

BNSF –
Nebraska Division Timetable No. 3
Effective 11-19-2000
(pertinent pages)

Division Managers

Aurora

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

Creston

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

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

Fremont

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

Hastings

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

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

Lincoln

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Lincoln Terminal

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

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

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

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

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

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

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

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

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

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

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

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

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

McCook

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

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

Omaha

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

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

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

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

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

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

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

St. Joseph

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

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

BNSF



Nebraska Division

Timetable No. 3

IN EFFECT AT 0001

Central Continental Time

Sunday, November 19, 2000

Division Superintendent

D.L. Maze

Lincoln, Nebraska

(402) 458-7500

Length of Siding (Feet)	Station Nos.	Mile Post	Creston Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Str.
			Station Name	Notes				
	20355	392.9	CRESTON		BXY		2.3	
		395.2	CP 3952				10.5	
		405.7	CP 4057			CTC	3.2	
		408.9	CROSSOVER 408.9	X(2)		2MT	3.1	
		412.0	CP 4120			CTC	10.7	
	20384	422.7	NODAWAY				2.8	
		425.5	CROSSOVER 425.5	X(2)		2MT	3.4	
		428.9	CP 4289			CTC	7.8	
		436.7	CP 4367			CTC	6.6	
			RED OAK			2MT	4.2	
	20403	443.3	To Farragut 25.6	T		CTC		
	20409	447.5	McPHERSON				6.0	
	20413	453.5	CROSSOVER 453.5	X(2)		2MT	4.5	
						CTC		
	20418	458.0	CP 4580				8.4	
		466.4	CP 4664			CTC	1.5	
	20427	467.9	BALFOUR	X		2MT	5.8	
		473.7	EAST PACIFIC JCT			CTC	1.4	
		475.1	PACIFIC JCT.	JTX			1.5	
	20436	0.0	CP 15			CTC	3.5	
		1.5						
	20441	5.0	PLATTSMOUTH				3.9	
	20445	8.9	OREAPOLIS	AJTX		2MT	5.5	
		9.3	WEST WYE OREAPOLIS			CTC	0.4	
9,955	20450	14.4	CULLOM				8.7	
6,501	20459	23.1	LOUISVILLE				4.8	
6,558	20464	27.9	SOUTH BEND			CTC	6.7	
		34.6	EAST WYE ASHLAND				0.7	
	20471	35.3	ASHLAND	JTX(2)			1.1	
		36.4	CP 364				4.7	
		41.1	CROSSOVER 41.1	X(2)		2MT	6.5	
6,772	20484	47.6	WAVERLY			CTC	5.9	
		53.5	CP 535				1.3	
	20491	54.8	HAVELOCK	BX			2.0	
		56.8	CP 568				2.0	
		58.87	BAIRD	X(2)MU			0.6	
		59.4	UP JCT.	J	Rule 6.2B		0.6	
		59.6	END CRESTON SUB					
		0.0	BEGIN RAVENNA SUB				141.9	

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

Radio Channel No. 87 in service.

Radio Channel No. 66 in Omaha and Lincoln Terminals.

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

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

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions

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

1(C). Speed—Switches and Turnouts

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

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

1(D). Speed—Other

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

Temperature Restrictions

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

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

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

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

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

3. Type of Operation

Yard Limits—in effect:
 MP 390.75 to MP 393.75

CTC—in effect:
 MP 393.46 to MP 58.87

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

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

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

4. General Code of Operating Rules Items

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

Rule 6.28 in effect—
 Between Red Oak and Farragut.
 Between Baird and End Creston Subdivision.

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

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

5. Trackside Warning Detectors (TWD)

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

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

B. Other TWD Locations

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

6. FRA Excepted Track—None

7. Special Conditions

Test Mile Locations

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

Between Oreapolis and Louisville
 MP 14 to MP 15

Between Ashland and Lincoln
 MP 52-MP 53

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

Between MP 392.9 and MP 393.02, trains and/or its 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.

6. 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
OLE Railroad/Farmland	0.1 west of 33rd Street	200	Both

10. Grade Charts

