

**REGION TRANSPORTATION DEPARTMENT**

**R. W. Johnson—Superintendent Transportation—  
Galesburg**

W. J. DICK ..... Manager Train Operations ..... Galesburg  
G. E. HALL ..... Manager Train Operations ..... Galesburg  
B. M. BATTERSON ..... General Road Foreman ..... Galesburg

**CHICAGO DIVISION**

**J. W. Carnahan—Division Superintendent—Galesburg**

..... Asst. Superintendent ..... Galesburg  
G. A. DREXEL ..... Asst. Supt. Administration ..... Galesburg  
E. E. BRATCHER ..... Asst. Supt. Roadway Maintenance ..... Galesburg  
V. H. COPELAND ..... Chief Dispatcher ..... Galesburg  
M. W. WEISSMANN ..... Trainmaster ..... Galesburg  
R. H. FLAAR ..... Trainmaster ..... Galesburg  
T. L. KARRE ..... Trainmaster ..... La Crosse  
J. T. FLEMING ..... Trainmaster-Road Foreman ..... La Crosse  
J. J. CHAPMAN ..... Road Foreman ..... Aurora  
J. H. CLARK ..... Road Foreman ..... Galesburg

J. D. YEAGER ..... Terminal Superintendent ..... Galesburg  
J. D. LARSON ..... Asst. Terminal Supt. ..... Galesburg  
C. E. COWAN ..... Terminal Trainmaster ..... Galesburg  
D. P. JOHNSON ..... Terminal Trainmaster ..... Galesburg  
M. D. GRADY ..... Terminal Trainmaster ..... Galesburg  
R. F. FELDBERG ..... Terminal Trainmaster ..... Galesburg  
T. S. ROBERTS ..... Terminal Trainmaster ..... Galesburg

D. A. BASFORD ..... Terminal Superintendent ..... Cicero  
M. S. DUPHORN ..... Asst. Terminal Superintendent ..... Cicero  
J. E. KLINE ..... Terminal Trainmaster ..... Cicero  
M. A. WARD ..... Terminal Trainmaster ..... Cicero  
C. J. FROSCHUISER ..... Terminal Trainmaster ..... Cicero  
R. A. NASH ..... Terminal Trainmaster ..... Cicero  
P. B. SADAUSKAS ..... Asst. Terminal Trainmaster ..... Cicero  
C. L. YORK ..... Asst. Terminal Trainmaster ..... Cicero  
J. H. LINDQUIST ..... Suburban Trainmaster ..... Chicago  
N. W. MEULNER ..... Road Foreman-Trainmaster ..... Eola  
D. G. HOFFMAN ..... Trainmaster ..... Eola

**GALESBURG DIVISION**

**H. H. Payne—Division Superintendent, Galesburg**

G. L. AMYS ..... Asst. Superintendent ..... Galesburg  
G. A. DREXEL ..... Asst. Supt. Administration ..... Galesburg  
J. A. ADAIR ..... Asst. Supt. Roadway Maintenance ..... Galesburg  
J. R. BROWN ..... Chief Dispatcher ..... Galesburg  
B. L. HARDRICK ..... Trainmaster ..... Galesburg  
R. B. PAULSGROVE ..... Road Foreman ..... Galesburg  
D. F. LADD ..... Trainmaster-Road Foreman ..... West Quincy  
J. C. MOSCHETTI ..... Trainmaster-Road Foreman ..... West Quincy  
P. L. PADDOCK ..... Trainmaster ..... Centralia  
M. J. LOVELADY ..... Road Foreman ..... Beardstown  
A. A. SATUNAS ..... Trainmaster ..... Creston  
T. HEMMERLE ..... Road Foreman ..... Creston

T. L. BOURZIKAS ..... Terminal Superintendent ..... St. Louis  
S. E. OESTREICHER ..... Asst. Terminal Supt. ..... St. Louis  
C. C. LOFTON ..... Terminal Trainmaster ..... St. Louis  
H. A. ROGERS ..... Terminal Trainmaster ..... St. Louis  
S. D. SCHMIDT ..... Terminal Trainmaster ..... St. Louis  
R. L. DENT ..... Terminal Trainmaster ..... St. Louis  
B. A. TURNER ..... Terminal Trainmaster ..... St. Louis  
R. J. WOLFF ..... Trainmaster/Road Foreman ..... St. Louis

**NEBRASKA DIVISION**

**R. J. Zimmerman—Division Superintendent—Lincoln**

H. D. ROBINSON ..... Asst. Supt. Transportation ..... Lincoln  
H. ANDERSON ..... Asst. Superintendent ..... Omaha  
D. L. HATZENBUHLER ..... Asst. Supt. Administration ..... Lincoln  
M. A. OLIVER ..... Asst. Supt. Roadway Maintenance ..... Lincoln  
J. R. ZAMRZA ..... Chief Dispatcher ..... Lincoln  
E. R. TORRENCE ..... Trainmaster ..... Lincoln  
D. N. BAUGHMAN ..... Trainmaster ..... Lincoln  
D. L. TREMLAY ..... Trainmaster ..... Lincoln  
C. R. HUNGER ..... Trainmaster/Road Foreman ..... Lincoln  
R. A. POINDEXTER ..... Road Foreman ..... Lincoln  
D. L. GREER ..... Road Foreman ..... Lincoln  
D. J. GODSIL ..... Trainmaster ..... Ravenna  
T. D. NAGEL ..... Trainmaster/Road Foreman ..... Hastings  
K. L. MAIDEN ..... Trainmaster ..... St. Joseph  
M. E. SHERVE ..... Trainmaster/Agent ..... Omaha

R. L. FRAZIER ..... Terminal Superintendent ..... Lincoln  
W. FERGUSON ..... Asst. Terminal Superintendent ..... Lincoln  
A. G. IPPOLITO ..... Terminal Trainmaster ..... Lincoln  
E. R. SMITH ..... Terminal Trainmaster ..... Lincoln  
G. T. ALLISON ..... Terminal Trainmaster ..... Lincoln  
J. T. PERDEW ..... Terminal Trainmaster ..... Lincoln  
S. A. HULSTROM ..... Terminal Trainmaster ..... Lincoln  
T. A. DETTMERS ..... Terminal Trainmaster ..... Lincoln

**BURLINGTON  
NORTHERN  
RAILROAD  
CO.  
CHICAGO  
REGION**

**CHICAGO, GALESBURG and  
NEBRASKA DIVISIONS**

**TIMETABLE  
NO. 5**

**IN EFFECT AT 12:01 A.M.  
Central Standard Time**

**Sunday, April 27, 1986**

**Including National Railroad Passenger Corporation (NRPC) Trains**

Vice President ..... General Manager  
**E. H. HARRISON** ..... **J. M. ARRINGTON**  
Vice President  
Transportation—System  
**J. R. GALASSI**

**ALL SUBDIVISIONS**

**1. Speed Restrictions— Maximum Speeds Permitted**

All speeds are subject to modification by speed restrictions indicated under Individual Subdivision Special Instructions.

Passenger trains will be governed by freight train speeds if passenger train speed is not specified under Individual Subdivision Special Instructions.

Freight trains up to 100 Tons/OB .....	60 MPH.
Freight trains over 100 Tons/OB .....	45 MPH.
Loaded coal trains .....	45 MPH.
Empty coal trains .....	50 MPH.

Tons per operative brake (Tons/OB) is defined as the gross trailing tonnage of the train divided by the total number of cars having operative brakes. For purposes of this definition, each platform of multi-platform cars is considered one car.

To determine if train exceeds 100 tons per operative brake, add two zeros to the number of cars having operative brakes. If train has greater trailing tonnage than the resulting figure, train exceeds 100 tons per operative brake. Example: 85 cars with operative brakes plus two zeros equals 8500. An 85 car train with 9182 tons would exceed 8500 and hence would exceed 100 tons per operative brake.

**Unless otherwise provided—**

Movements on:	
Sidings .....	20 MPH.
Tracks other than main tracks and sidings .....	10 MPH.

Light locomotive consist or caboose hop .....

50 MPH.

All trains and engines through turnouts, except as specified under Individual Subdivision Special Instructions or where fixed signals indicate otherwise

12 MPH.

**Cold Weather Speed Restrictions (fahrenheit)**

	<b>Psg.</b>	<b>Frt.</b>
	<b>Trains</b>	<b>Trains</b>
0 to 10 degrees F below zero .....	65 MPH.	50 MPH.
11 degrees F below zero and colder . . .	60 MPH.	45 MPH.

	<b>Main</b>	<b>Branch</b>
	<b>Line</b>	<b>Line</b>
<b>Equipment</b>		
Ore cars, BN 99000-99799 .....	45 MPH.	20 MPH.
All other ore cars .....	40 MPH.	20 MPH.
Scale test cars EXCEPT WUTX 3-5, BN 979019-979024 and 979026 .....	35 MPH.	20 MPH.
Air dump cars (loaded) .....	35 MPH.	20 MPH.
Wedge plow or dozer (hauled in tow)	35 MPH.	25 MPH.
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader .....	30 MPH.	25 MPH.
Log cars not equipped with permanent steel side stakes .....	30 MPH.	15 MPH.
Ribbon rail cars (loaded) .....	35 MPH.	25 MPH.
Clay cars, BAP 3801-4199 .....	45 MPH.	45 MPH.
Empty bulkhead flat cars:	45 MPH.	45 MPH.
BCIT 816150-817649	GN 60680-60686	NP 68011-68023
BCOL 17000-17999	GN 160000-160744	SLSF 5200-5249
BN 615312-616999	GN 161300-161499	SLSF 5600-5646
CB&Q 92400-92799	NP 62300-62949	SLSF 5650-5657
CPI 316397-316599	NP 66100-66249	SLSF 5662-5694
CS 300-349	NP 67183-67514	SLSF 5701-5748
CS 616375-616474	NP 67550-67552	SLSF 5750-5794
FWD 644-699	NP 67595-67599	

Except on Main Lines as shown in timetables, locomotives, wrecking derricks and other types of heavy work equipment must not be operated on any subdivision unless authorized by chief dispatcher and roadmaster or covered by specific instructions.

**Maximum Speed—**

Locomotives with friction bearings .....

35 MPH.

**1A. Control of Harmonic Rocking—**

Under certain conditions, operation of trains between 13 and 21 miles per hour can cause derailments due to harmonic rocking of cars. Where specified by Individual Subdivision Special Instructions or bulletin, the following restrictions will apply:

Trains, other than coal trains, ore trains, or trains consisting entirely of empty equipment, which cannot maintain speed of 21 miles per hour, must reduce speed to not exceed 13 miles per hour until movement can again exceed 21 miles per hour.

**2. Restrictions on Locomotives—**

The maximum number of locomotives in a head-end consist must not exceed 10.

The number of powered axles in a locomotive consist must not exceed 36.

All locomotives equipped with air and electrical multiple unit (MU) connections in the head-end consist must be coupled together with the powered locomotives and connected for MU operation.

The number of locomotives not in MU operation, regardless of placement in train, must not exceed two times the number of locomotives in MU operation. For example, if two locomotives are in MU operation, there must not be more than four locomotives hauled-in-tow.

Locomotives not coupled to the head-end consist must be prepared for hauled-in-tow and placed not more than 15 cars behind the head-end consist to ensure brakes release. If other placement is required, release of the brakes must be ensured.

Locomotives not equipped with alignment control couplers must be handled in the following manner:

**Trains of more than 15 cars—**

May be all or any portion of the powered locomotive except if 18 or more powered axles the powered locomotive attached to the leading car must be equipped with alignment control couplers if train tonnage is 5,000 trailing tons or over.

Must not be more than one such locomotive hauled-in-tow coupled to the powered portion of the head-end consist. Additional such locomotives must be handled singly, not in groups, prepared for hauled-in-tow and placed not less than 5 cars or more than 15 cars from the head-end consist.

**Trains of 15 cars or less—**

No placement restrictions.

The following locomotives are not equipped with alignment control couplers and, may be placed anywhere in a light consist or caboose hop:

1-585, 1000-1004, 1400-1438, 1955-1971, 6100-6237, 9900-9925.

**3. Manned Helper Operations—**

Locomotives not equipped with alignment control couplers (See Item 2) must not be operated in manned helper consists unless equipped with bolster stops.

The following locomotives, not equipped with alignment control couplers, are equipped with bolster stops:

1702-1721, 1723-1749, 1751-1775, 1777-1779, 1782-1791, 1795-1799, 1802-1807, 1811-1812, 1816, 1819, 1822, 1829, 1831-1833, 1835-1836, 1839-1863, 1868-1875, 1877-1882, 1887-1889, 1892, 1896-1898, 1900-1901, 1903-1904, 1909, 1914-1926, 1928, 1930, 1933, 1941-1952, 1955-1958, 1960-1965, 1971, 1975, 1978, 1993, 1995-1997.

**Exception—**Single, non-equipped locomotives may be operated between locomotives equipped with alignment control couplers or bolster stops.

Locomotives including trailing unit of head end consists, in manned helper operation, which will be coupled to cars must be equipped with alignment control couplers if there are 18 or more powered axles in the combined helper and road locomotive.

Unless otherwise provided in Individual Subdivision Special Instructions:

No restriction on placement when using helper of 6 powered axles or less.

Not more than 12 powered axles can be used behind or just ahead of caboose, EXCEPT must not be used on rear when handling empty equipment 80 feet and longer unless Individual Subdivision Special Instructions or bulletin are in effect to indicate the safe buffer between such cars and rear end helper for that subdivision.

When restrictions governing trailing tonnage with head end power are provided by Individual Subdivision Special Instructions or bulletin, helper may be operated on head end, providing the combined head end and helper locomotives do not exceed 36 powered axles.

Not more than 24 powered axles can be used in helper service, or, in head end consist when helpers are being used, EXCEPT with coal trains equipped entirely with Type E or F couplers cast in Grade E steel, which may have head end consist of 36 powered axles maximum. Helpers of less than 24 powered axles may shove on the rear of such trains except that helpers with 24 powered axles must be cut in ahead of caboose.

Note—The following 100-ton coal cars are not equipped with Grade E steel, type E or F couplers:

- BN 513900-513999 (GN 70400-70499)
- BN 514100-514199 (NP 73600-73699)
- BN 514300-514499 (CBQ 160000-160199)
- BN 520000-520599 (NP 73000-73599)
- BN 520658-520699 (NP 74958-74999)
- BN 522000-522699
- BN 524000-525299 (CBQ 160200-161499)
- BN 540000-540210

Train dispatcher will advise conductor of tonnage rating of helper so that conductor can determine proper location in train, arranging that tonnage trailing the helper approximately equals combined tonnage rating of helper locomotives.

**3A. Locomotive Group Chart**

This chart must be used when restrictions in Items 1 and 2 of Individual Subdivision Special Instructions are shown.

Group	Model	Locomotive Numbers
A	SW-1	70, BNET 1-3.
B	GP9B GP-5 GP-9	600-602, 604.* 1352, 1355-1360, 1364-1365. 1723, 1725-1726, 1728-1729, 1731-1732, 1734, 1736-1749, 1751-1752, 1758-1760, 1811-1813, 1816, 1819, 1821-1822, 1829, 1887-1889, 1902-1904, 1910, 1913-1918, 1920, 1922-1931, 1934-1936, 1938-1939, 1941-1942, 1944, 1946, 1951-1952, 1954-1958, 1960-1964, 1966-1967, 1969, 1971, 1980.
	GP-18	1991, 1993, 1995-1997.
C	SW-7 SW-12	77-78, 115, 122, 132, 142. 106, 162-166, 170-220, 222-255, LSTT 105, AMTK 565.
	SW-9 SW-10 NW-2	155, 169, 262-266, 268-269. 375-394, 427-449, 574-585. LSTT 101-104.
D	NW-12 MP-15 GP-15-1 GP-10 GP-9	1, 5, 14, 19. 1000-1004. 1375-1399. 1400-1422, 1426, 1436, 1438. 1702-1704, 1706-1707, 1709-1714, 1717, 1719-1721, 1762-1767, 1769-1770, 1773-1775, 1777, 1779, 1782-1787, 1791, 1799-1800, 1802-1804, 1807, 1831-1836, 1839-1841, 1850-1851, 1853-1854, 1858, 1860-1863, 1867-1869, 1873, 1875, 1877-1878, 1881-1883, 1893, 1896-1898, 1900-1901, 1959, 1965, 1970, 1977-1978.
	GP-20	2003, 2005-2006, 2008-2012, 2014, 2016, 2026, 2030-2031, 2034-2037, 2041-2042, 2044-2045, 2047-2050, 2052-2054, 2058-2060, 2062-2064, 2066-2068, 2070.
	GP-30	2217-2219, 2221-2227, 2229, 2232, 2234, 2236, 2241-2242, 2244-2246.
	GP-39-2	2700-2739.

Group	Model	Locomotive Numbers
E	SW-15 GP-38 GP-38-2 GP-30 GP-35	20-65, 300-324. 2072-2077, 2110-2135, 2137-2138, 2155-2189. 2078-2109, 2150-2154, 2255-2314, 2316-2369. 2200, 2203-2207, 2210, 2212-2216, 2247, 2249-2253. 2501, 2503-2504, 2507-2509, 2511-2514, 2516-2518, 2521-2537, 2539-2545, 2550-2552, 2554-2557, 2559-2561, 2570-2572, 2576, 2579-2580, 2582.
	GP-38-B GP-38-2B GP-40 GP-40-2 GP-50	2600*. 2601*. 3000-3013, 3015-3017, 3019-3020, 3022-3038. 3040-3064. 3100-3162.
	B-30-7A U-28-B U-30-B B-30-7 B-32-8 F-40-PH	4000-4050, 4052-4119. 5450-5451, 5453-5459. 5471-5481, 5483-5484, 5770-5780, 5782-5799. 5485-5492. 5497-5499. Amtrak 200-400.
F		None.
G	SD-9	6127-6128, 6131-6135, 6139, 6141-6143, 6145-6148, 6150-6154, 6156-6164, 6166-6168, 6170-6172, 6174, 6176-6179, 6181-6185, 6187-6200, 6202, 6204-6206, 6216-6219, 6221, 6223-6228, 6230-6237.
H	SD-9 E-9	6100-6103, 6105, 6107-6123, 6125-6126. 9900-9908, 9910-9925.
I	U-3-CB C-30-7 U-30-C  U-33-C SD-38-2 SD-40  SD-40-2   SD-45  F-45 SD-40-2B SD-40-B	4500*. 5000-5135, 5137-5141, 5500-5599. 5300-5335, 5338-5362, 5364-5394, 5396-5399, 5800-5839, 5900-5901, 5903-5905, 5907-5912, 5915-5944. 5725-5765. 6260-6263. 6300-6301, 6303-6318, 6320-6324, 6335-6341, 6344-6347, 6394-6395, 6397-6399. 6325-6334, 6348-6366, 6368-6373, 6377-6385, 6700-6713, 6715-6759, 6761-6764, 6766, 6768-6799, 6801-6811, 6813-6836, 6840-6847, 6850, 6900-6913, 6915-6921, 6923-6928, 6950, 7000-7018, 7020-7220, 7222-7240, 7242-7291, 7800-7819, 7821-7898, 7900-7906, 7908-7940, 8000-8042, 8044-8181, 8300-8302. 6400, 6402-6403, 6405, 6411, 6415-6421, 6423-6425, 6428-6429, 6435-6436, 6440, 6442-6645, 6447, 6492-6527, 6530-6567, 6570-6574, 6593-6599, 6650, 6653-6656, 6659-6664, 6666-6669, 6671, 6673-6696. 6626-6645. 7500-7502* 7600*. * Cabless.

**4. Restrictions On Cars—**

Following equipment must be placed next ahead of caboose or at rear of cabooseless trains, except in work train or when otherwise provided by authority of chief dispatcher:

- Outfit cars EXCEPT univans
- Scale test cars EXCEPT WUTX 3-5, BN 979019-979024 and 979026

Pile drivers  
 Locomotive cranes  
 Rotary snowplows, wedge plows, dozers  
 Jordan spreaders  
 Empty ribbon rail cars  
 Rear end only cars.

When pile drivers, cranes, derricks or similar equipment are being moved on their own wheels or on cars in a train, they must be properly loaded and secured. Booms must be properly secured and, when practicable, boom must be trailing. Such equipment must be inspected before being moved.

Spreaders and dozers being moved in trains must, when practicable, be headed in the direction train is moving, wings must be properly secured.

The conductor and engineer must be notified when such equipment is in their train.

#### 4A. Handling 80 Feet or Longer Cars—

During either throttling or braking, trailing tonnage may cause lateral force sufficient for derailment, where cars 80 feet or longer are coupled to cars 50 feet or shorter, when grade and curvature exceed certain limitations. To avoid creating such conditions, trains of 8,000 or greater trailing tons must handle empty cars 80 feet or longer coupled to cars 50 feet or shorter in the rear 8,000 tons, unless otherwise provided in Individual Subdivision Special Instructions.

Where the total tonnage of cars 80 feet or longer is so large that it is impossible to comply with Individual Subdivision Special Instructions, the train consist must instead be so arranged that all cars less than 80 feet are handled in the required rear tonnage, thus placing all long-car to short-car couplings in the safe tonnage area.

In applying these limits, the following 80 feet or longer loaded cars must be regarded the same as an 80 feet or longer empty car:

Cars weighing less than 50 tons, gross weight

Flat cars with one loaded trailer

Flat cars with empty trailers

Flat cars with either loaded or empty containers, unless the car is designated with a letter "Q" in the YHC column of the wheel report.

Locations where other restrictions are in effect are listed under Individual Subdivision Special Instructions.

**Exception**—Trains consisting entirely of cars 80 feet and longer, except cabooses, are not restricted by this provision; however, any helper locomotive at rear of train must be cut in ahead of caboose on such trains.

#### 4B. Multi-Platform and Stack Intermodal Cars—

##### Description—Multi-Platform Cars

Cars consist of permanently connected individual platforms and are arranged in 5 and 10-platform articulated configurations.

Sill steps and hand holds are located on each side at the A and B ends.

5-Platform cars are 237 feet long and have six 2-axle trucks. Air brakes are provided on all trucks except the A end truck. The hand brake activates the brakes on the B end truck and the next two adjacent trucks. These cars are designated BN 637500 through 637503.

10-Platform cars are 467 feet long and have eleven 2-axle trucks. Air brakes are provided on all trucks except the A and B end trucks. Two hand brakes, one each on the A and B ends, activate the brakes on three articulated trucks adjacent to each hand brake. These cars are designated BN 637100 through 637107.

##### Description—Stack Cars

Cars consist of permanently connected individual platforms and are arranged in 5 platform articulated configurations.

Sill steps and hand holds are located on each side at the A and B ends.

Stack cars range from 265 to 270 feet long. Air brakes are provided on all trucks except the A end truck. The hand brake activates the brakes on the B end truck and the next two adjacent trucks.

#### Yard Operation—

Cars must not be humped or cut off while in motion, and must not be coupled with more force than necessary to make the coupling.

When multi-platform or stack cars have empty platform(s), switching movements must be made with no more than 12 powered axles.

#### Train Operation—

When multi-platform or stack cars have any empty platform(s), they should be placed next ahead of caboose. When empty platform(s) are within 40 freight cars and/or platforms of head-end locomotive and trailing tonnage behind empty platform exceeds 4,800 tons, the number of powered axles is restricted to 12, and, if helper locomotive is used the number of powered axles in helper consist is restricted to 12.

When necessary to apply hand brakes on a 10-platform car, both hand brakes must be applied.

These cars are authorized for movement on tracks with weight limit of 177,000 pounds or more.

Special Instructions All Subdivisions Item 4A pertaining to Handling 80 Feet or Longer Cars does not apply to multi-platform or stack cars.

#### 5. Car Weight and Length Restrictions—

- a. 177,000 lbs. or less must be at least 35 feet.
- b. 177,001 to 220,000 lbs. must be at least 38 feet.
- c. 220,001 to 263,000 lbs. must be at least 44 feet.
- d. 263,001 to 315,000 lbs. must be at least 52 feet.
- e. 140,000 lbs. ore car only must be at least 24 feet.
- f. 210,000 lbs. ore car only must be at least 35 feet.

These restrictions must not be exceeded without authority of superintendent.

Refer to Individual Subdivision Special Instructions Item 2 for exceptions.

#### 6. Air Repeater Operation—

When air repeater equipment is to be operated in train, it must be placed approximately in the middle of the train. Air repeater equipment is identified as follows:

Cars—BNH 3-14.

Locomotives—5450-5451, 5453-5459, 5473, 5475-5476, 5479, 5481, 5484, 5771, 5773, 5776 and 5778.

#### 7. Dimensional and Special Shipment Restrictions—

- a. All employees involved in handling dimensional or special shipments must be familiar with and be governed by these instructions.
- b. Any dimensional and/or oversize car or special shipment must be accompanied by a movement authorization message issued by BN Clearance Bureau.
- c. Before a dimensional or special shipment can be moved in a train, yard forces or employee in charge of station where no yard forces on duty, must obtain permission from the train dispatcher. This does not relieve conductor from complying with Rule 625.
- d. Before a dimensional shipment is picked up on line, conductor must obtain permission from the train dispatcher. When dimensional or special shipment is set out on line, conductor must notify train dispatcher promptly as possible.
- e. Train dispatcher must issue appropriate train order or message when dimensional shipment restricts opposing train and confirm message received.
- f. Train with dimensional shipment must not pass or be passed by a train in the same direction unless authorized by the train dispatcher or proper safeguards taken.
- g. Following code words are authorized for use involving movement of dimensional or special shipments, and when so used in movement authorization message, trainmen, enginemen and yard forces will be governed by restriction indicated.

CODE	RESTRICTION APPLICABLE	CODE	RESTRICTION APPLICABLE
<b>ALPHA</b>	<p><i>LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE</i></p> <p>Handle cautiously through yards enroute.</p> <p>Load must not pass or be passed by loads over 12 ft. 6 in. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 11 ft. 6 in. wide loads.</p>	<b>GOLF</b>	<p><i>LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE</i></p> <p>Handle cautiously through yards enroute.</p> <p>Load must not pass or be passed by loads over 10 ft. 4 in. wide on 13 ft. track centers, loads over 11 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. 8 in. wide loads.</p>
<b>BRAVO</b>	<p><i>LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE</i></p> <p>Handle cautiously through yards enroute.</p> <p>Load must not pass or be passed by loads over 12 ft. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 12 ft. wide loads.</p>	<b>HOTEL</b>	<p>Reduce speed to 5 MPH or less when passing or meeting moving trains on adjacent tracks. Normal speed may be resumed if other train has stopped.</p>
<b>CHARLIE</b>	<p><i>LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE</i></p> <p>Handle cautiously through yards enroute.</p> <p>Load must not pass or be passed by loads over 11 ft. 8 in. wide on 13 ft. track centers, loads over 12 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>Observe track center restrictions for 12 ft. 4 in. wide loads.</p>	<b>INDIA</b>	<p>Reduce speed to 5 MPH or less when passing or meeting moving trains on curved part of adjacent tracks. Normal speed may be resumed if other train has stopped.</p>
<b>DELTA</b>	<p><i>LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE</i></p> <p>Handle cautiously through yards enroute.</p> <p>Load must not pass or be passed by loads over 11 ft. 4 in. wide on 13 ft. track centers, loads over 12 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 12 ft. 8 in. wide loads.</p>	<b>JULIET</b>	<p>When passing or meeting trains or cars on adjacent tracks, reduce speed to 5 MPH or less, observe movement of load closely and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH.</p>
<b>ECHO</b>	<p><i>LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE</i></p> <p>Handle cautiously through yards enroute.</p> <p>Load must not pass or be passed by loads over 11 ft. wide on 13 ft. track centers, loads over 12 ft. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. wide loads.</p>	<b>KILOGRAM</b>	<p>Reduce speed to 5 MPH or less when passing or meeting trains or cars on curved part of adjacent tracks. Keep load under close observation and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH, keeping train under close observation on curved part of adjacent tracks.</p>
<b>FOXTROT</b>	<p><i>LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE</i></p> <p>Handle cautiously through yards enroute.</p> <p>Load must not pass or be passed by loads over 10 ft. 8 in. wide on 13 ft. track centers, loads over 11 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. 4 in. wide loads.</p>	<b>LIMA</b>	<p>Dimensions of this load are such it may not clear equipment on adjacent tracks. Adjacent tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted however, train or cars on adjacent tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.</p>
		<b>MIKE</b>	<p>Dimensions of this load are such it may not clear equipment on adjacent curved tracks. Adjacent curved tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted, however train or cars on adjacent curved tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent curved track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.</p>
		<b>NOVEMBER</b>	<p>When passing other loads carrying NOVEMBER restriction, do not pass on <i>curved part</i> of adjacent tracks.</p>
		<b>OSCAR</b>	<p>Do not pass loads wider than _____ on adjacent parallel tracks.</p>
		<b>PAPA</b>	<p>Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.</p>
		<b>QUEBEC</b>	<p>Reduce speed not to exceed 13 MPH., watching for close side or overhead clearance to bridge or structure.</p>

CODE	RESTRICTION APPLICABLE
<b>ROMEO</b>	Give careful handling and keep adjacent track clear at turnouts, crossovers and other sharp curves in yard, interchange or industry tracks. Load may, or may not, clear man on side of car or engine when on adjacent track. Employees on train handling and other trains involved should be notified.
<b>SANDWICH</b>	The above restrictions apply to load(s) of wire mesh securely loaded and fastened down to car so that load cannot shift and exceed loaded measurements given above.
<b>TANGO</b>	Due to extreme high valuation, arrange for proper policing in transit. This shipment must not be humped, switched with motive power detached, or allowed to run free. Do not kick other cars against this shipment.
<b>UNIFORM</b>	Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.
<b>VICTOR</b>	This shipment must not be detoured or rerouted without further clearances.
<b>WHISKEY</b>	No further restrictions necessary, however, due to nature of shipment, handle with extreme care through all yards, turnouts, switches and at locations where there are close track centers. Protect against other wide loads and equipment on adjacent tracks. Attach copy of restrictions to waybill. Post connecting division. Advise yard forces and train and engine crews handling.

### 8. Track Side Warning Detector—

#### Train Inspection—

When conditions make it impractical to make a walking inspection of entire train, as much of train as possible must be inspected and train may then be moved at not more than 10 MPH until inspection can be completed.

When condition exists where blowing snow may render track side warning detector ineffective, speed of freight train must be reduced to the extent necessary to permit inspection.

Only 200 degree fahrenheit heat-indicating crayons will be used to test the temperature of roller bearing journals.

If the actual inspection of equipment as required by detector does not reveal a defect or indication of overheating, inspection of train must be made of at least 8 axles on each side of indicated equipment. If no defect or indication of overheating is found, train may proceed, but crew must observe the indicated equipment closely for the next 25 miles or until another inspection by a detector has been made.

If overheating or defect on same equipment is detected by two successive detectors, the identified equipment must be set out of train. **EXCEPTION:** If overheating or defect detected involves a locomotive, such locomotive need not be set out if inspection by a supervisor, mechanical inspector, or the engineer reveals no defect. If track side warning detector indicates overheating on the wheel of a caboose having a generator attached to the axle, if no other mechanical defect is noted, caboose need not be set out.

Mechanical forces on duty at next terminal, connecting crew at crew change point or proper authority must be informed of condition if unable to locate defective equipment.

Whenever a car is set out for a hot bearing discovered within 25 miles after passing an in-service track side warning detector, the conductor will make report to the train dispatcher as soon as practicable and make written report to superintendent and chief dispatcher indicating date, train and location of track side warning detector which

failed to detect the hot bearing, with a copy of the report to regional superintendent of signals. Train dispatcher will arrange inspection of the detector by the signal maintainer in all such instances and notify the signal supervisor.

When track side warning detector which protects bridge, tunnel or other structure is out of service, crew will inspect train in advance of such structure.

Location of track side warning detectors is shown under Individual Subdivision Special Instructions.

#### Track Side Warning Detector—Radio Reporter—

Except in emergency, radios must not be used while train is within 150 feet of track side warning detector and/or until entire message is received from that detector site.

A four second warning tone is issued immediately upon each defect detected.

Train crew must monitor track side warning detector radio reports and be immediately governed by the message received.

Detector Status Message	Train Crew Response
“ . . . No defects”	Proceed.
“ . . . Integrity failure”	Detector out of service.
“ . . . First hot box right side XXX”	Stop train; inspect near indicated axle.
“ . . . First dragging equipment near axle XXX”	Stop train; inspect near indicated axle.
“ . . . First hot wheel near axle XXX”	Stop train; inspect near indicated axle.
“ . . . (No message or incomplete message)”	Detector out of service.

Detector status messages may describe more than one defect such as:

- “ . . . First hot box left and right side XXX”
- “ . . . First hot wheel near axle XXX”
- “ . . . Second hot box right side XXX”
- “ . . . Third hot box left side XXX”

XXX is the axle count from the rear of the train to the defect indicated.

All detector status messages will be repeated in order of detection.

End of message will be indicated by the words “Out” or “End of transmission”.

When failed equipment is indicated, train crew must advise train dispatcher reason for delay by first available means of communication.

### 9. Storage of Cars Within Yard Limits Non-ABS Territory—

Within yard limits in Non-ABS territory, the main track must not be used as a storage track except in case of emergency. When it becomes necessary to leave cars on main track in such territory, they must be protected by train order. This does not modify requirements of Rule 93.

### 10. Commodities Insulating Track in CTC and ABS—

Employees should be alert for insulating commodities such as clay, chips, oil, etc., getting on top of rails. This condition could possibly insulate the track and cause loss of train shunt. Such conditions should be promptly reported and trains protected per rules while in CTC and ABS territory.

### 11. General Code of Operating Rules—Rules changes and additions—

The following General Code of Operating Rules apply only on Burlington Northern Railroad.

**Rule G**—change to read:

Employees must not report for duty, perform service, or enter Company property with a blood alcohol content greater than 0.00 percent and are prohibited from the use, possession or sale of alcoholic beverages while on duty or on Company property.

Employees must not report for duty, perform service, or enter Company property under the influence of illegal controlled substances and are prohibited from their use, possession or sale while on duty or on Company property. For purposes of this rule, any employee testing positive for a controlled substance (or its metabolite) in their urine is presumed to be under the influence of such drugs.

Employees must not report for duty or perform service under the influence or impaired by prescription drugs, medications or other substances that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Employees operating Company vehicles at any time are subject to this rule.

**Rule Q**—Add the following:

MT — Main Track(s)

**Rules 2 and 3**—

Employees governed by the General Code of Operating Rules are “designated employees” under Rules 2 and 3.

**Rule 2**—

A reliable watch that indicates hours, minutes and seconds will comply with the requirement of Rule 2. Hours and minutes must be indicated in arabic numerals.

Watches must be cleaned and oiled in accordance with manufacturer’s instructions. Battery powered watches must have energy cell (battery) replaced at minimum intervals recommended by manufacturer, or sooner if necessary for accuracy.

**Rule 3**—

Time signals received from WWV Time may be used to set watches and clocks to correct time. The hours are given in Coordinated Universal Time; therefore, only the minutes and seconds may be used. Telephone number for WWV time is 8-998-8463 (8-WWV Time).

**Rule 6(A)**—explanation of characters:

- A — Automatic Interlocking (actuated automatically by the approach of a train).
- B — General orders, notices, and circulars.
- I — Manual Interlocking (operated by a control operator).
- J — Junction.
- K — Standard clock.
- M — Railroad crossing protected by signals or gates.
- R — Train register.
- T — Turntable or wye.
- U — Railroad crossing not protected by signals or gates.
- X — Crossover.
- X(2) — Multiple crossovers.
- Y — Yard limits.

**Rule 10(E)**—add the following paragraphs:

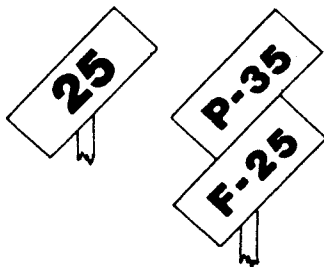
Reduce speed limits are designated by Advance Warning Sign (diagonally upward), Reduce Speed Sign (square) and Resume Speed Sign (vertical).

The “Advance Warning Sign” will be placed two miles in advance of the location where the lower speed takes effect. At the point where the reduced speed applies, a speed sign will repeat the permissible speed. The lower speed will be in effect until a “Resume Speed Sign” or another “Speed Sign” is displayed.

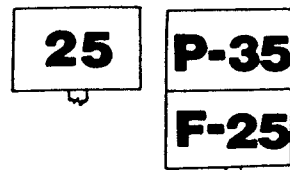
At the end of a reduced speed zone, a train or engine will be governed by a “Speed Sign” displaying a higher speed or a “Resume Speed Sign” which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign displayed.

Locations where reduced speeds are required, but which are not indicated by signs, are listed in the special instructions for each subdivision.

ADVANCE WARNING SIGN



SPEED SIGN



RESUME SPEED SIGN



These signs, as illustrated, apply to train and engine movements as follows:

Figures preceded by letter P apply to passenger trains.

Figures preceded by letter F apply to freight trains.

Figures not preceded by a letter apply to all train movements.

**Rule 81**—

Within yard limits, switch crew may ascertain from the yardmaster instead of the train dispatcher that there are no train orders or track bulletins that they must obtain. This will fulfill the requirement of Rule 81.

**Rule 82(A)**—add as last paragraph:

At intermediate locations in CTC territory, Rule 82(A) will not apply when so authorized by train dispatcher.

**Rule 93**—add the following two paragraphs:

Conditional yard limits may be established for the hours and/or days specified in general order or special instructions and the limits will be identified by signs reading “CONDITIONAL YARD LIMITS”.

General order or special instructions will read, as example:

Conditional yard limits in effect between MP\_\_\_\_\_ and MP\_\_\_\_\_ between (station) and (station) (time) until (time) daily Monday through Friday. If in effect 24 hours per day, time need not be specified.

**Rule 103(E)**—change to read:

Maximum authorized speed is 25 MPH instead of 40 MPH.

**Rule 104(M)**—change first paragraph to read:

Instructions for operation of spring switches are posted at or near the spring switch and must be complied with. Spring switches are identified by yellow sign with black letter “S” located on or near spring switch. Facing point movements over spring switches will be protected by signals or indicators where required.

**Rule 104(M)**—change fifth paragraph first sentence to read:

All spring switches are equipped with facing point locks except when identified as not having a facing point lock in the Individual Subdivision Special Instructions.

**Rule 153**—add the following paragraph:

When using main tracks, except double track, in westward or southward timetable direction, they will be numbered consecutively from right to left beginning with Main 1. When using in eastward or northward timetable direction, they will be numbered from left to right beginning with Main 1.

**Rule 223, Rule 225 and Form N Train Order**—Will not be used.

**Form M Train Order—**

The following is added to Form M train order:

**(3) Line No \_\_\_\_\_ of order No \_\_\_\_\_ is ANNULLED**

Example (3) to be used to annul a numbered line of a Form Y train order, Example (1). When the date of the order referred to is other than the date of issue, the date as well as the number of the order must be included.

**Form O Train Order and Rule 456—**Will not be used; Dimensional and Special Shipment Restrictions as contained in Timetable, All Subdivision Special Instructions, will govern.


**Form Y Train Order, Example (2)—**Will not be used.

**Rule 241—NAME** is changed to: **RESTRICTED PROCEED.**  
**INDICATION** is changed to: **Proceed at restricted speed.**


**Rule 248—new:**

**SPECIAL SIGNAL ASPECTS WHICH ARE NOT A PART OF AUTOMATIC BLOCK, CTC AND INTERLOCKING SYSTEMS**


**Rule 248(A)—Take Siding Indicator**

Aspects	Indication
	When illuminated, proceed at restricted speed without stopping. Hand operate switch and enter siding.


**Rule 248(B)—Operate Switch Indicator**

Aspects	Indication
	When illuminated, hand operate switch to enter next siding or to leave siding and enter main track.

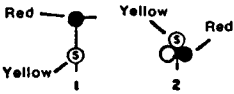
**Rule 248(C)—Block Indicator**

Aspects	Indication
	Block clear.

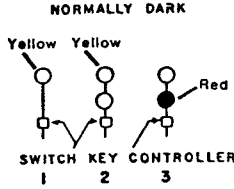
**Rule 248(D)—Block Indicator**

Aspects	Indication
	Block occupied.

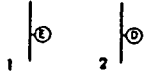
**Rule 248(E)—Spring Switch Indicator**

Aspects	Indication
	Stop and examine spring switches. See Rule 104(M). Where an approach signal is used in conjunction with a spring switch signal, it shall display an aspect in accordance with Rule 236.

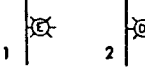
**Rule 248(F)—Switch Indicator**

Aspects	Indication
	Switch indicators operated by switch key must be operated by a member of the crew who, together with the engineer, must observe and be governed by the light displayed before operating the switch or fouling main track. If movement to main track through a spring switch is made immediately after an opposing train is met and the automatic block signal governing movement indicates "Proceed" it is not necessary to operate switch indicator.  If switch indicator displays a yellow light, movement to main track may be made immediately in accordance with operating rules.  If switch indicator remains dark or displays a red light, movement to main track may be made in accordance with operating rules after operating switch by hand and waiting five (5) minutes.  To operate switch indicator, turn switch key clockwise toward "R", hold a few seconds and remove key. If, after operating indicator, movement is not made to main track turn switch key counter-clockwise toward "N" to restore signal system to normal thereby avoiding delays to trains on main track.


**Rule 248(G)—Failed Equipment Indicator**

Aspects	Indication
	When illuminated continuously, or when not illuminated, stop train and inspect for failed equipment. Advise dispatcher reason for delay by first available means of communication.

**Rule 248(H)—Failed Equipment Indicator**


Aspects	Indication
	When flashing, no failed equipment has been detected.

**Rule 248(I)—Slide Fence Indicator**


Aspects	Indication
	When illuminated continuously or when not illuminated, slide fence has been activated, proceed at restricted speed.



**Rule 248(J)—Slide Fence Indicator**

Aspects	Indication
	When flashing, slide fence has not been activated.

**Rule 248(K)—Resume Speed**

Aspects	Indication
	End of slide fence restriction; resume speed.

**Rule 312(2)(b)—**

The waiting time is 10 minutes.

**Rule 312(3)—cancel second paragraph and add the following three paragraphs:**

In addition to complying with the instructions in release box, the following must be complied with:

If signal does not change its indication at expiration of time release interval, train or engine may then proceed on hand signal from a member of the crew at the crossing if there is no train or engine approaching on conflicting routes.

If a train or engine is approaching on a conflicting route, hand proceed signal must not be given until such movement has been completed over the crossing, or has come to a stop at the governing signal.

If a train or engine is standing between the absolute signals on a conflicting route, the proceed signal must not be given until after a thorough understanding has been had with the crew of the train or engine on the conflicting route.

**Rule 319—add new paragraph following paragraph (2):**

When necessary to release electric lock by use of emergency release and movement is to be made to a main track, member of crew must wait five minutes after release has been operated before changing main track switch and movement must be made at restricted speed to next signal. This does not modify the requirements of Rule 350(A).

**Rule 351—add the following two paragraphs:**

When granted track and time limits under Rule 351, dual control switches must be operated by hand if the signal governing movement over the switch indicates Stop.

In multiple main tracks, a crossover switch must not be operated by hand without permission of the control operator unless track and time limits granted includes both tracks.

**Rule 408—add the following two paragraphs:**

Items 2 and 3 on the same track warrant must not be used in single track territory to authorize a second movement. Each movement must be authorized by a separate track warrant.

Where double track is separated by CTC on the same subdivision, items 2 and 3 on the same track warrant may be used to authorize a second movement.

**Rules 410 and 411—modification:**

When an expiration time is specified in Line 6 of a track warrant and the limits have not been reported clear by that time, the track warrant will not be considered void, or marked void, until the limits have been reported clear. Rule 410 and 411 are modified accordingly.

**Rule 413—add the following paragraph:**


Track warrant authorizing movement against the current of traffic must include access to crossover or other switch where limits are to be cleared. When movement against the current of traffic is authorized within yard limits, train dispatcher must notify yardmaster or yard engines.

**Rule 463—change first paragraph to read:**

To void a track bulletin or part of a track bulletin, the train dispatcher will issue a track bulletin Form D using the following:

(a) LINE 4 OF TRACK BULLETIN NO 8 IS VOID.

Rule 463—example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D 

No.	Date	19
TO	AT	
	AT	
	AT	
	AT	

OK	CONTROL	DISPATCHER
----	---------	------------

**Rule 620—change to read:**

**620. RIDING ENGINE:** When practicable, crew members on head end of freight trains must ride in control compartment of the controlling locomotive but not more than six people may ride in the control compartment. When riding the head end, the conductor will, when practicable, ride in the control compartment.

**YARD SERVICE RULES**

**Rule Y-1.** The general direction and government of a yard is under the direction of the yardmaster where one is employed. At such locations, employes in yard, train and engine service must comply with instructions from the yardmaster. Where no yardmaster is employed, such employes will be governed by instructions of agents or other designated employe in doing work at stations.

**Rule Y-2.** The yardmaster is responsible for and shall have direct supervision over the work of yard crews, clerks and all other employes working in the yard and must see that they carry out their work in a safe, efficient and economical manner, in accordance with the rules, regulations and instructions of the Company. Yardmasters are charged with the prompt and regular movement of cars, also giving special attention to the proper make-up of trains and to their prompt movement into and out of the yard.

**12. Rules of the Maintenance of Way—Rules changes and additions—**

**Rule G—change to read:**

Employes must not report for duty, perform service, or enter Company property with a blood alcohol content greater than 0.00 percent and are prohibited from the use, possession or sale of alcoholic beverages while on duty or on Company property.

Employes must not report for duty, perform service, or enter Company property under the influence of illegal controlled substances and are prohibited from their use, possession or sale while on duty or on Company property. For purposes of this rule, any employe testing positive for a controlled substance (or its metabolite) in their urine is presumed to be under the influence of such drugs.

Employes must not report for duty or perform service under the influence or impaired by prescription drugs, medications or other substances that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Employes operating Company vehicles at any time are subject to this rule.

**Rule Q—Add the following:**

MT — Main Track(s)

**Rule 3—**

Time signals received from WWV Time may be used to set watches and clocks to correct time. The hours are given in the Coordinated Universal Time; therefore, only the minutes and seconds may be used. Telephone number for WWV time is 8-998-8463 (8-WWV Time).

**Rule 6(A)—explanation of characters:**

- A — Automatic Interlocking (actuated automatically by the approach of a train).
- B — General orders, notices, and circulars.
- I — Manual Interlocking (operated by a control operator).

- J — Junction.
- K — Standard clock.
- M — Railroad crossing protected by signals or gates.
- R — Train register.
- T — Turntable or wye.
- U — Railroad crossing not protected by signals or gates.
- X — Crossover.
- X(2) — Multiple crossovers.
- Y — Yard limits.

**Rule 351**—cancel fourth paragraph reading:

The track specified must be continuously occupied, or a switch left open within the limits on such track. If, for any reason, track specified is cleared before the time stated, track must not again be occupied, or fouled, without authority from the control operator.

**Rule 408**—add the following two paragraphs: \*

Items 2 and 3 on the same track warrant must not be used in single track territory to authorize a second movement. Each movement must be authorized by a separate track warrant.

Where double track is separated by CTC on the same subdivision; items 2 and 3 on the same track warrant may be used to authorize a second movement.

**Rules 410 and 411**—modification:

When an expiration time is specified in Line 6 of a track warrant and the limits have not been reported clear by that time, the track warrant will not be considered void, or marked void, until the limits have been reported clear. Rule 410 and 411 are modified accordingly.

**Rule 413**—add the following paragraph:

Track warrant authorizing movement against the current of traffic must include access to crossover or other switch where limits are to be cleared. When movement against the current of traffic is authorized within yard limits, train dispatcher must notify yardmaster or yard engines.

### 13. Safety Rules and General Rules—Rules changes and additions—

**Rule 299**—last paragraph is changed to read:

When movement is being made in response to hand signals, the disappearance from view of employee giving hand signals, or the disappearance of the light by which such signals are given, must be regarded as a stop signal unless employee on leading car has control of air brakes.

**Rule 336 m**—added:

Turn vehicle headlights on any time the weather requires use of windshield wipers.

**Rule 345**—following paragraph added:

Vehicles above 10 feet in height must have height marked on outside and on dash of vehicle.

**Rule 565**—change to read:

Employees must not report for duty, perform service, or enter Company property with a blood alcohol content greater than 0.00 percent and are prohibited from the use, possession or sale of alcoholic beverages while on duty or on Company property.

Employees must not report for duty, perform service, or enter Company property under the influence of illegal controlled substances and are prohibited from their use, possession or sale while on duty or on Company property. For purposes of this rule, any employee testing positive for a controlled substance (or its metabolite) in their urine is presumed to be under the influence of such drugs.

Employees must not report for duty or perform service under the influence or impaired by prescription drugs, medications or other substances that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Employees operating Company vehicles at any time are subject to this rule.

**Rule 566**—cancel.

**Rule 572**—changed to read:

Employees are prohibited from having firearms or other deadly weapons, including knives with a blade in excess of three inches, in their

possession while on duty or on company property except those authorized to have them in the performance of their duties or those given special permission by the superintendent.

**Rule 575(A)**—added:

575 (A). The Company's communication system is for handling Company business, but may be used for messages relating to personal affairs of employees in cases of illness or accident.

Commercial telephones on Company property, except pay telephones, are not to be used without permission from proper authority and long distance or message unit calls are not to be made unless specifically authorized.

The Company's office equipment and machines must not be used for other than Company business.

The use of Company postage for personal mail not related to Company business is prohibited. Mail not pertaining to the affairs of the Company must not be sent by train mail; to do so is forbidden by the United States postal laws.

**Rule 592**—changed to read:

Whenever passengers or employees are injured, everything possible must be done to care for them properly. If they are able to be moved, they should receive care from the nearest Company physician. If the case is urgent, they should be taken to the nearest medical facility or qualified physician (M.D.) for treatment.

**Rule 597**—changed to read:

Information concerning accidents and personal injuries must not be made public nor communicated to other than persons directly concerned or authorized company representatives.

### 14. Automatic Cab Signals—

Cab signal equipment must be cut out on all portions of Burlington Northern except on suburban equipment on Chicago Division, First Subdivision.

### 15. Helper Behind Caboose—

When necessary to use helper consist to assist a train, employees must not ride caboose ahead of helper consist.

### 16. Trackman's Train Location Line-up—

In CTC or TWC territory, Individual Subdivision Special Instructions will specify if line-up must be obtained as required by Rule 35 of the Rules of the Maintenance of Way.

### 17. Certificate of Rules Examination—

Employees required to pass rules examination must have Certificate of Rules Examination, Form 15015, in their possession while on duty.

### 18. Remote Control Operation—

When operating in remote control operation with trains over 100 tons/OB and exceeding 8,000 feet in length, train speed must be reduced 10 MPH less than the maximum speed authorized when radio communication between the master and remote locomotive is interrupted (COM INT) or remote shows feed valve out (FEED VALVE OUT).

Such speed or slower speed must be maintained until communication is re-established.

### 19. Federal Railroad Administration Presumption of Impairment Notice—

"Under Federal Railroad Administration (FRA) safety regulations, you may be required to provide a urine sample after certain accidents and incidents or at any time the Company reasonably suspects that you are under the influence of, or impaired by, drugs while on duty. Because of its sensitivity, the urine test may reveal whether or not you have used certain drugs within the recent past (in a rare case, up to sixty days before the sample is collected). As a general matter, the test cannot distinguish between recent use off the job and current impairment. However, the Federal regulations provide that if only the urine test is available, a positive finding on that test will support a presumption that you were impaired at the time the sample was taken.

"You can avoid this presumption of impairment by demanding to provide a blood sample at the same time the urine sample is collected.

The blood test will provide information pertinent to current impairment. Regardless of the outcome of the blood test, if you provide a blood sample there will be no presumption of impairment from a positive urine test." [See last paragraph for BN's policy.]

"If you have used any drug off the job (other than a medication that you possessed lawfully) in the prior sixty days, it may be in your interest to provide a blood sample. If you have not made unauthorized use of any drug in the prior sixty days, you can expect that the urine test will be negative; and you may not wish to provide a blood sample.

"You are not required to provide a blood sample at any time, except in the case of certain accidents and incidents subject to Federal post-accident testing requirements (49 CFR Part 219, Subpart C).

"A complete copy of the Federal regulations is available for your review at each Division Superintendent's office."

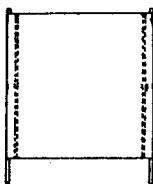
Burlington Northern rules are more restrictive than federal regulations regarding impairment to the extent that being on Company property under the influence of illegal controlled substances is prohibited. It is not BN's policy to measure degree of impairment. If a urine test indicates the presence of illegal controlled substances or their metabolites, that employee is presumed to be under the influence of such drugs and may be subject to disciplinary action under Rule G of the General Code of Operating Rules or the Rules of the Maintenance of Way, Rule 565 of Safety Rules and General Rules or other appropriate rules that govern the conduct of employees.

20. Roadway Signs—



Track Flag

Yellow (Rules 10 & 10(D),  
Red (Rule 10(A) or  
Green (Rules 10 & 10(D)



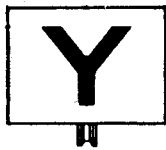
Track Flag



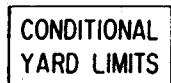
Junction  
Rule 98(B)



Railroad Crossing  
Rules 98 & 98(B)



Yard Limit  
Rule 93



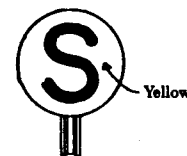
Conditional Yard Limits  
Rule 93



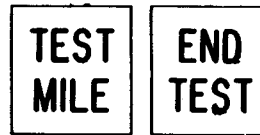
End Double Track



No Engine Beyond This Point



Spring Switch  
Rule 104(M)



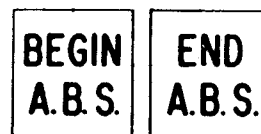
Begin Test Mile and End Test Mile



Stop  
Rules 98 and 98(B)



One Mile Switch



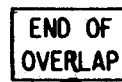
Begin and End ABS



Begin and End CTC



Signal Overlap  
Rule 303



End of Overlap  
Rule 303



Crossing Whistle  
Rule 15(I)



Numeral, when attached,  
denotes the number of  
crossings less than 1,320  
feet.



Rule 105(A)



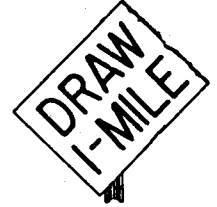
Derail  
Rule 104(L)



Fouling Point



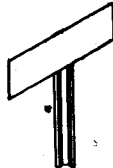
No Clearance



One Mile Draw Span  
Rule 98



Westward Siding or  
Eastward Siding



Flanger

CHIEF MEDICAL OFFICERS

Dr. Thomas V. Mears, Chief Medical Officer ..... Ft. Worth, Texas  
 Dr. Hi E. Newby, Associate Chief Medical Officer ..... Ft. Worth, Texas

MEDICAL EXAMINERS AND LOCAL SURGEONS

Dr. D. N. Orelup .....	Albia	Gundersen Clinic .....	La Crosse
Dr. M. H. Walton .....	Alma	Dr. J. B. Aplington .....	La Salle
Dr. P. M. Scott .....	Auburn	Dr. L. W. Richard .....	Leon
Dreyer Medical Center .....	Aurora	Dr. Lonnie Albers .....	Lincoln
Dr. G. D. Penner .....	Aurora	Dr. R. A. Hillyer .....	Lincoln
Beardstown Clinic Limited .....	Beardstown	Dr. Michael McCoy .....	Lincoln
Dr. Louis J. Gogela, Jr. ....	Beatrice	Dr. R. C. Toren .....	Lincoln
Dr. B. D. Howell .....	Brookfield	Dr. J. E. Campbell .....	Macon
Surgeons Inc. ....	Burlington	Dr. J. F. Wacker .....	Mendota
Coleman Clinic .....	Canton	Dr. D. F. Prince .....	Minden
Dr. E. F. Baker .....	Canton	Dr. L. C. Arp, Jr. ....	Moline
Dr. E. F. Stephens .....	Centralia	Dr. J. Humphrey .....	Mound City
Dr. R. E. Boyd .....	Clearing Ind. Clinic—Chicago	Dr. A. H. Bonebrake .....	Nebraska City
Dr. W. D. Fish .....	Chicago	Dr. E. K. Connors .....	Omaha
Dr. D. M. Vachout .....	Chicago	Dr. R. O. Forsman .....	Omaha
Dr. Arturo Lema .....	Chicago	Physicians Clinic .....	Omaha
Dr. J. E. O'Donnell .....	Clinton	Warmolts Clinic .....	Oregon
Dr. C. Edwards .....	Council Bluffs	Dr. D. D. Emerson .....	Ottumwa
Dr. R. L. Hopp .....	Council Bluffs	Dr. Jack Domnitz .....	Peoria
Dr. J. L. Hoyt .....	Creston	Dr. K. D. Peters .....	Plainview
Dr. R. E. Quick .....	Crete	Internal Medical Assoc. ....	Plattsmouth
Dr. Mangil Seo .....	Des Moines	Farrell Clinic .....	Prairie du Chien
Dr. D. A. Howell .....	Dubuque	Dr. J. L. Rouner .....	Quincy
Dr. V. G. Eisele .....	East St. Louis	Dr. D. W. Lockhart .....	Quincy
Dr. Robert L. Burghart .....	Falls City	Dr. J. J. Shehan .....	Red Oak
Dr. H. B. Helling .....	Ft. Madison	Dr. Norris R. Dougherty .....	Rockford
Dr. Roger Jensen .....	Fremont	Rockport Medical Clinic .....	Rockport
Contro-Claman P.S. ....	Galesburg	Dr. L. B. Hussey .....	Savanna
Dr. C. F. Ashby .....	Geneva	Dr. T. C. Kiekhaefer .....	St. Joseph
Dr. Robert Fryzek .....	Glenwood	Dr. J. J. McMillan .....	St. Joseph
Dr. Gordon D. Francis .....	Grand Island	Dr. J. P. Morse .....	St. Joseph
Dr. F. M. Ashler .....	Hamburg	Sutter Clinic .....	St. Louis
Dr. E. L. Rapp .....	Hannibal	Macon Medical Center .....	St. Louis
Dr. Robert C. Smith .....	Hastings	Dr. R. Hanisch .....	St. Paul, Ne
Dr. R. C. Hendricks .....	Herrin	Dr. H. E. Rudersdorf .....	Sioux City
Dr. A. L. Keyes .....	Hinckley	Dr. W. E. Reynolds .....	So. Sioux City
Dr. D. C. Boone .....	No. Kansas City	Dr. James Scott .....	Streator
Dr. M. T. English .....	Kirksville	Dr. Keith W. Shuey .....	Tecumseh
Skemp—Grandview—LaCrosse	La Crosse	Dr. J. C. Nelson .....	Wymore
Clinic .....	La Crosse	Bell Clinic .....	York
Dr. C. E. Link .....	La Crosse		

Other physicians in the above offices are authorized to perform examinations.

WESTWARD ↓	Length of Siding in Feet	Station Numbers	FIRST CLASS		Mile Post Location	Line Segment	Distance From Chicago	1st Subdiv MAIN LINE STATIONS			FIRST CLASS			EASTWARD ↑
			1347	1005				Office Calls	Rule 6(A)	1348	1346	1006		
			NRPC Daily	NRPC Daily						NRPC Daily Ex. Sun.	NRPC Sunday only	NRPC Daily		
		00001	5:55PM	2:40PM	0.0		0.0	GB CHICAGO UN. STA.	BIKR		10:35AM	11:50AM	3:30PM	
					0.8		0.8	ROOSEVELT ROAD		APB				
		00002			1.4		1.4	UNION AVE.		I				
					1.7		1.7	HALSTED STREET						
		00004			3.7		3.4	WESTERN AVE.						
		00007			7.0		6.9	HY CICERO		BKRT				
		00008			8.5		8.5	CLYDE						
		00009			9.0		9.0	LA VERGNE						
		00010			9.6		9.5	BERWYN						
					10.0		10.0	HARLEM AVENUE						
		00011			11.0		11.0	RIVERSIDE						
					11.7		11.7	HOLLYWOOD						
		00012			12.3		12.2	BROOKFIELD						
		00013			13.0		13.0	CONGRESS PARK						
		00014	s 6:13		13.7	71	13.7	LA GRANGE			s 9:57	s 11:12		
					14.1		14.1	STONE AVENUE						
		00015			15.4		15.4	WESTERN SPGS.		CTC				
		00016			16.3		16.3	HIGHLANDS						
		00017			16.8		16.8	HINSDALE						
					17.8		17.7	WEST HINSDALE						
		00018			18.2		18.2	CLARENDON HILLS						
		00019			19.4		19.4	WESTMONT						
		00020			20.3		20.3	FAIRVIEW AVE.						
		00021			21.1		21.1	DOWNERS GROVE						
		00023			22.6		22.6	BELMONT						
		00024			24.4		24.4	LISLE						
		00028	s 6:26	s 3:15	28.4		28.4	NAPERVILLE			s 9:43	s 10:58	s 2:25	
		00033					33.4	OA EOLA		BKRT				
		00035			35.3		35.3	WEST EOLA						
		00037	6:36PM	3:25PM	38.1		37.7	RO AURORA To West Chicago—		BI JKR	9:32AM	10:47AM	2:13PM	

SCHEDULES FOR REGULAR SUBURBAN PASSENGER TRAINS ARE SHOWN IN BURLINGTON NORTHERN'S SUBURBAN SERVICE PASSENGER TIMETABLE OPERATING AS FIRST CLASS TRAINS, AND TIMES SHOWN THEREIN WILL INDICATE A REGULAR STOP. EMPLOYEES WHOSE DUTIES ARE IN ANY WAY AFFECTED BY SUBURBAN TRAINS MUST HAVE A COPY OF THE CURRENT SUBURBAN TIMETABLE IN THEIR POSSESSION WHILE ON DUTY.

BN Radio Channel No. 1 and No. 2 in service on this Subdivision.

**1. Speed Restrictions—  
Zone—Between**

**Maximum Speeds Permitted  
Passenger Freight**

Chicago and Aurora .....	65 MPH.	50 MPH.
Aurora and West Chicago.....		20 MPH.
Loaded ore trains .....		35 MPH.

Except as indicated below:

	Main 1		Main 2		Main 3		Main 4	
	P	F	P	F	P	F	P	F
MP 0.8 - MP 1.4	25	10	25	10				
MP 1.4 - MP 2.2							10	10
MP 1.4 - MP 1.7	35	15	35	15				
MP 1.7 - MP 2.1	45	15	45	15	35	15		
MP 2.2 - MP 6.3							40	35
MP 2.1 - MP 5.7	60	25	60	25	60	25		
MP 5.7 - MP 7.2	60	40	60	40	60	40		
MP 6.3 - MP 6.8							25	15
MP 7.2 - MP 9.6		40		40		40		
MP 9.6 - MP 21.6		45		45		45		
MP 21.6 - MP 35.1		50		50		50		
MP 35.1 - MP 37.5		35		35		35		
MP 36.5 - MP 37.0	45							
MP 37.1 - MP 37.3	50							
MP 37.3 - MP 37.8	35	25	35	25	35	25		

**Passenger Freight**

West Eola to Eola on running track MP 33.3 to MP 35.3 .....	10 MPH.	10 MPH.
Union Avenue interlocking (MP 1.4) crossovers:		
Main 1 to 2 westward; Main 2 to 1 eastward, east of Union Avenue	25 MPH.	20 MPH.
Main 1 to 2 westward; Main 2 to 1 eastward, Union Avenue.....	25 MPH.	20 MPH.
Main 2 to 3 westward, and Main 3 to 2 eastward.....	12 MPH.	12 MPH.
Track No. 5 between Union Avenue and Amtrak connection and on north and south legs of south wye	10 MPH.	10 MPH.
Track No. 5 north wye Union Avenue Kedzie Avenue MP 4.8 crossovers:	5 MPH.	5 MPH.
Main 3 to 4 westward; Main 4 to 3 eastward .....	25 MPH.	25 MPH.
MP 6.3 - MP 8.9 crossovers:		
Main 1 to 2; Main 2 to 1; Main 2 to 3; Main 3 to 2.....	35 MPH.	35 MPH.
Main 3 to 4 .....	25 MPH.	25 MPH.
MP 9.2 crossovers:		
Main 1 to 2 eastward; Main 2 to 1 westward; Main 2 to 3 eastward; Main 3 to 2 westward .....	30 MPH.	30 MPH.
Congress Park; Highlands; West Hinsdale; Fairview Avenue; Downers Grove; Lisle and Naperville: All crossovers .....	35 MPH.	35 MPH.
Eola and West Eola: All crossovers..	30 MPH.	30 MPH.
Aurora interlocking crossovers	25 MPH.	25 MPH.
Loaded ore cars MP 35.1 - MP 37.5		25 MPH.

**2. Bridge, Engine and Heavy Car Restrictions—**

Maximum height of any on-rail equipment or shipments to be handled between Cicero yard and 16th and Canal Bridge, Chicago, must not exceed the following measurements from top of rail at the locations and on the tracks designated:

**16th and Canal Bridge MP 1.4**

Main 1 and 2.....	16 feet, 6 inches high
South leg of south wye.....	19 feet, 6 inches high
North leg of south wye.....	17 feet, 4 inches high

**CTA overcrossing MP 2.95**

Main 1 .....	19 feet 5 inches high
Main 2 .....	18 feet 11 inches high
Main 3 .....	20 feet 11 inches high
Main 4 .....	20 feet 8 inches high

**CTA overcrossing MP 4.6**

Main 1 .....	19 feet 6 inches high
Main 2 .....	19 feet 1 inch high
Main 3 .....	19 feet 3 inches high
Main 4 .....	19 feet 3 inches high

**BRC overcrossing MP 6.7**

Main 1 .....	17 feet 1 inches high
Main 2 .....	16 feet 11 inches high
Main 3 including crossover .....	17 feet 2 inches high
Main 4 .....	19 feet 11 inches high
Track 5.....	19 feet 7 inch high

**MJ overcrossing MP 6.73**

Main 1 .....	19 feet 7 inches high
Main 2 .....	19 feet 3 inches high
Main 3 .....	19 feet 6 inches high
Main 4 .....	21 feet 11 inches high
Track 5.....	22 feet 0 inches high

**ICG overcrossing MP 8.99**

Main 1 .....	19 feet 9 inches high
Main 2 .....	19 feet 10 inches high
Main 3 .....	19 feet 9 inches high
Yard Lead.....	19 feet 7 inches high

**Highlands MP 16.44**

Main 1 .....	19 feet 9 inches high
Main 2 .....	19 feet 6 inches high
Main 3 .....	19 feet 9 inches high

**EJE overcrossing MP 32.96**

Main 1 .....	19 feet 7 inches high
Main 2 .....	19 feet 7 inches high
Main 3 .....	19 feet 6 inches high

Between Aurora and West Chicago locomotives in Groups E and I not permitted.

Between Aurora and West Chicago bridge derrick 975501 and 975502 not permitted.

**3. Train Register Exceptions—**

**Union Station, Cicero, Eola, and Aurora**—Trains originating or terminating will register.

**4. Clearance Provisions and Exceptions Rule 82(A)—**

Track bulletins are authorized this Subdivision.

Clearance received at Aurora by conductor and engineer Trains Nos. 1200, 1202, 1204, 1206, 1208, 1212 and 1256 continues in effect for Trains Nos. 1201, 1203, 1291, 1295, 1297, 1299 and 1245, then, 1230, 1234, 1238, 1240, 1244 and 1246.

Clearance received at Chicago Union Station by conductor and engineer Train Nos. 1205, 1219, 1221, 1233 and 1235 remain in effect for Train Nos. 1248, 1292, 1294, 1296, 1298, then, 1251, 1253, and 1255.

**West Eola**—Eastward suburban train originating at Hillyard must receive a clearance at Hillyard, unless otherwise provided.

**5. Rule 99**—When flagging is required, distance will be 1.5 miles.

**6.** All movements on wye tracks, Amtrak trackage, at Canal Street connection will be governed by Amtrak signal indication.

**7.** Rules of the Chicago Union Station Company govern operation of trains and engines at Union Station and between Union Station and Roosevelt Road, MP 0.8.

Between Roosevelt Road, MP 0.8 and Union Avenue interlocking, MP 1.4, there are two main tracks on which movement of trains and engines in either direction will be authorized and governed by signal indication. Rule 255 in effect. If Stop signal does not clear, trains may proceed on authority of operator at Union Avenue Tower.

**8. CTC**—In effect on Track 5 Cicero between MP 6.6 and MP 6.9; and on Track 6 Cicero between MP 6.8 and MP 6.9.

**9. Automatic Cab Signals**—Automatic Cab Signal Territory in effect for Suburban trains between Chicago and Aurora. Employees governed by Cab Signal Rules must have in their possession a copy of

Burlington Northern Automatic Cab Signals effective April 27, 1986 issued in pamphlet form supplementary to the General Code of Operating Rules.

**10. Signal Rule Speed Modifications Aurora to Union Ave.—**  
Following signal indications apply to freight trains operating between Aurora and Union Ave.:

Rule 234 Approach Medium.....	30 MPH.
Rule 236 Approach .....	30 MPH.
Rule 238 Diverging Approach Medium .....	30 MPH.
Rule 239 Diverging Approach .....	30 MPH.

**11. Between Chicago and Aurora do not sound crossing whistle signal as prescribed by Rule 15(l) unless emergency requires, except when passing or meeting or about to pass or meet a train, at or in the immediate vicinity of grade crossing, under such circumstances that the second train will obscure, in whole or in part, the view of the first mentioned train to persons who may be about to use the crossing.**

At Eola, whistle signal 15(l) must be sounded while approaching Eola Road and McClure Road.

**12. All Suburban locomotives equipped with red markers under head light, must have marker displayed when locomotive in trailing position.**

**13. Following instructions will govern the automatic flashing light highway crossing signals and gates:**

Eastward trains stopping between highway circuit sign and Signal Br. located at MP 14.4 must not exceed 15 MPH. between Signal Br. 14.4 and Brainard Ave. crossing.

When eastward freight trains on main 1, 2, or 3 are required to stop by signal indication at Congress Park, stop will be made west of Signal Br. 14.4 at Brainard Ave.

Maple Avenue, Brookfield, MP 12.7:

(a) Eastward trains on main 3, when setting out cars on transfer track, must cut west of highway circuit sign located 351 feet west of Maple Avenue.

(b) When switching over Maple Avenue, trains and engines must not occupy Maple Avenue crossing until gates have lowered.

Maple Avenue, west of Fairview Avenue, MP 20.6:

Westward trains on main 1, stopping at Fairview Avenue to discharge passengers, must stop short of signal bridge immediately west of Fairview Avenue station.

Washington Street, Main Street, and Forest Avenue, Downers Grove:

Trains and engines in eastward switching movements on main 1, 2, and 3 must move beyond highway circuit sign located 150 feet east of Main Street, before making westward movement.

Westward movements on main 1, after performing switching at switch MP 22.3, west end of siding Downers Grove, or after being delayed between MP 22.3 and highway circuit sign, located 400 feet east of Belmont Road, must not exceed 10 MPH with leading car or engine, between highway circuit sign and Belmont Road MP 22.6.

When eastward freight trains on main 1, 2, or 3 are required to stop by signal indication at Downers Grove, stop will be made short of signal restart sign located at MP 23.2.

**14. Rule 107 will not apply on the First Subdivision: The following will govern:**

Where trains operate by signal indication and the approaching train has no knowledge of a passenger train at station, trainmen in charge of passenger train at station must provide proper safeguards for passengers.

When suburban trains are operated westward on main 2 between Downers Grove and Eola, it is the responsibility of the crews to check the north side platforms at Belmont, Lisle and Naperville and inform any westward passengers to go around the rear of train at Belmont or through subways at Lisle and Naperville and wait for these passengers to board train.

**15. Power Operated Switches—**If control machine does not indicate that power operated switches are lined and locked for the route to be used, the control operator will instruct a member of the crew to proceed at restricted speed, stop short of switches in the route to be used so a crew member can get on the ground to examine the switches. If properly lined, crew member will observe switches until leading wheels of movement are on the switch points, then proceed at restricted speed to the next signal. If switches are not properly lined, report to the train dispatcher as it will be necessary for signal maintainer to line these switches.

Between Aurora and Union Avenue:

Any time a stop is made between the opposing absolute signals governing movement over power switches, a reverse movement or a forward movement after a reverse movement, must not be made without authority of the control operator.

**16. Standby Service for Suburban Passenger Equipment—**

440-volt electrical standby service for suburban passenger equipment is located in "A", "B", and "C" yard at 14th Street Coach yard Chicago, Hill yard Aurora, and Depot yard Aurora.

Light indications over each track on electrical bridge indicate the following:

Green—Charging lines not plugged in.

Flashing Amber—Charging line plugged in but circuit breaker tripped.

Red—Charging line plugged in.

In addition to the light indication when charging line is plugged in, electrician will place red flag in coupler of south end only.

When either the red or flashing amber light is on or the equipment is red flagged, the equipment on that track must not be moved.

Engines may be coupled onto equipment which has red or flashing amber lights or red flagged and it is the responsibility of the switchman or pilot to move the red flag to the south end of the added on equipment and place it in the coupler. It is the electrician's responsibility to ultimately remove the red flag when the charging line is unplugged.

**17. Cicero Yard—**Member of crew must from a position on the ground protect movement over following crossings:

1) Ogden Avenue ramp entrances at Cicero Avenue and at Eastbound.

2) No. 1 lead at Clyde Yard Office, and TOFC Crossings.

**18. Aurora—**Member of crew must protect movement over Prairie Street, Pierce Street, Hankes, and Aurora Avenues.

**19. Batavia—**All trains passing over Webster Street on the house track will stop before entering onto Webster Street and then proceed only under protection of a flagman on the ground.

**20. Rule 105—**Industrial Track between Aurora and West Chicago.

**21. Rule 10—**When condition in multiple main track territory is covered by train order, track bulletin or general order, track flags will not be displayed.

**22. The following Track Side Warning Detectors protect bridges, tunnels or other structures—**

Brookfield—Westward MP 10.5 main 1 and 2.

**Other Track Side Warning Detector Locations—None.**

**Plug Door Detectors—**

Pan Handle Bridge—Western Ave. MP 3.99 main 3 and 4.

California Ave. MP 4.35 main 3 and 4.

Albany Ave. MP 4.74 main 3 and 4.

These detectors detect open plug doors on westward movements on main 3 and 4 between Western Ave. and Kedzie.

WESTWARD

EASTWARD

Length of Siding in Feet	Station Numbers	FIRST CLASS		Mile Post Location	Line Segment	Distance From Aurora	2nd Subdiv MAIN LINE STATIONS			FIRST CLASS		
		1347	1005				Office Calls			1348	1346	1006
		NRPC Daily	NRPC Daily				Rule 6(A)			NRPC Daily Ex. Sun	NRPC Sunday only	NRPC Daily
	00037	6:36PM	3:25PM	38.1		0.0	RO AURORA	BIJXX		9:32AM	10:47AM	2:13PM
	20001			40.0		2.2	MONTGOMERY	JX				
	20007			45.5		7.7	BRISTOL	X				
	20013	s 6:51		51.5		13.7	PLANO			s 9:20	s 10:35	
	20017			55.9		18.1	SANDWICH	X				
E8,282	20021			59.2		21.4	SOMONAUK	X				
W6,459	20034			72.1		34.3	EARLVILLE	IX				
E8,020	20044	s 7:17		82.6		44.9	MO MENDOTA	BIKX		s 8:50	s 10:05	
E6,850	20057			95.3		57.6	ZEARING	JX				
W4,005	20066	s 7:37		104.2	1	66.4	PRINCETON	X	CTC	s 8:30	s 9:45	
	20072			110.7		72.9	WYANET					
	20078			116.6		78.8	BUDA	X				
	20093	s 8:00		131.1		93.2	KEWANEE	X		s 8:07	s 9:22	
	20101			139.3		101.5	GALVA	X				
	20108			146.7		108.8	ALTONA					
	20112			150.8		113.0	ONEIDA					
	20117			155.1		117.4	WATAGA	X				
	20119			157.7		119.9	BISHOP					
	20126	s 8:33PM	s 5:12PM	162.4		124.5	3MT GT GALESBURG	BIJKRTX		7:40AM	8:55AM	12:25PM

BN Radio Channel No. 1 and No. 2 in service on this Subdivision.

Train Dispatcher Calls—Somonauk/(Victor)-24, Mendota-23, Wyanet (Dorr Hill)-22, Galva-20

- Speed Restrictions—**  
**Zone—Between**

	Maximum Speeds Permitted	
	Passenger	Freight
Aurora and Galesburg .....	79 MPH.	
Loaded ore trains .....		35 MPH.
Loaded ore cars: MP 83.0 to MP 82.0		30 MPH.
MP 157.7-MP 161.7 main 3 .....	45 MPH.	30 MPH.
MP 161.7-MP 163.0 main 3 .....	10 MPH.	10 MPH.
MP 161.7-MP 163.6 main 1 westward, main 2 eastward .....	30 MPH.	30 MPH.
MP 161.7-MP 162.6 main 1 eastward .....	10 MPH.	10 MPH.
MP 162.0-MP 162.5 main 2 westward .....	10 MPH.	10 MPH.
MP 163.6-MP 164.0 .....	75 MPH.	50 MPH.
MP 163.0 to MP 167.0 Quincy Main .....	59 MPH.	50 MPH.
Bristol, Somonauk, Earlville, Zearing, Kewanee, Galva, Wataga: Through all crossovers between main tracks .....	35 MPH.	35 MPH.
Earlville: Through turnouts west end of westward siding and siding .....	10 MPH.	10 MPH.
MP 80.4: Through crossovers between main tracks at east end of advance track .....	30 MPH.	30 MPH.
MP 82.1: Through crossover between main 2 and advance track .....	30 MPH.	30 MPH.
Zearing: Through turnouts of eastward siding .....	20 MPH.	20 MPH.
Buda: Through crossovers between main tracks .....	35 MPH.	30 MPH.
Bishop: Through turnout main 3 to main 2 .....	35 MPH.	30 MPH.
Galesburg Terminal all tracks other than main tracks .....		Restricted Speed
- Bridge, Engine and Heavy Car Restrictions—**  
 Locomotives in Groups E, G, H and I except GP 9's and GP 10's not permitted on the following tracks:  
 Sandwich.....New Idea Plant  
 Foundry track—300 feet beyond clearance point
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 82(A)—**  
 Track bulletins are authorized this Subdivision.
- Rule 99—**When flagging is required, distance will be 1.5 miles.
- Kewanee—**After stopping at Kewanee Passenger Station, eastward passenger trains on either track must not exceed 5 MPH until locomotive or car occupies Tremont Street.
- Galva—**Trains and engines have crossing gates down at Chester Street, after passing Hwy. Circuit which is located approximately 900 ft. east of N.E. 6th Ave.
- The following Track Side Warning Detectors protect bridges, tunnels or other structures—**  
 Montgomery—Eastward MP 43.9 main 1 and 2.  
**Other Track Side Warning Detector Locations—**  
 MP 56.9—Main 1 and 2.  
 MP 87.3—Main 1 and 2.  
 MP 113.0—Main 1 and 2.  
 MP 142.6—Main 1 and 2.



WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Aurora	3rd Subdiv MAIN LINE STATIONS			EASTWARD
						Office Calls	Rule 6(A)		
	4,016	00037	38.1	3	0.0	RO AURORA	BIJKX		
	5,823	00045	44.7		6.8	SUGAR GROVE			
	7,196	00050	50.2		12.3	BIG ROCK			
	3,030	00055	55.1		17.1	HINCKLEY			
		00058	58.0		20.3	MORED			
	2,990	00062	62.1		24.2	WATERMAN			
	11,016	00067	67.1		29.2	SHABBONA			
		00077	77.3		39.4	STEWARD			
W4,485	00083	83.2	45.3		2MT	RC ROCHELLE	ABKX		
	00086	86.3	48.4			FLAG CENTER	JT	CTC	
7,365	00092	92.4	54.4			CHANA			
4,198	00098	98.4	60.4			ON OREGON	BK		
7,539	00107	107.4	68.9			To Mt. Morris 6.8			
7,055	00114	116.0	77.3			STRATFORD			
7,242	00122	122.5	84.0			CARTER			
7,293	00129	129.4	90.9			MILLEDDGEVILLE			
7,158	00138	138.5	99.9			CHADWICK			
		142.3	104.2		BURKE				
				2MT	PLUM RIVER	JX			
	00143	143.7	105.1	DT	JO SAVANNA	AX	ABS Rule 251		

BN Radio Channel No. 1 and No. 2 in service on this Subdivision.  
 Train Dispatcher Calls—Hinckley (Victor)-32, Stratford (Polo)-31

- Speed Restrictions—**  
 Zone—Between **Maximum Speeds Permitted**  

Loaded ore trains.....	35 MPH.
Jct. switch, South River Street, Aurora .....	25 MPH.
Industrial track from controlled siding Aurora .....	10 MPH.
MP 77.9: Through turnout two main tracks .....	35 MPH.
Flag Center: Through turnout two main tracks .....	40 MPH.
MP 142.3: Through crossovers (Plum River) .....	30 MPH.
MP 143.1: Through crossover .....	30 MPH.
Through turnouts of controlled sidings.....	20 MPH.
Over highway crossings on controlled sidings .....	10 MPH.
Loaded coal, ore, potash, grain and ballast trains through sidings.....	10 MPH.
Loaded ore cars: Over Bridge 98.18 Oregon .....	20 MPH.
Over highway crossing MP 104.5 Mt. Morris Main .....	5 MPH.
- Bridge, Engine and Heavy Car Restrictions—**  
 Item 5d not permitted on industrial track from controlled siding Aurora.  
 Bridge derricks 975501 and 975502 are not permitted on industrial track Aurora.  
**Between Oregon and Mt. Morris—**Item 5d not permitted.  
 Locomotives in Groups E, G, H and I except GP-9's and GP-10's not permitted.  
 Bridge derricks 975501 and 975502 not permitted.
- Train Register Exceptions—**None.
- Clearance Provisions and Exceptions Rule 82(A)—**  
 Track bulletins are authorized this Subdivision.

- Rule 99—**When flagging is required, distance will be 1.5 miles.
- Rule 105—**Industrial track between Oregon and Mt. Morris.  
 Dart Container Co. track MP 3.4—85 feet cars or Hi-Cube cars must not use this track. GP engines coupled to larger engines and GP engines coupled to 60-foot car must not use this track. 60-foot cars may use track when coupled to 40-foot car between engine and 60-foot car. NW-switch type engine can be coupled directly to 60-foot car.
- Rochelle—**Signals governing movements over C&NW crossing also govern the block. Rule 312(1)(3) must be complied with.
- Manual Interlocking not Indicated at Station—**  
 C&NW crossing 2.8 miles west of Waterman.
- The following Track Side Warning Detectors protect bridges, tunnels or other structures—**  
 Sugar Grove—Eastward movements—MP 43.3  
**Other Track Side Warning Detector Locations—**  
 MP 71.3  
 MP 110.8

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Savanna	4th Subdiv MAIN LINE STATIONS			EASTWARD
						Office Calls	Rule 6(A)		
		00143	143.7	3	0.0	JO SAVANNA	AX		
		00153	153.8		10.1	PROVING GROUND	X		
		00156	156.9		13.2	ROBINSON SPUR	X	ABS Rule 251	
E5,737	00157	158.2	14.4		DT	WHITTON			
C5,670	00170	171.6	27.8			GALENA	X		
	00171	172.3	28.6			PORTAGE	J	CTC	
						12.5			

BETWEEN PORTAGE AND EAST DUBUQUE ICG RR RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Savanna	4th Subdiv, Cont. MAIN LINE STATIONS			Rule 6(A)	EASTWARD
						Office Calls				
			184.9		41.1	CB	EAST CABIN	JIKXY		
							0.2			
C6,435	00184	185.0			41.3		EAST-DUBUQUE	IXY		
							28.0			
	00212	213.0			69.3		CASSVILLE	X(2)		
							9.8			
	00222	222.8			79.1		GLEN HAVEN	X	ABS Rule 251	
							5.6			
	00227	228.4		DT	84.7		BAGLEY	X		
							3.6			
	00231	232.0			88.3		WYALUSING	X		
							3.6			
	00235	235.6			91.9		PORTS			
							1.4			
	00236	237.0			93.3		CRAWFORD		CTC	
							2.7			
E4,060 W5,680	00239	239.7			96.0	2MT	CD PRAIRIE DU CHIEN	X(2)Y		
							14.0			
	00254	254.4			110.0		LYNXVILLE	X		
							8.5			
	00261	262.2			118.5		FERRYVILLE	X(2)		
							7.7		ABS Rule 251	
	00269	270.1		DT	126.2		DE SOTO	X		
							10.8			
	00280	280.7			137.0		GENOA	X		
							13.8			
	00294	294.7			150.8		HERRINGTON			
							1.6			
	00295	296.3			152.4	2MT	GRAF		CTC	
							3.6			
		299.9			156.0		GRAND CROSSING	IY		
							0.2			
	00299	300.2			156.2		CX NORTH LA CROSSE	BJKRTY		
							1.8			
	00301	303.1			158.0	2MT	SULLIVAN	Y	CTC	
							15.7		ABS Rule 251	
	00315	317.4		DT	173.7		TREMPEALEAU	X		
							7.0			
10,145	00324	325.7			180.7		EAST WINONA	IJ	CTC	
							2.5			
	00326	328.2			183.2		WINONA JCT.			
							7.0			
	00332	333.9			190.2		FOUNTAIN CITY	X		
							7.9			
	00341	343.1			198.1		RA COCHRANE	X	ABS Rule 251	
							8.2			
	00349	351.3		DT	206.3		ALMA	X(2)		
							8.7			
	00356	358.7			215.0		NELSON	X		
							2.1			
	00360	362.1			217.1		TREVINO		CTC	
							0.8			
	00361	362.9			217.9	2MT	MEARS			
							3.2			
	00364	366.2			221.1		PEPIN	X		
							12.6			
	00377	378.7			233.7		MAIDEN ROCK	X		
							7.6			
	00384	386.3			241.3	DT	BAY CITY	X(2)	ABS Rule 251	
							4.7			
C5,821	00389	391.0			246.0		HAGER			
							6.6			
	00394	396.3			252.6		DIAMOND BLUFF	X		
							10.0			
	00405	407.6			262.6		PRESCOTT			
	00407	407.8			262.8	2MT	BURNS		CTC	
							2.7			
	00409	410.5			265.5	2MT	QM ST. CROIX TOWER	J		

BN Radio Channel No. 1 and No. 2 in service on this Subdivision.

Train Dispatcher Calls—Savanna (Mt. Carroll)-41, Cassville (Balltown)-42, Prairie Du Chien (Pikes Peak)-43, Desoto (Lansing)-44, No. LaCrosse (Onalaska)-45, Nelson (Wabasha)-46, Bay City (Red Wing)-47.

**1. Speed Restrictions—Zone—Between Maximum Speeds Permitted**

Loaded ore trains .....	35 MPH.
Against the current of traffic on double track .....	49 MPH.
Loaded coal, ore, potash, grain and ballast trains against current of traffic .....	30 MPH.
Through turnouts at end of two main tracks located at: MP 171.5 and at MP 172.2(BN) .....	30 MPH.
MP 235.5 and at MP 237.0 .....	35 MPH.
MP 296.3 .....	35 MPH.
MP 323.6 and at MP 327.9 .....	35 MPH.
MP 362.1 and at MP 362.9 .....	35 MPH.
Through crossovers at MP 303.1 .....	35 MPH.
Through turnouts of controlled sidings .....	20 MPH.
Loaded coal, ore, potash, grain and ballast trains through sidings .....	10 MPH.
Loaded coal trains on eastward and westward track between MP 185.5-MP 189.0 .....	25 MPH.
East Winona-GBW Interchange track and House Track .....	5 MPH.

**2. Bridge, Engine and Heavy Car Restrictions—**

220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.

Locomotives in Groups E, G, H and I except GP 9's and GP 10's not permitted on the following track:

LaCrosse, Old Main between South Avenue and West Avenue.

Between East Winona and Winona—Locomotives restricted as follows:

- Groups A and B - 3 units
- Group C - 1 unit
- Group D - 2 units
- Groups G and H - 1 unit
- Groups E and I not permitted
- Item 5d not permitted. Cars heavier than 210,000 lbs. must be separated by one or more empty cars.

Bridge derricks 975501 and 975502 not permitted.

Dubuque—Loaded J-210 ore cars not permitted on Mississippi River bridge.

When handling bridge derricks 975501 and 975502 over Dubuque bridge it must be separated by at least eight cars from engine and must not exceed 10 MPH.

**3. Train Register Exceptions—None.**

**4. Clearance Provisions and Exceptions Rule 82(A)—**

Track bulletins are authorized this Subdivision.

East Cabin: Train order signal—Top signal governs train movement on CCP track, bottom signal governs movement on BN track.

**5. Rule 99—When flagging is required, distance will be 1.5 miles.**

**6. Dubuque, Iowa—Between 4:00 p.m. and 8:00 a.m., member of the crew with the necessary flagging equipment will flag each train movement over East Fourth Street.**

Between East Dubuque and Dubuque—Movements over Mississippi River bridge are governed by ICG rules.

**7. Prairie du Chien—Street crossings must not be blocked by westward trains when stopped by Failed Equipment Detector at MP 236.4. Train should be stopped for inspection before blocking Parish Street MP 238.3.**

**8. Rule 93—Yard limits in effect between Winona and East Winona.**

Draw span over Mississippi River bridge protected by "Automatic Stop Signals" located on either side of bridge. Engines stopped at absolute signal displaying aspect per Rule 242 may proceed when preceded by flagman to the "End of Block" sign.

During period navigation open, trains and engines must STOP at stop signs located at either side of draw span and may then proceed, at restricted speed, on yellow signal from bridge tender, per Rule 8(c). This does not relieve requirements of flagging when signal displays aspect per Rule 242. NOTE—"End of Block" sign installed opposite the opposing absolute signals.

9. **East Winona**—Normal position of switches from old eastward siding at East Winona to new siding must be lined for new siding when not in use.

The switch located between the GB&W crossing and the Winona Bridge Company bridge must be lined and locked for the GB&W main line when not in use.

10. A train authorized by train order to move against the current of traffic must approach all interlockings and CTC limits prepared to stop.

11. **Regarding stations with crossovers indicated in station column—**

Robinson Spur, Bagley and Diamond Bluff—facing point only.

Cassville, Prairie DuChien, Ferryville, Alma and Bay City—facing and trailing point.

All other stations—trailing point only.

12. **Rule 97(4)**—Not authorized.

13. **St Croix Tower to MP 407.40—**

Movements authorized by East Hump Dispatcher Northtown.

14. **The following Track Side Warning Detectors protect bridges, tunnels or other structures—None.**

**Other Track Side Warning Detector Locations—**

- MP 169.1
- MP 193.3
- MP 236.5
- MP 269.9
- MP 327.5
- MP 362.5
- MP 392.3

1. **Speed Restrictions—  
Zone—Between**

**Maximum Speeds Permitted**

Galesburg and Barstow .....	50 MPH.
Loaded ore trains .....	35 MPH.
Through turnouts, East and West end Alpha, Bouhan, Warner and Barstow .....	20 MPH.
Through crossover MP 96.7 (Plum River) .....	30 MPH.
Loaded coal, ore, potash, grain and ballast trains through sidings .....	10 MPH.
Trains handling bridge or wrecking derricks .....	25 MPH.
Over highway crossing west of Viola depot .....	8 MPH.

2. **Bridge, Engine and Heavy Car Restrictions—**

220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.

Cars over 60 feet in length not permitted on track leading from siding Alpha to Aledo line.

Item 5c not permitted between Alpha and Aledo and Denrock and Lyndon.

**Between Alpha and Aledo and Denrock and Lyndon—**Locomotives in Groups E, H and I not permitted.

Locomotives in Groups A, B, C and D only permitted on the following tracks:

Alpha ..... Elevator Track  
 Bridge derrick 975501 and 975502 not permitted.

3. **Train Register Exceptions—None.**

4. **Clearance Provisions and Exceptions Rule 82(A)—**

Track bulletins are authorized this Subdivision.

5. **Rule 99—**When flagging is required, distance will be 1.5 miles.

6. **Rule 105—**Industrial track between Alpha and Aledo and between Denrock and Lyndon.

7. **Barstow—**Normal position wye switch is for siding.

8. **Colona—**Interlocking MP 40.8.

When stop indication of interlocking signals are encountered, trainman or engineman must contact BN train dispatcher on telephone located in instrument house at crossing. Signals governing movement through interlocking limits also govern movement into CTC territory, Rules 312(1) and 312(2) in effect.

9. **The following Track Side Warning Detectors protect bridges, tunnels or other structures—**

MP 40.1.

**Other Track Side Warning Detector Locations—**

- MP 64.7.
- MP 29.6.

W E S T W A R D ↓	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Galesburg	5th Subdiv MAIN LINE STATIONS			T E A S T W A R D ↑
						Office Calls	Rule 6(A)		
		20126	1.0	6	0.0	GT	GALESBURG	BIJ KRTX	
		22002	3.4		2.8			BOUHAN	
		22005	6.3		5.7			HENDERSON	
		22012	13.0		12.4			RIO	
								ALPHA	
8,561	22018	18.6			18.0		JU	To Aledo 19.2	
	22022	23.0			22.4			OPHEIM	
	22025	26.3			25.7			LYNN	
	22029	30.5			29.9			ORION	
9,791	22034	34.8			34.2			WARNER	CTC
4,833	22039	39.4			38.8			BRIAR BLUFF	
	22040	40.8			40.2			COLONA	I
4,932	22043	43.8			43.2		FC	BARSTOW	JT
9,870	22057	56.4			55.8			HILLSDALE	
	22062	62.1			61.5			ERIE	
4,706	22068	68.3			67.7		HD	DENROCK To Lyndon 3.1	T
9,912	22071	71.7			71.1			FENTON	
	22076	77.0		76.4			OLIVER		
10,995	22086	86.6		86.0			EBNER		
		96.7		95.7			PLUM RIVER	JX	

BN Radio Channel No. 1 and No. 2 in service on this Subdivision.

Train Dispatcher Calls—Barstow-51, Savanna (Mt. Carroll)-52.

W E S T W A R D ↓	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Zearing	6th Subdiv BRANCH LINE STATIONS			T E A S T W A R D ↑
						Office Calls	Rule 6(A)		
		20057	44.1	61	0.0		ZEARING	JY	
					7.0		LADD		
		71936	36.6		7.0		To Howe 5.4	TY	
		71926	25.7		17.9		10.9	LA SALLE	AY

BN Radio Channel No. 1 in service on this Subdivision.

Train Dispatcher Calls—Mendota-23.

- Speed Restrictions—Zone—Between**                      **Maximum Speeds Permitted**  
 Zearing and LaSalle ..... 40 MPH.
- Bridge, Engine and Heavy Car Restrictions—**  
 Item 5d not permitted.  
 Locomotives in Group I not permitted.  
 Bridge derricks 975501 and 975502 not permitted.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 82(A)—**  
 Track bulletins are authorized this Subdivision.  
**Zearing—**Clearance received at Mendota clears train at Zearing.
- Rule 99—**Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 miles.
- Rule 105—**Industrial Track between Ladd and Howe.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Flag Center	8th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	00086	0.3	63	0.0	FLAG CENTER	JTY
3,050	71205	4.5		4.2	KINGS	
	71209	8.8		8.5	HOLCOMB	
3,300	71211	11.7		11.4	DAVIS JCT.	AJY
	71217	17.3		17.0	NEW MILFORD	Y
3,620	71219	19.2		18.9	CAMP GRANT	Y
	71223	23.8	23.5	RF ROCKFORD	BIKRY	

BN Radio Channel No. 1 in service on this Subdivision.

- Speed Restrictions—Zone—Between**                      **Maximum Speeds Permitted**  
 Flag Center and Rockford ..... 25 MPH.  
 Through curves at Flag Center ..... 12 MPH.  
 Locomotives or leading car of train across Rt. 72 crossing Davis Jct. MP 11.8..... 10 MPH.
- Bridge, Engine and Heavy Car Restrictions—**  
**Davis Jct. to Rockford—**Item 5d not permitted.  
 Locomotives in Groups E, G, H and I except GP 9's and GP 10's not permitted on the following tracks:  
 Rockford .....Gunite Foundries  
 Coal Storage
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 82(A)—**  
 Track bulletins are authorized this Subdivision.  
**Flag Center—**Rule 82(A) does not apply.
- Rule 99—**Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 miles.
- Rockford—**CCP crossing is remotely controlled by CCP operator. If signal fails to clear, instructions posted in telephone box will govern.
- Between Camp Grant and CCP crossing—**Automatic signals located at MP 21.4 and MP 21.8 govern westward train and engine movements, also at MP 22.0 and MP 22.5 govern eastward train and engine movements approaching and passing over electric locked switches at MP 21.9. These signals are not a part of automatic block, CTC, or interlocking system.  
 When signal at MP 21.8 displays a Red aspect, train or engine must stop before any part of train or engine passes signal then may proceed at restricted speed to MP 22.0. When signal at MP 22.0 displays a Red aspect, train or engine must stop before any part of train or engine passes signal then may proceed at restricted speed to MP 21.8. When Green Aspect is displayed by signal at MP 21.8 or signal at MP 22.0 train or engine may proceed.  
 Signals at MP 21.4 and MP 22.5 display a Yellow aspect and trains or engines may proceed prepared to stop before any part of train or engine passes next signal.
- Rockford—MP 23.5—**  
 All Subdivisions Item 4A applies.
- Rule 93—**Yard limits in effect between Rockford and Davis Jct.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Barstow	7th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	22043	241.2	7	0.0	FC BARSTOW	BJKRTY
	72205	245.8		4.6	EAST MOLINE	UY
1,600	72208	249.6		8.4	MN MOLINE	Y
2,300	72211	252.2		11.0	TERM. JCT. ROCK ISLAND	Y

BETWEEN CLINTON AND TERMINAL JCT. ROCK ISLAND SOO TIMETABLE GOVERNS.

	72250	49.5	817	49.8	CN CLINTON	BKRUY
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BN Radio Channel No. 1 in service on this Subdivision.

Train Dispatcher Calls—Barstow-51.

- Speed Restrictions—Zone—Between**                      **Maximum Speeds Permitted**  
 Item 1A, All Subdivisions, applies except between MP 241.4 and MP 249.6.
- Bridge, Engine and Heavy Car Restrictions—**  
 Item 5d not permitted.  
 Locomotives in Groups E, G, H and I not permitted on the following tracks:  
 Rock Island .....No. 2 repair track  
 Rock Island Sash & Door Co.  
 Illinois Oil track  
 All tracks lower yard
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 82(A)—**  
 Track bulletins are authorized this Subdivision.  
**Terminal Jct. and Barstow—**Rule 82(A) does not apply.
- Rule 99—**When flagging is required, distance will be 1.5 miles.
- Barstow—**Normal position for wye switch is for Seventh Subdivision.
- Rule 93—**Yard limits in effect between Barstow and Terminal Jct. Trains must receive permission from train dispatcher to enter these limits.

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Montgomery	9th Subdiv BRANCH LINE STATIONS		Rule 6(A)
						Office Calls		
		20001	40.2	60	0.0	MONTGOMERY	JY	
		71703	43.3		3.3	OSWEGO		
		71709	49.4		9.4	YORKVILLE		
		71716	56.0		16.1	MILLBROOK		
		71720	59.6		19.6	MILLINGTON		
		71724	64.4		24.4	SHERIDAN		
4,200		71729	68.9		28.9	SERENA		
5,400		71733	72.8		32.8	DK WEDRON	BK	
		71741	80.9		41.0	OD OTTAWA	ABKY	
		71750	89.6		49.6	GRAND RIDGE		
		71758	96.2	57.6	SX STREATOR	KY		

BN Radio Channel No. 1 in service on this Subdivision.

Train Dispatcher Calls—Somonauk (Victor)-24, Mendota-23.

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Montgomery and Ottawa .....	30 MPH.
Ottawa and Streator.....	25 MPH.
Eastward trains at approach signal to CTC at Montgomery.....	25 MPH.

Ottawa:  
 Over Columbus Street (Route 23), LaSalle Street, B&O crossing, and Fourth Street..... 10 MPH.  
 B&O crossing and Illinois River bridge ..... 8 MPH.  
 Item 1A, All Subdivisions, applies except between MP 69.0 and MP 72.0 and MP 81.0 and MP 85.0.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.  
 Wedron—Locomotives not permitted on coal trestle Wedron Silica Co.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 82(A)—

Track bulletins are authorized this Subdivision.  
 Montgomery—Clearance received at Eola or Aurora Tower clears train at Montgomery.

5. Rule 99—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 miles.

6. Ottawa—Before proceeding over drawbridge 81.45 over Illinois River, all trains and engines must come to a full stop and then be governed by signals from the bridge tender.

Crossing signals for Boyce Memorial Drive on Sieberling lead are protected by motion sensing devices. Should they fail to operate the signals may be activated by moving the leading wheels into the island circuit, located 50 feet from crossing. If signals do not then operate, the crossing must be flagged by crew member on ground.

7. Streator—Before crossing Mildred Street on old lead and First Street on both north leads to Owens-Illinois Glass Co., Hickory Street, stop and then proceed under protection of flagman on the ground.

LINE SEGMENT NUMBERS

CHICAGO TERMINAL LINE SEGMENTS

Line Segment	Yard
463	Cicero Hump
800	Cicero
801	14th Street Coach
802	Western Avenue
803	Congress Park
804	Clyde Diesel Shop
805	Union Avenue Washer
825	Lumber District

GALESBURG TERMINAL LINE SEGMENTS

Line Segment	Yard
472	Galesburg Hump
830	Galesburg Yard
831	Galesburg Rip Tracks
832	Galesburg Depot
833	Galesburg Tie Plant

OTHER YARD LINE SEGMENTS

Line Segment	Yard
806	Eola
807	Aurora
808	Hill Yard
809	Mendota
810	Savanna
811	North LaCrosse
812	Ottawa
813	Streator
814	Barstow
815	Term. Jct. Rock Island
816	Rockford
817	Clinton
819	Moline
820	Oregon
821	Rochelle
826	Winona
827	Dubuque

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
8	Denrock—Lyndon	24.8 to 27.9
64	Aurora—Nifa	0.0 to 4.0
65	Aurora—West Chicago	0.0 to 12.2
66	Oregon—Mt. Morris	98.7 to 105.7
67	Alpha—Aledo	18.6 to 39.4
70	Ladd—Howe	188.3 to 194.3
72	East Dubuque—Dubuque	0.0 to 1.7

**INDUSTRIAL TRACKS AND OTHER TRACKS  
NOT SHOWN AS STATIONS IN TIMETABLE**

Name	Miles—Location	Capacity Cars	Switch Opens
<b>1st Subdivision</b>			
71003 North Aurora .....	4.4 from Aurora .....		Both
71006 Batavia .....	7.6 from Aurora .....	5	Both
71012 West Chicago .....	13.3 from Aurora .....	Yard	Both
<b>2nd Subdivision</b>			
20027 Leland .....	6.1 west of Somonauk .....	31	East
		58	Both
20040 Meriden .....	5.3 west of Earlville .....	19	West
20053 Arlington .....	8.8 west of Mendota .....	38	West
20060 Malden .....	3.1 west of Zearing .....	26	West
20085 Neponset .....	6.4 west of Buda .....	41	East
<b>3rd Subdivision</b>			
00071 Lec .....	4.0 west of Shabbona .....	25	West
71307 Mt. Morris .....	6.8 from Oregon .....	Yard	Both
00111 Polo .....	4.5 west of Stratford .....	56	Both
00117 Hazelhurst .....	1.9 west of Carter .....	10	West
<b>4th Subdivision</b>			
00163 Blanding .....	5.4 west of Whitton .....	4	West
71402 Dubuque .....	1.0 from East Dubuque .....	Yard	Both
00246 Charme .....	7.7 west of Prairie du Chien .....	4	West
00286 Stoddard .....	16.8 west of De Soto .....	22	East
00302 Onalaska .....	3.5 west of North LaCrosse .....	11	East
71502 Winona .....	1.5 from East Winona .....	Yard	Both
<b>5th Subdivision</b>			
72303 New Windsor .....	3.2 from Alpha .....		
72310 Viola .....	10.4 from Alpha .....		
72313 Gilchrist .....	12.6 from Alpha .....	7	Both
72319 Aledo .....	19.2 from Alpha .....		
71662 Lyndon .....	3.1 from Denrock .....		
22051 Joslin .....	7.9 west of Barstow .....	10	East
22088 Thompson .....	2.0 west of Ebner .....	3	West
<b>6th Subdivision</b>			
71931 Spring Valley .....	5.7 west of Ladd .....	3	West
71943 Howe .....	5.4 from Ladd .....	Yard	Both
<b>9th Subdivision</b>			
71744 Hitt .....	2.7 west of Ottawa .....	15	Both

**RADIO INFORMATION**

	CHICAGO DIVISION	Channel	Hours in Operation
<b>Base Stations</b>			
Galesburg Yard Office	1		Continuous
	2	for yard forces	
<b>Wayside Stations</b>			
Chicago 14th St. Coach Yard	1		Continuous
Cicero East End Tower	1		Continuous
	2	for yard forces	
Cicero Westbound Yd Ofc	1		3:00 pm-11:00 pm
	2	for yard forces	
Cicero General Yd Ofc	1		Continuous
Cicero Eastbound Yd Ofc	1		Continuous
	2	for yard forces	
Cicero Retarder Tower	1		Continuous
	2	for yard forces	
Cicero Hump Tower	1		Continuous
	2	for yard forces	
Cicero Roundhouse	1		Continuous
	2	for yard forces	
Clyde Yard Office	1		Unmanned
	2	for yard forces	
Eola Yard Office	1		Continuous
	2	for yard forces	
Aurora Tower	1		Continuous
Ottawa	1		7:00 am-4:00 pm Mon. thru Fri.
			7:00 am-11:59 pm Mon. thru Fri.
			7:00 am-3:59 pm Mon. thru Fri.
			7:00 am-3:59 pm Saturday
			7:00 am-3:59 pm Mon. thru Fri.
Rochelle	1		Unmanned
			Continuous
Oregon	1		7:00 am-3:59 pm Mon. thru Fri.
			Unmanned
Savanna	1		Continuous
East Cabin	1		Unmanned
Prairie du Chien	1		Continuous
North LaCrosse	1		Continuous
Winona	1		Unmanned
Cochrane	1		Unmanned
Mendota	1		6:00 am-3:00 pm Mon. thru Fri.
			Unmanned
Galva	1		Continuous
Galesburg-Dispatchers Office	1		Unmanned
Clinton	1		Unmanned
Barstow	1		8:00 am-4:00 pm Mon. thru Fri.
			8:00 am-4:00 pm Mon. thru Fri.
Moline	1		8:00 am-4:00 pm Mon. thru Fri.
			Unmanned
Alpha	1		Unmanned

**TRAIN DISPATCHERS PHONE NUMBERS**

Company	Position	Commercial
345-6400	Chief Dispatcher	309-345-6400
345-6402	Asst. Chief Dispatcher	309-345-6402
345-6407	Mainline Trick Dispatcher	309-345-6407
345-6408	C-I Trick Dispatcher	309-345-6408
345-6405	East End Trick Dispatcher	309-345-6405

# GALESBURG DIVISION

WESTWARD	Length of Siding in Feet	Station Numbers	FIRST CLASS		Mile Post Location	Line Segment	Distance From Galesburg	1st Subdiv MAIN LINE STATIONS			FIRST CLASS	
			1005								1006	
			NRPC Daily					NRPC Daily		Office Calls	Rule 6(A)	
		20126	5:15PM		162.4		0.0	GT	GALESBURG	BIJKRTX		s 12:22PM
		20130			168.4		5.9	2MT	GRAHAM	J	CTC	
C5,227		20141			179.0		16.8	DT	CG	MONMOUTH	X	ABS Rule 251
		20146			185.0		22.6			KIRKWOOD	X	
		20158			196.1		33.8			GLADSTONE	X	
					202.4		40.1			CONNETT		
		20167	s 6:00		205.4		43.1	2MT	BN	BURLINGTON	BJKRX	s 11:35
		20171			209.3		47.0	DT		W. BURLINGTON	TX(2)Y	ABS Rule 251
E7,655		20174			212.5		50.4			DAYMAN	X	
W6,561 E6,482		20186			224.6		62.3			NEW LONDON	X	
		20195	s 6:31		233.2		70.9			MT. PLEASANT	X	
		20212			250.1		87.8	DT		BECKWITH	X	ABS Rule 251
		20217			255.4		92.9			FAIRFIELD	X(2)	
		20228			266.1		103.8			BATAVIA	X	
		20241	s 7:15		279.6		117.3		CW	OTTUMWA	IKRX(2)Y	
		20252			290.8		128.5	2MT		DUDLEY	X	CTC
		20263			301.9		139.4			MAXON		
		20265			303.7		141.2		A	ALBIA	IJ	
		20269			307.5		145.0			HALPIN		
		20280			318.6		156.1	DT		MELROSE	X	ABS Rule 251
		20288			326.8		164.3			RUSSELL	X	
		20296			334.3		171.8	2MT	CH	CHARITON	TX(2)	CTC
					342.0		179.5	DT		SHANNON	X	s 9:00
		20321	s 8:30		359.7		197.2			OSCEOLA	X(2)	
		20332			370.4		207.9			MURRAY	X	
		20337			375.9		213.3			THAYER	X	
		20345			383.6		221.0	DT		AFTON	X	ABS Rule 251
		20355	s 9:01		392.9		230.3		CR	CRESTON	BKRTXY	
								2MT		To Greenfield 21.5		
		20368			406.7		244.2	2MT		PRESCOTT		
		20375			413.7		251.1	2MT		CORNING		CTC
		20384			422.7		260.1			NODAWAY		
		20388			427.4		264.9			VILLISCA		
		20403			442.4		279.9		RO	RED OAK	KT	
		20409			448.1		285.6	2MT		To Farragut 25.6		
		20413			451.6		289.1	2MT		McPHERSON		CTC
		20418			456.9		294.4			EMERSON		
		20423			461.7		299.2			HASTINGS		
8,353		20427			467.9		303.8			MALVERN		
		20432			471.4		308.9	2MT		BALFOUR		
		20436	10:10PM		475.2		312.5	JN	PACIFIC JCT.	BJKRTXY		7:10AM

# GALESBURG DIVISION

WESTWARD	Length of Siding in Feet	Station Numbers	FIRST CLASS	Mile Post Location	Line Segment	Distance From Galesburg	1st Subdiv MAIN LINE STATIONS				FIRST CLASS	EASTWARD
			1005				Office Calls		Rule 6(A)		1006	
			NRPC Daily								NRPC Daily	
		20126	5:15PM	162.4		0.0	GT	GALESBURG	BIJKRTX		s 12:22PM	
		20130		168.4		5.9	2MT	GRAHAM	J	CTC		
	C5,227	20141		179.0		16.8	CG	MONMOUTH	X			
		20146		185.0		22.6	DT	KIRKWOOD	X	ABS Rule 251		
		20158		196.1		33.8		GLADSTONE	X			
				202.4		40.1		CONNETT		CTC		
		20167	s 6:00	205.4		43.1	2MT	BN BURLINGTON	BJKRX		s 11:35	
		20171		209.3		47.0		W. BURLINGTON	TX(2)Y			
	E7,655	20174		212.5		50.4		DAYMAN	X			
	W6,561 E6,482	20186		224.6		62.3		NEW LONDON	X			
		20195	s 6:31	233.2		70.9	DT	MT. PLEASANT	X		s 11:03	
		20212		250.1		87.8		BECKWITH	X	ABS Rule 251		
		20217		255.4		92.9		FAIRFIELD	X(2)			
		20228		266.1		103.8		BATAVIA	X			
		20241	s 7:15	279.6		117.3	CW	OTTUMWA	IKRX(2)Y		s 10:20	
		20252		290.8		128.5		DUDLEY	X			
		20263		301.9		139.4	2MT	MAXON		CTC		
		20265		303.7		141.2	A	ALBIA	IJ			
		20269		307.5		145.0		HALPIN				
		20280		318.6		156.1	DT	MELROSE	X	ABS Rule 251		
		20288		326.8		164.3		RUSSELL	X			
		20296		334.3		171.8	2MT	CH CHARITON	TX(2)	CTC		
				342.0		179.5		SHANNON	X			
		20321	s 8:30	359.7		197.2		OSCEOLA	X(2)		s 9:00	
		20332		370.4		207.9		MURRAY	X			
		20337		375.9		213.3	DT	THAYER	X	ABS Rule 251		
		20345		383.6		221.0		AFTON	X			
		20355	s 9:01	392.9		230.3	2MT	CR CRESTON To Greenfield 21.5	BKRTXY		s 8:32	
		20368		406.7		244.2	2MT	PRESCOTT				
		20375		413.7		251.1		CORNING				
		20384		422.7		260.1		NODAWAY				
		20388		427.4		264.9	2MT	VILLISCA				
		20403		442.4		279.9	2MT	RO RED OAK To Farragut 25.6	KT	CTC		
		20409		448.1		285.6		MCPHERSON				
		20413		451.6		289.1	2MT	EMERSON				
		20418		456.9		294.4		HASTINGS				
	8,353	20423		461.7		299.2		MALVERN				
		20427		467.9		303.8		BALFOUR				
		20432		471.4		308.9	2MT	GLENWOOD				
		20436	10:10PM	475.2		312.5	JN	PACIFIC JCT.	BJKRTXY		7:10AM	



GALESBURG DIVISION

BN Radio Channel No. 1 and No. 2 in service on this Subdivision.

Train Dispatcher Calls—West Burlington-12, Fairfield (Leando)-13, Ottumwa (East)-14, Ottumwa (West)-15, Albia (NS)-16, Albia (BN) (Oskaloosa)-17, Chariton (Williamson)-18, Osceola-19, Creston-11, Red Oak (Griswold)-12.

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted		10 MPH.
	Passenger	Freight	
Galesburg and Pacific Jct.....	79 MPH.		Adjacent track must be clear of traffic while ore train passes over bridge 284.12
Waterman and Graham .....	35 MPH.	35 MPH.	Bridge 379.51 .....
Against the current of traffic on double track .....	59 MPH.	49 MPH.	25 MPH.
Between MP 161.7 and MP 168.4 Chicago Division Second Subdiv Timetable governs.			25 MPH.
Graham cut-off; eastward track between MP 165.2 and MP 164.7	20 MPH.	20 MPH.	Trains handling loaded tanks, loaded air dumps, and loaded covered hopper cars between
Curve MP 169.0 eastward track .....	70 MPH.		Red Oak and Farragut .....
Curve MP 169.0 westward track.....	50 MPH.	50 MPH.	10 MPH.
East end of eastward freight trains passing signal S-170 .....		55 MPH.	
Head end of train MP 232.8 to MP 233.8 .....	60 MPH.	50 MPH.	
Fairfield—Head end of trains moving with current of traffic over street crossings .....	60 MPH.	50 MPH.	
Against current of traffic over street crossings.....	50 MPH.		
Head end of train between MP 303.6 and MP 304.4 westward track .....	40 MPH.	25 MPH.	
Head end of trains moving with current of traffic between MP 359.5 and MP 360.4.....	60 MPH.	50 MPH.	
Crossovers at following locations:			
MP 202.5 .....	35 MPH.	35 MPH.	
MP 301.9 east crossover.....	30 MPH.	30 MPH.	
MP 301.9 west crossover .....	35 MPH.	35 MPH.	
MP 307.6 east crossover .....	30 MPH.	30 MPH.	
MP 307.6 west crossover .....	35 MPH.	35 MPH.	
MP 333.2 .....	35 MPH.	35 MPH.	
MP 342.0 .....	35 MPH.	35 MPH.	
MP 357.9 .....	35 MPH.	35 MPH.	
MP 408.9 .....	35 MPH.	35 MPH.	
MP 425.5 .....	35 MPH.	35 MPH.	
MP 453.5 .....	35 MPH.	35 MPH.	
MP 467.9 .....	35 MPH.	35 MPH.	
Turnouts at following locations:			
MP 165.5 end of two main tracks	30 MPH.	30 MPH.	
Graham .....	35 MPH.	35 MPH.	
MP 395.1 .....	35 MPH.	35 MPH.	
MP 443.3 .....	35 MPH.	35 MPH.	
MP 447.5 .....	35 MPH.	35 MPH.	
MP 458.0 .....	35 MPH.	35 MPH.	
Malvern siding.....	20 MPH.	20 MPH.	
MP 466.4 .....	35 MPH.	35 MPH.	
Equilateral Turnouts at following locations:			
MP 405.7 .....	50 MPH.	50 MPH.	
MP 412.0 .....	50 MPH.	50 MPH.	
MP 422.2 .....	50 MPH.	50 MPH.	
MP 428.9 .....	50 MPH.	50 MPH.	
MP 439.4 .....	50 MPH.	50 MPH.	
Chillicothe—Forward or reverse movement through ISU Dump....		3 MPH.	
Osceola—Old main track north yard		5 MPH.	
Light engines over Main Street crossing, Prescott.....		20 MPH.	
Light engines over highway crossing MP 423.1 and MP 426.5 .....		20 MPH.	
Loaded ore trains—			
Bridge 204.66 .....		10 MPH.	
Adjacent track must be clear of traffic while ore train passes over bridge 204.66			
Bridge 235.85 .....		25 MPH.	
Bridge 239.24 .....		25 MPH.	
Bridge 257.92 .....		25 MPH.	

- Bridge, Engine and Heavy Car Restrictions—**
  - Creston to Greenfield—**
    - Item 5d not permitted
    - Item 5b, c and d not permitted between Creston and Greenfield.
    - Bridge derricks not permitted
    - Locomotives in Groups G, H and I are not permitted. Only one unit in Group C may operate.
    - Red Oak—**Locomotives in Groups G, H and I must not operate over Bridge 0.74 between Red Oak and Stennett to enter lower yard.
    - Chariton—**The use of more than one locomotive, or a locomotive with 3 axle trucks, is prohibited while doing industrial work.
    - Osceola—**The use of more than one locomotive, or a locomotive with 3 axle trucks, is prohibited in north yard.
    - Between Red Oak and Farragut—**Bridge derricks not permitted.
- Train Register Exceptions—**
  - Burlington and Ottumwa—**Trains originating or terminating will register.
  - Creston—**First class trains will register by register ticket.
  - Pacific Jct.—**Trains will register when directed by train order.
- Clearance Provisions and Exceptions Rule 82(A)—**
  - Track bulletins are authorized this Subdivision.
  - Creston—**All trains must receive clearance.
- Rule 99—**When flagging is required, distance will be 1.5 miles.
- Rule 350(B)—**Does not apply at main track switches at Chariton, Albia, MP 303.1 (east of Albia), and Maxon MP 302.2.
  - Shenandoah—**Member of crew must protect movement over Sheridan and Thomas Avenues from position on ground.
  - Agency—**Trains must not occupy crossing at MP 273.2 and 272.9 on run around track until warning systems are activated.
- Burlington—**Drawbridge 204.66 over Mississippi River is interlocked.
  - West Burlington, Iowa—**Trains and engines using lead track across Highway 34 (Mt. Pleasant Street) and Highway 406 (Agency Street) must stop before crossing grade crossing and members of the crew must stop vehicular traffic in both directions before proceeding across crossing.
  - Account close clearance, engines must not occupy the Chittenden and Eastman stub track between Third and Main Streets when other trains are using main 2 at this location.
- Ottumwa—**Movement of trains against the current of traffic between crossover east of Iowa Avenue MP 278.4 and Milwaukee crossover MP 281.1 when not authorized by Form D-R order, may be made by authority of the train dispatcher.
- Chariton-Shannon—**In two main track territory between Chariton and Shannon on track equipment movements may be made on line-up only.

# INSTRUCTIONS FOR HANDLING HAZARDOUS MATERIALS

## EXCERPTS FROM D.O.T. REGULATIONS

For complete Department of Transportation, regulations applying to railroad operation, refer to tariff BOE 6000-E (for subsequent issues) or B. E. Pamphlet 20.

### DEFINITIONS

"PLACARDED CAR" means a rail car which is placarded as required in part 172 of the regulations with one or more of the placards depicted on the reverse side.

"TRAIN" means one or more engines coupled with one or more rail cars, except during switching operations or where the operation is that of classifying and assembling rail cars within a railroad yard for the purpose of making or breaking up trains.

### DOCUMENTATION

§ 174.24 **Shipping Papers.** (a) No person may accept for transportation by rail any hazardous material unless he has received a shipping paper prepared in the manner specified in subpart C of Part 172 of the regulations, (outlined in 174.25 (b) and (c));

(b) Paragraph (a) does not apply to a material classed as an ORM-A,B,C, or D, unless it is a:

- (1) Hazardous substance or,
- (2) Hazardous waste.

§ 174.25 **Additional Information on waybills, switching orders and other billing.**

(a) Each waybill, switching ticket, switching order or shipping order used as a waybill for a rail car required to be placarded must also contain the placard endorsement specified for the hazardous material or class concerned, on the face of the waybill near the car number.

(b) When the initial movement of a loaded rail car required to be placarded is a switching operation, the switch order, switching receipt or switching ticket, and all copies thereof, prepared by the shipper, or by the carrier under the shipper's written authority, must contain the following:

- (1) The shipping description consisting of—
  - (i) The proper shipping names specified for the material in § 172.101 or 172.102 (when authorized) of this subchapter;
  - (ii) The hazard class specified for the material in the same table;
  - (iii) The identification number (preceded by "UN" or "NA" as appropriate) prescribed for the material in the same Table; and
  - (iv) The total quantity (by weight, volume, or as otherwise appropriate) of the hazardous material covered by the description;

(2) Except when a certified bill of lading is tendered to the carrier, the shipper's certification and signature specified in § 172.204 of this subchapter.

(3) The placard notation.

(4) For any entry for a material that is a hazardous substance, the letters "RQ" entered either before or after the basic description.

(c) For an empty tank car that previously contained a hazardous material, other than combustible liquid, or unless the tank car has been reloaded with a material not subject to this subchapter, or has been sufficiently cleaned of residue and purged of vapor to remove any potential hazard, the billing must show the word(s) "EMPTY" or "EMPTY: Last Contained," followed by the basic description of the hazardous material last contained in the tank car, and the word, "PLACARDED." For example, "EMPTY: SULFURIC ACID, Corrosive Material, UN 1830 Placarded," or "EMPTY: Last Contained SULFURIC ACID, Corrosive Material, UN 1830, Placarded."

§ 174.26 **Notice to train crews of placarded cars.**

(a) At each terminal or other place where trains are made up or switched by crews other than train crews accompanying the outbound movement of cars, the carrier shall execute consecutively numbered notices showing the location in each train of each rail car placarded **EXPLOSIVE A** or **POISON GAS**. A copy of each notice must be delivered to the train and engine crew concerned, and a copy thereof showing delivery to the train and engine crew must be kept on file by the carrier at each point where the notice is given. At points where train or engine crews are changed, the notice must be transferred from crew to crew. See paragraph (b) of this section for other placarded cars.

(b) The train crew must have a document indicating the position in the train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a member of the train crew. A train consist may be used to meet this requirement.

### NOTE: COMPASS SPECIAL HANDLING CODES

The following codes shown in the special handling column of the train or switch list indicate loaded, placarded cars containing hazardous materials:

EXP — Explosive	POG — Poison Gas
RM — Radioactive	DAN — Dangerous

These codes correspond to the Placard Endorsement found near the upper left-hand corner of the waybill.

(c) A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers for the shipment of hazardous materials being transported showing the information required by §§ 172.202 and 172.203 of this subchapter.

§ 172.205 **Hazardous waste manifest.**

(a) No person may offer, transport, transfer, or deliver a hazardous waste (waste) unless a hazardous waste manifest (manifest) is prepared, signed, carried, and given as required of that person by this section.

(e) A copy of the manifest bearing all required dates and signatures must be—

- (2) Carried during transportation in the same manner as required by this subchapter for shipping papers,
- (3) Given to a person representing the designated facility receiving the waste.

(f) If a shipment is delivered to the waste facility by railroad, manifest information may be included on the waybill in lieu of complying with paragraph (e) (2) of this item.

- (2) The delivering carrier shall obtain receipt for waste shipment that includes date and handwritten signature of person representing the facility.

### PLACARDING

§ 174.59 **Marking and placarding of rail cars.** No person may transport a rail car carrying hazardous materials unless it is marked and placarded as required by this subchapter. Placards and car certificates lost in transit must be replaced at the next inspection point and those not required must be removed at the next terminal where the train is classified.

Placards shall be displayed on each side and each end of:

- (1) Rail cars containing any amount of hazardous material.
- (2) Each trailer/container containing any amount of explosives A or B, poison gas, flammable solid (dangerous when wet) or radioactive material.
- (3) Each trailer/container containing 1000 lbs. or more of any other hazardous material.

### SWITCHING AND TRAIN PLACEMENT

Regulations for handling placarded cars in switching and placement in train are described in items 174.83 thru 174.93. These requirements are outlined by the chart on the reverse side of this form.

§ 174.8

### INSPECTION

(b) At any point where a train is required to be inspected each loaded placarded rail car and each rail car immediately adjacent thereto must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in a safe condition for transportation. (See §§ 174.9 and 174.10). The inspection of a rail car other than a tank car or a rail car containing Class A explosives must include a visual inspection for obvious defects of the running gear and any leakage of contents from the car and to determine whether all required placards are in place and conform to the information given on the train consist or other shipping document as required by § 174.26(b).

(c) For inspection requirements applicable to rail cars containing Class A explosives, see §§ 174.10 and 174.104.



§ 174.9 Inspection of tank cars.

- (a) Each loaded placarded tank car must be inspected by the carrier before acceptance at the originating point and when received in interchange to see that they are not leaking and that the air and hand brakes, journal boxes, and trucks are in proper condition for service.
- (b) An empty tank car which previously contained a hazardous material and which is tendered for movement or received in interchange must have all manhole covers, outlet valve reducers, outlet valve caps, outlet valve cap plugs, end plugs, and plugs or caps or other openings securely in their proper places, except that heater coil inlet and outlet pipes must be left open for drainage.

§ 174.10 Inspection of cars at interchange.

- (a) Each rail car containing explosives requiring **EXPLOSIVES A** placards (see § 174.104) which is offered by a connecting line must be visually inspected externally by the receiving line. If practicable, the receiving carrier should also inspect the lading. The car may not be forwarded until all discovered violations have been corrected.

- (b) If the car shows evidence of or if there is any reason to suspect that it has received rough treatment, the lading must be inspected and placed in proper condition before the car is permitted to proceed. When interchange occurs and the inspection is performed after daylight hours, electric flashlights should be used and naked lights may not be used.
- (c) A shipment of hazardous materials offered by a connecting carrier must comply with this subchapter, and the revenue waybill, freight bill, manifest of lading, card waybill, switching order, transfer slip ticket, or other billing, must bear the placard notation and endorsement prescribed by § 174.25 of this subpart.
- (d) A car containing packages of hazardous materials other than explosives may not be offered in interchange if the packages are in a leaking condition.
- (e) In the case of a tank car which has developed small leaks in the course of its movement to an interchange point and which requires a short movement to effect delivery for unloading by the consignee, the movement may be made if it can be made safely adhering to the precautions prescribed by § 174.50.

**IN THE EVENT OF A DERAILMENT OR INCIDENT IN WHICH HAZARDOUS MATERIAL MAY BE INVOLVED:**

1. Avoid contact with any released hazardous material, whether liquid, solid or gaseous. Check for injuries and remove injured if safe to do so. Keep public away.
2. Determine status of train and promptly notify dispatcher (yardmaster in terminals). If fire or large vapor cloud is present, move to safety — generally upwind and to higher ground — and determine train's status from there. Take the shipping papers with you. Using waybills, wheel report and emergency response data, identify:
  - portion of train involved;
  - initial and number of cars involved;
  - name, hazard class, UN/NA number of commodities involved in accident;
  - any hazardous materials in proximity of accident;
  - precautions to take, to protect yourself and others.

**YOUR ROLE DURING A HAZARDOUS MATERIAL EMERGENCY IS TO DETERMINE THE STATUS OF THE INCIDENT AND COMMUNICATE THAT INFORMATION TO THOSE WHO NEED IT**

3. Inform other crew members what material is involved, what hazards may be present and what precautions to take.
4. If safe to do so, inspect the train for damaged or leaking cars of hazardous materials, and advise dispatcher or yardmaster of findings. Approach from upwind if possible, avoiding contact with any spilled material. Be alert for unusual odors, vapor plumes, and liquids or solids on the ground. Do not smoke or use fuses. If Flammable Gases or Liquids have been released, and if it can be safely accomplished, eliminate all sources of ignition.

**BE SPECIFIC WHEN REPORTING DAMAGE OR LEAKAGE INFORMATION**

Give dispatcher or yardmaster as much information as possible regarding position of cars (upright, on side, parallel to track); any damage to cars (hole in B end, sideswipe, leaking from dome); an estimate of the size and type of leak (20 drips per minute, 1/2" steady stream, hissing but no plume) and any other pertinent information (fire, wind direction, proximity to waterways).

5. Select a safe location, accessible to arriving emergency response personnel, where conductor or other crew member will meet them with the waybills, consist and emergency response data. Advise dispatcher and all crew members of this location.
6. Cooperate with response personnel. Crew member holding waybills and train consist should remain with senior emergency response official until relieved by a company officer. Do not surrender waybills and consist to anyone other than a company officer.



**Creston**—Movement of trains against the current of traffic between end of CTC at MP 393.5 and crossover at MP 392.1 when not authorized by Form D-R order, may be made by authority of the train dispatcher.

**9. Rule 93—Yard limits in effect—**

Between CTC Burlington and MP 211.0. Train dispatcher will authorize movement for trains and engines.

**10. Regarding Stations with Crossovers indicated in Station Column**

Following Stations have both Facing and Trailing Point Hand Throw Crossovers

Fairfield—Ottumwa—MP 333.2—Chariton—Osceola.

Following Stations have Facing point Only

Dayman—ISU Gen Station MP 289.1—Woodburn—MP 358.0

All other Stations have Trailing Point Only

**11. Rule 105—Industrial Track between Red Oak-Farragut and Creston-Greenfield.**

**12. Rule 97(4)—Not authorized.**

**13. The following Track Side Warning Detectors protect bridges, tunnels or other structures—**

MP 198.5

Westward—MP 208.6

Eastward—MP 210.9

**Other Track Side Warning Detector Locations—**

MP 193.3

MP 356.7

MP 229.9

MP 421.5

MP 251.6

MP 445.2

MP 328.0

GALESBURG DIVISION

Length of Siding in Feet	Station Numbers	FIRST CLASS		Mile Post Location	Line Segment	Distance From Galesburg	Office Calls	2nd Subdiv MAIN LINE STATIONS		Rule 6(A)	FIRST CLASS		
		1347						1348	1346				
		NRPC Daily	NRPC Daily					NRPC Daily Ex. Sun	NRPC Sunday only				
	20126	8:35PM		162.4	11	0.0	GT	GALESBURG	BIKRTX		s 7:38AM	s 8:53AM	
	25004			166.0		3.8	2MT	WATERMAN	JT				
	25005			168.1		5.7		SALUDA					
11,081	25010			172.3		9.9		ABINGDON					
9,833	25020			182.8		20.3		AVON					
	25029			191.4		28.9	2MT	BS BUSHNELL	IJ				
7,235	25040	s 9:12		202.3		39.8		MACOMB				s 6:58	s 8:13
6,994	25047			209.3		46.8		COLCHESTER					
7,300	25063			225.9		63.3		AUGUSTA					
6,665	25073			235.2		72.6		GOLDEN					
7,560	25078			240.9		78.3		CAMP POINT		CTC			
6,890	25091			254.2		91.3		EWBANKS					
		s 10:03		259.1		95.9		30th STREET				s 6:10	s 7:25
	73801			261.3		98.5		QUINCY					
7,500	25101	10:30PM		263.4	14	100.9	QD	WEST QUINCY	BJKRTX		6:00AM	7:15AM	
				136.9									

BETWEEN WEST QUINCY AND MARK OPERATE ON 3rd SUBDIVISION.

				134.1	15								
	25104			5.7		103.7		MARK	JT				
	25107			7.1		105.1	2MT	NORTH RIVER	JT				
7,352	25112			14.5		112.6		PALMYRA					
7,201	25130			32.8		130.7		CARD					
7,219	25139			41.7		139.5		LAKEMAN					
7,807	25161			62.9		160.6		ANABEL					
	25168			70.4		168.1		DE MACON					
8,750	25177			78.9		176.7		CALLAO		CTC			
	25184			86.0		183.8		NEW CAMBRIA					
	25192			93.9		191.7		BUCKLIN					
	25202			104.1		201.9		B BROOKFIELD	BKRT				
12,123	25204			106.9		204.6		NEEDLES					
7,206	25215			118.1		215.8		To Meadville 0.6					
7,206	25227			130.2	227.9		SUMNER	A					
7,224	25239			141.9	239.6		HAMM						
7,192	25250			153.5	251.3		AALBERG						
7,191	25263			166.3	264.1	17	PERSONS						
7,084	25275			177.7	275.5			THIEHOFF					
							MAXWELL	J					

BETWEEN MAXWELL AND BIRMINGHAM NS RR RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

2,417	25291			216.2	18	291.5	2MT	BIRMINGHAM	J	CTC			
				221.5		296.8		BLOCK 222		X			
				224.0		299.3		BLOCK 224		IX			
	25300			224.6		300.5		KD NORTH KANSAS CITY	BIKRT				

BN Radio Channel No. 1 and No. 2 in service on this Subdivision.

Train Dispatcher Calls—Bushnell-21, Colchester-22, Golden-23, Poloma-24, Palmyra-26, Monroe City-27, Shelbina-28, Macon-29, New Cambria-21, Brookfield-22, Hale-23, Aalberg-24, Thieoff-25

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
<b>Galesburg and West Quincy—</b>	79 MPH.	
Loaded coal trains.....		35 MPH.
Between MP 161.7 to MP 168.0 Chicago Division 2nd Subdivn timetable governs		
Through turnout MP 168.0.....		30 MPH.
Through turnout MP 188.9.....	35 MPH.	35 MPH.
Through crossover MP 192.3.....	30 MPH.	30 MPH.
Through crossover MP 192.4.....	35 MPH.	35 MPH.
Curves MP 240.0, MP 243.0 and MP 244.5 .....	75 MPH.	
Sidings-Colchester, Augusta, and Golden .....	10 MPH.	10 MPH.
East leg of wye West Quincy, MP 262.9 .....	10 MPH.	10 MPH.
Through turnouts— MP 263.2 and MP 263.4 .....	30 MPH.	30 MPH.
Through turnouts of controlled sidings unless otherwise indicated	20 MPH.	20 MPH.
<b>West Quincy and North Kansas City</b>		
Loaded coal trains between MP 5.7 and MP 224.6.....		30 MPH.
Through turnouts MP 6.7 and MP 8.6 .....		35 MPH.
Through turnouts and on wye track between North River and Falk....		30 MPH.
Through crossover Falk.....		30 MPH.
MP 29.7-MP 30.4 .....		35 MPH.
Through turnout to N&W at Maxwell .....		35 MPH.
MP 216.2-MP 224.4 .....		50 MPH.
Curves between MP 216.2 and MP 222.9 .....		35 MPH.
Through crossovers, Block 224.....		25 MPH.
Through turnouts of controlled sidings, unless otherwise specified		20 MPH.
Needles and Meadville.....		25 MPH.
<b>2. Bridge, Engine and Heavy Car Restrictions—</b>		
220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.		
Quincy.....Engines must not operate over 30 degree curve at east end of track at Calcium Carbonate Co. MP 265.7.		
<b>3. Train Register Exceptions—</b>		
<b>West Quincy—</b> Trains that do not change crews will register by register ticket.		
<b>4. Clearance Provisions and Exceptions Rule 82(A)—</b>		
Track bulletins are authorized this Subdivision.		
<b>West Quincy—</b> All trains must receive clearance.		
Train orders involving joint trackage between Birmingham and Block 224 will be issued to all N&W trains by the N&W train dispatcher. N&W clearance form will be the authority for requirement of Rule 82(A).		
<b>5. Rule 99—</b> When flagging is required, distance will be 1.5 miles.		
<b>6. Rule 105—</b> Industrial Track between Needles and Meadville.		
<b>7. Within CTC limits—</b> Trains finding a Signal Indication Rule 240 or 241 displayed by a signal, which governs facing point movement		

over a spring switch, will comply with Rule 104(M) and in addition, a member of the crew will contact control operator and be governed by his instructions.

**In CTC territory—**Whenever trailing movement through spring switch is not authorized by signal indication, the spring switch must be operated by hand. When switching movements are made over spring switch, Rule 315 will apply as to permission, time and working limits and notification to engineer.

**In CTC territory—**If signal indicates Stop per Rule 242 governing movement over dual control switch one end of siding and such signal also governs movement over spring switch at the opposite end of siding, in addition to complying with Rule 315(A) movement over dual control switch, and train is to trail over spring switch on the main track, a member of crew must examine switch and know that points fit.

**8. Bushnell—**A crossing signal timing section marked by signs is installed commencing at a point 500 feet east of Osborn Street and extending 800 feet east from that point. The circuitry of this timing section is such that in event a train is stopped between these signs or cars are stored between these signs on either main track, after 1 minute the gates will raise and the flashers will stop at Osborn Street. Crossing signals and gates will not again be activated until westward movement is made beyond the sign located approximately 500 feet east of Osborn Street.

**9. North Kansas City—**Interlocking in effect between MP 225.5, Fifth Street and begin CTC sign MP 223.9 Block 224. Interlocking remotely controlled from Ustick Tower.

If a BN train arriving Murray yard from the Second Subdivision does not have information for a continuous move into the yard, the train must be stopped east of Tenth and Bedford Avenue crossing until such information is received.

**10. Space Center, Inc.—**(Formerly Underground Storage) at Randolph, Missouri the following restrictions must be observed by crews performing switching at this industry. Look out for close side and overhead clearance on all tracks.

1. On the east, or freezer track, and the west, or dry track, railroad employees are prohibited from coupling or uncoupling cars inside the cave, except from the engine.

2. On double tracks, cars being moved in and out of the cave shall remain connected, and shall not be individually spotted. All coupling or uncoupling of cars inside the cave shall be done from the ground between the tracks; and railroad employees should not set or release hand brakes within the cave.

**11. Crews operating between Birmingham and Kansas City** must include Kansas City Terminal Superintendent and Springfield Division Superintendent on all messages involving accidents, injuries, defects in track, bridges, signals, or any unusual condition affecting the operation of the railroad.

**12. Between Birmingham and Kearney—**  
Springfield Region Timetable governs.

**13. The following Track Side Warning Detectors protect bridges, tunnels or other structures—**

MP 257.9            MP 136.9

**Other Track Side Warning Detector Locations—**  
MP 187.4            MP 59.3  
MP 230.8            MP 77.9  
MP 36.1              MP 135.2

W E S T W A R D	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Burling- ton	3rd Subdiv MAIN LINE STATIONS			E A S T W A R D
						Office Calls	Rule 6(A)		
		20167	220.3		0.0	BN	BURLINGTON	BJKRTXY	CTC
	3,089	26212	216.4		4.6		KEMPER		Y
		26205	209.9		11.1		WEVER		
	6,257	26203	207.7		12.6		SINCLAIR SWITCH		
		26198	202.0		18.9	FM	FT. MADISON		
	7,900	26185	189.3		31.7		MONTROSE		
		26180	185.5		35.5		GATEWAY		
	3,549	26178	183.3		37.7		SANDUSKY		
		26173	177.9		43.8	DO	KEOKUK	BKRY	
	8,056	26162	166.6		55.1		GREGORY		
	4,041	26152	156.2		65.5		CANTON		
	3,337	26146	150.1		71.5		LA GRANGE		
	8,517	26144	148.1		73.4		GRIFFITH		
	7,500	25101	136.9		80.6	QD	WEST QUINCY	BFJKRT	
		25104	134.1	14	83.4		MARK		J
	7,176	26132	131.5		85.1		FALK		J
			120.8		96.6		N&W Xing		I
	12,070	26119	119.7		97.7	X	HANNIBAL		Y
	7,385	26104	104.3		113.1		ASHBURN		
	5,766	26094	94.1		123.2	Z	LOUISIANA	AY	ABS
	6,205	26086	86.4		131.2		DUNDEE		
	10,237	26068	68.2		149.1		ELSBERRY		
	8,336	26052	51.6		165.7	MO	OLD MONROE		
	7,009	26044	44.4		172.9		GIBBS		
	7,334	26037	36.9		180.4		SEEBURGER		
	10,243	26027	26.9		190.4		MACHENS		J
	10,620	26020	20.4		196.9	W	WEST ALTON To Alton 3.0		T
	8,924	26015	14.9		202.5		SPANISH LAKE		
		26009	9.4		207.9		BADEN		J
		26007	7.2		210.1	YD	NORTH ST. LOUIS	BJKRT	
		26004	4.2		213.4		NORTH MARKET		IJ

BETWEEN NORTH MARKET AND GRAND AVENUE TRRA RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

		2.1	14	219.1		GRAND AVENUE		I
			1002			5.0		
	92007	7.1		224.1		LW LINDENWOOD	BFJKRY	

BN Radio Channel No. 1 in service on this Subdivision.

Train Dispatcher Calls—Ft. Madison-31, Keokuk-32, Hannibal-35, Louisiana-37, Elsberry-38, Old Monroe-39, West Alton-31.

**1. Speed Restrictions—  
Zone—Between** **Maximum Speeds Permitted**

Burlington and West Quincy .....	49 MPH.
Loaded coal trains between Burlington and North St. Louis .....	30 MPH.
MP 150.6-MP 149.8 .....	20 MPH.
East leg of wye MP 141.8 .....	10 MPH.
MP 137.7-MP 137.0 .....	25 MPH.
end CTC MP 137.7 equals MP 141.8	
Through turnout, MP 134.1 .....	35 MPH.
Through turnouts and on wye track between Falk and North River .....	30 MPH.
Engine and lead car over street crossing MP 94.9 and MP 94.3 .....	10 MPH.
MP 56.0-MP 56.5 (Head end only) .....	50 MPH.
MP 84.3-MP 83.8 (Head end only) .....	30 MPH.
West leg of wye at West Alton .....	10 MPH.
West Alton-West Alton Bridge-Alton .....	10 MPH.
MP 8.2 Through turnout main track North St. Louis Grand Ave. Interlocking .....	12 MPH.
Grand Ave. Interlocking to Lindenwood on Track 31 and 32 .....	10 MPH.
Sidings at Canton and Seeburger .....	20 MPH.
Through turnouts of controlled sidings, unless otherwise specified .....	10 MPH.
Prospect Hill-Water Works Track .....	5 MPH.
Sinclair Switch to Arco Plant .....	5 MPH.
Machens—Union Electric Power tracks .....	10 MPH.
Loaded trains .....	5 MPH.
Keokuk—Mooar Line .....	10 MPH.
Item 1A, All Subdivisions, applies between MP 22.0 and MP 26.0 and between MP 102.2 and MP 115.0.	

**2. Bridge, Engine and Heavy Car Restrictions—**

Keokuk .....	Overhead car shaker on track No. 5 inside coal unloading building at Midwest Carbide Co. will not clear locomotives or box car. Locomotives or box cars must not go beyond door opening of building.
Dundee .....	Locomotives or cars must not move over coal unloading pit at Dundee Cement Co.
Alton Bridge .....	Loaded ore cars must not operate over this bridge.
Prospect Hill .....	Water works track restricted to two axle truck locomotives.

**3. Train Register Exceptions—**

Keokuk—	Trains register when directed by train order.
West Quincy—	Trains that do not change crews will register by register ticket.
North St. Louis—	Trains originating or terminating will register.

**4. Clearance Provisions and Exceptions Rule 82(A)—**

Track bulletins are authorized this Subdivision.	
West Quincy—	Trains must receive clearance.
Keokuk—	Trains must receive clearance when operator on duty.
West Alton—	Eastward trains except MKT trains must receive clearance.

**5. Trackage between Alton and North Wood River—**Is under the operation and direction of N&W Railway Company. Trains operating between Alton and North Wood River will be under the direction of N&W train dispatcher at Decatur who will authorize movements.

Within these limits, verbal permission to occupy the main track or to move between two points on the main track must be obtained from the Operator at Wood River Interlocking. Operator at Wood River Interlocking will not authorize opposing movements in the same track section.

Except for those clearing at Wood River Interlocking, movements clearing the main track within these limits must report or be reported clear to the Operator at Wood River Interlocking.



For movements from and to BN at West Alton, Operator at BN Drawbridge will obtain this permission for each southward movement and so notify conductor and engineer and will report each northward movement clear of Alton District track.

6. **Rule 99**—When flagging is required, distance will be 1.5 miles.
7. **Rule 105**—Industrial track between Grand Avenue Interlocking and Lindenwood; and between CTC West Alton and Alton.
8. **Hannibal on Oakwood Branch**—A crew member must be on ground at crossing with lighted fusee before crossing is fouled at Third, Sixth, Seventh, and Lemon Streets and Lindell Avenue.
9. **Rule 93**—Conditional Yard Limits in effect at Ft. Madison between M.P. 196.5 and M.P. 203.5 between Sinclair Switch and Montrose from 8:00 A.M. to 4:00 P.M. Monday through Saturday.
10. **Cosgrove**—Hercules Plant, car heaters and pipes adjacent to track No. 3 from coal dump to 100 feet east makes bad footing and close clearance. On track 9 opposite of P.E. Warehouse storage building will not clear man on side of car.  
**Machens**—Trains must stop and provide flag protection over crossing at MP 28.1 unless crossing flashers are working.
11. **North St. Louis**—Engines entering or passing through coal dumper building at ACBL must ensure that locomotive awnings, mirrors and wind wings are pulled in account close clearance in the building.
12. **TRRA Railroad St. Louis**—Trailing tonnage restriction between North Market and Grand Ave. Westward trains must handle all cars 80 feet or longer in rear two-thirds of train. Where length of train is not sufficient, cars must be handled in rear portion of train.
13. **Lindenwood Interlocking**—Northward Stop signal on Memphis Division 1st Subdivision MP 7.4 and south track westward Stop signal MP 7.3 and eastward Stop signal MP 7.3 controlled by operator, Lindenwood. Interlocking rules govern.  
Trains desiring to enter south main track at switches located between MP 7.3 and MP 7.5 must communicate with Lindenwood operator for instructions.
14. **St. Louis, Webster Groves, and Kirkwood**—City ordinances prohibit the use of whistles except in case of emergency. Do not sound crossing whistle signal as prescribed by Rule 15(1) unless emergency requires, except when passing or meeting, or about to pass or meet a train, at or in the immediate vicinity of grade crossing, under such circumstances that the second train will obscure, in whole or in part, the view of the first mentioned train to persons who may be about to use the crossing.
15. **The following Track Side Warning Detectors protect bridges, tunnels or other structures—**  
MP 14.9      MP 22.7  
**Other Track Side Warning Detector Locations—**  
MP 42.9

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Bushnell	4th Subdiv MAIN LINE STATIONS				EASTWARD
						Office Calls	Rule 6(A)			
		25029	160.4		0.0	2MT	BS	BUSHNELL	JR	CTC
	8,968	23008	151.3	12	9.4			9.4 ADAIR		
	8,814	23019	140.6		20.1			10.7 VERMONT	JR	
	6,900	23027	129.0		28.3			8.2 STEWART		
	8,324	23037	119.3		38.0			9.7 GRIMES		CTC
		23040	115.9		40.6			2.6 BT BEARDSTOWN	BKRY	
	10,037	23046	110.2		47.2			6.6 HAGENER		CTC
	7,353	23054	102.1 0.0	13	55.3			8.1 CONCORD		
	12,634	24010	10.1		65.7			10.4 JA JACKSONVILLE	IY	
	6,715	24023	22.5		77.9			12.2 FRANKLIN		
	8,952	24035	35.4		90.2			12.3 LOWDER		
		24040	42.1		95.1			4.9 V VIRDEN		R
	7,426	24052	53.1		107.4			To Crown 2-2.0 12.3 ATWATER		
	8,170	24063	64.2		118.6			11.2 LITCHFIELD		
	11,234	24074	74.0		128.3			9.7 IG TOLAND		JRTY
								To Lenox 32.0 11.1		

BETWEEN TOLAND AND LENOX MP RR RULES AND TIMETABLE GOVERN.

BETWEEN NO. WOOD RIVER AND BRIDGE JCT. (EAST ST. LOUIS) CONRAIL AND ICG RR RULES, JOINT TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

BETWEEN WR (GRANITE CITY) AND EAST ST. LOUIS VIA MADISON TRRA RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

6,826	24084	85.1		139.4				7.9 AYERS		
7,894	24092	93.2		147.3				11.0 BO SMITHBORO	I	
7,424	24103	104.5		158.3				10.7 KEYESPORT		
	24114	114.9		169.0				7.4 SC SHATTUC	I	
	24120	121.0		176.4	2MT	SY	CENTRALIA	BIJK MRXY		CTC
		122.6		177.3	DT		0.9 SOUTHERN RY. JCT.	JIX		
	24128	129.3		183.4			6.1 CRAVAT			
10,367	24135	136.6		190.7			7.3 WOODLAWN		AJ	
6,255	24143	144.6		198.7			8.0 WALTONVILLE		AY	
							To Orient 6-1.0 8.6 SR BESSER			
23,443	24152	153.2		207.3			3.1 To Old Ben 21-3.0 To Old Ben 26-3.0		RTY	
	24155	156.3		210.4			5.3 MEYER		Y	
	24160	161.6		215.7			4.5 CHRISTOPHER		A	
9,432	24166	167.5		220.2			6.9 CAMBON			
	24172	173.0		227.1			14.3 HERRIN			
7,340	24186	187.4		241.4			15.8 HU NEILSON		IJ	

BETWEEN NEILSON AND WEST VIENNA MP RR RULES AND TIMETABLE GOVERN.

WEST WARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Bushnell	4th Subdiv, Cont. MAIN LINE STATIONS			EAST WARD
						Office Calls	Rule 6(A)		
	7,503	24202	202.8	13	257.2	WV WEST VIENNA	J		
		24209	209.9		264.4	7.2	FORMAN	A	
	6,719	24222	221.5		275.9	11.5	CT COOK	RY	
	4,292	24224	225.9		278.8	2.9	BURLINGTON JCT. To Metropolis 1.0	JTY	
BETWEEN BURLINGTON JCT. AND PADUCAH ICG RR RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.						16.9			
		24239	239.0	104	295.7	PADUCAH			

BN Radio Channel No. 1 in service on this Subdivision.

Train Dispatcher Calls—Vermont-41, Jacksonville-43, Virden-44, Toland-45, Smithsboro-46, Sessor-48, Herrin-49, W. Vienna-41.

**1. Speed Restrictions—  
Zone—Between**

**Maximum Speeds Permitted**

Bushnell and Nielson.....	49 MPH.
West Vienna and Burlington Jct.....	30 MPH.
Loaded coal trains.....	40 MPH.
MP 159.6-MP 159.5 main 1 between Bushnell and Adair.....	10 MPH.
MP 159.5-MP 159.2 main 1 between Bushnell and Adair.....	25 MPH.
MP 159.6-MP 159.2 main 2 between Bushnell and Adair.....	25 MPH.
Through turnout at end of two main tracks MP 157.2 between Bushnell and Adair.....	35 MPH.
Sessor—on mine loop Old Ben 26.....	10 MPH.
Through turnout MP 114.3.....	35 MPH.
Eastward trains using siding at Ayres; head end of train between east switch of siding and highway crossing, 165 feet east.....	5 MPH.
Shattuc—CO-BO connection track.....	5 MPH.
MP 121.2 to MP 121.4 at Centralia.....	10 MPH.
Centralia—ICG crossing.....	30 MPH.
Centralia—Eastward trains passing approach signal MP 123.4.....	30 MPH.
MP 151.1 Locomotives or leading car over road crossing.....	35 MPH.
Sessor—on Old Ben #21 Lead from Load Yard switch to end of BN maintenance.....	10 MPH.
Foreman—approach signal 209.4.....	10 MPH.
Foreman—Locomotives or leading car of train between absolute signals.....	20 MPH.
Foreman—Eastbound trains passing approach signal 210.3.....	20 MPH.
Through turnouts of controlled sidings unless otherwise indicated.....	20 MPH.
Locomotives handling derricks.....	25 MPH.
Locomotives on mine spurs and in mine yards.....	10 MPH.
AEP track (Cook).....	10 MPH.
Around curve of wye, Metropolis.....	10 MPH.

**2. Bridge, Engine and Heavy Car Restrictions—**

200,000 lb. ore cars longer than 24 ft. and 263,000 lb. ore cars longer than 35 ft. may operate.

**3. Train Register Exceptions—**

Bushnell, Vermont, Sessor, Virden, Toland, Cook—Trains will register when directed by train order.

**4. Clearance Provisions and Exceptions Rule 82(A)—**

Track bulletins are authorized this Subdivision.

**Bushnell**—Rule 82(A) does not apply for trains from the Second Subdivision.

**Beardstown and Centralia**—Trains must receive clearance.

**Vermont**—Rule 82(A) does not apply for trains from the Sixth Subdivision.

**Cook**—Eastward trains and trains originating at Cook must receive clearance.

5. **Rule 99**—When flagging is required, distance will be 1.5 miles.
6. **Rule 105**—Industrial track between Virden and Crown 2 mine, Sessor and Old Ben 21 and 26 mine, and between Meyer and Old Ben 24 mine.
7. **Beardstown**—Drawbridge 117.3 over Illinois River interlocked. CTC in effect between MP 118.1 at Grimes and MP 116.3 at Beardstown.

Lift span bridge MP 117.3 is locked for rail traffic by remotely controlled bridge locking machines. When train or engine is stopped by a signal governing movement over the bridge and control machine indicates that the bridge is lined and locked for route to be used, control operator may authorize train or engine movement over the bridge at restricted speed. If control machine does not indicate the bridge is lined and locked for the route to be used, control operator will instruct train or engineman to ascertain if lift span bridge is in proper position for passage of train or engine and after being so informed that bridge is in proper position he may authorize train or engine movement over bridge at restricted speed.

8. **Virden**—When loading coal trains at Freeman United Crown 2 Mine caboose must be cut-off on loop track and not pass under loading tipple.
9. **Toland**—Clearance or verbal permission must be secured from operator before leaving Toland or North Lenox. BN trains operating between North Lenox and Wood River will use most northerly track in Worcester Yard, and will advise operator at Lenox when train is clear of MOPAC main track. Tracks No. 9 and No. 10 in Worcester Yard are auxiliary tracks.
10. **Centralia**—Southern Railway Jct. switch MP 122.6 normal position is for Southern Railway main track.
11. **Interlocking not Indicated at Station**—  
ICG crossing 3.9 miles west of Virden. (Manual)  
N&W crossing 1.3 miles west of Litchfield. (Automatic)  
N&W crossing 4 miles west of Toland. (Automatic)  
ICG crossing 1.6 miles west of Waltonville. (Automatic)  
Missouri Pacific crossing 2.9 miles west of Christopher. (Automatic)
12. **Trailing Tonnage Restrictions**—  
(See All Subdivisions, Item 3.)  
Between Arenzville and Concord, westbound.  
Between Neilson and West Vienna, westbound.  
When all locomotive power is operated at head end of train, trailing tonnage must not exceed 9,000 except trains with head end power only, consisting entirely of cars equipped with Grade E steel couplers, must not exceed 15,000 trailing tons.
13. **The following Track Side Warning Detectors protect bridges, tunnels or other structures—None.**  
**Other Track Side Warning Detector Locations—**  
MP 87.2

For Information Only MAIN LINE STATIONS					
Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From St. Louis	Office Calls
					Rule 6(A)

BETWEEN ALTON AND NORTH WOOD RIVER NW RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

					NO. WOOD RIVER (ICG-CR) 5.8
					NO. LENOX (ICG-CR) 0.9
					LENOX (ICG-CR) 5.2
					WR (GRANITE CITY) (ICG-CR) 4.8

BETWEEN WR (GRANITE CITY) AND EAST ST. LOUIS VIA MADISON TRRA RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

					BRIDGE JCT. (E. ST. LOUIS) (ICG-CR)
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5th Subdiv MAIN LINE STATIONS					
Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Peoria	Office Calls
					EAST PEORIA (For info. only) 2.4

BETWEEN PEORIA AND EAST PEORIA P&PU RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

	73200	52.3		0.0	RO PEORIA ABKRTY 12.3
7,050	73214	39.0		12.3	EDWARDS 7.9
3,715	73222	31.1		20.2	OAK HILL 5.5
	73228	25.6		25.7	ELMWOOD 2.8
4,813	73232	22.8		28.5	CD YATES CITY JRJTY 12.6
6,211	73241	10.2	108	41.1	GILSON 5.7
	73247	4.5		46.8	KNOXVILLE 4.9
	20126	0.0		51.7	GT GALESBURG BIJK RTXY CTC

BN Radio Channel No. 1 in service on this Subdivision.  
Train Dispatcher Calls—Yates City-91, Peoria-93.

- Speed Restrictions—Zone—Between**

Peoria and Galesburg.....	40 MPH.
Loaded coal trains .....	30 MPH.
Galesburg Terminal all tracks other than main tracks:.....	Restricted Speed.
Galesburg interlocking and Pine Street.....	10 MPH.
Yates City through crossover, east and west legs of wye	10 MPH.
Trains handling derricks.....	25 MPH.
Bridge derrick 975501 over Bridge 42.5.....	10 MPH.
Item 1A, All Subdivisions, applies between MP 20.0 and MP 10.0.	
- Bridge, Engine and Heavy Car Restrictions—Maquon**—Locomotives must not pass over unloading pit at Farm Service.
- Train Register Exceptions—Yates City**—Trains will register when directed by train order.

- Clearance Provisions and Exceptions Rule 82(A)**—Track bulletins are authorized this Subdivision.
- Rule 99**—When flagging is required, distance will be 1.5 miles.
- Automatic Interlockings not Indicated at Stations**—C&NW crossing at MP 47.5

6th Subdiv BRANCH LINE STATIONS					
Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Yates City	Office Calls
	73232	46.9		0.0	CD YATES CITY JRJTY 5.5
	73053	52.4		5.5	FARMINGTON 6.0
	73059	58.4		11.5	NORRIS 4.8
	73063	63.2		16.3	CO CANTON MY 3.5
	73067	66.7	111	19.8	DUNFERMLINE To Buckhart Mine 2.5 To Duck Creek 4.7 Y 1.7
	73069	68.4		21.5	ST. DAVID 8.6
	73077	77.0		30.1	LEWISTOWN 10.4
	73088	87.4		40.5	IPAVA 6.9
	23019	94.3		47.4	VERMONT JRJTY

BN Radio Channel No. 1 in service on this Subdivision.  
Train Dispatcher Calls—Canton-61, Vermont-41.

- Speed Restrictions—Zone—Between**

Vermont and Yates City.....	25 MPH.
Yates City—east and west legs of wye .....	10 MPH.
Item 1A, All Subdivisions applies between MP 46.9 and MP 94.3 between Yates City and Vermont.	
- Bridge, Engine and Heavy Car Restrictions**—Item 5d not permitted.
- Train Register Exceptions**—Yates City—Train register when directed by train order.
- Clearance Provisions and Exceptions Rule 82(A)**—Track bulletins are authorized this Subdivision.  
Vermont—Rule 82(A) does not apply.
- Rule 99**—When flagging is required, distance will be 1 mile.
- Rule 105**—Industrial Track between Dunfermline and Buckheart Mine and Duck Creek.
- Canton**—Manually operated railroad crossing gate across BN main track MP 63.6 in service. Normal position of gate across BN track. Crews must restore gate to normal position after movement is made across TP&W tracks. Rules 98 and 98(B) in effect.  
**Ipava**—Concrete platform at Processing Plant will not clear man on side of car or engine.
- Duck Creek (CILCO plant)**—Engines and cabooses must not pass through unloading shed and facilities.  
Locomotives series 5200 thru 5900 will not clear dumper when spotting first car when trailing unit has short end trailing.

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Albia	7th Subdiv BRANCH LINE STATIONS		EASTWARD
						Office Calls	Rule 6(A)	
		20265	0.0	81	0.0	A	ALBIA IJ	CTC
					4.1			

RADIO INFORMATION

GALESBURG DIVISION

Base Stations	Channel	Hours in Operation
Galesburg Yard	1 2 for yard forces	Continuous

Wayside Stations

Galesburg Dispatchers office	1	Continuous
Burlington	1	Continuous
Batavia	1	Unmanned
Fairfield	1	Unmanned
Ottumwa	1	Continuous
Albia	1	Unmanned
Des Moines	1	7:30 am-5:00 pm Mon. thru Fri.
Chariton	1	Unmanned
Osceola	1	Unmanned
Creston	1	Continuous
Red Oak	1	7:00 am-3:00 pm Mon. thru Fri.
Colchester	1	Unmanned
Golden	1	Unmanned
Paloma	1	Unmanned
W. Quincy	1	Continuous
Palmyra	1	Unmanned
Monroe City	1	Unmanned
Shelbina	1	Unmanned
Macon	1	Unmanned
New Cambria	1	Unmanned
Brookfield	1	Continuous
Hale	1	Unmanned
Aalberg	1	Unmanned
Thiehoff	1	Unmanned
Ft. Madison	1	Unmanned
Keokuk	1	7:00 am-3:00 pm daily 3:00 pm-11:00 pm Mon. thru Fri.
Hannibal	1	Unmanned
Louisiana	1	Continuous
Elsberry	1	Unmanned
Old Monroe	1	Unmanned
W. Alton	1	Continuous
Lindenwood	1	Continuous
	2 for yard forces	
Bushnell	1	Unmanned
Vermont	1	Unmanned
Beardstown	1	Continuous
Jacksonville	1	Continuous
Virden	1	Unmanned
Toland	1	Unmanned
Lenox	1	Continuous
WR Tower (ICG)	1	Continuous
Alton Bridge	1	Continuous
Smithboro (Conrail)	1	Continuous
Shattuc (BO-CO)	1	Continuous
Centralia	1	Continuous
Sesser	1	Unmanned
Herrin	1	Unmanned
W. Vienna (Mo. Pac)	1	Continuous
Cook	1	Unmanned
Peoria	1	Unmanned
Yates City	1	Unmanned
Canton	1	Unmanned

BETWEEN ALBIA AND N&W JCT. NS RR RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

4,075	77504	3.8	81	4.1	SHEAHAN	
	77509	9.1		9.4	LOVILIA	
	77512	N&W 284.3		11.9	HAMILTON	
	77514	N&W 286.9		14.4	BUSSEY	
14,187	77519	N&W 292.2		19.7	TRACY	
	77525	24.7		25.1	DURHAM	
	77528	28.1		28.5	FLAGLER	
4,309	77533	32.8		33.2	KNOXVILLE	
4,309	77543	42.9		43.2	PLEASANTVILLE	
	77549	N&W 320.0		49.0	SWAN	
4,309	77553	N&W 324.3		53.3	RUNNELLS	
	77563	N&W 335.2		64.2	MCCOY	
	77563	N&W 335.3		64.3	N&W JUNCTION	JR
	77569	67.8		68.9	DES MOINES	BKRY

BN Radio Channel No. 1 in service on this Subdivision.

Train Dispatcher Calls—Albia (NS)-16, Albia (BN) (Oskaloosa)-17, Knoxville (Williamson)-18.

- Speed Restrictions—**  
Zone—Between Maximum Speeds Permitted  
Albia to Des Moines N&S rules and timetable speeds apply.
- Bridge, Engine and Heavy Car Restrictions—**  
Item 5d not permitted.  
Between Albia and Des Moines—The use of more than one locomotive on industry tracks is prohibited. Locomotive must not have three axle trucks.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 82(A)—None.**
- Rule 93—Yard limits in effect N&W Jct. to Des Moines.**

TRAIN DISPATCHERS PHONE NUMBERS

Company	Position	Commercial
345-6404	Chief Dispatcher	309-345-6404
345-6401	Asst. Chief Dispatcher	309-345-6401
345-6410	Beardstown Trick Dispatcher	309-345-6410
345-6412	KC Trick Dispatcher	309-345-6412
345-6409	West End Trick Dispatcher	309-345-6409

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens	Name	Miles—Location	Capacity Cars	Switch Opens
<b>1st Subdivision</b>				<b>3rd Subdivision</b>			
20133	Cameron	10	Both	26210	Spring Grove		
20152	Biggsville	20	East	26168	Alexandria		
20180	Danville	10	East	26191	Viele	10	East
20202	Rome	10	East	26157	Fenway	5	East
20205	Lockridge	15	Both	26130	South River	89	West
20223	Bernhart	9	East	26125	Helton	33	Both
20235	Agency	80	Both	26116	Ilasco	40	East
20249	Chillicothe	8	East	26092	Cosgrove	13	East
20251	I.S.U. Generating Station	160	West	26084	Clarksville	90	West
20274	Tyrone	7	West	26075	Annada	16	East
20304	Lucas	22	West	26056	Winfield	9	East
20312	Woodburn	18	West	26033	Orchard Farm	19	Both
20360	Cromwell	5	East	26018	Fort Bellefontaine	94	Both
20396	Stanton	50	West	26013	Larimore	4	East
77604	Snyder	10	Both	26010	Prospect Hill	47	Both
77612	Orient	15	Both	<b>4th Subdivision</b>			
77621	Greenfield	10	Both	23014	Table Grove	31	Both
78106	Coburg	20	Both	23050	Arenzville	27	East
78112	Essex	25	Both	24017	Pisgah	14	Both
78119	Shenandoah		Both	24028	Waverly	44	Both
78125	Farragut	40	Both	24044	Girard	12	East
<b>2nd Subdivision</b>				24057	Barnett	16	West
25023	Prairie City	8	East	24097	Hookdale	17	West
25033	Bardolph	25	East	24215	Mermet	3	West
25049	Tennessee	22	West	24225	Metropolis	140	Both
25055	Colmar	18	Both	<b>4th Subdivision Mine Spurs</b>			
25059	Plymouth	20	Both	74006	Old Ben Mine 24	Yard	Both
25070	La Prairie	5	West	79004	Old Ben Mine 21	Yard	Both
25083	Coatsburg	26	East	79104	Old Ben Mine 26	117	Loop
25085	Paloma	25	Both	24144	Orient Mine 6	120	Loop
25121	Ely	40	East		Crown 2	105	Loop
25128	Monroe City		Both	<b>5th Subdivision</b>			
25135	Hunnwell	31	Both	73234	Douglas	16	Both
25144	Shelbina		Both	73236	Maquon	12	Both
25157	Clarence		Both	<b>6th Subdivision</b>			
25173	Bevier	10	East	73066	Gorman	52	Both
25221	Hale	31	Both	<b>7th Subdivision</b>			
25293	Randolph	78	Both	77523	Harvey	12	West
26116	Ilasco	40	East	77537	Donnelly	24	Both
27002	La Clede	22	Both				
27010	Meadville	26	Both				

LINE SEGMENT NUMBERS

OTHER YARD LINE SEGMENTS

Line Segment	Yard
834	Burlington
835	West Burlington
836	Ottumwa
837	Chariton
838	Creston
839	Red Oak
840	Des Moines
850	Fort Madison
851	Keokuk
852	West Quincy
853	Hannibal
854	North St. Louis
855	Peoria
856	Beardstown
857	Centralia
858	Yates City
863	West Alton

BALLAST PITS

Line Segment	Limits
860	LaGrange

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
15	Needles—Meadville	106.9 to 116.5
82	Des Moines—West Des Moines	0.4 to 1.0
93	Red Oak—Farragut	0.4 to 25.6
95	Creston—Greenfield	0.4 to 21.5
97	Graham Cutoff	164.6 to 168.4
100	Willows—St. Louis (via TRRA)	0.0 to 12.0
104	Metropolis—Paducah	0.0 to 13.9
121	West Alton—Alton	0.6 to 3.3

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Kansas City	1st Subdiv MAIN LINE STATIONS			EASTWARD	
						Office Calls	Rule 6(A)			
		25300	2.7	16	0.0	KD	KANSAS CITY (Murray Yard)	ABIJKRT		
			4.2		1.5	3MT		BLOCK 4	IX	
			6.2		3.5			BLOCK 6		
		28007	7.9		5.2	2MT		CLARKE		
		10,697	16.5		13.8			WALDRON		
								EAST LEAVENWORTH To Leavenworth 3.6	T	
		18,641	28024		23.9	21.2		BEVERLY		
			28027		27.4	24.7		WESTON		
			28031		30.9	28.2		SADLER		CTC
		9,968	28035		34.8	32.1		ARMOUR To Atchison 4.0		
			28043		43.4	40.7		DAVIES	I	
					45.9	43.2		HALLS		
		7,850	28051		49.6	46.9		FRENCH		
					56.7	54.0		ST. JOSEPH	BKRTX(2)	
			28060		60.4	57.7	2MT	WATER WORKS		
			28067		66.9	63.8		NODAWAY		
		10,460	28076		77.0	72.8		STARKS		
		10,137	28085		85.0	81.7		FOREST CITY		
			28091		91.5	87.3	FC	NAPIER	JXY	
			28097		97.4	93.1	2MT	CRAIG		
		6,258	27312	109.3	105.0		CORNING			
		6,157	27318	115.0	110.7		WATSON			
		6,160	27337	133.8	129.5		HAMBURG	T		
		W4,365 E2,935	27345	142.0	137.7	HN	PAYNE			
		6,160	27352	149.3	144.9		PERCIVAL			
		3,583	27358	155.6	151.3		McPAUL			
		6,170	27364	160.6	156.3		PACIFIC JCT.	BJRTY	CTC	
				174.4	169.8	JN				
		20436	475.0							

BN Radio Channel No. 1 in service on this Subdivision.

Train Dispatcher Calls—Hamburg-13, Phelps-14, Forest City-17, Nodaway-15, Armour-18, Weston-19.

- Speed Restrictions—** **Maximum Speeds Permitted**

**Zone—Between** **Freight**

MP 0.4 and east end Missouri River Bridge..... 10 MPH.

East end Missouri River Bridge and Ustick..... 10 MPH.

Ustick and Block 4..... 20 MPH.

Through turnout MP 7.9..... 45 MPH.

Through turnout MP 56.7..... 35 MPH.

St. Joseph—Lake & Illinois Avenues..... 20 MPH.

Curve MP 60.0..... 20 MPH.

MP 60.4 and MP 64.0..... 20 MPH.

MP 64.0 and 65.3..... 30 MPH.

Turnout end of two main tracks, MP 67.1..... 45 MPH.

Napier—through turnout MP 95.4..... 30 MPH.

    Main 1 from MP 95.4 to MP 97.4..... 30 MPH.

    Main 2 MP 97.4..... 30 MPH.

    Through Crossover MP 97.4..... 30 MPH.

Napier and Pacific Junction..... 49 MPH.

Loaded coal, ballast and grain trains between Napier and Pacific Junction..... 30 MPH.

Pacific Junction Southwest wye..... 10 MPH.

Siding turnouts—Waldron, East Leavenworth, Sadler, Armour and Halls..... 30 MPH.

Siding turnouts—Nodaway and Starks..... 25 MPH.
- Bridge, Engine and Heavy Car Restrictions—**

Item 5d not permitted.

**East Leavenworth to Leavenworth—**

Locomotives in Group G, H and I, and bridge derricks 975501 and 975505 must not operate. **Exception**—Cars with gross weight exceeding 220,000 lbs. must not be handled over bridge 0.55B at Seventh Street, nor over Three Mile Creek bridge on the six yard tracks serving joint BN-CNW freight house.

Engines must not operate over bridge on the six yard tracks, including scale track, west of Seventh Street, and south of freight house, also must not operate over bridge on Barnsdall track over Seventh Street.

**Armour to Atchison—**

Locomotives in Groups G, H, and I, and bridge derricks 975501 and 975505 must not operate.
- Train Register Exceptions—**

**Pacific Jct.**—Trains will register when directed by train order.

**St. Joseph**—Trains originating or terminating will register.
- Clearance Provisions and Exceptions Rule 82(A)—**

**Napier**—Rule 82(A) does not apply to eastward trains off Eighth Subdivision.
- Rule 99**—When flagging is required, distance will be 1.5 miles.
- Rule 105**—Industrial track between East Leavenworth and Leavenworth and between Armour and Atchison.
- Kansas City**—Main 2 between MP 4.2 and MP 6.2 is designated as the Hump Lead.

Permission must be obtained from control operator before using hand operated crossover MP 3.5.
- East Leavenworth to Leavenworth—**

Automatic protection signals are operated between BN Jct. (MP 26.3) and west end Leavenworth bridge (MP 25.3).

All trains and engines will run between BN Jct. and Leavenworth bridge expecting to find main track occupied and unprotected, or draw span of Leavenworth bridge open.

BN westward trains or engines before entering on C&NW tracks at BN Jct. will first make certain there are no C&NW trains approaching and they may operate the switch and be governed by signal aspect. If signal does not immediately clear, after waiting five minutes the movement may proceed following flagman through the block.

BN eastward trains or engines will be governed by indications of signal located at west end of Missouri River bridge as per signal aspect. If signal does not clear, movement may proceed following flagman through block.

Trains or engines must not occupy Third, Fourth, Fifth, Sixth and Seventh Street crossings until flashing signals and bells are operating, unless crossing is protected by a member of the crew.

**9. Armour to Atchison—**

**Atchison—Missouri River Bridge—**

Movement of trains and engines over this bridge and tracks will be handled by a system of signals, indication of which will govern movements. Signals are of the two position color light type. Normal position will be stop.

Color	Indication Name	
Red	Stop	Stop Signal
Lunar	Restricting	Restricting Signal

Clearing section is that portion of track between signals and yellow paint mark on rails in advance of all signals and yellow paint mark on rails in advance of all signals located near east and west ends of bridge. Trains on BN after entering clearing section, will be governed by signal indication.

Trains on ATSF will enter clearing sections, and if there is no conflicting movement being made, reverse junction switch, then be governed by signal indication.

Trains on depot track No. 5 will, after entering clearing section, be governed by signal indication.

Trains from depot No. 3 will enter clearing section, and if there is no conflicting movement being made, reverse junction switch, then be governed by signal indication.

Junction switch must be restored to normal position after being used.

Trains on Missouri Pacific connection will, if there is no conflicting movement being made, reverse junction switch, then be governed by signal indication.

Junction switch must be restored to normal position after being used.

Should a train be standing in clearing section and is desired for another train to move first, it will be necessary for train first named to back out of clearing section.

Should signals fail to indicate Restricting after waiting five minutes; and if evident there is no conflicting movement being made, a train may proceed to the opposite signal when preceded by a flagman of that train.

**10. Hamburg—**Westward trains use siding east of depot; eastward trains use siding west of depot, unless otherwise provided.

Stop and protect switching movement over E Street.

**11. Pacific Jct.—**Normal position of south wye track switch is for west leg of wye.

Permission must be obtained from control operator before using switches to enter Second Subdivision.

**12. Manual Interlockings not Indicated at Station—**

**Between St. Joseph and Waterworks—**

St. Joseph Term. Ry MP 61.5

**13. The following Track Side Warning Detectors protect bridges, tunnels or other structures—None.**

**Other Track Side Warning Detector Locations—**

Weston—MP 30.8

NEBRASKA DIVISION

WESTWARD	Length of Siding in Feet	Station Numbers	FIRST CLASS	Mile Post Location	Line Segment	Distance From Pacific Jct.	2nd Subdiv MAIN LINE STATIONS			FIRST CLASS	EASTWARD		
			1005				Office Calls			1006			
			NRPC Daily				Rule 6(A)			NRPC Daily			
		20436	10:10PM	0.0	2	0.0	JN	PACIFIC JCT.	BJKRTXY		7:10AM		
		20441		5.0		5.0	2MT		PLATTSMOUTH				
		20445	10:20PM	8.9		8.9			OREAPOLIS	AJTX		6:55AM	
6,790	20450	Operates	14.4	14.4					CULLOM			Operates	
6,805	20459	Via	23.1	23.1			VI		LOUISVILLE			Via	
6,835	20464	3rd Subdiv	27.9	27.9					SOUTH BEND			3rd Subdiv	
	20471	11:25PM	35.3	35.3			A		ASHLAND	JTX(2)		5:47AM	
	20478		42.1	42.1					GREENWOOD	X(2)			
7,015	20484		47.6	47.6			2MT		WAVERLY				
	20491		54.8	54.8			V		HAVELOCK	BKX			
			59.3	59.3									
			0.0	59.3			BT		BAIRD TOWER	IJT			
	20496	s 12:01AM 12:16	0.4	59.6		4		NI	LINCOLN	BIKR		5:30 s 5:15	
			0.9	60.1				K	HALL TOWER	IJT			
			1.5	60.7				CG	CARLING	BIKRT			
			2.8	61.5					HOBSON	BKT			
			4.4	63.5			CU	CUSHMAN	BIJKR				
			3.8	63.5	163								
			7.8	66.9					COBB	J			
	20503		66.9	66.9					DENTON				
6,670	20505		69.4	69.4					BERKS				
6,965	20512		76.2	76.2					CA	CRETE	BJ		
	20516		79.7	79.7									
6,810	20524		88.1	88.1									
6,685	20533		97.2	97.2									
7,160	20542		105.8	105.8									
				105.8									
7,525	20549		113.0	113.0	2		F	FAIRMONT To MHWgan 14.5	J				
6,745	20556		119.7	119.7					GRAFTON				
				119.7									
5,625	20564		127.9	127.9					SUTTON To Clay Center 12.5				
6,725	20568		132.3	132.3					SARONVILLE				
6,800	20577		140.7	140.7			H		HARVARD				
6,750	20583		147.5	147.5					INLAND				
	20588		152.0	152.0					HALLORAN				
			154.9	154.9									
				154.9					BRICK YARD	JT			
				156.2			2MT						
	20592	s 1:45AM	156.2	156.2			HN		HASTINGS	BIJKRTX		3:51AM	

BN Radio Channel No. 1 in service on this Subdivision.  
BN Radio Channel No. 2 in service at Lincoln.

Train Dispatcher Calls—Pacific Jct.-03, Crete-20, Friend-21, Fairmont-22, Sutton-23, Hastings-28.



1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Passenger trains.....	79 MPH.	
Pacific Jct. and Oreapolis .....	65 MPH.	50 MPH.
Oreapolis and Ashland .....		50 MPH.
Pacific Jct. and Ashland Loaded Coal Trains.....		40 MPH.
Freight Trains over 100 Tons/OB Pacific Jct.—through crossovers at MP 473.8 and at MP 475.0 .....	30 MPH.	30 MPH.
Trailing movement through spring switch at MP 0.2 .....	25 MPH.	25 MPH.
MP 3.5 and MP 5.2 .....	40 MPH.	40 MPH.
MP 5.2 and MP 8.9 .....	50 MPH.	50 MPH.
Through turnouts at MP 5.0 and at Oreapolis .....	30 MPH.	30 MPH.
Ashland—through crossovers at MP 35.2 and at MP 36.4 .....	30 MPH.	30 MPH.
Ashland—through turnout west end No. 1 track.....	30 MPH.	30 MPH.
Greenwood—through crossover MP 41.1.....	30 MPH.	30 MPH.
Headend of eastward trains passing signals at MP 49.1 on Main 1— Freight trains up to 100 Tons/OB Freight trains over 100 Tons/OB..		50 MPH. 40 MPH.
MP 57.0 and MP 58.9.....		40 MPH.
MP 58.9 and Hall Tower via passenger tracks.....	25 MPH.	20 MPH.
MP 58.9 and MP 60.0 via freight line Hobson Yard—West B2 track and on running track between MP 2.5 (summit of hump) and Cushman	25 MPH.	25 MPH.
Trains using east wye track MP 154.1 to Thirteenth Subdivision .....	35 MPH.	35 MPH.
Crossovers MP 154.9, Brick Yard....	30 MPH.	30 MPH.
Turnouts MP 155.8 and MP 155.9 ..	35 MPH.	35 MPH.
Crossover and turnouts MP 156.4...	10 MPH.	10 MPH.
Turnouts of controlled sidings .....	35 MPH.	35 MPH.
Sidings at Denton, Dorchester, Friend, Exeter, Grafton, Sutton, Saronville, Harvard and Inland ...	10 MPH.	10 MPH.
Between Oreapolis and Ashland, bridge derricks 975501, 975505, and 250-Ton wrecking derricks....		25 MPH.

2. Bridge, Engine and Heavy Car Restrictions—  
220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.

Locomotives in Groups H and I must not operate on following tracks:  
Plattsmouth..... Lead to BREX yard  
Ashland..... Team track  
West elevator track

Fairmont to Milligan—  
Item 5d, locomotives in Groups D, E, G, H, and I, and bridge derricks 975501, 975505, and 250-ton wrecking derrick must not operate.

Sutton to Clay Center—  
Item 5d, locomotives in Groups B, C, D, E, H, and I, and bridge derricks 975501, 975505, and 250-ton wrecking derrick must not operate.

3. Train Register Exceptions—  
Pacific Jct.—Hastings—Trains will register when directed by train order.

4. Clearance Provisions and Exceptions Rule 82(A)—  
Pacific Jct.—Westward trains destined Nebraska Division, 2nd Subdivision, will receive their clearance at Creston on Galesburg Division.  
Oreapolis—Rule 82(A) does not apply.

Ashland—Rule 82(A) does not apply except to westward trains off Tenth Subdivision.

Lincoln—Trains originating at Lincoln and through trains must receive clearance.

Crete—Rule 82(A) does not apply to eastward trains off Sixth Subdivision.

Hastings—  
No. 1005 will receive their clearance and orders for the Colorado Division at Lincoln along with their Nebraska Division clearance. No. 1006 will receive their clearance and orders for the Nebraska Division at McCook along with their Colorado Division clearance.

Brick Yard—Trains in through movement from Thirteenth Subdivision will not require clearance.

5. Rule 99—When flagging is required, distance will be 1.5 miles.  
6. Rule 105—Industrial Track between Fairmont and Milligan; Sutton and Clay Center; Lincoln and Woodlawn.  
While operating on Union Pacific track at West Lincoln employees are governed by Union Pacific Rules.

7. Lincoln—Interlocking begins at MP 58.9. Eastward signals are part of CTC system. Westward signals are part of Baird interlocking.

CTC—In effect on both freight tracks between Baird interlocking limits and Hall interlocking limits.

8. Fairmont—Normal position junction switches as follows:  
West end for Fifth Subdivision.  
9. Crete—Switching movements over Main Street crossing must be protected by a member of the crew.

10. Halloran—Trains or engine movements operating over Highway No. 6 at Ordinance Plant must stop prior to occupying grade crossing and activate switch located on crossing signals to provide warning to vehicular traffic.

11. The following Track Side Warning Detectors protect bridges, tunnels or other structures—  
MP 0.4 Westward trains—Pacific Jct.  
MP 8.6 Eastward trains—Oreapolis  
Other Track Side Warning Detector Locations—  
MP 39.0 MP 110.0

WESTWARD ↓	Length of Siding in Feet	Station Numbers	FIRST CLASS	Mile Post Location	Line Segment	Distance From Oreapolis	3rd Subdiv MAIN LINE STATIONS			FIRST CLASS	EASTWARD ↑	
			1005				Office Calls			1006		
			NRPC Daily				Rule 6(A)			NRPC Daily		
		20445	10:20PM	0.0	137	0.0		OREAPOLIS	AJTX		6:55AM	
		80204		4.0		4.0		PAPPIO				
7,325		80208		7.6		7.6		BELLEVUE				
		80214		15.0		15.0		G GIBSON	BKT			
5,661		27400	10:45 10:55	16.8		16.8	2MT	OMAHA To Council Bluffs 4.0	J	CTC		6:40 s 6:30
7,250		80221		20.4		20.4		SOUTH OMAHA	T			
1,760		80225		24.4		24.4		RALSTON				
5,300		80230		31.4		31.4		CHALCO				
5,475		80241		41.3		41.3		MELIA				
		20471	11:25PM	47.0		47.0		A ASHLAND	IJTX			5:47AM

BN Radio Channel No. 1 in service on this Subdivision.

**1. Speed Restrictions—**  
**Zone—Between**                      **Maximum Speeds Permitted**  
**Passenger**                      **Freight**

Passenger trains.....	75 MPH.	
Freight trains up to 100 Tons/OB ...		50 MPH.
MP 0.0 to MP 1.7 .....	40 MPH.	40 MPH.
MP 1.7 to MP 2.3 .....	60 MPH.	50 MPH.
MP 2.3 to MP 10.2 .....	65 MPH.	50 MPH.
MP 10.2 to MP 11.5 .....	60 MPH.	50 MPH.
MP 11.5 to MP 13.7 .....	65 MPH.	50 MPH.
Curve MP 13.7 .....	60 MPH.	50 MPH.
MP 13.7 to MP 14.7 .....	65 MPH.	50 MPH.
MP 14.7 to MP 16.0 .....	50 MPH.	40 MPH.
MP 15.0 through turnout Main 2 ...	30 MPH.	30 MPH.
MP 16.0 to MP 16.8 .....	20 MPH.	20 MPH.
MP 16.8 to MP 17.3 .....	10 MPH.	10 MPH.
MP 17.3 to MP 17.9 .....	20 MPH.	20 MPH.
MP 17.9 to MP 21.5 .....	50 MPH.	40 MPH.
Curve MP 19.1 .....	30 MPH.	20 MPH.
Through turnouts of controlled sidings .....		25 MPH.
Except through turnouts of controlled siding Omaha .....		10 MPH.
And through turnouts of controlled siding South Omaha .....		35 MPH.
Through the following dual control switches:		
Oreapolis wye .....		10 MPH.
Pappio .....		10 MPH.
Gibson—East yard switch MP 13.4 .....		30 MPH.
South Omaha MP 19.8—Roundhouse Track .....		10 MPH.

**2. Bridge, Engine and Heavy Car Restrictions—**

**Omaha**—Bridge derricks 975501 and 975505 may operate on track 5 only and must keep off all other tracks adjacent to station canopies. Auto rack and piggyback cars must not be handled on depot tracks 1 and 3 at Omaha.

**3. Train Register Exceptions—None.**

**4. Clearance Provisions and Exceptions Rule 82(A)—**

**Oreapolis and Ashland**—Rule 82(A) does not apply.

**5. Rule 99—When flagging is required, distance will be 1.5 miles.**

**6. Rule 105—Industrial Track between BN Jct. and Council Bluffs—**

**Omaha to Council Bluffs—**

Trains are governed by Union Pacific Bridge Subdivision Rules for Employees of Tenant Lines.

**7. Council Bluffs**—Movements over crossing at MP 491.8 are protected by stop signs and governed by Rules 98. Crossings at MP 491.3 and MP 492.7 are protected by automatic interlocking signals and movements are governed by interlocking rules and instructions posted in release box at crossing.

**8. Omaha**—Union Pacific crossing between junction with Union Pacific and Sixth Street, is protected by electrically locked gate, normally lined and locked for BN train movements.

Interlocking at Fifth and Howard Streets is automatic. Approach clearing sections are 500 feet in length and when occupied will cause signal to display a proceed aspect if no conflicting movements are being made. If movement approaching a clear signal aspect is delayed, signal may display a stop aspect after expiration of predetermined time. Electrically locked derails on auxiliary tracks may be removed when movement has occupied short track circuit in advance of derail after switch padlock has been removed and indicator light displays. Derails must be restored and locked immediately after movement has cleared the derail. Push buttons on signals clear signal to make reverse movement or a forward movement after making reverse movement.

**9. South Omaha**—When westward trains enter South Omaha yard by signal indication through dual controlled switch at MP 19.3, such indication will convey control operator's permission to enter controlled siding through switch at MP 20.3. Trains stopped or delayed in making this movement must receive permission from control operator before entering or fouling controlled siding. If conditions require, westward train will be stopped and notified by control operator before entering yard at MP 19.8.

When helper engines are assisting other trains up South Omaha Hill, helper engines must protect movement at 48th Street when returning to their train.

**10. Gibson**—All trains must whistle frequently between Missouri Avenue and west end Gibson Yard account employees working close to main track.

4th Subdivision not used.

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Hebron	5th Subdiv BRANCH LINE STATIONS			EASTWARD
						Office Calls	Rule 6(A)		
		81635	36.2	155	0.0	HEBRON			
		81628	29.6		6.4	6.4	BELVIDERE	M	
		81622	23.5		12.6	6.2	BRUNING		
		81336	17.0		19.0	6.4	STRANG	JTY	
		81608	8.6		27.4	8.4	GENEVA		
		20549	0.8		36.0	8.6	FAIRMONT	JRY	CTC
							F		

BN Radio Channel No. 1 in service on this Subdivision.

Train Dispatcher Calls—Fairmont-22.

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Crete	6th Subdivn BRANCH LINE STATIONS				EASTWARD
						Office Calls		Rule 6(A)		
		20516	0.7	152	0.0	CA	CRETE	BJRY	CTC	
		80810	11.0		10.9		WILBER			
		80817	17.4		17.3		DE WITT		JY	
		80824	24.6		24.6		HOAG			
		80830	30.4		30.4		B	BEATRICE	Y	
		81039	42.6		42.5		SN	WYMORE	BJRTY	

BN Radio Channel No. 1 in service on this Subdivision.

Train Dispatcher Calls—Crete-20.

- Speed Restrictions—** Maximum Speeds Permitted  
**Zone—Between** Freight  
 Fairmont and Strang..... 35 MPH.  
 Strang and Hebron..... 30 MPH.  
 Locomotives or leading car of trains over highway crossing MP 0.9 ..... 10 MPH.  
 Locomotives or leading car between absolute signals UP crossing, MP 29.2 ..... 10 MPH.  
 Item 1A, All Subdivisions, applies.
- Bridge, Engine and Heavy Car Restrictions—**  
 Item 5d not permitted.  
 Locomotives in Groups D, E, G, H and I must not operate.  
 Bridge derricks 975501, 975505, and 250-ton wrecking derricks must not operate.
- Train Register Exceptions—**Fairmont—Trains will register when directed by train order.
- Clearance Provisions and Exceptions Rule 82(A)—**  
 Strang—Rule 82(A) does not apply.
- Rule 99—**Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 miles.
- Fairmont—**Normal position junction switch west end Fairmont is for Fifth Subdivision.
- Strang—**  
 Normal position of east and west wye switches of east wye on the Fifteenth Subdivision is for Fifteenth Subdivision.  
 Normal position of the south switch east wye is for the west leg of wye.  
 Normal position of east and west wye switches of west wye on the Fifteenth Subdivision is for the east and west legs of wye.  
 Normal position of the north switch west wye is for the east leg of wye.

- Speed Restrictions—** Maximum Speeds Permitted  
**Zone—Between** Freight  
 Junction switch at MP 0.8 and Beatrice ..... 40 MPH.  
 Beatrice and Wymore ..... 30 MPH.  
 Locomotives in Group I single locomotive only ..... 30 MPH.  
 Between Crete and Wymore, bridge derricks 975501, 975505 and 250-ton wrecking derricks ..... 25 MPH.  
 Item 1A, All Subdivisions, applies between Beatrice and Wymore.
- Bridge, Engine and Heavy Car Restrictions—**  
 Item 5d not permitted.  
 Locomotives in Group I must not operate on following tracks:  
 Shestak ..... Elevator track  
**Between Wilber and Beatrice—**At Hoag on Cominco and Phillips lead not more than two locomotives permitted.
- Train Register Exceptions—**  
 Crete—Trains will register when directed by train order.
- Clearance Provisions and Exceptions Rule 82(A)—**None.
- Rule 99—**Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 miles.

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Hobson	7th Subdiv MAIN LINE STATIONS		Rule 6(A)	EASTWARD
						Office Calls			
			1.9		0.0		HOBSON	BKT	
		30004	4.4		2.5	CU	CUSHMAN	BIJKRX(2)	
			6.0		4.1	2MT	PLAMOR		
		30008	6.1		4.2		EMERALD		
		30014	14.6		12.7	2MT	PLEASANT DALE		
		30020	20.3		18.4		MILFORD		
		30029	27.8		25.9	2MT	SEWARD	J	
		30035	36.6		34.2		TAMORA		
		30041	44.7		42.8	2MT	UTICA		
8,292		30047	48.6		46.7		WACO		
		30055	55.9	4	54.0		YORK		
		30063	64.2		62.3	2MT	BRADSHAW	CTC	
7,160		30070	71.3		69.4		HAMPTON		
		30076	78.5		76.6		AURORA	JT	
		30088	88.9		87.0	2MT	PHILLIPS		
7,648		30095	96.3		94.4		GRAND ISLAND	IR	
			99.2		97.3		McDONALD		
		30104	104.5		102.6	2MT	ABBOTT		
10,639		30110	111.8		109.9		CAIRO		
		30118	119.2		116.9		ST. MICHAEL		
			125.1		123.2	2MT	NANTASKET	X(2)	
		30126	127.7		125.8		RAVENNA	BKRTX	

BN Radio Channel No. 1 in service on this Subdivision.  
BN Radio Channel No. 2 in service at Lincoln.

Train Dispatcher Calls—Seward-00, York-01, Aurora-02, Grand Island-03.

- Speed Restrictions—** Maximum Speeds Permitted  
**Zone—Between** Freight  
 Freight trains up to 100 Tons/OB..... 50 MPH.  
 Grand Island—Through turnout west of UP crossing Ravenna—MP 127.2 to MP 127.7..... 30 MPH.  
 Through turnouts of beginning and end of multiple track and turnouts of all controlled sidings and crossovers equipped with dual control switches .... 20 MPH.  
 Hobson Yard—West B2 track and on running track between MP 2.5 (summit of hump) and Cushman 25 MPH.  
 20 MPH.
- Bridge, Engine and Heavy Car Restrictions—**  
 Item 5d not permitted Champion Industry to Benedict.  
 Locomotives in Group I must not operate on following tracks:  
 Grand Island..... Oil track and belt line  
 Locomotives in Groups B, C, D, E, H and I must not operate between York and Benedict.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 82(A)—**  
 Aurora—Westward trains from 13th Subdivision will not require clearance.
- Rule 99—**When flagging is required, distance will be 1.5 miles.
- Rule 105—**Industrial Track between York and Benedict.

- When handling 85-foot cars or longer while negotiating curve of Union Pacific freight house lead and interchange track, crew members must closely monitor movement. Movement must not exceed 4 MPH.
- Trains must not occupy Highway 34 crossing at MP 136.1 between York and Benedict until crossing flashers are seen to be operating or movement is protected by member of crew.
- Track Side Warning Detector—MP 17.5—**Westward trains, when required to stop, must insure caboose is west of undercrossing at MP 18.7 account no sidewalks. Eastward trains, when required to stop, must insure caboose is east of undercrossing at MP 16.04 account no sidewalks. Movements from point where trains stop to clear undercrossings must not exceed 10 MPH.
- The following Track Side Warning Detectors protect bridges, tunnels or other structures—None.**  
**Other Track Side Warning Detector Locations—**  
 MP 17.5      MP 74.0  
 MP 52.7      MP 107.3

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Napier	8th Subdiv MAIN LINE STATIONS		Rule 6(A)	EASTWARD
						Office Calls			
		28097	0.0		0.0	2MT	NAPIER	J	
		28107	9.4		9.4		RULO		
7,610		28112	14.6	19	14.6		PRESTON		
7,240		28116	19.5		19.5		FA FALLS CITY	A	
10,650		28126	30.5		30.5		NEW SALEM		
7,345		28137	40.2		40.2		HUMBOLDT		
			48.2		48.2		BK TABLE ROCK	JT	
7,100		28154	8.4		56.6		ELK CREEK		
7,135		28161	15.4		63.5		CH TECUMSEH		
7,290		28165	18.5		66.6		BEAR		
6,720		28172	27.2		75.3		STERLING		
7,290		28176	29.9	20	78.0		GAGE		
		28179	34.5		82.7	2MT	ADAMS		
		28186	42.0		90.1		FIRTH		
7,725		28198	54.8		102.9		SALTILLO		
		28204	60.4		108.6		LANCASTER	J	
			61.4		109.5		UP KING	I	
			62.6		110.8		WYE SWITCH	I	
			62.9						
			60.1	2	111.1		K HALL TOWER	IJ	
			1.5	4	111.5		CG CARLING	BIKRT	

BN Radio Channel No. 1 in service on this Subdivision.

BN Radio Channel No. 2 in service at Lincoln.

Train Dispatcher Calls—Falls City-04, Table Rock-01, Tecumseh-02, Firth-10.

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted Freight
Freight train up to 100 Tons/OB.....	50 MPH.
Napier—Main 1 MP 0.0 to MP 1.7.....	30 MPH.
Main 2 MP 0.0 to MP 0.5.....	30 MPH.
Main 2 MP 0.5 to MP 1.7.....	45 MPH.
Napier and Table Rock—	
MP 1.7 to MP 9.1.....	45 MPH.
MP 9.1 to MP 10.3.....	40 MPH.
MP 10.3 to MP 17.1.....	45 MPH.
MP 17.1 to MP 19.8.....	35 MPH.
MP 30.0 to MP 39.8.....	45 MPH.
Table Rock and Carling—	
MP 9.0 to MP 9.8.....	30 MPH.
MP 9.8 to MP 14.8.....	45 MPH.
MP 14.8 to MP 16.1.....	35 MPH.
MP 16.1 to MP 41.9.....	45 MPH.
MP 41.9 to MP 42.7.....	35 MPH.
MP 42.7 to MP 45.0.....	40 MPH.
MP 45.0 to MP 59.2.....	45 MPH.
MP 59.2 to MP 62.7.....	20 MPH.
Firth—Turnouts end of two Main tracks.....	35 MPH.
Turnouts of controlled sidings.....	35 MPH.

**2. Bridge, Engine and Heavy Car Restrictions—**

Locomotives in Group I must not operate on following tracks:

Falls City.....	Roundhouse track James track
	Engines must not operate over undertrack unloader on No. 3 track.

**3. Train Register Exceptions—None.**

**4. Clearance Provisions and Exceptions Rule 82(A)—**

**Napier**—Rule 82(A) does not apply to westward trains from First Subdivision.

**Table Rock**—Rule 82(A) does not apply to eastward trains from the Twelfth Subdivision.

**5. Rule 99**—When flagging is required, distance will be 1.5 miles.

**6. Firth**—Close clearance between Main 1 and elevator tracks.

**7. Adams—St. Mary—Sterling—Table Rock—Dwarf** signals have been placed at East End of old sidings at St. Mary, MP 21.3, West End of old siding at Adams, MP 35.0, and at both East and West End of siding at Sterling, MP 28.3 and MP 27.1 and junction switch to Twelfth Subdivision, at Table Rock, MP 47.7. Switches at these locations are hand throw, not equipped with electric locks. Trains or engines may clear the main line at these points.

When leaving sidings, after permission is received from control operator, switches and derails must be operated and movement made by signal indication. If signal fails to clear Rule 312(1) will apply.

**8. Falls City**—Westward movements on main track meeting eastward movements will stop short at end of overlap sign located approximately 360 feet east of westward absolute signal. Westward movements when authorized to proceed must occupy track section immediately forward of overlap sign after which signal will clear if no conflicting route has been established.

**9. The following Track Side Warning Detectors protect bridges, tunnels or other structures—**

MP 5.7—Rulo      MP 13.0—Preston

**Other Track Side Warning Detector Locations—**

MP 37.8—Humboldt    MP 16.8—Tecumseh    MP 38.1—Firth

W E S T W A R D I	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Cooper Spur	9th Subdiv BRANCH LINE STATIONS	
						Office Calls	Rule 8(A)
		80627	26.5	142	0.0	COOPER SPUR	Y
		80624	24.0		2.5	BROWNVILLE	Y
		80615	15.9		10.5	PERU	Y
		80604	4.2		21.2	ARBOR	TY
		80506	0.7		27.2	NB NEBRASKA CITY	RTY
		80516	16.0	141	37.8	DUNBAR	
		80527	27.3		49.1	SYRACUSE	
		80539	39.1		60.8	PALMYRA	
		80546	45.7		67.5	BENNET	
		80552	52.3		74.2	CHENEYS	
		28204	59.9		81.7	LANCASTER	JY CTC

BN Radio Channel No. 1 in service on this Subdivision.

BN Radio Channel No. 2 in service for communication with tower operator at OPPD Power Plant.

**1. Speed Restrictions— Maximum Speeds Permitted  
Zone—Between Freight**

Nebraska City and Lancaster..... 30 MPH.

**2. Bridge, Engine and Heavy Car Restrictions—**

Item 5d not permitted.

Locomotives in Groups E, G, H and I must not operate between Arbor and Cooper Spur.

**Nebraska City**—When switching, no more than one locomotive may be used on any track except Main Line and 1, 2 and 4 tracks. Single locomotives only may be used on other tracks and must be four axle units.

Between Cooper Spur and Arbor bridge derricks 975501, 975505 and 250-ton wrecking derricks must not operate.

**3. Train Register Exceptions—**

**Nebraska City**—Trains will register when directed by train order.

**4. Clearance Provisions and Exceptions Rule 82(A)—**

**Cooper Spur and Lancaster**—Rule 82(A) does not apply.

**5. Rule 99**—When flagging is required, distance will be 1.5 miles.

**6. Nebraska City**—Automatic Interlocking over Missouri Pacific Crossing Round House Lead.

**7. Arbor**—On Loop track at OPPD Plant, trains must not exceed:

- 3 MPH..... over weigh-in-motion scale.
- 5 MPH..... over unloading trestle. If a slower speed is required, trains will be governed by instructions received from the unloading tower operator via radio.

If automatic gate is not open on arrival at the power plant, trains must stop short of the weigh-in-motion scale.

**8. Rule 93**—Yard limits in effect between Nebraska City and Cooper Spur.

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Ashland	10th Subdiv MAIN LINE STATIONS			Rule 6(A)
						Office Calls			
		20471	0.0		0.0	A	ASHLAND	IJRTXY	CTC
	4,150	07015	14.8		14.8		YUTAN		A
	5,265	07029	29.2		29.2	FU	FREMONT	ABIY	
		07038	38.0		37.9		NICKERSON		A
	3,623	07044	43.6		43.6		WINSLOW		
		07053	52.8		52.7		UEHLING		
	3,605	07060	60.0	144	60.0		OAKLAND		
	3,410	07070	67.0		67.0		LYONS		
		07076	75.7		75.7		ROSALIE		
		07082	82.1		82.1		WALTHILL		
	6,160	07088	88.2		88.2		WINNEBAGO		
		07094	94.5		94.5		HOMER		
		07102	101.7		101.7		DAKOTA CITY		
		07104	104.6		104.5		FERRY		JTY

BN Radio Channel No. 1 in service on this Subdivision.

Train Dispatcher Calls—Fremont-24, Winslow-25, Lyons-26, Walthill-27.

- Speed Restrictions—** **Maximum Speeds Permitted**

**Zone—Between** **Freight**

Ashland and Ferry ..... 49 MPH.

Between switches of wye Ashland ..... 10 MPH.

Ashland and Ferry—Loaded coal trains ..... 30 MPH.

Locomotives or leading car of trains passing approach signal and between absolute signals at following interlockings:

Yutan—MP 15.3

Fremont—MP 30.0

Nickerson—MP 35.5 ..... 20 MPH.

Ashland and Ferry—Bridge derricks 975501, 975505 and 250-ton wrecking derricks ..... 25 MPH.

Ferry—new main track and middle track ..... 5 MPH.
- Bridge, Engine and Heavy Car Restrictions—**

Item 5d not permitted.

Locomotives in Groups H and I must not operate on following tracks:

Ferry ..... Laketon scale track

South Sioux line track from 600 feet north of switch to end of track

6-axle units not permitted on Track No. 2.

Loaded grain and coal trains restricted from sidings except at Fremont, Oakland, and Winnebago.
- Train Register Exceptions—**

Ashland—Trains will register by register ticket except trains entering Second Subdivision through wye in eastward movement will not register.
- Clearance Provisions and Exceptions Rule 82(A)—**

Ferry—Rule 82(A) does not apply.
- Rule 99—**When flagging is required, distance will be 1.5 miles.
- Yutan—**When trains meet at Yutan, westward trains holding main track will not pass approach signal until eastward trains are in clear of siding.

- Fremont—**Eastward trains setting out will stop to clear highway crossing, communicate with operator, and be governed by his instructions.

Trains using siding must stop and protect movement over main street.
- Crews must stop and protect movement before proceeding over grade crossings protected by automatic signals at following locations:**

Fremont—South Elevator Track, MP 29.2

Uehling—Elevator Track

Lyons—Siding.
- Automatic Interlockings not Indicated at Station—**

C&NW crossing 6.3 miles west of Fremont.

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Council Bluffs	11th Subdiv BRANCH LINE STATIONS			Rule 6(A)
						Office Calls			
	9,524	78598	384.9		98.7		BAYARD		
	6,103	78593	391.4		92.2		COON RAPIDS		
	9,529	78585	399.6		84.0		DEDHAM		
	9,548	78578	406.1		77.5		TEMPLETON		
		78572	412.2		71.4		MANNING		
	10,266	78562	422.8		60.8		MANILLA		
		78554	430.4	134	53.2		DEFIANCE		
	5,060	78549	435.9		47.7		EARLING		
		78544	441.0		42.6		PANAMA		
	9,952	78537	447.3		36.3		PORTSMOUTH		
		78532	452.8		30.8		PERSIA		
	9,720	78522	462.6		21.0		NEOLA		
		78517	467.7		15.9		UNDERWOOD		
		27394	483.6		0.0		CO COUNCIL BLUFFS		ABJK RUY

BN Radio Channel No. 1 in service on this Subdivision.

- Speed Restrictions—** **Maximum Speeds Permitted**

**Zone—Between** **Freight**

Council Bluffs and Bayard ..... 30 MPH.

MP 482.2 to 481.7 ..... 10 MPH.

BN Crossing, MP 483.4 ..... 10 MPH.

All sidings ..... 10 MPH.
- Bridge, Engine and Heavy Car Restrictions—**

Item 5d not permitted.

Locomotives in Group I must not operate.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 82(A)—**

Bayard—Rule 82(A) does not apply.
- Rule 99—**Unless otherwise provided, protection against following trains not required. When flagging is required, distance will be 1 mile.
- End of Track at Bayard is MP 383.6.
- Bayard—**Trains must stop and protect movement over Main Street crossing, MP 384.9 and proceed with caution over all other grade crossings.

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Table Rock	12th Subdiv BRANCH LINE STATIONS			Office Calls	Rule 6(A)
						BK	JRTY	CTC		
		28145	48.2		0.0					
		81007	55.3		7.1	PAWNEE				
		81019	67.4		19.3	BURCHARD				
		81039	87.2		39.1	SN WYMORE	BJKRTY			
		81048	97.9		49.8	ODELL				
		81057	105.1		57.1	DILLER				
		81066	114.6	19	66.5	ENDICOTT		A	ABS	
		81080	128.5		80.4	REYNOLDS				
		81090	138.5		90.4	HUBBELL				
		81098	145.8		97.7	CHESTER				
		81106	153.9		105.8	BYRON				
		81114	162.8		114.7	HARDY				
		81122	170.4		122.5	SR SUPERIOR			UY	
		81129	177.0		128.9	BOSTWICK				
		81136	184.9		136.8	GUIDE ROCK				
		81143	191.1		143.0	LESTER JCT.			JR	
		81147	195.3		147.2	RC RED CLOUD				RTY

BN Radio Channel No. 1 in service on this Subdivision.

Train Dispatcher Calls—Table Rock-01.

**1. Speed Restrictions— Maximum Speeds Permitted Zone—Between Freight**

Table Rock and Red Cloud .....	35 MPH.
Head end of trains passing approach signals to UP crossing MP 84.7—	
Freight trains up to 100 Tons/OB .....	30 MPH.
Freight trains over 100 Tons/OB .....	25 MPH.
Locomotive or leading car between absolute signals UP crossing MP 84.7 .....	20 MPH.
U.P. Crossing MP 114.9 .....	10 MPH.
MOP Crossing MP 171.0 .....	20 MPH.
Bridge derricks 975501, 975505 and 250-ton wrecking derricks .....	25 MPH.
Locomotives in Group I between Endicott and Red Cloud .....	30 MPH.

**2. Bridge, Engine and Heavy Car Restrictions— Item 5d not permitted.**

Locomotives in Group I must not operate on following tracks:

Wymore .....	House track
	No. 2 repair track
	Belt track
	City track
Krider .....	House track
Odell .....	House track
Diller .....	Elevator track
Chester .....	House track
Superior .....	Stock track
Bostwick .....	Elevator track
Red Cloud .....	Turkey track

**3. Train Register Exceptions—**

Table Rock and Lester Jct.—Trains will register when directed by train order.

**4. Clearance Provisions and Exceptions Rule 82(A)—**

Clearance received at Lincoln, Carling, or St. Joseph clears trains at Table Rock.

Wymore—All trains must receive clearance.

Lester Jct.—Rule 82(A) does not apply.

- Rule 99**—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 miles.
- Table Rock**—Normal position of junction switch is for Eighth Subdivision.
- Chester**—On any track other than main track, member of crew must flag movement over Thayer Avenue from position on ground at crossing.
- Superior**—Within the corporate limits, cars or engines must not be left standing less than 40 feet from street line and switching or light engine movements over Central Avenue and Bloom Streets must be protected by member of crew on ground at crossing.
- Lester Jct.**—Normal position of junction switch is for Eighteenth Subdivision.
- Automatic Interlockings not Indicated at Station**—UP crossing 2.5 miles east of Wymore.

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Brick Yard	13th Subdiv BRANCH LINE STATIONS			Office Calls	Rule 6(A)
						BRICK YARD	JTY	CTC		
			27.1		0.0					
			26.3		0.8	EAST WYE		Y		
		83419	18.9	160	8.2	TRUMBULL				
		83410	9.9		17.2	GILTNER				
			0.4							
		30076	0.6		27.5	RO AURORA		JRTY	CTC	
		83510	11.0		38.8	MARQUETTE				
		83519	19.3	149	47.2	CENTRAL CITY		IY		
		83527	28.0		55.8	ARCHER				
		83535	35.6		63.4	PALMER				

BN Radio Channel No. 1 in service on this Subdivision.

Train Dispatcher Calls—Hastings (LS 160)-28, Aurora (LS 149)-02.

**1. Speed Restrictions— Maximum Speeds Permitted Zone—Between Freight**

Brick Yard and Palmer .....	30 MPH.
Trains using east wye track to Second Subdivision ..	35 MPH.
Eastward locomotive or leading car between absolute signals of east wye switch MP 26.3 .....	20 MPH.
Trains using east and west legs of wye Aurora .....	10 MPH.
Aurora and Brick Yard bridge derrick 975501, 250-ton wrecking derrick and other derricks may operate ..	20 MPH.
At UP interlocking Central City, locomotive or leading car between approach and absolute signal, and between absolute signals .....	20 MPH.

**2. Bridge, Engine and Heavy Car Restrictions— Item 5d not permitted.**

Between Aurora and Palmer—Bridge derricks 975501, 975505 and 250-ton wrecking derricks must not operate.

**3. Train Register Exceptions—**

Aurora—Trains will register when directed by train order.

4. **Clearance Provisions and Exceptions Rule 82(A)—**  
**Brick Yard**—Clearance received at Hastings clears trains at Brick Yard.  
**Aurora**—Trains must receive clearance.
5. **Rule 99**—Unless otherwise provided, protection against following trains is not required between Aurora and Palmer. When flagging is required between Brick Yard-Palmer, distance will be 1.5 miles.
6. **Central City**—UP Crossing—Train and engine movements must stop at absolute signal and be governed by instructions posted at crossing.

Bridge derricks 975501, 975505 and 250-ton wrecking derricks must not operate.

3. **Train Register Exceptions—**  
**Blue Hill**—Trains will register when directed by train order.
4. **Clearance Provisions and Exceptions Rule 82(A)—**  
**Hildreth and Strang**—Rule 82(A) does not apply.
5. **Rule 99**—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 miles.
6. **Rule 105**—Industrial Track between Tobias and Daykin.
7. **Strang**—Normal position of east and west wye switches of east wye on the Fifteenth Subdivision is for the Fifteenth Subdivision.  
 Normal position of the south switch east wye is for the west leg of wye.  
 Normal position of east and west wye switches of west wye on the Fifteenth Subdivision is for the east and west legs of wye.  
 Normal position of the north switch west wye is for the east leg of wye.
8. **Blue Hill**—Normal position of junction switch (MP 86.8 and MP 87.0) is for the Eighteenth Subdivision.

14th Subdivision not used.

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Dewitt	15th Subdiv BRANCH LINE STATIONS			EASTWARD
						Office Calls	Rule 6(A)		
		80817	0.3		0.0	DE	DE WITT	JR	
		81309	8.8		8.6		SWANTON		
		81315	15.6		15.4		WESTERN		
		81322	23.3		23.0		TOBIAS To Daykin 7.0	UY	
		81329	29.8		29.5		OHIOVA		
		81336	36.8		36.5		STRANG	JTY	
		81344	43.9		43.7	S	SHCKLEY		
		81350	50.0	153	49.7		ONG		
		81357	57.5		57.2		EDGAR	MTY	
		81366	66.4		66.2		DEWEESE		
		81375	75.2		74.9		LAWRENCE		
		81381	80.8		80.6		ROSEMONT		
		81386	86.8		86.5		BLUE HILL	JRY	
		81395	94.8		94.5		BLADEN		
		81402	102.2		101.9		CAMPBELL		
		81411	111.4		111.1		UPLAND		
		81419	119.3		119.0		HILDRETH		

BN Radio Channel No. 1 in service on this Subdivision.

1. **Speed Restrictions—**  
**Zone—Between**                      **Maximum Speeds Permitted**  

DeWitt and Edgar .....	25 MPH.
Edgar and Hildreth .....	35 MPH.
Locomotive or leading car between absolute signals of UP Crossing MP 57.3 .....	10 MPH.
Over Bridges 1.58 and 65.84, GP-9 locomotives (not exceeding two locomotives) and SD-9 locomotives (single locomotive) .....	10 MPH.

 Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**  
 Item 5d not permitted.  
 Maximum gross weight of cars handled between DeWitt and Swanton, and between Edgar and DeWeese must not exceed 215,000 pounds.  
**Between DeWitt and Blue Hill**—Locomotives in Group G only (not exceeding 2 locomotives) and Groups H and I must not operate.  
**Between DeWitt and Tobias and between Edgar and Blue Hill**—Locomotives in Group C single locomotive only.  
**Between Tobias and Daykin**—Locomotives in Group E must not operate.

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Seward	16th Subdiv BRANCH LINE STATIONS		EASTWARD
						Office Calls	Rule 6(A)	
			22.7	165	0.0			
			29.1		1.4			
		30029	25.5	147		SEWARD	JY	
		83032	31.9		6.5	STAPLEHURST		
		83039	38.8		13.4	ULYSSES		
		83047	46.8		21.4	GARRISON		
		83053	52.5		27.1	DAVID CITY	U	
		83061	61.3	35.8		BELLWOOD		

BN Radio Channel No. 1 in service on this Subdivision.

Train Dispatcher Calls—Seward-00.

1. **Speed Restrictions—**  
**Zone—Between**                      **Maximum Speeds Permitted**  

Seward and MP 34.01 .....	25 MPH.
MP 34.0 and MP 38.0 .....	10 MPH.
MP 38.0 and MP 64.0 .....	30 MPH.

 Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**  
 Item 5d not permitted.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 82(A)—**  
**Seward**—Clearance received at Lincoln-Cushman clears train at Seward.
5. **Rule 99**—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 miles.



17th Subdivision not used.

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Hastings	18th Subdiv BRANCH LINE STATIONS			EASTWARD
						Office Calls	Rule 6(A)		
		20592	0.7		0.0	HASTINGS	BJKRTY	CTC	
						10.1			
		82409	10.1		10.1	AYR. JCT. To Roseland 6.9			
						1.6			
		82411	11.7	159	11.7	AYR			
						7.4			
		81386	19.1		19.1	BLUE HILL	JRY		
						11.6			
		82430	30.7		30.7	COWLES			
						6.3			
		81143	37.0		37.0	LESTER JCT.	JR		

BN Radio Channel No. 1 in service on this Subdivision.

Train Dispatcher Calls—Hastings-28.

- Speed Restrictions—** **Maximum Speeds Permitted**  
**Zone—Between** **Freight**  
 Hastings and Lester Jct. .... 30 MPH.  
 Locomotive or leading car of eastward trains over highway crossing at MP 1.0 ..... 5 MPH.  
 Through turnout Lester Jct. .... 10 MPH.  
 Locomotives in Group I ..... 25 MPH.  
 Bridge derricks 975501, 975505 and 250-ton wrecking derricks over Bridge 34.33 ..... 10 MPH.
- Bridge, Engine and Heavy Car Restrictions—**  
 Item 5d not permitted.  
 Locomotives in Group I must not operate on following tracks:  
 Cowles ..... House track  
 Blue Hill ..... Elevator track  
 Ayr ..... City track
- Train Register Exceptions—**  
**Lester Jct.-Blue Hill**—Trains will register when directed by train order.
- Clearance Provisions and Exceptions Rule 82(A)—**  
**Lester Jct.**—Rule 82(A) does not apply.
- Rule 99**—Unless otherwise provided, protection against following trains is not required between Ayr Jct. and Lester Jct. When flagging is required, distance will be 1.5 miles.
- Rule 105**—Industrial track between Ayr Jct. and Roseland.

RADIO INFORMATION

Base Stations	Channel	Hours in Operation
Lincoln Disprs. Office	1	Continuous
<b>Wayside Stations</b>		
Weston	1	Unmanned
Armour	1	Unmanned
St. Joseph	1	Continuous
	2 Yard Forces	
Nodaway	1	Unmanned
Forest City	1	Unmanned
Phelps	1	Unmanned
Hamburg	1	8:00 am-5:00 pm Mon. thru Fri.
Pacific Jct.	1	Continuous
Louisville	1	Unmanned
Ashland	1	Continuous
Lincoln Yard	1	Continuous
	2 Yard Forces	
	3 Mechanical	
Hall Tower	2 Yard Forces	Continuous
Carling Tower	1	Continuous
Baird Tower	2 Yard Forces	Continuous
Crete	1	10:00 pm-4:00 pm Mon. thru Fri.
Friend	1	Unmanned
Fairmont	1	8:00 am-5:00 pm Mon. thru Fri.
Sutton	1	Unmanned
Hastings	1	Continuous
Omaha	1	Continuous
	2 Yard Forces	
Wymore	1	7:00 am-11:00 pm Mon. thru Fri.
Seward	1	Unmanned
York	1	8:00 am-5:00 pm Mon. thru Fri.
Aurora	1	8:00 am-5:00 pm Mon. thru Fri.
Grand Island	1	8:00 am-5:00 pm Mon. thru Fri.
Ravenna	1	Continuous
Falls City	1	Unmanned
Table Rock	1	Unmanned
Tecumseh	1	7:00 am-4:00 pm Mon. thru Fri.
Firth	1	Unmanned
Nebraska City	1	7:00 am-4:00 pm Mon. thru Fri.
Fremont	1	7:00 am-4:00 pm Mon. thru Fri.
Winslow (MP 48)	1	Unmanned
Lyons	1	Unmanned
Walthill	1	Unmanned
Superior	1	8:00 am-5:00 pm Mon. thru Fri.
Red Cloud	1	Unmanned
Schickley	1	Unmanned
Blue Hill	1	Unmanned

TRAIN DISPATCHERS PHONE NUMBERS

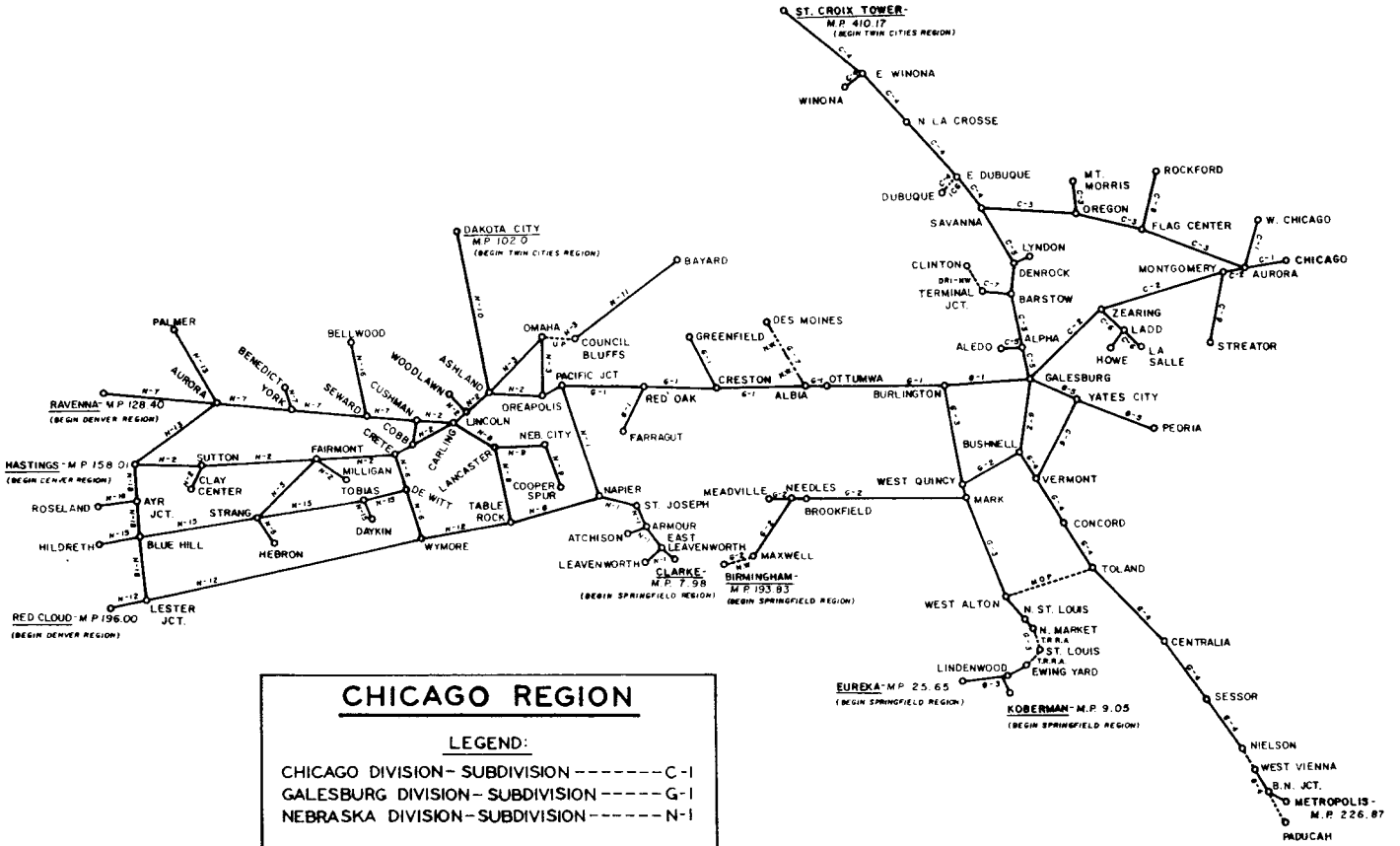
Company	Position	Commercial
473-7684	Chief Dispatcher	402-473-7684
473-7546	Asst. Chief Dispatcher	402-473-7546
473-7543	Asst. Chief Dispatcher	402-473-7543
473-7527	Omaha Line Dispatcher	402-473-7527
473-7528	Hastings Line Dispatcher	402-473-7528
473-7676	Ravenna Line Dispatcher	402-473-7676
473-7629	St. Joseph Line Dispatcher	402-473-7629

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens	Name	Miles—Location	Capacity Cars	Switch Opens
<b>1st Subdivision</b>				<b>8th Subdivision</b>			
28003 Chambers Gas	0.1 west of Clarke	3	West	83201 Champion	1.1 from York	28	West
28009 Parkville	1.7 west of Clarke	10	East	30066 Henderson	2.7 west of Bradshaw	27	East
28021 Farley	4.5 west of Waldron	13	East	30080 Curry	3.7 west of Aurora	28	Both
76604 Leavenworth	3.6 from East Leavenworth	Yard		30081 Monsanto	5.3 west of Aurora	36	Both
76706 Atchison	4.0 from Armour	Yard		30082 Murphy	6.1 west of Aurora	16	Both
28046 Rushville	2.7 west of Armour	20	East	Trail	4.7 west of Phillips	17	Both
28071 Amazonia	4.8 west of Waterworks	20	East	30103 CoPlant	7.2 west of Grand Island	127	Both
28082 Forbes	6.2 west of Nodaway	16	Both	<b>9th Subdivision</b>			
27304 Bigelow	4.5 west of Napier	5	East	87566 Minersville	8.2 west of Peru	3	West
27322 Nishnabotna	4.4 west of Corning	5	East	80511 Elberon	5.1 west of Nebraska City	10	East
27328 Langdon	10.0 west of Corning	10	West	80532 Unadilla	5.1 west of Syracuse	18	Both
27331 Phelps	13.3 west of Corning	10	Both	80557 Collegeview	4.8 west of Cheney	38	Both
27368 Bartlett	4.5 west of McPaul	5	East	<b>10th Subdivision</b>			
<b>2nd Subdivision</b>				07003 Abel	2.5 west of Ashland	248	East
20455 Cedar Creek	4.7 west of Cullom	50	Both	07004 Riverside	4.3 west of Ashland	133	East
20465 Hopper Quarry	1.6 west of South Bend	35	Both	Big Sandy	5.1 west of Ashland	75	East
20466 South Bend Quarry	2.4 west of South Bend	26	Both	07007 Wann	7.5 west of Ashland	22	Both
20467 Costa Welsh Spur	3.3 west of South Bend	36	West	07020 Fackler	5.3 west of Yutan	6	East
20480 Mid-America	2.4 west of Greenwood	37	Both	07021 LeShara	6.2 west of Yutan	21	Both
20519 Swingle	3.6 west of Lincoln	45	West	Nebr. Processors	3.6 west of Fremont	113	West
Allen Products	3.2 west of Crete	24	East	Fel Tex	4.2 west of Fremont	93	East
81506 Burress	1.1 east of Crete	10	East	<b>11th Subdivision</b>			
81514 Milligan	6.2 from Fairmont	9	Both	78566 Aspinwall	4.0 west of Manning	42	Both
81906 Verona	14.5 from Fairmont	25	Both	78512 Weston	4.9 west of Underwood	9	West
81912 Clay Center	7.0 from Sutton	5	East	<b>12th Subdivision</b>			
83006 Woodlawn	12.5 from Sutton	14	Both	81028 Liberty	8.4 west of Burchard	27	Both
<b>3rd Subdivision</b>				81045 Krider	5.6 west of Wymore	15	Both
80202 La Platte	2.0 west of Oreapolis	68	Both	81068 Fairchild Spur	1.5 west of Endicott	58	Both
80203 National By-Product	3.5 west of Oreapolis	25	East	<b>13th Subdivision</b>			
27394 Council Bluffs	4.0 from Omaha	Yard		83405 Acco	4.3 west of Giltner	5	West
80228 Camoak	3.0 west of Ralston	30	East	83516 Overland	5.5 west of Marquette	18	East
80238 Gretna	6.3 west of Chalco	48	Both	83521 Vayden	2.3 west of Central City	21	Both
<b>5th Subdivision</b>				<b>15th Subdivision</b>			
81606 Kaneb-spur Track	2.0 west of Geneva	3	East	81528 Daykin	7.0 from Tobias	25	Both
<b>6th Subdivision</b>				<b>16th Subdivision</b>			
80804 Crete South Yard	2.0 west of Crete	140	Both	83064 Moll Spur	3.2 west of Bellwood	104	Both
80825 Farmland Foods	4.3 west of Crete	15	West				
80833 Shestak	4.9 west of Crete	12	Both				
80840 Cominco Products	0.3 west of Hoag	53	West				
80833 Gasco Spur	3.2 west of Beatrice	4	East				
80840 Blue Springs	10.4 west of Beatrice	4	East				
<b>7th Subdivision</b>							
30024 Ruby	4.3 west of Milford	36	Both				
83209 Benedict	9.5 from York	49	East				

LINE SEGMENT NUMBERS

YARD LINE SEGMENTS		BALLAST PITS		OTHER ROAD LINE SEGMENTS		
Line Segment	Yard	Line Segment	Yard	Line Segment	Limits	Mileposts
843	Leavenworth	883	Ashland	79	Iatan Electric Generating Station	0.0 to 7.0
870	Omaha-Gibson	884	South Bend	80	Armour—Atchison	0.0 to 3.6
871	South Omaha			96	East Leavenworth—BN Jct.	0.0 to 2.2
872	Pacific Junction			148	York—Benedict	133.2 to 144.4
873	Havelock			154	Fairmont—Milligan	8.1 to 22.4
874	Havelock Shop			154	Tobias—Daykin	28.8 to 36.2
875	Lincoln			156	Sutton—Clay Center	94.7 to 107.1
876	Hastings			161	Ayr Jct.—Roseland	67.1 to 59.4
877	Council Bluffs			163	Cushman—Cobb	3.9 to 7.8
878	Fremont			164	Gilmore Jct.—South Omaha	8.4 to 13.9
879	Grand Island			165	Seward Freight Main	27.7 to 29.1
880	Nebraska City					
881	York					
882	Crete					



**PERFORM SWITCHING IN A MANNER  
WHICH WILL AVOID DAMAGE TO  
CONTENTS OF CARS AND EQUIPMENT**

Safe Coupling Speed (MPH)	Impact Force
1	1
2	4
3	9
4	16
Damaging Coupling Speed (MPH)	Damaging Force
5	25
6	36
7	49
8	64
9	81
10	100

**SPEED TABLE**

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Minutes	Seconds		Minutes	Seconds	
0	45	80.0	1	12	50.0
0	46	78.3	1	15	48.0
0	47	76.6	1	20	45.0
0	48	75.0	1	25	42.3
0	49	73.5	1	30	40.0
0	50	72.0	1	40	36.0
0	51	70.6	1	45	34.3
0	52	69.2	1	50	32.7
0	53	67.9	2	...	30.0
0	54	66.6	2	10	27.6
0	55	65.4	2	15	26.6
0	56	64.2	2	20	25.7
0	57	63.1	2	30	24.0
0	58	62.0	2	40	22.5
0	59	61.0	2	45	21.8
1	...	60.0	2	50	21.2
1	1	59.0	3	...	20.0
1	2	58.0	3	9	19.0
1	3	57.1	3	20	18.0
1	4	56.2	3	31	17.0
1	5	55.3	3	45	16.0
1	6	54.5	4	...	15.0
1	7	53.7	5	...	12.0
1	8	52.9	6	...	10.0
1	9	52.1	7	30	8.0
1	10	51.4	10	...	6.0

**TRACK BULLETIN FORM B OR  
FORM Y TRAIN ORDER**

The engineer must attempt to contact employe in charge by radio sufficiently in advance to avoid delay, advising his location and specifying track.

Engineer will state: "Burlington Northern engineer, (train designation), calling foreman in charge of \_\_\_\_\_ (Form Y Train Order or Track Bulletin Form B Number). My location is MP \_\_\_\_\_ on (specify track), over."

In granting verbal authority the following words will be used:

"This is Burlington Northern Foreman \_\_\_\_\_ (name) (or Gang No. \_\_\_\_\_) using train order (track bulletin) No. \_\_\_\_\_ line No. \_\_\_\_\_ between MP \_\_\_\_\_ and MP \_\_\_\_\_ on \_\_\_\_\_ Subdivision."

(a) To authorize train or engine to pass a red flag, or enter limits, without stopping, the following will be added:  
"\_\_\_\_\_ (train) may pass red flag located at MP \_\_\_\_\_ (or enter limits) on (specify track) without stopping, over."

Train or engine may pass red flag, or enter limits, without stopping, continuing to move at restricted speed and must stop short of men or equipment fouling track.

(b) To authorize a train or engine to proceed at a speed greater than restricted speed, the following will be added:  
"\_\_\_\_\_ (train) may proceed through the limits at \_\_\_\_\_ MPH (or 'at maximum authorized speed'), over."

Train may proceed through the limits at the prescribed speed unless otherwise restricted.

(c) To require train or engine to move at a speed less than restricted speed, the following speed will be added:  
"\_\_\_\_\_ (train) proceed at restricted speed but not exceeding \_\_\_\_\_ MPH (adding, if necessary, 'until reaching MP \_\_\_\_\_'), over."

Train must not exceed the prescribed speed and must be prepared to stop short of men or equipment fouling the track or a red flag to the right of the track.

These instructions must be repeated by the engineer and "OK" received from employe giving them before they are acted upon.

When the word STOP is written in the Stop column, train or engine must not enter the limits until verbal authority is received from employe in charge as prescribed by example (a) above.