 tons

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

Six axle locomotives and six axle derricks exceeding 175 tons not permitted on the following tracks:

Cowles ..... House track

Ayr ..... City track

**3. Method of Operation-**

**Restricted Limits-in effect:**

Hastings MP 0.7 to MP 3.0

Blue Hill MP 18.5 to MP 21.0

Lester Jct MP 35.5 to MP 37.0

TWC-in effect: MP 3.0 to 36.0.

**Rule 6.28-Between Ayr Jct and Roseland**

**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—**

**Hastings to Lester Jct—**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—BNSF Network, long distance.
- 2) When you hear instructions to enter the seven digit telephone number or mail box number, **DIAL-1031** 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.

Watch for cars on Main Track between MP 2.0 and MP 3.0.

Derail has been installed on Main Track at MP 3.0. Normal position of derail is the non-derailing position except when cars are spotted for loading at AGP Garvey Elevator.

**Hastings—**Close clearance between yard tracks 3 and 4 will not clear person on side of car.

8. **Line Segments—**

<u>Road Line Segment</u>	<u>Limits</u>
159	Hastings to Lester Jct.

9. **Locations Not Shown as Stations**

Name	Miles—Location	Capacity Cars	Switch Opens
82507 Roseland	6.9 West of Ayr Jct	72	Both

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Giltner Subdiv <b>BRANCH LINE</b> STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
			26.4	GH Jct	JTR	CTC		
		83419	18.9	TRUMBULL				
		83410	9.9	GILTNER		TWC		
		30076	0.4	AURORA	JTR			

BN Radio Channel 39 in service on this Subdivision.

Dispatcher Radio Call-In:	
Hastings-28	Aurora -02

Train Dispatcher Phone Numbers- Phone:(817) 234-6044, FAX: (817) 234-6079

1. Speed Regulations

1(A). Speed - Maximum

Freight

GH Jct to Aurora ..... 25 MPH.

1(B). Speed - Permanent Restrictions-None

1(C). Speed - Switches and Turnouts-None

1(D). Speed - Other

Trains using East or West leg of wye track to Hastings Subdivision ..... 10 MPH.

Trains using east and west legs of wye Aurora ..... 10 MPH.

GH Jct to Aurora - six axle and other derricks ..... 20 MPH.

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

2. Bridge and Equipment Weight Restrictions-

Maximum Gross Weight of Car:

Brick Yard to Aurora ..... 143 tons

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

3. Method of Operation-

Restricted Limits-in effect:

GH Jct MP 25.0 to MP 26.4

Aurora MP 0.4 to MP 1.9

TWC-in effect:

MP 25.0 to MP 1.9, between GH Jct and Aurora.

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

8. Line Segments-

Road Line Segments Limits  
160 GH Jct to Aurora

9. Locations Not Shown as Stations

Name	Miles-Location	Capacity Cars	Switch Opens
83405 Acco	4.3 west of Giltner	5	West

WEST WARD ↓	Oberlin Subdiv BRANCH LINE STATIONS					↑ EAST WARD
	Length of Siding in Feet	Station Nos.	Mile Post Location	Method of Oper.	Track Diagram	
		20667	257.4	OXFORD JCT 10.1	J	
		81199	0.2	ORLEANS JCT 2.9	RJT	
		82603	3.3	FLYNN 14.2	J	
		82818	17.5	LONG ISLAND 10.2		
		82828	27.7	ALMENA 2.1		
			29.6			
		82830	308.6	ALMENA JCT 2.0	JR	
		82777	310.6	CALVERT 7.4		
10,544		82839	318.0	NORTON 0.9	BR	
3,132		80786	319.0	LAU 7.0	R	
			325.9			
		82847	47.3	ORONOQUE 4.8	JR	
		82852	52.0	REAGER 5.4		
		82857	57.4	NORCATUR 11.2		
		82868	68.1	KANONA 9.4		
		82877	78.0	OBERLIN	TR	

BN Radio Channel 70 in service on this Subdivision.

Train Dispatcher Phone Numbers— Phone:(817) 234-6051, FAX: (817) 234-6072

**1. Speed Regulations**

- 1(A). Speed – Maximum** **Freight**
- Oxford Jct to Almena Jct ..... 30 MPH.
- Almena Jct to Norton ..... 25 MPH.
- Norton to Oberlin ..... 25 MPH.
- 1(B). Speed – Permanent Restrictions**
- MP 49.4 to MP 49.5 ..... 10 MPH.
- MP 66.4 to MP 66.5 ..... 10 MPH.
- MP 75.4 to MP 75.7 ..... 10 MPH.
- 1(C). Speed – Switches and Turnouts**
- Oxford Jct-over switch ..... 20 MPH.
- Almena Jct – hand throw switch at MP 29.9 ..... 10 MPH.
- 1(D). Speed – Other**
- All tracks other than the main track on the Kyle Railroad ..... 5 MPH.
- Norton – engine or leading car over street crossings in city limits ..... 5 MPH.
- Norton siding to Seymour Spur ..... 5 MPH.

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

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

Oxford Jct to Oberlin ..... 143 tons

Orleans Jct to Oberlin ..... 134 tons

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

Six axle locomotives are permitted only on the main track (entire subdivision) and transfer track at Norton.

Six axle derricks not permitted.

**3. Method of Operation—****Restricted Limits—in effect:**

Orleans Jct	MP 248.8 to MP 2.9
Almena Jct	MP 29.8 to MP 309.3
Norton	MP 315.1 to MP 319.2 (Lau)
Oronoque	MP 325.4 to MP 47.3
Oberlin	MP 76.0 to MP 78.0

**TWC—in effect:**

Oxford Jct (MP 257.4) to Oberlin (MP 76.0)  
 Almena Jct to Oronoque on the Kyle Railroad dispatched by BNSF.

**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.

**Rule 15.1**—Trains originating at McCook for operation on the Oberlin subdivision between Oxford Jct and Oberlin must obtain track warrant and track bulletin prior to departure at McCook.

**Exception to Rule 8.3 Main Track Switches**— At Oberlin crew members may leave main track switches locked in the position last used. Approach these switches expecting to find them lined against movement.

**5. Trackside Failed Equipment Detectors (FED)—None****6. FRA Excepted Track—None****7. Special Conditions—**

**Flynn**—The normal position for the switch located at MP 2.91 is lined and locked for the St. Francis Subdivision.

**Norton siding**—East and west spring switches will be hand operated and equipped with locks.

**Crossing Protection—**

**Oxford Jct to Oberlin**—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—BNSF Network, long distance.
- 2) When you hear instructions to enter the seven digit telephone number or mail box number, **DIAL-1042** 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.

**Oberlin**—Watch for cars on Main Track.

**8. Line Segments—**

<u>Road Line Segment</u>	<u>Limits</u>
19	Oxford Jct.
177	Orleans Jct.
176	Flynn to Almena Jct.
133	Almena Jct. to Oronoque
176	Oronoque to Oberlin

**9. Locations Not Shown as Stations—None**

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	St Francis Subdiv <b>BRANCH LINE</b> STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		82603	3.0	FLYNN	4.2	J		
		82607	7.0	STAMFORD	6.5			
		82613	13.5	HOLLINGER	6.7			
		82620	20.3	BEAVER CITY	7.9			
		82628	28.2	HENDLEY	7.5			
		82635	35.7	WILSONVILLE	10.1			
		82646	45.8	LEBANON	7.0			
		82653	52.8	DANBURY	16.2			
		82669	69.0	TRAER	6.7	TWC		
		82675	75.6	HERNDON	10.2			
		82686	85.9	LUDELL	5.2			
		82691	91.1	ATWOOD	3.9			
		82695	95.0	BLAKEMAN	6.5			
		82701	101.5	BEARDSLEY	8.2			
		82709	109.7	MCDONALD	8.6			
		82718	118.3	BIRD CITY	15.6			
		82734	133.9	ST FRANCIS		R		

BN Radio Channel 70 in service on this Subdivision.

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

1. Speed Regulations

- 1(A). Speed – Maximum Freight  
 Flynn to St. Francis ..... 30 MPH.
- 1(B). Speed – Permanent Restrictions  
 MP 7.3 to MP 22.5 ..... 25 MPH.
- 1(C). Speed – Switches and Turnouts–None
- 1(D). Speed – Other  
 MP 7.2 to MP 18.0–Trains handling loaded C–6 hoppers ..... 10 MPH.  
 Engine or leading car over highway crossing Atwood ..... 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:

Flynn to St Francis ..... 134 tons  
 24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.  
 Six axle locomotives and six axle derricks not permitted.

3. Method of Operation–

Restricted Limits–in effect:

St. Francis MP 132.5 to MP 133.9

TWC–in effect: Flynn(MP 3.0) to St. Francis (MP 132.5).

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.

**Rule 15.1**—Eastward trains originating at McCook must obtain track warrant at McCook showing track bulletins, if any, in effect between Flynn and St. Francis.

**Exception to Rule 8.3 Main Track Switches**— At St. Francis crew members may leave main track switches locked in the position last used. Approach these switches expecting to find them lined against movement.

5. **Trackside Failed Equipment Detectors (FED)**—None
6. **FRA Excepted Track**—None
7. **Special Conditions**—

**Flynn**— The normal position for the switch located at MP 2.91 is lined and locked for the St. Francis Subdivision.

**Flynn to St. Francis**—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—BNSF Network, long distance.
- 2) When you hear instructions to enter the seven digit telephone number or mail box number, **DIAL-1043** 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.

**St. Francis**—Watch for cars on Main Track.

8. **Line Segments**—

<u>Road Line Segment</u>	<u>Limits</u>
176	Flynn
177	Flynn to St. Francis

9. **Locations Not Shown as Stations**

Name	Miles—Location	Capacity Cars	Switch Opens
82657 Marion	4.5 west of Danbury	17	West
82662 Cedar Bluffs	9.5 west of Danbury	25	Both
82728 Wheeler	9.6 west of Bird City	32	Both

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Wallace Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		20647	0.8	HOLDREGE	7.9	BJTR CTC		
		82007	8.0	LOOMIS	7.5			
		82015	15.5	BERTRAND	6.4			
		82021	21.8	SMITHFIELD	6.6			
		82028	28.4	ELWOOD	11.1			
		82039	39.5	EUSTIS	10.6			
		82049	50.1	FARNAM	12.1			
		82061	62.2	MOOREFIELD	10.1			
		82071	72.3	CURTIS	6.5	BR		
		82077	78.8	MAYWOOD	9.3			
		82087	88.2	WELLFLEET	15.9			
		82103	104.1	DICKENS	9.9			
				WALLACE				
		82113	113.9	To Gentleman	17.6	JR		
					6.6			
		82119	120.4	GRAINTON	5.7			
		82125	126.3	ELSIE	8.2			
		82133	134.4	MADRID	9.6			
7,434		82143	144.0	GRANT	10.2	R		
		82153	154.2	BRANDON	7.3			
		82160	161.5	VENANGO	8.7			
		82169	170.3	AMHERST	9.7			
		82179	179.9	HOLYOKE	9.2	R		
		82188	189.1	PAOLI	8.4			
		82196	197.5	HAXTUN	11.4			
		82208	208.9	FLEMING	20.5			
		84081	229.4	STERLING		BJTR		

BN Radio Channel 70 in service on this Subdivision.

Dispatcher Radio Call-in:	
Elsie 61	Holyoke 62
Sterling 63	

911 EMERGENCY CALL IN is in service between Holyoke and Sterling.

Train Dispatcher Phone Numbers- Phone:(817) 234-6051, FAX: (817) 234-6072

MP 227.9 to Sterling is part of and under the jurisdiction of the Colorado Division

# 1. Speed Regulations

## 1(A). Speed - Maximum

	Freight
Sterling to Holdrege .....	40 MPH.
MP 4.0 to MP 10.0 .....	25 MPH.
MP 10.0 to MP 23.8 .....	40 MPH.
MP 23.8 to MP 75.8 .....	30 MPH.
MP 75.8 to MP 111.3 .....	10 MPH.
MP 111.3 to MP 113.4 .....	30 MPH.

MP 113.4 to MP 227.9 ..... 40 MPH.

**1(B). Speed – Permanent Restrictions–None**

**1(C). Speed – Switches and Turnouts–None**

**1(D). Speed – Other**

Wallace to Gentleman Power Plant ..... 40 MPH.

All Tracks within Gentleman Power Plant ..... 5 MPH.

Curves 16 and 17 Gentleman Industrial Track between Wallace and

Gentleman Power Plant ..... 25 MPH.

Bridge 114.5–Wallace 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:**

Holdrege to Wallace ..... 134 tons

Wallace to Sterling ..... 143 tons

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

Six axle locomotives and six axle derricks are permitted only on main track between Holdrege and MP 111.0.

**Holyoke**–Locomotives must not operate over scale installed on the inside Coop elevator track.

**3. Method of Operation–**

**Restricted Limits–in effect:**

Wallace– MP 0.0 to MP 2.0

Holdrege – MP 0.8 to MP 1.8

Gentleman– MP 14.6 to MP 16.6

Curtis – MP 71.8 to MP 73

Wallace – MP 112.2 to MP 115.7

Grant – MP 141.5 to MP 146

Holyoke – MP 178.7 to MP 181.1

Sterling – MP 227.9 to MP 229.4

**TWC–in effect:**

MP 1.8 to MP 227.9

Between Wallace and Gentleman

MP 2.0 to MP 14.6

**Rule 6.28**– MP 16.6 to and including all tracks within the power plant loop.

**4. General Code of Operating Rules Items–**

**Rule 5.4.4**–Authorized on this subdivision.

**Rule 6.19**–When flagging is required, between Sterling and Holdrege and between Wallace and Gentleman Power Plant, the distance will be 1.5 miles

**Exception to Rule 8.3 Main Track Switches**–At Wallace crew members may leave main track switches locked in the position last used. Approach these switches expecting 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 118 – MP 119

MP 150 – MP 151

MP 209 – MP 210

**Gentleman Power Plant**–Trains must stop at Gerald Gentleman Jct and receive permission from Dumper Control Operator on BNSF radio channel 70 prior to entering or initiating movement within the power plant.

All movements within the power plant must not exceed 5 MPH.

Gerald Gentleman Jct switch may be lined as last used.

Conductors on empty Unit Coal Trains must fax their ESTIMATED DEPARTURE time immediately before departing the plant to the McCook Yard Office and the Dispatcher's Office in Fort Worth. The appropriate numbers are programmed into the fax machine at the plant. Fax numbers in case of difficulty are:

McCook Yard Office (308) 345-5945  
Ft. Worth Dispatcher's Office (817) 234-6072

#### **Crossing Protection-**

**Haxtun-** On south elevator track, trains or engines must stop and protect eastward movements over grade crossing MP197.4 (Washington Street/Highway 59) .

**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.

Holdrege to Sterling-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-BNSF Network, long distance.
- 2) When you hear instructions to enter the seven digit telephone number or mail box number, **DIAL-1040** 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.

**Amherst-**Elevator at Amherst utilizes wheel skates. Before switching, inspect cars on Elevator Tracks for wheel skates.

All times indicated on Track Warrant, Track Bulletins form 'B' and 'D' and all other documents providing authority, protection, restrictions or information are Mountain Time.

#### **8. Line Segments-**

Road Line Segment	Limits	Mileposts
187	Wallace to Gentleman Power Plant	0.0 to 17.6
180	Holdrege to Sterling	

#### **9. Locations Not Shown as Stations**

Name	Miles-Location	Capacity Cars	Switch Opens
Kansas-Nebraska	1.6 west of Holdrege	10	West
Coop. Equity Mill	1.7 west of Holdrege	5	West
Gentleman Power Plant	17.6 from Wallace	Loop	West

WESTWARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Imperial Subdiv <b>BRANCH LINE</b> STATIONS		Method of Oper.	Track Diagram	EASTWARD
		20735	0.7	CULBERTSON	17.7	J		
		82917	17.7	PALISADE	7.2			
		82924	24.9	HAMLET	7.6			
		82932	32.5	WAUNETA	16.6	TWC		
		82948	49.1	IMPERIAL		R		

BN Radio Channel 66 in service on this Subdivision.

Train Dispatcher Phone Numbers— Phone:(817) 234-6052, FAX: (817) 234-6073

1. **Speed Regulations**

1(A). **Speed – Maximum**

Culbertson to Imperial ..... **Freight**  
30 MPH.

1(B). **Speed – Permanent Restrictions—None**

1(C). **Speed – Switches and Turnouts—None**

1(D). **Speed – Other—None**

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

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

Culbertson to Imperial ..... 134 tons

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

Six axle locomotives and six axle derricks permitted to MP 3.0, not permitted from MP 3.0 to end of Subdivision.

Six axle locomotives permitted between MP 0.73 and MP 2.5.

3. **Method of Operation—**

**Restricted Limits—in effect:**

MP 47.0 to MP 49.1

MP 0.73 to MP 2.5

TWC—in effect: MP 0.7 to MP 47.0

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.

**Rule 15.1–** Westward trains originating at McCook must obtain Track Warrant at McCook showing Track Bulletins in effect between CTC Culbertson and Imperial.

**Exception to Rule 8.3 Main Track Switches–** At Imperial crew members may leave main track switches locked in the position last used. Approach these switches expecting to find them lined against movement.

5. **Trackside Failed Equipment Detectors (FED)—None**

6. **FRA Excepted Track—None**

7. **Special Conditions—**

Culbertson to Imperial—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--BNSF Network, long distance.
- 2) When you hear instructions to enter the seven digit telephone number or mail box number, **DIAL-1044** 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.

**Imperial--Watch for cars on Main Track**

**8. Line Segments--**

<u>Road Line Segment</u>	<u>Limits</u>
178	Culbertson to Imperial

**9. Locations Not Shown as Stations**

Name		Miles--Location	Capacity Cars	Switch Opens
82908	Beverly	9.1 west of Culbertson	12	East
82941	Enders	9.4 west of Wauneta	20	Both

WEST WARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Neb City Subdiv <b>BRANCH LINE</b> STATIONS		Method of Oper.	Track Diagram
		80604	4.2	ARBOR	TR		
			0.7	3.5			
		80506	5.7	NEBRASKA CITY	R		.....
		80516	16.0	10.3 DUNBAR			
		80527	27.3	11.3 SYRACUSE			
		80539	39.1	11.8 PALMYRA		TWC	
		80546	45.7	6.7 BENNET			
		80552	52.3	6.7 CHENEY			
		28204	59.9	7.5 LANCASTER	JR		✓

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.

Dispatcher Radio Call-in:	
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. Speed Regulations**

**1(A). Speed - Maximum**

**Freight**

Arbor to Nebraska City

MP 1.0 to MP 0.7 ..... 10 MPH.

Nebraska City to Lancaster ..... 30 MPH.

**1(B). Speed - Permanent Restrictions**

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) (HE only) ..... 10 MPH.

**1(C). Speed - Switches and Turnouts-None**

**1(D). Speed - Other**

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, 4 and Connecting Track.**

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

**Nebraska City-Morton House.**

**3. Method of Operation—****Restricted Limits—in effect:**

Lancaster – MP 55.7 to MP 59.9

Nebraska City MP 8.0 to end of track Arbor MP 6.1

**TWC—in effect:** MP 8.0 to MP 55.7 (Nebraska City – Lancaster).**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—****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.

**Union Pacific Railroad Main Track Operation—**BNSF movements operating on Union Pacific trackage are governed by current Union Pacific Timetable.

Track Warrant Control (TWC) is in effect on the UPRR Main Track between MP 435.0 and MP 436.0. BNSF Railroad has operating authority on the UPRR Main Track between MP 435.6 (Connection Track Switch) and MP 435.9 (Debruce Elevator Track Switch).

Track Warrant authorizing occupancy of UPRR Main Track will be issued by the UPRR Dispatcher. The UPRR Dispatcher can be contacted as follows:

Contact via Radio Channel AAR #20—Depress Start (\*) Button

Contact via MRAS (402–636–1736)

Contact via Bell Telephone (402–636–2438)

No equipment is to be left on the Connection Track.

Switch Point Derail has been installed on the Debruce Lead.

**8. Line Segments—****Road Line Segments—**

<u>Line Segment</u>	<u>Limits</u>
142	Arbor to Nebraska City
141	Nebraska City to Lancaster

**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

## **NEBRASKA DIVISION OPERATING OFFICERS**

<b>D.L. Maze</b>	<b>Division Superintendent</b>	<b>Lincoln</b>	<b>458-7500</b>
T.N. Rowley	Superintendent Operations	Lincoln	458-7755
G.D. Wright	Director Administration	Lincoln	458-7596
N.W. Apa	Sr. Trainmaster	Lincoln	458-7558
J.N. Bakulski	Trainmaster	Lincoln	458-7521
K.D. Karkkainen	Trainmaster	Aurora	(402) 694-2862
J.M. Edwards	Trainmaster	St. Joseph	364-7822
T.L. Wright	Sr. Trainmaster	Lincoln	458-4342
R.P. Newhouse	Trainmaster	Lincoln	458-7615
L.L. Owens	Trainmaster	Creston	683-4560
E.E. Percival	Sr. Trainmaster	McCook	345-5958
W.B. Kraft	Trainmaster	McCook	345-5956
G.G. Golden	Trainmaster	Hastings	458-7872

### **LINCOLN TERMINAL**

<b>M.J. Arita</b>	<b>Supt Terminal Operations</b>	<b>Lincoln</b>	<b>458-7514</b>
<b>A.V. Wetsch</b>	<b>Terminal Manager</b>	<b>Lincoln</b>	<b>458-7634</b>
R.W. Kipper	Terminal Trainmaster	Lincoln	458-7553
L.A. Lococo	Terminal Trainmaster	Lincoln	458-7553
T.A. Bolton	Terminal Trainmaster	Lincoln	458-7553
J.S. Davis	Terminal Trainmaster	Lincoln	458-7553
G.L. Gandara	Terminal Trainmaster	Lincoln	458-7553
R.J. Tresnak	Terminal Trainmaster	Lincoln	458-7553
T.D. Stewart	Terminal Trainmaster	Lincoln	458-7553
D.A. Hornby	Terminal Trainmaster	Lincoln	458-7553

<b>J.E. Fellin</b>	<b>Gen. Foreman Mech.</b>	<b>Lincoln</b>	<b>458-7621</b>
M.C. Hurd	Mechanical Foreman	Lincoln	458-4385
R.M. Mohr	Mechanical Foreman	Lincoln	458-4385

### **OMAHA TERMINAL**

G.M. McNeil	Terminal Manager	Omaha	422-5222
P.R. Boslaugh	Trainmaster	Omaha	422-5203
J.D. Owens	Trainmaster	Omaha	422-5258

### **MANAGERS OF OPERATING PRACTICES**

T.D. Nagel	Omaha	422-5257
J.C. Smith	Omaha	422-5267
W.L. Schroeder	Hastings	458-7804

### **MAINTENANCE OF WAY**

<b>C.S. Kettenring</b>	<b>General Roadmaster</b>	<b>Lincoln</b>	<b>458-7724</b>
P.L. Rutledge	Roadmaster	Lincoln	458-7717
E.D. Ficke	Roadmaster	Lincoln	458-7637
J.J. Crisler	Roadmaster	Lincoln	458-7784
J.S. Wiederholt	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
G.J. Odenbach	Roadmaster	Lincoln	458-7760
G.L. Swanson	Roadmaster	Lincoln	458-7699
G.R. Douthit	Roadmaster	McCook	345-5995
J.A. Havens	Roadmaster	McCook	345-5972
T.M. Mroczek	Roadmaster	Lincoln	458-7554

### **SAFETY AND HEALTH**

A.A. Freeman	Mgr Safety and Health	Lincoln	458-7532
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