

PUBLIC REPORT OF INVESTIGATION

Nodaway, IA

3/17/01

Amtrak/BNSF

DCA01MR003

**Passenger Train
Derailment**

No.7

Timetable

Division Managers

Aurora

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

Creston

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

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

Fremont

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

Hastings

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

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

Lincoln

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Lincoln Terminal

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

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

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

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

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

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

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

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

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

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

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

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

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

McCook

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

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

Omaha

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

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

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

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

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

K.E. Russell Trainmaster (402) 422-5212

W.E. Thompson Terminal Manager (402) 422-5212

St. Joseph

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

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

BNSF



Nebraska Division

Timetable No. 3

IN EFFECT AT 0001
Central Continental Time

Sunday, November 19, 2000

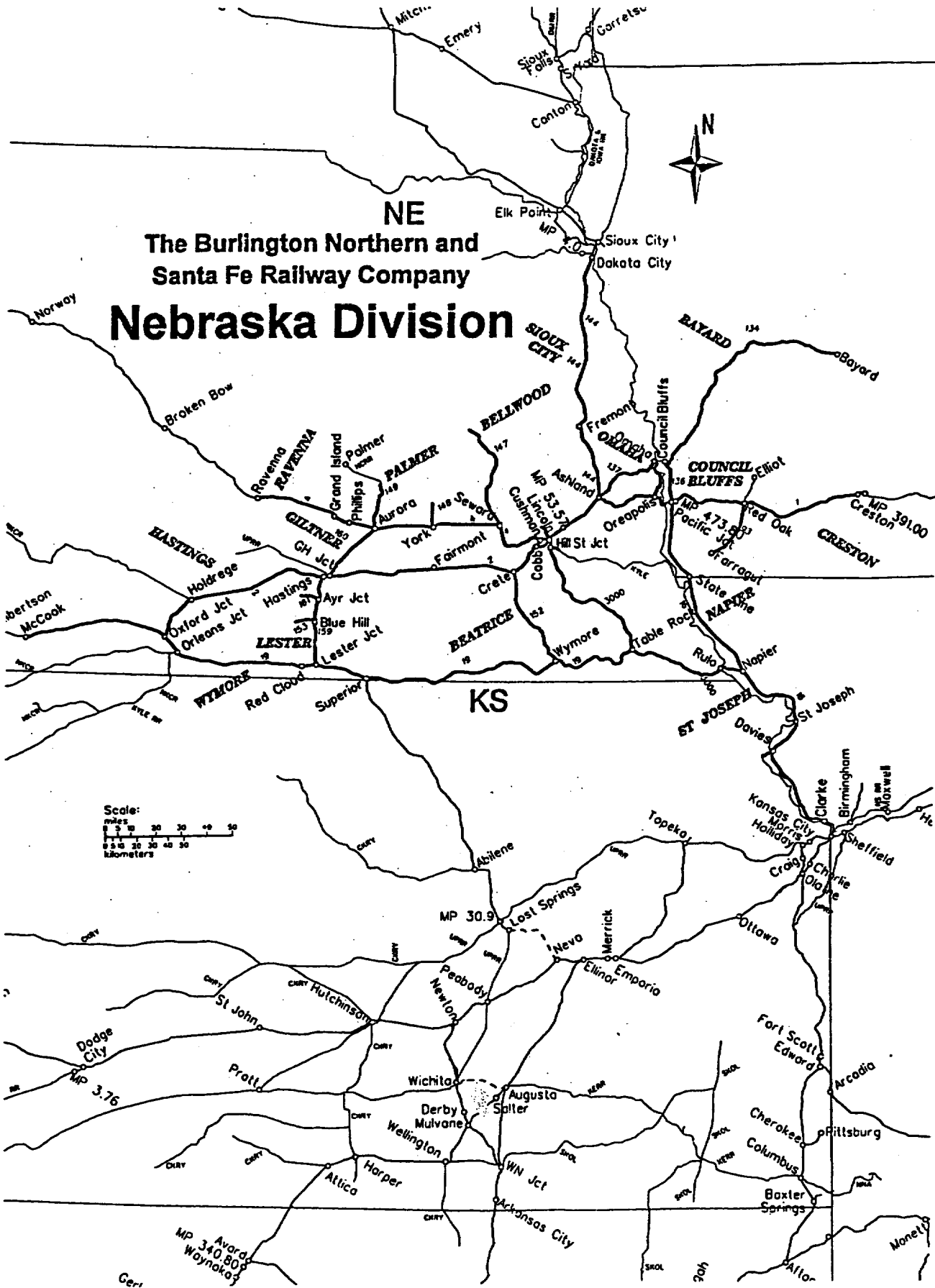
Division Superintendent

D.L. Maze

Lincoln, Nebraska

(402) 458-7500

NE The Burlington Northern and Santa Fe Railway Company Nebraska Division



Scale:
miles 0 10 20 30 40 50
kilometers 0 20 40 60 80

Length of Siding (Feet)	Station Nos.	Mile Post	Bayard Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Str.
9,524	78598	384.9	BAYARD	R	TWC	134	6.5
6,103	78593	391.4	COON RAPIDS				8.2
4,488	78585	399.6	DEDHAM				6.5
4,122	78578	406.1	TEMPLETON				6.1
	78572	412.2	MANNING				10.6
10,266	78562	422.8	MANILLA				7.6
	78554	430.4	DEFIANCE				5.5
5,060	78549	435.9	EARLING				5.1
	78544	441.0	PANAMA				6.3
9,952	78537	447.3	PORTSMOUTH				5.5
	78532	452.8	PERSIA				9.8
9,720	78522	462.6	NEOLA				5.1
	78517	467.7	UNDERWOOD				15.9
	27394	483.6	COUNCIL BLUFFS	BJR			98.7

Radio Channel 87 in service.

Radio Channel 64 and 66 in service in Omaha Terminal

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

1. Speed Regulations

1(A). Speed—Maximum

Council Bluffs to Bayard Freight 30 MPH.

1(B). Speed—Permanent Restrictions

MP 481.0 to 482.2 10 MPH.

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

1(D). Speed—Other

All Sidings 10 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Bayard to Council Bluffs 143 tons, Restriction D

Six-Axle locomotives not allowed the following tracks:

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

3. Type of Operation

Restricted Limits—in effect:

Bayard—MP 387.3 to MP 383.6

Council Bluffs—MP 481.0 to MP 483.6

TWC—in effect:

MP 383.6 to MP 481.0

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, distance will be 1 mile.
5. Trackside Warning Detectors (TWD)—None
6. FRA Exempted Track—None
7. Special Conditions
Bayard to Council Bluffs—Train location lineups will be issued on a recording device.

Train Location Lineup Instructions

1. From a touch tone telephone or mobile unit dial: (8) 480-7400 or 1-800-422-0439, Denver, using current dialing instructions BNSF Network, long distance.
2. When you hear instructions to enter the seven digit telephone number or mail box number, DIAL—1001039 to receive train location lineup.
3. Copy the recorded lineup.
4. The lineup will automatically repeat. To verify your copy is correct, underscore each word on your copy as the lineup is repeated.
5. After lineup has been copied correctly and underscored during the repeat, the procedure is complete.

Bayard—End of track is MP 383.6

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

MP 391.20 5th Ave. Coon Rapids
MP 391.30 6th Ave. Coon Rapids

Bayard—Trains must stop and protect movement over Main Street Crossing, MP 384.9 and proceed with caution over all other grade crossings.

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

8. Line Segments

Road Line Segments

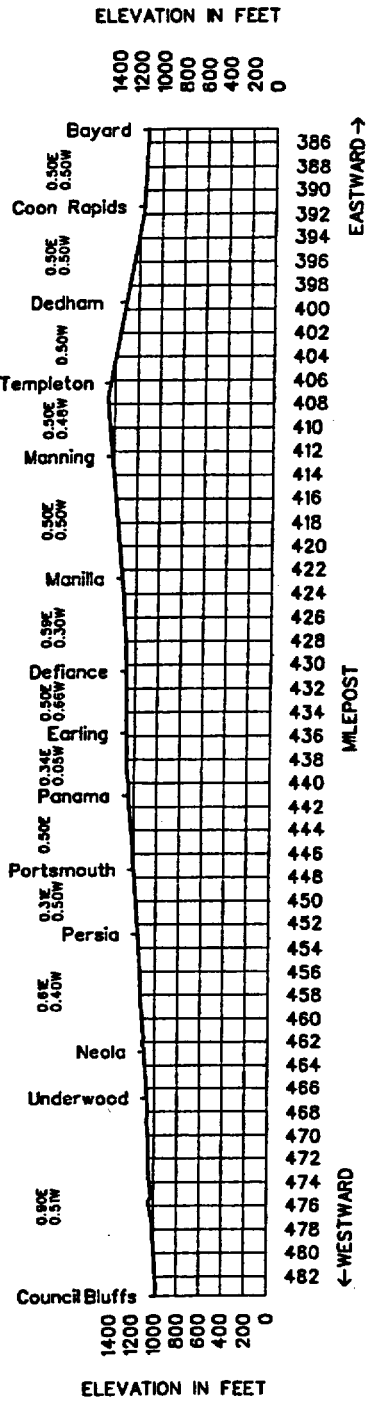
Line Segment Limits

134 Bayard-Council Bluffs

9. Locations Not Shown as Stations

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

10. Grade Charts



Length of Siding (Feet)	Station Nos.	Mile Post	Beatrice Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	20516	0.7	CRETE	BJR			10.9
	80810	11.0	WILBER				6.4
	80817	17.4	DE WITT				7.3
	80824	24.6	HOAG		TWC	152	5.8
	80830	30.4	BEATRICE				12.1
	81039	42.6	WYMORE	BJTR			42.5

Radio Channel No. 54 in service.

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

Dispatcher Phone Nos.—(817) 234-6045, Fax (817) 234-6304

1. Speed Regulations

1(A). Speed—Maximum

Crete to Wymore Freight 30 MPH.

1(B). Speed—Permanent Restrictions

MP 19.9 to 20.0 6 MPH.
Beatrice—Over Court St. (HER) 5 MPH.

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

1(D). Speed—Other

Bridges 31.1, 31.27, 41.36 and 42.16 cars heavier than 134 tons 10 MPH.
Six-axle derricks 25 MPH.
Item 1A, System Special Instructions, applies between Beatrice and Wymore.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
Crete to MP 29.0 134 tons, Restriction G
MP 29.0 to Wymore 143 tons, Restriction D

Six-axle locomotives or six-axle derricks exceeding 175 tons not permitted on the following tracks:
Shestak Elevator track

Hoag—Not more than two locomotives permitted on Agrium and Farmland leads.

3. Type of Operation

Restricted Limits—in effect:
Crete MP 0.77 to MP 5.5
Wymore MP 40.5

TWC—in effect:
MP 5.5 to 40.5.

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Crossing Protection

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

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

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

8. Line Segments

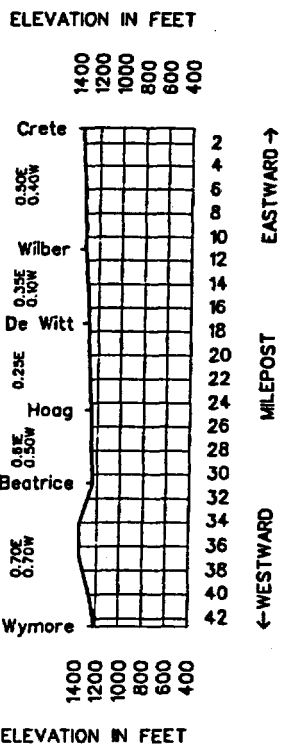
Road Line Segments

Line Segment Limits
152 Crete to Wymore

9. Locations Not Shown as Stations

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

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Bellwood Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		30029	25.5	SEWARD	J			165	6.5	
		83032	31.9	STAPLEHURST					6.9	
		83039	38.8	ULYSSES					8.0	
		83047	48.8	GARRISON					5.7	
		83053	52.5	DAVID CITY	S		TWC	147	8.7	
		83061	61.3	BELLWOOD					5.2	
		83071	66.5	COLUMBUS	R				41.0	

Radio Channel 39 in service.

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

Dispatcher Phone Nos.-(817) 234-6044, Fax (817) 234-6079

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions

MP 38.72 (Main Street) Ulysses (HER-Eastward Trains)..... 10 MPH.

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

1(D). Speed—Other

Bridges 27.62, 34.27 and 40.57, cars heavier than 136 tons 10 MPH.
Item 1A, System Special Instructions, applies.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
Seward to Columbus 143 Tons, Restriction D

3. Type of Operation

TWC—in effect:
CTC Seward to MP 66.0

Restricted Limits—in effect:
Bellwood-MP 66.0 to MP 66.5 (End of Track)

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Exempted Track—None

7. Special Conditions

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

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

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

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

8. Line Segments

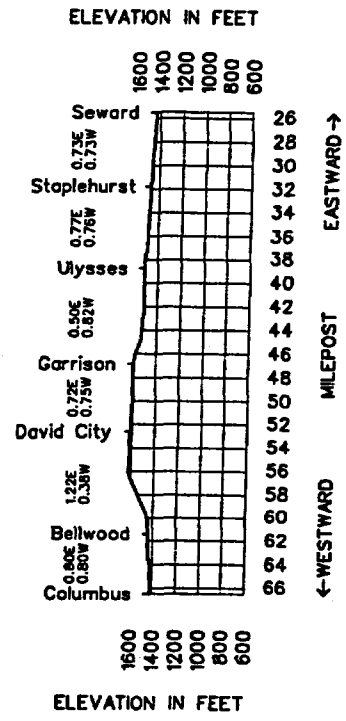
Road Line Segments
Line Segment Limits

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

9. Locations Not Shown as Stations

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

10. Grade Charts



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.
	20436	475.0	PACIFIC JCT.	CJTR	CTC	136	5.7	
5,100	27382	480.7	FOLSOM	R			5.3	
5,136	27388	486.0	ISLAND PARK	R			2.6	
	27389	488.6	CBEC JCT.	JTR			3.2	
	27394	491.8	COUNCIL BLUFFS	ABJSR			1.6	
	27397	493.4	BN JCT.	JR				
Between BNSF Jct. and 7th Street. UPRR timetable and special instructions govern.								
	27398	496.0	7TH STREET	J	CTC	136	0.2	
	27400	496.2	OMAHA	J			18.6	

Radio Channel No. 87 in service.

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

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

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

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Pacific Jct. to Omaha	25 MPH	25 MPH

1(B). Speed - Permanent Restrictions

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

1(C). Speed - Switches and Turnouts

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

1(D). Speed - Other

Loop Track, MidAmerican Energy Power Plant	5 MPH.
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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 prohibited on the following tracks:

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

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

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

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

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

3. Type of Operation

CTC—in effect:

7th Street to Omaha—MP 496.0 to MP 496.2

Restricted Limits—in effect:

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

Interlocking Instructions

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

4. General Code of Operating Rules items

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track —None

7. Special Conditions

Omaha to Council Bluffs

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

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

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

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

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

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

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

CCP Telephone Numbers:

Council Bluffs Yard Office (712) 323-3203
 Manager of Operations, Homewood, IL (708) 206-8755

Council Bluffs

- A. BNSF westward train and engine movements must stop at stop sign displayed to left of track 558 feet east of UP switch connecting to UP Main Track 2 (BN Junction). Authority to enter Main Track 2 must be obtained before operating electric lock at switch.
- B. BNSF movements on UP yard tracks must be made only with permission of UP Council Bluffs Tower Yardmaster. Crew member of movement must communicate directly with, and receive instructions directly from, UP Tower Yardmaster.
- C. Normal position of Bayard Subdivision junction switch is lined and locked against movement to Bayard Subdivision.

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

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

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

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

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

CBEC Jct.

- A. West Wye switch, MP 489.0 and East Wye Switch MP 488.7, leading to MidAmerican Energy Council Bluffs Energy Center (CBEC) (formerly Iowa Power & Light / Midwest Power) may be left lined and locked as last used. All movements must approach these switches expecting to find switches lined and locked against their movement.
- B. Weigh-in-motion scale between plant entrance switch and unloading loop switch is out of service. When the weigh in motion scale is in service, optimal speed over scale is 3 MPH for both loaded and empty trains. Three-color signal adjacent to scale house indicates speed of train as follows: Green: Speed of train is acceptable Yellow: Speed is marginally excessive--reduce to 3 MPH Red: Speed is excessive-- reduce speed immediately to 3 MPH
- C. Loaded trains must proceed around unloading loop in counter-clockwise direction. Train crew must contact CBEC Dumper Operator on Channel 70 for instructions before operating into or through dumper building.

Folsom

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

Pacific Jct

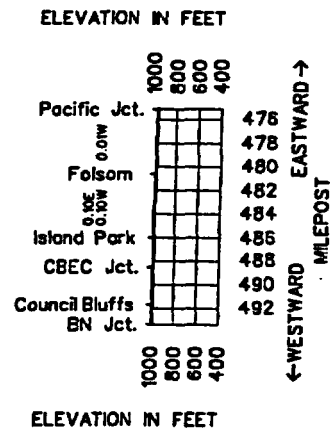
Normal position of north switches, north wye, MP 475.4, Council Bluffs Subdivision, is lined and locked for movement to and from west leg of north wye.

- 8. Line Segments
 - Yard Line Segments
 - Line Segment Limits
 - 877 Council Bluffs Yard
 - Road Line Segments
 - Line Segment Limits
 - 136 Pacific Jct to Omaha

9. Locations Not Shown as Stations

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

10. Grade Charts



WEST WARD	Length of Siding (Feet)	Station Nos.	Mile Post	Creston Subdivision		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD
				MAIN LINE	STATIONS					
		20355	392.9	CRESTON		BCY	2MT-ABS TWC		2.3	
			395.2	CP 3952			2MT-CTC		10.5	
			405.7	CP 4057			CTC		3.2	
			408.9	CROSSOVER 408.9	X(2)		2MT CTC		3.1	
			412.0	CP 4120			CTC		10.7	
		20384	422.7	NODAWAY			CTC		2.8	
			425.5	CROSSOVER 425.5	X(2)		2MT CTC		3.4	
		20388	428.9	CP 4289			CTC	1	7.8	
			436.7	CP 4367			CTC		6.6	
				RED OAK To Farragut 25.6	T		2MT CTC		4.2	
		20403	443.3	McPHERSON			CTC		6.0	
		20409	447.5	CP 4580			CTC		8.4	
		20413	453.5	CROSSOVER 453.5	X(2)		2MT CTC		4.5	
		20418	458.0	CP 4580			CTC		1.5	
			466.4	CP 4664			CTC		5.8	
		20427	467.9	BALFOUR	X		2MT CTC		1.4	
			473.7	EAST PACIFIC JCT			CTC		1.5	
		20436	475.1 0.0	PACIFIC JCT.	JTX		CTC		3.5	
			1.5	CP 15			CTC		3.9	
		20441	5.0	PLATTSMOUTH			CTC		5.5	
		20445	8.9	OREAPOLIS	AJTX		2MT CTC		0.4	
			9.3	WEST WYE OREAPOLIS			CTC		8.7	
9,955		20450	14.4	CULLOM			CTC		4.8	
6,501		20459	23.1	LOUISVILLE			CTC		6.7	
6,558		20464	27.9	SOUTH BEND			CTC		0.7	
			34.6	EAST WYE ASHLAND			CTC		1.1	
		20471	35.3	ASHLAND	JTX(2)		2MT CTC	2	4.7	
			36.4	CP 364			CTC		6.5	
			41.1	CROSSOVER 41.1	X(2)		2MT CTC		5.9	
6,772		20484	47.6	WAVERLY			CTC		1.3	
			53.5	CP 535			CTC		2.0	
		20491	54.8	HAVELOCK	BX		CTC		2.0	
			56.8	CP 568			CTC		0.6	
			58.87	BAIRD	X(2)MJ		CTC		0.6	
			59.4	UP JCT.	J		Rule 6.2B		0.8	
			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. 87 in service.

Radio Channel No. 66 in Omaha and Lincoln Terminals.

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

Dispatchers Phone—(817) 234-6041, FAX (817) 234-6069

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions

MP 393.0 to MP 393.7	30 MPH.	25 MPH.
Red Oak to Farragut		25 MPH.
MP 13.1 to MP 13.2		10 MPH.
MP 18.0 to MP 25.9		10 MPH.
MP 0.2 to MP 3.5		
Less than 100 TOB	50 MPH.	50 MPH.
100 TOB and over		40 MPH.
MP 3.5 to MP 4.5	35 MPH.	35 MPH.
MP 4.5 to MP 5.2	40 MPH.	40 MPH.
MP 5.2 to MP 8.98		
Less than 100 TOB	50 MPH.	50 MPH.
100 TOB and over		40 MPH.
MP 8.98 to MP 9.01 (UPRR crossing)	40 MPH.	40 MPH.
MP 9.01 to MP 35.0		
Less than 100 TOB	50 MPH.	50 MPH.
100 TOB and over		40 MPH.
MP 35.0 to MP 36.5	50 MPH.	40 MPH.
MP 57.0 to 58.87 (See reference to MP 58.6 below)		40 MPH.
MP 58.6 (HER) Eastward movements over 14th		
Street Crossing	25 MPH.	25 MPH.
MP 58.87 to MP 59.1 via Passenger tracks	10 MPH.	10 MPH.
MP 58.87 to MP 59.6 via Freight Line(s)		20 MPH.

1(C). Speed—Switches and Turnouts

MP 395.2 (CP 3952) through turnout	40 MPH.	25 MPH.
MP 405.7 (CP 4057) through equilateral turnout ..	50 MPH.	50 MPH.
MP 408.9 (Crossover 408.9) through XO	35 MPH.	25 MPH.
MP 412.0 through turnout		
Less than 100 TOB	50 MPH.	40 MPH.
100 TOB and over	50 MPH.	25 MPH.
MP 422.2 through equilateral turnout	50 MPH.	50 MPH.
MP 425.5 (Crossover 425.5) through XO	35 MPH.	25 MPH.
MP 428.9 (Crossover 428.9) through equilateral turnout	50 MPH.	50 MPH.
MP 436.7 (CP 4367) through turnout Main 2		
Less than 100 TOB	50 MPH.	50 MPH.
100 TOB and over	40 MPH.	40 MPH.
MP 443.3 (Red Oak) through turnout		
Less than 100 TOB	40 MPH.	40 MPH.
100 TOB and over	40 MPH.	25 MPH.
MP 447.5 (McPherson) through turnout		
Less than 100 TOB	40 MPH.	40 MPH.
100 TOB and over	40 MPH.	25 MPH.
MP 453.5 (Crossover 453.5) through XO	35 MPH.	25 MPH.
MP 458.0 (CP 4580) through turnout		
Less than 100 TOB	50 MPH.	40 MPH.
100 TOB and over	50 MPH.	25 MPH.
MP 466.4 (CP 4664) through turnout		
Less than 100 TOB	40 MPH.	40 MPH.
100 TOB and over	40 MPH.	25 MPH.
MP 467.9 (Balfour) through XO	35 MPH.	25 MPH.
MP 0.2 through turnout		
Less than 100 TOB	50 MPH.	40 MPH.
100 TOB and over	50 MPH.	25 MPH.
MP 5.0 (Plattsouth) through turnout	30 MPH.	25 MPH.
MP 8.7 through XO	25 MPH.	25 MPH.
MP 8.8 through turnout Omaha Sub	25 MPH.	25 MPH.
MP 8.9 through turnout End 2MT		
Less than 100 TOB	40 MPH.	40 MPH.
100 TOB and over	40 MPH.	25 MPH.
MP 9.3 through turnout to Omaha Sub	10 MPH.	10 MPH.
MP 35.2 (Ashland) through XO	30 MPH.	25 MPH.
MP 36.4 (CP 364) through XO	25 MPH.	25 MPH.
MP 41.1 (Crossover 41.1) through XO	25 MPH.	25 MPH.
Waverly through turnout and on siding	20 MPH.	20 MPH.
Through turnouts of Controlled Sidings		
Less than 100 TOB	40 MPH.	40 MPH.
100 TOB and over	25 MPH.	25 MPH.

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

1(D). Speed—Other

Between Red Oak and Farragut MP 1.0 to MP 25.9 when handling loaded cars 10 MPH.
 Between Oreapolis and Ashland, six-axle derricks 25 MPH.

Temperature Restrictions

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

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Creston to End Creston Subdivision 143 tons, Restriction C
 Red Oak to Farragut 134 tons, Restriction G
 Red Oak to Griswald 134 tons, Restriction G

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

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

3. Type of Operation

Yard Limits—in effect:
 MP 390.75 to MP 393.75

CTC—in effect:
 MP 393.46 to MP 58.87

ABS/TWC—in effect:
 MP 390.90 to MP 393.46

Multiple Main Track

MP 391.2 - MP 395.2
 MP 405.7 - MP 412.0
 MP 422.2 - MP 428.9
 MP 436.7 - MP 443.3
 MP 447.5 - MP 458.0
 MP 466.4 - MP 0.2
 MP 5.0 - MP 8.8
 MP 35.2 - MP 58.87

Oreapolis Automatic Interlocking—When stopped for a signal displaying Stop indication, and signal does not display a proceed indication after complying with Rule 9.12.3, authority must be obtained to enter the block beyond the automatic interlocking signal from CTC Control Operator before proceeding. These instructions apply to both Eastward and Westward trains.

4. General Code of Operating Rules Items

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

Rule 6.28 in effect—

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

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

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

5. Trackside Warning Detectors (TWD)

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

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

E. Other TWD Locations

MP 394.0 (DED/Failure Reporting Only)
 MP 398.9 - Recall Code 118
 MP 405.0 (DED/Failure Reporting Only)
 MP 410.0 (DED/Failure Reporting Only)
 MP 415.6 (DED/Failure Reporting Only)
 MP 421.5 - Recall Code 128
 MP 445.2 - Recall Code 198
 MP 461.9 - Recall Code 197
 MP 0.3 (DED Only)—EWD only
 MP 8.6 (DED Only)—WWD only
 MP 16.3 - Recall Code 188
 MP 39.0 - Recall Code 187

6. FRA Excepted Track—None

7. Special Conditions

Test Mile Locations

Between Creston and Pacific Jct.
 MP 399-MP 400
 MP 463-MP 464

Between Oreapolis and Louisville
 MP 14 to MP 15

Between Ashland and Lincoln
 MP 52-MP 53

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

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

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

Ashland—Yard track number one (1) is designated as the only run-through track for trains over 100 TOB operating between the Creston and Sioux City Subdivisions.

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

Crossing Protection

Havelock—Trains sound whistle as required by Rule 5.8.2 (11) at fire crossing—MP 54.2

Havelock Mechanical Facility (Car Shop Repair Area)—All movements within the limits of the Havelock Mechanical Facility are restricted to 5 MPH. Limits of the Havelock Mechanical Facility extend eastward from the crossover switch on Main 2 at MP 54.7 and include the following tracks: Pass, Pick Up, Q-1, Q-2, Q-3, West tail extension of Pass, East tail extension of the Pass, House track adjacent to Havelock Yard office, Lead to ADM including: 'A Track' lead and 'A Track' to a point adjacent to but beyond the west end of the loading shed on 'ADM 3 Track', and all additional associated Mechanical Shop, Storage Yard, and Wheel Plant trackage South of Main 2. Rolling equipment within the Havelock Mechanical Facility may be protected by derails and blue signals located not less than 50 feet from the equipment being protected.

Shenandoah—Member of crew must protect movement over Sheridan and Thomas Avenues from position on ground.

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

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

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

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

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

8. Line Segments

Yard Line Segments

Line Segment Limits

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

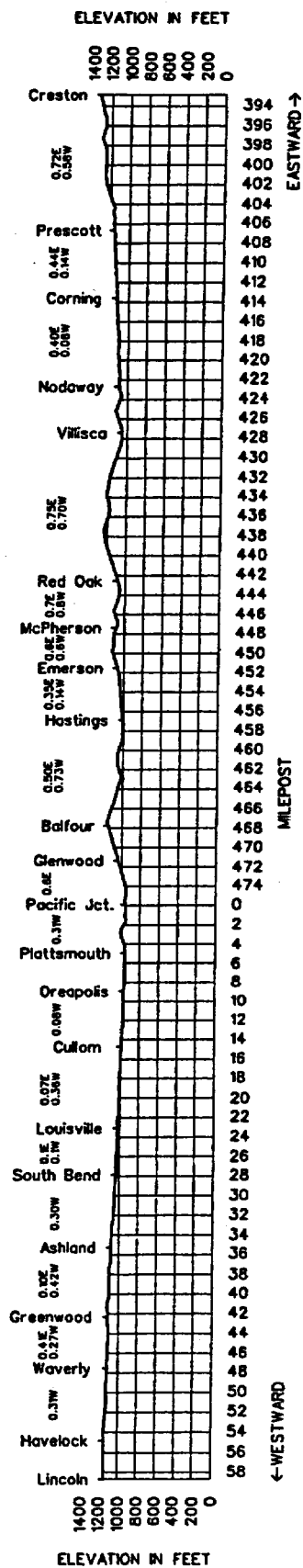
Road Line Segments

- | Line Segment | Limits | Mileposts |
|--------------|---|--------------|
| 92 | Red Oak to Griswald | 0.10 to 3.05 |
| 93 | Red Oak to Farragut | 0.4 to 25.6 |
| 1 | Creston to Pacific Jct. | |
| 2 | Pacific Jct. to End Creston Subdivision | |

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
20368 Prescott	1.0 west of CP 4057	5	Both
20375 Corning	1.7 west of CP 4120	5	West
Corning Industrial Park	3.3 west of CP 4120	50	Both
20388 Villisca	1.7 west of CP 4257	50	East
20396 Stanton	1.5 east of CP 4367	50	Both
78106 Coburg	6.6 from Red Oak	20	East
78112 Essex	12.9 from Red Oak	25	Both
47119 Shenandoah	18.8 from Red Oak	40	Both
78125 Farragut	25.6 from Red Oak	40	Both
Red Oak Industrial Park	2.2 west of Red Oak	66	East
20413 Emerson	1.9 east of CP 4535	15	Both
20418 Hastings	1.1 east of CP 4580	10	East
20423 Malvern	4.6 east of Balfour	22	West
20432 Glenwood	2.3 east of East Pacific Jct.	8	East
20478 Greenwood	1.0 west of Crossover 41.1	20	Both
20480 Mid-America	3.4 west of CROSSOVER 41.1	37	West
OLB Railroad/Farmland	0.1 west of 33rd Street	200	Both

10. Grade Charts



Length of Siding (Feet)	Station Nos.	Mile Post	Giltner Subdivision BRANCH LINE STATIONS			Line Segment	Miles to Next Stn.
			Rule 4.3	Type of Oper.			
		26.4	GH JCT	JTR	CTC	7.5	
	83419	18.9	TRUMBULL		TWC	9.0	
	83410	9.9	GILTNER			10.3	
	30076	0.4	AURORA	JTR		26.8	

Radio Channel No. 54 in service.

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

Dispatchers Phone Nos.—Monday through Friday Between 0800-1600: (817) 234-6304, Fax (817) 234-6080. All other times: (817) 234-6044, Fax (817) 234-6079.

1. Speed Regulations

1(A). Speed—Maximum

GH Jct. to Aurora Freight
25 MPH.

1(B). Speed—Permanent Restrictions—None

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

1(D). Speed—Other

Trains using East or West leg of wye track to Hastings Subdivision 10 MPH.
Trains using east and west legs of wye Aurora 10 MPH.
GH Jct. to Aurora—six-axle and other derricks 20 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
GH Jct. to Aurora 143 tons, Restriction A

3. Type of Operation

Restricted Limits—in effect:
GH Jct. MP 23.0 to MP 26.4
Aurora MP 0.4 to MP 1.9

TWC—in effect:
MP 23.0 to MP 1.9, between GH Jct. and Aurora.

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

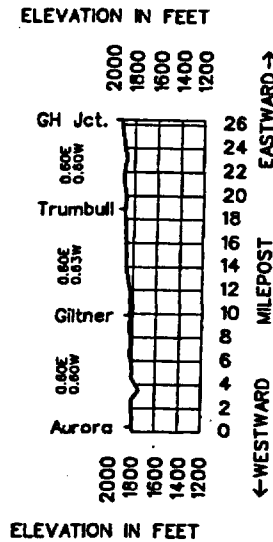
Aurora—Normal position for South Wye Switch is lined and locked for West Leg of Wye.

8. Line Segments

Road Line Segments
Line Segment Limits
160 GH Jct. to Aurora

9. Locations Not Shown as Stations—None

10. Grade Charts



WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Hastings Subdivision		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD
				MAIN LINE STATIONS	Rule 4.3				
			58.87	BAIRD	X(2)MJ			0.5	
			59.6	LINCOLN DEPOT	BP	Rule 6.28		0.8	
			60.4	HALL	X(2)MUT			6.5	
		20503	66.9 7.8	COBB To CP 39 - 3.8 via Cobb Line	J			2.5	
6,294	20505		69.4	DENTON				6.8	
6,870	20512		76.2	BERKS				3.5	
4,039	20516		79.7	CRETE	BJ			8.4	
6,753	20524		88.1	DORCHESTER				9.1	
6,625	20533		97.2	FRIEND				8.6	
6,990	20542		105.8	EXETER				7.2	
7,325	20549		113.0	FAIRMONT	J			6.7	
6,630	20556		119.7	GRAFTON				8.2	
5,550	20564		127.9	SUTTON				4.4	
6,590	20568		132.3	SARONVILLE				8.4	
6,656	20577		140.7	HARVARD				6.8	
6,626	20583		147.5	INLAND				4.5	
	20588		152.0	HALLORAN				1.5	
			153.5	GH JCT	JT			1.4	
4,800	20591		154.9	BRICK YARD		CTC	2	1.6	
7,900	20592		156.5	HASTINGS	BJTX			6.1	
	20598		162.6	JUNIATA				8.4	
6,806	20607		171.0	KENESAW				7.7	
6,372	20614		178.7	HEARTWELL				9.6	
7,270	20624		188.3	MINDEN				9.5	
7,434	20634		197.8	AXTELL				6.6	
	20640		204.4	FUNK				6.6	
8,675	20647		211.0	HOLDREGE	J			7.3	
7,075	20654		218.3	ATLANTA				13.2	
	20667		231.5	OXFORD JCT	J			2.5	
7,603	20670		234.0	OXFORD	T			7.8	
6,732	20677		241.8	EDISON				6.5	
	20684		248.3	ARAPAHOE				6.0	
6,769	20690		254.3	HOLBROOK				8.3	
6,706	20698		262.6	CAMBRIDGE				7.7	
3,638	20706		270.3	BARTLEY				6.0	
6,711	20712		276.3	INDIANOLA				11.5	
7,851	20724		287.8	MCCOOK	BT			223.5	

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

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

Radio Channel No. 70 in service East Heartwell to McCook.

Radio Channel No. 66 in service at Lincoln.

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

Dispatcher Phone Nos.— Monday through Friday between 0800-1600 from Kenesaw to Lincoln: (817) 234-6304, Fax (817) 234-6080. All other times: (817) 234-6051, Fax (817) 234-6072

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions

Via Cobb Line		
MP 3.9 to MP 7.8	35 MPH.	35 MPH.
Via Passenger Main		
MP 60.4 to MP 62.9	75 MPH.	50 MPH.
MP 62.9 to MP 63.5	60 MPH.	50 MPH.
MP 63.5 to MP 66.7	75 MPH.	50 MPH.
MP 66.7 to MP 67.1 - Less than 100 TOB	35 MPH.	35 MPH.
MP 66.7 to MP 67.1 - 100 TOB and over	35 MPH.	25 MPH.
MP 66.7 to MP 67.1 (Turnout)	35 MPH.	35 MPH.
MP 67.1 to MP 68.0	50 MPH.	50 MPH.
MP 68.0 to MP 70.6	60 MPH.	50 MPH.
MP 70.6 to MP 78.1	65 MPH.	50 MPH.
MP 78.1 to MP 79.0	50 MPH.	50 MPH.
MP 79.0 to MP 80.4	30 MPH.	30 MPH.
MP 80.4 to MP 82.1	65 MPH.	50 MPH.
MP 127.3 to MP 127.7	60 MPH.	
MP 153.3 to Giltner Sub	10 MPH.	10 MPH.
MP 153.8 to Giltner Sub	10 MPH.	10 MPH.
MP 156.0 to MP 156.5 (HER)	60 MPH.	
MP 156.4 turnout to yard	10 MPH.	10 MPH.
MP 219.5 to MP 228.0	70 MPH.	
MP 229.3 to MP 230.1	60 MPH.	50 MPH.
MP 284.1 to MP 284.7	65 MPH.	
MP 286.0 westward trains (HER)	50 MPH.	50 MPH.
MP 287.6 to MP 287.8	30 MPH.	30 MPH.

1(C). Speed—Switches and Turnouts

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

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

1(D). Speed—Other

Sidings: Bartley, Friend, Exeter, Grafton, Sutton,		
Harvard, Inland, Heartwell		
	10 MPH.	10 MPH.
Holdrege Siding (South Side)—Locomotives		
exceeding 165 tons	10 MPH.	10 MPH.
MP 68.97 to MP 69.17 Denton Siding (HER)	10 MPH.	10 MPH.
MP 88.32 to MP 88.52 Dorchester Siding (HER)	10 MPH.	10 MPH.
Funk- All movements on Elevator Tracks	5 MPH.	5 MPH.

Temperature Restrictions

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

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

Temperature Restrictions - Critical Zones

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

- MP 81.0 to MP 93.0
- MP 126.0 to MP 140.0
- MP 229.3 to MP 230.1

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

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

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

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

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

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

Baird to McCook 143 tons, Restriction A

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

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

Juniata	South house track
Kenesaw	Stock track
Indianola	South house track

3. Type of Operation

CTC—in effect:

MP 60.4 to MP 287.8

MP 3.9 to MP 7.8 (Cobb Line)

4. General Code of Operating Rules Items

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

Rule 6.28 in effect—

Fairmont MP 0.8 to MP 1.6 on former Hebron Subdivision.

Fairmont Yard (All Tracks).

Between Baird and Hall.

Rule 8.20 Exception—Derail location and position

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

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

MP 152.44	Halloran-Chief Ethanol Fuels
MP 188.10	Minden-Dock spur
MP 197.99	Axtell-North fertilizer stub
MP 207.10	Wac
MP 213.90	Clyde-Elevator stub
MP 248.25	Arapahoe-East elevator track switch
MP 248.71	Arapahoe-West elevator track switch
MP 262.29	Cambridge-East elevator track switch
MP 262.81	Cambridge-West elevator track switch
MP 276.10	Indianola-East house track switch
MP 276.48	Indianola-West house track switch
MP 280.90	Red Willow-Elevator spur

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

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

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

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

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

5. Trackside Warning Detectors (TWD)

A Protecting Bridge, tunnel or other structures—None

B Other TWD Locations

MP 93.6—Recall Code 268

MP 122.6—Recall Code 258

MP 161.1—Recall Code 288

MP 191.1—Recall Code 118

MP 223.0—Recall Code 128

MP 258.1—Recall Code 138

6. FRA Excepted Track—None

7. Special Conditions

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

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

Test Mile Locations

MP 91—MP 92

MP 174—MP 175

MP 278—MP 279

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

MP 112.9	Fairmont Ave.	Fairmont
MP 210.9	East Ave.	Holdrege

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

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

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

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

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

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

McCook—Policy for setting out cars in McCook Yard:
 Eastbound trains—Slack must be bunched, apply at least 1 handbrake for each 10 cars (or fraction of 10; i.e. 24 car setout, apply 3 hand brakes). Apply handbrake(s) on eastend of setout.

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

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

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

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

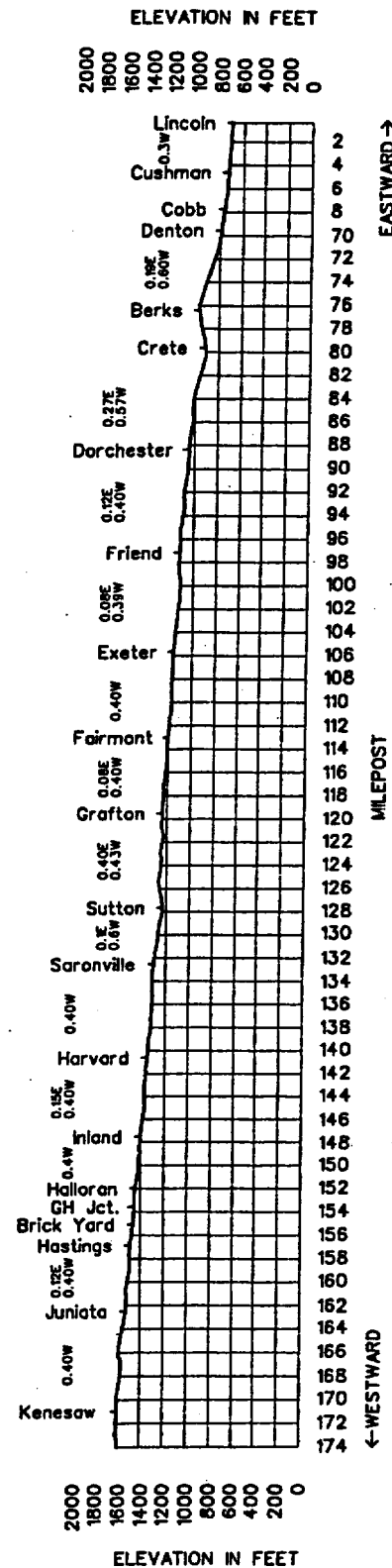
8. **Line Segments**
Yard Line Segments
 Line Segment Limits
 876 Hastings
 882 Crete
 902 McCook

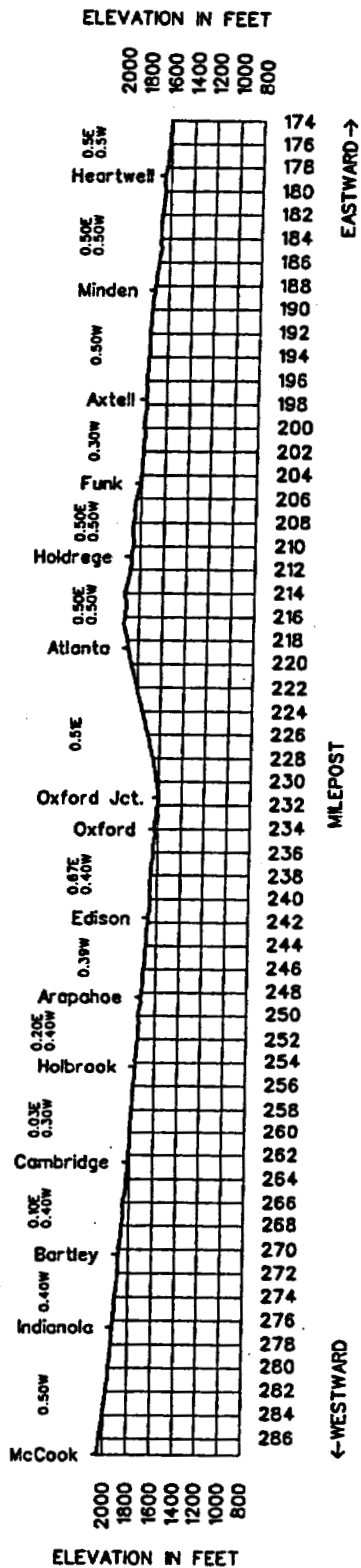
- Road Line Segments**
 Line Segment Limits
 2 Baird to McCook.
 163 MP 3.9 to MP 7.8

9. **Locations Not Shown as Stations**

Name	Miles - Location	Capacity Cars	Switch Opens
Yankee Hill Brick	3.2 west of Hall	45	West
20515 Friskies	1.1 east of Crete	10	East
Cargill	0.7 west of Heartwell	54	Both
20628 Motala	4.4 west of Minden	108	Both
20643 Wac	2.6 west of Funk	18	Both
20650 Clyde	3.0 west of Holdrege	14	East
20717 Red Willow	4.6 west of Indianola	15	West

10. **Grade Charts**





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

Radio Channel No. 85 in service.

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

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

1. Speed Regulations

1(A). Speed—Maximum

Hastings to Lester Jct. Freight 25 MPH.

1(B). Speed—Permanent Restrictions

Ayr Jct. to Roseland 25 MPH.
 MP 36.5 to MP 36.6 (HER) 10 MPH.
 MP 36.4X to MP 37.0X - East Leg of Wye Lester Jct. 20 MPH.
 MP 36.4 to MP 37.0 - West Leg of Wye Lester Jct. 10 MPH.
 Blue Hill to MP 96.3 End of Track 25 MPH.

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

1(D). Speed—Other

MP 1.0—Locomotive or leading car of eastward trains over highway crossing 5 MPH.
 Six-axle derricks over Bridge 34.33 10 MPH.
 Bridges 3.37, 7.14, 7.41, 8.56 cars heavier than 134 tons 10 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

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

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

Cowles House track
 Ayr City track

3. Type of Operation

Restricted Limits—in effect:

Hastings MP 0.7 to MP 3.0
 Lester Jct. MP 35.5 to MP 37.0
 Lester Jct. MP 36.47X to MP 37.16X (East Leg of Wye)

TWC—in effect: MP 3.0 to 35.5.

4. General Code of Operating Rules Items

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

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

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

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

8. Line Segments

Road Line Segments

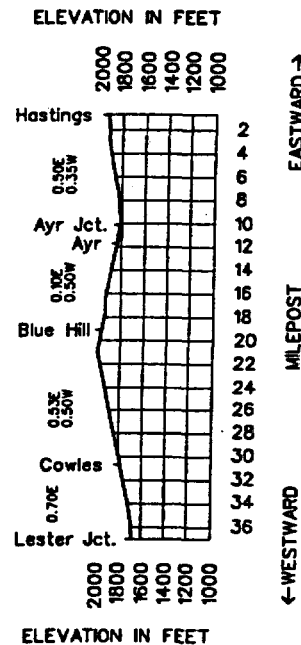
Line Segment Limits

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

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
82507 Roseland	6.9 west of Ayr Jct	110	Both
81395 Bladen	8.0 west of Blue Hill	54	East

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Napier Subdivision		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				MAIN LINE STATIONS					
		28097	97.4	NAPIER	JR			11.9	
	6,258	27312	109.3	CRAIG	P			5.7	
	6,157	27318	115.0	CORNING				18.8	
	6,160	27337	133.8	WATSON		TWC	16	8.2	
	4,365	27345	142.0	HAMBURG	T			7.3	
	6,160	27352	149.3	PAYNE				6.3	
		27358	155.6	PERCIVAL				5.0	
	8,827	27364	160.6	McPAUL				13.3	
		20436	173.9	PACIFIC JCT	PJTR			76.5	

Radio Channel No. 85 in service.

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

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

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions

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

1(D). Speed—Other

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

Temperature Restrictions

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Napier to Pacific Jct. 143 tons, Restriction A

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

Hamburg—All tracks except Main Track and Siding.

3. Type of Operation

Restricted Limits—in effect:

Napier—MP 97.4 to MP 99.3
Pacific Junction—MP 171.0 to MP 173.9

TWC Limits—in effect:

MP 99.3 to MP 171.0

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)

A. Protecting Bridge, tunnel or other structures
MP 0.4 (DED Only)—WWD only (Creston Sub)

B. Other TWD Locations
MP 0.4 (DED Only)—EWD only (Creston Sub)

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

6. FRA Excepted Track—None

7. Special Conditions

Test Mile Locations

MP 106—MP 107

MP 166—MP 167

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

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

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

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

8. Line Segments

Road Line Segment

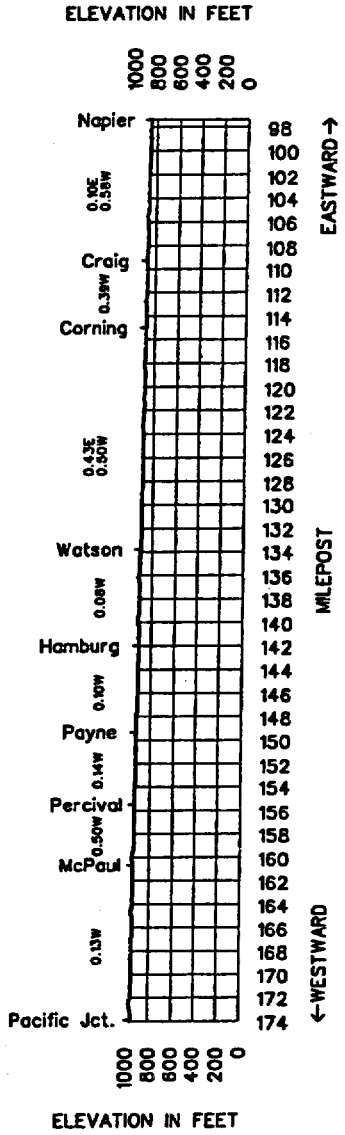
Line Segment Limits

16 Napier to Pacific Jct.

9. Locations Not Shown as Stations

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

10. Grade Charts



Length of Siding (Feet)	Station Nos.	Mile Post	Neb City Subdivision Rule 6.28 STATIONS			Miles to Next Stn.
			Rule 4.3	Type of Oper.	Line Segment	
	80557	56.3			141	3.6
		59.9		Rule 6.28		0.9
	28204	60.8	J			4.5

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

Emergency Radio Call-In 911

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

1. Speed Regulations

1(A). Speed—Maximum

MP 56.3 to MP 60.8 Freight 10 MPH.

1(B). Speed—Permanent Restrictions—None

1(D). Speed—Other—None

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
MP 56.3 to MP 60.8 136 tons
35 ft ore cars not permitted.

3. Type of Operation—None

4. General Code of Operating Rules Items
Rule 6.28 in effect—MP 56.3 to MP 60.8

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

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

Restricted limits in effect between MP 55.7 and MP 56.3 College View. Direct Traffic Control (DTC) in effect between MP 55.7 and MP 8.0.

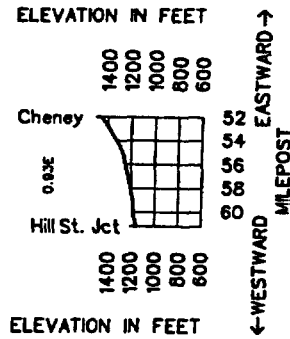
1. Contact the KYLE Dispatcher at 785-543-9620, 785-543-9604 or fax 785-543-6530 to obtain track bulletins.
2. Authority to operate on the KYLE RR will be obtained by using AAR Channel 8922 to contact the KYLE RR DISPATCHER to obtain DTC Authority. This channel will also be monitored when operating on KYLE RR.
3. The preferred location for changing crews will be at Rokeby Road MP 51.24.
4. Current KYLE RR General Orders must be reviewed, Timetable and DTC forms must be in crew's possession prior to departing Lincoln.

8. Line Segments

Road Line Segments
Line Segment Limits
141 MP 56.3 to MP 60.8

9. Locations Not Shown as Stations—None

10. Grade Charts



Length of Siding (Feet)	Station Nos.	Mile Post	Omaha Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	20445	0.0	OREAPOLIS	AJTX		137	7.6	
7,325	90208	7.6	BELLEVUE		CTC		7.4	
	80214	15.0	GIBSON	BT	2MT CTC		1.8	
	27400	18.8	OMAHA	J			1.1	
5,661	27400	17.9	LONG SIDING				2.5	
7,323	80221	20.4	SOUTH OMAHA	T	CTC		11.0	
5,300	80230	31.4	CHALCO				9.9	
5,475	80241	41.3	MELIA				5.7	
	20471	47.0	ASHLAND	MJTX			47.0	

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

2. **Bridge and Equipment Weight Restrictions**
Maximum Gross Weight of Car
 Oreapolis to Ashland 143 tons, Restriction D
 Omaha—Six-axle derricks may operate on Main track only and must keep off all other tracks adjacent to passenger station canopies.

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

Six-axle locomotives prohibited on the following tracks:

- Omaha Bemis Bag Company
 Con Agra Elevator B
 Nox Crete Incorporated
 Chicago Lumber
 Zeneca Incorporated
 Packaging Corporation of America
 Cargill Molasses
 Dial Corporation
 Great Lakes Chemical
 South Omaha South Omaha Supply
 National By-Products
 Watkins Concrete Products
 Ralston Builder's Supply
 United Seeds

Radio Channel No. 87 in service.

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

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

Dispatchers Phone—(817) 234-6041, FAX (817) 234-6069

1. **Speed Regulations**

1(A). **Speed—Maximum**

	Passenger	Freight
Oreapolis to Ashland	79 MPH.	50 MPH.
Trains 100 TOB and over	45 MPH.	

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

MP 0.0 to MP 1.7	40 MPH.	40 MPH.
MP 1.7 to MP 2.3	60 MPH.	
MP 2.3 to MP 10.2	65 MPH.	
MP 10.2 to MP 14.8	60 MPH.	
MP 14.8 to MP 16.0	30 MPH.	30 MPH.
MP 16.0 to MP 16.5	20 MPH.	20 MPH.
MP 16.5 to MP 17.2	10 MPH.	10 MPH.
MP 17.2 to MP 17.9	20 MPH.	20 MPH.
MP 17.9 to MP 19.1	50 MPH.	40 MPH.
MP 19.1 to MP 19.2	30 MPH.	20 MPH.
MP 19.2 to MP 21.5	50 MPH.	40 MPH.
MP 21.5 to MP 28.2	55 MPH.	
MP 28.2 to MP 41.9	60 MPH.	
MP 46.1 to MP 46.3	60 MPH.	
MP 46.3 to MP 47.2	50 MPH.	40 MPH.

1(C). **Speed—Switches and Turnouts**

Through turnouts and sidings at following locations:
 Long Siding, South Omaha, and Melia 10 MPH. 10 MPH.
 Through dual control switches Oreapolis—
 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 turnout speed for that track unless otherwise specified.

1(D). **Speed—Other**

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

Temperature Restrictions

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

Trains 100 TOB and over	30 MPH.
Trains under 100 TOB	45 MPH.

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

3. **Type of Operation**

CTC—in effect:
 MP 0.0 to MP 47.0
 MP 16.6 to MP 17.2 on Platform track (formerly designated MT2)

Multiple Main Track

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

Interlocking Instructions

Oreapolis—When stopped for a signal displaying Stop indication, and signal does not display a proceed indication after complying with Rule 9.12.3, authority must be obtained to enter block beyond the automatic interlocking signal from CTC Control Operator before proceeding. These instructions apply to both Eastward and Westward trains.

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

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

Rule 10.2—Switches within CTC territory not equipped with electric locks:

MP 17.00	Omaha—Old Mail track
MP 17.10	Omaha—Chicago Lumber
MP 17.70	Omaha—Nox Crete
MP 21.45	South Omaha—Elanco

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

6. **FRA Excepted Track—None**

**7. Special Conditions
Omaha**

A. Access to locomotive service area is via East Roundhouse switch at MP 14.8. Switch is equipped with Dispatcher controlled electric lock. To release electric lock:

1. Dispatcher must code in unlock request before door on electric lock control box is opened.
2. Movements from main line to locomotive service area must occupy track circuit extending from 75' to 150' east of switch.
3. After dispatcher has coded in unlock request, crew member of movement can open electric lock control box and pull handle upward to intermediate position. Electric lock should unlock within 20 seconds. If unable to receive electric lock, contact Gibson Yardmaster or Dispatcher. Locomotive service area is protected by derail on lead track. If derail is locked with Mechanical Department lock, contact Gibson Machinist or Gibson Yardmaster for assistance.

B. Access to Con Agra lead is via switch at west end of Long Siding at MP 19.0. Switch is equipped with Dispatcher controlled electric lock. To use switch accessing Con Agra lead:

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

South Omaha

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

8. Line Segments

Yard Line Segments

Line Segment Limits

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

Road Line Segments

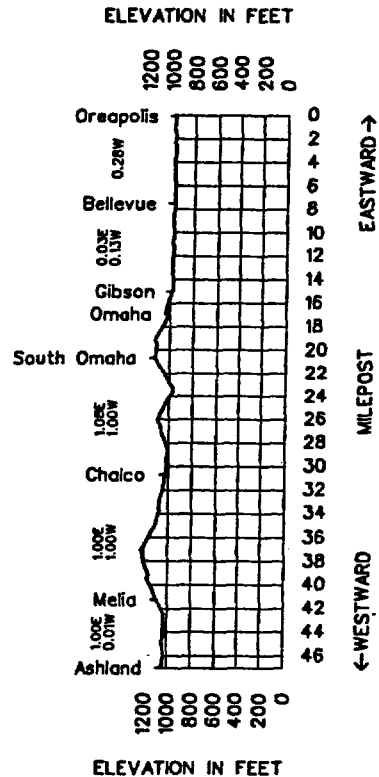
Line Segment Limits Mileposts

- 164 Pappio-Gilmore Jct. 3.9 to 5.0
- 137 Oreapolis-Ashland

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
80202 LaPlatte	2.0 west of Oreapolis	68	Both
80203 National By-Products	3.5 west of Oreapolis	25	East
Omaha sewer Plant	5.2 west of Bellevue	4	East
80225 Ralston	4.0 west of S. Omaha	35	Both
Centech Bus Park	10.0 west of S. Omaha	63	West
80238 Gretna	6.3 west of Chalco	48	Both

10. Grade Charts



Length of Siding (Feet)	Station Nos.	Mile Post	Palmer Subdivision Rule 6.28 STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.
			Rule 4.3	Rule 6.28			
	30076	0.6	AURORA	JT			11.3
	83510	11.0	MARQUETTE		Rule 6.28	149	2.0
		13.0	MP 13				4.5
		17.5	MP 17.5				17.5

Radio Channel No. 39 in service.

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

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

1. Speed Regulations

1(A). Speed—Maximum

Aurora to MP 17.5 Freight 10 MPH.

1(B). Speed—Permanent Restrictions—None

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

1(D). Speed—Other

Trains using east and west legs of wye Aurora 10 MPH.
 Aurora—six-axle and other derricks 20 MPH.
 Bridges 1.23, 1.90, and 2.29 cars heavier than 134 tons 10 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Aurora to MP 11.3 143 tons, Restriction D
 MP 11.3 to MP 17.5 134 tons, Restriction G

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

3. Type of Operation—None

4. General Code of Operating Rules Items

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

Rule 6.28 in effect—Between MP 0.6 and MP 17.5

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

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

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

8. Line Segments

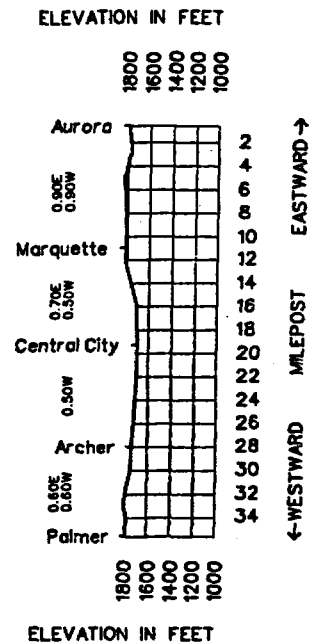
Road Line Segments

Line Segment Limits

149 Aurora to MP 17.5

9. Locations Not Shown as Stations—None

10. Grade Charts



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.
		59.6	END CRESTON SUB				0.6
		0.0	BEGIN RAVENNA SUB				
		0.4	HALL	X(2)MJT	Rule 6.2B		0.4
		1.0	CARLING	X(2)MJ			0.9
	20496	1.9	LINCOLN TERMINAL	BTCP			2.4
	30004	4.3	CUSHMAN	MJX(2)			1.8
		6.1	CROSSOVER 6.1	X(2)	2MT		4.9
		11.0	CROSSOVER 11.0	X(2)	CTC		3.6
	30014	14.6	PLEASANT DALE				10.2
	30020	20.3	MILFORD		CTC		4.1
		24.4	CROSSOVER 24.4	X(2)	2MT		3.4
	30029	27.8	SEWARD	J	CTC		8.3
	30035	36.6	TAMORA		CTC		3.4
		40.0	CROSSOVER 40.0	X(2)			10.5
		50.5	CROSSOVER 50.5	X(2)			5.4
	30055	55.9	YORK To Benedict 9.5	P	2MT	4	4.4
		60.3	CROSSOVER 60.3	X(2)	CTC		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	BPJT			6.1
	30082	83.3	MURPHY	X(2)	2MT		4.3
	30088	88.9	PHILLIPS		CTC		5.5
		94.4	EAST GRAND ISLAND				5.1
		99.2	McDONALD				10.4
		109.6	CROSSOVER 109.6	X(2)	2MT		15.5
		125.1	NANTASKET	X(2)	CTC		2.6
	30126	127.7	RAVENNA	CPBXTX			131.7

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

Radio Channel No. 39 in service.

Radio Channel No. 66 in service at Lincoln Terminal.

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

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

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 0.0 to MP 4.6	20 MPH.
MP 4.6 to Ravenna	60 MPH.
Trains 100 TOB and over	50 MPH.

1(B). Speed—Permanent Restrictions

Lincoln Terminal

Creston Subdivision

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

Hastings Subdivision (via Passenger Main)

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

Lincoln Terminal

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

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

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

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

MP 4.6 to Ravenna

MP 19.3 to MP 20.3	45 MPH.
MP 42.1 to MP 42.7	50 MPH.
MP 53.6 to MP 56.2	45 MPH.
MP 77.1 to MP 78.1	45 MPH.
MP 95.7 to MP 97.7	45 MPH.
MP 127.2 to MP 127.9	20 MPH.
York to Benedict	
MP 143.5 to 136.5	25 MPH.
MP 136.5 to MP 135.0	10 MPH.

1(C). Speed—Switches and Turnouts

MP 5.9 - West end F-1 Extension, through turnout	20 MPH.
MP 14.4, end 2 MT Pleasant Dale	
100 TOB or less	40 MPH.
Over 100 TOB	25 MPH.
MP 20.3, begin 2MT Milford	
100 TOB or less	40 MPH.
Over 100 TOB	25 MPH.
MP 27.8, end 2MT Seward	
100 TOB or less	50 MPH.
Over 100 TOB	40 MPH.
MP 36.6, begin 2 MT Tamora	
100 TOB or less	40 MPH.
Over 100 TOB	25 MPH.
MP 50.5, (Crossover 50.5) crossovers	
100 TOB or less	50 MPH.
Over 100 TOB	40 MPH.
MP 66.6, (CP 666) end 2 MT	
100 TOB or less	40 MPH.
Over 100 TOB	25 MPH.
MP 78.5, begin 2MT Aurora	
100 TOB or less	40 MPH.
Over 100 TOB	25 MPH.
MP 88.9, end 2MT Phillips	
100 TOB or less	40 MPH.
Over 100 TOB	25 MPH.
MP 99.2 Begin 2 MT McDonald	
100 TOB or less	50 MPH.
Over 100 TOB	40 MPH.
MP 109.6, crossovers	
100 TOB or less	50 MPH.
Over 100 TOB	40 MPH.
Through turnouts of crossovers equipped with dual control switches	25 MPH.
Through turnouts of controlled sidings	20 MPH.

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

1(D). Speed—Other

- Bradshaw—All movements over Scale
- on Elevator Tracks 5 MPH.
- Bridge 138.28—Benedict, cars heavier than 134 tons 10 MPH.
- Temperature Restrictions
- When temperature is 90 degrees Fahrenheit or warmer, do not exceed the following speeds:
- Trains 100 TOB and over 30 MPH.
- Trains under 100 TOB 45 MPH.
- Amtrak trains or trains consisting entirely of passenger equipment 60 MPH.

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

2. Bridge and Equipment Weight Restrictions

- Maximum Gross Weight of Car
- MP 0.0 to Ravenna 143 tons, Restriction A
- MP 135.38 (York) to Benedict 143 tons, Restriction D
- MP 135.8 (near York) to York 134 tons, Restriction G

3. Type of Operation

- CTC—in effect:
- MP 4.3 to MP 128.2
- Multiple Main Track
- MP 4.3—MP 14.5
- MP 20.3—MP 27.7
- MP 36.6—MP 66.6
- MP 78.5—MP 88.9
- MP 99.2—MP 128.4

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

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

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

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

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

Manual Interlockings not using Track and Time (Rule 10.3) to protect MW employees
 Baird, Carling, Cushman, Hall—Contact the Carling Operator for instructions.

4. General Code of Operating Rules Items

- Rule 6.19—When flagging is required, distance will be 2.0 miles.
- Rule 6.28—in effect:
- Between York and Benedict
- Between Begin Ravenna Subdivision and Cushman
- Rule 8.20 Exception—Derail location and position:
- All derails in Lincoln Terminal must be left in the non-derailing position unless protecting men or equipment, or locomotives left unattended as required.

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

- MP 8.4 Emerald (Main 1)—Contractor switch
- MP 13.5 Pleasant Dale (Main 1)—Elevator track
- MP 35.9 Tamora—Stub track
- MP 42.2 Utica (Main 1)—East elevator
- MP 42.6 Utica (Main 1)—West elevator
- MP 54.6 York—Sta-Tex
- MP 62.2 York (Main 1)—York Manufacturing
- MP 80.7 Curry (Main 1)—East switch
- MP 81.1 Curry (Main 1)—West switch
- MP 88.6 Phillips—East elevator—Main 1
- MP 104.5 Abbott—Stub track—Main 2
- MP 127.3 Ravenna—East stock track—Main 1
- MP 127.7 Ravenna—Cargill west switch—Main 1
- MP 127.8 Ravenna Crossovers

5. Trackside Warning Detectors (TWD)

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

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

Trackside Failed Equipment Detector—MP 17.5—

Westward trains, when required to stop, must insure rear of train is west of undercrossing at MP 18.7 account no sidewalks. Eastward trains, when required to stop, must insure rear of train is east of undercrossing at MP 16.04 account no sidewalks.

6. FRA Exempted Track—None

7. Special Conditions

- Test Mile Locations
- MP 5—MP 6
- MP 28—MP 29
- MP 69—MP 70
- MP 107—MP 108
- MP 118—MP 119
- MP 126—MP 127

Turnouts Equipped with Two or More Switch Machines
 Turnouts at the following locations are equipped with two or more switch machines (moveable point frog). Instructions for hand operation are contained in System Special Instructions.

MP 14.5—(End Two Main Tracks)—Pleasant Dale
 MP 36.6—(Begin Two Main Tracks)—Tamora
 MP 66.6—(End Two Main Tracks)—Bradshaw
 MP 88.9—(End Two Main Tracks)—Phillips

Crossing Protection

York—Trains must not occupy Highway 34 crossing at MP 136.1 between York and Benedict until crossing lights warning automobile traffic have been operating for at least 20 seconds or until movement over crossing is protected by a crew member.

Aurora—Trains or engines operating on other than the main track must not occupy crossings at MP 77.6, 9th street, and MP 78.2, 1st street, until crossing lights warning automobile traffic have been operating for at least 20 seconds or movement over crossing is protected by crew member. "Crossing Signal Start" signs are in place 75 feet East and West of 2nd street and 9th street crossings on all tracks other than Main Track. Crossing lights warn automobile traffic will begin operating when the movement passes "Crossing Signal Start" signs.

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

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

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

Lincoln Terminal Instructions

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

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

Examples:

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

ETD Information: Reporting

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

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

Note:

- All trains are required to report ETD information.
- Batteries will not be changed until devices indicate 50% used or display "Low Battery"

8. Line Segments

Yard Line Segments

Line Segment Limits

875 Lincoln Terminal
 881 York

Road Line Segments

Line Segment Limits

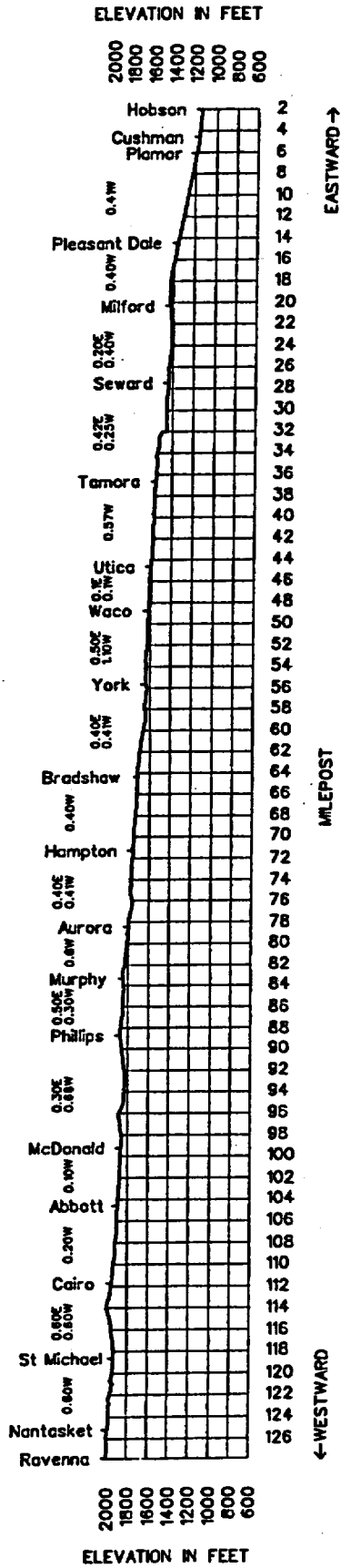
Mileposts

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

9. Locations Not Shown As Stations

Name	Miles - Location	Capacity Cars	Switch Opens
30008 Emerald (Main 1)	4.0 west of Cushman	17	West
30008 Emerald (Main 2)	4.4 west of Cushman	8	East
30042 Utica (Main 1)	5.6 west of Tamora	43	West
30042 Utica (Main 2)	6.0 west of Tamora	27	Both
30046 Ficke (Main 1)	6.5 west of CROSSOVER 40.0	55	Both
30047 Waco 1 (Main 1)	9.9 west of CROSSOVER 40.0	10	Both
30047 Waco 2 (Main 2)	9.9 west of CROSSOVER 40.0	10	Both
30055 High Plains (Main 1)	2.9 east of York	58	Both
30055 York 1 (Main 1)	1.2 east of York	4	Both
30055 York 2 (Main 2)	1.2 east of York	4	Both
83209 Benedict	9.5 from York	54	East
Beigert Brothers	0.2 west of CP 66.6	10	East
30063 Bradshaw	2.4 east of CP 666	150	Both
30080 Curry	3.7 west of Aurora	28	Both
30081 IAMS	5.3 west of Aurora	36	Both
30092 Trail	4.7 west of Phillips	17	Both
30094 Monfort	4.4 east of McDonald	35	East
30095 Grand Island	1.4 east of McDonald	30	West
30103 CoPlant	4.3 west of McDonald	127	Both
30104 Abbott (Main 1)	5.5 west of McDonald	20	Both
30104 Abbott (Main 2)	5.5 west of McDonald	14	East
30110 Cairo (Main 1)	12.3 west of McDonald	20	Both
30110 Cairo (Main 2)	12.3 west of McDonald	12	Both
30119 St. Michael (MT 1)	8.0 east of Ravenna	41	Both
30119 St. Michael (MT 2)	8.0 east of Ravenna	24	Both

10. Grade Charts



WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Sioux City Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD
				Rule 4.3					
		20471	0.0	ASHLAND	MJT	CTC		1.6	
			1.6	GN				13.6	
4,168	07015	14.8		YUTAN	A			8.0	
7,811	07023	22.8		ELK				6.4	
	07029	29.2		FREMONT	ABMR			8.7	
	07038	38.0		NICKERSON	A			5.7	
	07044	43.6		WINSLOW				9.1	
	07053	52.8		UEHLING				7.3	
7,420	07060	60.0		OAKLAND		TWC	144	7.0	
	07070	67.0		LYONS				15.1	
	07082	82.1		WALTHILL				6.1	
7,590	07088	88.2		WINNEBAGO				6.3	
	07094	94.5		HOMER				7.2	
	07102	101.7		DAKOTA CITY	R			2.8	
	07104	104.6		FERRY	JTR			3.1	
		107.7		FLOYD	- R			1.6	
		222.2		SIoux CITY				197	109.2

Radio Channel No. 85 in service .

Radio Channel No. 66 in service in Omaha Terminal.

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

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

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

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

1. Speed Regulations

1(A). Speed—Maximum

Ashland to Sioux City Freight
40MPH.

1(B). Speed—Permanent Restrictions

MP 15.3—entire train over crossing 25 MPH.
MP 26.2 to MP 31.5 25 MPH.
MP 35.4 to MP 36 25 MPH.
MP 94.2 to MP 101.0 30 MPH.
Between switches of Wye, Ashland 10 MPH.

Locomotives or leading car of trains passing approach signal and between absolute signals at following interlockings:

MP 15.3-Yutan—U.P.R.R. Crossing 20 MPH.
MP 29.0-Fremont—U.P.R.R. Crossing 20 MPH.
MP 30.0-Fremont—U.P.R.R. Crossing 20 MPH.
MP 35.5-Nickerson—FEVR Crossing 20 MPH.

Sioux City—18th Street crossing
(MP 222.2 Willmar Division) (HER) 10 MPH.

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

1(D). Speed—Other

All sidings 10MPH.

Temperature Restrictions

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

Trains 100 TOB and over 30 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Ashland to Sioux City 143 tons, Restriction C

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

Six axle locomotives are not allowed on the following tracks:

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

3. Type of Operation

Restricted Limits—in effect:

Dakota City MP 101.0 to Sioux City MP 109.3

TWC Limits—in effect:

MP 1.6 (GN) to MP 101.0 (Dakota City)

Manual Interlockings not controlled by BNSF

Fremont—UPRR

Manual Interlockings not using Track and Time (Rule 10.3)

to protect MW employees

Fremont—Contact UPRR Control Operator for Instructions

Duplicate Mileposts—in effect:

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

4. General Code of Operating Rules Items

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

Rule 6.28—in effect:

Ashland MP 0.0 to MP 1.6 (GN)

Ferry MP 0.0X to MP 4.0X (Begin

Nebraska Northeastern Railroad)

Exception to Rule 8.3 Main Track Switches

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

- 7th Street Crossover
- 18th Street Crossover
- Main track switch at 31st Street
- West switch of new pass

Approach these switches expecting to find them lined against movement.

5. Trackside Warning Detectors (TWD)

A. Protecting Bridge, tunnel or other structures: None

B. Other TWD Locations

MP 18.9 - Recall Code 098

MP 41.4 - Recall Code 258

MP 57.9 - Recall Code 267

MP 82.9 - Recall Code 278

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

When "Detector Message" reads:

"... First Wide Load left side near axle."

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

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

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

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

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

6. FRA Excepted Track—None

7. Special Conditions
 Test Mile Locations
 MP 21 to MP 22
 MP 97 to MP 98

Ashland—Yard track number one (1) is designated as the only run-through track for trains over 100 TOB operating between the Creston and Sioux City subdivisions.

Yutan—Trains meeting at Yutan, westward trains holding main track must not pass distant signal until eastward trains are in clear of main track.

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

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

Sioux City—All trains and on-track equipment arriving off the Sioux City Subdivision are to contact the Sioux City Yardmaster before passing MP 101.

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

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

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

South elevator track, MP 29.4

Movements from House track to Main Track 29.26.

Uehling—Elevator track, MP 52.76.

Lyons—Tracks other than main track, MP 66.75 and MP 66.90.

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

MP 60.2 5th Street Oakland
 MP 88.2 County Rd. Winnebago

Close Clearance—

Floyd—At MP 107.84 (Gordon Drive Bridge)—Watch out for close clearance. Shipments exceeding 19 feet 2 inches in height cannot clear. This includes double stacks and M3E auto rack shipments. M3E auto rack tri-levels are designated by Car Kind M3E and Car Initials TQOX, BNSF and GVSR.

8. Line Segments

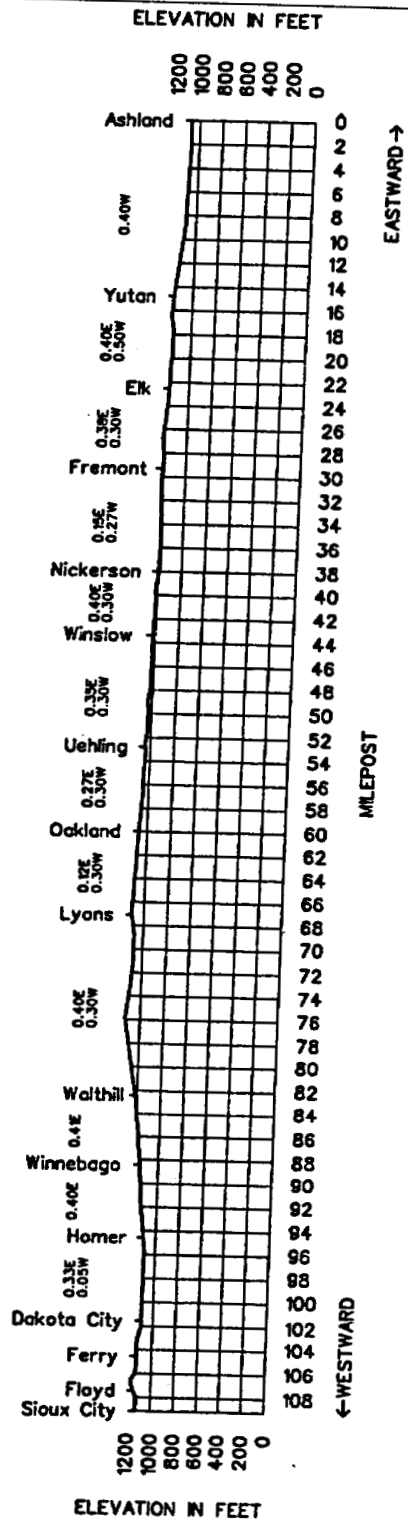
Road Line Segments
 Line Segment Limits

144 Ashland to Floyd
 197 Sioux City

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
07003 Abel	2.5 west of Ashland	248	East
07005 Big Sandy	5.1 west of Ashland	75	East
07021 LeShara	6.2 west of Yutan	21	East
07076 Rosalie	8.7 west of Lyons	30	East
8001 Bing	1.4 west of Ferry	0	Both

10. Grade Charts



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.
		2.7	KANSAS CITY Murray Yard	BJT	CTC	16	1.5
		4.2	CP 42		2MT CTC		1.4
		5.6	CP 56 (Main 1)		CTC		2.3
	28007	7.9	CLARKE		CTC		8.6
9,975	28016	16.5	WALDRON		CTC		7.4
17,975	28024	23.9	EAST LEAVENWORTH		CTC		7.0
	28031	30.9	WESTON		CTC		3.9
9,975	28035	34.8	SADLER		CTC		8.6
17,550	28043	43.4	ARMOUR	X	CTC		2.5
		45.9	DAVIES to Atchison 4.6		CTC		4.7
9,837	28051	50.6	HALLS		CTC		6.1
		56.7	FRENCH		CTC		3.7
		58.7	CP 587 (Main 2)		2MT CTC		1.2
	28060	59.9	ST JOSEPH CROSSOVERS To MP 201.0Y (East Industrial Park)	BTX(2)	2MT CTC		0.7
		60.6	CP 606 (Main 2)		CTC		6.5
	28067	67.1	WATER WORKS		CTC		6.7
10,145	28076	77.0	NODAWAY		CTC		9.9
9,885	28085	85.0	STARKE		CTC		4.7
	28091	89.7	FOREST CITY	P	CTC		5.64
		95.34	EAST NAPIER	X	2MT CTC		2.06
	28097	97.4	NAPIER	JX	2MT CTC	1.3	
		98.7	WEST NAPIER		CTC	12.9	
7,441	28112	111.6	PRESTON		CTC	4.9	
7,019	28116	116.5	FALLS CITY	AP	CTC	11.0	
10,136	28126	127.5	NEW SALEM		CTC	9.7	
7,595	28137	137.2	HUMBOLDT		CTC	8.0	
10,868	28145	145.0	TABLE ROCK	JP	CTC	8.4	
7,056	28154	153.4	ELK CREEK		CTC	6.9	
	28161	160.4	TECUMSEH	P	CTC	3.1	
7,064	28165	163.5	BEAR		CTC	11.5	
7,019	28176	175.0	GAGE		CTC	12.1	
	28186	185.4	FIRTH		2MT CTC	7.7	
		193.1	CP 1931		CTC	5.0	
	28198	198.1	SALTILLO		CTC	5.8	
		203.9	CROSSOVER 203.9	X(2)	2MT CTC	2.1	
	28204	206.0	HILL ST JCT To College View 3.1	MJ	CTC	1.3	
		207.3	HALL	MJT	CTC	0.2	
		207.5	CARLING	X(2)MJ	Rule 6.2B	199.4	

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

Radio Channel No. 70 in service. Radio Channel No. 66 in service at Kansas City, Lincoln and St. Joseph Terminal. Radio Channel No. 70 in service between CP 42 and Clarke.

Radio Call-In		
Kansas City-75(X)	E. Leavenworth-19(X)	St. Joseph-18-(X)
Forest City-17(X)	Falls City-04(X)	Table Rock-01(X)
Tecumseh-02(X)	Firth-10(X)	Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

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

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

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

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

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

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

1. Speed Regulations

1(A). Speed—Maximum

Kansas City to Clarke	Freight 45 MPH.
Clarke to Napier	60 MPH.
Trains 100 TOB and over	55 MPH.
Napier to Carling	50 MPH.*

1(B). Speed—Permanent Restrictions

CP 42 to Ustick Tower (MP 1.6)	10 MPH.
Coburg Lead	10 MPH.
MP 2.7 to CP 42	10 MPH.
Clarke to Napier	
MP 9.6 to MP 9.7 (HER)	40 MPH.
MP 46.1 to MP 46.3	40 MPH.
MP 61.1 to MP 64.5, Main 1 and Main 2	45 MPH.
MP 97.4 to MP 97.8, MT 1 and 2	30 MPH.
Davies to Atchison	25 MPH.

St. Joseph to MP 201.0Y—East Industrial Park

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

Napier to Carling

MP 102.7 to MP 104.3	45 MPH.
MP 105.6 to MP 107.3	40 MPH.
MP 107.3 to MP 114.1	45 MPH.
MP 114.1 to MP 114.7	35 MPH.
MP 114.7 to MP 116.8 (including U.P. Crossing)	40 MPH.
MP 127.0 to MP 136.8	45 MPH.
MP 154.0 to MP 154.8	30 MPH.
MP 154.8 to MP 159.8	45 MPH.
MP 159.8 to MP 161.1	35 MPH.
MP 161.1 to MP 206.0	45 MPH.
MP 186.6 to MP 190.0, Main 1	35 MPH.
MP 206.0 to MP 207.3	40 MPH.
MP 207.3 to MP 207.5	10 MPH.

1(C). Speed—Switches and Turnouts

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

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

Clark to Napier

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

Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 43.8 through crossover	25 MPH.
MP 56.7 French, through turnout Main 2:	
Less than 100 TOB	50 MPH.
100 TOB and over	40 MPH.
MP 59.9, crossover St. Joseph	10 MPH.
MP 61.1, crossover	25 MPH.
MP 67.1 Waterworks, through turnout Main 2:	
Less than 100 TOB	50 MPH.
100 TOB and over	40 MPH.
MP 89.7 Forest City, through turnout:	
Less than 100 TOB	50 MPH.
100 TOB and over	40 MPH.
MP 95.4, through crossover Napier East	25 MPH.
MP 97.4, through crossovers Napier Center	25 MPH.
MP 98.7, through turnout napier West, Main 1:	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
Napier Subdivision turnout	20 MPH.

Napier to Carling

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

Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 185.4, begin 2 Main Tracks through turnout Firth:	
Less than 100 TOB	45 MPH.
100 TOB and over	40 MPH.
MP 193.1, begin 2 Main Tracks through turnout Hickman:	
Less than 100 TOB	45 MPH.
100 TOB and over	40 MPH.
MP 198.14, begin 2 Main Tracks through turnout Saltillo:	
Less than 100 TOB	40 MPH.
100 TOB and over	25 MPH.
MP 203.9, through crossovers	25 MPH.
MP 206.0, turnout to Neb City Subdivision	10 MPH.

1(D). Speed—Other

Temperature Restrictions

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

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

Davies to Atchison

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

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

Davies to Atchison

Six-axle derricks not permitted.

3. Type of Operation

CTC—in effect:

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

TWC—in effect: between Davies and Atchison.

Multiple Main Track

Between Kansas City and Carling

MP 4.2 to MP 7.9
MP 56.7 to MP 67.1
MP 89.7 to MP 98.7
MP 185.4 to MP 193.1
MP 198.1 to MP 207.3

Manual Interlockings not Controlled by BNSF KCT Railway

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

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

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

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

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

Manual Interlocking not indicated at station: Between Hill St. Jct. and Hall—Union Pacific MP 206.1

4. General Code of Operating Rules Items

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

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

**Rule 6.28 in effect—
St. Joseph to MP 201.0Y
Between Hall and Carling**

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

MP 7.6, Main 2	Intercon Switch
MP 46.0	Rushville
MP 92.05, Main 2	Cargill Switch
MP 101.1	Fortesque—East switch
MP 106.26	Rulo—East elevator
MP 111.56	Preston
MP 137.2	Humboldt—West elevator
MP 144.75	Table Rock—East leg of wye
MP 153.1	Elk Creek—East elevator
MP 153.42	Elk Creek—West elevator
MP 167.05	St. Mary—West elevator
MP 172.24	Sterling—East elevator
MP 172.62	Sterling—West elevator
MP 179.26	Adams—East pass

- MP 179.32 Adams—Elevator
- MP 179.7 Adams—West Pass
- MP 186.63 Firth (Main 1)—East elevator
- MP 186.97 Firth (Main 1)—West elevator
- MP 196.5 Roca—East switch
- MP 196.9 Roca—West switch

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridge, tunnel or other structures
 - MP 102.7—WWD only
 - MP 106.1 (DED only)—EWD only
 - MP 110.0 (DED Only)—EWD only - Recall Code 047
- B. Other TWD Locations
 - MP 6.1(DED/Failure Reporting Only)
 - MP 12.7—Recall Code 197
 - MP 30.8—Recall Code 198
 - MP 54.9—Recall Code 188
 - MP 60.9 (DED/Failure Reporting Only)
 - MP 66.0 (DED/Failure Reporting Only)
 - MP 70.6—Recall Code 187
 - MP 77.1 (DED/Failure Reporting Only)
 - MP 83.0 (DED/Failure Reporting Only)
 - MP 88.9—Recall Code 177
 - MP 92.2 (DED/Failure Reporting Only)
 - MP 97.01 (DED/Failure Reporting Only)
 - MP 102.7 EWD only—Recall Code 178
 - MP 106.1 WWD only (DED/Failure Reporting Only)
 - MP 110.0 (DED Only) (WWD) - Recall Code 047
 - MP 121.1—Recall Code 048
 - MP 115.8 (DED/Failure Reporting Only)
 - MP 126.4 (DED/Failure Reporting Only)
 - MP 131.1 (DED/Failure Reporting Only)
 - MP 134.8—Recall Code 018
 - MP 139.1 (DED/Failure Reporting Only)
 - MP 143.2 (DED/Failure Reporting Only)
 - MP 147.1 (DED/Failure Reporting Only)
 - MP 158.6 (DED/Failure Reporting Only)
 - MP 161.8—Recall Code 028
 - MP 166.7 (DED/Failure Reporting Only)
 - MP 172.2 (DED/Failure Reporting Only)
 - MP 177.9 (DED/Failure Reporting Only)
 - MP 183.1—Recall Code 108
 - MP 188.4 (DED/Failure Reporting Only)
 - MP 194.3 (DED/Failure Reporting Only)
 - MP 199.7 (DED/Failure Reporting Only)
 - MP 204.3 (DED/Failure Reporting Only)

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

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

6. FRA Excepted Track—None

7. Special Conditions

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

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

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

Space Center, Inc.—(Formerly Underground Storage) at Randolph, the following restrictions must be observed by crews

performing switching at this industry. Look out for close side and overhead clearance on all tracks.

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

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

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

Kansas City

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

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

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

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

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

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

Test Mile Locations

Between Clarke and Napier

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

Between Table Rock and Carling

- MP 179.0-MP 180.0
- MP 198.0-MP 199.0

Kansas City—At Kansas City, eastward trains will contact Kansas City Bowl Tower Yardmaster on BNSF Radio Channel 66 prior to arrival at Clarke MP 7.9 and determine if the train will be held at CP 42—MP 4.2. If the train is going to be held, all eastward trains must stop west of the Sand Crossing located at MP 5.6.

Davies to Atchison—Train and engine movements over Missouri River bridge located 4.6 miles from Davies must not exceed 10 MPH and are governed by U.P.R.R. instructions posted at each end of the bridge.

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

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

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

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

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

Crew member must contact UP train dispatcher and be granted authority to enter UP tracks under Rule 10.3 Track and Time. Contact UP Yardmaster on radio channel No. 20. Track and time authority may be given by UP Dispatcher or relayed by UP Yardmaster on this channel.

At Atchison, junction switch normally lined for UP Ry.

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

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

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

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

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

St. Joseph—Do not exceed 5 MPH on the connecting track between Highway 759 and the Union Pacific Yard.

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

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

Table Rock—Signal is in service at Junction switch from Wymore Subdivision. Hand throw switch is not equipped with electric lock and trains or engines may clear Main track at this location. Before entering Main Track on St. Joseph Subdivision, authority must be obtained from control operator. Before entering Main Track on the Wymore Subdivision, TWC authority must be obtained.

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

Sterling—Signal is in service at west end of siding. Hand throw switch is not equipped with electric locks and trains or engines may clear Main track at this location. Before entering main track, authority must be obtained from control operator.

Firth—Close clearance between Main 1 and elevator track. Trains handling dimensional shipments must not operate on Main 1 without written permission.

Crossing Protection

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

Iatan—Trains arriving at the main line switch for Iatan will contact the plant unloading operating on Radio Channel No. 70 and advise the plant unloading operator of the approximate arrival time of the train at the dumper. If there is not sufficient time to spot the train for unloading after your arrival at the plant, notify the plant unloading operator and advise where the train will be left.

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

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

8. Line Segments

Road Line Segments

Line Segment	Limits	Mileposts
16	Kansas City—Napier	
3000	Napier—Carling	
15	St. Joseph—East Industrial Park	MP 205.9 to MP 201.0
79	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

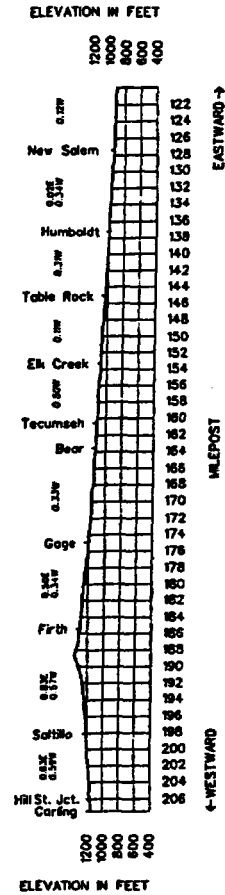
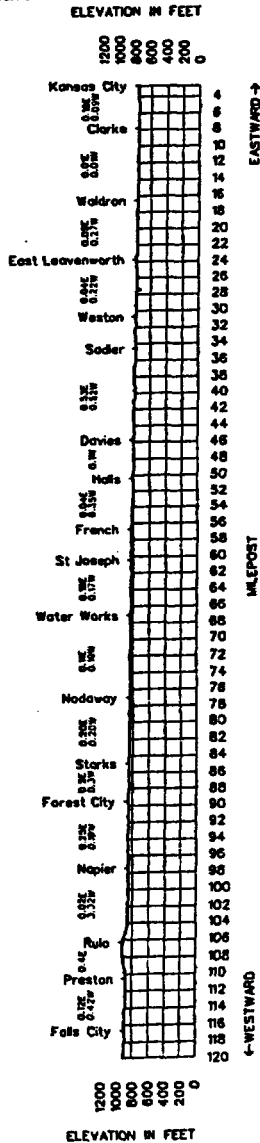
Yard Line Segments

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

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
28009	Parkville 1.7 west of Clarke	10	East
76704	Winthrop 1.1 east of Atchison	70	Both
76706	Atchison 4.6 west of Davies	Yard	
28046	Rushville 2.7 west of Armour	10	East
28082	Forbes 6.2 west of Nodaway	16	East
28100	Fortescue 3.3 west of Napier	10	East
28107	Rulo 5.2 east of Preston	10	East
28123	Salem 6.4 west of Falls City	15	East
28130	Dawson 2.8 west of New Salem	15	East
28167	St Mary 6.6 west of Tecumseh	14	West
28172	Sterling 8.7 west of Bear	80	West
28179	Adams 4.7 west of Gage	15	Both
28193	Hickman 5.6 east of Saffilo	20	East
28195	Roca 1.4 east of Saffilo	25	Both

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Wymore Subdivision		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				BRANCH LINE STATIONS					
		28145	48.2	TABLE ROCK	J			7.1	
		81007	55.3	PAWNEE				12.2	
		81019	67.4	BURCHARD				19.8	
		81039	87.2	WYMORE	BJTR			9.2	
		81048	96.4	ODELL				8.8	
		81057	105.1	DILLER				9.4	
		81066	114.6	ENDICOTT	M			13.9	
		81080	128.5	REYNOLDS				10.0	
		81090	138.5	HUBBELL				7.3	
		81098	145.8	CHESTER				8.1	
		91106	153.9	BYRON		TWC		8.9	
		81114	162.8	HARDY				7.8	
		81122	170.4	SUPERIOR	JR		19	6.4	
		81129	177.0	BOSTWICK				7.9	
		81136	184.9	GUIDE ROCK				6.2	
		81143	191.1	LESTER JCT	JTR			4.2	
		81147	195.3	RED CLOUD	TR			7.0	
		81154	202.3	INAVALE				5.9	
		81160	208.2	RIVERTON				10.5	
		81170	218.7	FRANKLIN				9.9	
		81180	228.6	NAPONEE				4.6	
		81185	233.2	REPUBLICAN				7.9	
		81193	241.0	ALMA				6.1	
		81198	247.1	ORLEANS	R			0.3	
		81139	247.8	ORLEANS JCT	RJT			0.7	
		20667	257.4	OXFORD JCT	J			208.5	

Radio Channel 70 in service between Table Rock and Wymore.
 Radio Channel 54 in service between Wymore and Superior.
 Radio Channel 85 in service between Superior and Red Cloud.
 Radio Channel 70 in service between Red Cloud and Orleans Jct.

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

Sioux Line Dispatcher
 (817) 234-6045, FAX (817) 234-6078

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions

MP 84.7 U.P. Crossing, Head End of Trains Locomotive or Leading Car between absolute signals; MP 84.7—UP Crossing	20 MPH.
MP 114.8 to MP 115.0-UP Crossing	25 MPH.
MP 178.3 to MP 190.5	25 MPH.
MP 195.3 to MP 227.0	25 MPH.
MP 246.0 to MP 247.8	25 MPH.
MP 247.8 to MP 257.4	25 MPH.

1(C). Speed—Switches and Turnouts

Oxford Jct.—Over Switch 20 MPH.

1(D). Speed—Other

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
 Table Rock to Oxford Jct. 143 tons, Restriction D

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

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

3. Type of Operation

Restricted Limits—in effect:

- Wymore MP 86.0 to MP 88.8
- Superior MP 168.6 to MP 172.7
- Lester Jct to Red Cloud... MP 189.0 (east) to MP 196.6 (west)
- Orleans MP 246.1 to MP 248.8

TWC—in effect:

CTC Table Rock to MP 257.4.

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

Manual Interlocking Not Controlled By BNSF—Endicott -UPRR

Manual Interlockings Not Using Track and Time (Rule 10.3) to Protect MW Employees:
 Endicott—Contact UPRR Control Operator for Instructions.

4. General Code of Operating Rules Items

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

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

- Main track connection switch from Strong City Subdivision to Wymore main MP 169.5.
 - Main track switch from Strong city Subdivision Yard to Wymore main MP 169.5.
- Approach these switches expecting to find them lined against movement.

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

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

Table Rock—Elevator Track is out of service.

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

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

8. Line Segments

Road Line Segments

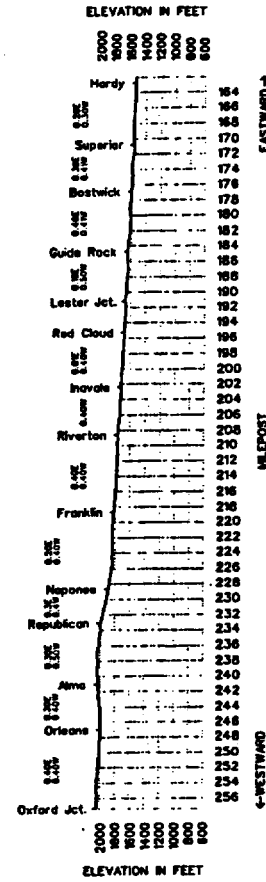
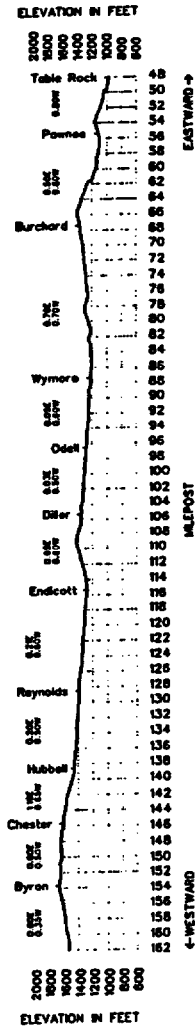
Line Segments Limits

19..... Table Rock to Orleans Jct.

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
81028 Liberty	8.4 west of Burchard	18	East
81045 Krider	5.6 west of Wymore	15	Both
81068 Fairchild Spur	1.5 west of Endicott	58	Both
Holnam Cement	1.6 west of Superior	N-21 S-42	Both

10. Grade Charts



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GCOR and MWOR Rule 15.2A—Verbal Permission:

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

"Foreman (name and/or Gang No.) _____ using track bulletin No. _____ (and/or Line No. _____) between MP _____ and MP _____ (specifying subdivision when necessary)."

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

- "(Train) may pass red flag (or red light) located at MP _____ without stopping (specifying track when necessary)."

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

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

- "(Train) may proceed through the limits at _____ MPH (or at maximum authorized speed) (specifying track when necessary)."

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

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

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

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

- "(Train) must proceed at restricted speed but not exceeding _____ MPH (specifying distance and track when necessary)."

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

Report Trespassers
1-800-832-5452

Speed Tables

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

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