



BNSF Safety Vision

We believe every accident or injury is preventable. Our vision is that Burlington Northern Santa Fe will operate free of accidents and injuries. Burlington Northern Santa Fe will achieve this vision through:

A culture that makes safety our highest priority and provides continuous self-examination as to the effectiveness of our safety process and performance ...

A work environment, including the resources and tools, that is safe and accident-free where all known hazards will be eliminated or safe-guarded ...

Work practices and training for all employees that make safety essential to the tasks we perform ...

An empowered work force, including all employees, that takes responsibility for personal safety, the safety of fellow employees, and the communities in which we serve.

Nebraska Division

Timetable No. 6

IN EFFECT AT 0800
Central Continental Time

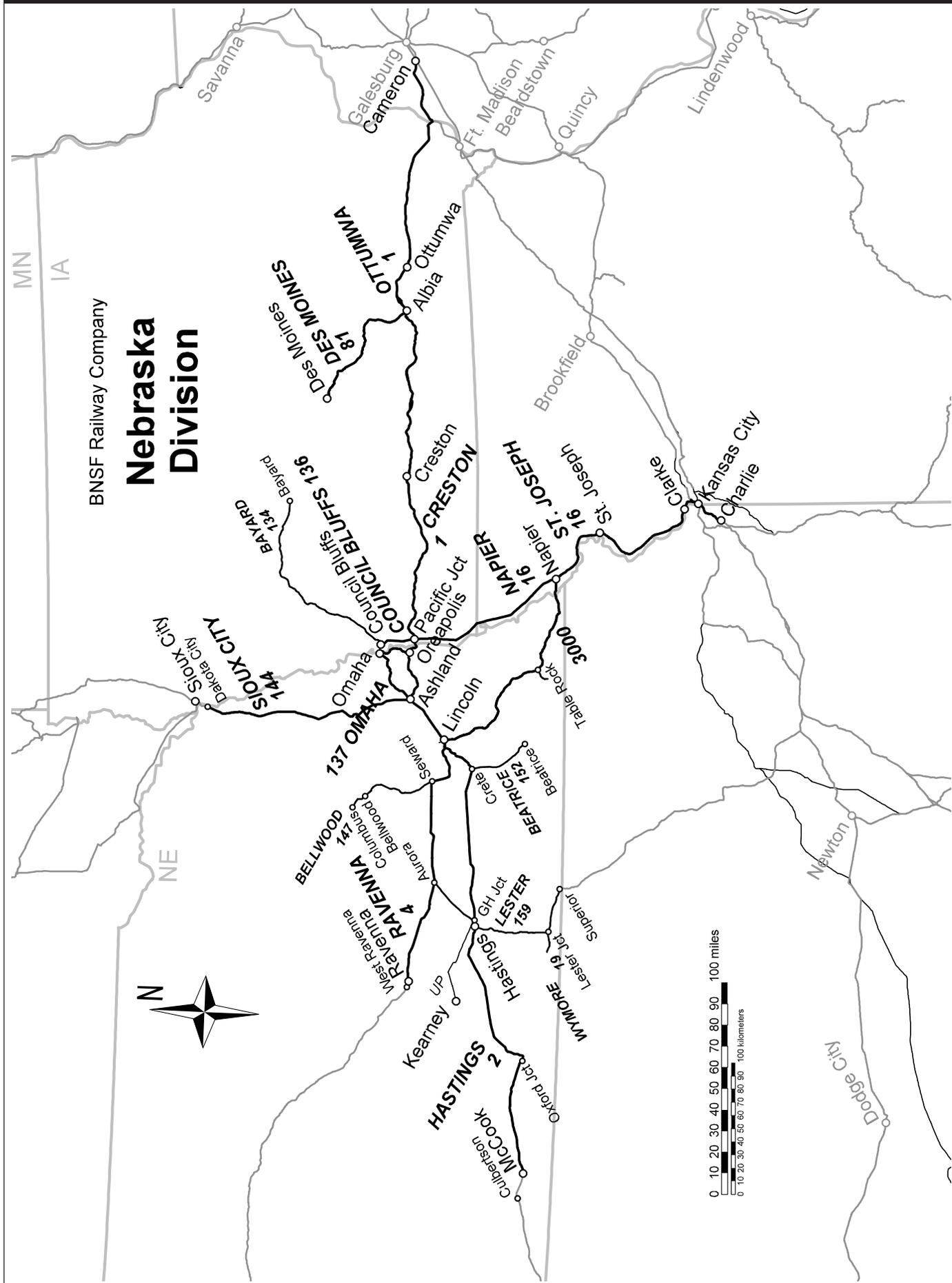
Wednesday, December 13, 2006

Division General Manager

B.D. Andrew
Lincoln, Nebraska
(402) 458-7350

General Director Transportation

R. R. Fitzgerald
Lincoln, Nebraska
(402) 458-4343



Division Managers

Burlington

M.D. Keller Roadmaster (319) 758-5638

Chariton

R.E. Huss Roadmaster (641) 774-4283

Creston

J.D. Owens Trainmaster (641) 782-1930

Crete

G.L. Swanson Roadmaster (402) 826-5941

Fairfield

P.W. Clanin Signal Supervisor (641) 469-5220

Fremont

J.H. Foust Roadmaster (402) 753-2101

S.G. Jordan Asst. Roadmaster (402) 458-7537

Galesburg

J. Neumann Asst. Roadmaster (309) 345-6458

R.B. Paulsgrove Road Foreman (309) 345-6139

R.L. Roskilly Division Engineer (309) 345-6520

Hastings

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

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

Kansas City

S.D. Bailey Trainmaster (816) 472-2462

A.L. Carter Road Foreman (816) 472-2485

C.M. Engel Terminal Manager (816) 472-2410

M.T. Hastings Trainmaster (816) 472-2462

G.M. LaJoie Asst. Gen. Foreman Mech. (913) 551-4327

S.A. Miller Terminal Trainmaster (816) 472-2302

D.L. Ray Terminal Supt. (816) 472-2200

J.E. Reppond Gen. Foreman Mechanical (816) 472-2286

G.T. Rickard Roadmaster (816) 472-2238

D.L. Schibbelhut Roadmaster (816) 472-2203

J.C. Sherman Trainmaster (816) 472-2462

M.W. Thidemann Terminal Trainmaster (816) 472-2237

R.C. Thomas Car Foreman (816) 472-2332

M.S. Wacker Terminal Trainmaster (816) 472-2452

Lincoln

R.G. Bacon Division Engineer (402) 458-7724

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

M.E. Chartraw Asst. Dir. Mtce. Production (402) 458-7523

D.P. Clark Trainmaster (402) 458-7615

B.E. Custer Signal Supervisor (402) 458-7530

E.D. Ficke Supv. Mtce. Planning (402) 458-7458

D.J. Gengler Manager of Field Training (402) 458-7303

L.M. Gladney Field Manager MEH (402) 458-7455

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

R. Henderson Asst. Roadmaster (402) 458-7526

J.P. Johnston Supv. Mtce. Planning (402) 458-7464

M.S. Kingston Asst. Roadmaster (402) 458-7717

M.C. Klatt Road Foreman (402) 458-7325

C.D. Krause Supervisor Structures (402) 458-7652

M.S. Kriley Supv. Mtce. Planning (402) 458-7509

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

J.N. Landon Safety Manager (402) 458-7532

G.C. Lang Gen. Const. Supervisor (402) 458-7501

S.E. Lehman Road Foreman (402) 458-7304

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

M.N. Lott Roadmaster (402) 458-0011

D.P. Manson Supv. Mtce. Planning (402) 458-7460

Lincoln (Continued)

D.A. Marget Asst. Roadmaster (402) 458-7531

R.F. Munguia Dir. Government Affairs (402) 458-7738

K.A. Ohs Mgr. Mtce. Planning (402) 458-7542

M.A. Oliver Mgr. Mtce. Planning (402) 458-7535

G.L. Pester Manager Signals (402) 458-7504

M.J. Petersen Asst. Roadmaster (402) 458-7447

J.D. Rogman Supervisor Welding (402) 458-7775

M.D. Schaefer Project Engineer (402) 458-7379

L.D. Schmidt Roadmaster (402) 458-7637

D.L. Sedlacek Project Engineer (402) 458-7781

W.J. Seeger Director Line Maintenance ... (402) 458-7511

B.R. Starkey Asst. Roadmaster (402) 458-7758

T.N. Wehland Signal Supervisor (402) 458-4345

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

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

Lincoln Terminal

N.W. Apa Terminal Trainmaster (402) 458-7553

R.M. Athey Terminal Superintendent (402) 458-7514

N.R. Bottger Asst. Terminal Supt. (402) 458-4308

R.E. Duncan Terminal Manager (402) 458-7567

T.W. Gall Car Foreman (402) 458-7596

G.L. Gandara Car Foreman (402) 458-4385

T.G. Grogan Car Foreman (402) 458-7595

J.L. Hofpar Car Foreman (402) 458-7595

M.L. Kuhns Car Foreman (402) 458-7595

C.A. Merck Gen. Foreman Mech. (402) 458-7621

N.O. Mizelle Terminal Trainmaster (402) 458-7553

W.B. Morgan Terminal Manager (402) 458-0122

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

J.M. Roberts Terminal Manager (402) 458-0121

R.C. Seaman Car Foreman (402) 458-7596

T.M. Tye Terminal Trainmaster (402) 458-0015

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

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

T.L. Wright Terminal Manager (402) 458-7553

J.F. Yonker Car Foreman (402) 458-7595

McCook

..... Trainmaster (308) 345-5956

R.G. Chmiel Signal Supervisor (308) 345-5930

Omaha

A.M. Bell Roadmaster (402) 422-5249

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

J.P. Murray Road Foreman (402) 422-5258

T.D. Nagel Supt. Op. Practices (402) 422-5257

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

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

M.S. Vincent Terminal Trainmaster (402) 422-5212

Ottumwa

D.P. Centz Trainmaster (641) 684-3632

Ravenna

..... Trainmaster (308) 452-2732

St. Joseph

D.H. Mullins Signal Supervisor (816) 364-7845

R.J. Tresnak Trainmaster (816) 364-7822

G.L. Sheets Roadmaster (816) 364-7835

York

L.A. Ihde Roadmaster (402) 458-7467

Nebraska Division Safety Hotline (402) 458-7500

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Bayard Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑	
	9,524	78598	384.9	BAYARD			TWC	134		6.5	
	6,103	78593	391.4	COON RAPIDS						8.2	
	4,488	78585	399.6	DEDHAM						6.5	
	8,080	78578	406.1	TEMPLETON						6.1	
		78572	412.2	MANNING						10.6	
	10,266	78562	422.8	MANILLA						7.6	
		78554	430.4	DEFIANCE						5.5	
	5,060	78549	435.9	EARLING						5.1	
		78544	441.0	PANAMA						6.3	
	9,952	78537	447.3	PORTSMOUTH						5.5	
		78532	452.8	PERSIA						9.8	
		78522	462.6	NEOLA						5.1	
		78517	467.7	UNDERWOOD						15.9	
		27394	483.6	COUNCIL BLUFFS	BJS				Rule 6.28		98.7

Radio Channel 87 in service.

Radio Channel 64 and 66 in service in Omaha Terminal

Train Dispatcher Telephone Numbers
(817) 234-6041, Fax (817) 234-6069

Radio Call-In		
Dedham-13(X)	Manilla-14(X)	Persia-15(X)
Glenwood E-19(X)	Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

1. Speed Regulations

1(A). Speed—Maximum

MP 384.9 to MP 483.6 **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

3. Type of Operation

TWC—in effect:
MP 387.3 to MP 480.8

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1.0 mile.

Rule 6.28—In effect at Bayard, MP 387.3 to MP 383.6 (Farmers Coop Industry Track) and at Council Bluffs, MP 480.8 to 483.6.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Bayard—End of track is MP 383.6

Bayard—Trains must stop and protect movement over Main Street Crossing, MP 384.9 and proceed with caution over all other grade crossings. Deraill has been installed at MP 387.05. This deraill is to be used to protect locomotives during Shuttle Train loadings at Farmers Coop.

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

Test Mile Locations—

- MP 392 to MP 393
- MP 476 to MP 477

8. Line Segments

Road Line Segments

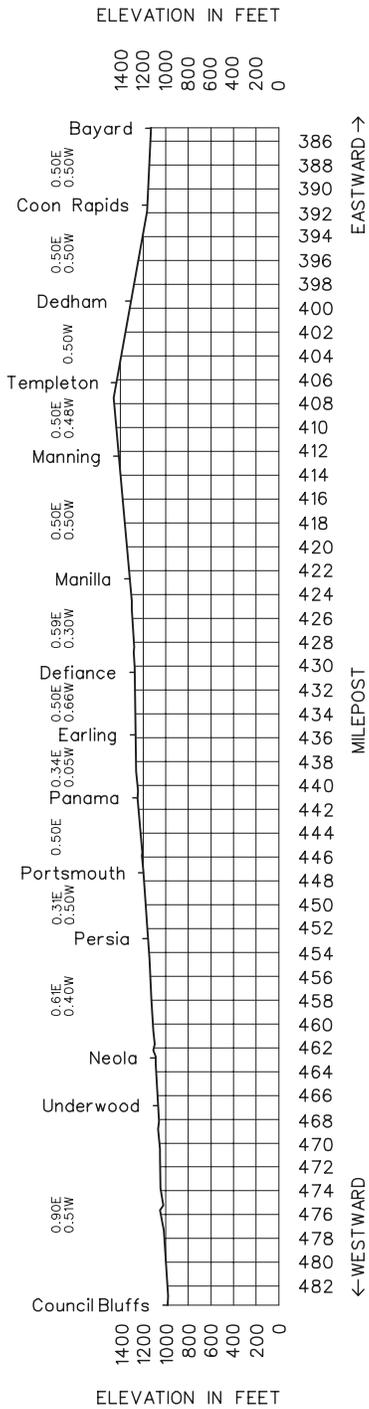
Line Segment Limits

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 Chart



WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Beatrice Subdivision		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD
				BRANCH LINE	STATIONS				
		20516	0.7	CRETE	J			10.3	
		80810	11.0	WILBER		TWC	152	6.4	
		80817	17.4	DE WITT				7.2	
		80824	24.6	HOAG				5.8	
		80830	30.4	BEATRICE		Rule 6.28		29.7	

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

Train Dispatcher Telephone Numbers

(817) 234-6045, Fax (817) 234-1263

1. Speed Regulations

1(A). Speed—Maximum

MP 0.7 to MP 30.4 **Freight** 30 MPH.

1(B). Speed—Permanent Restrictions

MP 19.9 to MP 20.0 10 MPH.
MP 34.42, Over Court St. (HER) 5 MPH.

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

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

1(D). Speed—Other

Six-axle derricks 25 MPH.
System Special Instructions, Item 1(A) applies MP 0.7 to MP 34.8.

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

MP 0.7 to MP 34.8 143 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 Lead.

3. Type of Operation

TWC—in effect:
MP 0.7 to MP 27.0

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:
MP 27.0 to MP 34.8, Do not exceed 10 MPH.

Rule 8.20 Derail Location and Position—Derail located on Main Track at MP 30.4.

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 the crossings at MP 30.4 (Court Street) and MP 30.5 (Market Street) on the Industry Track. The Activation Circuit is located 30 feet from the crossing on the former Main Track (Court St.). Trains and Engines operating over the former Main Track (Court St.) must not occupy the crossing until the warning device has been operating for at least 20 seconds, or movement over the crossing has been protected by a crew member.

Southeast Nebraska COOP—When instructed to pickup unit trains at Southeast Nebraska COOP, crews must:

1. Couple the locomotives (there should be 5 locomotives) to the train that has been secured on the main track between MP 30.6 and MP 32.2. The majority of the train will be on a 0.7% grade.
2. Attach the ETD, cut in the air, and charge the train.
3. Release the hand brakes on the north end of the train next to the locomotives and shove the slack into the train.
4. Make a 10 psi. brake pipe reduction and insure the brakes apply on the rear of the train as indicated by the ETD.
5. Release the hand brakes on the south end of the train. (Hand brakes should be applied on the south 33 cars of a 110 car unit and the south 17 cars of a 54 car unit.)
6. Move the train to MP 27.2 and make an initial terminal air brake test and inspection.

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

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
MP 0.7 to MP 24.6

8. Line Segments

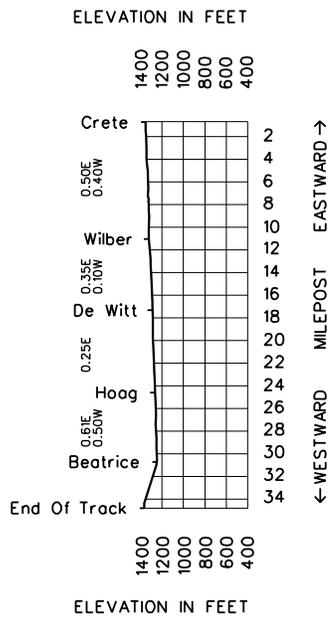
Road Line Segments

Line Segment Limits
152 MP 0.7 to MP 34.8

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
Crete South Yard	2.0 west of Crete	140	Both
Crete Storage	4.0 west of Crete	5	West
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
Beatrice Industrial Park	1.0 east of Beatrice	N-5 S-16	West

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Bellwood Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper. CTC	Line Segment	Miles to Next Stn.	EASTWARD ↑
			27.7X	BR JCT.	J			165	1.4	
		30029	29.1X 25.5	SEWARD					6.4	
		83032	31.9	STAPLEHURST					6.9	
		83039	38.8	ULYSSES			TWC		8.0	
		83047	46.8	GARRISON				147	5.7	
		83053	52.5	DAVID CITY	S				8.8	
		83061	61.3	BELLWOOD					5.2	
		83071	66.5	COLUMBUS					42.4	

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

Train Dispatcher Telephone Numbers

(817) 234-6044, Fax (817) 234-6079

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 27.7X to MP 61.9	25 MPH.
MP 61.9 to MP 66.5	40 MPH.

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts

MP 27.7X	15 MPH
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1(D). Speed—Other

Bridges 27.62, 34.27 and 40.57, cars heavier than 136 tons 10 MPH.
System Special Instructions, Item 1(A) applies on the entire Subdivision.

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:
MP 27.7X to MP 66.5

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

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

Columbus—Crews arriving Archer Daniels Midland (ADM) will contact the ADM Switch Crew on Channel No. 39 or by Phone (402) 564-6353 for permission to enter the facility at MP 66.5 and obtain Yarding/Pickup instructions.

GCOR Rule 6.28 is the Method of Operation within the ADM facility.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
MP 26.0 to MP 47.0

8. Line Segments

Road Line Segments

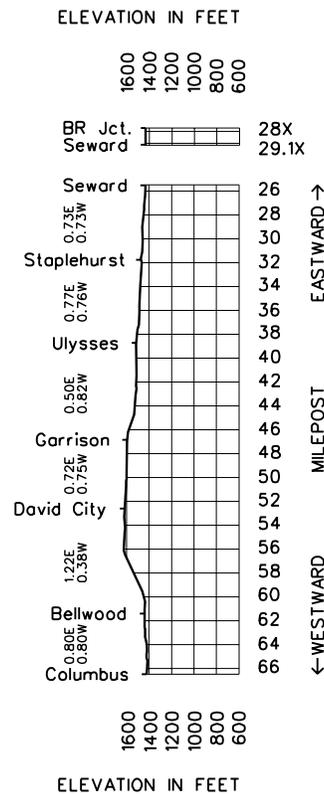
Line Segment Limits

- 165 MP 27.7X to MP 29.1X
- 147 MP 25.5 to MP 66.5

9. Locations Not Shown as Stations

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

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Council Bluffs Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		20436	475.0	PACIFIC JCT.	CJTR				11.0	
5,136	27388	486.0	ISLAND PARK				TWC	136	2.6	
	27389	488.6	CBEC JCT.	JT					3.2	
	27394	491.8	COUNCIL BLUFFS	ABJS			Rule 6.28		1.6	
	27397	493.4	BN JCT.	J						
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

Train Dispatcher Telephone Numbers

(817) 234-6041, Fax (817) 234-6069

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 475.0 to MP 496.2	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 Wye, Pacific Jct.	10 MPH.	10 MPH.

1(D). Speed - Other

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Pacific Jct. to Omaha 143 tons, Restriction D

Six axle locomotives and six-axle derricks are prohibited on the following tracks in Council Bluffs: Weyerhaeuser lead, Amoco Oil loading tracks, Pam Oil, and All Q Yard tracks.

3. Type of Operation

Restricted Limits—in effect:

MP 475.0 to MP 476.5

TWC—in effect:

MP 476.5 to MP 488.6

CTC—in effect:

MP 496.0 to MP 496.2

Interlocking Instructions

Council Bluffs—The UP Crossing at MP 492.7 is an automatic interlocking. All movements are governed by interlocking rules and the instructions posted in the release box.

4. General Code of Operating Rules items

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

Rule 6.28—in effect:

MP 488.6 to MP 493.4

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track —None

7. Special Conditions

Pacific Jct.—The eastward distance signal located at MP 475.71 governs movements to the Creston Subdivision via the West Leg of the Wye only. Movements to the Creston Subdivision via the East Leg of the Wye will be governed by Rule 6.28. Trains receiving signal aspect 9.1.8 (Approach) must communicate with the dispatcher before blocking any grade crossings.

The normal position of the north switch of the wye, MP 475.4, is lined and locked for movement to and from the west leg of the wye.

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

Island Park—Contact the Gibson Yardmaster for permission before placing cars or engines on the Bunge Industry tracks, MP 486.0. Bunge switch crews can be contacted on radio channel 70.

MidAmerican Power—The West Wye switch, MP 489.0 and the 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 the switches lined and locked against their movement.

The weigh-in-motion scale between the plant entrance switch and the unloading loop switch is out of service. When the weigh in motion scale is in service, the optimal speed over the scale is 3 MPH for both loaded and empty trains. A three-color signal adjacent to the scale house indicates the speed of the 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

All train crews will use radio channel 70 when communicating with personnel at MidAmerican Power. Loaded trains must proceed around the unloading loop in a counterclockwise direction. The train crew must contact the CBEC Dumper Operator before operating into or through the dumper building. Exterior sun visors (awnings) on the sides of locomotive cabs must be retracted while operating through the dumper building. Engines equipped with all-weather windows ("window boxes") will not clear through the dumper building. When crews are required to place End of Train Devices (ETDs) 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 ETD is placed on the train.

BN Junction—Westward BNSF train and engine movements must stop at the stop sign which is located to the left of the track 558 feet east of the UP switch connecting to the UP Main Track 2 at BN Junction. Authority to enter Main Track 2 must be obtained before operating the electric lock at this switch.

Council Bluffs—BNSF movements on UP yard tracks must be made only with the permission of the UP Council Bluffs Tower Yardmaster and only after a crew member of the movement has communicated directly with and received instructions directly from the UP Tower Yardmaster.

Engines must not operate in or through Bartlett South Elevator loading shed. Do not place cars on elevator tracks 1, 2, or 3 at Bartlett Elevator that exceed 15' 6", the height of a covered grain hopper car.

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

The normal position of the Bayard Subdivision junction switch at MP 491.9 is lined and locked against movement to the Bayard Subdivision.

Operation on the Canadian National—CN trackage from the UP connection at CCP Jct. (UP MP 0.70; CC MP 512.3) to the CC Council Bluffs Yard (CC MP 511.4) is designated as industrial trackage. BNSF train or yard movements are governed by GCOR Rule 6.28. To contact CN personnel, use radio channel 72. CN Telephone Numbers are:
 Council Bluffs Yard Office (712) 323-3203
 Manager of Operations, Homewood, IL (708) 206-6755

Operation on the Union Pacific Railroad, Council Bluffs to Omaha—BNSF train or yard movements operating on Union Pacific trackage are governed by the current Union Pacific timetable.

The UP Supervisor of Train Operations (STO) coordinates movements on the UP main tracks within the UP Omaha-Council Bluffs Terminal, and serves as the communication liaison between the UP Council Bluffs Subdivision Dispatcher and the UP Council Bluffs Tower Yardmaster. The UP Council Bluffs Subdivision Dispatcher and the UP STO monitor radio channel 42. The UP Council Bluffs Tower Yardmaster monitors Radio Channel 38. Train and Yard movements entering or using the UP main tracks should contact and be governed by the STO's instructions. If necessary, the UP Council Bluffs Subdivision Dispatcher can be called by pressing the star button (*) on the radio keypad. Crews unable to contact the UP directly may contact the Gibson Yardmaster for assistance.

At Council Bluffs, the BNSF Council Bluffs Subdivision connects to the UP Main Track 2 at BN Jct. At Omaha, the BNSF Council Bluffs Subdivision connects to the UP Main Track 2 at 7th Street (CP B003).

Locations on UP in Omaha-Council Bluffs Area			
	UP Mileposts	BNSF 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		
CNW Connection	-0.8/351.3		
North Council Bluffs	347.0		

8. Line Segments

Yard Line Segments

Line Segment Limits

877 Council Bluffs Yard

Road Line Segments

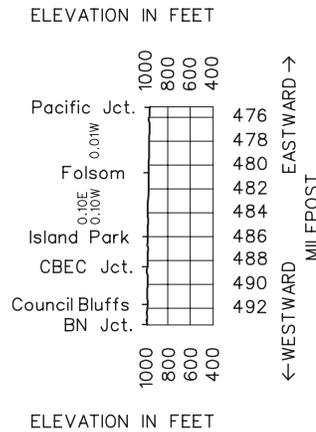
Line Segment Limits

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 Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Creston Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		20355	392.9	CRESTON		BCY	2MT-ABS TWC	1	2.3	
			395.2	CP 3952			2MT-CTC		10.5	
			405.7	CP 4057			CTC		3.2	
			408.9	CP 4089	X(2)		2MT CTC		3.1	
			412.0	CP 4120			CTC		10.2	
		20384	422.2	NODAWAY			CTC		3.3	
			425.5	CP 4255	X(2)		2MT CTC		3.4	
		20388	428.9	CP 4289			CTC		7.8	
			436.7	CP 4367			CTC		6.6	
		20403	443.3	RED OAK To Farragut 25.9	T		2MT CTC		4.2	
		20409	447.5	McPHERSON			CTC		6.0	
			453.5	CP 4535	X(2)		2MT CTC		4.5	
			458.0	CP 4580			CTC		8.4	
			466.4	CP 4664			CTC		1.5	
		20427	467.9	BALFOUR	X		2MT CTC	5.8		
			473.7	EAST PACIFIC JCT.			CTC	1.4		
		20436	475.1 0.0	WEST PACIFIC JCT.	JT		CTC	1.5		
			1.5	CP 15			CTC	3.5		
		20441	5.0	PLATTSMOUTH			CTC	3.9		
		20445	8.9	OREAPOLIS	AJTX		2MT CTC	5.5		
			9.3	WEST WYE OREAPOLIS	AJT		CTC	4.6		
			13.9	CP 139			CTC	5.0		
			18.9	CP 189			CTC	4.2		
6,432	20459	23.1	LOUISVILLE				CTC	4.8		
6,340	20464	27.9	SOUTH BEND				CTC	6.7		
		34.6	EAST WYE ASHLAND	JT			CTC	0.7		
		20471	35.3	ASHLAND	X(2)		CTC	1.1		
			36.4	CP 364	JTX		CTC	4.7		
			41.1	CP 411	X(2)		CTC	6.5		
6,650	20484	47.6	WAVERLY	X(2)			CTC	5.9		
		53.5	CP 535	X(2)			CTC	1.3		
		20491	54.8	HAVELOCK	BX		2MT CTC	2.0		
			56.8	CP 568			CTC	2.0		
			58.9	BAIRD	X(2)MJ		CTC	0.6		
			59.4	CP 595	J		3MT CTC	0.6		
			59.6 0.0	END CRESTON SUB BEGIN RAVENNA SUB			CTC	141.9		

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

Radio Channel No. 53 in service MP 392.9 to MP 466.4.

Radio Channel No. 87 in service MP 466.4 to MP 59.6.

Radio Channel No. 66 in Omaha and Lincoln Terminals.

Radio Call-In		
Creston - 11(X)	Red Oak (Griswold) - 12(X)	Balfour - 16(X)
Pacific Jct - 19(X)	Ashland - 18(X)	Lincoln - 17(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

M-F, 0700-1500, MP 392.9 to MP 466.4—(817) 234-1351,
FAX (817) 234-1381

All Other Times—(817) 234-6041, FAX (817) 234-6069

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 392.9 to MP 58.87	79 MPH.	60 MPH.
Trains 100 TOB and over		45 MPH.

1(B). Speed—Permanent Restrictions

MP 393.0 to MP 393.7	30 MPH.	25 MPH.
MP 446.0 to MP 439.0, EWD Trains - MT and MT1 - 100 TOB and Over		55 MPH.
Red Oak to Farragut, MP 1.0 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 9.0 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.
Louisville and South Bend Sidings		
Less than 100 TOB	40 MPH.	40 MPH.
100 TOB and over		25 MPH.
MP 35.0 to MP 36.5	50 MPH.	40 MPH.
MP 57.0 to 58.9		40 MPH.
MP 58.9 to MP 59.6	40 MPH.	40 MPH.
MP 59.1 to MP 60.4, Passenger Tracks 1 & 2	15 MPH.	15 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 (CP 4089), through XO		
Less than 100 TOB	40 MPH.	40 MPH.
100 TOB and over		25 MPH.
MP 412.0, through turnout		
Less than 100 TOB	50 MPH.	40 MPH.
100 TOB and over		25 MPH.
MP 422.2, (Nodaway), through equilateral turnout	50 MPH.	50 MPH.
MP 425.5 (CP 4255), through X(2)		
Less than 100 TOB	40 MPH.	40 MPH.
100 TOB and over		25 MPH.
MP 428.9 (CP 4289), through equilateral turnout	50 MPH.	50 MPH.
MP 436.7 (CP 4367), through turnout		
Less than 100 TOB	50 MPH.	50 MPH.
100 TOB and over		40 MPH.
MP 443.3 (Red Oak), through turnout		
Less than 100 TOB	40 MPH.	40 MPH.
100 TOB and over		25 MPH.
MP 447.5 (McPherson), through turnout		
Less than 100 TOB	40 MPH.	40 MPH.
100 TOB and over		25 MPH.
MP 453.5 (CP 4535), through X(2)		
Less than 100 TOB	40 MPH.	40 MPH.
100 TOB and over		25 MPH.
MP 458.0 (CP 4580), through turnout		
Less than 100 TOB	40 MPH.	40 MPH.
100 TOB and over		25 MPH.
MP 466.4 (CP 4664), through turnout		
Less than 100 TOB	40 MPH.	40 MPH.
100 TOB and over		25 MPH.
MP 467.9 (Balfour), through XO		
Less than 100 TOB	40 MPH.	40 MPH.
100 TOB and over		25 MPH.
MP 0.2, (West Pacific Jct.), through turnout		
Less than 100 TOB	50 MPH.	40 MPH.
100 TOB and over		25 MPH.
MP 5.0 (Plattsmouth), through turnout	30 MPH.	25 MPH.
MP 8.5, through XO		
Less than 100 TOB	40 MPH.	40 MPH.
100 TOB and over		25 MPH.
MP 8.8, through turnout to Omaha Sub		
Less than 100 TOB	40 MPH.	40 MPH.
100 TOB and over		25 MPH.

	Passenger	Freight
MP 8.9, through turnout End 2 MT		
Less than 100 TOB	40 MPH.	40 MPH.
100 TOB and over		25 MPH.
MP 9.3, through turnout to Omaha Sub	10 MPH.	10 MPH.
MP 13.9, (CP 139), through turnout		
Less than 100 TOB	50 MPH.	50 MPH.
100 TOB and over		40 MPH.
MP 18.9, (CP 189), through turnout		
Less than 100 TOB	50 MPH.	50 MPH.
100 TOB and over		40 MPH.
MP 35.0, through XO	25 MPH.	25 MPH.
MP 35.1, through XO		
Less than 100 TOB	40 MPH.	40 MPH.
100 TOB and over		25 MPH.
MP 36.4, (CP 364), through XO	25 MPH.	25 MPH.
MP 41.1, (CP 411), through X(2)	40 MPH.	35 MPH.
Waverly, through turnouts and on siding	25 MPH.	25 MPH.
MP 53.5, (CP 535), through X(2)		
Less than 100 TOB	40 MPH.	40 MPH.
100 TOB and over		25 MPH.
MP 58.9, (Baird), through X(2)	35 MPH.	35 MPH.
MP 58.9, through turnouts Passenger 1 & 2	15 MPH.	15 MPH.
Through turnouts of Controlled Sidings		
Less than 100 TOB	40 MPH.	40 MPH.
100 TOB and over		25 MPH.

1(D). Speed—Other

Temperature Speed Restrictions

Hot Weather—When the temperature is 95 degrees Fahrenheit or warmer, do not exceed the following speeds:

MP 2.2 to MP 3.8	
MP 10.9 to MP 34.5	
Trains 100 TOB and over	40 MPH.
Trains under 100 TOB	50 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 MP 2.8, Farragut Line	143 tons, Restriction C
MP 2.8 to MP 25.9, Farragut Line	134 tons, Restriction G
Red Oak Industrial Track	143 tons, Restriction C

60-80 ton bridge derricks are not permitted on the Red Oak to Farragut line.

Six-axle locomotives are permitted on:

- Red Oak to Farragut line, MP 0.0 to MP 2.5
- Red Oak to Griswold line, MP 0.0 to MP 3.1

Red Oak—No more than 1 six-axle locomotive is permitted to operate 300 feet north of the Lower Yard Wye.

Six-axle locomotives - except SD40-2 locomotives - are not permitted on the Main Yard Tracks between East Pacific Jct. and Pacific Jct.

3. Type of Operation

Yard Limits—in effect:

MP 390.8 to MP 393.8

ABS—in effect:

MP 392.9 to MP 393.5

TWC—in effect:

MP 392.9 to MP 393.5

CTC—in effect:

MP 393.5 to MP 59.6

Multiple Main Tracks—in effect:

2 MT:

- MP 392.9 to MP 393.5
- MP 405.7 to MP 412.0
- MP 422.2 to MP 428.9
- MP 436.7 to MP 443.3

MP 447.5 to MP 458.0

MP 466.4 to MP 0.2

MP 5.0 to MP 8.8

MP 13.9 to MP 18.9

MP 35.2 to MP 58.9

3MT:

MP 58.9 to MP 59.6

Oreapolis Automatic Interlocking/West Wye Oreapolis Automatic Interlocking—When stopped for a signal

displaying a Stop indication, and the signal does not display a proceed indication after complying with Rule 9.12.3, authority must be obtained from the CTC Control Operator to enter the block beyond the automatic interlocking signal 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—

Red Oak to Farragut Line.

Red Oak Industrial Track

5. Trackside Warning Detectors (TWD)

A. Protecting Bridge, tunnel or other structures

MP 0.3—DED—WWD only—Recall Code 178

MP 8.6—DED—EWD only—Recall Code 177

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/Exception Reporting

MP 398.9 - Recall Code 118

MP 405.0—DED/Exception Reporting

MP 410.0—DED/Exception Reporting

MP 415.6—DED/Exception Reporting

MP 421.5 - Recall code 128

MP 426.5—DED/Exception Reporting

MP 431.5—DED/Exception Reporting

MP 436.7—DED/Exception Reporting

MP 441.4—DED/Exception Reporting

MP 445.2 - Recall Code 198

MP 450.3—DED/Exception Reporting

MP 457.0—DED/Exception Reporting

MP 461.9 - Recall Code 197

MP 466.4—DED/Exception Reporting

Dual Channel Reporting—Channels 87 and 53

MP 471.7—DED/Exception Reporting

MP 0.3—DED—EWD only—Recall Code 178

MP 3.4—DED/Exception Reporting

MP 8.6—DED—WWD only—Recall Code 177

MP 16.0 - Recall Code 188

MP 21.1—DED/Exception Reporting

MP 27.2—DED/Exception Reporting

MP 32.8—DED/Exception Reporting

MP 39.0 - Recall Code 187

6. FRA Excepted Track—None

7. Special Conditions

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

Between MP 392.9 and MP 393.02, trains and/or lite locomotive consists will not 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.

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

Red Oak—United Farmers Mercantile Cooperative (UFMC) has leased a portion of Industry Track at Red Oak, IA. The leased Industry Track begins at the Divide Switch on the Farragut Spur, and extends 7,100' north toward the UFMC elevator. In addition to UFMC, Na-Churs Plant Food Company is located on the Industry Track leased by UFMC. As part of the lease agreement, BNSF crews must obtain permission to occupy or move rail cars on the leased track. Prior to occupying the Industry Track leased to UFMC, BNSF crews are required to contact UFMC and Na-Churs Plant Food to ensure the leased track is clear prior to moving any rail cars on the leased track. The location where the leased track begins is equipped with a derail, an Industry Protocol Sign, and a Red Stop Sign. The Red Stop Sign is not a BNSF Track Flag - it is a Stop Sign provided by UFMC to ensure industry switching is protected. If the Stop Sign is down, BNSF crews can occupy the leased track without permission. If the Stop Sign is in place, BNSF crews are authorized to remove the Stop Sign after permission has been obtained to occupy the leased track. The following numbers will be used to contact UFMC and Na-Churs:

UFMC Contacts:

Richard Moreland (Work) 712-623-4953
(Cell) 712-520-2026
(Home) 712-829-2124

Na-Churs Plant Food Company Contacts:

Paul Gray (Work) 712-623-4956
(Cell) 712-621-4956

The Crossings at Oak Street (MP 1.53) and at U.S. Highway 34 (MP 2.16) are equipped with activation warning systems that require the crossing protection be activated for a minimum of 20 seconds before occupying the crossing.

Pacific Jct—The normal position of wye switch at Pacific Jct., MP 475.4, Council Bluffs Subdivision, is lined and locked for movement to and from the west leg of the wye.

CP 4535 to CP 4580—Crews are prohibited from parking 2 DP Coal Trains between CP 4535 and CP 4580 due to crossing clearance issues.

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.

CP 139 TO CP 189—Trains are prohibited from blocking the grade crossing at MP 14.38. Trains must stop short of the grade crossing at MP 14.38 regardless of whether the train is occupying Main 1 or Main 2. When operating conditions require a train to occupy the grade crossing at MP 14.38 for more than 10 minutes, they must cut the grade crossing.

Ashland—The Sioux City Subdivision Main Track is designated as the only run-through track for trains over 100 TOB operating between the Creston and the Sioux City Subdivisions.

Havelock—At ADM, switch crews must turn on the white flashing light in the Warshed before making any switch moves within the plant. Switch crews must turn the light off when finished switching.

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 the Pass, East tail extension of the Pass, House track adjacent to Havelock Yard office, Lead to ADM, and all additional associated Mechanical Shop, Storage Yard, and Wheel Plant trackage South of Main 2. Rolling equipment within the Havelock Mechanical Facility may be protected by derails and blue signals located not less than 50 feet from the equipment being protected.

Baird, Close Clearance Condition—The Speed Signs at MP 58.8 between the MT3, MT 2, and MT1 and the Capitol Steel Lead will not clear a person on the side of a car.

Remote Control Operations—Signs located at MP 53.7 (Creston Subdivision), MP 66.6 (Hastings Subdivision), MP 6.1 (Ravenna Subdivision), MP 205.5 (St. Joseph Subdivision), and MP 56.3 (Nebraska City Subdivision) designate the Remote Control Area at Lincoln Terminal.

Remote Control Zone—Receiving Tracks 2-8 (Tracks 732-738) have been designated as the Remote Control Zone (RCZ) at Lincoln Terminal.

Activation / Deactivation Procedure—The Remote Control Operator will contact the Carling Operator and request that RCZ protection be established for the Receiving Track where protection is desired. The Carling Operator will provide block protection to the appropriate track on the west end of the Receiving Yard. The east end of the Receiving Yard will be governed by GCOR Rule 6.28. The Carling Operator will notify the Remote Control Operator that the RCZ has been activated. The RCZ will remain activated until the Remote Control Operator has requested the RCZ be deactivated. Before receiving tracks 2-8 (732-738), can be occupied, the Carling Operator must be contacted to determine if the RCZ has been activated within the Receiving yard.

Turnouts Equipped with Two or More Switch Machines—Turnouts at the following location are equipped with two or more switch machines (moveable point frog). Instructions for hand operation are contained in the System Special Instructions: MP 0.2—(End Two Main Tracks)—Pacific Jct.

Approaching Control Point Announcement—In Signaled Territory, when a train is passing a signal displaying an approach indication in advance of a control point, a crew member must transmit the following by radio:

Train Identification - Initials, engine number, and direction
Signal Name
Control Point Location
Track - (on single track, main track designation is not necessary)
Speed

Test Mile Locations

- MP 399.0 to MP 400.0
- MP 463.0 to MP 464.0
- MP 14.0 to MP 15.0
- MP 52.0 to MP 53.0

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

- MP 422.0 to MP 436.0
- MP 453.0 to MP 466.0
- MP 0.41 to MP 2.0
- MP 5.5 to MP 33.0
- MP 42.0 to MP 44.0

8. Line Segments

Yard Line Segments

Line Segment Limits

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

Road Line Segments

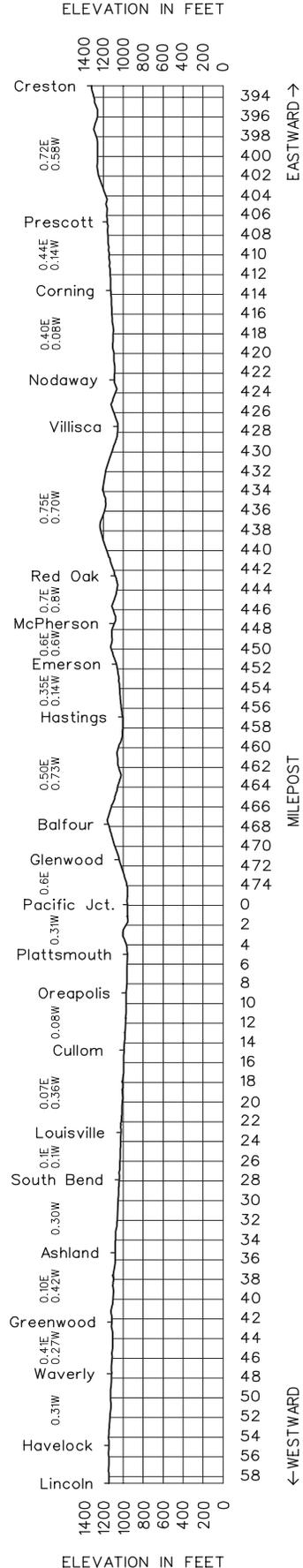
Line Segment Limits Mileposts

- 92 Red Oak Industrial Track 0.1 to 3.05
- 93 Red Oak to Farragut 0.4 to 25.9
- 1 MP 392.9 to MP 475.2
- 2 MP 0.0 to MP 59.6
(Passenger Main 1 and Main 2 on Hastings Subdivision)
(MT1, MT2, MT3 on Creston Subdivision)

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
20368 Prescott	1.0 west of CP 4057	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
78112 Essex	12.9 from Red Oak	25	Both
47119 Shenandoah	18.8 from Red Oak	40	Both
78125 Farragut	25.9 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	West
20423 Malvern	4.6 east of Balfour	22	West
20450 Cullom	8.7 east of Louisville	37	Both
20432 Glenwood	2.3 east of East Pacific Jct.	8	West
20478 Greenwood	1.0 west of Crossover 41.1	20	Both
OLB Railroad/Farmland	0.1 west of 33rd Street	200	Both

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Des Moines Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		20285	0.0	ALBIA		RJ		81	9.1	
		77509	9.1	LOVILIA					4.8	
		77514	13.9	BUSSEY					10.8	
		77525	24.7	DURHAM					8.1	
4,309	77533	32.8	KNOXVILLE			TWC			10.1	
4,309	77543	42.9	PLEASANTVILLE						5.8	
	77549	48.7	SWAN						4.6	
4,309	77553	53.3	RUNNELLS						14.5	
	77569	67.8	DES MOINES			BR			67.8	

Radio Channel No. 39 in service.

Radio Call-In	
Albia/Tracy-51(X)	Knoxville-52(X)
Emergency - Call 911	
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3	

Train Dispatcher Telephone Numbers

(817) 234-6029, Fax (817) 234-6068

1. Speed Regulations

1(A). Speed—Maximum

MP 0.0 to MP 67.8	Freight 35 MPH.
-------------------------	---------------------------

1(B). Speed—Permanent Restrictions

MP 0.0 to MP 0.8	10 MPH.
MP 7.0 to MP 10.5	25 MPH.
MP 10.5 to MP 18.6	25 MPH.
MP 23.3 to MP 23.7	10 MPH.
MP 31.5 to MP 35.0	25 MPH.
MP 47.6 to MP 63.1	25 MPH.

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

1(D). Speed—Other

Maximum speed permitted at Des Moines within restricted limits:
 On BNSF trackage 10 MPH.
 On NS trackage 20 MPH.
 Bridges 25.42, 29.43, 31.56, 40.0, 47.44, cars
 heavier than 134 tons 25 MPH.

Temperature Speed Restrictions

When the outside air temperature meets the "critical ranges" listed below, all trains must comply with the speed restrictions assigned to the ambient temperature ranges and the classification of their train. If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted. Critical Areas:
 MP 0.0 to MP 67.0

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over
100 degrees and over	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 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

Albia to Des Moines 143 tons, Restriction D
 Bridge 0.89 Des Moines 131.5 tons, Restriction H

Not more than one four-axle locomotive is permitted on industry tracks.

3. Type of Operation

TWC—in effect:

MP 1.0 and MP 63.1

Restricted Limits—in effect:

MP 0.0 to MP 1.0
 MP 63.1 to MP 67.38

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1.0 mile.

5. Trackside Warning Detectors (TWD)—None

6. FRA Exempted Track—None

7. Special Conditions

Speed Test Boards—Engineers shall test the speed of their trains passing the following point as compared with speed table: Between MP 59.0 and MP 58.0.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 26.0 to MP 29.0
 MP 38.0 to MP 41.0
 MP 44.0 to MP 46.0

8. Line Segments

Yard Line Segments

Line Segment Limits
 840 Des Moines

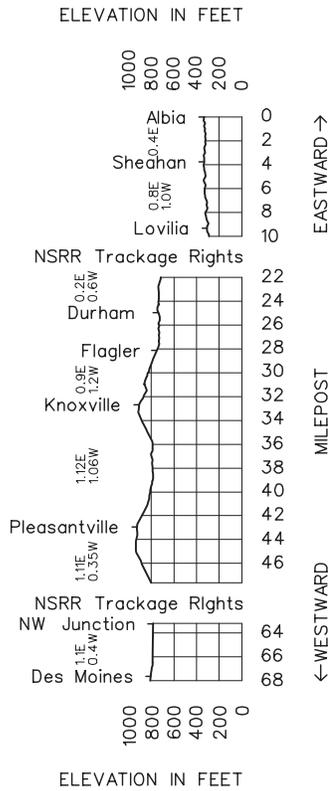
Road Line Segments

Line Segment Limits
 81 Albia to Des Moines

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Feet	Switch Opens
77504 Sheahan	3.8 west of Albia	--	--
77519 Tracy	5.3 west of Bussey	--	--
77537 Donnelly	4.0 west of Knoxville	1,200	Both
77560 Pleasant Hill	9.9 west of Runnels	7,200	East

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Giltner Subdivision BRANCH LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3	CTC				
			26.4	GH JCT.	JT	CTC		7.5	
		83419	18.9	TRUMBULL		TWC	160	9.0	
		83410	9.9	GILTNER				9.5	
		30076	0.4	AURORA	JT	Rule 6.28		26.8	

Radio Channel No. 39 is in service.

Radio Channel No. 54 is in service 0800 until 1600—M - F

Radio Call-In		
Hastings-28(X)	Saronville-27(X)	Aurora-02(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

Monday-Friday Between 0630-1430: (817) 234-6304, Fax (817) 234-6080. All other times: (817) 234-6044, Fax (817) 234-6079.

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 26.4 to MP 1.0	49 MPH.
Trains 100 TOB and over	45 MPH.

1(B). Speed—Permanent Restrictions—None

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

1(D). Speed—Other

GH Jct., east or west leg of wye	10 MPH.
Aurora, east or west leg of wye	10 MPH.
MP 26.4 to MP 1.0, six-axle and other derricks	20 MPH.

Temperature Speed Restrictions

Hot Weather—When the temperature is 95 degrees Fahrenheit or warmer, do not exceed the following speeds:

MP 22.0 to MP 14.0	
MP 8.0 to MP 3.0	
Trains 100 TOB and over	40 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

TWC—in effect:

MP 26.2 to MP 1.0

CTC—in effect:

MP 26.9 to MP 26.2 GH Jct. East leg of Wye
 MP 27.2X to MP 26.2 GH Jct. West leg of Wye
 Duplicate mileposts on East and West legs of Wye, GH Jct.
 West leg is designated by X

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:

MP 1.0 to MP 0.4
 West leg of Wye Aurora

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions—None

8. Line Segments

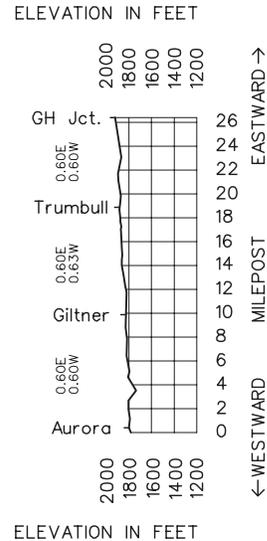
Road Line Segments

Line Segment Limits

160 GH Jct. to Aurora

9. Locations Not Shown as Stations—None

10. Grade Chart



WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Hastings Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD
			58.9	BAIRD	X(2)MJ		Rule 6.28		0.5	
			59.6	LINCOLN DEPOT	BP				0.8	
			60.4	HALL	X(2)MJT				6.5	
		20503	66.9 7.8	COBB To CP 39 - 3.8 via Cobb Line	J				2.5	
	6,493	20505	69.4	DENTON					6.8	
	6,870	20512	76.2	BERKS					3.27	
			79.47	CP 7947					0.23	
		20516	79.7	CRETE					0.85	
			80.55	CP 8055	J				7.55	
	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					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	
	4,448	20591	154.9	BRICK YARD		CTC			1.6	
	7,900	20592	156.5	HASTINGS	JT				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					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				1.3	
		20726	289.0	CP 2890					224.8	

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		

Train Dispatcher Telephone Numbers

Monday through Friday between 0630-1430 from East Heartwell 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 289.0	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.
MP 7.8 to MP 67.1		
Less than 100 TOB	35 MPH.	35 MPH.
100 TOB and over		25 MPH.
Via Passenger Tracks		
MP 59.1 to MP 60.4	15 MPH.	15 MPH.
MP 60.4 to MP 62.9	75 MPH.	50 MPH.
MP 62.9 to MP 63.5	60 MPH.	50 MPH.
MP 63.5 to MP 66.7	75 MPH.	50 MPH.
MP 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 156.0 to MP 156.5 (HER)	60 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 288.0 to MP 288.2	30 MPH.	30 MPH.
MP 288.2 to MP 288.9	60 MPH.	

1(C). Speed—Switches and Turnouts

MP 58.9, turnouts		
MT 1 or MT2 to Passenger 1 or 2	15 MPH.	15 MPH.
MP 231.7, through turnout	20 MPH.	20 MPH.
Turnouts of controlled Sidings	20 MPH.	20 MPH.

1(D). Speed—Other

Sidings: Friend, Exeter, Grafton, Sutton,		
Harvard, Inland, Heartwell, Bartley	10 MPH.	10 MPH.
Dorchester, over scale on elevator track	5 MPH.	5 MPH.
Funk- All movements on Elevator Tracks	5 MPH.	5 MPH.
Holdrege—One Track, Locomotives exceeding		
165 tons	10 MPH.	10 MPH.

Temperature Speed Restrictions

Hot Weather—When the temperature is 95 degrees Fahrenheit or warmer, do not exceed the following speeds:

MP 114.0 to MP 140.0	
MP 158.0 to MP 180.0	
MP 229.3 to MP 230.1	
Trains 100 TOB and over	40 MPH.
Trains under 100 TOB	50 MPH.

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 CP 2890 143 tons, Restriction A

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

Fairmont.....	O'Malley Grain
Grafton	West 200 ft. of Elevator Track
Inland	Elevator Track
Juniata	South house track
Kenesaw	Stock track
Atlanta	Elevator Track
Indianola	South house track

3. Type of Operation

CTC—in effect:

- MP 60.4 to MP 289.0
- 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—
Between Baird and Hall.

Rule 8.20 Exception—The derrails at Holdrege are 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 15.1—Eastward Amtrak crews (NRPC) going on duty at Denver must obtain a General Track Bulletin (GTB) showing Restrictions in effect on the Powder River Division, Akron and Brush Subdivisions and on the Nebraska Division, Hastings Subdivision.

Eastward Amtrak crews (NRPC) going on duty at Lincoln must obtain a General Track Bulletin (GTB) showing Restrictions in effect on the Nebraska Division, Creston, Omaha, and Ottumwa Subdivisions.

Westward Amtrak crews (NRPC) going on duty at Lincoln must obtain a General Track Bulletin (GTB) showing Restrictions in effect on the Nebraska Division, Hastings Subdivision and on the Powder River Division, Akron and Brush Subdivisions.

Train crews destined to/or operating from the Wymore Subdivision must obtain a General Track Bulletin (GTB) showing Restrictions in effect on the respective subdivision(s) to be traversed, prior to departing their on duty location unless otherwise instructed by the train dispatcher.

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridge, tunnel or other structures—None
- B. Other TWD Locations
 - MP 85.4—Recall Code 267
 - MP 100.6—Recall Code 268
 - MP 122.8—Recall Code 258
 - MP 143.3—Recall Code 287
 - MP 161.1—Recall Code 288
 - MP 191.1—Recall Code 118
 - MP 205.9—Recall Code 127
 - MP 223.0—Recall Code 128
 - MP 238.3—Recall Code 137
 - MP 258.1—Recall Code 138

6. FRA Excepted Track—None

7. Special Conditions

Remote Control Operations—Signs located at MP 53.7 (Creston Subdivision), MP 66.6 (Hastings Subdivision), MP 6.1 (Ravenna Subdivision), MP 205.5 (St. Joseph Subdivision), and MP 56.3 (Nebraska City Subdivision) designate the Remote Control Area at Lincoln Terminal.

Remote Control Zone—Receiving Tracks 2-8 (Tracks 732-738) have been designated as the Remote Control Zone (RCZ) at Lincoln Terminal.

Activation / Deactivation Procedure—The Remote Control Operator will contact the Carling Operator and request that RCZ protection be established for the Receiving Track where protection is desired. The Carling Operator will provide block protection to the appropriate track on the west end of the Receiving Yard. The east end of the Receiving Yard will be governed by GCOR Rule 6.28. The Carling Operator will notify the Remote Control Operator that the RCZ has been activated. The RCZ will remain activated until the Remote Control Operator has requested the RCZ be deactivated. Before receiving tracks 2-8 (732-738), can be occupied, the Carling Operator must be contacted to determine if the RCZ has been activated within the Receiving yard.

Hastings—The normal position of #1 track switch at the east end of the yard is lined for the lead.

The close clearance between yard tracks 3 and 4 will not clear a person riding on the side of a car.

Eastward 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 the dispatcher.

When trains and/or cars are standing on the main track, the siding, or on track 101 in close proximity to the crosswalk at the west side of the Hastings yard office, all trains passing through will sound the whistle and ring the bell as a warning for people using the crosswalk.

Westward 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 the dispatcher.

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

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

McCook—Policy for setting out cars in McCook Yard:

All 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 the headend of the setout.

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

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

Crater Free Area—A Crater free Area has been established in front of the McCook Depot. Signs reading "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.

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

Test Mile Locations

- MP 72 to MP 73
- MP 92 to MP 93
- MP 144 to MP 145
- MP 174 to MP 175
- MP 278 to MP 279

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

- MP 66.0 to MP 80.0
- MP 270.0 to MP 285.0

Approaching Control Point Announcement—In Signaled Territory, when a train is passing a signal displaying an approach indication in advance of a control point, a crew member must transmit the following by radio:

- Train Identification - Initials, engine number, and direction
- Signal Name
- Control Point Location
- Track - (on single track, main track designation is not necessary)
- Speed

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

MP 210.9 East Ave. Holdrege

Switch Circuit Controller Point Protection—The following switches are equipped with Switch Circuit Controller protection. Main line signals will be affected if these switches are not in the normal position:

- Minden—MP 188.56 West Elevator hand throw crossover switch
- Edison—MP 241.58 East Elevator hand throw crossover switch
- McCook—MP 288.07 West Yard Lead hand throw crossover switch to siding
- MP 288.12 Siding hand throw crossover switch to West Yard Lead

8. Line Segments

Yard Line Segments

Line Segment Limits

- 875 Lincoln
- 876 Hastings
- 882 Crete
- 906 McCook

Road Line Segments

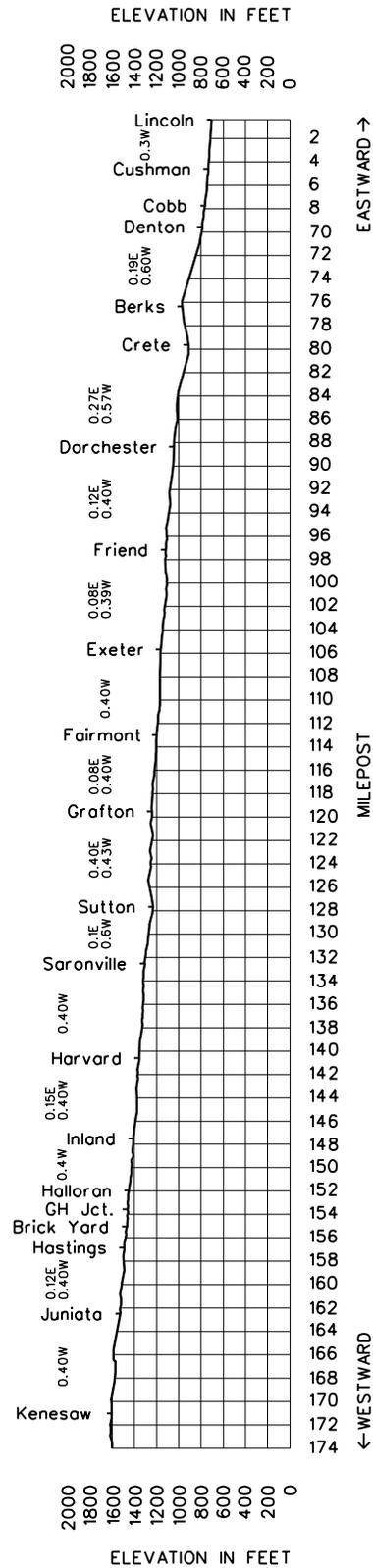
Line Segment Limits

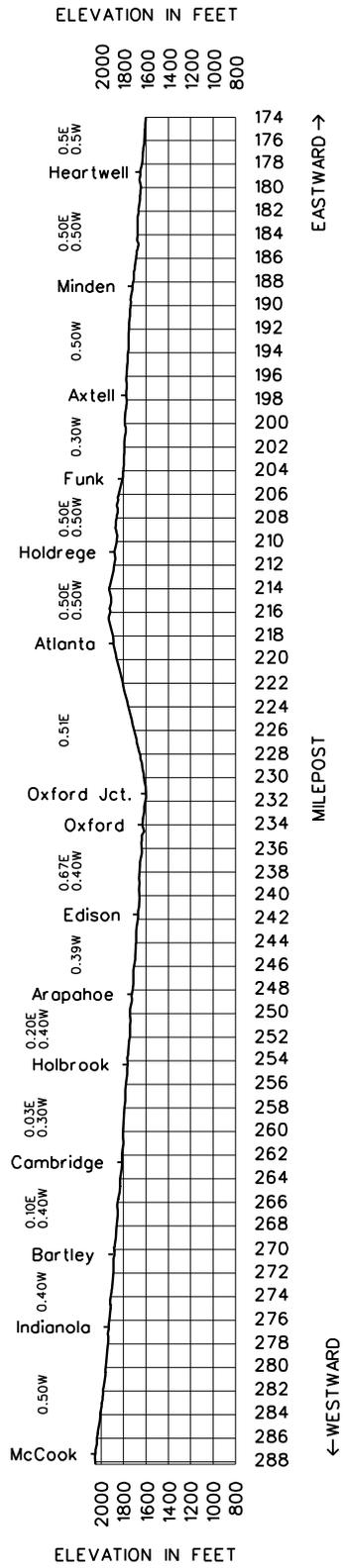
- 2 Baird to McCook.
- 163 MP 3.9 to MP 7.8

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
Yankee Hill Brick	3.2 west of Hall	5	West
Cargill	0.7 west of Heartwell	54	Both
20628 Motala	4.4 west of Minden	108	Both
Kaapa	6.4 west of Minden	60	Both
20643 Wac	2.6 west of Funk	18	Both
20650 Clyde	3.0 west of Holdrege	12	East
20717 Red Willow	4.6 west of Indianola	15	West

10. Grade Charts





WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Lester Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		20592	0.7	HASTINGS		JTR			10.1	
		82409	10.1	AYR JCT To Roseland 6.9					1.6	
		82411	11.7	AYR			TWC	159	7.4	
		81386	19.1	BLUE HILL					11.6	
		82430	30.7	COWLES					6.3	
		81143	37.0	LESTER JCT		JT	Rule 6.28		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	

Train Dispatcher Telephone Numbers

(817) 234-6045, Fax (817) 234-1263

1. Speed Regulations

1(A). Speed—Maximum

MP 0.7 to MP 37.0 **Freight** 10 MPH.

1(B). Speed—Permanent Restrictions

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.

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

1(D). Speed—Other

MP 1.0, leading end of eastward movements
 over 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 are not permitted on the following tracks:

Cowles House track
 Ayr City track

3. Type of Operation

Restricted Limits—in effect:

MP 0.7 to MP 3.0

TWC—in effect:

MP 3.0 to MP 36.0

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:

Ayr Jct. to Roseland
 MP 36.0 to MP 37.0
 MP 36.4X to MP 37.2X (East leg of Wye Lester Jct.)

5. Trackside Warning Detectors (TWD)—None

6. FRA Exempted Track—None

7. Special Conditions—None

8. Line Segments

Road Line Segments

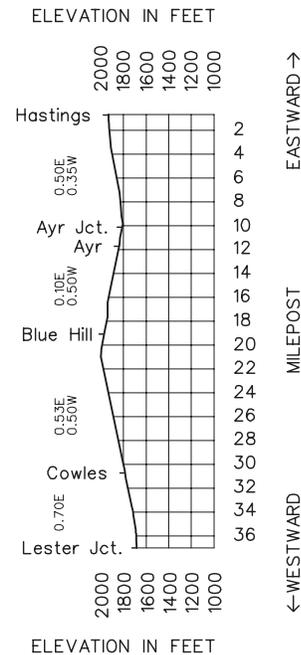
Line Segment Limits

159 Hastings to Lester Jct.
 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

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Napier Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		28097	97.4	NAPIER	JR			16	11.9	
	2,640	27312	109.3	CRAIG	P				5.7	
	6,157	27318	115.0	CORNING					18.8	
	6,160	27337	133.8	WATSON					8.2	
	8,900	27345	142.0	HAMBURG	T	TWC			7.3	
	6,160	27352	149.3	PAYNE					11.3	
	8,827	27364	160.6	McPAUL					13.3	
		20436	173.9	PACIFIC JCT	PJT				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		

Train Dispatcher Telephone Numbers

(817) 234-6045, Fax (817) 234-1263, except M-F, 0700-2300, (817) 234-1351, Fax (817) 234-1381

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 99.3 to MP 173.9	49 MPH.
Trains 100 TOB and over	45 MPH.

1(B). Speed—Permanent Restrictions—None

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

1(D). Speed—Other

Payne, siding	15 MPH.
McPaul, Siding	25 MPH.
Pacific Junction, West leg of wye	10 MPH.
All other sidings	10 MPH.

Temperature Speed Restrictions

Hot Weather—When the temperature is 95 degrees Fahrenheit or warmer, do not exceed the following speed:
 MP 121.0 to MP 126.0
 Trains 100 TOB and over 40 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

Hamburg—Six-axle locomotives and derricks exceeding 165 tons are not permitted on Yard Tracks.

3. Type of Operation

Restricted Limits—in effect:

Napier—MP 97.4 to MP 99.3

TWC—in effect:

MP 99.3 to MP 174.2

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—WWD only (Creston Sub)
 Dual Reporting—BNSF channels 85 and 87
- B. Other TWD Locations
 MP 0.4—DED—EWD only (Creston Sub)
 Dual Reporting—BNSF channels 85 and 87
 MP 116.2—Recall Code 148
 MP 136.7—Recall Code 138
 MP 164.2—Recall Code 038

Transmits audio readout of train inspection on Channel 87 Creston Subdivision and Channel 85 Napier Subdivision.

6. FRA Excepted Track—None

7. Special Conditions

Bigelow—Trains or engines operating on other than the Main Track must not occupy the crossing at MP 101.99 - Highway 118 - until the crossing lights have been operating for at least 20 seconds, or movement over the crossing is protected by a crew member. A "Crossing Start" sign indicates the exact location where movements must stop.

Craig—At Golden Triangle Ethanol Plant, tank cars spot to Track 7202. The length of the track is 587 feet. Covered hoppers spot to Track 7203. The length of the track is 733 feet.

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

Hamburg—The Auxiliary Track is adjacent to the Hamburg Siding, and is 3,610 feet long. 3 Derails have been installed on the siding at Hamburg: 1 on the west end of the siding, and 2 on the east end of the siding. These derails must be locked in the non-derailing position unless protecting men, equipment, cars, or unattended locomotives.

Shuttle grain trains for Bartlett Grain will be spotted as follows:

- The empty grain train will pull into the Hamburg siding through the Auxiliary Track, and back on to the Hamburg Siding spotting the first (west) car under the I-29 Overpass. No more than 27 cars can be placed west of the clearance point on the Auxiliary Track.
- Handbrakes will be applied on the cars at the West end of the Siding.
- The power will be cut off and tied down on the east end of the siding between the derails.
- The ETD will be removed and placed on the lead engine.
- The outbound train will be made up on the siding.

Note: An access road runs parallel to the siding and Auxiliary Track from Washington Street to the east end of the siding and the Auxiliary Track. Do not use the siding or the East Leg of the Wye at Hamburg without the permission of Bartlett Grain when a shuttle train is present.

Pacific Jct.—The normal position of the south wye track switch is for the west leg of the wye.

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

Test Mile Locations

MP 106 to MP 107
MP 166 to MP 167

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 97.0 to MP 103.0
MP 140.0 to MP 144.0

8. Line Segments

Road Line Segment

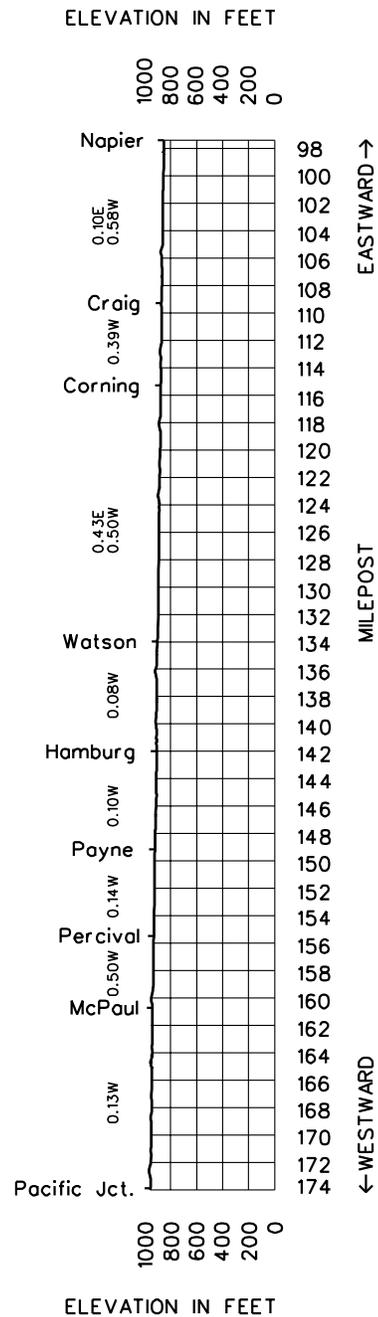
Line Segment Limits

16 Napier to Pacific Jct.

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
27304 Bigelow	4.5 west of Napier	15	Both
27368 Bartlett	4.5 west of McPaul	10	East

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Neb City Subdivision Rule 6.28 STATIONS			Miles to Next Stn.	EASTWARD ↑
				Rule 4.3	Type of Oper.	Line Segment		
		80557	56.3	COLLEGE VIEW			3.6	
			59.9	LANCASTER		Rule 6.28 141	1.5	
		28204	61.4	HILL ST JCT	J		5.1	

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

Emergency Radio Call-In 911

Yardmaster Telephone Numbers
(402) 458-4337, Fax (402) 458-7660

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 56.3 to MP 61.4	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 61.4 143 tons, Restriction E
35 ft. ore cars are 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 1.0 mile.

Rule 6.28 in effect—

MP 56.3 to MP 61.4
MP 59.4X to MP 60.4X (Penitentiary Spur)

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Remote Control Operations—Signs located at MP 53.7 (Creston Subdivision), MP 66.6 (Hastings Subdivision), MP 6.1 (Ravenna Subdivision), MP 205.5 (St. Joseph Subdivision), and MP 56.3 (Nebraska City Subdivision) designate the Remote Control Area at Lincoln Terminal.

Remote Control Zone—Receiving Tracks 2-8 (Tracks 732-738) have been designated as the Remote Control Zone (RCZ) at Lincoln Terminal.

Activation / Deactivation Procedure—The Remote Control Operator will contact the Carling Operator and request that RCZ protection be established for the Receiving Track where protection is desired. The Carling Operator will provide block protection to the appropriate track on the west end of the Receiving Yard. The east end of the Receiving Yard will be governed by GCOR Rule 6.28. The Carling Operator will notify the Remote Control Operator that the RCZ has been activated. The RCZ will remain activated until the Remote Control Operator has requested the RCZ be deactivated. Before receiving tracks 2-8 (732-738), can be occupied, the Carling Operator must be contacted to determine if the RCZ has been activated within the Receiving yard.

AGP Elevator MP 60.5—The normal position for the Crossover Switch located at the west end of Track 1 is lined and locked for the Trail Track.

Omaha Public Power District—(OPPD) owns the track between MP 56.3 (College View) and end of Track Arbor. The UPRR is the operating contract carrier for OPPD. Authority to operate on this trackage will be obtained by the on duty Terminal Trainmaster at Lincoln Terminal through the UP RR Corridor Manager (Phone: 402-636-7341). All applicable Track Bulletins, TWC Authority, or other Operating Authority required to operate on this Line Segment will be provided by the on duty Terminal Trainmaster at Lincoln Terminal.

8. Line Segments

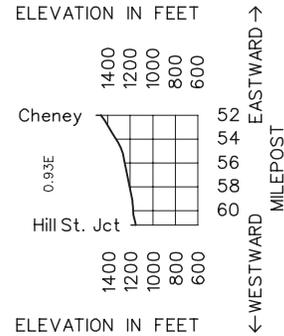
Road Line Segments

Line Segment Limits

- 141 MP 56.3 to MP 61.4
- 141 MP 59.4X to MP 60.4X (Penitentiary Spur)

9. Locations Not Shown as Stations—None

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Omaha Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
		20445	0.0	OREAPOLIS	JT	CTC	137	0.4	
			0.4	EAST WYE OREAPOLIS	AJ			7.2	
	7,325	80208	7.6	BELLEVUE				7.4	
		80214	15.0	GIBSON	BP	2MT CTC		1.8	
		27400	16.8	OMAHA	J		1.1		
	5,661	27400	17.9	LONG SIDING		CTC		2.5	
	6,690	80221	20.4	SOUTH OMAHA	JT		11.0		
	5,300	80230	31.4	CHALCO				9.9	
	5,475	80241	41.3	MELIA				5.7	
		20471	47.0	ASHLAND	JMT X(2)			47.0	

Radio Channel No. 87 in service.

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

Radio Channel No. 82 in service for Remote Control Operations 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	

Train Dispatcher Telephone Numbers
(817) 234-6041, Fax (817) 234-6069

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 0.0 to MP 47.0	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 47.0	50 MPH.	50 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— 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 controlled sidings	20 MPH.	20 MPH.

Trains and engines using sidings must not exceed the 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 Speed Restrictions

Hot Weather—When the temperature is 95 degrees Fahrenheit or warmer, do not exceed the following speeds:

MP 1.7 to MP 14.8	
MP 21.5 to MP 46.7	
Trains 100 TOB and over	40 MPH.
Trains under 100 TOB	50 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 the Main track only and must keep off all other tracks adjacent to the passenger station canopies.

Omaha—Auto rack, piggyback cars, and excess height cars must not be handled on the platform track and/or Depot Track.

Six-axle locomotives are prohibited on the following tracks:

Omaha	Bemis Bag Company
	Con Agra Elevator B
	Nox Crete Incorporated
	Syngenta Corp.
	Packaging Corporation of America
	Cargill Molasses
	Dial Corporation
	Great Lakes Chemical
South Omaha	South Omaha Supply
	National By-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

Multiple Main Tracks—in effect:

2 MT:
MP 14.8—MP 16.6

Interlocking Instructions

Oreapolis Automatic Interlocking/East Wye Oreapolis Automatic Interlocking

—When stopped for a signal displaying a Stop indication, and the signal does not display a proceed indication after complying with Rule 9.12.3, authority must be obtained from CTC Control Operator to enter the block beyond the automatic interlocking signal before proceeding. These instructions apply to both Eastward and Westward trains. On the Omaha Subdivision between the Eastbound Control Signal East Wye Oreapolis and the Westbound Control Signal East Wye Oreapolis, MOW employees are required to have Track and Time authority (Rule 10.3)

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Omaha—The gates of the automobile unloading facility must remain closed and locked except when switch crews are in the facility. Do not leave unattended locomotives on the automobile facility lead.

Remote Control Area—Signs located at MP 16.0 (Eastward), MP 11.6 (Westward) and at the Union Pacific connection at Douglas Street designate the Remote Control Area at Omaha Gibson Yard.

Remote Control Zone—Two Remote Control Zones (RCZ) are established on the west end of Omaha Gibson Yard on the Northbound (301) and the Southbound (302) tracks. RCZ#1 is the Northbound Track (301) from the Dial Switch to 50 ft. north of the Northbound/Southbound crossover switch. RCZ#2 is the Southbound Track (302) from 50 ft. south of the Northbound/Southbound crossover switch to 100 ft. north of the Northbound/Southbound crossover switch. RCZ signs have been placed at the outside limits to designate each zone.

Activation/Deactivation Procedure—The Remote control operator will notify the Yardmaster when the RCZ is activated or deactivated. Movements wanting to enter RCZ#1 must contact the remote control operator on Channel 82 to deactivate the zone prior to entering the limits. Movements wanting to enter RCZ#2 must contact the remote control operator on Channel 82 to deactivate the zone prior to entering the limits. If unable to contact the remote control operator, contact the Yardmaster to determine if either RCZ is activated.

Locomotive Service—Access to the locomotive service area is via the East Roundhouse switch at MP 14.8. The switch is equipped with a dispatcher controlled electric lock. To release the electric lock:

1. The dispatcher must code in an unlock request before the door on the electric lock control box is opened.
2. Movements from the main track to the locomotive service area must occupy the track circuit extending from 75' to 150' east of the switch.
3. After the dispatcher has coded in an unlock request, a crew member of the movement can open the electric lock control box and pull the handle upward to the intermediate position. The electric lock should unlock within 20 seconds. If the electric lock does not unlock, contact the Gibson Yardmaster or the dispatcher.

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

Con Agra—Access to the Con Agra lead is via the switch at the west end of the Long Siding at MP 19.0. The switch is equipped with a dispatcher controlled electric lock. To use the switch accessing the Con Agra lead:

1. The dispatcher must line the west siding switch for movement on the main track, but the signals must not be cleared in either direction.
2. The dispatcher must code in an unlock request.
3. The crew member can then open the electric lock control box and observe that electric lock has unlocked.
4. The crew member can line the Con Agra lead switch for movement from the Long Siding to Con Agra.
5. The crew member must line the derail to allow movement.
6. Westward movements are governed by the signal governing westward movement at the west end of the Long Siding. The signal will display an Approach aspect when movement can be made from the Long Siding to the Con Agra lead. Contact the dispatcher if the signal does not clear.

South Omaha—The west leg of the wye and the Hill Yard lead connect to a controlled siding. The normal position of the wye and the Hill Yard lead switches is lined and locked for movement on the siding. Permission must be obtained from the dispatcher before operating the switches or fouling the siding.

All freight trains stopped at South Omaha must verify that 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 the crew must verify that brake pipe pressure at the rear of the train has dropped. When the brakes are released, the crew must verify that the end of train brake pipe pressure is being restored. If train line integrity cannot be verified, the crew must visually inspect the entire train.

Approaching Control Point Announcement—In Signaled Territory, when a train is passing a signal displaying an approach indication in advance of a control point, a crew member must transmit the following by radio:

- Train Identification - Initials, engine number, and direction
- Signal Name
- Control Point Location
- Track - (on single track, main track designation is not necessary)
- Speed

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33: MP 0.0 to MP 17.0

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

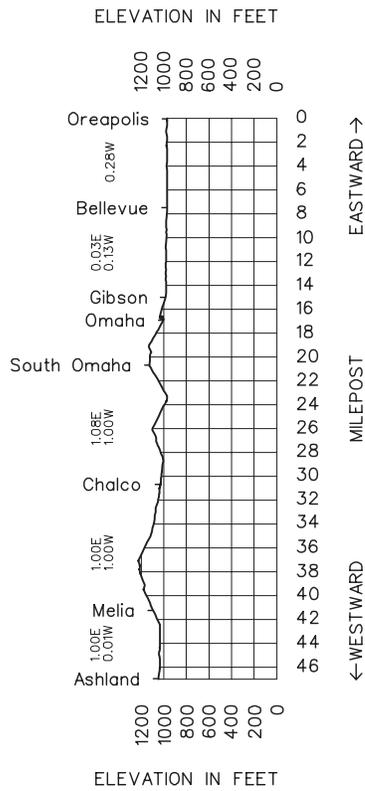
Mileposts

- 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	6	East

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Ottumwa Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		20126	162.4	GALESBURG	BMJTX			1	0.1	
			162.5	A PLANT EAST	M				0.1	
			162.6	A PLANT WEST	M				0.1	
			163.4	ACADEMY	M				0.8	
			165.5	CLAY	M				2.9	
West Waterman is located east of Graham on Graham Cut-Off Track										
			165.2	WEST WATERMAN	MX(2)			97		
		20130	168.4	GRAHAM	MJ				1.5	
			169.9	CP 1699	XJ				0.6	
				CAMERON JCT.	J		2MT CTC			
			170.5	CP 1705	XJ				7.8	
		20141	178.3	MONMOUTH	X		2MT ABS TWC		6.7	
		20146	185.0	KIRKWOOD	X				5.8	
		20152	190.8	BIGGSVILLE	X			5.3		
		20158	196.1	GLADSTONE	X			6.3		
			202.4	CONNETT	X(2)		2MT CTC		2.2	
			204.6	BURLINGTON BRIDGE	M				0.5	
			205.1	SOUTH STREET	BJX			0.7		
			205.8	AXLE TRACK (Main 2)				0.1		
			205.9	MAIN STREET				0.7		
			206.6	LUCAS STREET	X			3.5		
		20171	210.1	W. BURLINGTON	X		2MT ABS TWC		2.4	
		20174	212.5	DAYMAN	TX				6.0	
		20180	218.5	DANVILLE	X				6.1	
		20186	224.6	NEW LONDON	X				7.6	
		20195	232.2	MT. PLEASANT	X(2)				11.6	
		20205	243.8	LOCKRIDGE	X				6.3	
		20212	250.1	BECKWITH	X				5.3	
		20217	255.4	FAIRFIELD	X(2)				10.7	
		20228	266.1	BATAVIA	X				7.3	
		20235	273.4	AGENCY CITY					6.2	
		20241	279.6	OTTUMWA	X(2)				0.8	
			280.4	IC&E RRX	JMX				8.7	
		20251	289.1	ISU SWITCH	X			DT ABS TWC	4.5	
			293.6	CARGILL SPUR					7.8	
		20263	300.8	MAXON	X(2)				2.9	
		20265	303.7	ALBIA	J		2MT CTC	6.0		
		20269	309.7	HALPIN	X(2)			8.9		
		20280	318.6	MELROSE	X			8.2		
		20288	326.8	RUSSELL	X			7.5		
		20296	334.3	CHARITON	TX		2MT ABS TWC	7.7		
			342.0	SHANNON	X(2)				8.6	
		20312	350.6	WOODBURN	X			9.3		
		20321	359.9	OSCEOLA	X			10.5		
		20332	370.4	MURRAY				5.6		
		20337	376.0	THAYER	X			7.6		
		20345	383.6	AFTON	X			9.3		
		20355	392.9	CRESTON	BYX			230.5		

Radio Channel No. 39 in service Galesburg to Halpin,
Radio Channel No. 66 in service Halpin to Creston.

Radio Call-In		
Kirkwood-70(X)	W. Burlington-72(X)	Mt. Pleasant-71(X)
Fairfield-73(X)	Ottumwa-74(X)	Albia/Tracy-51(X)
Halpin West-76(X)	Chariton-78(X)	Osceola-79(X)
Creston East-70(X)	Emergency - Call 911	
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Galesburg to CP 1705 is part of and under the jurisdiction of the Chicago Division.

Train Dispatcher Telephone Numbers

Galesburg to Halpin—(817) 234-6029, Fax (817) 234-6068
Halpin to Creston—(817) 234-6028, Fax (817) 234-6067

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 162.4 to MP 392.9	79 MPH.	60 MPH.
Trains 100 TOB and over		50 MPH.
Trains less than 100 TOB		60 MPH.

1(B). Speed—Permanent Restrictions

MP 162.4 to MP 163.6 Main 1 and Main 2	30 MPH.	30 MPH.
MP 162.4 to MP 162.6 Main 1 Eastward	20 MPH.	10 MPH.
MP 162.4 to MP 162.5 Main 2 Westward	30 MPH.	30 MPH.
MP 163.6 to MP 164.0	75 MPH.	50 MPH.
West Waterman and Graham—Main 1 and		
Main 2	35 MPH.	35 MPH.
Graham cut-off track MP 165.2 to MP 164.3	10 MPH.	10 MPH.
MP 169.0, Main 2	70 MPH.	
MP 169.0, Main 1	50 MPH.	50 MPH.
CP 1699 on the Ottumwa Subdivision		
to CP 1850 on the Chillicothe Subdivision—		
Auxiliary Main 1	40 MPH.	40 MPH.
CP 1705 on the Ottumwa Subdivision		
to CP 1844 on the Chillicothe Subdivision—		
Auxiliary Main 2	40 MPH.	40 MPH.
MP 176.3 to MP 176.55	70 MPH.	
MP 177.4 to MP 178.5		50 MPH.
MP 178.5 to MP 179.5	40 MPH.	30 MPH.
MP 179.5 to MP 180.5, Main 2	60 MPH.	60 MPH.
MP 195.9 to MP 196.4	55 MPH.	45 MPH.
MP 203.0 to MP 204.1	60 MPH.	50 MPH.
MP 204.1 to MP 204.8	40 MPH.	20 MPH.
MP 204.8 to MP 205.9	12 MPH.	12 MPH.
MP 205.9 to MP 206.8	20 MPH.	20 MPH.
MP 206.8 to MP 209.0	50 MPH.	40 MPH.
MP 209.0 to MP 211.0		50 MPH.
MP 232.8 to MP 233.8	60 MPH.	50 MPH.
MP 255.0 to MP 256.0 (HER)	60 MPH.	50 MPH.
MP 276.5 to MP 277.6	70 MPH.	50 MPH.
MP 277.6 to MP 280.4	40 MPH.	40 MPH.
MP 280.4 to MP 280.7	30 MPH.	30 MPH.
MP 280.7 to MP 281.3	45 MPH.	35 MPH.
MP 301.9 to MP 303.6 Main 1	70 MPH.	50 MPH.
MP 301.9 to MP 305.3 Main 2	50 MPH.	45 MPH.
MP 303.6 and MP 304.4 Main 1	40 MPH.	40 MPH.
MP 304.4 to MP 306.9 Main 1	70 MPH.	40 MPH.
MP 305.3 to MP 308.1 Main 2	60 MPH.	55 MPH.
MP 305.3 to MP 315.0, EWD		
loaded coal trains, Main 2	55 MPH.	
MP 315.0 to MP 316.4	65 MPH.	50 MPH.
MP 316.4 to MP 316.9	55 MPH.	50 MPH.
MP 316.9 to MP 321.5	65 MPH.	50 MPH.
MP 321.5 to MP 323.3	55 MPH.	50 MPH.
MP 324.2 to MP 324.6	70 MPH.	
MP 333.0 to MP 333.9	70 MPH.	
MP 333.9 to MP 334.5	40 MPH.	30 MPH.
MP 338.8 to MP 340.0, Main 1	50 MPH.	40 MPH.

	Passenger	Freight
MP 343.6 to MP 343.8	70 MPH.	
MP 351.5 to MP 352.8, Main 2	55 MPH.	45 MPH.
MP 352.8 to MP 354.8, Main 2	79 MPH.	45 MPH.
MP 353.3 to MP 353.5, Main 1	70 MPH.	

1(C). Speed—Switches and Turnouts

Through turnouts Graham	35 MPH.	35 MPH.
Through turnout Clay Switch MP 165.48	35 MPH.	35 MPH.
Through turnout and crossover CP 1699	40 MPH.	40 MPH.
Through turnouts Cameron Jct.	40 MPH.	40 MPH.
Through turnout and crossover CP 1705	40 MPH.	40 MPH.
Crossovers at following locations:		
MP 202.5	35 MPH.	35 MPH.
MP 300.8, crossovers	35 MPH.	35 MPH.
MP 309.9, crossovers	35 MPH.	35 MPH.
MP 333.2	35 MPH.	35 MPH.
MP 342.0	35 MPH.	35 MPH.
MP 357.9	35 MPH.	35 MPH.

1(D). Speed—Other

Galesburg Terminal		
All tracks other than main tracks	20 MPH.	
City Yard, Rail Yard, Rip Track, Santa Fe Transfer, Stock Yard, Storage Yard, Tie Plant, TOFC Yard, United Facility	10 MPH.	
Diesel Pit and Leads	5 MPH.	
Coach yard, Kansas City and Peoria wye tracks	10 MPH.	
Ottumwa		
Ottumwa - Rosekrans, Winger, Gas House, COE, Excell, Roberts-Dybdhal	5 MPH.	
ISU Plant, on the lead, MT1 switch to Loop track switch	5 MPH.	
within plant	10 MPH.	
forward or reverse movement through dump	3 MPH.	
Albia—All yard tracks	5 MPH.	
Chariton—All yard tracks	5 MPH.	
Osceola—Old main track north yard	5 MPH.	
Cars heavier than 134 tons except coal & grain in C6 hoppers on the following bridges:		
204.66	10 MPH.	
379.51	25 MPH.	

Temperature Restrictions

When the outside air temperature meets the “critical ranges” listed below, all trains must comply with the speed restrictions assigned to the ambient temperature ranges and the classification of the train. If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted. Critical Areas:

MP 186.0 to MP 196.5	MP 204.0 to MP 210.0
MP 235.0 to MP 239.0	MP 273.0 to MP 281.0
MP 294.0 to MP 310.0	MP 335.0 to MP 342.0
MP 350.0 to MP 356.0	

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
100 to 110 degrees	Maximum 45 MPH.	Maximum 40 MPH.	Maximum 70 MPH.
110 degrees and over	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 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

Galesburg to Creston 143 tons, Restriction C

No loaded unit coal trains are allowed in Burlington Yard

All tracks, other than the main track and those listed below, are out of service for unit coal, grain, and ore trains, or any portion of these trains, except for bad order cars, unless authorized by the roadmaster.

Burlington—1317 and 1318.

West Burlington—1361 and 1362.

New London—996.

Ottumwa—The connecting track to the IC&E main track.

ISU Switch—Tracks leading to and from the dumping facility and the ISU Plant.

Maxon—2496 and 2497.

Six-axle locomotives and six-axle derricks are not permitted on industry tracks at the following locations: Monmouth, Kirkwood, Gladstone, New London, Mt. Pleasant, Fairfield, Batavia, Ottumwa, and North Yard Osceola.

Six-axle locomotives are permitted on tracks 1304 and on 1314—1318 in Burlington Yard.

Six-axle locomotives are not permitted 500 ft. beyond the South Wye Switch inside the Dayman Ordinance Plant.

Locomotives are not permitted inside the unloading station at the ISU generating Station.

No more than one four-axle locomotive is permitted on the Chariton industry track.

3. Type of Operation

Yard Limits—in effect:

MP 390.8 to MP 393.8

CTC—in effect:

MP 168.4 to MP 170.5

MP 202.4 to MP 206.7

MP 300.8 to MP 309.9

CP 1699 on the Ottumwa Subdivision to CP 1850 on the Chillicothe Subdivision is designated as Auxiliary Main 1.

CP 1705 on the Ottumwa Subdivision to CP 1844 on the Chillicothe Subdivision is designated as Auxiliary Main 2.

TWC—in effect:

MP 170.5 to MP 202.4

MP 206.7 to MP 300.8

MP 309.9 to MP 392.9

ABS—in effect:

MP 170.5 to MP 202.4

MP 206.7 to MP 280.52

MP 280.83 to MP 300.8

MP 309.9 to MP 392.9

Multiple Main Tracks—in effect:

2 MT:

MP 168.4 to MP 280.83

MP 300.8 to MP 392.9

Double Track—in effect:

MP 280.83 to MP 300.8

The following locations in ABS are signaled in both directions:

MP 170.5 to MP 202.4

MP 206.7 to MP 280.52

MP 309.9 to MP 392.9

4. General Code of Operating Rules Items

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

Rule 6.32.4—In the state of Illinois, the last paragraph of this rule is changed to read: When it can be avoided, cars or engines must be left standing no nearer than 500 feet from a road crossing.

Rule 8.12—This rule does not apply to the high/low crossovers from Running Track #2 through Receiving/Departure Track #4 in Galesburg Terminal.

Rule 14.10—Report clear of track warrant limits by one of the following:

1. After entire train has cleared track warrant limits, report clear of the limits to train dispatcher using radio.
2. If unable to contact the train dispatcher via radio and train arrives the terminal, call the train dispatcher by telephone at 8-234-6028.
3. If unable to contact the train dispatcher via radio and train arrives the terminal, complete the "LIMITS REPORTED CLEAR AT _____ BY _____" section at the bottom of the track warrant and fax it to the train dispatcher at 8-234-6067.
4. If unable to contact the train dispatcher via radio and train arrives the terminal, complete the "LIMITS REPORTED CLEAR AT _____ BY _____" section at the bottom of the track warrant and deliver completed track warrant to Creston control operator who will then forward the information to the train dispatcher.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
 - MP 199.8—DED—Recall Code 727—WWD only
 - MP 213.1—Recall Code 728—EWD only
- B. Other TWD locations
 - MP 175.6—Recall Code 707
 - MP 194.5—Recall Code 708
 - MP 199.8—DED—Recall Code 727—EWD only
 - MP 213.1—Recall Code 728—WWD only
 - MP 229.9—Recall Code 718
 - MP 251.6—Recall Code 738
 - MP 271.3—Recall Code 748
 - MP 298.4—Recall Code 758—Main 1
 - MP 298.9—Recall Code 757—Main 2
 - MP 303.8—DED-Exception Reporting - Main 2
 - MP 308.0—DED-Exception Reporting - Main 2
 - MP 314.1—DED-Exception Reporting
 - MP 328.0—Recall Code 788
 - MP 356.7—Recall Code 798—Main 1
 - MP 357.8—Recall Code 798—Main 2
 - MP 378.8—Recall Code 708

6. FRA Excepted Track—None

7. Special Conditions

Remote Control Operations—Signs located at MP 5.0 (Barstow Subdivision), MP 171.8X (Brookfield Subdivision), MP 159.0 (Mendota Subdivision), MP 171.0 and Cameron Jct. (Ottumwa Subdivision) and MP 2.0 (Peoria Subdivision) designate the Remote Control Area at Galesburg.

Remote Control Zone—The Hump Lead (Track 2071) between the 30 switch (Olys Pocket switch) and the 10 switch designate the Remote Control Zone (RCZ) at Galesburg Yard.

Activation/Deactivation Procedure—The Remote Control Operator will protect Southward movements until the rear car has cleared the 30 Switch (Olys Pocket Switch). The Remote Control Operator will then contact Yard Control and request that RCZ protection be established. Yard Control will line the 30 switch (Olys Pocket switch) for the Hump Lead and provide switch blocking on the 10 switch and the 30 switch. Yard Control will then notify the Remote Control Operator that the RCZ has been activated. The RCZ will remain activated until the Remote Control Operator has requested that the RCZ be deactivated. Before the RCZ can be fouled or occupied, Yard Control must be contacted to determine if the RCZ has been activated.

Gladstone—Westbound trains stopped by the TWD located at MP 194.5 will proceed not to exceed 10 MPH until all crossings are clear before making any required inspection of their train.

Burlington/West Burlington—Watch for close clearance between MT1 and MT2, MP 206.3 to MP 206.4. It will not clear a person riding on the side of a car. Close Clearance signs have been posted in the area.

Eastward trains must obtain the dispatchers authority before proceeding from a STOP indication at signal MP 209.2.

Dayman—Trains and engines using the lead track across the Highway 34 grade crossing into the Army Ammunition Plant must stop before occupying the crossing to determine that the manually controlled crossing warning signals have been activated by the security guard at the gate. Contact the security guard at 319-753-7414 to establish protection.

New London—Locomotives must not be left idling near the west end of the eastward siding.

Ottumwa—An indicator light to indicate when the dispatcher has made the lineup to proceed westward at the IMRL interlocker has been installed on the east end of the crossing bungalow at Iowa Ave. in Ottumwa. This is not a signal aspect and applies only to trains on Main Track 1.

ISU Generating Station—Trains destined to the ISU Generating Station must contact the plant unloading operator on radio channel 39 when approaching the ISU Switch to advise the plant of their approximate arrival time at the dumper. If there is not sufficient time to spot the train for unloading after arrival at the plant, notify the unloading operator where the train will be left. Upon arrival at the dumper:

- Stop the train within 200 feet of the dumper entrance.
- Do not enter the dumper when the red light is on.
- Obtain verbal permission from the dumper operator before entering the dumper.

Do not exceed 5 MPH on the lead entering the plant between the Main 1 switch and the Loop Track switch.

Do not exceed 10 MPH on tracks within the ISU Generating Station facility and do not exceed 3 MPH when moving across the rotary dumper.

When spotting, coupling, or uncoupling unit trains, follow instructions from ISU Generating Station personnel. Locomotives are not permitted inside the unloading station at the ISU generating Station.

Cargill Spur—Trains entering Cargill Spur must contact the CANAC RR on AAR Channel 71 before proceeding past the first road crossing on the Cargill Spur.

Creston—Eastward trains departing Creston must provide their departure time to the KC dispatcher prior to MP 391.0.

Westward trains arriving Creston must contact the Creston Operator at Afton for instructions on yarding their trains.

Bridges 204.66 and 379.5—The adjacent track must be clear of traffic while loaded ore trains or loaded trough cars pass over these bridges.

Approaching Control Point Announcement—In Signaled Territory, when a train is passing a signal displaying an approach indication in advance of a control point, a crew member must transmit the following by radio:

- Train Identification - Initials, engine number, and direction
- Signal Name
- Control Point Location
- Track - (on single track, main track designation is not necessary)
- Speed

Use radio channel 39 between Galesburg and Halpin. Use radio channel 66 between Halpin and Creston .

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

- MP 193.0 to MP 196.0
- MP 206.0 to MP 209.0
- MP 226.0 to MP 227.0
- MP 234.0 to MP 236.0
- MP 267.0 to MP 268.0
- MP 285.0 to MP 286.0
- MP 291.0 to MP 292.0
- MP 315.5 to MP 317.0
- MP 322.0 to MP 323.0
- MP 345.0 to MP 347.0

8. Line Segments

Yard Line Segments

Line Segment Limits

- 46 North Yard, Osceola
- 834 Burlington
- 835 West Burlington
- 836 Ottumwa
- 837 Chariton

Road Line Segments

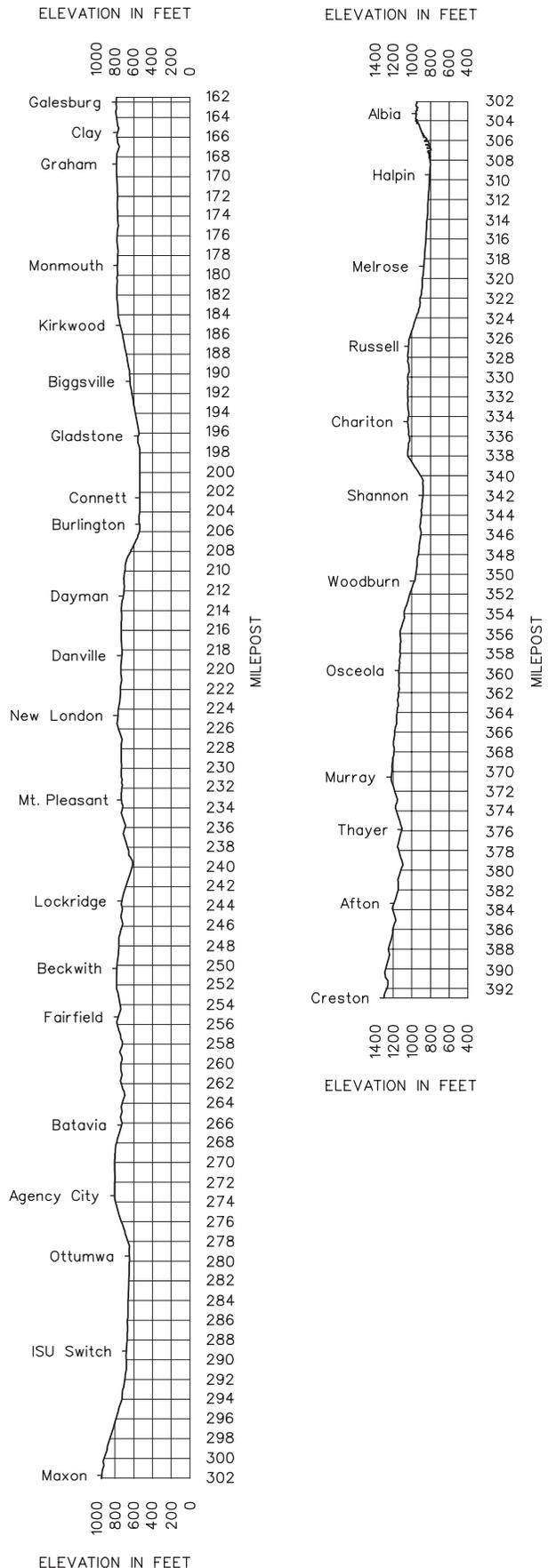
Line Segment Limits

- 97 Graham Cutoff
- 1 Galesburg to Creston

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Feet	Switch Opens
20133 Cameron	3.2 west of Graham	419	Both
20304 Lucas	1.1 west of Shannon	500	West

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Ravenna Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
			59.6 0.0	END CRESTON SUB BEGIN RAVENNA SUB			3MT CTC		0.4	
			0.4	HALL	X(2)MJT				0.6	
			1.0	CARLING	X(2)MJ		2MT CTC		0.9	
	20496		1.9	CP 19	BTCP				1.0	
			2.9	CP 29			Rule 6.28		1.4	
	30004		4.3	CUSHMAN	MJX				0.1	
			4.4	CP 44			2MT CTC		0.1	
			4.5	CP 45	X(2)		3MT CTC		1.6	
			6.1	CP 61	X(2)				4.9	
			11.0	CP 110	X(2)		2MT CTC		3.6	
	30014		14.6	PLEASANT DALE			CTC		10.2	
	30020		20.3	MILFORD					4.1	
			24.4	CP 244	X(2)		2MT CTC		3.4	
			27.8	BR JCT.	J				8.3	
	30035		36.6	TAMORA					3.4	
			40.0	CP 400	X(2)			4	10.5	
			50.5	CP 505	X(2)		2MT CTC		5.4	
	30055		55.9	YORK To Benedict 9.5	P				4.4	
			60.3	CP 603	X(2)				6.3	
			66.6	CP 666					4.7	
7,160	30070		71.3	HAMPTON			CTC		5.4	
			76.7	CP 767					1.8	
	30076		78.5	AURORA To Marquette Lead-10.4	BPJT				6.1	
	30082		83.3	MURPHY	X(2)		2MT CTC		4.3	
	30088		88.9	PHILLIPS					5.5	
			94.4	EAST GRAND ISLAND			CTC		5.1	
			99.2	McDONALD					10.4	
			109.6	CP 1096	X(2)				15.5	
			125.1	NANTASKET	X(2)		2MT CTC		2.6	
	30126		127.7	RAVENNA	CPTX				0.5	
	30128		128.2	WEST RAVENNA					132.5	

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		

Train Dispatcher Telephone Numbers

(817) 234-6044, Fax (817) 234-6079

1. Speed Regulations

1(A). Speed—Maximum

MP 0.0 to MP 128.2	Freight	60 MPH.
Trains 100 TOB and over		50 MPH.
Lincoln Terminal, lite engines, between switches on Arrival, Departure, Engine Running, and Coal 1, 2, & 3 Tracks		20 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0 to MP 0.4; MT 1, MT 2, MT 3	Freight	40 MPH.
MP 0.4 to MP 4.6		20 MPH.
B1, B2, B3, B4, and F1, F2, F3, F4, F5, South 1, South 2, South 3, South 4, and South 5		25 MPH.
F1 Extension, between MP 4.3 (Southwest 40th St.) and Main 1 at CP 61		25 MPH.
MP 19.3 to MP 20.3		45 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		25 MPH.

1(C). Speed—Switches and Turnouts

Passenger 1 and Passenger 2 to Creston Sub		15 MPH.
Carling and Hall Interlocking, all turnouts		25 MPH.
B2 to North Lead Crossover, all turnouts		15 MPH.
North Lead to South Lead Crossover, all turnouts		15 MPH.
MP 5.9 - West end F-1 Extension, through turnout		
100 TOB or less		40 MPH.
Over 100 TOB		35 MPH.
MP 6.1, MP 11.0, MP 24.4, MP 40.0, and MP 125.1, crossovers		
100 TOB or less		35 MPH.
Over 100 TOB		25 MPH.
MP 14.4, end 2 MT Pleasant Dale		
100 TOB or less		40 MPH.
Over 100 TOB		35 MPH.
MP 20.3, begin 2 MT 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		35 MPH.
MP 50.5 (CP 505) 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		35 MPH.
MP 78.5, begin 2MT Aurora		
100 TOB or less		40 MPH.
Over 100 TOB		35 MPH.
MP 88.9, end 2MT Phillips		
100 TOB or less		50 MPH.
Over 100 TOB		40 MPH.
MP 99.2 Begin 2 MT McDonald		
100 TOB or less		50 MPH.
Over 100 TOB		40 MPH.
MP 109.6 (CP 1096) 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		
100 TOB or less		35 MPH.
Over 100 TOB		25 MPH.

1(D). Speed—Other

On other than main tracks within Lincoln Terminal		10 MPH.
Bowl Tracks 804—835, WWD		4 MPH.
York to Benedict,		
MP 143.5 to 136.5		25 MPH.
MP 136.5 to MP 135.0		10 MPH.
Benedict, Runaround Track		5 MPH.
Bradshaw, over scale on Elevator Tracks		5 MPH.
Bridge 138.28—Benedict, cars heavier than 134 tons		10 MPH.

Temperature Speed Restrictions

Hot Weather—When the temperature is 95 degrees Fahrenheit or warmer, do not exceed the following speeds:

MP 4.6 to MP 14.6, MT2	
MP 20.6 to MP 29.2, Main and MT2	
MP 36.6 to MP 44.8, MT2	
MP 56.2 to MP 66.6, MT2	
MP 87.7 to MP 92.1, Main and MT1	
MP 99.2 to MP 118.6, MT2	

	Freight
MP 118.6 to MP 125.1	
Trains 100 TOB and over	40 MPH.
Trains under 100 TOB	50 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 West Ravenna 143 tons, Restriction A
 MP 135.38 (York) to Benedict 143 tons, Restriction D

Six axle locomotives or six axle derricks are not permitted on the Marquette Lead.

3. Type of Operation

CTC—in effect:

- MP 0.0 to MP 0.4, MT1 and MT2
- MP 0.4 to MP 1.9 on B1
- MP 1.0 to MP 1.9 on B2
- MP 1.0 to MP 2.9 on B3 and B4
- MP 2.9 to WBCS Grain Lead 3 on B3
- MP 2.9 to EBCS MT2 switch on B4
- MP 4.37 to MP 6.1, F1 extension and F2
- MP 4.37 to MP 128.2

Multiple Main Tracks—in effect:

2 MT:

- MP 0.4 to MP 1.9
- MP 4.4 to MP 4.5
- MP 6.1 to MP 14.6
- MP 20.3 to MP 27.8
- MP 36.6 to MP 66.6
- MP 78.5 to MP 88.9
- MP 99.2 to MP 128.2

3 MT:

- MP 0.0 to MP 0.4
- MP 4.5 to MP 6.1

Lincoln Terminal Interlocking Instructions—

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

From Ravenna Subdivision—Cushman Interlocking begins at MP 4.4. 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.

West Ravenna—The Absolute signals at West Ravenna are controlled by the Sand Hills Subdivision, Alliance East Dispatcher.

4. General Code of Operating Rules Items

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

Rule 6.26—At MP 4.5, facing west and reading right to left the 3 main tracks are named: F1 Extension, MT 1, and MT 2.

Rule 6.28—in effect:

On all tracks at Lincoln outside the limits of CTC and the Lincoln Terminal Interlockings (Baird, Carling, Cushman, Hall). Between York and Benedict
 Between Aurora and End of Track Marquette (Marquette Lead)

Rule 8.20—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 9.1.13—Movement over the B2 to North Lead Crossover and the North Lead to South Lead crossover are governed by a signal displaying Rule 9.1.13.

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, tunnels or other structures: None
- B. Other TWD Locations

- MP 4.6—DED/Exception Reporting—MT 1, MT 2, & F Track Extension
- MP 10.9—DED/Exception Reporting
- MP 17.5—Recall Code 057
- MP 22.7—DED/Exception Reporting
- MP 26.8—DED/Exception Reporting
- MP 34.7—Recall Code 056
- MP 40.1—DED/Exception Reporting
- MP 45.0—DED/Exception Reporting
- MP 49.1—DED/Exception Reporting
- MP 52.6—Recall Code 028
- MP 58.6—DED/Exception Reporting
- MP 62.7—DED/Exception Reporting
- MP 68.2—DED/Exception Reporting
- MP 74.0—Recall Code 028
- MP 80.1—DED/Exception Reporting
- MP 85.4—DED/Exception Reporting
- MP 90.3—Recall Code 038
- MP 97.9—DED/Exception Reporting
- MP 102.7—DED/Exception Reporting
- MP 107.3—Recall Code 048
- MP 111.8—DED/Exception Reporting
- MP 116.6—DED/Exception Reporting
- MP 121.8—DED/Exception Reporting

The DED located at MP 4.6 transmits an audio readout of train inspection on BNSF Radio Channels 39 and 66.

The Dragging Equipment Detectors will transmit an audio readout of train inspection on BNSF Radio Channel 39, only when alarms are present. When an alarm is present, the DED's will give the location by axle count from the front of the train. The train must be stopped and inspected in compliance with System Special Instructions 8(L)—Exception Reporting Detectors.

6. FRA Exempted Track—None

7. Special Conditions

Lincoln Terminal Instructions

Gooch Lead—Trains or yard movements must not occupy the grade crossing on the Gooch Lead at 5th and A streets, MP 0.75, until the crossing warning signals have been operating for over 20 seconds, or until the movement is protected by a crew member. "Crossing Signal Start" signs have been placed 100 ft. east and west of this crossing.

Alters Scrap—Employees are prohibited from walking or riding a car in to the scrap facility.

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

- On loaded unit coal trains, loaded unit grain trains, merchandise trains, and cars left standing; apply handbrakes to 5% of the train.
- Empty unit trains, apply two (2) hand brakes to the end of the cars where the locomotive was detached.

Examples:

- 125 car loaded unit train with 2 locomotives attached, apply a total of 6 handbrakes (125 X 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 X 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.

Derails have been installed on the East End of Tracks 784 and 785 to protect the Car Shop.

Switch Locks have been installed on Tracks 193 and 194 at OLB.

Freight Pit Derails—Remote Control Derails have been placed in service at the East End and West End of Track #18 and Track #19 at the Freight Pit at the Lincoln Diesel Shop. The Freight Pit Foremen have control of all remote control derails in this area, and movement of locomotive consists by TY&E Crews are governed by instructions from the Freight Pit Foremen. All inbound locomotive consists will be directed to stop short of the derail, or directed to continue onto an empty track at the Freight Pit Foremen's discretion. When directed to stop short of a derail, consists will stop their movement at least 25 feet short of the derails to avoid interfering with the bonded circuit that operates the derail.

Reporting ETD Information—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"

Remote Control Operations—Signs located at MP 53.7 (Creston Subdivision), MP 66.6 (Hastings Subdivision), MP 6.1 (Ravenna Subdivision), MP 205.5 (St. Joseph Subdivision), and MP 56.3 (Nebraska City Subdivision) designate the Remote Control Area at Lincoln Terminal.

Remote Control Zone—Receiving Tracks 2-8 (Tracks 732-738) have been designated as the Remote Control Zone (RCZ) at Lincoln Terminal.

Activation / Deactivation Procedure—The Remote Control Operator will contact the Carling Operator and request that RCZ protection be established for the Receiving Track where protection is desired. The Carling Operator will provide block protection to the appropriate track on the west end of the Receiving Yard. The east end of the Receiving Yard will be governed by GCOR Rule 6.28. The Carling Operator will notify the Remote Control Operator that the RCZ has been activated. The RCZ will remain activated until the Remote Control Operator has requested the RCZ be deactivated. Before receiving tracks 2-8 (732-738), can be occupied, the Carling Operator must be contacted to determine if the RCZ has been activated within the Receiving yard.

Waco—Push button lights equipped with a 60 minute timer are located at Waco to assist TYE crews with switching movements. The push button to activate the lights is located directly south of the main track switch at the east end of the Set Out Track.

Bradshaw, Bonneville Industry Track—Trains must not occupy the Road G Crossing until the crossing warning lights warning automobile traffic have been operating for at least 20 seconds or until the movement 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 the crossing lights warning automobile traffic have been operating for at least 20 seconds or the movement is protected by a crew member. "Crossing Signal Start" signs are located 75 feet East and West of 2nd street and 9th street crossings on all tracks other than the Main Track. The crossing lights will activate when the movement passes the "Crossing Signal Start" signs.

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

Ravenna—When TY&E crews have been instructed by the Dispatcher to yard their train and locomotive consist in Ravenna Yard and train length requires the train to double into the yard, the following instructions apply: Crews must utilize the locomotive consist to keep the longest portions of the train charged while left unattended per ABTH Rule 102.1.1. This requires the head end consist be cut apart and the air brakes on the trailing locomotive cut in to allow for charging of one portion of the train. The lead locomotive will be used to charge the other portion of the train. If operating with a DP consist, charge the largest portion of the train set over with the controlling locomotive. If the DP consist has more than one locomotive on the head end, use the trailing locomotive to charge the longest portion of the train set over and use the lead locomotive to charge the rear portion of the train.

When trains and/or lite locomotive consists are located between MP 127.7, Highway 68 Overpass, and MP 127.2, the east switch at Cargill, trains and/or lite locomotive consists are not required to sound GCOR whistle signal 5.8.2 (3) prior to departing Ravenna.

Parking trains—When required to park a train, arrange the train so that after cutting any crossings the maximum number of cars will have the brakepipe restored.

Approaching Control Point Announcement—In Signaled Territory, when a train is passing a signal displaying an approach indication in advance of a control point, a crew member must transmit the following by radio:

Train Identification - Initials, engine number, and direction
Signal Name
Control Point Location
Track - (on single track, main track designation is not necessary)
Speed

Test Mile Locations

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

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33: MP 117.0 to MP 119.0

8. Line Segments

Yard Line Segments

Line Segment Limits

875 Lincoln Terminal

Road Line Segments

Line Segment Limits

148 York—Benedict, MP 134.9 to MP 144.4

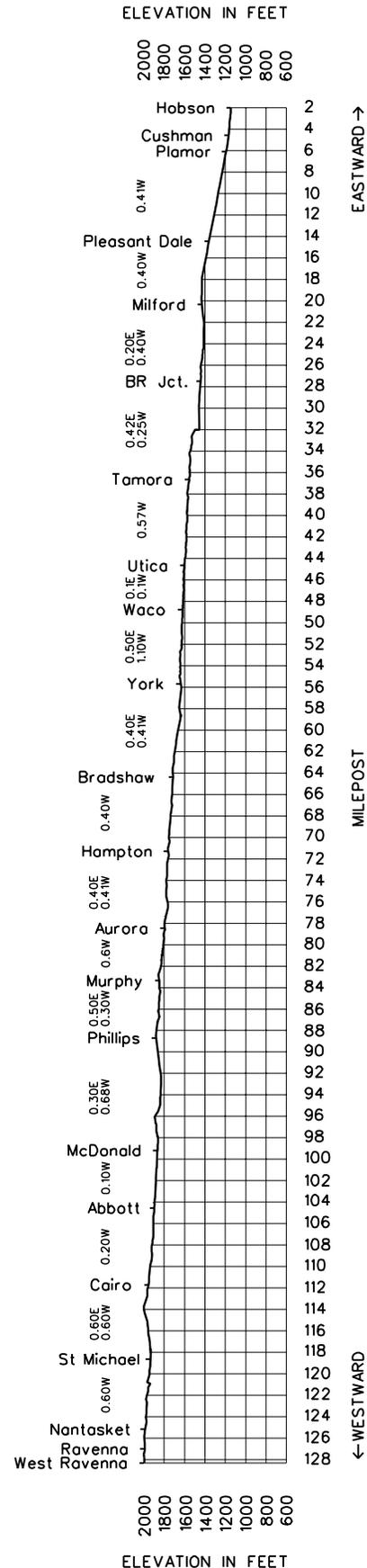
4 MP 0.0 to MP 128.4

149 Aurora to End of Track Marquette Lead (Former MP 13.9)

9. Locations Not Shown As Stations

Name	Miles - Location	Capacity Cars	Switch Opens
30008 Emerald (Main 2)	1.6 west of CP 61	28	East
30008 Emerald (Main 1)	2.2 west of CP 61	10	West
30041 Utica (Main 1)	6.0 west of Tamora	53	Both
Ficke Siding (Main 1)	3.3 east of CP 505	54	Both
30047 Waco (Main1)	1.9 east of CP 505	85	Both
Waco Setout (Main 1)	0.8 east of CP 505	11	Both
Waco Setout (Main 2)	0.8 east of CP 505	11	Both
High Plains (Main 1)	2.9 east of York	98	Both
Statex 1 (Main 1)	1.3 east of York	4	West
York Setout (Main 1)	1.0 east of York	6	Both
York Setout (Main 2)	1.0 east of York	6	Both
83209 Benedict	9.5 from York	54	East
Bonavilla (Main 1)	4.4 East of CP 666	8	West
30063 Bradshaw (Main 1)	2.4 East of CP 666	150	Both
Beigert Brothers	0.2 West of CP 666	10	East
83510 Marquette	10.4 from Aurora	54	Both
Nebraska Energy (Main 1)	1.1 West of Aurora	33	West
30080 Curry (Main 1)	3.7 west of Aurora	28	East
30081 IAMS (Main 2)	5.3 west of Aurora	36	Both
30092 Trail	4.7 west of Phillips	17	Both
Monfort	4.4 east of McDonald	35	East
30095 Grand Island	1.4 east of McDonald	30	West
30103 CoPlant (Main 2)	4.3 west of McDonald	127	Both
30104 Abbott (Main 1)	5.1 east of CP 1096	27	Both
30104 Abbott (Main 2)	5.1 east of CP 1096	10	East
30110 Cairo (Main 1)	2.2 west of CP 1096	21	Both
30110 Cairo (Main 2)	2.2 west of CP 1096	10	West
30118 St. Michael (Main 1)	6.0 east of Nantasket	36	Both
30118 St. Michael (Main 2)	6.4 east of Nantasket	20	Both

10. Grade Chart



SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Sioux City Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
			222.2 108.2	SIOUX CITY	R			197	1.6	
			107.7	FLOYD	R				3.1	
	07104	104.6	FERRY	JT					2.9	
	07102	101.7	DAKOTA CITY						7.2	
	07094	94.5	HOMER						6.3	
7,590	07088	88.2	WINNEBAGO						6.1	
	07082	82.1	WALTHILL						15.1	
	07070	67.0	LYONS						7.0	
7,420	07060	60.0	OAKLAND						7.2	
	07053	52.8	UEHLING		TWC				9.2	
	07044	43.6	WINSLOW					144	5.6	
	07038	38.0	NICKERSON	A					5.4	
7,250		32.6	PAPA						3.4	
	07029	29.2	FREMONT	AM					6.4	
7,811	07023	22.8	ELK						8.0	
4,168	07015	14.8	YUTAN	A					13.2	
		1.6	GN						1.0	
		0.6	NORTH WYE ASHLAND	TJ					0.6	
	20471	0.0 1.2Y	ASHLAND	JMT	CTC				1.2	
		0.0Y	CP 364	J					110.4	

Sioux City to MP 102.0 is under the jurisdiction of the Twin Cities Division.
 Radio Channel No. 85 in service for Sioux City Subdivision.
 Radio Channel No. 87 in service for Creston Subdivision.
 Radio Channel No. 75-27 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		

Train Dispatcher Telephone Numbers:
 M-F, 0630-1600—(817) 234-6304, Fax (817) 234-6080.
 All Other Times—(817) 234-6045, Fax (817) 234-1263

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 108.2 to MP 0.0Y	49 MPH.
Trains over 100 TOB	45 MPH.

1(B). Speed—Permanent Restrictions

MP 105.6 to MP 102.0	30 MPH.
MP 36.0 to MP 35.4	25 MPH.
MP 31.5 to MP 26.2	25 MPH.
MP 15.3	25 MPH.
North Wye Ashland to East Wye Ashland	10 MPH.
MP 0.6 to MP 0.0Y	20 MPH.

Interlockings:
 Northward Trains:
 MP 14.7 to MP 15.4—Yutan (UPRR) (HER) 20 MPH.
 MP 27.7 to MP 30.2—Fremont (UPRR) (HER) 20 MPH.
 MP 34.8 to MP 35.6—Nickerson (FEVR) (HER) 20 MPH.

Freight

Southward Trains:
 MP 36.1 to MP 35.4—Nickerson (FEVR) (HER) 20 MPH.
 MP 30.7 to MP 28.9—Fremont (UPRR) (HER) 20 MPH.
 MP 16.1 to MP 15.2—Yutan (UPRR) (HER) 20 MPH.

1(C). Speed—Switches and Turnouts

MP 0.0Y, through turnout 20 MPH.
 MP 0.6, through North Wye switch to East Wye 10 MPH.

1(D). Speed—Other

All sidings 10 MPH.

Temperature Speed Restrictions

Hot Weather—When the temperature is 95 degrees Fahrenheit or higher, do not exceed the following speeds:
 MP 32.0 to MP 34.0 40 MPH.
 MP 73.0 to MP 89.0 40 MPH.
 MP 95.0 to MP 102.0 40 MPH.
 Trains 100 TOB and over 40 MPH.

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

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

Sioux City to Ashland 143 tons, Restriction C

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

Through trains 100 TOB and over are not allowed on the siding at Papa except to meet or pass Inhalation Hazard (IH) trains.

Six axle locomotives are not allowed on the following tracks:

- Fremont Frontier Lead and Elevator Tracks
- Western Sand and Gravel Tracks
- Vigortone Lead Track
- CF Industries

Abel Western Sand and Gravel (see Item 7)

3. Type of Operation

Restricted Limits—in effect:

MP 108.2 to MP 105.6

TWC Limits—in effect:

MP 105.6 to MP 0.6

CTC—in effect:

MP 0.6 to MP 0.0Y

North Wye Ashland to East Wye Ashland

Manual Interlockings not controlled by BNSF:

Fremont—UPRR

To contact the UPRR Dispatcher, dial *22 on AAR radio channel 42.

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)

Ashland—Ashland (MP 1.2Y) to CP 364 (MP 0.0Y)

4. General Code of Operating Rules Items

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

Rule 6.28—in effect:

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

MWOR Rule 6.58—Automatic Interlockings with a MW Release Box: MP 35.2, MP 28.9, MP 15.3.

Rule 8.3—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, and North 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:
MP 82.9 - NWD only - Recall Code 278
- B. Other TWD Locations
MP 82.9 - SWD only - Recall Code 278
MP 57.9 - Recall Code 267
MP 41.4 - Recall Code 258
MP 18.9 - Recall Code 098

The TWD located at Walthill, MP 82.9, is equipped with a "light beam" shifted load detector to protect the Gordon Drive Bridge located at Floyd, MP 107.7.

6. FRA Excepted Track—None

7. Special Conditions

Sioux City—Signs located at MP 219.0 (Marshall Subdivision), MP 521.0 (Aberdeen Subdivision) and MP 101.4 (Sioux City Subdivision) designate the Remote Control Area at Sioux City. All trains and on-track equipment arriving off the Sioux City Subdivision (Nebraska Division) are to contact the Sioux City Yardmaster before passing MP 101 at phone 712-279-7271 or Radio Channel 75-27.

Trackage at Ferry from MP 0.0X to MP 4.0X (Begin Nebraska Northeastern Railroad) is owned and operated by the BNSF and GCOR 6.28 is in effect.

Trackage from MP 4.0X to MP 8.0 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. The yard tracks at Ferry and West Bing Siding (between MP 4.5 and MP 6.25 NENE RR) have been designated as interchange points.

All BNSF and Nebraska Northeastern trains and engines must notify the Sioux City Yardmaster before entering or occupying the trackage between MP 0.0X and MP 4.0X on the BNSF Railway and MP 4.0X and MP 8.0 on the Nebraska Northeastern Railroad. Instructions from the Sioux City Yardmaster will govern movements within this territory.

Floyd—Watch out for close clearance at MP 107.84 (Gordon Drive Bridge). Shipments exceeding 19 feet 2 inches in height do not clear. This includes double stacks and M3E auto racks.

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.

Oakland—Trains are prohibited from blocking the grade crossing at MP 60.0 (Coop Crossing—2nd Street) and MP 60.2 (5th Street Crossing—Fire Crossing).

Fremont—Unless otherwise instructed by the Trainmaster, all setouts and pickups will be made to or from the Old Pass, track 198. A hand held air gauge has been provided in a box labeled "Air Gauge" at the north end of the Old Pass. Use this gauge to air test cars picked up at Fremont due to walking

conditions along the west side of the Main Track south of County Line Road.

Six axle locomotives are not allowed on the Frontier Lead or the Frontier Elevator Track off Papa siding. When cars are left on Papa siding (Track 132) for Frontier Coop elevator, all cars must be left clear of the Frontier Lead Switch. All locomotives left on Papa Siding for Frontier Coop Elevator must be left on the north end of the siding uncoupled from the train, and all rear end devices will be left in the cab of the lead locomotive.

Yutan—When trains meet at Yutan, northward trains holding the main track must not pass the distant signal until southward trains are in the clear of the main track.

Abel—Six-axle locomotives are allowed over the switch but only 2 car lengths north beyond the derail due to the curvature of the industry track. The Old GN Siding, track 2620, is part of Abel.

Ashland—Former Yard Track 1 is now Main Track, extending from Ashland (MP 0.0/MP 1.2Y) to CP 364 (MP 0.0Y), the switch connecting to the Creston Subdivision.

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

Lyons—Other than main track, MP 66.75 and MP 66.90.

Fremont—South elevator track, MP 29.4.

Movements from House Track to Main Track 29.26.

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

Winnebago—MP 88.2, County Rd.

Oakland—MP 60.2, 5th Street

Test Mile Locations

MP 98 to MP 97

MP 22 to MP 21

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 94.0 to MP 67.0

MP 60.0 to MP 30.0

8. Line Segments

Road Line Segments

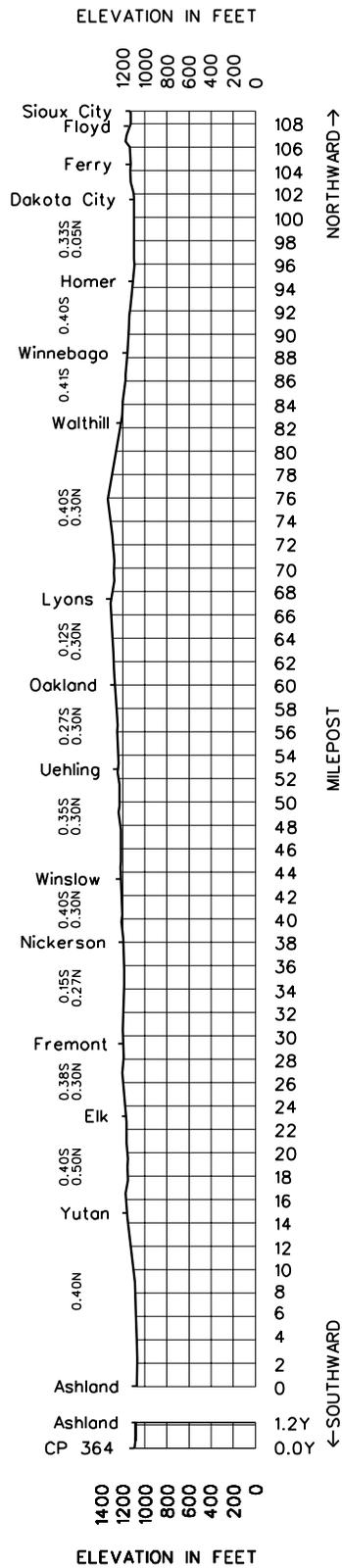
Line Segment Limits

144	Ashland to Floyd
197	Sioux City

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
8001 Bing	1.4 north of Ferry	110	Both
07076 Rosalie	8.7 north of Lyons	30	South
07021 LeShara	6.2 north of Yutan	21	South
07005 Big Sandy	5.1 north of Ashland	75	South
07003 Abel	2.5 north of Ashland	248	South

10. Grade Chart



WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	St Joseph Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD
			0.5	CP 05					0.3	
			0.8	BROADWAY					0.8	
			1.6	USTICK TOWER	JX(2)		CTC		1.1	
			2.7	KANSAS CITY Murray Yard	BJT				1.5	
			4.2	CP 42					MT1-1.4 MT2-3.7	
			5.6	CP 56 (Main 1)			2MT CTC		2.3	
	28007		7.9	CLARKE			CTC		3.9	
			11.8	CP 118			2MT CTC		4.7	
			16.5	CP 165					7.4	
17,975	28024		23.9	LEAVENWORTH					10.9	
9,975	28035		34.8	SADLER					8.6	
17,550	28043		43.4	ARMOUR	X		CTC		2.5	
			45.9	DAVIES To Atchison 4.6					4.7	
9,837	28051		50.6	HALLS					6.1	
			56.7	FRENCH					MT1-3.2 MT2-1.4	
			58.1	CP 581 (Main 2)					0.6	
			58.7	CP 587 (Main 2)					1.2	
	28060		59.9	CP 599 To MP 201.0Y (East Industrial Park)	BTX(2)		2MT CTC		MT1-1.2 MT2-0.7	
			60.6	CP 606 (Main 2)					0.5	
			61.1	CP 611	X				6.0	
	28067		67.1	WATER WORKS					9.9	
10,145	28076		77.0	NODAWAY			CTC		8.0	
9,885	28085		85.0	STARKS					4.7	
	28091		89.7	FOREST CITY	P				5.6	
			95.3	EAST NAPIER	X		2MT CTC		2.1	
	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	AJP				11.0	
10,136	28126		127.5	NEW SALEM					9.7	
7,595	28137		137.2	HUMBOLDT					7.8	
10,868	28145		145.0	TABLE ROCK	JP		CTC		8.4	
7,056	28154		153.4	ELK CREEK					10.1	
7,064	28165		163.5	BEAR					11.5	
7,019	28176		175.0	GAGE					10.4	
	28186		185.4	CP 1854			2MT CTC		7.7	
			193.1	CP 1931			CTC		5.0	
	28198		198.1	SALTILLO					5.8	
			203.9	CP 2039	X(2)				2.1	
	28204		206.0	HILL ST JCT. To College View 3.1	J		2MT CTC		1.3	
			207.3	HALL	MJT				0.2	
			207.5	CARLING	X(2)MJ				207.0	

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

Radio Channel No. 66 is in service at the Kansas City, St. Joseph, and Lincoln Terminals.

Radio Channel No. 70 is in service CP 42 to West Napier.

Radio Channel No. 76 is in service West Napier to Carling.

Radio Call-In		
Kansas City-75(X)	Clarke-16(X)	Leavenworth-19(X)
St. Joseph-18-(X)	Forest City-17(X)	Falls City-04(X)
Table Rock-01(X)	Tecumseh-02(X)	Firth-03(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Tone Call-In			
RADIO COMMUNICATION	CH	DS	EMER
Ustick Tower Dispatcher	66	1	9

Train Dispatcher Telephone Numbers

M-F, 0700-1500, MP 4.2 to MP 98.7—(817) 234-6045, Fax (817) 234-1263

All Other Times—(817) 234-6043, Fax (817) 234-6078.

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

Mobile Radio		Access Digit	Disconnect Digit
North Kansas City (Easton) Blue	458-7886	*1	#1
Kansas City-Green	472-3287	*1	#1
St. Joseph - Red	458-7823	*1	#1
Tecumseh - Green	458-7822	*1	#1
Falls City (P4)	458-7826	*1	#1
Firth	458-7887	*1	#1
Lincoln - Red	458-7820	*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 Instructions in their possession and review all Kansas City Terminal Railway Company General Notices and General Orders before each day's work or trip. 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 General Notices and General Orders.

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 0.4 to MP 4.2	10 MPH.
MP 4.2 to MP 7.9	45 MPH.
MP 7.9 to MP 97.4	60 MPH.
Trains 100 TOB and over	55 MPH.
MP 97.4 to MP 207.5, including trains 100 TOB and over	50 MPH.

1(B). Speed—Permanent Restrictions

Coburg Lead	10 MPH.
MP 9.6 to MP 9.7 (HER)	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.
MP 105.6 to MP 107.3	40 MPH.
MP 114.0 to MP 114.7	35 MPH.
MP 114.7 to MP 116.5	40 MPH.
MP 116.5 to MP 116.8 (including UP Crossing)	35 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	40 MPH.
MP 186.6 to MP 190.0, Main 1	35 MPH.
MP 206.0 to MP 207.3	45 MPH.
MP 207.3 to MP 207.5	20 MPH.

1(C). Speed—Switches and Turnouts

	Freight
MP 1.6, all Ustick turnouts and crossovers	10 MPH.
MP 7.9, through turnout Clarke	40 MPH.

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

Clarke to Napier

MP 11.8 through turnout Main 2:	
Less than 100 TOB	50 MPH.
100 TOB and over	40 MPH.
MP 16.5 through turnout Main 2:	
Less than 100 TOB	50 MPH.
100 TOB and over	40 MPH.

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

Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.

MP 43.8 through crossover

MP 56.7, through turnout Main 2:

Less than 100 TOB	50 MPH.
100 TOB and over	40 MPH.

MP 59.9, crossover St. Joseph

MP 61.1, crossover

MP 67.1, through turnout Main 2:

Less than 100 TOB	50 MPH.
100 TOB and over	40 MPH.

MP 89.7, through turnout Main 1:

Less than 100 TOB	50 MPH.
100 TOB and over	40 MPH.

MP 95.4, through crossover

MP 97.4, through crossovers

MP 97.4, turnout to Napier Subdivision

MP 98.7, through turnout Main 1:

Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.

Napier to Carling

Turnouts of Controlled Sidings at Preston, Falls City, New Salem, Humboldt, Bear and Gage:

Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.

Turnouts of Controlled Sidings at Table Rock and Elk Creek:

MP 185.4, through turnout begin 2 MT

Less than 100 TOB	50 MPH.
100 TOB and over	40 MPH.

MP 193.1, through turnout begin 2 MT

Less than 100 TOB	50 MPH.
100 TOB and over	40 MPH.

MP 198.14, through turnout begin 2 MT

Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.

MP 203.9, through crossovers

Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.

MP 206.1, turnout to Neb City Subdivision

MP 207.5 to B2, B3, and B4; all turnouts

Carling, #41 crossover

1(D). Speed—Other

Iatan, KCPL Generating Station

Within the plant	10 MPH.
Across the rotary dumper	2 MPH.

MP 45.9/0.0X to MP 4.6X, Atchison

Missouri River Bridge

MP 59.9 to MP 201.0Y—East Industrial Park

MP 205.9Y to MP 204.6Y (HER)

MP 204.6Y to MP 201.0Y

Temperature Restrictions

Hot Weather—When the temperature is 95 degrees Fahrenheit or warmer, do not exceed the following speeds:

- MP 17.0 to MP 18.0
- MP 39.0 to MP 40.0
- MP 56.6 to MP 66.8
- MP 71.0 to MP 73.0
- MP 121.0 to MP 123.0
- MP 130.0 to MP 139.0
- MP 148.0 to MP 150.0
- MP 154.0 to MP 159.0
- MP 187.0 to MP 190.0, MT2
- MP 190.0 to MP 192.0, MT1

MP 195.0 to MP 198.0	Freight
Trains 100 TOB and over	40 MPH.
Trains under 100 TOB	50 MPH.

Davies to Atchison

When the ambient temperature is 90 degrees or higher between the hours of 1100 and 2100, trains over 100 TOB are prohibited from operating.

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

Davies to Atchison

Hannibal Bridge (Kansas City)

ASB Bridge (Kansas City)

Six-axle derricks are not permitted between Davies and Atchison.

Locomotives are not allowed over the scale at the Cargill elevator track at Forest City.

3. Type of Operation

CTC—in effect:

Harlem to ASB South—Coal Route

MP 0.4 to MP 1.6

MP 1.6 to MP 4.2—Hi-Line Track

MP 4.2 to MP 207.3

Multiple Main Tracks—in effect:

2 MT:

MP 4.2 to MP 7.9

MP 11.8 to MP 16.5

MP 56.7 to MP 67.1

MP 89.7 to MP 98.8

MP 185.4 to MP 193.1

MP 198.1 to MP 207.3

TWC—in effect:

MP 0.0X to MP 4.6X—Davies to Atchison

Control Point Identification—Coal Route

ASB East—MP 0.2

ASB West—MP 0.7

Manual Interlockings not Controlled by BNSF

KCT Railway

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—

MP 59.9 to MP 201.0Y

MP 207.3 to MP 207.5—East Leg of Wye

MWOR Rule 6.58—Automatic Interlockings with MW Release

Box:

MP 116.64

Rule 9.1.13—Movements over the Carling #41 crossover are governed by a signal displaying Rule 9.1.13.

5. Trackside Warning Detectors (TWD)

A. Protecting Bridge, tunnel or other structures

 MP 100.3—WWD—Recall Code 178

 MP 110.0—DED—EWD—Recall Code 047

B. Other TWD Locations

 MP 6.1—DED/Exception Reporting

 Dual Channel Reporting: BNSF channels 70 and 66

 MP 12.7—Recall Code 197

 MP 18.5—DED/Exception Reporting

MP 23.6—DED/Exception Reporting
 MP 30.8—Recall Code 198
 MP 37.2—DED/Exception Reporting
 MP 41.6—DED/Exception Reporting
 MP 47.8—DED/Exception Reporting
 MP 54.9—Recall Code 188
 MP 60.9—DED/Exception Reporting
 MP 66.0—DED/Exception Reporting
 MP 70.6—Recall Code 187
 MP 77.1—DED/Exception Reporting
 MP 83.0—DED/Exception Reporting
 MP 88.9—Recall Code 177
 MP 92.2—DED/Exception Reporting
 MP 97.01—DED/Exception Reporting
 MP 100.3—EWD—Recall Code 178
 Dual Channel Reporting: BNSF channels 70 and 76
 MP 106.1—DED/Exception Reporting
 MP 110.0—DED—(WWD) - Recall Code 047
 MP 115.8—DED/Exception Reporting
 MP 121.1—Recall Code 048
 MP 126.4—DED/Exception Reporting
 MP 131.1—DED/Exception Reporting
 MP 134.8—Recall Code 018
 MP 139.1—DED/Exception Reporting
 MP 143.2—DED/Exception Reporting
 MP 147.1—DED/Exception Reporting
 MP 152.4—DED/Exception Reporting
 MP 158.6—DED/Exception Reporting
 MP 161.8—Recall Code 028
 MP 166.7—DED/Exception Reporting
 MP 172.2—DED/Exception Reporting
 MP 177.9—DED/Exception Reporting
 MP 183.1—Recall Code 108
 MP 188.4—DED/Exception Reporting
 MP 194.3—DED/Exception Reporting
 MP 199.7—DED/Exception Reporting
 Dual Channel Reporting: BNSF channels 76 and 66
 MP 204.3—DED/Exception Reporting
 Dual Channel Reporting: BNSF channels 76 and 66

6. FRA Excepted Track—None

7. Special Conditions

Kansas City Terminal—The Kansas City Terminal is defined as all tracks designated in The Greater Kansas City Area Operating and Special Instructions.

Trains operating on the Brookfield Subdivision between Kansas City, (Murray Yard, Block 224) and Birmingham, MP 216.2, are under the jurisdiction of the KN Operator, (816) 472-2281

Trains operating on the Ft. Scott Subdivision between Charlie, MP 16.5, and 19th Street Yard, MP 0.0, and on the St. Joseph Subdivision between KCT-5th Street, MP 0.5, and CP 42, MP 4.2, are under the jurisdiction of the Ustick Dispatcher, (913) 551-2365

Trains operating on the St. Joseph Subdivision from (not including) CP 42, MP 4.2, to Clarke, MP 7.9, are under the jurisdiction of the St. Joseph Split Dispatcher, (817) 234-6045, 0630 to 1430 M-F and under the St. Joseph Dispatcher, (817) 234-6043, the remainder of the time.

KCT RR Telephone Procedures—Trains operating on the KCT RR at Rock Creek Jct, Sheffield (Tower 8), Airline Jct, Southwest Jct, and the Union Station can reach the KCT train dispatcher at (913) 551-2187.

Trains operating on the KCT RR at Santa Fe Jct, 29th Street, Adams Street, and Old Union Depot (West Bottoms) can reach the KCT train dispatcher at (913) 551-2188.

Telephone calls placed to the train dispatching center will no longer be placed in a calling que in the order the calls were received. A busy signal will be given if the dispatcher's phone is busy.

Remote Control Operations—Signs located at MP 216.2 (Brookfield Subdivision), MP 1.7 and MP 15.0 (Emporia Subdivision), MP 4.0 (Ft. Scott subdivision), and MP 8.0 (St. Joseph Subdivision) designate the Remote Control Area at Argentine and Murray yards.

Head End Device Test Station—Test station for head end devices has been set up at the North Kansas City radio shop. This station simulates signals transmitted from a rear of train device and is 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

Murray Yard—Eastward trains arriving Kansas City will contact the 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.

CTC is in effect on track 80 and 81 from MP 0.5 to MP 1.6. When viewed in an eastward manner, track 80 is to the right and track 81 is to the left.

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

latan—Trains arriving at the main track switch for latan will contact the plant unloading operator on Radio Channel No. 66 and advise them of the approximate arrival time of the train at the dumper. If there is not sufficient time to spot the train for unloading after arrival at the plant, notify the plant unloading operator and advise them where the train will be left.

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

Upon arrival at the dumper:

1. Stop the train within 200 feet of the dumper entrance.
2. Pull down visors on all locomotives, including any DP units, and remove the ETD from the last car before entering the dumper.
3. Do not enter the dumper when the red or blue warning lights are on.
4. Obtain verbal permission from the dumper operator before entering the dumper.
5. When spotting, coupling, or uncoupling unit trains, follow instructions from latan generating station personnel.
6. BNSF crews will spot 3 to 13 cars before turning over the train to the plant operator.
7. When the final car is spotted and the plant has control, set the DP unit to idle, set up the train for slow speed operation using the slowest speed setting possible, leave the generator field switch on, place the reverser in the forward position and the throttle in Run 1, isolate the engines, and release the brakes.
8. When picking up trains, get permission from the dump operator to leave and make sure the indexing arm is clear.
9. Attach the ETD if necessary and release any hand brakes.

Do not exceed 10 MPH on tracks within the latan Generating Station facility and do not exceed 2 MPH when moving across the rotary dumper.

Davies to Atchison, Movements Over the Missouri River Bridge—Train and engine movements over the Missouri River bridge located 4.6 miles from Davies are governed by UPRR instructions posted at each end of the bridge. Contact the UP Atchison Yardmaster on radio channel No. 20 for permission to cross the bridge. If the signals on either side of the bridge fail to indicate proceed after obtaining permission to cross, a crew member must precede the movement to determine the bridge is properly aligned and the lockdown levers are properly locked and pinned.

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

Movement Over UP Tracks—A crew member must contact the UP train dispatcher and be granted authority to enter UP tracks under Rule 10.3, Track and Time. Contact the UP Yardmaster on radio channel No. 20. Track and time authority may be given by the UP Dispatcher or relayed by the UP Yardmaster on this channel.

The UP crossing at MP 1.1 is protected by a permanent stop sign. Be governed by Rule 6.16. The junction switch is normally lined for the UPRR.

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 crossing at Atchison St. must stop their movement after activating the crossing warning devices. Crossing warning devices must operate a minimum of 20 seconds before the movement may proceed. "Crossing Start" Signs indicate the exact location where movements must stop.

Trains and Engines operating on the Gage Grain Elevator Track at 8th & Hickory Street must not occupy the crossing until the crossing lights have been activated for at least 20 seconds or movement over crossing is protected by a crew member. "Crossing Start" signs indicate the exact location where movements must stop.

Waterworks—Dimensional shipments must not meet between MP 61.3 and MP 67.0. Trains handling dimensional shipments will contact the dispatcher when approaching this area.

Nodaway—Between 0600 and 1800 hours, westward trains making a meet at Nodaway are required to stop short of the private road crossing at MP 76.2. Trains must remain stopped short of this crossing until it is known the westward movement can be continued.

East Napier—Trains stopping at East Napier must stop 250 feet short of the private crossing at MP 95.7.

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

All cars for Herzog will be set out to Track 2. All switches at the east end of Falls City Yard must be lined and locked toward Track 2.

The top train line of coal train symbol FCN, Lincoln to Falls City via the St. Joseph Subdivision, will not be cut-in while the train is operating on BNSF property.

Table Rock—The signal is in service at the junction switch from the Wymore Subdivision. The hand throw switch is not equipped with an electric lock and trains or engines may clear the Main Track at this location.

Tecumseh—Trains operating on other than the main track must protect movement over the crossings at 1st Street, MP 160.5, and 5th Street, MP 160.2.

Sterling—The signal is in service at the west end of track 4502. The hand throw switch is not equipped with an electric lock and trains or engines may clear the Main Track at this location.

Firth—Trains handling dimensional shipments must not operate on Main 1 without permission due to the close clearance between Main 1 and the elevator track.

Remote Control Operations—Signs located at MP 53.7 (Creston Subdivision), MP 66.6 (Hastings Subdivision), MP 6.1 (Ravenna Subdivision), MP 205.5 (St. Joseph Subdivision), and MP 56.3 (Nebraska City Subdivision) designate the Remote Control Area at Lincoln Terminal.

Remote Control Zone—Receiving Tracks 2-8 (Tracks 732-738) have been designated as the Remote Control Zone (RCZ) at Lincoln Terminal.

Activation / Deactivation Procedure—The Remote Control Operator will contact the Carling Operator and request that RCZ protection be established for the Receiving Track where protection is desired. The Carling Operator will provide block protection to the appropriate track on the west end of the Receiving Yard. The east end of the Receiving Yard will be governed by GCOR Rule 6.28. The Carling Operator will notify the Remote Control Operator that the RCZ has been activated. The RCZ will remain activated until the Remote Control Operator has requested the RCZ be deactivated. Before receiving tracks 2-8 (732-738), can be occupied, the Carling Operator must be contacted to determine if the RCZ has been activated within the Receiving yard.

Approaching Control Point Announcement—In Signaled Territory, when a train is passing a signal displaying an approach indication in advance of a control point, a crew member must transmit the following by radio:

Train Identification - Initials, engine number, and direction
Signal Name
Control Point Location
Track - (on single track, main track designation is not necessary)
Speed

Test Mile Locations

Between Clarke and Napier

MP 12 to MP 13
MP 50 to MP 51
MP 73 to MP 74

Between Table Rock and Carling

MP 179.0 to MP 180.0
MP 198.0 to MP 199.0

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.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
 MP 26.0 to MP 31.0 MP 93.0 to MP 97.0
 MP 109.0 to MP 111.0 MP 137.0 to MP 144.0
 MP 175.0 to MP 178.0 MP 198.0 to MP 203.0

8. Line Segments

Road Line Segments

Line Segment	Limits	Mileposts
16	CP 05—Napier	MP 0.5 to MP 97.4
3000	Napier—Carling	MP 97.4 to MP 207.5
15	St. Joseph—East Industrial Park	MP 205.9 to MP 201.0
79	Iatan 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

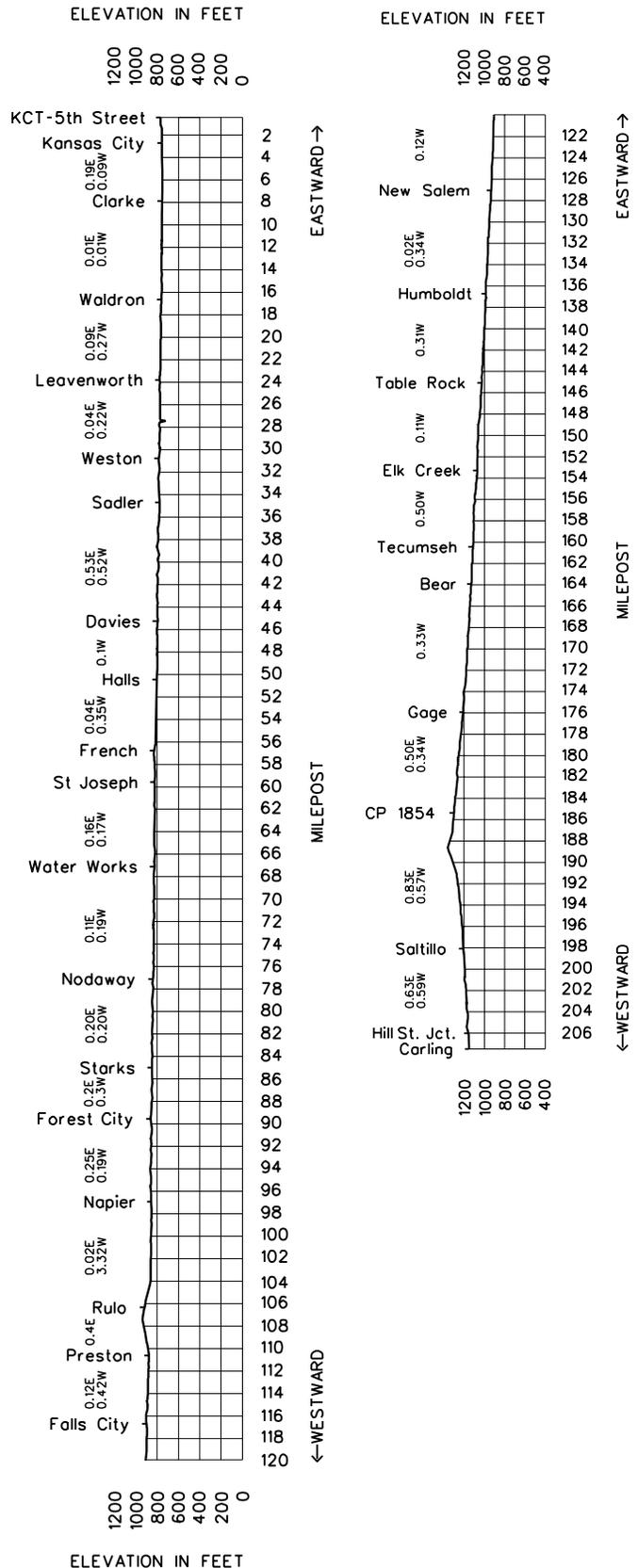
Yard Line Segments

Line Segment	Limits
465	Kansas City-Murray Yard
842	Kansas City-10th Street Yard
1108	Kansas City to KCS Yard (Konokie Yard)
1154	Kansas City-19th Street Yard
841	St. Joseph

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens	TSS Track Number	
28009	Parkville	1.7 west of Clarke	3	East	6809
Massman	Stubb	7.1 east of Leavenworth	6	West	6816
28031	Weston	3.9 east of Sadler	30	East	5535
Iatan	Generating Stn.	1.0 east of Sadler	263	East	6835
76704	Winthrop	3.5 west of Davies	65	Both	6998
76706	Atchison	4.6 west of Davies	Yard		6999
28046	Rushville	2.7 west of Armour	10	East	6846
28060	St. Joseph	3.3 west of French	Yard	Both	
28082	Forbes	6.2 west of Nodaway	16	East	5901
28100	Fortescue	3.3 west of Napier	10	East	5601
28107	Rulo	5.2 east of Preston	12	East	5502
28107	Rulo	5.2 east of Preston	10	West	5501
28123	Salem	6.4 west of Falls City	15	East	5201
28130	Dawson	2.8 west of New Salem	15	East	5101
28161	Tecumseh	3.1 east of Bear	60	Both	4798
28161	Tecumseh	3.1 east of Bear	4	West	4711
28167	St Mary	3.5 west of Bear	6	West	4601
28172	Sterling	8.7 west of Bear	45	West	4501
28172	Sterling	8.7 west of Bear	25	East	4502
28179	Adams	4.7 west of Gage	10	Both	4401
28179	Adams	4.7 west of Gage	2	East	4402
28186	Firth	10.4 west of Gage	7	Both	4301
28193	Hickman	5.6 east of Saltillo	10	East	4201
28195	Roca	1.4 east of Saltillo	15	Both	4101

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Wymore Subdivision BRANCH LINE STATIONS		Type of Oper. Rule 6.28	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
		28145	48.2	TABLE ROCK	J			7.1	
		81007	55.3	PAWNEE		TWC	19	8.8	
The track has been abandoned from MP 57.0 to MP 167.1									
		81122	170.4	SUPERIOR	JR			6.6	
		81129	177.0	BOSTWICK				7.9	
		81136	184.9	GUIDE ROCK		TWC	19	6.2	
		81143	191.1	LESTER JCT	JT			4.2	
		81147	195.3	RED CLOUD	T			1.9	
			197.15	END OF TRACK				30.1	

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 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	

Train Dispatcher Telephone Numbers

(817) 234-6045, Fax (817) 234-1263

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 47.7 to MP 57.0	10 MPH.
MP 167.1 to 196.0	25 MPH.

1(B). Speed—Permanent Restrictions—None

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

1(D). Speed—Other

All derricks 25 MPH.
Trains with 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 Pawnee 143 tons, Restriction D
Superior to Red Cloud 143 tons, Restriction D

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

Superior Stock track
Bostwick Elevator track
Red Cloud Turkey track

3. Type of Operation

Restricted Limits—in effect:

MP 167.1 to MP 172.7

TWC—in effect:

MP 50.5 to MP 57.0
MP 167.1 to MP 196.0

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:

MP 47.7 to MP 50.5

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 the Strong City Subdivision to the Wymore main, MP 169.5.

Main track switch from the Strong City Subdivision Yard to the Wymore main, MP 169.5.

Approach these switches expecting to find them lined against movement.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Table Rock—The normal position of the junction switch is lined for the St. Joseph Subdivision.

Lester Jct.—The normal position of the East Wye Switch is lined and locked for the East Leg of the Wye.

Crossing Protection—Stop and protect movements over the following grade crossings:

- MP 49.04
- MP 49.1
- MP 52.84
- MP 55.74

8. Line Segments

Road Line Segments

Line Segment Limits

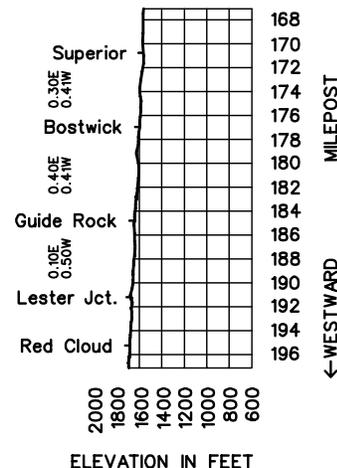
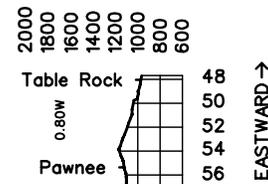
- 19 MP 47.7 to MP 57.0
- 19 MP 167.1 to MP 196.0

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
Holnam Cement	1.6 west of Superior	N-21 S-42	Both

10. Grade Charts

ELEVATION IN FEET



Track Bulletin Form B—Verbal Permission:

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

“Foreman (name and/or Gang No.) ____ using Form B restriction No. ____ between MP ____ and MP ____ (specifying subdivision when necessary).”

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

- “(Train) may pass red flag located at MP ____ without stopping on (track).”

Unless otherwise restricted, the train may pass the red flag 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) on (track).”

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

- “(Train) may proceed through the limits at ____ MPH (or at maximum authorized speed) but not exceeding ____ MPH between/at (specifying location) on (track).”

Unless otherwise restricted, the train may proceed at the speeds specified. Not more than two speeds may be authorized.

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 on (track) (specifying distance 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.

4. To require a train to stop at a designated location within the limits, add the following:

- “(Train) must stop at (location) for additional instructions.”

5. When adjacent tracks will be occupied by men and equipment, add the following:

- “Men and equipment occupying (track).”

To assist in determining where to start sounding the whistle as described in Whistle Signal 7, use the following:

At the speed indicated in the left column, wait the time indicated in the right column before sounding the whistle.

Train Speed	Delay to Sound Whistle
40 MPH	3 seconds
35 MPH	6 seconds
30 MPH	10 seconds
25 MPH	16 seconds
20 MPH	25 seconds
15 MPH	40 seconds
10 MPH	1 minute 10 seconds

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

TERMSDXO

- T - Train
- E - Engine
- R - Railroad Cars
- M - Men & equipment fouling track
- S - Stop Signal
- D - Derail or switch lined improperly
- X - Crossings at grade
- O - Other crews' movements

Remember “TERMSDXO” when shoving cars.