

REGION TRANSPORTATION DEPARTMENT

R. W. Johnson—Superintendent Transportation— Galesburg

W. J. DICK	Manager Train Operations	Galesburg
J. R. BROWN	Regional Chief Dispatcher	Galesburg
V. H. COPELAND	Chief Dispatcher	Galesburg
G. E. HALL	Chief Dispatcher	Galesburg
J. R. ZAMRZLA	Asst. Regional Chief Dispatcher	Lincoln
B. M. BATTERSON	General Road Foreman	Galesburg

CHICAGO DIVISION

J. W. Carnahan—Division Superintendent—Galesburg

G. E. SMITH	Asst. Superintendent	Galesburg
G. A. DREXEL	Asst. Supt. Administration	Galesburg
E. E. BRATCHER	Asst. Supt. Roadway Maintenance	Galesburg
M. W. WEISSMANN	Trainmaster	Galesburg
R. H. FLAAR	Trainmaster	Galesburg
T. L. KARRE	Trainmaster	La Crosse
J. T. FLEMING	Trainmaster-Road Foreman	La Crosse
D. G. HOFFMAN	Trainmaster	Aurora
J. H. CHAPMAN	Road Foreman	Aurora
J. H. CLARK	Road Foreman	Galesburg
J. D. YEAGER	Terminal Superintendent	Galesburg
J. D. LARSON	Asst. Terminal Supt.	Galesburg
C. E. COWAN	Terminal Trainmaster	Galesburg
D. P. JOHNSON	Terminal Trainmaster	Galesburg
M. D. GRADY	Terminal Trainmaster	Galesburg
T. S. ROBERTS	Asst. Terminal Trainmaster	Galesburg
R. E. FELDBERG	Asst. Terminal Trainmaster	Galesburg
J. D. GABIOU	Terminal Superintendent	Cicero
M. S. DUPHORN	Asst. Terminal Superintendent	Cicero
J. E. KLINE	Terminal Trainmaster	Cicero
M. A. WARD	Terminal Trainmaster	Cicero
C. J. FROSCHESER	Terminal Trainmaster	Cicero
R. A. NASH	Terminal Trainmaster	Cicero
C. L. YORK	Asst. Terminal Trainmaster	Cicero
J. H. LINDQUIST	Suburban Trainmaster	Chicago
N. W. MEULNER	Road Foreman-Trainmaster	Eola

GALESBURG DIVISION

C. E. Doggett—Division Superintendent, Galesburg

G. L. AMYS	Asst. Superintendent	Galesburg
G. A. DREXEL	Asst. Supt. Administration	Galesburg
J. A. ADAIR	Asst. Supt. Roadway Maintenance	Galesburg
B. L. HARDRICK	Trainmaster	Galesburg
R. B. PAULSGROVE	Road Foreman	Galesburg
D. F. LADD	Trainmaster	West Quincy
M. C. MOSCHETTI	Road Foreman	West Quincy
P. L. PADDOCK	Trainmaster	Centralia
M. LOVELADY	Road Foreman	Centralia
A. A. SATUNAS	Trainmaster	Creston
T. HEMMERLE	Road Foreman	Creston
G. N. BAUGHMAN	Trainmaster	Ottumwa
D. A. ECKLUND	Trainmaster/Road Foreman	Brookfield
T. L. BOURZIKAS	Terminal Superintendent	St. Louis
S. E. OESTREICHER	Asst. Terminal Supt.	St. Louis
M. A. BACIGALUPO	Terminal Trainmaster	St. Louis
H. A. ROGERS	Terminal Trainmaster	St. Louis
S. D. SCHMIDT	Terminal Trainmaster	St. Louis
R. D. STENDER	Terminal Trainmaster	St. Louis
B. A. TURNER	Terminal Trainmaster	St. Louis
R. J. WOLFF	Trainmaster/Road Foreman	St. Louis

NEBRASKA DIVISION

S. Zimmerman—Division Superintendent—Lincoln

H. D. ROBINSON	Asst. Superintendent	Lincoln
H. ANDERSON	Asst. Superintendent	Omaha
D. L. HATZENBUHLER	Asst. Supt. Administration	Lincoln
M. A. OLIVER	Asst. Supt. Roadway Maintenance	Lincoln
E. R. TORRENCE	Trainmaster	Lincoln
W. E. THOMPSON	Trainmaster	Lincoln
D. L. TREMBLAY	Trainmaster	Lincoln
C. R. HUNGER	Trainmaster/Road Foreman	Lincoln
R. A. POINDEXTER	Road Foreman	Lincoln
D. L. GREER	Road Foreman	Lincoln
K. E. ISENSEE	Asst. Trainmaster	Omaha
C. C. LOFTON	Trainmaster	St. Joseph
A. C. MICEK	Trainmaster-Agent	Hastings
T. D. NAGEL	Road Foreman	Hastings
R. B. STULAC	Trainmaster	Grand Island
R. L. FRAZIER	Terminal Superintendent	Lincoln
W. FERGUSON	Asst. Terminal Superintendent	Lincoln
T. J. GODSIL	Terminal Trainmaster	Lincoln
A. G. IPPOLITO	Terminal Trainmaster	Lincoln
K. MAIDEN	Terminal Trainmaster	Lincoln
T. A. DETTMERS	Asst. Terminal Trainmaster	Lincoln
S. A. HULSTROM	Asst. Terminal Trainmaster	Lincoln

BURLINGTON NORTHERN RAILROAD CO. CHICAGO REGION

CHICAGO, GALESBURG and
NEBRASKA DIVISIONS

TIMETABLE AND SPECIAL INSTRUCTIONS NO. 4

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

Sunday, April 28, 1985

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

WEST WARD	Rule (A) Signs	Length of Siding In Feet	Station Numbers	FIRST CLASS						Line Segment	Mile Post Location	Distance From Chicago	1st Subdivn MAIN LINE STATIONS Office Calls	
				1347	1005	1299	1297	1295	1291				GB	CHICAGO UN. STA.
				NRPC Daily	NRPC Daily	Daily Ex. Sat. and Sun	Daily Ex. Sat. and Sun	Daily Ex. Sat. and Sun	Daily Ex. Sat. and Sun					
	BIKR		00001	5:55PM	2:40PM	7:28AM	7:25AM	7:17AM	7:02AM		0.0	0.0		
											0.8	0.8	DT	ROOSEVELT ROAD
	I										1.4	1.4		UNION AVE.
			00002								1.7	1.7		HALSTED STREET
			00004								3.7	3.4	4MT	WESTERN AVE.
	BKRT		00007								7.0	6.9	HY	CICERO
			00008								8.5	8.5		CLYDE
			00009								9.0	9.0		LA VERGNE
			00010								9.6	9.5		BERWYN
											10.0	10.0		HARLEM AVENUE
			00011								11.0	11.0		RIVERSIDE
											11.7	11.7		HOLLYWOOD
			00012								12.3	12.2		BROOKFIELD
			00013			A 7:50AM		A 7:38AM			13.0	13.0		CONGRESS PARK
			00014	s 6:13							13.7	13.7		LA GRANGE
											14.1	14.1		STONE AVENUE
			00015								15.4	15.4		WESTERN SPGS.
			00016								16.3	16.3		HIGHLANDS
			00017								16.8	16.8	3MT	HINSDALE
											17.8	17.7		WEST HINSDALE
			00018								18.2	18.2		CLARENDON HILLS
			00019								19.4	19.4		WESTMONT
			00020								20.3	20.3		FAIRVIEW AVE.
			00021				A 7:55AM		A 7:32AM		21.1	21.1		DOWNERS GROVE
			00023								22.6	22.6		BELMONT
			00024								24.4	24.4		LISLE
			00028	s 6:26	s 3:15						28.4	28.4		NAPERVILLE
	BKRT		00033								33.4	33.4	OA	EOLA
			00035								35.3	35.3		WEST EOLA
	BI JKRTX		00037	A 6:36PM	A 3:25PM						38.1	37.7	RO	AURORA To West Chicago—12.1

NOS. 1291, 1292, 1294, 1295, 1296, 1297, 1298 AND 1299 DO NOT CARRY PASSENGERS.

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

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

1st Subdivn MAIN LINE STATIONS Office Calls			FIRST CLASS														
			1348	1346	1006	1292	1294	1296	1298								
			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. 0.8	A	10:35AM	A	11:50AM	A	4:00PM	A	5:32PM	A	5:52PM	A	6:05PM	A	6:22PM	
DT		ROOSEVELT ROAD 0.6															
		UNION AVE. 0.3															
4MT		HALSTED STREET 1.7															
		WESTERN AVE. 3.5															
3MT	HY	CICERO 1.6															
		CLYDE 0.5															
		LA VERGNE 0.5															
		BERWYN 0.5															
		HARLEM AVENUE 1.0															
		RIVERSIDE 0.7															
		HOLLYWOOD 0.5															
		BROOKFIELD 0.8															
		CONGRESS PARK 0.7								5:12PM				5:43PM			
		LA GRANGE 0.4	s 9:57		s 11:12												
		STONE AVENUE 1.3															
		WESTERN SPGS. 0.9															
		HIGHLANDS 0.5															
		HINSDALE 0.9															
		WEST HINSDALE 0.5															
		CLARENDON HILLS 1.2															
		WESTMONT 0.9															
		FAIRVIEW AVE. 0.8															
		DOWNERS GROVE 1.5											5:22PM			5:48PM	
		BELMONT 1.8															
		LISLE 4.0															
		NAPERVILLE 5.0	s 9:43		s 10:58		s 3:11										
	OA	EOLA 1.9															
	WEST EOLA 2.4																
RO	AURORA To West Chicago 12.1		9:32AM		10:47AM		2:59PM										

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

Chicago and Aurora
Aurora and West Chicago
Loaded ore trains
Except as indicated below:

65 MPH.

CHICAGO DIVISION

50 MPH.
20 MPH.
35 MPH.

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 track 1 19 feet 11 inches high
Main track 2 19 feet 5 inches high
Main track 3 21 feet 5 inches high
Main track 4 21 feet 2 inches high

BRC overcrossing MP 6.7

Main track 1 17 feet 7 inches high
Main track 2 17 feet 5 inches high
Main track 3 including
crossover 17 feet 8 inches high
Main track 4 20 feet 4 inches high
Main track 5 20 feet 1 inch high

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

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

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

The train order signal located between Aurora lead and Track 1 is retired. When failure of telecopier machine at Hillyard office, trains will receive clearance at Eola Yard office at McClure Road.

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 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.

	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	35	25	35	25		
	Passenger		Freight					

West Eola to Eola on running track

MP 33.3 to MP 35.3

10 MPH.

10 MPH.

Union Avenue interlocking (MP 1.4)

crossovers:

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.

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:

- (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 conflict between the cab signal and fixed signal indications, the cab signal may be cut out and the train may proceed in accordance with the indications of the fixed signals, but at a speed not to exceed 40 MPH after which a report must be made to the train dispatcher by the first available means of communication. *After communicating with the train dispatcher, train may proceed not exceeding "Maximum Speeds Permitted Passenger Train", governed by the indications of the fixed signals.* After 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.

10. Between Laverne 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 restricted speed, stop short of switches in the route to be used so a crew member can get on the ground to examine the switches. If properly lined, crew member will observe switches until leading wheels of movement are on the switch points, then proceed at restricted speed to the next signal. If switches are not properly lined, report to the train dispatcher as it will be necessary for signal maintainer to line these switches.

15. Standby Service for Suburban Passenger Equipment—

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

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

Green—Charging lines not plugged in.

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

Red—Charging line plugged in.

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

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

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

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, Hanks, 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. 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.
20. **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.

Plug Door Detectors—

Pan Handle Bridge—Western Ave. MP 3.99 tracks 3 and 4.
California Ave. MP 4.35 tracks 3 and 4.

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

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS		Line Segment	Mile Post Location	Distance From Aurora	2nd Subdivn MAIN LINE STATIONS Office Calls		FIRST CLASS			EAST WARD
				1347	1005						1348	1346	1006	
				NRPC Daily	NRPC Daily						NRPC Daily Ex. Sun	NRPC Sunday only	NRPC Daily	
	BIJKTJ		00037	6:36PM	3:25PM		38.1	0.0	RO AURORA		A 9:32AM	A 10:47AM	A 2:59PM	
	JX		20001				40.0	2.2	MONTGOMERY					
	X		20007				45.5	7.7	BRISTOL					
			20013	s 6:51			51.5	13.7	PLANO		s 9:20	s 10:35		
	X		20017				55.9	18.1	SANDWICH					
	X	E8,282	20021				59.2	21.4	SOMONAUK					
	IJTX	W6,459	20034				72.1	34.3	EARLVILLE					
	BIJXX	E8,020	20044	s 7:17			82.6	44.9	MO MENDOTA		s 8:50	s 10:05		
	JX	E6,850	20057				95.3	57.6	ZEARING					
	X	W4,005	20066	s 7:37		1	104.2	66.4	PRINCETON	2MT	s 8:30	s 9:45		
			20072				110.7	72.9	WYANET					
	X		20078				116.6	78.8	BUDA					
	X		20093	s 8:00			131.1	93.2	KEWANEE		s 8:07	s 9:22		
	X		20101				139.3	101.5	GALVA					
	X		20108				146.7	108.8	ALTONA					
	X		20112				150.8	113.0	ONEIDA					
	X		20117				155.1	117.4	WATAGA					
			20119				157.7	119.9	BISHOP					
	BIJKRTX		20126	As 8:33PM	As 5:12PM		162.4	124.5	3MT GT GALESBURG		7:40AM	8:55AM	1:15PM	

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

Train Dispatcher Calls—Somonauk/Victor-24, Mendota-23, Wyand-22, Galva-21

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

**Maximum Speeds Permitted
Passenger Freight**

Aurora and Galesburg.....	79 MPH.	
Loaded ore trains		35 MPH.
Loaded ore cars: MP 83.0 to MP 82.0		30 MPH.
MP 157.7-MP 161.7 track 3	45 MPH.	30 MPH.
MP 161.7-MP 163.0 track 3	10 MPH.	10 MPH.
MP 161.7-MP 163.6 track 1		
westward, track 2 eastward	30 MPH.	30 MPH.
MP 161.7-MP 162.6 track 1 eastward	10 MPH.	10 MPH.
MP 162.0-MP 162.5 track 2 westward	10 MPH.	10 MPH.
MP 163.6-MP 164.0	75 MPH.	50 MPH.
MP 163.0 to MP 167.0 Quincy Main	59 MPH.	50 MPH.
Bristol, Somonauk, Earlville,		
Zearing, Kewanee, Galva, Wataga:		

Through all crossovers between		
main tracks	35 MPH.	35 MPH.
Earlville: Through turnouts west end		
of westward siding and siding	10 MPH.	10 MPH.
MP 80.4: Through crossovers		
between main tracks at east end of		
advance track	30 MPH.	30 MPH.
MP 82.1: Through crossover between		
track 2 and advance track	30 MPH.	30 MPH.
Zearing: Through turnouts of		
eastward siding	20 MPH.	20 MPH.
Buda: Through crossovers between		
main tracks	35 MPH.	30 MPH.
Bishop: Through turnout track 3 to		
track 2	35 MPH.	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 Galesburg, 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 will be numbered consecutively from the north beginning with No. 1.****10. 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.****11. 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.

WEST WARD	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		EAST WARD
							RO	AURORA	
	BIJKT	4,016	00037	3	38.1	0.0		6.8	
		5,823	00045		44.7	6.8		SUGAR GROVE	
		7,196	00050		50.2	12.3		BIG ROCK	
		3,030	00055		55.1	17.1		HINCKLEY	
			00058		58.0	20.3		MORED	
		2,990	00062		62.1	24.2		WATERMAN	
		11,016	00067		67.1	29.2		SHABONA	
			00077		77.3	39.4		STEWART	
	ABKX	W4,485	00083		83.2	45.3	2MT	RC ROCHELLE	
	JT		00086		86.3	48.4		FLAG CENTER	
		7,365	00092		92.4	54.4		CHANA	
	BK	4,198	00098		98.4	60.4		ON OREGON	
		7,539	00107		107.4	68.9		To Mt. Morris 6.8	
		7,055	00114		116.0	77.3		STRATFORD	
		7,242	00122		122.5	84.0		CARTER	
		7,293	00129		129.4	90.9		MILLEDGEVILLE	
		7,158	00138		138.5	99.9		CHADWICK	
	JX				142.3	104.2		BURKE	
							2MT	PLUM RIVER	
	X		00143		143.7	105.1		JO SAVANNA	

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

Train Dispatcher Calls—Sugar Grove/Victor-32, Oregon/Polo-31

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
	Freight
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.
Loaded coal, ore, potash, grain and ballast trains through sidings.....	10 MPH.
Loaded ore cars: Over Bridge 98.18 Oregon	20 MPH.
Over highway crossing MP 104.5 Mt. Morris Main	5 MPH.

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)—

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

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

Sugar Grove—Eastward—MP 43.3

Other Failed Equipment Detector Locations—

MP 71.3—Lee—Eastward and westward movements.

MP 110.8—Stratford—Eastward and westward movements.

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

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

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

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

Train Dispatcher Calls—Balltown/Dubuque-41, Cassville/Lansing-42, Ferryville-43, Pepin/Wabasha-44.

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

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

2. Bridge, Engine and Heavy Car Restrictions—

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

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

LaCrosse, Old Main between South Avenue and West Avenue.

Between East Winona and Winona—Locomotives restricted as follows:

Groups A and B - 3 units

Group C - 1 unit

Group D - 2 units

Groups G and H - 1 unit

Groups E and I not permitted

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

Bridge derricks 975501, 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—None.

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

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

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

6. Between Savanna and Whitton—When eastward signal at MP 146.4 displays Stop indication, member of the crew will communicate immediately with 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 Parish 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. Regarding stations with crossover indicated in Rule 6a signs column: Robinson Spur, Bagley and Diamond Bluff—facing point only.

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

All other stations—trailing point only.

12. 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.

13. 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.

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Gales- burg	5th Subdivn MAIN LINE STATIONS Office Calls		EAST WARD
							GT	GALESBURG	
	BIJ KRTX		20126		1.0	0.0		2.8	
			22002		3.4	2.8		BOUHAN	
			22005		6.3	5.7		2.9	
			22012		13.0	12.4		HENDERSON	
								6.7	
								RIO	
								5.6	
	J	8,561	22018		18.6	18.0	JU	ALPHA	
								To Aledo 19.2	
			22022		23.0	22.4		4.4	
			22025		26.3	25.7		OPHEIM	
			22029		30.5	29.9		3.3	
								LYNN	
		9,791	22034		34.8	34.2		4.2	
								ORION	
		4,833	22039		39.4	38.8		4.3	
								WARNER	
								4.6	
	I		22040		40.8	40.2		BRIAR BLUFF	
								1.4	
	JT	4,932	22043		43.8	43.2	FC	COLONA	
								3.0	
		4,638	22051		51.7	51.1		BARSTOW	
								7.9	
		9,870	22057		56.4	55.8		JOSLIN	
								4.7	
			22062		62.1	61.5		HILLSDALE	
								5.7	
								ERIE	
								6.2	
	JT	4,706	22068		68.3	67.7	HD	DENROCK	
								To Lyndon 3.1	
								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.

Train Dispatcher Calls—Barstow/Mt. Carroll-51 or 52.

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

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

2. Bridge, Engine and Heavy Car Restrictions—

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

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

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

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

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

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

3. Train Register Exceptions—None.

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

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

6. Track between Alpha to Aledo and Denrock to Lyndon 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. 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.

10. 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.

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Zearing	6th Subdivn BRANCH LINE STATIONS Office Calls		EAST WARD
	JY		20057		44.1	0.0		ZEARING	
								7.0	
	JTY		71936		36.6	7.0		LADD	
								To Howe 5.4	
								10.9	
	AY		71926		25.7	17.9		LA SALLE	

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

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

Zearing and LaSalle	40 MPH.
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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)—

Zearing—Clearance received at Mendota clears train at Zearing.

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.

7. 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.

7th Subdivn BRANCH LINE STATIONS

Rule (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
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BN Radio Channel No. 1 in service on this 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:

Rock Island No. 2 repair track
Rock Island Sash & Door Co.
Illinois Oil track
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. Barstow—Normal position for wye switch is for Seventh Subdivision.

7. 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.

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.)

9. 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.

8th Subdivn BRANCH LINE STATIONS

Rule (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 4.2
	3,050	71205		4.5	4.2	KINGS 4.3
		71209		8.8	8.5	HOLCOMB 2.9
AJY	3,300	71211		11.7	11.4	DAVIS JCT. 5.6
Y		71217		17.3	17.0	NEW MILFORD 1.9
Y	3,620	71219		19.2	18.9	CAMP GRANT 4.4
BIKRY		71223		23.8	23.5	RF ROCKFORD

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

9th Subdivn BRANCH LINE STATIONS

Rule (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 9.0
	3,510	72009		8.7	9.0	LA MOILLE 9.8
	4,600	72019		18.6	18.8	OHIO 7.1
	4,040	72026		25.6	25.9	WALNUT 11.4
		72037		37.1	37.3	TAMPICO 8.2
		72045		45.3	45.5	PROPHETSTOWN 3.3
JTY		22068		48.6	48.8	HD DENROCK

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

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
 Mendota and Denrock 30 MPH.
 Item 1A, All Subdivisions, applies except between MP 18.0 and MP 27.0.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Item 5d not permitted.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Mendota—Trains must receive clearance when operator on duty. When operator not on duty clearance received at Cicero, Eola, Aurora Tower, or Galesburg clears train at Mendota.
Denrock—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.
8. 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.

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Montgomery	10th Subdivn BRANCH LINE STATIONS Office Calls		EASTWARD
	JY		20001	60	40.2	0.0	MONTGOMERY	3.3	
			71703		43.3	3.3	OSWEGO	6.1	
			71709		49.4	9.4	YORKVILLE	6.7	
			71716		56.0	16.1	MILLBROOK	3.5	
			71720		59.6	19.6	MILLINGTON	4.8	
			71724		64.4	24.4	SHERIDAN	4.5	
		4,200	71729		68.9	28.9	SERENA	3.9	
	Y	5,400	71733		72.8	32.8	DK WEDRON	8.2	
	ABKRTY		71741		80.9	41.0	OD OTTAWA	8.6	
			71750		89.6	49.6	GRAND RIDGE	8.0	
	BKRTUY		71758		97.8	57.6	SX STREATOR		

BN Radio Channel No. 1 in service on this 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.

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.

8. 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.

LINE SEGMENT NUMBERS

CHICAGO TERMINAL LINE SEGMENTS

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

GALESBURG TERMINAL LINE SEGMENTS

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

OTHER YARD LINE SEGMENTS

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

BALLAST PITS

Line Segment	Limits
822	Sheridan Moline Consumers
823	Sheridan Western Sand

OTHER ROAD LINE SEGMENTS

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

RADIO INFORMATION

CHICAGO DIVISION

Base Stations	Channel	Hours in Operation
Cicero Disprs. Office	1	Continuous
Galesburg Disprs. Office	2 for yard forces	Continuous
Wayside Stations		
Chicago 14th St. Coach Yard	1	Continuous
Cicero East End Tower	1	Continuous
Cicero Westbound Yd Ofc	2 for yard forces	Continuous
Cicero General Yd Ofc	1	Continuous
Cicero Eastbound Yd Ofc	2 for yard forces	Continuous
Cicero Retarder Tower	1	Continuous
Cicero Hump Tower	2 for yard forces	Continuous
Cicero Roundhouse	1	Continuous
Clyde Yard Office	2 for yard forces	Unmanned
Eola	1	Continuous
Aurora	2 for yard forces	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	Unmanned
East Cabin	1	Continuous
Prairie du Chien	1	Unmanned
North LaCrosse	1	Continuous
Winona	1	Unmanned
Cochrane	1	Unmanned
Mendota	1	8:00 am-4:00 pm Mon. thru Fri. 11:59 pm-7:59 am Sun. thru Thurs.
Galva	1	Unmanned
Galesburg	2 for yard	Continuous
Galesburg—Yard	2 for yard	
Clinton	1	Unmanned
Barstow-Moline	1	8:00 am-4:00 pm Mon. thru Fri.
Alpha	1	Unmanned

TRAIN DISPATCHERS PHONE NUMBERS

Company	Position	Commercial
244-6400	Chief Dispatcher	309-345-6400
244-6402	Asst. Chief Dispatcher	309-345-6402
244-6407	Mainline Trick Dispatcher	309-345-6407
244-6408	C-I Trick Dispatcher	309-345-6408
233-5285	East End Trick Dispatcher	312-780-5285

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name		Miles—Location	Capacity Cars	Switch Opens
1st Subdivision				
71003	North Aurora.....	4.4 west of Aurora.....	5 Yard	Both
71006	Batavia.....	7.6 west of Aurora.....		Both
71012	West Chicago.....	13.3 west of Aurora.....		Both
2nd Subdivision				
20027	Leland.....	6.1 west of Somonauk.....	31	East
			58	Both
20040	Meriden.....	5.3 west of Earlville.....	19	West
20053	Arlington.....	8.8 west of Mendota.....	38	West
20060	Malden.....	3.1 west of Zearing.....	26	West
20085	Neponset.....	6.4 west of Buda.....	41	East
3rd Subdivision				
00111	Polo.....	4.5 west of Stratford.....	56	Both
71307	Mt. Morris.....	6.8 from Oregon.....	Yard	Both
00071	Lee.....	4.0 west of Shabbona.....	25	Both
00117	Hazelhurst.....	1.9 west of Carter.....	10	Both
4th Subdivision				
00163	Blanding.....	5.4 west of Whitton.....	4	West
71402	Dubuque.....	1.0 from East Dubuque.....	Yard	Both
00205	McCartney.....	6.2 west of Potosi.....	6	West
00246	Charme.....	7.7 west of Prairie du Chien.....	4	West
00286	Stoddard.....	16.8 west of De Soto.....	22	East
00302	Onalaska.....	3.5 west of North LaCrosse.....	11	East
71502	Winona.....	1.5 from East Winona.....	Yard	Both
5th Subdivision				
72303	New Windsor.....	3.2 west of Alpha.....	7	Both
72310	Viola.....	10.4 west of Alpha.....		
72313	Gilchrist.....	12.6 west of Alpha.....		
72319	Aledo.....	19.2 west of Alpha.....	3	West
71662	Lyndon.....	3.1 east of Denrock.....		
22088	Thompson.....	2.0 west of Ebner.....		
6th Subdivision				
71931	Spring Valley.....	5.7 west of Ladd.....	3	West
71943	Howe.....	5.4 west of Ladd.....	Yard	Both
9th Subdivision				
72013	Van Orin.....	3.9 west of La Moille.....	15	Both
72032	Deer Grove.....	3.5 west of Walnut.....	17	West
10th Subdivision				
71742	South Ottawa.....	1.0 west of Ottawa.....	7	Both
71744	Hitt.....	2.7 west of Ottawa.....	15	Both
71723	Moline Consumer.....	1.0 east of Sheridan.....	15	Both

RADIO INFORMATION

GALESBURG DIVISION

Base Stations	Channel	Hours in Operation
Cicero Disprs. Office	1	Continuous
Galesburg Disprs. Office	2 for yard forces 1	Continuous
Wayside Stations		
Burlington	1	Continuous
Batavia	1	Unmanned
Fairfield	1	Unmanned
Ottumwa	1	Continuous
Albia	1	Unmanned
Des Moines	1	7:30 am-5:00 pm Mon. thru Fri.
Chariton	1	Unmanned
Osceola	1	Unmanned
Creston	1	Continuous
Red Oak	1	7:00 am-3:00 pm Mon. thru Fri.
Peoria	1	Unmanned
Yates City	1	Unmanned
Canton	1	Unmanned
Hannibal Relay	1	Continuous
Beardstown	1	Continuous
Cook	1	Unmanned
Neilon (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
Alton Bridge	1	Continuous
Lindenwood	1	Continuous
	2 for yard forces	
W. Vienna (Mo Pac)	1	Continuous
Sesser	1	Unmanned
Smithboro (Conrail)	1	Continuous
Virden	1	Unmanned
Jacksonville	1	Continuous
Bushnell	1	Unmanned
W. Alton	1	Continuous
Old Monroe	1	Unmanned
Elsberry	1	Unmanned
Louisiana	1	Continuous
Keokuk	1	7:00am-3 pm daily 3:00 pm-thru 11:00 pm Mon. thru Fri.
Ft. Madison	1	Unmanned
Palmyra	1	Unmanned
Macon	1	Unmanned
Brookfield	1	Continuous

TRAIN DISPATCHERS PHONE NUMBERS

Company	Position	Commercial
244-6400	Chief Dispatcher	309-345-6400
244-6401	Asst. Chief	309-345-6401
	Dispatcher	
244-6410	Beardstown Trick	309-345-6410
	Dispatcher	
244-6412	KC Trick	309-345-6412
	Dispatcher	

GALESBURG DIVISION

15

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS	Line Segment	Mile Post Location	Distance From Galesburg	1st Subdivn MAIN LINE STATIONS Office Calls				FIRST CLASS	EASTWARD
				1005								1006	
				NRPC Daily								NRPC Daily	
BIJKRTXZ			20126	s 5:15PM	1	162.4	0.0	GT	GALESBURG			As 1:12PM	
J			20130			168.4	5.9		5.9 GRAHAM	CTC			
X	C5,227		20141			179.0	16.8	DT	CG	MONMOUTH	ABS Rule 251- 254		
X			20146			185.0	22.6			5.8 KIRKWOOD			
X			20158			196.1	33.8			11.2 GLADSTONE			
						202.4	40.1			6.3 CONNETT			
BJKRTXY			20167	s 6:05		205.4	43.1	2MT	BN	BURLINGTON	CTC	s 12:25PM	
TXY			20171			209.3	47.0	DT		3.9 W. BURLINGTON	ABS Rule 251- 254		
X	E7,655		20174			212.5	50.4			3.4 DAYMAN			
X	W6,561 E6,482		20186			224.6	62.3			12.7 NEW LONDON			
X			20195	s 6:36		233.2	70.9			8.6 MT. PLEASANT		s 11:50	
X			20212			250.1	87.8			16.9 BECKWITH			
X			20217			255.4	92.9			5.1 FAIRFIELD			
X			20228			266.1	103.8			10.9 BATAVIA			
BIKRXY			20241	s 7:20		279.6	117.3		CW	OTTUMWA		s 11:07	
X			20252			290.8	128.5			13.5 DUDLEY			
X			20263			301.9	139.4	2MT		10.9E MAXON	CTC		
IJ			20265			303.7	141.2		A	1.8W ALBIA			
X			20269			307.5	145.0	DT		3.8W HALPIN	ABS Rule 251- 254		
X			20280			318.6	156.1			11.1 MELROSE			
X			20288			326.8	164.3			8.2 RUSSELL			
TX			20296			334.3	171.8	2MT	CH	CHARITON	CTC		
X						342.0	179.5	DT		7.7 SHANNON	ABS Rule 251- 254	s 9:45	
X			20321	s 8:35		359.7	197.2			17.7 OSCEOLA			
X			20332			370.4	207.9			10.7 MURRAY			
X			20337			375.9	213.3			5.4 THAYER			
X			20345			383.6	221.0			7.7 AFTON			
									CR	9.3 CRESTON		s 9:17	
BJKRTXYZ			20355	s 9:06		392.9	230.3	2MT		To Cumberland 46.5			
			20368			406.7	244.2	2MT		13.9 PRESCOTT	CTC		
										6.9			
			20375			413.7	251.1			CORNING			
			20384			422.7	260.1			9.0 NODAWAY			
			20388			427.4	264.9	2MT		4.8 VILLISCA			
									RO	15.0 RED OAK			
JKT			20403			442.4	279.9	2MT		To Farragut 25.6 To Emmott 12.8			
			20409			448.1	285.6	2MT		5.7 McPHERSON			
			20413			451.6	289.1			3.5 EMERSON			
			20418			456.9	294.4			5.3 HASTINGS			
	8,353		20423			461.7	299.2			4.8 MALVERN			
X			20427			467.9	303.8	2MT		4.6 BALFOUR			
X			20432			471.4	308.9			5.1 GLENWOOD			
BJKRTXY			20436	A 10:25PM		475.2	312.5		JN	3.6 PACIFIC JCT.		7:55AM	

(This Subdivision continued on next page)

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

Train Dispatcher Calls—W. Burlington-12, Leando-13, Ottumwa (N&W)-14, Oskaloosa-15, Williamson-16, Osceola-17, Creston-18, Griswold-19

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted				
	Passenger	Freight			
Galesburg and Pacific Jct.	79 MPH.		Graham, turnouts	35 MPH.	35 MPH.
Waterman and Graham	35 MPH.	35 MPH.	Head end of eastward freight trains passing signal S-170:		
Between MP 161.7 and MP 168.4			Freight trains up to 100 Tons/OB		55 MPH.
Chicago Division 2nd Subdivn			Connett through crossovers	35 MPH.	35 MPH.
Timetable and Special instructions govern			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.
Curve MP 169.0 eastward track	70 MPH.	50 MPH.	Yard engines making switch moves between Main Street Burlington and "end CTC" sign MP 206.6....		10 MPH.
Curve MP 169.0 westward track	50 MPH.	50 MPH.	Westward movements on all other tracks from 150 feet east to Main Street crossing Burlington	5 MPH.	5 MPH.
Curve MP 176.5	70 MPH.	50 MPH.	Head end of train MP 232.8 to MP 233.8, Mt. Pleasant	60 MPH.	50 MPH.
MP 177.4-MP 178.5		50 MPH.	Fairfield—Head end of trains moving with current of traffic over street crossings	60 MPH.	50 MPH.
MP 178.5-MP 179.5	40 MPH.	30 MPH.	Against current of traffic over street crossings	50 MPH.	
MP 203.0-MP 204.0	70 MPH.	50 MPH.	Chillicothe—Forward or reverse movement through ISU Dump		3 MPH.
MP 204.0-MP 205.0	30 MPH.	20 MPH.	Light engines and single units over highway crossing MP 269.9		12 MPH.
MP 205.0-MP 206.8	20 MPH.	20 MPH.	Osceola—Old main track north yard		5 MPH.
MP 206.8-MP 207.3	50 MPH.	45 MPH.	Light engines over Main Street crossing, Prescott		20 MPH.
MP 207.3-MP 209.0	50 MPH.	40 MPH.	Light engines over highway crossing MP 423.1 and MP 426.5		20 MPH.
MP 209.0-MP 211.0		50 MPH.	Loaded ore trains—		
MP 276.5-MP 277.6	60 MPH.	50 MPH.	Bridge 204.66 Burlington		10 MPH.
MP 277.6-MP 279.0	40 MPH.	30 MPH.	Adjacent track must be clear of traffic while ore train passes over bridge 204.66		
MP 279.0-MP 280.5	30 MPH.	25 MPH.	Bridge 235.85		25 MPH.
MP 280.5-MP 281.3	45 MPH.	35 MPH.	Bridge 239.24		25 MPH.
MP 301.9-MP 303.6, westward track	70 MPH.	50 MPH.	Bridge 257.92		25 MPH.
MP 301.9-MP 302.2, curve eastward track	40 MPH.	35 MPH.	Bridge 284.12		10 MPH.
Head end of train between MP 303.6 and MP 304.4 westward track	40 MPH.	25 MPH.	Adjacent track must be clear of traffic while ore train passes over bridge 284.12		
MP 304.4-MP 306.9, westward track	70 MPH.	40 MPH.	Bridge 379.51		25 MPH.
MP 302.2-MP 308.3, eastward track	50 MPH.	40 MPH.	Red Oak and Farragut		25 MPH.
MP 315.0-MP 321.5	65 MPH.	50 MPH.	Red Oak and Elliott		25 MPH.
MP 321.5-MP 323.3	55 MPH.	50 MPH.	Engines between station Red Oak and Foot of incline		12 MPH.
MP 333.9-MP 334.5	40 MPH.	30 MPH.	Between Red Oak and Elliott MP 0.2-MP 1.4, MP 5.6-MP 9.6		12 MPH.
MP 338.8-MP 340.0, westward track	50 MPH.	40 MPH.	Coolbaugh Street Red Oak		5 MPH.
MP 340.0-MP 351.5, eastward track		50 MPH.	Between Red Oak and Elliott highway crossings MP 1.4, MP 7.3		5 MPH.
MP 343.6-MP 343.8, both tracks	70 MPH.		Trains handling loaded tanks, loaded air dumps, and loaded covered hopper cars between		
MP 353.1-MP 353.5, both tracks	70 MPH.		Red Oak and Elliott		10 MPH.
MP 391.7-MP 393.0	50 MPH.	40 MPH.	Red Oak and Farragut		10 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	70 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	20 MPH.	20 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.			

2. Bridge, Engine and Heavy Car Restrictions—

Creston to Cumberland—

Item 5d not permitted

Item 5b, c and d not permitted between Creston 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

GALESBURG DIVISION

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS	Line Segment	Mile Post Location	Distance From Galesburg	2nd Subdivn MAIN LINE STATIONS Office Calls	EAST WARD	FIRST CLASS	
				1347						1348	1346
				NRPC Daily						NRPC Daily Ex. Sun	NRPC Sunday only
	BIJKRTX		20126	8:35PM		162.4	0.0	GT GALESBURG		As 7:38AM	As 8:53AM
	JT		25004			166.0	3.8	2MT WATERMAN			
			25005			168.1	5.7	SALUDA			
		11,081	25010			172.3	9.9	ABINGDON			
		9,833	25020			182.8	20.3	AVON			
	IJ		25029			191.4	28.9	2MT BS BUSHNELL			
		7,235	25040	s 9:12		202.3	39.8	MACOMB		s 6:58	s 8:13
		6,994	25047		11	209.3	46.8	COLCHESTER			
		7,300	25063			225.9	63.3	AUGUSTA			
		6,665	25073			235.2	72.6	GOLDEN			
		7,560	25078			240.9	78.3	CAMP POINT			
		6,890	25091			254.2	91.3	EWBANKS			
				s 10:03		259.1	95.9	24th STREET	CTC	s 6:10	s 7:25
	J		73801			261.3	98.5	QUINCY			
						263.4					
	BJKRTXZ	7,500	25101	A 10:30PM	14	136.9	100.9	QD WEST QUINCY		6:00AM	7:15AM
	JT		25104			134.1					
	JT		25107			5.7	103.7	MARK			
		7,352	25112			7.1	105.1	2MT NORTH RIVER			
		7,201	25130			14.5	112.6	PALMYRA			
		7,219	25139			32.8	130.7	CARD			
		7,807	25161		15	41.7	139.5	LAKENAN			
			25168			62.9	160.6	ANABEL			
		8,750	25177			70.4	168.1	DE MACON			
			25184			78.9	176.7	CALLAO			
			25192			86.0	183.8	NEW CAMBRIA			
	BKRT		25202			93.9	191.7	BUCKLIN			
	J	12,123	25204			104.1	201.9	B BROOKFIELD			
	A	7,206	25215			106.9		NEEDLES			
		7,206	25227			106.9	204.6	To Wheeling 14.1			
		7,224	25239		17	118.1	215.8	SUMNER			
		7,192	25250			130.2	227.9	HAMM			
		7,191	25263			141.9	239.6	AALBERG			
	J	7,084	25275			153.5	251.3	PERSONS			
						166.3	264.1	THIEHOFF			
						177.7	275.5	MAXWELL			
BETWEEN MAXWELL AND BIRMINGHAM N&W RR RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.											
	J	2,417	25291		18	216.2	291.5	2MT BIRMINGHAM To Kearney 17.1	CTC		
	X					221.5	296.8	BLOCK 222			
	X					224.0	299.3	BLOCK 224			
	BIJKRT		25300			224.6	300.5	KD NORTH KANSAS CITY			

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

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

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Galesburg and West Quincy	79 MPH.	
Loaded coal trains		35 MPH.
Between MP 161.7 to MP 168.0 Chicago Division 2nd Subdivn timetable and Special instructions govern		
Through turnout MP 168.0		30 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	20 MPH.	20 MPH.
West Quincy and North Kansas City		
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		20 MPH.
Needles and Wheeling		40 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.

Golden Siding—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—None.

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. Track between Needles and Wheeling is 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. 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.
16. The following Failed Equipment Detectors protect bridges, tunnels or other structures—
 Quincy—MP 257.9 West Quincy—MP 136.9
Other Failed Equipment Detector Locations—
 Prairie City—MP 187.4 LaPrairie—MP 230.8
 Honnewell—MP 36.1 Cotter—MP 135.2

LINE SEGMENT NUMBERS

OTHER YARD LINE SEGMENTS

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

BALLAST PITS

Line Segment	Limits
860	LaGrange

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
15	Needles—Wheeling	106.9 to 121.5
18	Kearney—Birmingham	199.0 to 216.2
82	Des Moines—West Des Moines	0.4 to 1.0
92	Red Oak—Elliott	0.2 to 12.8
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
121	West Alton—Alton	0.6 to 3.3

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Burling- ton	3rd Subdivn MAIN LINE STATIONS Office Calls			EAST WARD
							BN	BURLINGTON	CTC	
	BJKRTXY		20167		220.3	0.0				
	Y	3,089	26212		216.4	4.6		4.6		
			26205		209.9	11.1		6.5		
		6,257	26203		207.7	12.6		1.5		
			26198		202.0	18.9		SINCLAIR SWITCH		
		4,127	26185		189.3	31.7	FM	FT. MADISON		
			26180		185.5	35.5		12.8		
			26178		183.3	37.7		MONROSE		
		3,549	26173		177.9	43.8		3.8		
	BJKRYZ		26162		166.6	55.1		GATEWAY		
		8,056	26157		161.5	60.2		2.2		
		3,558	26152		156.2	65.5		SANDUSKY		
		4,041	26146		150.1	71.5	DO	KEOKUK		
		3,337	26144		148.1	73.4		11.3		
		8,517	25101		136.9	80.6		GREGORY		
	BFJKR TXYZ	7,500	25104		134.1	83.4		5.1		
	J		26132	14	131.5	85.1		FENWAY		
	J	7,176			120.8	96.6		5.3		
	I				119.7	97.7		CANTON		
	RTY	12,070	26119		113.5	104.0		6.0		
		4,072	26113		104.3	113.1		LA GRANGE		
		7,385	26104		94.1	123.2		1.9		
	AY	5,766	26094		86.4	131.2		GRIFFITH		
		6,205	26086		68.2	149.1	QD	WEST QUINCY		
		10,237	26068		51.6	165.7		2.8		
	R	8,336	26052		44.4	172.9		MARK		
		7,009	26044		36.9	180.4		1.7		
		7,334	26037		26.9	190.4		FALK		
	J	10,243	26027		20.4	196.9		11.5		
					14.9	202.5		N&W Xing		
	JT	10,620	26020		9.4	207.9	X	HANNIBAL		
		8,924	26015		7.2	210.1		6.3		
					4.2	213.4		SAVERTON		
								9.1		
								ASHBURN		
								10.1		
								Z LOUISIANA		ABS
								8.0		
								DUNDEE		
								17.9		
								ELSBERRY		
								16.6		
								MO OLD MONROE		
								7.2		
								GIBBS		
								7.5		
								SEEBURGER		
								10.0		
								MACHENS		
								6.5		
								W WEST ALTON		CTC
								To Alton 3.0		
								5.6		
								SPANISH LAKE		
								5.4		
								BADEN		
								2.2		
								YD NORTH ST. LOUIS		
								3.3		
								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
BFJL KRTY	92007	1002	7.1	5.0
				LW LINDENWOOD

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

Train Dispatcher Calls—Ft. Madison-31, Keokuk-32, Hannibal-34, Louisiana-35, Elsberry-36, Old Monroe-37, West Alton-38.

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

Burlington and West Quincy	49 MPH.
Loaded coal trains between Burlington and North St. Louis	30 MPH.
MP 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 119.2	20 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	20 MPH.
Through turnout MK&T Machens, MP 26.8	20 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	20 MPH.
Prospect Hill-Water Works Track	5 MPH.
Between Field Switch, Sinclair Switch siding and highway crossing	5 MPH.
Machens—Union Electric Power tracks	10 MPH.
except empty trains	5 MPH.
Keokuk—Mooar Line	10 MPH.
Item 1A, All Subdivisions, applies between MP 22.0 and MP 26.0 and between MP 102.2 and MP 115.0.	

2. Bridge, Engine and Heavy Car Restrictions—

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.

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, when on duty.

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.

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

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

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

11. **North St. Louis**—Engines entering or passing through coal dumper building at ACBL must ensure that locomotive awnings, mirrors and wind wings are pulled in account close clearance in the building.

12. **TRRA Railroad St. Louis**—Trailing tonnage restriction between North Market and Grand Ave. Westward trains must handle all cars 80 feet or longer in rear two-thirds of train. Where length of train is not sufficient, cars must be handled in rear portion of train.

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

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

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.

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

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

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

15. **St. Louis, Webster Groves, and Kirkwood**—City ordinances prohibit the use of whistles except in case of emergency. Do not sound crossing whistle signal as prescribed by Rule 15(1) unless emergency requires, except when passing or meeting, or about to pass or meet a train, at or in the immediate vicinity of grade crossing, under such circumstances that the second train will obscure, in whole or in part, the view of the first mentioned train to persons who may be about to use the crossing.

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

Spanish Lake—MP 14.9 West Alton—MP 22.7

Other Failed Equipment Detector Locations—

Gibbs—MP 42.9

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

BETWEEN TOLAND AND LENOX MP RR RULES, TIMETABLE AND GENERAL ORDERS GOVERN.

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

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

	6,826	24084	13	85.1	139.4				AYERS	
I	7,894	24092		93.2	147.3			BO	SMITHBORO	
	7,424	24103		104.5	158.3				11.0	
I		24114		114.9	169.0				KEYESPORT	
BLJK MRXY		24120	13	121.0	176.4	2MT	SY	CENTRALIA	7.4	CTC
JIX				122.6	177.3				0.9	
		24128		129.3	183.4		DT	SOUTHERN RY. JCT.	6.1	
AJ	10,367	24135		136.6	190.7			CRAVAT	7.3	
AY	6,255	24143		144.6	198.7			WOODLAWN	8.0	
								WALTONVILLE	To Orient 6-1.0	
RTY	23,443	24152		153.2	207.3		SR	SESSER	8.6	
JY		24155		156.3	210.4			To Old Ben 21-3.0	3.1	
A	3,696	24160		161.6	215.7			MEYER	To Old Ben 24-6.0	
	9,432	24166		167.5	220.2			CHRISTOPHER	4.5	
		24172		173.0	227.1			CAMBON	6.9	
IJ	7,340	24186		187.4	241.4		HU	HERRIN	14.3	

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

(This Subdivision continued on next page)

WEST WARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Bushnell	4th Subdivn Cont. MAIN LINE STATIONS Office Calls			
	IJ	7,503	24202	13	202.8	257.2	WV	WEST VIENNA	15.9	
	A		24209			209.9	264.4	FORMAN		
	RY	6,719	24222			221.5	275.9	CT		COOK
								BURLINGTON JCT.		
	JTY	4,292	24224			225.9	278.8	To Metropolis 1.0		
BETWEEN BURLINGTON JCT. AND PADUCAH ICG RR RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.										
			24239	104	239.0	295.7		PADUCAH		

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

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

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

Bushnell and Nielson.....	49 MPH.
West Vienna and Burlington Jct.	30 MPH.
Loaded coal trains	40 MPH.
MP 159.6-MP 159.5 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 switch West End 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.
Over switches East and West ends of 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.
Smithsboro—MP 93.1—Conrail 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.
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.....	20 MPH.
Sidings at Vermont, Stewart, Virden, Ayers, Keysport, Smithsboro 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.
Ore cars loaded or empty between: 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.

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—Can-not operate.

3. Train Register Exceptions—

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

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

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 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 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. 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.

- Smithboro—MP 87.2

7. 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.

6th Subdivn BRANCH LINE STATIONS Office Calls

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

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

Train Dispatcher Calls—Canton-81.

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.
MP 93.1-Road crossing (head end only)	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—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. 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

10. 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.

7th Subdivn BRANCH LINE STATIONS Office Calls

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Albia	
IJ		20265	81	0.0	0.0	A ALBIA 4.1 CTC

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

	4,075	77504		3.8	4.1	SHEAHAN 5.3
		77509		9.1	9.4	LOVILIA 2.5
		77512		N&W 284.3	11.9	HAMILTON 2.5
		77514		N&W 286.9	14.4	BUSSEY 5.3
	14,187	77519		N&W 292.2	19.7	TRACY 5.4
		77525		24.7	25.1	DURHAM 3.4
		77528		28.1	28.5	FLAGLER 4.7
	4,309	77533		32.8	33.2	KNOXVILLE 10.0
	4,309	77543	81	42.9	43.2	PLEASANTVILLE 5.8
		77549		N&W 320.0	49.0	SWAN 4.3
	4,309	77553		N&W 324.3	53.3	RUNNELLS 10.9
		77563		N&W 335.2	64.2	McCOY 0.1
JR		77563		N&W 335.3	64.3	N&W JUNCTION 4.6
BKRY		77569		67.8	68.9	JC DES MOINES

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

1. Speed Restrictions— Zone—Between Maximum Speeds Permitted

Albia to Des Moines N&S 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.

Between Albia and Des Moines—The use of more than one locomotive on industry tracks is prohibited. Locomotive must not have three axle trucks.

3. Train Register Exceptions—None.

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

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens	Name	Miles—Location	Capacity Cars	Switch Opens
1st Subdivision							
20133 Cameron	3.2 west of Graham	10	Both	27010 Meadville	9.6 west of Needles	26	Both
20152 Biggsville	5.7 west of Kirkwood	20	East	27014 Wheeling	14.1 west of Needles	14	Both
20180 Danville	6.4 west of Dayman	10	East	76406 Liberty	5.7 west of Birmingham		
20202 Rome	7.0 west of Mt. Pleasant	10	East	76416 Kearney	17.1 west of Birmingham		
20205 Lockridge	10.5 west of Mt. Pleasant	15	Both	3rd Subdivision			
20223 Bernhart	6.0 west of Fairfield	9	East	26168 Alexandria	5.2 west of Keokuk		
20235 Agency City	7.3 west of Batavia	80	Both	26191 Viele	6.4 west of Ft. Madison	10	East
20249 Chillicothe	7.8 west of Ottumwa	8	East	26210 Spring Grove	2.1 west of Kemper		
20251 I.S.U. Generating Station	9.4 west of Ottumwa	160	West	26130 South River	1.7 west of Falk	89	West
20274 Tyrone	5.4 west of Halpin	7	West	26125 Helton	5.8 west of Falk	33	Both
20304 Lucas	1.1 west of Shannon	22	West	26116 Ilasco	3.1 west of Hannibal	40	East
20312 Woodburn	8.6 west of Shannon	18	West	26092 Cosgrove	1.2 west of Louisiana	13	East
20341 Talmage Jct.	3.8 west of Thayer	5	West	26084 Clarksville	2.3 west of Dundee	90	West
20360 Cromwell	5.7 west of Creston	5	East	26075 Annada	11.0 west of Dundee	16	East
20396 Stanton	7.8 west of Villisca	50	West	26056 Winfield	12.1 west of Elsberry	9	East
77604 Snyder	4.3 west of Creston	10	Both	26033 Orchard Farm	3.4 west of Seeburger	19	Both
77612 Orient	7.6 west of Snyder	15	Both	26018 Fort Bellefontaine	2.1 west of West Alton	94	Both
77621 Greenfield	8.7 west of Orient	10	Both	26013 Larimore	1.7 west of Spanish Lake	4	East
77628 Fontanelle	7.8 west of Greenfield	10	Both	26010 Prospect Hill	4.5 west of Spanish Lake	47	Both
77635 Bridgewater	6.5 west of Fontanelle	10	Both	4th Subdivision			
77641 Massena	5.7 west of Bridgewater	10	Both	23014 Table Grove	5.4 west of Adair	31	Both
77647 Cumberland	5.9 west of Massena	10	Both	23050 Arenzville	3.6 west of Hagener	27	East
78106 Coburg	6.6 east of Red Oak	20	Both	24017 Pisgah	7.1 west of Jacksonville	14	Both
78112 Essex	12.9 east of Red Oak	25	Both	24028 Waverly	6.2 west of Franklin	44	Both
78119 Shenandoah	18.8 east of Red Oak		Both	24044 Girard	3.9 west of Virden	12	East
78125 Farragut	25.6 east of Red Oak	40	Both	24057 Barnett	4.8 west of Atwater	16	West
78207 Stennett	8.1 west of Red Oak	10	Both	24097 Hookdale	5.1 west of Smithboro	17	West
78212 Elliott	12.8 west of Red Oak	21	Both	24215 Mermet	6.1 west of Foreman	3	West
2nd Subdivision				24225 Metropolis	1.0 from Burlington Jct.	140	Both
25023 Prairie City	2.7 west of Avon	8	East	4th Subdivision			
25033 Bardolph	4.5 west of Bushnell	25	East	Mine Spurs			
25049 Tennessee	2.4 west of Colchester	22	West	74006 Old Ben Mine 24	6.0 from Meyer	Yard	Both
25055 Colmar	8.2 west of Colchester	18	Both	79004 Old Ben Mine 21	3.0 from Sesser	Yard	Both
25059 Plymouth	12.5 west of Colchester	20	Both	79104 Old Ben Mine 26	3.0 from Sesser	117	Loop
25070 La Prairie	6.4 west of Augusta	5	West	24144 Orient Mine 6	1.0 from Waltonville	120	Loop
25083 Coatsburg	5.0 west of Camp Point	26	East	Crown 2	2.0 from Virden	105	Loop
25085 Paloma	7.3 west of Camp Point	25	Both	5th Subdivision			
25121 Ely	9.3 west of Palmyra	40	East	73234 Douglas	3.6 west of Yates City	16	Both
25128 Monroe City	6.1 west of Palmyra			73236 Maquon	7.6 west of Yates City	12	Both
25135 Hunnewell	4.0 west of Card	31	Both	6th Subdivision			
25144 Shelbina	4.9 west of Lakenan			73066 Gorman	3.0 west of Canton	52	Both
25157 Clarence	6.3 west of Lakenan			7th Subdivision			
25173 Bevier	12.5 west of Anable	10	East	77523 Harvey	3.7 west of Tracy	12	West
25221 Hale	6.4 west of Summer	31	Both	77537 Donnelly	4.0 west of Knoxville	24	Both
25293 Randolph	2.6 west of Birmingham	78	Both				
26116 Ilasco	3.1 west of Hannibal	40	East				
27002 La Clete	2.2 west of Needles	22	Both				

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Kansas City	1st Subdivn MAIN LINE STATIONS Office Calls		EASTWARD
	ABIJKRT		25300		2.7	0.0	KD KANSAS CITY (Murray Yard)		
	IX				4.2	1.5	3MT BLOCK 4		
					6.2	3.5	BLOCK 6		
		28007			7.9	5.2	2MT CLARKE		
		10,697	28016		16.5	13.8	WALDRON		
	JT	18,641	28024		23.9	21.2	EAST LEAVENWORTH		
	AJ		28027		27.4	24.7	BEVERLY		
			28031		30.9	28.2	WESTON		
		9,968	28035		34.8	32.1	SADLER	CTC	
	J	17,614	28043		43.4	40.7	ARMOUR		
	IJ				45.9	43.2	DAVIES		
		7,850	28051		49.6	46.9	HALLS		
					56.7	54.0	FRENCH		
	BIJKRTY		28060	16	60.4	57.7	2MT C ST. JOSEPH		
			28067		66.9	63.8	2MT WATER WORKS		
			28071		72.2	68.0	AMAZONIA		
		10,460	28076		77.0	72.8	NODAWAY		
		10,137	28085		85.0	81.7	STARKS		
			28091		91.5	87.3	FC FOREST CITY		
	JY		28097		97.4	93.1	2MT NAPIER		
		3,800	27304		101.8	97.6	BIGELOW		
		6,258	27312		109.3	105.0	CRAIG		
		6,157	27318		115.0	110.7	CORNING		
		4,196	27322		119.4	115.1	NISHNABOTNA		
		3,188	27328		125.0	120.7	LANGDON		
			27331		128.3	124.0	PHELPS		
		6,160	27337		133.8	129.5	WATSON		
	T	W4,365 E2,935	27345		142.0	137.7	HN HAMBURG		
		6,160	27352		149.3	144.9	PAYNE		
		3,583	27358		155.6	151.3	PERCEVAL		
		6,170	27364		160.6	156.3	MCPAUL		
		3,580	27368		165.1	160.8	BARTLETT		
					174.4				
	BJKRTY		20436		475.0	169.8	JN PACIFIC JCT.		
		5,100	27382	136	480.7	175.5	FOLSOM	CTC	
		5,140	27388		486.0	180.8	ISLAND PARK		
	ABJKR UY		27394		491.8	186.9	DT CO COUNCIL BLUFFS		
	JY		27396		493.4	188.0	BN JCT.		
BETWEEN BN JCT. AND U.P. CONN. OMAHA, TRAINS ARE GOVERNED BY UNION PACIFIC BRIDGE SUBDIVISION RULES FOR EMPLOYEES OF TENANT LINES.									
	BJKRTU		27400	871	496.2	190.9	OMAHA	CTC	

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

Train Dispatcher Calls—Phelps-14, Hamburg-13, Pacific Jct.-00.

- Speed Restrictions—**
Zone—Between
 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.
 Through turnouts MP 45.4 and 56.7 30 MPH.
 St. Joseph—Lake & Illinois Avenues 20 MPH.
 Curve MP 60.0 20 MPH.
 MP 60.4 and MP 64.0 20 MPH.
 MP 64.0 and 65.3 30 MPH.
 Turnout end of two main tracks, MP 67.1 50 MPH.
 Napier—through turnout MP 95.4 25 MPH.
 No. 1 main track from MP 95.4 to MP 97.4 25 MPH.
 No. 2 main track MP 97.4 30 MPH.
 Crossover between two main tracks at MP 97.4 30 MPH.
 Napier and Pacific Junction 49 MPH.
 Loaded coal, ballast and grain trains between Napier and Pacific Junction 30 MPH.
 Pacific Junction Northeast wye 20 MPH.
 Pacific Junction Southwest wye 10 MPH.
 Pacific Junction and Council Bluffs 30 MPH.
 MP 491.0 and 493.4 10 MPH.
 Omaha passenger station and U.P. Bridge 5 MPH.
 Locomotives using Iowa Power track MP 489.0 10 MPH.
 Siding turnouts—Waldron, East Leavenworth, Sadler, Armour and Halls 30 MPH.
 Siding turnouts—Nodaway, Starks, Folsom and Island Park 25 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.

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

Bridge derricks 975501 and piggyback cars must not be handled on depot tracks 1 and 3.

3. Train Register Exceptions—**Pacific Jct.**—Trains in through movement will register by register ticket.**4. Clearance Provisions and Exceptions Rule 83(B)—****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.**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.

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:

- Except to effect rescue, keep everyone, including employees, at a safe distance pending determination of chemicals involved.
- 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.
- 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.
- If flammable liquids or gases are involved and personal safety allows, remove or extinguish all sources of ignition in the area.
- 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

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

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

- Hazardous substance or,
- 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—

- The proper shipping names specified for the material in § 172.101 or 172.102 (when authorized) of this subchapter;
- The hazard class specified for the material in the same table;
- The identification number (preceded by "UN" or "NA" as appropriate) prescribed for the material in the same Table; and
- 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—

- Carried during transportation in the same manner as required by this subchapter for shipping papers,
- 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.





- 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

EXPLOSIVES 1	POISON GAS 2	ANY PLACARD	LOADED DOT 113 TANK CARS	              
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NON-FLAMMABLE GAS (toxic)	FLAMMABLE GAS (toxic)	FLAMMABLE (toxic)	COMBUSTIBLE (toxic)
			
1005	1075	1090	1993
PLACARDS ARE IDENTIFIED BY: BACKGROUND COLOR SYMBOL U.N. HAZARD CLASS NUMBER			

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

4-DIGIT ID. 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.

Cars placarded:	Cars placarded:	DOT 113 Tank Cars	Tank Cars other than DOT 113	LOADED PLACARDED CARS	TOFC/COFC	Box, Flat, Hopper Cars	Cars placarded:	Empty placarded tank cars:	Cars placarded:
				POSITION IN TRAIN RESTRICTIONS					
				Must not be nearer than the sixth car from the engine caboose or passenger car.					
				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.					
				Engine, occupied caboose or passenger car					
				Car occupied by guard or escort					
				Loaded plain flat car					
				Backhead flat car or open top car with shiftable load					
				Loaded TOFC/COFC flat car					
				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					
				Any loaded placarded car (other than COMBUSTIBLE) in same placard					
				MUST NOT BE NEXT TO:					
				Engine, occupied caboose or passenger car					
				Car occupied by guard or escort					
				Loaded plain flat car					
				Backhead flat car or open top car with shiftable load					
				Loaded TOFC/COFC flat car					
				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					
				Any loaded placarded car (other than COMBUSTIBLE) in same placard					
				SWITCHING RESTRICTIONS					
				Must not be out off in motion, be inspected by cars rolling under their own momentum or coupled into with more force than is necessary to complete the coupling					
				Must be restricted from engine by at least one non-placarded car					
				Where use of handbrakes is necessary, must not be out off in motion until preceding car is clear of lead plus, restricted car must be clear of lead 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.					

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 leading protrudes beyond the car ends or when any of the leading protrudes beyond the car ends is liable to shift 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 end 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 line box, above 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 out off c) the placarded car is out off singly d) the placarded car is clear of all switches before the following car is out off e) the next car into the track containing the placarded car is out 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

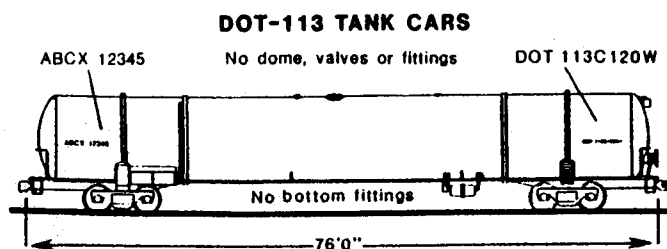
- (b) At any point where a train is required to be inspected each loaded placarded rail car and each rail car immediately adjacent thereto must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in a safe condition for transportation. (See §§ 174.9 and 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 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).

The following codes shown in the special handling column of the train or switch list describe hazardous materials:

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

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

- 1. Speed Restrictions—**
- | Zone—Between | Maximum Speeds Permitted | Passenger | Freight |
|--|--------------------------|-----------|---------|
| Passenger trains..... | 79 MPH. | | |
| Freight trains over 100 Tons/OB | | 50 MPH. | 40 MPH. |
| Oreapolis and Ashland..... | | 50 MPH. | 50 MPH. |
| Pacific Jct.—crossovers between main tracks at MP 473.8 and at 475.0 | 30 MPH. | 30 MPH. | |
| Trailing movement through spring switch at MP 0.2 | 25 MPH. | 25 MPH. | |
| Pacific Jct. and MP 1.1 | 40 MPH. | 25 MPH. | |
| MP 1.1 and MP 3.5 | 65 MPH. | 40 MPH. | |
| MP 3.5 and MP 8.9 | 40 MPH. | 40 MPH. | |
| Through turnouts at MP 5.0 and at Oreapolis | 30 MPH. | 30 MPH. | |
| Ashland—through crossovers between main tracks at MP 35.2 and at MP 36.4 | 30 MPH. | 30 MPH. | |
| Ashland—through turnout west end No. 1 track..... | 30 MPH. | 30 MPH. | |
| MP 41.1—through crossovers between main tracks..... | 25 MPH. | 25 MPH. | |
| Headend of eastward trains passing signals at MP 49.1 on Main No. 1— | | | |
| Freight trains up to 100 Tons/OB | | 50 MPH. | |
| Freight trains over 100 Tons/OB.. | | 40 MPH. | |
| MP 57.0 and MP 58.9..... | | 40 MPH. | |
| MP 58.9 and Hall Tower via passenger tracks..... | 25 MPH. | 20 MPH. | |
| MP 58.9 and MP 60.0 via freight line | 25 MPH. | 25 MPH. | |
| Cushman and 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 and MP 156.0 | | 50 MPH. | |
| MP 156.0 and MP 157.0 | 25 MPH. | 25 MPH. | |
| MP 157.0 and MP 158.0 | | 30 MPH. | |
| Crossovers MP 154.9, Brick Yard.... | 30 MPH. | 30 MPH. | |
| Turnouts MP 155.8 and MP 155.9 ... | 35 MPH. | 35 MPH. | |
| Crossover and turnouts MP 156.4.... | 10 MPH. | 10 MPH. | |
| Gaines—turnout end of two main tracks | 35 MPH. | 35 MPH. | |
| Gaines—entering or leaving yard.... | | 10 MPH. | |
| Turnouts of controlled sidings | 35 MPH. | 35 MPH. | |
| Between Oreapolis and Ashland, bridge derricks 975501, 975505, and 250-Ton wrecking derricks.... | | 25 MPH. | |
- 2. Bridge, Engine and Heavy Car Restrictions—**
- 220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.
- Locomotives in Groups H and I must not operate on following tracks:
- | | |
|------------------|---------------------|
| Plattsmouth..... | Lead to BREX yard |
| Ashland..... | Team track |
| | West elevator track |
- 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 begins at MP 58.9. Eastward signals are part of CTC system. Westward signals are part of Baird interlocking.

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

- 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

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS	Line Segment	Mile Post Location	Distance From Oreapolis	3rd Subdivn MAIN LINE STATIONS Office Calls	FIRST CLASS	EASTWARD
				1005						
				NRPC Daily						
	AJTX		20445	10:35PM	137	0.0	0.0	OREAPOLIS 4.0	A 7:40AM	
			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 3.5	CTC 7:25 s 7:15	
	JT	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		
	BUKTX		20471	A 11:30PM		47.0	47.0	A ASHLAND	6:32AM	

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

1. Speed Restrictions—
Zone—Between

Maximum Speeds Permitted
Passenger Freight

Passenger trains.....	75 MPH.	
Freight trains up to 100 Tons/OB....		50 MPH.
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.

4th Subdivision not used.

WEST WARD	Rule 6(A) Signs	Length of Siding In Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Hebron	5th Subdivn BRANCH LINE STATIONS Office Calls			
			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		
	BJRY		20549		0.8	36.0	F	FAIRMONT	CTC	

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

1. **Speed Restrictions—** **Maximum Speeds Permitted**
Zone—Between **Freight**
Fairmont and Strang..... 35 MPH.
Strang and Hebron..... 30 MPH.
Locomotives or leading car of trains over highway
crossing MP 0.9 10 MPH.
Locomotives or leading car between absolute signals
UP crossing, MP 29.2 10 MPH.
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—None.**
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.

WEST WARD !	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Crete	6th Subdivn BRANCH LINE STATIONS Office Calls		
	BJRY		20516	152	0.7	0.0	CA	CRETE	CTC
			80804		5.0	4.9		SHESTAK	
			80810		11.0	10.9		WILBER	
	JY		80817		17.4	17.3		DE WITT	
			80824		24.6	24.6		HOAG	
	Y		80830		30.4	30.4	B	BEATRICE	
			80840		40.8	40.8		BLUE SPRINGS	
	BJKRTY		81039		42.6	42.5	SN	WYMORE	

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

1. **Speed Restrictions—** **Maximum Speeds Permitted**
Zone—Between **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
Beatrice..... Nemaha main
MP 31.8 Brick yard spur
Between Wilber and Beatrice—At Hoag on Cominco and Phil-
lips 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)—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. **Wymore—**All tracks within yard limits are yard tracks.

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

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

BN Radio Channel No. 2 in service at Lincoln.

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

- Speed Restrictions—**
Zone—Between
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
Ravenna—MP 127.2 to MP 127.7..... 30 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.
- 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 and belt line
Ravenna City track
Locomotives in Groups B, C, D, E, H and I must not operate between
York and Benedict.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—None.**
- Rule 99—**When flagging is required, distance will be 1.5 miles.
- Track between York and Benedict is considered industrial track,**
Rule 105 applies.
- 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.

- Rotating white light on control bungalow of the combination hot box and dragging equipment detectors at MP 17.5, 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.

- 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

- Main tracks will be numbered consecutively from the north beginning with No. 1.
- Trains must not occupy Highway 34 crossing at MP 136.1 between York and Benedict until crossing flashers are seen to be operating or movement is protected by member of crew.

WESTWARD	Rule 8(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Napier	8th Subdivn MAIN LINE STATIONS Office Calls		EASTWARD
	J		28097		0.0	0.0	2MT	NAPIER	
		1,010	28107		9.4	9.4		RULO	
		7,610	28112	19	14.6	14.6		PRESTON	
	A	7,240	28116		19.5	19.5		FA FALLS CITY	
		10,650	28126		30.5	30.5		NEW SALEM	
		7,345	28137		40.2	40.2		HUMBOLDT	
	JRT	11,107	28145		48.2				
		7,100	28154		0.0	48.2		BK TABLE ROCK	
					8.4	56.6		ELK CREEK	
	J	7,135	28161					TECUMSEH	
		7,290	28165		15.4	63.5		CH To Johnson 9.6	CTC
		6,720	28172		18.5	66.6		BEAR	
		7,290	28176		27.2	75.3		STERLING	
			28179		29.9	78.0		GAGE	
			28186	20	34.5	82.7		ADAMS	
	I		28193		42.0	90.1	2MT	FIRTH	
		7,725	28198		48.7	96.8		HICKMAN	
	J		28204		54.8	102.9		SALTILLO	
					60.4	108.6		LANCASTER	
	I				61.4	109.5		UP KING	
					62.6	110.8		WYE SWITCH	
	IJ				62.9				
				2	60.1	111.1		K HALL TOWER	
	BIKRT				60.7	111.5		CG CARLING	

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

BN Radio Channel No. 2 in service at Lincoln.

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted Freight
Freight train up to 100 Tons/OB.....	50 MPH.
Freight trains over 100 Tons/OB.....	40 MPH.
Napier—No. 1 Main track MP 0.0 to MP 1.7.....	25 MPH.
No. 2 Main track MP 0.0 to MP 0.5.....	30 MPH.
No. 2 Main track MP 0.5 to MP 1.7.....	45 MPH.
Napier and Table Rock	
MP 1.7 to MP 9.1.....	45 MPH.
MP 9.1 to MP 10.3.....	40 MPH.
MP 10.3 to MP 17.1.....	45 MPH.
MP 17.1 to MP 19.8.....	35 MPH.
MP 30.0 to MP 39.8.....	45 MPH.
Table Rock and Carling	
MP 9.0 to MP 9.8.....	30 MPH.
MP 9.8 to MP 14.8.....	45 MPH.
MP 14.8 to MP 16.1.....	35 MPH.
MP 16.1 to MP 41.9.....	45 MPH.
MP 41.9 to MP 42.7.....	35 MPH.
MP 42.7 to MP 45.0.....	40 MPH.
MP 45.0 to MP 59.2.....	45 MPH.
MP 59.2 to MP 62.7.....	20 MPH.
Firth—Turnouts end of 2 Main tracks.....	35 MPH.
Turnouts of controlled sidings.....	35 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Locomotives in Group I must not operate on following tracks:

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

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 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. Between Tecumseh and Johnson—operated as continuous yard limits.

7. 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.

8. Firth—Close clearance between Main No. 1 and elevator tracks.

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

10. 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.

11. 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.

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

MP 5.7 MP 13.0

Other Failed Equipment Detector Locations—

37.8—Humboldt 16.8—Tecumseh 38.1—Firth

WESTWARD	Rule 8(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Cooper Spur	9th Subdiv BRANCH LINE STATIONS Office Calls		EASTWARD
	Y		80627	142	26.5	0.0	COOPER SPUR	2.5	
	Y		80624		24.0	2.5	BROWNVILLE	8.0	
	Y		80615		15.9	10.5	PERU	10.7	
	TY		80604		4.2	21.2	ARBOR	6.0	
	BKRTY		80506	141	0.7	27.2	NB NEBRASKA CITY	10.4	
			80516		16.0	37.8	DUNBAR	11.3	
			80527		27.3	49.1	SYRACUSE	11.7	
			80539		39.1	60.8	PALMYRA	6.7	
			80546		45.7	67.5	BENNET	6.7	
			80552		52.3	74.2	CHENEYS	7.5	
	JY		28204		59.9	81.7	LANCASTER		CTC

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

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

1. Speed Restrictions— Zone—Between

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 Friday.

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)

	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Ashland	10th Subdivn		
							MAIN LINE STATIONS		
							Office Calls		
	BIJK RTXY		20471	144	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		14.4 FREMONT	
	A	3,570	07038		38.0	37.9	FU	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		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	
	BKRTY		07109		108.2	109.3	SX	1.6 SIOUX CITY (18th Street Yard)	

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

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

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted Freight
1. Between	15
2. Between	15
3. Between	15
4. Between	15
5. Between	15
6. Between	15
7. Between	15
8. Between	15
9. Between	15
10. Between	15
11. Between	15
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93. Between	15
94. Between	15
95. Between	15
96. Between	15
97. Between	15
98. Between	15
99. Between	15
100. Between	15

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.
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)**—None.
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. **Uehling**—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.
10. **Trackage between Ferry and Sioux City operated as continuous yard limits, Rule 93 in effect.**

WESTWARD I	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Council Bluffs	11th Subdiv BRANCH LINE STATIONS Office Calls	
		9,524	78598	134	384.9	98.7	BAYARD 6.5	
		6,103	78593		391.4	92.2	COON RAPIDS 8.2	
		9,529	78585		399.6	84.0	DEDHAM 6.5	
		9,548	78578		406.1	77.5	TEMPLETON 6.1	
			78572		412.2	71.4	MANNING 10.6	
		10,266	78562		422.8	60.8	MANILLA 7.6	
			78554		430.4	53.2	DEFIANCE 5.5	
		5,060	78549		435.9	47.7	EARLING 5.1	
			78544		441.0	42.6	PANAMA 6.3	
	9,952	78537	447.3		36.3	PORTSMOUTH 5.5		
		78532	452.8	30.8	PERSIA 9.8			
	9,720	78522	462.6	21.0	NEOLA 5.1			
		78517	467.7	15.9	UNDERWOOD 15.9			
	ABJK RUY		27394		483.6	0.0	CO COUNCIL BLUFFS	

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

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted Freight
1. Between cities, towns, villages, or places having a population of 10,000 or more	40
2. Between cities, towns, villages, or places having a population of 5,000 or more	45
3. Between cities, towns, villages, or places having a population of 2,500 or more	50
4. Between cities, towns, villages, or places having a population of 1,000 or more	55
5. Between cities, towns, villages, or places having a population of 500 or more	60
6. Between cities, towns, villages, or places having a population of 250 or more	65
7. Between cities, towns, villages, or places having a population of 100 or more	70
8. Between cities, towns, villages, or places having a population of 50 or more	75
9. Between cities, towns, villages, or places having a population of 25 or more	80
10. Between cities, towns, villages, or places having a population of 10 or more	85
11. Between cities, towns, villages, or places having a population of 5 or more	90
12. Between cities, towns, villages, or places having a population of 2 or more	95
13. Between cities, towns, villages, or places having a population of 1 or more	100

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.
7. **Bayard**—Trains must stop and protect movement over Main Street crossing, MP 384.90 and proceed with caution over all other grade crossings.

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Table Rock	12th Subdivn BRANCH LINE STATIONS Office Calls		
JRTY		28145	19	48.2	0.0	BK	TABLE ROCK	CTC
		81007		55.3	7.1		PAWNEE	
		81019		67.4	19.3		BURCHARD	
BJKRTY		81039		87.2	39.1	SN	WYMORE	

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

- Speed Restrictions—** Maximum Speeds Permitted
Zone—Between 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.
- 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
- Train Register Exceptions—**
Table Rock—Trains will register when directed by train order.
- Clearance Provisions and Exceptions Rule 83(B)—**
Clearance received at Lincoln, Carling, or St. Joseph clears trains at Table Rock.
- Rule 99**—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 miles.
- Table Rock**—Normal position of junction switch is for Eighth Subdivision.
- Pawnee**—Air brakes must be coupled and working on cars handled on city track.
- Wymore**—All tracks within yard limits are yard tracks.
- Automatic Interlockings not Indicated at Station—**
UP crossing 2.5 miles east of Wymore.

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Brick Yard	13th Subdivn BRANCH LINE STATIONS Office Calls		
JTY			160	27.1	0.0	BRICK YARD	CTC	
				26.3	0.8	EAST WYE		
		83419		18.9	8.2	TRUMBULL		
		83410		9.9	17.2	GILTNER		
			149	0.4		10.3		
JRTXY		30076		0.6	27.5	RO	AURORA	CTC
		83510		11.0	38.8		MARQUETTE	
I		83519		19.3	47.2		CENTRAL CITY	
		83527		28.0	55.8		ARCHER	
				35.6	63.4		PALMER	
T		83535						

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

- Speed Restrictions—** Maximum Speeds Permitted
Zone—Between Freight
Brick Yard and Palmer 30 MPH.
Trains using east wye track to Second Subdivision .. 35 MPH.
Eastward locomotive or leading car between absolute signals of east wye switch MP 26.3 20 MPH.
Trains using east and west legs of wye Aurora 10 MPH.
Aurora and Brick Yard bridge derrick 975501, 250-ton wrecking derrick and other derricks may operate .. 20 MPH.
At UP interlocking Central City, locomotive or leading car between approach and absolute signal, and between absolute signals 20 MPH.
- Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted.
Between Aurora and Palmer—Locomotives in Groups E, H and I must not operate.
Between Aurora and Palmer—Bridge derricks 975501, 975505 and 250-ton wrecking derricks must not operate.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—**
Brick Yard—Clearance received at Hastings clears trains at Brick Yard.
Aurora—Trains must receive clearance.
- Rule 99**—Unless otherwise provided, protection against following trains is not required between Aurora and Palmer. When flagging is required between Brick Yard-Palmer, distance will be 1.5 miles.
- 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.

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Clay Center	14th Subdivn BRANCH LINE STATIONS Office Calls		
		81912	156	94.7	0.0	CLAY CENTER		
		81906		100.2	5.5	VERONA		
J		20564		107.1	12.5	SUTTON	CTC	

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

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

WESTWARD I	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Seward	16th Subdivn BRANCH LINE STATIONS Office Calls		
				165	22.7	0.0			
					29.1	1.4			
	JY		30029		25.5				
			83032	147	31.9	6.5	RD	SEWARD 6.5	
			83039		38.8	13.4		STAPLEHURST 6.9	
			83047		46.8	21.4		ULYSSES 8.0	
	U		83053		52.5	27.1		GARRISON 5.7	
			83061		61.3	35.8		DAVID CITY 8.7	
								BELLWOOD	

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

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Wymore	17th Subdivn BRANCH LINE STATIONS Office Calls		EAST WARD
							SN	WYMORE	
	BJKRTY		81039		87.2	0.0		10.7	
			81050		97.9	10.7		ODELL	
			81057		105.1	18.0		DILLER	
	A		81066		114.6	27.4		ENDICOTT	ABS
			81080		128.5	41.3		REYNOLDS	
			81090		138.5	51.3		HUBBELL	
			81098	19	145.8	58.6		CHESTER	
			81106		153.9	66.7		BYRON	
			81114		162.8	77.6		HARDY	
	MY		81122		170.4	83.4	SR	SUPERIOR	
			81129		177.0	89.8		BOSTWICK	
			81136		184.9	97.7		GUIDE ROCK	
	JR		81143		191.1	103.9		LESTER JCT.	
	BRTY		81147		195.3	108.1	RC	RED CLOUD	

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

- Speed Restrictions—**
Zone—Between
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.
- 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
Superior Stock track
Bostwick Elevator track
Red Cloud Turkey track
- Train Register Exceptions—**
Lester Jct.—Trains will register when directed by train order.
- 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.
- Rule 99**—Unless otherwise provided, protection against following
trains is not required between Wymore and Lester Jct. When flag-
ging is required, distance will be 1.5 miles.
- Lights on train order signals will not be displayed.
- 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.

- 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.

- Lester Jct.**—Normal position of junction switch is for Eighteenth
Subdivision.
- Wymore**—All tracks within yard limits are yard tracks.

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

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

- Speed Restrictions—**
Zone—Between
Hastings and Lester Jct. 30 MPH.
Locomotive or leading car of eastward trains over
highway crossing at MP 1.0 5 MPH.
Through turnout Lester Jct. 10 MPH.
Locomotives in Group I 25 MPH.
Bridge derricks 975501, 975505 and 250-ton wrecking
derricks over Bridge 34.33 10 MPH.
- Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted.
Locomotives in Group I must not operate on following tracks:
Cowles House track
Blue Hill Elevator track
Ayr City track
- Train Register Exceptions—**
Lester Jct.-Blue Hill—Trains will register when directed by train
order.
- Clearance Provisions and Exceptions Rule 83(B)—**
Lester Jct.—Rule 83(B) does not apply.
- Rule 99**—Unless otherwise provided, protection against following
trains is not required between Ayr Jct. and Lester Jct. When flagging
is required, distance will be 1.5 miles.
- Between Ayr Jct. and Roseland**—operated as continuous yard
limits.

19th Subdivision not used.

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Fairmont	20th Subdivn BRANCH LINE STATIONS Office Calls		EAST WARD
	BJRY		20549		8.1	0.0		F FAIRMONT	CTC
								6.2	
			81506	154	14.1	6.2		BURRESS	
								8.3	
			81514		22.4	14.5		MILLIGAN	

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

- Speed Restrictions—Maximum Speeds Permitted**
Zone—Between Freight
 Fairmont and Millgan 10 MPH.
- Bridge, Engine and Heavy Car Restrictions—**
 Item 5d not permitted.
 Locomotives in Groups D, E, G, H and I must not operate.
 Bridge derricks 975501, 975505 and 250-ton wrecking derricks must not operate.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—None.**
- Rule 99—**Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1 mile.
- Fairmont—**Normal position of junction switch east end is for Twentieth Subdivision.

WEST WARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Armour	21st Subdivn BRANCH LINE STATIONS Office Calls		EAST WARD
							ARMOUR 4.0	ATCHISON	
	JY	17,614	28043	80	0.0	0.0			
	BIKRY		76706		3.6	4.0			

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

- Speed Restrictions—Maximum Speeds Permitted**
 Armour to Atchison 10 MPH.
- 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.
- Train Register Exceptions—None.**
- 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.
- Rule 99—**When flagging is required, distance will be 1 mile.
- 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.

WEST WARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From East Leavenworth	22nd Subdivn BRANCH LINE STATIONS Office Calls		EAST WARD
							EAST LEAVENWORTH 2.2	BN JCT. 1.4	
	JTY	18,641	28024	96	0.0	0.0			
	JY		76602		2.2	2.2			

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

Y		76604	843	3.7	3.6		LEAVENWORTH	
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BN Radio Channel No. 2 in service on this Subdivision.

- 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.
- 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.
- Train Register Exceptions—None**
- Clearance Provisions and Exceptions Rule 83(B)—**
East Leavenworth—Clearance at St. Joseph or Kansas City will clear train at East Leavenworth.
- Rule 99—**When flagging is required, distance will be 1 mile.
- 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.

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	Iatan Electric Generating Station	0.0 to 7.0
140	Tecumseh—Johnson	60.8 to 47.9
148	York—Benedict	133.2 to 144.4
154	Tobias—Daykin	28.8 to 36.2
161	Ayr Jct.—Roseland	67.1 to 59.4
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

RADIO INFORMATION

NEBRASKA DIVISION

Base Stations	Channel	Hours in Operation
Lincoln Disprs. Office	1	Continuous
Wayside Stations		
Forbes	1	Unmanned
Forest City	1	Continuous
Falls City	1	8:00 A.M. - 5:00 P.M., Monday through Friday

RADIO INFORMATION

Wayside Stations	Channel	Hours in Operation
Phelps	1	Unmanned
Hamburg	1	8:00 A.M. - 5:00 P.M., Monday through Friday
Nebraska City	1	8:00 am-5:00 pm Mon. thru Fri.
Pacific Junction	1	Continuous
Council Bluffs	1	Continuous
Omaha	2 yard forces	Continuous
	1	Continuous
	2 yard forces	Continuous
Louisville	1	Unmanned
Ashland	1	Continuous
Fremont	1	Continuous
Winslow-(MP 48)	1	Unmanned
Lyons	1	Unmanned
Walthill	1	Unmanned
Oneill (Osmond)	1	7:00 am-4:00 pm Mon. thru Fri.
Havelock	1	Continuous
Lincoln Yard	2 yard forces	Continuous
	1 road	Continuous
	2 yard forces	Continuous
	3 mechanical	Continuous
Hall Tower	2 yard forces	Continuous
Carling Tower	1	Continuous
Lincoln Baird Tower	2 yard forces	Continuous
	1	Continuous
Crete	1	Continuous
Friend	1	Unmanned
Fairmont	1	8:00 A.M. - 5:00 P.M., Monday through Friday
Sutton	1	Unmanned
Hastings	1	Continuous
Tecumseh	1	7:00 am-4:00 pm Mon. thru Fri.
Firth	1	Unmanned
Wymore	1	7:00 am-11:00 pm Mon. thru Fri.
Superior	1	8:00 A.M. - 5:00 P.M., Monday through Friday
Red Cloud	1	8:00 am-5:00 pm Mon. thru Fri.
Geneva	1	Unmanned
Shickley	1	Unmanned
Blue Hill	1	Unmanned
Seward	1	Unmanned
York	1	8:00 A.M. - 5:00 P.M., Monday through Friday
Aurora	1	8:00 A.M. - 5:00 P.M., Monday through Friday
Grand Island	1	8:00 A.M. - 5:00 P.M., Monday through Friday
Ravenna	1	Continuous
Tablerock	1	8:00 A.M. - 5:00 P.M., Monday through Friday

TRAIN DISPATCHERS PHONE NUMBERS

Company	Position	Commercial
261-7684	Chief Dispatcher	
261-7546	Asst. Chief	
	Dispatcher	
261-7543	Asst. Chief	
	Dispatcher	
261-7527	Omaha Line	
	Dispatcher	
261-7528	Hastings Line	
	Dispatcher	
261-7676	Ravenna Line	
	Dispatcher	
261-7629	St. Joseph Line	
	Dispatcher	

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens	Name	Miles—Location	Capacity Cars	Switch Opens
1st Subdivision				8th Subdivision			
28082 Forbes	6.2 west of Nodaway	16	Both	30082 Murphy	6.1 west of Aurora	16	Both
Iowa Power Light	3.0 west of Island Park	194	West	Trail	4.7 west of Phillips	17	Both
Standard Oil	3.3 west of Island Park	28	East	30103 CoPlant	7.2 west of Grand Island	127	Both
Chevron	4.1 west of Island Park	11	East	9th Subdivision			
Council Bluffs Industry	4.4 west of Island Park	93	East	28100 Fortescue	3.3 west of Napier	2	Both
Ford Storage	5.1 west of Island Park	35	Both	28123 Salem	6.4 west of Falls City	15	East
28006 Intercontinental	3.4 west of Block 4	16	East	28130 Dawson	2.8 west of New Salem	15	Both
28003 Chambers Gas	0.1 west of Clarke	3	West	28167 St. Mary	6.6 west of Tecumseh	14	Both
28009 Parkville	1.7 west of Clarke	10	East	28179 Adams	4.6 West of Gage	35	West
28021 Farley	4.5 west of Waldron	13	East	28193 Hickman	5.6 East of Saltillo	20	East
28046 Rushville	2.7 west of Armour	20	East	28195 Roca	3.1 west of Hickman	24	Both
2nd Subdivision				10th Subdivision			
20455 Cedar Creek	4.7 west of Cullom	50	Both	80607 Minersville	8.2 west of Peru	3	West
20465 Hopper Quarry	1.6 west of South Bend	35	Both	80511 Elberon	5.1 west of Nebraska City	10	East
20466 South Bend Quarry	2.4 west of South Bend	26	Both	80532 Unadilla	5.1 west of Syracuse	18	Both
20467 Costa Welsh Spur	3.3 west of South Bend	36	West	80557 Collegeview	4.8 west of Cheney	38	Both
20480 Mid-America	2.4 west of Greenwood	37	Both	11th Subdivision			
Yankee Hill Brick	3.6 west of Lincoln	45	West	07003 Abel	2.5 west of Ashland	248	East
20519 Swingle	3.2 west of Crete	24	East	07004 Riverside	4.3 west of Ashland	133	East
Allen Products	1.1 east of Crete	10	East	Big Sandy	5.1 west of Ashland	75	East
West Lincoln	1.9 west of Lincoln	Spur	East	07007 Wann	7.5 west of Ashland	22	Both
81811 Lushon	10.9 west of Sutton	15	Both	07020 Fackler	5.3 west of Yutan	6	East
83006 Woodlawn	6.3 west of Lincoln	5	Both	07021 LeShara	6.2 west of Yutan	21	Both
3rd Subdivision				Run Around	3.3 west of Fremont	17	Both
80202 LaPlatte	2.0 west of Orepolis	68	Both	Nebr. Processors	3.6 west of Fremont	113	West
80203 National By-Product	3.5 west of Orepolis	21	East	Fel Tex	4.2 west of Fremont	93	East
80238 Gretna	6.3 west of Chalco	48	Both	12th Subdivision			
80228 Camoak Park	3.0 west of Ralston	30	East	78566 Aspinwall	4.0 west of Manning	42	Both
5th Subdivision				78512 Weston	4.9 west of Underwood	9	West
81606 Kaneb-spur Track	2.0 west of Geneva	3	East	13th Subdivision			
6th Subdivision				81028 Liberty	8.4 west of Burchard	27	Both
Crete South Yard	2.0 west of Crete	185	Both	14th Subdivision			
Farmland Foods	4.3 west of Crete	43	West	83516 Overland	5.5 west of Marquette	18	East
Phillips Petroleum	7.0 west of DeWitt	47	West	83521 Vayden	2.3 west of Central City	21	Both
80825 Cominco Products	0.3 west of Hoag	53	West	15th Subdivision			
Land O Lakes	1.8 west of Beatrice	14	West	81528 Daykin	7.0 from Tobias	25	Both
80833 Gasco Spur	3.2 west of Beatrice	4	East	16th Subdivision			
7th Subdivision				83064 Moll Spur	3.2 west of Bellwood	104	Both
30024 Ruby	4.3 west of Milford	36	Both	17th Subdivision			
30031 Walkers	0.4 west of Seward	28	West	81010 Reynolds	13.5 west of Endicott	50	Both
83209 Benedict	9.5 from York	49	East	81045 Krider	5.6 west of Wymore	15	Both
NPPD	0.9 from York	35	West	81048 Odell	9.3 west of Wymore	28	Both
83309 McCool Jct.	9.1 from York	29	Both	81068 Fairchild Spur	1.5 west of Endicott	58	Both
83304 Knox	4.3 from York	8	East	21st Subdivision			
83201 Champion	1.1 from York	28	West	76704 Winthrop	3.5 west of Armour	4	East
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				

ALL SUBDIVISIONS

1. Speed Restrictions— Maximum Speeds Permitted

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

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

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

Tons per operative brake (Tons/OB) is defined as the gross trailing tonnage of the train divided by the total number of cars having operative brakes.

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

Unless otherwise provided—

Movements on:

Sidings	20 MPH.
Tracks other than main tracks and sidings	10 MPH.
Light locomotive consist or caboose hop	50 MPH.

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

Cold Weather Speed Restrictions (fahrenheit)

	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 3-5, BN 979019-979024 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.
Clay cars, BAP 3801-4199	45 MPH.	45 MPH.
Empty bulkhead flat cars:	45 MPH.	45 MPH.
BN 615312-616999 NP 67183-67514		
BCIT 816150-817649 NP 67595-67599		
CPI 316397-316599 GN 160000-160744		
BCOL 17000-17999 GN 161300-161499		

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.
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1A. Control of Harmonic Rocking—

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

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

2. Restrictions on Locomotives—

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

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

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

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

Locomotives not coupled to the head-end consist must be prepared for hauled-in-tow and placed not more than 15 cars behind the head-end consist.

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 and, may be placed anywhere in a light consist or caboose hop:

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

3. Manned Helper Operations—

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

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

1702-1721, 1723-1749, 1751-1775, 1777-1779, 1782-1791, 1795-1799, 1802-1807, 1811-1812, 1816, 1819, 1822, 1829, 1831-1833, 1835-1836, 1839-1864, 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 524000-525299 (CBQ 160200-161499)
 BN 540000-540210

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

3A. Locomotive Group Chart

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

Group	Model	Locomotive Numbers
A	SW-1	70, BNET 1-3.
B	GP9B	600-604.*
	GP-5	1350-1361, 1363-1365.
	GP-9	1723, 1725-1726, 1728-1729, 1731-1732, 1734, 1736-1749, 1751-1754, 1758-1760, 1811-1816, 1819, 1821-1822, 1829, 1887-1889, 1891, 1902-1904, 1907, 1909-1910, 1913-1920, 1922-1936, 1938-1939, 1941-1942, 1944, 1946-1948, 1950-1958, 1960-1964, 1966-1969, 1971, 1980.
	GP-18	1991, 1993-1997.
C	SW-7	75-79, 108-110, 112-113, 115-119, 122-126, 128-130, 132, 134, 137, 139-142.
	SW-12	106, 162-166, 170-220, 222-255, LSTT 105.
	SW-9	146-152, 154-158, 160, 167-169, 260-269.
	SW-10	375-394, 427-449, 574-585.
	NW-2	LSTT 101-104.
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, 1782-1787, 1791, 1795-1796, 1799-1800, 1802-1805, 1807, 1831-1836, 1839-1841, 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.
	GP-20	2003-2006, 2008-2012, 2014-2016, 2018, 2020, 2023-2024, 2026-2028, 2030-2031, 2034-2037, 2039-2042, 2044-2045, 2047-2055, 2057-2060, 2062-2071.
	GP-30	2217-2219, 2221-2227, 2229, 2231-2232, 2234, 2236, 2238, 2240-2242, 2244-2246.
	GP-39-2	2700-2739.

Group	Model	Locomotive Numbers
E	SW-15	20-65, 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, 2249-2253
	GP-35	2501, 2503-2504, 2507-2509, 2511-2514, 2516-2537, 2539-2545, 2550-2572, 2574-2582.
	GP-38-B	2600*.
	GP-38-2B	2601*.
	GP-40	3000-3013, 3015-3017, 3019-3020, 3022-3038.
	GP-40-2	3040-3064.
	GP-50	3100-3109.
	B-30-7A	4000-4050, 4052-4119.
	U-28-B	5450-5451, 5453-5459.
	U-30-B	5471-5481, 5483-5484, 5770-5799.
	B-30-7	5485-5492.
	B-32-8	5497-5499.
	F-40-PH	Amtrak 200-399
F		None.
G	SD-9	6127-6129, 6131-6135, 6139-6143, 6145-6148, 6150-6164, 6166-6168, 6170-6185, 6187-6202, 6204-6206, 6216-6219, 6221-6228, 6230-6237.
H	SD-9	6100-6105, 6107-6123, 6125-6126.
	E-9	9900-9908, 9910-9925.
I	U-3-CB	4500*.
	C-30-7	5000-5135, 5137-5141, 5500-5599.
	U-30-C	5300-5335, 5338-5362, 5364-5394, 5396-5399, 5800-5839, 5900-5901, 5903-5905, 5907-5912, 5915-5944.
	U-33-C	5725-5765.
	SD-38-2	6260-6263.
	SD-40	6300-6301, 6303-6318, 6320-6324, 6335-6342, 6344-6347, 6394-6395, 6397-6399.
	SD-40-2	6325-6334, 6348-6366, 6368-6373, 6376-6385, 6700-6713, 6715-6759, 6761-6764, 6766, 6768-6799, 6801-6811, 6813-6836, 6840-6847, 6850, 6900-6913, 6915-6921, 6923-6928, 6950, 7000-7018, 7020-7220, 7222-7240, 7242-7291, 7801-7819, 7821-7898, 7900-7906, 7908-7940, 8000-8042, 8044-8181.
	SD-45	6400, 6402-6403, 6405-6407, 6411, 6414-6421, 6423-6425, 6428-6430, 6432, 6435-6436, 6439-6445, 6447, 6472-6478, 6480-6483, 6485-6527, 6530-6567, 6570-6576, 6592-6599, 6650-6656, 6658-6664, 6666-6669, 6671-6696.
	F-45	6614-6645.
	SD-42B	7500-7502*
	SD-40-B	7600*.

* Cabless.

4. Restrictions On Cars—

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

Outfit cars EXCEPT univans

Scale test cars EXCEPT WUTX 3-5, BN 979019-979024 and 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 637500 through 637503.

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

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, and, if helper locomotive is used the number of powered axles in helper consist is restricted to 12.

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

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

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

5. Car Weight and Length Restrictions—

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

These restrictions must not be exceeded without authority of superintendent.

Refer to Individual Subdivision Special Instructions Item 2 for exceptions.

6. Air Repeater Operation—

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

Cars—BNH 3-14.

Locomotives—5450-5451, 5453-5459, 5473, 5475-5476, 5479, 5481, 5484, 5771, 5773, 5776, 5778 and 5781.

7. Dimensional and Special Shipment Restrictions—

- All employees involved in handling dimensional or special shipments must be familiar with and be governed by these instructions.
- Any dimensional and/or oversize car or special shipment must be accompanied by a movement authorization message issued by BN Clearance Bureau.
- Before a dimensional or special shipment can be moved in a train, yard forces or employee in charge of station where no yard forces on duty, must obtain permission from the train dispatcher. This does not relieve conductor from complying with Rule 900.
- Before a dimensional shipment is picked up on line, conductor must obtain permission from the train dispatcher. When dimensional or special shipment is set out on line, conductor must notify train dispatcher promptly as possible.
- Train dispatcher must issue appropriate train order or message when dimensional shipment restricts opposing train and confirm message received.
- Train with dimensional shipment must not pass or be passed by a train in the same direction unless authorized by the train dispatcher or proper safeguards taken.
- Following code words are authorized for use involving movement of dimensional or special shipments, and when so used in movement authorization message, trainmen, enginemen and yard forces will be governed by restriction indicated.

CODE	RESTRICTION APPLICABLE
ALPHA	LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 12 ft. 6 in. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers.

CODE	RESTRICTION APPLICABLE	CODE	RESTRICTION APPLICABLE
	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.	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.
BRAVO	<i>LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE</i> 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.	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.
CHARLIE	<i>LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE</i> Handle cautiously through yards enroute. Load must not pass or be passed by loads over 11 ft. 8 in. wide on 13 ft. track centers, loads over 12 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. Observe track center restrictions for 12 ft. 4 in. wide loads.	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.
DELTA	<i>LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE</i> 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.	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.
ECHO	<i>LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE</i> 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.	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 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.
FOXTROT	<i>LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE</i> 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.	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.
GOLF	<i>LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE</i> 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.	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.

CODE	RESTRICTION APPLICABLE
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:

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

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

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

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

When conditions make it impractical 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.

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

If overheating or defect on same equipment is detected by two (2) successive detectors, the identified equipment must be set out of train. **EXCEPTION:** If overheating or defect detected involves a locomotive unit, such unit need not be set out if inspection by a supervisor, mechanical inspector, or the engineer reveals no defect.

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

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

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, Overland Park. 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—

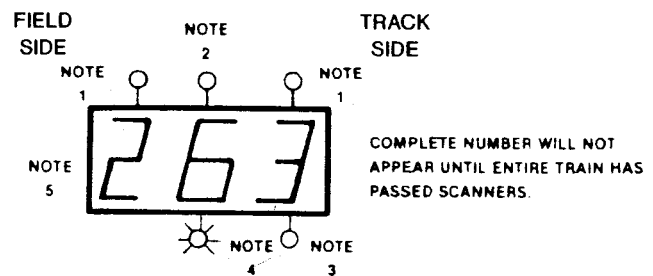
This device must be observed by the crew on rear of train, and they must be governed by the information shown immediately after the rear of the train has passed.

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 than train axle count.

Failed Equipment Radio Reporter—

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

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

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

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

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

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

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

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

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

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

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

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

Failed Equipment Alarm Indicator—

Alarm Indicator Assembly employing radio for defect location.

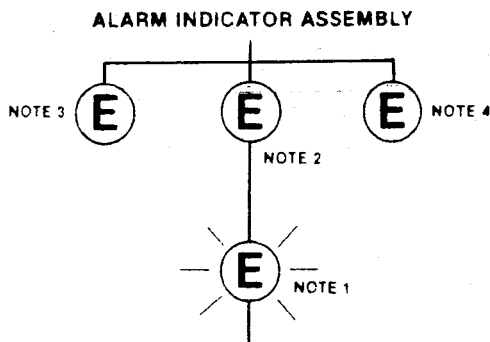
This device must be observed by the crew on the rear of the train and they must be governed by the information shown immediately after the rear of the train has passed.

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

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.



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.

Rules 19, 19(A), 19(B) and 19(C)—are cancelled.

Rule 19—new:

A marker of the prescribed type in red-orange-amber color range will be displayed at the rear of every train to indicate the rear of the train.

From one hour before sunset to one hour after sunrise, when weather conditions restrict visibility to less than one half mile and at times as may be prescribed by special instructions, the marker must be illuminated either steady or flashing. Note: Portable markers that are photo electrically actuated will comply with this requirement.

When an engine is operating as a train without cars, or at the rear of a train, the trailing headlight illuminated on dim may be used as a marker.

A train may proceed without a marker to the next forward location where the marking device can be repaired or replaced when:

- (1) The marker becomes inoperative enroute,
- (2) A defective car must be placed at the rear for movement to a car repair point; or
- (3) The rear portion of the train is disabled and prescribed marker cannot be displayed on rear car of portion to be moved.

The marker must be inspected at each crew change point to assure that it is properly displayed.

When a crew leaves a portion of their train, they must not handle a caboose as the rear car of the head portion which would indicate that the train is complete.

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 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.)

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 employee at the relaying office, who must then transmit it to destination. The employee 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 250—change to read:

Except when movement at restricted speed is required by rule or by indication of previous signal, the indication of the next signal in advance may be complied with when the aspect can be clearly seen and it is known such aspect governs the track on which the movement is being made or is to be made.

Rule 271—change to read:

Trains or engines, and Maintenance of Way employees or equipment per Rule 271(A), may occupy track(s) within specified limits for time period authorized by the control operator as follows:

____ may use (track(s)) between (location) and (location) from (time) until (time)

To request track and time limits: member of crew for trains or engines, or employee in charge of Maintenance of Way employees 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.

In transmitting and repeating track and time limits, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations, control points and direction must be pronounced then spelled.

When clearing track and time limits, individual to whom issued must identify self by name and clear by number. Control operator must repeat individual's name, track and time limits number and time cleared.

No movement may be made under this rule until conductor and engineer, and Maintenance of Way employees, receive and understand the track and time limits granted.

Track(s) may be used in either direction within limits specified without flag protection, but all train and engine movements must be made at restricted speed, regardless of signal indication. Compliance with Stop signal indications is required by trains and engines.

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 276.

Track and time limits do not authorize occupancy of tracks within interlocking limits.

Trains or engines and/or Maintenance of Way employees and equipment must be clear of track(s) specified or work completed and switches restored to normal position and track in safe condition for passage of trains before expiration of time specified. If additional time is required, authority must be secured from the control operator before previously authorized time expires.

Control operator must be notified by each employee granted track and time limits, when trains or engines and/or Maintenance of Way employees and equipment are clear of the limits and track and time limits released.

EXCEPTION—When control operator authorizes a train or engine to move out of the limits by signal indication, it will be considered clear when entire movement has passed such signal.

Rule 271(A)—change to read:

Unless protected by Form Y train order, track and time limits per Rule 271 will be issued to Maintenance of Way employees when necessary to move track car or on-track equipment or to perform work on main track or controlled siding.

When Maintenance of Way employee(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.

RULES APPLICABLE ONLY WITHIN TRACK WARRANT CONTROL (TWC) LIMITS

The following Rules 400-412 supersede all previous Track Warrant Control (TWC) rules inconsistent therewith.

TRACK WARRANT CONTROL (TWC) is a method of authorizing movements of trains or engines or protecting men or machines on a main track within specified limits in territory designated by timetable, special instructions or superintendent's bulletin in accordance with the following rules.

400. AUTHORITY—Where designated by timetable, special instructions or superintendent's bulletin, use of the main track will be authorized by issuance of Track Warrant under the direction and over the signature of the train dispatcher.

Track Warrants must be numbered consecutively beginning at midnight each calendar date. They will be the only authority for movement issued within TWC territory, except the main track may be used by trains and engines as prescribed by Rule 93.

There is no superiority of trains within TWC territory.

401. DESIGNATED LIMITS—The limits of a Track Warrant must be designated by specifying exact points such as switches, mile posts or identifiable points, except station names may be used.

When a station name is used to designate the first named point, the authority will extend from the last siding switch or from the station sign if no siding.

When a station name is used to designate the second named point, the authority will extend to the first siding switch or to the station sign if there is no siding. At the second named point, authority will extend to the last siding switch when specific instructions include "hold main track at last named point."

402. REQUESTING—Employee requesting Track Warrant must advise the dispatcher of the movement to be made and, when applicable, tracks to be used and time required.

403. COPYING—The conductor and engineer must have a copy of the Track Warrant, addressed to their train or engine showing date, location, name of employee who copied it and any specific instructions issued. All information and instructions must be entered on Track Warrant form provided and repeated to the train dispatcher who will check and if correct, will give "OK", the time and train dispatcher's initials. The OK time and train dispatcher's initials will be entered on the Track Warrant in the space provided. The OK and the time must be repeated to the train dispatcher. The Track Warrant is not in effect until the OK time and the train dispatcher's initials are shown on it.

When verbally transmitting and repeating track warrants, numbers must first be pronounced, then each figure stated separately, except numbers less than ten will be pronounced then spelled. Station names and directions must be pronounced then spelled.

When transmitting a Track Warrant, the required information must be recorded in the book or form provided, reading aloud all applicable preprinted and written instructions.

Employee copying a Track Warrant must repeat all applicable preprinted and written instructions. Each written word and figure must be underscored by train dispatcher or relaying employee each time it is repeated.

If the Track Warrant restricts authority previously granted, it must not be considered in effect by the train dispatcher until acknowledgment of the OK and time has been received.

Track Warrants may be relayed by employees who must make record on Track Warrant form.

404. SPECIFIC INSTRUCTIONS—When Track Warrant indicates the following Specific Instructions are in effect, they must be complied with as follows:

a. **NOT IN EFFECT UNTIL AFTER ARRIVAL OF _____ AT _____**

Track Warrant is not in effect until the arrival of specified train. Crew to whom Track Warrant is issued must verify the arrival of the specified train as prescribed by rule before Track Warrant is used as authority to occupy main track.

b. **NOT IN EFFECT UNTIL AFTER DEPARTURE OF _____ AT _____**

Track Warrant is not in effect until the departure of specified train. Crew to whom Track Warrant is issued must verify the departure of the train specified as prescribed by rule before Track Warrant is used as authority to occupy main track and must follow such train.

c. **DO NOT EXCEED _____ MPH BETWEEN _____ AND _____**

Speed shown must not be exceeded between points specified because of equipment in train or track condition.

Any specific instructions must be clear and concise and worded so they will have but one meaning.

405. CHANGING TRACK WARRANT—When a Track Warrant is in effect and it is desired to change the limits or instructions, a new Track Warrant must be issued with the desired instructions and include the words "TRACK WARRANT NO. _____ IS VOID" giving the number of the Track Warrant being changed. The previous Track Warrant mentioned will no longer be in effect.

406. OPERATING WITH TRACK WARRANT—Track Warrant authorizes the train or engine addressed to occupy the main track within designated limits and as prescribed by specific instructions on the Track Warrant.

Movement must be made as follows:

- When authorized to proceed from one point to another, movement must be made **ONLY** in the direction specified.
- When authorized to "WORK BETWEEN" two specific points, movement may be made in either direction between those points.
- Train or engine must not foul a switch at either end of the limits which may be used by an opposing train or engine to clear the main track.

407. OCCUPYING SAME LIMITS—Not more than one train or engine may be permitted to occupy the same or overlapping limits of a Track Warrant at the same time except when:

- All trains or engines within the limits have been authorized to move only in the same direction and have not been relieved of providing flag protection as prescribed by Rule 99. In Non-ABS territory all trains and engines except the leading train or engine must move at restricted speed.
- Two or more crews performing switching or work service have been notified of each other and instructed that all movements must be made at restricted speed within the overlapping limits.

408. IN EFFECT—A Track Warrant, once in effect, is in effect until crew member has reported clear of the limits; it has become void; or time limit has expired. Crew member must report to the train dispatcher when they have cleared the limits.

If a time limit is shown on the Track Warrant, train, engine or men or machines must be clear of the limits by the time specified, or protection provided in both directions, unless another Track Warrant has been obtained.

Train dispatcher must not authorize a train or engine in the same or overlapping limits with other trains, engines, men or machines until previous Track Warrant(s) have been reported clear except as provided by Rules 407 and 410.

409. MARKING VOID—The word VOID must be written legibly through the number of each copy of the Track Warrant when:

- Crew member has reported train or engine clear of the limits;
- Time limit specified has expired; or,
- Track Warrant has been changed as prescribed by Rule 405.

410. PROTECTING MEN OR MACHINES—A Track Warrant may be issued in the same manner as to trains or engines to permit men or machines to occupy or perform maintenance on main track, or in emergency to protect track condition, without other protection.

Before doing work which would require the use of impassable track flags or to provide protection for on-track equipment which cannot be readily removed from the track, employe in charge of work or equipment must obtain Track Warrant authority. This authority will permit track work to be performed or on-track equipment to occupy track(s) between times and points shown without flag protection against trains.

A Track Warrant must not be issued to protect men or machines within the same or overlapping limits with a train or engine unless:

- All trains or engines authorized to occupy the same or overlapping limits have been authorized to move in one direction only and Track Warrant specifies that it is granted behind such trains or engines; or,
- Trains or engines authorized to occupy the same or overlapping limits have been notified of the authority granted men or machines; have been instructed to make all movements at restricted speed and to stop short of men or machines fouling track; and employe in charge of men or machines is so notified by Track Warrant.

Form Y train orders will not be used in Track Warrant Control territory.

411. RULES IN EFFECT—All rules not modified by these rules remain in effect.

412. RESTRICTED TRACK CONDITIONS—Within Track Warrant Control territory and in territory specified by timetable, special instructions or superintendent's bulletin, Restricted Track Conditions (RTC) will be issued over signature of the train dispatcher. They will contain speed restrictions and notice of other conditions affecting the movement or safety of trains and engines. The train dispatcher must see that all trains affected are furnished copies of RTC.

RTC will be numbered using a unique series of numbers. They may be sent by voice or telecommunications devices to locations designated by the superintendent. When sent by voice they will be written or typewritten by the receiving employe. The initials of the train dispatcher will be placed directly under the last word in the body. When verbally transmitted or any time repeated, second paragraph of Rule 403 applies. When received or recopied, RTC must be repeated to the train dispatcher who will underscore each word and figure on the office copy as it is repeated. When repeated correctly, dispatcher will state "Correct" and the time. The time given must be placed directly under the train dispatcher's initials. Receiving employe must then repeat "Correct" and the time.

RTC must not be acted upon or mechanically reproduced until the time is shown under dispatcher's initials.

The employe delivering RTC to trains must retain the original for duplicating and filing.

An RTC may be modified or cancelled. The train dispatcher who cancels an RTC must write on office copy of cancelled RTC: VOID in red pencil across body, his initials, date, new RTC number and file that copy. Employe receiving instructions cancelling an RTC must make separate written record of such instructions including date, train dispatcher's initials, time repeated as received from the train dispatcher and mark VOID through the number of the cancelled RTC. If employe delivers RTC to employes, other than members of the same crew, both documents must be filed.

The number(s) of RTC in effect will be listed on the initial Track Warrant or Clearance for a crew. Additional RTC numbers will be listed on subsequent Track Warrants or Clearances unless transmitted directly to the crew. Conductor and engineer must have a copy of RTC listed on Track Warrant or Clearance. All crew members must read and comply with RTC. RTC must be retained on all trips made during the tour of duty on which they were received.

All rules not modified by this rule remain in effect.

Rule 501K—change 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 802 (A)—new:

802 (A). Conductors must see that their cabooses are kept in clean and tidy condition. Engineers must see that their engines are kept in clean and tidy condition.

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.

—change third paragraph to read:

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

Rule 808 (G)—new:

808 (G). Within a hump yard, during humping operations, before a train or yard crew member places himself between engines or cars on a bowl track for the purpose of coupling air hoses or adjusting coupling devices, protection against cars being released from the hump into the track involved must be provided as follows:

- (1) A crew member must notify the employee controlling switches that provide access from the hump to the track on which such work is to be performed;
- (2) Upon such notification, any remotely controlled switch must be lined against movement to the affected bowl track and employee must apply or have applied a locking or blocking device, or reminder, to the control for that switch; and
- (3) Crew member must then be notified that the required protection has been provided and such protection shall be maintained until the crew member advises that work is completed and protection is no longer required.

Rules of the Maintenance of Way Department:**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 14 Exception—change to read:

EXCEPTION: On Branch Line subdivisions, track flags and torpedoes as required by Rule 14 need not be displayed when line-up covering entire work day states "no trains" will be operated. Individual Subdivision Special Instructions or Superintendent's bulletin or notice must specify: Maintenance of Way Rule 14 EXCEPTION applies on this subdivision.

Rules 14 (C), 46 and 47—are cancelled.**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 January 15, 1985:

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 CTC territory, employee in charge must obtain track and time limits as prescribed by Rules 271 and 271(A), unless protected by Form Y train order. Line-up must also be obtained where required by the superintendent. This authority will permit work to be performed on track cars and on-track equipment to occupy track(s) within the limits specified without flag protection against trains or engines. 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 the 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 maintained in accordance with the manufacturer's specifications. Maintenance dates will be recorded in log book.

Rule 271—change to read:

Trains or engines, and Maintenance of Way employees or equipment per Rule 271(A), may occupy track(s) within specified limits for time period authorized by the control operator as follows:

_____ may use (track(s)) between (location) and (location) from (time) until (time)

To request track and time limits: member of crew for trains or engines, or employee in charge of Maintenance of Way employees 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.

In transmitting and repeating track and time limits, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations, control points and direction must be pronounced then spelled.

When clearing track and time limits, individual to whom issued must identify self by name and clear by number. Control operator must repeat individual's name, track and time limits number and time cleared.

No movement may be made under this rule until conductor and engineer, and Maintenance of Way employees, receive and understand the track and time limits granted.

Track(s) may be used in either direction within limits specified without flag indication, but all train and engine movements must be made at restricted speed, regardless of signal indication. Compliance with Stop signal indications is required by trains and engines.

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 276.

Track and time limits do not authorize occupancy of tracks within interlocking limits.

Trains or engines and/or Maintenance of Way employees and equipment must be clear of track(s) specified or work completed and switches restored to normal position and track in safe condition for passage of trains before expiration of time specified. If additional time is required, authority must be secured from the control operator before previously authorized time expires.

Control operator must be notified by each employee granted track and time limits, when trains or engines and/or Maintenance of Way employees and equipment are clear of the limits and track and time limits released.

EXCEPTION—When control operator authorizes a train or engine to move out of the limits by signal indication, it will be considered clear when entire movement has passed such signal.

Rule 271(A)—change to read:

Unless protected by Form Y train order, track and time limits per Rule 271 will be issued to Maintenance of Way employees when necessary to move track car or on-track equipment or to perform work on main track or controlled siding.

When Maintenance of Way employee(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.

RULES APPLICABLE ONLY WITHIN TRACK WARRANT CONTROL (TWC) LIMITS

The following Rules 300-312 supersede all previous Track Warrant Control (TWC) rules inconsistent therewith.

TRACK WARRANT CONTROL (TWC) is a method of authorizing movements of trains or engines or protecting men or machines on a main track within specified limits in territory designated by timetable, special instructions or superintendent's bulletin in accordance with the following rules.

300. AUTHORITY—Where designated by timetable, special instructions or superintendent's bulletin, use of the main track will be authorized by issuance of Track Warrant under the direction and over the signature of the train dispatcher.

Track Warrants must be numbered consecutively beginning at midnight each calendar date. They will be the only authority for movement issued within TWC territory, except the main track may be used by trains and engines as prescribed by Rule 93.

There is no superiority of trains within TWC territory.

301. DESIGNATED LIMITS—The limits of a Track Warrant must be designated by specifying exact points such as switches, mile posts or identifiable points, except station names may be used.

When a station name is used to designate the first named point, the authority will extend from the last siding switch or from the station sign if no siding.

When a station name is used to designate the second named point, the authority will extend to the first siding switch or to the station sign if there is no siding. At the second named point, authority will extend to the last siding switch when specific instructions include "hold main track at last named point."

302. REQUESTING—Employee requesting Track Warrant must advise the dispatcher of the movement to be made and, when applicable, tracks to be used and time required.

303. COPYING—The conductor and engineer must have a copy of the Track Warrant, addressed to their train or engine showing date, location, name of employee who copied it and any specific instructions issued. All information and instructions must be entered on Track Warrant form provided and repeated to the train dispatcher who will check and if correct, will give "OK", the time and train dispatcher's initials. The OK time and train dispatcher's initials will be entered on the Track Warrant in the space provided. The OK and the time must be repeated to the train dispatcher. The Track Warrant is not in effect until the OK time and the train dispatcher's initials are shown on it.

When verbally transmitting and repeating track warrants, numbers must first be pronounced, then each figure stated separately, except numbers less than ten will be pronounced then spelled. Station names and directions must be pronounced then spelled.

When transmitting a Track Warrant, the required information must be recorded in the book or form provided, reading aloud all applicable preprinted and written instructions.

Employee copying a Track Warrant must repeat all applicable preprinted and written instructions. Each written word and figure must be underscored by train dispatcher or relaying employee each time it is repeated.

If the Track Warrant restricts authority previously granted, it must not be considered in effect by the train dispatcher until acknowledgment of the OK and time has been received.

Track Warrants may be relayed by employees who must make record on Track Warrant form.

304. SPECIFIC INSTRUCTIONS—When Track Warrant indicates the following Specific Instructions are in effect, they must be complied with as follows:

a. NOT IN EFFECT UNTIL AFTER ARRIVAL OF
AT _____

Track Warrant is not in effect until the arrival of specified train. Crew to whom Track Warrant is issued must verify the arrival of the specified train as prescribed by rule before Track Warrant is used as authority to occupy main track.

b. NOT IN EFFECT UNTIL AFTER DEPARTURE OF
AT _____

Track Warrant is not in effect until the departure of specified train. Crew to whom Track Warrant is issued must verify the

departure of the train specified as prescribed by rule before Track Warrant is used as authority to occupy main track and must follow such train.

c. DO NOT EXCEED _____ MPH BETWEEN _____ AND _____

Speed shown must not be exceeded between points specified because of equipment in train or track condition.

Any specific instructions must be clear and concise and worded so they will have but one meaning.

305. CHANGING TRACK WARRANT—When a Track Warrant is in effect and it is desired to change the limits or instructions, a new Track Warrant must be issued with the desired instructions and include the words "TRACK WARRANT NO. _____ IS VOID" giving the number of the Track Warrant being changed. The previous Track Warrant mentioned will no longer be in effect.

306. OPERATING WITH TRACK WARRANT—Track Warrant authorizes the train or engine addressed to occupy the main track within designated limits and as prescribed by specific instructions on the Track Warrant.

Movement must be made as follows:

- When authorized to proceed from one point to another, movement must be made **ONLY** in the direction specified.
- When authorized to "WORK BETWEEN" two specific points, movement may be made in either direction between those points.
- Train or engine must not foul a switch at either end of the limits which may be used by an opposing train or engine to clear the main track.

307. OCCUPYING SAME LIMITS—Not more than one train or engine may be permitted to occupy the same or overlapping limits of a Track Warrant at the same time except when:

- All trains or engines within the limits have been authorized to move only in the same direction and have not been relieved of providing flag protection as prescribed by Rule 99. In Non-ABS territory all trains and engines except the leading train or engine must move at restricted speed.
- Two or more crews performing switching or work service have been notified of each other and instructed that all movements must be made at restricted speed within the overlapping limits.

308. IN EFFECT—A Track Warrant, once in effect, is in effect until crew member has reported clear of the limits; it has become void; or time limit has expired. Crew member must report to the train dispatcher when they have cleared the limits.

If a time limit is shown on the Track Warrant, train, engine or men or machines must be clear of the limits by the time specified, or protection provided in both directions, unless another Track Warrant has been obtained.

Train dispatcher must not authorize a train or engine in the same or overlapping limits with other trains, engines, men or machines until previous Track Warrant(s) have been reported clear except as provided by Rules 307 and 310.

309. MARKING VOID—The word VOID must be written legibly through the number of each copy of the Track Warrant when:

- Crew member has reported train or engine clear of the limits;
- Time limit specified has expired; or,
- Track Warrant has been changed as prescribed by Rule 305.

310. PROTECTING MEN OR MACHINES—A Track Warrant may be issued in the same manner as to trains or engines to permit men or machines to occupy or perform maintenance on main track, or in emergency to protect track condition, without other protection.

Before doing work which would require the use of impassable track flags or to provide protection for on-track equipment which cannot be readily removed from the track, employee in charge of work or equipment must obtain Track Warrant authority. This authority will permit track work to be performed or on-track equipment to occupy track(s) between times and points shown without flag protection against trains.

A Track Warrant must not be issued to protect men or machines within the same or overlapping limits with a train or engine unless:

- a. All trains or engines authorized to occupy the same or overlapping limits have been authorized to move in one direction only and Track Warrant specifies that it is granted behind such trains or engines; or,
- b. Trains or engines authorized to occupy the same or overlapping limits have been notified of the authority granted men or machines; have been instructed to make all movements at restricted speed and to stop short of men or machines fouling track; and employe in charge of men or machines is so notified by Track Warrant.

Form Y train orders will not be used in Track Warrant Control territory.

311. RULES IN EFFECT—All rules not modified by these rules remain in effect.

312. RESTRICTED TRACK CONDITIONS—Within Track Warrant Control territory and in territory specified by timetable, special instructions or superintendent's bulletin, Restricted Track Conditions (RTC) will be issued over signature of the train dispatcher. They will contain speed restrictions and notice of other conditions affecting the movement or safety of trains and engines. The train dispatcher must see that all trains affected are furnished copies of RTC.

RTC will be numbered using a unique series of numbers. They may be sent by voice or telecommunications devices to locations designated by the superintendent. When sent by voice they will be written or typewritten by the receiving employe. The initials of the train dispatcher will be placed directly under the last word in the body. When verbally transmitted or any time repeated, second paragraph of Rule 303 applies. When received or recopied, RTC must be repeated to the train dispatcher who will underscore each word and figure on the office copy as it is repeated. When repeated correctly, dispatcher will state "Correct" and the time. The time given must be placed directly under the train dispatcher's initials. Receiving employe must then repeat "Correct" and the time.

RTC must not be acted upon or mechanically reproduced until the time is shown under dispatcher's initials.

The employe delivering RTC to trains must retain the original for duplicating and filing.

An RTC may be modified or cancelled. The train dispatcher who cancels an RTC must write on office copy of cancelled RTC: VOID in red pencil across body, his initials, date, new RTC number and file that copy. Employe receiving instructions cancelling an RTC must make separate written record of such instructions including date, train dispatcher's initials, time repeated as received from the train dispatcher and mark VOID through the number of the cancelled RTC. If employe delivers RTC to employes, other than members of the same crew, both documents must be filed.

The number(s) of RTC in effect will be listed on the initial Track Warrant or Clearance for a crew. Additional RTC numbers will be listed on subsequent Track Warrants or Clearances unless transmitted directly to the crew. Conductor and engineer must have a copy of RTC listed on Track Warrant or Clearance. All crew members must read and comply with RTC. RTC must be retained on all trips made during the tour of duty on which they were received.

All rules not modified by this rule remain in effect.

Safety Rules and General Rules:

Rule 299—add the following paragraph:

When movement is being made in response to hand signals, the disappearance from view of employe giving hand signals, or the disappearance of the light by which such signals are given, must be regarded as a stop signal.

Rule 336 m—new:

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

Rule 345—add the following paragraph:

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

Rule 575(A)—new:

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

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

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

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

Rule 592—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. 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.

14. Helper Behind Caboose—

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

15. 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.

16. Trackman's Train Location Line-up—

Unless otherwise specified in Individual Subdivision Special Instructions, Trackman's Train Location Line-up is not required in CTC territory.

17. Certificate of Rules Examination—

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

18. Time Signals Received from WWV Time—

Time signals received from WWV Time may be used to set watches and clocks to standard time. The hours are given in Coordinated Universal Time; therefore, only the minutes and seconds may be used.

To call WWV Time on the company telephone, dial:

8-466-2121 (Springfield, Chicago, Denver and Twin Cities Regions)
8-566-2121 (Billings Region)
8-766-2121 (Seattle Region)
8-776-2121 (Spokane Division)

19. Restricted Track Conditions (RTC)—

Restricted Track Conditions (RTC) as prescribed by Rule 412 of the Consolidated Code of Operating Rules and Rule 312 of the Rules of the Maintenance of Way Department will be used on portions of the railroad specified by timetable, special instructions or superintendent's bulletin.

RTC will be handled the same as train orders for clearance purposes as required by Rules 83(B), 219, 220 and 220(B) of the Consolidated Code of Operating Rules.

Rule 412 of the Consolidated Code of Operating Rules and Rule 312 of the Rules of the Maintenance of Way Department reads:

RESTRICTED TRACK CONDITIONS—Within Track Warrant Control territory and in territory specified by timetable, special instructions or superintendent's bulletin, Restricted Track Conditions (RTC) will be issued over signature of the train dispatcher. They will contain speed restrictions and notice of other conditions affecting the movement or safety of trains and engines. The train dispatcher must see that all trains affected are furnished copies of RTC.

RTC will be numbered using a unique series of numbers. They may be sent by voice or telecommunications devices to locations designated by the superintendent. When sent by voice they will be written or typewritten by the receiving employee. The initials of the train dispatcher will be placed directly under the last word in the body. When transmitted by voice or any time repeated, Rule 212 of the Consolidated Code of Operating Rules applies. When received or recopied, RTC must be repeated to the train dispatcher who will underscore each word and figure on the office copy as it is repeated. When repeated correctly, dispatcher will state "Correct" and the time. The time given must be placed directly under the train dispatcher's initials. Receiving employee must then repeat "Correct" and the time.

RTC must not be acted upon or mechanically reproduced until the time is shown under dispatcher's initials.

The employee delivering RTC to trains must retain the original for duplicating and filing.

An RTC may be modified or cancelled. The train dispatcher who cancels an RTC must write on office copy of cancelled RTC: VOID in red pencil across body, his initials, date, new RTC number and file that copy. Employee receiving instructions cancelling an RTC must make separate written record of such instructions including date, train dispatcher's initials, time repeated as received from the train dispatcher and mark VOID through the number of the cancelled RTC. If employee delivers RTC to employees, other than members of the same crew, both documents must be filed.

The number(s) of RTC in effect will be listed on the initial Track Warrant or Clearance for a crew. Additional RTC numbers will be listed on subsequent Track Warrants or Clearances unless transmitted directly to the crew. Conductor and engineer must have a copy of RTC listed on Track Warrant or Clearance. All crew members must read and comply with RTC. RTC must be retained on all trips made during the tour of duty on which they were received.

All rules not modified by this rule remain in effect.

20. Remote Control Operation—

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

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

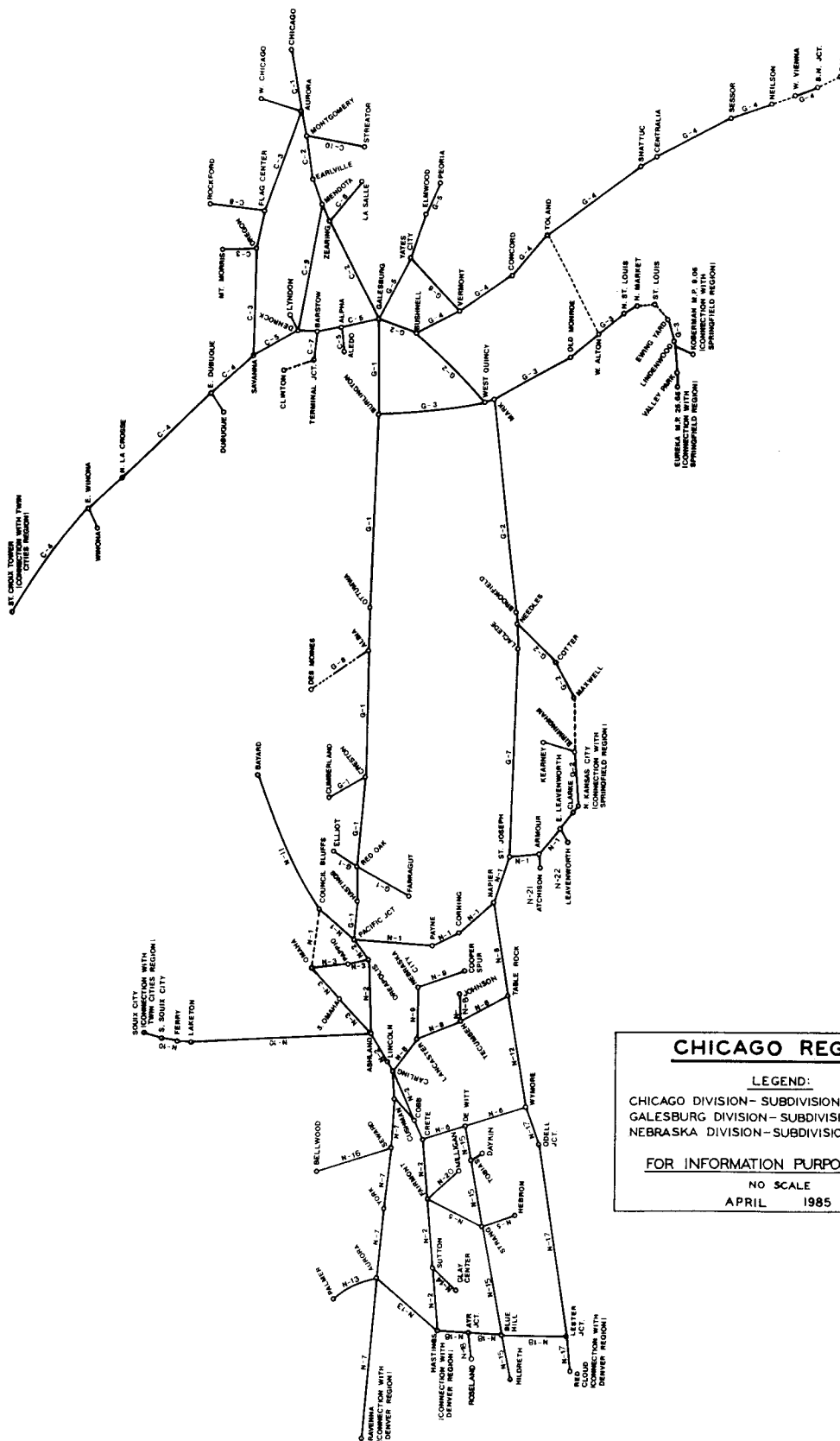
CHIEF MEDICAL OFFICERS

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

MEDICAL EXAMINERS AND LOCAL SURGEONS

Dr. D. N. Orelup	Albia	Dr. D. F. Werner	No. Kansas City
Dr. M. H. Walton	Alma	Dr. M. T. English	Kirksville
Dr. P. M. Scott	Auburn	Dr. R. A. Pribek	La Crosse
Dr. T. A. O'Shea	Aurora	Dr. John Ujda	La Crosse
Dr. G. D. Penner	Aurora	Dr. C. E. Link	La Crosse
Dr. Louis J. Gogela, Jr.	Beatrice	Dr. A. G. Brailey, Jr.	La Crosse
Dr. B. D. Howell	Brookfield	Dr. J. B. Aplington	La Salle
Dr. T. T. Mazur	Burlington	Dr. L. W. Richard	Leon
Dr. J. L. Saar	Burlington	Dr. Lonnie Albers	Lincoln
Dr. G. L. Smith	Burlington	Dr. R. A. Hillyer	Lincoln
Dr. E. P. Coleman	Canton	Dr. Michael McCoy	Lincoln
Dr. E. F. Baker	Canton	Dr. R. C. Toren	Lincoln
Dr. J. David	Cassville,	Dr. J. E. Campbell	Macon
Dr. E. F. Ritter	Centerville	Dr. J. F. Wacker	Mendota
Dr. E. T. Zikmund	Central City	Dr. D. F. Prince	Minden
Dr. E. F. Stephens	Centralia	Dr. L. C. Arp, Jr.	Moline
Dr. R. E. Boyd	Clearing Ind. Clinic—Chicago	Dr. A. H. Bonebrake	Nebraska City
Dr. W. D. Fish	Chicago	Dr. E. K. Connors	Omaha
Dr. D. M. Vachout	Chicago	Dr. R. O. Forsman	Omaha
Dr. Arturo Lema	Chicago	Dr. S. A. Swenson	Omaha
Dr. E. E. Zehr	Clarinda	Dr. L. Warmolts	Oregon
Dr. J. E. O'Donnell	Clinton	Dr. D. D. Emerson	Ottumwa
Dr. C. L. Bain	Corning	Dr. Jack Domnitz	Peoria
Dr. C. Edwards	Council Bluffs	Dr. K. D. Peters	Plainview
Dr. R. L. Hopp	Council Bluffs	Dr. R. F. Brendell	Plattsmouth
Dr. J. L. Hoyt	Creston	Dr. T. F. Farrell	Prairie du Chien
Dr. R. E. Quick	Crete	Dr. C. M. Berfield	Princeton
Dr. Mangil Seo	Des Moines	Dr. J. L. Rouner	Quincy
Dr. D. A. Howell	Dubuque	Dr. D. W. Lockhart	Quincy
Dr. D. K. Packard	Dubuque	Dr. J. J. Shehan	Red Oak
Dr. O. H. Fischer	Earlville	Dr. C. P. O'Neill	Rock Island
Dr. V. G. Eisele	East St. Louis	Dr. Norris R. Dougherty	Rockford
Dr. Robert L. Burghart	Falls City	Dr. Wallace Carpenter	Rockport
Dr. H. B. Heiling	Ft. Madison	Dr. L. B. Hussey	Savanna
Dr. Roger Jensen	Fremont	Dr. T. C. Kiekhaefer	St. Joseph
Dr. M. J. Vruno	Fulton	Dr. J. J. McMillan	St. Joseph
Dr. M. A. Claman	Galesburg	Dr. J. P. Morse	St. Joseph
Dr. W. T. Kamp	Galesburg	Dr. V. H. Balster	St. Louis
Dr. McDermott	Galesburg	Dr. W. Green	St. Louis
Dr. Bhalerao	Galesburg	Dr. L. B. Heutel	St. Louis
Dr. E. M. Eckberg	Galva	Dr. R. A. Sutter	St. Louis
Dr. C. F. Ashby	Geneva	Dr. E. H. Schaper	St. Louis
Dr. Robert Fryzek	Glenwood	Dr. H. E. Rudersdorf	Sioux City
Dr. Richard F. DeMay	Grand Island	Dr. W. E. Reynolds	So. Sioux City
Dr. F. M. Ashler	Hamburg	Dr. D. O. Conley	Streator
Dr. E. L. Rapp	Hannibal	Dr. James Scott	Streator
Dr. Robert C. Smith	Hastings	Dr. Keith W. Shuey	Tecumseh
Dr. R. C. Hendricks	Herrin	Dr. J. C. Nelson	Wymore
Dr. A. L. Keyes	Hinckley	Dr. J. D. Bell	York
Dr. D. C. Boone	No. Kansas City		

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



**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			Time Per Mile		
Minutes	Seconds	Miles Per Hour	Minutes	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.