

DCA-11-FR-002
BNSF Coal Train – Work Train Collision
Red Oak, IA
April 17, 2011

ATTACHMENT 16

Creston Sub Timetable Pages

12 NEBRASKA DIVISION—No. 7—May 12, 2010—Creston Subdivision

WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Creston Subdivision		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD
				MAIN LINE STATIONS						
		20355	392.9	CRESTON		BXY	2MT TWC ASS	1	2.3	
			395.2	CP 3952			2MT CTC		10.5	
			405.7	CP 4057			CTC		3.2	
			408.9	CP 4089		X(2)	2MT CTC		3.1	
			412.0	CP 4120			CTC		10.2	
		20384	422.2	NODAWAY			CTC		3.3	
			425.5	CP 4255		X(2)	2MT CTC		3.4	
		20388	428.9	CP 4289			CTC		7.8	
			436.7	CP 4367			2MT CTC		6.6	
		20403	443.3	RED OAK To Shenandoah 20.0		T	CTC		4.2	
		20409	447.5	McPHERSON			CTC		6.0	
		20413	453.5	CP 4535		X(2)	2MT CTC	4.5		
		20418	458.0	CP 4580			CTC	8.4		
			466.4	CP 4664			CTC	1.5		
		20427	467.9	BALFOUR		X	2MT CTC	5.8		
			473.7	EAST PACIFIC JCT.			CTC	1.4		
		20436	475.1 0.0	WEST PACIFIC JCT.		JT	CTC	5.0		
		20441	5.0	PLATTSMOUTH			2MT CTC	3.9		
		20445	8.9	OREAPOLIS		AJTX	CTC	5.5		
			9.3	WEST WYE OREAPOLIS		JT	CTC	4.6		
			13.9	CP 139			2MT CTC	5.0		
			18.9	CP 189			CTC	4.2		
6,432		20459	23.1	LOUISVILLE			CTC	4.2		
			27.3	CP 273			CTC	3.8		
			31.1	CP 311		X(2)	CTC	3.6		
			34.7	EAST WYE ASHLAND		JT	CTC	0.6		
		20471	35.3	ASHLAND		X(2)	CTC	1.1		
			36.4	CP 364		JTX	CTC	4.7		
			41.1	CP 411		X(2)	2MT CTC	6.5		
6,650		20484	47.6	WAVERLY		X(2)	CTC	5.9		
			53.5	CP 535		X(2)	CTC	1.3		
		20491	54.8	HAVELOCK		BX	CTC	2.0		
			56.8	CP 568			CTC	2.0		
			58.9	BAIRD		X(2)MJ	CTC	0.6		
			59.4	CP 595		J	3MT CTC	0.6		
			59.6 0.0	END CRESTON SUB BEGIN RAVENNA SUB			CTC	141.9		

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

Radio Call-In		
Radio Channel 53 in service MP 392.9 to MP 466.4		
Creston W - 11(X)	Red Oak - 12(X)	Balfour - 16(X)
Radio Channels 64, 66, and 82 in service at Omaha Terminal		
Radio Channel 87 in service MP 466.4 to MP 59.6		
Pacific Jct - 19(X)	Ashland - 18(X)	Lincoln - 17(X)
Radio Channel 17 in service Havelock Yard		
Radio Channel 66 in service Lincoln Terminal		
Lincoln Yard 66 - 30(X)		
Emergency - Call 911		
DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5		

Dispatcher Information

MP 392.9 to MP 466.4—M-F, 0700-2300:
 Omaha Split (DS 145)—(817) 234-1351, FAX (817) 234-1381
 All other times:
 Omaha (DS 45)—(817) 234-6041, FAX (817) 234-6069

MP 466.4 to MP 59.6—All times:
 Omaha (DS 45)—(817) 234-6041, FAX (817) 234-6069

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 392.9 to MP 59.6	79 MPH.	60 MPH.
MP 446.0 to MP 439.0, MT and MT1 EWD Trains 100 TOB and over		55 MPH.

1(B). Speed—Permanent Restrictions

MP 393.0 to MP 393.7	30 MPH.	25 MPH.
MP 0.2 to MP 3.5	50 MPH.	50 MPH.
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 9.0	50 MPH.	50 MPH.
100 TOB and over		40 MPH.
MP 9.0 to MP 9.01 (UPRR crossing)	40 MPH.	40 MPH.
MP 9.01 to MP 35.0	50 MPH.	50 MPH.
100 TOB and over		40 MPH.
Louisville Siding	40 MPH.	40 MPH.
100 TOB and over		25 MPH.
MP 35.0 to MP 36.5	50 MPH.	40 MPH.
MP 58.9 to MP 59.6	40 MPH.	40 MPH.
MP 59.1 to MP 60.4, Passenger Tracks 1 & 2	15 MPH.	15 MPH.

1(C). Speed—Switches and Turnouts

MP 395.2 (CP 3952), through turnout	40 MPH.	25 MPH.
MP 405.7 (CP 4057), through equilateral turnout	50 MPH.	50 MPH.
MP 408.9 (CP 4089), through XO	40 MPH.	40 MPH.
100 TOB and over		25 MPH.
MP 412.0, through turnout	50 MPH.	40 MPH.
100 TOB and over		25 MPH.
MP 422.2, (Nodaway), through equilateral turnout	50 MPH.	50 MPH.
MP 425.5 (CP 4255), through X(2)	40 MPH.	40 MPH.
100 TOB and over		25 MPH.
MP 428.9 (CP 4289), through equilateral turnout	50 MPH.	50 MPH.
MP 436.7 (CP 4367), through turnout	50 MPH.	50 MPH.
100 TOB and over		40 MPH.
MP 443.3 (Red Oak), through turnout	40 MPH.	40 MPH.
100 TOB and over		25 MPH.
MP 447.5 (McPherson), through turnout	40 MPH.	40 MPH.
100 TOB and over		25 MPH.
MP 453.5 (CP 4535), through X(2)	40 MPH.	40 MPH.
100 TOB and over		25 MPH.
MP 458.0 (CP 4580), through turnout	40 MPH.	40 MPH.
100 TOB and over		25 MPH.
MP 466.4 (CP 4664), through turnout	40 MPH.	40 MPH.
100 TOB and over		25 MPH.
MP 467.9 (Balfour), through XO	40 MPH.	40 MPH.
100 TOB and over		25 MPH.
MP 0.2, (West Pacific Jct.), through turnout	50 MPH.	40 MPH.
100 TOB and over		25 MPH.
MP 5.0 (Plattsmouth), through turnout	30 MPH.	25 MPH.
MP 8.5, through XO	40 MPH.	40 MPH.
100 TOB and over		25 MPH.
MP 8.8, through turnout to Omaha Sub	40 MPH.	40 MPH.
100 TOB and over		25 MPH.
MP 8.9, through turnout End 2 MT	40 MPH.	40 MPH.
100 TOB and over		25 MPH.
MP 9.3, through turnout to Omaha Sub	10 MPH.	10 MPH.
MP 13.9, (CP 139), through turnout	50 MPH.	50 MPH.
100 TOB and over		40 MPH.
MP 18.9, (CP 189), through turnout	50 MPH.	50 MPH.
100 TOB and over		40 MPH.
MP 27.3, (CP 273), through turnout	50 MPH.	50 MPH.
100 TOB and over		40 MPH.
MP 31.1, (CP 311), through X(2)	50 MPH.	50 MPH.
100 TOB and over		40 MPH.

	Passenger	Freight
MP 34.9, through west turnout to Omaha Sub.....	50 MPH.	50 MPH.
100 TOB and over	40 MPH.	40 MPH.
MP 35.0, through XO	25 MPH.	25 MPH.
MP 35.1, through XO	40 MPH.	40 MPH.
100 TOB and over	25 MPH.	25 MPH.
MP 36.4, (CP 364), through XO	25 MPH.	25 MPH.
MP 41.1, (CP 411), through X(2).....	40 MPH.	40 MPH.
100 TOB and over	25 MPH.	25 MPH.
Waverly, through turnouts and on siding.....	25 MPH.	25 MPH.
MP 53.5, (CP 535), through X(2)	40 MPH.	40 MPH.
100 TOB and over	25 MPH.	25 MPH.
MP 58.9, (Baird), through X(2).....	40 MPH.	40 MPH.
100 TOB and over	25 MPH.	25 MPH.
MP 58.9, through turnouts Passenger 1 & 2.....	15 MPH.	15 MPH.
Through turnouts of Controlled Sidings	40 MPH.	40 MPH.
100 TOB and over	25 MPH.	25 MPH.

1(D). Speed—Other

Temperature Speed Restrictions

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

- MP 2.2 to MP 3.8
- MP 10.9 to MP 34.5
 - Trains 100 TOB and over..... 40 MPH.
 - Trains under 100 TOB 50 MPH.

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

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

- Creston to End Creston Subdivision 143 tons, Restriction C
- Red Oak to MP 2.8, Shenandoah Line... 143 tons, Restriction C
- MP 2.8 to MP 25.9, Shenandoah Line.... 134 tons, Restriction G
- Red Oak Industrial Track..... 143 tons, Restriction C

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

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

3. Type of Operation

Yard Limits—in effect:

MP 390.8 to MP 393.8

ABS—in effect:

MP 392.9 to MP 393.5

TWC—in effect:

MP 392.9 to MP 393.5

CTC—in effect:

MP 393.5 to MP 59.6

Multiple Main Tracks—in effect:

2 MT:

- MP 392.9 to MP 395.2
- MP 405.7 to MP 412.0
- MP 422.2 to MP 428.9
- MP 436.7 to MP 443.3
- MP 447.5 to MP 458.0
- MP 466.4 to MP 0.2
- MP 5.0 to MP 8.8
- MP 13.9 to MP 18.9
- MP 27.3 to MP 58.9

3MT:

MP 58.9 to MP 59.6

Oreapolis Automatic Interlocking/West Wye Oreapolis

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

4. General Code of Operating Rules Items

Rule 5.8.4, Whistle Quiet Zone—Whistle signal 5.8.2 (7) is not required at the following crossing locations. All other whistle requirements remain in effect.

Location	Milepost	Crossing Name
Lincoln	MP 53.72	North 70th St.
	MP 55.92	44th St.
	MP 56.61**	Adams St.
	MP 56.8	33rd St.

**Automated Horn System (AHS)—AHS includes a wayside horn, activated by the approaching train, which sounds a warning in conjunction with the automatic crossing devices. When the crossing signals are activated, the AHS will automatically sound a horn at the crossing.

To confirm the AHS is functioning, an indicator flashes at the crossing. After the indicator is observed to be flashing, whistle signal Rule 5.8.2(7) is no longer required.

The train horn must be sounded if the wayside horn indicator is not visible approaching the crossing or if the wayside horn indicator, or an equivalent system, indicates that the system is not operating as intended.

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

Rule 6.28 in effect—

- Red Oak to Shenandoah Line.
- Red Oak Industrial Track

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridge, tunnel or other structures
 - MP 0.3—DED—WWD only—Recall Code 178
 - MP 8.6—DED—EWD only—Recall Code 177
 - The dragging equipment detector at MP 8.6, Oreapolis and MP 0.3, Pacific Jct. transmit audio readout of train inspection on the following frequencies:
Creston Subdivision: Radio Channel 87
Napier Subdivision: Radio Channel 85
- B. Other TWD Locations
 - MP 394.0—DED/Exception Reporting
 - MP 398.9 - Recall Code 118
 - MP 405.0—DED/Exception Reporting
 - MP 410.0—DED/Exception Reporting
 - MP 415.6—DED/Exception Reporting
 - MP 421.5 - Recall code 128
 - MP 426.5—DED/Exception Reporting
 - MP 431.5—DED/Exception Reporting
 - MP 436.7—DED/Exception Reporting
 - MP 441.4—DED/Exception Reporting
 - MP 445.2 - Recall Code 198
 - MP 450.3—DED/Exception Reporting
 - MP 457.0—DED/Exception Reporting
 - MP 461.9 - Recall Code 197
 - MP 466.4—DED/Exception Reporting
 - Dual Channel Reporting—Channels 87 and 53
 - MP 471.7—DED/Exception Reporting
 - MP 0.3—DED—EWD only—Recall Code 178
 - MP 3.4—DED/Exception Reporting
 - MP 8.6—DED—WWD only—Recall Code 177

- MP 16.0 - Recall Code 188
- MP 21.1—DED/Exception Reporting
- MP 27.2—DED/Exception Reporting
- MP 31.3—DED/Exception Reporting
- MP 35.2—DED/Exception Reporting
- MP 39.0 - Recall Code 187

6. **FRA Excepted Track**—None

7. **Special Conditions**

Creston—Eastward trains arriving Creston must contact the Creston clerk after passing MP 397.0.

Between MP 392.9 and MP 393.1, trains and/or lite locomotive consists will not sound GCOR whistle signal 5.8.2(3) prior to departure.

Pacific Jct—To Minimize noise disturbance at Pacific Junction, westward trains on the Creston Subdivision without a proceed signal at West Pacific Jct. must stop 1,000 feet east of the westward control signal, unless otherwise instructed.

Buccaneer Bay Road MP 10.5—Eastward trains receiving an approach signal at MP 11.6 must stop short of MP 10.5 unless a proceed aspect is displayed at the ECS West Wye Oreapolis, or other instructions have been given by the dispatcher.

Havelock—The derail on the Depot Tie Up track may be left in the non derailing position when no equipment is occupying the track.

Havelock Mechanical Facility (Car Shop Repair Area)—Limits of the Havelock Mechanical Facility extend eastward from the crossover switch on Main 2 at MP 54.7 and include the following tracks: Pass, Pick Up, Q-1, Q-2, Q-3, West tail extension of the Pass, East tail extension of the Pass, House track adjacent to Havelock Yard office, Lead to ADM, and all additional associated Mechanical Shop, Storage Yard, and Wheel Plant trackage South of Main 2.

Remote Control Operations—Signs located at MP 53.7 on the Creston Subdivision designate the Remote Control Area at Lincoln Terminal.

SSI Item 12 - Switch Control/Monitoring Systems—

Turnouts Equipped with Two Switch Machines—

- MP 0.2—(End Two Main Tracks)—Pacific Jct.
- MP 27.3—(CP 273)
- MP 31.1—(CP 311)
- MP 34.9—(East Wye Ashland)—MT1 to Omaha Subdivision

Close Clearances—Do not ride the side of equipment at the following locations due to close clearance:

Creston Yard	S. Yard Lead	115	building
Villisca	Team Track	702	building
Prescott	Elevator Track	1001	building
Emerson	Passing Track	1997	tower
Hastings	Elevator Track	1801	building
Glenwood	Stub Track	1601	stub poles
Red Oak		1500	elevator and dike
Essex	Elevator Track	1101	tower loading facility
	Elevator Spur	1102	tower loading facility
Shenandoah	House Track	1206	elevator
Havelock	All tracks from N. Cotner Ave. to 50 ft. E. of #1 switch		
Lincoln	CG Elevator	1602	elevator

Close Track Centers—Do not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:

- Creston 1503-1504
- Ashland 2607 thru 2698
- 2607 thru 2601

Test Miles

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

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Creston Subdivision from MP 392.9 to MP 58.9.

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

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

8. **Line Segments**

Yard Line Segments

Line Segment Limits

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

Road Line Segments

Line Segment Limits Mileposts

- 92 Red Oak Industrial Track ..0.1 to 3.05
 - 93 Red Oak to Shenandoah ..0.4 to 20.0
 - 1 MP 392.9 to MP 475.2
 - 2 MP 0.0 to MP 59.6
- (Passenger Main 1 and Main 2 on Hastings Subdivision)
(MT1, MT2, MT3 on Creston Subdivision)

9. **Other Location Information**

Name	Miles - Location	Capacity Cars	Switch Opens
20368 Prescott	1.0 west of CP 4057	5	West
Corning Industrial Park	3.3 west of CP 4120	50	Both
20375 Brooks	5.6 west of CP 4120	160	Both
20388 Villisca	1.7 west of CP 4255	50	East
20396 Stanton	1.5 east of CP 4367	50	Both
78112 Essex	12.9 from Red Oak	25	Both
47119 Shenandoah	18.8 from Red Oak	40	Both
Red Oak Industrial Park	2.2 west of Red Oak	66	East
20413 Emerson	1.9 east of CP 4535	15	Both
20418 Hastings	1.1 east of CP 4580	10	West
20423 Malvern	4.6 east of Balfour	13	West
20432 Glenwood	2.3 east of East Pacific Jct.	8	West
20450 Cullom	8.7 east of Louisville	37	Both
20464 South Bend	0.5 west of CP 273	15	Both
20478 Greenwood	1.0 west of Crossover 41.1	20	Both
OLB Railroad/Farmland	0.1 west of 33rd Street	200	Both

10. Grade Chart

