

Division Operating Officers

Aurora

S.E. Frank Trainmaster (402) 694-2862

Creston

R.J. Jansen Roadmaster 683-4565
L.L. Owens Trainmaster 683-4560

Fremont

J.H. Foust Roadmaster (402) 721-1396

Hastings

J.P. Manna Trainmaster 458-7872
G.G. Golden Road Foreman 458-7804

Lincoln

N.W. Apa Terminal Manager 458-4315
R.E. Batten Terminal Trainmaster 458-7553
J.N. Bakulski Trainmaster 458-7521
N.R. Bottger Terminal Manager 458-4308
J.J. Crisler Roadmaster 458-7784
J.S. Davis Trainmaster 458-7558
B.A. Deines Road Foreman 458-7796
J.E. Fellin Gen. Foreman Mech. 458-7621
E.D. Ficke Roadmaster 458-7637
G.L. Gandara Terminal Trainmaster 458-7553
M.J. Hobelman Road Foreman 458-7304
D.A. Hornby Terminal Trainmaster 458-7553
S.A. Hulstrom Supt Terminal Operations 458-7514
M.C. Hurd Mechanical Foreman 458-4385
C.S. Kettenring Division Engineer 458-7724
R.W. Kipper Terminal Trainmaster 458-7553
T.G. Koeniguer Asst. Division Engineer 458-7591
L.A. Lococo Terminal Trainmaster 458-7553
R.M. Mohr Mechanical Foreman 458-4385
T.M. Mroczek Roadmaster 458-7554
R.P. Newhouse Trainmaster 458-7615
G.J. Odenbach Roadmaster 458-7538
J. L. Portz Mgr. Safety and Rules 458-7532
T.N. Rowley Superintendent Operations 458-7755
P.L. Rutledge Roadmaster 458-7717
T.D. Stewart Terminal Trainmaster 458-7553
G.L. Swanson Roadmaster 458-7699
R.J. Tresnak Terminal Trainmaster 458-7553
A.V. Wetsch Superintendent Operations 458-7634
G.D. Wright Director Administration 458-7596
T.L. Wright Terminal Manager 458-4325

McCook

G.R. Douthit Roadmaster 345-5995
W.B. Kraft Trainmaster 345-5956

Omaha

P.R. Boslaugh Trainmaster 422-5203
M.T. Hastings Trainmaster 422-5212
J.P. Johnston Roadmaster 422-5239
G.M. McNeil Terminal Manager 422-5222
T.D. Nagel Road Foreman 422-5257
J.D. Owens Trainmaster 422-5258

St. Joseph

J.M. Edwards Trainmaster 364-7822
J.S. Wiederholt Roadmaster 364-7835

Kansas City Division

G.A. CHANDLER Asst. Superintendent (913) 551-4402
R.H. FOX Terminal Superintendent (913) 551-4384
R.M. GIRRENS Dir. Administration (913) 551-4235
C.A. HATCH Mgr. Safety and Rules
E.K. HUNTER General Foreman (913) 551-4294
R.E. ONSTOTT Road Foreman (913) 551-4426
J.M. PUHL General Foreman (913) 551-4391
M.S. REID General Foreman (913) 551-4327
W.S. SMITH Asst. Superintendent (913) 551-4402
D.L. SCHIBBELHUT Roadmaster (913) 551-4572
L.W. SIMON Roadmaster (816) 472-2238

BNSF



Nebraska Division

Timetable No. 2

IN EFFECT AT 0001

Central Continental Time

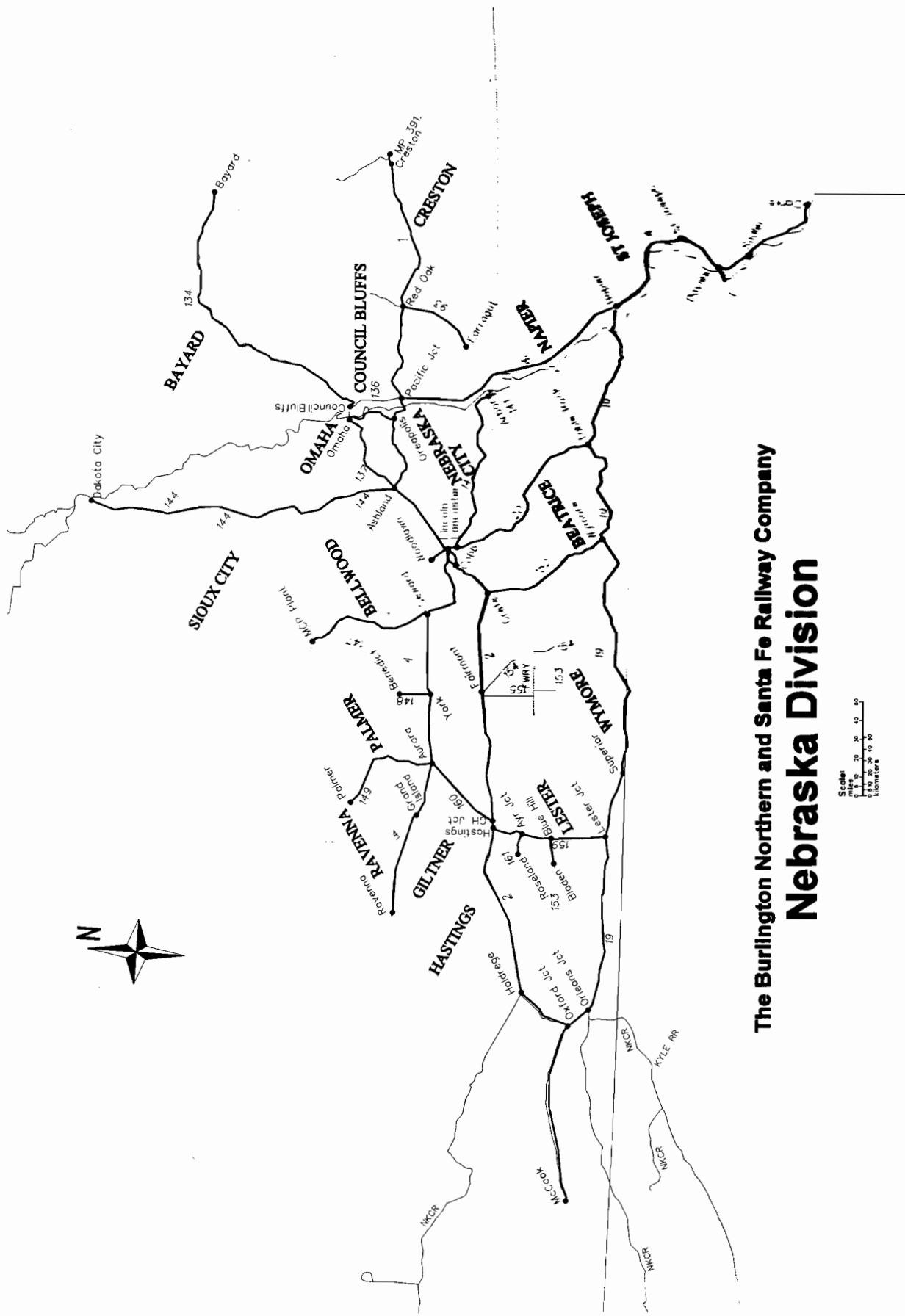
Wednesday, April 1, 1998

Division Superintendent

D.L. Maze

Lincoln, Nebraska

(402) 458-7500



The Burlington Northern and Santa Fe Railway Company
Nebraska Division

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Bayard Subdivision BRANCH LINE STATIONS		Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
	9,524	78598	384.9	BAYARD	R			6.5	
	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	TWC			5.5	
	5,060	78549	435.9	EARLING				5.1	
		78544	441.0	PANAMA				6.3	
	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	BJR			98.7	

Radio Channel 87 in service.

Radio Channel 64 and 66 in service in Omaha Terminal

Dispatcher Phone Numbers-(817) 234-6041, Fax (817) 234-6069

1. Speed Regulations

1(A). Speed—Maximum

Council Bluffs to Bayard **Freight**
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

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

3. Type 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 Warning Detectors (TWD)—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—1001039 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

Road Line Segments

Line Segment Limits

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

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Beatrice Subdivision BRANCH LINE STATIONS		Rule	Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
		20516	0.7	CRETE	BJR	4.3			10.9	
		80810	11.0	WILBER	R		TWC		6.4	
		80817	17.4	DE WITT					7.3	
		80824	24.6	HOAG	R				5.8	
		80830	30.4	BEATRICE	R				12.1	
		81039	42.6	WYMORE	BJTR				42.5	

Radio Channel No. 54 in service.

Radio Call-In
Crete-26(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

Dispatcher Phone Numbers-(817) 234-6051, Fax (817) 234-6072

1. Speed Regulations

1(A). Speed—Maximum

Crete to Wymore **Freight**
30 MPH.

1(B). Speed—Permanent Restrictions

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

35 ft ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) 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 Agrium and Farmland leads.

3. Type of Operation

Restricted Limits—in effect:

Crete MP 0.77 to MP 5.5
Wilber MP 10.0 to MP 12.0
Hoag MP 23.0 to MP 26.0
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. Trackside Warning Detectors (TWD)—None

6. FRA Exempted 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—1001036 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 derrails are located on both stub tracks inside Industrial Park. South Stub Track serves Accuma 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

Road Line Segments

Line Segment Limits

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
80840 Shestak	4.9 west of Crete	12	Both
80825 Agrium	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

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Bellwood Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
		30029	25.5	SEWARD	JR				6.5	
		83032	31.9	STAPLEHURST					6.9	
		83039	38.8	ULYSSES					8.0	
		83047	46.8	GARRISON					5.7	
		83053	52.5	DAVID CITY	S		TWC	8.7	
		83061	61.3	BELLWOOD					5.2	
		83071	66.5	COLUMBUS					41.0	

Radio Channel 39 in service.

Radio Call-In
Seward-05(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

Dispatcher Phone Numbers-(817) 234-6044, Fax (817) 234-6079

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Connecting Track Switch Ravenna Sub to MP 26.6	10 MPH.
Seward to Bellwood (MP 26.6 to MP 61.9)	25 MPH.
Bellwood to Columbus (MP 61.9 to MP 66.5)	40 MPH.

1(B). Speed—Permanent Restrictions

MP 38.72 (Main Street) Ulysses (HE Only) (Eastward Trains) 10 MPH.

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

1(D). Speed—Other

Bridges 27.62, 34.27 and 40.57, cars heavier than 136 tons 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 Columbus 143 Tons
35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

3. Type of Operation

TWC—in effect:
MP 27.0 to MP 66.5

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. Trackside Warning Detectors (TWD)—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.

Columbus—Crews arriving MCP will contact the MCP Switch Crew on Channel No. 39 for yarding and Pickup instructions.

The Columbus Station Sign at MP 66.5 designates the end of BNSF track ownership. Do not exceed 10 MPH on all tracks within the MCP facility. A derail is located on the lead to the MCP facility.

BNSF crews must obtain permission to operate the derail to enter the Minnesota Corn Processors (MCP) facility. Contact MCP personnel on Radio Channel No. 39 or by phone at (402) 564-6353. No smoking is allowed within the MCP facility.

8. Line Segments

Road Line Segments

Line Segment Limits

165 Seward
147 Seward to Columbus

9. Locations Not Shown as Stations—None

Length of Siding (Feet)	Station Nos.	Mile Post	Council Bluffs Subdivision MAIN LINE STATIONS		Type of Oper.	Track Diagram	Miles to Next Stn.
			Rule 4.3	CTC			
	20436	475.0	PACIFIC JCT.	CJTR	CTC		5.7
5,100	27382	480.7	FOLSOM	R			5.3
5,136	27388	486.0	ISLAND PARK	R			2.6
	27389	488.6	CBEC JCT.	JTR			3.2
	27394	491.8	COUNCIL BLUFFS	ABJSR			1.6
	27397	493.4	BN JCT.	JR			
Between BNSF Jct. and 7th Street, UPRR timetable and special instructions govern.							
	27398	496.0	7TH STREET	J	CTC		0.2
	27400	496.2	OMAHA	J			18.6

Radio Channel No. 87 in service.

Radio Channels No. 64 and No. 66 in service in Omaha Terminal

Radio Call-In
Pacific Jct.-19(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

Dispatchers Phone Numbers-(817) 234-6041, Fax (817) 234-6069

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Pacific Jct. to Omaha	25 MPH	25 MPH

1(B). Speed - Permanent Restrictions

MP 475.4 to MP 475.7	10 MPH	10 MPH
MP 488.6 to MP 493.4	10 MPH	10 MPH

1(C). Speed - Switches and Turnouts

Through turnouts and on Sidings	10 MPH	10 MPH
Both legs of North Wye, Pacific Jct.	10 MPH	10 MPH

1(D). Speed - Other

Loop Track, MidAmerican Energy Power Plant	5 MPH.
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See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Six axle locomotives prohibited on the following tracks:

- Council Bluffs Nonpareil
- Weyerhaeuser lead
- Amoco Oil loading tracks
- Pam Oil
- all Q Yard tracks

CBEC JCT—Engines equipped with all-weather windows (“window boxes”) must not operate through MidAmerican Energy dumper building, account close side clearance.

Exterior sun visors (awnings) on sides of locomotive cabs must be retracted while operating through MidAmerican Energy dumper building, account close side clearance.

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

Council Bluffs—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. Type of Operation

CTC—in effect:

7th Street to Omaha—MP 496.0 to MP 496.2

Restricted Limits—in effect:

Pacific Jct. to BN Jct.—MP 475.1 to MP 493.4

Interlocking Instructions

Council Bluffs—UP Crossing, MP 492.7, is protected by automatic interlocking. All movements are governed by interlocking rules and instructions posted at release box.

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 Warning Detectors (TWD)—None

6. FRA Exempted Track—None

7. Special Conditions

Omaha to Council Bluffs

Operation on Union Pacific Railroad—BNSF train or yard movements operating on Union Pacific trackage are governed by current Union Pacific timetable.

UP Supervisor of Train Operations (STO) coordinates movements on UP main tracks within UP Omaha-Council Bluffs Terminal, and serves as communication liaison between UP Council Bluffs Subdivision Dispatcher and UP Council Bluffs Tower Yardmaster.

UP Council Bluffs Subdivision Dispatcher and UP STO monitor radio channel 42. UP Council Bluffs Tower Yardmaster monitors Radio Channel 38. Train and Yard movements entering or using UP main tracks should contact and be governed by STO's instructions. If necessary, UP Council Bluffs Subdivision Dispatcher can be called by pressing star button (*) on radio keypad. Crews unable to contact UP directly may contact Gibson Yardmaster for assistance.

At Omaha, BNSF Council Bluffs Subdivision connects to UP Main Track 2 at 7TH STREET (CP B003).

At Council Bluffs, BNSF Council Bluffs Subdivision connects to UP Main Track 2 at BN Jct.

Locations on UP in Omaha-Council Bluffs Area			
	Milepost Locations		
	UP Mileposts	BNSF Mileposts	
7th Street (CP B003)	2.5	496.0	
CP B002	2.0	CTC	
CP B001	0.9		
Council Bluffs (CP B000)	0.6		
BN Junction	0.2		493.4
CP B901	-0.4		
CCP Junction	-0.7		
CNW Connection	-0.8		
	351.3		
North Council Bluffs	347.0		

Operation on Chicago Central & Pacific Railroad—CCP trackage from UP connection at CCP Jct. (UP MP 0.70; CC MP 512.3) to CC Council Bluffs Yard (CC MP 511.4) is designated industrial trackage. BNSF train or yard movements are governed by GCOR Rule 6.28. To contact CCP personnel, use radio channel 72.

CCP Telephone Numbers:

Council Bluffs Yard Office (712) 323-3203
 Manager of Operations, Homewood, IL (708) 206-6755

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.

CBEC Jct.

- A. West Wye switch, MP 489.0 and East Wye Switch MP 488.7, leading to MidAmerican Energy Council Bluffs Energy Center (CBEC) (formerly Iowa Power & Light / Midwest Power) may be left lined and locked as last used. All movements must approach these switches expecting to find switches lined and locked against their movement.
- B. 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 indicates 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
- C. Loaded trains must proceed around unloading loop in counter-clockwise direction. Train crew must contact CBEC Dumper Operator on Channel 66 for instructions before operating into or through dumper building.

Folsom

Siding and siding switches Folsom out of service. Switches lined and locked for main track with MW locks.

Pacific Jct

Normal position of north switches, north wye, MP 475.4, Council Bluffs Subdivision, is lined and locked for movement to and from west leg of north wye.

8. Line Segments

Yard Line Segments

Line Segment Limits

877 Council Bluffs Yard

Road Line Segments

Line Segment Limits

136 Pacific Jct to Omaha

9. Locations Not Shown as Stations

Name	Miles - Location	Track	Switch Opens
27390 MidAmer West Leg	0.4 west of CBEC Jct.	Industry	East
27391 Amoco Oil	0.9 west of CBEC Jct.	Yard	Both
27392 Weyco Lead	1.8 west of CBEC Jct.	Yard	East
Pool Yard Switch	1.3 west of Council Bluffs	Yard	East

WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Creston Subdivision		Type of Oper.	Track Diagram	Miles to Next Stn.	EAST WARD ↑
				MAIN LINE STATIONS	Rule 4.3				
		20355	392.9	CRESTON To Greenfield 21.5	BXY	2MT ABS TWC		13.9	
		20368	406.7	PRESCOTT	X	CTC		6.9	
		20375	413.7	CORNING		2MT CTC		9.0	
		20384	422.7	NODAWAY		CTC		4.8	
		20388	427.4	VILLISCA	X	2MT CTC		15.0	
				RED OAK To Farragut 25.6	T	CTC		5.7	
		20403	442.4	McPHERSON		2MT CTC		3.5	
		20409	447.5	EMERSON	X	CTC		5.3	
		20413	451.6	HASTINGS		2MT CTC		9.4	
		20418	456.9	BALFOUR	X	CTC		5.1	
		20427	467.9	GLENWOOD		2MT CTC		3.6	
			475.1 0.0	PACIFIC JCT.	JTX	CTC		5.0	
		20436	0.0	PLATTSMOUTH		2MT CTC		3.9	
		20441	5.0	OREAPOLIS	AJTX	CTC		5.5	
		20445	8.9	CULLOM		CTC		8.7	
6,660		20450	14.4	LOUISVILLE		CTC		4.8	
6,501		20459	23.1	SOUTH BEND		CTC		7.4	
6,558		20464	27.9	ASHLAND	JTX(2)	CTC		6.8	
		20471	35.3	GREENWOOD		CTC		5.5	
		20478	42.1	WAVERLY		2MT CTC		7.2	
6,772		20484	47.6	HAVELOCK	BX	CTC		4.8	
		20491	54.8	LINCOLN	BMJT	CTC	141.8		

Radio Channel No. 87 in service.

Radio Channel No. 66 in Omaha and Lincoln Terminals.

Radio Call-In		
Creston-11(X)	Pacific Jct-19(X)	Ashland-18(X)
Red Oak (Griswold)-12(X)		
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Dispatchers 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 TOB 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 TOB and over	40 MPH.	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	40 MPH.	40 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 TOB	50 MPH.	
Freight Trains 100 TOB and over	40 MPH.	
MP 57.0 to 58.9	40 MPH.	
MP 58.9 to MP 59.6 via Passenger tracks	10 MPH.	10 MPH.
MP 58.9 to MP 60.0 via Freight Line	25 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-1 Track, B-2 Track, B-3 Track B-4 Track, F-1 Track, F-2 Track, F-3 track, F-4 Track, F-5 Track, Departure #1 Track, Departure #2 Track, Departure #3 Track, Departure #4 Track, Running Track between Crest building (MP 2.5) and Cushman.

Turnout—West end of F-4 and F-5 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

MP 395.2 through turnout 100 TOB or less	40 MPH.	25 MPH.
Over 100 TOB	40 MPH.	25 MPH.
MP 405.7 through equilateral turnout	50 MPH.	50 MPH.
MP 408.9 through XO	35 MPH.	25 MPH.
MP 412.0 through turnout 100 TOB or less	50 MPH.	40 MPH.
Over 100 TOB	50 MPH.	25 MPH.
MP 422.2 through equilateral turnout	50 MPH.	50 MPH.
MP 425.5 through XO	35 MPH.	25 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 100 TOB or less	40 MPH.	40 MPH.
Over 100 TOB	40 MPH.	25 MPH.
MP 447.5 through turnout 100 TOB or less	40 MPH.	40 MPH.
Over 100 TOB	40 MPH.	25 MPH.
MP 453.5 through XO	35 MPH.	25 MPH.
MP 458.0 through turnout 100 TOB or less	50 MPH.	40 MPH.
Over 100 TOB	50 MPH.	25 MPH.
MP 466.4 through turnout 100 TOB or less	40 MPH.	40 MPH.
Over 100 TOB	40 MPH.	25 MPH.
MP 467.9 through XO	35 MPH.	25 MPH.
MP 0.2 through turnout 100 TOB or less	50 MPH.	40 MPH.
Over 100 TOB	50 MPH.	25 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 100 TOB or less	40 MPH.	40 MPH.
Over 100 TOB	40 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	25 MPH.	25 MPH.
MP 41.1 through XO	25 MPH.	25 MPH.
MP 59.1 through XO	10 MPH.	10 MPH.
Through turnouts of Controlled Sidings	20 MPH.	20 MPH.

1(D). Speed—Other

Between Red Oak and Farragut MP 1.0 to MP 25.9 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
Red Oak to Farragut	134 tons
Red Oak to Griswold	134 tons

35 ft ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) may only operate between Creston and Lincoln.

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

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

3. Type of Operation

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 405.7 - MP 412.0
MP 422.2 - MP 428.9
MP 439.4 - MP 443.3
MP 447.5 - MP 458.0
MP 466.4 - MP 0.2
MP 5.0 - MP 8.8
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, authority must be obtained to enter the block beyond the automatic interlocking signal 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.

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

F2—West Fueling Pits—2 derrails east of pit
F3—West Fueling Pits—2 derrails east of pit
F4—Fueling Pits—2 derrails at west end
F5—Fueling Pits—2 derrails at west end
East and West fueling track stubs
Departure Track #4—east end
Grain Yard Track #6—east end
Engine Running Track west end of freight house crossover
Engine Running Track west of west diesel shop lead
North Yard 5—Track 765
Expressway/East Fuel Bypass - 2 derrails east end

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 Warning Detectors (TWD)

- A. Protecting Bridge, tunnel or other structures
MP 0.4 (DED Only)—WWD only
MP 8.6 (DED Only)—EWD only
The dragging equipment detector at MP 8.6, Oreapolis and MP 0.4, Pacific Jct. transmit audio readout of train inspection on the following frequencies:
Creston Subdivision: Radio Channel 87
Napier Subdivision: Radio Channel 85
- B. Other FED Locations
MP 398.9 - Recall Code 118
MP 421.5 - Recall Code 128
MP 445.2 - Recall Code 198
MP 461.9 - Recall Code 197
MP 0.4 (DED Only)—EWD only
MP 8.6 (DED Only)—WWD only
MP 16.3 - Recall Code 188
MP 39.0 - Recall Code 187

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)

Creston—Eastward trains arriving Creston must contact the Creston Operator at Cromwell for instructions on yarding trains. Westward trains arriving Creston must contact the Creston Operator at Afton for instructions on yarding trains.

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.

Stanton—Train and engine movements operating on the industry track at Stanton must stop and protect movement over Hollard St. Crossing (MP 435.07). Crossing protection ineffective due to rusty rail conditions.

Crossing Protection

Havelock—Trains sound whistle as required by Rule 5.8.2 (11) 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 5n MPH. 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.

Pacific Jct—Normal position of north switches, north wye, MP 475.4, Council Bluffs Subdivision, is lined and locked for movement to and from west leg of north wye.

Cullom—Trains are prohibited from blocking the grade crossing located at MP 14.38. When meeting trains at Cullom, trains must stop short of the grade crossing at MP 14.38, regardless of whether the train is occupying the main track or siding. When operating conditions require a train to take the siding at Cullom, and the train will occupy the siding for a period exceeding 10 minutes, trains will be required to cut the grade crossing at MP 14.38.

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 90 degrees or warmer between the hours of 1200 and 2000:

- Trains 100 TOB and over must not exceed 30 MPH.
- Trains under 100 TOB 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
- 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."

8. Line Segments

Yard Line Segments

Line Segment	Limits
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
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
Corning Industrial Park	0.4 west of Corning	50	Both
20396 Stanton	7.8 west of Villisca	50	Both
20423 Malvern	4.6 east of Balfour	22	West
78106 Coburg	6.6 from Red Oak	20	East
78112 Essex	12.9 from Red Oak	25	Both
47119 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 ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Giltner Subdivision BRANCH LINE STATIONS		Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
			26.4	GH JCT	JTR	CTC		7.5	
	83419	18.9	TRUMBULL			TWC		9.0	
	83410	9.9	GILTNER					10.3	
	30076	0.4	AURORA	JTR				26.8	

Radio Channel No. 39 in service.

Radio Call-In	
Hastings-28(X)	Aurora-02(X)
Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3	

Dispatchers Phone—(817) 234-6044, FAX (817) 234-6079

1. Speed Regulations

1(A). Speed—Maximum

GH Jct. to Aurora **Freight** 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

GH Jct. to Aurora 143 tons

35 ft ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

3. Type of Operation

Restricted Limits—in effect:

GH Jct. MP 23.0 to MP 26.4

Aurora MP 0.4 to MP 1.9

TWC—in effect:

MP 23.0 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 Warning Detectors (TWD)—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

Line Segment Limits

160 GH Jct. to Aurora

9. Locations Not Shown as Stations—None

Length of Siding (Feet)	Station Nos.	Mile Post	Hastings Subdivision		Type of Oper.	Track Diagram	Miles to Next Stn.
			MAIN LINE STATIONS	Rule 4.3			
	20496	59.6 0.4	LINCOLN	BMJT		1.1	
		1.5	CARLING	BMJT		2.8	
		4.4 3.8	CUSHMAN	BMJ		3.4	
	20503	7.8 66.9	COBB	J		2.5	
6,294	20505	69.4	DENTON			6.8	
6,870	20512	76.2	BERKS			3.5	
4,039	20516	79.7	CRETE	BJ		8.4	
6,753	20524	88.1	DORCHESTER			9.1	
6,625	20533	97.2	FRIEND			8.6	
6,990	20542	105.8	EXETER			7.2	
7,325	20549	113.0	FAIRMONT	J		6.7	
6,630	20556	119.7	GRAFTON			8.2	
5,550	20564	127.9	SUTTON			4.4	
6,590	20568	132.3	SARONVILLE			8.4	
6,656	20577	140.7	HARVARD			6.8	
6,626	20583	147.5	INLAND			4.5	
	20588	152.0	HALLORAN			1.5	
		153.5	GH JCT	JT		1.4	
4,800		154.9	BRICK YARD			1.6	
7,900	20592	156.5	HASTINGS	BJTX		6.1	
	20598	162.6	JUNIATA			8.3	
6,806	20607	171.0	KENESAW			7.7	
6,372	20614	178.7	HEARTWELL			9.6	
7,270	20624	188.3	MINDEN			9.6	
7,434	20634	197.8	AXTELL		6.5		
	20640	204.4	FUNK		6.6		
8,675	20647	211.0	HOLDREGE	J	7.4		
7,075	20654	218.3	ATLANTA		8.5		
	20667	231.5	OXFORD JCT	J	2.2		
7,603	20670	234.0	OXFORD	BT	7.8		
6,732	20677	241.8	EDISON		6.7		
	20684	248.3	ARAPAHOE		5.9		
6,769	20690	254.3	HOLBROOK		8.4		
6,706	20698	262.6	CAMBRIDGE		7.8		
3,638	20706	270.3	BARTLEY		5.9		
6,711	20712	276.3	INDIANOLA		11.6		
7,851	20724	287.8	McCOOK	BT	223.5		

Radio Channel No. 54 in service Lincoln to Hastings.

Radio Channel No. 70 in service Hastings to McCook.

Radio Channel No. 66 in service at Lincoln.

Radio Call-In		
Crete-26(X)	Fairmont-25(X)	Saronville-27(X)
Hastings-28(X)	Minden-11(X)	Holdrege-12(X)
Arapahoe-13(X)	Bartley-14(X)	McCook-15(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Dispatcher Phone Numbers - (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 TOB and over		45 MPH.

1(B). Speed—Permanent Restrictions

Via Passenger Main

MP 59.6 to MP 60.4 incl. U.P. Crossing	10 MPH.	10 MPH.
MP 60.01 crossover	10 MPH.	10 MPH.
MP 60.2 turnout	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 - 100 TOB or less	35 MPH.	35 MPH.
MP 66.7 to MP 67.1 - Over 100 TOB	35 MPH.	25 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	10 MPH.	10 MPH.
MP 153.8 to Giltner Sub	10 MPH.	10 MPH.
MP 156.0 to MP 156.5 (HE only)	60 MPH.	60 MPH.
MP 156.4 turnout to yard	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 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

Hobson Yard
The maximum authorized speed for trains operating on the following tracks is 20 MPH:

B-1 Track, B-2 Track, B3 Track, B-4 Track, F-1 Track, F-2 Track, F-3 Track, F-4 track, F-5 Track, Departure #1 Track, Departure #2 Track, Departure #3 Track, Departure #4 Track, Running Track between Crest building (MP 2.5) and Cushman.

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

Turnouts of controlled Sidings	20 MPH.	20 MPH.
Turnout-West end of F-4 and F-5	20 MPH.	20 MPH.
MP 231 Oxford Jct, through turnout	20 MPH.	20 MPH.

1(D). Speed—Other

Sidings: Bartley, Friend, Exeter, Grafton, Sutton,
Harvard, Inland, Heartwell

Sidings: Hastings, Saronville, Denton Fairmont, Dorchester,
Berks, Denton and McCook (Long Siding)

Holdrege Siding (South Side)—Locomotives exceeding 165 tons

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
35 ft ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) may operate only between Lincoln and McCook.

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

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. Type of Operation

CTC—in effect:

MP 0.4 to MP 287.8

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 207.3). 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—Fairmont MP 0.8 to MP 1.6 on former Hebron Subdivision. Fairmont Yard (All Tracks)

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.

At Holdrege, derail is located at the Stop Sign going eastward on the Sterling Main on the East Leg of the Wye, MP 0.85 and 25 feet east of the B&D Spur Switch on the West Leg of the Wye.

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

F4—Fueling Pits-2 derails at west end

F5—Fueling Pits-2 derails at west end

East and West fueling track stubs

Departure Track #4—east end

Grain Yard —east end lead

Engine Running Track west end of freight house crossover

Engine Running Track west of west diesel shop lead

Expressway/East Fuel Bypass—2 derails east end

North Yard 5-Track 765—west and east end

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 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 Subdivision must obtain track warrant showing track bulletins in effect, if any, on the respective Subdivision, prior to departing McCook.

5. Trackside Warning Detectors (TWD)

A. Protecting Bridge, tunnel or other structures—None

B. Other FED Locations

MP 93.6—Recall Code 268

MP 122.8—Recall Code 258

MP 161.1—Recall Code 288

MP 191.1—Recall Code 118

MP 223.0—Recall Code 128

MP 258.1—Recall Code 138

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.

Axtell—Structure west of crossing at MP 197.79, south track, will not clear person riding on side of car.

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 112.9 Fairmont Ave. Fairmont

MP 210.9 East Ave. Holdrege

Temperature Restrictions

When temperature is 90 degrees or warmer between the hours of 1200 and 2000:

- Trains 100 TOB and over must not exceed 30 MPH.
- Trains under 100 TOB must not exceed 45 MPH.
- NRPC (AMTRAK) trains and trains consisting entirely of passenger equipment must not exceed 60 MPH.

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.

Fairmont—All yard tracks in Fairmont yard are designated interchange tracks with the Fillmore Western Railway Company.

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 westend of setout.

Westbound trains must communicate with either yard foreman or dispatcher before passing McCook East and obtain instructions for yarding their train.

Eastbound trains must communicate with either yard foreman or dispatcher 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
- 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"

8. Line Segments

Yard Line Segments

Line Segment	Limits
876	Hastings
882	Crete
902	McCook

Road Line Segments

Line Segment	Limits	Mileposts
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 Friskies	1.1 east of Crete	10	East
Cargill	0.7 west of Heartwell	54	Both
20628 Motala	4.4 west of Minden	108	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

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Lester Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
		20592	0.7	HASTINGS	BJTR				10.1	
		82409	10.1	AYR JCT To Roseland 6.9					1.6	
		82411	11.7	AYR					7.4	
		81386	19.1	BLUE HILL To Bladen 8.0	JR		TWC		11.6	
		82430	30.7	COWLES					6.3	
		81143	37.0	LESTER JCT	JR				37.0	

Radio Channel No. 54 in service.

Radio Call-In
Hastings-28(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

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

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Hastings to Lester Jct.	25 MPH.

1(B). Speed—Permanent Restrictions

Ayr Jct. to Roseland	25 MPH.
MP 36.5 to MP 36.6 (HE only)	10 MPH.
Blue Hill to MP 96.3 End of Track	25 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.
Trains handling loaded cars	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.	143 tons
Ayr Jct. to Roseland	134 tons

35 ft ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) 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. Type 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 35.5.

Rule 6.28—Between Ayr Jct. and Roseland and between Blue Hill and MP 96.3 (End of Track).

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 Warning Detectors (TWD)—None

6. FRA Exempted 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-1001031 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.

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

8. Line Segments

Road Line Segments

Line Segment Limits

159	Hastings to Lester Jct.
153	Blue Hill to Bladen MP 86.8 to MP 96.3
161	Ayr Jct. MP 66.08 to Roseland MP 59.7

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
82507 Roseland	6.9 west of Ayr Jct	72	Both
81395 Bladen	8.0 west of Blue Hill		

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Napier Subdivision MAIN LINE STATIONS		Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
		28097	97.4	NAPIER	JR	TWC		11.9	
	6,258	27312	109.3	CRAIG	P			5.7	
	6,157	27318	115.0	CORNING				18.8	
	6,160	27337	133.8	WATSON				8.2	
	4,365	27345	142.0	HAMBURG	T			7.3	
	6,160	27352	149.3	PAYNE				6.3	
		27358	155.6	PERCIVAL				5.0	
	8,827	27364	160.6	McPAUL				13.3	
		20436	173.9	PACIFIC JCT	PJTR			76.5	

Radio Channel No. 85 in service.

Radio Call-In		
Hamburg-13(X)	Corning-14(X)	Pacific Jct-03(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Dispatcher Phone Numbers—(817) 234-6045, FAX (817) 234-6078

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Napier to Pacific Junction	40 MPH.
Trains 100 TOB and over	30 MPH.

1(B). Speed—Permanent Restrictions

MP 99.3 to MP 121.0	25 MPH.
MP 133.0 to MP 143.0	25 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
35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

Six-axle locomotives and derricks exceeding 165 tons not permitted on the following track:
Hamburg—Former Red Oak Branch MT east of Libby Street.

3. Type of Operation

Restricted Limits—in effect:
Napier—MP 97.4 to MP 99.3
Pacific Junction—MP 171.0 to MP 173.9

TWC Limits—in effect:
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.

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridge, tunnel or other structures
MP 0.4 (DED Only)—WWD only (Creston Sub)
 - B. Other FED Locations
MP 0.4 (DED Only)—EWD only (Creston Sub)
- Transmits audio readout of train inspection on Channel 87 Creston Subdivision and Channel 85 Napier Subdivision.

6. FRA Exempted 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.

Craig—The east siding switch is out of service.

Temperature Restrictions

When temperature is 90 degrees or warmer between the hours of 1200 and 2000:
Trains 100 tons per operative brake and over must not exceed 30 MPH.

Pacific Jct—Normal position of north switches, north wye, MP 475.4, Council Bluffs Subdivision, is lined and locked for movement to and from west leg of north wye.

8. Line Segments

Road Line Segment
Line Segment Limits
16 Napier to Pacific Jct.

9. Locations Not Shown as Stations

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

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Neb City Subdivision		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
				BRANCH LINE STATIONS						
		80604	4.2	ARBOR	TR				3.5	
			0.7							
	80506	5.7		NEBRASKA CITY	R			10.3	
	80516	16.0		DUNBAR					11.3	
	80527	27.3		SYRACUSE					11.8	
	80539	39.1		PALMYRA			TWC		6.7	
	80546	45.7		BENNET					6.7	
	80552	52.3		CHENEY					8.9	
	28204	61.2		HILL ST JCT	JR				59.2	

Radio Channel No. 54 in service.

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

Radio Call-In		
Bennet-06(X)	Dunbar-07(X)	Nebraska City-08(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Dispatcher Phone Numbers-(817) 234-6051, Fax (817) 234-6072

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Arbor to Nebraska City MP 1.0 to MP 0.7	10 MPH.
Nebraska City to Hill St. Jct.	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 61.20—turnout to St. Joseph Subdivision	10 MPH.
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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 Hill St. Jct.	136 tons
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35 ft ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) 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 four-axle locomotive on the following tracks:

Nebraska City—Morton House.

3. Type of Operation

Restricted Limits—in effect:

Hill St. Jct.—MP 61.2 to MP 55.7
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—Hill St. Jct.)

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Exempted 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 No. 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

Line Segment Limits

142	Arbor to Nebraska City
141	Nebraska City to Hill St. Jct.

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

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Omaha Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
		20445	0.0	OREAPOLIS	AJTX				7.6	
	7,325	80208	7.6	BELLEVUE			CTC		7.4	
		80214	15.0	GIBSON	BT		2MT CTC		1.8	
		27400	16.8	OMAHA	J				1.1	
	5,661	27400	17.9	LONG SIDING					2.5	
	7,323	80221	20.4	SOUTH OMAHA	T		CTC		11.0	
	5,300	80230	31.4	CHALCO					9.9	
	5,475	80241	41.3	MELIA					5.7	
		20471	47.0	ASHLAND	MJTX				47.0	

Radio Channel No. 87 in service.

Radio Channels No. 64 & No. 66 in service in Omaha Terminal.

Radio Call-In	
Ashland-18(X)	Pacific Jct.-19(X)
Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3	

Dispatchers 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 TOB 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.

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
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35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) 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 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	South Omaha Supply
	National By-Products
	Watkins Concrete Products
Ralston	United Seeds

3. Type 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)

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, authority must be obtained to enter block beyond the automatic interlocking signal 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—Switches within CTC territory 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 Warning Detectors (TWD)—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 Long 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 Long 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 Long Siding. Signal will display Approach aspect when movement from Long Siding to Con Agra lead can be made. If signal does not clear, contact Dispatcher.

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 90 degrees or warmer between the hours of 1200 and 2000:

- Trains 100 TOB and over must not exceed 30 MPH.
- Trains under 100 TOB 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

Road Line Segments

Line Segment	Limits	Mileposts
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 LaPlatte	2.0 west of Oreapolis	68	Both
80203 National By-Products	3.5 west of Oreapolis	25	East
80204 Papio	4.0 west of Oreapolis	65	East
Omaha sewer Plant	5.2 west of Bellevue	4	East
80225 Ralston	4.0 west of S. Omaha	35	Both
Centech Bus Park	10.0 west of S. Omaha	63	West
80238 Gretna	6.3 west of Chalco	48	Both

Length of Siding (Feet)	Station Nos.	Mile Post	Palmer Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.
	30076	0.6	AURORA	JTR			11.3	
	83510	11.0	MARQUETTE	R			8.4	
	83519	19.3	CENTRAL CITY	AR		8.6	
	83527	28.0	ARCHER	R			7.6	
	83535	35.6	PALMER	R			35.9	

Radio Channel No. 39 in service.

Radio Call-In	
Hastings-28(X)	Aurora-02(X)
Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3	

Dispatchers Phone Number-(817) 234-6044, Fax (817) 234-6079

1. Speed Regulations

1(A). Speed—Maximum

Aurora to Palmer **Freight**
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

35 ft ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

Aurora to Palmer—Six-axle derricks not permitted.

3. Type of Operation

Restricted Limits—in effect:

Aurora MP 0.6 to MP 2.0
Marquette MP 9.5 to MP 11.5
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 derrails operated for movement.
3. If any indicator indicates occupancy and movement is seen approaching, do not remove switch lock from lock machine or operate hand release on front of bungalow until movement has passed over interlocking, and no other movement is seen approaching or no additional occupancy is indicated.
4. If any indicator indicates occupancy and no apparent movement is approaching on conflicting route, remove switch lock from switch machine and operate hand release on front of signal bungalow. Time release will be started by operating hand release **CLOCKWISE** as far as it will go. An indicator light will begin flashing when hand release has been operated.
5. Electric lock is released and derail may be operated when indicator light on hand release stops flashing. **NOTE:** If electric lock does not release at the expiration of the time release, crew member must contact UPRR dispatcher.
6. After derrails 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 derrails must be restored to derailing position and lock replaced in hasp of switch machine.
8. If unable to return derrails to derailing position remove padlock from hasp and operate hand release. Derrails 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 derrails, 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 Warning Detectors (TWD)—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 have been operating for 20 seconds or movement over crossing is protected by a crew member.

8. Line Segments

Road Line Segments

Line Segment Limits

149 Aurora to Palmer

9. Locations Not Shown as Stations—None

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Ravenna Subdivision MAIN LINE STATIONS		Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
			1.9	HOBSON (Lincoln)	BTCP			2.5	
		30004	4.4	CUSHMAN	MJX(2)			1.6	
			6.0	PLAMOR				6.0	
		30008	6.1	EMERALD				8.5	
		30014	14.6	PLEASANT DALE				5.7	
		30020	20.3	MILFORD				7.5	
		30029	27.8	SEWARD	J			8.3	
		30035	36.6	TAMORA				8.6	
		30041	44.7	UTICA				3.9	
8,292		30047	48.6	WACO				7.3	
		30055	55.9	YORK To Benedict 9.5	P			8.3	
		30063	64.2	BRADSHAW				7.1	
7,160		30070	71.3	HAMPTON				7.2	
		30076	78.5	AURORA	BPJT			6.1	
		30082	83.3	MURPHY	X(2)			4.3	
		30088	88.9	PHILLIPS				10.3	
			99.2	McDONALD				5.3	
		30104	104.5	ABBOTT				7.3	
10,639		30110	111.8	CAIRO				7.0	
		30118	118.7	ST MICHAEL				6.3	
			125.1	NANTASKET	X(2)			2.6	
		30126	127.7	RAVENNA	CPBTX			131.7	

Radio Channel No. 39 in service.

Radio Channel No. 66 in service at Lincoln Terminal.

Radio Call-In		
Seward-05(X)	York-01(X)	Aurora--02(X)
Grand Island-03(X)	Ravenna-04(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Dispatches Phone Number-(817) 234-6044, FAX (817) 234-6079

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Hobson to Ravenna	60 MPH.
Trains 100 TOB and over	50 MPH.%

1(B). Speed—Permanent Restrictions

MP 4.2 Cushman Crossing—Southwest 40th St.—West End	
Hobson Yard	10 MPH.
MP 19.3 to MP 20.3	45 MPH.
MP 42.1 to MP 42.7	50 MPH.
MP 53.6 to MP 56.2	45 MPH.
MP 77.1 to MP 78.1	45 MPH.
MP 95.7 to MP 97.7	45 MPH.
MP 127.2 to MP 127.9	20 MPH.
York to Benedict (MP 143.5)	25 MPH.
MP 135.0 to MP 136.5	10 MPH.

Hobson Yard

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

B-1 Track, B-2 Track, B3 Track, B-4 Track, F-1 Track, F-2 Track, F-3 Track, F-4 track, F-5 Track, Departure #1 Track, Departure #2 Track, Departure #3 Track, Departure #4 Track, Running Track between Crest building (MP 2.5) and Cushman.

Turnout—West end of F-4 and F-5	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

MP 4.4, MP 6.0, and MP 6.1, through turnout	
100 TOB or less	40 MPH.
Over 100 TOB	25 MPH.
MP 14.4, end 2 MT Pleasant Dale	
100 TOB or less	40 MPH.
Over 100 TOB	25 MPH.
MP 20.3, begin 2MT Milford	
100 TOB or less	40 MPH.
Over 100 TOB	25 MPH.
MP 27.8, end 2MT Seward	50 MPH.
MP 36.7, begin 2 MT Tamora	
100 TOB or less	40 MPH.
Over 100 TOB	25 MPH.
MP 44.8 and MP 56.3, through turnout	
100 TOB or less	40 MPH.
Over 100 TOB	25 MPH.
MP 66.6, end 2 MT Bradshaw	
100 TOB or less	40 MPH.
Over 100 TOB	25 MPH.
MP 78.5, begin 2MT Aurora	
100 TOB or less	40 MPH.
Over 100 TOB	25 MPH.
MP 88.9, end 2MT Phillips	
100 TOB or less	40 MPH.
Over 100 TOB	25 MPH.
MP 99.2 and MP 104.5, through turnout	
100 TOB or less	40 MPH.
Over 100 TOB	25 MPH.
MP 118.7, begin 2MT St. Michael	
100 TOB or less	40 MPH.
Over 100 TOB	25 MPH.
Through turnouts of crossovers equipped with dual control switches	25 MPH.
Through turnouts of controlled sidings	20 MPH.

1(D). Speed—Other

Bradshaw—All movements over Scale on Elevator Tracks	5 MPH.
Bridge 138.28—Benedict, cars heavier than 134 tons	10 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Hobson to Ravenna	143 tons
MP 135.38 (York) to Benedict	143 tons
MP 135.8 (near York) to York	134 tons

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

3. Type 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

Derailed 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 derailed near the fueling stations on the following tracks in the non-derailing position.

Lincoln Terminal-Derail Locations and Positions:

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

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

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

F1—West Fueling Pits—2 derailed east of pit

F2—West Fueling Pits—2 derailed east of pit

F3—West Fueling Pits—2 derailed east of pit

F4—Fueling Pits—2 derailed at west end

F5—Fueling Pits—2 derailed 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

North Yard Lead—Track 765

Expressway/East Fuel Bypass - 2 derailed east end

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 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—Main 1

MP 104.5 Abbott—Stub track

MP 111.0 Cario—Propane tank

MP 111.2 Cario—East elevator track

MP 111.5 Cario—West elevator track

MP 127.3 Ravenna—East stock track—Main 1

MP 127.7 Ravenna—Cargill west switch—Main 1

5. Trackside Warning Detectors (TWD)

A. Protecting Bridges, tunnels or other structures: None

B. Other FED Locations

MP 4.6 (DED/Failure Reporting Only) MT 1, MT 2, & F Track Extension

MP 10.9 (DED/Failure Reporting Only)

MP 17.5—Recall Code 057

MP 22.7 (DED/Failure Reporting Only)

MP 26.8 (DED/Failure Reporting Only)

MP 34.7—Recall Code 056

MP 52.8—Recall Code 028

MP 74.0—Recall Code 028

MP 90.3—Recall Code 038

MP 97.9 (DED/Failure Reporting Only)

MP 102.7 (DED/Failure Reporting Only)

MP 107.3—Recall Code 048

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 or More Switch Machines

Turnouts at the following locations are equipped with two or more 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

Power Switch Machines at Seward MP 27.8 and Michael MP 118.7

There are three dual control switch machines used to throw the points and frog to line to either Main 1 or Main 2.

- The hand operation levers are equipped with private (Signal Department) locks, and will no longer be used for hand operation of the dual control switch machine.
- A local control box mounted on the signal bungalow will now be used to line the switch and frog for movement instead of hand operation. Instructions for throwing the points and frog will be located in the control box.
- If the light in the box indicating your route does not come on, notify the dispatcher so the signal maintainer can be called for assistance.
- When the local control box is used to operate switches, the switches are then considered hand-operated switches, and rules governing hand-operated switches apply.

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 90 degrees or warmer between the hours of 1200 and 2000:

- Trains 100 TOB and over must not exceed 30 MPH.
- Trains under 100 TOB 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 six 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
- 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"

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
	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
Beigert Brothers	2.6 west of Bradshaw		East

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Sioux City Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
		20471	0.0	ASHLAND	RMJT	CTC			14.8	
	4,168	07015	14.8	YUTAN	A		TWC		8.0	
	7,850	07023	22.8	ELK					6.4	
	5,295	07029	29.2	FREMONT	ABMR				8.7	
		07038	38.0	NICKERSON	A				5.7	
		07044	43.6	WINSLOW					9.1	
		07053	52.8	UEHLING					7.3	
	7,500	07060	60.0	OAKLAND					7.0	
		07070	67.0	LYONS					15.1	
		07082	82.1	WALTHILL					6.1	
	7,980	07088	88.2	WINNEBAGO					6.3	
		07094	94.5	HOMER					7.2	
		07102	101.7	DAKOTA CITY	R				2.8	
		07104	104.6	FERRY	JTR				3.1	
			107.7	FLOYD	R				1.6	
			222.2	SIOUX CITY					109.2	

Radio Channel No. 85 in service .

Radio Channel No. 66 in service in Omaha Terminal.

Radio Channel No. 36 in service for Sioux City Terminal.

Radio Call-In		
Ashland-09(X)	Fremont-24(X)	Winslow-25(X)
Lyons-26(X)	Walthill--27(X)	Homer-01(X)
Sioux City-53(X)		
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Dispatcher Phone Numbers-(817) 234-6045, Fax (817) 234-6078

MP 102.01 to Sioux City is under the jurisdiction of the Dakota Division.

1. Speed Regulations

1(A). Speed—Maximum

Ashland to Sioux City	Freight 40 MPH.
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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 143 tons

35 ft ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

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

Six axle locomotives are not allowed on the following tracks:

- Peavey Lead and Elevator Track
- Western Sand and Gravel track
- Vigortone Lead Track
- South Storage Crossover Switch

3. Type of Operation

Restricted Limits—in effect:

Fremont	MP 26.0 to MP 33.7
Dakota City	MP 101.0 to Sioux City MP 109.3
Ferry	MP 0.0X to MP 4.0X (Begin Nebraska Northeastern Railroad)
Ashland	MP 0.0 to MP 2.8

TWC Limits—in effect:

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

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

Duplicate Mileposts—in effect:

Ferry

MP 0.0X to MP 4.0X(Begin Nebraska Northeastern Railroad)

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 to find them lined against movement.

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridge, tunnel or other structures: None
- B. Other FED Locations
 - MP 41.4 - Recall Code 258
 - MP 82.9 - Recall Code 278

The FED located at Walthill, MP 82.9, will be equipped with a "light beam" shifted load detector to protect the Floyd Blvd. Overpass located at MP 107.7.

When "Detector Message" reads:
 "... First Wide Load left side near axle."

Crews will be governed by "Train Crew Action" and "Additional instructions" for "Detector Message," in the BNSF System Special Instructions:

"...First hot box right/left side axle XXX."

When "Detector Message" reads:
 "...Excessive Alarms."

Crews will be governed by "Train Crew Action" and "Additional instructions" for "Detector Message" in the BNSF System Special instructions:

"...Excessive Alarms."

When a train receives 2 wide or high load alarms on this "light beam" shifted load detector. Remainder of train must be inspected for additional defects.

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.

Trackage from MP 4.0X to MP 124.44 (former O'Neill Subdivision located on the South Dakota Division) is owned and operated by the Nebraska Northeastern Railroad.

To enter the Sioux City Subdivision at Ferry, Nebraska Northeastern trains, engines or equipment must receive permission from the Sioux City Yardmaster. Sioux City Yard has been designated as the interchange point between BNSF and Nebraska Northeastern. Instructions from the Sioux City Yardmaster will govern movements within this territory.

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)

Floyd—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 M3E auto rack shipments. M3E auto rack tri-levels are designated by Car Kind M3E and Car Initials TTQX, BNSF and GVSR.

Temperature Restrictions

When temperature is '90' degrees or warmer between the hours of 1200 and 2000:

Trains 100 TOB and over must not exceed 30 MPH.

8. Line Segments

Road Line Segments

Line Segment Limits

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
	3.6 west of Fremont	113	West
	4.2 west of Fremont	93	East
07076 Rosalie	8.7 west of Lyons	30	East
8001 Bing	1.4 west of Ferry	0	Both

Length of Siding (Feet)	Station Nos.	Mile Post	St Joseph Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.
		2.7X	KANSAS CITY Murray Yard	BMJT			1.5
		4.2X	BLOCK 4	MX			3.7
	28007	7.9X	CLARKE		2MT		8.6
9,975	28016	16.5	WALDRON		CTC		7.4
17,975	28024	23.9	EAST LEAVENWORTH				7.0
	28031	30.9	WESTON				3.9
9,975	28035	34.8	SADLER				8.6
17,550	28043	43.4	ARMOUR	X	CTC		2.5
		45.9	DAVIES to Atchison 4.6				4.7
9,837	28051	50.6	HALLS				6.1
		56.7	FRENCH				3.7
	28060	60.4	ST JOSEPH To MP 201.0 (East Industrial Park)	BTX(2)	2MT CTC		6.1
	28067	67.1	WATER WORKS				6.7
10,145	28076	77.0	NODAWAY				9.9
9,885	28085	85.0	STARKS		CTC		4.7
	28091	89.7	FOREST CITY	P			5.8
	28097	97.4	NAPIER	JX	2MT CTC		7.7
	28107	106.4	RULO				5.2
7,441	28112	111.6	PRESTON				4.9
7,019	28116	116.5	FALLS CITY	AP			11.0
10,136	28126	127.5	NEW SALEM				9.7
7,595	28137	137.2	HUMBOLDT				8.0
10,868	28145	145.0	TABLE ROCK	JP	CTC		8.4
7,056	28154	153.4	ELK CREEK				6.9
7,010	28161	160.4	TECUMSEH	P			3.1
7,064	28165	163.5	BEAR				11.5
7,019	28176	175.0	GAGE			12.1	
	28186	185.4	FIRTH			11.4	
	28198	198.1	SALTILLO		2MT CTC	8.2	
	28204	206.0	HILL ST JCT	JX	CTC	1.3	
		207.3	WYE SWITCH	M	CTC	0.2	
		207.5	CARLING (Lincoln)	CBTP		199.2	

Radio Channel No. 70 in service.

Radio Channel No. 66 in service at Kansas City, Lincoln and St. Joseph Terminal.

Radio Channel No. 70 in service between Block 4 and Clarke.

Radio Call-In		
Kansas City-75(X)	E. Leavenworth-19(X)	St. Joseph-17(X)
Forest City-17(X)	Falls City-04(X)	Table Rock-01(X)
Tecumseh-02(X)	Firth-10(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Dispatchers' Phone—(817) 234-6043, FAX (817) 234-6078

Mobile Radio		Access Digit	Disconnect Digit
Kansas City-Green	472-2287	*1	#1

Kansas City Terminal Railway (KCT)—Crews operating across Kansas City Terminal Railway Company trackage must have a copy of The Greater Kansas City Area Operating and Special Instructions in effect April 1, 1994, in their possession and review all Kansas City Terminal Railway Company General Notices and General Orders posted at specified locations. This will fulfill the requirements of Rule 6.2 of the General Code of Operating Rules. The Kansas City Terminal Railway Company does not issue track warrants or bulletins. All modifications to The Greater Kansas City Area Operating and Special Instructions are made in the aforementioned notices and general orders.

Trains and engines will use KCT Railway tracks between 5th St. (MP .46X) and 29th St. to access 19th St. Yard or BNSF Main Tracks 1 and 2 at 30th St.

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Kansas City to Clarke	45 MPH.
Clarke to Napier	60 MPH.
Trains 100 TOB and over	50 MPH. %
Napier to Carling	50 MPH.
Trains 100 TOB and over	45 MPH.

1(B). Speed—Permanent Restrictions

Block 4 (MP 4.0) to Ustick Tower (MP 1.6)	10 MPH.
Coburg Lead	10 MPH.
MP 2.7 to Block 4	10 MPH.
Turnouts of controlled Sidings	20 MPH.

Clarke to Napier

MP 7.9, through turnout Clarke	45 MPH.
MP 9.6 to MP 9.7 (HE only)	40 MPH.
MP 56.7—French—through turnout MT 2	
Less than 100 TOB	50 MPH.
100 TOB and over	40 MPH.
MP 59.9, through crossover St. Joseph	10 MPH.
MP 61.1 to MP 64.5 MT 1 and 2	45 MPH.
MP 61.1 through crossover	25 MPH.
MP 67.1—Waterworks—through turnout MT 2	
Less than 100 TOB	50 MPH.
100 TOB and over	40 MPH.

Davies to Atchison

MP 89.7 - Forest City through turnout	
Less than 100 TOB	50 MPH.
100 TOB and over	40 MPH.
MP 89.7 - Forest City through turnout	
Less than 100 TOB	50 MPH.
100 TOB and over	40 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	25 MPH.
MP 202.3 to MP 201.0	10 MPH.

Napier—Permanent speed signs not displayed for the following:

MP 95.4, through crossover Napier East.	25 MPH.
MP 97.4 to MP 97.8, MT 1 and 2	30 MPH.
MP 97.4, through crossovers Napier Center	25 MPH.
MP 98.7, 2MT through turnout Napier West	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.

Through turnout to Napier Subdivision 20 MPH.
Westward movements at MP 97.4 through Crossovers and over Dual Control Switch to Napier Subdivision (HE ONLY) Restricted Speed.

Napier to Table Rock

MP 102.7 to MP 104.3	45 MPH.
MP 105.6 to MP 107.3	40 MPH.
MP 107.3 to MP 114.1	45 MPH.
MP 114.1 to MP 114.7	35 MPH.
MP 114.7 to MP 116.8 incl. U.P. Crossing	40 MPH.
MP 127.0 to MP 136.8	45 MPH.
Siding—New Salem	10 MPH.

Table Rock to Carling

MP 154.0 to MP 154.8	30 MPH.
MP 154.8 to MP 159.8	45 MPH.
MP 159.8 to MP 161.1	35 MPH.
MP 161.1 to MP 206.0	45 MPH.
MP 185.4, begin 2MT through turnout Firth	
Less than 100 TOB	50 MPH.
100 TOB and over	40 MPH.

MP 186.9 to MP 190.0 MT 1	35 MPH.
MP 193.1, end 2MT through turnout Hickman	
Less than 100 TOB	50 MPH.
100 TOB and over	40 MPH.
MP 198.14, begin 2MT through turnout Saltillo	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 203.9 through crossovers	25 MPH.
MP 206.0—turnout to Neb City Subdivn.	10 MPH.
MP 206.0 to MP 207.3	40 MPH.
MP 207.3 to MP 207.5	10 MPH.
Sidings—Tecumseh	10 MPH.

Hobson Yard

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

B-1 Track, B-2 Track, B3 Track, B-4 Track, F-1Track, F-2 Track, F-3 Track, F-4 track, F-5 Track, Departure #1 Track, Departure #2 Track, Departure # 3 Track, Departure #4 Track, Running Track between Crest building (MP 2.5) and Cushman.	
Turnout—West end of F-4 and F-5	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

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

Davies to Atchison

Six-axle derricks not permitted.

3. Type of Operation

Restricted Limits—in effect:

Winthrop—MP 3.5

CTC—in effect:

MP 4.0 to MP 7.9	Block 4 to Clarke
MP 7.9 to MP 207.3	Between Clarke and Wye Switch

TWC—in effect: between Davies and Atchison.

Multiple Main Track

Between Kansas City and Carling

MP 56.7 to MP 67.1
MP 89.7 to MP 98.7
MP 185.4 to MP 193.1
MP 198.1 to MP 207.5

Manual Interlockings not Controlled by BNSF

KCT Railway

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

Ustick Tower
KCT Railway

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

Ustick Tower—Control operator controls the following signals at Murray Yard:

Block 4 (MP 4.0): Eastbound Signals on Main 1 and 2.
(Middle Track): Both directions.

Hi-Line: MP 4.0 to MP 1,6 (South End Hi-Line).

Block 224: Westbound Signal to 46X (KCT's First Signal at Fifth Street) including all signals across Hannibal Bridge on Tracks 80 and 81.

Coal Route: Harlem and across ASB Bridge to KCS Connection and UP Signal to Neff Yard at Troost.

Kansas City Terminal: All track designated in The Greater Kansas City Area Operating and Special Instructions. (Track Block Authority—Rule 9.5.7 used to protect MW.)

Trains operating on the Ft. Scott North Subdivision between Kansas City, (Murray Yard—Block 224) and Birmingham, MP 216.2 are under the jurisdiction of the Illinois Division, Kansas City train dispatcher, (817) 234-6028.

Trains operating on the Ft. Scott North Subdivision between Kansas City, (Murray Yard) and Clarke MP 7.9 are under the jurisdiction of the Nebraska Division, St Joseph Subdivision train dispatcher, Phone (817) 234-6043.

Interlocking Instructions

Carling (Lincoln)—MT ends/interlocking Limits begin at MP 207.3 (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 207.3). 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 Hill St. Jct. and Wye Switch—Union Pacific MP 206.1

Rule 6.28

St. Joseph to MP 201.0
Carling (Lincoln)—in effect within interlocking limits.

4. General Code of Operating Rules Items

UP KCT Subdivision—Northbound trains destined Armstrong Yard at 18th Street on Union Pacific KCT Subdivision must secure a track warrant at Springfield which will include track bulletins for movement on the KCT Subdivision. The UP train dispatcher can be reached at (816) 245-2344.

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 46.0	Rushville
MP 91.60	Forest City
MP 92.10	Forest City
MP 101.1	Fortesque—East switch
MP 106.26	Rulo—East elevator
MP 111.56	Preston
MP 137.2	Humboldt—West elevator
MP 144.75	Table Rock—East leg of wye
MP 153.1	Elk Creek—East elevator
MP 153.42	Elk Creek—West elevator
MP 167.05	St. Mary—West elevator
MP 172.24	Sterling—East elevator
MP 172.62	Sterling—West elevator
MP 179.26	Adams—East pass
MP 179.32	Adams—Elevator

- MP 179.7 Adams—West Pass
- MP 186.63 Firth (Main 1)—East elevator
- MP 186.97 Firth (Main 1)—West elevator
- MP 196.5 Roca—East switch
- MP 196.9 Roca—West switch

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
- F4—Fueling Pits—2 derails at west end
- B5—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
- North Yard—Track 765
- Expressway/East Fuel Bypass - 2 derails east end

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridge, tunnel or other structures
 - MP 102.7—WWD only
 - MP 106.1 (DED only)—EWD only
 - MP 110.0 (DED Only)—EWD only
- B. Other FED Locations
 - MP 30.8—Recall Code 198
 - MP 54.9—Recall Code 188
 - MP 70.6—Recall Code 187
 - MP 88.9—Recall Code 177
 - MP 93.4 (DED/Failure Reporting Only)
 - MP 97.01 (DED/Failure Reporting Only)
 - MP 102.7 EWD only—Recall Code 178
 - MP 106.1 WWD only (DED/Failure Reporting Only)
 - MP 110.0 (DED Only) (WWD)
 - MP 121.1—Recall Code 048
 - MP 115.8 (DED/Failure Reporting Only)
 - MP 126.4 (DED/Failure Reporting Only)
 - MP 131.1 (DED/Failure Reporting Only)
 - MP 134.8—Recall Code 018
 - MP 139.1 (DED/Failure Reporting Only)
 - MP 143.2 (DED/Failure Reporting Only)
 - MP 147.1 (DED/Failure Reporting Only)
 - MP 161.8—Recall Code 028
 - MP 184.1—Recall Code 108

Preston, Nebraska—Dragging equipment detector at MP 110.0 detects dragging equipment in both directions. However, intended purpose is to protect Missouri River bridge at MP 105.93.

Fortescue, Missouri—Track side warning detector at MP 102.7; Westward movement protects Missouri River bridge at MP 105.93, Eastward movement operates as track side warning detector.

6. FRA Excepted Track—None

7. Special Conditions

Kansas City-Clarke—The Middle Track is between Main 1 and Main 2, MP 4.0 to MP 5.6.

Space Center, Inc.—(Formerly Underground Storage) at Randolph, the following restrictions must be observed by crews performing switching at this industry. Look out for close side and overhead clearance on all tracks.

1. Track 1 and Track 3 are double dock tracks. Crews must not ride cars and all coupling and uncoupling of cars will be made from dock.
2. Track 2 has a single dock located on west side of track. Tracks 4 and 5 have a single dock on east side of track.

Transfer Instructions—All inbound transfers get instructions from Ustick Tower for route to be used at C-Yard. All BNSF tracks in Kansas City, Missouri terminal are used for receiving transfers of cars from connecting line yards.

When the yardmaster does not do so, engine foreman will report to towerman at Ustick Tower when entering or ready to depart Murray Yard.

When using either the East or West receiving leads, stop clear of crossing located just south of hump tower, communicate with bowl tower yardmaster by radio and be governed according to instructions.

Head End Device Test Stations—Test stations for head end devices have been set up at the North Kansas City and Springfield radio shops. These stations simulate signals transmitted from a rear of train device and are operational 24 hours per day. Test procedure is as follows:

- Test Number: Dial 90000
- Check: All Segments lit
- Brake pipe pressure is 125 pounds
- MARKER ON, BATTERY LOW AND STOPPED are lit

Kansas City

KCT RR Telephone Procedures—Trains operating on KCT RR at Rock Creek Jct, Sheffield (Tower 8), Airline Jct, Southwest Jct, and the Union Station can reach the KCT train dispatcher at 245-3393.

Trains operating on KCT RR at Santa Fe Jct, 29th Street, Adams Street, and Old Union Depot (West Bottoms) can reach the KCT train dispatcher at 245-3391.

Telephone calls placed to the train dispatching center will be placed in a calling que in the order the calls are received. A short tone will indicate to you that your call will be answered shortly.

KCT RR Radio Procedures—While on the KCT RR, trains must monitor channel 6666. To reach the KCT train dispatcher, tone them up using DTMF 25.

Kansas City (Murray Yard)—All inbound/outbound train and yard transfers, except loaded unit grain and coal trains, must use automatic air brakes when stopping to avoid excessive intrain forces.

Rule 8.10, Switch Point Indicator—is modified as follows:

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

When using either the East or West receiving leads, stop clear of crossing located just south of hump tower, communicate with hump lower yardmaster by radio and be governed according to instructions.

Test Mile Locations

Between Clarke and Napier

MP 12-MP 13
MP 50-MP 51
MP 73-MP 74

Between Table Rock and Carling

MP 179.0-MP 180.0
MP 198.0-MP 199.0

Kansas City—At Kansas City, eastward trains will contact Kansas City Bowl Tower Yardmaster on BNSF Radio Channel 66 prior to arrival at Clarke MP 7.9 and determine if the train will be held at Block 4—MP 4.2. If the train is going to be held, all eastward trains must stop west of the Sand Crossing located at MP 5.6.

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.

Atchison Industrial Spur—Trackage between Winthrop, MO (MP 517.3) and Parnell, KS (MP 6.6) identified as Atchison Industrial Spur. Rule 6.28 if effect, speed limit 10 MPH.

Winthrop-Atchison—BNSF trains will use UP tracks between Winthrop and UP Crossing, Atchison.

Atchison Movement Over Bridge—On Missouri side of bridge, high signal governs movement from former BN Ry., and low signal governs movement from former ATSF Ry. Each signal displays stop indication until switch is lined and train enters clearing section which is indicated by yellow marks on rail.

On Kansas side of bridge, three low signals govern movement; one from Union Station tracks 1 through 4, one from BNSF on track 5, and one from UP Ry.

Should signals fail to indicated proceed, wait five minutes, and if no conflicting movement may proceed with member of crew preceding train or engine to opposing signal.

Movement Over UP Tracks—CTC in effect on Union Pacific main track at Atchison.

Crew member must contact UP train dispatcher and be granted authority to enter UP tracks under Rule 10.3 Track and Time. UP telephone located in Bridgetender's House at west side of bridge or Track and Time authority may be relayed by UP Yardmaster at Atchison on UP radio channel.

At Atchison, junction switch normally lined for UP Ry.

Union Pacific RR MP 1.1 protected by permanent stop sign. Be governed by Rule 6.16.

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.

Train and engine movements operating on industrial tracks over the following road crossings at St. Joseph must stop movement after activating the crossing warning devices. Crossing warning devices must then be allowed to operate a minimum of 20 seconds before movement may proceed over the crossings:

Atchison St. Crossing
Hickory St. Crossing
Monterey St. Crossing
Sixth St. Crossing
Fourth St. Crossing

Crossing Start Signs indicate the exact location where movements must stop.

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.

Crossing Protection

Tecumseh—Trains operating on other than main track and siding must protect movement over 1st (MP 160.5) and 5th Street.

latan—Trains arriving at the main line switch for latan will contact the plant fuel foreman on Radio Channel No. 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 '90' degrees or warmer between the hours of 1200 and 2000:

- Trains 100 TOB and over must not exceed 30 MPH.
- Trains under 100 TOB 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
- 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"

8. Line Segments

Road Line Segments

Line Segment	Limits	Mileposts
16	Kansas City—Napier	
3000	Napier—Lincoln	
15	St. Joseph—East	
	Industrial Park	205.9 to 201.0
79	Iatan Electric	
	Generating Station	0.0 to 7.0
80	Davies—Atchison	0.0 to 4.6

Yard Line Segments

Line Segment	Limits
465	Kansas City-Murray Yard
842	Kansas City-10th Street Yard
1108	Kansas City-19th Street Yard
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	1.1 west of Atchison	70	Both
76706 Atchison	4.6 west of Davis	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	East
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	East
28167 St Mary	6.6 west of Tecumseh	14	West
28172 Sterling	8.7 west of Bear	80	West
28179 Adams	4.7 west of Gage	15	Both
28193 Hickman	5.6 east of Saltillo	20	East
28195 Roca	1.4 east of Saltillo	25	Both

WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Wymore Subdivision BRANCH LINE STATIONS		Type of Oper.	Track Diagram	Miles to Next Stn.	EAST WARD ↑
				Rule 4.3					
		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	
		91106	153.9	BYRON				8.9	
		81114	162.8	HARDY		TWC		7.8	
		81122	170.4	SUPERIOR	JR			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	
		81139	247.8	ORLEANS JCT	RJT			9.6	
		20667	257.4	OXFORD JCT	J			208.5	

Radio Channel 70 in service between Table Rock and Wymore.
 Radio Channel 54 in service between Wymore and Red Cloud.
 Radio Channel 70 in service between Red Cloud and Orleans Jct.

Radio Call-In
Table Rock-01(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

St. Joseph Sub Dispatcher (Table Rock to Wymore)
 (817) 234-6043, FAX (817) 234-6078

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

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Table Rock to Wymore	25 MPH.
Wymore to MP 169.7	30 MPH.
MP 169.7 to Oxford Jct (MP 257.4)	25 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.
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	25 MPH.
MP 246.0 to MP 247.8	25 MPH.
MP 247.8 to MP 257.4	25 MPH.

1(C). Speed—Switches and Turnouts

Oxford Jct.—Over Switch

1(D). Speed—Other

All derricks

Bridges 81.24, 84.86 and 86.28 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

Table Rock to Oxford Jct. 143 tons.

35 ft ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

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

Wymore 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. Type 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 189.0 (East) to MP 196.6 (West)

Orleans MP 246.1 to MP 248.8

TWC—in effect:

MP 49.5 to MP 257.4.

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 Oxford Jct. must obtain track warrant and track bulletins prior to departure at McCook.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

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

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

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:

Wymore to Table Rock—1001032
 Wymore to Rock Cloud—1001033
 Red Cloud to Oxford Jct.—1001041

8. Line Segments

Road Line Segments

Line Segments Limits

19 Table Rock 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
Holnam Cement	1.6 west of Superior	N-21 S-42	Both

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GCOR and MWOR Rule 15.2A—Verbal Permission:

When granting verbal permission, use the following words:

“Foreman (name) (of Gang No.) using track bulletin no. ___ line no. ___ between MP ___ and MP ___ on ___ Subdivision.”

1. To permit a train to pass a red flag (or light) without stopping, add the following:
 “Unless otherwise restricted, (train) may pass red flag or light located at MP ___ without stopping.” (Specify track if necessary.) Unless otherwise restricted, the train may pass the red flag or light at restricted speed without stopping.
2. To permit a train to proceed at other than restricted speed, add the following:
 “Unless otherwise restricted, (train) may proceed through the limits at ___ MPH (or at maximum authorized speed).” (Specify track if necessary.) The train may move through the limits at the speed specified, unless otherwise restricted.
3. To require a train to move at restricted speed, but less than 20 MPH, add the following:
 “Unless otherwise restricted, (train) must proceed at restricted speed but not exceeding ___ MPH.” (Specify distance and track if necessary.) Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.
4. To permit a train to move at a higher speed after receiving permission to pass a red flag or light at specific speed for a specific distance, add the following:
 “Unless otherwise restricted, (train) may pass red flag (or light) located at MP ___ (without stopping) at ___ MPH until the entire train has passed MP ___. You may then proceed at (higher speed) MPH (or at maximum authorized speed).” (Specify track if necessary.) Only one additional speed can be given. It must be higher than the speed permitted by the red flag or light, and the speed will extend to the end of the Form B limits, unless otherwise restricted.

Speed Tables

SPEED TABLE								
Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
-	36	100	-	58	62.1	1	40	36.0
-	37	97.3	-	59	61.0	1	42	35.3
-	38	94.7	1	-	60.0	1	44	34.6
-	39	92.3	1	02	58.0	1	46	34.0
-	40	90.0	1	04	56.2	1	48	33.3
-	41	87.8	1	06	54.5	1	50	32.7
-	42	85.7	1	08	52.9	1	52	32.1
-	43	83.7	1	10	51.4	1	54	31.6
-	44	81.8	1	12	50.0	1	56	31.0
-	45	80.0	1	14	48.6	1	58	30.5
-	46	78.3	1	16	47.4	2	-	30.0
-	47	76.6	1	18	46.1	2	05	28.8
-	48	75.0	1	20	45.0	2	10	27.7
-	49	73.5	1	22	43.9	2	15	26.7
-	50	72.0	1	24	42.9	2	30	24.0
-	51	70.6	1	26	41.9	2	45	21.8
-	52	69.2	1	28	40.9	3	-	20.0
-	53	67.9	1	30	40.0	3	30	17.1
-	54	66.6	1	32	39.1	4	-	15.0
-	55	65.5	1	34	38.3	5	-	12.0
-	56	64.2	1	36	37.5	6	-	10.0
-	57	63.2	1	38	36.8	12	-	5.0

FEET	TENTHS OF A MILE
528	.1
1,056	.2
1,584	.3
2,112	.4
2,640	.5
3,168	.6
3,696	.7
4,224	.8
4,752	.9