

## COUNCIL BLUFFS-OMAHA-SOUTH OMAHA TERMINALS

### COUNCIL BLUFFS, IOWA

Council Bluffs is the fifth largest rail center in the United States, behind Chicago, Ill.; St. Louis, Mo.; Kansas City, Mo. and Omaha, Nebraska. This important gateway is served by the Milwaukee Road; Chicago & North Western; Chicago, Burlington & Quincy; Chicago Great Western; Rock Island; Illinois Central; Union Pacific and Norfolk & Western railroads.

All Milwaukee Road yard operations are handled at Council Bluffs, including TOFC. We have only six industries located on our trackage in this area, all located in Council Bluffs. This does not include the Janesville Auto Facilities which are owned by the Milwaukee Road and leased to the Janesville Auto Transport Company.

#### TIME FREIGHTS

<i>Westbound</i>	61	63	
Bensenville Yd., Ill.	11:00 A.M.	8:30 P.M.	
Council Bluffs, Iowa	10:00 P.M.	10:00 A.M.	

<i>Eastbound</i>	62	64	
Council Bluffs, Iowa	8:00 P.M.	9:45 A.M.	
Bensenville Yd., Ill.	11:00 A.M.	11:00 P.M.	

*Train No. 61 handles mainly U. P. Traffic, TOFC and other rush traffic.*

*Train No. 63 handles all other freight available.*

*Train No. 62 handles outbound perishable traffic.*

*Train No. 64 handles all other traffic available.*

We also have a westbound freight, Train 73, which operates from Savanna, Illinois and Eastbound Train 68, which is a freight.

#### PASSENGER TRAINS

<i>Westbound</i>	111	103	19
Chicago, Ill.	3:00 P.M.	6:00 P.M.	8:10 P.M.
Omaha, Neb.	11:15 P.M.	2:20 A.M.	7:50 A.M.
Un. Station			

<i>Eastbound</i>	112	104	20
Chicago, Ill.	10:15 A.M.	11:59 A.M.	8:50 A.M.
Omaha, Neb.	2:00 A.M.	3:40 A.M.	9:00 P.M.
Un. Station			

Our interchange with the Union Pacific Railroad is accomplished at a centralized point, commonly referred to as the Pool Yard. Most railroads serving this area interchange cars at this location. The Milwaukee Road delivers to the Union Pacific on track number 12, (our train No. 61 is delivered on this particular track)

and tracks 7, 8 and 9; also a track known as "Joe track." The Union Pacific delivers to the Milwaukee at North yard Number 7 track. We own tracks 7, 8, 9 and "Joe track." Cars delivered to the Union Pacific (with the exception of our train No. 61 and LA Forwarder connections) are handled approximately 4½ times before leaving Council Bluffs.

The Union Pacific Yard, Council Bluffs, holds a total of 3,500 cars on the so-called "Live Tracks." They work an average of 32 switch engines every 24 hours. Also located here are the ice docks which are a vital part of the Union Pacific operations. This facility is operated by the Pacific Fruit Express Company, which has its own ice manufacturing plant with a capacity of 259 tons per day. There is storage capacity for 23,600 tons. The ice dock holds a total of 100 cars on each side for re-top or body icing. The top icing takes an average of 56 seconds per car.

Delivery to the C&NW is accomplished on Track Number 3. We receive from them on track Number 7.

Delivery to the CB&Q is made at 15th Avenue, off of Main Line. They deliver to us any place in our yard, the track being designated by the Yardmaster on duty.

Interchange to and from the Chicago Great Western is made through the CB&Q.

Delivery to the CRI&P is accomplished at the North yard of transfer and we receive on Track Number 7.

Interchange to and from the IC is made off of the Main Line on a spur track known as "J track."

Delivery to the N&W is done off of Main Line track at Number 305 Station, a small building which we own. This is "home" for a switch tender who goes on duty at 10 P.M. to throw the switches for the City Trains as well as Freight. We receive from the N&W on Track Number 13.

### OMAHA, NEBRASKA

Omaha is the fourth largest rail center in the nation behind Chicago, Illinois, St. Louis, Missouri and Kansas City, Missouri.

This Gateway is served by the Milwaukee Road; Chicago & North Western; Chicago, Burlington & Quincy; Chicago Great Western; Chicago, Rock Island and Pacific; Illinois Central; Missouri Pacific, Union Pacific and Norfolk and Western railroads.

An agreement between the Union Pacific and the Milwaukee Road, dated May 25, 1898, permits us to use, jointly with other railroads, certain trackage facilities of the Union Pacific between Council Bluffs,

Iowa and a point within one and one half miles south of the then existing passenger station of the Union Pacific at South Omaha, Nebraska. This distance is 7.98 miles, of which 5.62 miles are in Nebraska.

All should understand that our railroad has no industries in the Omaha area served by ourselves. In view of the contract we have with the Union Pacific we consider all Union Pacific Industries the same as ours, excepting that actual placement of cars is made by the Union Pacific engine and crews and not our own.

The Milwaukee Road delivers and receives freight on tracks in what is known as the "7th Street Yard." We deliver on any clear track and receive on what is known as Track Number 26. Enroute from South Omaha, we stop here to pick up only perishables.

The freight house at 9th and Jackson streets is a joint operation between the Milwaukee Road, Norfolk & Western and the Union Pacific. The Union Pacific furnishes the facilities and forces.

All the railroads entering Omaha, Nebraska from Council Bluffs, Iowa use the Missouri River Bridge which is owned by the Union Pacific with the exception of the Illinois Central who have their own bridge about 2 miles north of the UP Bridge. We are informed by the UP East tower operator, there are from 70 to 80 trains per day using this bridge. The Chicago, Burlington & Quincy Railroad can use their bridge at Plattsmouth, Nebraska by using their tracks on the west side of the Missouri River. Cars are handled on a wheelage basis over the UP Bridge to Omaha and South Omaha by our own terminal crews from Council Bluffs.

We do not have a direct connection with the Missouri Pacific Railroad at the Omaha-South Omaha Switching District. Delivery to and from the Missouri Pacific is made through the Union Pacific at Omaha or via South Omaha and the South Omaha Terminal (SOT) Railway. The Missouri Pacific at Omaha has direct interchange with the C&NW, CB&Q, IC and UP.

The relocation trend of present industry and location of new industry at Omaha is to the west.

They are moving to the Omaha Industrial Districts 1, 2, 3 and 4 and later new districts will be secured. This area is served by the Union Pacific. This company has a tendency to give railroad siding names to these industry sites such as Woody, Weco (Western Electric Company), IpcO (International Paper Company), Ruf, Foxley and Seymour, Nebraska. This enables the Union Pacific to secure a line haul to and from such firms instead of receiving a switching charge. These firms are not open to reciprocal switching to any railroad.

The Union Pacific Railroad works 18 switch engines at this terminal on Sundays. Mondays to Fridays inclusive they work 34 engines and on Saturdays they work 28.

### **SOUTH OMAHA, NEBRASKA**

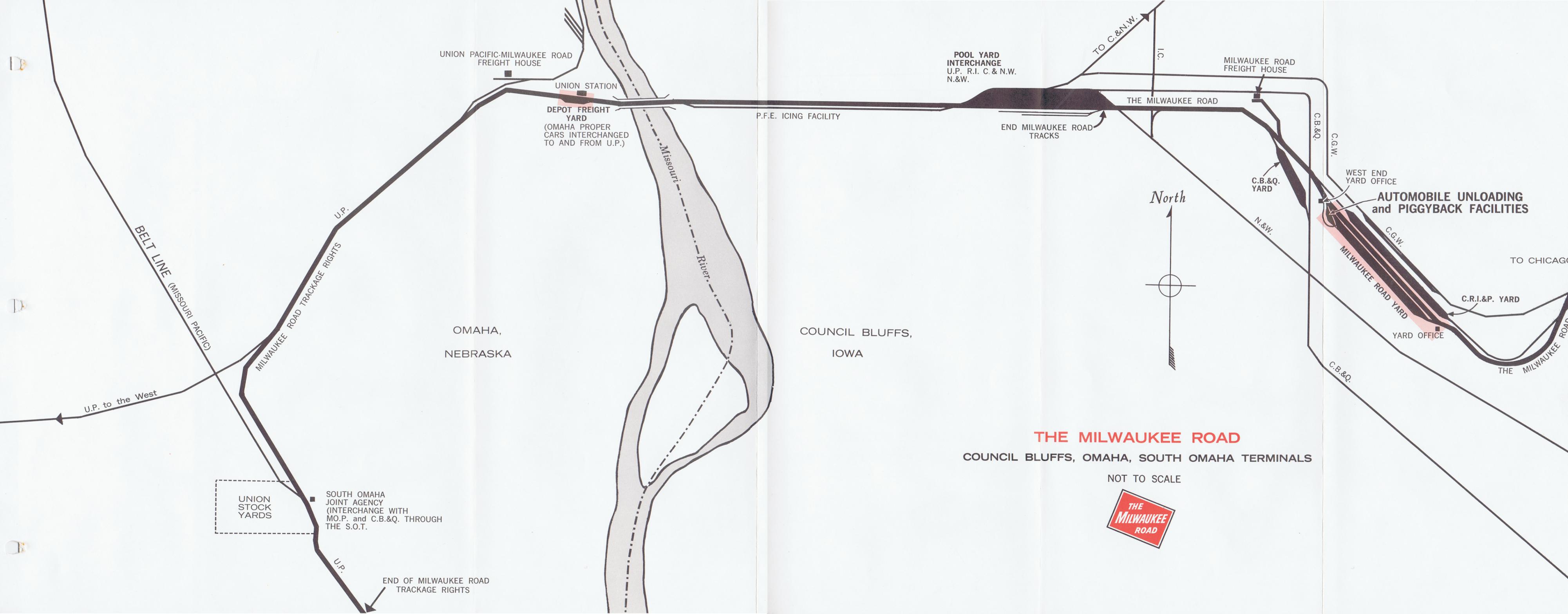
This particular Gateway is served by the same carriers that serve Omaha, Nebraska. There is a switching railway here known as the South Omaha Terminal (SOT) Railway, a subsidiary of the Union Stock Yards Company of Omaha, Ltd.

South Omaha, is the largest of the stock markets. Total receipts of livestock for the year 1966 were 4,916,719. Salable, receipts of livestock for the year 1966 placed South Omaha first with 4,212,299 animals.

Swift and Company and Armour and Company are served by the SOT Railway. Wilson and Company is served by the Union Pacific. Most of the Independent packers are located on the Burlington railroad.

We make delivery to the South Omaha Terminal (SOT) Railway on tracks 1, 2 and 3 and they deliver to us on Track Number 6. We deliver to the Union Pacific on what is known as the front and back scale tracks and they will deliver to us also on Track Number 6.

The only connection that we have with the CB&Q, C&NW and the MP in the South Omaha terminal is by using the SOT Railway as an intermediate carrier. We operate over the Union Pacific into the South Omaha District giving us a direct interchange with that carrier.



UNION PACIFIC-MILWAUKEE ROAD  
FREIGHT HOUSE

UNION STATION

DEPOT FREIGHT  
YARD  
(OMAHA PROPER  
CARS INTERCHANGED  
TO AND FROM U.P.)

P.F.E. ICING FACILITY

POOL YARD  
INTERCHANGE  
U.P. R.I. C. & N.W.  
N.&W.

THE MILWAUKEE ROAD

MILWAUKEE ROAD  
FREIGHT HOUSE

END MILWAUKEE ROAD  
TRACKS

C.B.&Q.  
YARD

WEST END  
YARD OFFICE

AUTOMOBILE UNLOADING  
and PIGGYBACK FACILITIES

MILWAUKEE ROAD YARD

C.R.I.&P. YARD

YARD OFFICE

TO CHICAGO

THE MILWAUKEE ROAD

North



**THE MILWAUKEE ROAD**

COUNCIL BLUFFS, OMAHA, SOUTH OMAHA TERMINALS

NOT TO SCALE



BELT LINE (MISSOURI PACIFIC)

MILWAUKEE ROAD TRackage RIGHTS

U.P.

Missouri River

OMAHA,  
NEBRASKA

COUNCIL BLUFFS,  
IOWA

UNION  
STOCK  
YARDS

SOUTH OMAHA  
JOINT AGENCY  
(INTERCHANGE WITH  
M.O.P. and C.B.&Q. THROUGH  
THE S.O.T.)

END OF MILWAUKEE ROAD  
TRackage RIGHTS

U.P.

U.P. to the West