

## Division Managers

### Aurora

E.M. Allen ..... Trainmaster ..... (402) 694-7400

### Creston

R.J. Jansen ..... Roadmaster ..... (515) 782-1931

L.L. Owens ..... Trainmaster ..... (515) 782-1930

### Fremont

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

### Hastings

R.W. Kipper ..... Trainmaster ..... (402) 460-2300

G.G. Golden ..... Road Foreman ..... (402) 460-2301

### Lincoln

R.G. Bacon ..... Division Engineer ..... (402) 458-7794

J.N. Bakulski ..... Trainmaster ..... (402) 458-7521

J.A. Bogenreif ..... Roadmaster ..... (402) 458-7717

R.L. Dunn ..... Road Foreman ..... (402) 458-7304

J.E. Fellin ..... Gen. Foreman Mech. .... (402) 458-7621

E.D. Ficke ..... Roadmaster ..... (402) 458-7637

R.L. Hall ..... Superintendent Operations ... (402) 458-7755

M.C. Hurd ..... Mechanical Foreman ..... (402) 458-4385

J.E. Kelso ..... Road Foreman ..... (402) 458-7796

T.G. Koeniguer ..... Asst. Division Engineer ..... (402) 458-7591

L.D. Kulhanek ..... Roadmaster ..... (402) 458-7784

L.A. Lococo ..... Trainmaster ..... (402) 458-4334

T.M. Mroczek ..... Roadmaster ..... (402) 458-7554

R.P. Newhouse ..... Trainmaster ..... (402) 458-7615

J. L. Portz ..... Manager Safety ..... (402) 458-7532

G.L. Swanson ..... Roadmaster ..... (402) 458-7699

A.V. Wetsch ..... Superintendent Operations ... (402) 458-7634

G.D. Wright ..... Director Administration ..... (402) 458-7596

### Lincoln Terminal

N.W. Apa ..... Terminal Manager ..... (402) 458-4315

R.E. Batten ..... Terminal Trainmaster ..... (402) 458-7553

N.R. Bottger ..... Terminal Manager ..... (402) 458-4308

R.E. Duncan ..... Terminal Trainmaster ..... (402) 458-7553

G.L. Gandara ..... Terminal Trainmaster ..... (402) 458-7553

M.J. Hobelman ..... Terminal Trainmaster ..... (402) 458-7553

D.A. Hornby ..... Terminal Trainmaster ..... (402) 458-7553

D.B. Jones ..... Supt Terminal Operations ..... (402) 458-7514

W.B. Morgan ..... Terminal Trainmaster ..... (402) 458-7553

G.J. Odenbach ..... Roadmaster ..... (402) 458-7538

R.J. Tresnak ..... Terminal Trainmaster ..... (402) 458-7553

T.W. Warnke ..... Asst. Trainmaster ..... (402) 458-7553

T.L. Wright ..... Terminal Manager ..... (402) 458-4325

### McCook

H.E. Beam ..... Trainmaster ..... (308) 345-5956

T.L. Huddle ..... Roadmaster ..... (308) 345-5995

### Omaha

M.E. Boehmer ..... Asst. Trainmaster ..... (402) 422-5219

G.B. Ferris ..... Trainmaster ..... (402) 422-5258

M.T. Hastings ..... Trainmaster ..... (402) 422-5212

J.P. Johnston ..... Roadmaster ..... (402) 422-5239

T.D. Nagel ..... Road Foreman ..... (402) 422-5257

K.E. Russell ..... Trainmaster ..... (402) 422-5203

W.E. Thompson ..... Terminal Manager ..... (402) 422-5222

### St. Joseph

J.M. Edwards ..... Trainmaster ..... (816) 364-7822

J.S. Wiederholt ..... Roadmaster ..... (816) 364-7835

# BNSF



## Nebraska Division

### Timetable No. 3

IN EFFECT AT 0001

Central Continental Time

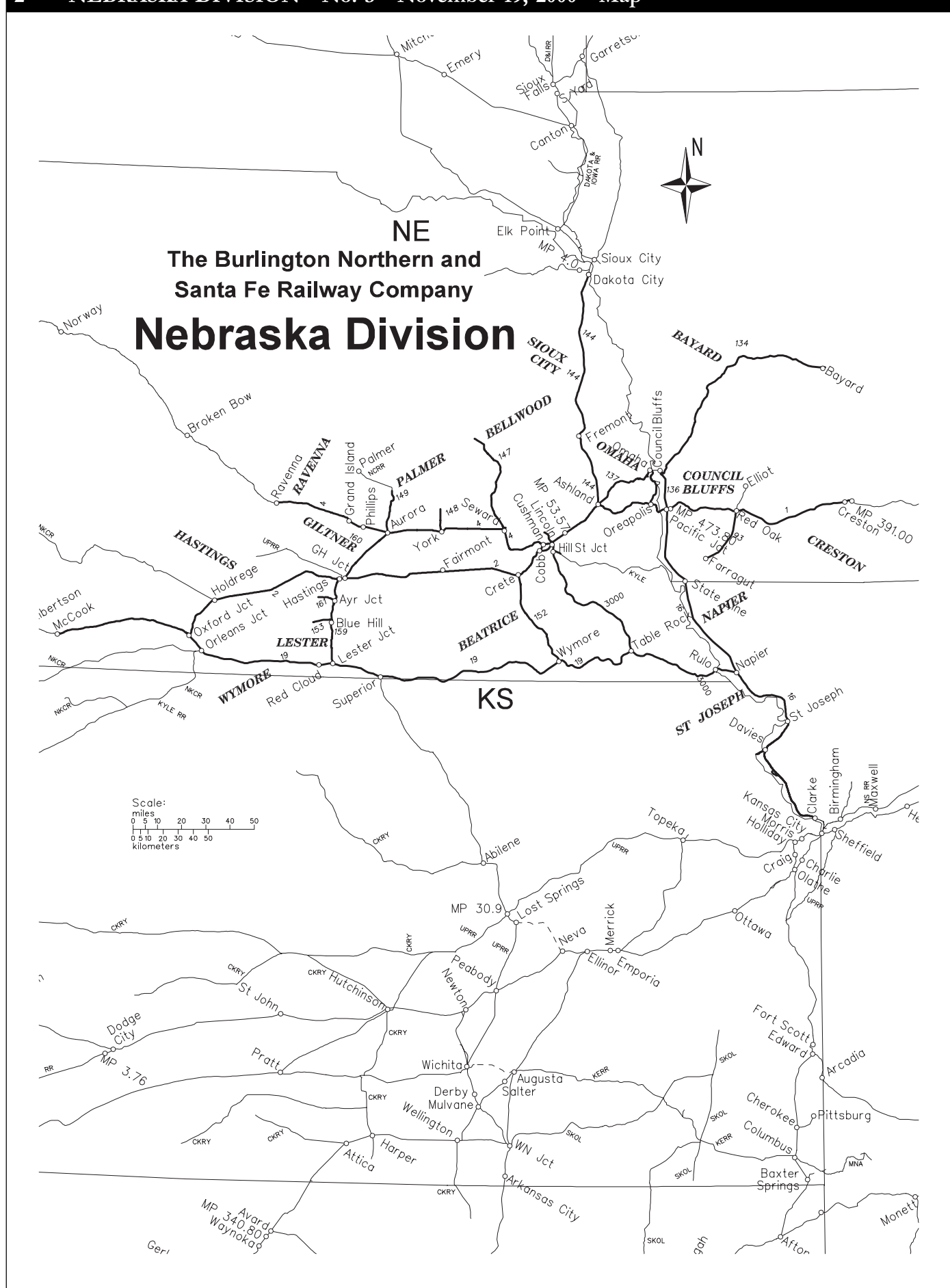
**Sunday, November 19, 2000**

### Division Superintendent

D.L. Maze

Lincoln, Nebraska

(402) 458-7500



| WEST<br>WARD<br>↓ | Length<br>of<br>Siding<br>(Feet) | Station<br>Nos. | Mile<br>Post | Bayard Subdivision<br>BRANCH LINE<br>STATIONS |     | Rule<br>4.3 | Type<br>of<br>Oper. | Line<br>Segment | Miles<br>to<br>Next<br>Stn. | ↑<br>EAST<br>WARD |
|-------------------|----------------------------------|-----------------|--------------|---|-----|-------------|---------------------|-----------------|-----------------------------|-------------------|
|                   |                                  |                 |              |   |     |             |                     |                 |                             |                   |
|                   | 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                 | 134             | 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 ..... 143 tons, Restriction D

##### Six-Axle locomotives not allowed the following tracks:

Bayard Elevator Track  
Coon Rapids Elevator and Stub Track  
Dedham Siding and Elevator Track  
Manning House and Manning Bean Plant Tracks  
Aspinwall Elevator Tracks  
Manilla, all tracks  
Defiance Elevator Track  
Earling Siding and Elevator Track  
Panama Elevator Track  
Portsmouth Elevator Track  
Persia Elevator and Fertilizer Tracks  
Neola Elevator Track  
Underwood Fertilizer Track  
Templeton Elevator Track

#### 3. Type of Operation

**Restricted Limits—in effect:**

**Bayard—MP 387.3 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 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

- 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.
- When you hear instructions to enter the seven digit telephone number or mail box number, DIAL—1001039 to receive train location lineup.
- Copy the recorded lineup.
- The lineup will automatically repeat. To verify your copy is correct, underscore each word on your copy as the lineup is repeated.
- 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

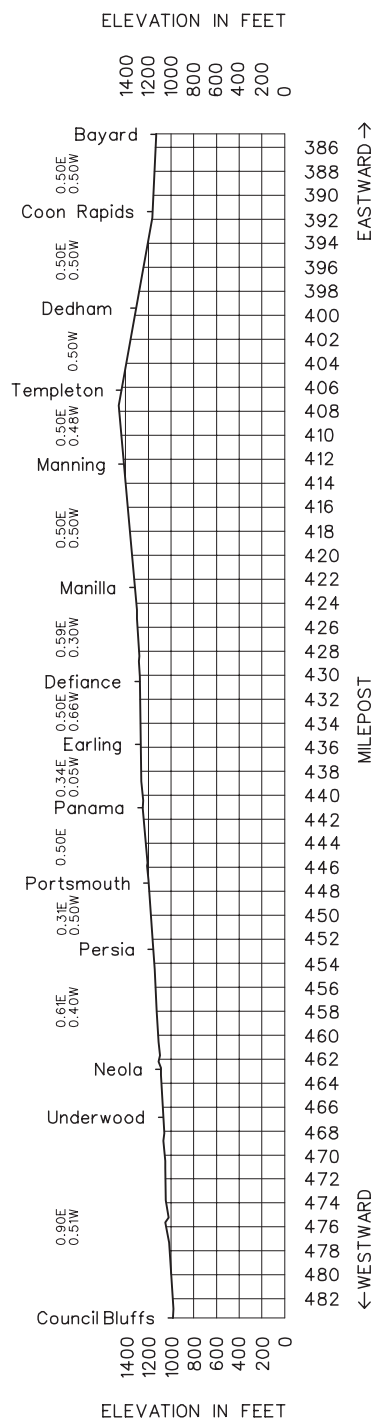
##### Line Segment Limits

134 ..... Bayard-Council Bluffs

#### 9. Locations Not Shown as Stations

| Name      | Miles - Location    | Capacity Cars | Switch Opens |
|-----------|---------------------|---------------|--------------|
| Aspinwall | 4.0 west of Manning | 27            | East         |

10. Grade Charts



| Length of Siding (Feet) | Station Nos. | Mile Post | Beatrice Subdivision<br>BRANCH LINE<br>STATIONS | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. |
|-------------------------|--------------|-----------|---|----------|---------------|--------------|--------------------|
|                         | 20516        | 0.7       | CRETE   | BJR      |               |              | 10.9               |
|                         | 80810        | 11.0      | WILBER  |          |               |              | 6.4                |
|                         | 80817        | 17.4      | DE WITT   |          |               |              | 7.3                |
|                         | 80824        | 24.6      | HOAG  |          |               |              | 5.8                |
|                         | 80830        | 30.4      | BEATRICE  |          |               |              | 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 Nos.**—(817) 234-6045, Fax (817) 234-6304**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. (HER) ..... 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, Restriction G  
MP 29.0 to Wymore ..... 143 tons, Restriction D

Six-axle locomotives or six-axle derricks 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  
Wymore ..... MP 40.5

**TWC**—in effect:

MP 5.5 to 40.5.

**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****Crossing Protection**

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

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

**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.

**8. Line Segments****Road Line Segments****Line Segment Limits**

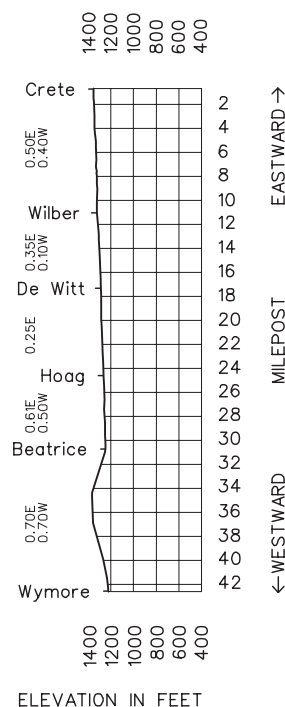
152 ..... Crete to Wymore

**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         |

**10. Grade Charts**

ELEVATION IN FEET



| WESTWARD<br>↓ | Length<br>of<br>Siding<br>(Feet) | Station<br>Nos. | Mile<br>Post | Bellwood<br>Subdivision<br>BRANCH LINE<br>STATIONS | Rule<br>4.3 | Type<br>of<br>Oper. | Line<br>Segment | Miles<br>to<br>Next<br>Stn. | EASTWARD<br>↑ |
|---------------|----------------------------------|-----------------|--------------|--|-------------|---------------------|-----------------|-----------------------------|---------------|
|               |                                  | 30029           | 25.5         | SEWARD   | J           |                     | 165             | 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           |                     |                 | 8.7                         |               |
|               |                                  | 83061           | 61.3         | BELLWOOD   |             |                     |                 | 5.2                         |               |
|               |                                  | 83071           | 66.5         | COLUMBUS   | R           |                     |                 | 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 Nos.-(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 (HER-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, Restriction D

## 3. Type of Operation

TWC—in effect:

CTC Seward to MP 66.0

Restricted Limits—in effect:

Bellwood-MP 66.0 to MP 66.5 (End of Track)

## 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

**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 Minnesota Corn Processors (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 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

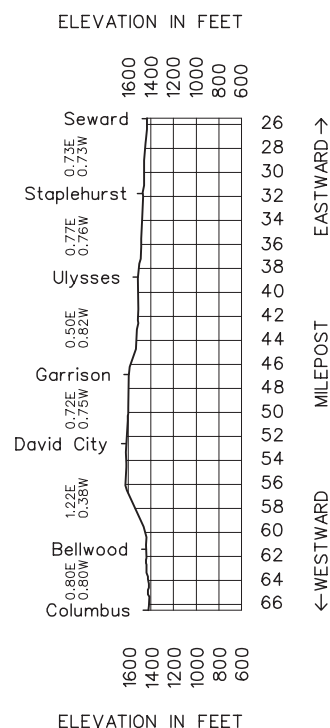
#### Line Segment Limits

165 ..... Seward MP 29.1 to MP 27.7 Ravenna Sub.  
147 ..... Seward to Columbus

## 9. Locations Not Shown as Stations

| Name                     | Miles - Location       | Capacity<br>Cars | Switch<br>Opens |
|--------------------------|------------------------|------------------|-----------------|
| Butler Interchange Track | 1.5 west of David City | 27               | Both            |

## 10. Grade Charts



| WEST<br>WARD<br>↓   | Length<br>of<br>Siding<br>(Feet) | Station<br>Nos. | Mile<br>Post | Council Bluffs<br>Subdivision<br>MAIN LINE<br>STATIONS | Rule<br>4.3 | Type<br>of<br>Oper. | Line<br>Segment | Miles<br>to<br>Next<br>Stn. | EAST<br>WARD<br>↑ |
|---|----------------------------------|-----------------|--------------|--|-------------|---------------------|-----------------|-----------------------------|-------------------|
|   |                                  | 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         |                     | 136             | 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                 | 136             | 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. |
|--|--------|

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

## 2. Bridge and Equipment Weight Restrictions

### Maximum Gross Weight of Car

|                             |                         |
|-----------------------------|-------------------------|
| Pacific Jct. to Omaha ..... | 143 tons, Restriction D |
|-----------------------------|-------------------------|

Six axle locomotives and six-axle derricks 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 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

### 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<br>Mileposts    | BNSF<br>Mileposts |     |
| 7th Street (CP B003)                         | 2.5                | 496.0             | CTC |
| CP B002                                      | 2.0                |                   |     |
| CP B001                                      | 0.9                |                   |     |
| Council Bluffs (CP B000)                     | 0.6                |                   |     |
| BN Junction                                  | 0.2                | 493.4             |     |
| CP B901                                      | -0.4               |                   |     |
| CCP Junction                                 | -0.7               |                   |     |
|  | -0.8               |                   |     |
| CNW Connection                               | 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.

All train crews will use radio channel 70 when communicating with personnel at MidAmerican Power.

When crews are required to place rear of train devices on coal trains at MidAmerican Power, the rear of the train must be pulled out of and in the clear of the building before the rear of train device is placed on the train.

Eastward distance signal located at MP 475.71 governs movements to Creston Subdivision via West Leg of North Wye, Pacific Jct. only.

Movements to Creston Subdivision via East Leg of North Wye will be governed by Rule 6.28.

Trains receiving aspect 9.1.8 (Approach) must communicate with dispatcher before blocking any grade crossings at Pacific Jct.

**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 between plant entrance switch and unloading loop switch is out of service. When the weigh in motion scale is in service, 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 70 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**

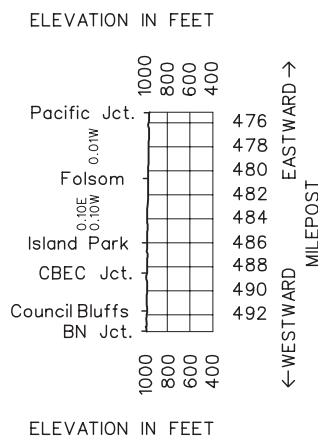
**Line Segment Limits**

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         |

**10. Grade Charts**





| Length<br>of<br>Siding<br>(Feet) | Station<br>Nos. | Mile<br>Post | Creston Subdivision<br>MAIN LINE<br>STATIONS | Rule<br>4.3 | Type<br>of<br>Oper. | Line<br>Segment | Miles<br>to<br>Next<br>Stn. |
|----------------------------------|-----------------|--------------|--|-------------|---------------------|-----------------|-----------------------------|
|                                  | 20355           | 392.9        | CRESTON                                      | BCY         | 2MT-ABS<br>TWC      | 1               | 2.3                         |
|                                  |                 | 395.2        | CP 3952                                      |             | 2MT-CTC             |                 | 10.5                        |
|                                  |                 | 405.7        | CP 4057                                      |             | CTC                 |                 | 3.2                         |
|                                  |                 | 408.9        | CROSSOVER 408.9                              | X(2)        | 2MT<br>CTC          |                 | 3.1                         |
|                                  |                 | 412.0        | CP 4120                                      |             | CTC                 |                 | 10.7                        |
|                                  | 20384           | 422.7        | NODAWAY                                      |             | CTC                 |                 | 2.8                         |
|                                  |                 | 425.5        | CROSSOVER 425.5                              | X(2)        | 2MT<br>CTC          |                 | 3.4                         |
|                                  | 20388           | 428.9        | CP 4289                                      |             | CTC                 |                 | 7.8                         |
|                                  |                 | 436.7        | CP 4367                                      |             | CTC                 |                 | 6.6                         |
|                                  |                 |              | RED OAK<br>To Farragut 25.6                  | T           | 2MT<br>CTC          |                 | 4.2                         |
|                                  | 20409           | 447.5        | McPHERSON                                    |             | CTC                 | 2               | 6.0                         |
|                                  | 20413           | 453.5        | CROSSOVER 453.5                              | X(2)        | 2MT<br>CTC          |                 | 4.5                         |
|                                  | 20418           | 458.0        | CP 4580                                      |             | CTC                 |                 | 8.4                         |
|                                  |                 | 466.4        | CP 4664                                      |             | CTC                 |                 | 1.5                         |
|                                  | 20427           | 467.9        | BALFOUR                                      | X           | 2MT<br>CTC          |                 | 5.8                         |
|                                  |                 | 473.7        | EAST PACIFIC JCT                             |             |                     |                 | 1.4                         |
|                                  | 20436           | 475.1<br>0.0 | PACIFIC JCT.                                 | JTX         |                     |                 | 1.5                         |
|                                  |                 | 1.5          | CP 15  |             | CTC                 |                 | 3.5                         |
|                                  | 20441           | 5.0          | PLATTSMOUTH                                  |             |                     |                 | 3.9                         |
|                                  | 20445           | 8.9          | OREAPOLIS                                    | AJTX        | 2MT<br>CTC          |                 | 5.5                         |
|                                  |                 | 9.3          | WEST WYE OREAPOLIS                           |             |                     | 2               | 0.4                         |
| 9,955                            | 20450           | 14.4         | CULLOM                                       |             |                     |                 | 8.7                         |
| 6,501                            | 20459           | 23.1         | LOUISVILLE                                   |             |                     |                 | 4.8                         |
| 6,558                            | 20464           | 27.9         | SOUTH BEND                                   |             | CTC                 |                 | 6.7                         |
|                                  |                 | 34.6         | EAST WYE ASHLAND                             |             |                     |                 | 0.7                         |
|                                  | 20471           | 35.3         | ASHLAND                                      | JTX(2)      |                     |                 | 1.1                         |
|                                  |                 | 36.4         | CP 364                                       |             |                     |                 | 4.7                         |
|                                  |                 | 41.1         | CROSSOVER 41.1                               | X(2)        | 2MT<br>CTC          |                 | 6.5                         |
| 6,772                            | 20484           | 47.6         | WAVERLY                                      |             |                     |                 | 5.9                         |
|                                  |                 | 53.5         | CP 535                                       |             |                     |                 | 1.3                         |
|                                  | 20491           | 54.8         | HAVELOCK                                     | BX          |                     | Rule<br>6.28    | 2.0                         |
|                                  |                 | 56.8         | CP 568                                       |             |                     |                 | 2.0                         |
|                                  |                 | 58.87        | BAIRD  | X(2)MJ      |                     |                 | 0.6                         |
|                                  |                 | 59.4         | UP JCT.                                      | J           |                     |                 | 0.6                         |
|                                  |                 | 59.6<br>0.0  | END CRESTON SUB<br>BEGIN RAVENNA SUB         |             |                     |                 | 141.9                       |

Refer to the Ravenna Subdivision for all Lincoln Terminal and Lincoln Interlocking Instructions

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)                                      |                   | Lincoln - 17(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 |
|--|-----------|---------|
| Creston to Baird .....                                       | 79 MPH.   | 60 MPH. |
| Trains 100 TOB and over .....                                |           | 45 MPH. |
| Trains handling empty 35 ft. ore cars (OLB 1000-1099) .....  |           | 50 MPH. |
| Trains handling loaded 35 ft. ore cars (OLB 1000-1099) ..... |           | 45 MPH. |

### 1(B). Speed—Permanent Restrictions

|   |         |         |
|---|---------|---------|
| MP 393.0 to MP 393.7 .....                              | 30 MPH. | 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. |         |
| MP 0.2 to MP 3.5 .....                                  |         |         |
| Less than 100 TOB .....                                 | 50 MPH. | 50 MPH. |
| 100 TOB and over .....                                  |         | 40 MPH. |
| MP 3.5 to MP 4.5 .....                                  | 35 MPH. | 35 MPH. |
| MP 4.5 to MP 5.2 .....                                  | 40 MPH. | 40 MPH. |
| MP 5.2 to MP 8.98 .....                                 |         |         |
| Less than 100 TOB .....                                 | 50 MPH. | 50 MPH. |
| 100 TOB and over .....                                  |         | 40 MPH. |
| MP 8.98 to MP 9.01 (UPRR crossing) .....                | 40 MPH. | 40 MPH. |
| MP 9.01 to MP 35.0 .....                                |         |         |
| Less than 100 TOB .....                                 | 50 MPH. | 50 MPH. |
| 100 TOB and over .....                                  |         | 40 MPH. |
| MP 35.0 to MP 36.5 .....                                | 50 MPH. | 40 MPH. |
| MP 57.0 to 58.87 (See reference to MP 58.6 below) ..... | 40 MPH. |         |
| MP 58.6 (HER) Eastward movements over 14th .....        |         |         |
| Street Crossing .....                                   | 25 MPH. | 25 MPH. |
| MP 58.87 to MP 59.1 via Passenger tracks .....          | 10 MPH. | 10 MPH. |
| MP 58.87 to MP 59.6 via Freight Line(s) .....           |         | 20 MPH. |

### 1(C). Speed—Switches and Turnouts

|  |         |         |
|--|---------|---------|
| MP 395.2 (CP 3952) through turnout .....                     | 40 MPH. | 25 MPH. |
| MP 405.7 (CP 4057) through equilateral turnout ..            | 50 MPH. | 50 MPH. |
| MP 408.9 (Crossover 408.9) through XO .....                  | 35 MPH. | 25 MPH. |
| MP 412.0 through turnout .....                               |         |         |
| Less than 100 TOB .....                                      | 50 MPH. | 40 MPH. |
| 100 TOB and over .....                                       | 50 MPH. | 25 MPH. |
| MP 422.2 through equilateral turnout .....                   | 50 MPH. | 50 MPH. |
| MP 425.5 (Crossover 425.5) through XO .....                  | 35 MPH. | 25 MPH. |
| MP 428.9 (Crossover 428.9) through equilateral turnout ..... | 50 MPH. | 50 MPH. |
| MP 436.7 (CP 4367) through turnout Main 2 .....              |         |         |
| Less than 100 TOB .....                                      | 50 MPH. | 50 MPH. |
| 100 TOB and over .....                                       | 40 MPH. | 40 MPH. |
| MP 443.3 (Red Oak) through turnout .....                     |         |         |
| Less than 100 TOB .....                                      | 40 MPH. | 40 MPH. |
| 100 TOB and over .....                                       | 40 MPH. | 25 MPH. |
| MP 447.5 (McPherson) through turnout .....                   |         |         |
| Less than 100 TOB .....                                      | 40 MPH. | 40 MPH. |
| 100 TOB and over .....                                       | 40 MPH. | 25 MPH. |
| MP 453.5 (Crossover 453.5) through XO .....                  | 35 MPH. | 25 MPH. |
| MP 458.0 (CP 4580) through turnout .....                     |         |         |
| Less than 100 TOB .....                                      | 50 MPH. | 40 MPH. |
| 100 TOB and over .....                                       | 50 MPH. | 25 MPH. |
| MP 466.4 (CP 4664) through turnout .....                     |         |         |
| Less than 100 TOB .....                                      | 40 MPH. | 40 MPH. |
| 100 TOB and over .....                                       | 40 MPH. | 25 MPH. |
| MP 467.9 (Balfour) through XO .....                          | 35 MPH. | 25 MPH. |
| MP 0.2 through turnout .....                                 |         |         |
| Less than 100 TOB .....                                      | 50 MPH. | 40 MPH. |
| 100 TOB and over .....                                       | 50 MPH. | 25 MPH. |
| MP 5.0 (Plattsmouth) 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 .....                         |         |         |
| Less than 100 TOB .....                                      | 40 MPH. | 40 MPH. |
| 100 TOB and over .....                                       | 40 MPH. | 25 MPH. |
| MP 9.3 through turnout to Omaha Sub .....                    | 10 MPH. | 10 MPH. |
| MP 35.2 (Ashland) through XO .....                           | 30 MPH. | 25 MPH. |
| MP 36.4 (CP 364) through XO .....                            | 25 MPH. | 25 MPH. |
| MP 41.1 (Crossover 41.1) through XO .....                    | 25 MPH. | 25 MPH. |
| Waverly through turnout and on siding .....                  | 20 MPH. | 20 MPH. |
| Through turnouts of Controlled Sidings .....                 |         |         |
| Less than 100 TOB .....                                      | 40 MPH. | 40 MPH. |
| 100 TOB and over .....                                       | 25 MPH. | 25 MPH. |

Trains and engines using sidings must not exceed turnout speed for that track unless otherwise specified.

**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.

**Temperature Restrictions**

When temperature is 90 degrees Fahrenheit or warmer, do not exceed the following speeds:

Trains 100 TOB and over ..... 30 MPH.  
Trains under 100 TOB ..... 45 MPH.  
Amtrak trains and trains consisting entirely of passenger equipment ..... 60 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 End Creston Subdivision .... 143 tons, Restriction C  
Red Oak to Farragut ..... 134 tons, Restriction G  
Red Oak to Griswald ..... 134 tons, Restriction G

**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 390.75 to MP 393.75

**CTC**—in effect:

MP 393.46 to MP 58.87

**ABS/TWC**—in effect:

MP 390.90 to MP 393.46

**Multiple Main Track**

MP 391.2 - MP 395.2  
MP 405.7 - MP 412.0  
MP 422.2 - MP 428.9  
MP 436.7 - 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 58.87

**Oreapolis Automatic Interlocking**—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.

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

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

**Rule 6.28** in effect—

Between Red Oak and Farragut.  
Between Baird and End Creston Subdivision.

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

MP 462.1  
MP 471.83, Main 2  
MP 44.0, Mid-America

**5. Trackside Warning Detectors (TWD)**

- A. Protecting Bridge, tunnel or other structures  
MP 0.3 (DED Only)—WWD only—Recall Code 178  
MP 8.6 (DED Only)—EWD only

The dragging equipment detector at MP 8.6, Oreapolis and MP 0.3, Pacific Jct. transmit audio readout of train inspection on the following frequencies:  
Creston Subdivision: Radio Channel 87  
Napier Subdivision: Radio Channel 85

**B. Other TWD Locations**

MP 394.0 (DED/Failure Reporting Only)  
MP 398.9 - Recall Code 118  
MP 405.0 (DED/Failure Reporting Only)  
MP 410.0 (DED/Failure Reporting Only)  
MP 415.6 (DED/Failure Reporting Only)  
MP 421.5 - Recall Code 128  
MP 445.2 - Recall Code 198  
MP 461.9 - Recall Code 197  
MP 0.3 (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

**Creston**—Eastward trains arriving Creston must contact the Creston Operator after passing MP 397 for instructions on yarding trains.

Between MP 392.9 and MP 393.02, trains and/or lite locomotive consists are not required to sound GCOR whistle signal 5.8.2(3) prior to departure.

Crater Free Zone between MP 393.0 and MP 393.02. Do not park locomotives at this location.

**Ashland**—Yard track number one (1) is designated as the only run-through track for trains over 100 TOB 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 5 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 derrails 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.

**Oreapolis**—The designated crew change point at Oreapolis is MP 8.1. Do not change crews at the grade crossing at MP 8.3.

Trains are prohibited from blocking the grade crossing located at MP 8.3. Trains must stop short of the grade crossing located at MP 8.3, regardless of whether the train is occupying Main 1 or Main 2.

When operating conditions require a train to occupy the grade crossing located at MP 8.3 for a time period exceeding 10 minutes, trains must cut the crossing, except when operating release box at UPRR Crossing.

#### 8. Line Segments

##### Yard Line Segments

##### Line Segment Limits

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

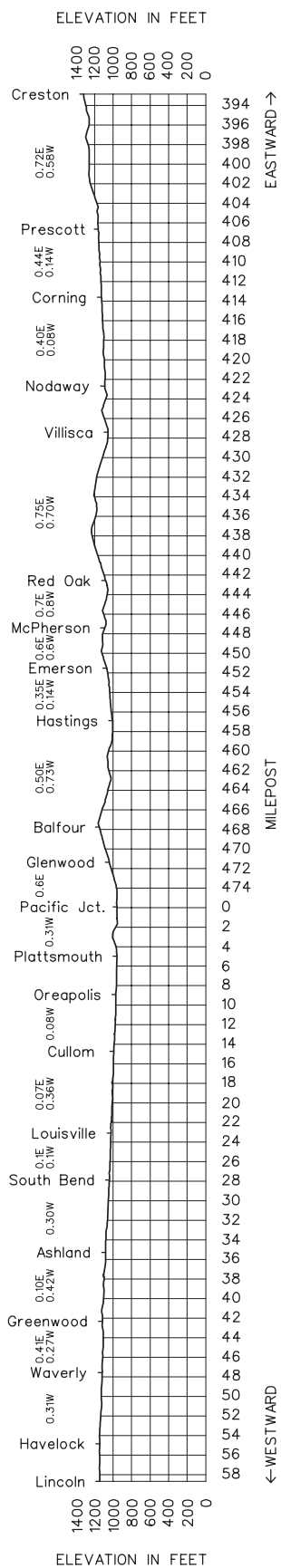
##### Road Line Segments

| 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 End Creston Subdivision |              |

#### 9. Locations Not Shown as Stations

| Name                    | Miles - Location              | Capacity Cars | Switch Opens |
|-------------------------|-------------------------------|---------------|--------------|
| 20368 Prescott          | 1.0 west of CP 4057           | 5             | Both         |
| 20375 Corning           | 1.7 west of CP 4120           | 5             | West         |
| Corning Industrial Park | 3.3 west of CP 4120           | 50            | Both         |
| 20388 Villisca          | 1.7 west of CP 4257           | 50            | East         |
| 20396 Stanton           | 1.5 east of CP 4367           | 50            | Both         |
| 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         |
| 20413 Emerson           | 1.9 east of CP 4535           | 15            | Both         |
| 20418 Hastings          | 1.1 east of CP 4580           | 10            | East         |
| 20423 Malvern           | 4.6 east of Balfour           | 22            | West         |
| 20432 Glenwood          | 2.3 east of East Pacific Jct. | 8             | East         |
| 20478 Greenwood         | 1.0 west of Crossover 41.1    | 20            | Both         |
| 20480 Mid-America       | 3.4 west of CROSSOVER 41.1    | 37            | West         |
| OLB Railroad/Farmland   | 0.1 west of 33rd Street       | 200           | Both         |

10. Grade Charts



| WESTWARD<br>↓ | Length<br>of<br>Siding<br>(Feet) | Station<br>Nos. | Mile<br>Post | <b>Giltner Subdivision<br/>BRANCH LINE<br/>STATIONS</b> |     | Rule<br>4.3 | Type<br>of<br>Oper. | Line<br>Segment | Miles<br>to<br>Next<br>Stn. | EASTWARD<br>↑ |
|---------------|----------------------------------|-----------------|--------------|---|-----|-------------|---------------------|-----------------|-----------------------------|---------------|
|               |                                  |                 | 26.4         | GH JCT  | JTR | CTC         |                     |                 | 7.5                         |               |
|               |                                  | 83419           | 18.9         | TRUMBULL  |     |             |                     |                 | 9.0                         |               |
|               |                                  | 83410           | 9.9          | GILTNER   |     |             |                     | 160             | 10.3                        |               |
|               |                                  | 30076           | 0.4          | AURORA  | JTR |             |                     |                 | 26.8                        |               |

**Radio Channel No. 54 in service.**

| Radio Call-In   |                  |
|---|------------------|
| Hastings-28(X)  | Saronville-27(X) |
| Emergency - Call 911  |                  |
| For Dispatcher X=0, For Mechanical X=2, For Field Support X=3 |                  |

**Dispatchers Phone Nos.**—Monday through Friday Between  
0800-1600: (817) 234-6304, Fax (817) 234-6080. All other times:  
(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, Restriction A

**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**

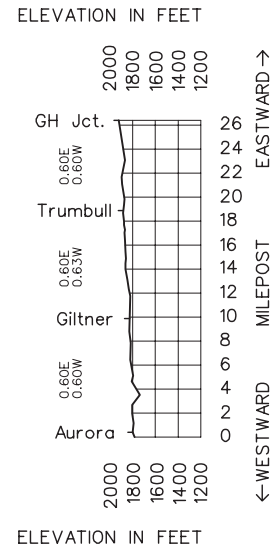
**Rule 6.19**—When flagging is required, distance will be 1.5 miles.

**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****10. Grade Charts**

| WEST<br>WARD<br>↓ | Length<br>of<br>Siding<br>(Feet) | Station<br>Nos. | Mile<br>Post | Hastings Subdivision<br>MAIN LINE<br>STATIONS | Rule<br>4.3 | Type<br>of<br>Oper. | Line<br>Segment | Miles<br>to<br>Next<br>Stn. | EAST<br>WARD<br>↑ |
|-------------------|----------------------------------|-----------------|--------------|---|-------------|---------------------|-----------------|-----------------------------|-------------------|
|                   |                                  |                 | 58.87        | BAIRD   | X(2)MJ      | Rule<br>6.28        |                 | 0.5                         |                   |
|                   |                                  |                 | 59.6         | LINCOLN DEPOT                                 | BP          |                     |                 | 0.8                         |                   |
|                   |                                  |                 | 60.4         | HALL  | X(2)MJT     |                     |                 | 6.5                         |                   |
|                   |                                  | 20503           | 66.9<br>7.8  | COBB<br>To CP 39 - 3.8 via Cobb Line          | J           | CTC                 | 2               | 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                            | 20591           | 154.9        | BRICK YARD                                    |             |                     |                 | 1.6                         |                   |
|                   | 7,900                            | 20592           | 156.5        | HASTINGS                                      | BJTX        |                     |                 | 6.1                         |                   |
|                   |                                  | 20598           | 162.6        | JUNIATA                                       |             |                     |                 | 8.4                         |                   |
|                   | 6,806                            | 20607           | 171.0        | KENESAW                                       |             |                     |                 | 7.7                         |                   |
|                   | 6,372                            | 20614           | 178.7        | HEARTWELL                                     |             |                     |                 | 9.6                         |                   |
|                   | 7,270                            | 20624           | 188.3        | MINDEN  |             |                     |                 | 9.5                         |                   |
|                   | 7,434                            | 20634           | 197.8        | AXTELL  |             |                     |                 | 6.6                         |                   |
|                   |                                  | 20640           | 204.4        | FUNK  |             |                     |                 | 6.6                         |                   |
|                   | 8,675                            | 20647           | 211.0        | HOLDREGE                                      | J           |                     |                 | 7.3                         |                   |
|                   | 7,075                            | 20654           | 218.3        | ATLANTA                                       |             |                     |                 | 13.2                        |                   |
|                   |                                  | 20667           | 231.5        | OXFORD JCT                                    | J           |                     |                 | 2.5                         |                   |
|                   | 7,603                            | 20670           | 234.0        | OXFORD  | T           |                     |                 | 7.8                         |                   |
|                   | 6,732                            | 20677           | 241.8        | EDISON  |             |                     |                 | 6.5                         |                   |
|                   |                                  | 20684           | 248.3        | ARAPAHOE                                      |             |                     |                 | 6.0                         |                   |
|                   | 6,769                            | 20690           | 254.3        | HOLBROOK                                      |             |                     |                 | 8.3                         |                   |
|                   | 6,706                            | 20698           | 262.6        | CAMBRIDGE                                     |             |                     |                 | 7.7                         |                   |
|                   | 3,638                            | 20706           | 270.3        | BARTLEY                                       |             |                     |                 | 6.0                         |                   |
|                   | 6,711                            | 20712           | 276.3        | INDIANOLA                                     |             |                     |                 | 11.5                        |                   |
|                   | 7,851                            | 20724           | 287.8        | McCOOK  | BT          |                     |                 | 223.5                       |                   |

**Refer to the Ravenna Subdivision for all Lincoln Terminal and Lincoln Interlocking Instructions**

**Radio Channel No. 54 in service Lincoln to East Heartwell.**

**Radio Channel No. 70 in service East Heartwell 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 Nos.—** Monday through Friday between 0800-1600 from Kenesaw to Lincoln: (817) 234-6304, Fax (817) 234-6080. All other times: (817) 234-6051, Fax (817) 234-6072

## 1. Speed Regulations

### 1(A). Speed—Maximum

|                               | Passenger | Freight |
|-------------------------------|-----------|---------|
| MP 59.1 to MP 60.4 .....      | 10 MPH.   | 10 MPH. |
| MP 60.4 to McCook .....       | 79 MPH.   | 60 MPH. |
| Trains 100 TOB and over ..... |           | 45 MPH. |

### 1(B). Speed—Permanent Restrictions

Via Cobb Line

|                        |         |         |
|------------------------|---------|---------|
| MP 3.9 to MP 7.8 ..... | 35 MPH. | 35 MPH. |
|------------------------|---------|---------|

Via Passenger Main

|  |         |         |
|--|---------|---------|
| 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 - Less than 100 TOB ..... | 35 MPH. | 35 MPH. |
| MP 66.7 to MP 67.1 - 100 TOB and over .....  | 35 MPH. | 25 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. |         |
| 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 (HER) .....             | 60 MPH. |         |
| MP 156.4 turnout to yard .....               | 10 MPH. | 10 MPH. |
| MP 219.5 to MP 228.0 .....                   | 70 MPH. |         |
| MP 229.3 to MP 230.1 .....                   | 60 MPH. | 50 MPH. |
| MP 284.1 to MP 284.7 .....                   | 65 MPH. |         |
| MP 286.0 westward trains (HER) .....         | 50 MPH. | 50 MPH. |
| MP 287.6 to MP 287.8 .....                   | 30 MPH. | 30 MPH. |

### 1(C). Speed—Switches and Turnouts

|  |         |         |
|--|---------|---------|
| Turnouts of controlled Sidings .....     | 20 MPH. | 20 MPH. |
| MP 231 Oxford Jct, through turnout ..... | 20 MPH. | 20 MPH. |

Trains and engines using sidings must not exceed turnout speed for that track unless otherwise specified.

### 1(D). Speed—Other

Sidings: Bartley, Friend, Exeter, Grafton, Sutton,

|                                  |         |         |
|----------------------------------|---------|---------|
| Harvard, Inland, Heartwell ..... | 10 MPH. | 10 MPH. |
|----------------------------------|---------|---------|

Holdrege Siding (South Side)—Locomotives

|                          |         |         |
|--------------------------|---------|---------|
| exceeding 165 tons ..... | 10 MPH. | 10 MPH. |
|--------------------------|---------|---------|

|  |         |         |
|--|---------|---------|
| MP 68.97 to MP 69.17 Denton Siding (HER) ..... | 10 MPH. | 10 MPH. |
|--|---------|---------|

|  |         |         |
|--|---------|---------|
| MP 88.32 to MP 88.52 Dorchester Siding (HER) ..... | 10 MPH. | 10 MPH. |
|--|---------|---------|

|  |        |        |
|--|--------|--------|
| Funk- All movements on Elevator Tracks ..... | 5 MPH. | 5 MPH. |
|--|--------|--------|

### Temperature Restrictions

When temperature is 90 degrees Fahrenheit or warmer, do not exceed the following speeds:

|                               |         |
|-------------------------------|---------|
| Trains 100 TOB and over ..... | 30 MPH. |
|-------------------------------|---------|

|                            |         |
|----------------------------|---------|
| Trains under 100 TOB ..... | 45 MPH. |
|----------------------------|---------|

|   |         |
|---|---------|
| Amtrak trains and trains consisting entirely of passenger equipment ..... | 60 MPH. |
|---|---------|

### Temperature Restrictions - Critical Zones

Specific locations have been identified as "Critical Zones" in conjunction with temperature restrictions. The following locations have been identified as "Critical Zones":

MP 81.0 to MP 93.0

MP 126.0 to MP 140.0

MP 229.3 to MP 230.1

When the temperature meets the critical ranges listed below, all trains must comply with speed restrictions assigned to the ambient temperature ranges and "Critical Zones". If in doubt as to the temperature, contact the Train Dispatcher. Notify the Train Dispatcher when your train is restricted.



When the temperature is 90 degrees Fahrenheit or warmer, trains operating through limits of the "Critical Zones" are restricted as follows:

|                                       |         |
|---------------------------------------|---------|
| Freight Trains 100 TOB and over ..... | 30 MPH. |
| Freight Trains under 100 TOB .....    | 40 MPH. |
| Passenger Trains .....                | 60 MPH. |

Note: Restrictions apply in "Critical Zones" only in this temperature range.

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

## 2. Bridge and Equipment Weight Restrictions

### Maximum Gross Weight of Car

Baird to McCook ..... 143 tons, Restriction A

**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 60.4 to MP 287.8

MP 3.9 to MP 7.8 (Cobb Line)

## 4. General Code of Operating Rules Items

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

**Rule 6.28** in effect—

Fairmont MP 0.8 to MP 1.6 on former Hebron Subdivision.

Fairmont Yard (All Tracks).

Between Baird and Hall.

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

**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 Colorado Division, Akron and Brush Subdivisions, and Nebraska Division, Hastings Subdivision.

Eastward Amtrak crews (NRPC) going on duty at Lincoln must obtain Track Warrants showing Track Bulletins in effect on the Nebraska Division, Creston and Omaha Subdivisions, and the Illinois Division, Ottumwa Subdivision.

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

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 TWD 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 |

**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.

Eastbound trains setting out and/or picking up at Hastings must clear Marian Road and cut the Laird Ave. crossing unless relieved of this responsibility by dispatcher.

Westbound trains setting out and/or picking up at Hastings must clear Lincoln Ave. and cut the Laird Ave. crossing unless relieved of this responsibility by dispatcher.

Movements on Yard Tracks 101, 102 and 103 must not occupy Marian Road Crossing at MP 157.9 and Laird Ave. Crossing at MP 157.63 until automatic warning devices are operating to provide protection and crossing gates are fully lowered.

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

**Fairmont**—O'Mally Grain is located on the West Wymore Main, west of Fairmont and across Highway 6, on trackage between MP 0.8 and MP 1.6 on the former Hebron Subdivision. Operation on this trackage is governed by Rule 6.28. The track serving O'Malley Grain is designated Track 3796 and has a capacity of 18 cars. The switch is located on the west end of the trackage and the track stubs on the east end. Box cars will spot and load at the east end of Track 3796. C6 hoppers will spot and load on the west end of Track 3796.

**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 eastend 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 west ..... end 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.

**8. Line Segments****Yard Line Segments****Line Segment Limits**

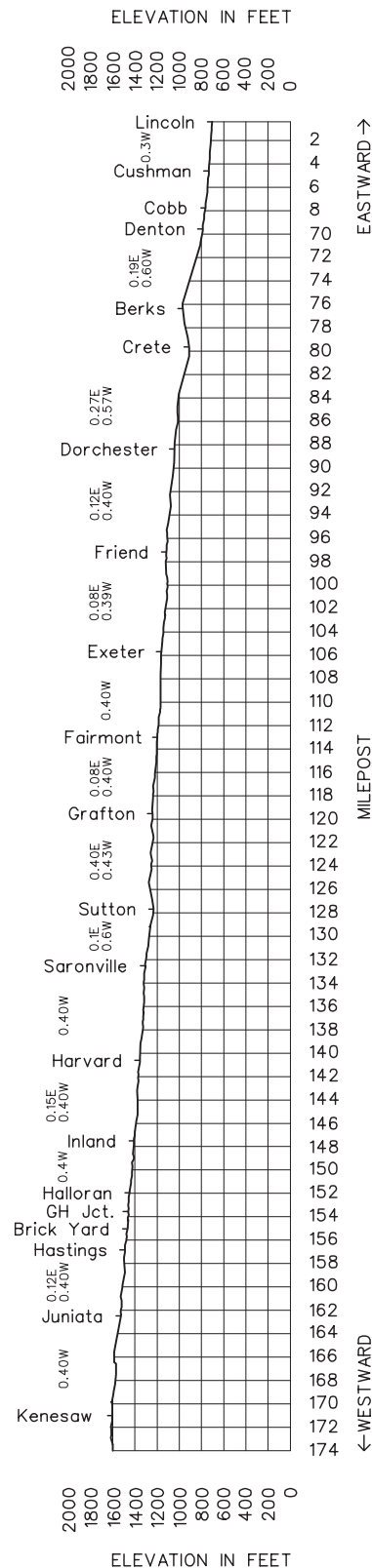
876 ..... Hastings  
882 ..... Crete  
902 ..... McCook

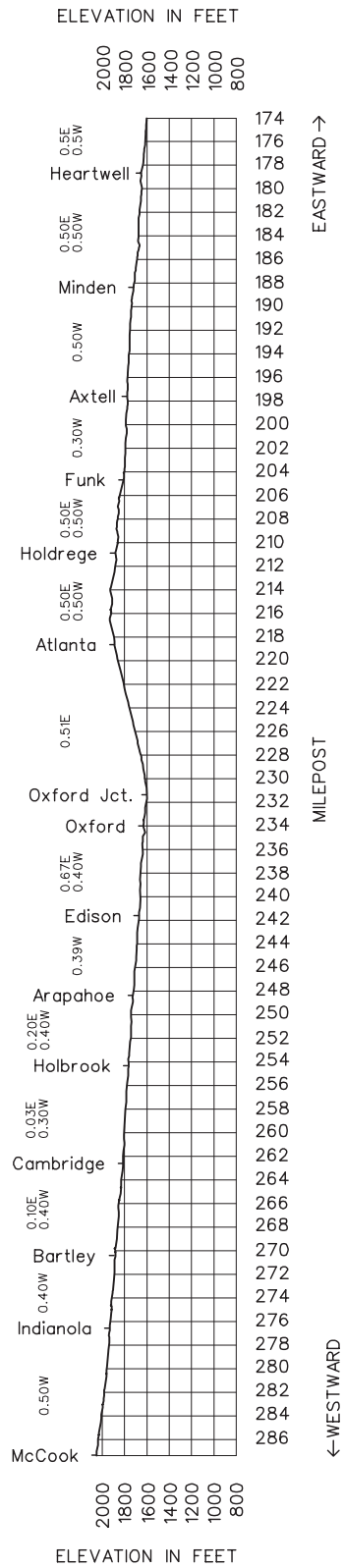
**Road Line Segments****Line Segment Limits**

2 ..... Baird to McCook.  
163 ..... MP 3.9 to MP 7.8

**9. Locations Not Shown as Stations**

| Name              | Miles - Location      | Capacity Cars | Switch Opens |
|-------------------|-----------------------|---------------|--------------|
| Yankee Hill Brick | 3.2 west of Hall      | 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         |

**10. Grade Charts**



| Length of Siding (Feet) | Station Nos. | Mile Post | Lester Subdivision<br>BRANCH LINE<br>STATIONS | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. |
|-------------------------|--------------|-----------|---|----------|---------------|--------------|--------------------|
|                         | 20592        | 0.7       | HASTINGS                                      | BJTR     |               |              | 10.1               |
|                         | 82409        | 10.1      | AYR JCT<br>To Roseland 6.9                    |          |               |              | 1.6                |
|                         | 82411        | 11.7      | AYR   |          |               |              | 7.4                |
|                         | 81386        | 19.1      | BLUE HILL<br>To Bladen 8.0                    | J        | TWC           | 159          | 11.6               |
|                         | 82430        | 30.7      | COWLES  |          |               |              | 6.3                |
|                         | 81143        | 37.0      | LESTER JCT                                    | JRT      |               |              | 37.0               |

Radio Channel No. 85 in service.

| Radio Call-In   |                   |
|---|-------------------|
| Hastings-41(X)  | Lester Jct.-42(X) |
| Emergency - Call 911  |                   |
| For Dispatcher X=0, For Mechanical X=2, For Field Support X=3 |                   |

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

## 1. Speed Regulations

### 1(A). Speed—Maximum

Hastings to Lester Jct. .... 25 MPH.

### 1(B). Speed—Permanent Restrictions

Ayr Jct. to Roseland ..... 25 MPH.  
MP 36.5 to MP 36.6 (HER) ..... 10 MPH.  
MP 36.4X to MP 37.0X - East Leg of Wye Lester Jct. .... 20 MPH.  
MP 36.4 to MP 37.0 - West Leg of Wye Lester Jct. .... 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.  
Bridges 3.37, 7.14, 7.41, 8.56 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

Hastings to Lester Jct. .... 143 tons, Restriction E  
Ayr Jct. to Roseland ..... 143 tons, Restriction E  
Bluehill to Bladen ..... 134 tons, Restriction G

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  
Lester Jct. .... MP 35.5 to MP 37.0  
Lester Jct. .... MP 36.47X to MP 37.16X (East Leg of Wye)

TWC—in effect: MP 3.0 to 35.5.

## 4. General Code of Operating Rules Items

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

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

## 5. Trackside Warning Detectors (TWD)—None

## 6. FRA Excepted Track—None

## 7. Special Conditions

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

Lester Jct.—Normal position for east Wye switch is lined and locked for the East leg of Wye.

## 8. Line Segments

### Road Line Segments

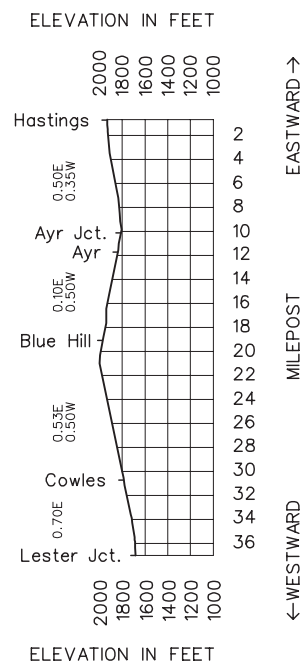
#### Line Segment Limits

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   | 110           | Both         |
| 81395 Bladen   | 8.0 west of Blue Hill | 54            | East         |

## 10. Grade Charts



| WESTWARD<br>↓ | Length<br>of<br>Siding<br>(Feet) | Station<br>Nos. | Mile<br>Post | Napier Subdivision<br>MAIN LINE<br>STATIONS | Rule<br>4.3 | Type<br>of<br>Oper. | Line<br>Segment | Miles<br>to<br>Next<br>Stn. | EASTWARD<br>↑ |
|---------------|----------------------------------|-----------------|--------------|---|-------------|---------------------|-----------------|-----------------------------|---------------|
|               |                                  | 28097           | 97.4         | NAPIER                                      | JR          |                     |                 | 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           | TWC                 | 16              | 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****1(C). Speed—Switches and Turnouts—None****1(D). Speed—Other**

|  |         |
|--|---------|
| Pacific Junction West leg of wye ..... | 10 MPH. |
| All sidings .....                      | 10 MPH. |

**Temperature Restrictions**

When temperature is 90 degrees or warmer, trains 100 tons per operative brake and over must not exceed 30 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, Restriction A

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

**Hamburg**—All tracks except Main Track and Siding.

**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 TWD 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 Excepted Track—None****7. Special Conditions****Test Mile Locations**

MP 106—MP 107

MP 166—MP 167

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

Westward distant signal located at MP 173.08 governs movements to the Creston Subdivision via west Leg of south Wye. Movements to the Creston Subdivision via East Leg of South Wye will be governed by Rule 6.28. Trains receiving signal aspect 9.1.8 (Approach) must communicate with dispatcher before blocking any grade crossing at Pacific Jct.

**Craig**—Trains or engines operating on other than the main track, must not occupy crossing at MP 109.0, Route 111, until crossing lights have been operating for at least 20 seconds or movement over crossing is protected by crew member. "Crossing Signal Start" sign is 60 feet east of Route 111 on all tracks other than main track. Crossing lights will begin operating when movement passes "Crossing Signal Start" sign.

**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.

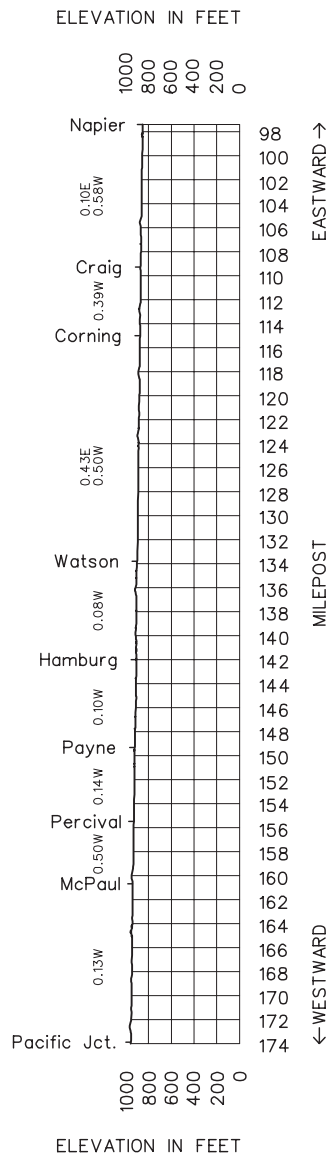
**8. Line Segments****Road Line Segment****Line Segment Limits**

16 ..... Napier to Pacific Jct.

**9. Locations Not Shown as Stations**

| Name              | Miles - Location     | Capacity<br>Cars | Switch<br>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            |

10. Grade Charts





| WEST<br>WARD<br>↓ | Length<br>of<br>Siding<br>(Feet) | Station<br>Nos. | Mile<br>Post | Neb City Subdivision<br>Rule 6.28<br>STATIONS |   | Rule<br>4.3 | Type<br>of<br>Oper. | Line<br>Segment | Miles<br>to<br>Next<br>Stn. | ↑<br>EAST<br>WARD |
|-------------------|----------------------------------|-----------------|--------------|---|---|-------------|---------------------|-----------------|-----------------------------|-------------------|
|                   |                                  |                 |              |   |   |             |                     |                 |                             |                   |
|                   |                                  | 80557           | 56.3         | COLLEGE VIEW                                  |   |             |                     |                 | 3.6                         |                   |
|                   |                                  |                 | 59.9         | LANCASTER                                     |   |             | Rule<br>6.28        | 141             | 0.9                         |                   |
|                   |                                  | 28204           | 60.8         | HILL ST JCT                                   | J |             |                     |                 | 4.5                         |                   |

**Radio Channel No. 66 in service for communication with Yardmaster and Carling Operator.**

**Emergency Radio Call-In 911**

**Yardmaster Phone Numbers**-(402) 458-4337,  
Fax (402) 458-7660

## 1. Speed Regulations

### 1(A). Speed—Maximum

MP 56.3 to MP 60.8 ..... **Freight**  
10 MPH.

### 1(B). Speed—Permanent Restrictions—None

### 1(D). Speed—Other—None

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

## 2. Bridge and Equipment Weight Restrictions

### Maximum Gross Weight of Car

MP 56.3 to MP 60.8 ..... 136 tons

35 ft ore cars not permitted.

## 3. Type of Operation—None

## 4. General Code of Operating Rules Items

**Rule 6.28** in effect—MP 56.3 to MP 60.8

## 5. Trackside Warning Detectors (TWD)—None

## 6. FRA Excepted Track—None

## 7. Special Conditions

**Omaha Public Power District**—(OPPD) owns the track between MP 56.3 (College View) and end of Track Arbor. KYLE RR is the operating contract carrier for OPPD. Track between BNSF MP 59.5 and MP 50.0 is designated interchange track for trains delivered to OPPD with its contract carrier, the KYLE Railroad. Trains operating on the KYLE RR will be governed by the following:

Restricted limits in effect between MP 55.7 and MP 56.3

College View. Direct Traffic Control (DTC) in effect between MP 55.7 and MP 8.0.

1. Contact the KYLE Dispatcher at 785-543-9620, 785-543-9604 or fax 785-543-6530 to obtain track bulletins.

2. Authority to operate on the KYLE RR will be obtained by using AAR Channel 8922 to contact the KYLE RR DISPATCHER to obtain DTC Authority. This channel will also be monitored when operating on KYLE RR.

3. The preferred location for changing crews will be at Rokeby Road MP 51.24.

4. Current KYLE RR General Orders must be reviewed, Timetable and DTC forms must be in crew's possession prior to departing Lincoln.

## 8. Line Segments

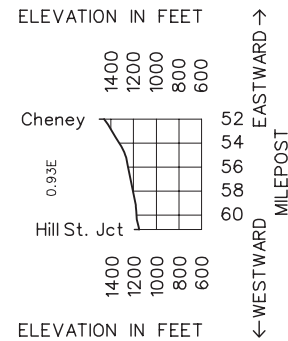
### Road Line Segments

### Line Segment Limits

141 ..... MP 56.3 to MP 60.8

## 9. Locations Not Shown as Stations—None

## 10. Grade Charts



| WESTWARD<br>↓ | Length<br>of<br>Siding<br>(Feet) | Station<br>Nos. | Mile<br>Post | Omaha Subdivision<br>MAIN LINE<br>STATIONS | Rule<br>4.3 | Type<br>of<br>Oper. | Line<br>Segment | Miles<br>to<br>Next<br>Stn. | EASTWARD<br>↑ |
|---------------|----------------------------------|-----------------|--------------|--|-------------|---------------------|-----------------|-----------------------------|---------------|
|               |                                  | 20445           | 0.0          | OREAPOLIS                                  | AJTX        | CTC                 | 137             | 7.6                         |               |
|               | 7,325                            | 80208           | 7.6          | BELLEVUE                                   |             |                     |                 | 7.4                         |               |
|               |                                  | 80214           | 15.0         | GIBSON                                     | BT          | 2MT<br>CTC          |                 | 1.8                         |               |
|               |                                  | 27400           | 16.8         | OMAHA                                      | J           | CTC                 |                 | 1.1                         |               |
|               | 5,661                            | 27400           | 17.9         | LONG SIDING                                |             |                     |                 | 2.5                         |               |
|               | 7,323                            | 80221           | 20.4         | SOUTH OMAHA                                | T           |                     |                 | 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 and sidings at following locations:

|   |         |         |
|---|---------|---------|
| Long Siding, South Omaha, and Melia .....                         | 10 MPH. | 10 MPH. |
| Through dual control switches Oreapolis—<br>west leg of wye ..... | 10 MPH. | 10 MPH. |
| Through turnout Main 2 at MP 15.0 .....                           | 30 MPH. | 30 MPH. |
| Through turnouts of all other<br>controlled sidings .....         | 20 MPH. | 20 MPH. |

Trains and engines using sidings must not exceed turnout speed for that track unless otherwise specified.

### 1(D). Speed—Other

|   |         |
|---|---------|
| Bridge 44.86—cars heavier than 134 tons ..... | 25 MPH. |
| Bridge 45.62—cars heavier than 134 tons ..... | 25 MPH. |

#### Temperature Restrictions

When temperature is 90 degrees Fahrenheit or warmer, do not exceed the following speeds:

|  |         |
|--|---------|
| Trains 100 TOB and over .....  | 30 MPH. |
| Trains under 100 TOB .....   | 45 MPH. |
| Amtrak trains and trains consisting entirely of<br>passenger equipment ..... | 60 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, Restriction D

**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 .....     | Builder's Supply                 |
|                   | 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****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.

**8. Line Segments****Yard Line Segments****Line Segment Limits**

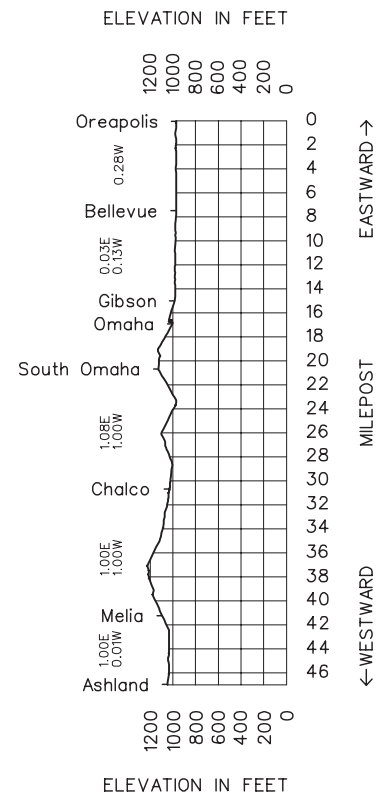
- 870 ..... Gibson Yard and Lower Yard  
871 ..... South Omaha-Con Agra, Hill Yard, transfer tracks

**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         |
| 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         |

**10. Grade Charts**

| WESTWARD<br>↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Palmer Subdivision<br>Rule 6.28<br>STATIONS |  | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. | EASTWARD<br>↑ |
|---------------|-------------------------|--------------|-----------|---|--|----------|---------------|--------------|--------------------|---------------|
|               |                         |              |           |   |  |          |               |              |                    |               |
|               |                         | 30076        | 0.6       | AURORA                                      |  | JT       |               |              | 11.3               |               |
|               |                         | 83510        | 11.0      | MARQUETTE                                   |  |          |               |              | 2.0                |               |
|               |                         |              | 13.0      | MP 13                                       |  |          |               |              | 4.5                |               |
|               |                         |              | 17.5      | MP 17.5                                     |  |          |               |              | 17.5               |               |

**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 Nos.-(817) 234-6044, Fax (817) 234-6079****1. Speed Regulations****1(A). Speed—Maximum**

|                         |                |
|-------------------------|----------------|
|                         | <b>Freight</b> |
| Aurora to MP 17.5 ..... | 10 MPH.        |

**1(B). Speed—Permanent Restrictions—None****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, Restriction D |
| MP 11.3 to MP 17.5 ..... | 134 tons, Restriction G |

Six-axle locomotives and derricks not permitted on this subdivision.

**3. Type of Operation—None****4. General Code of Operating Rules Items**

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

**Rule 6.28** in effect—Between MP 0.6 and MP 17.5

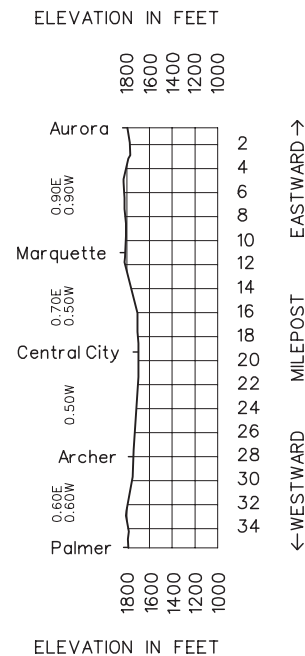
**5. Trackside Warning Detectors (TWD)—None****6. FRA Excepted Track—None****7. Special Conditions**

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

**MP 12.8 to MP 17.5**—Trackage is out of service.

**8. Line Segments****Road Line Segments****Line Segment Limits**

|           |                   |
|-----------|-------------------|
| 149 ..... | Aurora to MP 17.5 |
|-----------|-------------------|

**9. Locations Not Shown as Stations—None****10. Grade Charts**

| WESTWARD<br>↓ | Length<br>of<br>Siding<br>(Feet) | Station<br>Nos. | Mile<br>Post | Ravenna<br>Subdivision<br>MAIN LINE<br>STATIONS | Rule<br>4.3 | Type<br>of<br>Oper. | Line<br>Segment | Miles<br>to<br>Next<br>Stn. | EASTWARD<br>↑ |
|---------------|----------------------------------|-----------------|--------------|---|-------------|---------------------|-----------------|-----------------------------|---------------|
|               |                                  |                 | 59.6<br>0.0  | END CRESTON SUB<br>BEGIN RAVENNA SUB            |             |                     |                 | 0.6                         |               |
|               |                                  |                 | 0.4          | HALL  | X(2)MJT     | Rule<br>6.28        |                 | 0.4                         |               |
|               |                                  |                 | 1.0          | CARLING   | X(2)MJ      |                     |                 | 0.9                         |               |
|               | 20496                            |                 | 1.9          | LINCOLN TERMINAL                                | BTCP        |                     |                 | 2.4                         |               |
|               | 30004                            |                 | 4.3          | CUSHMAN   | MJX(2)      |                     |                 | 1.8                         |               |
|               |                                  |                 | 6.1          | CROSSOVER 6.1                                   | X(2)        | 2MT<br>CTC          |                 | 4.9                         |               |
|               |                                  |                 | 11.0         | CROSSOVER 11.0                                  | X(2)        |                     |                 | 3.6                         |               |
|               | 30014                            |                 | 14.6         | PLEASANT DALE                                   |             | CTC                 |                 | 10.2                        |               |
|               | 30020                            |                 | 20.3         | MILFORD   |             |                     |                 | 4.1                         |               |
|               |                                  |                 | 24.4         | CROSSOVER 24.4                                  | X(2)        | 2MT<br>CTC          |                 | 3.4                         |               |
|               | 30029                            |                 | 27.8         | SEWARD  | J           |                     |                 | 8.3                         |               |
|               | 30035                            |                 | 36.6         | TAMORA  |             | CTC                 |                 | 3.4                         |               |
|               |                                  |                 | 40.0         | CROSSOVER 40.0                                  | X(2)        |                     |                 | 10.5                        |               |
|               |                                  |                 | 50.5         | CROSSOVER 50.5                                  | X(2)        |                     | 4               | 5.4                         |               |
|               | 30055                            |                 | 55.9         | YORK<br>To Benedict 9.5                         | P           | 2MT<br>CTC          |                 | 4.4                         |               |
|               |                                  |                 | 60.3         | CROSSOVER 60.3                                  | X(2)        |                     |                 | 6.3                         |               |
|               |                                  |                 | 66.6         | CP 666  |             |                     |                 | 4.7                         |               |
| 7,160         | 30070                            |                 | 71.3         | HAMPTON   |             |                     |                 | 5.4                         |               |
|               |                                  |                 | 76.7         | CP 767  |             | CTC                 |                 | 1.8                         |               |
|               | 30076                            |                 | 78.5         | AURORA  | BPJT        |                     |                 | 6.1                         |               |
|               | 30082                            |                 | 83.3         | MURPHY  | X(2)        | 2MT<br>CTC          |                 | 4.3                         |               |
|               | 30088                            |                 | 88.9         | PHILLIPS  |             | CTC                 |                 | 5.5                         |               |
|               |                                  |                 | 94.4         | EAST GRAND ISLAND                               |             |                     |                 | 5.1                         |               |
|               |                                  |                 | 99.2         | McDONALD  |             |                     |                 | 10.4                        |               |
|               |                                  |                 | 109.6        | CROSSOVER 109.6                                 | X(2)        | 2MT<br>CTC          |                 | 15.5                        |               |
|               |                                  |                 | 125.1        | NANTASKET                                       | X(2)        |                     |                 | 2.6                         |               |
|               | 30126                            |                 | 127.7        | RAVENNA   | CPBTX       |                     |                 | 131.7                       |               |

**All Lincoln Terminal and Lincoln Interlocking Instructions are located on the Ravenna Subdivision.**

**Radio Channel No. 39 in service.**

**Radio Channel No. 66 in service at Lincoln Terminal.**

| Radio Call-In   |               |               |
|---|---------------|---------------|
| Pleasant Dale-05(X)   | York-01(X)    | Aurora--02(X) |
| Cairo-03(X)   | Ravenna-04(X) |               |
| Emergency - Call 911  |               |               |
| For Dispatcher X=0, For Mechanical X=2, For Field Support X=3 |               |               |

**Dispatchers Phone Nos.-(817) 234-6044, FAX (817) 234-6079**

## 1. Speed Regulations

### 1(A). Speed—Maximum

|                         |                           |
|-------------------------|---------------------------|
| MP 0.0 to MP 4.6        | <b>Freight</b><br>20 MPH. |
| MP 4.6 to Ravenna       | 60 MPH.                   |
| Trains 100 TOB and over | 50 MPH.                   |

### 1(B). Speed—Permanent Restrictions

#### Lincoln Terminal

##### Creston Subdivision

|   |         |
|---|---------|
| MP 58.87 to MP 59.1 via Passenger Track | 10 MPH. |
| MP 58.87 to MP 59.6 via Freight Line(s) | 20 MPH. |

#### Hastings Subdivision (via Passenger Main)

|                                      |         |
|--------------------------------------|---------|
| MP 59.1 to MP 60.4                   | 10 MPH. |
| Hastings Subdivision (via Cobb Line) |         |
| MP 3.9 to MP 7.8                     | 35 MPH. |

#### Lincoln Terminal

The maximum authorized speed for trains operating on the following tracks is:

|  |         |
|--|---------|
| B-1, B-2, B-3 and B-4  | 20 MPH. |
| F-1, F-2, F-3, F-4, F-5, F-6, F-7 and F-1 Extension            | 20 MPH. |
| Departure #1, #2, #3, #4 and Engine Running                    | 20 MPH. |
| Fueling Pits on the west end of F-1, F-2, F-3, F-4 and F-5     | 20 MPH. |
| Fueling Pits on the east end of F-1, F-2 and F-3               | 10 MPH. |
| Fueling Pits on the east end of F-6 and F-7                    | 20 MPH. |
| Switches #86, #87, #100, #101, #102, #103, #126,               |         |
| #127, #136, and #139   | 20 MPH. |
| #137 Crossover at Southwest 40th St. (within the interlocking) | 10 MPH. |
| MP 4.2—Southwest 40th St:                                      |         |
| Westbound (HER)  | 10 MPH. |
| Eastbound  | 20 MPH. |

The maximum authorized speed for trains operating on the following routes at the west end of Lincoln Terminal complying with the Southwest 40th St. restrictions are:

|  |         |
|--|---------|
| F-1, F-2 and F-3 (any route)                             | 20 MPH. |
| Departure Tracks (any route)                             | 10 MPH. |
| Receiving Yard Tracks (any route)                        | 10 MPH. |
| F-4 or F-5 (Main 1)                                      | 20 MPH. |
| F-4 or F-5 through #137 crossover to Main 2 or Cobb Line | 10 MPH. |
| F-6 or F-7 (any route)                                   | 20 MPH. |

#### MP 4.6 to Ravenna

|                      |         |
|----------------------|---------|
| 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 to 136.5    | 25 MPH. |
| MP 136.5 to MP 135.0 | 10 MPH. |

### 1(C). Speed—Switches and Turnouts

|  |         |
|--|---------|
| MP 5.9 - West end F-1 Extension, through turnout                   | 20 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  |         |
| 100 TOB or less  | 50 MPH. |
| Over 100 TOB   | 40 MPH. |
| MP 36.6, begin 2 MT Tamora   |         |
| 100 TOB or less  | 40 MPH. |
| Over 100 TOB   | 25 MPH. |
| MP 50.5, (Crossover 50.5) crossovers                               |         |
| 100 TOB or less  | 50 MPH. |
| Over 100 TOB   | 40 MPH. |
| MP 66.6, (CP 666) end 2 MT   |         |
| 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 Begin 2 MT McDonald  |         |
| 100 TOB or less  | 50 MPH. |
| Over 100 TOB   | 40 MPH. |
| MP 109.6, crossovers   |         |
| 100 TOB or less  | 50 MPH. |
| Over 100 TOB   | 40 MPH. |
| Through turnouts of crossovers equipped with dual control switches | 25 MPH. |
| Through turnouts of controlled sidings                             | 20 MPH. |

Trains and engines using sidings must not exceed turnout speed for that track unless otherwise specified.

**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.

**Temperature Restrictions**

When temperature is 90 degrees Fahrenheit or warmer, do not exceed the following speeds:

Trains 100 TOB and over ..... 30 MPH.  
 Trains under 100 TOB ..... 45 MPH.  
 Amtrak trains or trains consisting entirely of  
 passenger equipment ..... 60 MPH.

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

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

MP 0.0 to Ravenna ..... 143 tons, Restriction A  
 MP 135.38 (York) to Benedict ..... 143 tons, Restriction D  
 MP 135.8 (near York) to York ..... 134 tons, Restriction G

**3. Type of Operation****CTC**—in effect:

MP 4.3 to MP 128.2

**Multiple Main Track**

MP 4.3—MP 14.5  
 MP 20.3—MP 27.7  
 MP 36.6—MP 66.6  
 MP 78.5—MP 88.9  
 MP 99.2—MP 128.4

**Lincoln Terminal Interlocking Instructions—**

Rule 6.28 applies on all tracks at Lincoln outside the limits of the Lincoln Terminal Interlockings (Baird, Carling, Cushman, Hall). For Maintenance of Way employees, MWOR Rule 6.3.2, Protection on Other Than Main Track, applies. Interlockings controlled by Carling Operator.

From Ravenna Subdivision—Cushman Interlocking begins at MP 4.3. Eastward signals are part of the interlocking. westward signals are part of the CTC system.

From Creston Subdivision—Baird Interlocking begins at MP 58.87. Eastward signals are part of CTC system. Westward signals are part of interlocking.

From Hastings Subdivision—Hall Interlocking begins at: MP 3.9—CP 39 (via Cobb Line), MP 60.4 (via Passenger Main). Eastward signals are part of the interlocking, Westward signals are part of the CTC system.

From St. Joseph Subdivision—Hall Interlocking begins at MP 207.3. Westward signals are part of interlocking.

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

**Baird, Carling, Cushman, Hall**—Contact the Carling Operator for instructions.

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

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

**Rule 6.28**—in effect:

Between York and Benedict  
 Between Begin Ravenna Subdivision and Cushman

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

All derails in Lincoln Terminal must be left in the non-derailing position unless protecting men or equipment, or locomotives left unattended as required.

**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 (Main1)—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-Main 2  
 MP 127.3 ..... Ravenna—East stock track—Main 1  
 MP 127.7 ..... Ravenna—Cargill west switch—Main 1  
 MP 127.8 ..... Ravenna Crossovers

**5. Trackside Warning Detectors (TWD)**

A. Protecting Bridges, tunnels or other structures: None  
 B. Other TWD 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—Main 1  
 MP 22.7 (DED/Failure Reporting Only)  
 MP 26.8 (DED/Failure Reporting Only)  
 MP 34.7—Recall Code 056—Main 1  
 MP 40.1 (DED/Failure Reporting Only)  
 MP 45.0 (DED/Failure Reporting Only) Main 1  
 MP 49.1 (DED/Failure Reporting Only) Main 1  
 MP 52.6—Recall Code 028  
 MP 58.6 (DED/Failure Reporting Only)  
 MP 62.7 (DED/Failure Reporting Only)  
 MP 68.2 (DED/Failure Reporting Only) Main 1  
 MP 74.0—Recall Code 028—Main 1  
 MP 80.1 (DED/Failure Reporting Only)  
 MP 85.4 (DED/Failure Reporting Only)  
 MP 90.3—Recall Code 038—Main 1  
 MP 97.9 (DED/Failure Reporting Only)  
 MP 102.7 (DED/Failure Reporting Only)  
 MP 107.3—Recall Code 048  
 MP 111.8 (DED/Failure Reporting Only)  
 MP 116.6 (DED/Failure Reporting Only)  
 MP 121.8 (DED/Failure Reporting Only)

**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

**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 36.6—(Begin Two Main Tracks)—Tamora  
 MP 66.6—(End Two Main Tracks)—Bradshaw  
 MP 88.9—(End Two Main Tracks)—Phillips

#### 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.

**Ravenna**—When trains and/or lite locomotive consists are located between MP 127.7-highway 68 Overpass and MP 127.2-East Switch Cargill, trains and/or lite locomotive consists are not required to sound GCOR whistle signal 5.8.2 (3) prior to departure Ravenna. All off-duty BNSF employees are required to use the overhead walkway to cross the track if trains and/or lite locomotive consists are located in this area.

Crater Free Zone on West Cargill Switch, Main 1. Do not park locomotives at this location.

#### Lincoln Terminal Instructions

**Securing Equipment Against Movement**—Apply the following when securing equipment against movement in Lincoln Terminal:

- Handbrakes must be applied to all unattended locomotives attached or unattached to cars. The number of handbrakes applied to the locomotives will be included if attached.
- On loaded unit coal trains and loaded unit grain trains apply handbrakes to 5% of the train.
- On merchandise trains, empty unit trains, and cars left standing, apply two (2) hand brakes to the end of cars where locomotive was detached.

Examples:

- 125 car loaded unit train with 2 locomotives attached, apply a total of 6 handbrakes ( $125 \times 5\% = 6$ ) or (2 handbrakes on the locomotives and 4 cars).
- 125 car loaded unit train with 2 locomotives unattached, apply 2 handbrakes on the locomotives (all) and ( $125 \times 5\% = 6$ ) 6 handbrakes on the cars.
- 125 car empty unit train with 2 locomotives attached, apply handbrakes to the 2 locomotives only.
- 125 car empty unit train with 2 locomotives unattached, apply handbrakes on the locomotives (all) and 2 handbrakes on the cars.

#### ETD Information: Reporting

When arriving Lincoln Terminal, crew members must report the following ETD information to the Lead Carman on BNSF Radio Channel 66:

- ETD Identification Number
- Battery Condition
- Rear Car Initial and Number
- Report whether or not the system is armed.

Note:

- All trains are required to report ETD 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 Terminal  
 881 ..... York

##### Road Line Segments

##### Line Segment Limits

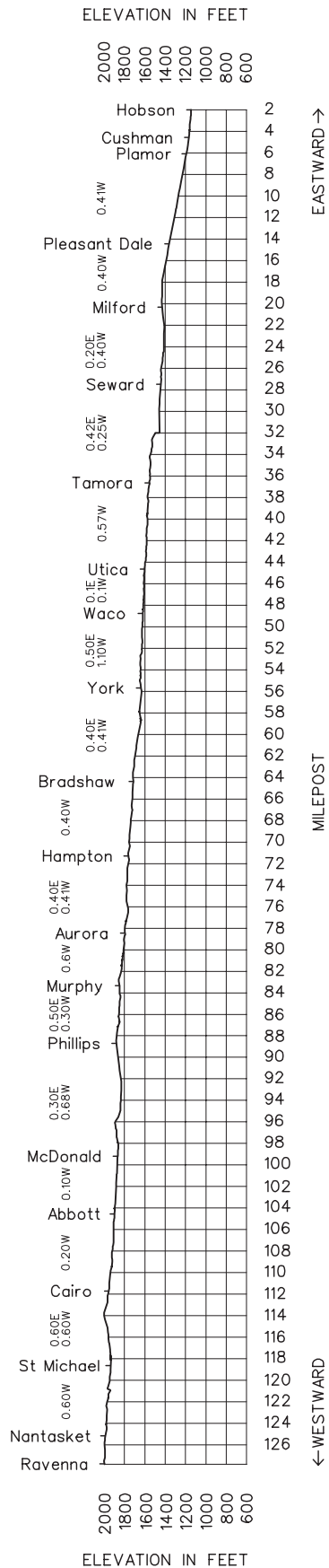
##### Mileposts

148 ..... York—Benedict ..... 133.2 to 144.4  
 4 ..... MP 0.0 to Ravenna

#### 9. Locations Not Shown As Stations

| Name                       | Miles - Location           | Capacity Cars | Switch Opens |
|----------------------------|----------------------------|---------------|--------------|
| 30008 Emerald (Main 1)     | 4.0 west of Cushman        | 17            | West         |
| 30008 Emerald (Main 2)     | 4.4 west of Cushman        | 8             | East         |
| 30042 Utica (Main 1)       | 5.6 west of Tamora         | 43            | West         |
| 30042 Utica (Main 2)       | 6.0 west of Tamora         | 27            | Both         |
| 30046 Ficke (Main 1)       | 6.5 west of CROSSOVER 40.0 | 55            | Both         |
| 30047 Waco 1 (Main 1)      | 9.9 west of CROSSOVER 40.0 | 10            | Both         |
| 30047 Waco 2 (Main 2)      | 9.9 west of CROSSOVER 40.0 | 10            | Both         |
| 30055 High Plains (Main 1) | 2.9 east of York           | 58            | Both         |
| 30055 York 1 (Main 1)      | 1.2 east of York           | 4             | Both         |
| 30055 York 2 (Main 2)      | 1.2 east of York           | 4             | Both         |
| 83209 Benedict             | 9.5 from York              | 54            | East         |
| Beigert Brothers           | 0.2 west of CP 66.6        | 10            | East         |
| 30063 Bradshaw             | 2.4 east of CP 666         | 150           | Both         |
| 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         |
| 30094 Monfort              | 4.4 east of McDonald       | 35            | East         |
| 30095 Grand Island         | 1.4 east of McDonald       | 30            | West         |
| 30103 CoPlant              | 4.3 west of McDonald       | 127           | Both         |
| 30104 Abbott (Main 1)      | 5.5 west of McDonald       | 20            | Both         |
| 30104 Abbott (Main 2)      | 5.5 west of McDonald       | 14            | East         |
| 30110 Cairo (Main 1)       | 12.3 west of McDonald      | 20            | Both         |
| 30110 Cairo (Main 2)       | 12.3 west of McDonald      | 12            | Both         |
| 30119 St. Michael (MT 1)   | 8.0 east of Ravenna        | 41            | Both         |
| 30119 St. Michael (MT 2)   | 8.0 east of Ravenna        | 24            | Both         |

10. Grade Charts



| WEST<br>WARD<br>↓ | Length<br>of<br>Siding<br>(Feet) | Station<br>Nos. | Mile<br>Post | Sioux City<br>Subdivision<br>MAIN LINE<br>STATIONS | Rule<br>4.3 | Type<br>of<br>Oper. | Line<br>Segment | Miles<br>to<br>Next<br>Stn. | EAST<br>WARD<br>↑ |
|-------------------|----------------------------------|-----------------|--------------|--|-------------|---------------------|-----------------|-----------------------------|-------------------|
|                   |                                  | 20471           | 0.0          | ASHLAND  | MJT         | CTC                 |                 | 1.6                         |                   |
|                   |                                  |                 | 1.6          | GN   |             |                     |                 | 13.6                        |                   |
|                   | 4,168                            | 07015           | 14.8         | YUTAN  | A           |                     |                 | 8.0                         |                   |
|                   | 7,811                            | 07023           | 22.8         | ELK  |             |                     |                 | 6.4                         |                   |
|                   |                                  | 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                         |                   |
|                   | 7,420                            | 07060           | 60.0         | OAKLAND  |             | TWC                 | 144             | 7.0                         |                   |
|                   |                                  | 07070           | 67.0         | LYONS  |             |                     |                 | 15.1                        |                   |
|                   |                                  | 07082           | 82.1         | WALTHILL   |             |                     |                 | 6.1                         |                   |
|                   | 7,590                            | 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   |             |                     | 197             | 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 Nos.-(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.

### 1(B). Speed—Permanent Restrictions

MP 15.3—entire train over crossing ..... 25 MPH.  
MP 26.2 to MP 31.5 ..... 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) (HER) ..... 10 MPH.

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

### 1(D). Speed—Other

All sidings ..... 10 MPH.

## Temperature Restrictions

When temperature is 90 degrees Fahrenheit or warmer, do not exceed the following speed:

Trains 100 TOB and over ..... 30 MPH.

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

## 2. Bridge and Equipment Weight Restrictions

### Maximum Gross Weight of Car

Ashland to Sioux City ..... 143 tons, Restriction C

**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:

Dakota City ..... MP 101.0 to Sioux City MP 109.3

### TWC Limits—in effect:

MP 1.6 (GN) to MP 101.0 (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 6.28—in effect:

Ashland ..... MP 0.0 to MP 1.6 (GN)

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

### 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 TWD Locations

MP 18.9 - Recall Code 098  
MP 41.4 - Recall Code 258  
MP 57.9 - Recall Code 267  
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 TOB 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.

**Fremont**—Six axle locomotives can operate on the Peavey Industrial Siding only. Six axle locomotives are not allowed on the Peavey Lead or Peavey Elevator Track. The only cars which are to be set out on the Peavey Industrial Siding are cars destined to Peavey Elevator. When cars are left on the Peavey Industrial Siding, all cars must be left in the clear of the Peavey Lead Switch. All locomotives left on the Peavey Industrial Siding must be left on the west end of the siding, and all rear end devices will be left in the cab of the lead locomotive.

**Winnebago**—Trains are prohibited from blocking the grade crossing located at MP 88.2. When meeting trains at Winnebago, trains are instructed to stop short of the grade crossing at MP 88.2, regardless of whether the train is occupying the Main Track or Siding. When operating conditions require a train to take the siding at Winnebago and the train will occupy the siding for a time period exceeding 10 minutes, trains will be required to cut the grade crossing at MP 88.2.

**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—

**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.

#### 8. Line Segments

##### Road Line Segments

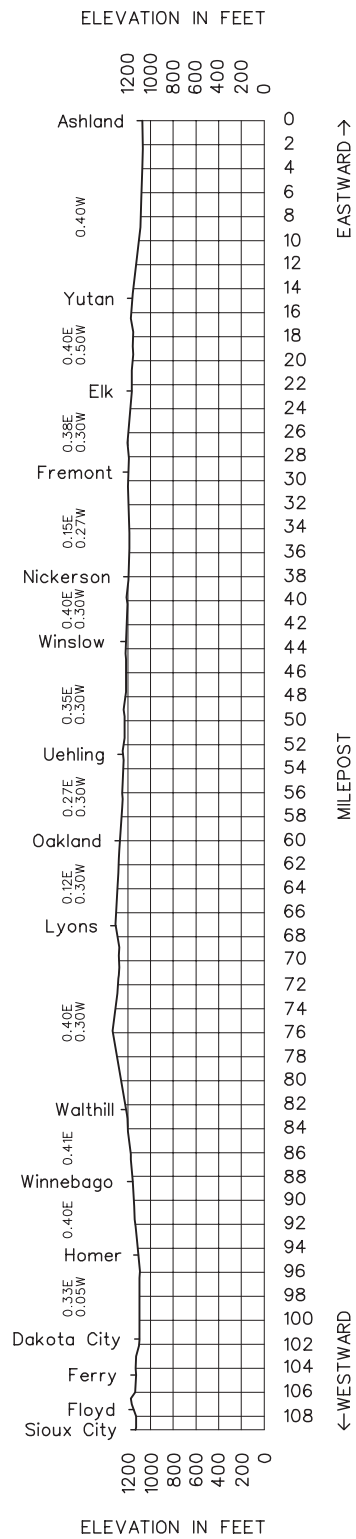
##### Line Segment Limits

|     |       |                  |
|-----|-------|------------------|
| 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         |
| 07076 | Rosalie   | 8.7 west of Lyons   | 30            | East         |
| 8001  | Bing      | 1.4 west of Ferry   | 0             | Both         |

## 10. Grade Charts



| WEST<br>WARD<br>↓ | Length<br>of<br>Siding<br>(Feet) | Station<br>Nos. | Mile<br>Post | St Joseph<br>Subdivision<br>MAIN LINE<br>STATIONS           | Rule<br>4.3 | Type<br>of<br>Oper. | Line<br>Segment | Miles<br>to<br>Next<br>Stn. | EAST<br>WARD<br>↑ |
|-------------------|----------------------------------|-----------------|--------------|---|-------------|---------------------|-----------------|-----------------------------|-------------------|
|                   |                                  |                 | 2.7          | KANSAS CITY<br>Murray Yard                                  |             | CTC                 |                 | 1.5                         |                   |
|                   |                                  |                 | 4.2          | CP 42   |             |                     |                 | 1.4                         |                   |
|                   |                                  |                 | 5.6          | CP 56 (Main 1)  |             | 2MT<br>CTC          |                 | 2.3                         |                   |
|                   |                                  | 28007           | 7.9          | CLARKE  |             |                     |                 | 8.6                         |                   |
|                   | 9,975                            | 28016           | 16.5         | WALDRON   |             |                     |                 | 7.4                         |                   |
|                   | 17,975                           | 28024           | 23.9         | EAST LEAVENWORTH  |             |                     |                 | 7.0                         |                   |
|                   |                                  | 28031           | 30.9         | WESTON  |             | CTC                 |                 | 3.9                         |                   |
|                   | 9,975                            | 28035           | 34.8         | SADLER  |             |                     |                 | 8.6                         |                   |
|                   | 17,550                           | 28043           | 43.4         | ARMOUR  | X           |                     |                 | 2.5                         |                   |
|                   |                                  |                 | 45.9         | DAVIES to Atchison 4.6                                      |             |                     |                 | 4.7                         |                   |
|                   | 9,837                            | 28051           | 50.6         | HALLS   |             |                     |                 | 6.1                         |                   |
|                   |                                  |                 | 56.7         | FRENCH  |             |                     |                 | 3.7                         |                   |
|                   |                                  |                 | 58.7         | CP 587 (Main 2)   |             |                     |                 | 1.2                         |                   |
|                   |                                  | 28060           | 59.9         | ST JOSEPH CROSSOVERS<br>To MP 201.0Y (East Industrial Park) | BTX(2)      | 2MT<br>CTC          |                 | 0.7                         |                   |
|                   |                                  |                 | 60.6         | CP 606 (Main 2)   |             |                     |                 | 6.5                         |                   |
|                   |                                  | 28067           | 67.1         | WATER WORKS   |             |                     |                 | 6.7                         |                   |
|                   | 10,145                           | 28076           | 77.0         | NODAWAY   |             | CTC                 |                 | 9.9                         |                   |
|                   | 9,885                            | 28085           | 85.0         | STARKS  |             |                     |                 | 4.7                         |                   |
|                   |                                  | 28091           | 89.7         | FOREST CITY   | P           |                     |                 | 5.64                        |                   |
|                   |                                  |                 | 95.34        | EAST NAPIER   | X           | 2MT<br>CTC          |                 | 2.06                        |                   |
|                   |                                  | 28097           | 97.4         | NAPIER  | JX          |                     |                 | 1.3                         |                   |
|                   |                                  |                 | 98.7         | WEST NAPIER   |             |                     |                 | 12.9                        |                   |
|                   | 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                         |                   |
|                   |                                  | 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   |             |                     |                 | 7.7                         |                   |
|                   |                                  |                 | 193.1        | CP 1931   |             | 2MT<br>CTC          |                 | 5.0                         |                   |
|                   |                                  | 28198           | 198.1        | SALTILLO  |             | CTC                 |                 | 5.8                         |                   |
|                   |                                  |                 | 203.9        | CROSSOVER 203.9   | X(2)        |                     |                 | 2.1                         |                   |
|                   |                                  | 28204           | 206.0        | HILL ST JCT<br>To College View 3.1                          | MJ          | 2MT<br>CTC          |                 | 1.3                         |                   |
|                   |                                  |                 | 207.3        | HALL  | MJT         |                     |                 | 0.2                         |                   |
|                   |                                  |                 | 207.5        | CARLING   | X(2)MJ      | Rule<br>6.28        |                 | 199.4                       |                   |

**Refer to the Ravenna Subdivision for all Lincoln Terminal and Lincoln Interlocking Instructions**

**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 CP 42 and Clarke.**

| Radio Call-In   |                      |                      |
|---|----------------------|----------------------|
| Kansas City-75(X)   | E. Leavenworth-19(X) | St. Joseph-18(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 |                      |                      |

| Tone Call-In |    |    |      |
|--------------|----|----|------|
|              | CH | DS | EMER |
|              | 66 | 1  | 9    |

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

**Ustick Tower Dispatcher**—(913) 551-2365, FAX (913) 551-2395

| Mobile Radio      |          | Access<br>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 current copy of The Greater Kansas City Area Operating and Special Instruction 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 ..... | 55 MPH.  |
| Napier to Carling .....       | 50 MPH.% |

### 1(B). Speed—Permanent Restrictions

|                                      |         |
|--------------------------------------|---------|
| CP 42 to Ustick Tower (MP 1.6) ..... | 10 MPH. |
| Coburg Lead .....                    | 10 MPH. |
| MP 2.7 to CP 42 .....                | 10 MPH. |

#### Clarke to Napier

|   |         |
|---|---------|
| MP 9.6 to MP 9.7 (HER) .....                | 40 MPH. |
| MP 46.1 to MP 46.3 .....                    | 40 MPH. |
| MP 61.1 to MP 64.5, Main 1 and Main 2 ..... | 45 MPH. |
| MP 97.4 to MP 97.8, MT 1 and 2 .....        | 30 MPH. |

**Davies to Atchison** ..... 25 MPH.

#### St. Joseph to MP 201.0Y—East Industrial Park

|                              |         |
|------------------------------|---------|
| MP 205.9Y to MP 204.6Y ..... | 5 MPH.  |
| MP 204.6Y to MP 202.3Y ..... | 25 MPH. |
| MP 202.3Y to MP 201.0Y ..... | 10 MPH. |

#### Napier to Carling

|  |         |
|--|---------|
| 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 (including U.P. Crossing) ..... | 40 MPH. |
| MP 127.0 to MP 136.8 .....                           | 45 MPH. |
| 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 186.6 to MP 190.0, Main 1 .....                   | 35 MPH. |
| MP 206.0 to MP 207.3 .....                           | 40 MPH. |
| MP 207.3 to MP 207.5 .....                           | 10 MPH. |

### 1(C). Speed—Switches and Turnouts

|  |         |
|--|---------|
| Turnouts of Controlled Sidings, unless otherwise specified ..... | 20 MPH. |
| MP 7.9, through turnout Clark .....                              | 40 MPH. |

Trains and engines using sidings must not exceed turnout speed for that track unless otherwise specified.



**Clark to Napier**

Turnouts of Controlled Sidings at Waldron, East Leavenworth, Sadler, Armour, Halls, Nodaway, and Starks:

|   |         |
|---|---------|
| Less than 100 TOB .....                         | 40 MPH. |
| 100 TOB and over .....                          | 25 MPH. |
| MP 43.8 through crossover .....                 | 25 MPH. |
| MP 56.7 French, through turnout Main 2:         |         |
| Less than 100 TOB .....                         | 50 MPH. |
| 100 TOB and over .....                          | 40 MPH. |
| MP 59.9, crossover St. Joseph .....             | 10 MPH. |
| MP 61.1, crossover .....                        | 25 MPH. |
| MP 67.1 Waterworks, through turnout Main 2:     |         |
| 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. |
| MP 95.4, through crossover Napier East .....    | 25 MPH. |
| MP 97.4, through crossovers Napier Center ..... | 25 MPH. |
| MP 98.7, through turnout napier West, Main 1:   |         |
| Less than 100 TOB .....                         | 40 MPH. |
| 100 TOB and over .....                          | 25 MPH. |
| Napier Subdivision turnout .....                | 20 MPH. |

**Napier to Carling**

Turnouts of Controlled Sidings at Preston, Fall City, New Salem, Humboldt, Table Rock, Elk Creek, Bear and Gage:

|  |         |
|--|---------|
| Less than 100 TOB .....                                  | 40 MPH. |
| 100 TOB and over .....                                   | 25 MPH. |
| MP 185.4, begin 2 Main Tracks through turnout Firth:     |         |
| Less than 100 TOB .....                                  | 45 MPH. |
| 100 TOB and over .....                                   | 40 MPH. |
| MP 193.1, begin 2 Main Tracks through turnout Hickman:   |         |
| Less than 100 TOB .....                                  | 45 MPH. |
| 100 TOB and over .....                                   | 40 MPH. |
| MP 198.14, begin 2 Main Tracks 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 Subdivision .....          | 10 MPH. |

**1(D). Speed—Other****Temperature Restrictions**

When temperature is 90 degrees Fahrenheit or warmer, do not exceed the following speeds:

|   |         |
|---|---------|
| Trains 100 TOB and over .....   | 30 MPH. |
| Trains under 100 TOB .....  | 45 MPH. |
| Amtrak trains and trains consisting entirely of passenger equipment ..... | 60 MPH. |

**Davies to Atchison**

When the ambient temperature is 90 degrees or warmer, do not exceed 10 MPH between MP 0.0X and MP 4.6X.

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 Carling .....        | 143 tons, Restriction D |
| Davies to Atchison .....            | 134 tons, Restriction G |
| Hannibal Bridge (Kansas City) ..... | 143 tons, Restriction A |
| ASB Bridge (Kansas City) .....      | 143 tons, Restriction D |

**Davies to Atchison**

Six-axle derricks not permitted.

**3. Type of Operation****CTC—in effect:**

|                          |                                     |
|--------------------------|-------------------------------------|
| Coal Route .....         | Harlem to ASB South                 |
| MP 0.5X to MP 1.6X ..... | Tracks 80 and 81 KCT to Ustick Twr. |
| MP 1.6X to MP 4.2 .....  | Hi-Line Track Ustick Tower to CP 42 |
| MP 4.2 to MP 7.9 .....   | CP 42 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 4.2 to MP 7.9     |
| 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 207.3 |

**Manual Interlockings not Controlled by BNSF**

KCT Railway

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

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.

**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.

**Manual Interlocking not indicated at station:**

Between Hill St. Jct. and Hall—Union Pacific MP 206.1

**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 6.28 in effect—**

St. Joseph to MP 201.0Y

Between Hall and Carling

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

|                        |                            |
|------------------------|----------------------------|
| MP 7.6, Main 2 .....   | Intercon Switch            |
| MP 46.0 .....          | Rushville                  |
| MP 92.05, Main 2 ..... | Cargill Switch             |
| 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

##### 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 - Recall Code 047
- B. Other TWD Locations  
 MP 6.1 (DED/Failure Reporting Only)  
 MP 12.7—Recall Code 197  
 MP 30.8—Recall Code 198  
 MP 54.9—Recall Code 188  
 MP 60.9 (DED/Failure Reporting Only)  
 MP 66.0 (DED/Failure Reporting Only)  
 MP 70.6—Recall Code 187  
 MP 77.1 (DED/Failure Reporting Only)  
 MP 83.0 (DED/Failure Reporting Only)  
 MP 88.9—Recall Code 177  
 MP 92.2 (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) - Recall Code 047  
 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 158.6 (DED/Failure Reporting Only)  
 MP 161.8—Recall Code 028  
 MP 166.7 (DED/Failure Reporting Only)  
 MP 172.2 (DED/Failure Reporting Only)  
 MP 177.9 (DED/Failure Reporting Only)  
 MP 183.1—Recall Code 108  
 MP 188.4 (DED/Failure Reporting Only)  
 MP 194.3 (DED/Failure Reporting Only)  
 MP 199.7 (DED/Failure Reporting Only)  
 MP 204.3 (DED/Failure Reporting Only)

**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.

**Clark - Napier**—MP 63.0 is missing. Distance between MP 62.0 and MP 64.0 is 2,500 feet. Distance between MP 97.0 and MP 98.0 is 1.4 miles.

**Napier - Carling**—Distance between MP 145.0 and MP 146.0 is 1.3 miles.

**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.

**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.

**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 CP 42—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.

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

**Atchison Movement Over Bridge**—Contact UP Yardmaster Atchison on radio channel No. 20 for permission to cross bridge.

Should signals on either side of bridge fail to indicate proceed after obtaining permission to cross, a crew member must

precede the movement to ascertain bridge is properly aligned and lockdown levers are properly locked and pinned.

**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. Contact UP Yardmaster on radio channel No. 20. Track and time authority may be given by UP Dispatcher or relayed by UP Yardmaster on this 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.

All cars for Herzog will be set out to Track 2. After all switching is completed and prior to departure, the switch point derail at the west end of Track 2 must be lined in the derailing position.

At the east end of Falls City Yard, the switch leading from the Old Pass to Track 1 and 2 must be lined for Track 1 and 2. Track 1 and 2 switches must be lined and locked for Track 2.

Coal Train Symbol FCN, Lincoln to Falls City via St. Joseph Subdivision, the top train line will not be cut-in while train is operating on BNSF property.

**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 crossing at Atchison St. 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 on St. Joseph Subdivision, authority must be obtained from control operator. Before entering Main Track on the Wymore Subdivision, TWC authority must be obtained.

**Nodaway**—Westbound trains making a meet at Nodaway are required to stop short of the private road crossing located at MP 76.2. Trains must remain stopped short of this crossing until it is known the westbound movement can be continued. This stopping short restriction is in effect during daylight hours only.

**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 unloading operating on Radio Channel No. 70 and advise the plant unloading operator 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 unloading operator and advise where the train will be left.

Locomotives are prohibited from operating on the following tracks: Portions of the Repair Track and the Fly Ash Track. Signs have been posted by latan personnel at the entrance to the prohibited areas. Normal position of the Storage Track switch is lined for the Outbound Track.

- 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.

**8. Line Segments**

**Road Line Segments**

| Line Segment | Limits             | Mileposts            |
|--------------|--------------------|----------------------|
| 16           | Kansas City—Napier |                      |
| 3000         | Napier—Carling     |                      |
| 15           | St. Joseph—East    |                      |
|              | Industrial Park    | MP 205.9 to MP 201.0 |
| 79           | latan Electric     |                      |
|              | Generating Station | MP 0.0 to MP 7.0     |
| 7116         | Davies—Atchison    | MP 0.0X to MP 4.6X   |
| 7102         | Atchison           | MP 0.0 to MP 2.0     |

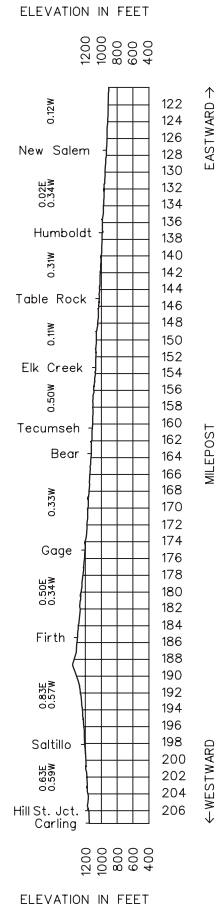
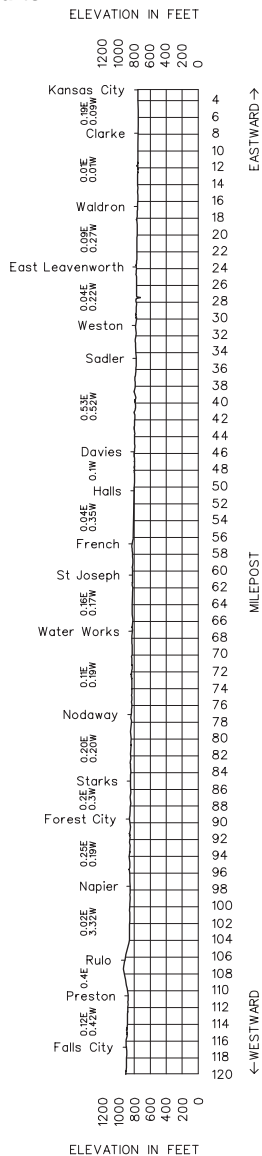
**Yard Line Segments**

| Line Segment | Limits                       |
|--------------|------------------------------|
| 465          | Kansas City—Murray Yard      |
| 842          | Kansas City—10th Street Yard |
| 1108         | Kansas City—19th Street Yard |
| 841          | St. Joseph                   |

## 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 east of Atchison   | 70            | Both         |
| 76706 Atchison  | 4.6 west of Davies     | Yard          |              |
| 28046 Rushville | 2.7 west of Armour     | 10            | East         |
| 28082 Forbes    | 6.2 west of Nodaway    | 16            | East         |
| 28100 Fortescue | 3.3 west of Napier     | 10            | 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         |

## 10. Grade Charts



| Length of Siding (Feet) | Station Nos. | Mile Post | Wymore Subdivision<br>BRANCH LINE<br>STATIONS | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. |
|-------------------------|--------------|-----------|---|----------|---------------|--------------|--------------------|
|                         | 28145        | 48.2      | TABLE ROCK                                    | J        |               |              | 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                                      | M        |               |              | 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       |               | 19           | 6.4                |
|                         | 81129        | 177.0     | BOSTWICK                                      |          |               |              | 7.9                |
|                         | 81136        | 184.9     | GUIDE ROCK                                    |          |               |              | 6.2                |
|                         | 81143        | 191.1     | LESTER JCT                                    | JTR      |               |              | 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  |          |               |              | 6.1                |
|                         | 81198        | 247.1     | ORLEANS                                       | R        |               |              | 0.3                |
|                         | 81139        | 247.8     | ORLEANS JCT                                   | RJT      |               |              | 0.7                |
|                         | 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 Superior.

Radio Channel 85 in service between Superior and Red Cloud.

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

| Radio Call-In   |                   |
|---|-------------------|
| Table Rock-01(X)  | Lester Jct.-42(X) |
| Emergency - Call 911  |                   |
| For Dispatcher X=0, For Mechanical X=2, For Field Support X=3 |                   |

#### Sioux Line Dispatcher

(817) 234-6045, FAX (817) 234-6078

### 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 115.0-UP Crossing .....  | 25 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 ..... 20 MPH.

#### 1(D). Speed—Other

All derricks ..... 25 MPH.  
 Lester Jct.-East Leg of Wye to Lester Subdivision ..... 20 MPH.  
 Lester Jct.-West Leg of Wye to Lester Subdivision ..... 10 MPH.  
 Bridges 81.24, 84.86, 86.28, 125.45, 187.59 cars heavier than 134 tons ..... 10 MPH.

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

### 2. Bridge and Equipment Weight Restrictions

#### Maximum Gross Weight of Car

Table Rock to Oxford Jct. .... 143 tons, Restriction D

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

Wymore ..... No. 2 repair track

Wymore ..... Belt track

Krider ..... House track

Diller ..... Elevator track

Chester ..... House track

Superior ..... Stock track

Bostwick ..... Elevator track

Red Cloud ..... Turkey track

Inavale ..... House track

### 3. Type of Operation

#### Restricted Limits—in effect:

Wymore ..... MP 86.0 to MP 88.8

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:

CTC Table Rock to MP 257.4.

#### Interlocking Instructions—Automatic Interlockings not

Indicated at Station—UP crossing—MP 84.7.

#### Manual Interlocking Not Controlled By BNSF—

Endicott -UPRR

#### Manual Interlockings Not Using Track and Time (Rule 10.3) to Protect MW Employees:

Endicott—Contact UPRR Control Operator for Instructions.

### 4. General Code of Operating Rules Items

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

**Rule 8.3**—Within restricted limits at Superior, crew members may leave the following main track switches locked in the position last used:

Main track connection switch from Strong City Subdivision to Wymore main MP 169.5.

Main track switch from Strong city Subdivision Yard to Wymore main MP 169.5.

Approach these switches expecting to find them lined against movement.

**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.

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

**Lester Jct**—Normal position for East Wye Switch is lined and locked for the East leg of Wye.

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

## 8. Line Segments

### Road Line Segments

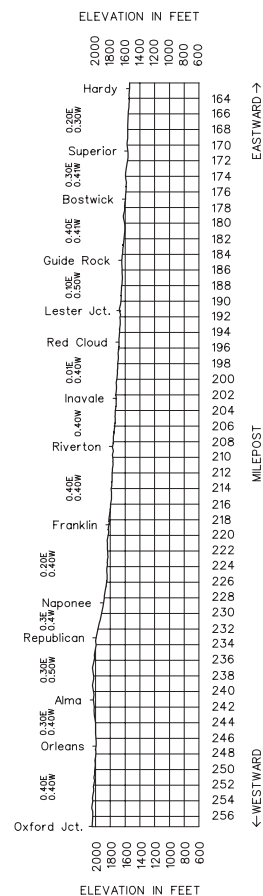
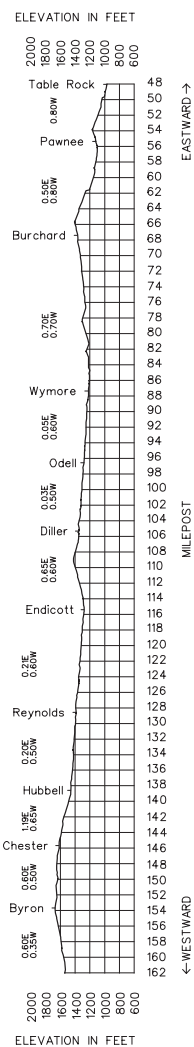
### Line Segments Limits

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 | 18            | East         |
| 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<br>S-42  | Both         |

## 10. Grade Charts



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**GCOR and MWOR Rule 15.2A—Verbal Permission:**

When granting verbal permission, begin the communication using the following words:

“Foreman (name and/or Gang No.) \_\_\_\_ using track bulletin No. \_\_\_\_ (and/or Line No. \_\_\_\_) between MP \_\_\_\_ and MP \_\_\_\_ (specifying subdivision when necessary).”

1. To permit a train to pass a red flag (or red light) without stopping, add the following:

- “(Train) may pass red flag (or red light) located at MP \_\_\_\_ without stopping (specifying track when necessary).”

Unless otherwise restricted, the train may pass the red flag (or red light) at restricted speed without stopping.

2. To permit a train to proceed at other than restricted speed, add one of the following:

- “(Train) may proceed through the limits at \_\_\_\_ MPH (or at maximum authorized speed) (specifying track when necessary).”

Unless otherwise restricted, the train may proceed at speed specified.

- “(Train) may proceed at \_\_\_\_ MPH between MP \_\_\_\_ and MP \_\_\_\_ and then proceed at .. \_\_\_\_ MPH (or at maximum authorized speed) (specifying track when necessary) until entire train has passed through the limits.”

Unless otherwise restricted, the train may proceed through the limits at the speeds specified. Not more than two speeds may be authorized. The second speed authorized must not be less than the first speed.

3. To require the train to move at restricted speed, but less than 20 MPH, add the following:

- “(Train) must proceed at restricted speed but not exceeding \_\_\_\_ MPH (specifying distance and track when necessary).”

The above will apply when movement is to be made at restricted speed, but less than 20 MPH. Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.

**Report Trespassers**  
**1-800-832-5452**

**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               |