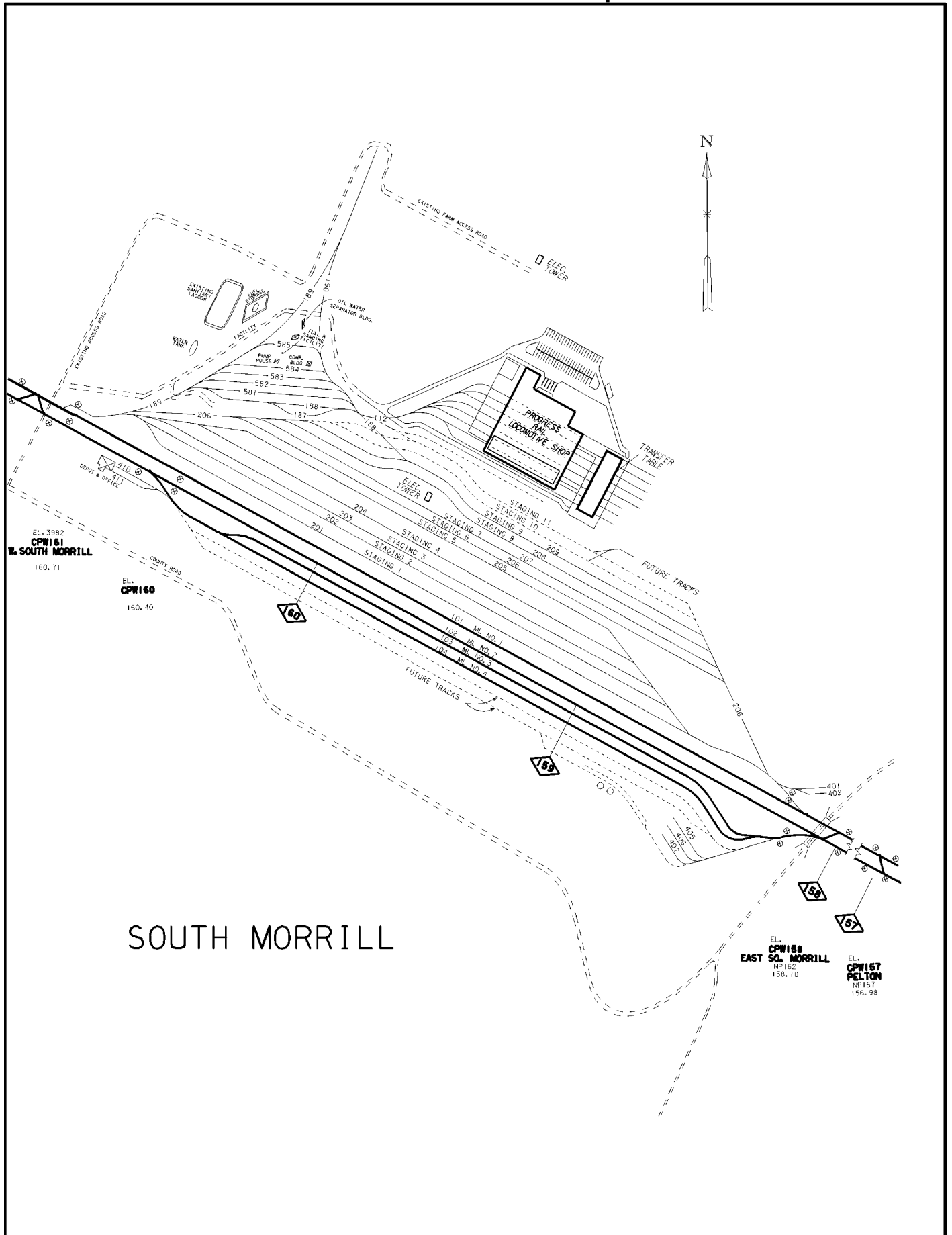


# South Morrill Area Map



## SOUTH MORRILL SUBDIVISION (0214)

| Mile Post | Rule 6.3      | CP #'s | Radio Display:<br>CP W300 to CP W157 - 2020 -*51<br>CP W157 to CP W166 - 4242 -*52 |         | Sta. #'s | Siding Feet |
|-----------|---------------|--------|--|---------|----------|-------------|
|           |               |        | WEST STATIONS  | EAST    |          |             |
| 0.0       | CTC2MT        | W300   | O'FALLONS  | TX      | NX301    |             |
| 1.0       | ACS           | W001   | (8.5)  |         |          |             |
| 8.5       |               | W009   | JORDAN   | (11) X  | NP009    |             |
|           |               |        | (7.5)  |         |          |             |
| 16.0      |               | W016   | NORTH PAXTON   | (11) X  | NP016    |             |
|           |               |        | (9.9)  |         |          |             |
| 25.9      |               | W026   | KEYSTONE   | (11) X  | NP028    |             |
|           |               |        | (8.9)  |         |          |             |
| 34.8      |               | W037   | MARTIN BAY   | (11) X  | NP037    |             |
|           |               |        | (10.7)   |         |          |             |
| 45.5      |               | W046   | SAND CREEK   | (11) X  | NP046    |             |
|           |               |        | (9.7)  |         |          |             |
| 55.2      |               | W055   | CLEAR CREEK  | (11) X  | NP050    |             |
|           |               |        | (12.1)   |         |          |             |
| 67.3      |               | W067   | NEW OSHKOSH  | (11) X  | NP068    |             |
|           |               |        | (11.2)   |         |          |             |
| 78.5      |               | W078   | LYTLE  | (11) X  | NP081    |             |
|           |               |        | (9.6)  |         |          |             |
| 88.1      |               | W088   | RETTIE   | (11) X  | NP089    |             |
|           |               |        | (9.2)  |         |          |             |
| 97.3      |               | W097   | EASTWOOD   | (11) X  | NP097    |             |
|           |               |        | (11.7)   |         |          |             |
| 109.0     |               | W109   | TOWERS   | (11) X  |          |             |
|           |               |        | (3.8)  |         |          |             |
| 112.8     |               | W113   | NORTHPORT  |         | NP114    | 6884        |
| 114.3     |               | W114   | (2.6)  |         |          |             |
| 115.4     |               | W115   | (X)BNSF(M)   |         | NP115    |             |
|           |               |        | (3.2)  |         |          |             |
| 118.6     |               | W119   | NO. BRIDGEPORT   | (11) X  |          |             |
|           |               |        | (7.8)  |         |          |             |
| 126.4     | CTC<br>ACS    | W127   | SOUTH BAYARD   |         | NP125    |             |
|           |               |        | (6.4)  |         |          |             |
| 132.8     | CTC2MT<br>ACS | W132   | McGREW   | (11)    | NP132    |             |
|           |               |        | (8.7)  |         |          |             |
| 141.5     | CTC<br>ACS    | W142   | BROCKOFF   | (11)    | NP141    |             |
|           |               |        | (6.3)  |         |          |             |
| 147.8     | CTC2MT<br>ACS | W148   | HOKAMP   | (11)    | NP148    |             |
|           |               |        | (9.2)  |         |          |             |
| 157.0     |               | W157   | PELTON   | X       | NP157    |             |
|           |               |        | (1.1)  |         |          |             |
| 158.1     | CTC4MT        | W158   | SOUTH MORRILL  | BXT     | NP162    | Yard        |
| 160.4     | ACS           | W160   | (0.3)  |         |          |             |
| 160.7     | CTC2MT<br>ACS | W161   | CP W161  | (11) X  | NP163    |             |
|           |               |        | (2.4)  |         |          |             |
| 164.1     |               | W164   | JOYCE  | X       | NP164    |             |
|           |               |        | (1.4)  |         |          |             |
| 165.5     |               | W166   | HORSE CREEK  | (11) XT | NP166    |             |
| (165.5)   |               |        |  |         |          |             |

| <b>SI-01 MAIN TRACK AUTHORITY</b><br><b>CTC Between</b> CP W300 and CP W166.<br><b>ACS in effect:</b> CP W300 to CP W157 except No. 1 Track CP W113 to CP W115.   |                |           |  |          |  |           |  |          |                                  |              |                       |           |                  |    |                                    |    |                                     |    |                                |    |                                      |    |                      |    |                      |    |
|---|----------------|-----------|--|----------|--|-----------|--|----------|----------------------------------|--------------|-----------------------|-----------|------------------|----|------------------------------------|----|-------------------------------------|----|--------------------------------|----|--------------------------------------|----|----------------------|----|----------------------|----|
| <b>SI-02 MAXIMUM SPEED TABLE</b><br><table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Maximum Speed</th> <th style="text-align: right;">MPH</th> </tr> </thead> <tbody> <tr> <td colspan="2"><b>Between Mileposts</b></td> </tr> <tr> <td colspan="2">0.0 and 165.5</td> </tr> <tr> <td colspan="2"><b>(Except as Below)</b>.....</td> </tr> <tr> <td>0.0 and 0.4.....</td> <td style="text-align: right;">60</td> </tr> <tr> <td>0.0 and 0.4.....</td> <td style="text-align: right;">50</td> </tr> <tr> <td>1.6 and 1.8.....</td> <td style="text-align: right;">50</td> </tr> <tr> <td>115.4 and 115.5.....</td> <td style="text-align: right;">40</td> </tr> <tr> <td>147.0 and 147.8.....</td> <td style="text-align: right;">40</td> </tr> <tr> <td>158.0 and 160.8 Trk.1 &amp; 2.....</td> <td style="text-align: right;">30</td> </tr> <tr> <td>158.1 and 160.4 Trk.3 &amp; 4.....</td> <td style="text-align: right;">20</td> </tr> <tr> <td>160.8 and 164.2.....</td> <td style="text-align: right;">50</td> </tr> <tr> <td>164.2 and 164.9.....</td> <td style="text-align: right;">35</td> </tr> </tbody> </table>                                     | Maximum Speed  | MPH       | <b>Between Mileposts</b>                               |          | 0.0 and 165.5                          |           | <b>(Except as Below)</b> .....   |          | 0.0 and 0.4.....                 | 60           | 0.0 and 0.4.....      | 50        | 1.6 and 1.8..... | 50 | 115.4 and 115.5.....               | 40 | 147.0 and 147.8.....                | 40 | 158.0 and 160.8 Trk.1 & 2..... | 30 | 158.1 and 160.4 Trk.3 & 4.....       | 20 | 160.8 and 164.2..... | 50 | 164.2 and 164.9..... | 35 |
| Maximum Speed   | MPH            |           |  |          |  |           |  |          |                                  |              |                       |           |                  |    |                                    |    |                                     |    |                                |    |                                      |    |                      |    |                      |    |
| <b>Between Mileposts</b>  |                |           |  |          |  |           |  |          |                                  |              |                       |           |                  |    |                                    |    |                                     |    |                                |    |                                      |    |                      |    |                      |    |
| 0.0 and 165.5   |                |           |  |          |  |           |  |          |                                  |              |                       |           |                  |    |                                    |    |                                     |    |                                |    |                                      |    |                      |    |                      |    |
| <b>(Except as Below)</b> .....  |                |           |  |          |  |           |  |          |                                  |              |                       |           |                  |    |                                    |    |                                     |    |                                |    |                                      |    |                      |    |                      |    |
| 0.0 and 0.4.....  | 60             |           |  |          |  |           |  |          |                                  |              |                       |           |                  |    |                                    |    |                                     |    |                                |    |                                      |    |                      |    |                      |    |
| 0.0 and 0.4.....  | 50             |           |  |          |  |           |  |          |                                  |              |                       |           |                  |    |                                    |    |                                     |    |                                |    |                                      |    |                      |    |                      |    |
| 1.6 and 1.8.....  | 50             |           |  |          |  |           |  |          |                                  |              |                       |           |                  |    |                                    |    |                                     |    |                                |    |                                      |    |                      |    |                      |    |
| 115.4 and 115.5.....  | 40             |           |  |          |  |           |  |          |                                  |              |                       |           |                  |    |                                    |    |                                     |    |                                |    |                                      |    |                      |    |                      |    |
| 147.0 and 147.8.....  | 40             |           |  |          |  |           |  |          |                                  |              |                       |           |                  |    |                                    |    |                                     |    |                                |    |                                      |    |                      |    |                      |    |
| 158.0 and 160.8 Trk.1 & 2.....  | 30             |           |  |          |  |           |  |          |                                  |              |                       |           |                  |    |                                    |    |                                     |    |                                |    |                                      |    |                      |    |                      |    |
| 158.1 and 160.4 Trk.3 & 4.....  | 20             |           |  |          |  |           |  |          |                                  |              |                       |           |                  |    |                                    |    |                                     |    |                                |    |                                      |    |                      |    |                      |    |
| 160.8 and 164.2.....  | 50             |           |  |          |  |           |  |          |                                  |              |                       |           |                  |    |                                    |    |                                     |    |                                |    |                                      |    |                      |    |                      |    |
| 164.2 and 164.9.....  | 35             |           |  |          |  |           |  |          |                                  |              |                       |           |                  |    |                                    |    |                                     |    |                                |    |                                      |    |                      |    |                      |    |
| <b>SI-03 OTHER SPEED RESTRICTIONS</b><br><table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Maximum Speed</th> <th style="text-align: right;">MPH</th> </tr> </thead> <tbody> <tr> <td colspan="2"><b>1. Thru Sidings &amp; Turnouts (No Exceptions.)</b></td> </tr> <tr> <td colspan="2"><b>2. Dual Control Switch Turnouts</b></td> </tr> <tr> <td colspan="2">CP W300*, CP W009, CP W016, CP W026, CP W035, CP W046, CP W067, CP W078, CP W088, CP W097, CP W109, CP W119, CP W132, CP W142, CP W148, CP W166.....</td> </tr> <tr> <td>*CP W300 Loaded Coal Trains.....</td> <td style="text-align: right;">40</td> </tr> <tr> <td>CP W113, CP W114.....</td> <td style="text-align: right;">25</td> </tr> <tr> <td>CP W115.....</td> <td style="text-align: right;">15</td> </tr> <tr> <td colspan="2"><b>3. Misc. Speed Restrictions</b></td> </tr> <tr> <td>BNSF Transfer Track at CP W115.....</td> <td style="text-align: right;">10</td> </tr> <tr> <td>South Morrill Yard tracks.....</td> <td style="text-align: right;">15</td> </tr> <tr> <td>South leg of wye at Horse Creek.....</td> <td style="text-align: right;">10</td> </tr> </tbody> </table> | Maximum Speed  | MPH       | <b>1. Thru Sidings &amp; Turnouts (No Exceptions.)</b> |          | <b>2. Dual Control Switch Turnouts</b> |           | CP W300*, CP W009, CP W016, CP W026, CP W035, CP W046, CP W067, CP W078, CP W088, CP W097, CP W109, CP W119, CP W132, CP W142, CP W148, CP W166..... |          | *CP W300 Loaded Coal Trains..... | 40           | CP W113, CP W114..... | 25        | CP W115.....     | 15 | <b>3. Misc. Speed Restrictions</b> |    | BNSF Transfer Track at CP W115..... | 10 | South Morrill Yard tracks..... | 15 | South leg of wye at Horse Creek..... | 10 |                      |    |                      |    |
| Maximum Speed   | MPH            |           |  |          |  |           |  |          |                                  |              |                       |           |                  |    |                                    |    |                                     |    |                                |    |                                      |    |                      |    |                      |    |
| <b>1. Thru Sidings &amp; Turnouts (No Exceptions.)</b>  |                |           |  |          |  |           |  |          |                                  |              |                       |           |                  |    |                                    |    |                                     |    |                                |    |                                      |    |                      |    |                      |    |
| <b>2. Dual Control Switch Turnouts</b>  |                |           |  |          |  |           |  |          |                                  |              |                       |           |                  |    |                                    |    |                                     |    |                                |    |                                      |    |                      |    |                      |    |
| CP W300*, CP W009, CP W016, CP W026, CP W035, CP W046, CP W067, CP W078, CP W088, CP W097, CP W109, CP W119, CP W132, CP W142, CP W148, CP W166.....  |                |           |  |          |  |           |  |          |                                  |              |                       |           |                  |    |                                    |    |                                     |    |                                |    |                                      |    |                      |    |                      |    |
| *CP W300 Loaded Coal Trains.....  | 40             |           |  |          |  |           |  |          |                                  |              |                       |           |                  |    |                                    |    |                                     |    |                                |    |                                      |    |                      |    |                      |    |
| CP W113, CP W114.....   | 25             |           |  |          |  |           |  |          |                                  |              |                       |           |                  |    |                                    |    |                                     |    |                                |    |                                      |    |                      |    |                      |    |
| CP W115.....  | 15             |           |  |          |  |           |  |          |                                  |              |                       |           |                  |    |                                    |    |                                     |    |                                |    |                                      |    |                      |    |                      |    |
| <b>3. Misc. Speed Restrictions</b>  |                |           |  |          |  |           |  |          |                                  |              |                       |           |                  |    |                                    |    |                                     |    |                                |    |                                      |    |                      |    |                      |    |
| BNSF Transfer Track at CP W115.....   | 10             |           |  |          |  |           |  |          |                                  |              |                       |           |                  |    |                                    |    |                                     |    |                                |    |                                      |    |                      |    |                      |    |
| South Morrill Yard tracks.....  | 15             |           |  |          |  |           |  |          |                                  |              |                       |           |                  |    |                                    |    |                                     |    |                                |    |                                      |    |                      |    |                      |    |
| South leg of wye at Horse Creek.....  | 10             |           |  |          |  |           |  |          |                                  |              |                       |           |                  |    |                                    |    |                                     |    |                                |    |                                      |    |                      |    |                      |    |
| <b>SI-04 MAIN TRACK DESIGNATIONS</b><br><b>Two Main Tracks between:</b><br>CP W300 and CP W052;<br>CP W061 and CP W127;<br>CP W132 and CP W142;<br>CP W148 and CP W158;<br>CP W160 and CP W166.<br><b>Four Main Tracks between:</b><br>CP W158 and CP W160  |                |           |  |          |  |           |  |          |                                  |              |                       |           |                  |    |                                    |    |                                     |    |                                |    |                                      |    |                      |    |                      |    |
| <b>SI-05 MILEPOST EQUATIONS</b><br>MP 0.0 North Platte Sub. = 300.3 Sidney Sub.   |                |           |  |          |  |           |  |          |                                  |              |                       |           |                  |    |                                    |    |                                     |    |                                |    |                                      |    |                      |    |                      |    |
| <b>SI-06 DTC BLOCK LIMITS - None.</b>   |                |           |  |          |  |           |  |          |                                  |              |                       |           |                  |    |                                    |    |                                     |    |                                |    |                                      |    |                      |    |                      |    |
| <b>SI-07 ITEM 13 TRAIN DEFECT DETECTORS</b><br><table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td>@ 0.1</td> <td>(#) 46.7</td> <td>(#) 107.2</td> </tr> <tr> <td>(#) 17.4</td> <td>(#) 65.0</td> <td>(#) 121.6</td> </tr> <tr> <td>(#) 31.6</td> <td>(#) 79.0</td> <td>(#) 136.3</td> </tr> <tr> <td>@ 31.7 Trk.2</td> <td>(#) 91.1 Trk.1</td> <td>(#) 150.8</td> </tr> </tbody> </table>   | @ 0.1          | (#) 46.7  | (#) 107.2  | (#) 17.4 | (#) 65.0                               | (#) 121.6 | (#) 31.6   | (#) 79.0 | (#) 136.3                        | @ 31.7 Trk.2 | (#) 91.1 Trk.1        | (#) 150.8 |                  |    |                                    |    |                                     |    |                                |    |                                      |    |                      |    |                      |    |
| @ 0.1   | (#) 46.7       | (#) 107.2 |  |          |  |           |  |          |                                  |              |                       |           |                  |    |                                    |    |                                     |    |                                |    |                                      |    |                      |    |                      |    |
| (#) 17.4  | (#) 65.0       | (#) 121.6 |  |          |  |           |  |          |                                  |              |                       |           |                  |    |                                    |    |                                     |    |                                |    |                                      |    |                      |    |                      |    |
| (#) 31.6  | (#) 79.0       | (#) 136.3 |  |          |  |           |  |          |                                  |              |                       |           |                  |    |                                    |    |                                     |    |                                |    |                                      |    |                      |    |                      |    |
| @ 31.7 Trk.2  | (#) 91.1 Trk.1 | (#) 150.8 |  |          |  |           |  |          |                                  |              |                       |           |                  |    |                                    |    |                                     |    |                                |    |                                      |    |                      |    |                      |    |
| <b>SI-08 RULES ITEMS</b><br><b>Rule 13.1.4 ACS Test Loops:</b> Northport - East and West ends of main one track and sidings.<br>Gering - East end Track 101, both ends Track 105.<br>South Morrill - East end all tracks between CP W157 and CP W164 and East end all yard tracks.  |                |           |  |          |  |           |  |          |                                  |              |                       |           |                  |    |                                    |    |                                     |    |                                |    |                                      |    |                      |    |                      |    |
| <b>SI-09 FRA EXCEPTED TRACKS - None.</b>  |                |           |  |          |  |           |  |          |                                  |              |                       |           |                  |    |                                    |    |                                     |    |                                |    |                                      |    |                      |    |                      |    |

# SOUTH MORRILL SUBDIVISION (0214)

| SI-10 BUSINESS TRACKS  |       |          |
|--|-------|----------|
| Track Name   | MP    | STA. #'S |
| Martin (Trk.1 W).....  | 34.9  | NP035    |
| Lewellen (E).....  | 58.8  | NP059    |
| Oshkosh (Trk.1).....   | 70.9  | NP071    |
| Lisco (Trk.2).....   | 85.3  | NP085    |
| Lisco (Trk.1).....   | 86.4  | NP086    |
| Broadwater .....   | 100.6 | NP100    |
| Glover (Trk.1 W).....  | 117.3 | NP117    |
| Gering .....   | 145.9 | NP146    |
| <b>SI-11 INDUSTRIAL LEADS - None.</b>  |       |          |
| <b>SI-12 TONNAGE RESTRICTIONS/TPOB</b>   |       |          |
| <b>Maximum gross weight:</b> 158 Tons.   |       |          |
| <b>Between O'Fallons and Horse Creek,</b> the maximum speed for loaded coal trains exceeding 120 cars or exceeding 134 TPOB is 50 MPH. |       |          |
| <b>SI-13 TRAIN MAKE-UP RESTRICTIONS - None.</b>  |       |          |

| SI-14 MISC. INSTRUCTIONS   |         |      |       |
|--|---------|------|-------|
| <b>Between MP 0.0 and MP 3.0:</b> Permanent speed signs for 50 MPH speed restriction are displayed less than the required distance for Westward movements. Signs are displayed at MP 0.0.  |         |      |       |
| <b>Gering - Automatic horn system (AHS):</b> (AHS) in service at Gering at the following locations:<br>MP 145.7 - 7th Street,<br>MP 146.0 - 10th Street<br>MP 146.8 - Country Club Road  |         |      |       |
| The AHS is initiated when the grade crossing warning system is activated by the approaching train or engine. The AHS sounds horns that are directed towards approaching street traffic and the indicator lights "X" will flash until the train or engine occupies the island of the grade crossing.  |         |      |       |
| When indicator lights "X" are flashing at the above locations, this will acknowledge the system is working properly and it is not necessary to sound whistle signal 5.8.2(11). However, this will not apply when there is a need to warn pedestrians or vehicular traffic unaware of an approaching train or engine, and their attention cannot be attracted by the ringing of the bell per Rule 5.8.1. If the indicator lights "X" are not flashing as the train approaches the crossing the whistle must be sounded. |         |      |       |
| <b>Gering:</b> Multiple consists of 6 axle units permitted on Tracks 101, 102, 103, 104, 105, 106 and 107 only.  |         |      |       |
| <b>South Morrill:</b> Trains, Engines, men and equipment must obtain authority from the control operator at South Morrill to initiate movements on other than main track.<br>Authority for Movement Inbound or outbound, from the South Morrill Diesel Service Facility must be obtained from the South Morrill Control Operator.  |         |      |       |
| No more than 18 coupled locomotives may be moved or switched on the engine ready track at South Morrill. When handling more than 12 locomotives, a second locomotive must have all lines MU'ed to the controlling locomotive for braking power.  |         |      |       |
| Between MP 157.0 and MP 166.0 mechanical employees will be working on channel 3636. Before making any move involving the locomotive servicing facility at South Morrill (this includes all wye tracks, ready track, fuel & sand 1, fuel & sand 2, engine house, fuel car track, and Progress Rail) you must contact mechanical personal (MIC-MIC Helper) on channel 3636 to notify them of moves to be made.   |         |      |       |
| <b>Set Out Tracks</b>  |         |      |       |
| Set Out Tracks:  |         |      |       |
| MP   | Sta.#'s | Yard | Track |
| 11.0 Trk.1   | NP011   | 04   | 154   |
| 11.0 Trk.2   | NP011   | 04   | 153   |
| 24.0   | NP028   | 04   | 157   |
| 28.0 Trk.1   | NP028   | 04   | 156   |
| 39.0 Trk.1   | NP035   | 04   | 158   |
| 39.0 Trk.2   | NP035   | 04   |       |
| 53.0   | NP052   | 04   | 160   |
| 73.0 Trk. 2  | NP071   | 04   | 876   |
| 114.0 Trk.2  | NP114   | 02   | 400   |
| 115.0 Trk.1  | NP115   | 02   | 602   |
| 142.0  | NP142   | 02   | 801   |