CHICAGO DIVISION
—Division Superintendent, Galesburg

G. E. SMITH	Asst. Superintendent	Galesburg
K. R. GAGE	Asst. Supt. Administration	Galesburg
E. E. BRATCHER	Asst. Supt. Roadway Maintenance	Galesburg
J. R. BROWN	Chief Dispatcher	Galesburg
E. E. KENNEY	Trainmaster	Aurora
D. G. HOFFMAN	Trainmaster	Aurora
M. W. WEISSMAN	Trainmaster	Galesburg
R. H. FLAAR	Trainmaster-Road Foreman	Galesburg
H. D. ROBINSON	Trainmaster	LaCrosse
E. B. MALAY	Asst. Trainmaster-Agent	LaCrosse
E. RANGEL	Asst. Trainmaster-Agent	Moline
J. T. FLEMING	Trainmaster-Road Foreman	LaCrosse
T. D. NAGEL	Road Foreman	Aurora

GALESBURG TERMINAL
J. W. Duffy—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. GRADY	Terminal Trainmaster	Galesburg
	Terminal Trainmaster	Galesburg

CICERO TERMINAL
J. D. Gabiou—Terminal Superintendent

C. J. GREELING	Asst. Superintendent	Cicero
C. C. KRUEGER	Asst. Supt.-Intermodal	Cicero
R. S. GAGNIER	Terminal Trainmaster	Cicero
J. E. KLINE	Terminal Trainmaster	Cicero
M. A. WARD	Terminal Trainmaster	Cicero
A. A. SATUNAS	Terminal Trainmaster	Eola
C. J. FROSCHEISER	Terminal Trainmaster	Cicero
R. W. LEASE	Terminal Trainmaster	Cicero
C. R. CARLSON	Terminal Trainmaster	Cicero
J. H. LINDQUIST	Suburban Trainmaster	Chicago
N. W. MEULNER	Road Foreman	Cicero
K. P. MURRAY	Trainmaster	Eola

GALESBURG DIVISION
C. E. Doggett—Division Superintendent, Galesburg

R. C. ELLIS	Asst. Superintendent	Galesburg
K. R. GAGE	Asst. Supt. Administration	Galesburg
M. E. SICKELS	Asst. Supt. Roadway Maintenance	Galesburg
J. R. BROWN	Chief Dispatcher	Galesburg
R. C. BROWN	Trainmaster-Agent	Creston
D. N. BAUGHMAN	Trainmaster	Ottumwa
B. L. HARDRICK	Trainmaster	Galesburg
D. F. LADD	Trainmaster	West Quincy
R. W. BAKER	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	Ottumwa
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
M. A. BACIGALUPO	Terminal Trainmaster	St. Louis
H. A. ROGERS	Terminal Trainmaster	St. Louis
C. E. BROOKS	Terminal Trainmaster	St. Louis
H. B. CAMP	Terminal Trainmaster	St. Louis
R. J. WOLFF	Trainmaster-Road Foreman	St. Louis

NEBRASKA DIVISION
S. Zimmerman—Division Superintendent

C. W. FISH	Asst. Supt., Transportation	Lincoln
J. W. DITTON	Asst. Supt., Administration	Lincoln
M. A. OLIVER	Asst. Supt., Roadway Maintenance	Lincoln
H. ANDERSON	Asst. Superintendent	Omaha
J. R. ZAMRZLA	Chief Dispatcher	Lincoln
D. P. SORAN	Trainmaster	Lincoln
E. R. TORRENCE	Trainmaster	Lincoln
L. J. SHEFELBINE	Trainmaster	Lincoln
G. W. LEWIS	Trainmaster	Omaha
C. C. LOFTON	Trainmaster	St. Joe
C. R. HUNGER	Trainmaster-Road Foreman	St. Joe
R. A. TOBOSA	Road Foreman	Lincoln
A. C. MICEK	Trainmaster-Agent	Hastings

LINCOLN TERMINAL
R. L. Frazier—Terminal Superintendent

W. FERGUSON	Asst. Terminal Superintendent	Lincoln
A. G. IPPOLITO	Terminal Trainmaster	Lincoln
L. TOMPKINS	Terminal Trainmaster	Lincoln
T. J. GODSIL	Terminal Trainmaster	Lincoln
T. A. DETTMERS	Terminal Trainmaster	Lincoln
S. HULSTROM	Asst. Terminal Trainmaster	Lincoln

Printed in U.S.A.

BURLINGTON NORTHERN RAILROAD CO.

CHICAGO REGION

CHICAGO, GALESBURG and NEBRASKA DIVISIONS

TIMETABLE AND SPECIAL INSTRUCTIONS

NO. 3

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

Sunday, April 29, 1984

Including National Railroad Passenger Corporation (NRPC) Trains

Vice President
And General Manager
D. E. BAKER

Assistant
General Manager
R. S. HOWERY

Vice President
Transportation—System
E. H. HARRISON

WESTWARD ↓

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS 347 NRPC Daily	5 NRPC Daily	299 Daily Ex. Sat. and Sun	297 Daily Ex. Sat. and Sun	295 Daily Ex. Sat. and Sun	291 Daily Ex. Sat. and Sun	Line Segment	Mile Post Location	Distance From Chicago		1st Subdivn MAIN LINE STATIONS Office Calls	
BIKR		00001	5:55PM	2:40PM	7:28AM	7:25AM	7:17AM	7:02AM		0.0	0.0		GB CHICAGO UN. STA.	
										0.8			0.8	
										0.8	0.8	DT	ROOSEVELT ROAD	ABS Rule 261-264
I													0.6	
										1.4	1.4		UNION AVE.	
													0.3	
		00002								1.7	1.7		HALSTED STREET	
		00004										4MT	1.7	
										3.7	3.4		WESTERN AVE.	
BKRT		00007											3.5	
										7.0	6.9		HY CICERO	
		00008											1.6	
										8.5	8.5		CLYDE	
		00009											0.5	
										9.0	9.0		LA VERGNE	
		00010											0.5	
										9.6	9.5		BERWYN	
													0.5	
										10.0	10.0		HARLEM AVENUE	
		00011											1.0	
										11.0	11.0		RIVERSIDE	
													0.7	
										11.7	11.7		HOLLYWOOD	
		00012											0.5	
										12.3	12.2		BROOKFIELD	
		00013			A 7:50AM		A 7:38AM						0.8	
										13.0	13.0		CONGRESS PARK	
		00014	s 6:13										0.7	
										13.7	13.7		LA GRANGE	
									71				0.4	
										14.1	14.1		STONE AVENUE	
		00015											1.3	
										15.4	15.4		WESTERN SPGS.	CTC
		00016											0.9	
										16.3	16.3		HIGHLANDS	
		00017											0.5	
										16.8	16.8	3MT	HINSDALE	
													0.9	
										17.8	17.7		WEST HINSDALE	
		00018											0.5	
										18.2	18.2		CLARENDON HILLS	
		00019											1.2	
										19.4	19.4		WESTMONT	
		00020											0.9	
										20.3	20.3		FAIRVIEW AVE.	
		00021				A 7:55AM		A 7:32AM					0.8	
										21.1	21.1		DOWNERS GROVE	
		00023											1.5	
										22.6	22.6		BELMONT	
		00024											1.8	
										24.4	24.4		LISLE	
		00028											4.0	
										28.4	28.4		NAPERVILLE	
BKRT		00033											5.0	
										33.4	33.4		OA EOLA	
		00035											1.9	
										35.3	35.3		WEST EOLA	
BI JKRTX		00037	As 6:36PM	As 3:25PM									2.4	
										38.1	37.7		RO AURORA To West Chicago—12.1	

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.

NOS. 291, 292, 294, 295, 296, 297, 298 AND 299 DO NOT CARRY PASSENGERS.

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

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.
	GB	CHICAGO UN. STA.		A 10:35AM	A 11:50AM	A 4:15PM	A 5:32PM	A 5:52PM	A 6:05PM	A 6:22PM
		0.8								
DT		ROOSEVELT ROAD	ABS Rule 261-264							
		0.6								
		UNION AVE.								
		0.3								
		HALSTED STREET								
4MT		1.7								
		WESTERN AVE.								
		3.5								
	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					5:12PM		5:43PM	
		0.7								
		LA GRANGE		s 9:53	s 11:08					
		0.4								
		STONE AVENUE								
		1.3								
		WESTERN SPGS.	CTC							
		0.9								
		HIGHLANDS								
		0.5								
3MT		HINSDALE								
		0.9								
		WEST HINSDALE								
		0.5								
		CLARENDON HILLS								
		1.2								
		WESTMONT								
		0.9								
		FAIRVIEW AVE.								
		0.8								
		DOWNERS GROVE						5:22PM		5:48PM
		1.5								
		BELMONT								
		1.8								
		LISLE								
		4.0								
		NAPERVILLE								
		5.0								
	OA	EOLA								
		1.9								
		WEST EOLA								
		2.4								
	RO	AURORA		9:28AM	10:43AM	3:16PM				
		To West Chicago 12.1								

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

CHICAGO DIVISION

2nd Subdivn MAIN LINE

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS 347 NRPC Daily	FIRST CLASS 5 NRPC Daily	Line Segment	Mile Post Location	Distance From Aurora		2nd Subdivn MAIN LINE STATIONS Office Calls		FIRST CLASS 348 NRPC Daily Ex. Sun	FIRST CLASS 346 NRPC Sunday only	FIRST CLASS 6 NRPC Daily	EASTWARD
	BIJKTX		00037	6:36PM	3:25PM		38.1	0.0		RO AURORA		As 9:28AM	As 10:43AM	As 3:16PM	
										2.2					
	JX		20001				40.0	2.2		MONTGOMERY					
										5.5					
	X		20007				45.5	7.7		BRISTOL					
										6.0					
			20013	s 6:51			51.5	13.7		PLANO		s 9:17	s 10:32		
										4.4					
	X		20017				55.9	18.1		SANDWICH					
										3.3					
	X	E8,282	20021				59.2	21.4		SOMONAUK					
										12.9					
	JTX	W6,459	20034				72.1	34.3		EARLVILLE					
										10.6					
	BIJKX	E8,020	20044	s 7:17			82.6	44.9		MO MENDOTA		s 8:47	s 10:02		
										12.7					
	JX	E6,850	20057				95.3	57.6		ZEARING					
										8.8					
	X	W4,005	20066	s 7:37		1	104.2	66.4	2MT	PRINCETON	CTC	s 8:27	s 9:42		
										6.5					
			20072				110.7	72.9		WYANET					
										5.9					
	X		20078				116.6	78.8		BUDA					
										14.4					
	X	E10,573	20093	s 7:59			131.1	93.2		KEWANEE		s 8:04	s 9:19		
										8.3					
	X		20101				139.3	101.5		GALVA					
										7.3					
	X		20108				146.7	108.8		ALTONA					
										4.2					
	X		20112				150.8	113.0		ONEIDA					
										4.4					
	X		20117				155.1	117.4		WATAGA					
										2.5					
			20119				157.7	119.9		BISHOP					
										4.6					
	BIJKRTX		20126	As 8:30PM	As 5:12PM		162.4	124.5	3MT	GT GALESBURG		7:37AM	8:52AM	1:30PM	

3rd Subdivn MAIN LINE

WESTWARD	Rule 6(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
	BIJKTX	4,016	00037		38.1	0.0		RO AURORA		
								6.8		
		5,823	00045		44.7	6.8		SUGAR GROVE		
								5.5		
		7,196	00050		50.2	12.3		BIG ROCK		
								4.8		
		3,030	00055		55.1	17.1		HINCKLEY		
								3.2		
		5,974	00058		58.0	20.3		MORED		
								3.9		
		2,990	00062		62.1	24.2		WATERMAN		
								5.0		
		11,016	00067		67.1	29.2		SHABBONA		
								10.2		
		3,568	00077		77.3	39.4		STEWARD		
								5.9		
	ABKX	4,485	00083		83.2	45.3	2MT	RC ROCHELLE		
								3.1		
	JT		00086	3	86.3	48.4		FLAG CENTER		
								6.0		
		7,365	00092		92.4	54.4		CHANA	CTC	
								6.0		
	BK	4,198	00098		98.4	60.4		ON OREGON To Mt. Morris 6.8		
								8.5		
		7,539	00107		107.4	68.9		STRATFORD		
								8.4		
		7,055	00114		116.0	77.3		CARTER		
								6.7		
		7,242	00122		122.5	84.0		MILLEDGEVILLE		
								6.9		
		7,293	00129		129.4	90.9		CHADWICK		
								9.0		
		7,158	00138		138.5	99.9		BURKE		
								4.3		
	JX				142.3	104.2		PLUM RIVER		
							2MT	0.9		
	BKRX		00143		143.7	105.1		JO SAVANNA		

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

4th Subdivn MAIN LINE STATIONS

WESTWARD ↓ / ↑ EASTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Savanna		Office Calls	
BIKRX		00143	3	143.7	0.0		JO SAVANNA	
							14.4	
	C5,737	00157		158.2	14.4	DT	WHITTON	ABS Rule 251-254
							13.4	
X	C5,670	00170		171.6	27.8		GALENA	
							0.8	
J		00171		172.3	28.6		PORTAGE	CTC
							12.5	

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

JIKXY			3	184.9	41.1		CB EAST CABIN	
							0.2	
IXY	C6,435	00184		185.0	41.3		EAST DUBUQUE	
							14.3	
X		00198		199.3	55.6		POTOSI	
							13.7	
X		00212		213.0	69.3	DT	CASSVILLE	ABS Rule 251-254
							9.8	
X		00222		222.8	79.1		GLEN HAVEN	
							5.6	
X		00227		228.4	84.7		BAGLEY	
							6.6	
		00235		235.0	91.3		PORTS	
							2.0	
		00236		237.0	93.3		CRAWFORD	CTC
						2MT	2.7	
XY	E4,060 W5,680	00239		239.7	96.0		CD PRAIRIE DU CHIEN	
							14.0	
X		00254		254.4	110.0		LYNXVILLE	
							8.5	
X		00261		262.2	118.5	DT	FERRYVILLE	ABS Rule 251-254
							7.7	
X		00269		270.1	126.2		DE SOTO	
							24.6	
		00294		294.7	150.8		HERRINGTON	
							1.6	
		00295		296.3	152.4	2MT	GRAF	
							3.6	
IY				299.9	156.0		GRAND CROSSING	CTC
							0.2	
BJKRTY		00299		300.2	156.2		CX NORTH LA CROSSE	
							1.8	
X		00301		303.1	158.0	DT	SULLIVAN	ABS Rule 251-254
							22.7	
J	10,145	00324		325.7	180.7	2MT	EAST WINONA	CTC
							2.5	
		00326		328.2	183.2		WINONA JCT.	
							14.9	
X		00341		343.1	198.1		RA COCHRANE	
						DT	8.2	ABS Rule 251-254
X		00349		351.3	206.3		ALMA	
							9.4	
				360.7	215.7		MINER	
							1.3	
		00360		362.1	217.1		TREVINO	CTC
						2MT	0.9	
		00361		362.9	217.9		MEARS	
							3.2	
X		00364		366.2	221.1		PEPIN	
							6.4	
		00370		372.5	227.6		STOCKHOLM	
						DT	6.2	ABS Rule 251-254
X		00377		378.7	233.7		MAIDEN ROCK	
							7.6	
X		00384		386.3	241.3		BAY CITY	
							4.7	
	5,821	00389		391.0	246.0		HAGER	
							16.6	
		00405		407.6	262.6		PRESCOTT	CTC
						2MT		
							0.2	
		00407		407.8	262.8		BURNS	
						2MT	2.7	
IJXR		00409		410.5	265.5		QM ST. CROIX TOWER	

5th Subdivn MAIN LINE STATIONS

WESTWARD ↓ / ↑ EASTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Galesburg		Office Calls	
BIJ KRTX		20126	6	1.0	0.0		GT GALESBURG	
							2.8	
		22002		3.4	2.8		BOUHAN	
							2.9	
		22005		6.3	5.7		HENDERSON	
							6.7	
		22012		13.0	12.4		RIO	
							5.6	
J	8,561	22018		18.6	18.0		JU ALPHA To Aledo 19.2	
							4.4	
		22022		23.0	22.4		OPHEIM	
							3.3	
		22025		26.3	25.7		LYNN	
							4.2	
		22029		30.5	29.9		ORION	
							4.3	
	9,791	22034		34.8	34.2		WARNER	
							4.6	
	4,833	22039		39.4	38.8		BRIAR BLUFF	CTC
							1.4	
I		22040		40.8	40.2		COLONA	
							3.0	
JT	4,932	22043		43.8	43.2		FC BARSTOW	
							7.9	
	4,638	22051		51.7	51.1		JOSLIN	
							4.7	
	9,870	22057		56.4	55.8		HILLSDALE	
							5.7	
		22062		62.1	61.5		ERIE	
							6.2	
JT	4,706	22068		68.3	67.7		HD DENROCK To Agnew 11.1	
							3.4	
	9,912	22071		71.7	71.1		FENTON	
							5.4	
		22076		77.0	76.4		OLIVER	
							9.6	
	10,995	22086		86.6	86.0		EBNER	
							10.1	
JX				96.7	95.7		PLUM RIVER	

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

6th Subdivn BRANCH LINE STATIONS

WESTWARD ↓ / ↑ EASTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Zearing	Office Calls
JY		20057	61	44.1	0.0	ZEARING
						7.0
JYT		71936		36.6	7.0	LADD To Howe 5.4
						10.9
ARY		71926		25.7	17.9	LA SALLE

7th Subdivn BRANCH LINE STATIONS

WESTWARD ↓ / ↑ EASTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Barstow	Office Calls
BJKRTY		22043	7	241.2	0.0	FC BARSTOW
						4.6
UY		72205		245.8	4.6	EAST MOLINE
						3.8
Y	1,600	72208		249.6	8.4	MN MOLINE
						2.6
Y	2,300	72211		252.2	11.0	TERM. JCT. ROCK ISLAND
						38.8

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

BKRUY		72250	817	49.5	49.8	CN	CLINTON

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

8th Subdivn BRANCH LINE STATIONS

WESTWARD ↓ / ↑ EASTWARD

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

(4.2 · 4.3 · 2.9 · 5.6 · 1.9 · 4.4)

9th Subdivn BRANCH LINE STATIONS

WESTWARD ↓ / ↑ EASTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Mendota	Office Calls
BIJKRY		20044	9	0.0	0.0	MO MENDOTA
	3,510	72009		8.7	9.0	LA MOILLE
	4,600	72019		18.6	18.8	OHIO
	4,040	72026		25.6	25.9	WALNUT
		72037		37.1	37.3	TAMPICO
		72045		45.3	45.5	PROPHETSTOWN
JTY		22068		48.6	48.8	HD DENROCK

(9.0 · 9.8 · 7.1 · 11.4 · 8.2 · 3.3)

10th Subdivn BRANCH LINE STATIONS

WESTWARD ↓ / ↑ EASTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Earlville	Office Calls
JTY		20034	58	7.2	0.0	EARLVILLE
JY				6.7	0.8	C&NW JCT.
				0.0		
		71609	59	8.4	7.9	PAW PAW
		71614		13.8	13.3	COMPTON
		71618		17.0	16.5	WEST BROOKLYN
		71622		21.9	21.3	SHAWS
A		71628		27.0	26.4	AMBOY
		71634		32.7	32.2	WALTON
		71640		38.8	38.3	HARMON
Y		71648		47.1	46.5	ROCK FALLS
ABKRY		71649	818	47.4	46.8	STERLING

(0.8 · 7.1 · 5.4 · 3.2 · 4.8 · 5.1 · 5.8 · 6.1 · 8.2 · 0.3)

11th Subdivn BRANCH LINE STATIONS

WESTWARD ↓ / ↑ EASTWARD

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

(3.3 · 6.1 · 6.7 · 3.5 · 4.8 · 2.2 · 2.3 · 3.9 · 8.2 · 8.6 · 8.0)

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

WESTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS 5 NRPC Daily	Line Segment	Mile Post Location	Distance From Galesburg		1st Subdivn MAIN LINE STATIONS Office Calls		FIRST CLASS 6 NRPC Daily
BIJKRTX		20126	5:15PM		162.4	0.0		GT GALESBURG		As 1:27PM
								5.9		
J		20130			168.4	5.9		GRAHAM	CTC	
								10.9		
X	C5,227	20141			179.0	16.8		CG MONMOUTH		
								5.8		
X		20146			185.0	22.6	DT	KIRKWOOD	ABS Rule 251-254	
								11.2		
X		20158			196.1	33.8		GLADSTONE		
								6.3		
					202.4	40.1		CONNETT		
								3.0		
BJKRTXY		20167	s 6:05		205.4	43.1	2MT	BN BURLINGTON	CTC	s 12:40
								3.9		
TXY		20171			209.3	47.0		W. BURLINGTON		
								3.4		
X	E7,655	20174			212.5	50.4		DAYMAN		
								12.7		
X	W6,561 E6,482	20186			224.6	62.3		NEW LONDON		
								8.6		
X		20195	s 6:36		233.2	70.9		MT. PLEASANT		s 12:05PM
								16.9		
X		20212			250.1	87.8	DT	BECKWITH	ABS Rule 251-254	
								5.1		
X		20217			255.4	92.9		FAIRFIELD		
								10.9		
X		20228			266.1	103.8		BATAVIA		
								13.5		
BIKRTXY		20241	s 7:20		279.6	117.3		CW OTTUMWA		s 11:22
								13.5		
X		20252			290.8	128.5		DUDLEY		
								10.9E		
X		20263			301.9	139.4		MAXON	CTC	
							2MT	1.8W		
IJ		20265			303.7	141.2		A ALBIA		
								3.8W		
X		20269			307.5	145.0		HALPIN		
								11.1		
X		20280			318.6	156.1	DT	MELROSE	ABS Rule 251-254	
								8.2		
X		20288		1	326.8	164.3		RUSSELL		
								7.5		
TX		20296			334.3	171.8	2MT	CH CHARITON	CTC	
								7.7		
X					342.0	179.5		SHANNON		
								17.7		
X		20321	s 8:35		359.7	197.2		OSCEOLA		s 10:00
								10.7		
X		20332			370.4	207.9		MURRAY		
							DT	5.4	ABS Rule 251-254	
X		20337			375.9	213.3		THAYER		
								7.7		
X		20345			383.6	221.0		AFTON		
								9.3		
BJKRTXY		20355	s 9:06		392.9	230.3		CR CRESTON		s 9:35
								13.9		
		20368			406.7	244.2		PRESCOTT		
							2MT	6.9		
		20375			413.7	251.1		CORNING		
								9.0		
		20384			422.7	260.1		NODAWAY		
								4.8		
		20388			427.4	264.9	2MT	VILLISCA		
								15.0		
								RO RED OAK		
								To Farragut 25.6		
JKT		20403			442.4	279.9	2MT	To Griswold 18.4	CTC	
								5.7		
		20409			448.1	285.6		McPHERSON		
								3.5		
		20413			451.6	289.1	2MT	EMERSON		
								5.3		
		20418			456.9	294.4		HASTINGS		
	8,353	20423			461.7	299.2		4.8 MALVERN		
								4.6		
X		20427			467.9	303.8		BALFOUR		
								5.1		
X		20432			471.4	308.9	2MT	GLENWOOD		
								3.6		
BJKRTXY		20436	A 10:25PM		475.2	312.5		JN PACIFIC JCT.		8:10AM

EASTWARD

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

WESTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS 347 NRPC Daily	Line Segment	Mile Post Location	Distance From Galesburg		2nd Subdivn MAIN LINE STATIONS Office Calls		FIRST CLASS 348 NRPC Daily Ex. Sun	FIRST CLASS 346 NRPC Sunday only
BIJKRTX		20126	8:32PM		162.4	0.0		GT GALESBURG		As 7:35AM	As 8:50AM
								3.8			
JT		25004			166.2	3.8	2MT	WATERMAN			
								6.1			
	11,081	25010			172.3	9.9		ABINGDON			
								10.4			
	9,833	25020			182.8	20.3		AVON			
								8.6			
IJ		25029			191.4	28.9	2MT	BS BUSHNELL			
								10.9			
	7,235	25040	s 9:10		202.3	39.8		MACOMB		s 6:55	s 8:10
								7.0			
	6,994	25047		11	209.3	46.8		COLCHESTER			
								16.5			
	7,300	25063			225.9	63.3		AUGUSTA			
								9.3			
	6,665	25073			235.2	72.6		GOLDEN			
								5.7			
	7,560	25078			240.9	78.3		CAMP POINT			
								13.0			
	6,890	25091			254.2	91.3		EWBANKS			
								4.8			
			s 10:03		259.1	95.9		24th STREET		s 6:06	s 7:21
								2.4			
JT		73801			261.3	98.5		QUINCY To Marblehead 8.2			
								2.4	CTC		
					263.4						
BJKRTXZ	7,500	25101	A 10:30PM	14	136.9	100.9		QD WEST QUINCY		6:00AM	7:15AM
					134.1						
JT		25104			5.7	103.7		MARK			
								1.4			
JT		25107			7.1	105.1	2MT	NORTH RIVER			
								7.5			
	7,352	25112			14.5	112.6		PALMYRA			
								18.1			
	7,201	25130			32.8	130.7		CARD			
								8.8			
	7,219	25139			41.7	139.5		LAKENAN			
								21.1			
	7,807	25161		15	62.9	160.6		ANABEL			
								7.5			
R		25168			70.4	168.1		DE MACON			
								8.6			
	8,750	25177			78.9	176.7		CALLAO			
								7.1	ABS		
	3,620	25184			86.0	183.8		NEW CAMBRIA			
								7.9			
	4,772	25192			93.9	191.7		BUCKLIN			
								10.2			
BKRTY		25202			104.1	201.9		B BROOKFIELD			
								2.7			
					106.9						
J	12,123	25204			106.9	204.6		NEEDLES			
								11.2			
A	7,206	25215			118.1	215.8		SUMNER			
								12.1			
	7,206	25227			130.2	227.9		HAMM	CTC		
				17				11.7			
	7,224	25239			141.9	239.6		AALBERG			
								11.7			
	7,192	25250			153.5	251.3		PERSONS			
								12.8			
	7,191	25263			166.3	264.1		THIEHOFF			
								11.4			
J	7,084	25275			177.7	275.5		MAXWELL			
								16.0			

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

J	2,417	25291			216.2	291.5	2MT	BIRMINGHAM To Kearney 17.1	CTC		
								5.3			
				18	221.5	296.8		BLOCK 222			
								2.5			
I					224.0	299.3		BLOCK 224			
								1.2			
BIJKPRT		25300			224.6	300.5		KD NORTH KANSAS CITY			

EASTWARD

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

3rd Subdivn MAIN LINE STATIONS

WESTWARD | EASTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Burlington		Office Calls		
BJKRTXY		20167		220.3	0.0		BN	BURLINGTON	CTC
								4.6	
Y	3,089	26212		216.4	4.6			KEMPER	
								6.5	
		26205		209.9	11.1			WEVER	
								1.5	
	6,257	26203		207.7	12.6			SINCLAIR SWITCH	
								6.3	
	4,127	26198		202.0	18.9		FM	FT. MADISON	
								12.8	
	7,900	26185		189.3	31.7			MONTROSE	
								3.8	
		26180		185.5	35.5			GATEWAY	
								2.2	
	3,549	26178		183.3	37.7			SANDUSKY	
								6.1	
BJKRYZ		26173		177.9	43.8		DO	KEOKUK	
								11.3	
	8,056	26162		166.6	55.1			GREGORY	
								5.1	
	3,558	26157		161.5	60.2			FENWAY	
								5.3	
	4,041	26152		156.2	65.5			CANTON	
								6.0	
	3,337	26146		150.1	71.5			LA GRANGE	
								1.9	
	8,517	26144		148.1	73.4			GRIFFITH	
								7.2	
BFJKR TXYZ	7,500	25101		136.9	80.6		QD	WEST QUINCY	
								2.8	
J		25104		134.1	83.4			MARK	CTC
								1.7	
J	7,176	26132	14	131.5	85.1			FALK	
								11.5	
I				120.8	96.6			N&W Xing	
								1.1	
JRTY		26119		119.7	97.7		X	HANNIBAL	
								6.3	
	4,072	26113		113.5	104.0			SAVERTON	
								9.1	
	7,385	26104		104.3	113.1			ASHBURN	
								10.1	
ABY	5,766	26094		94.1	123.2		Z	LOUISIANA	ABS
								8.0	
	6,205	26086		86.4	131.2			DUNDEE	
								17.9	
	10,237	26068		68.2	149.1			ELSBERRY	
								16.6	
R	8,336	26052		51.6	165.7		MO	OLD MONROE	
								7.2	
	7,009	26044		44.4	172.9			GIBBS	
								7.5	
	7,334	26037		36.9	180.4			SEEBURGER	
								10.0	
J	10,243	26027		26.9	190.4			MACHENS	
								6.5	
JT	10,620	26020		20.4	196.9		W	WEST ALTON To Alton 3.0	CTC
								5.6	
	8,924	26015		14.9	202.5			SPANISH LAKE	
								5.4	
J		26009		9.4	207.9			BADEN	
								2.2	
BJKRT		26007		7.2	210.1		YD	NORTH ST. LOUIS	
								3.3	
IJ		26004		4.2	213.4			NORTH MARKET	
								5.7	

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

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

For Information Only · MAIN LINE STATIONS

WESTWARD | EASTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From St. Louis		Office Calls	

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.

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

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

								BRIDGE JCT. (E. ST. LOUIS) (ICG-CR)

4th SUBDIVISION ON NEXT PAGE

5th Subdivn MAIN LINE STATIONS

WESTWARD | EASTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Peoria		Office Calls	
								EAST PEORIA (For info. only)
								2.4

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

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

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

4th Subdivn MAIN LINE STATIONS

WESTWARD ↓ / ↑ EASTWARD

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

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		85.1	139.4		AYERS	
							7.9	
I	7,894	24092	13	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
								7.4

4th Subdivn Cont. MAIN LINE STATIONS

WESTWARD ↓ / ↑ EASTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Bushnell		Office Calls		
BIJKM RTXY		24120		121.0	176.4	2MT	SY	CENTRALIA	CTC
								0.9	
JX				122.6	177.3	DT		SOUTHERN RY. JCT.	
								6.1	
		24128		129.3	183.4			CRAMAT	
								7.3	
AJX	10,367	24135		136.6	190.7			WOODLAWN	
								8.0	
AJY	6,255	24143	13	144.6	198.7			WALTONVILLE To Orient 6-1.0	
								8.6	
RTY	23,443	24152		153.2	207.3		SR	SESSER To Old Ben 21-3.0 To Old Ben 26-3.0	
								3.1	
Y		24155		156.3	210.4			MEYER To Old Ben 24-6.0	
								5.3	
A	3,696	24160		161.6	215.7			CHRISTOPHER	
								4.5	
	9,432	24166		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		202.8	257.2		WV	WEST VIENNA
								7.2
A		24209	13	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
								15.9

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

		24239	104	239.0	295.7			PADUCAH

5th SUBDIVISION ON PREVIOUS PAGE

6th Subdivn BRANCH LINE STATIONS

WESTWARD ↓ / ↑ EASTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Yates City		Office Calls		
BJRTY		73232		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	
BU		73063		63.2	16.3		CO	CANTON	
								3.5	
			111					DUNFERMLINE To Buckhart Mine 2.5	
Y		73067		66.7	19.8			To Duck Creek 4.7	
								1.7	
		73069		68.4	21.5			ST. DAVID	
								8.6	
		73077		77.0	30.1			LEWISTOWN	
								10.4	
		73088		87.4	40.5			IPAVA	
								6.9	
JRT		23019		94.3	47.4			VERMONT	

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

7th Subdivn BRANCH LINE STATIONS

WESTWARD ↓

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Needles	Office Calls
JY		25204	15	106.9	0.0	NEEDLES
		27010		116.5	9.6	MEADVILLE
		27014		121.0	14.1	WHEELING
A		27023		129.7	22.9	HI CHILLICOTHE
		27028		134.9	28.1	UTICA
	5,537	27039		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

EASTWARD ↑

8th Subdivn BRANCH LINE STATIONS

WESTWARD ↓

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Albia	Office Calls
J		20265	81	0.0	0.0	A ALBIA CTC

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

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Albia	Office Calls
	4,075	77504	81	3.8	4.1	SHEAHAN
		77509		9.1	9.4	LOVILIA
		77512		N&W 284.3	11.9	HAMILTON
		77514		N&W 286.9	14.4	BUSSEY
	14,187	77519		N&W 292.2	19.7	TRACY
		77525		24.7	25.1	DURHAM
		77528		28.1	28.5	FLAGLER
	4,309	77533		32.8	33.2	KNOXVILLE
	4,309	77543		42.9	43.2	PLEASANTVILLE
		77549		N&W 320.0	49.0	SWAN
	4,309	77553		N&W 324.3	53.3	RUNNELLS
		77563		N&W 335.2	64.2	McCOY
JR		77563		N&W 335.3	64.3	N&W JUNCTION
BKRY		77569		67.8	68.9	JC DES MOINES

EASTWARD ↑

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

BALLAST PITS

Line Segment	Limits
860	LaGrange

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
18	Kearney—Birmingham	199.0 to 216.2
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 TRRA)	0.0 to 12.0
104	Metropolis—Paducah	0.0 to 13.9
109	Quincy—Marblehead	261.8 to 269.6
121	West Alton—Alton	0.6 to 3.3

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

	Name	Miles—Location	Capacity Cars	Switch Opens
	1st Subdivision			
20133	Cameron	3.2 west of Graham	10	Both
20152	Biggsville	5.7 west of Kirkwood	20	East
20180	Danville	6.4 west of Dayman	10	East
20202	Rome	7.0 west of Mt. Pleasant	10	East
20205	Lockridge	10.5 west of Mt. Pleasant	15	Both
20223	Bernhart	6.0 west of Fairfield	9	East
20235	Agency City	7.3 west of Batavia	80	Both
20249	Chillicothe	7.8 west of Ottumwa	8	East
20251	I.S.U. Generating Station	9.4 west of Ottumwa	160	West
20274	Tyrone	5.4 west of Halpin	7	West
20304	Lucas	1.1 west of Shannon	22	West
20312	Woodburn	8.6 west of Shannon	18	West
20341	Talmage Jct.	3.8 west of Thayer	5	West
20360	Cromwell	5.7 west of Creston	5	East
20396	Stanton	7.8 west of Villisca	50	West
77604	Snyder	4.3 west of Creston	10	West
77612	Orient	7.6 west of Snyder	15	Both
77621	Greenfield	8.7 west of Orient	10	Both
77628	Fontanelle	7.8 west of Greenfield	10	Both
77635	Bridgewater	6.5 west of Fontanelle	10	Both
77641	Massena	5.7 west of Bridgewater	10	Both
77647	Cumberland	5.9 west of Massena	10	Both
78106	Coburg	6.6 east of Red Oak	20	Both
78112	Essex	12.9 east of Red Oak	25	Both
78119	Shenandoah	18.8 east of Red Oak		Both
78125	Farragut	25.6 east of Red Oak	40	Both
78207	Stennett	8.1 west of Red Oak	10	Both
78212	Elliott	12.8 west of Red Oak	21	Both
78218	Griswold	18.4 west of Red Oak		Both
	2nd Subdivision			
25005	Saluda	1.4 west of Waterman	6	East
25023	Prairie City	2.7 west of Avon	8	East
25033	Bardolph	4.5 west of Bushnell	25	East
25049	Tennessee	2.4 west of Colchester	22	West
25055	Colmar	8.2 west of Colchester	18	Both
25059	Plymouth	12.5 west of Colchester	20	Both
25070	La Prairie	6.4 west of Augusta	5	West
25083	Coatsburg	5.0 west of Camp Point	26	East
25085	Paloma	7.3 west of Camp Point	25	Both
73808	Marblehead	8.2 from Quincy		
25121	Ely	9.3 west of Palmyra	40	East
25128	Monroe City	6.1 west of Palmyra		
25135	Hunnewell	4.0 west of Card	31	Both
25144	Shelbina	4.9 west of Lakenan		
25157	Clarence	6.3 west of Lakenan		
25173	Bevier	12.5 west of Anable	10	East
25221	Hale	6.4 west of Summer	31	Both
25293	Randolph	2.6 west of Birmingham	78	Both
26116	Ilasco	3.1 west of Hannibal	40	East
76406	Liberty	5.7 west of Birmingham		
76416	Kearney	17.1 west of Birmingham		

	Name	Miles—Location	Capacity Cars	Switch Opens
	3rd Subdivision			
26168	Alexandria	5.2 west of Keokuk		
26191	Viele	6.4 west of Ft. Madison	10	East
26210	Spring Grove	2.1 west of Kemper		
26130	South River	1.7 west of Falk	89	West
26125	Helton	5.8 west of Falk	33	Both
26116	Ilasco	3.1 west of Hannibal	40	East
26092	Cosgrove	1.2 west of Louisiana	13	East
26084	Clarksville	2.3 west of Dundee	90	West
26075	Annada	11.0 west of Dundee	16	East
26056	Winfield	12.1 west of Elsberry	9	East
26033	Orchard Farm	3.4 west of Seeburger	19	Both
26018	Fort Bellefontaine	2.1 west of West Alton	94	Both
26013	Larimore	1.7 west of Spanish Lake	4	East
26010	Prospect Hill	4.5 west of Spanish Lake	47	Both
	4th Subdivision			
23014	Table Grove	5.4 west of Adair	31	Both
23050	Arenzville	3.6 west of Hagener	27	East
24017	Pisgah	7.1 west of Jacksonville	14	Both
24028	Waverly	6.2 west of Franklin	44	Both
24044	Girard	3.9 west of Virden	12	East
24057	Barnett	4.8 west of Atwater	16	West
24097	Hookdale	5.1 west of Smithboro	17	West
24215	Mermet	6.1 west of Foreman	3	West
24225	Metropolis	1.0 from Burlington Jct.	140	Both
	4th Subdivision Mine Spurs			
74006	Old Ben Mine 24	6.0 from Meyer	Yard	Both
79004	Old Ben Mine 21	3.0 from Sesser	Yard	Both
79104	Old Ben Mine 26	3.0 from Sesser	117	Loop
24144	Orient Mine 6	1.0 from Waltonville	120	Loop
73501	Sun Spot	1.5 from Vermont	Yard	Both
	Crown 2	2.0 from Virden	105	Loop
	5th Subdivision			
73234	Douglas	3.6 west of Yates City	16	Both
73236	Maquon	7.6 west of Yates City	12	Both
	6th Subdivision			
73066	Gorman	3.0 west of Canton	52	Both
	7th Subdivision			
27002	Laclede	2.2 west of Needles		
27045	Nettleton	5.6 west of Breckenridge	62	Both
27056	Kidder	5.4 west of Hamilton	16	East
27098	South Park	0.8 east of St. Joseph		
	8th Subdivision			
77523	Harvey	3.7 west of Tracy	12	West
77537	Donnelly	4.0 west of Knoxville	24	Both

1st Subdivn MAIN LINE STATIONS

WESTWARD ↓ | ↑ EASTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Kansas City		Office Calls	STATIONS	
ABIJKRT		25300		2.7	0.0		KD	KANSAS CITY (Murray Yard)	
								1.5	
IX				4.2	1.5	3MT		BLOCK 4	
								2.0	
				6.2	3.5			BLOCK 6	
								1.7	
		28007		7.9	5.2	2MT		CLARKE	
								8.6	
	10,697	28016		16.5	13.8			WALDRON	
								7.4	
JT	18,641	28024		23.9	21.2			EAST LEAVENWORTH	
								3.4	
A				27.3	24.6			CNW	
								0.1	
J		28027		27.4	24.7			BEVERLY	
								3.5	
		28031		30.9	28.2			WESTON	
								2.8	
				33.7	31.0			IATAN	
								1.1	
	9,968	28035		34.8	32.1			SADLER	CTC
								8.6	
J	17,614	28043		43.4	40.7			ARMOUR	
								2.5	
IJ				45.9	43.2			DAVIES	
								3.7	
	7,850	28051		49.6	46.9			HALLS	
								7.1	
				56.7	54.0			FRENCH	
								3.7	
BIJKRTY		28060	16	60.4	57.7	2MT	C	ST. JOSEPH	
								6.1	
		28067		66.9	63.8	2MT		WATER WORKS	
								4.2	
		28071		72.2	68.0			AMAZONIA	
								4.8	
	10,460	28076		77.0	72.8			NODAWAY	
								8.9	
	10,137	28085		85.0	81.7			STARKS	
								5.6	
		28091		91.5	87.3		FC	FOREST CITY	
								5.8	
JY		28097		97.4	93.1	2MT		NAPIER	
								4.5	
	3,800	27304		101.8	97.6			BIGELOW	
								7.4	
	6,258	27312		109.3	105.0			CRAIG	
								5.7	
	6,157	27318		115.0	110.7			CORNING	
								4.4	
	4,196	27322		119.4	115.1			NISHNABOTNA	
								5.6	
	3,188	27328		125.0	120.7			LANGDON	
								3.3	
		27331		128.3	124.0			PHELPS	
								5.5	
	6,160	27337		133.8	129.5			WATSON	
								8.2	
T	W4,365 E2,935	27345		142.0	137.7		HN	HAMBURG	
								7.2	
	6,160	27352		149.3	144.9			PAYNE	
								6.4	
	3,583	27358		155.6	151.3			PERCIVAL	
								5.0	
	6,170	27364		160.6	156.3			McPAUL	
								4.5	
	3,580	27368		165.1	160.8			BARTLETT	
								9.0	
				174.4					
BJKRTY		20436		475.0	169.8		JN	PACIFIC JCT.	
								5.7	CTC
	5,100	27382	136	480.7	175.5			FOLSOM	
								5.3	
	5,140	27388		486.0	180.8			ISLAND PARK	
								6.1	
ABJKR TUY		27394		491.8	186.9	DT	CO	COUNCIL BLUFFS	
								1.1	
JY		27396		493.4	188.0			BN JCT.	
								2.9	

BETWEEN BN JCT. AND U.P. CONN. OMAHA, TRAINS ARE GOVERNED BY UNION PACIFIC BRIDGE SUBDIVISION RULES FOR EMPLOYEES OF TENANT LINES.

J		27400	871	496.2	190.9			OMAHA	CTC

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

WESTWARD ↓

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS 5 NRPC Daily	Line Segment	Mile Post Location	Distance From Pacific Jct.		2nd Subdivn MAIN LINE STATIONS Office Calls			FIRST CLASS 6 NRPC Daily
BJKRTY		20436	10:25PM		0.0	0.0		JN PACIFIC JCT.			A 8:10AM
		20441			5.0	5.0	2MT	5.0 PLATTSMOUTH			
AJTX		20445	A 10:35PM		8.9	8.9		3.8 OREAPOLIS			7:55AM
	6,790	20450	Operates		14.4	14.4		5.6 CULLOM			Operates
	6,805	20459	Via		23.1	23.1		8.6 VI LOUISVILLE			Via
	6,835	20464	3rd Sub	2	27.9	27.9		4.7 SOUTH BEND		CTC	3rd Sub
BJKTX		20471	11:30PM		35.3	35.3		7.6 A ASHLAND			A 6:47AM
X		20478			42.1	42.1		6.8 GREENWOOD			
	7,015	20484			47.6	47.6	2MT	5.4 WAVERLY			
BKX		20491			54.8	54.8		7.2 V HAVELOCK			
IJT					59.3 / 0.0	59.3		4.5 BT BAIRD TOWER			
BIKR		20496	s 12:15AM 12:30AM	4	0.4	59.6		0.4 NI LINCOLN			6:30 s 6:15
IJT					0.9	60.1		0.5 K HALL TOWER			
BIKRT					1.5	60.7		0.6 CG CARLING			
BKRT					2.8	61.5		1.3 HOBSON			
BIJKR					4.4 / 3.8	63.5		2.0 CU CUSHMAN			
J		20503		163	7.8 / 66.9	66.9		4.0 COSS			
	6,670	20505			69.4	69.4		2.5 DENTON			
	6,965	20512			76.2	76.2		6.8 BERKS			
BJ		20516			79.7	79.7		3.5 CA CRETE			
	6,810	20524			88.1	88.1		8.3 DORCHESTER			
	6,685	20533			97.2	97.2		9.1 FRIEND			
	7,160	20542			105.8	105.8		8.6 EXETER			
JK	7,525	20549		2	113.0	113.0		7.2 F FAIRMONT		CTC	
	6,745	20556			119.7	119.7		6.8 GRAFTON			
J	5,625	20564			127.9	127.9		8.1 SUTTON			
	6,725	20568			132.3	132.3		4.3 SARONVILLE			
	6,800	20577			140.7	140.7		8.4 H HARVARD			
	6,750	20583			147.5	147.5		6.8 INLAND			
		20588			152.0	152.0		4.5 HALLORAN			
JT					154.9	154.9	2MT	2.9 BRICK YARD			
BIKR		20592	As 2:00AM		156.2	156.2		1.3 HN HASTINGS			4:46AM

EASTWARD ↑

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

Bn Radio Channel No. 2 in service at Lincoln.

3rd Subdivn MAIN LINE STATIONS

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS 5 NRPC Daily	Line Segment	Mile Post Location	Distance From Oreapolis		Office Calls		FIRST CLASS 6 NRPC Daily	EASTWARD
	AJTX		20445	10:35PM	137	0.0	0.0		OREAPOLIS		A 7:55AM	
									4.0			
	T		80204			4.0	4.0		PAPPIO			
									3.6			
		7,325	80208			7.6	7.6		BELLEVUE			
									7.3			
	BKT		80214			15.0	15.0	G	GIBSON			
									1.8			
	J	5,661	27400	s 11:00 11:10		16.8	16.8	2MT	OMAHA	CTC	7:40 s 7:30	
									3.5			
	BJKT	7,250	80221			20.4	20.4		SOUTH OMAHA			
									4.1			
		1,760	80225			24.4	24.4		RALSTON			
									6.9			
		5,300	80230			31.4	31.4		CHALCO			
									9.9			
		5,475	80241			41.3	41.3		MELIA			
									5.9			
	BIJKTX		20471	A 11:30PM		47.0	47.0	A	ASHLAND		6:47AM	

4th Subdivn BRANCH LINE STATIONS

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Ayr Jct.		Office Calls		EASTWARD
	JR		82409	161	67.1	0.0		AYR JCT.		
								6.9		
			82507		60.2	6.9		ROSELAND		
								5.1		
			82512		55.1	12.0		HOLSTEIN		
								7.4		
			82519		47.7	19.4		NORMAN		
								8.1		
			82528		39.5	27.6		SOUTH MINDEN		
								8.0		
			82536		31.5	35.6		KEENE		
								6.8		
			82542		24.7	42.4		WILCOX		

5th Subdivn BRANCH LINE STATIONS

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

6th Subdivn BRANCH LINE STATIONS

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Crete		Office Calls		EASTWARD
	BJRY		20516	152	0.7	0.0	CA	CRETE	CTC	
								4.9		
			80804		5.0	4.9		SHESTAK		
								6.0		
			80810		11.0	10.9		WILBER		
								6.4		
	JY		80817		17.4	17.3	DE	DE WITT		
								7.3		
			80824		24.6	24.6		HOAG		
								5.8		
	Y		80830		30.4	30.4	B	BEATRICE		
								10.4		
			80840		40.8	40.8		BLUE SPRINGS		
								1.7		
	BJKRTY		81039		42.6	42.5	SN	WYMORE		

7th Subdivn MAIN LINE STATIONS

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Hobson		Office Calls		EASTWARD
	BKRT			4	1.9	0.0		HOBSON		
								2.5		
	BIJKR		30004		4.4	2.5		CU CUSHMAN		
								1.6		
					6.0	4.1	2MT	PLAMOR		
								0.1		
			30008		6.1	4.2		EMERALD		
								8.5		
			30014		14.6	12.7	2MT	PLEASANT DALE		
								5.7		
			30020		20.3	18.4		MILFORD		
								7.5		
	J		30029		27.8	25.9	2MT	RD SEWARD		
								8.3		
			30035		36.6	34.2		TAMORA		
								8.6		
			30041		44.7	42.8	2MT	UTICA		
								3.9		
		8,292	30047		48.6	46.7		WACO		
								7.3		
	J		30055		55.9	54.0		RK YORK To Benedict 9.5 To McCool Jct. 9.1		
								8.3		
			30063		64.2	62.3	2MT	BRADSHAW	CTC	
								7.1		
		7,160	30070		71.3	69.4		HAMPTON		
								7.2		
	JTX		30076		78.5	76.6		RO AURORA		
								10.4		
			30088		88.9	87.0	2MT	PHILLIPS		
								7.4		
	IRX	7,648	30095		96.3	94.4		GD GRAND ISLAND		
								2.9		
					99.2	97.3		McDONALD		
								5.3		
			30104		104.5	102.6	2MT	ABBOTT		
								7.3		
		10,639	30110		111.8	109.9		CAIRO		
								7.0		
			30118		119.2	116.9		ST. MICHAEL		
								6.3		
	X				125.1	123.2	2MT	NANTASKET		
								2.6		
	BKRTX		30126		127.7	125.8		R RAVENNA		

BN Radio Channel No. 2 in service at Lincoln.

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

8th Subdivn MAIN LINE STATIONS

WESTWARD ↓

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Napier		Office Calls	
J		28097		0.0	0.0	2MT	NAPIER	
	1,010	28107		9.4	9.4		9.4 RULO	
	7,610	28112	19	14.6	14.6		5.2 PRESTON	
A	7,240	28116		19.5	19.5	FA	4.9 FALLS CITY	
	10,650	28126		30.5	30.5		11.0 NEW SALEM	
	7,345	28137		40.2	40.2		9.7 HUMBOLDT	
				48.2			8.0	
JRT	11,107	28145		0.0	48.2	BK	TABLE ROCK	
	7,100	28154		8.4	56.6		8.4 ELK CREEK	
J	7,135	28161		15.4	63.5	CH	6.9 TECUMSEH	CTC
	7,290	28165		18.5	66.6		3.1 BEAR	
	6,720	28172		27.2	75.3		8.7 STERLING	
	7,290	28176		29.9	78.0		2.7 GAGE	
		28179	20	34.5	82.7		4.6 ADAMS	
		28186		42.0	90.1	2MT	7.4 FIRTH	
I		28193		48.7	96.8		6.7 HICKMAN	
	7,725	28198		54.8	102.9		6.1 SALTILLO	
J		28204		60.4	108.6		5.7 LANCASTER	
I				61.4	109.5		0.9 UP XING	
I				62.6	110.8		1.3 WYE SWITCH	
				62.9			0.3	
IJ			2	60.1	111.1	K	0.4 HALL TOWER	
BIKRT				60.7	111.5	CG	CARLING	

EASTWARD ↑

BN Radio Channel No. 2 in service at Lincoln.

9th Subdivn BRANCH LINE STATIONS

WESTWARD ↓

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Cooper Spur		Office Calls	
Y		80627		26.5	0.0		COOPER SPUR	
Y		80624		24.0	2.5		2.5 BROWNVILLE	
Y		80615	142	15.9	10.5		8.0 PERU	
TY		80604		4.2	21.2		10.7 ARBOR	
BKRTY		80506		0.7	27.2	NB	6.0 NEBRASKA CITY	
		80516		16.0	37.8		10.4 DUNBAR	
		80527		27.3	49.1		11.3 SYRACUSE	
		80539		39.1	60.8		11.7 PALMYRA	
		80546	141	45.7	67.5		6.7 BENNET	
		80552		52.3	74.2		6.7 CHENEYS	
JY		28204		59.9	81.7		7.5 LANCASTER	CTC

EASTWARD ↑

10th Subdivn MAIN LINE STATIONS

WESTWARD ↓

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Ashland		Office Calls	
BIJK RTXY		20471		0.0	0.0	A	ASHLAND	CTC
A	4,150	07015		14.8	14.8		14.8 YUTAN	
ABIY	5,265	07029		29.2	29.2	FU	14.4 FREMONT	
A	3,570	07038		38.0	37.9		8.7 NICKERSON	
	3,623	07044		43.6	43.6		5.7 WINSLOW	
	3,605	07053		52.8	52.7		9.1 UEHLING	
	3,605	07060		60.0	60.0		7.3 OAKLAND	
	3,410	07070	144	67.0	67.0		7.0 LYONS	
	3,605	07076		75.7	75.7		8.7 ROSALIE	
	3,915	07082		82.1	82.1		6.4 WALTHILL	
	6,160	07088		88.2	88.2		6.1 WINNEBAGO	
	2,265	07094		94.5	94.5		6.3 HOMER	
		07102		101.7	101.7		7.2 DAKOTA CITY	
JTY		07104		104.6	104.5		2.8 FERRY	
IMY				107.7	107.7		3.2 FLOYD	CTC
BKRTY		07109		108.2	109.3	SX	1.6 SIOUX CITY (18th Street Yard)	

EASTWARD ↑

11th Subdivn BRANCH LINE STATIONS

WESTWARD ↓

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Council Bluffs		Office Calls
	9,524	78598		384.9	98.7		BAYARD
	6,103	78593		391.4	92.2		6.5 COON RAPIDS
	9,529	78585		399.6	84.0		8.2 DEDHAM
	9,548	78578		406.1	77.5		6.5 TEMPLETON
		78572		412.2	71.4		6.1 MANNING
	10,266	78562		422.8	60.8		10.6 MANILLA
		78554	134	430.4	53.2		7.6 DEFIANCE
	5,060	78549		435.9	47.7		5.5 EARLING
		78544		441.0	42.6		5.1 PANAMA
	9,952	78537		447.3	36.3		6.3 PORTSMOUTH
		78532		452.8	30.8		5.5 PERSIA
	9,720	78522		462.6	21.0		9.8 NEOLA
		78517		467.7	15.9		5.1 UNDERWOOD
ABJK RTUY		27394		483.6	0.0	CO	15.9 COUNCIL BLUFFS

EASTWARD ↑

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

12th Subdivn BRANCH LINE STATIONS

WESTWARD ↓ / ↑ EASTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Table Rock		Office Calls	
JRTY		28145	19	48.2	0.0	BK	TABLE ROCK	CTC
					7.1			
		81007		55.3	7.1		PAWNEE	
					12.2			
		81019		67.4	19.3		BURCHARD	
					19.8			
BJKRTY		81039		87.2	39.1	SN	WYMORE	

13th Subdivn BRANCH LINE STATIONS

WESTWARD ↓ / ↑ EASTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Brick Yard		Office Calls	
JTY			160	27.1	0.0		BRICK YARD	CTC
					0.8			
				26.3	0.8		EAST WYE	
		83419			7.4			
				18.9	8.2		TRUMBULL	
					9.0			
		83410		9.9	17.2	BF	GILTNER	
					10.3			
				0.4				
JRTXY		30076	149	0.6	27.5	RO	AURORA	CTC
					11.3			
		83510		11.0	38.8		MARQUETTE	
					8.4			
I		83519		19.3	47.2	CC	CENTRAL CITY	
					8.6			
		83527		28.0	55.8		ARCHER	
					7.6			
				35.6				
TY		83535	151	0.1	63.4		PALMER	
					10.5			
		83710		10.5	73.9		ST. PAUL	
					8.9			
		83719		19.4	82.8		FARWELL	
					9.6			
		83729		29.0	92.4		ASHTON	
					11.1			
		83740		40.1	103.5	CY	LOUP CITY	
					13.6			
		83754		53.7	117.1		ARCADIA	
					10.8			
		83764		64.5	127.9		COMSTOCK	
					8.8			
TY		83773		73.3	136.7		SARGENT	

14th Subdivn BRANCH LINE STATIONS

WESTWARD ↓ / ↑ EASTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Clay Center		Office Calls	
		81912	156	94.7	0.0		CLAY CENTER	
					5.5			
		81906		100.2	5.5		VERONA	
					7.0			
J		20564		107.1	12.5		SUTTON	CTC

15th Subdivn BRANCH LINE STATIONS

WESTWARD ↓ / ↑ EASTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Dewitt		Office Calls	
BJKR		80817	153	0.3	0.0	DE	DE WITT	
					8.6			
		81309		8.8	8.6		SWANTON	
					6.8			
		81315		15.6	15.4		WESTERN	
					7.6			
JUY		81322		23.3	23.0		TOBIAS To Daykin 7.0	
					6.5			
		81329		29.8	29.5		OHIOWA	
					7.0			
JRTY		81336		36.8	36.5		STRANG	
					7.2			
		81344		43.9	43.7	S	SHICKLEY	
					6.0			
		81350		50.0	49.7		ONG	
					7.5			
MTY		81357		57.5	57.2		EDGAR	
					9.0			
		81366		66.4	66.2		DEWEESE	
					8.7			
U		81375		75.2	74.9		LAWRENCE	
					5.7			
		81381		80.8	80.6		ROSEMONT	
					5.9			
JRY		81386		86.8	86.5		BLUE HILL	
					8.0			
		81395		94.8	94.5		BLADEN	
					7.4			
		81402		102.2	101.9		CAMPBELL	
					9.2			
		81411		111.4	111.1		UPLAND	
					7.9			
		81419		119.3	119.0		HILDRETH	

BN Radio Channel No. 2 in service at Lincoln.

16th Subdivn BRANCH LINE STATIONS

WESTWARD ↓ / ↑ EASTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Seward		Office Calls	
			165	22.7	0.0			
				29.1	1.4			
JY		30029		25.5		RD	SEWARD	
					6.5			
		83032	147	31.9	6.5		STAPLEHURST	
					6.9			
		83039		38.8	13.4		ULYSSES	
					8.0			
		83047		46.8	21.4		GARRISON	
					5.7			
U		83053		52.5	27.1		DAVID CITY	
					8.7			
		83061		61.3	35.8		BELLWOOD	

BN Radio Channel No. 2 in service at Lincoln.

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

17th Subdivn BRANCH LINE STATIONS

WESTWARD ↓ / ↑ EASTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Wymore	Office Calls	
BJKRTY		81039	19	87.2	0.0	SN WYMORE	
		81050		97.9	10.7	10.7 ODELL	
		81057		105.1	18.0	7.3 DILLER	
A		81066		114.6	27.4	9.4 ENDICOTT	ABS
		81080		128.5	41.3	13.9 REYNOLDS	
		81090		138.5	51.3	10.0 HUBBELL	
		81098		145.8	58.6	7.3 CHESTER	
		81106		153.9	66.7	8.1 BYRON	
		81114		162.8	77.6	8.9 HARDY	
KMY		81122		170.4	83.4	7.8 SR SUPERIOR	
		81129		177.0	89.8	6.4 BOSTWICK	
		81136		184.9	97.7	7.9 GUIDE ROCK	
JR		81143		191.1	103.9	6.2 LESTER JCT.	
BKRTY		81147		195.3	108.1	4.2 RC RED CLOUD	

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

18th Subdivn BRANCH LINE STATIONS

WESTWARD ↓ / ↑ EASTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Hastings	Office Calls	
BJKRTY		20592	159	0.7	0.0	HASTINGS	CTC
JR		82409		10.1	10.1	10.1 AYR. JCT.	
		82411		11.7	11.7	1.6 AYR	
JYR		81386		19.1	19.1	7.4 BLUE HILL	
		82430		30.7	30.7	11.6 COWLES	
JR		81143		37.0	37.0	6.3 LESTER JCT.	

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

19th Subdivn BRANCH LINE STATIONS

WESTWARD ↓ / ↑ EASTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Tecumseh	Office Calls	
		80722	140	38.3	22.5	AUBURN	
		80713		47.9	12.9	9.6 JOHNSON	
JY		28161		60.8	0.0	12.9 CH TECUMSEH	CTC

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

20th Subdivn BRANCH LINE STATIONS

WESTWARD ↓ / ↑ EASTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Fairmont	Office Calls	
BJKRY		20549	154	8.1	0.0	F FAIRMONT	CTC
		81506		14.1	6.2	6.2 BURRESS	
		81514		22.4	14.5	8.3 MILLIGAN	

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

21st Subdivn BRANCH LINE STATIONS

WESTWARD ↓ / ↑ EASTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Armour	Office Calls	
JY	17,614	28043	80	0.0	0.0	ARMOUR	
BIKRY		76706		3.6	4.0	4.0 ATCHISON	

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

22nd Subdivn BRANCH LINE STATIONS

WESTWARD ↓ / ↑ EASTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From East Leavenworth	Office Calls	
JTY	18,641	28024	96	0.0	0.0	EAST LEAVENWORTH	
JY		76602		2.2	2.2	2.2 BN JCT.	

BETWEEN BN JCT. AND LEAVENWORTH CN&W RR TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

Y		76604	843	3.7	3.6	1.4 LEAVENWORTH	

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

LINE SEGMENT NUMBERS

YARD LINE SEGMENTS

Line Segment	Yard
870	Omaha-Gibson
871	South Omaha
872	Pacific Junction
873	Havelock
874	Havelock Shop
875	Lincoln
876	Hastings
877	Council Bluffs
878	Fremont
879	Grand Island
880	Nebraska City
881	York
882	Crete

BALLAST PITS

Line Segment	Yard
883	Ashland
884	South Bend

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
16	Murray Yard—Clarke	2.7 to 8.0
79	Itan Electric Generating Station	0.0 to 7.0
148	McCool Jct.—Benedict	126.0 to 144.4
154	Tobias—Daykin	28.8 to 36.2
163	Cushman—Cobb	3.9 to 7.8
164	Gilmore Jct.—South Omaha	8.4 to 13.9
165	Seward Freight Main	27.7 to 29.1

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

	Name	Miles—Location	Capacity Cars	Switch Opens
	1st Subdivision			
28082	Forbes	6.2 west of Nodaway	16	Both
	Iowa Power Light	3.0 west of Island Park	194	West
	Standard Oil	3.3 west of Island Park	28	East
	Chevron	4.1 west of Island Park	11	East
	Council Bluffs Industry	4.4 west of Island Park	93	East
	Ford Storage	5.1 west of Island Park	35	Both
28006	Intercontinental	3.4 west of Block 4	16	East
28003	Chambers Gas	0.1 west of Clarke	3	West
28009	Parkville	1.7 west of Clarke	10	East
28021	Farley	4.5 west of Waldron	13	East
28046	Rushville	2.7 west of Armour	20	East
	2nd Subdivision			
20455	Cedar Creek	4.7 west of Cullom	50	Both
20465	Hopper Quarry	1.6 west of South Bend	35	Both
20466	South Bend Quarry	2.4 west of South Bend	26	Both
20467	Costa Welsh Spur	3.3 west of South Bend	36	West
20480	Mid-America	2.4 west of Greenwood	37	Both
	Yankee Hill Brick	3.6 west of Lincoln	45	West
20519	Swingle	3.2 west of Crete	24	East
	Allen Products	1.1 east of Crete	10	East
	West Lincoln	1.9 west of Lincoln	Spur	East
83006	Woodlawn	6.3 west of Lincoln	5	Both
	3rd Subdivision			
80202	LaPlatte	2.0 west of Oreapolis	68	Both
80203	National By-Product	3.5 west of Oreapolis	21	East
80238	Gretna	6.3 west of Chalco	48	Both
80228	Camoak Park	3.0 west of Ralston	30	East
	5th Subdivision			
81606	Kaneb-spur Track	2.0 west of Geneva	3	East
	6th Subdivision			
	Crete South Yard	2.0 west of Crete	185	Both
	Farmland Foods	4.3 west of Crete	43	West
	Phillips Petroleum	7.0 west of DeWitt	47	West
80825	Cominco Products	0.3 west of Hoag	53	West
	Land O Lakes	1.8 west of Beatrice	14	West
80833	Gasco Spur	3.2 west of Beatrice	4	East
	7th Subdivision			
30024	Ruby	4.3 west of Milford	36	Both
30031	Walkers	0.4 west of Seward	28	West
83209	Benedict	9.5 from York	49	East
	NPPD	0.9 from York	35	West
83309	McCool Jct.	9.1 from York	29	Both
83304	Knox	4.3 from York	8	East
83201	Champion	1.1 from York	28	West
30066	Henderson	2.7 west of Bradshaw	27	East
30080	Curry	3.7 west of Aurora	28	Both
30081	Monsanto	5.3 west of Aurora	36	Both
30082	Murphy	6.1 west of Aurora	16	Both
	Traill	4.7 west of Phillips	17	Both
30103	CoPlant	7.2 west of Grand Island	127	Both
	8th Subdivision			
28100	Fortescue	3.3 west of Napier	2	Both
28123	Salem	6.4 west of Falls City	15	East
28130	Dawson	2.8 west of New Salem	15	Both
28167	St. Mary	6.6 west of Tecumseh	14	Both
28179	Adams	4.6 West of Gage	35	West
28193	Hickman	5.6 East of Saltillo	20	East
28195	Roca	3.1 west of Hickman	24	Both
	9th Subdivision			
80607	Minersville	8.2 west of Peru	3	West
80511	Elberon	5.1 west of Nebraska City	10	East
80532	Unadilla	5.1 west of Syracuse	18	Both
80557	Collegeview	4.8 west of Cheneys	38	Both
	10th Subdivision			
07003	Abel	2.5 west of Ashland	248	East
07004	Riverside	4.3 west of Ashland	133	East
	Big Sandy	5.1 west of Ashland	75	East
07007	Wann	7.5 west of Ashland	22	Both
07020	Fackler	5.3 west of Yutan	6	East
07021	LeShara	6.2 west of Yutan	21	Both
	Run Around	3.3 west of Fremont	17	Both
	Nebr. Processors	3.6 west of Fremont	113	West
	Fel Tex	4.2 west of Fremont	93	East
	11th Subdivision			
78566	Aspinwall	4.0 west of Manning	42	Both
78512	Weston	4.9 west of Underwood	9	West
	12th Subdivision			
81028	Liberty	8.4 west of Burchard	27	Both
	13th Subdivision			
83516	Overland	5.5 west of Marquette	18	East
83521	Vayden	2.3 west of Central City	21	Both
	15th Subdivision			
81528	Daykin	7.0 from Tobias	25	Both
	16th Subdivision			
83064	Moll Spur	3.2 west of Bellwood	104	Both
	17th Subdivision			
81045	Krider	5.6 west of Wymore	15	Both
81048	Odell	9.3 west of Wymore	28	Both
81068	Fairchild Spur	1.5 west of Endicott	58	Both
	19th Subdivision			
80708	Graf	7.7 east of Tecumseh	8	West
	21st Subdivision			
76704	Winthrop	3.5 west of Armour	4	East

ALL SUBDIVISIONS

1. Speed Restrictions— Maximum Speeds Permitted

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

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

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

Light locomotive consist or caboose hop	50 MPH.
All trains and engines through turnouts, except as specified under Individual Subdivision Special Instructions or where fixed signals indicate otherwise	12 MPH.

Cold Weather Speed Restrictions (fahrenheit)

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

Equipment	Main Line	Branch Line
Ore cars, BN 99000-99799	45 MPH.	20 MPH.
All other ore cars	40 MPH.	20 MPH.
Scale test cars EXCEPT WUTX 3, 4, 5, BN 979019, 979020, 979021, 979022, 979023, 979024 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 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:

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

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

1702-1721, 1723-1749, 1751-1775, 1777-1779, 1781-1791, 1793-1799, 1802-1812, 1814, 1816-1817, 1819, 1822, 1824-1833, 1835-1864, 1868-1875, 1877-1882, 1887-1889, 1892, 1896-1898, 1900-1901, 1903-1904, 1909, 1914-1926, 1928, 1930, 1932-1933, 1941-1952, 1955-1958, 1960-1965, 1971, 1975, 1978, 1993-1997.

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 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 530000-530004
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 Group Chart

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

Group	Model	Locomotive Numbers
A	SW-1	70, BNET 1-3, WWV 104.
B	GP-5	1350-1361, 1363-1365.
	GP-9	600-604*, 1723, 1725-1726, 1728-1732, 1734, 1736-1749, 1751-1755, 1758-1760, 1808-1817, 1819, 1821-1822, 1824, 1829, 1887-1889, 1891, 1902-1904, 1907, 1909-1910, 1913-1920, 1922-1936, 1938-1941, 1944-1948, 1950-1958, 1960-1964, 1966-1969, 1971-1972, 1979-1980.
	GP-18	1991, 1993-1997.
C	SW-7	75-79, 108-110, 112-113, 115-120, 122-126, 128-132, 134, 137.
	SW-12	106, 162-166, 170-220, 222-255, LSTT 105.
	SW-9	146-158, 160-161, 167-169, 260-269.
	SW-10	375-394, 427-449, 574-585.
	NW-2	LSTT 100-104.
D	NW-12	1, 5, 14, 19.
	SW-7	107, 136, 143-145.
	MP-15	1000-1004.
	GP-15-1	1375-1399.
	GP-10	1400-1422, 1426, 1436, 1438.
	GP-9	1702-1707, 1709-1717, 1719-1721, 1761-1770, 1772-1775, 1777-1779, 1781-1787, 1791, 1795-1796, 1799-1800, 1802-1805, 1807, 1831-1836, 1838-1841, 1846, 1850-1851, 1853-1854, 1857-1858, 1860-1864, 1867-1869, 1873, 1875, 1877-1878, 1880-1883, 1892-1893, 1896-1898, 1900-1901, 1959, 1965, 1970, 1973, 1975, 1977-1978.
D	GP-20	2003-2006, 2008-2012, 2014-2016, 2018, 2020, 2022-2024, 2026-2028, 2030-2031, 2034-2037, 2039-2042, 2044-2045, 2047-2055, 2057-2071.
	GP-30	2217-2219, 2221-2227, 2229, 2231-2232, 2234-2236, 2238, 2240-2242, 2244-2246.
	GP-39-2	2700-2739.
E	SW-1500	20-65.
	SW-15	300-324.
	GP-38	2072-2077, 2110-2135, 2137-2138.
	GP-38-2	2078-2109, 2150-2154, 2255-2314, 2316-2369.
	GP-30	2200, 2203-2216, 2247-2254.
	GP-35	2501-2504, 2506-2509, 2511-2514, 2516-2537, 2539-2545, 2550-2572, 2574-2582.
	GP-38-B	2600*.
	GP-38-2-B	2601*.
	GP-40	3000-3013, 3015-3017, 3019-3020, 3022-3039.
	GP-40-2	3040-3064.
	GP-50	3100-3109.
	B-30-7A	4000-4119*.
	U-28-B	5450-5451,5453-5459.
	U-30-B	5471-5481, 5483-5484, 5770-5781, 5796-5797.
	B-30-7	5485-5492.
	B-30-8	5497-5499.
	U-30-BM	5782-5795, 5798-5799.
	F-40-PH	Amtrak 215-219, 225-228.
F		None.
G	SD-9	6127-6135, 6137, 6139-6143, 6145-6148, 6150-6185, 6187-6202, 6204-6206, 6216-6219, 6221-6237.
H	SD-9	6100-6105, 6107-6123, 6125-6126.
	E-9	9900-9908, 9910-9925.
I	U-3-C-1B	4500*.
	C-30-7	5000-5141, 5500-5599.
	U-23-C	5200-5208.
	U-30-CM	5300-5305, 5353-5362, 5365-5374, 5376-5383, 5806-5833, 5912, 5914-5938.
	U-30-C1	5306-5335, 5338-5352, 5396-5399, 5800-5805, 5900-5901, 5903-5905, 5907-5911.
	U-30-C3	5364, 5375, 5384-5394, 5834-5839, 5939-5944.
	U-33-C	5709-5714, 5716-5719, 5721-5726, 5728-5744, 5746-5748, 5750-5751, 5753-5758, 5760-5761, 5763-5765.
	U-33-CM	5715, 5727, 5745, 5749, 5752, 5759, 5762.
	SD-38-2	6260-6263.
	SD-40	6300-6301, 6303-6324, 6335-6342, 6344-6347, 6394-6399.
	SD-40-2	6325-6334, 6348-6366, 6368-6373, 6376-6385, 6700-6766, 6768-6836, 6840-6847, 6850, 6900-6928, 6950, 7000-7166, 7236-7291, 7800-7940, 8000-8073, 8090-8181.
	SD-45	6400, 6402-6408, 6410-6412, 6414-6421, 6423-6432, 6435-6437, 6439-6447, 6472-6478, 6480-6483, 6485-6527, 6530-6567, 6570-6576, 6592-6599, 6650-6656, 6658-6664, 6666-6696.
	F-45	6600-6645.
	SD-40-G	7167-7220, 7222-7235, 8074-8089.
	SD-40-GB	7500*.
	SD-40-B	7600*.

* Cabless.

4. Restrictions On Cars—

Following equipment must be at rear of train, next ahead of caboose, except in work train or when otherwise provided by authority of Chief Dispatcher:

Outfit cars **EXCEPT** univans.
Scale test cars **EXCEPT** WUTX 3, 4, 5, BN 979019, 979020, 979021, 979022, 979023, 979024 and FWD S780

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

4A. 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.

4B. Multi-Platform Intermodal Cars—

Description—

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

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

5-Platform cars are 237 feet long and have six 2-axle trucks. Air brakes are provided on all trucks except the A end truck. The hand brake activates the brakes on the B end truck and the next two adjacent trucks. These cars are designated BN 631500 through BN 631503.

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

Yard Operation—

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

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

Train Operation—

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

Helper locomotive must not exceed 12 powered axles.

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

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

Special Instructions All Subdivisions Item 4A pertaining to Handling 80 Foot or Longer Cars does not apply to 5 or 10-platform cars.

5. Car Weight and Length Restrictions—

a. 177,000 lbs. or less must be at least 35 feet.

b. 177,001 to 220,000 lbs. must be at least 38 feet.

c. 220,001 to 263,000 lbs. must be at least 44 feet.

d. 263,001 to 315,000 lbs. must be at least 52 feet.

e. 140,000 lbs. ore car only must be at least 24 feet.

f. 210,000 lbs. ore car only must be at least 35 feet.

These restrictions must not be exceeded without authority of superintendent.

Refer to Individual Subdivision Special Instructions Item 2 for exceptions.

6. 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—

a. All employees involved in handling dimensional or special shipments must be familiar with and be governed by these instructions.

b. Any dimensional and/or oversize car or special shipment must be accompanied by a movement authorization message issued by BN Clearance Bureau.

c. Before a dimensional or special shipment can be moved in a train, yard forces or employee in charge of station where no yard forces on duty, must obtain permission from the train dispatcher. This does not relieve conductor from complying with Rule 900.

d. Before a dimensional shipment is picked up on line, conductor must obtain permission from the train dispatcher. When dimensional or special shipment is set out on line, conductor must notify train dispatcher promptly as possible.

e. Train dispatcher must issue appropriate train order or message when dimensional shipment restricts opposing train and confirm message received.

f. Train with dimensional shipment must not pass or be passed by a train in the same direction unless authorized by the train dispatcher or proper safeguards taken.

g. Following code words are authorized for use involving movement of dimensional or special shipments, and when so used in movement authorization message, trainmen, enginemen and yard forces will be governed by restriction indicated.

CODE	RESTRICTION APPLICABLE
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. 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.
BRAVO	*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.

CODE	RESTRICTION APPLICABLE
	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.
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 *curved part* 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.
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:

a. Conditions restrict visibility to the point that proper running inspection cannot be made.

b. Notified that a failed equipment detector is out of service.

c. 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 conditions make it impossible to make a walking inspection of entire train, as much of train as possible must be inspected and then train may be moved at no more than 10 MPH until inspection can be completed.

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 Chief Engineer Communications and Signals, 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 Indicators that must be observed by crew on rear of train do not apply to trains without a caboose.

Failed Equipment Wayside Display—

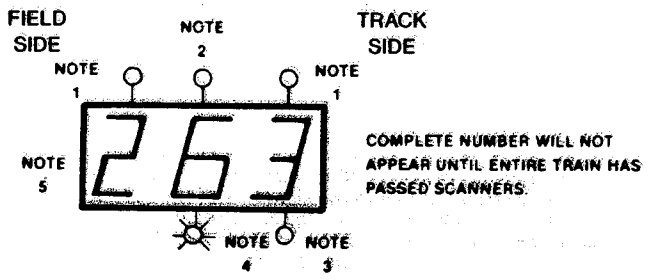
This device must be observed by the crew on rear of train, and they must be governed by the information shown immediately after the rear of the train has passed.

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

Entire train must not move beyond failed equipment sign until authorization to proceed is received from rear of train. If communication between head end and rear end of train fails or is not provided, train may continue to move unless crew member on rear stops the train by use of caboose brake valve.

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 then 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.

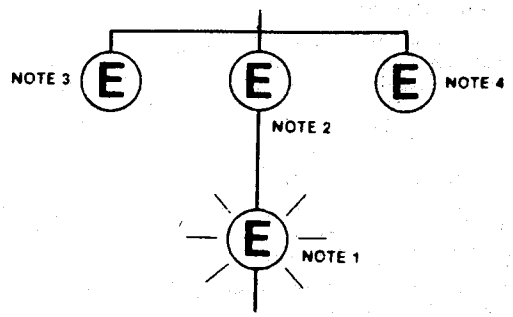
Enginemen must alert crew members on rear of train when approaching detector site.

Entire train must not move beyond failed equipment sign until authorization to proceed is received from rear of train. If communication between head end and rear end of train fails or is not provided, train may continue to move unless crew member on rear stops the train by use of caboose brake valve.

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.

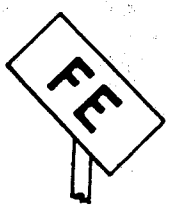
Note 3—Left hot bearing indicator light. When illuminated, defect is on left side of train.

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 requirements of 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:

Definition—RESTRICTED SPEED—change to read:

A speed that will permit stopping within one half the range of vision short of train, engine, obstruction, other on-track equipment, stop signal, derail or switch not properly lined, looking out for broken rail, not exceeding 20 MPH.

Rule 93—add two paragraphs:

Conditional yard limit may be established for the hours and/or days specified in bulletins or special instructions and the limits will be identified by signs reading "CONDITIONAL YARD LIMITS".

(Bulletin or special instructions will read, as example: Conditional yard limits in effect between MP __ and MP __ between (station) and (station) (time) until (time) daily Monday through Friday, or specify days of the week only, if in effect 24 hours per day.)

Rules 83 (B), 200, 202, 209, 219, 224 and 671D pertaining to signature on train orders and clearances are modified to permit them to be issued over the signature of the train dispatcher.

Rule 102—change first paragraph to read:

When a train is disabled or stopped suddenly by an emergency application of air brakes or other causes, immediate radio transmission must be made giving exact location and status of train. Trains receiving this warning must approach the location at reduced speed. A lighted red fusee must be immediately displayed on adjacent tracks at front and rear of train and adjacent tracks as well as tracks of other railroads that are liable to be obstructed must at once be protected in both directions as prescribed by Rule 99, until it is ascertained they are safe and clear for the movement of trains. When train involved does not have a caboose, such protection must be provided as soon as possible.

Rule 214—add to the fourth paragraph:

If train does not have a caboose, conductor's copy of all train orders, clearances and messages will be placed in envelope on engine.

Rule 216—change first paragraph to read:

Under the following conditions, a train order restricting the movement of a train must not be repeated until operator has obtained signature of conductor or engineer to the order. Train order must not be signed until conductor and engineer understand their train will be restricted:

Rule 217—change third paragraph to read:

When orders are sent in the manner herein provided, to a train which is thereby restricted for another train, the operator will be directed to make an extra copy of the order which he will deliver to the person who is to make delivery of the order. On this copy, the person delivering the order must secure the signature of the conductor or engineer addressed. Train order must not be signed until both conductor and engineer understand their train will be restricted. The signed copy must be delivered to the first operator accessible, who must at once

transmit the signature of the conductor or engineer to the train dispatcher, and preserve the copy. "Complete" must not be given to the order for a train being advanced until the train dispatcher has received the signature of the conductor or engineer of the train being restricted.

Rule 218—change to read:

To relay a train order, the train dispatcher must transmit it to the employe at the relaying office, who must then transmit it to destination. The employe receiving it at destination must, after obtaining signature of conductor or engineer when required, (train order must not be signed until both conductor and engineer understand their train will be restricted), repeat it to the relaying office, where each word and figure must be underscored as it is repeated. It must then be repeated to the train dispatcher and if correct, "Complete" will be given by the train dispatcher and relayed to destination.

Rule 219—add two paragraphs:

When error has been made in the date or address of a clearance and it is not necessary to change the train orders, the clearance may be corrected verbally on authority of train dispatcher in words "Clearance to C&E (train) at (station) OK'd at (time) dated (date) should read (correct address or date) instead of (incorrect address or date). These words must be repeated by the conductor or engineer of train holding clearance and notation of correction and time it was made written on margin of clearance without otherwise altering the clearance. The conductor and engineer must inform other crew members of the correction made.

Record of correction must be made by train dispatcher.

Rule 220 (B)—change first paragraph to read:

When a train has received a clearance at a station and it becomes necessary to issue a train order to such train at that station restricting its movement, in addition to obtaining the signature of the conductor or engineer to the train order as required by Rule 216, all previous clearances received by that train at that station must be taken up and destroyed and the train dispatcher so advised. A new clearance must be issued.

New Form of Train Order:

Q

ESTABLISHING TEMPORARY YARD LIMITS

(1) (Time and dates) Rule 93 in effect between (points specified)

Trains and engines will be governed by Rule 93 between the points and during the time specified.

Form Q orders, unless annulled, must be retained and observed during a continuous trip or tour of duty.

Form Q orders must not be combined with other forms of train orders.

Rule 271—change second paragraph to read:

To request track and time limits: member of crew for trains or engines, or employe in charge of Maintenance of Way employes or equipment; will state name, occupation, location, engine number for trains or engines, and specify time and work limits and tracks to be used. Track and time limits granted must be repeated to the control operator.

Rule 271 NOTE—change to read:

NOTE.—When control operator authorizes a train or engine to pass a Stop indication to enter or within track and time limits, third paragraph of Rule 269 will not apply. Track and time limits granted to trains or engines includes authority to hand operate dual control switches within such limits, in accordance with Rule 275 (A).

Rule 271(A)—change to read:

Track and time limits per Rule 271 will be issued to Maintenance of Way employes when necessary to move track car or on-track equipment or perform work on main track or controlled siding.

When Maintenance of Way employe(s) is granted track and time limits in the same or overlapping limits with train(s) or engine(s), control operator must inform those granted track and time limits (in the same or overlapping limits) of the fact, and trains or engines must move prepared to stop short of unprotected equipment.

Rule 281 Note—change to read:

The following Rule 281 is in effect on Burlington Northern Railroad:

An electrically locked switch must not be used, or door of case opened, to enter or foul a main track or a controlled siding without permission of the control operator.

Rule 501K—change Name and Indication to read:

NAME—Restricted Proceed

INDICATION—Proceed at restricted speed through entire block.

Rule 511—change to read:

When block signal rules require movement at restricted speed, this speed must not be increased until the engine has passed the next signal.

Rule 718—change to read:

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

Rule 804 (A)—change second paragraph to read:

When practicable, on freight trains a trainman must ride in control cab of engine at front of train when train is moving between stations.

—add the following third paragraph:

When train without caboose is moving between stations, conductor must ride in control cab of the engine.

Rules of the Maintenance of Way Department:

Rules 14 (C), 46 and 47—are cancelled.

Definition—RESTRICTED SPEED—change to read:

A speed that will permit stopping within one half the range of vision short of train, engine, obstruction, other on-track equipment, stop signal, derail, or switch not properly lined, looking out for broken rail, not exceeding 20 MPH.

Rule 40—change first paragraph to read:

The time of all trains must be cleared no less than 10 minutes. If the line-up indicates scheduled train is running late, the later time will be used. Only train location time issued by train dispatcher can be used in clearing trains except, when authorized by the train dispatcher, the location of specified trains may be determined by direct communication with such trains.

Rule 46—new:

In CTC territory, when necessary to perform work which would require the use of impassable track flags or to move track car or on-track equipment on a main track or controlled siding, in addition to obtaining a line-up where required, employe in charge of such work or equipment must obtain track and time limits as prescribed by Rules 271, 271(A) and 271(B). This authority, when granted, will permit work to be performed or track cars and on-track equipment to occupy track(s) between times and points shown without flag protection against trains. Track and time limits must be copied on the prescribed form and repeated by person copying.

Except in multiple main track CTC territory, when control operator cannot grant track and time limits because of failure in communications, movement may be made on main track if line-up permits movement or under flag protection.

Rule 83—change to read:

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

Rule 85—change to read:

When necessary to handle explosives on track cars, movement must be made under flag protection. In CTC territory, such movement must be made under flag protection or Rules 271, 271(A) and 271(B). When such movement is made under track and time limits authority, trains or engines must not be authorized in the same or overlapping limits.

Rule 97—change to read:

Rail guide wheels on Hy-Rail vehicles must be lubricated and maintined in accordance with the manufacturer's specifications. Maintenance dates will be recorded in log book.

Rule 271—change second paragraph to read:

To request track and time limits: member of crew for trains or engines, or employe in charge of Maintenance of Way employes or equipment; will state name, occupation, location, engine number for trains or engines, and specify time and work limits and tracks to be used. Track and time limits granted must be repeated to the control operator.

Rule 271 NOTE—change to read:

NOTE.—When control operator authorizes a train or engine to pass a Stop indication to enter or within track and time limits, third paragraph of Rule 269 of Consolidated Code of Operating Rules will not apply. Track and time limits granted to trains or engines includes authority to hand operate dual control switches within such limits, in accordance with Rule 275(A).

Rule 271(A)—change to read:

Track and time limits per Rule 271 will be issued to Maintenance of Way employes when necessary to move track car or on-track equipment or perform work on main track or controlled siding.

When Maintenance of Way employe(s) is granted track and time limits in the same or overlapping limits with train(s) or engine(s), control operator must inform those granted track and time limits (in the same or overlapping limits) of the fact, and trains or engines must move prepared to stop short of unprotected equipment.

Safety Rules and General Rules:

Rule 592—change to read:

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

Rule 597—change 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.

13. Air Brake and Train Handling Rules—

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.

Rule 500H—new:

When operating through a temporary slow order, it is essential in-train forces are kept at low levels by judicious use of dynamic braking, avoidance of heavy brake pipe reductions and elimination of abrupt changes in train slack. When it can be avoided, changes in train speed must not be made within the limits of the temporary slow order.

14. Automatic Cab Signals—

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

15. Helper Behind Caboose—

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

16. 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. Trackman's Train location line-up will not be required when Rule 271-271(A) authority has been obtained.

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

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 coal, potash, grain and ballast trains		40 MPH.
Loaded ore trains		35 MPH.

Except as indicated below:

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

	Passenger	Freight
West Eola to Eola on running track MP 33.3 to MP 35.3	10 MPH.	10 MPH.
Union Avenue interlocking (MP 1.4) crossovers:		
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 3 to 4 westward; Tracks 4 to 3 eastward	25 MPH.	25 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	35 MPH.	35 MPH.
Eola and West Eola: All crossovers	30 MPH.	30 MPH.
Aurora interlocking crossovers	25 MPH.	25 MPH.
Loaded ore cars MP 35.1 - MP 37.5		25 MPH.
Westward movements over Ridgeland Avenue MP 9.0 from yard LaVergne until locomotive or leading car has reached crossing		12 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 Eola and Naperville, dimensional hi-wide loads must not be handled on track No. 1.

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

Between Aurora and West Chicago 250 ton wrecking derrick and bridge derrick 975501 and 975505 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—Trains destined to Second, Third and Fourth Subdivisions, in addition to receiving clearance for movement on First Subdivision, must also receive a clearance for movement to Second, Third and/or Fourth Subdivision identified with a notation in the upper-left-hand corner as follows: Aurora—Galesburg or Aurora—North LaCrosse.

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

The train order signal located between Aurora Lead and Track 1, governs eastward suburban trains originating at Weast Eola. When train order signal displays aspects per Rule 222(F) trains must receive a clearance at Eola.

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, Amtrak trackage, at Canal Street connection will be governed by Amtrak signal indication.

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

Between Roosevelt Road, MP 0.8 and Union Avenue interlocking, MP 1.4, there are two main tracks on which movement of trains and engines in either direction will be authorized and governed by signal indication. Rules 261-264 in effect. If Stop signal does not clear, trains may proceed on authority of operator at Union Avenue Tower.

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

   Centralized Traffic Control in effect on Track 5 Cicero between MP 6.6 and MP 6.9; and on Track 6 Cicero between MP 6.8 and MP 6.9.

9. **Automatic Cab Signals**—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 supersede 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 confliction 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 stopping and waiting one minute at restricted 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 Lavergne and River Road, MP 30.2 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.

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

12. 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.

13. 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.

14. When a train or engine is stopped by a signal governing movement over power operated switches, if no conflicting movement is evident a member of the crew must immediately communicate with the control operator and be governed by his instructions. Such instructions must include information as to the route to be used. The instructions must be repeated to the control operator.

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

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

    440-volt electrical standby service for suburban passsenger 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.

INSTRUCTIONS FOR HANDLING HAZARDOUS MATERIALS

ACTION TO BE TAKEN BY TRAIN AND ENGINE CREWS

When derailment or incident occurs in which hazardous materials may be involved:

a. Except to effect rescue, keep everyone, including employees, at a safe distance pending determination of chemicals involved.

b. Notify train dispatcher (yardmaster in terminal areas) advising portion of train or cars involved. From waybills, consist or other data source, determine appropriate precautions in the event there has been a product release.

c. Inspection of trains or cars should be undertaken with caution. If a release of hazardous materials is evident, the area must not be entered except by person(s) with proper protective equipment.

d. If flammable liquids or gases are involved and personal safety allows, remove or extinguish all sources of ignition in the area.

e. When practicable to accomplish without personal risk, determine position of tank cars (upright, on side, on top, etc.), specific information about tank damage (length, depth of dents, gouges, etc.), location and extent of leakage (hole in end, dome, drip, ½ inch stream, vapor, etc.) and tank car specification (example: DOT 112J340W)

BE SPECIFIC WHEN REPORTING DAMAGE/LEAKAGE INFORMATION

f. When personal safety allows, take necessary action to prevent spilled material from entering lakes, streams or sewers, if possible.

g. Remain at the scene, in close contact with the train dispatcher (yardmaster in terminals) and be readily accessible to advise emergency response forces of suspected dangers, contents and conditions of cars. Furnish them all emergency response information available. This position should be maintained until relieved by a supervisor on the scene or emergency is corrected.

NOTE: Computer generated data does not indicate hazardous materials in TOFC/COFC shipments, certain mixed loads, or residue remaining in empty tank cars. Such cars in a derailment may be as dangerous as other shipments. Information for such cars must be obtained from the waybill.

EXCERPTS FROM D.O.T. REGULATIONS

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

DEFINITIONS:

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

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

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

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

(1) Rail cars containing any amount of hazardous material.

(2) Each trailer/container containing any amount of explosives A or B, poison gas, flammable solid (dangerous when wet) or radioactive material.

(3) Each trailer/container containing 1000 lbs. or more of any other hazardous material.

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

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

(1) Hazardous substance or,

(2) Hazardous waste.

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

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

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

(1) The shipping description consisting of—

(i) The proper shipping names specified for the material in § 172.101 or 172.102 (when authorized) of this subchapter;

(ii) The hazard class specified for the material in the same table;

(iii) The identification number (preceded by "UN" or "NA" as appropriate) prescribed for the material in the same Table; and

(iv) The total quantity (by weight, volume, or as otherwise appropriate) of the hazardous material covered by the description;

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

(3) The placard notation.

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

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

§ **172.205 Hazardous waste manifest.**

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

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

(2) Carried during transportation in the same manner as required by this subchapter for shipping papers,

(3) Given to a person representing the designated facility receiving the waste.

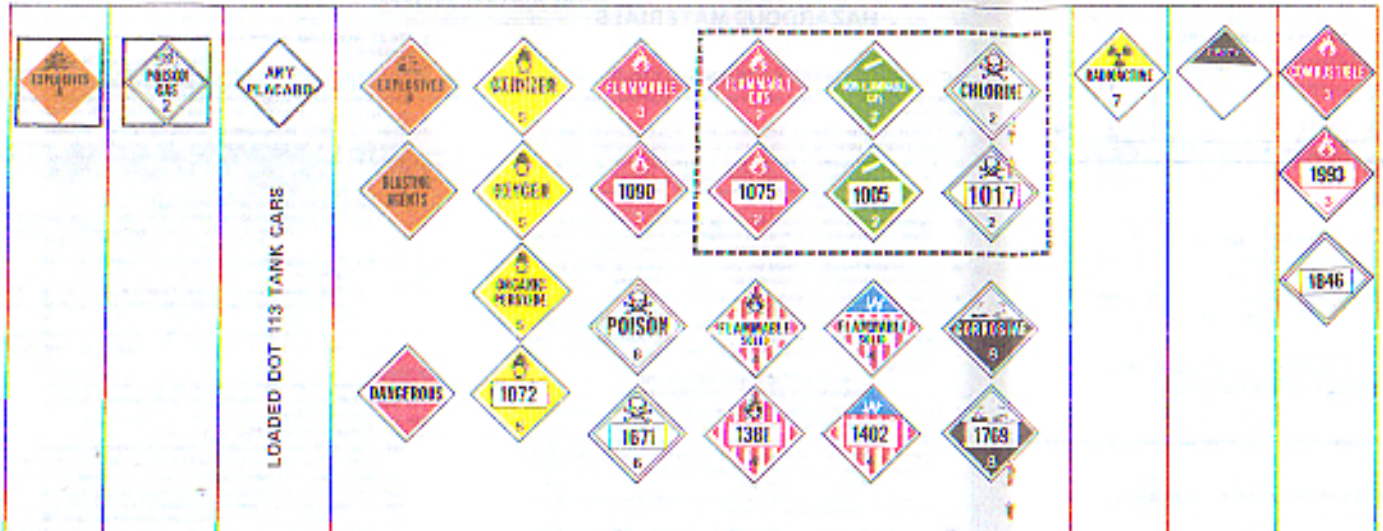
(f) If a shipment is delivered to the waste facility by railroad, manifest information may be included on the waybill in lieu of complying with paragraph (e) (2) of this item.

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

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

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

TRAIN PLACEMENT - SWITCHING RESTRICTIONS FOR PLACARDED CARS



Cars placarded:	Cars placarded:	DOT 113 Tank Cars	Tank Cars other than DOT 113	LOADED PLACARDED CARS — POSITION IN TRAIN RESTRICTIONS	TOFC/COFC	Box, Flat, Hopper Cars	Cars placarded:	Empty placarded tank cars:	Cars placarded:
•	•	•	•	Must not be nearer than the sixth car from the engine occupied caboose or passenger car					NO RESTRICTIONS
•	•	•	•	When train length does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car					
•	•	•	•	MUST NOT BE NEXT TO: Engine, occupied caboose or passenger car			•	•	
• (1)	• (1)	• (1)	• (1)	Car occupied by guard or escort					
•	•	•	•	Loaded plain flat car					
• (2)	• (2)	• (2)	• (2)	Bulkhead flat car or open top car with shiftable load					
• (3)	•	• (4)	• (4)	Loaded TOFC/COFC flat car					
•	•	• (5)	• (5)	Car loaded with vehicles					
•	•	•	•	Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern					
	•	•	•	Car placarded EXPLOSIVES A	•	•	•		
•	•	•	•	Car placarded POISON GAS	•	•	•		
•	•	•	•	Car placarded RADIOACTIVE	•	•	• (6)		
•	•			Any loaded placarded car (other than COMBUSTIBLE, ICE or snow placard)			•		
				SWITCHING RESTRICTIONS					
•	•	•	• (7)	Must not be cut off in motion, be impacted by cars rolling under their own momentum or coupled into with more force than is necessary to complete the coupling	•				
•				Must be separated from engine by at least one non-placarded car					
			•	Where use of hand brakes is necessary, must not be cut off in motion until preceding car is clear of lead also, protected car must be clear of line before another car is allowed to follow					

MISSING PLACARDS MUST BE REPLACED. LOCATIONS WHERE CARS ARE INSPECTED SHALL HAVE A SUPPLY FOR THIS PURPOSE. IDENTIFICATION NUMBERS SHALL BE ADDED TO ALTERNATE PLACARDS WITH A BLACK MARKING PEN. CORRECT NUMBERS SHALL BE OBTAINED FROM EXISTING PLACARDS ON CAR OR SHIPPING PAPER.

NON-FLAMMABLE GAS (standard)

FLAMMABLE GAS (alternate)

FLAMMABLE (alternate)

COMBUSTIBLE (alternate)

PLACARDS ARE IDENTIFIED BY:

BACKGROUND COLOR
SYMBOL
U.N. HAZARD CLASS NUMBER

U.N. HAZARD CLASS NUMBERS

1. EXPLOSIVES
2. GASES
3. FLAMMABLE LIQUIDS
4. FLAMMABLE SOLIDS
5. OXIDIZING MATERIALS
6. POISONOUS AND INFECTIOUS
7. RADIOACTIVE
8. CORROSIVE
9. MISCELLANEOUS (other regulated material)

4 DIGIT I.D. NUMBER

The identification numbers may be displayed on orange panels along with a standard placard or on an alternate placard with the identification number in the center of the placard.

The numbers are for emergency response and have no application for railroad operation.

NOTES

Cars with same placards may be placed next to each other.

(1) A placarded rail car must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car placarded EXPLOSIVES A.

(2) Restriction applies only when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

(3) Cars placarded EXPLOSIVES A may be placed next to each other.

(4) Restriction applies only to loaded flatbed or open top trucks and trailers and to loaded trucks and trailers without securely closed doors.

(5) Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.

(6) Cars placarded RADIOACTIVE must not be placed next to car loads of undeveloped film.

(7) Restriction applies only to flat switching of loaded tank cars placarded FLAMMABLE GAS, NON-FLAMMABLE GAS, CHLORINE (displayed in fire box, shovel and Canadian POISON GAS 2.3 (displayed on reverse side). In humping operation, these cars may be allowed to roll free provided:
a) the intended track contains one or more standing cars
b) the preceding car is clear of all switches before the placarded car is cut off
c) the placarded car is cut off singly
d) the placarded car is clear of all switches before the following car is cut off
e) the next car into the track containing the placarded car is cut off singly.

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

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

SWITCHING AND TRAIN PLACEMENT

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

§ 174.8 INSPECTION

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

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

§ 174.9 Inspection of tank cars.

(a) Each loaded placarded tank car must be inspected by the carrier before acceptance at the originating point and when received in interchange to see that they are not leaking and that the air and hand brakes, journal boxes, and trucks are in proper condition for service.

(b) An empty tank car which previously contained a hazardous material and which is tendered for movement or received in interchange must have all manhole covers, outlet valve reducers, outlet valve caps, outlet valve cap plugs, end plugs, and plugs or caps or other openings securely in their proper places, except that heater coil inlet and outlet pipes must be left open for drainage.

§ 174.10 Inspection of cars at interchange.

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

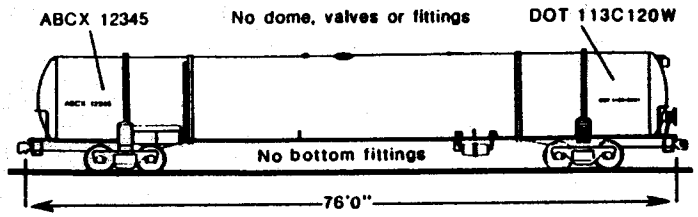
(b) If the car shows evidence of or if there is any reason to suspect that it has received rough treatment, the lading must be inspected and placed in proper condition before the car is permitted to proceed. When interchange occurs and the inspection is performed after daylight hours, electric flashlights should be used and naked lights may not be used.

(c) A shipment of hazardous materials offered by a connecting carrier must comply with this subchapter, and the revenue waybill, freight bill, manifest of lading, card waybill, switching order, transfer slip ticket, or other billing, must bear the placard notation and endorsement prescribed by § 174.25 of this subpart.

(d) A car containing packages of hazardous materials other than explosives may not be offered in interchange if the packages are in a leaking condition.

(e) In the case of a tank car which has developed small leaks in the course of its movement to an interchange point and which requires a short movement to effect delivery for unloading by the consignee, the movement may be made if it can be made safely adhering to the precautions prescribed by § 174.50.

DOT-113 TANK CARS



DOT 113 TANK CARS MAY BE IDENTIFIED BY:

(1) DOT specification number (Example - DOT 113C 120W) stencilled on both sides of car, at opposite end from car initial and number.

(2) No dome, fittings or valves visible on top or bottom of tank.

(3) Extreme length of car (76' 0" over strikers).

THESE TANK CARS MUST NOT BE HUMPED OR CUT OFF IN MOTION!

CANADIAN POISON GAS 2.3 PLACARDS

Some compressed gases, such as Anhydrous Ammonia and Hydrogen Chloride, are classified differently in Canada than in the United States. When shipments of these commodities originate in Canada, the Hazard Class entry on the waybill will read "Poison Gas 2.3" and the tank car will be placarded with the placards depicted above.

In the United States, tank cars with Canadian POISON GAS 2.3 placards shall be handled in accordance with the train placement and switching restrictions which apply to tank cars placarded FLAMMABLE GAS, NON-FLAMMABLE GAS and CHLORINE.
(see note 7 on reverse side).

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.

16. **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, and TOFC Crossings.

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

18. **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.

19. **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.

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 coal, potash, grain and ballast trains		40 MPH.
Loaded ore trains		35 MPH.
MP 96.5-MP 104.0 track 2	65 MPH.	
MP 132.8-MP 140.0 track 2	65 MPH.	
MP 146.0-MP 156.0 track 1	65 MPH.	
MP 157.7-MP 161.7 track 3	45 MPH.	30 MPH.
MP 161.7-MP 163.6 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	10 MPH.	10 MPH.
Bristol, Somonauk, Earlville, Zearing, Kewanee, Galva, Wataga: Through all crossovers between main tracks	35 MPH.	35 MPH.
Earlville: Through turnouts west end of westward siding and siding	10 MPH.	10 MPH.
MP 80.4: Through crossovers between main tracks at east end of advance track	30 MPH.	30 MPH.
MP 82.1: Through crossover between track 2 and advance track	30 MPH.	30 MPH.
Zearing: Through turnouts of eastward siding	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: MP 83.0 to MP 82.0		30 MPH.

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

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

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

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. **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.

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

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

    Montgomery—Eastward MP 43.9 tracks 1 and 2.

    Other Failed Equipment Detector Locations—

    MP 56.9—Sandwich—eastward and westward tracks 1 and 2. Radio Reporter.
    MP 87.3—Mendota—eastward and westward tracks 1 and 2. Radio Reporter.
    MP 113.0—Wyanet—eastward and westward tracks 1 and 2. Radio Reporter.
    MP 142.6—Galva—eastward and westward tracks 1 and 2.

CHICAGO DIVISION

(Aurora to Savanna)

THIRD SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Freight
Aurora and Savanna	50 MPH.
Loaded coal, potash, grain and ballast trains	40 MPH.
Loaded ore trains	35 MPH.
Loaded coal, ore, potash, grain and ballast trains between MP 126.0 to MP 110.0	35 MPH.
Jct. switch, South River Street, Aurora	25 MPH.
Industrial track from controlled siding Aurora	10 MPH.
MP 77.9: Through turnout two main tracks	35 MPH.
Flag Center: Through turnout two main tracks	40 MPH.
MP 142.3: Through crossovers (Plum River)	30 MPH.
MP 143.1: Through crossover	30 MPH.
Through turnouts of controlled sidings	20 MPH.
Over highway crossings on controlled sidings	10 MPH.

Coal, ore, potash, grain and ballast trains through sidings	10 MPH.
Loaded ore cars: Over Bridge 98.18 Oregon	20 MPH.
Oregon and Mt. Morris:	10 MPH.
Over highway crossing MP 104.5	5 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted on industrial track from controlled siding Aurora.

Bridge derricks 975501, 975505 and 250-ton wrecking derrick are not permitted on industrial track Aurora.

Between Oregon and Mt. Morris—Item 5d not permitted.

Locomotives in Groups E, G, H and I except GP-9's and GP-10's not permitted.

Bridge derricks 975501, 975505 and 250-ton wrecking derrick not permitted.

3. Train Register Exceptions—

Rochelle—Westward trains enroute to Eighth Subdivision may register by register ticket.

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

North LaCrosse—Trains must receive clearance. Trains destined Third and Fifth Subdivision in addition to receiving clearance on Fourth Subdivision must receive a clearance for movement to Fifth Subdivision identified with a notation in upper left hand corner as follows: Plum River—Galesburg

Rochelle—Westward trains enroute to Eighth Subdivision must receive clearance.

Savanna—Rule 83(B) does not apply.

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

6. Track between Oregon and Mt. Morris is considered industrial track, Rule 105 applies.

Track leading off controlled siding Aurora is considered industrial track, Rule 105 applies. Member of crew will report to operator Aurora tower when clear of siding and must have permission before again occupying siding.

Engines stop and protect movement over Prairie Street, Pierce Street, Hankes and Aurora Avenues.

Dart Container Co. track MP 3.4—85 foot cars or Hi-Cube cars must not use this track. GP engines coupled to larger engines and GP engines coupled to 60-foot car must not use this track. 60-foot cars may use track when coupled to 40-foot car between engine and 60-foot car. NW-switch type engine can be coupled directly to 60-foot car.

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. 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.

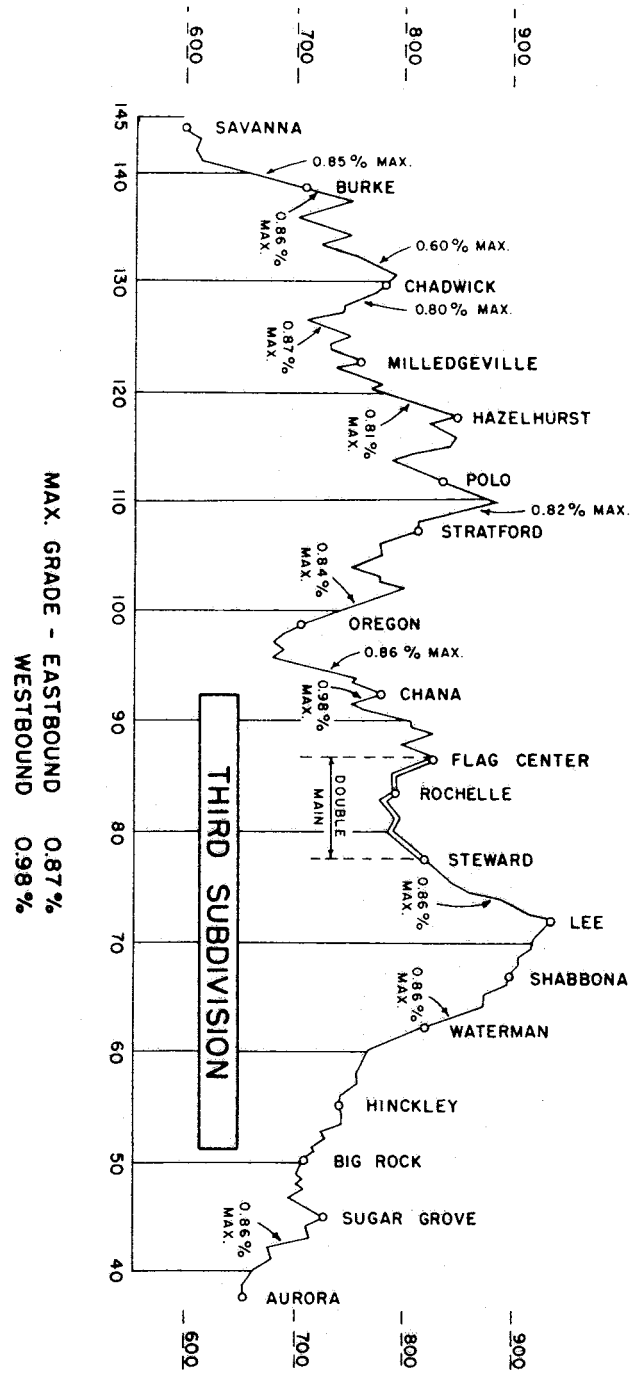
CHICAGO DIVISION

(Savanna to St. Croix Tower)

FOURTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Savanna and St. Croix Tower	50 MPH.



Loaded coal, potash, grain and ballast trains	40 MPH.
Loaded ore trains	35 MPH.
Against the current of traffic on double track	49 MPH.
Loaded coal, ore, potash, grain and ballast trains against current of traffic	30 MPH.
Through turnouts at end of two main tracks located at:	
MP 171.5 and at MP 172.2(BN)	30 MPH.
MP 235.5 and at MP 237.0	35 MPH.
MP 296.3	35 MPH.
MP 323.6 and at MP 327.9	35 MPH.
MP 362.1 and at MP 362.9	35 MPH.
Through crossovers at MP 303.1	35 MPH.
Through turnouts of controlled sidings	20 MPH.
Coal, ore, potash, grain and ballast trains through sidings	10 MPH.
Loaded coal trains on eastward and westward track between MP 185.5-MP 189.0	25 MPH.
East Winona-GBW Interchange track and House Track	5 MPH.

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

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

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

LaCrosse, Old Main between South Avenue and West Avenue.

Between East Winona and Winona—Locomotives restricted as follows:

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

Bridge derricks 975501, 975505 and 250-ton wrecking derrick not permitted.

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

When handling bridge derricks 975501 and 975505 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. Trains destined Third and Fifth Subdivision in addition to receiving a clearance on the Fourth Subdivision, must receive a clearance for movement to Fifth Subdivision identified with a notation in the upper left hand corner as follows: Plum River—Galesburg, Savanna—Aurora.

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

Savanna—Rule 83(B) does not apply.

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 dispatcher. 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 Failed 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 displaying aspect per 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 aspect per 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. **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 coal, potash, grain and ballast trains	40 MPH.
Loaded ore trains	35 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.
Coal, ore, potash, grain and ballast trains through sidings	10 MPH.
Trains handling bridge or wrecking derricks	25 MPH.
Alpha and Aledo	10 MPH.
Over highway crossing west of Viola depot	8 MPH.
Denrock and Agnew	10 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.

When handling 250-ton wrecking derrick or bridge derricks 975501 and 975505 across Rock River bridge 43.17 at Barstow, derrick must be spaced at least three cars from engine.

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

Item 5c not permitted between Alpha and Aledo.

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

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

Alpha . . . . . Elevator Track

Bridge derrick 975501, 975505 and 250-ton wrecking derricks not permitted.

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

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

Plum River—Rule 83(B) does not apply.

Galesburg—Trains destined Fourth Subdivision in addition to receiving clearance for movement on the Fifth Subdivision, must also receive clearance for movement to Fourth Subdivision, identified with a notation in the upper left-hand corner as follows:

Savanna-North LaCrosse.

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

6. Track between Alpha to Aledo 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 for Denrock to Lyndon Line is for Ninth Subdivision.

8. Iowa Railroad 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 Iowa Railroad 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.

250-ton wrecking derrick and bridge derricks 975501 and 975505 not permitted.

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. **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 in Groups E, G, H and I, 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.

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

Rockford .... .Gunite Foundries
Coal Storage

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. On siding at Rockford stop, and protect movement over crossing.

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, Item 4A Rockford MP 23.5.)

CHICAGO DIVISION

(Mendota to Denrock)

NINTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Mendota and Denrock ..... Item 1A, All Subdivisions, applies except between MP 18.0 and MP 27.0.	30 MPH.

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—Clearance received at North LaCrosse, Savanna, Barstow, Galesburg, Mendota, Aurora, or Eola clears train at Denrock.

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

6. **Denrock**—Normal position of junction switch Denrock-Lyndon Line 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 ..... Item 1A, All Subdivisions, applies.	10 MPH.

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 derricks 975501 and 975505 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.

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.

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.
B&O crossing and Illinois River bridge	8 MPH.

Item 1A, All Subdivisions, applies except between MP 69.0 and MP 72.0 and MP 81.0 and MP 85.0.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

Wedron—Locomotives not permitted on coal trestle Wedron Silica Co.

Streator—Locomotives not permitted on bridge 97.12 on Owens Illinois Glass Industry track, except Groups B, C, and D.

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.

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.
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 306.3, 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 466.4	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/OB		55 MPH.
Freight trains over 100 Tons/OB		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.	
Chillicothe—Forward or reverse movement through ISU Dump		3 MPH.
Light engines and single units over highway crossing MP 269.9		12 MPH.
Osceola—Old main track north yard		5 MPH.
Trains between Talmage Jct. and Talmage		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		12 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		12 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 tanks, loaded air dumps, 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.
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 to Cumberland		10 MPH.
Trains handling loaded tank, air dumps and loaded covered hopper cars		10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Fontanelle to Cumberland—

Item 5d not permitted

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

Bridge derricks 975501, 975505 and 250-ton wrecking derrick not permitted

Locomotives in Groups G, H and I are 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 Oak	Yard tracks 8 and 11 Standard Oil Track. Elevator track.
Burlington	Elevator track No. 1
West Burlington	Murray Iron Works
Danville	Elevator track
Mt. Pleasant	Hayes Co. South Scraper track Blue Bird and Vega tracks restricted to one locomotive in Groups A, B, C, D and E.
Lockridge	Stockyard
Fairfield	House track

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

Locomotives in Groups G, H and I not permitted on former C&NW tracks D Street.

Fairfield—Rock Island connecting track, must not exceed one locomotive, and not heavier than Group E.

Red Oak—Locomotives in Groups G, H and I must not operate over Bridge 0.74 between Red Oak and Stennett to enter lower yard.

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

Between Red Oak-Farragut and Red Oak-Griswold—Bridge derricks 975501, 975505 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 Creston-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 movement 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), and Maxon MP 302.2.

Shenandoah—Member of crew must protect movement over Sheridan and Thomas Avenues.

Agency City—Trains must not occupy crossing at MP 273.2 and 272.9 on siding until warning systems are activated.

7. **Burlington**—Drawbridge 204.66 over Mississippi River is interlocked.

West Burlington, Iowa—Trains and engines using lead track accross 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.

8. **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.

Track and time limits not required.

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

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

11. **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
Mt. Pleasant—MP 229.9
Fairfield—MP 251.6
Russell—MP 328.0
Osceola—MP 356.7
Nodaway—MP 421.5
McPherson—MP 445.2

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 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 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)		35 MPH.
MP 70.3-MP 70.8		40 MPH.
MP 74.0-MP 84.9		50 MPH.
Through siding Callao		10 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.
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 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 in Groups G, H and I 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 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 Restricted Proceed indication, Rule 501K 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 and be governed by his instructions.

   In CTC territory—Whenever trailing movement through spring switch is not authorized by signal indication, the spring switch must be operated by hand. When switching movements are made over spring switch, Rule 276 will apply as to permission, time and working limits and notification to engineer.

   In CTC territory—If signal indicates Stop per Rule 501L 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**—Flashing blue and red lights at Lauhoff Grain Company indicate catwalk in use and cars are being unloaded.

11. **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.

12. **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.

13. 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.

14. 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.

15. **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
    Honnewell—MP 36.1 Cotter—MP 135.2

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 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 201.6 to 18th Street crossing MP 199.0	25 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 121.2-MP 120.0	10 MPH.
MP 120.0-MP 119.2	10 MPH.
MP 119.2-MP 95.9	45 MPH.
MP 95.9-MP 93.5	30 MPH.
Engine and lead car over street crossing MP 94.9 and MP 94.3 Louisiana (Ordinance Head end only)	10 MPH.
MP 93.5-MP 77.9	45 MPH.
MP 85.1 Curve	40 MPH.
MP 56.0-MP 56.5 (Head end only)	50 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.
MP 8.2 Through turnout freight lead North St. Louis	30 MPH.
MP 8.2 Through turnout main track North St. Louis	12 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.
St. Louis—between Bell crossover and Tower Grove Interlocking	10 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—**

Sinclair Switch . . . Locomotives 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 locomotives or box car. Locomotives or box cars must not go beyond door opening of building.

Louisiana . . . . . Locomotives 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 . . . . . Locomotives or cars must not move over coal unloading pit at Dundee Cement Co.

Alton Bridge . . . . Loaded ore cars must not operate over this bridge.

Ft. Bellefontaine . Locomotives must not pass under loading chute of Missouri Portland Cement Co.

Prospect Hill . . . . Water works track restricted to two axle truck locomotives.

Locomotives in Groups D, E, G, H and I except GP-9 and GP-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

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 and Keokuk—Trains register when directed by train order.

Old Monroe—Train register 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.

Hannibal—Westward 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—Trains must receive clearance when operator on duty.

West Alton—Eastward trains except MKT trains must receive clearance.

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. **Hannibal on Oakwood Branch**—A crew member must be on ground at crossing with lighted fusee before crossing is fouled at Third, Sixth, Seventh, and Lemon Streets and Lindell Avenue.

8. **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.

9. **Old Monroe**—Onion Plant, building structure will not clear man on side of car inside of plant.

10. **Between Hannibal and Ilasco**—Bluff track must not be used except on permission from train dispatcher.

11. **Keokuk**—Main track switches to be lined and locked for KUD track No. 5.

12. **Cosgrove**—Hercules Plant, car heaters and pipes adjacent to track No. 3 from coal dump to 100 feet east makes bad footing and close clearance. On track 9 opposite of P.E. Warehouse storage building will not clear man on side of car.

Machens—Trains must stop and provide flag protection over crossing at MP 28.1 unless crossing flashers are working.

13. **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.

14. **Lindenwood Interlocking**—Northward Stop signal on Memphis Division 1st Subdivision MP 7.4 and south track westward Stop signal MP 7.3 and eastward Stop signal MP 7.3 controlled by operator, Lindenwood. Interlocking rules govern.

Trains desiring to enter south main track at switches located between MP 7.3 and MP 7.5 must communicate with Lindenwood operator for instructions.

Trains finding Northward Stop signal MP 9.1 displaying Stop indication will communicate with operator at Lindenwood and be governed by his instructions. If cannot contact Lindenwood, be governed by Rule 509.

15. **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.

16. **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.

17. **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 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 turnout at End of 2 main tracks MP 157.2 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 65.5-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.
Smithboro—on siding	10 MPH.
Shattuc—MP 114.9—CO-BO crossing	40 MPH.
Shattuc—CO-BO connection track	5 MPH.
MP 121.2 to MP 121.4 at Centralia	10 MPH.
Centralia—ICG crossing	30 MPH.
Centralia—Eastward trains passing approach signal MP 123.4	30 MPH.
Woodlawn—MP 136.6—L&N crossing	40 MPH.
MP 144.6-MP 146.2 between Woodlawn and Sesser	40 MPH.
Sesser—From Load Yard switch to MOP switch	10 MPH.
Sesser—on Old Ben #21 Lead from Load Yard switch to end of BN maintenance and watch for bad footing in the area of the Load Yard Switch.	10 MPH.
Old Ben 24 Lead between MP 2.0 and MP 4.0 when handling loaded cars	10 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	10 MPH.
Foreman—Locomotives or leading car of train between absolute signals	20 MPH.
Foreman—Eastbound trains passing approach signal 210.3	20 MPH.
Through turnouts of controlled sidings unless otherwise indicated	30 MPH.
Sidings at Vermont, Stewart, Virden, Ayers, Keysport, Smithboro and Waltonville	10 MPH.
Locomotives handling derricks	25 MPH.
Locomotives on mine spurs and in mine yards	10 MPH.
AEP track (Cook)	10 MPH.
Around curve of wye, Metropolis	10 MPH.
Ohio River Bridge, Metropolis	10 MPH.
Chiles Siding	5 MPH.
P&I Jct Switch & L&N Gate Paducah	5 MPH.
Ore cars loaded or empty between:	
Shattuc and Willows on CO-BO Railroad	30 MPH.
Willows and Granite City TRRA Railroad	10 MPH.

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

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

ICG—Trains with 6 axle locomotives are restricted to 40 MPH while locomotives are moving on 2 degree curves located between Metropolis Jcts. north switch Chiles and on both approaches Ohio River Bridge.

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 locomotives by at least four 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.

3. **Train Register Exceptions—**

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

Toland—Trains to and from MOPAC will register 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)—**

Bushnell—Rule 83(B) does not apply for trains from the Second Subdivision.

Beardstown and Centralia—Trains must receive clearance.

Vermont—Rule 83(B) does not apply for trains from the Galesburg Division, Sixth 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, Virden and Crown 2 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 tipple.

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.

15. **Trailing Tonnage Restrictions—**

(See All Subdivisions, Item 3.)

Between Arenzville and Concord, westbound.

Between Neilson and West Vienna, westbound.

When all locomotive power is operated at head end of train, trailing tonnage must not exceed 9,000 except trains with head end power only, consisting entirely of cars equipped with Grade E steel couplers, must not exceed 15,000 trailing tons.

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 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.
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.

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	10 MPH.
Wesley Jct. and Silver Street	10 MPH.

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

Peoria—Locomotives in Groups G, H and I must not use crossover near scale house.
Maquon—Locomotives must not pass over unloading pit at Farm Service.

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. **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 and Cilco Plant	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.

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, 98(A) and 98(B) 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.

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.

10. Do not occupy highway crossing unless flasher signals are operating or highway traffic has been stopped at the following locations:

Route 100 between St. David — Lewistown
Route 24 Avenue E. Lewistown
Route 100 South Main Street, Lewistown
Route 136 Ipava

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.
Locomotive 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—**

Utica—Engines must not operate across the unloading pit and structure at Midland Brick and Tile Co.

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.

GALESBURG DIVISION

(Albia to Des Moines)

EIGHTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Albia to Des Moines N&W rules and timetable speeds apply.	
Rule 93 in effect—N&W Jct. to Des Moines	

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

Item 5d not permitted.

Locomotives must not operate over heater pits on heater track or thaw pits Iowa Power Light spur Des Moines.

Locomotives in Groups G, H and 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.

NEBRASKA DIVISION

(Kansas City to Omaha)

FIRST SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted Freight
Freight trains up to 100 Tons/OB	50 MPH.
Freight trains over 100 Tons/OB	40 MPH.
MP 0.4 and east end Missouri River Bridge	10 MPH.
East end Missouri River bridge and Ustick	10 MPH.
Ustick and Block 4	20 MPH.
On Armour Atchison Advance track MP 43.5 to MP 45.4	20 MPH.
Through turnout MP 45.4	30 MPH.
Through turnout advance freight lead MP 56.7	30 MPH.
Curve MP 60.0	20 MPH.
St. Joseph—Lake, Missouri and Illinois Avenues	20 MPH.
In Hannibal yard (St. Joseph) between MP 61.9 and 600 feet north of Monterey Street, and on yard lead between highway circuit signs Monterey Street	10 MPH.
On Old Hannibal passenger main (St. Joseph) between MP 205.1 and 400 feet west of Tenth Street	10 MPH.
Waldron, East Leavenworth, Sadler, Armour, and Hall, siding turnouts	30 MPH.
Napier MP 97.4 Pacific Jct. MP 174.4	49 MPH.
Loaded coal ballast and grain trains	30 MPH.
Pacific Jct. and Council Bluffs Yard	30 MPH.
MP 60.4 and MP 64.0	20 MPH.
MP 64.0 and MP 65.3	30 MPH.
Omaha passenger station and U.P. Bridge	5 MPH.
Turnout end of two main tracks, Waterworks MP 67.1	50 MPH.
At Napier—No. 1 main track from MP 95.4 to MP 97.4	25 MPH.
At Napier—No. 2 main track MP 97.4	30 MPH.
At Napier—Crossover between two main tracks at MP 97.4	30 MPH.
MP 491.0 and MP 493.4	10 MPH.
Nodaway, Starks, Napier, Folsom and Island Park siding turnouts	25 MPH.
Locomotives using Iowa Power track MP 489.0	10 MPH.
Pacific Jct. Northeast wye	20 MPH.
Bridge derricks 975501, 975505 and 250-ton wrecking derricks over Bridge 65.2	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

Hamburg—Locomotives in Groups H and I must not operate on north elevator track.

Omaha—Auto rack cars and piggyback cars must not be handled on depot tracks 1 and 3.

Bridge derricks 975501 and 975505 may operate on track 5 and must keep off all other tracks adjacent to station canopies.

3. Train Register Exceptions—

Pacific Jct.—Trains in through movement will register by register ticket.

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

St. Joseph—Arriving train crews must deliver all clearances, train orders and messages to relieving crew.

Napier—Rule 83(B) does not apply to eastward trains off Eighth Subdivision.

Pacific Jct.—Trains must receive clearance.

Omaha—Rule 83(B) does not apply.

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

6. Kansas City—Main tracks will be numbered consecutively from the north beginning with No. 1. Track 2 between MP 4.2 and MP 6.2 is designated as the Hump Lead.

Permission must be obtained from control operator before using hand operated crossover MP 3.5.

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

Stop and protect switching movement over E Street.

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

8. Parkville—Engine or lead car must not exceed 40 MPH over street crossings.

Council Bluffs—Movements over CMStP&P-IRRC crossing at MP 491.8 are protected by stop signs and governed by Rule 98(A). N&W Crossing, MP 491.3 and C&NW Crossing, MP 492.7 are protected by automatic interlocking signals and movements are governed by interlocking rules and instructions posted in release box at crossing.

9. St. Joseph—Florence St. Crossing MP 60.2 must be protected by crew member from ground position.

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

10. Manual Interlockings not Indicated at Station—

Between St. Joseph and Waterworks—

St. Joseph Term. Ry MP 61.5
Missouri Pacific crossing MP 61.9
UT crossing MP 64.0

11. Failed Equipment Detector Location—

Weston—MP 30.8

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

NEBRASKA DIVISION

(Pacific Jct. to Hastings)

SECOND SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted Passenger	Freight
Passenger trains	79 MPH.	
Oreapolis to Ashland	50 MPH.	50 MPH.
Freight trains up to 100 Tons/OB		50 MPH.
Freight trains over 100 Tons/OB		40 MPH.
Pacific Jct. to MP 1.1	40 MPH.	25 MPH.
Pacific Jct., east crossover between main tracks at MP 473.8	30 MPH.	30 MPH.
Pacific Jct., crossover between main tracks at MP 475.0	30 MPH.	30 MPH.
Trailing movement through Spring Switch MP 0.2	25 MPH.	25 MPH.
Pacific Jct., northeast wye		20 MPH.
MP 1.1 to MP 3.5	65 MPH.	40 MPH.
MP 3.5 to MP 8.9	40 MPH.	40 MPH.
Oreapolis—Turnout at end of two main tracks		35 MPH.
Oreapolis—Through turnouts	30 MPH.	30 MPH.
Ashland—Through crossover from Louisville line to north track		30 MPH.
Turnouts of controlled sidings		35 MPH.
Between Oreapolis and Ashland, bridge derricks 975501, 975505 and 250-ton wrecking derricks		25 MPH.
MP 57.0 to MP 58.9		40 MPH.
MP 58.9 to MP 59.4 via passenger line	25 MPH.	20 MPH.
MP 58.9 to MP 60.0 via freight line	25 MPH.	25 MPH.
Between Baird Tower and Hall Tower via passenger tracks, Lincoln	25 MPH.	20 MPH.

Between Hall Tower and Cobb—MP 63.0 to MP 63.4	60 MPH.	
Plattsmouth—Through turnout in No. 2 track MP 5.0	30 MPH.	30 MPH.
Ashland—East crossovers MP 35.2 between main track No. 2 and Omaha line	35 MPH.	35 MPH.
Between north track and Louisville line	30 MPH.	30 MPH.
MP 36.4 turnout west end No. 1 track	30 MPH.	30 MPH.
MP 36.4 through crossover between main tracks	30 MPH.	30 MPH.
MP 41.1 through crossovers between main tracks	25 MPH.	25 MPH.
Head end of westward trains passing signal MP 47.6—On south track—		
Freight trains up to 100 Tons/OB		50 MPH.
Freight trains over 100 Tons/OB		40 MPH.
Head end of eastward trains passing signals on north and south tracks at MP 49.1—		
Freight trains up to 100 Tons/OB		50 MPH.
Freight trains over 100 Tons/OB		40 MPH.
Lincoln to MP 60.5	30 MPH.	20 MPH.
MP 60.5 to MP 66.7		50 MPH.
Cobb turnout	25 MPH.	25 MPH.
Cushman-Cobb (freight line)	35 MPH.	35 MPH.
Trains using east wye track MP 154.1 to Thirteenth Subdivision	35 MPH.	35 MPH.
MP 155.0 to MP 156.0		50 MPH.
MP 156.0 to MP 157.0	25 MPH.	25 MPH.
MP 157.0 to MP 158.0		30 MPH.
Crossover MP 154.9, Brick Yard	30 MPH.	30 MPH.
Turnouts MP 155.8 and 155.9	35 MPH.	35 MPH.
Crossover and turnouts MP 156.4	10 MPH.	10 MPH.
Gaines-Turnout end of two main tracks	35 MPH.	35 MPH.
Gaines-Entering or leaving yard		10 MPH.

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

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

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

Plattsmouth	Lead to BREX yard
Ashland	Team track
	West elevator track

3. **Train Register Exceptions—**

Pacific Jct.—Hastings—Trains in through movement will register by register ticket.

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

Oreapolis—Rule 83(B) does not apply.

Ashland—Rule 83(B) does not apply except to westward trains off tenth Subdivision.

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

Crete—Rule 83(B) does not apply to eastward trains off Sixth Subdivision.

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

6. **Oreapolis**—Missouri Pacific railroad crossing over west leg of wye protected by automatic interlocking signals.

7. Rotating white light on control bungalow of the combination hot box and dragging equipment detectors at MP 39.0 between Ashland and Greenwood indicates power off controls and train dispatcher should be advised immediately.

When snowplow, snowblower or track surfacing equipment is performing work within 250 feet of MP 39.0 and MP 110.0, signal maintainer should be present to prevent damage to equipment.

8. **Lincoln**—Interlocking at Missouri Pacific crossing MP 58.9 is manually controlled. Eastward signals are part of CTC system. Westward signals are interlocked and are part of Baird interlocking.

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

9. **Fairmont**—Normal position junction switches as follows:

East end for Twentieth Subdivision.
West end for Fifth Subdivision.

10. **Crete**—Switching movements over Main Street crossing must be protected by a member of the crew in accordance with Rule 103 regardless of the position of the gates. On old Wymore main track cars must not be left less than 70 feet from either side of crossing. Eastward passenger trains making station stop should stop with head end not less than 320 feet west of crossing.

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

12. Track between Lincoln and Woodlawn is considered industrial track, Rule 105 applies. At West Lincoln Union Pacific Rules apply.

13. While operating on Union Pacific track at Lincoln, Burlington Northern employees must comply with instructions issued by Union Pacific supervisors, but will be governed by Burlington Northern rules, except for the following Union Pacific rules:

Dual Control Switches—

275: When a train or engine is stopped by a signal governing movement over a dual control switch and no conflicting movement is evident, a member of the crew must immediately communicate with the control operator and be governed by his instructions. Such instructions must include information as to the route to be used.

When authorized to proceed, movement must be made at restricted speed to the next signal. Before proceeding, selector lever on all dual control switches over which movement is to be made must be placed in "HAND" position. Hand throw lever on each such switch must be operated until switch points are seen to move with the movement of the lever. Switches must be lined for the route to be used. As soon as leading wheels are 100 feet past the stop signal, selector levers on all switches may be restored to "MOTOR" position and locked.

276: Dual control switches must not be operated by hand without authority from the control operator except when communication has failed.

When necessary to operate a dual control switch by hand to perform switching, the time switch may be used and the limits of the movement must be clearly stated and understood. When possible, first move must be made on signal indication.

Selector lever on all switches over which movement is to be made must then be placed in "HAND" position and must be left in that position until all movements have been completed.

After all movements have been completed, selector levers on all switches must be restored to "MOTOR" position and control operator must be so advised.

During the time selector lever is in "HAND" position, indications of Stop signals governing movement over the switch may be considered suspended, but all movements must be made at restricted speed.

276(A): When communication has failed and it is necessary to operate a dual control switch by hand, if movement is to be made to a main track, switch must not be operated until five minutes after the selector lever has been placed in "HAND" position.

277: Except as provided in Rule 276, a train or engine must not make a reverse movement, or a forward movement after making a reverse movement, over a dual control switch, except on signal indication, or with permission from control operator.

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

MP 0.4 Westward trains—Pacific Jct.
MP 8.6 Eastward trains—Oreapolis

Other Failed Equipment Detector Locations—

MP 39.0 MP 110.0

NEBRASKA DIVISION

(Oreapolis to Ashland)

THIRD SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Passenger	Freight
Passenger trains	75 MPH.	
Freight trains up to 100 Tons/OB		50 MPH.
Freight trains over 100 Tons/OB		40 MPH.
MP 0.0 to MP 1.7	40 MPH.	40 MPH.
MP 1.7 to MP 2.3	60 MPH.	50 MPH.
MP 2.3 to MP 10.2	65 MPH.	50 MPH.
MP 10.2 to MP 11.5	60 MPH.	50 MPH.
MP 11.5 to MP 13.7	65 MPH.	50 MPH.
Curve MP 13.7	60 MPH.	50 MPH.
MP 13.7 to MP 14.7	65 MPH.	50 MPH.
MP 14.7 to MP 16.0	50 MPH.	40 MPH.
MP 15.0 through turnout No. 2 Track	30 MPH.	30 MPH.
MP 16.0 to MP 16.8	20 MPH.	20 MPH.
MP 16.8 to MP 17.3	10 MPH.	10 MPH.
MP 17.3 to MP 17.9	20 MPH.	20 MPH.
MP 17.9 to MP 21.5	50 MPH.	40 MPH.
Curve MP 19.1	30 MPH.	20 MPH.
Through turnouts of controlled sidings		25 MPH.
Except through turnouts of controlled siding Omaha		10 MPH.
And through turnouts of controlled siding South Omaha		35 MPH.
Through the following dual control switches:		
Oreapolis wye		10 MPH.
Pappio		10 MPH.
Gibson—East yard switch MP 13.4		30 MPH.
South Omaha MP 19.8—Roundhouse Track		10 MPH.

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

Omaha—Bridge derricks 975501 and 975505 may operate on track 5 only and must keep off all other tracks adjacent to station canopies.

Auto rack cars and piggyback cars must not be handled on depot tracks 1, 2 and 3 at Omaha.

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

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

Omaha—Rule 83(B) does not apply to westward trains off First Subdivision.

Oreapolis and Ashland—Rule 83(B) does not apply.

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

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

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

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

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

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

NEBRASKA DIVISION

(Ayr Jct. to Wilcox)

FOURTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Freight
Ayr Jct. and Wilcox	30 MPH.

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

Item 5d not permitted.

Locomotives in Group I must not operate.

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

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

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

Ayr Jct.-Wilcox—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 mile.

NEBRASKA DIVISION

(Hebron to Fairmont)

FIFTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Freight
Fairmont and Strang	35 MPH.
Strang and Hebron	30 MPH.
Locomotives or leading car of trains over highway crossing MP 0.9	10 MPH.
Locomotives or leading car between absolute signals UP crossing, MP 29.2	10 MPH.
Derricks between Strang and Hebron	10 MPH.

Item 1A, All Subdivisions, applies.

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

Item 5d not permitted.

Locomotives in Groups D, E, G, H and I must not operate.

Between Fairmont and Hebron bridge derricks 975501, 975505 and 250-ton wrecking derricks must not operate.

3. **Train Register Exceptions—**

Strang—Trains will register when directed by train order. Register located at north switch west wye.

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

   Strang—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. **Fairmont**—Normal position junction switch west end Fairmont is for Fifth Subdivision.

7. **Strang—**

   Normal position of east and west wye switches of east wye on the Fifteenth Subdivision is for Fifteenth Subdivision.
   Normal position of the south switch east wye is for the west leg of wye.
   Normal position of east and west wye switches of west wye on the Fifteenth Subdivision is for the east and west legs of wye.
   Normal position of the north switch west wye is for the east leg of wye.

NEBRASKA DIVISION

(Crete to Wymore)

SIXTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Freight
Junction switch at MP 0.8 and Beatrice	40 MPH.
Curve MP 1.0	20 MPH.
Beatrice and Wymore	30 MPH.
Eastward locomotives or leading car between absolute signals of Junction Switch MP 1.0	20 MPH.
Locomotives in Group I single locomotive only	30 MPH.
Between Crete and Wymore, bridge derricks 975501, 975505 and 250-ton wrecking derricks	25 MPH.
Other derricks	30 MPH.

   Item 1A, All Subdivisions, applies between Beatrice and Wymore.

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

   Item 5d not permitted.

   Locomotives in Group I must not operate on following tracks:

Shestak	Elevator track	
Wilber	Spur track	
Beatrice	Coal track	No. 3 track
		Creamery track
	No. 1 track	
	No. 2 track	Nemaha main
MP 31.8	Brick yard spur	

   Between Wilber and Beatrice—At Hoag on Cominco and Phillips lead not more than two locomotives permitted.

3. **Train Register Exceptions—**

   Crete—Trains will register when directed by train order.

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

   Beatrice—Trains must receive clearance when operator on duty. Beatrice operator on duty 7:30 a.m. until 4:30 p.m. Monday through Friday.

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

6. Lights on train order signals will not be displayed.

7. **Wymore**—All tracks within yard limits are yard tracks.

NEBRASKA DIVISION

(Hobson to Ravenna)

SEVENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Freight
Freight trains up to 100 Tons/OB	50 MPH.
Freight trains over 100 Tons/OB	40 MPH.
Grand Island—Through turnout west of UP crossing	30 MPH.
—Through turnout to U.P. Interchange track	10 MPH.
Ravenna—MP 127.2 to MP 127.7	20 MPH.
Through turnouts of beginning and end of double track and turnouts of all controlled sidings and crossovers equipped with dual control switches	35 MPH.
Between York and McCool Jct. and York and Benedict	20 MPH.
Locomotives or leading car over Nobles Avenue between York and McCool Jct.	10 MPH.

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

   Item 5d not permitted McCool Jct. to Benedict.

   Locomotives in Group I must not operate on following tracks:

   Grand Island . . . . . Oil track
   Ravenna . . . . . City track

   Locomotives in Groups B, C, D, E, H and I must not operate between McCool Jct. and Benedict.

3. **Train Register Exceptions—**

   Grand Island—Trains originating or terminating will register.

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 York and McCool Jct. and between York and Benedict is considered industrial track, Rule 105 applies.

7. **Grand Island**—When handling 85-foot cars or longer on 17 degree curve of Union Pacific freight house lead and interchange track, beginning 150 feet east of point of switch for freight house lead located in the direct interchange track and continuing westward 550 feet on to the freight house lead track, movement must not exceed 4 MPH. A member of crew must watch movement closely, prepared to give stop signal if any indication of failure to safely negotiate the curve. Particular attention must be given to lateral movement of coupler, as critical point of movement on curve develops when coupler approaches maximum lateral movement permitted by coupler opening.

   Overhang at end of these cars is greater than on other cars and clearances must be watched closely when handling on curves in excess of 16 degrees.

8. Rotating white light on control bungalow of the combination hot box and dragging equipment detectors at MP 74.0 and MP 107.3 indicates power off controls and train dispatcher should be advised immediately.

   When snowplow, snowblower or track surfacing equipment is performing work within 250 feet of MP 17.5, MP 52.7, MP 74.0 and MP 107.3, signal maintainer should be present to prevent damage to equipment.

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

   Other Failed Equipment Detector Locations—

   MP 17.5 MP 74.0
   MP 52.7 MP 107.3

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

NEBRASKA DIVISION

(Napier to Carling)

EIGHTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted Freight
Loaded coal trains	40 MPH.
Rulo MP 13.0 to Humboldt MP 39.0	30 MPH.
Humboldt MP 0.0 to Sterling MP 25.0	30 MPH.
Falls City MP 26.5 to New Salem MP 27.5	25 MPH.
Bear to Gage MP 21.6 to MP 22.1 and MP 27.0 to MP 27.2	25 MPH.
Adams MP 40.2 to Firth MP 40.4	35 MPH.
Firth MP 43.4 to Hickman MP 43.7	25 MPH.
Saltillo MP 57.5 to Lancaster MP 58.5	25 MPH.
Freight trains up to 100 Tons/OB	50 MPH.
Freight trains over 100 Tons/OB	40 MPH.
Rulo and Sterling	40 MPH.
Saltillo and Carling MP 59.5 and MP 62.7	20 MPH.
Firth—Turnouts end of 2 main tracks	35 MPH.
Turnouts of controlled sidings	35 MPH.
Napier—No. 1 track MP 0.0 to MP 1.7	25 MPH.
Napier—No. 2 track MP 0.0 to MP 0.5	30 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Locomotives in Group I must not operate on following tracks:

Falls City . . . . . Roundhouse track
James track

Engines must not operate over undertrack unloader on No. 3 track.

3. Train Register Exceptions—

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

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

Napier—Rule 83(B) does not apply to westward trains from First Subdivision.

Table Rock—Rule 83(B) does not apply to eastward trains from the Twelfth Subdivision.

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

6. Whistle Signals for Hall Tower Interlocking Plant—

Hastings main track . . . . . One long.
Napier main track . . . . . One long, one short, one long.
To wye or inside track . . . . . One long, two shorts, one long.

7. Firth—Close clearance between siding and elevator tracks.

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

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

When leaving sidings, after permission is received from control operator, switches and derails must be operated and movement made by signal indication. If signal fails to clear Rule 269 will apply.

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

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

MP 5.7 MP 13.0

Other Failed Equipment Detector Locations—

MP 38.1

NEBRASKA DIVISION

(Cooper Spur to Lancaster)

NINTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted Freight
Nebraska City and Lancaster	30 MPH.
Arbor and Dunbar between MP 5.0 and MP 6.7	10 MPH.
Nebraska City and Cooper Spur	10 MPH.
Nebraska City over Missouri Pacific crossing on roundhouse lead	10 MPH.
Lincoln—	
Leading car or locomotives of westbound trains over 27th Street MP 58.5	10 MPH.
Leading car or locomotives of trains over 14th Street MP 59.5	5 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

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

Nebraska City—When switching, no more than one locomotive may be used on any track except Main Line and 2, 3 and 5 tracks. Single locomotives only may be used on other tracks and must be GP 9.

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

3. Train Register Exceptions—None.

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

Cooper Spur, Lancaster—Rule 83(B) does not apply.

Nebraska City—Trains must receive clearance when operator on duty. Operator on duty 8:00 a.m. until 5:00 p.m. Monday through Saturday.

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

6. Automatic interlocking Nebraska City over Missouri Pacific crossing roundhouse lead.

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

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

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

8. Yard Limits—Continuous yard limits between Nebraska City and MP 6.0 (between Arbor and Minersville)

NEBRASKA DIVISION
(Ashland to Sioux City)

TENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Freight
Ashland and Sioux City	49 MPH.
Curve MP 0.3	25 MPH.
Between switches of wye Ashland	10 MPH.
Ashland and Ferry—Loaded coal trains	30 MPH.
Head end of westward trains passing signal governing westward movement at MP 0.5	20 MPH.
Head end of trains passing approach signal at following interlockings:	
Eastward and westward at UP crossing Yutan—MP 15.3	
Freight trains up to 100 Tons/OB	25 MPH.
Freight trains over 100 Tons/OB	20 MPH.
Eastward trains at UP crossing Fremont MP 30.0	20 MPH.
Eastward and westward at C&NW crossing Nickerson—MP 35.5—	
Freight trains up to 100 Tons/OB	25 MPH.
Freight trains over 100 Tons/OB	20 MPH.
Locomotives or leading car of trains between absolute signals at:	
UP crossing at Yutan	20 MPH.
C&NW crossing east of Nickerson	20 MPH.
MP 58.7 and MP 59.9 Locomotives in Groups H and I	40 MPH.
MP 28.8 and MP 29.9, Fremont	10 MPH.
MP 103.0 and MP 108.2 between Ferry and 4th Street, Sioux City	10 MPH.
Ashland and Ferry—Bridge derricks 975501, 975505 and 250-ton wrecking derricks	25 MPH.

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

Item 5d not permitted.

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

Ferry ..... Laketon scale track

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

Between Ferry and Ashland—Grain trains restricted from all sidings except Fremont and Winnebago.

3. **Train Register Exceptions—**

Ashland—Trains will register by register ticket except trains entering Second Subdivision through wye in eastward movement will not register.

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

Fremont—Trains must receive clearance.

5. **Rule 99**—When flagging is required, distance between Ashland-Ferry will be 1.5 miles, between Ferry-Sioux City 1 mile.

6. **Yutan**—When trains meet at Yutan, westward trains holding main track will not pass approach signal until eastward trains are in clear of siding.

7. **Fremont**—Westward movements which have been delayed at UP or C&NW crossing will notify operator of their intentions to move through interlocking by depressing push button located in box east of track in vicinity of "L" Street.

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

Trains using siding must stop and protect movement over main street.

8. **Urhling**—Trains using siding must stop and protect movement over crossing.

9. **Automatic Interlockings not Indicated at Station—**

C&NW crossing 6.3 miles west of Fremont.

NEBRASKA DIVISION
(Council Bluffs to Bayard)

ELEVENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Freight
Council Bluffs and Bayard	30 MPH.
MP 482.2 to 481.7	10 MPH.
BN Crossing, MP 483.4	10 MPH.
Leading car of train or engines over signal crossings on sidings	10 MPH.

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

Item 5d not permitted.

Locomotives in Group I must not operate.

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

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

Bayard—Rule 83(B) does not apply.

5. **Rule 99**—Unless otherwise provided, protection against following trains not required. When flagging is required, distance will be 1 mile.

6. End of Track at Bayard is MP 383.6.

NEBRASKA DIVISION
(Table Rock to Wymore)

TWELFTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Freight
Table Rock and Wymore	35 MPH.
Curve on city track Pawnee	5 MPH.
Head end of trains passing approach signals to UP crossing MP 84.7—	
Freight trains up to 100 Tons/OB	30 MPH.
Freight trains over 100 Tons/OB	25 MPH.
Locomotive or leading car between absolute signals UP crossing MP 84.7	20 MPH.
Between Table Rock and Wymore bridge derricks 975501, 975505 and 250-ton wrecking derricks	25 MPH.
Other derricks	30 MPH.

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

Item 5d not permitted.

Locomotives in Group I must not operate on following tracks:

Wymore ..... House track
No. 2 repair track
Belt track
City track

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

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

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

6. **Table Rock**—Normal position of junction switch is for Eighth Subdivision.

7. **Pawnee**—Air brakes must be coupled and working on cars handled on city track.

8. **Wymore**—All tracks within yard limits are yard tracks.

9. **Automatic Interlockings not Indicated at Station—**

UP crossing 2.5 miles east of Wymore.

NEBRASKA DIVISION

(Brick Yard to Sargent)

THIRTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Freight
Brick Yard and Sargent	30 MPH.
Trains using east wye track to Second Subdivision	35 MPH.
Eastward locomotive or leading car between absolute signals of east wye switch MP 26.3	20 MPH.
Trains using east and west legs of wye Aurora	10 MPH.
Aurora and Brick Yard bridge derrick 975501, 250-ton wrecking derrick and other derricks may operate	20 MPH.
At UP interlocking Central City, locomotive or leading car between approach and absolute signal, and between absolute signals	20 MPH.
MP 15.5 and MP 23.6, MP 28.8 and MP 30.1, MP 40.3 and Sargent—	
Locomotives GP-9	10 MPH.
Locomotives SD-9	20 MPH.

Item 1A, All Subdivisions, applies between Palmer and Sargent.

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

Item 5d not permitted.

Between MP 15.0 and Sargent—Item 5c not permitted.

Between Aurora and Palmer—Locomotives in Groups E, H and I must not operate.

Between Palmer and Sargent—Locomotives in Groups A, C and G maximum two units, and Groups E, H and I must not operate.

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

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

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

Brick Yard—Clearance received at Hastings clears trains at Brick Yard.

Aurora—Trains must receive clearance.

Sargent—Rule 83(B) does not apply.

5. **Rule 99**—Unless otherwise provided, protection against following trains is not required between Aurora and Sargent. When flagging is required between Brick Yard-Sargent, distance will be 1.5 miles.

6. Lights on train order signals will not be displayed.

7. **Central City—BN, UP crossing**—BN train and engine movements approaching crossing, from either direction, must stop at absolute signal. After stopping trainman or engineer will proceed to crossing and operate the plant in accordance with instructions posted at the crossing.

NEBRASKA DIVISION

(Clay Center to Lushton)

FOURTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Freight
Clay Center and Sutton	30 MPH.
Sutton and Lushton	10 MPH.

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

Between Clay Center and Sutton—Item 5d not permitted.

Locomotives in Groups B, C, D, E, H and I must not operate.

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

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

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

5. **Rule 99**—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1 mile.

NEBRASKA DIVISION

(DeWitt to Hildreth)

FIFTEENTH SUBDIVISION

1. **Speed Restrictions—**

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

Item 1A, All Subdivisions, applies.

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

Item 5d not permitted.

Maximum gross weight of cars handled between DeWitt and Swanton, and between Edgar and DeWeese must not exceed 215,000 pounds.

Between DeWitt and Blue Hill—Locomotives in Group G only (not exceeding 2 locomotives) and Groups H and I must not operate.

Between DeWitt and Tobias and between Edgar and Blue Hill—Locomotives in Group C single locomotive only.

Between Tobias and Daykin—Locomotives in Group E must not operate.

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

3. **Train Register Exceptions—**

Strang—Trains will register when directed by train order. Train register located at north switch west wye.

Blue Hill—Trains will register when directed by train order.

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

Hildreth, Tobias, Strang—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. Track between Tobias and Daykin is considered industrial track, Rule 105 applies. Line-up issued for Fifteenth Subdivision will cover.

7. **DeWitt**—Train order signal does not govern Fifteenth Subdivision trains. Normal position of junction switch is for Sixth Subdivision.

8. **Strang**—Normal position of east and west wye switches of east wye on the Fifteenth Subdivision is for the Sixteenth Subdivision.

   Normal position of the south switch east wye is for the west leg of wye.

   Normal position of east and west wye switches of west wye on the Sixteenth Subdivision is for the east and west legs of wye.

   Normal position of the north switch west wye is for the east leg of wye.

9. **Blue Hill**—Normal position of junction switch (MP 86.8 and MP 87.0) is for the Eighteenth Subdivision.

NEBRASKA DIVISION

(Seward to Bellwood)

SIXTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Freight
Seward and MP 34.0	25 MPH.
MP 34.0 and MP 64.0	10 MPH.

   Item 1A, All Subdivisions, applies.

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

   Item 5d not permitted.

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

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

   Seward—Clearance received at Lincoln-Cushman clears train at Seward.

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

6. **Seward**—Normal position of connecting track switch located at MP 26.4 is for connecting track.

NEBRASKA DIVISION

(Wymore to Red Cloud)

SEVENTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Freight
Wymore and Red Cloud	35 MPH.
Locomotive or leading car between absolute signals of UP crossing MP 114.9	10 MPH.
Locomotive or leading car over Central Avenue and Bloom Street Superior	5 MPH.
Locomotive or leading car between absolute signals Missouri Pacific crossing MP 171.0	20 MPH.
Bridge derricks 975501, 975505 and 250-ton wrecking derricks	25 MPH.
Other derricks	30 MPH.
Locomotives in Group I between Endicott and Red Cloud	30 MPH.

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

   Item 5d not permitted.

   Locomotives in Group I must not operate on following tracks:

Krider	House track
Odell	House track
Diller	Elevator track
Chester	House track
	Elevator track
Superior	Stock track
Bostwick	Elevator track
Red Cloud	Turkey track

3. **Train Register Exceptions—**

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

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

   Lester Jct.—Rule 83(B) does not apply.

   Red Cloud—Trains must receive clearance when operator on duty. Operator on duty 8:00 a.m. until 5:00 p.m. Monday through Friday.

5. **Rule 99**—Unless otherwise provided, protection against following trains is not required between Wymore and Lester Jct. When flagging is required, distance will be 1.5 miles.

6. Lights on train order signals will not be displayed.

7. **Chester**—Trains or engines passing through Chester on any track other than main track must stop before crossing Thayer Avenue.

   Member of crew must flag trains or engines across entire width of street.

8. **Superior**—Within the corporate limits, cars or engines must not be left standing less than 40 feet from street line and switching or light engine movements over Central Avenue and Bloom Streets must be protected by member of crew.

   Missouri Pacific crossing MP 171.0. Normal position of gate is against MP trains. Rule 98(A) in effect.

9. **Lester Jct.**—Normal position of junction switch is for Eighteenth Subdivision.

10. **Wymore**—All tracks within yard limits are yard tracks.

NEBRASKA DIVISION

(Hastings to Lester Jct.)

EIGHTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Freight
Hastings and Lester Jct.	30 MPH.
Locomotive or leading car of eastward trains over highway crossing at MP 1.0	5 MPH.
Through turnout Lester Jct.	10 MPH.
Locomotives in Group I	25 MPH.
Bridge derricks 975501, 975505 and 250-ton wrecking derricks over Bridge 34.33	10 MPH.

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

   Item 5d not permitted.

Locomotives in Group I must not operate on following tracks:

Cowles ..... House track
Blue Hill ..... Elevator track
Ayr ..... City track

3. **Train Register Exceptions—**

Ayr Jct.—Trains will register when directed by train order. Train register located at junction switch.

Lester Jct.-Blue Hill—Trains will register when directed by train order.

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

Lester Jct., Ayr Jct.—Rule 83(B) does not apply.

5. **Rule 99**—Unless otherwise provided, protection against following trains is not required between Ayr Jct. and Lester Jct. When flagging is required, distance will be 1.5 miles.

NEBRASKA DIVISION

(Auburn to Tecumseh)

NINETEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Freight
Auburn and Tecumseth	30 MPH.
Tecumseth—MP 60.0 and Johnson MP 48.0	10 MPH.
Derricks	10 MPH.

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

Item 5d not permitted.

Locomotives in Group I must not operate.

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

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

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

5. **Rule 99**—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1 mile.

NEBRASKA DIVISION

(Fairmont to Millgan)

TWENTIETH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Freight
Fairmont and Millgan	10 MPH.

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

Item 5d not permitted.

Locomotives in Groups D, E, G, H and I must not operate.

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

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

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

5. **Rule 99**—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1 mile.

6. **Fairmont**—Normal position of junction switch east end is for Twentieth Subdivision.

NEBRASKA DIVISION

(Armour to Atchison)

TWENTY-FIRST SUBDIVISION

1. **Speed Restrictions—**

	Maximum Speeds Permitted
Armour to Atchison	10 MPH.

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

Item 5d not permitted.

Between Armour and Atchison bridge derricks 975501 and 975505 must not operate.

Locomotives in Groups G, H and I not permitted.

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

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

Armour—Clearance received at St. Joseph or Kansas City will clear train at Armour.

Atchison—Trains must receive BN clearance from Missouri Pacific operator.

Train order signal at Atchison governs eastward Missouri Pacific trains enroute to the Fifth Subdivision. When aspect per Rule 222(F) is displayed, BN clearance must be obtained from operator at Atchison. When aspect per Rule 222(H) is displayed, BN clearance not required.

5. **Rule 99**—When flagging is required, distance will be 1 mile.

6. **Atchison, Kansas**—Missouri River Bridge

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

Color	Indication	Name
Red	Stop	Stop Signal
Lunar	Restricting	Restricting Signal

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

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

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

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

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

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

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

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

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

NEBRASKA DIVISION

(East Leavenworth to Leavenworth)

TWENTY-SECOND SUBDIVISION

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

   East Leavenworth to Leavenworth ..... 10 MPH.

   Missouri River bridge ..... 8 MPH.

   Trains or engines must approach crossings at Second, Third, Fourth, Fifth, Sixth and Seventh Streets Leavenworth ..... 3 MPH.

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

   Item 5d not permitted.

   Exception—Cars with gross weight exceeding 220,000 lbs. must not be handled over Bridge 0.55B at Seventh Street, nor over Three Mile Creek bridge on the six yard tracks serving joint BN-C&NW freight house.

   Between East Leavenworth and Leavenworth—Bridge derricks 975501, 975505 must not operate.

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

   Locomotives in Groups G, H and I not permitted.

3. **Train Register Exceptions**—None

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

   East Leavenworth—Clearance at St. Joseph or Kansas City will clear train at East Leavenworth.

   Leavenworth—C&NW trains receiving BN clearance at Kansas City will not require clearance at Leavenworth.

5. **Rule 99**—When flagging is required, distance will be 1 mile.

6. **BN Jct.—Leavenworth Automatic Signal Protection—**

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

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

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

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

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

8. **Between BN Jct. and East Leavenworth**—Is continuous yard, Rule 93 in effect.

RADIO INFORMATION

CHICAGO DIVISION

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

RADIO INFORMATION

GALESBURG DIVISION

Base Stations	Channel	Hours in Operation
Cicero Disprs. Office	1	Continuous
	2 for yard forces	
Galesburg Disprs. Office	1	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	6:00 am-2:00 pm Mon. thru Fri.
Neilson (Mo Pac)	1	Continuous
Centralia	1	Continuous
Shattuc (BO-CO)	1	Continuous
Toland	1	Unmanned
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
Crown No. 2 Mine	1	Continuous
W. Vienna (Mo Pac)	1	Continuous
Sesser	1	8:00 am-5:00 pm Mon. thru Fri.
Smithboro (Conrail)	1	Continuous
Virden	1	7:00 am-3:00 pm Mon. thru Fri.
Jacksonville	1	Continuous
Bushnell	1	Unmanned
W. Alton	1	Continuous
Old Monroe	1	Continuous
Elsberry	1	Continuous
Louisiana	1	Continuous
Keokuk	1	7:00am-3 pm daily 3:00 pm thru 11:00 pm Mon. thru Fri.
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

RADIO INFORMATION

NEBRASKA DIVISION

Base Stations	Channel	Hours in Operation
Lincoln Disprs. Office	1	Continuous
Wayside Stations		
Forbes	1	Continuous
Forest City	1	Continuous
Falls City	1	Continuous
Phelps	1	Continuous
Hamburg	1	Continuous
Nebraska City	1	8:00 am-5:00 pm Mon. thru Fri.
Council Bluffs	1	Continuous
	2 yard forces	Continuous
Omaha	1	Continuous
	2 yard forces	Continuous
Louisville	1	Continuous
Ashland	1	Continuous
Fremont	1	Continuous
Winslow-(MP 48)	1	Continuous
Lyons	1	Continuous
Oakland	1	8:00 am-5:00 pm Mon. thru Fri.
Walthill	1	Continuous
Oneill (Osmond)	1	7:00 am-4:00 pm Mon. thru Fri.
Havelock	1	Continuous
	2 yard forces	Continuous
Lincoln Yard	1 road	Continuous
	2 yard forces	Continuous
	3 mechanical	Continuous
Hall Tower	2 yard forces	Continuous
Carling Tower	1	Continuous
	2 yard forces	Continuous
Lincoln Baird Tower	1	Continuous
	2 yard forces	Continuous
Crete	1	Continuous
Friend	1	Continuous
Fairmont	1	Continuous
	2 train crews and DSA	Continuous
Sutton	1	Continuous
Hastings	1	Continuous
Tecumseh	1	7:00 am-4:00 pm Mon. thru Fri.
Firth	1	Continuous
Wymore	1	7:00 am-11:00 pm Mon. thru Fri.
Superior	1	7:00 am-4:00 pm Mon. thru Fri.
	2 DSA	
Red Cloud	1	8:00 am-5:00 pm Mon. thru Fri.
Geneva	1	8:00 am-5:00 pm Mon. thru Fri.
	2 DSA	
Shickley	1	8:00 am-5:00 pm Mon. thru Fri.
	2 DSA	
Blue Hill	1	7:00 am-4:00 pm Mon. thru Fri.
	2 DSA	
Seward	1	Continuous
	2 DSA	
York	1	Continuous
Aurora	1	Continuous
Central City	1	8:00 am-5:00 pm Mon. thru Fri.
	2 DSA	
Loup City	1	7:00 am-4:00 pm Mon. thru Fri.
	2 DSA	
Grand Island	1	Continuous
Ravenna	1	Continuous
Tablerock	1	Continuous

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. D. N. Orelup ..... Albia
Dr. M. H. Walton ..... Alma
Dr. P. M. Scott ..... Auburn
Dr. T. A. O'Shea ..... Aurora
Dr. G. D. Penner ..... Aurora
Dr. Louis J. Gogela, Jr. ..... Beatrice
Dr. B. D. Howell ..... Brookfield
Dr. T. T. Mazur ..... Burlington
Dr. J. L. Saar ..... Burlington
Dr. G. L. Smith ..... Burlington
Dr. E. P. Coleman ..... Canton
Dr. E. F. Baker ..... Canton
Dr. J. David ..... Cassville,
Dr. E. F. Ritter ..... Centerville
Dr. E. T. Zikmund ..... Central City
Dr. E. F. Stephens ..... Centralia
Dr. R. E. Boyd ..... Clearing Ind. Clinic—Chicago
Dr. W. D. Fish ..... Chicago
Dr. D. M. Vachout ..... Chicago
Dr. Arturo Lema ..... Chicago
Dr. E. E. Zehr ..... Clarinda
Dr. J. E. O'Donnell ..... Clinton
Dr. C. L. Bain ..... Corning
Dr. C. Edwards ..... Council Bluffs
Dr. R. L. Hopp ..... Council Bluffs
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Dr. R. E. Quick ..... Crete
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Dr. D. A. Howell ..... Dubuque
Dr. D. K. Packard ..... Dubuque
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Dr. W. T. Kamp ..... Galesburg
Dr. McDermott ..... Galesburg
Dr. Bhalerao ..... Galesburg
Dr. E. M. Eckberg ..... Galva
Dr. C. F. Ashby ..... Geneva
Dr. Robert Fryzek ..... Glenwood
Dr. Richard F. DeMay ..... Grand Island
Dr. F. M. Ashler ..... Hamburg
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Dr. John Ujda ..... La Crosse
Dr. C. E. Link ..... La Crosse
Dr. A. G. Brailey, Jr. ..... La Crosse
Dr. J. B. Aplington ..... La Salle
Dr. L. W. Richard ..... Leon
Dr. Lonnie Albers ..... Lincoln
Dr. R. A. Hillyer ..... Lincoln
Dr. Michael McCoy ..... Lincoln
Dr. R. C. Toren ..... Lincoln
Dr. J. E. Campbell ..... Macon
Dr. J. F. Wacker ..... Mendota
Dr. D. F. Prince ..... Minden
Dr. L. C. Arp, Jr. ..... Moline
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Dr. R. O. Forsman ..... Omaha
Dr. S. A. Swenson ..... Omaha
Dr. L. Warmolts ..... Oregon
Dr. D. D. Emerson ..... Ottumwa
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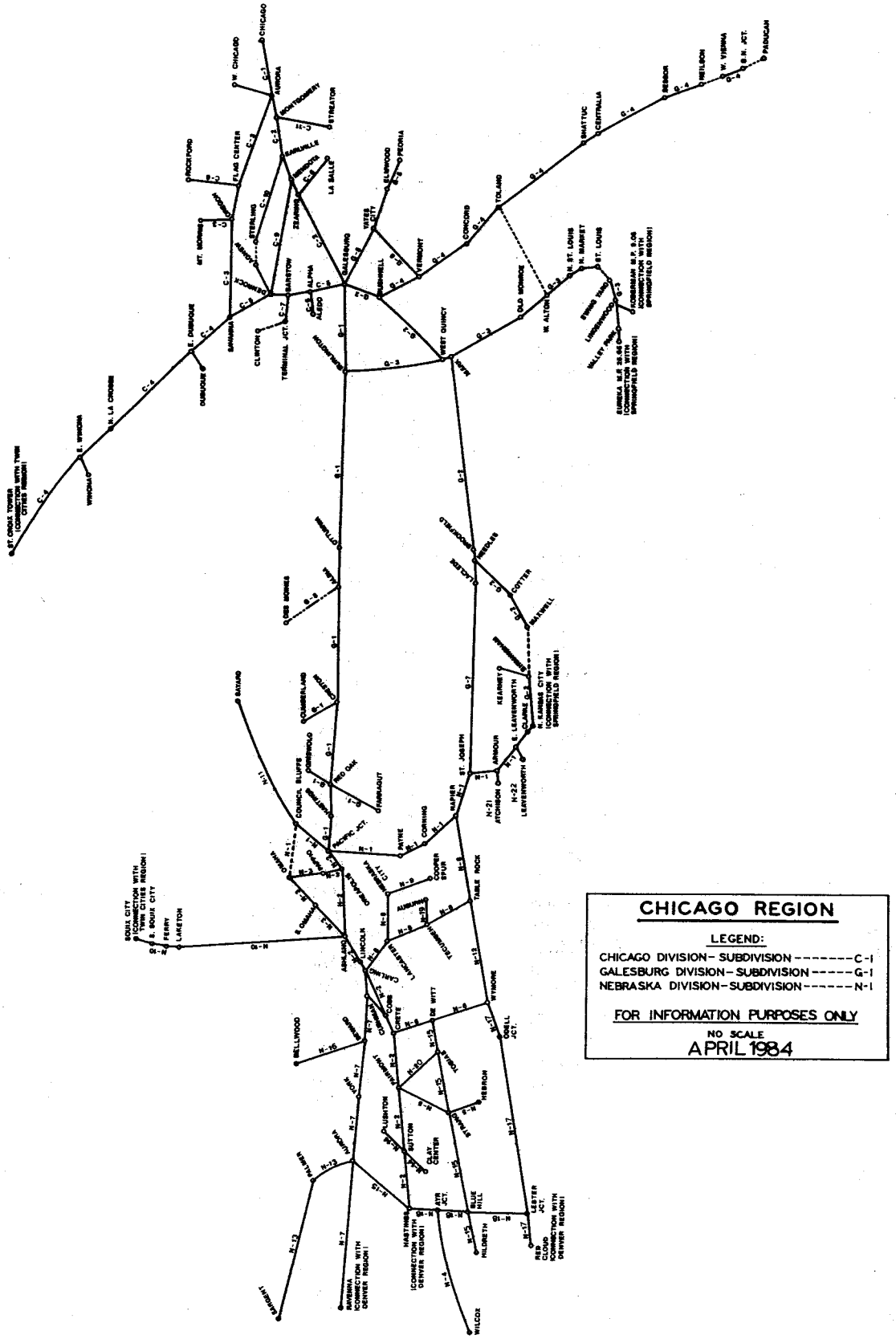
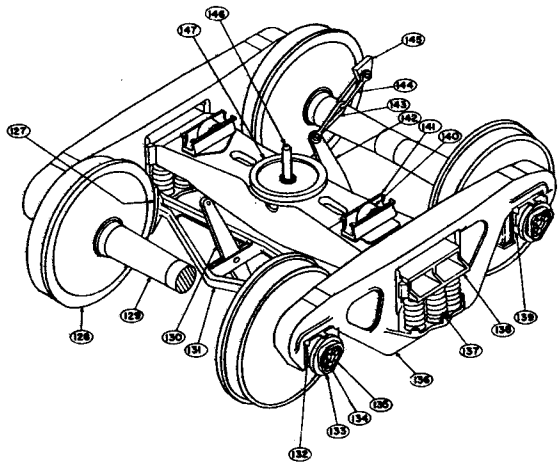
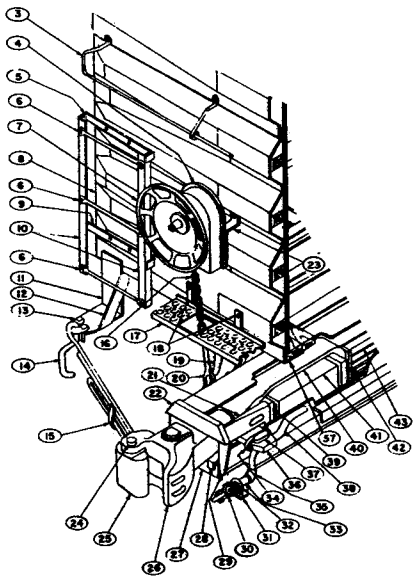
Dr. D. O. Conley ..... Streator
Dr. James Scott ..... Streator
Dr. Keith W. Shuey ..... Tecumseh
Dr. J. C. Nelson ..... Wymore
Dr. J. D. Bell ..... York

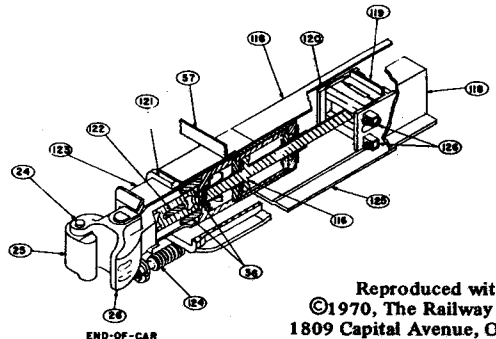
Other physicians in the above offices are authorized to perform examinations.

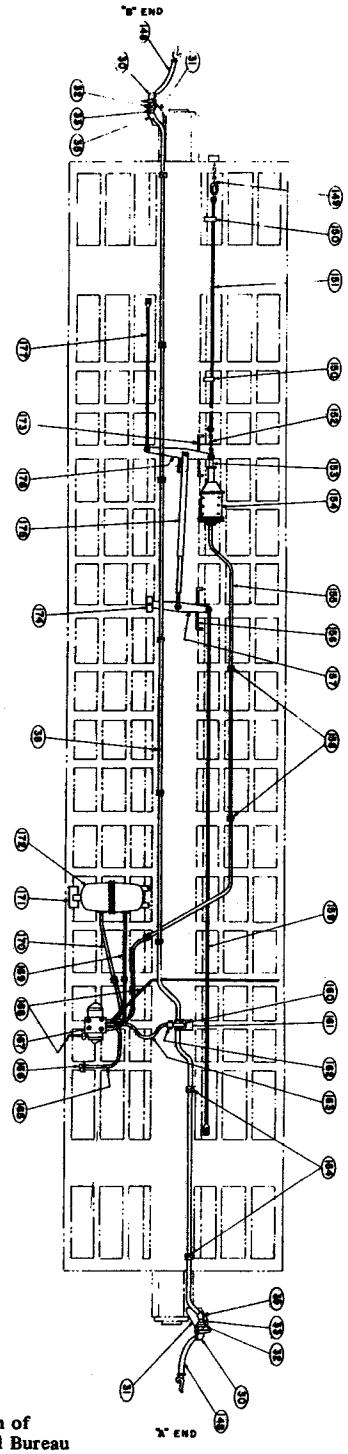

CHICAGO REGION
LEGEND:
CHICAGO DIVISION - SUBDIVISION -------C-1
GALESBURG DIVISION - SUBDIVISION -----G-1
NEBRASKA DIVISION - SUBDIVISION------N-1
FOR INFORMATION PURPOSES ONLY
NO SCALE
APRIL 1984

CAR CHART









3. Horizontal end handhold
4. Hand brake housing
5. End ladder support—top
6. End ladder tread
7. Hand brake wheel
8. Steel end—bottom
9. End ladder support—bottom
11. Uncoupling lever bracket
12. Uncoupling lever bracket support
13. Uncoupling lever support
14. Telescoping uncoupling rod
15. Uncoupling lever guide
16. Hand brake chain
17. End platform (combined crossover and brake step)
18. End platform support
19. Bell crank
20. Vertical hand brake rod
21. Front draft gear stop
22. Striker
23. Hand brake housing support
24. Coupler knuckle pin
25. Coupler knuckle
26. Type E coupler head
27. Coupler carrier
28. Coupler wear plate
29. Striker flange
30. Angle cock
31. Angle cock support
32. Angle cock "U" bolt
33. Nipple
34. Drafe key washer
35. 45° elbow
36. Draft key
37. Draft key retainer
38. Brake pipe, 1¼" (Train line)
39. Follower block
40. Coupler yoke
41. Draft gear
42. Rear draft gear stop
43. Rear draft gear stop reinforcement
116. Hydraulic piston
118. Center sill
119. Back stop plate
120. Rear lug casting
121. Striker casting
122. Coupler key
123. Cushioning unit
124. Restoring mechanism
125. Inspection plate
126. Rear cross key
127. Brake shoe
128. Wheel
129. Axle
130. Truck live lever
131. Brake beam
132. Roller bearing adapter
133. Roller bearing end cap
134. End cap retaining bolt
135. End cap locking plate
136. Truck side frame
137. Truck spring
138. Truck bolster
139. Roller bearing assembly
140. Truck side bearing roller
141. Truck side bearing housing
142. Truck dead lever
143. Clevis at dead lever
144. Clevis at dead lever fulcrum
145. Dead lever anchor—underframe mounted
146. Center pin
147. Truck center plate cast integral with truck bolster
148. Air hose
149. Hand brake chain at bell crank
150. Tand brake rod guide
151. Hand brake rod
152. Hand brake chain at cylinder
153. Cylinder push rod
154. Air brake cylinder
155. Cylinder pipe, ¾"
156. Floating lever guide
157. Floating lever
158. Pipe clamp, ¾"
159. Top rod, "A" end
160. Branch pipe tee
161. Branch pipe tee support
162. Combined dirt collector and cut-out cock
163. Connection hose
164. Pipe clamp, 1½"
165. Retainer pipe
166. Retainer valve
167. ABD control valve
168. Release rod
169. Auxiliary reservoir pipe, ¾"
170. Emergency reservoir pipe, ¾"
171. Reservoir support
172. Combined auxiliary and emergency reservoir
173. Cylinder lever guide
174. Brake lever fulcrum
175. Brake slack adjuster
176. Cylinder lever
177. Top rod, "B" end

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

TRACK BULLETIN FORM B OR FORM Y TRAIN ORDER

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

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

In granting verbal authority the following words will be used:

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

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

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

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

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

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

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

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

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