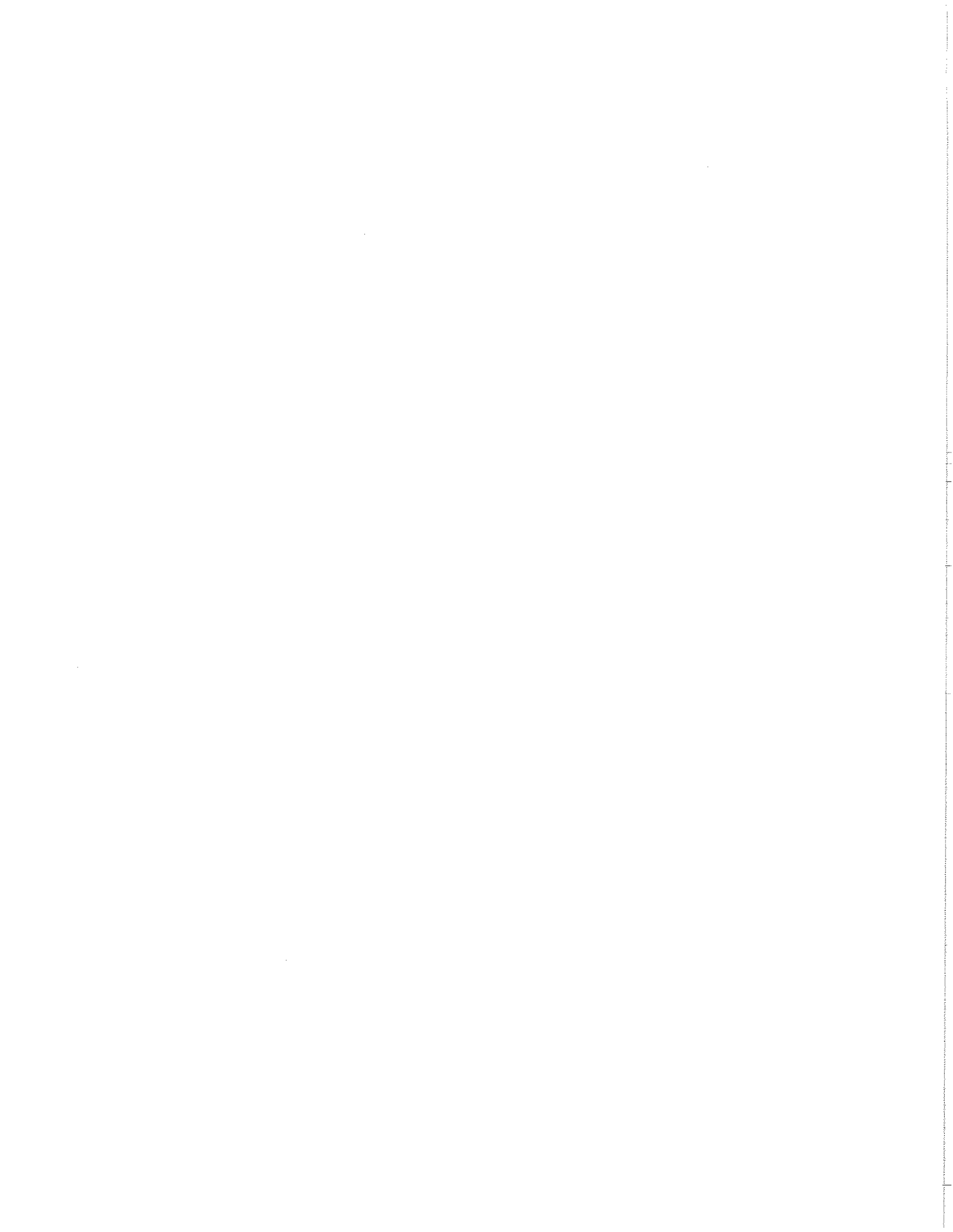


DCA11FR002
Collision - BNSF
Red Oak, Iowa
April 17, 2011

BNSF Nebraska Division
Timetable No. 7
Effective May 12, 2010



BNSF Railway Safety Vision

We believe every accident or injury is preventable. Our vision is that BNSF Railway will operate free of accidents and injuries. BNSF Railway will achieve this vision through:

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

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

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

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



Nebraska Division

Timetable No. 7

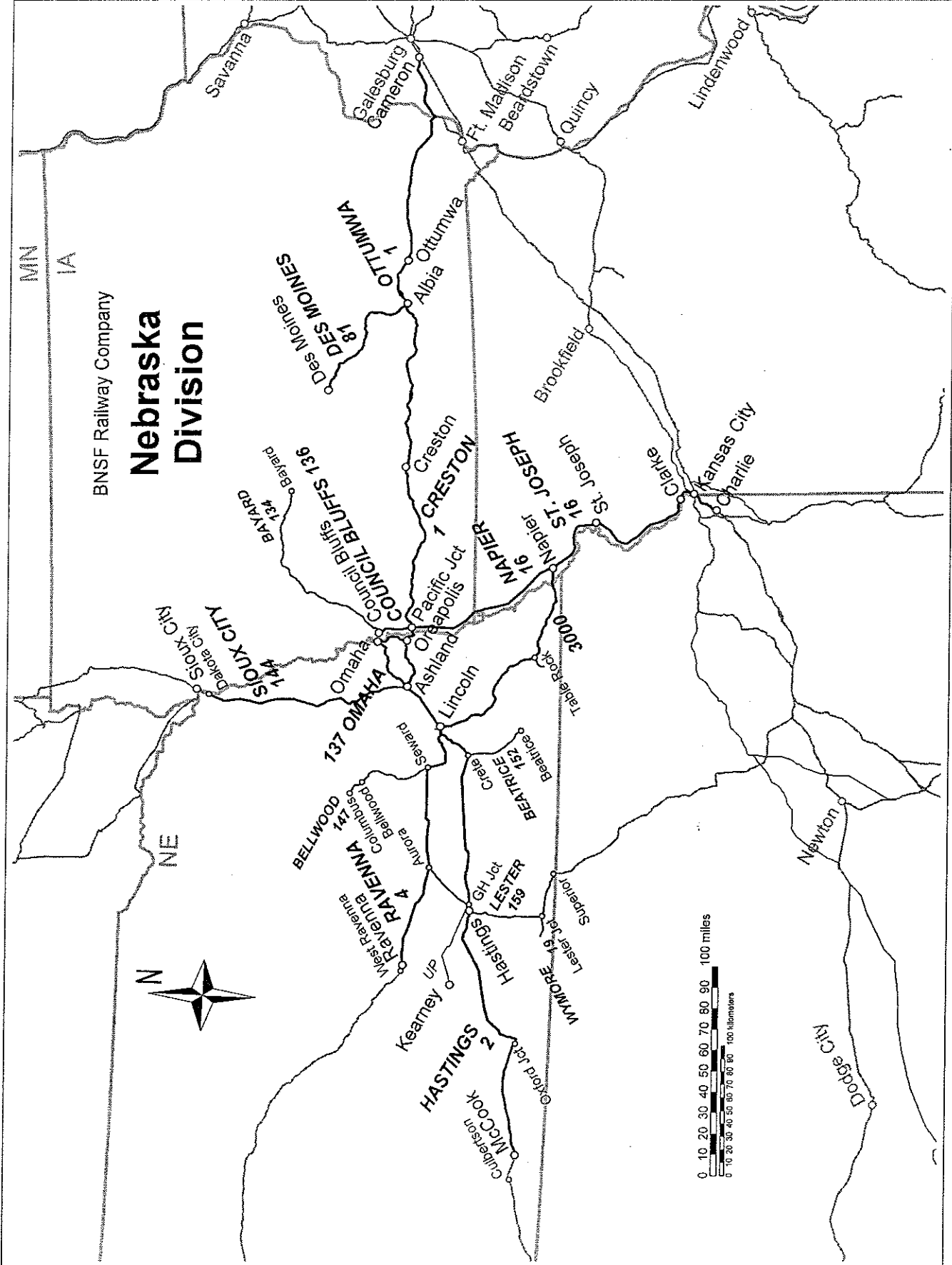
IN EFFECT AT 0800
Central Continental Time
Wednesday, May 12, 2010

Division General Manager

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

General Director Transportation

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



Division Managers

Aurora

R.W. Kipper Trainmaster (402) 694-7400

Burlington

J.M. Bainter Roadmaster (319) 758-5638

Chariton

L.A. Hoyle Roadmaster (641) 774-4283

Columbus

A.J. Stotts

Creston

C.E. Musgrove Road Foreman (641) 782-1932

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

Crete

K. Harless Asst. Roadmaster (402) 617-3970

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

Fairfield

O.L. Brady Signal Supervisor (641) 469-5220

Fremont

S. Amato Asst. Roadmaster (402) 422-5298

M.J. Kingston Roadmaster (402) 753-2101

Galesburg

D.A. Neubauer Asst. Roadmaster (309) 345-6458

..... Road Foreman (309) 345-6139

Hastings

T.D. Christian Trainmaster (402) 460-2300

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

Kansas City

S.D. Bailey Industry Trainmaster (816) 472-2262

E.F. Bunce Gen. Foreman Mechanical (816) 472-2286

T. Caldwell Terminal Trainmaster (816) 472-2302

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

D.R. Compton Terminal Trainmaster (816) 472-2302

J.M. Gambrell Terminal Trainmaster (816) 472-2302

C.A. Harper Terminal Trainmaster (816) 472-2302

T.P. Harrison Terminal Supt. (816) 472-2200

M.T. Hastings Terminal Trainmaster (816) 472-2302

N.L. Herbst Terminal Manager (816) 472-2410

D.F. Mendoza Roadmaster (816) 472-2203

S.A. Miller Terminal Trainmaster (816) 472-2332

D. Parrish Asst. Gen. Foreman Mech. (816) 472-2434

J.C. Sherman Trainmaster (816) 472-2302

C.B. Sherrill Car Foreman (816) 472-2332

M. Shumate Mgr. Trans. Coordinator (913) 551-2117

R. Sickler Mgr. Trans. Coordinator (913) 551-2117

E.O. Smith Mgr. Trans. Coordinator (913) 551-2117

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

J. Tylick Sr. Mgr. Term. Ops (Roc) (913) 551-2326

M. Varela Mgr. Trans. Coordinator (913) 551-2117

Lincoln

R.K. Anderson Asst. Dir. Maintenance (402) 458-7523

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

J.J. Chapell Mgr. Mtce. Planning (402) 458-7535

M.E. Chartraw Division Engineer West (402) 458-7724

F.R. Devries Signal Supervisor (402) 458-4345

C.M. Engel Superintendent Operations (402) 458-7634

E.D. Ficke Asst. Roadmaster (402) 458-4319

P. Fullen Supv. Engineering Support (402) 458-7606

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

G.A. Hill Human Resource Manager (402) 458-7475

J.W. Hill Roadmaster Support (402) 458-7717

J.P. Johnston Supv. Maint. Training (402) 458-7509

Lincoln (Continued)

T. Knapp Director Line Maintenance (402) 458-7511

M.L. Koetter Manager Signal Dept. (402) 458-7504

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

S.E. Lehman Supt. Op. Practices (402) 458-7565

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

G.L. Maczuga Project Engineer (402) 458-7537

D.P. Manson Mgr. Maintenance Planning (402) 458-7460

A.L. Miller Division Engineer East (402) 458-7531

D.E. Mordy Supervisor Structures (402) 458-7746

D.H. Mullins Gen. Const. Supervisor (402) 458-7501

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

G.J. Odenbach Roadmaster (402) 458-7458

D.R. Roberts Supervisor Structures (402) 458-7652

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

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

L.D. Schmidt Roadmaster (402) 458-7593

A.L. Shearer Mgr. Roadway Planning (402) 458-7542

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

S. Swanson Asst. Supervisor Structures (402) 458-7447

E.M. Warner Field Manager Meh (402) 458-7455

A.E. Wolfe Superintendent Operations (402) 458-7755

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

..... Trainmaster (402) 458-7615

Lincoln Terminal

B. Alstatt Terminal Trainmaster (402) 458-4315

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

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

R.E. Duncan Asst. Terminal Superintendent (402) 458-4308

T.W. Gall Car Foreman (402) 458-7595

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

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

R. Hendersen Terminal Trainmaster (402) 458-7696

M.J. Hobelman Terminal Manager (402) 458-5402

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

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

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

R.L. Lutow Car Foreman (402) 458-7595

J.P. Mahoney Gen. Foreman Mech. (402) 458-7621

G.G. Marcellus Roadmaster (402) 458-7538

M. Masur Terminal Trainmaster (402) 458-4315

L. McAllister Terminal Trainmaster (402) 458-7696

W.C. Pachar Terminal Trainmaster (402) 458-7696

D. Ramirez Terminal Trainmaster (402) 458-7696

B. Sharpe Terminal Manager (402) 458-7747

C. Weishan Road Foreman (402) 458-7796

J.R. Wetta Mgr. of Service Excellence (402) 458-0074

R. Williams Terminal Trainmaster (402) 458-7696

T.L. Wright Terminal Manager (402) 458-7510

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

T.A. Zervas Terminal Manager (402) 458-7567

..... Terminal Trainmaster (402) 458-7696

..... Road Foreman (402) 458-7304

McCook

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

T.W. Warnke Trainmaster (308) 345-5956

Omaha

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

M.E. Boehmer Terminal Trainmaster (402) 422-5267

D.S. Danielson Track Manager (817) 352-7332

M. Hughes Terminal Trainmaster (402) 422-5219

G.L. Jessop Terminal Trainmaster (402) 422-5219

D.S. Munson Terminal Manager (402) 422-5222

K.E. Russell Terminal Trainmaster (402) 422-5219

T. Wehland Signal Supervisor (402) 458-7530

R. Willie Terminal Trainmaster (402) 422-5219

Nebraska Division Safety Hotline (402) 458-7500

Ottumwa

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

Ravenna

A.J. Beenblossom..... Trainmaster (308) 452-2732

St. Joseph

M.M. Heiser Signal Supervisor (816) 364-7845

K.A. Mitchell..... Roadmaster (816) 364-7835

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

York

D.A. Marget Roadmaster (402) 362-5501

D.J. Palmer..... Asst. Roadmaster (402) 362-5501

Nebraska Division Safety Hotline (402) 458-7500

Length of Siding (Feet)	Station Nos.	Mile Post	Bayard Subdivision BRANCH LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.
			Rule 4.3	Rule 5.28			
9,524	78596	383.6		BAYARD			7.8
6,103	78593	391.4		COON RAPIDS			8.2
4,488	78585	399.6		DEDHAM			6.5
8,080	78578	406.1		TEMPLETON			6.1
	78572	412.2		MANNING	TWC	134	10.6
10,266	78562	422.8		MANILLA			7.6
	78554	430.4		DEFIANCE			16.9
9,952	78537	447.3		PORTSMOUTH			15.3
	78522	462.6		NEOLA			21.0
	27394	483.6	BJ5	COUNCIL BLUFFS	Rule 6.28		100.0

Radio Call-In		
Radio Channel 87 in service Bayard to Council Bluffs		
Dedham - 13(X)	Manilla - 14(X)	Persia - 15(X)
Council Bluffs (Pacific Jct.) - 19(X)		
Radio Channels 64, 66, and 82 in service at Omaha Terminal		
Emergency - Call 911		
DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5		

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

1. Speed Regulations

1(A). Speed—Maximum

MP 387.3 to MP 480.8 Freight 30 MPH.

1(B). Speed—Permanent Restrictions—None

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
- Portsmouth Elevator Track
- Neola Elevator Track

3. Type of Operation

TWC—in effect:
MP 387.3 to MP 480.8

4. General Code of Operating Rules Items

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

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Bayard—End of track is MP 383.6

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

Dedham	4021	building
	4022	loading dock
Aspinwall	4051	elevator
	4052	elevator
	4058	elevator
Manilla	4074	elevator
	4075	fertilizer building

Test Miles

MP 392 to MP 393
MP 476 to MP 477

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:

None

8. Line Segments

Road Line Segments

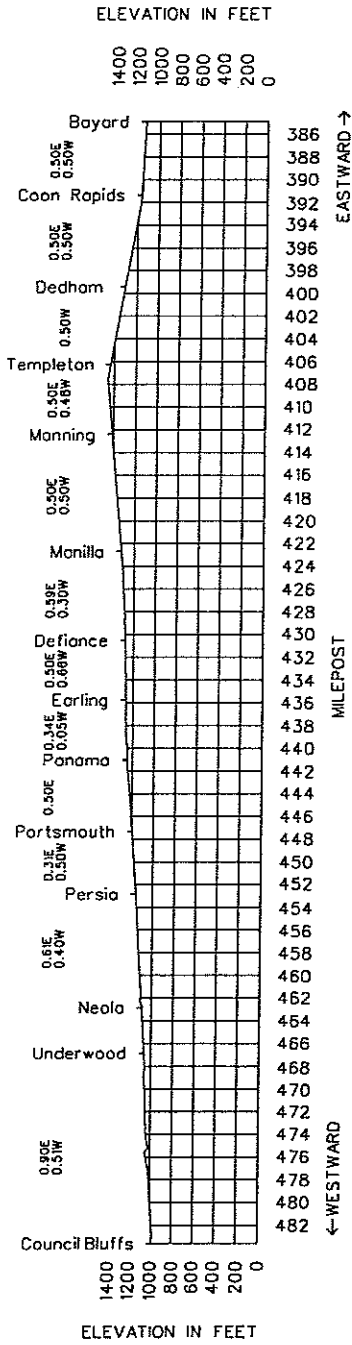
Line Segment Limits

134 Bayard-Council Bluffs

9. Other Location Information

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

10. Grade Chart



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.
	20518	0.7	CRETE	JR			10.3
	80810	11.0	WILBER				6.4
	80817	17.4	DE WITT		TWC	152	7.2
	80824	24.6	HOAG				10.2
	80830	34.8	BEATRICE		Rule 6.28		34.1

Radio Call-In	
Radio Channel 54 in service Crete to Beatrice	
Crete - 46(X)	
Emergency - Call 911	
DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5	

Dispatcher Information

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

1. Speed Regulations

1(A). Speed—Maximum

MP 0.7 to MP 34.8 Freight 30 MPH.

1(B). Speed—Permanent Restrictions

MP 19.9 to MP 20.0 10 MPH.

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

1(D). Speed—Other

Six-axle derricks 10 MPH.
System Special Instructions, Item 1(A) applies MP 0.7 to MP 34.8.

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car
MP 0.7 to MP 34.8 143 tons, Restriction D

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

- Shestak Elevator track
- Hoag Koch tracks 1010—1012
- Hoag Agrium Lead

Not more than two locomotives are permitted on the Agrium Lead at Hoag.

3. Type of Operation

Restricted Limits—in effect:
MP 0.7 to MP 6.0

TWC—in effect:
MP 6.0 to MP 27.0

4. General Code of Operating Rules Items

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

Rule 6.28—in effect from MP 27.0 to MP 34.8.

Rule 8.20 Derail Location and Position—A derail is located on the main track at MP 30.4.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

**7. Special Conditions
Crossing Protection**

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

Southeast Nebraska COOP—

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

Beatrice Industrial Park—A Switch Point Derail is located 930 feet from the Main Track Switch. Hinge-type derrails are located on both stub tracks inside the Industrial Park. The South Stub Track serves Accuma Industry.

Heat Restriction—When the temperature is expected to exceed 80 degrees, unit grain trains - loaded or empty - must operate between MP 3.0 and MP 34.8 between 2100 and 0900 hours.

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

Crete	Crete Cold Storage	5029	gate and fence
Dewitt	South Elevator	5352	grain bins
	North Elevator	5351	dock
Hoag	Farmland	1012	elevator
	Agrium	1021	dock and poles
	Agrium	1022	scale and poles
	Agrium	1023	poles
	Agrium	1024	poles
Beatrice	SE Nebr. COOP	1103	unloader
	Main Track	1199	posts

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

Shestak	MP 4.8 to MP 5.1	9926-Main Track
Beatrice	Southeast COOP	1101 thru 1103

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 15.0 to MP 30.2

8. Line Segments

Road Line Segments

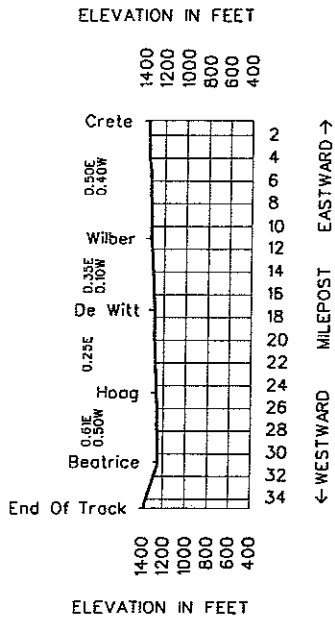
Line Segment Limits
152 MP 0.7 to MP 34.8

8 NEBRASKA DIVISION—No. 7—May 12, 2010—Beatrice Subdivision

9. Other Location Information

Name	Miles - Location	Capacity Cars	Switch Opens
Crete South Yard	2.0 west of Crete	110	Both
Crete Storage	4.0 west of Crete	5	West
Farmland Foods	4.3 west of Crete	15	West
80840 Shestak	4.9 west of Crete	12	Both
80825 Agrium	0.3 west of Hoag	53	West
80833 Gasco Spur	3.2 west of Beatrice	2	East
Beatrice Industrial Park	1.0 east of Beatrice	N-5 S-16	West

10. Grade Chart



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

Radio Call-In	
Radio Channel 39 in service BR Jct. to Columbus	
Seward (Pleasant Dale) - 05(X)	David City - 06(X)
Emergency - Call 911	
DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5	

Dispatcher Information
(817) 867-7083, Fax (817) 234-6079

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts

MP 27.7X	15 MPH
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1(D). Speed—Other

David City, diamond (HER)	10 MPH.
Bridges 27.62 and 40.57, cars heavier than 136 tons	10 MPH.

System Special Instructions, Item 1(A) applies on the entire Subdivision.

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

2. Bridge and Equipment Weight Restrictions—

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

3. Type of Operation

TWC—in effect:
MP 27.7X to MP 66.5

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Exempted Track—None

7. Special Conditions

Seward—Trains must not occupy the Highway 34 crossing at MP 26.0 until the crossing lights warning highway traffic have been operating for 20 seconds or until the movement is protected by a crew member.

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

Seward	Dock Track	9908	loading dock
	Business Track	9910	building
Hughes Bros.	Track 10	1202	building
Staplehurst	Elevator Stub	3901	building
Ulysses	House Track	4082	building
Garrison	House Track	3951	building
	Elevator Track	3952	building
David City	Elevator Track	9903	building
	Butler Siding	3962	building
Bellwood	Elevator Track	3981	building
	Fertilizer Stub	3983	building

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

Seward	1201-1299, 9909-9910
Bellwood	3981-3982

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Bellwood Subdivision.

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

MP 26.0 to MP 47.0

8. Line Segments

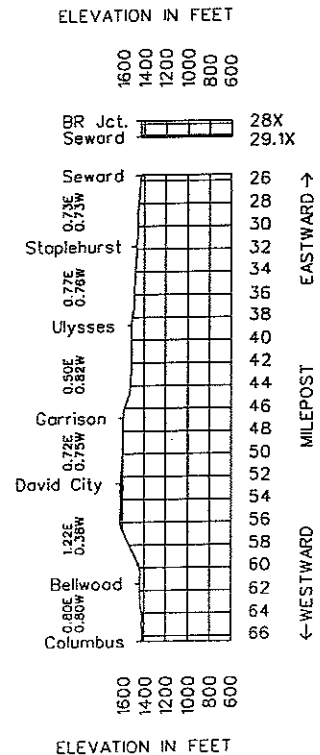
Road Line Segments

Line Segment	Limits
165	MP 27.7X to MP 29.1X
147	MP 25.5 to MP 66.5

9. Other Location Information

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

10. Grade Chart



10 NEBRASKA DIVISION—No. 7—May 12, 2010—Council Bluffs Subdivision

WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Council Bluffs Subdivision MAIN LINE STATIONS		Line Segment	Miles to Next Stn.	EAST WARD ↑	
				Rule 4.3	Type of Oper.				
		20436	475.0	PACIFIC JCT.	CJTR		11.0		
	5,136	27388	486.0	ISLAND PARK		136	2.6		
		27389	488.6	CBEC JCT.	JT		TWC	3.2	
		27394	491.8	COUNCIL BLUFFS	ABJS		Rule 6.28	1.6	
		27397	493.4	BN JCT.	J				
Between BNSF Jct. and 7th Street, UPRR timetable and special instructions govern.									
		27398	496.0	7TH STREET	J	136	0.2		
		27400	496.2	OMAHA	J		CTC	18.6	

Radio Call-In	
Radio Channel 87 in service Pacific Jct. to Omaha	
Pacific Jct. - 19(X)	
Radio Channels 64, 66, and 82 in service at Omaha Terminal	
Emergency - Call 911	
DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5	

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

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 475.0 to MP 488.6	25 MPH	25 MPH
MP 493.4 to MP 496.2	25 MPH	25 MPH

1(B). Speed—Permanent Restrictions

MP 475.4 to MP 475.7	10 MPH	10 MPH
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1(C). Speed—Switches and Turnouts

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

1(D). Speed—Other

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

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

Pacific Jct. to Omaha 143 tons, Restriction D

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

3. Type of Operation

Restricted Limits—in effect:
MP 475.0 to MP 476.5

TWC—in effect:
MP 476.5 to MP 488.6

CTC—in effect:
MP 496.0 to MP 496.2

Interlocking Instructions

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

4. **General Code of Operating Rules items**
Rule 6.19—When flagging is required, distance will be 1 mile.
Rule 6.28—in effect from MP 488.6 to MP 493.4.
5. **Trackside Warning Detectors (TWD)**—None
6. **FRA Excepted Track**—None
7. **Special Conditions**

Pacific Jct.—The eastward distance signal located at MP 475.7 governs movements to the Creston Subdivision via the West Leg of the Wye only. Movements to the Creston Subdivision via the East Leg of the Wye will be governed by Rule 6.28. Trains receiving signal aspect 9.1.8 (Approach) must communicate with the dispatcher before blocking any grade crossings.

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

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

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

Trains and engines are prohibited from operating on Bartlett Elevator tracks 1, 2, or 3 and on Western Engineering track unless the overhead unloading devices are completely retracted.

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

The UP Council Bluffs Subdivision Dispatcher is on radio channel 42. Use *30 to contact the UP Council Bluffs Subdivision Dispatcher. The UP Council Bluffs Tower Yardmaster monitors Radio Channel 38. Crews unable to contact the UP directly may contact the Gibson Yardmaster for assistance.

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

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

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

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Council Bluffs Subdivision.

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:
 None

8. Line Segments

Yard Line Segments

Line Segment Limits
 877 Council Bluffs Yard

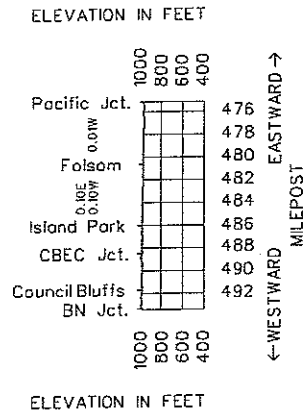
Road Line Segments

Line Segment Limits
 136 Pacific Jct to Omaha

9. Other Location Information

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

10. Grade Chart



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

Length of Siding (Feet)	Station Nos.	Mile Post	Creston Subdivision		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
			MAIN LINE	STATIONS				
	20355	392.9	CRESTON	BXY		2MT TWC TWS	2.3	
		395.2	CP 3952			CTC	10.5	
		405.7	CP 4057			CTC	3.2	
		408.9	CP 4089	X(2)		2MT CTC	3.1	
		412.0	CP 4120			CTC	10.2	
	20384	422.2	NODAWAY			CTC	3.3	
		425.5	CP 4255	X(2)		2MT CTC	3.4	
	20388	428.9	CP 4289			CTC	7.8	
		436.7	CP 4367			CTC	6.6	
			RED OAK To Shenandoah 20.0	T		2MT CTC	4.2	
	20403	443.3				CTC		
	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	
		475.1	WEST PACIFIC JCT.	JT		CTC	5.0	
	20436	0.0				CTC		
	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)		2MT CTC	1.1	
		36.4	CP 364	JTX		CTC	4.7	
		41.1	CP 411	X(2)		CTC	6.5	
6,650	20484	47.6	WAVERLY	X(2)		CTC	5.9	
		53.5	CP 535	X(2)		CTC	1.3	
	20491	54.8	HAVELOCK	BX		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	END CRESTON SUB			CTC		
		0.0	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 466.0 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 (Plattsouth), 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
MP 35.0, through XO.....	25 MPH	25 MPH
MP 35.1, through XO.....	40 MPH	40 MPH
100 TOB and over.....		25 MPH
MP 36.4, (CP 364), through XO.....	25 MPH	25 MPH
MP 41.1, (CP 411), through X(2).....	40 MPH	40 MPH
100 TOB and over.....		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
MP 58.9, (Baird), through X(2).....	40 MPH	40 MPH
100 TOB and over.....		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

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 than 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—VWD 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—VWD only—Recall Code 177

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

- 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 Exempted 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	1205	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

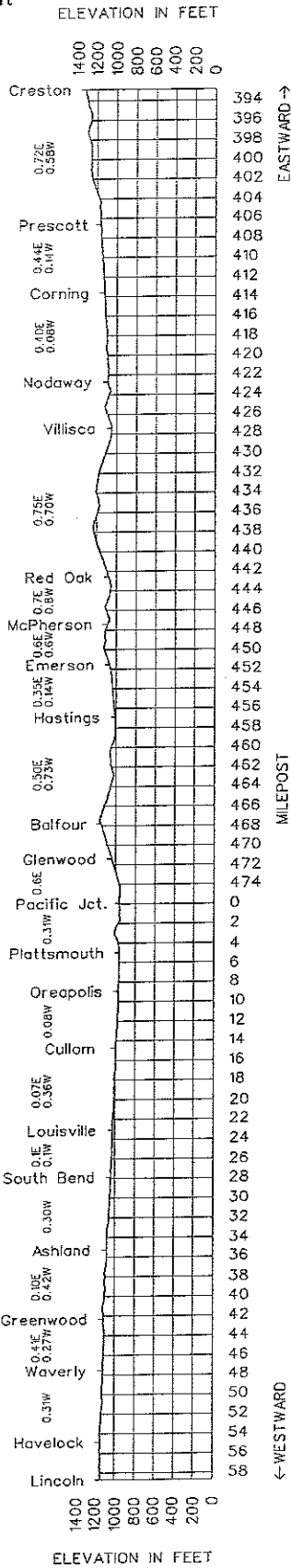
Line Segment	Limits	Mileposts
92	Red Oak Industrial Track	.0.1 to 3.05
93	Red Oak to Shenandoah	.0.4 to 20.0
1	MP 392.9 to MP 475.2	
2	MP 0.0 to MP 59.6	

(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



16 NEBRASKA DIVISION—No. 7—May 12, 2010—Des Moines Subdivision

WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Des Moines Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Str.	EAST WARD ↑
		20285	0.0	ALBIA	RJ			9.1	
		77509	9.1	LOVILIA				4.8	
		77514	13.9	BUSSEY				10.8	
		77525	24.7	DURHAM				8.1	
	4,309	77533	32.8	KNOXVILLE		TWC	81	10.1	
	4,309	77544	42.9	HAWKEYE				5.8	
		77549	48.7	SWAN				4.6	
		77553	53.3	RUNNELLS				14.5	
		77569	67.8	DES MOINES	BR	Rule 6.28		67.8	

Radio Call-In	
Radio Channel 66 in service Albia to Des Moines	
Albia/Tracy-51(X)	Knoxville-52(X)
Radio Channel 22 in service on the NS Railroad	
Emergency - Call 911	
DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5	

Dispatcher Information
(817) 867-7144, Fax (817) 234-6411

1. Speed Regulations

1(A). Speed—Maximum

MP 0.0 to MP 67.8	Freight 35 MPH.
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1(B). Speed—Permanent Restrictions

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

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

1(D). Speed—Other

Des Moines within restricted limits.....	10 MPH.
Bridges 25.42, 29.43, 31.56, 40.0, 47.44, cars heavier than 134 tons.....	25 MPH.

Temperature Speed Restrictions

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

MP 0.0 to MP 67.8	
Trains 100 TOB and over.....	25 MPH.
Trains under 100 TOB	30 MPH.

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car

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

Not more than one four-axle locomotive is permitted on industry tracks, except at Runnels, track 1798 (former siding) and at Hawkeye, Cascade Lumber, track 1510.

3. Type of Operation

TWC—in effect:
MP 1.9 to MP 63.1

Restricted Limits—in effect:

MP 0.0 to MP 1.9
MP 63.1 to MP 67.4

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1.0 mile.
Rule 6.28—Rule 6.28 is in effect from MP 67.4 to MP 67.8

5. Trackside Warning Detectors (TWD)—None

6. FRA Exempted Track—None

7. Special Conditions

Bussey—BNSF operates over the NS from MP 10.66 to MP 21.76.

Des Moines—BNSF operates over the NS from MP 47.6 to MP 63.17.

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

Knoxville	Stock Track	1321	fence
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Test Mile

MP 59.0 to MP 58.0.

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Des Moines Subdivision.

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

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

8. Line Segments

Yard Line Segments

Line Segment	Limits
840	Des Moines

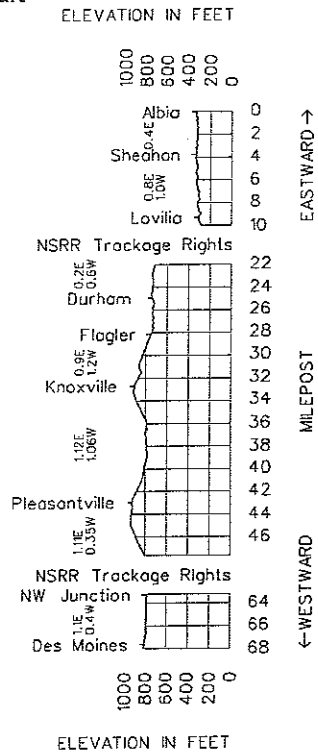
Road Line Segments

Line Segment	Limits
81	Albia to Des Moines

9. Other Location Information

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

10. Grade Chart



18 NEBRASKA DIVISION—No. 7—May 12, 2010—Giltner Subdivision

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

Radio Call-In	
Radio Channel 39 in service GH Jct. to Aurora	
Aurora-02(X)	
Radio Channel 54 in service M-F 0700-1500	
Hastings-28(X)	Saronville-27(X)
Emergency - Call 911	
DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5	

Dispatcher Information

Monday-Friday, 0700-1500: (817) 234-6304, Fax (817) 234-6080.
 All other times: (817) 867-7083, Fax (817) 234-6079.

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions—None

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

1(D). Speed—Other

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

Temperature Speed Restrictions

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

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

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car

GH Jct. to Aurora..... 143 tons, Restriction A

3. Type of Operation

TWC—in effect:

MP 23.0 to MP 1.0

CTC—in effect:

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

Restricted Limits—in effect:

MP 26.2 to MP 23.0

4. General Code of Operating Rules Items

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

Rule 6.28—in effect:

MP 1.0 to MP 0.4, including east and west legs of wye

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Giltner Subdivision.

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:
 None

8. Line Segments

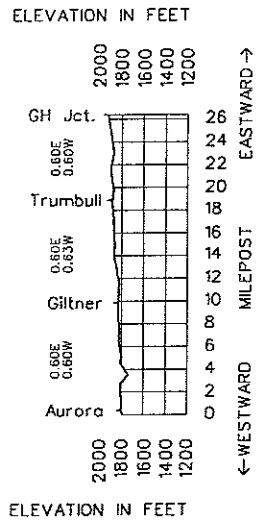
Road Line Segments

Line Segment Limits

160 GH Jct. to Aurora

9. Other Location Information—None

10. Grade Chart



Length of Siding (Feet)	Station Nos.	Mile Post	Hastings Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
		58.9	BAIRD	X(2)MJ	Rule 6.28		0.5
		59.6	LINCOLN DEPOT	BP			0.8
		60.4	HALL	X(2)MJT			6.5
	20503	66.9	COBB To CP 39 - 3.8 via Cobb Line	J			2.5
6,493	20505	69.4	DENTON				6.8
6,870	20512	76.2	BERKS				3.3
		79.5	CP 7947				0.2
	20516	79.7	CRETE				0.8
		80.5	CP 8055	J			7.6
6,753	20524	88.1	DORCHESTER				9.1
6,825	20533	97.2	FRIEND				8.6
6,990	20542	105.8	EXETER				7.2
7,325	20549	113.0	FAIRMONT				6.7
6,630	20556	119.7	GRAFTON				8.2
5,550	20564	127.9	SUTTON				4.4
6,590	20568	132.3	SARONVILLE				8.4
6,656	20577	140.7	HARVARD				6.8
6,626	20583	147.5	INLAND				4.5
	20588	152.0	HALLORAN				1.5
		153.5	GH JCT	JT	CTC	2	1.4
4,448	20591	154.9	BRICK YARD				1.6
7,900	20592	156.5	HASTINGS	JT			6.1
	20598	162.6	JUNIATA				8.4
6,806	20607	171.0	KENESAW				7.7
6,372	20614	178.7	HEARTWELL				9.6
7,270	20624	188.3	MINDEN				9.5
7,434	20634	197.8	AXTELL				6.6
	20640	204.4	FUNK				6.6
8,675	20647	211.0	HOLDREGE	J			7.3
7,075	20654	218.3	ATLANTA				13.2
	20667	231.5	OXFORD JCT	J			2.5
7,603	20670	234.0	OXFORD				7.8
6,732	20677	241.8	EDISON				6.5
	20684	248.3	ARAPAHOE				6.0
6,769	20690	254.3	HOLBROOK				8.3
6,706	20698	262.6	CAMBRIDGE				7.7
3,638	20706	270.3	BARTLEY				6.0
6,711	20712	276.3	INDIANOLA				11.5
7,851	20724	287.8	McCOOK	BT			1.3
	20726	289.0	CP 2890				224.8

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

Radio Call-In		
Radio Channel 66 in service Lincoln Yard		
Lincoln Yard 66 - 31(X)		
Radio Channel 54 in service Lincoln to East Heartwell		
Crete-26(X)	Fairmont-25(X)	Saronville-27(X)
Hastings-28(X)		
Radio Channel 70 in service East Heartwell to McCook		
Minden-11(X)	Holdrege-12(X)	Arapahoe-13(X)
Bartley-14(X)	McCook-15(X)	
Radio Channel 66 in service Hasting Yard and McCook Yard for switching only		
Emergency - Call 911		
DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5		

Dispatcher Information
 Lincoln to East Heartwell—M-F 0700-1500:
 (817) 234-6304, Fax (817) 234-6080
 All other times:
 (817) 234-6051, Fax (817) 234-6072
 East Heartwell to McCook—All times:
 (817) 234-6051, Fax (817) 234-6072

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 58.9 to MP 289.0	79 MPH.	60 MPH.
Trains 100 TOB and over		45 MPH.

1(B). Speed—Permanent Restrictions

Via Cobb Line		
MP 3.9 to MP 7.8	35 MPH.	35 MPH.
MP 7.8 to MP 67.1	35 MPH.	35 MPH.
100 TOB and over		25 MPH.
Via Passenger Tracks		
MP 58.9 to MP 60.4	15 MPH.	15 MPH.
MP 60.4 to MP 62.9	75 MPH.	50 MPH.
MP 62.9 to MP 63.5	60 MPH.	50 MPH.
MP 63.5 to MP 66.7	75 MPH.	50 MPH.
MP 66.7 to MP 67.1	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 156.0 to MP 156.5 (HER)	60 MPH.	
MP 219.5 to MP 228.0	70 MPH.	
MP 229.3 to MP 230.1	60 MPH.	50 MPH.
MP 284.1 to MP 284.7	65 MPH.	
MP 286.0, WWD trains (HER)	50 MPH.	50 MPH.
MP 288.0 to MP 288.2	30 MPH.	30 MPH.
MP 288.2 to MP 288.9	60 MPH.	

1(C). Speed—Switches and Turnouts

MP 58.9, turnouts		
MT1 or MT2 to Passenger 1 or 2	15 MPH.	15 MPH.
MP 66.7 to MP 67.1, through turnout	35 MPH.	35 MPH.
MP 231.7, through turnout	10 MPH.	10 MPH.
Turnouts of controlled Sidings	20 MPH.	20 MPH.

1(D). Speed—Other

Sidings: Friend, Exeter, Grafton, Sutton,		
Harvard, Inland, Heartwell, Bartley	10 MPH.	10 MPH.
Dorchester, over scale on elevator track	5 MPH.	5 MPH.
Funk, all movements, all tracks between derails ..	5 MPH.	5 MPH.
Clyde, all movements	5 MPH.	5 MPH.

Temperature Speed Restrictions

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

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

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
 Baird to CP 2890 143 tons, Restriction A

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

Fairmont	East leg of wye
Grafton	Elevator Track
Halloran	Equalizer Tracks A thru F
Inland.....	Elevator Track
Juniata.....	South House track
Kenesaw.....	Stock track
Atlanta	Elevator Track
Indianola.....	South House track
Indianola.....	North House track

3. Type of Operation
CTC—in effect:
 MP 60.4 to MP 289.0
 MP 3.9 to MP 7.8 (Cobb Line)

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, distance will be 2.0 miles.

Rule 6.28 in effect—Between Baird and Hall.

Rule 8.20 Exception—The derrails at Holdrege are located at the Stop Sign going eastward on the NKC Main on the east leg of the wye, MP 0.85, and 25 feet east of the B&D Spur Switch on the west leg of the wye.

Rule 15.1—Eastward Amtrak crews (NRPC) going on duty at Denver must obtain a General Track Bulletin (GTB) showing Restrictions in effect on the Nebraska Division, Hastings Subdivision.

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

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

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

5. Trackside Warning Detectors (TWD)
 A. Protecting Bridge, tunnel or other structures—None
 B. Other TWD Locations
 MP 85.4—Recall Code 267
 MP 100.6—Recall Code 268
 MP 122.8—Recall Code 258

- MP 143.3—Recall Code 287
- MP 161.1—Recall Code 288
- MP 191.1—Recall Code 118
- MP 205.9—Recall Code 127
- MP 223.0—Recall Code 128
- MP 238.3—Recall Code 137
- MP 258.1—Recall Code 138

6. FRA Excepted Track—None

7. Special Conditions
Lincoln—To allow movements to continue over St. Joe Main 1 and the Main 2 diamond while Track and Time authority is issued on the Passenger Main east of the diamond, an identifiable track and time limit is established. A "Track and Time Point 1" sign has been placed on the Passenger Main just east of the St. Joe Main and the Main 2 diamond. This sign will be used to designate the begin/end limit for track and time issued on the Passenger Main.

An example: Athey, Authority number 250-60, Granted on Passenger Main Track Between EBSC, Hall, SW-Y, and T&T Point one, Hall, until 1315.

Hastings—When trains and/or cars are standing on the main track, the siding, or on track 101 in close proximity to the crosswalk at the west side of the Hastings yard office, MP 156.6, all trains passing through will sound the whistle and ring the bell as a warning for people using the crosswalk.

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

Hastings—Interchanging Unit Coal Trains to the UP—All unit coal trains destined to interchange to the UP must be reported delivered to track 7303 at Hastings and reported by VTR.

Clyde—Engines must not go beyond the first 250 feet of track 801.

McCook—A crater free area has been established in front of the McCook depot. Signs reading "CRATER FREE AREA" have been posted on the north side of the main track in front of the depot. Do not stop trains or engines on the main track between these signs, however Amtrak is excepted and may stop between these signs.

When trains or light engines are in front of the depot (MP 287.75 to MP 287.85) on the main track or the siding, they are not required to sound whistle signal GCOR Rule 5.8.2 (3) prior to departing McCook. The locomotive bell will be rung per GCOR Rule 5.8.1.

Remote Control Operations—Signs located at MP 66.6 on the Hastings Subdivision designate the Remote Control Area at Lincoln Terminal.

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

Crossing Protection—When using the siding at Holdrege do not occupy the crossing at MP 210.9, East Ave., unless the crossing warning signals are known to be operating for over 20 seconds.

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

Fairmont MP 113.80 Inside hand-throw switch, track 3751 at west crossover
 Halloran MP 151.5 East Halloran, inside switch
 Minden MP 188.56 West Elevator hand throw crossover switch
 Edison MP 241.58 East Elevator hand throw crossover switch
 McCook MP 288.07 West Yard Lead hand throw crossover switch to siding
 MP 288.12 Siding hand throw crossover switch to West Yard Lead

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

Bartley House Track 1401 grain bins

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

Crete 5001 thru 5003
 Fairmont 3702 thru 3704
 Halloran 7206 thru 7208
 Hastings 103-104
 Holdrege 101 thru 103
 Oxford 197-102, 102-103
 McCook 100 thru 111

Test Miles

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

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Hastings Subdivision, MP 60.4 to MP 289.0 and MP 3.9 to MP 7.8 (Cobb Line).

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

MP 66.0 to MP 80.0
 MP 231.0 to MP 242.0
 MP 270.0 to MP 285.0

8. Line Segments

Yard Line Segments

Line Segment Limits
 875 Lincoln
 876 Hastings
 882 Crete
 906 McCook

Road Line Segments

Line Segment Limits
 2 Baird to McCook.
 163 MP 3.9 to MP 7.8

9. Other Location Information

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

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.
	20592	0.7	HASTINGS	JTR			10.1
	82409	10.1	AYR JCT To Roseland 6.9				1.6
	82411	11.7	AYR		TWC	159	7.4
	81386	19.1	BLUE HILL				11.6
	82430	30.7	COWLES				6.3
	81143	37.0	LESTER JCT	JT	Rule 6.28		37.0

Radio Call-In	
Radio Channel 85 in service Hastings to Lester Jct.	
Hastings-41(X)	Lester Jct.-42(X)
Emergency - Call 911	
DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5	

Dispatcher Information

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

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 0.7 to MP 37.0	10 MPH.
MP 36.4X to MP 37.0X - East Leg of Wye Lester Jct.	10 MPH.

1(B). Speed—Permanent Restrictions—None

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

1(D). Speed—Other

MP 1.0, EWD over crossing (HER)	5 MPH.
MP 1.97, EWD over crossing (HER)	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

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

Cowles	House track
Ayr	City track

3. Type of Operation

Restricted Limits—in effect:
MP 0.7 to MP 3.0

TWC—in effect:
MP 3.0 to MP 36.0

4. General Code of Operating Rules Items

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

Rule 6.28—in effect:

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions—

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 22.0 to MP 37.0
- MP 36.4X to MP 37.0X (East leg of wye)

8. Line Segments

Road Line Segments

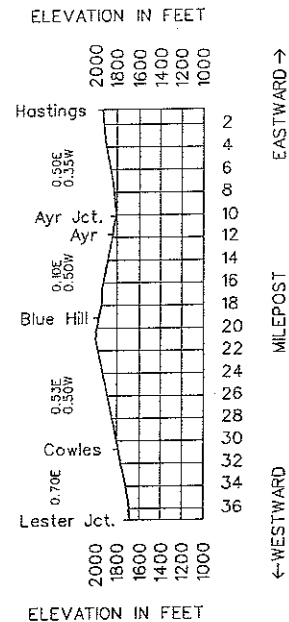
Line Segment Limits

- 159 Hastings to Lester Jct.
- 161 Ayr Jct. MP 66.08 to Roseland MP 59.7

9. Other Location Information

Name	Miles - Location	Capacity Cars	Switch Opens
82507 Roseland	6.9 west of Ayr Jct	110	Both

10. Grade Chart



24 NEBRASKA DIVISION—No. 7—May 12, 2010—Napier Subdivision

W G E N T I V E A I R D I D ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Napier Subdivision		Type of Oper.	Line Segment	Miles to Next Stn.
				MAIN LINE STATIONS				
		28097	97.4	NAPIER	JR			11.9
	2,640	27312	109.3	CRAIG	P			5.7
	6,157	27318	115.0	CORNING				18.8
	6,160	27337	133.8	WATSON				8.2
	8,900	27345	142.0	HAMBURG	T	TWC	18	7.3
	6,160	27352	149.3	PAYNE				11.3
	8,827	27364	160.6	McPAUL				13.6
		20436	174.2	PACIFIC JCT	JFRT			76.8

Radio Call-In		
Radio Channel 85 in service Napier to Pacific Jct.		
Corning-14(X)	Hamburg-13(X)	Pacific Jct S-03(X)
Emergency - Call 911		
DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5		

Dispatcher Information

M-F, 0700-2300:
(817) 234-1351, Fax (817) 234-1381

All other times:
(817) 234-6045, Fax (817) 234-1263

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 97.4 to MP 173.9	49 MPH.
Trains 100 TOB and over	45 MPH.

1(B). Speed—Permanent Restrictions—

MP 173.9 to MP 174.2, West leg of wye	10 MPH.
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1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

Payne, siding	15 MPH.
McPaul, Siding	25 MPH.
MP 162.2 to MP 162.3, WWD (HER) departing siding	10 MPH.
All other sidings	10 MPH.

Temperature Speed Restrictions

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

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car
Napier to Pacific Jct..... 143 tons, Restriction A

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

3. Type of Operation

Restricted Limits—in effect:
MP 97.4 to MP 99.3
MP 171.0 to MP 174.2

TWC—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—WWD only (Creston Sub)
Dual Reporting—BNSF channels 85 and 87
 - B. Other TWD Locations
MP 0.4—DED—EWD only (Creston Sub)
Dual Reporting—BNSF channels 85 and 87
MP 116.2—Recall Code 148
MP 136.7—Recall Code 138
MP 164.2—Recall Code 038
Transmits audio readout of train inspection on Channel 87 Creston Subdivision and Channel 85 Napier Subdivision.
6. **FRA Excepted Track—None**
7. **Special Conditions**

Bigelow—Trains or engines operating on other than the Main Track must not occupy the crossing at MP 101.99 - Highway 118 - until the crossing lights have been operating for at least 20 seconds, or movement over the crossing is protected by a crew member. A "Crossing Signal Start" sign is located east of Highway 118 on all tracks other than the main track. Crossing lights will begin operating when the movement passes the "Crossing Signal Start" sign.

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

McPaul—Westward trains departing McPaul siding must not exceed 10 MPH. to allow for crossing signal activation.

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

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

SSI Item 12 - Switch Control/Monitoring Systems—
POS—in effect
All siding switches

Close Clearances—Do not ride the side of equipment at the following locations due to close clearance:
Hamburg ConAgra 6603 fence/loading dock
 Manildra 6611 building
 Manildra 6612 building

Close Track Centers—Do not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:
Pacific Jct. 2031 thru 2033

Test Miles
MP 106 to MP 107
MP 166 to MP 167

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Napier Subdivision.

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

- MP 97.0 to MP 103.0
- MP 140.0 to MP 144.0

8. Line Segments

Road Line Segment

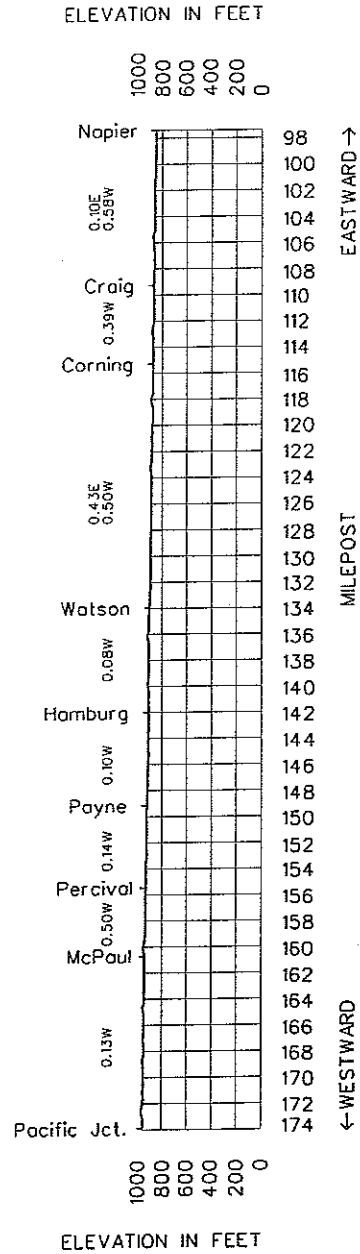
Line Segment Limits

16 Napier to Pacific Jct.

9. Other Location Information

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

10. Grade Chart



26 NEBRASKA DIVISION—No. 7—May 12, 2010—Omaha Subdivision

Length of Siding (Feet)	Station Nos.	Mile Post	Omaha Subdivision		Line Segment	Miles to Next Stn.	
			MAIN LINE STATIONS	Rule 4.3			
	20445	0.0	OREAPOLIS	JT	137	0.4	
		0.4	EAST WYE OREAPOLIS	AJ		CTC	7.2
7,325	80208	7.6	BELLEVUE				5.8
		13.4	MISSOURI AVE.				1.6
	80214	15.0	GIBSON	BP		2MT CTC	1.8
	27400	16.8	OMAHA	J			1.1
5,661	27400	17.9	LONG SIDING				2.5
7,161	80221	20.4	SOUTH OMAHA	JT			11.0
5,300	80230	31.4	CHALCO			CTC	9.9
5,475	80241	41.3	MELIA				5.4
	20471	46.7	EAST WYE ASHLAND	JMT X(2)			46.7

Radio Call-in

Radio Channel 87 in service Oreapolis to East Wye Ashland

Ashland-18(X) Pacific Jct.-19(X)

Radio Channels 64, 66, and 82 in service at Omaha Terminal

Emergency - Call 911

DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5

Dispatcher Information

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

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 0.0 to MP 46.7	79 MPH	50 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 46.7	50 MPH	50 MPH

1(C). Speed—Switches and Turnouts

Through turnouts and sidings at following locations:

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

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

1(D). Speed—Other

Gibson Yard, track 231 and track 232	5 MPH
Bridge 44.86—cars heavier than 134 tons	25 MPH
Bridge 45.62—cars heavier than 134 tons	25 MPH

Temperature Speed Restrictions

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

MP 1.7 to MP 14.8	Freight
MP 21.5 to MP 46.7	
Trains 100 TOB and over	40 MPH
Trains under 100 TOB	50 MPH

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

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

Oreapolis to Ashland 143 tons, Restriction D

Omaha—Six-axle derricks may operate on Main 1 only and must keep off all other tracks adjacent to the passenger station canopies.

Omaha—Auto racks, piggyback cars, loaded double-stacks and excess height cars must not be handled on Main 2.

Six-axle locomotives are prohibited on the following tracks:

Omaha	Con Agra Elevator B	443, 447
	Nox Crete Incorporated	421
	Syngenta Corp.	211 thru 220
	PCA	221
	Cargill Molasses	241
	Omaha Transload	331 thru 337
Ralston	Builder's Supply	1591

3. Type of Operation

CTC—in effect:

MP 0.0 to MP 46.7
MP 16.6 to MP 17.2 on Platform Track

Multiple Main Tracks—in effect:

2 MT:
MP 14.8 to MP 17.2

Interlocking Instructions

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

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Omaha—Tracks 231 (Cascade Track) and 232 (L&D Reload Track) are designated as Locomotive Service Tracks.

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

1. The dispatcher must code in an unlock request before the door on the electric lock control box is opened.
2. Movements from the main track to the locomotive service area must occupy the track circuit extending from 75' to 150' east of the switch.

- After the dispatcher has coded in an unlock request, a crew member of the movement can open the electric lock control box and pull the handle upward to the intermediate position. The electric lock should unlock within 20 seconds. If the electric lock does not unlock, contact the Gibson Yardmaster or the dispatcher.

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

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

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

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

All freight trains stopped at South Omaha must verify that train line integrity is intact before proceeding. If a 10 psi or greater automatic brake application has not been made, an automatic brake application of at least 10 psi must be made, and the crew must verify that brake pipe pressure at the rear of the train has dropped. When the brakes are released, the crew must verify that the end of train brake pipe pressure is being restored. If train line integrity cannot be verified, the crew must visually inspect the entire train.

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

S. Omaha	Brandon	1520	building
	Nat'l. Byproducts	1522	building
	Design 4	1532	building
	S. Om. Supply	1533	building
	Sutherlands	1561	building
Omaha	Macks	201	building
	Syngenta 1	211	building
	Syngenta 3-4	216	building
	Syngenta 5-6	215	building
	PCA	221	building

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

S. Omaha	Transfer 1-2	1551-1552
Gibson Yard	Yard Tracks	120-101, 101 thru 113, 171-172,
		181 thru 184, 301-302, 313-314,
		331-332
		Hub Tracks

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Omaha Subdivision.

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

8. Line Segments

Yard Line Segments

Line Segment Limits

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

Road Line Segments

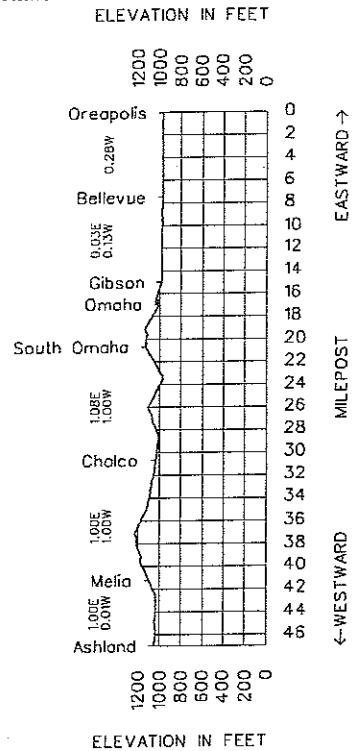
Line Segment Limits Mileposts

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

9. Other Location Information

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
80238 Gretna	6.3 west of Chalco	6	East

10. Grade Chart



28 NEBRASKA DIVISION—No. 7—May 12, 2010—Ottumwa Subdivision

WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Ottumwa Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
		20126	162.4	GALESBURG	BMJTX				0.1	
			162.5	A PLANT EAST	M			1	0.1	
			162.6	A PLANT WEST	M				0.1	
			163.4	ACADEMY	M				0.8	
			165.5	CLAY	M				2.9	
West Waterman is located east of Graham on Graham Cut-Off Track										
			165.2	WEST WATERMAN	MX(2)					
		20130	168.4	GRAHAM	MJ			97	1.5	
			169.9	CP 1699	XJ				0.6	
<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <p>CP 1850 CP 1844 Chillicothe Sub. Cameron Jct. CP 1705 CP 1699 Ottumwa Sub.</p> </div> <div style="width: 30%; text-align: center;"> <p>2MT CTC</p> </div> <div style="width: 30%; text-align: right;"> <p>CP 1705 to CP 1844 designated as Auxiliary Main 2 CP 1699 to CP 1850 designated as Auxiliary Main 1</p> </div> </div>										
				CAMERON JCT.	J					
			170.5	CP 1705	XJ				7.8	
		20141	178.3	MONMOUTH	X			2MT ABS TWC	6.7	
		20146	185.0	KIRKWOOD	X				17.4	
			189.6	CP 1896	X(2)				12.8	
			202.4	CONNETT	X(2)				2.2	
			204.6	BURLINGTON BRIDGE	M			2MT CTC	0.5	
			205.1	SOUTH STREET	BJX				0.8	
			205.9	MAIN STREET					0.7	
			206.6	LUCAS STREET	X				3.5	
		20171	210.1	W. BURLINGTON	X				2.4	
		20174	212.5	DAYMAN	TX				6.0	
		20180	218.5	DANVILLE	X				6.1	
		20186	224.6	NEW LONDON	X			2MT ABS TWC	7.6	
		20195	232.2	MT. PLEASANT	X(2)				11.6	
		20205	243.8	LOCKRIDGE	X				6.3	
		20212	250.1	BECKWITH	X				5.3	
		20217	255.4	FAIRFIELD	X(2)				10.7	
		20228	266.1	BATAVIA	X				7.3	
		20235	273.4	AGENCY CITY					6.2	
		20241	279.6	OTTUMWA	X(2)				0.8	
			280.4	IC&E RRX	JMX				8.7	
		20251	289.1	ISU SWITCH	X			DT ABS TWC	4.5	
			293.6	CARGILL SPUR					7.8	
		20263	300.8	MAXON	X(2)				2.9	
		20265	303.7	ALBIA	J			2MT CTC	6.0	
		20269	309.7	HALPIN	X(2)				8.9	
		20280	318.6	MELROSE	X				8.2	
		20288	326.8	RUSSELL	X				7.5	
		20296	334.3	CHARITON	TX				7.7	
			342.0	SHANNON	X(2)				8.6	
		20312	350.6	WOODBURN	X			2MT ABS TWC	9.3	
		20321	359.9	OSCEOLA	X				10.5	
		20332	370.4	MURRAY					5.6	
		20337	376.0	THAYER	X				7.6	
		20345	383.6	AFTON	X				9.3	
		20355	392.9	CRESTON	BXY				230.5	

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

Radio Call-In		
Radio Channel 39 in service Galesburg to ICE RRX		
Kirkwood-70(X)	W. Burlington-72(X)	Mt. Pleasant-71(X)
Fairfield-73(X)	Ottumwa-74(X)	
Cameron Connection, Channel 39		
Kirkwood - 31(X)		
Radio Channel 66 in service ICE RRX to Creston		
Ottumwa-74(X)	Albia/Tracy-51(X)	Halpin West-76(X)
Chariton-78(X)	Osceola-79(X)	Creston East-70(X)
Emergency - Call 911		
DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5		

Dispatcher Information

Galesburg to ICE RRX (except Cameron Connection):
(817) 867-7044, Fax (817) 234-6068

Cameron Connection:
(817) 867-7126, Fax (817) 234-1217

ICE RRX to Creston:
(817) 867-7144, Fax (817) 234-6411

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions

MP 162.4 to MP 163.6 Main 1 and Main 2	30 MPH.	30 MPH.
MP 162.4 to MP 162.6 Main 1 Eastward	20 MPH.	10 MPH.
MP 162.4 to MP 162.5 Main 2 Westward	30 MPH.	30 MPH.
MP 163.6 to MP 164.0	75 MPH.	50 MPH.
West Waterman and Graham—Main 1 and Main 2	35 MPH.	35 MPH.
Graham cut-off track MP 165.2 to MP 164.3	10 MPH.	10 MPH.
MP 169.0, Main 2	70 MPH.	
MP 169.0, Main 1	50 MPH.	50 MPH.
CP 1699 on the Ottumwa Subdivision to CP 1850 on the Chillicothe Subdivision— Auxiliary Main 1	40 MPH.	40 MPH.
CP 1705 on the Ottumwa Subdivision to CP 1844 on the Chillicothe Subdivision— Auxiliary Main 2	40 MPH.	40 MPH.
MP 176.3 to MP 176.55	70 MPH.	
MP 177.4 to MP 178.5	50 MPH.	50 MPH.
MP 178.5 to MP 179.5	50 MPH.	40 MPH.
MP 195.9 to MP 196.4	55 MPH.	45 MPH.
MP 203.0 to MP 204.1	60 MPH.	50 MPH.
MP 204.1 to MP 204.4	40 MPH.	20 MPH.
MP 204.4 to MP 205.0	10 MPH.	10 MPH.
MP 205.0 to MP 205.9	12 MPH.	12 MPH.
MP 205.9 to MP 206.8	20 MPH.	20 MPH.
MP 206.8 to MP 209.0	50 MPH.	40 MPH.
MP 232.8 to MP 233.8	60 MPH.	50 MPH.
MP 276.5 to MP 277.6	70 MPH.	50 MPH.
MP 277.6 to MP 280.4	40 MPH.	40 MPH.
MP 280.4 to MP 280.7	30 MPH.	30 MPH.
MP 280.7 to MP 281.3	45 MPH.	35 MPH.
MP 301.9 to MP 303.6 Main 1	70 MPH.	50 MPH.
MP 301.9 to MP 305.3 Main 2	50 MPH.	45 MPH.
MP 303.6 and MP 304.4 Main 1	40 MPH.	40 MPH.
MP 304.4 to MP 306.9 Main 1	70 MPH.	40 MPH.
MP 305.3 to MP 308.1 Main 2	60 MPH.	55 MPH.
MP 305.3 to MP 315.0, EWD loaded coal trains, Main 2		55 MPH.
MP 315.0 to MP 316.4	65 MPH.	50 MPH.
MP 316.4 to MP 316.9	55 MPH.	50 MPH.
MP 316.9 to MP 321.5	65 MPH.	50 MPH.
MP 321.5 to MP 323.3	55 MPH.	50 MPH.
MP 324.2 to MP 324.6	70 MPH.	

	Passenger	Freight
MP 333.0 to MP 333.9	70 MPH.	
MP 333.9 to MP 334.5	40 MPH.	30 MPH.
MP 338.8 to MP 340.0, Main 1	50 MPH.	40 MPH.
MP 343.6 to MP 343.8	70 MPH.	
MP 351.5 to MP 352.8, Main 2	55 MPH.	45 MPH.
MP 352.8 to MP 354.8, Main 2	79 MPH.	45 MPH.
MP 353.3 to MP 353.5, Main 1	70 MPH.	

1(C). Speed—Switches and Turnouts

Through turnouts Graham	35 MPH.	35 MPH.
Through turnout Clay Switch MP 165.5	35 MPH.	35 MPH.
Through turnout and crossover CP 1699	40 MPH.	40 MPH.
Through turnouts Cameron Jct.	40 MPH.	40 MPH.
Through turnout and crossover CP 1705	40 MPH.	40 MPH.
Through turnout and crossover CP 1896		
100 TOB or less	40 MPH.	40 MPH.
Over 100 TOB		25 MPH.
Crossovers at following locations:		
MP 202.5, MP 300.8, MP 309.9,		
MP 333.2, MP 342.0, MP 357.9	40 MPH.	40 MPH.
Trains over 100 TOB	25 MPH.	25 MPH.

1(D). Speed—Other

Galesburg Terminal		
All tracks other than main tracks		20 MPH.
City Yard, Rail Yard, Rip Track, Santa Fe Transfer, Stock Yard, Storage Yard, Tie Plant, TOFC Yard, United Facility		10 MPH.
Diesel Pit and Leads		5 MPH.
Coach yard, Kansas City and Peoria wye tracks		10 MPH.
Ottumwa		
Ottumwa - Rosekrans, Winger, Gas House, COE, Excell, Roberts-Dybdahl		5 MPH.
ISU Plant, on the lead, MT1 switch to Loop track switch		5 MPH.
within plant		10 MPH.
forward or reverse movement through dump		3 MPH.
Albia—All yard tracks		5 MPH.
Chariton—All yard tracks		5 MPH.
Osceola—Old main track north yard		5 MPH.
Cars heavier than 134 tons		
except coal & grain in C6 hoppers on bridge 379.51		25 MPH.
Hot Weather—When the temperature is 95 degrees Fahrenheit or warmer, do not exceed the following speeds:		
MP 186.0 to MP 196.5		
MP 204.0 to MP 210.0		
MP 235.0 to MP 239.0		
MP 273.0 to MP 281.0		
MP 294.0 to MP 310.0		
MP 335.0 to MP 342.0		
MP 350.0 to MP 356.0		
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

Galesburg to Creston 143 tons, Restriction C

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

Burlington—1317 and 1318.

West Burlington—1361 and 1362.

New London—996.

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

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

Maxon—2496 and 2497.

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

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

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

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

3. Type of Operation

CTC—in effect:

MP 168.4 to MP 170.5

MP 189.6 to MP 206.7

MP 280.52 to MP 280.83 (ICE RRX)

MP 300.8 to MP 309.9

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

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

TWC—in effect:

MP 170.5 to MP 189.6

MP 206.7 to MP 280.52

MP 280.83 to MP 300.8

MP 309.9 to MP 392.9

ABS—in effect:

MP 170.5 to MP 189.6

MP 206.7 to MP 280.52

MP 280.83 to MP 300.8

MP 309.9 to MP 392.9

Multiple Main Tracks—in effect:

2 MT:

MP 168.4 to MP 280.8

MP 300.8 to MP 392.9

Double Track—in effect:

MP 280.83 to MP 300.8

The following locations in ABS are signaled in both directions:

MP 170.5 to MP 189.6

MP 206.7 to MP 280.52

MP 309.9 to MP 392.9

Yard Limits—in effect:

MP 390.8 to MP 393.8

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
Burlington, IA.	205.09	South Street
	205.74	Main Street
	205.80	3rd Street
	205.86	4th Street
	205.93	5th Street
	206.06	7th Street
	206.08	Valley Street
	206.13	8th Street
	206.21	Jefferson St/Hawkeye St
	206.63	Lucas Street

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

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

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

5. Trackside Warning Detectors (TWD)

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

6. FRA Excepted Track—None

7. Special Conditions

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

Cargill Spur—Trains entering Cargill Spur must contact the Rail Serve on AAR Channel 66 before proceeding past the first road crossing on the Cargill Spur.

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

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

Remote Control Operations—Signs located at MP 171.0 and Cameron Jct. (Ottumwa Subdivision) designate the Remote Control Area at Galesburg.

Remote Control Zone—The Hump Lead (Track 2074) between the 30 switch (Olys Pocket switch) and the 10 switch designate the Remote Control Zone (RCZ) at Galesburg Yard.

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

SSI Item 12 - Switch Control/Monitoring Systems—

ICS—in effect:

- MP 189.6 (CP 1896)
- MP 202.4 (Connet Crossover)
- MP 280.4 (IC&E RRX)

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

Burlington	MP206.3-206.6	MT1-MT2	overpass
Ottumwa	Rosemans	2011	building
	RobertsDybdahl	2021	building
Cargill Spur	Cargill	2320	building
Albia	Smith Feed	2503	building
	Smith Feed	2593	building
Melrose	Vigoro	2737	building
Osceola	Farmers COOP	3203	building
Afton	Farmers COOP	3541	building

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

Burlington	Yard Tracks	1304 thru 1312
		1315 thru 1317

Duplicate Mile Posts—Between the following locations an "A" has been added to the mile post because a duplicate mile post exists on the subdivision:

Between Albia and Halpin, MT2—MP 308A followed by MP 308

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Ottumwa Subdivision.

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

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

8. Line Segments

Yard Line Segments

Line Segment Limits

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

Road Line Segments

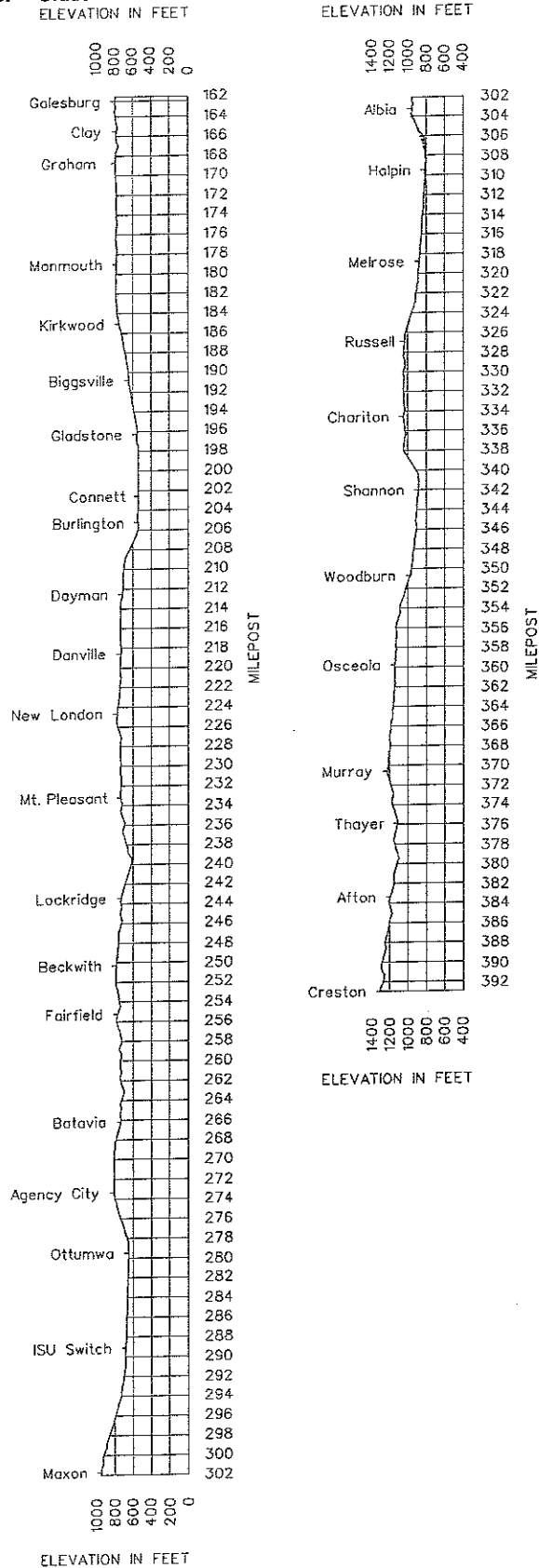
Line Segment Limits

- 97 Graham Cutoff
- 1 Galesburg to Creston

9. Other Location Information

Name	Miles - Location	Capacity Feet	Switch Opens
20133 Cameron	3.2 west of Graham	419	MT1-East MT2-West
20152 Biggsville	1.1 west of CP 1896	700	West
20158 Gladstone	5.6 east of Connett	4,100	West

10. Grade Charts



32 NEBRASKA DIVISION—No. 7—May 12, 2010—Ravenna Subdivision

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Ravenna Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Str.	EASTWARD ↑
				END CRESTON SUB BEGIN RAVENNA SUB						
			59.6 0.0				3MT CTC		0.4	
			0.4	HALL	X(2)MJT				0.6	
			1.0	CARLING	X(2)MJ		2MT CTC		0.9	
		20496	1.9	CP 19	BTCP				1.0	
			2.9	CP 29			Rule 6.28		1.4	
		30004	4.3	CUSHMAN	MJX				0.1	
			4.4	CP 44			2MT CTC		0.1	
			4.5	CP 45	X(2)				1.6	
			6.1	CP 61	X(2)		3MT CTC		4.9	
			11.0	CP 110	X(2)		2MT CTC		3.6	
		30014	14.6	PLEASANT DALE					10.2	
		30020	20.3	MILFORD			CTC		4.1	
			24.4	CP 244	X(2)				3.4	
			27.8	BR JCT.	J				5.5	
			33.3	CP 333	X(2)		2MT CTC		6.7	
			40.0	CP 400	X(2)			4	10.5	
			50.5	CP 505	X(2)				5.4	
		30055	55.9	YORK To Benedict 9.5	P				4.4	
			60.3	CP 603	X(2)				6.3	
			66.6	CP 666					4.7	
7,160		30070	71.3	HAMPTON			CTC		5.4	
			76.7	CP 767					1.8	
		30076	78.5	AURORA To Palmer Lead-10.4	BPJT				6.1	
		30082	83.3	MURPHY	X(2)		2MT CTC		4.3	
		30088	88.9	PHILLIPS					5.5	
			94.4	EAST GRAND ISLAND			CTC		5.1	
			99.2	McDONALD					10.4	
			109.6	CP 1096	X(2)				15.5	
			125.1	NANTASKET	X(2)		2MT CTC		2.6	
		30126	127.7	RAVENNA	CPTX				0.5	
		30128	128.2	WEST RAVENNA					132.5	

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

Radio Call-In		
Radio Channel 66 in service Lincoln Terminal		
Lincoln Yard 66 - 34(X)	Carling Operator 66 - 040	
Radio Channel 39 in service MP 0.0 to West Ravenna		
Pleasant Dale - 05(X)	York - 01(X)	Aurora - 02(X)
Cairo - 03(X)	Ravenna E - 04(X)	
Emergency - Call 911		
DS X=0, Mechanical X=2, Cust. Support X=3, RRR Police X=4, Detector Desk X=5		

Dispatcher Information
(817) 867-7083, Fax (817) 234-6079

1. Speed Regulations

1(A). Speed—Maximum

MP 0.0 to MP 128.2	Freight 60 MPH.
Trains 100 TOB and over	50 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0 to MP 0.4; MT 1, MT 2, MT 3	Freight 40 MPH.
MP 0.4 to MP 4.6	25 MPH.
All fuel pads, Lincoln Yard, initiating movement (HER)	5 MPH.
MP 19.3 to MP 20.3	45 MPH.
MP 53.6 to MP 56.2	45 MPH.
MP 77.1 to MP 78.1	45 MPH.
MP 95.7 to MP 97.7	45 MPH.
MP 127.2 to MP 127.9, MT1 and MT2	20 MPH.

1(C). Speed—Switches and Turnouts

Passenger Mains	15 MPH.
Carling and Hall Interlocking, all turnouts	25 MPH.
B1 Lead to F1 turnout (#60 switch)	15 MPH.
B2 to North Lead Crossover, all turnouts	15 MPH.
North Lead to South Lead Crossover, all turnouts	15 MPH.
MP 6.1, crossovers	40 MPH.
Over 100 TOB	25 MPH.
MP 11.0, crossovers	35 MPH.
Over 100 TOB	25 MPH.
MP 14.4, end 2 MT Pleasant Dale	40 MPH.
Over 100 TOB	25 MPH.
MP 20.3, begin 2 MT Milford	40 MPH.
Over 100 TOB	25 MPH.
MP 24.4, crossovers	35 MPH.
Over 100 TOB	25 MPH.
MP 33.3, (CP 333) crossovers	50 MPH.
Over 100 TOB	40 MPH.
MP 40.0, CP 400	35 MPH.
Over 100 TOB	25 MPH.
MP 50.5 (CP 505) crossovers	50 MPH.
Over 100 TOB	40 MPH.
MP 60.3, CP 603	35 MPH.
Over 100 TOB	25 MPH.
MP 66.6, CP 666	40 MPH.
Over 100 TOB	25 MPH.
MP 71.3, turnouts	35 MPH.
Over 100 TOB	25 MPH.
MP 78.5, begin 2 MT Aurora	40 MPH.
Over 100 TOB	25 MPH.
MP 88.9, end 2MT Phillips	50 MPH.
Over 100 TOB	40 MPH.
MP 99.2 Begin 2 MT McDonald	50 MPH.
Over 100 TOB	40 MPH.
MP 109.6 (CP 1096) crossovers	50 MPH.
Over 100 TOB	40 MPH.
MP 125.1 crossovers	35 MPH.
Over 100 TOB	25 MPH.

1(D). Speed—Other

F1 Extension, between MP 4.3 and Main 1 at CP 61	25 MPH.
B1, B2, B3, B4, and F1, F2, F3, F4, F5, South 1, South 2, South 3, South 4, and South 5	25 MPH.
Lincoln Terminal, lite engines, between switches on Arrival, Departure, Engine Running, and Coal 1, 2, & 3 Tracks	20 MPH.
On other than main tracks within Lincoln Terminal	10 MPH.
Bowl Tracks 804—835, light engines over retarders	8 MPH.
Bowl Tracks 804—835, WWD over retarders	4 MPH.
Benedict, Runaround Track	5 MPH.
Bradshaw, over scale on Elevator Tracks	5 MPH.

Temperature Speed Restrictions

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

MP 4.6 to MP 14.6, MT2;	
MP 20.6 to MP 29.2, Main and MT2;	
MP 36.6 to MP 44.8, MT2;	
MP 56.2 to MP 66.6, MT2;	
MP 87.7 to MP 92.1, Main and MT1;	
MP 99.2 to MP 118.6, MT2;	
MP 118.6 to MP 125.1	
Trains 100 TOB and over	40 MPH.
Trains under 100 TOB	50 MPH.

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

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

MP 0.0 to West Ravenna..... 143 tons, Restriction A
MP 135.38 (York) to Benedict..... 143 tons, Restriction D

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

3. Type of Operation

CTC—in effect:

MP 0.0 to MP 0.4, MT1, MT2 and MT3
MP 0.4 to MP 1.9 on B1
MP 1.0 to MP 1.9 on B2
MP 1.0 to MP 2.9 on B3 and B4
MP 2.9 to WBCS Grain Lead 3 on B3
MP 2.9 to EBCS MT2 switch on B4
MP 4.37 to MP 6.1, F1 extension and F2
MP 4.37 to MP 128.2

Multiple Main Tracks—in effect:

2 MT:

MP 4.4 to MP 4.5
MP 6.1 to MP 14.6
MP 20.3 to MP 66.6
MP 78.5 to MP 88.9
MP 99.2 to MP 128.2

3 MT:

MP 0.0 to MP 0.94
MP 4.5 to MP 6.1

Lincoln Terminal Interlocking Instructions—

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

From Ravenna Subdivision—Cushman Interlocking begins at CP 39(Cobb Line). Eastward signals (Carling Operator) are part of the interlocking. Westward signals (Hastings DS) 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.

West Ravenna—The Absolute signals at West Ravenna are controlled by the Sand Hills Subdivision, Alliance East Dispatcher on Channel 66, 817-234-1336.

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
Aurora,	78.26	1st Street

Rule 6.5—Shoving movements (engines with cars) made between Cushman and Carling within Lincoln Terminal are restricted to 7 MPH.

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

Rule 6.26—At MP 0.98, facing east and reading left to right, the 6 tracks are named: B1, MT1, MT2, MT3, B3, and B4.

At MP 4.5, facing west and reading right to left, the 3 Main Tracks are named: F1 Extension, MT1, and MT2.

Rule 6.28—in effect:

On all tracks at Lincoln outside the limits of CTC and the Lincoln Terminal Interlockings (Baird, Carling, Cushman, Hall).
Between York and Benedict
Between Aurora and End of Track Palmer Lead, MP 9.5.

Rule 8.20—All derrails in Lincoln Terminal must be left in the non-derailing position unless protecting men or equipment, or locomotives left unattended as required. There is switch point derail on the Benedict Spur at MP 143.7.

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

Safety Rules S-13.1.3—Employees may cross within 25 feet of the head end of trains on the fuel pads using the designated concrete walkways only.

5. Trackside Warning Detectors (TWD)

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

MP 4.6—DED/Exception Reporting—MT 1, MT 2, & F Track Extension
MP 10.9—DED/Exception Reporting
MP 16.3—Recall Code 057
MP 22.7—DED/Exception Reporting
MP 26.8—DED/Exception Reporting
MP 34.0—Recall Code 056
MP 40.1—DED/Exception Reporting
MP 45.0—DED/Exception Reporting
MP 49.1—DED/Exception Reporting
MP 52.6—Recall Code 028— Exception Reporting
MP 58.6—DED/Exception Reporting
MP 62.7—DED/Exception Reporting
MP 68.2—DED/Exception Reporting
MP 74.0—Recall Code 028
MP 80.1—DED/Exception Reporting
MP 85.4—DED/Exception Reporting
MP 90.3—Recall Code 038
MP 97.9—DED/Exception Reporting
MP 102.7—DED/Exception Reporting
MP 107.3—Recall Code 048
MP 111.8—DED/Exception Reporting
MP 116.6—DED/Exception Reporting
MP 121.8—DED/Exception Reporting

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

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

6. FRA Excepted Track—None

7. Special Conditions

Lincoln Terminal Instructions

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

Securing Equipment Against Movement—Apply the following when securing equipment against movement in Lincoln Terminal as described in ABTH rules 102.1.1 and 102.1.2:

In addition to securing locomotives as described in ABTH rule 102.3:

- Loaded unit Coal/Grain apply 5 handbrakes (locomotives included, if they will remain attached)
- Empty Unit Coal/Grain apply 2 handbrakes (locomotives included, if they will remain attached)
- Manifest and all other, apply 5% of handbrakes (%=1 of every 20 cars in train - locomotives included, if they remain attached)
- Loaded unit Coal/Grain greater than 19100 tons apply 7 handbrakes (locomotives included, if they will remain attached)

Freight Pit Derails—Remote Control Derails have been placed in service at the East End and West End of Track #18 and Track #19 at the Freight Pit at the Lincoln Diesel Shop. The Freight Pit Foremen have control of all remote control derails in this area, and movement of locomotive consists by TY&E Crews are governed by instructions from the Freight Pit Foremen on AAR Radio Channel 8383. All inbound locomotive consists will be directed to stop short of the derail, or directed to continue onto an empty track at the Freight Pit Foremen's discretion.

Waco—Push button lights equipped with a 60 minute timer are located at Waco to assist TYE crews with switching movements. The push buttons are located at the east end of the MT1 and MT2 set out track.

Bradshaw, Bonneville Industry Track—Trains must not occupy the Road G Crossing until the crossing warning lights warning automobile traffic have been operating for at least 20 seconds or until the movement is protected by a crew member.

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

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

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

Remote Control Operations—Signs located at MP 6.1 (Ravenna Subdivision) designate the Remote Control Area at Lincoln Terminal.

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

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

**SSI Item 12 - Switch Control/Monitoring Systems—
Turnouts Equipped with Two Machines—
CP 333—(MT1 and MT2)**

ICS—in effect:
MP 33.3 (CP 333)
MP 78.5

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

Emerald	Elevator Spur	1602	elevator
Pleasant Dale	Farmers COOP	1701	elevator
Milford	Elevator Track	2502	elevator
Tamora	Elevator Track	1302	elevator
Utica	Elevator Track	1501	elevator
	Elevator Track	1502	elevator
Waco	E Elevator Track	1411	elevator
York	High Plains COOP		
	Track 1	1901	elevator
	Track 2	1902	building
	Track 2	1903	gates
	Benedict Line		
	Industry Track	1997	building
	Cement Plant	1951	cement plant
	Kroy Ind.	1961	Benedict Spur
	Statex Stub Trk.	1923	building
	Nebr. Energy	1931	gates
Bradshaw	York Mfg.	2101	gates
	Track 1	2111	building
Beigert Bros.	Center Track	2103	loading pipe
	North Track	2102	loading pipe
Hampton	Elevator Track	2211	building
	S Fertilizer Trk.	2201	building
	Center Fert Trk.	2202	building
	N Fertilizer Trk.	2203	building
Aurora	Hoard Track	2310	building
	Aurora COOP Elevator		
	Short E Stub	2331	building
	Short W Stub	2332	building
	Connecting Trk.	2333	building
	Nebraska Energy, LLC		
	Track 1	2601	building
	Track 2	2602	building
	Track 3	2603	building
	Palmer Lead		
	Industry Spur	2321	gates/building
Curry		2401	building
Monsanto		2501	gates
IAMS	Industry Track	2502	building
		2505	building
		2506	building
Murphy	W Elevator Trk.	2611	building
	E levator Trk.	2601	tanks
	W Stub Track	2612	building
	E Stub Track	2602	building
	Anhydrous Stub	2603	tanks
Phillips	Stub Track	2701	building
Grand Island	Ag Services	3041	building
	Millards	3030	building
	Monfort Trk. 32	3011	building
	Monfort Trk. 33	3012	building
	Luzenac Lead	3001	building
	Luzenac Trk. 1	3021	building
	Luzenac Trk. 2	3022	building
Cairo	Setout Track	3601	building

Nantasket	Abengoa Bioenergy		
	W Lead	3830	building
	E Lead	3831	building
	S Crossover	3833A	building
Ravenna	S Waycar Track	3809	building
	Roundhouse Trk.	3810	building
	Cargil Track	3823	building
	Stock Track	3824	building

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

Lincoln (Hobson)	Rec3-Rec4	733-734	
	Local 2-Local 3	742-743	
	N Yard 8 thru		
	N Yard 14	788 thru 774	
Lincoln (X Yard)	Waycar-Old Main	320-321	
	Waycar-X 1	321-301	
	X1 thru X9	301 thru 309	
Waco	Elevator Tracks	1401-1402	
York	High Plains	9979-1901	
	Benedict Line	1977-9917	
Aurora	W Wye	2317-2315	
	Industry Spur	2321-Former Palmer Sub.	
CoPlant		3289-MT 2	

Test Miles

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

Long/Short Mile Locations—MP 30.0 is missing. The distance between MP 29.0 and MP 31.0 is 5,180 feet. The distance between MP 90.0 and MP 91.0 is 3,698 feet.

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Ravenna Subdivision, MP 4.3 to MP 128.2.

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

8. Line Segments

Yard Line Segments

Line Segment Limits

875 Lincoln Terminal

Road Line Segments

Line Segment Limits

148 York—Benedict, MP 134.9 to MP 144.4

4 MP 0.0 to MP 128.4

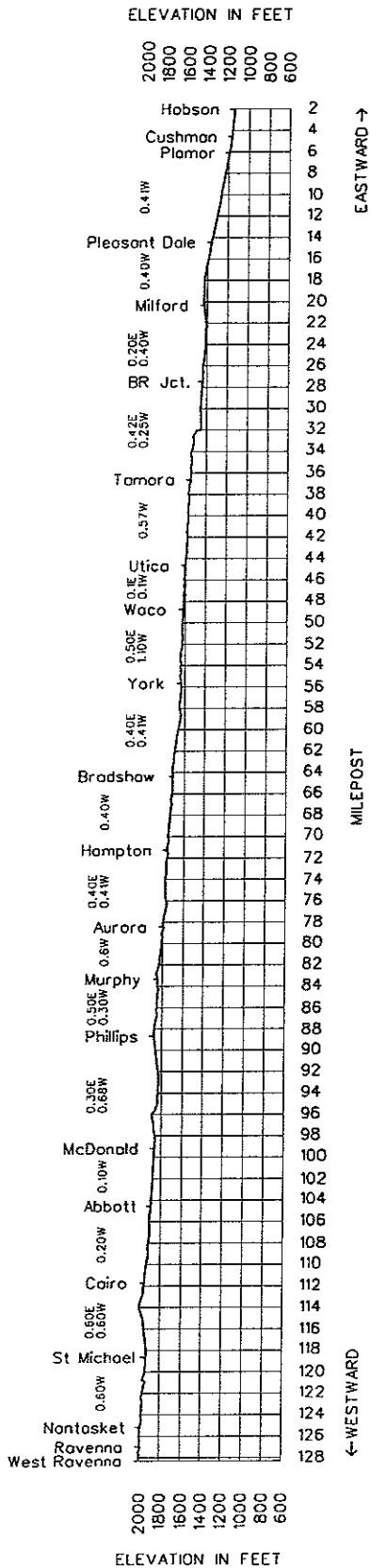
149 Aurora to End of Track Palmer

Lead (Former MP 9.5)

9. Other Location Information

Name	Miles - Location	Capacity Cars	Switch Opens
30008 Emerald (Main 2)	1.6 west of CP 61	28	East
30008 Emerald (Main 1)	2.2 west of CP 61	10	West
Seward Setout (Main 1)	3.3 east of CP 333	15	East
Seward Setout (Main 2)	2.7 east of CP 333	15	East
Tamora Setout (Main 2)	3.1 west of CP 333	15	West
30041 Utica (Main 1)	6.0 west of Tamora	53	Both
Ficke Siding (Main 1)	3.3 east of CP 505	54	Both
30047 Waco (Main 1)	1.9 east of CP 505	85	Both
Waco Setout (Main 1)	0.8 east of CP 505	11	Both
Waco Setout (Main 2)	0.8 east of CP 505	11	Both
High Plains (Main 1)	2.9 east of York	98	Both
Statex 1 (Main 1)	1.3 east of York	4	West
York Setout (Main 1)	1.0 east of York	6	Both
York Setout (Main 2)	1.0 east of York	6	Both
83209 Benedict	9.5 from York	54	East
Bonavilla (Main 1)	4.4 East of CP 666	8	West
30063 Bradshaw (Main 1)	2.4 East of CP 666	150	Both
Belgert Brothers	0.2 West of CP 666	10	East
83510 Marquette	10.4 from Aurora	54	Both
Nebraska Energy (Main 1)	1.1 West of Aurora	33	West
30080 Curry (Main 1)	3.7 west of Aurora	28	East
30081 IAMS (Main 2)	5.3 west of Aurora	36	Both
30092 Trail	4.7 west of Phillips	17	Both
Monfort	4.4 east of McDonald	35	East
30095 Grand Island	1.4 east of McDonald	30	West
30103 CoPlant (Main 2)	4.3 west of McDonald	127	Both
30104 Abbott (Main 1)	5.1 east of CP 1096	27	Both
30104 Abbott (Main 2)	5.1 east of CP 1096	10	East
30110 Cairo (Main 1)	2.2 west of CP 1096	21	Both
30110 Cairo (Main 2)	2.2 west of CP 1096	10	West
30118 St. Michael (Main 1)	6.0 east of Nantasket	36	Both
30118 St. Michael (Main 2)	6.4 east of Nantasket	20	Both
Abengoa Energy (Main 2)	0.5 west of Nantasket	185	Both

10. Grade Chart



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

Sioux City to MP 102.0 is under the jurisdiction of the Twin Cities Division.

Radio Call-In		
Radio Channel 81-27 in service Sioux City Terminal		
Radio Channel 75 in service Sioux City to CP 364		
Homer - 01(X)	Walthill - 27(X)	Lyons - 26(X)
Winslow - 25(X)	Fremont - 24(X)	Ashland - 09(X)
Emergency - Call 911		
DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5		

Dispatcher Information

M-F, 0700-1500—(817) 234-6304, Fax (817) 234-6080
 All Other Times—(817) 234-6045, Fax (817) 234-1263

1. Speed Regulations

1(A). Speed—Maximum

MP 108.2 to MP 0.0Y Freight
 49 MPH.

1(B). Speed—Permanent Restrictions

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

Interlockings:

Northward Trains:

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

Southward Trains:

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

1(C). Speed—Switches and Turnouts

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

1(D). Speed—Other

All sidings Freight
 10 MPH.

Temperature Speed Restrictions

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

MP 32.0 to MP 34.0 40 MPH.
 MP 73.0 to MP 89.0 40 MPH.
 MP 95.0 to MP 102.0 40 MPH.
 Trains 100 TOB and over 40 MPH.

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

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

Sioux City to Ashland 143 tons, Restriction C

Trains 100 TOB and over are not permitted to operate on Papa siding except to meet or pass Inhalation Hazard (IH) trains or as authorized by the Chief Dispatcher.

Six axle locomotives are not allowed on the following tracks:

- Fremont
 - Frontier Lead and Elevator Tracks
 - Vigortone Lead Track
 - CF Industries
 - Western Sand and Gravel
- Abel
 - Western Sand and Gravel (see Item 7)

3. Type of Operation

Restricted Limits—in effect:

MP 108.2 to MP 102.0

TWC—in effect:

MP 102.0 to MP 0.6

CTC—in effect:

MP 0.6 to MP 0.0Y

North Wye Ashland to East Wye Ashland

Manual Interlockings not controlled by BNSF:

Fremont—UPRR

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

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

Fremont—Contact UPRR Control Operator for Instructions

4. General Code of Operating Rules Items

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

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

Rule 8.3—Between Dakota City and Sioux City, crew members may leave the following main track switches locked in the position last used: 7th Street Crossover, 18th Street Crossover, Main track switch at 31st Street, and North switch of new pass. Approach these switches expecting to find them lined against movement.

5. Trackside Warning Detectors (TWD)

A. Protecting Bridge, tunnel or other structures:

MP 82.9 - NWD only - Recall Code 278

B. Other TWD Locations

MP 82.9 - SWD only - Recall Code 278

MP 57.9 - Recall Code 267

MP 41.4 - Recall Code 258

MP 18.9 - Recall Code 098

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

6. FRA Exempted Track—None

7. Special Conditions

Sioux City—All trains and on-track equipment arriving off the Sioux City Subdivision (Nebraska Division) are to contact the Sioux City Yardmaster before passing MP 101 at phone 712-279-7271 or Radio Channel 81-27.

Ferry—Trackage at Ferry from MP 0.0X to MP 4.0X (Begin Nebraska Northeastern Railroad) is owned and operated by the BNSF and GCOR 6.28 is in effect. Trackage from MP 4.0X to MP 8.0 is owned and operated by the Nebraska Northeastern Railroad.

To enter the Sioux City Subdivision at Ferry, Nebraska Northeastern trains, engines, or equipment must receive permission from the Sioux City Yardmaster. The yard tracks at Ferry and West Bing Siding (between MP 4.5 and MP 6.25 NENE RR) have been designated as interchange points.

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

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

Oakland CVA (Central Valley Ag Cooperative), MP 63.6—The Fertilizer Warehouse and Shuttle loading facility receives unit trains of fertilizer for unloading, shuttle grain trains for loading and single car orders. The Loop Track is 7,211 feet with two-switch access from the Main Track. The Auxiliary Track holds 27 cars and is located on the outside of the northwest corner of the Loop Track. The Stub Track holds 2 cars and is located on the inside of the north side of the Loop Track.

Do not exceed 5 MPH across the scale. Do not exceed 5 MPH under the grain load out located on the west side of the Loop Track.

When delivering unit trains, pull the train into the Loop Track to clear the derail, spot empty grain and loaded fertilizer trains with the locomotives between Grain load out and Scale. Leave the power on the train unless otherwise instructed. When delivering single cars, setout the cars to the Loop Track to clear derail. Oakland CVA will spot the cars inside the facility.

When using VTR, use Track 712 at station Oakland.

Papa—When cars are left on Papa siding (Track 201) for Frontier Coop elevator, all cars must be left clear of the Frontier Lead Switch. All locomotives left on Papa Siding for Frontier Coop Elevator must be left on the north end of the siding uncoupled from the train, and all rear end devices will be left in the cab of the lead locomotive.

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

Abel—Six-axle locomotives are allowed over the switch at Western Sand and Gravel but only 2 car lengths north beyond the derail due to the curvature of the industry track. The Old GN siding, Track 2620 is part of station Abel for Voice Train Reporting

Remote Control Operations—Signs located at MP 219.0 (Marshall Subdivision), MP 521.0 (Aberdeen Subdivision) and MP 101.4 (Sioux City Subdivision) designate the Remote Control Area at Sioux City.

SSI Item 12 - Switch Control/Monitoring Systems—

POS—in effect:

All siding switches

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

Lyons—Other than main track, MP 66.75.

Fremont—South elevator track, MP 29.4.

Movements from House Track to Main Track 29.26.

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

Winnebago—MP 88.2, County Rd.

Oakland—MP 60.2, 5th Street

Duplicate Mileposts—Between the following locations an alpha character has been added to the mile posts because duplicate mile posts exist elsewhere on the subdivision:

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

Ashland—MP 1.2Y to (MP 0.0Y) CP 364

Test Miles

MP 98 to MP 97

MP 22 to MP 21

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

MP 94.0 to MP 67.0

MP 60.0 to MP 30.0

8. Line Segments

Road Line Segments

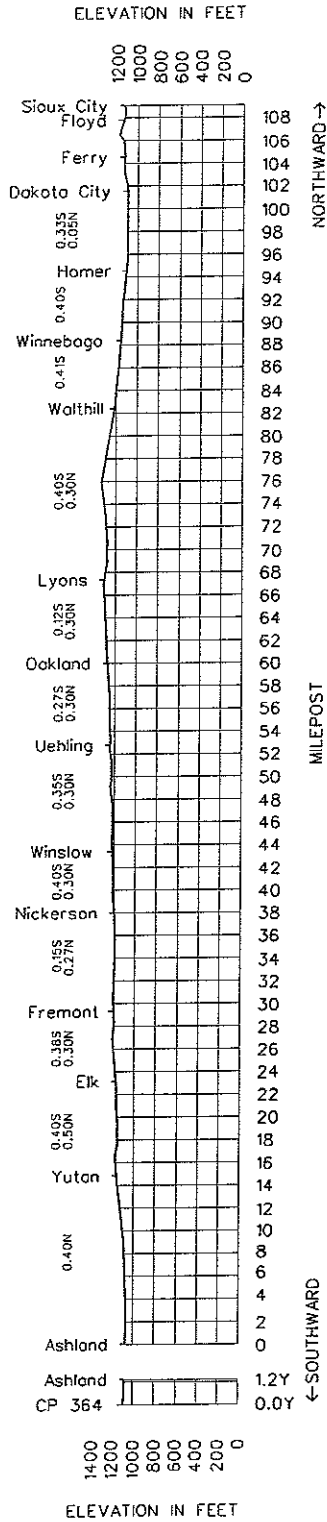
Line Segment Limits

144	Ashland to Floyd
197	Sioux City

9. Other Location Information

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

10. Grade Chart



40 NEBRASKA DIVISION—No. 7—May 12, 2010—St. Joseph Subdivision

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.
		0.5	CP 05				0.3
		0.8	BROADWAY				0.8
		1.6	USTICK	JX(2)	CTC		1.1
		2.7	KANSAS CITY Murray Yard	BJT			1.5
		4.2	CP 42				2.3
		5.6	CP 56 (Main 1)		2MT CTC		2.3
	28007	7.9	CLARKE		CTC		3.9
		11.8	CP 118		2MT CTC		4.7
		16.5	CP 165		CTC		7.4
17,975	28024	23.9	LEAVENWORTH				10.9
9,975	28035	34.8	SADLER				8.6
17,550	28043	43.4	ARMOUR	X	CTC		2.5
		45.9	DAVIES To Atchison 4.6			16	4.7
9,837	28051	50.6	HALLS				6.1
		56.7	FRENCH				0.6
		58.1	CP 581 (Main 2)				1.2
		58.7	CP 587 (Main 2)				0.5
	28060	59.9	CP 599 To MP 201.0Y (East Industrial Park)	BTX(2)	2MT CTC		0.5
		60.6	CP 606 (Main 2)				6.0
		61.1	CP 611	X			9.9
	28067	67.1	WATER WORKS				8.0
10,145	28076	77.0	NODAWAY		CTC		4.7
9,885	28085	85.0	STARKS				5.6
	28091	89.7	FOREST CITY	P			2.1
		95.3	EAST NAPIER	X	2MT CTC		1.3
	28097	97.4	NAPIER	JX			12.9
		98.7	WEST NAPIER				4.9
7,441	28112	111.6	PRESTON				11.0
7,019	28116	116.5	FALLS CITY	AJP			9.7
10,136	28126	127.5	NEW SALEM				8.4
7,545	28137	137.2	HUMBOLDT				10.1
10,868	28145	145.0	TABLE ROCK	JP	CTC		11.5
7,056	28154	153.4	ELK CREEK				10.4
7,064	28165	163.5	BEAR				7.7
	28186	185.4	CP 1854		2MT CTC		5.0
		183.1	CP 1931		CTC		5.8
	28198	198.1	SALTILLO				2.1
		203.9	CP 2039	X(2)			1.3
	28204	206.0	HILL ST JCT. To College View 3.1	J	2MT CTC		0.2
		207.3	HALL	MJT			207.0
		207.5	CARLING	X(2)MJ			

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

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

Radio Call-In		
Radio Channel 66 in service Kansas City and St. Joe Terminals		
Kansas City-75(X)		
Radio Channel 70 in service CP 42 to West Napier		
Clarke - 16(X)	Leavenworth - 19(X)	St. Joseph - 18-(X)
Forest City - 17(X)		
Radio Channel 76 in service West Napier to Carling		
Falls City - 04(X)	Table Rock - 01(X)	Tecumseh - 02(X)
Firth - 03(X)		
Radio Channel 66 in service Lincoln Terminal		
Lincoln Yard 66 - 37(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 0.5 to CP 42:

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

MP 4.2 to West Napier—M-F, 0700-1500:

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

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

West Napier to Carling—At all times:

(817) 234-6043, Fax (817) 234-6078.

Mobile Radio		Access Digit	Disconnect Digit
North Kansas City (Easton) Blue	458-7886	*1	#1
Kansas City-Green	472-3287	*1	#1
St. Joseph - Red	458-7823	*1	#1
Tecumseh - Green	458-7822	*1	#1
Falls City (P4)	458-7826	*1	#1
Firth	458-7887	*1	#1
Lincoln - Red	458-7820	*1	#1

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 0.5 to MP 1.8	10 MPH.
MP 1.8 to MP 4.2, MT2 to High Line Track only	20 MPH.
All other tracks	10 MPH.
MP 4.2 to MP 7.9	45 MPH.
MP 7.9 to MP 97.4	60 MPH.
Trains 100 TOB and over	55 MPH.
MP 97.4 to MP 207.5, including trains 100 TOB and over	50 MPH.

1(B). Speed—Permanent Restrictions

MP 9.6 to MP 9.7 (HER)	40 MPH.
MP 61.2 to MP 64.5, Main 1 and Main 2	45 MPH.
MP 97.4 to MP 97.8, MT 1 and 2	30 MPH.
MP 105.6 to MP 107.3	40 MPH.
MP 114.0 to MP 116.8 (including UP Crossing)	35 MPH.
MP 154.0 to MP 154.8	30 MPH.
MP 154.8 to MP 159.8	45 MPH.
MP 159.8 to MP 161.1	40 MPH.
MP 186.6 to MP 190.0, Main 1	35 MPH.
MP 207.3 to MP 207.5	20 MPH.

1(C). Speed—Switches and Turnouts

MP 1.6, all Ustick turnouts and crossovers	10 MPH.
MP 4.2, all crossovers	10 MPH.
MP 7.9, through turnout Clarke	40 MPH.

	Freight
Clarke to Napier	
MP 11.8 through turnout Main 2.....	50 MPH.
100 TOB and over	40 MPH.
MP 16.5 through turnout Main 2	50 MPH.
100 TOB and over	40 MPH.
Turnouts of Controlled Sidings at Leavenworth, Sadler, Armour, Halls, Nodaway, and Starks	40 MPH.
100 TOB and over	25 MPH.
MP 43.8 through crossover.....	25 MPH.
MP 56.7, through turnout Main 2	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, through turnout Main 2	50 MPH.
100 TOB and over	40 MPH.
MP 89.7, through turnout Main 1	50 MPH.
100 TOB and over	40 MPH.
MP 95.4, through crossover.....	25 MPH.
MP 97.4, through crossovers	25 MPH.
MP 97.4, turnout to Napier Subdivision	20 MPH.
MP 98.7, through turnout Main 1	40 MPH.
100 TOB and over	25 MPH.
Napier to Carling	
Turnouts of Controlled Sidings at Preston, Falls City, New Salem, Humboldt, Bear and Gage	40 MPH.
100 TOB and over	25 MPH.
Turnouts of Controlled Sidings at Table Rock and Elk Creek:	25 MPH.
MP 185.4, through turnout begin 2 MT	50 MPH.
100 TOB and over	40 MPH.
MP 193.1, through turnout begin 2 MT	50 MPH.
100 TOB and over	40 MPH.
MP 198.14, through turnout begin 2 MT	40 MPH.
100 TOB and over	25 MPH.
MP 203.9, through crossovers	40 MPH.
100 TOB and over	25 MPH.
MP 206.1, turnout to Neb City Industrial Spur	10 MPH.
MP 207.5 to B2, B3, and B4; all turnouts	20 MPH.
Carling, #41 crossover	15 MPH.

1(D). Speed—Other

Iatan, KCPL Generating Station	
Within the plant.....	10 MPH.
Across the rotary dumper.....	2 MPH.
MP 45.9/0.0X to MP 4.6X, Atchison	10 MPH.
Missouri River Bridge	10 MPH.
Connecting Track, Highway 759 to UP Yard.....	5 MPH.

Temperature Restrictions

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

MP 17.0 to MP 18.0	
MP 39.0 to MP 40.0	
MP 56.6 to MP 66.8	
MP 71.0 to MP 73.0	
MP 121.0 to MP 123.0	
MP 130.0 to MP 139.0	
MP 148.0 to MP 150.0	
MP 154.0 to MP 159.0	
MP 187.0 to MP 190.0, MT2	
MP 190.0 to MP 192.0, MT1	
MP 195.0 to MP 198.0	
Trains 100 TOB and over.....	40 MPH.
Trains under 100 TOB	50 MPH.

Davies to Atchison

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

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

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

Kansas City to Carling.....	143 tons, Restriction D
ASB Bridge (Kansas City)	143 tons, Restriction D
Hannibal Bridge (Kansas City)	143 tons, Restriction A
Davies to Atchison.....	134 tons, Restriction G
MP 56.3 to MP 61.4 Neb City Ind Spur	143 tons, Restriction E

Six-axle locomotives are prohibited from operating on the following tracks in Murray Yard, Kansas City:

- 19th Street Yard
- 10th Street Yard
- Kearney Branch
- Birmingham Yard
- All North Kansas City Industrial Tracks except Aileen Quirk
708 east and west tracks

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

35 ft. ore cars are not permitted on the Neb City Industrial Spur.

3. Type of Operation

CTC—in effect:

- Harlem to ASB East—Coal Route
- MP 0.2 to MP 1.6
- MP 1.6 to MP 4.2—Hi-Line Track
- MP 4.2 to MP 207.5

Multiple Main Tracks—in effect:

2 MT:

- MP 4.2 to MP 7.9
- MP 11.8 to MP 16.5
- MP 56.7 to MP 67.1
- MP 89.7 to MP 98.8
- MP 185.4 to MP 193.1
- MP 198.1 to MP 207.3

TWC—in effect:

- MP 0.0X to MP 4.6X—Davies to Atchison

Control Point Identification—Coal Route

- ASB East—MP 0.2
- ASB West—MP 0.7

Manual Interlockings not Controlled by BNSF

- KCT Railway

4. General Code of Operating Rules Items

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

Rule 6.28 in effect:

- MP 59.9 to MP 201.0Y
- MP 207.3 to MP 207.5—East Leg of Wye
- MP 56.3 to MP 61.4—Neb City Industrial Spur
- MP 59.4X to MP 60.4X —Neb City Industrial Spur (Penitentiary Spur)

MWOR Rule 6.58—Automatic Interlockings with MW Release Box:

- MP 116.64

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

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridge, tunnel or other structures
 - MP 100.3—WWD—Recall Code 178
 - MP 110.0—DED—EWD—Recall Code 047

B. Other TWD Locations

- MP 6.1—DED/Exception Reporting
Dual Channel Reporting: BNSF channels 70 and 66
- MP 12.7—Recall Code 197
- MP 18.5—DED/Exception Reporting
- MP 23.6—DED/Exception Reporting
- MP 30.8—DED/Exception Reporting
- MP 37.2—DED/Exception Reporting
- MP 41.6—DED/Exception Reporting
- MP 47.8—DED/Exception Reporting
- MP 54.9—DED/Exception Reporting
- MP 60.9—DED/Exception Reporting
- MP 66.0—DED/Exception Reporting
- MP 70.6—DED/Exception Reporting
- MP 77.1—DED/Exception Reporting
- MP 83.0—DED/Exception Reporting
- MP 88.9—DED/Exception Reporting
- MP 92.2—DED/Exception Reporting
- MP 97.01—DED/Exception Reporting
- MP 100.3—EWD—Recall Code 178
Dual Channel Reporting: BNSF channels 70 and 76
- MP 106.1—DED/Exception Reporting
- MP 110.0—DED—(WWD) - Recall Code 047
- MP 115.8—DED/Exception Reporting
- MP 121.1—DED/Exception Reporting
- MP 126.4—DED/Exception Reporting
- MP 131.1—DED/Exception Reporting
- MP 134.8—DED/Exception Reporting
- MP 139.1—DED/Exception Reporting
- MP 143.2—DED/Exception Reporting
- MP 147.1—DED/Exception Reporting
- MP 152.4—DED/Exception Reporting
- MP 158.6—DED/Exception Reporting
- MP 161.8—DED/Exception Reporting
- MP 166.7—DED/Exception Reporting
- MP 172.2—DED/Exception Reporting
- MP 177.9—DED/Exception Reporting
- MP 183.1—Recall Code 108
- MP 188.4—DED/Exception Reporting
- MP 194.3—DED/Exception Reporting
- MP 199.7—DED/Exception Reporting
Dual Channel Reporting: BNSF channels 76 and 66
- MP 204.3—DED/Exception Reporting
Dual Channel Reporting: BNSF channels 76 and 66

6. FRA Exempted Track—None

7. Special Conditions

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

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

Trains operating on the St. Joseph Subdivision from (not including) CP 42, MP 4.2, to Clarke, MP 7.9, are under the jurisdiction of the St. Joseph Split Dispatcher, (817) 234-6045, 0700 to 1500 M-F and under the St. Joseph Dispatcher, (817) 234-6043, the remainder of the time.

Kansas City Terminal Railway (KCT)—Crews operating across Kansas City Terminal Railway Company trackage must have a current copy of the Greater Kansas City Area Operating and Special Instructions in their possession and review all Kansas City Terminal Railway Company General Notices and General Orders before each day's work or trip. This will fulfill the requirements of Rule 6.2 of the General Code of Operating Rules. The Kansas City Terminal Railway Company does not issue track warrants or bulletins. All modifications to the Greater Kansas City Area Operating and Special Instructions are made in the aforementioned General Notices and General Orders.

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

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

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

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

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

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

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

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

St. Joseph—Train and engine movements operating on industrial tracks over the crossing at Atchison St. must stop their movement after activating the crossing warning devices. Crossing warning devices must operate a minimum of 20 seconds before the movement may proceed. "Crossing Start" Signs indicate the exact location where movements must stop.

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

St. Joseph, East Industrial Park—The speed on all tracks from MP 205.4Y to MP 204.9Y is 5 MPH.

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

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

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

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

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

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

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

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

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

Remote Control Operations—Signs located at MP 8.0 (St. Joseph Subdivision) designate the Remote Control Area at Argentine and Murray yards.

Signs located at MP 56.3 (Nebraska City Industrial Spur) designate the Remote Control Area at Lincoln Terminal.

Signs located at MP 205.5 (St. Joseph Subdivision) designate the Remote Control Area at Lincoln Terminal.

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

Location	Equipment	Clearance	Structure
Murray Yard	Intercontinental	160	gate & building
	McCray Lumber	151	gate & building
	Woodbridge	131	building
	NKC Water Dept	272	gate & building
	NL Grease	215	gate, fence & building
	Graham Pack.	518	building
	N Auto Ramp	647	gate
	S Auto Ramp	648	gate & fence
	Clorox Lead		
	Marcon	705	building
CC Produce	706	building	
Aileen Quirk	708	building	
Garvey Process.	712	building	
Elevator 9 Spur	180	building	

10th Street	EX L Tube	1015	fence & wall	
	EX L Tube	1016	fence & wall	
	Ryerson Steel	1043	gate & building	
	Builders Steel	1145	building	
	Jesco Lube	1155	building	
	Jesco Lube	1156	building	
	NKC Iron & Metal	1178	gate & wall	
	Cook Paint	1246	building	
	US Gypsum Lead	1291	fence & building	
	US Gypsum	1292	building	
	ADM 1 Cleaning Track	1410	building	
	ADM 2	1412	building	
	ADM 3	1413	building	
	ADM Half Trk	1425	building	
19th Street	ADM 4	1414	building	
	ADM 5	1415	building & fence	
	ADM Gooch 1	1431	building	
	ADM Gooch 2	1432	building	
	ADM Gooch 3	1433	building	
	Cereal Foods	5601	building	
	Cereal Foods	5602	building	
	Cereal Foods	5603	building	
	Cereal Foods	5604	poles	
	Steel Manufac.	5670	gate & building	
	Cross Pack.	5681	building	
	Air Gas	316	building, gate & fence	
	Brookfield Sub./ Randolph	Cargill Elevator	1510	building
		Cargill Elevator	1511	building
	Cargill Elevator	1512	building	
	Bartlett Grain	1520	building	
	Bartlett Grain	1521	building	
	Bartlett Grain	1522	building	
	Bartlett Grain	1525	building	
	Brenntag Mid-South	1535	fence & building	
	Geo. Pacific	1542	building	
	Ambassador Steel	1544	building	
	Heritage	1545	wall & poles E side	
Ft. Scott Sub/ Merriam	Consol. Lumber	5730	gate	
	Am. Cast Iron Pipe	5760	gate	
Lenexa	Cont. Container	5830	building	
	Vertis	5917	building	
	Vertis	5920	building	
	Elk Composite	5966	building	
	Baldwin Graph.	5981	building	
	Gil Studio	6050	building	
	Shelter Distrib.	6069	building	
	Magnum	6070	building	
	Deltrich	6075	building	
	Sunflower Veg. Oil	6124	building	
AMCOR	6125	gate, augers, building		
Sadler	Iatan Gen. Stn.	6835	building	
St. Joseph	United Suppliers	6127	building	
	Prime Tanning	6188	building, tanks	
	Artesian Ice	6701	building	
	Wire Rope	6702	loading dock, building	
Table Rock	Yard Track	4902	building	

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

Murray Yard	110 thru 112, 121-122, 123-124, 125-126, 130-131, 171 thru 173, 174-175, 176-178, 216-512, 272-273, 274-275, 601 thru 603, 2002-2003, 2004-2005, 2006-2007, 2008-2009, 2010 thru 2023, 2023-2042
10th Street	1098-MT1, 1098-1301, 1099 thru 1011, 1415-1416, 1413-1425, 1503-1504, 1544-1545
19th Street	803-804, 911-912, 5680-5681
St. Joseph	6102 thru 6106
	6109 thru 6112
Rushville	6846-6999
Waterworks	MT1 - MT2
Forbes	5901-5902
Firth	4301-4399

Test Miles

Between Clarke and Napier

MP 12.0 to MP 13.0

MP 50.0 to MP 51.0

MP 73.0 to MP 74.0

Between Table Rock and Carling

MP 179.0 to MP 180.0

MP 198.0 to MP 199.0

Long/Short Mile Locations—Between Clark and Napier MP 63.0 is missing. The distance between MP 62.0 and MP 64.0 is 2,500 feet. The distance between MP 97.0 and MP 98.0 is 1.4 miles. Between Napier and Carling the distance between MP 145.0 and MP 146.0 is 1.3 miles.

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the St. Joseph Subdivision from MP 4.2 to MP 207.3.

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

- MP 26.0 to MP 31.0 MP 70.0 to MP 73.0
- MP 87.0 to MP 89.0 MP 93.0 to MP 97.0
- MP 109.0 to MP 111.0 MP 137.0 to MP 144.0
- MP 198.0 to MP 203.0

8. Line Segments

Road Line Segments

Line Segment	Limits	Mileposts
16	CP 05—Napier	MP 0.5 to MP 97.4
3000	Napier—Carling	MP 97.4 to MP 207.5
15	St. Joseph—East Industrial Park	MP 205.9 to MP 201.0
79	Iatan Electric Generating Station	MP 0.0 to MP 7.0
7116	Davies—Atchison	MP 0.0X to MP 4.6X
7102	Atchison	MP 0.0 to MP 2.0

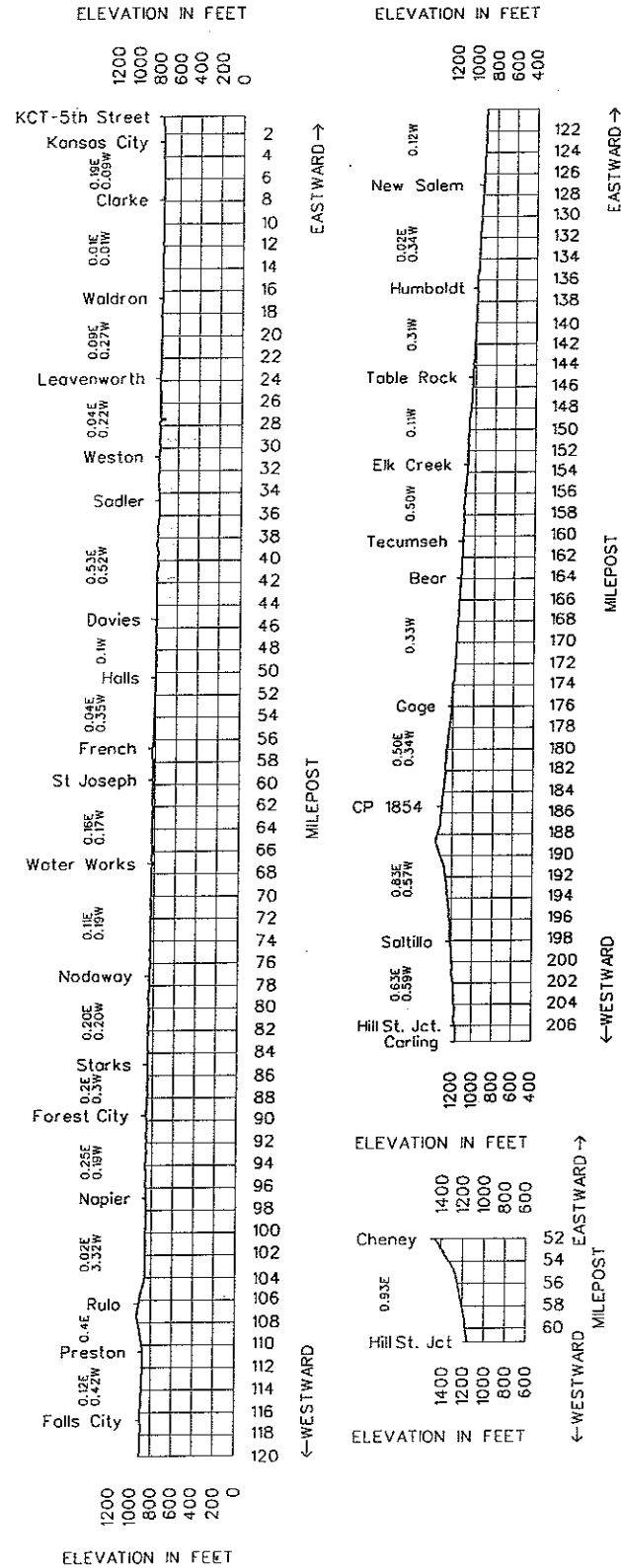
Yard Line Segments

Line Segment	Limits
465	Kansas City-Murray Yard
842	Kansas City-10th Street Yard
1108	Kansas City to KCS Yard (Konokie Yard)
1154	Kansas City-19th Street Yard
16	Iatan Generating Station
841	St. Joseph
16	MP 205.4Y to MP 204.9 St. Joseph, East Ind. Park
141	MP 56.3 to MP 61.4 Neb City Ind. Spur
141	MP 59.4X to MP 60.4X (Penitentiary Spur)

9. Other Location Information

Name	Miles - Location	Capacity Cars	Switch Opens	TSS Track Number	
28009	Parkville	1.7 west of Clarke	3	East	6809
	Massman Stubb	7.1 east of Leavenworth	6	West	6816
28031	Weston	3.9 east of Sadler	30	East	5535
	Iatan Generating Stn.	1.0 east of Sadler	263	East	6835
76704	Winthrop	3.5 west of Davies	65	Both	6998
76706	Atchison	4.6 west of Davies	Yard		6999
28046	Rushville	2.7 west of Armour	10	East	6846
28060	St. Joseph	3.3 west of French	Yard	Both	
28082	Forbes	6.2 west of Nodaway	16	East	5901
28100	Fortescue	3.3 west of Napier	10	East	5601
28107	Rulo	5.2 east of Preston	12	East	5502
28107	Rulo	5.2 east of Preston	10	West	5501
28123	Salem	6.4 west of Falls City	20	East	5201
28130	Dawson	2.8 west of New Salem	10	East	5101
28161	Tecumseh	3.1 east of Bear	60	Both	4798
28167	St Mary	3.5 west of Bear	6	West	4601
28172	Sterling	8.7 west of Bear	45	West	4501
28172	Sterling	8.7 west of Bear	12	East	4502
28179	Adams	4.7 west of Gage	10	Both	4401
28179	Adams	4.7 west of Gage	2	East	4402
28186	Firth	10.4 west of Gage	7	Both	4301
28193	Hickman	5.6 east of Saltillo	10	East	4201
28195	Roca	1.4 east of Saltillo	15	Both	4101
80557	College View	1.5 east of Hill St Jct.	15	Both	2325

10. Grade Charts



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

Radio Call-In	
Radio Channel 70 in service Table Rock to Pawnee	
Channel 76, Table Rock - 01(X), St. Joe DS 47	
Radio Channel 85 in service Superior to Red Cloud	
Lester Jct. - 42(X)	
Emergency - Call 911	
DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5	

Dispatcher Information

St. Joe Split (DS 99) (817) 234-6045, (817) 234-1263

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions—None

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

1(D). Speed—Other

Guide Rock, Elevator Track 5 MPH.

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car

Table Rock to Pawnee..... 143 tons, Restriction D
 Superior to Red Cloud..... 143 tons, Restriction D

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

Superior	Stock track
Bostwick	Elevator track
Red Cloud	Turkey track

3. Type of Operation

Restricted Limits—in effect:

MP 167.1 to MP 172.7

TWC—in effect:

MP 50.5 to MP 57.0
 MP 167.1 to MP 190.0

4. General Code of Operating Rules Items

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

Rule 6.28—in effect:

MP 47.7 to MP 50.5
 MP 190.0 to 197.15 - End of Track

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

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

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

Approach these switches expecting to find them lined against movement.

Rule 8.20—A derail is located at MP 193.6 on the Main Track.

5. Trackside Warning Detectors (TWD)—None

6. FRA Exempted Track—None

7. Special Conditions

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

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

MP 49.04 MP 49.1
 MP 52.84 MP 55.74

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

Pawnee	Schilling	1301	tank car unloading building
Superior	Runaround	2509	
	MP 172.259 to		
	MP 172.277	2598	unloading shed
Guide Rock	Elevator Track	2701	buildings and bins
Red Cloud	Lewis Grain	1704	poles
	MP 195.393		
	to MP 195.4	Main Track	poles

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 185.0 to MP 193.0

8. Line Segments

Road Line Segments

Line Segment Limits

19 MP 47.7 to MP 57.0
 19 MP 167.1 to MP 197.15

9. Other Location Information

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

Speed Tables

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

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

TERMSDXO

- T - Trains
- E - Engines
- R - Railroad cars
- M - Men & equipment fouling track
- S - Stop signal
- D - Derail or switch lined improperly
- X - Crossings at grade
- O - Other crew movements

Remember "TERMSDXO" when shoving cars

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

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

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