

CHICAGO DIVISION

L. R. Burk—Division Superintendent, Galesburg

K. D. TOWNSEND	Asst. Superintendent	Aurora
J. E. DOUGHMAN	Asst. Superintendent	LaCrosse
D. R. WILSON	Asst. Supt. Administration	Galesburg
E. E. BRATCHER	Asst. Supt. Roadway Maintenance	Galesburg
V. H. COPELAND	Chief Dispatcher	Cicero
E. E. KENNEY	Trainmaster	Aurora
D. G. HOFFMAN	Trainmaster	Eola
K. P. MURRAY	Trainmaster	Eola
M. W. WEISSMAN	Trainmaster	Galesburg
H. FLAAR	Trainmaster-Road Foreman	Rochelle
R. CARLSON	Trainmaster	LaCrosse
E. B. MALAY	Asst. Trainmaster-Agent	LaCrosse
E. RANGLE	Asst. Trainmaster-Agent	Moline
J. T. FLEMING	Trainmaster-Road Foreman	LaCrosse
G. D. ALLEN	Road Foreman	Galesburg
T. D. NAGEL	Road Foreman	Aurora

GALESBURG TERMINAL

J. M. Arrington—Terminal Superintendent

J. D. LARSON	Asst. Terminal Supt.	Galesburg
C. E. COWAN	Terminal Trainmaster	Galesburg
D. P. JOHNSON	Terminal Trainmaster	Galesburg
B. R. SWAIN	Terminal Trainmaster	Galesburg
M. D. BRADY	Terminal Trainmaster	Galesburg
R. W. BAKER	Terminal Trainmaster	Galesburg
M. E. SHERVE	Asst. Terminal Trainmaster	Galesburg

CICERO TERMINAL

D. L. Starling—Terminal Superintendent

M. H. STEELE	Asst. Superintendent	Cicero
C. C. KRUEGER	Asst. Supt. Intermodal	Cicero
R. S. GAGNER	Terminal Trainmaster	Cicero
J. E. KLINE	Terminal Trainmaster	Cicero
M. A. WARD	Terminal Trainmaster	Cicero
A. A. SATUNAS	Terminal Trainmaster	Cicero
C. J. FROSCHESER	Terminal Trainmaster	Cicero
R. W. LEASE	Terminal Trainmaster	Cicero
D. L. ROGERSON	Terminal Trainmaster	Cicero
J. H. LINDQUIST	Suburban Trainmaster	Chicago
N. W. MEULNER	Road Foreman	Cicero

GALESBURG DIVISION

R. L. Beem—Division Superintendent, Galesburg

R. C. ELLIS	Asst. Superintendent	Galesburg
L. D. SIMS	Asst. Supt. Administration	Galesburg
M. E. SICKELS	Asst. Supt. Roadway Maintenance	Galesburg
J. R. BROWN	Chief Dispatcher	Hannibal
V. H. COPELAND	Chief Dispatcher	Cicero
R. C. BROWN	Trainmaster-Agent	Creston
H. A. ROGERS	Trainmaster	Ottumwa
D. J. BOEN	Trainmaster	Burlington
B. L. HARDRICK	Trainmaster	Galesburg
F. F. LADD	Trainmaster	West Quincy
D. L. HATZENBUHLER	Trainmaster	West Quincy
P. T. LAMEY	Trainmaster	Centralia
G. A. ECKLUND	Trainmaster-Road Foreman	Brookfield
R. A. POINDEXTER	Road Foreman	Creston
J. D. WRIGHT	Road Foreman	Galesburg
G. C. MCNEIL	Road Foreman	Galesburg
P. L. PADDOCK	Road Foreman	Centralia
L. G. SCHIPPER	Road Foreman	West Quincy

ST. LOUIS TERMINAL

R. G. Baumgartner—Terminal Superintendent

D. E. HAIN	Asst. Terminal Supt.	St. Louis
T. L. KARRE	Terminal Trainmaster	St. Louis
B. E. BROWNE	Terminal Trainmaster	St. Louis
D. N. BAUGHMAN	Terminal Trainmaster	St. Louis
C. E. BROOKS	Terminal Trainmaster	St. Louis
H. B. CAMP	Terminal Trainmaster	St. Louis
R. J. WOLFE	Trainmaster-Road Foreman	St. Louis

Printed in U.S.A.

BURLINGTON NORTHERN RAILROAD CO. CHICAGO REGION

CHICAGO AND GALESBURG DIVISIONS

TIMETABLE AND SPECIAL INSTRUCTIONS NO. 1

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

Sunday, April 24, 1983

Including National Railroad Passenger Corporation (NRPC) Trains

Vice President
And General Manager
W. A. HATTON

Assistant
General Manager
D. E. BAKER

Vice President
Transportation—System
T. C. WHITACRE

CHICAGO DIVISION

WEST
WARD

Rule (A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS						Line Segment	Mile Post Location	Distance From Chicago	1st Subdivn MAIN LINE STATIONS Office Calls	
			5	347	299	297	295	291					
			NRPC Daily	NRPC Daily	Daily Ex. Sat. and Sun	Daily Ex. Sat. and Sun	Daily Ex. Sat. and Sun	Daily Ex. Sat. and Sun					
BIKR		00001	2:50PM	5:55PM	7:28AM	7:25AM	7:17AM	7:02AM	71	0.0	0.0	4MT	GB CHICAGO UN. STA. 0.8
										0.8	0.8		ROOSEVELT ROAD 0.6
I										1.4	1.4		UNION AVE. 0.3
		00002								1.7	1.7		HALSTED STREET 1.7
		00004								3.7	3.4		WESTERN AVE. 3.5
BKRT		00007								7.0	6.9		HY CICERO 1.6
		00008								8.5	8.5		CLYDE 0.5
		00009								9.0	9.0		LA VERGNE 0.5
		00010								9.6	9.5		BERWYN 0.5
										10.0	10.0		HARLEM AVENUE 1.0
		00011								11.0	11.0		RIVERSIDE 0.7
										11.7	11.7		HOLLYWOOD 0.5
		00012								12.3	12.2		BROOKFIELD 0.8
		00013			A 7:50AM		A 7:38AM			13.0	13.0		CONGRESS PARK 0.7
		00014		6:13						13.7	13.7		LA GRANGE 0.4
										14.1	14.1		STONE AVENUE 1.3
		00015								15.4	15.4		WESTERN SPGS. 0.9
		00016								16.3	16.3		HIGHLANDS 0.5
		00017								16.8	16.8	3MT	HINSDALE 0.9
										17.8	17.7		WEST HINSDALE 0.5
		00018								18.2	18.2		CLARENDON HILLS 1.2
		00019								19.4	19.4		WESTMONT 0.9
		00020								20.3	20.3		FAIRVIEW AVE. 0.8
		00021				A 7:55AM		A 7:32AM		21.1	21.1		DOWNERS GROVE 1.5
		00023								22.6	22.6		BELMONT 1.8
		00024								24.4	24.4		LISLE 4.0
		00028								28.4	28.4		NAPERVILLE 5.0
BKRT		00033								33.4	33.4		OA EOLA 1.9
		00035								35.3	35.3		WEST EOLA 2.4
BI JKRTX		00037	As 3:35PM	As 6:36PM						38.1	37.7		RO AURORA To West Chicago 12.1

SUBURBAN EQUIPMENT TRAINS NOS. 291, 292, 294, 295, 296, 297, 298 and 299 DO NOT CARRY PASSENGERS.

SCHEDULES FOR REGULAR SUBURBAN PASSENGER TRAINS, CARRYING PASSENGERS 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.

CHICAGO DIVISION

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1st Subdivn MAIN LINE STATIONS Office Calls		FIRST CLASS							EASTWARD
		348	346	6	292	294	296	298	
		NRPC Daily Ex. Sun.	NRPC Sunday only	NRPC Daily	Daily Ex. Sat. and Sun.	Daily Ex. Sat. and Sun.	Daily Ex. Sat. and Sun.	Daily Ex. Sat. and Sun.	
4MT	GB CHICAGO UN. STA. 0.8	A 10:35AM	A 11:50AM	A 3:50PM	5:32PM	A 5:52PM	A 6:05PM	A 6:22PM	
	ROOSEVELT ROAD 0.6								
	UNION AVE. 0.3								
	HALSTED STREET 1.7								
3MT	WESTERN AVE. 3.5								CTC
	HY CICERO 1.6								
	CLYDE 0.5								
	LA VERGNE 0.5								
	BERWYN 0.5								
	HARLEM AVENUE 1.0								
	RIVERSIDE 0.7								
	HOLLYWOOD 0.5								
	BROOKFIELD 0.8								
	CONGRESS PARK 0.7				5:12PM		5:43PM		
	LA GRANGE 0.4	s 9:53	s 11:08						
	STONE AVENUE 1.3								
	WESTERN SPGS. 0.9								
	HIGHLANDS 0.5								
	HINSDALE 0.9								
	WEST HINSDALE 0.5								
	CLARENDON HILLS 1.2								
	WESTMONT 0.9								
	FAIRVIEW AVE. 0.8								
	DOWNERS GROVE 1.5					5:22PM		5:48PM	
	BELMONT 1.8								
	LISLE 4.0								
	NAPERVILLE 5.0								
	OA EOLA 1.9								
	WEST EOLA 2.4								
	RO AURORA To West Chicago 12.1	9:28AM	10:43AM	2:46PM					

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

CHICAGO DIVISION

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS		Line Segment	Mile Post Location	Distance From Aurora	2nd Subdivn MAIN LINE STATIONS Office Calls		FIRST CLASS			EASTWARD
				5	347						348	346	6	
				NRPC Daily	NRPC Daily						NRPC Daily Ex. Sun	NRPC Sunday only	NRPC Daily	
BIJKT			00037	3:35PM	6:36PM	1	38.1	0.0	RO AURORA	CTC	As 9:28AM	As 10:43AM	As 2:46PM	
JX			20001				40.0	2.2	MONTGOMERY					
X			20007				45.5	7.7	BRISTOL					
			20013		s 6:51		51.5	13.7	PLANO		s 9:17	s 10:32		
X			20017				55.9	18.1	SANDWICH					
X	E8,282		20021				59.2	21.4	SOMONAUK					
JTX	W6,459		20034				72.1	34.3	EARLVILLE To Baker 7.0					
BIJKX	E8,020		20044		s 7:17		82.6	44.9	MO MENDOTA		s 8:47	s 10:02		
JX	E6,850		20057				95.3	57.6	ZEARING					
X	W4,005		20066		s 7:37		104.2	66.4	PRINCETON		s 8:27	s 9:42		
			20072				110.7	72.9	WYANET					
X			20078				116.6	78.8	BUDA					
X	E10,573		20093		s 7:59		131.1	93.2	KEWANEE		s 8:04	s 9:19		
X			20101				139.3	101.5	GALVA					
X			20108				146.7	108.8	ALTONA					
X			20112				150.8	113.0	ONEIDA					
X			20117				155.1	117.4	WATAGA					
			20119				157.7	119.9	BISHOP					
BIJKRTY			20126	As 5:22PM	As 8:30PM		162.4	124.5	3MT GT GALESBURG		7:37AM	8:52AM	1:00PM	

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Aurora	3rd Subdivn MAIN LINE STATIONS Office Calls		EASTWARD
BIJKT		4,016	00037	3	38.1	0.0	RO AURORA	CTC	
		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		
		5,974	00058		58.0	20.3	MORED		
		2,990	00062		62.1	24.2	WATERMAN		
		11,016	00067		67.1	29.2	SHABBONA		
		3,568	00077		77.3	39.4	STEWART		
ABKX		4,485	00083		83.2	45.3	2MT RC ROCHELLE		
JT			00086		86.3	48.4	FLAG CENTER		
		7,365	00092		92.4	54.4	CHANA		
BK		4,198	00098		98.4	60.4	ON OREGON		
		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	MILLEDGEVILLE		
		7,158	00138		138.5	99.9	CHADWICK		
JX					142.3	104.2	BURKE		
							PLUM RIVER		
BKRX			00143		143.7	105.1	2MT JO SAVANNA		

BN Radio Channel No. 1 and No. 2 in service on these Subdivisions.

CHICAGO DIVISION

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Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Savanna Yard	4th Subdivn MAIN LINE STATIONS Office Calls
BIKRX		00143	3	143.7	0.0	JO SAVANNA
	5,737	00157		158.2	14.4	DT WHITTON
X	5,670	00170		171.6	27.8	GALENA
J		00171		172.3	28.6	PORTAGE
						12.5

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

JIKXY			3	184.9	41.1	CB EAST CABIN	Rule 251-254
IXY	6,435	00184		185.0	41.3	EAST DUBUQUE	
X	5,725	00198		199.3	55.6	POTOSI	
X	5,736	00212		213.0	69.3	CASSVILLE	
X		00222	DT	222.8	79.1	GLEN HAVEN	Rule 251-254
X		00227		228.4	84.7	BAGLEY	
		00235		235.0	91.3	PORTS	
		00236		237.0	93.3	CRAWFORD	
KXY	E4,060 W5,680	00239	2MT	239.7	96.0	CD PRAIRIE DU CHIEN	Rule 251-254
X		00254	DT	254.4	110.0	LYNXVILLE	
X	5,732	00261		262.2	118.5	FERRYVILLE	
X		00269		270.1	126.2	DE SOTO	
X		00294	2MT	294.7	150.8	HERRINGTON	Rule 251-254
		00295		296.3	152.4	GRAF	
IY				299.9	156.0	GRAND CROSSING	
BJKRTY		00299		300.2	156.2	CX NORTH LA CROSSE	
X		00301	DT	303.1	158.0	SULLIVAN	Rule 251-254
J	10,145	00324		325.7	180.7	EAST WINONA	
		00326		328.2	183.2	WINONA JCT.	
X		00341		343.1	198.1	RA COCHRANE	
X		00349	DT	351.3	206.3	ALMA	Rule 251-254
X				360.7	215.7	MINER	
		00360		362.1	217.1	TREVINO	
		00361		362.9	217.9	MEARS	
X		00364	DT	366.2	221.1	PEPIN	Rule 251-254
X	5,852	00370		372.5	227.6	STOCKHOLM	
X		00377		378.7	233.7	MAIDEN ROCK	
X		00384		386.3	241.3	BAY CITY	
	5,821	00389	2MT	391.0	246.0	HAGER	Rule 251-254
		00405		407.6	262.6	PRESCOTT	
		00407		407.8	262.8	BURNS	
LJXR		00409		410.5	265.5	QM ST. CROIX TOWER	

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

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Galesburg	5th Subdivn MAIN LINE STATIONS Office Calls
BIJK RTXY		20126	6	1.0	0.0	GT GALESBURG
		22002		3.4	2.8	BOUHAN
		22005		6.3	5.7	HENDERSON
J	2,500	22012		13.0	12.4	RIO
JKT	8,561	22018	6	18.6	18.0	JU ALPHA
		22022		23.0	22.4	To Woodhull 4.1
		22025		26.3	25.7	To Aledo 19.2
		22029		30.5	29.9	OPHEIM
	9,791	22034	6	34.8	34.2	LYNN
	4,833	22039		39.4	38.8	ORION
I		22040		40.8	40.2	WARNER
JT	4,932	22043		43.8	43.2	BRIAR BLUFF
	4,638	22051	6	51.7	51.1	COLONA
	9,870	22057		56.4	55.8	FC BARSTOW
JT	4,706	22068		62.1	61.5	JOSLIN
	9,912	22071		68.3	67.7	HILLSDALE
		22076	6	71.7	71.1	ERIE
	10,995	22086		77.0	76.4	HD DENROCK
JX				86.6	86.0	To Agnew 11.1
				96.7	95.7	FENTON

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

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Zearing	6th Subdivn BRANCH LINE STATIONS Office Calls
JY		20057	61	44.1	0.0	ZEARING
JYT		71936		36.6	7.0	LADD
ARY		71926		25.7	17.9	To Howe 5.4
						LA SALLE

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

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

BETWEEN CLINTON AND TERMINAL JCT. ROCK ISLAND CMSP&P TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

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

						11th Subdivn BRANCH LINE STATIONS Office Calls	
Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Mont- gomery		
JY		20001	60	40.2	0.0		MONTGOMERY 3.3
		71703		43.3	3.3		OSWEGO 6.1
		71709		49.4	9.4		YORKVILLE 6.7
		71716		56.0	16.1		MILLBROOK 3.5
		71720		59.6	19.6		MILLINGTON 4.8
		71724		64.4	24.4		SHERIDAN 2.2
	4,200	71726		66.5	26.6		CATHARINE 2.3
	4,200	71729		68.9	28.9		SERENA 3.9
Y	5,400	71733		72.8	32.8	DK	WEDRON 8.2
ABKRTY		71741		80.9	41.0	OD	OTTAWA 8.6
		71750	89.6	49.6		GRAND RIDGE 8.0	
BKRTUY		71758	97.8	57.6	SX	STREATOR	

BN Radio Channel No. 1 in service on these Subdivisions.

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
1st Subdivision				71502	Winona	1.5 miles from East Winona	Yard Both
71003	North Aurora	4.4 miles west of Aurora . .	Both	00332	Fountain City	5.6 miles west of Winona Jct.	6 Both
71006	Batavia	7.6 miles west of Aurora . .	Both	00356	Nelson	7.3 miles west of Alma . .	31 Both
71012	West Chicago	13.3 miles west of Aurora .	Both	00394	Diamond Bluff	5.3 miles west of Hager . .	31 West
2nd Subdivision				5th Subdivision			
20027	Leland	6.1 miles west of Somonauk	31 East	72504	North Henderson	4.1 miles west of Rio . . .	3 West
			Both	72404	Woodhull	4.1 miles west of Alpha . .	
20040	Meriden	5.3 miles west of Earlville . .	19 West	72303	New Windsor	3.2 miles west of Alpha . .	
20053	Arlington	8.8 miles west of Mendota . .	38 West	72310	Viola	10.4 miles west of Alpha . .	7 Both
20060	Malden	3.1 miles west of Zearing . .	26 West	72313	Gilchrist	12.6 miles west of Alpha . .	
71806	Baker	6.5 miles east of Earlville . .	20 Both	72319	Aledo	19.2 miles west of Alpha . .	
20085	Neponset	6.4 miles west of Buda . . .	41 East	71662	Lyndon	3.1 miles east of Denrock . .	
			24 West	71654	Agnew	11.1 miles east of Denrock .	
3rd Subdivision				22088	Thompson	2.0 miles west of Ebner . .	3 West
00111	Polo	4.5 miles west of Stratford .	56 Both	6th Subdivision			
71307	Mt. Morris	6.8 miles from Oregon . . .	Yard Both	71934	Hegler	2.0 miles west of Ladd . . .	6 Both
00071	Lee	4.0 miles west of Shabbona .	25 Both	71931	Spring Valley	5.7 miles west of Ladd . . .	3 West
00117	Hazelhurst	1.9 miles west of Carter . .	10 Both	71943	Howe	5.4 miles west of Ladd . . .	Yard Both
4th Subdivision				9th Subdivision			
00153	Proving Ground	9.9 miles west of Savanna . .	Yard Both	72013	Van Orin	3.9 miles west of La Moille .	15 Both
00163	Blanding	5.4 miles west of Whitton . .	4 West	72032	Deer Grove	3.5 miles west of Walnut . .	17 West
71402	Dubuque	1.0 mile from East Dubuque	Yard Both	10th Subdivision			
00205	McCartney	6.2 miles west of Potosi . . .	6 West	71605	Radley	3.1 miles west of Earlville .	7 Both
00231	Wyalusing	3.5 miles west of Bagley . .	41 West	11th Subdivision			
00246	Charme	7.7 miles west of Prairie du Chien	4 West	71742	South Ottawa	1.0 miles west of Ottawa . .	7 Both
00280	Genoa	10.6 miles west of De Soto . .	9 West	71744	Hitt	2.7 miles west of Ottawa . .	15 Both
00286	Stoddard	16.8 miles west of De Soto . .	22 East	71723	Moline Consumer	1.0 miles east of Sheridan .	15 Both
00302	Onalaska	3.5 miles west of North LaCrosse	11 Both	71737	Dayton	3.8 miles west of Wedron . .	10 Both
00315	Trempealeau	14.4 miles west of Sullivan .	5 West				

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

BALLAST PITS

Line Segment	Limits
822	Sheridan Moline Consumers
823	Sheridan Western Sand

OTHER YARD LINE SEGMENTS

Line Segment	Yard	Line Segment	Yard
806	Eola	816	Rockford
807	Aurora	817	Clinton
808	Hill Avenue	818	Sterling
809	Mendota	819	Moline
810	Savanna	820	Oregon
811	North LaCrosse	821	Rochelle
812	Ottawa	826	Winona
813	Streator	827	Dubuque
814	Barstow		
815	Term. Jct. Rock Island		

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
7	North Henderson—Rio	206.8 to 210.6
8	Denrock—Agnew	24.8 to 35.9
58	Earlville—Baker	6.7 to 13.7
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	Woodhull—Aledo	14.3 to 39.4
70	Ladd—Howe	188.3 to 194.3
72	East Dubuque—Dubuque	0.0 to 1.7

GALESBURG DIVISION

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS	Line Segment	Mile Post Location	Distance From Galesburg	1st Subdivn MAIN LINE STATIONS Office Calls			FIRST CLASS	EASTWARD
				5							6	
				NRPC Daily							NRPC Daily	
	BIJKRTXY		20126	5:25PM	1	162.4	0.0	GT	GALESBURG		As 12:57PM	
	JX		20130			168.4	5.9		5.9 GRAHAM	CTC		
	BIXY	C5,227	20141	s 5:45		179.0	16.8	CG	MONMOUTH		s 12:35	
	X		20146			185.0	22.6	DT	5.8 KIRKWOOD	Rule 251-254	12:27	
	X		20158			196.1	33.8		11.2 GLADSTONE			
						202.4	40.1		6.3 CONNETT			
	BJKRTXY		20167	s 6:15		205.4	43.1	2MT	3.0 BURLINGTON	CTC	s 12:05PM	
	TXY		20171			209.3	47.0	DT	3.9 W. BURLINGTON	Rule 251-254		
	X	E7,655	20174			212.5	50.4		3.4 DAYMAN			
	X	W6,561 E6,482	20186			224.6	62.3		12.7 NEW LONDON			
	X		20195	s 6:46		233.2	70.9		8.6 MT. PLEASANT		s 11:30	
	X		20212			250.1	87.8		16.9 BECKWITH			
	X		20217			255.4	92.9		5.1 FAIRFIELD			
	X		20228	7:20		266.1	103.8		10.9 BATAVIA			
	BIKRTXY		20241	s 7:30		279.6	117.3	CW	13.5 OTTUMWA		s 10:45	
	X		20252			290.8	128.5	2MT	10.9E DUDLEY		10:30	
	X		20263			301.9	139.4		1.8W MAXON	CTC		
	IJ		20265			303.7	141.2		3.8W ALBIA			
	X		20269			307.5	145.0		11.1 HALPIN			
	X		20280			318.6	156.1	DT	8.2 MELROSE			
	X		20288			326.8	164.3	2MT	7.5 RUSSELL	Rule 251-254		
	BTXY		20296			334.3	171.8		CH		CTC	
	X					342.0	179.5		7.7 SHANNON			
	X		20321	s 8:45		359.7	197.2		17.7 OSCEOLA		s 9:25	
	X		20332			370.4	207.9	DT	10.7 MURRAY			
	X		20337			375.9	213.3		5.4 THAYER	Rule 251-254		
	X		20345	8:57		383.6	221.0		7.7 AFTON			
	BJKRTXY		20355	s 9:16		392.9	230.3		9.3 CRESTON		s 8:55	
			20368			406.7	244.2	2MT	13.9 PRESCOTT	CTC	8:40	
						413.7	251.1		6.9 CORNING			
			20375			422.7	260.1		9.0 NODAWAY			
			20384			427.4	264.9		4.8 VILLISCA			
			20388						15.0 RED OAK			
	BJKT		20403			442.4	279.9	2MT	To Farragut 25.6 To Griawold 18.4			
			20409			448.1	285.6	2MT	5.7 McPHERSON			
			20413			451.6	289.1		3.5 EMERSON			
	J		20418			456.9	294.4		5.3 HASTINGS			
		8,353	20423			461.7	299.2		4.8 MALVERN			
	X		20427			467.9	303.8	2MT	4.6 BALFOUR			
	X		20432			471.4	308.9		5.1 GLENWOOD			
	BJKRTXY		20436	A 10:35PM		475.2	312.5		3.6 JN PACIFIC JCT.		7:40AM	

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

GALESBURG DIVISION

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WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS	Line Segment	Mile Post Location	Distance From Galesburg	2nd Subdivn MAIN LINE STATIONS Office Calls		FIRST CLASS		EAST WARD
				347						348	346	
				NRPC Daily						NRPC Daily Ex. Sun	NRPC Sunday only	
	BIJKRTX		20126	8:32PM	11	162.4	0.0	GT	GALESBURG	As 7:35AM	As 8:50AM	
	JT		25004			166.2	3.8	2MT	WATERMAN			
		11,081	25010			172.3	9.9		ABINGDON			
		9,833	25020			182.8	20.3		AVON			
	IJ		25029			191.4	28.9	2MT	BS BUSHNELL			
		7,235	25040	s 9:12		202.3	39.8		MACOMB	s 6:55	s 8:10	
		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			
		6,890	25091	s 10:08		254.2	91.3		EWBANKS			
					14	259.1	95.9		24th STREET	s 6:06	s 7:21	
	JT		73801			261.3	98.5		QUINCY To Marblehead 8.2			
	BJKRTXZ	7,500	25101	A 10:30PM		263.4						
	JT		25104			136.9	100.9	QD	WEST QUINCY	6:00AM	7:15AM	
	JT		25107			134.1						
		7,352	25112			5.7	103.7		MARK			
		7,386	25121			7.1	105.1	2MT	NORTH RIVER			
		7,201	25130			14.5	112.6		PALMYRA			
		7,219	25139			23.7	121.6		ELY			
		7,181	25150			32.8	130.7		CARD			
		7,807	25161		15	41.7	139.5		LAKEHAN			
	R	7,073	25168			52.7	150.4		LENTNER			
		4,501	25173			62.9	160.6		ANABEL			
		6,116	25177			70.4	168.1	DE	MACON			
		3,620	25184			75.4	173.2		BEVIER			
		4,772	25192			78.9	176.7		CALLAO			
	BKRT		25202			86.0	183.8		NEW CAMBRIA			
	J	12,123	25204			93.9	191.7		BUCKLIN			
	A	7,206	25215			104.1	201.9	B	BROOKFIELD			
		7,206	25227			106.9	204.6		NEEDLES			
		7,224	25239		17	106.9	204.6		SUMNER			
		7,192	25250			118.1	215.8		HAMM			
		7,191	25263			130.2	227.9		AALBERG			
		7,084	25275			141.9	239.6		PERSONS			
						153.5	251.3		THIEHOFF			
						166.3	264.1		MAXWELL			
						177.7	275.5					
					18	216.2	291.5	2MT	BIRMINGHAM To Kearney 17.1	CTC		
						221.5	296.8		BLOCK 222			
	I					224.0	299.3		BLOCK 224			
	BJKPRT		25300			224.6	300.5	KD	NORTH KANSAS CITY			

BETWEEN MAXWELL AND BIRMINGHAM N&W RR RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

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

GALESBURG DIVISION

WEST WARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Burlington	3rd Subdivn MAIN LINE STATIONS Office Calls			EAST WARD
	BN	BURLINGTON	CTC							
		4.6								
	Y	3,089	26212		216.4	4.6				
		3,720	26210		213.9	6.7				
		4,047	26205		209.9	11.1				
	R	6,257	26203		207.7	12.6				
	BTY	4,127	26198		202.0	18.9				
		3,589	26191		195.6	25.3				
		7,900	26185		189.3	31.7				
			26180		185.5	35.5				
		3,549	26178		183.3	37.7				
	BJRY		26173		177.9	43.8				
			26168		172.6	49.0				
		8,056	26162		166.6	55.1				
		3,558	26157		161.5	60.2				
		4,041	26152		156.2	65.5				
		3,337	26146		150.1	71.5				
		8,517	26144		148.1	73.4				
BFJKR TXYZ	7,500	25101		136.9	80.6					
J		25104		134.1	83.4					
J	7,176	26132		131.5	85.1					
I				120.8	96.6					
BJRTY		26119		119.7	97.7					
Y		26116		116.6	100.8					
	4,072	26113		113.5	104.0					
	7,385	26104		104.3	113.1					
ABY	5,766	26094		94.1	123.2					
	6,205	26086		86.4	131.2					
	10,237	26068		68.2	149.1					
RT	8,336	26052		51.6	165.7					
	7,009	26044		44.4	172.9					
	7,334	26037		36.9	180.4					
J	10,243	26027		26.9	190.4					
JT	10,620	26020		20.4	196.9					
	8,924	26015		14.9	202.5					
J		26009		9.4	207.9					
BJKRT		26007		7.2	210.1					
IJ		26004		4.2	213.4					
							BN	BURLINGTON	CTC	
								4.6		
								KEMPER		
								2.1		
								SPRING GROVE		
								4.4		
								WEVER		
								1.5		
								SINCLAIR SWITCH		
								6.3		
							FM	FT. MADISON		
								6.4		
								VIELE		
								6.4		
								MONTROSE		
								3.8		
								GATEWAY		
								2.2		
								SANDUSKY		
								6.1		
							DO	KEOKUK		
								5.2		
								ALEXANDRIA		
								6.1		
								GREGORY		
								5.1		
								FENWAY		
								5.3		
								CANTON		
								6.0		
								LA GRANGE		
								1.9		
								GRIFFITH		
								7.2		
							QD	WEST QUINCY		
								2.8		
								MARK		
								1.7		
								FALK		
								11.5		
								N&W Xing		
								1.1		
							X	HANNIBAL		
								3.1		
								ILASCO		
								3.2		
								SAVERTON		
								9.1		
								ASHBURN		
								10.1		
							Z	LOUISIANA		
								8.0		
								DUNDEE		
								17.9		
								ELSBERRY		
								16.6		
							MO	OLD MONROE		
								7.2		
								GIBBS		
								7.5		
								SEEBURGER		
								10.0		
								MACHENS		
								6.5		
							W	WEST ALTON		
								To Alton 3.0		
								5.6		
								SPANISH LAKE		
								5.4		
								BADEN		
								2.2		
							YD	NORTH ST. LOUIS		
								3.3		
								NORTH MARKET		
								5.7		
										CTC

For Information Only MAIN LINE STATIONS Office Calls										EAST WARD
Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From St. Louis					
BETWEEN ALTON AND NORTH WOOD RIVER NW RULES, TIMETABLE AND SPECIAL INSTRUCTIONS 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.										
BETWEEN WR (GRANITE CITY) AND WILLOWS TRRA RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.										

GALESBURG DIVISION

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WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Bushnell	4th Subdivn MAIN LINE STATIONS Office Calls			EASTWARD
	JR		25029	12	160.4	0.0	2MT BS BUSHNELL	9.4	CTC	
		8,968	23008		151.3	9.4	ADAIR	10.7		
	JRTY	8,814	23019		140.6	20.1	VERMONT To Sunspot Mine	1.5		
		6,900	23027		129.0	28.3	STEWART	8.2		
		8,324	23037		119.3	38.0	GRIMES	9.7	CTC	
	BKRTY		23040		115.9	40.6	BT BEARDSTOWN	2.6		
		10,037	23046		110.2	47.2	HAGENER	6.6	CTC	
	J	7,353	23054		102.1	55.3	CONCORD To Whitehall	8.1		
	IJY	12,634	24010		10.1	65.7	JA JACKSONVILLE	10.4		
		6,715	24023		22.5	77.9	FRANKLIN	12.2		
		8,952	24035	13	35.4	90.2	LOWDER	12.3		
	JY		24040		42.1	95.1	V VIRDEN To Crown	4.9		
		7,426	24052		53.1	107.4	ATWATER	2-2.0		
	AY	8,170	24063		64.2	118.6	LITCHFIELD	12.3		
	JRT	11,234	24074		74.0	128.3	IG TOLAND To Lenox	11.2		
								9.7		
								11.1		
								32.0		

BETWEEN TOLAND AND LENOX MP RR RULES, TIMETABLE AND GENERAL ORDERS 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	13	85.1	139.4	AYERS	7.9
I	7,894	24092		93.2	147.3	BO SMITHBORO	11.0
	7,424	24103		104.5	158.3	KEYESPORT	10.7
IJ		24114		114.9	169.0	SC SHATTUC To Willows	52.9

BETWEEN SHATTUC AND WILLOWS C&O-B&O RR RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

BETWEEN WR (GRANITE CITY) AND WILLOWS TRRA RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Bushnell	4th Subdivn Cont. MAIN LINE STATIONS Office Calls			EASTWARD
	BIJKM RTXY		24120	13	121.0	176.4	SY CENTRALIA	0.9	CTC	
	JX				122.6	177.3	DT SOUTHERN RY. JCT.	6.1		
			24128		129.3	183.4	CRAVAT	7.3		
	AJXY	10,367	24135		136.6	190.7	WOODLAWN	8.0		
							WALTONVILLE To Orient	3-1.0		
	AJY	6,255	24143		144.6	198.7	To Orient	6-1.0		
							SR SESSER To Old Ben	21-3.0		
	RTY	23,443	24152		153.2	207.3	To Old Ben	26-3.0		
	Y		24155		156.3	210.4	MEYER To Old Ben	24-6.0		
	A	3,696	24160		161.6	215.7	CHRISTOPHER	4.5		
		9,432	24166	104	167.5	220.2	CAMBON	6.9		
			24172		173.0	227.1	HERRIN	14.3		
	IJ	7,340	24186		187.4	241.4	HU NEILSON	15.8		

BETWEEN NEILSON AND WEST VIENNA MP RR RULES, TIMETABLE AND GENERAL ORDERS GOVERN.

IJ	7,503	24202	13	202.8	257.2	WV WEST VIENNA	7.2
A		24209		209.9	264.4	FORMAN	11.5
BRY	6,719	24222		221.5	275.9	CT COOK	3.9
JTY	4,292	24224		225.9	278.8	BURLINGTON JCT. To Metropolis	1.0

BETWEEN BURLINGTON JCT. AND PADUCAH ICG RR RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

		24239	104	239.0	295.7	PADUCAH	
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WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Yates City	6th Subdivn BRANCH LINE STATIONS Office Calls			EASTWARD
	BJRTY		73232	111	46.9	0.0	CD YATES CITY	5.5		
			73053		52.4	5.5	FARMINGTON	6.0		
			73059		58.4	11.5	NORRIS	4.8		
	BUY		73063		63.2	16.3	CO CANTON	3.5		
							DUNFERMLINE To Buckhart Mine	2.5		
	Y		73067		66.7	19.8	To Duck Creek	4.7		
	Y		73069		68.4	21.5	ST. DAVID	1.7		
	Y		73077		77.0	30.1	LEWISTON	8.6		
			73088		87.4	40.5	IPAVA	10.4		
	JRTY		23019		94.3	47.4	VERMONT	6.9		

BN Radio Channel No. 1 in service on these Subdivisions.

GALESBURG DIVISION

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Needles	7th Subdivn BRANCH LINE STATIONS Office Calls		WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Albia	8th Subdivn BRANCH LINE STATIONS Office Calls		EAST WARD
	JY		25204		106.9	0.0	NEEDLES			JY		20265	81	0.0	0.0	A	ALBIA	CTC
			27010		116.5	9.6	MEADVILLE										3.4	
			27014		121.0	14.1	WHEELING											
	A		27023		129.7	22.9	HI CHILLICOTHE											
			27028		134.9	28.1	UTICA											
		5,537	27039	15	145.9	39.0	BRECKENRIDGE											
			27050		156.8	50.0	HAMILTON											
		6,296	27064		171.0	64.1	CAMERON											
		4,533	27071		177.6	70.8	OSBORN											
			27078		185.1	78.3	STEWARTSVILLE											
			27087		193.7	86.8	EASTON											
			27093		200.1	93.3	SAXTON											
	BJKRUY		28060		205.9	99.1	C ST. JOSEPH											

BETWEEN ALBIA AND N&W JCT. N&W RR RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.																		
	4,075	77504			3.4	4.1												SHEAHAN
		77509			9.1	9.4												LOVILIA
		77512			N&W 284.3	11.8												HAMILTON
		77514			N&W 286.9	14.3												BUSSEY
	14,187	77519			N&W 292.2	19.4												TRACY
		77525			24.9	26.2												DURHAM
		77528			28.1	28.4												FLAGLER
	4,309	77533			32.8	33.1												KNOXVILLE
	4,309	77543			42.9	43.2												PLEASANTVILLE
		77549			N&W 320.0	49.0												SWAN
	4,309	77553			N&W 324.3	53.4												RUNNELLS
		77563			N&W 335.2	63.5												McCOY
	IJ	77563			N&W 335.3	64.3												N&W JUNCTION
	BKRY	77569			64.4	68.5												JC DES MOINES

BN Radio Channel No. 1 in service on these Subdivisions.

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
864	Orient Mine No. 3

BALLAST PITS

Line Segment	
860	LaGrange
861	Ewing

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
12	Whitehall—Concord	72.7 to 102.1
82	Des Moines—West Des Moines	0.4 to 1.0
92	Red Oak—Griswold	0.2 to 18.4
93	Red Oak—Farragut	0.4 to 25.6
95	Creston—Cumberland	0.4 to 46.9
97	Graham Cutoff	164.6 to 168.4
100	Willows—St. Louis (via TR-RA)	0.0 to 12.0
109	Quincy—Marblehead	261.8 to 269.6
111	Wyoming—Elmwood	18.0 to 44.2
121	West Alton—Alton	0.6 to 3.3
1004	Metropolis—Paducah	0.0 to 13.9

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
1st Subdivision				3rd Subdivision			
20133 Cameron	3.2 miles west of Graham	10	Both	26130 South River	1.7 miles west of Falk	89	West
20152 Biggsville	5.7 miles west of Kirkwood	20	East	26125 Helton	5.8 miles west of Falk	33	Both
20161 Lone Tree	3.6 miles west of Gladstone	5	East	26092 Cosgrove	1.2 miles west of Louisiana	13	East
20180 Danville	6.4 miles west of Dayman	10	East	26084 Clarksville	2.3 miles west of Dundee	90	West
20202 Rome	7.0 miles west of Mt. Pleasant	10	East	26075 Annada	11.0 miles west of Dundee	16	East
20205 Lockridge	10.5 miles west of Mt. Pleasant	15	Both	26056 Winfield	12.1 miles west of Elsberry	9	East
20223 Bernhart	6.0 miles west of Fairfield	9	East	26033 Orchard Farm	3.4 miles west of Seeburger	19	Both
20235 Agency City	7.3 miles west of Batavia	80	Both	26018 Fort Bellefontaine	2.1 miles west of West Alton	94	Both
20249 Chillicothe	7.8 miles west of Ottumwa	8	East	26013 Larimore	1.7 miles west of Spanish Lake	4	East
20251 I.S.U. Generating Station	9.4 miles west of Ottumwa	160	West	26010 Prospect Hill	4.5 miles west of Spanish Lake	47	Both
20274 Tyrone	5.4 miles west of Halpin	7	West	4th Subdivision			
20304 Lucas	1.1 miles west of Shannon	22	West	23014 Table Grove	5.4 miles west of Adair	31	Both
20312 Woodburn	8.6 miles west of Shannon	18	West	23050 Arenzville	3.6 miles west of Hagener	27	East
20341 Talmage Jct.	3.8 miles west of Thayer	5	West	23058 Chapin	4.1 miles from Concord	45	Both
20360 Cromwell	5.7 miles west of Creston	5	East	23064 Riggston	9.3 miles from Concord	10	West
20396 Stanton	7.8 miles west of Villisca	50	West	23069 Winchester	14.3 miles from Concord	70	Both
77604 Snyder	4.3 miles west of Creston	10	West	23075 Alsey	20.3 miles from Concord	85	Both
77612 Orient	7.6 miles west of Snyder	15	Both	23084 Whitehall	29.4 miles from Concord	110	Both
77621 Greenfield	8.7 miles west of Orient	10	Both	24017 Pisgah	7.1 miles west of Jacksonville	14	Both
77628 Fontanelle	7.8 miles west of Greenfield	10	Both	24028 Waverly	6.2 miles west of Franklin	44	Both
77635 Bridgewater	6.5 miles west of Fontanelle	10	Both	24044 Girard	3.9 miles west of Virden	12	East
77641 Massena	5.7 miles west of Bridgewater	10	Both	24057 Barnett	4.8 miles west of Atwater	16	West
77647 Cumberland	5.9 miles west of Massena	10	Both	24097 Hookdale	5.1 miles west of Smithboro	17	West
78106 Coburg	6.6 miles east of Red Oak	20	Both	24215 Mermet	6.1 miles west of Foreman	3	West
78112 Essex	12.9 miles east of Red Oak	25	Both	24225 Metropolis	1.0 mile from Burlington Jct.	140	Both
78119 Shenandoah	18.8 miles east of Red Oak		Both	4th Subdivision Mine Spurs			
78125 Farragut	25.6 miles east of Red Oak	40	Both	74006 Old Ben Mine 24	6.0 miles from Meyer	Yard	Both
78207 Stennett	8.1 miles west of Red Oak	10	Both	79004 Old Ben Mine 21	3.0 miles from Sesser	Yard	Both
78212 Elliott	12.8 miles west of Red Oak		Both	79104 Old Ben Mine 26	3.0 miles from Sesser	117	Loop
78218 Griswold	18.4 miles west of Red Oak	21	Both	24144 Orient Mine 6	1.0 mile from Waltonville	120	Loop
			Both	24145 Orient Mine 3	1.0 mile from Waltonville	Yard	Both
				73501 Sun Spot	1.5 miles from Vermont	Yard	Both
					2 miles from Virden	105	Loop
2nd Subdivision				5th Subdivision			
25005 Saluda	1.4 miles west of Waterman	6	East	73234 Douglas	3.6 miles west of Yates City	16	Both
25023 Prairie City	2.7 miles west of Avon	8	East	73236 Maquon	7.6 miles west of Yates City	12	Both
25033 Bardolph	4.5 miles west of Bushnell	25	Both	73038 Brimfield	6.6 miles from Elmwood	36	Both
25049 Tennessee	2.4 miles west of Colchester	22	West	73031 Monica	13.2 miles from Elmwood	18	Both
25055 Colmar	8.2 miles west of Colchester	18	Both	73027 Duncan	18.2 miles from Elmwood	21	Both
25059 Plymouth	12.5 miles west of Colchester	20	Both	73021 Wyoming	23.9 miles from Elmwood	23	Both
25070 La Prairie	6.4 miles west of Augusta	5	West	6th Subdivision			
25083 Coatsburg	5.0 miles west of Camp Point	26	East	73049 So. Liverpool	8.8 miles from Lewistown	Yard	Both
25085 Paloma	7.3 miles west of Camp Point	25	Both	73066 Gorman	3.0 miles west of Canton	52	Both
73808 Marblehead	8.2 miles from Quincy			7th Subdivision			
25128 Monroe City	6.1 miles west of Ely			27002 Laclede	2.2 miles west of Needles		
25135 Hunnewell	4.0 miles west of Summer	31	Both	27045 Nettleton	5.6 miles west of Breckenridge	62	Both
25144 Shelbina	4.9 miles west of Lakenan			27056 Kidder	5.4 miles west of Hamilton	16	East
25157 Clarence	6.3 miles west of Lentner			27098 South Park	0.8 miles east of St. Joseph		
25221 Hale	6.4 miles west of Summer	31	Both	8th Subdivision			
25293 Randolph	2.6 miles west of Birmingham	78	Both	77523 Harvey	3.7 miles west of Tracy	12	West
76406 Liberty	5.7 miles west of Birmingham			77537 Donnelly	4.0 miles west of Knoxville	24	Both
76416 Kearney	17.1 miles west of Birmingham						

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* 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.

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—

Loaded unit ore, ballast, and potash trains 40 MPH.
Loaded unit coal and grain trains 45 MPH.
Empty unit coal trains 50 MPH.
Engines running light or with caboose only 50 MPH.

All trains and engines through turnouts, except as specified under Individual Subdivision Special Instructions or where fixed signals indicate otherwise 12 MPH.

When temperatures are below zero degrees fahrenheit the following speed restrictions apply:

	Psgr. Trains	Frt. Trains
Zero degrees to 10 below zero	65 MPH.	50 MPH.
11 degrees below zero and colder	60 MPH.	45 MPH.

	Main Line	Branch Line
Equipment		
Ore cars	45 MPH.	20 MPH.
Scale test cars EXCEPT WUTX 3, 4, 5, BN 979019, 979020, 979021, 979022, 979023 and FWD S780	35 MPH.	20 MPH.
Air dump cars (loaded)	35 MPH.	20 MPH.
Wedge plow or dozer (dead in tow) ...	35 MPH.	20 MPH.
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader	30 MPH.	15 MPH.
Log cars not equipped with permanent steel side stakes	30 MPH.	15 MPH.
Ribbon rail cars (loaded)	35 MPH.	25 MPH.

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 unit 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—

Train Operations:

The number of locomotives in a train, regardless of placement, must not exceed 12 not including helpers.

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.

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 consist.

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:

1-592, 1000-1004, 1559-1608, 1610, 1612-1617, 1619, 1621-1623, 1670-1673, 1833-1839, 1955-1962, 1964-1980, 6000-6059, 6070-6089, 6100-6206, 6215-6237.

Light Consist or Caboose Hop Operations:

The number of locomotives in a light consist or caboose hop must not exceed 16.

The number of powered axles must not exceed 36.

All locomotives equipped with air and electrical multiple unit (MU) connections, whether powered, isolated or dead must be coupled together and connected for MU operation.

The number of locomotives not in MU operation 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 equipped with alignment control couplers may be placed anywhere in a light consist or caboose hop.

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 units, not equipped with alignment control couplers, are equipped with bolster stops:

1559-1608, 1610, 1612-1617, 1619, 1621-1623, 1670-1673, 1833-1839, 1968-1980, 1990-1997

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.

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 ft. 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 unit 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 523000-523399
 BN 524000-525299 (CBQ 160200-161499)
 BN 540000-540210 (CBQ 163000-163209)

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 Weights

This chart is to be used in conjunction with any weight restrictions in items 1 or 2, Individual Subdivisions.

Group	Types	Locomotive Numbers	Weight (000)
A	SW-1	70, 80-97.	198-200
B	SW-1 GP-5 GP-7 GP-9 GP-18	102. 1350-1365. 1559, 1560, 1566, 1569, 1572, 1575, 1582, 1586, 1588, 1592, 1596, 1597, 1603, 1606, 1610, 1612, 1614, 1619, 1621, 1623, 1670, 1671, 1673. 600-604*, 1723-1760, 1808-1830, 1885, 1887-1889, 1891, 1902-1958, 1960-1964, 1966-1969, 1971, 1972, 1979, 1980. 1991-1997.	216-260
C	SW-900 SW-12 SW-7 SW-9 SW-10 NW-2	100. 106, 162-166, 170-259. 75-79, 108-134, 137-142. 146-161, 167-169, 260-269. 375-394, 427-449, 574-585. 400-406, 414-424, 488-498, 519-573, 588-592.	232-251
D	NW-12 SW-7 NW-2 MP-15 GP-7 GP-9	1, 5, 14, 19. 107, 136, 143-145. 456-478, 500-515. 1000-1004. 1531-1547, 1564, 1567, 1568, 1571, 1574, 1578, 1579, 1584, 1585, 1589, 1594, 1598-1602, 1604, 1605, 1608, 1611, 1613, 1617, 1622, 1638-1640. 1702-1722, 1761-1807, 1831-1883, 1886, 1892-1901, 1959, 1965, 1970, 1973-1978.	243-262

Group	Types	Locomotive Numbers	Weight (000)
D	GP-10 GP-20	1400-1422, 1426, 1436, 1438. 2001-2071.	243-262
E	SW-1500 SW-15 GP-15-1 GP-30 GP-35 GP-38 GP-38-2 GP-39-2 GP-40 GP-40-2 GP-50 U-28B U-30B B-30-7 B-30-7A F-40PH	20-65. 300-324. 1375-1399. 2200-2254. 2510-2545, 2550-2582. 2072-2077, 2110-2138, 2600.* 2078-2109, 2150-2154, 2255-2369, 2601. 2700-2739. 3000-3039. 3040-3064. 3100-3109. 5450-5459. 5470-5484, 5770-5799. 5485-5492. 4000-4052.* Amtrak 200-390.	255-276
F	SD-7	6048-6059.	297-298
G	SD-7 SD-9	6023-6047, 6070-6089. 6127-6206, 6216-6237.	316-326
H	SD-7 SD-9 E-9	6000-6022. 6100-6126. 9900-9925.	330-347
I	C-30-7 U-23C U-30C U-30CIB U-33C SD-38-2 SD-40 SD-40-2 SD-45 F-45	5000-5141, 5500-5599. 5200-5208. 5300-5394, 5396-5399, 5800-5944. 4500.* 5700-5765. 6260-6263. 6300-6324, 6335-6347, 6394-6399, 7600.* 6325-6334, 6348-6385, 6700-7499, 7500*, 7501-7599, 7601-8181. 6400-6599, 6650-6696. 6600-6645.	369-423

* Denotes cabless unit.

4. Restrictions on Placing Cars in Trains—

Following equipment, loaded or empty, must be on rear of trains, except in work trains or when otherwise provided by authority of Chief Dispatcher:

Outfit cars
 Scale test cars (next ahead of caboose) EXCEPT WUTX 3, 4, 5, BN 979019, 979020, 979021, 979022, 979023 and FWD S780.
 Pile drivers
 Locomotive cranes
 Rotary snowplows, wedge plows, dozers
 Jordan spreaders
 Empty ribbon rail cars
 Rear end only cars.

Handling 80 Foot 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 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 foot or longer loaded cars must be regarded the same as an 80 foot 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 foot and longer, except caboose, are not restricted by this provision; however, any helper locomotive at rear of train must be cut in ahead of caboose on such trains.

5. Bridge, Engine and Heavy Car Restrictions—

Unless otherwise provided in Individual Subdivision Special Instructions Item 2, cars heavier than the following are not permitted without authority of Superintendent.

- 177,000 lbs., minimum length 35 ft.
- 220,000 lbs., minimum length 38 ft.
- 263,000 lbs., minimum length 44 ft.
- 315,000 lbs., minimum length 52 ft.
- 140,000 lbs., minimum length 24 ft. (ore cars only).
- 210,000 lbs., minimum length 35 ft. (ore cars only).

6. Repeater Relay Air Car Operation—

When repeater relay air car is to be operated in train, it must be placed approximately in the middle of the train.

7. Dimensional and Special Shipment Restrictions—

- All employees involved in handling dimensional or special shipments must be familiar with and be governed by these instructions.
- Any dimensional and/or oversize car or special shipment must be accompanied by a movement authorization message issued by BN Clearance Bureau.
- 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 900.
- 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.
- Train dispatcher must issue appropriate train order or message when dimensional shipment restricts opposing train and confirm message received.
- 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.
- 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
ALPHA	LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE Handle cautiously through yards enroute. 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.

CODE	RESTRICTION APPLICABLE
BRAVO	When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 11 ft. 6 in. wide loads. LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE Handle cautiously through yards enroute. 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. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 12 ft. wide loads.
CHARLIE	LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE Handle cautiously through yards enroute. 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. Observe track center restrictions for 12 ft. 4 in. wide loads.
DELTA	LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE Handle cautiously through yards enroute. 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. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 12 ft. 8 in. wide loads.
ECHO	LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE Handle cautiously through yards enroute. 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. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 13 ft. wide loads.
FOXTROT	LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE Handle cautiously through yards enroute. 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. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 13 ft. 4 in. wide loads.
GOLF	LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE Handle cautiously through yards enroute. 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. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 13 ft. 8 in. wide loads.
HOTEL	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.

CODE	RESTRICTION APPLICABLE
INDIA	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.
JULIET	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.
KILOGRAM	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.
LIMA	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.
MIKE	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.
NOVEMBER	When passing other loads carrying NOVEMBER restriction, do not pass on <i>curved part</i> of adjacent tracks.
OSCAR	Do not pass loads wider than _____ on adjacent parallel tracks.
PAPA	Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.
QUEBEC	Handle at reduced speed. Watch for close side or overhead clearance to bridge or structure.
ROMEO	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.
SANDWICH	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.
TANGO	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.

CODE	RESTRICTION APPLICABLE
UNIFORM	Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.
VICTOR	This shipment must not be detoured or rerouted without further clearances.
WHISKEY	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. Train Inspection and Failed Equipment Detector Instructions—

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

Conductors of freight trains will determine when train is required to reduce speed or stop to afford proper inspection when:

- Conditions restrict visibility to the point that proper running inspection cannot be made.
- Notified that a failed equipment detector is out of service.
- Failed equipment detector may be ineffective account blowing snow.

Inspection intervals must not exceed 35 miles which includes those made by crew or employees on the ground.

Crews will inspect train in advance of inoperative failed equipment detector which protects bridge, tunnel or other structure.

The location of failed equipment detectors which protect bridges, tunnels or other structures is shown under Individual Subdivision Special Instructions.

When notified a failed equipment detector is out of service, the requirements of operating rules or instructions will be suspended for the defective equipment indicator associated with such failed equipment detector.

Whenever a car is set out for a hot bearing discovered within 25 miles of an in-service failed equipment detector, the conductor will make a wire report to the superintendent and chief dispatcher indicating date, train and location of failed equipment detector which failed to detect the hot bearing, with a copy of the wire to AVP Engineering, St. Paul. Train dispatchers will arrange inspection of the detector by the signal maintainer in all such instances and notify the communication and signal supervisors and the superintendent of signals.

Failed Equipment Wayside Display—

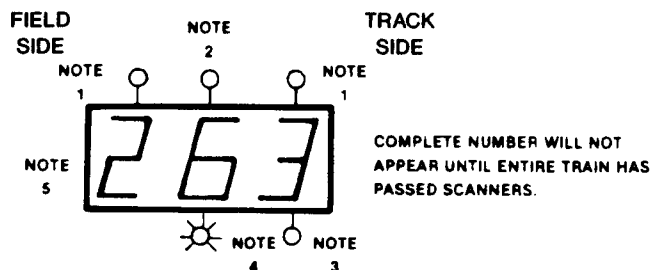
This device must be observed by the crew on rear of train, and they must be governed by the information shown immediately after the rear of the train has passed.

Enginemen must alert crew members on rear of train when approaching detector site.

Train must not move beyond failed equipment sign until authorization to proceed is received from rear of train.

When failed equipment is indicated engine crew must be notified to stop train for inspection. Advise train dispatcher reason for delay by first available means of communication.

FAILED EQUIPMENT DISPLAY AS VIEWED FROM PASSING TRAIN



Note 1—Hot bearing indicator light. When illuminated hot bearing detected. The hot bearing is located on right side of train when right light is illuminated, and on left side when left light is illuminated.

Note 2—Multiple hot bearing or dragging equipment indicator light. When illuminated inspect train for more than one hot bearing or dragging equipment.

Note 3—Dragging equipment indicator light. When illuminated dragging equipment has been detected.

Note 4—Flashing train inspection light. When flashing, train is being checked for hot bearing and dragging equipment. After rear of train has passed, if train inspection light is not flashing while numbers are displayed, stop and inspect train.

Note 5—Journal number display panel. Number shown is axle count from rear of train to first hot bearing or dragging equipment detected. When making inspection, check at least eight (8) axles both directions from indicated number.

All journals on the train must be inspected whenever hot bearing indicator light, dragging equipment indicator light, multiple hot bearing or dragging equipment indicator light is illuminated and there is no count shown on failed equipment display panel or when digital readout displays false indication such as numbers totaling more than train axle count.

Failed Equipment Radio Reporter—

Failed equipment detectors at locations shown under Individual Subdivision Special Instructions convey information to train and engine crews by Burlington Northern radio.

Each radio message from these devices will contain the site identification such as: "Burlington Northern (Town, State)".

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

This type of device must be monitored by train and engine crew and they must be governed by the information conveyed immediately after the train has passed.

Detector Status Message	Train Crew Response
" . . . No defects"	Proceed
" . . . Integrity failure"	Stop train for inspection
" . . . First hot box right side XXX"	Stop train for inspection near indicated axle
" . . . First dragging equipment near axle XXX"	Stop train for inspection near indicated axle
" . . . First hot wheel near axle XXX"	Stop train for inspection near indicated axle
" . . . (No detector status message)"	Stop train for inspection*

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"

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

XXX is the axle count from the rear of the train to the defect indicated. When making inspection check at least eight (8) axles both directions from indicated number.

*When incomplete message or no message is received stop train for inspection.

Train must not move beyond failed equipment sign unless a proceed message is received from the detector site or until inspection is completed.

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

Failed Equipment Alarm Indicator—

Alarm Indicator Assembly employing radio for defect location.

This device must be observed by the crew on the rear of the train and they must be governed by the information shown immediately after the rear of the train has passed.

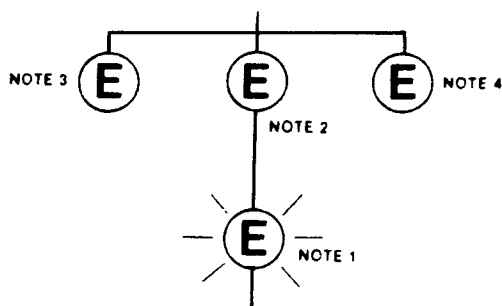
Enginemen must alert crew members on rear of train when approaching detector site.

Train must not move beyond failed equipment sign until authorization to proceed is received from rear of train.

When failed equipment is indicated, engine crew must be notified to stop train for inspection. A walking inspection must be made of both sides of entire train and also a walking inspection must be made if there is evidence of dragging equipment. Advise train dispatcher reason for delay by first available means of communication.

Rules 501S and 501T are in effect.

ALARM INDICATOR ASSEMBLY



Note 1—Failed equipment indicator light. When illuminated continuously or when not illuminated, stop train and inspect for hot bearing or dragging equipment. When flashing, no defect has been detected.

Note 2—Dragging equipment indicator light. When illuminated, stop train and inspect for dragging equipment.

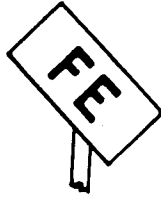
Note 3—Left hot bearing indicator light. When illuminated, defect is on left side of train.

Note 4—Right hot bearing indicator light. When illuminated, defect is on right side of train.

A radio tone while passing through the detector indicates defective equipment has been detected. Crew member hearing a continuous radio tone should immediately start to count telephone poles or signs from point of detection to determine location of defect in train.

An intermittent radio tone immediately after train has passed detector site indicates no defects were detected. Whenever this intermittent radio tone is not present stop train and inspect for failed equipment.

FAILED EQUIPMENT SIGN—



Failed equipment (FE) signs are located 13,500 feet beyond the failed equipment detector site.

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 the requirement to move as required in Rule 93.

10. Spring Switches—

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.

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.

11. 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.

12. Rules Changes and Modifications—

Consolidated Code of Operating Rules 200 and 83(B) and other rules pertaining to signature on train orders and clearances are modified to permit them to be issued over the signature of the train dispatcher.

The first paragraph of Consolidated Code Rule 271(A) is changed to read as follows:

271(A). Track and time limits per Rule 271 may be issued to Maintenance of Way employees or equipment only when they are to work in the same or overlapping limits with train(s) or engine(s) which must also be authorized by track and time limits.

Consolidated Code of Operating Rule 718 and BN Safety Rule 592 are modified 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.

BN Safety Rule 597 is 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.

Maintenance of Way Rule 83 is changed to read:

Transporting heavy material such as ties, rails and frogs on track motor cars is prohibited.

13. Air Brake and Train Handling Rules—

BN Air Brake and Train Handling Rules, Form 15338, are in effect. Employees whose duties are in any way affected by these rules must have a current copy of this book available while on duty.

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 in or on caboose ahead of helper consist.

16. Clearance Provisions and Exceptions Rule 83(B)—

At intermediate locations in CTC territory, Rule 83(B) will not apply when so authorized by train dispatcher.

17. Hazardous Materials—

Employees governed by the Consolidated Code of Operating Rules must have BN Form 15907 3/82, Instructions For Handling Hazardous Materials, in their possession while on duty and must be conversant with and obey instructions contained therein.

All loaded tank cars placarded "flammable gas", "non-flammable gas" or "chlorine" and all tank carloads of compressed gasses bearing Canadian placards must not be cut off while in motion and no car moving under its own momentum shall be allowed to strike these cars nor shall such cars be coupled to with more force than is necessary to complete the coupling. Employees must be informed of the presence of these cars and instructed to handle them in accordance with the above requirements.

18. Train location line-up will not be required when CTC track permit or Rule 271-271(A) authority has been obtained.**19. In the State of Illinois, traffic cannot be obstructed at crossings in excess of 10 minutes for each train, car, or locomotive, whether moving or stopped.**

CHICAGO DIVISION

(Chicago to Aurora)

FIRST 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 unit trains					40 MPH.			
Except as indicated below:								
	Track 1		Track 2		Track 3		Track 4	
	P	F	P	F	P	F	P	F
Roosevelt Road—MP 1.4	25	10	25	10				
MP 1.4 - MP 3.0							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 3.0 - MP 6.3							25	25
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 37.5 - MP 37.8	35	25	25	25	35	25		
West Eola to Eola on running track MP 33.3 to MP 35.3					10 MPH.		10 MPH.	
					Passenger		Freight	
Union Avenue interlocking (MP 1.4) crossovers:								
Tracks 1 to 2 eastward; Tracks 2 to 1 westward, west of Canal Street . .					15 MPH.		15 MPH.	
Tracks 1 to 2 westward; Tracks 2 to 1 eastward, east of Union Avenue .					25 MPH.		20 MPH.	
Tracks 1 to 2 westward; Tracks 2 to 1 eastward, Union Avenue					25 MPH.		20 MPH.	
Tracks 2 to 3 westward, and 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 and on north wye Union Avenue					10 MPH.		10 MPH.	
Kedzie Avenue MP 4.8 crossovers:								
Tracks 1 to 2 westward; Tracks 2 to 3 westward; Tracks 2 to 1 eastward; Tracks 3 to 2 eastward					30 MPH.		30 MPH.	
Tracks 3 to 4 westward; Tracks 4 to 3 eastward					25 MPH.		25 MPH.	
Tracks 2 to 3 eastward; Tracks 2 to 1 westward					15 MPH.		15 MPH.	
MP 6.3 - MP 8.9 crossovers:								
Tracks 1 to 2; Tracks 2 to 1; Tracks 2 to 3; Tracks 3 to 2					35 MPH.		35 MPH.	
Tracks 3 to 4					25 MPH.		25 MPH.	
MP 9.2 crossovers:								
Tracks 1 to 2 eastward; Tracks 2 to 1 westward; Tracks 2 to 3 eastward; Tracks 3 to 2 westward					30 MPH.		30 MPH.	
Congress Park; Highlands; West Hinsdale; Fairview Avenue; Downers Grove; Lisle and Naperville: All crossovers								
Eola and West Eola: All crossovers					35 MPH.		35 MPH.	
					30 MPH.		30 MPH.	

Aurora interlocking crossovers:

Tracks 1 to 2; Tracks 2 to 1; Tracks 2 to 3; Tracks 3 to 2, Clark Street	30 MPH.	15 MPH.
Tracks 3 to 2, Hurds Island	40 MPH.	25 MPH.

Loaded ore cars

MP 35.1 - MP 37.5	25 MPH.
MP 37.5 - MP 38.1	15 MPH.

Westward movements over Ridgeland Avenue MP 9.03 from yard LaVergne until engine or leading car has reached crossing

15 MPH.

Road units going From Clyde roundhouse to Cicero Departure Yard on No. 1 lead to No. 2 lead

10 MPH.

Movement over approaches and bridge 3.99-A just east of Rockwell Street (Rockwell Street—west lumber connection bridge)

12 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:

Main tracks 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 3.0:

Main tracks 1 and 2	17 feet, 10 inches high
Main tracks 3 and 4	19 feet, 6 inches high

BRC overcrossing Bridge 6.7:

Main tracks 1, 2, and 3 including crossover ..	17 feet, 1 inch high
Main track 4	19 feet, 10 inches high
Yard track 5	19 feet, 9 inches high

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

Between Aurora and West Chicago 250 ton wrecking derrick and bridge derrick 975501 not permitted.

3. Train Register Exceptions—

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

4. Clearance Provisions and Exceptions Rule 83(B)—

Clearance received at Aurora by Conductor and Engineer Trains Nos. 200, 202, 204, 206, 208, 212 and 256 continues in effect for Trains Nos. 201, 203, 291, 295, 297, 299 and 245, then, 230, 234, 238, 240, 244 and 246.

Clearance received at Chicago Union Station by Conductor and Engineer Train Nos. 205, 219, 221, 233 and 235 remain in effect for Train Nos. 248, 292, 294, 296, 298, then, 251, 253, and 255.

Aurora—Rule 83(B) does not apply except to trains originating. Trains originating at Aurora and Eola may receive clearance at either location. Permission to operate Eola to Aurora must be obtained from train dispatcher.

Rule 93—In effect Aurora to West Chicago.

Trains destined to Second and Third Subdivisions, in addition to receiving clearance for movement on First Subdivision, must also receive a clearance for movement to Second and/or Third Subdivision identified with a notation in the upper-left-hand corner as follows: Aurora-Galesburg or Aurora-Savanna.

Farnsworth Avenue Aurora—

Flashing train order signal between Aurora lead and track 1 in service 6:00 a.m. to 7:30 a.m. daily except Saturday, Sunday and holidays governs eastward suburban trains originating Hill Yard. When train order signal displays aspect per Rule 222(F), suburban trains must receive clearance at Eola yard office. Rule 83(B) does not apply when train order signal displays aspect per Rule 222(H).

5. **Rule 99**—When flagging is required, distance will be 1.5 miles.
6. In Chicago, cars or engines must not be allowed to block any street longer than 5 minutes. Engineers must not sound whistle except in case of emergency.

All movements on wye tracks connecting with Amtrak trackage at Canal Street connection will stop in clear of Amtrak trackage and proceed on hand signal only from switchtender.

7. Between Roosevelt Road—MP 0.8 and Union Avenue interlocking, MP 1.4, there are two main tracks, on which movement of trains in either direction will be governed by signal indication.

Main tracks on the 1st Subdivision will be numbered consecutively from the north beginning with No. 1.

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

Automatic Block System Rules in effect between MP 0.8 (Roosevelt Road) and east limits of Union Ave. interlocking MP 1.4.

Centralized Traffic Control in effect on yard track 5 from MP 6.6 to MP 6.9; and on yard track 6 from MP 6.8 to MP 6.9.

9. **Automatic Cab Signals**—These rules apply to only suburban trains equipped with automatic cab signals when operating in Automatic Cab Signal territory between Chicago and Aurora.

- (1) Automatic Cab Signal territory will be designated by time table or bulletin amending time table. Cab signals must be cut in before entering and cut out after leaving Automatic Cab Signal territory.

- (2) Cab signal indications do not supercede fixed signal indications except when cab signal changes to a more restrictive or a more favorable indication at a point other than a fixed signal location.

When cab signal changes from a restrictive indication to a more favorable indication, at a point other than a fixed signal location, speed must not be increased until train has run its length.

When the cab signal changes to a more restrictive indication, at a point other than a fixed signal location, engineers must immediately comply with the indication displayed.

- (3) Should cab signal and fixed signal indications conflict, the more restrictive indication will govern. Such occurrence must be reported to superintendent.

The cab signal may be cut out under the following conditions: after passing through not less than two consecutive blocks where there is a conflict between the cab signal and fixed signal indications, the cab signal may be cut out and the train may proceed in accordance with the indications of the fixed signals, but at a speed not to exceed 40 MPH after which a report must be made to the train dispatcher by the first available means of communication. *After communicating with the train dispatcher, train may proceed not exceeding "Maximum Speeds Permitted Passenger Train", governed by the indications of the fixed signals.* After waiting one minute at stop and proceed signal, it may be regarded that there has been a failure of wayside signal and train may proceed at restricted speed until a more favorable signal indication is encountered.

- (4) When operating in Automatic Cab Signal territory with cab signal cut out, members of crew on the engine must be so advised and additional precautions must be taken as conditions may require.
- (5) Cab signals must be cut out in the trailing cab of locomotives, on engines running backward, or on other than the leading unit when more than one unit in consist.

10. Between Roosevelt Road and Union Avenue interlocking if stop signal does not clear, trains may proceed on authority of operator at Union Avenue interlocking, complying with Rule 509.

11. Between Laverne and Naperville, inclusive, 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.

Road crossings between Chicago and Aurora, must not be blocked except in emergency. When unavoidable blocking of these crossings occur due to accidents of equipment failure, train and enginemen must advise train dispatcher their exact location, cause of train stopping, and take immediate action to remedy cause of failure so train can be moved. Call for assistance when necessary to make repairs. Train dispatcher must be kept informed of your progress so police and complaint calls can be answered. If train cannot move promptly arrange to flag traffic over crossings not blocked on which gates are down.

12. On First Subdivision, placement of track flags with slow orders is not required. Slow orders will specify that track flags not displayed.

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

14. 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 track 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 tracks 2 and 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 track 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 tracks 1, 2, and 3 must move beyond highway circuit sign located 150 feet east of Main Street, before making westward movement.

Westward movements on track 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 track 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.

15. 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 west bound on track No. 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 west bound 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.

16. Between Harrison Ave. interlocking and Union Ave. interlocking limits no train or engine movements may be permitted to follow an I.C.G. Amtrak train, nor may an I.C.G. Amtrak train follow another movement out until the preceding movement is clear of Union Ave. interlocking westward or Harrison Ave. interlocking eastward.

17. **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.

18. **Cicero Yard**—Member of crew must protect movement over following crossings:

- 1) Ogden Avenue ramp entrances at Cicero Avenue and at Eastbound.
- 2) No. 1 lead at Clyde Yard Office.

19. **Aurora**—Member of crew must protect movement over Pierce Street, Hanks, and Aurora Avenues.

20. **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.

21. **The following Failed Equipment Detectors protect bridges, tunnels or other structures—**

Riverside—Westward MP 10.5 tracks 1 and 2.

Other Failed Equipment Detector Locations—None.

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 track 2 and advance track

30 MPH. 30 MPH.

Zearing: Through turnouts of eastward sidings

35 MPH. 30 MPH.

Buda: Through crossovers between main tracks

35 MPH. 30 MPH.

Bishop: Through turnout track 3 to track 2

35 MPH. 30 MPH.

Loaded ore cars between Mendota and Aurora: MP 83.0 to MP 82.0

30 MPH.

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

Locomotives heavier than Group D except GP 7's, GP 9's, and GP 10's not permitted on the following tracks:

Aurora Waste unload
Industry
C. E. Refractories
Richards Wilcox Co. tracks

Montgomery . . . Natural Guano Co.

Plano House track
Runaround track
Crossover between runaround and house tracks

Sandwich New Idea Plant
Foundry track—300 feet beyond clearance point

Earlville Frey Products Co.

Mendota J. D. Towers Co.
House track

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

4. **Clearance Provisions and Exceptions Rule 83(B)—**

Galesburg—Clearance received for Second Subdivision clears train at Aurora on First Subdivision.

Aurora—Rule 83(B) does not apply except to trains originating.

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

6. **Mendota**—Interlocking rules govern between absolute signals of ICG crossing MP 82.9 tracks one and two and between absolute signals governing movements from south yard lead to BN track 2 and south yard lead to ICG connection lead. Signals and dual control switches are controlled by train dispatcher at Cicero, Illinois. ICG Rule 608(2) in effect for trains operating through interlocking on ICG tracks.

7. **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.

8. **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.

Westward trains performing switching at Galva must leave their train east of Hwy. circuit sign.

ATSF 36000 series highroof box cars 17 feet high, 89 feet long, or other similar box cars, must not be placed on track No. 23 serving the old Lily Tulip Plant.

CHICAGO DIVISION

(Aurora to Galesburg)

SECOND SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Aurora and Galesburg	79 MPH.	50 MPH.
Loaded unit trains		40 MPH.

Except as indicated below:

MP 157.7-MP 161.7 track 3	45 MPH.	30 MPH.
MP 161.7-MP 162.4 track 1 westward	30 MPH.	30 MPH.
MP 162.4-MP 161.7 track 2 eastward	30 MPH.	30 MPH.
MP 161.7-MP 162.1 track 3	25 MPH.	20 MPH.
MP 162.1-MP 161.7 track 1 eastward	30 MPH.	10 MPH.
MP 161.7-MP 162.1 track 2 westward	30 MPH.	30 MPH.
MP 162.1-MP 162.4 track 1 eastward, track 2 westward, and track 3	15 MPH.	10 MPH.

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.

7. Main tracks on Third Subdivision will be numbered consecutively from the north beginning with No. 1.
8. **Rochelle**—Signals governing movements over C&NW crossing also govern the block. Rule 269 must be complied with in addition to interlocking rules.
9. **Manual Interlocking not Indicated at Station—**
C&NW crossing 2.8 miles west of Waterman.
10. **Savanna**—Movement of trains against current of traffic between end CTC track MP 143.2 and crossover MP 146.0 will be made by authority and under protection of train dispatcher.
11. **The following Failed Equipment Detectors protect bridges, tunnels or other structures—**
Sugar Grove—Eastward—MP 43.3
Other Failed Equipment Detector Locations—
MP 71.3—Lee—Eastward and westward movements.
MP 110.8—Stratford—Eastward and westward movements.

CHICAGO DIVISION

(Savanna to St. Croix Tower)

FOURTH SUBDIVISION

1. Speed Restrictions—

Zone—Between Maximum Speeds Permitted

Savanna and St. Croix Tower	50 MPH.
Loaded Unit Trains	40 MPH.
Loaded and Empty Unit Ore Trains	30 MPH.
Against the current of traffic on double track	49 MPH.
Loaded Unit 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 located at:	
MP 294.7 and at MP 303.1	35 MPH.
Through turnouts of controlled sidings	20 MPH.
Unit coal, ore, potash, and ballast trains through sidings	10 MPH.
Loaded unit coal trains on eastward and westward track	
between MP 185.5-MP 189.0	25 MPH.
When handling loaded and empty ore cars in other than	
unit train	45 MPH.
MP 171.5-MP 186.7	30 MPH.
MP 227.1-MP 228.1	30 MPH.
Bridge-235.66	25 MPH.
MP 235.0-MP 239.2	30 MPH.
MP 364.5-MP 386.0	30 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 heavier than Group D, except GP 7's, 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
Group F, G, H - 1 unit
Group E and I not permitted

Cars heavier than Item 5c not permitted. Cars heavier than 210,000 lbs. must be separated by one or more empty cars.

Bridge derrick 975501 and 250-ton wrecking derrick not permitted.

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

When handling bridge derrick 975501 or 250-ton wrecking derrick over Dubuque bridge it must be separated by at least eight cars from engine and must not exceed 10 MPH.

3. Train Register Exceptions—

St. Croix Tower—Trains will register by register ticket.

4. Clearance Provisions and Exceptions Rule 83(B)—

North LaCrosse—Trains must receive clearance.

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

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

6. Between Savanna and Whitton—When eastward signal at MP 146.4 displays Stop indication, member of the crew will communicate immediately with operator. If signal cannot be cleared, Rule 509 will govern.

7. 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.

8. Prairie du Chien—Street crossings must not be blocked by westward trains when stopped by Hot Bearing and Dragging Equipment Detector at MP 236.4. Train should be stopped for inspection before blocking Parrish Street MP 238.3.

9. Between Winona and East Winona—Rule 93 in effect.

Draw span over Mississippi River bridge protected by "Automatic Stop Signals" located on either side of bridge. Engines stopped at absolute signal Rule (501L) 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 reduced speed, on yellow signal from bridge tender, per Rule 8(c). This does not relieve requirements of flagging when signal displays stop Rule (501L). NOTE—"End of Block" sign installed opposite the opposing absolute signals.

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 at reduced speed where approach signals are not provided for such movements.

11. Savanna—Movement of trains against current of traffic between end CTC MP 143.2 and crossover MP 146.0 will be made by authority and under protection of train dispatcher.

12. The following Failed Equipment Detectors protect bridges, tunnels or other structures—None.

Other Failed Equipment Detector Locations—

MP 169.1—Galena—Eastward and westward movements on both tracks.

MP 193.3—Potosi—Eastward and westward movements on both tracks.
 MP 236.5—Crawford—Eastward and westward movements.
 MP 269.9—DeSoto—Eastward and westward movements on both tracks.
 MP 327.5—Winona Jct.—Eastward and westward movements.
 MP 362.5—Trevino—Eastward and westward movements.
 MP 392.5—Hager—Eastward or westward movements with the current of traffic.

CHICAGO DIVISION

(Galesburg to Plum River)

FIFTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Galesburg and Plum River	50 MPH.
Loaded unit trains	40 MPH.
Loaded and empty unit ore trains	30 MPH.
Through turnouts, East and West end Alpha and Bouhan	35 MPH.
Through turnouts, east and west end Warner and Barstow	30 MPH.
Through crossover MP 96.7 (Plum River)	30 MPH.
Unit coal, ore, potash, ballast trains through sidings	10 MPH.
Trains handling bridge or wrecking derricks	25 MPH.
Galesburg to Denrock—Trains handling loaded and empty ore cars in other than unit train	30 MPH.
Except as Follows:	
MP 48.4 and MP 47.8; MP 68.0 and MP 68.3	15 MPH.
MP 45.5 and MP 42.3	10 MPH.
Woodhull and Aledo	10 MPH.
Over highway crossing west of Viola depot	8 MPH.
Denrock and Agnew	10 MPH.
Rio and North Henderson	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.

Rio to North Henderson—Item 5d not permitted.

When handling 250-ton wrecking derrick or bridge derrick 975501 across Rock River bridge 43.17 at Barstow, derrick must be spaced at least three cars from engine.

Between Rio and North Henderson—Bridge derrick 975501 and 250-ton wrecking derricks not permitted.

Cars over 60 feet in length not permitted on track leading from siding Alpha to Aledo line without authority of superintendent.

Locomotives in Groups H and I not permitted between Rio and North Henderson.

Between Woodhull and Aledo—Locomotives in Group E, H and I not permitted.

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

Alpha Elevator Track
 Woodhull House Track

Bridge derrick 975501 and 250-ton wrecking derricks not permitted.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 83(B)—None.

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

6. Track between Rio to North Henderson, Alpha to Aledo, Alpha to Woodhull and Denrock to Agnew is considered industrial track, Rule 105 applies.

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

Denrock—Normal position of junction switch is for Ninth Subdivision.

8. CRI&P crossing Colona, 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 269 and 606(C) in effect. Eastward CRI&P trains and engines must not enter BN CTC territory unless the governing signal displays an indication to proceed or authority is obtained from BN train dispatcher.

9. The following Failed Equipment Detectors protect bridges, tunnels or other structures—

Colona—Eastward and westward MP 40.1.

Other Failed Equipment Detector Locations—

Erie—Eastward and westward MP 64.7.

Orion—Eastward and westward MP 29.6.

CHICAGO DIVISION

(Zearing to LaSalle)

SIXTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Zearing and LaSalle	40 MPH.
Ladd-Howe and both legs of wye Ladd	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

Locomotives in Group I not permitted.

Locomotives other than GP 7's, GP 9's and GP 10's not permitted on following track: LaSalle Pabst & Schultz Beer Track
 250-ton wrecking derrick and bridge derrick 975501 not permitted.

Spring Valley—Engine or cars must not use No. 2 pit track west of road crossing located just east of Tipple Western Sand and Gravel Co.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 83(B)—

LaSalle—Trains must receive clearance when operator on duty.

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

6. Zearing—Normal position for the south wye switch on the Sixth Subdivision will be for the south wye.

7. Rule 93—In effect between Ladd and Howe.

CHICAGO DIVISION

(Barstow to Clinton)

SEVENTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
 Barstow and Terminal Jct. 20 MPH.
 Item 1A, All Subdivisions, applies except between MP
 241.4 and MP 249.6.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Item 5d not permitted.
 Locomotives heavier than Group D not permitted on the following tracks:
 Clinton Midcontinent Petroleum Co.
 ADM corn unloading track
 Rock Island . . . Zifferin Beer & Storage (42nd Street)
 No. 2 repair track
 Rock Island Sash & Door Co.
 Illinois Oil track
 Finkelstin Coal track and lead
 All tracks lower yard
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Terminal Jct. and Barstow—Rule 83(B) does not apply.
Between Barstow and Terminal Jct.—Operated as continuous yard limits. Rule 93 in effect. Trains must receive permission from train dispatcher to enter these limits.
5. **Rule 99—**When flagging is required, distance will be 1.5 miles.
6. **Moline—**Trains or engines must not occupy 12th Street crossing MP 250.2 until gates are observed in a lowered position.
7. **Barstow—**Normal position for wye switch is for Seventh Subdivision.

CHICAGO DIVISION

(Flag Center to Rockford)

EIGHTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
 Flag Center and Rockford 25 MPH.
 Through curves at Flag Center 12 MPH.
 Engines or leading car of train across Rt. 72 crossing
 Davis Jct. MP 11.8 10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Davis Jct. to Rockford—Item 5d not permitted.
 Locomotives heavier than Group D, except GP 7's, GP 9's and GP 10's not permitted on the following tracks:
 Rockford Gunitite Foundries
 Cold Storage
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Flag Center—Rule 83(B) 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. **Rockford—**ICG crossing is remotely controlled by ICG operator. If signal fails to clear, instructions posted in telephone box will govern.

7. **Between Camp Grant and ICG 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.

8. **Handling 80 Foot or Longer Cars—**

(See All Subdivisions, Special Instructions, item 4) Rockford MP 23.5.

CHICAGO DIVISION

(Mendota to Denrock)

NINTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
 Mendota and Denrock 30 MPH.
 Item 1A, All Subdivisions, applies except between MP
 18.0 and MP 27.0.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Item 5d not permitted.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Mendota—Trains must receive clearance when operator on duty. When operator not on duty clearance received at Cicero, Eola, Aurora Tower, or Galesburg clears train at Mendota.
Denrock—Trains must receive clearance when operator on duty. When operator not on duty clearance received at North LaCrosse, Savanna, Barstow, or Galesburg clears train at Denrock.
5. **Rule 99—**When flagging is required, distance will be 1.5 mile.
6. **Denrock—**Normal position of junction switch is for Ninth Subdivision.
7. **Automatic Interlocking not Indicated at Station—**
 C&NW Crossing 3.5 miles west of Walnut.

CHICAGO DIVISION

(Earlville to Sterling)

TENTH SUBDIVISION**1. Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Earlville and Sterling	25 MPH.
North wye switches Earlville and CNW Jct.	10 MPH.
Item 1A, All Subdivisions, applies on Tenth Subdivision.	

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

Locomotives in Groups E, H and I not permitted.

250-ton wrecking derrick and bridge derrick 975501 not permitted.

3. Train Register Exceptions—None.**4. Clearance Provisions and Exceptions Rule 83(B)—****Earlville**—Train orders and clearance received at Mendota, Eola or Aurora tower clears train at Earlville.

BN crews must obtain permission from BN train dispatcher before occupying or fouling C&NW main track between wye switches and C&NW Jct.

5. Rule 99—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 miles.**6. Automatic Interlocking not Indicated at Station—**

C&NW crossing 3.4 miles west of Harmon.

BN-C&NW crossing MP 47.4 at Sterling.

7. Sterling—Trains must stop before crossing 1st Avenue.**8. C&NW main track between wye switches west of Earlville and C&NW Jct.—**3130 feet north thereof is used jointly by BN and C&NW trains.**2. Bridge, Engine and Heavy Car Restrictions—**

Item 5d not permitted.

Wedron—Engine not permitted on coal trestle Wedron Silica Co.**Streator**—Engine not permitted on bridge 97.12 on Owens Illinois Glass Industry track.**3. Train Register Exceptions—****Streator**—Train register located in phone box at east end of north yard.**Ottawa**—Train register located in phone box at east end of yard.**4. Clearance Provisions and Exceptions Rule 83(B)—****Montgomery**—Clearance received at Eola or Aurora Tower clears train at Montgomery.**Wedron and Ottawa**—Trains must receive clearance when operator on duty.**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.

7. Streator—Conrail main track at Streator is designated, SECONDARY TRACK. Trains and engines must not enter or foul the main track between block stations, IOWA and RICH, without verbal permission from MJ tower operator at Momence, Illinois, as directed by the Conrail train dispatcher.

Instructions and time repeated correctly, authorizing movement in one or both directions, received by the conductor will be recorded and retained for 30 days. Information must be furnished to the engineer and other members of the crew.

Streator—All movements over Broadway Street must be protected by a member of the crew on the ground.

Before crossing Mildred Street on old lead and First Street on both north leads to Owens-Illinois Glass Co., Hickory Street, stop and protect movement.

CHICAGO DIVISION

(Montgomery to Streator)

ELEVENTH SUBDIVISION**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.
Between 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.

GALESBURG DIVISION

(Galesburg to Pacific Jct.)

FIRST SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Galesburg and Pacific Jct.	79 MPH.	50 MPH.
Except as indicated below:		
Waterman and Graham	35 MPH.	35 MPH.
MP 162.0-MP 163.6, track 1, westward	30 MPH.	30 MPH.
MP 163.5-MP 162.0, track 2, eastward	30 MPH.	30 MPH.
MP 162.0-MP 162.8, track 2 westward	10 MPH.	10 MPH.
MP 162.8-MP 163.6, track 2 westward	30 MPH.	30 MPH.
MP 162.0-MP 163.5, track 1 eastward	10 MPH.	10 MPH.
MP 163.5-MP 164.0	75 MPH.	50 MPH.
Curve MP 176.5	75 MPH.	
MP 177.4-MP 178.5		50 MPH.
MP 178.5-MP 179.5	40 MPH.	30 MPH.
MP 203.0-MP 204.0	70 MPH.	50 MPH.
MP 204.0-MP 205.0	30 MPH.	20 MPH.
MP 205.0-MP 206.8	20 MPH.	20 MPH.
MP 206.8-MP 207.3	50 MPH.	45 MPH.
MP 207.3-MP 209.0	50 MPH.	40 MPH.
MP 209.0-MP 211.0		50 MPH.
MP 276.5-MP 277.6	60 MPH.	50 MPH.
MP 277.6-MP 279.0	40 MPH.	30 MPH.
MP 279.0-MP 280.5	30 MPH.	25 MPH.
MP 280.5-MP 281.3	45 MPH.	35 MPH.
MP 281.5-MP 294.0 eastward track ..	65 MPH.	
MP 301.9-MP 303.6, westward track	70 MPH.	50 MPH.
MP 301.9-MP 302.2, curve eastward track ..	40 MPH.	35 MPH.
Head end of train between MP 303.6 and MP 304.4 westward track ..	40 MPH.	25 MPH.
MP 304.4-MP 306.9, westward track	70 MPH.	40 MPH.
MP 302.2-MP 308.3, eastward track	50 MPH.	40 MPH.
MP 315.0-MP 321.5	70 MPH.	50 MPH.
MP 321.5-MP 323.3	60 MPH.	50 MPH.
MP 333.9-MP 334.5	40 MPH.	30 MPH.
MP 338.8-MP 340.0, westward track	50 MPH.	40 MPH.
MP 340.0-MP 351.5, eastward track		50 MPH.
MP 351.5-MP 354.8, eastward track	55 MPH.	45 MPH.
MP 382.0-MP 385.0, eastward track	70 MPH.	
MP 391.7-MP 393.0	50 MPH.	40 MPH.
MP 393.0-MP 393.7	30 MPH.	25 MPH.
Maxon, east crossover	30 MPH.	30 MPH.
Maxon, west crossover	35 MPH.	35 MPH.
Halpin, east crossover	30 MPH.	30 MPH.
Halpin, west crossover	35 MPH.	35 MPH.
Curve MP 316.8	65 MPH.	50 MPH.
Curve MP 324.5	75 MPH.	
MP 333.2 crossovers	35 MPH.	35 MPH.
Shannon, crossovers	35 MPH.	35 MPH.
MP 357.9 crossover	35 MPH.	35 MPH.
Head end of trains moving with current of traffic between MP 359.5 and MP 360.4	60 MPH.	50 MPH.
Equilateral turnout at following locations:		
Prescott MP 405.7	50 MPH.	50 MPH.
Corning MP 412.0	50 MPH.	50 MPH.
Nodaway MP 422.2	50 MPH.	50 MPH.
Villisca MP 428.9	50 MPH.	50 MPH.
Red Oak MP 439.4	50 MPH.	50 MPH.
Unilateral turnouts at following locations:		
West end Creston MP 395.1	35 MPH.	35 MPH.
West end Red Oak MP 443.3	35 MPH.	35 MPH.
East end McPherson MP 447.5	35 MPH.	35 MPH.
West end Hasting MP 458.0	35 MPH.	35 MPH.
East end Balfour MP 466.0	35 MPH.	35 MPH.
MP 408.9, crossovers	35 MPH.	35 MPH.
MP 425.5, crossovers	35 MPH.	35 MPH.
MP 453.5, crossovers	35 MPH.	35 MPH.

MP 467.9, crossover	35 MPH.	35 MPH.
Malvern siding turnouts	35 MPH.	35 MPH.
Against the current of traffic on double track	59 MPH.	49 MPH.
MP 165.5, turnout, end of two main tracks	30 MPH.	30 MPH.
Graham cut-off; eastward track between MP 165.2 and MP 164.7 ..	20 MPH.	20 MPH.
Graham, turnouts	35 MPH.	35 MPH.
Head end of eastward freight trains passing signal S-170:		
Freight trains up to 100 Tons/O.B.		55 MPH.
Freight trains over 100 Tons/O.B.		45 MPH.
Connett through crossovers	35 MPH.	35 MPH.
Burlington—Eastward and westward movements on main tracks and Hawkeye lead MP 205.9—5th Street to MP 205.7, east of Main Street and lead car or engine between MP 205.4 and MP 205.0		
	10 MPH.	10 MPH.
Yard engines making switch moves between Main Street Burlington and "end CTC" sign MP 206.6		
		10 MPH.
Westward movements on all other tracks from 150 feet east to Main Street crossing Burlington		
	5 MPH.	5 MPH.
Head end of train MP 232.8 to MP 233.8, Mt. Pleasant		
	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.	
Light engines and single units over highway crossing MP 269.9		
		15 MPH.
Osceola—Old main track north yard		
Trains between Talmage Jct. and Talmage		5 MPH.
		15 MPH.
Light engines over Main Street crossing, Prescott		
		20 MPH.
Red Oak and Farragut		
		25 MPH.
Red Oak and Griswold		
		25 MPH.
Engines between station Red Oak and Foot of incline		
		15 MPH.
Between Red Oak and Griswold MP 0.2-MP 1.4, MP 5.6-MP 9.6, MP 18.1 and MP 18.6		
		15 MPH.
Coolbaugh Street Red Oak		
		5 MPH.
Between Red Oak and Griswold highway crossings MP 1.4, MP 7.3		
		5 MPH.
Trains handling loaded tank loaded air dump and loaded covered hopper cars between		
Red Oak and Griswold		10 MPH.
Red Oak and Farragut		10 MPH.
Light engines over highway crossing MP 423.1 and MP 426.5		
		20 MPH.
Unit loaded ore trains—		
Bridge 204.66 Burlington		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 284.12		10 MPH.
Adjacent track must be clear of traffic while ore train passes over bridge 284.12		
Bridge 379.51		25 MPH.
Creston-Cumberland		
Creston to MP 34.0		20 MPH.
MP 34.0 to Cumberland		10 MPH.
MP 28.8 Highway Crossings		10 MPH.

Trains handling loaded tank, air
dumps and loaded covered hopper
cars

10 MPH.

2. Bridge, Engine and Heavy Car Restrictions— Creston to Cumberland—

Item 5d not permitted

Item 5b, c and d not permitted between Fontanelle and Cumberland.

Bridge derrick 975501 and 250-ton wrecking derrick not permitted

Locomotives heavier than Group E, F, G, H, and I not permitted.
Only one unit in Group C may operate.

Locomotives in Group I not permitted on the following tracks:

Monmouth W. Monmouth Lumber Oil City

Red OakYard tracks 8 and 11. Standard Oil Track. El-
evator track.

BurlingtonElevator track No. 1

West Burlington . .Murray Iron Works

DanvilleElevator track

Mt. PleasantHayes Co.
South Scraper track

LockridgeStockyard

FairfieldHouse track

Monmouth—At Western Stoneware engine must use idler car when
switching inside building account overhead door will not clear engine.

Locomotives in Groups F through I not permitted on former C&NW
tracks D Street.

Red Oak—Locomotives in Group F through I must not operate over
Bridge 0.74 between Red Oak and Stennett to enter lower yard.

Osceola—The use of more than 2 engine locomotives prohibited in
north yard. These locomotives must not have 3 axle trucks.

Between Red Oak-Farragut and Red Oak-Griswold—
Bridge derrick 975501 and 250-ton wrecking derrick not permitted.

3. Train Register Exceptions—

Burlington—Only trains originating or terminating, will register.

Creston and Ottumwa—First class trains will register by register
ticket.

Pacific Jct.—Trains will register by register ticket.

4. Clearance Provisions and Exceptions Rule 83(B)—

Burlington—Trains originating and trains on which train or engine
crew changes must have clearance.

Exception: Burlington; train and engines operating only between
CTC Burlington and MP 211.0 West Burlington will not require
clearance.

Creston—Trains on which train or engine crew changes must have
clearance.

Shenandoah and Griswold—Rule 83(B) does not apply.

**Between Red Oak-Farragut, Red Oak-Griswold, and Cres-
ton-Cumberland**—Is industrial track, Rule 105 applies.

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

6. Waterman—Hand operated switch at MP 165.1 must not be used until permission has been secured from the operator at Seminary Street Tower. Operator must be informed upon completion of move- ment and that switch is properly lined and locked.

Rule 268(A)—Does not apply at main track switches at Chariton,
Albia, MP 303.1 (east of Albia) Maxon MP 302.2.

Shenandoah—Member of crew must protect movement over Sheri-
dan and Thomas Avenues.

7. **Monmouth**—Manual interlocking station is unattended between
4:00 p.m. and 7:00 a.m. daily, and between 7:00 a.m. and 4:00 p.m.
Saturday and Sunday.

8. **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 track 2 at this location.

9. **Ottumwa**—Movement of trains against the current of traffic
between crossover east of Iowa Avenue MP 278.4 and Tisdale Street
MP 280.3 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 when the control operator at Chariton is not on duty
motor car and on track equipment movements may be made on line
up only. CTC track permits not required.

10. Main tracks between CTC Burlington and yard limit signs MP 211.0,
West Burlington, operated as continuous yard. Train dispatcher will
authorize movement for trains and engines.

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 autho-
rized by Form D-R order, may be made by authority of the train
dispatcher.

11. Main tracks will be numbered consecutively from the north beginning
with No. 1.

12. **The following Failed Equipment Detectors protect bridges,
tunnels or other structures—**

Connett—Both tracks—MP 198.5
Burlington—Westward—MP 208.6
Burlington—Eastward—MP 210.9

Other Failed Equipment Detector Locations—

Gladstone—MP 193.3	Osceola—MP 356.7
Mt. Pleasant—MP 229.9	Nodaway—MP 421.5
Fairfield—MP 251.6	McPherson—MP 445.2
Russell—MP 328.0	

GALESBURG DIVISION

(Galesburg to North Kansas City)

SECOND SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Galesburg and West Quincy	79 MPH.	50 MPH.
Loaded Unit Coal Trains		35 MPH.
MP 162.4 to MP 163.0	10 MPH.	10 MPH.
MP 163.0 to MP 167.0	59 MPH.	50 MPH.
Receiving yard lead MP 166.5 to west switch No. 9 receiving yard		20 MPH.
Through turnout MP 166.7	40 MPH.	35 MPH.
Through turnout MP 188.9	40 MPH.	35 MPH.
Through crossover MP 192.3	30 MPH.	30 MPH.
Through crossover MP 192.4	40 MPH.	35 MPH.
MP 202.6 to MP 202.7	35 MPH.	30 MPH.
Curves between MP 240.0 and MP 244.5	70 MPH.	
MP 258.5 to MP 263.4	30 MPH.	25 MPH.

Sidings-Colchester, Augusta, and Golden	10 MPH.	10 MPH.
Curve on west leg of wye between MP 261.4 and Quincy yard	10 MPH.	10 MPH.
On Track No. 2 West Quincy	10 MPH.	10 MPH.
East leg of wye West Quincy, MP 141.8-MP 262.9	10 MPH.	10 MPH.
MP 141.8 and MP 262.9 are equal		
Through turnouts—		
West Quincy MP 263.2	25 MPH.	30 MPH.
West Quincy MP 263.4	30 MPH.	30 MPH.
Through turnouts of controlled sidings unless otherwise indicated	30 MPH.	30 MPH.
Quincy and Marblehead		10 MPH.
Approaching Broadway Street crossing, Quincy		5 MPH.
West Quincy and North Kansas City		50 MPH.
Through turnout west switch West Quincy Yard		30 MPH.
Loaded unit coal trains between Mark MP 5.7 and MP 224.6		30 MPH.
MP 6.7-MP 8.6 Main 1		50 MPH.
MP 6.7-MP 8.6 Main 2		40 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 8.6-MP 10.0		50 MPH.
MP 10.0-MP 14.8		30 MPH.
Curve MP 15.0		50 MPH.
MP 29.7-MP 30.4 (Ordinance Head end only)		40 MPH.
MP 70.3-MP 70.8		40 MPH.
MP 74.0-MP 84.9		50 MPH.
MP 84.9-MP 99.3		45 MPH.
Curves MP 92.0, MP 92.2 and MP 93.0		40 MPH.
MP 99.3-MP 103.4		50 MPH.
MP 103.4-MP 104.4		30 MPH.
Through turnout to N&W at Maxwell		35 MPH.
MP 216.2-MP 224.4		50 MPH.
MP 216.7 crossing		25 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		30 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.

Augusta and Golden Sidings—Loaded unit coal trains not permitted.

Between Quincy and Marblehead—Bridge derricks and wrecking derricks not permitted.

Macomb . . Road engines using depressed track, Hemp & Co., must not pass a point 100 feet west of west end plant.

Quincy . . . Engines must not operate over 30 degree curve at east end of track at Calcium Carbonate Co. MP 265.7.

Bushnell . . Locomotives heavier than Group E must not be used to switch Lauhoff Grain, TP&W Interchange, and Roseville Lead.

3. Train Register Exceptions—

Macon—Trains register when directed by train order.

4. Clearance Provisions and Exceptions Rule 83(B)—

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 Consolidated Code Rule 83(B).

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

6. Between Quincy and Marblehead—Is considered industrial track, Rule 105 applies.

7. Within CTC limits—Trains finding a Stop and Proceed indication, Rule 501(K) displayed by a signal, which governs facing point movement over a spring switch, will comply with Rule 104(H) and in addition, a member of the crew will contact control operator by telephone, located adjacent to the spring switch, when such communication is available.

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 276 will apply as to permission, time and working limits and notification to engineer.

In CTC territory—If signal indicates Stop Rule 501(L) 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 275 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. Main tracks will be numbered consecutively from the north beginning with No. 1.

9. 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.

10. Bushnell—Train order signal at Bushnell applies only to trains to and from Fourth Subdivision.

11. Bushnell—Flashing blue and red lights at Lauhoff Grain Company indicate catwalk in use and cars are being unloaded.

12. 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.

Movements of train and yard engines over the grade crossing at Tenth and Bedford Avenue, MP 224.0 North Kansas City, Missouri train and engine movements must not block this crossing in excess of 10 minutes.

If for some reason a movement is stopped after occupying the crossing, the crossing must be cut to permit vehicular traffic to move, to avoid blocking the crossing in excess of 5 minutes.

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.

Operator at Ustick Tower and Murray yardmasters work closely with BN trains arriving at or moving from Murray yard on the Second Subdivision to avoid blocking Tenth and Bedford Avenue crossing in excess of 10 minutes.

13. 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.
14. Loaded 8 axle flat cars and 8 axle open top cars must not be handled in excess of 35 MPH between Maxwell and Block 222 on N&W trackage.
15. 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.
16. The following Failed Equipment Detectors protect bridges, tunnels or other structures—
- Quincy—MP 257.9 West Quincy—MP 136.9
- Other Failed Equipment Detector Locations—
- Prairie City—MP 187.4 LaPrairie—MP 230.8

GALESBURG DIVISION

(Burlington to North Market)

THIRD SUBDIVISION

1. Speed Restrictions—
Zone—Between

Maximum Speeds Permitted

Burlington and West Quincy	49 MPH.
West Quincy and North Market	50 MPH.
Loaded unit coal trains between Burlington and North St. Louis	30 MPH.
MP 220.3-MP 218.8	10 MPH.
MP 218.8-MP 217.4	25 MPH.
MP 203.3-MP 203.0	30 MPH.
MP 203.0-MP 201.6	10 MPH.
Second Street crossing MP 202.7	8 MPH.
Trains using siding at Fort Madison must not cross 6th Street until crossing protection is operating.	
Curve MP 200.7 to 18th Street crossing MP 201.1	25 MPH.
MP 201.6-MP 199.0	30 MPH.
Curve MP 194.8	25 MPH.
MP 178.6-MP 178.0	30 MPH.
MP 178.0-MP 176.6	10 MPH.
MP 176.6-MP 175.7	30 MPH.
Curve MP 175.1	25 MPH.
Des Moines River Bridge 174.9	25 MPH.
MP 172.7-MP 172.4	30 MPH.
Curve MP 169.7	35 MPH.
MP 163.4-MP 161.7	40 MPH.
MP 150.6-MP 149.8 (Ordinance Head end only)	20 MPH.
East leg of wye West Quincy, MP 141.8	10 MPH.
Through turnout West Quincy MP 137.1	30 MPH.
MP 137.7-MP 137.0	25 MPH.
end CTC MP 137.7 equals MP 141.8	
Through turnout East and West switch West Quincy Yard	30 MPH.
Through turnout, Mark	35 MPH.
Through crossover, Falk	30 MPH.
Through turnouts and on wye track between Falk and North River	30 MPH.
MP 129.0-MP 129.9	50 MPH.
MP 121.2-MP 120.0	15 MPH.
MP 120.0-MP 119.2 (Ordinance Head end only)	10 MPH.
MP 119.2-MP 95.9	45 MPH.
MP 95.9-MP 93.5	30 MPH.
MP 68.1-MP 69.1	50 MPH.

MP 55.9-MP 56.9	50 MPH.
MP 51.1-MP 52.0	50 MPH.
MP 34.5-MP 35.5	50 MPH.
MP 32.9-MP 33.8	50 MPH.
MP 28.0-MP 28.9	50 MPH.
Engine and lead car over street crossing MP 94.9 and MP 94.3 Louisiana (Ordinance Head end only)	15 MPH.
MP 93.5-MP 77.9	45 MPH.
MP 85.1 Curve	40 MPH.
MP 84.3-MP 83.8 (Ordinance Head end only)	30 MPH.
MP 79.7 Curve Forgeys Bluff	30 MPH.
Through turnout west end controlled siding Old Monroe	25 MPH.
Through turnout MK&T Machens, MP 26.8	30 MPH.
MP 21.0-MP 8.1	45 MPH.
West leg of wye at West Alton	10 MPH.
Curve, West Alton MP 20.3	10 MPH.
West Alton-West Alton Bridge-Alton	10 MPH.
Curve MP 18.4	25 MPH.
Through turnout freight lead North St. Louis MP 8.2	30 MPH.
MP 8.1-MP 4.7	30 MPH.
MP 4.7-MP 3.9	10 MPH.
Grand Ave. Interlocking	10 MPH.
Grand Ave. Interlocking to Lindenwood on Track 31 and 32	20 MPH.
Sidings at Canton, Falk, Ashburn, Saverton, Old Monroe, Seeburger, Elsberry, and Spanish Lake	10 MPH.
Through turnouts of controlled sidings, unless otherwise specified	30 MPH.
Prospect Hill-Water Works Track	5 MPH.
Between Field Switch, Sinclair Switch siding and highway crossing	5 MPH.
Machens—Union Electric Power tracks	10 MPH.
except empty 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—

Wever	Engines must not go beyond clearance point on elevator track.
Sinclair Switch	Engines must not operate over scale at Arco Plant.
Keokuk	Overhead car shaker on track No. 5 inside coal unloading building at Midwest Carbide Co. will not clear engine or box car. Engine or box cars must not go beyond door opening of building.
Louisiana	Engines must not move over hoppers at M.F.A. elevator. Canopy has been constructed over hoppers and will not clear man on side or top of car.
Dundee	Engines or cars must not move over coal unloading pit at Dundee Cement Co.
Alton Bridge	Loaded ore cars must not operate over this bridge.
Ft. Bellefontaine	Engines must not pass under loading chute of Missouri Portland Cement Co.
Prospect Hill	Water works track restricted to two axle truck engines.
Locomotives heavier than Group C except GP-7-9-10 must not operate on the following tracks:	
Ft. Madison	Stock track-Hawkeye Lbr. Saw mill siding.
Viele	House track.
St. Louis	Track 65, St. Louis Grain Company Cotton track Old pickle track
Between Alton and West Alton 250-ton wrecking derrick may be handled not to exceed 10 MPH and must be separated from engine by at least four cars.	
Wrecking derricks and bridge derricks not permitted on mill track at Louisiana.	

3. Train Register Exceptions—

Old Monroe, Keokuk and Sinclair Switch—Trains register when directed by train order.

Train register at Old Monroe located in telephone box outside of station.

Hannibal—Trains will not register unless instructed to do so by train dispatcher and if necessary to do so may register by ticket with operator.

4. Clearance Provisions and Exceptions Rule 83(B)—

West Quincy—Trains must receive clearance.

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 engineman and will report each northward movement clear of Alton District track.

Keokuk—Train order office open continuous except closed 12:01 a.m. to 8:01 a.m. Sundays. Trains must receive clearance when operator on duty.

Lindenwood—Trains being delivered to Missouri Pacific yard, Chouteau to Ewing may register by register ticket.

5. Rule 99—When flagging is required, distance will be 1.5 miles.**6. Between Grand Avenue Interlocking and Lindenwood—Rule 105 applies to all tracks.****7. Between CTC West Alton and Alton—Is continuous yard limits, Rule 93 in effect. Trains or engines moving from Alton to West Alton must not pass westward interlocking signal located 180 feet east of end of Mississippi River bridge, Alton, until that signal displays an aspect permitting it to proceed.**

Trains or engines moving from West Alton to Alton must not occupy that section of track between these points until eastward signal, MP 20.7, at West Alton displays an aspect permitting proceed or permission has been obtained to use the electric lock switch east end of wye switch.

8. Old Monroe—Onion Plant, building structure will not clear man on side of car inside of plant.**9. Between Hannibal and Ilasco—Bluff track must not be used except on permission from train dispatcher.****10. Keokuk—Main track switches to be lined and locked for KUD track No. 5.****11. 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.****12. 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.****13. Lindenwood Interlocking—Northward "Stop" signal on Memphis Division 1st Subdivision MP 7.38 and south track westward "Stop" signal MP 7.28 and eastward "Stop" signal MP 7.32 controlled by operator, Lindenwood. Interlocking rules govern.**

Trains desiring to enter south main track at switches located between MP 7.28 and MP 7.45 must communicate with Lindenwood operator for instructions.

Trains finding Northward "Stop" signal MP 9.05 displaying stop indication will communicate with operator at Lindenwood and be governed by his instructions. If cannot contact Lindenwood, be governed by Rule 509.

14. Lindenwood Special Instructions—Lindenwood, trains entering or leaving yards restrict speed to 10 MPH until caboose by yard office.

Cars will not be kicked or cut off in clear tracks while moving west in Lindenwood yard but will be shoved to a stop and sufficient hand brakes set before uncoupled to prevent movement of cars.

Hand brakes on outbound trains or transfers must not be released until engine is attached, or ground air connected, and air brakes operating.

Color light signals located south side of track at Wilson Avenue and north side of tracks at Arloe crossover for use in doubling trains and other moves.

Control switch located north of inbound lead just north of trainmen's washroom west end of yard and between Tracks No. 1 and No. 2 near Marmaduke Street. Emergency stop switches located in yardmaster's tower and north end of inbound lead just north of trainmen's washroom west end of yard. Signals normally dark. When illuminated the following governs:

Color	Indication
Red	Stop
Flashing yellow	Move west normal speed
Yellow	Move west slowly
Flashing green	Move east normal speed
Green	Move east slowly

When signal is being used, absence of a light or white light displayed must be regarded as a Stop indication. When emergency stop switch used, contact yardmaster for instructions.

15. 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.**16. The following Failed Equipment Detectors protect bridges, tunnels or other structures—**

Spanish Lake—MP 14.9 West Alton—MP 22.7

Other Failed Equipment Detector Locations—

Gibbs—MP 42.9

GALESBURG DIVISION

(Bushnell to Paducah)

FOURTH SUBDIVISION**1. Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Bushnell and Nielson	49 MPH.
West Vienna and Burlington Jct.	30 MPH.
Loaded unit coal trains	40 MPH.
MP 159.6-MP 159.5 No. 1 track between Bushnell and Adair	10 MPH.
MP 159.5-MP 159.2 No. 1 track between Bushnell and Adair	25 MPH.

MP 159.6-Mp 159.2 No. 2 track between Bushnell and Adair	25 MPH.
Through crossovers MP 157.2 between Bushnell and Adair	30 MPH.
Through turnout at End of 2 main tracks MP 157.1 between Bushnell and Adair	30 MPH.
Over switches East and West Ends of Siding, Adair ..	40 MPH.
MP 146.1-MP 145.6 between Adair and Vermont ..	40 MPH.
MP 140.0-MP 118.1 between Vermont and Beardstown	30 MPH.
MP 118.1-MP 116.3 between Grimes and Beardstown	25 MPH.
Through turnout East End of Siding Grimes	10 MPH.
Through turnout MP 114.3 West End Beardstown Yards	30 MPH.
MP 105.2-MP 106.9 between Hagener and Concord ..	30 MPH.
MP 9.4-MP 10.8 between Concord and Franklin	35 MPH.
Through turnouts of spring switches and siding, Lowder	40 MPH.
MP 44.4-MP 44.8 between Virden and Atwater	40 MPH.
MP 64.5-MP 65.8 between Litchfield and Toland ...	30 MPH.
Sorento-MP 77.9—N&W Crossing	40 MPH.
Eastward trains using siding at Ayres; head of end of train between east switch of siding and highway crossing, 165 feet east	5 MPH.
Smithboro—MP 93.1—Conrail crossing	40 MPH.
Shattuc—MP 114.9—CO-BO crossing	40 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.
Woodlawn—MP 136.6—L&N crossing	40 MPH.
MP 144.6-MP 146.2 between Woodlawn and Sesser ..	40 MPH.
Through turnout to spring switch Meyer	30 MPH.
Christopher—MP 161.5—ICG crossing	40 MPH.
Zeigler Jct.—MP 165.0—MOPAC crossing	40 MPH.
MP 173.0-MP 173.3	30 MPH.
Neilson approach signal MP 186.7	30 MPH.
Foreman approach signal 209.4	15 MPH.
Foreman: Engine 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	30 MPH.
Sidings at Vermont, Stewart, Virden, Ayers, Keysport	10 MPH.
Trains handling derricks must not exceed	25 MPH.
Engines on mine spurs and in mine yards	10 MPH.
AEP track (Cook)	10 MPH.
Around curve of wye, Metropolis	10 MPH.
Ohio River Bridge, Metropolis	10 MPH.
Ore cars loaded or empty between:	
Shattuc and Willows on CO-BO Railroad	30 MPH.
Willows and Granite City TRRA Railroad	10 MPH.
Concord to Whitehall	25 MPH.
Engine or leading car of train between absolute signals at N&W crossing, Chapin, MP 97.9	10 MPH.
At approach signal to ICG, crossing MP 75.3	10 MPH.
Engine or leading car of train between absolute signals at ICG, crossing MP 73.3 and MP 75.3 ..	10 MPH.
At approach signals to ICG, crossing MP 73.3 ...	10 MPH.
Through Whitehall	10 MPH.
Item 1A, All Subdivisions, applies between MP 102.0 and MP 72.4 between Concord and Whitehall.	

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.

Operation of 250-ton Wrecking Derrick Over Other Railroads—

Norfolk Western RR—Wood River to Alton 10 MPH. Over Henry Street 5 MPH.

Conrail—Can be operated from East St. Louis, Illinois to Wood River when separated from the train engine by at least four ordinary cars.

ICG RR between Wann Tower and East St. Louis—The derrick may operate at a speed not to exceed 30 MPH, and must be separated from the engine by at least five cars, and smoke stack removed.

East St. Louis to St. Louis via Merchants Bridge—Cannot operate.

Alsey and Whitehall—Trains switching brick plant and Bunno-matic track must use no more than one unit no larger than Group E.

3. Train Register Exceptions—

Bushnell, Vermont, Sesser—Trains will register when directed by train order.

Toland—Trains to and from MOPAC will register by register ticket when directed by BN train dispatcher.

Cook—Trains will register by register ticket when operator on duty.

4. Clearance Provisions and Exceptions Rule 83(B)—

Galesburg—Trains destined to the 4th Subdivision must receive second clearance for movement at Bushnell per Rule 83(B).

Beardstown and Centralia—Trains must receive clearance.

Vermont—Rule 83(B) does not apply for trains from the Galesburg Division, 6th Subdivision.

Neilson and West Vienna—Trains entering BN trackage must receive clearance.

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

Paducah—BN trains originating must receive ICG RR clearance.

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

6. Between Vermont and Sunspot Mine, Concord and Whitehall, Virden and Crown 2 Mine, Waltonville and Orient 3 Mine, Sesser and Old Ben 21 and 26 Mine, and between Meyer and Old Ben 24 Mine—Is considered industrial track, Rule 105 applies.

7. Bushnell—Main Tracks will be numbered consecutively from the north beginning with No. 1.

8. 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.

9. Lowder—Track to the left for eastward trains is designated as siding. Normal position, of switch west end siding is for the siding. Trains using siding need not move at reduced speed as specified in Rule 105, unless meeting or passing trains or conditions in connection with own train make it necessary. Trains will always use left hand track unless otherwise provided.

Trains will always use left-hand track to "clear" trains or "take siding." When a train is to pass another train at Lowder train to be passed will always use left-hand track unless otherwise provided and train passing will use right-hand track on authority of train dispatcher or if communication fails, when preceded by flagman per Rule 99. Work extras will expect other trains to always use left-hand track in direction such other trains are running.

Rule 17 second paragraph in effect at Lowder for trains standing in clear on the main track. Exception to Rule 19 not in effect on siding. Rule 99 in effect on siding.

- 10. Virden**—When loading coal trains at Freeman United Crown 2 Mine caboose must be cut-off on loop track and not pass under loading tippie.
- 11. 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.
- Trains using No. 11 track in Worcester Yard if delayed more than 15 minutes must cut private crossing at west end of yard.
- 12. Centralia**—Southern Railway Jct. switch MP 122.6 normal position is for Southern Railway main track.
- 13. BN trains and engines using ICG tracks at Metropolis** are governed by ICG Rules. BN tracks between ICG yard, Metropolis and Burlington Jct. are used by ICG crews. Rule 93 in effect.
- Metropolis**—On ICG Railroad do not occupy Ferry Street crossing unless crossing signals are working or traffic has been stopped.
- 14. Automatic Interlocking not Indicated at Station—**
ICG crossing 3.9 miles west of Virden.
N&W and ICG crossing 1.3 miles west of Litchfield.
N&W crossing 4 miles west of Toland.
ICG crossing 1.6 miles west of Waltonville.
Missouri Pacific crossing 2.9 miles west of Christopher.
ICG crossings located MP 75.3 and MP 73.3 between Alsey and Whitehall.
- 15. Trailing Tonnage Restrictions—**
(See items 2 and 3, All Subdivisions.)
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.
- 16. The following Failed Equipment Detectors protect bridges, tunnels or other structures—None.**
Other Failed Equipment Detector Locations—
Smithboro—MP 87.2

GALESBURG DIVISION

(Peoria to Galesburg)

FIFTH SUBDIVISION

- | 1. Speed Restrictions—
Zone—Between | Maximum Speeds Permitted |
|---|--------------------------|
| Peoria and Galesburg | 40 MPH. |
| Loaded unit coal trains | 30 MPH. |
| Galesburg interlocking and Pine Street | 10 MPH. |
| Trailing movement through spring switch west end of siding Yates City | 25 MPH. |
| Yates City through crossover, east and west legs of wye | 10 MPH. |
| Curves between MP 26.0 and MP 33.1 | 30 MPH. |
| Curves between MP 33.1 and MP 39.6 | 35 MPH. |
| MP 49.7 and Edmund Street, Peoria | 10 MPH. |
| 150 feet east of Edmund Street and Edmund Street, Peoria | 5 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. | |
| Following speed limits apply to trains operating on P&PU tracks at Peoria and East Peoria: | |
| Pekin and Wesley | 35 MPH. |
| Wesley and Bridge Jct. | 20 MPH. |
| Bridge Jct. and end of double track Persimmon Street | 10 MPH. |
| Bridge Jct. and end of track, 800 feet west of switch of Wolshlag's track No. 1 | 15 MPH. |
| Wesley Jct. and Silver Street | 15 MPH. |
| Elmwood and Wyoming | |
| MP 44.2 to MP 28.6 | 10 MPH. |
| Head end over road crossing MP 22.2 and 38.2 | 5 MPH. |
| MP 28.6 to MP 18.0 | 25 MPH. |

2. Bridge, Engine and Heavy Car Restrictions—

Peoria—Locomotives heavier than Group E must not use crossover near scale house.

Maquon—Engines must not pass over unloading pit at Farm Service.

Between Wyoming and Elmwood—250-ton wrecking derricks and bridge derrick 975501 not permitted.

3. Train Register Exceptions—

Yates City-Elmwood—Trains register when directed by train order.

Register located in phone box at junction switch.

4. Clearance Provisions and Exceptions Rule 83(B)—None.

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

6. Between Elmwood and Wyoming—Is considered industrial track, Rule 105 applies.

7. Automatic Interlockings not Indicated at Stations—

C&NW crossing at MP 47.5

GALESBURG DIVISION

(Vermont to Yates City)

SIXTH SUBDIVISION

- | 1. Speed Restrictions—
Zone—Between | Maximum Speeds Permitted |
|---|--------------------------|
| Vermont and Yates City | 25 MPH. |
| Yates City—East and West legs of Wye | 10 MPH. |
| MP 63.0 and MP 64.0 | 10 MPH. |
| Siding—St. David | 10 MPH. |
| MP 93.1-Road Crossing (Head end only) | 10 MPH. |
| Dunfermline and Buckheart Mine | 10 MPH. |
| Buckheart lead empty yard switch | 5 MPH. |
| Item 1A, All Subdivisions applies between MP 46.9 and MP 94.3 between Yates City and Vermont. | |
- 2. Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted.
- Farmington**—Engines must not pass over track conveyors on Illinois Colliery Company track.
- 3. Train Register Exceptions—**
Yates City—Train register when directed by train order.
- 4. Clearance Provisions and Exceptions Rule 83(B)—**
Vermont—Rule 83(B) does not apply.

5. **Rule 99**—When flagging is required, distance will be 1 mile.
6. **Between Norris and Truax Traer Mine and between Dunfermline and Buckheart Mine and Duck Creek**—Is considered industrial track, Rule 105 applies.
7. **Canton**—Highway and Street Crossings—Between 3:01 p.m. and 4:01 p.m. daily except Sunday, trains must approach private entrance gate of International Harvester Co. just east of TP&W grade crossing not exceeding 5 MPH and be prepared to stop before passing the private entrance gate account heavy vehicle and pedestrian traffic.
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, 98A, and 98B in effect.
Ipava—Concrete platform at Processing Plant will not clear man on side of car or engine.
8. **Duck Creek (CILCO plant)**—Engines and cabooses must not pass through unloading shed and facilities.
GE locomotives series 5200 thru 5900 will not clear dumper when spotting first car when trailing unit has short end trailing.
9. **Dunfermline**—Normal position of wye switch on Buckhart lead is for east leg of wye.

GALESBURG DIVISION

(Albia to Des Moines)

EIGHT SUBDIVISION

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
Albia to Des Moines N&W rules and timetables speed apply.
Rule 93 in effect—N&W Jct. to Des Moines
2. **Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted.
Engines must not operate over heater pits on heater track or thaw pits Iowa Power Light spur Des Moines.
Locomotives in Group F through I not permitted on any industrial tracks except Moorman and 3M tracks at Knoxville and Kaser track at Durham.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**

GALESBURG DIVISION

(Needles to St. Joseph)

SEVENTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
Needles and St. Joseph 40 MPH.
Through turnout Needles, MP 106.8 35 MPH.
MP 123.0-MP 123.5 and at MP 143.3 25 MPH.
Engine or leading car between absolute signals of interlocking MP 129.1 20 MPH.
Curve MP 157.0 35 MPH.
Head end trains over five street crossings, Cameron, between MP 170.8 and MP 171.2 10 MPH.
Head end trains over street crossings, Stewartsville . . 30 MPH.
MP 204.7-MP 206.0 10 MPH.
St. Joseph—Florence yard, through puzzle switches . . 10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—None.**
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. **Rule 99**—When flagging is required, distance will be 1.5 miles.
6. **Utica**—Engines must not operate across the unloading pit and structure at Midland Brick and Tile Co.

RADIO INFORMATION

CHICAGO DIVISION

Base Stations	Channel	Hours in Operation
Cicero Disprs. Office	1 2 for yard forces	Continuous
Wayside Stations		
Chicago 14th St. Coach Yard	1	Continuous
Cicero East End Tower	1	Continuous
Cicero Westbound Yd Ofc	2 for yard forces	3:30 pm-11:30 pm daily
	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
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	1	Continuous
	2 for yard forces	
Aurora	1	Continuous
Ottawa	1	6:00 am-6:00 pm Mon. thru Fri.
Rochelle	1	6:00 am-3:59 pm Mon. thru Fri. 8:00 am-3:59 pm Saturday 7:00 am-3:59 pm Mon. thru Fri.
Oregon	1	Continuous
Savanna	1	Continuous
East Dubuque	1	Continuous
Prairie du Chien	1	8:00 am-4:00 pm Mon. thru Fri.
North LaCrosse	1	Continuous
Winona	1	7:00 am-5:00 pm Mon. thru Fri.
Cochrane	1	8:00 am-5:00 pm Mon. thru Fri.
St. Croix	1	Continuous
Mendota	1	8:00 am-4:00 pm Mon. thru Fri. 11:59 pm-7:59 am Sun. thru Thurs.
Galva	1	Unmanned
Galesburg	1	Continuous
	2 for yard forces	
Galesburg Seminary Tower	1	Continuous
	2 for yard forces	
Galesburg Prospect Yd Ofc	1	Continuous
	2 for yard forces	
Galesburg East "D" Yard	1	Continuous
	2 for yard forces	
Galesburg Hump	1	Continuous
	2 for yard forces	
Clinton	1	8:00 am-5:00 pm Mon. thru Fri.
Denrock	1	Unmanned
Barstow-Moline	1	8:00 am-4:00 pm Mon. thru Sat.
Alpha	1	7:00 am-4:00 pm Mon. thru Fri.

RADIO INFORMATION

GALESBURG DIVISION

Base Stations	Channel	Hours in Operation
Cicero Disprs. Office	1 2 for yard forces	Continuous
Hannibal Disprs. Office	1 2 for yard forces	Continuous
Wayside Stations		
Monmouth	1	7:00 am-4:00 pm Mon. thru Fri.
Burlington	1	Continuous
West Burlington	1	Unmanned
Batavia	1	Unmanned
Mt. Pleasant	1	Unmanned
Fairfield	1	Unmanned
Ottumwa	1	Continuous
Albia	1	Continuous
Des Moines	1	7:30 am-5:00 pm Mon. thru Fri.
Chariton	1	8:00 am-5:00 pm Mon. thru Fri.
Osceola	1	Unmanned
Creston	1	Continuous
Red Oak	1	7:00 am-3:00 pm Mon. thru Fri.
Peoria	1	Continuous
Yates City	1	Continuous
Canton	1	8:00 am-5:00 pm Mon. thru Fri.
Hannibal Relay	1	Continuous
Beardstown	1	Continuous
Cook	1 & 2	Continuous
Neilson (Mo Pac)	1 & 2	Continuous
Centralia	1 & 2	Continuous
Shattuc (BO-CO)	1 & 2	Continuous
Toland	1 & 2	3:00 pm-7:00 am 7 days per week
W. Quincy	1	Continuous
Lenox	1	Continuous
WR Tower (ICG)	1	Continuous
N. St. Louis	1	Continuous
Alton Bridge	1	Continuous
Chillicothe	1	6:30 am-3:30 pm Mon. thru Fri.
Louisiana Tower (ICG)	1	Continuous
Orient No. 3 Mine	1	7:00 am-11:00 pm 7 days per week
Crown No. 2 Mine	1 & 2	Continuous
W. Vienna (Mo Pac)	1 & 2	Continuous
Sesser	1 & 2	8:00 am-5:00 pm Mon. thru Fri.
Smithboro (Conrail)	1 & 2	Continuous
Virden	1 & 2	7:00 am-3:00 pm Mon. thru Fri.
Jacksonville	1 & 2	Continuous
Bushnell	1	Continuous except Mon. 3:00 pm-11:00 pm
W. Alton	1	Continuous
Old Monroe	1	Continuous
Elasberry	1	Continuous
Louisiana	1	Continuous
Keokuk	1 & 2	Continuous
Ft. Madison	1	7:00 am-3:00 pm Mon. thru Fri.
Palmyra	1	Unmanned
Macon	1	7:00 am-3:00 pm; 11:00 pm-7:00 am Mon. thru Fri.
Brookfield	1	Continuous

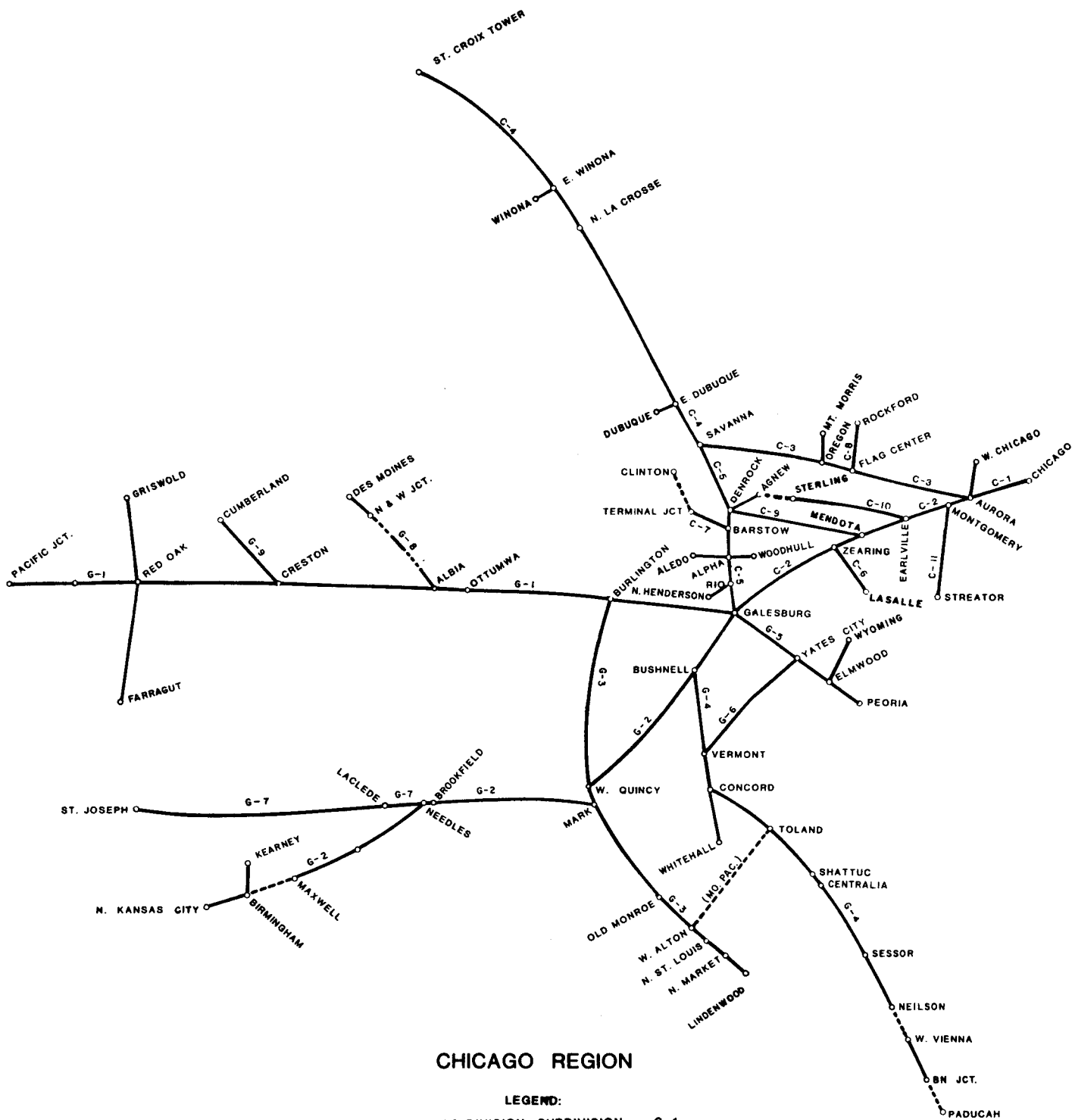
CHIEF MEDICAL OFFICERS

Dr. Thomas V. Mears, Chief Medical Officer St. Paul, Mn.
 Dr. Robert D. Hart, Asst. Chief Medical Officer St. Paul, Mn.

MEDICAL EXAMINERS AND LOCAL SURGEONS

Dr. B. Parsons	Albany	Dr. E. M. Eckberg	Galva
Dr. D. N. Orelup	Albia	Dr. Robert Fryzek	Glenwood
Dr. M. H. Walton	Alma	Dr. E. L. Rapp	Hannibal
Dr. T. A. O'Shea	Aurora	Dr. R. C. Hendricks	Herrin
Dr. E. G. Hausmann	Aurora	Dr. A. L. Keyes	Hinckley
Dr. J. E. Landes	Aurora	Dr. D. C. Boone	No. Kansas City
Dr. B. A. DeSulis	Beardstown	Dr. D. F. Werner	No. Kansas City
Dr. R. A. Spencer	Beardstown	Dr. M. T. English	Kirksville
Dr. B. D. Howell	Brookfield	Dr. R. A. Pribek	La Crosse
Dr. T. T. Mazur	Burlington	Dr. John Ujda	La Crosse
Dr. J. L. Saar	Burlington	Dr. C. E. Link	La Crosse
Dr. G. L. Smith	Burlington	Dr. A. G. Brailey, Jr.	La Crosse
Dr. E. P. Coleman	Canton	Dr. J. B. Aplington	La Salle
Dr. E. F. Baker	Canton	Dr. L. W. Richard	Leon
Dr. J. David	Cassville	Dr. J. E. Campbell	Macon
Dr. E. F. Ritter	Centerville	Dr. J. F. Wacker	Mendota
Dr. E. F. Stephens	Centralia	Dr. L. C. Arp, Jr.	Moline
Dr. R. E. Boyd	Clearing Ind. Clinic—	Dr. L. Warmolts	Oregon
	Chicago	Dr. D. D. Emerson	Ottumwa
Dr. W. D. Fish	Chicago	Dr. W. B. Haley	Paducah
Dr. H. W. Hammatt	Chicago	Dr. Jack Domnitz	Peoria
Dr. D. M. Vachout	Chicago	Dr. T. F. Farrell	Prairie du Chien
Dr. Arturo Lema	Cicero	Dr. J. L. Rouner	Quincy
Dr. E. E. Zehr	Clarinda	Dr. D. W. Lockhart	Quincy
Dr. J. E. O'Donnell	Clinton	Dr. J. J. Shehan	Red Oak
Dr. C. L. Bain	Corning	Dr. C. P. O'Neill	Rock Island
Dr. J. L. Hoyt	Creston	Dr. Norris R. Dougherty	Rockford
Dr. Mangil Seo	Des Moines	Dr. L. B. Hussey	Savanna
Dr. D. A. Howell	Dubuque	Dr. J. P. Morse	St. Joseph
Dr. D. K. Packard	Dubuque	Dr. E. O'Reilly	St. Louis
Dr. O. H. Fischer	Earlville	Dr. W. Green	St. Louis
Dr. V. G. Eisele	East St. Louis	Dr. J. Bobrow	St. Louis
Dr. H. B. Heiling	Ft. Madison	Dr. R. A. Sutter	St. Louis
Dr. M. J. Vruno	Fulton	Dr. C. C. Potter	St. Louis
Dr. M. A. Claman	Galesburg	Dr. E. H. Schaper	St. Louis
Dr. W. T. Kamp	Galesburg	Dr. D. O. Conley	Streator
Dr. McDermott	Galesburg	Dr. James Scott	Streator
Dr. Bhalerao	Galesburg		

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



CHICAGO REGION

LEGEND:

CHICAGO DIVISION SUBDIVISION----C-1

GALESBURG DIVISION SUBDIVISION---G-1

FOR INFORMATION PURPOSES ONLY

APRIL 1983

Attach Form 15907, Instructions for Handling Hazardous Materials, to this page.

**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

**MAINTENANCE OF WAY
CONDITIONAL STOP**

(Form Y Train Order)

The following forms of oral authorization by the foreman and acknowledgment of understanding by the engineer are to be used to permit trains to pass a red flag without stopping within the limits of a Form Y train order.

Foreman will state: "Burlington Northern foreman calling Extra 232 East about Order No. (Form Y Train Order No.), over."

Engineer must respond, identifying his train as: "This is Burlington Northern engineer, Extra 232 East, over."

When engineer has answered as above, the foreman will state: "Extra 232 East may pass red signal at (M.P. Location and specify track involved) without stopping, over."

The foreman may also authorize a different speed from that shown in the Form Y train order by adding to his instructions: "Proceed at _____ MPH, over," or "Proceed at normal speed, over."

The engineer must repeat back to the foreman the instructions that are given him.