

REGION TRANSPORTATION DEPARTMENT

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W. J. DICK Manager Train Operations Galesburg

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H. H. Payne—Division Superintendent—Galesburg

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T. D. NAGEL	Trainmaster-Road Foreman	Omaha
M. E. SHERVE	Trainmaster-Agent	Omaha
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BURLINGTON NORTHERN RAILROAD CO. CHICAGO REGION

CHICAGO, GALESBURG and
NEBRASKA DIVISIONS

TIMETABLE NO. 6

IN EFFECT AT 0001
Continental Central Standard Time

Sunday, October 26, 1986

Including National Railroad Passenger Corporation (NRP) Trains

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

ALL SUBDIVISIONS

1. Speed Restrictions— Maximum Speeds Permitted

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

Trains consisting entirely of passenger equipment are authorized to operate at passenger train speed.

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

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

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

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

Unless otherwise provided—

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

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

	Main Line	Branch Line
Equipment		
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 BN 979026	35 MPH	20 MPH
Air dump cars (loaded)	35 MPH	20 MPH
Wedge plow or dozer (hailed in tow)	35 MPH	25 MPH
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader	30 MPH	25 MPH
Log cars not equipped with permanent steel side stakes	30 MPH	15 MPH
Ribbon rail cars (loaded)	35 MPH	25 MPH
Clay cars, BAP 3801-4199	45 MPH	45 MPH
Empty bulkhead flat cars except cars with center bulkheads	45 MPH	45 MPH
Empty flat cars:	45 MPH	45 MPH
CB & Q 92400-92799 NP 66100-66249		
GN 60680-60686 NP 67550-67552		
NP 62300-62949 NP 68011-68023		

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 of Locomotives—

Refer to Rule 455 of the Air Brake and Train Handling Rules for maximum authorized speed of locomotives.

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 general order, the following restrictions will apply:

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

2. Restrictions on Locomotives—

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

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

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

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

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

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

Trains of more than 15 cars—

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

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

Trains of 15 cars or less—

No placement restrictions.

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

1-585, 1000-1004, 1400-1438, 1956-1971, 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:

1702-1703, 1706-1707, 1709-1714, 1717, 1719-1721, 1725-1726, 1728-1729, 1731-1732, 1734, 1736, 1738-1742, 1744-1749, 1751-1752, 1758-1760, 1762-1765, 1767, 1769, 1773-1775, 1777, 1779, 1782-1783, 1787, 1791, 1799, 1802-1804, 1807, 1811-1812, 1816, 1819, 1829, 1831-1833, 1835-1836, 1839-1841, 1850-1851, 1854, 1858, 1860-1863, 1868-1869, 1875, 1877-1878, 1881-1882, 1888-1889, 1896-1898, 1900-1901, 1903-1904, 1914-1918, 1920, 1922-1926, 1929-1930, 1942, 1944, 1946, 1951, 1956-1958, 1960-1961, 1964-1965, 1971, 1978, 1993, 1995-1997.

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

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

Unless otherwise provided in Individual Subdivision Special Instructions:

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

Not more than 12 powered axles can be used behind or just ahead of caboose, EXCEPT must not be used on rear when handling empty equipment 80 feet and longer unless Individual Subdivision Special Instructions or general order 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 general order, 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:

BN 513903-513997	BN 524020-525297
BN 514108-514193	CBQ 160002-160199
BN 514301-514494	CBQ 160205-161497
BN 520016-520595	GN 70400-70499
BN 522000-522399	NP 73000-73699

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

3A. Locomotive Group Chart

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

Group	Model	Locomotive Numbers
A	SW-1	70, BNET 1-3.
B	GP9B* GP-5 GP-9	600-602, 604. 1352, 1355-1360, 1364-1365. 1725-1726, 1728-1729, 1731-1732, 1734, 1736, 1738-1742, 1744-1749, 1751-1752, 1758-1760, 1811-1813, 1816, 1819, 1821-1822, 1829, 1888-1889, 1902-1904, 1910, 1913-1918, 1920, 1922-1927, 1929-1931, 1934-1936, 1938-1939, 1942, 1944, 1946, 1951, 1954, 1956-1958, 1960-1961, 1963-1964, 1966-1967, 1969, 1971, 1980. 1991, 1993, 1995-1997.
C	SW-7 SW-12 SW-9 SW-10 NW-2	77-78, 115, 122, 132, 142. 162-166, 170-177, 179-220, 222-228, 230-255, LSTT 105, AMTK 565. 169, 262-266, 268-269. 375-394, 427-449, 574-585. LSTT 101-104.
D	NW-12 MP-15 GP-15-1 GP-10 GP-9 GP-20 GP-30 GP-39-2	1, 5, 14, 19. 1000-1004. 1375-1399. 1400-1422, 1426, 1436, 1438. 1702-1704, 1706-1707, 1709-1714, 1717, 1719-1721, 1762-1767, 1769-1770, 1773-1775, 1777, 1779, 1782-1783, 1786-1787, 1791, 1799-1800, 1802-1804, 1807, 1831-1836, 1839-1841, 1850-1851, 1854, 1858, 1860-1863, 1867-1869, 1875, 1877-1878, 1881-1883, 1893, 1896-1898, 1900-1901, 1959, 1965, 1970, 1977-1978. 2003, 2005-2006, 2008, 2010, 2012, 2016, 2026, 2030-2031, 2034-2037, 2041-2042, 2044-2045, 2047-2050, 2052-2054, 2058-2060, 2063, 2066-2067. 2217-2219, 2221-2226, 2229, 2232, 2234, 2236, 2241-2242, 2244, 2246. 2700-2739.

Group	Model	Locomotive Numbers
E	SW-15 GP-38 GP-38-2 GP-30 GP-35 GP-38-B* GP-38-2B* GP-40 GP-40-2 GP-50 B-30-7A* U-28-B U-30-B B-30-7 B-32-8 F-40-PH	20-65, 300-324. 2072-2077, 2110-2135, 2137-2138, 2155-2189. 2078-2109, 2150-2154, 2255-2314, 2316-2369. 2200, 2203-2207, 2210, 2212-2216, 2247, 2249-2253. 2501, 2503-2504, 2507-2509, 2511-2514, 2516-2518, 2521-2535, 2537, 2539-2545, 2550-2552, 2554-2557, 2559-2561, 2570-2572, 2576, 2579-2580. 2600. 2601. 3000-3013, 3015-3017, 3019-3020, 3022-3038. 3040-3064. 3100-3162. 4000-4050, 4052-4119. 5450-5451, 5453-5456, 5458-5459. 5471-5477, 5479-5480, 5483-5484, 5770-5774, 5776, 5778-5780, 5782-5799. 5485-5492. 5497-5499. AMTK 200-400.
F		None.
G	SD-9	6127, 6131-6135, 6139, 6141-6143, 6145-6148, 6150, 6152-6154, 6156-6164, 6166-6168, 6172, 6174, 6176-6179, 6181-6185, 6187-6188, 6190-6200, 6202, 6204-6205, 6217-6219, 6221, 6223-6228, 6230-6237.
H	SD-9 E-9	6100-6103, 6107-6123, 6125-6126. 9900-9908, 9910-9925.
I	U-3-CB* C-30-7 U-30-C U-33-C SD-38-2 SD-40 SD-40-2 SD-45 F-45 SD-40-2B* SD-40-B* SD-60	4500. 5000-5135, 5137-5141, 5500-5599. 5300-5335, 5338-5362, 5364-5394, 5396-5397, 5800-5839, 5900-5901, 5903-5905, 5907-5912, 5915-5944. 5725-5765. 6260-6263. 6300-6301, 6303-6318, 6320-6324, 6335-6341, 6344-6347, 6394-6395, 6397-6399. 6325-6334, 6348-6366, 6368-6373, 6377-6385, 6700-6713, 6715-6759, 6761-6764, 6766, 6768-6799, 6801-6811, 6813-6836, 6840-6847, 6850, 6900-6913, 6915-6921, 6923-6928, 6950, 7000-7018, 7020-7220, 7222-7240, 7242-7291, 7800-7819, 7821-7898, 7900-7906, 7908-7940, 8000-8042, 8044-8181. 6400, 6405, 6411, 6417-6418, 6420-6421, 6423-6425, 6428, 6435-6436, 6440, 6442-6443, 6445, 6447, 6493-6527, 6530-6567, 6570-6574, 6593-6594, 6596-6597, 6599, 6653-6656, 6659-6664, 6666-6668, 6671, 6673-6678, 6680-6684, 6686-6687, 6689-6692, 6694-6696. 6626-6645. 7500-7502. 7600. 8300-8302. * Cableless.

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 BN 979026

Scale test cars BN 979004 and BN 979012 must be placed next ahead of the last car in cabooseless trains due to not equipped with air brakes.

Pile drivers

Locomotive cranes

Rotary snowplows, wedge plows, dozers

Jordan spreaders

Empty ribbon rail cars

Rear end only cars.

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

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

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

4A. Handling 80 Feet or Longer Cars—

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

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

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

Cars weighing less than 50 tons, gross weight

Flat cars with one loaded trailer

Flat cars with empty trailers

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

Exception—Trains consisting entirely of cars 80 feet and longer, except 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 and Stack Intermodal Cars—

Description—Multi-Platform Cars

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

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

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

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

Description—Stack Cars

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

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

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

Yard Operation—

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

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

Train Operation—

When multi-platform or stack cars have any empty platform(s), they should be placed next ahead of caboose. When empty platform(s) are

within 40 freight cars and/or platforms of head-end locomotive and trailing tonnage behind empty platform exceeds 4,800 tons, the number of powered axles is restricted to 12, and, if helper locomotive is used the number of powered axles in helper consist is restricted to 12.

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

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

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

5. Car Weight and Length Restrictions—

- 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—

Air repeater units increase the pressure signal received from the head portion of the train approximately 20 percent. To obtain maximum benefit from this system, when air repeater unit is to be operated in train, unit must be placed approximately in the middle of the train.

Air repeater equipment is identified as follows:

Cars—BNH 3-14.

Locomotives—5450-5451, 5453-5456, 5458-5459, 5473, 5475-5476, 5479, 5484, 5771, 5773, 5776 and 5778.

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 625.
- 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, engineers and yard forces will be governed by restriction indicated.

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

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

8. Track Side Warning Detector—

Train Inspection—

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

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

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

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

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

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

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

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

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

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

Track Side Warning Detector—Radio Reporter—

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

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

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

Detector Status Message

Train Crew Response

" . . . No defects"	Proceed.
" . . . Integrity failure"	Detector out of service.
" . . . First hot box right side XXX"	Stop train; inspect near indicated axle.
" . . . First dragging equipment near axle XXX"	Stop train; inspect near indicated axle.
" . . . First hot wheel near axle XXX"	Stop train; inspect near indicated axle.
" . . . (No message or incomplete message)"	Detector out of service.

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

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

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

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

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

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

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

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

10. Commodities Insulating Track in CTC and ABS—

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

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

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

Track Permits, Track and Time Limits, Track Warrants and Track Bulletins—

When verbally issuing and repeating track permits, track and time limits, track warrants and track bulletins, 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 directions must be pronounced then spelled.

Definition—Restricted Speed—changed to read:

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

Rule G—change to read:

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

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

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

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

Rule Q—add the following:

MT — Main Track(s)

Rules 2 and 3—

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

Rule 2—

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

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

Rule 2—

Continental Time will be used for operating purposes.

Rule 3—

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

Rule 6(A)—explanation of characters:

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

Rule 10(C)—change the second paragraph to read:

These flags, except as prescribed by Rule 10(B), must be displayed to the right of track as viewed from an approaching train unless otherwise specified by train order, track bulletin, track warrant or general order.

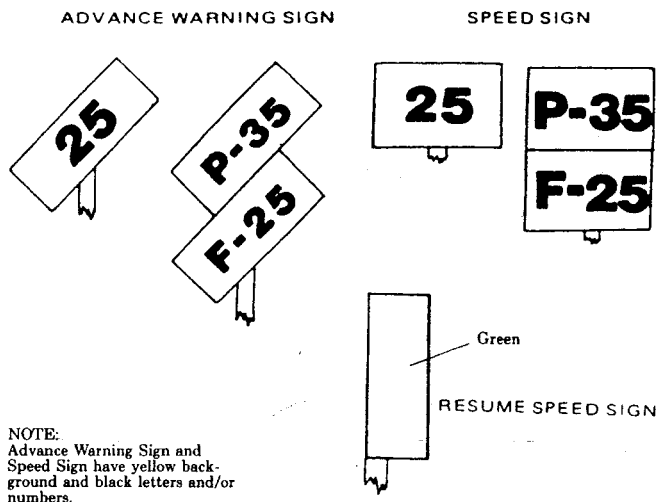
Rule 10(E)—add the following paragraphs:

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

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

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

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



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

- Figures preceded by letter P apply to passenger trains.
- Figures preceded by letter F apply to freight trains.
- Figures not preceded by a letter apply to all train movements.

Rule 11—add the following second paragraph:

Unattended burning fusee will not apply to the track on which the train is moving when displayed beyond the first rail of an adjacent track.

Rule 81—

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

Rule 93—add the following two paragraphs:

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

General order or special instructions will read, as example:

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

Rule 98(A)—

The second paragraph is cancelled.

Rule 103(E)—change to read:

Maximum authorized speed is 25 MPH instead of 40 MPH.

Rule 104(M)—change second paragraph to read:

When signal governing movement over a spring switch displays Stop, Stop and Proceed or Restricted Proceed indication, when indicator displays Stop and Inspect Switch indication, or when switch is not protected by signal or indicator, train or engine making facing point movement must stop and crew member must test the switch, unless the switch has been lined for diverging route or crew has been advised by train order, track bulletin or track warrant that spring switch has been spiked.

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

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

Rule 153—add the following paragraph:

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

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

The following is added to Form M train order:

(3) Line No _____ of order No _____ is ANNULLED

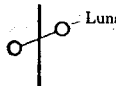
Example (3) to be used to annul a numbered line of a Form Y train order, Example (1). When the date of the order referred to is other than the date of issue, the date as well as the number of the order must be included.

Form O Train Order and Rule 456—will not be used. Dimensional and Special Shipment Restrictions as contained in Item 7 of Timetable, All Subdivision Special Instructions, will govern.


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

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


Rule 248—new:**SPECIAL SIGNAL ASPECTS WHICH ARE NOT A PART OF AUTOMATIC BLOCK, CTC AND INTERLOCKING SYSTEMS****Rule 248(A)**—Take Siding Indicator

Aspects	Indication
	When illuminated, hand operate switch and enter siding.


Rule 248(B)—Operate Switch Indicator

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

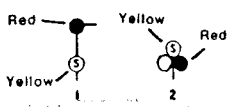
Rule 248(C)—Block Indicator

Aspects	Indication
	Block clear.

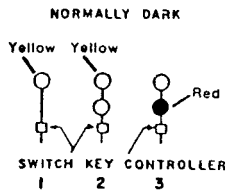
Rule 248(D)—Block Indicator

Aspects	Indication
	Block occupied.

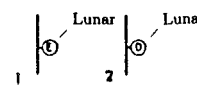
Rule 248(E)—Spring Switch Indicator

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

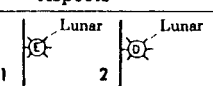
Rule 248(F)—Switch Indicator

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

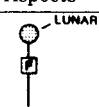
Rule 248(G)—Failed Equipment Indicator

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

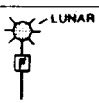
Rule 248(H)—Failed Equipment Indicator

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


Rule 248(I)—Slide Fence Indicator

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

Rule 248(J)—Slide Fence Indicator

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

Rule 248(K)—Resume Speed

Aspects	Indication
	End of slide fence restriction; resume speed.

Rule 312(2)(b)—

The waiting time is 10 minutes.

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

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

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

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

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

Rule 316—change second paragraph to read:

On any track where CTC, TWC or APB is in effect, a reverse movement must not be made without flag protection or authority from the control operator or train dispatcher.

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

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

Rule 351—add the following two paragraphs:

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

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

Rule 351(C)—cancel second paragraph reading:

When track and time limits are granted to protect maintenance or repair work, trains or other employees must not be granted track and time limits within the same limits unless an understanding has been reached between such trains or other employees and the foreman in charge of the work as to conditions and movement to be made.

Rules 410 and 411—modification:

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

Rule 413—add the following paragraph:

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

Rule 463—first paragraph is changed to read:

To void a track bulletin or part of a track bulletin directly to a train crew member, the train dispatcher will issue a track bulletin Form D, or use Item 17 on a track warrant, using the following:

(a) LINE (No) OF TRACK BULLETIN NO _____ IS VOID

Rule 463—last paragraph is changed to read:

Employees who receive track bulletins for delivery to others must retain copies of the track bulletins voided on file.

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

TRACK BULLETIN FORM D		BURLINGTON NORTHERN RAILROAD	
No _____	Date _____	19 _____	
TO _____	AT _____		
_____	AT _____		
_____	AT _____		
_____	AT _____		

OK _____

COPIED BY _____

DISPATCHER _____

FORM 1590-A-86 Printed in U.S.A.

Rule 620—change to read:

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

Rule 627-(5)—change to read:

(5) Freight car with bad order tags indicating that car is safe to move may be handled to nearest repair point.

YARD SERVICE RULES

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

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

12. Rules of the Maintenance of Way—Rules changes and additions—**Track Permits, Track and Time Limits, Track Warrants and Track Bulletins—**

When verbally issuing and repeating track permits, track and time limits, track warrants and track bulletins, 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 directions must be pronounced then spelled.

Definition—Restricted Speed—changed to read:

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

Rule G—change to read:

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

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

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

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

Rule Q—add the following:

MT — Main Track(s)

Rule 2—

Continental Time will be used for operating purposes.

Rule 3—

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

Rule 6(A)—explanation of characters:

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

Rule 9(A)—change first paragraph to read:

PLACEMENT OF FLAGS: Flags must be placed to the right of the track as viewed from an approaching train. When flags must be placed to the left of the track, this fact must be stated in train order, track bulletin, track warrant or general order.

Rule 10(C)—change second paragraph to read:

These flags, except as prescribed by Rule 10(B), must be displayed to the right of track as viewed from an approaching train unless otherwise specified by train order, track bulletin, track warrant or general order.

Rule 11—add the following second paragraph:

Unattended burning fusee will not apply to the track on which the train is moving when displayed beyond the first rail of an adjacent track.

Rule 351—cancel fourth paragraph reading:

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

Rule 351C—cancel second paragraph reading:

When track and time limits are granted to protect maintenance or repair work, trains or other employees must not be granted track and time limits within the same limits unless an understanding has been reached between such trains or other employees and the foreman in charge of the work as to conditions and movement to be made.

Rules 410 and 411—modification:

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

Rule 413—add the following paragraph:

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

Rule 463—first paragraph is changed to read:


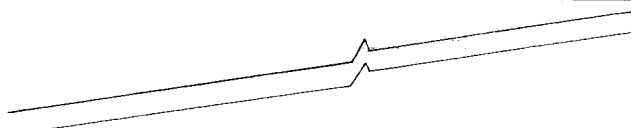
To void a track bulletin or part of a track bulletin directly to a train crew member, the train dispatcher will issue a track bulletin Form D, or use Item 17 on a track warrant, using the following:

(a) **LINE (No) OF TRACK BULLETIN NO _____ IS VOID**

Rule 463—last paragraph is changed to read:

Employees who receive track bulletins for delivery to others must retain copies of the track bulletins voided on file.

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

TRACK BULLETIN FORM D		 BURLINGTON NORTHERN RAILROAD	
No _____	Date _____	19__	
TO _____	AT _____		
_____	AT _____		
_____	AT _____		
_____	AT _____		
			
OK _____	COPIED BY _____	DISPATCHER _____	

FORM 11960-1-88 Printed in U.S.A.

13. Safety Rules and General Rules—Rules changes and additions—**Rule 299—last paragraph is changed to read:**

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

Rule 336 m—added:

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

Rule 345—following paragraph added:

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

Rule 565—change to read:

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

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

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

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

Rule 566—cancel.**Rule 572**—changed to read:

Employees are prohibited from having firearms or other deadly weapons, including knives with a blade in excess of three inches, in their possession while on duty or on company property except those authorized to have them in the performance of their duties or those given special permission by the superintendent.

Rule 575(A)—added:

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

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

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

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

Rule 592—changed to read:

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

Rule 597—changed to read:

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

14. Automatic Cab Signals—

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

15. Helper Behind Caboose—

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

16. Trackman's Train Location Line-up—

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

17. Certificate of Rules Examination—

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

18. Federal Railroad Administration Presumption of Impairment Notice—

"Under Federal Railroad Administration (FRA) safety regulations, you may be required to provide a urine sample after certain accidents and incidents or at any time the Company reasonably suspects that you are under the influence of, or impaired by, drugs while on duty. Because of its sensitivity, the urine test may reveal whether or not you have used certain drugs within the recent past (in a rare case, up to sixty days before the sample is collected). As a general matter, the test

cannot distinguish between recent use off the job and current impairment. However, the Federal regulations provide that if only the urine test is available, a positive finding on that test will support a presumption that you were impaired at the time the sample was taken.

"You can avoid this presumption of impairment by demanding to provide a blood sample at the same time the urine sample is collected. The blood test will provide information pertinent to current impairment. Regardless of the outcome of the blood test, if you provide a blood sample there will be no presumption of impairment from a positive urine test." [See last paragraph for BN's policy.]

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

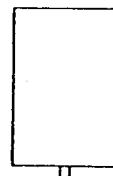
"You are not required to provide a blood sample at any time, except in the case of certain accidents and incidents subject to Federal post-accident testing requirements (49 CFR Part 219, Subpart C).

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

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

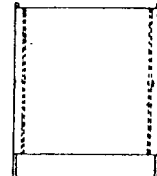
19. Roadway Signs—

Except as shown, roadway signs have white background and black letters and/or numbers.

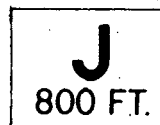
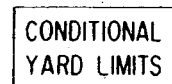
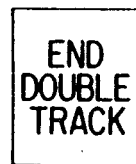


Track Flag

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



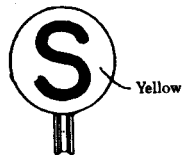
Track Flag

Junction
Rule 98(B)Railroad Crossing
Rules 98 & 98(B)Yard Limit
Rule 93Conditional Yard Limits
Rule 93

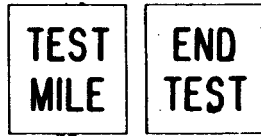
End Double Track



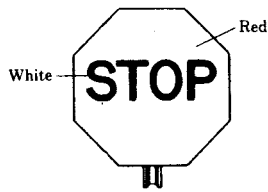
No Engine Beyond This Point



Spring Switch
Rule 104(M)



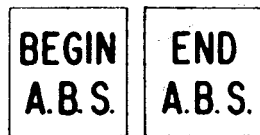
Begin Test Mile and End Test Mile



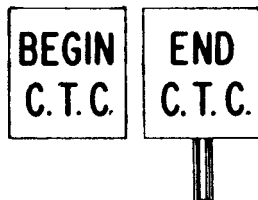
Stop
Rules 98 and 98(B)



One Mile Switch



Begin and End ABS



Begin and End CTC



Signal Overlap



End of Overlap

Rule 303



Crossing Whistle
Rule 15(l)

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



Derail
Rule 104(L)



Westward Siding or
Eastward Siding
Rule 105(A)



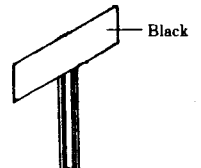
No Clearance



Rule 303



Fouling Point



Flanger



One Mile Draw Span
Rule 98

WESTWARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	1st Subdiv MAIN LINE STATIONS		Distance From Chicago	EASTWARD
					Office Calls	Rule 6(A)		
		00001		0.0	GB CHICAGO UN. STA.	BIKR	0.0	
				0.8	2MT ROOSEVELT ROAD	APB	0.8	
		00002		1.4	UNION AVE.		1.4	
				1.7	4MT HALSTED STREET		1.7	
		00004		3.7	WESTERN AVE.		3.4	
		00007		7.0	HY CICERO	BKRT	6.9	
		00008		8.5	CLYDE		8.5	
		00009		9.0	LA VERGNE		9.0	
		00010		9.6	BERWYN		9.5	
				10.0	HARLEM AVENUE		10.0	
		00011		11.0	RIVERSIDE		11.0	
				11.7	HOLLYWOOD		11.7	
		00012		12.3	BROOKFIELD		12.2	
		00013		13.0	CONGRESS PARK		13.0	
		00014	71	13.7	LA GRANGE		13.7	
				14.1	STONE AVENUE		14.1	
		00015		15.4	WESTERN SPGS.	CTC	15.4	
		00016		16.3	HIGHLANDS		16.3	
		00017		16.8	3MT HINSDALE		16.8	
				17.8	WEST HINSDALE		17.7	
		00018		18.2	CLARENDON HILLS		18.2	
		00019		19.4	WESTMONT		19.4	
		00020		20.3	FAIRVIEW AVE.		20.3	
		00021		21.1	DOWNERS GROVE		21.1	
		00023		22.6	BELMONT		22.6	
		00024		24.4	LISLE		24.4	
		00028		28.4	NAPERVILLE		28.4	
		00033		33.4	OA EOLA	BKRT	33.4	
		00035		35.3	WEST EOLA		35.3	
		00037		38.1	RO AURORA	BI		
					To West Chicago—	JKR	37.7	
					12.1			

SCHEDULES FOR REGULAR SUBURBAN PASSENGER TRAINS ARE SHOWN IN BURLINGTON NORTHERN'S SUBURBAN SERVICE PASSENGER TIMETABLE OPERATING AS FIRST CLASS TRAINS, AND TIMES SHOWN THEREIN WILL INDICATE A REGULAR STOP. CONTINENTAL TIME WILL NOT BE AUTHORIZED IN SUBURBAN TIMETABLE. 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.

See inside of back cover for routes, times and station stops for NRPC trains.

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Chicago and Aurora	65 MPH.	50 MPH.
Aurora and West Chicago		20 MPH.
Loaded ore trains		35 MPH.
Except as indicated below:		

		Main 1		Main 2		Main 3		Main 4	
		P	F	P	F	P	F	P	F
MP 0.8 - MP 1.4	25	10		25	10				
MP 1.4 - MP 2.2								10	10
MP 1.4 - MP 1.7	35	15		35	15				
MP 1.7 - MP 2.1	45	15		45	15	35	15		
MP 2.2 - MP 6.3								40	35
MP 2.1 - MP 5.7	60	25		60	25	60	25		
MP 5.7 - MP 7.2	60	40		60	40	60	40		
MP 6.3 - MP 6.8								25	15
MP 7.2 - MP 9.6		40		40		40			
MP 9.6 - MP 21.6		45		45		45			
MP 21.6 - MP 35.1		50		50		50			
MP 35.1 - MP 37.5		35		35		35			
MP 36.5 - MP 37.0	45								
MP 37.1 - MP 37.3	50								
MP 37.3 - MP 38.0	35	25		35	25	35	25		
MP 38.0 - MP 38.1	50	25		50	25	50	25		

Passenger Freight

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

2. Bridge, Engine and Heavy Car Restrictions—

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

16th and Canal Bridge MP 1.4

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

CTA overcrossing MP 2.95

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

CTA overcrossing MP 4.6

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

BRC overcrossing MP 6.7

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

MJ overcrossing MP 6.73

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

ICG overcrossing MP 8.99

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

Highlands MP 16.44

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

EJE overcrossing MP 32.96

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

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

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

3. Train Register Exceptions—

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

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

Track bulletins are authorized this Subdivision.

Chicago Union Station and Eola—Rule 405 applies.

Clearance received at Aurora by conductor and engineer Trains No 1200, 1202, 1204, 1206, 1208, 1212 and 1256 continues in effect for Trains No 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 No 1205, 1219, 1221, 1233 and 1235 remain in effect for Train No 1248, 1292, 1294, 1296, 1298, then, 1251, 1253, and 1255.

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

5. Rule 99—When flagging is required, distance will be 1.5 miles.**6. All movements on wye tracks, Amtrak trackage, at Canal Street connection will be governed by Amtrak signal indication.****7. Amtrak rules govern operation of trains and engines at Union Station and between Union Station and Roosevelt Road, MP 0.8.**

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

Through Lumber Street interlocking, between Roosevelt Road and the south end of South Branch Bridge, be governed by Amtrak's Operating Rules and Instructions (AMT-1) and by Amtrak Chicago Terminal Timetable Special Instructions. Lumber Street interlocking is controlled by Amtrak Train Director, 14th St.

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

9. Automatic Cab Signals—Automatic Cab Signal Territory in effect for Suburban trains between Chicago and Aurora. Employees governed by Cab Signal Rules must have in their possession a copy of Burlington Northern Automatic Cab Signals effective April 27, 1986 issued in pamphlet form supplementary to the General Code of Operating Rules.

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

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

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

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

12. All Suburban locomotives equipped with red markers under head light, must have marker displayed when locomotive in trailing position.**13. Following instructions will govern the automatic flashing light highway crossing signals and gates:**

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

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

Maple Avenue, Brookfield, MP 12.7:

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

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

Maple Avenue, west of Fairview Avenue, MP 20.6:

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

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

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

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

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

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

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

When suburban trains are operated westward on main 2 between Downers Grove and Eola, it is the responsibility of the crews to check the north side platforms at Belmont, Lisle and Naperville

and inform any westward passengers to go around the rear of train at Belmont or through subways at Lisle and Naperville and wait for these passengers to board train.

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

Between Aurora and Union Avenue:

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

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

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

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

Green—Charging lines not plugged in.

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

Red—Charging line plugged in.

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

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

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

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

1. Ogden Avenue ramp entrance at Eastbound yard office.
2. No. 1 lead at Clyde Yard Office and TOFC Crossings.

All head end movements at these locations bell should be sounded until movement over crossing has been completed.

- 18. Between Cicero Depot and Clyde Depot**—

When inbound trains are to be stored on the main tracks, the head end of the train will stop west of the Cicero concrete platform so not to disrupt passenger loading at Cicero and Clyde.

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

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

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

- 22. Rule 10**—When condition in multiple main track territory is covered by train order, track bulletin or general order, track flags will not be displayed, except when used in conjunction with Form B track bulletin.

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

Brookfield—Westward MP 10.5 main 1 and 2.

Other Track Side Warning Detector Locations—None.

Plug Door Detectors—

Pan Handle Bridge—Western Ave. MP 3.99 main 3 and 4.
California Ave. MP 4.35 main 3 and 4.
Albany Ave. MP 4.74 main 3 and 4.

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

W E S T W A R D	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS		Distance From Aurora	T E A S T W A R D
					Office Calls	Rule 6(A)		
		00037		38.1	RO AURORA	BIJXX	0.0	
					2.2			
		20001		40.0	MONTGOMERY	JX	2.2	
					5.5			
		20007		45.5	BRISTOL	X	7.7	
					6.0			
		20013		51.5	PLANO		13.7	
					4.4			
		20017		55.9	SANDWICH	X	18.1	
					3.3			
E8,282		20021		59.2	SOMONAUK	X(2)	21.4	
					12.9			
		20034		72.1	EARLVILLE	IX(2)	34.3	
					10.6			
E8,020		20044		82.6	MO MENDOTA	BIKX(2)	44.9	
					12.7			
		20057		95.3	ZEARING	JX(2)	57.6	
					8.8			
W4,005		20066	1	104.2	PRINCETON	X	66.4	
					6.5			CTC
		20072		110.7	WYANET		72.9	
					5.9			
		20078		116.6	BUDA	X(2)	78.8	
					14.4			
		20093		131.1	KEWANEE	X	93.2	
					8.3			
		20101		139.3	GALVA	X(2)	101.5	
					7.3			
		20108		146.7	ALTONA		108.8	
					4.2			
		20112		150.8	ONEIDA		113.0	
					4.4			
		20117		155.1	WATAGA	X(2)	117.4	
					2.5			
		20119		157.7	BISHOP		119.9	
					4.6			
		20126		162.4	3MT GT GALESBURG	BIJKRTX	124.5	

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

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

See inside of back cover for routes, times and station stops for NRPC trains.

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Aurora and Galesburg.....	79 MPH.	
Loaded ore trains		35 MPH.
Loaded ore cars: MP 82.0 and MP 83.0.....		30 MPH.
Main 1		
MP 38.1 and MP 38.8	50 MPH.	25 MPH.
MP 72.5 and MP 72.57	40 MPH.	40 MPH.
MP 82.0 and MP 83.2	40 MPH.	40 MPH.
MP 104.2 and MP 104.7	60 MPH.	50 MPH.
MP 106.0 and MP 106.6	70 MPH.	50 MPH.
MP 113.5 and MP 114.6	75 MPH.	50 MPH.
MP 115.0 and MP 115.8	75 MPH.	50 MPH.
MP 116.8 and MP 117.2	70 MPH.	50 MPH.
MP 130.9 and MP 131.9	55 MPH.	50 MPH.
Main 2		
MP 38.1 and MP 38.8	50 MPH.	25 MPH.
MP 72.5 and MP 72.57	40 MPH.	40 MPH.
MP 82.0 and MP 83.2	40 MPH.	40 MPH.
MP 104.2 and MP 104.7	60 MPH.	50 MPH.
MP 106.0 and MP 106.6	70 MPH.	50 MPH.
MP 113.5 and MP 114.6	75 MPH.	50 MPH.

MP 115.0 and MP 115.8	75 MPH.	50 MPH.
MP 116.8 and MP 117.2	70 MPH.	50 MPH.
MP 130.9 and MP 131.9	55 MPH.	50 MPH.
MP 80.4—Through crossovers between main tracks at east end of advance track	30 MPH.	30 MPH.
MP 82.1—Through crossover between Main 2 and advance track Buda—Through crossovers between main tracks	30 MPH.	30 MPH.
MP 157.7 and MP 161.7 Main 3.....	35 MPH.	30 MPH.
MP 161.7 and MP 163.0 Main 3.....	45 MPH.	30 MPH.
MP 161.7 and MP 163.6 Main 1 westward, Main 2 eastward	10 MPH.	10 MPH.
MP 161.7 and MP 162.6 Main 1 eastward	30 MPH.	30 MPH.
MP 162.0 and MP 162.5 Main 2 westward	10 MPH.	10 MPH.
MP 163.6 and MP 164.0	10 MPH.	10 MPH.
MP 163.0 and MP 167.0 Quincy Main	75 MPH.	50 MPH.
MP 164.86 bridge between Waterman and West Waterman	59 MPH.	50 MPH.
Bishop—Through turnout Main 3 to Main 2	10 MPH.	10 MPH.
Galesburg Terminal—All tracks other than main tracks	35 MPH.	30 MPH.
Waterman and Graham	Restricted Speed	
Graham cut-off; eastward track between MP 165.2 and MP 164.7	35 MPH.	35 MPH.
Turnouts at following locations:	10 MPH.	10 MPH.
MP 165.5 end of two main tracks	35 MPH.	35 MPH.
Graham	35 MPH.	35 MPH.
Bristol, Somonauk, Earlville, Zearing, Kewanee, Galva, Wataga: Through all crossovers between main tracks	35 MPH.	35 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Locomotives in Groups G, H and I 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 82(A)—

Track bulletins are authorized this Subdivision.

Galesburg—Rule 405 applies.

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

6. 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.

7. Galesburg—Hump Repeater Signals Galesburg Terminal in the following locations:

MP 167.9—Between Quincy Main and the Hump Lead
MP 167.2—On overhead bridge between Waterman and West Waterman

Aspects displayed by these two signals will be identical to those displayed by the Hump Signal located at the Hump Crest. A green aspect will indicate hump fast, to allow trains to be brought up to humping position at normal yard speed. A yellow aspect will indicate hump slow, to advise hump engines to reduce to humping speed. A red aspect will be displayed to indicate hump stop, advising hump engines on the Hump Lead to stop, and communicate with the Yardmaster via radio.

These special signal aspects govern humping operations only, and are not a part of automatic block, CTC, or interlocking systems. Verbal authority from Yardmaster or Engine Foreman will supersede the indication of these Repeater Signals.

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

Montgomery—Eastward MP 43.9 main 1 and 2.

Other Track Side Warning Detector Locations—

MP 56.9—Main 1 and 2.

MP 87.3—Main 1 and 2.

MP 113.0—Main 1 and 2.

MP 142.6—Main 1 and 2.

W E S T W A R D	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS			Distance From Aurora	T E A S T W A R D
					Office Calls	Rule 6(A)			
	4,016	00037		38.1	RO	AURORA	BIJXX	0.0	
						6.8			
	5,823	00045		44.7		SUGAR GROVE		6.8	
						5.5			
	7,196	00050		50.2		BIG ROCK		12.3	
						4.8			
		00055		55.1		HINCKLEY		17.1	
						3.2			
		00058		58.0		MORED		20.3	
						3.9			
	2,990	00062		62.1		WATERMAN		24.2	
						5.0			
	11,016	00067		67.1		SHABBONA		29.2	
						10.2			
		00077		77.3		STEWART		39.4	
						5.9			
	W4,485	00083		83.2	2MT	RC ROCHELLE	ABKX	45.3	
						3.1			
		00086	3	86.3		FLAG CENTER To Rockford 23.8	CTC	48.4	
						6.0			
	7,365	00092		92.4		CHAMA		54.4	
						6.0			
	4,198	00098		98.4	ON	OREGON	BK	60.4	
						To Mt. Morris 6.8			
						8.5			
	7,539	00107		107.4		STRATFORD		68.9	
						8.4			
	7,055	00114		116.0		CARTER		77.3	
						6.7			
	7,242	00122		122.5		MILLEDGEVILLE		84.0	
						6.9			
	7,293	00129		129.4		CHADWICK		90.9	
						9.0			
	7,158	00138		138.5		BURKE		99.9	
						4.3			
				142.3		PLUM RIVER	JX	104.2	
						0.9			
					2MT				
		00143		143.7	DT	JO SAVANNA	AX	105.1	ABS Rule 251

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

Train Dispatcher Calls—Hinckley (Victor)-32, Stratford (Polo)-30, Rochelle-31.

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted Freight

Loaded ore trains.....	35 MPH.
MP 38.44 and MP 40.0	40 MPH.
MP 64.9 and MP 65.0	40 MPH.
MP 77.3 and MP 77.8	40 MPH.
MP 81.4 and MP 83.7	45 MPH.
MP 83.7 and MP 83.9	45 MPH.
MP 83.9 and MP 84.4	45 MPH.
MP 95.8 and MP 102.3	45 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.
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—

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

Bridge derricks 975501 and 975502 are not permitted on industrial track Aurora.

Between Oregon and Mt. Morris and Davis Jct. to Rockford—Item 5d not permitted.

Locomotives in Groups G, H and I not permitted.

Bridge derricks 975501 and 975502 not permitted.

3. Train Register Exceptions—None.

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

Track bulletins are authorized this Subdivision.

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

6. Rule 105—Industrial track between Oregon and Mt. Morris and between Flag Center and Rockford.

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

7. Rockford—CCP crossing is remotely controlled by CCP operator. If signal fails to clear, instructions posted in telephone box will govern.

Between Camp Grant and CCP crossing—Automatic signals located at MP 21.4 and MP 21.8 govern westward train and engine movements, also at MP 22.0 and MP 22.5 govern eastward train and engine movement 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. Flag Center to Rockford—Crews must ascertain from train dispatcher that there are no track bulletins that they must obtain before entering this track.

9. Rochelle—Signals governing movements over C&NW crossing also govern the block. Rule 312(1)(3) must be complied with.

10. Manual Interlocking not Indicated at Station—

C&NW crossing 2.8 miles west of Waterman.

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

Sugar Grove—Eastward movements—MP 43.3

Other Track Side Warning Detector Locations—

MP 71.3

MP 111.3

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	4th Subdiv MAIN LINE STATIONS			Distance From Savanna	EAST WARD
					Office Calls	Rule 6(A)			
		00143	3	143.7	JO SAVANNA	AX		0.0	
		00153		153.8	10.1 PROVING GROUND	X	ABS Rule 251	10.1	
		00156		156.9	3.1 ROBINSON SPUR	X		13.2	
					14.6				
	C5,670	00170		171.6	2MT GALENA	X		27.8	
		00171		172.3	0.8 PORTAGE	J	CTC	28.6	
					12.5				

BETWEEN PORTAGE AND EAST DUBUQUE OPERATE ON CCP TRACKAGE.

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	4th Subdiv, Cont. MAIN LINE STATIONS			Distance From Savanna	EAST WARD
					Office Calls	Rule 6(A)			
				184.9	CB EAST CABIN	JIKXY		41.1	
					0.2				
					EAST DUBUQUE	IXY		41.3	
					28.0				
					CASSVILLE	X		69.3	
					9.8				
					GLEN HAVEN	X	ABS Rule 251	79.1	
					5.6				
					BAGLEY	X		84.7	
					3.6				
					WYALUSING			88.3	
					3.6				
					PORTS			91.9	
					1.4				
					CRAWFORD	M	CTC	93.3	
					2.7				
					2MT				
	E3,760 W5,380	00239		239.7	CD PRAIRIE DU CHIEN	Y		96.0	
					14.0				
					LYNXVILLE	X		110.0	
					8.5				
					FERRYVILLE	X(2)		118.5	
					7.7				
					DE SOTO	X	ABS Rule 251	126.2	
					10.8				
					GENOA	X		137.0	
					13.8				
					HERRINGTON			150.8	
					1.6				
					2MT GRAF		CTC	152.4	
					3.6				
					GRAND CROSSING	IY		156.0	
					0.2				
					CX NORTH LA CROSSE	BJKRTY		156.2	
					1.8				
					2MT		CTC		
		00301		303.1	SULLIVAN	Y	ABS Rule 251	158.0	
					15.7				
					DT TREMPLEAU	X		173.7	
					7.0				
					EAST WINONA	J		180.7	
					2.5				
					WINONA JCT.		CTC	183.2	
					7.0				
					FOUNTAIN CITY	X		190.2	
					7.9				
					DT RA COCHRANE	X	ABS Rule 251	198.1	
					8.2				
					ALMA	X(2)		206.3	
					8.7				
					NELSON	X		215.0	
					2.1				
					TREVINO		CTC	217.1	
					0.8				
					2MT MEARS			217.9	
					3.2				
					PEPIN	X		221.1	
					12.6				
					MAIDEN ROCK	X		233.7	
					7.6				
					BAY CITY	X(2)	ABS Rule 251	241.3	
					4.7				
	C5,821	00389		391.0	HAGER			246.0	
					6.6				
					DIAMOND BLUFF	X		252.6	
					10.0				
					PRESCOTT			262.6	
					2MT				
					0.2				
					BURNS		CTC	262.8	
					2.7				
					2MT				
		00409		410.5	QM ST. CROIX TOWER	J		265.5	

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

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

1. Speed Restrictions— Zone—Between Maximum Speeds Permitted

Loaded ore trains	35 MPH.
Against the current of traffic on double track	49 MPH.
Loaded coal, ore, potash, grain, and ballast trains against current of traffic	30 MPH.
MP 142.32 and MP 144.7	35 MPH.
MP 185.06 and MP 185.5	20 MPH.
MP 235.6 and MP 236.0	35 MPH.
MP 236.9	40 MPH.
MP 239.0 and MP 240.0	40 MPH.
MP 296.2 and MP 299.8	45 MPH.
MP 299.8 and MP 301.5	10 MPH.
MP 323.6 and MP 323.7 Eastward track	35 MPH.
MP 327.9 and MP 328.0 on Eastward track	35 MPH.
MP 362.1 and MP 362.9 Westward track	35 MPH.
MP 364.5 and MP 366.5	40 MPH.
MP 407.1 and MP 407.4	40 MPH.
MP 407.4 and MP 407.9	35 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 G, H and I not permitted on the following track:

LaCrosse, Old Main between South Avenue and West Avenue.

3. Train Register Exceptions—None.

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

Track bulletins are authorized this Subdivision.

North LaCrosse and Northtown—Rule 405 applies.

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

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

6. Portage to East Dubuque—Employees operating on CCP trackage must have a copy of pamphlet entitled Chicago Central & Pacific and Burlington Northern Railroad Company Operating Rules, Special Instructions and Timetable effective 0001 Sunday Oct. 26, 1986 in their possession.

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

Trains using East or West sidings, member of crew from a position on the ground, must protect movement over Frederick Street crossing until crossing gates are in down position or crossing occupied.

8. LaCrosse—Between MP 292 and MP 304, 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.

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

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

11. Regarding stations with crossovers indicated in station column—

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

Ferryville, Alma and Bay City—facing and trailing point.

All other stations—trailing point only.

12. Rule 97(4)—Not authorized.

13. St Croix Tower to MP 407.40—

Movements authorized by East Hump Dispatcher Northtown.

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

Other Track Side Warning Detector Locations—

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

W E S T W A R D	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	5th Subdiv MAIN LINE STATIONS		Distance From Gales- burg	T E A S T W A R D
					Office Calls	Rule 6(A)		
		20126		1.0	GT GALESBURG	BIJ KRTX	0.0	
		22002		3.4	2.8 BOUHAN		2.8	
		22005		6.3	2.9 HENDERSON		5.7	
		22012		13.0	6.7 RIO		12.4	
	8,561	22018		18.6	5.6 JU ALPHA		18.0	
		22022		23.0	4.4 OPHIEM		22.4	
		22025		26.3	3.3 LYNN		25.7	
		22029		30.5	4.2 ORION		29.9	
	9,791	22034		34.8	4.3 WARNER		34.2	
	4,833	22039	6	39.4	4.6 BRIAR BLUFF	CTC	38.8	
		22040		40.8	1.4 COLONA	I	40.2	
	4,932	22043		43.8	3.0 FC BARSTOW To Term. Jct. Rock Island 11.0	T	43.2	
	9,870	22057		56.4	12.6 HILLSDALE		55.8	
		22062		62.1	5.7 ERIE		61.5	
	4,706	22068		68.3	6.2 HD DENROCK To Lyndon 3.1	T	67.7	
	9,912	22071		71.7	3.4 FENTON		71.1	
		22076		77.0	5.3 OLIVER		76.4	
	10,995	22086		86.6	9.6 EBNER		86.0	
				96.7	9.7 PLUM RIVER	JX	95.7	

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

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

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

Galesburg and Barstow	50 MPH.
Loaded ore trains	35 MPH.
Except Eastward loaded ore trains between MP 20 and MP 26	40 MPH.
MP 1.0 and MP 1.5	30 MPH.
MP 1.5 and MP 12.6	50 MPH.
MP 12.6 and MP 13.01	25 MPH.
MP 13.01 and MP 32.0	50 MPH.
MP 32.0 and MP 36.7	40 MPH.
MP 36.7 and MP 40.8	30 MPH.
MP 40.8 and MP 40.9	25 MPH.
MP 40.9 and MP 43.0	30 MPH.
MP 43.0 and MP 44.0	25 MPH.
MP 47.8 and MP 48.45	25 MPH.
MP 61.5 and MP 62.7	40 MPH.
MP 68.0 and MP 68.4	10 MPH.
MP 96.5 and MP 96.7	35 MPH.
Through turnouts, East and West end Alpha, Bouhan, Warner and Barstow	20 MPH.
Through crossover MP 96.7 (Plum River)	30 MPH.
Loaded coal, ore, potash, grain and ballast trains through sidings	10 MPH.
Trains handling bridge or wrecking derricks	25 MPH.

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.

Item 5c not permitted between Denrock and Lyndon.

Item 5d not permitted between Barstow and Term. Jct. Rock Island.

Locomotives in Groups G, H and I not permitted between Denrock and Lyndon and on the following tracks:

Rock Island	No. 2 repair track
	Rock Island Sash & Door Co.
	Illinois Oil Track
	All tracks lower yard
Alpha:	Elevator track

Bridge derricks 975501 and 975502 not permitted between Denrock and Lyndon.

3. Train Register Exceptions—None.

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

Track bulletins are authorized this Subdivision.

Galesburg and Barstow—Rule 405 applies.

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

6. Rule 105—Industrial track between Term. Jct. Rock Island and between Denrock and Lyndon.

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

8. Between Term. Jct. Rock Island and Clinton—Soo Line Timetable governs.

9. Colona—Interlocking MP 40.8.

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

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

MP 40.1.

Other Track Side Warning Detector Locations—

MP 64.7.

MP 29.6.

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

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

Train Dispatcher Calls—Mendota-23.

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

Zearing and LaSalle	25 MPH.
MP 25.5 to MP 30.5	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

Locomotives in Group I not permitted.

Bridge derricks 975501 and 975502 not permitted.

3. Train Register Exceptions—None.

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

Track bulletins are authorized this Subdivision.

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 105—Industrial Track between Ladd and Howe.

Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	7th Subdiv BRANCH LINE STATIONS		Distance From Montgomery
				Office Calls	Rule 6(A)	
	20001		40.2	MONTGOMERY	JY	0.0
				3.3		
	71703		43.3	OSWEGO		3.3
				6.1		
	71709		49.4	YORKVILLE		9.4
				6.7		
	71716		56.0	MILLBROOK		16.1
				3.5		
	71720	60	59.6	MILLINGTON		19.6
				4.8		
	71724		64.4	SHERIDAN		24.4
				4.5		
	4,200	71729	68.9	SERENA		28.9
				3.9		
	5,400	71733	72.8	DK WEDRON	BK	32.8
				8.2		
	71741		80.9	OD OTTAWA	ABKY	41.0
				8.6		
	71750		89.6	GRAND RIDGE		49.6
				8.0		
	71758		96.2	SX STREATOR	KY	57.6

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

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

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

Montgomery and Ottawa	30 MPH.
Ottawa and Streator	25 MPH.
Eastward trains at approach signal to CTC at Montgomery	25 MPH.

Ottawa:

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

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

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

3. Train Register Exceptions—None.**4. Clearance Provisions and Exceptions Rule 82(A)—**

Track bulletins are authorized this Subdivision.

Montgomery—Clearance received at Eola or Aurora Tower clears train at Montgomery.

5. Rule 99—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 miles.**6. Ottawa—**Before proceeding over drawbridge 81.45 over Illinois River, all trains and engines must come to a full stop and then be governed by signals from the bridge tender.

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

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

Base Stations	Channel	Hours in Operation
Galesburg Yard Office	1	Continuous
	2 for yard forces	
Wayside Stations		
Chicago 14th St. Coach Yard	1	Continuous
Cicero East End Tower	1	Continuous
	2 for yard forces	
Cicero Westbound Yd Ofc	1	1500-2300
	2 for yard forces	
Cicero General Yd Ofc	1	Continuous
Cicero Eastbound Yd Ofc	1	Continuous
	2 for yard forces	
Cicero Retarder Tower	1	Continuous
	2 for yard forces	
Cicero Hump Tower	1	Continuous
	2 for yard forces	
Cicero Roundhouse	1	Continuous
	2 for yard forces	
Clyde Yard Office	1	Unmanned
	2 for yard forces	
Eola Yard Office	1	Continuous
	2 for yard forces	
Aurora Tower	1	Continuous
Ottawa	1	0700-1600
		Mon. thru Fri.
		0700-2359
		Mon. thru Fri.
		0700-1559
		Saturday
		0700-1559
		Mon. thru Fri.
		Unmanned
		Continuous
		Unmanned
		Continuous
		Unmanned
		Unmanned
		0600-1500
		Mon. thru Fri.
		Unmanned
		Continuous
		Unmanned
		0800-1600
		Mon. thru Fri.
		0800-1600
		Mon. thru Fri.
		Unmanned
Oregon	1	
Savanna	1	
East Cabin	1	
Prairie du Chien	1	
North LaCrosse	1	
Winona	1	
Cochrane	1	
Mendota	1	
Galva	1	
Galesburg-Dispatchers Office	1	
Clinton	1	
Barstow	1	
Moline	1	
Alpha	1	

TRAIN DISPATCHERS PHONE NUMBERS

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

LINE SEGMENT NUMBERS

INDUSTRIAL TRACKS AND OTHER TRACKS
NOT SHOWN AS STATIONS IN TIMETABLE

CHICAGO TERMINAL LINE SEGMENTS

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

GALESBURG TERMINAL LINE SEGMENTS

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

OTHER YARD LINE SEGMENTS

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

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
7	Barstow to Term Jct. Rock Island	241.2 to 252.2
8	Denrock—Lyndon	24.8 to 27.9
63	Flag Center to Rockford	0.3 to 23.8
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

Name	Miles—Location	Capacity Cars	Switch Opens
1st Subdivision			
71003 North Aurora.....	4.4 from Aurora	5 Yard	Both
71006 Batavia.....	7.6 from Aurora		Both
71012 West Chicago.....	13.3 from 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			
00071 Lee.....	4.0 west of Shabbona	25	West
71205 Kings	4.2 from Flag Center	61	Both
71209 Holcomb.....	8.5 from Flag Center	10	Both
71211 Davis Jct.....	11.4 from Flag Center	66	Both
71217 New Milford.....	17.0 from Flag Center	10	West
71219 Camp Grant.....	18.9 from Flag Center	72	Both
71223 Rockford.....	23.5 from Flag Center	Yard	Both
71307 Mt. Morris.....	6.8 from Oregon	Yard	Both
00111 Polo.....	4.5 west of Stratford.....	56	Both
00117 Hazelhurst.....	1.9 west of Carter.....	10	West
4th Subdivision			
00163 Blanding	5.4 west of Whitton	4	West
71402 Dubuque.....	1.0 from East Dubuque	Yard	Both
00246 Charne.....	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			
71662 Lyndon.....	3.1 from Denrock	10	East
22051 Joslin.....	7.9 west of Barstow		West
22088 Thomson.....	2.0 west of Ebner	3	
6th Subdivision			
71931 Spring Valley	5.7 west of Ladd	3	West
71943 Howe.....	5.4 from Ladd.....	Yard	Both
7th Subdivision			
71744 Hitt.....	2.7 west of Ottawa.....	15	Both

W E S T W A R D !	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	1st Subdiv MAIN LINE STATIONS			Distance From Gales- burg	T E A S T W A R D !		
					Office Calls	Rule 6(A)					
		20126	1	162.4		GT	GALESBURG	BIJKRTX		0.0	
		20130		168.4				5.9		IJ	5.9
CS,227	20141	179.0		DT	CG	MONMOUTH	X	ABS Rule 251	16.8		
	20146	185.0				KIRKWOOD	X		22.6		
	20158	196.1				GLADSTONE	X		33.8		
		202.4				CONNETT			40.1		
	20167	205.4		2MT	BN	BURLINGTON	BJKRX	CTC	43.1		
	20171	209.3		DT		W. BURLINGTON	TX(2)Y	ABS Rule 251	47.0		
E7,655	20174	212.5				DAYMAN	X		50.4		
W6,561 E6,482	20186	224.6				NEW LONDON	X		62.3		
	20195	233.2				MT. PLEASANT	X		70.9		
	20212	250.1				BECKWITH	X		87.8		
	20217	255.4				FAIRFIELD	X(2)		92.9		
	20228	266.1				BATAVIA	X		103.8		
	20241	279.6				CW	OTTUMWA		IKRX(2)Y	117.3	
	20251	289.0					ISU SWITCH		X	126.7	
	20263	301.9			2MT		MAXON			CTC	139.4
	20265	303.7				A	ALBIA		IJ	141.2	
	20269	307.5					HALPIN				145.0
	20280	318.6		DT		MELROSE	X	ABS Rule 251	156.1		
	20288	326.8			RUSSELL	X		164.3			
	20296	334.3	2MT	CH	CHARITON	TX	CTC	171.8			
		342.0			SHANNON	X		179.5			
	20321	359.7	DT		OSCEOLA	X	ABS Rule 251	197.2			
	20332	370.4			MURRAY	X		207.9			
	20337	375.9			THAYER	X		213.3			
	20345	383.6			AFTON	X		221.0			
	20355	392.9		CR	CRESTON	BKRTXY		230.3			

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

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

See inside of back cover for routes, times and station stops for NRPC trains.

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted Passenger Freight
Galesburg and Creston.....	79 MPH.
Against the current of traffic on double track	59 MPH. 49 MPH.
Loaded ore and taconite trains	35 MPH.
Between MP 161.7 and MP 168.4 Chicago Division Second Subdiv Timetable governs.	
Turnouts at following locations:	
MP 169.0 eastward track	70 MPH.
MP 169.0 westward track	50 MPH. 50 MPH.
East end of eastward freight trains passing signal S-170	55 MPH.
MP 176.3 and MP 176.55.....	70 MPH.

MP 177.4 and MP 178.5	50 MPH.
MP 178.5 and MP 179.5	40 MPH. 30 MPH.
MP 203.0 and MP 204.0	70 MPH. 50 MPH.
MP 204.0 and MP 205.0	30 MPH. 20 MPH.
MP 205.0 and MP 206.8	20 MPH. 20 MPH.
MP 206.8 and MP 209.0	50 MPH. 40 MPH.
MP 209.0 and MP 211.0	50 MPH.

Head end of train MP 232.8 to MP 233.8

Fairfield—Head end of trains moving with current of traffic over street crossings

Against current of traffic over street crossings

MP 276.5 and MP 277.6

MP 277.6 and MP 279.0

MP 279.0 and MP 280.5

MP 280.5 and MP 281.3

MP 301.9 and MP 303.6 Westward track

MP 301.9 and MP 302.2 Eastward track

MP 304.4 and MP 306.9 Westward track

MP 302.2 and MP 308.3 Eastward track

Head end of train between MP 303.6 and MP 304.4 westward track

MP 315.0 and MP 321.5

MP 321.5 and MP 323.3

MP 333.9 and MP 334.5

MP 338.8 and MP 340.0 Westward track

MP 340.0 and MP 351.5 Eastward track

MP 343.6 and MP 343.8

MP 351.5 and MP 354.8 Eastward track

MP 353.3 and MP 353.5 Westward track

Head end of trains moving with current of traffic between MP 359.5 and MP 360.4

Crossovers at following locations:

MP 202.5

MP 301.9 east crossover

MP 301.9 west crossover

MP 307.6 east crossover

MP 307.6 west crossover

MP 333.2

MP 342.0

MP 357.9

Burlington—Movements on Main tracks MP 205.7 to MP 205.9 and lead car or engine between MP 205.0 and MP 205.4

Yard engine making switch moves between Main Street and end CTC sign MP 206.6

Westward movements on all tracks other than main tracks from 150 feet east to Main Street crossing

Chillicothe—Forward or reverse movement through ISU Dump

Osceola—Old main track north yard Loaded ore trains—

Bridge 204.66

Adjacent track must be clear of traffic while ore train passes over bridge 204.66

Bridge 235.85

Bridge 239.24

Bridge 257.92

Bridge 284.12

Adjacent track must be clear of traffic while ore train passes over bridge 284.12

Bridge 379.51 25 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Chariton—The use of more than one locomotive, or a locomotive with 3 axle trucks, is prohibited while doing industrial work.

Osceola—The use of more than one locomotive is prohibited in north yard.

3. Train Register Exceptions—

Burlington and Ottumwa—Trains originating or terminating will register.

Creston—NRPC trains will register by register ticket.

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

Track bulletins are authorized this Subdivision.

Galesburg and Creston—Rule 405 applies.

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

6. Rule 350(B)—Does not apply at main track switches at Chariton, Albia, MP 303.1 (east of Albia), and Maxon MP 302.2.

Agency—Trains must not occupy crossing at MP 273.2 and 272.9 on run around track until warning systems are activated.

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

West Burlington, Iowa—Trains and engines using lead track across Highway 34 (Mt. Pleasant Street) and Highway 406 (Agency Street) must stop before crossing grade crossing and members of the crew must stop vehicular traffic in both directions before proceeding across crossing.

Account close clearance, engines must not occupy the Chittenden and Eastman stub track between Third and Main Streets when other trains are using main 2 at this location.

8. Ottumwa—Movement of trains against the current of traffic between crossover east of Iowa Avenue MP 278.4 and crossover MP 282.7 when not authorized by Form D-R order, may be made by authority of the train dispatcher.

Chariton-Shannon—In two main track territory between Chariton and Shannon on track equipment movements may be made on line-up only.

Creston—Movement of trains on Nebraska 2nd Subdivision against the current of traffic between end of CTC at MP 393.5 and crossover at MP 391.2 when not authorized by Form D-R order, may be made by authority of the train dispatcher.

9. Rule 93—Yard limits in effect—

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

10. Regarding Stations with Crossovers indicated in Station Column

Following Stations have both Facing and Trailing Point Hand Throw Crossovers

Fairfield—Ottumwa—MP 333.2

Following Stations have Facing point Only

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

All other Stations have Trailing Point Only

11. Rule 97(4)—Not authorized.

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

MP 198.5

Westward—MP 208.6

Eastward—MP 210.9

Other Track Side Warning Detector Locations—

MP 193.3

MP 229.9

MP 251.6

MP 328.0

MP 356.7

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS			Distance From Gales- burg	EAST WARD
					Office Calls	Rule 6(A)			
		20126		162.4	GT GALESBURG	BIJRTX		0.0	
		25004		166.0	3.8 WATERMAN	IJT		3.8	
		25005		168.1	1.9 SALUDA	I		5.7	
	11,081	25010		172.3	4.2 ABINGDON			9.9	
	9,833	25020		182.8	10.4 AVON			20.3	
		25029		191.4	8.6 BUSHNELL	IJ		28.9	
	7,235	25040	11	202.3	10.9 MACOMB			39.8	
	6,994	25047		209.3	7.0 COLCHESTER			46.8	
	7,300	25063		225.9	16.5 AUGUSTA			63.3	
	6,665	25073		235.2	9.3 GOLDEN		CTC	72.6	
	7,560	25078		240.9	5.7 CAMP POINT			78.3	
	6,890	25091		254.2	13.0 EWBANKS			91.3	
				259.1	4.6 30th STREET			95.9	
		73801		261.3	2.6 QUINCY			98.5	
				263.4	2.4				
	7,500	25101	14	136.9	QD WEST QUINCY	BJKRTX		100.9	

BETWEEN WEST QUINCY AND MARK OPERATE ON 3rd SUBDIVISION.

		25104	14	134.1					
		25107		5.7	MARK	JT		103.7	
				7.1	2MT NORTH RIVER	JT		105.1	
	7,352	25112		14.5	7.5 PALMYRA			112.6	
	7,201	25130		32.8	18.1 CARD			130.7	
	7,219	25139		41.7	8.8 LAKENAN			139.5	
	7,807	25161	15	62.9	21.1 ANABEL			160.6	
		25168		70.4	7.5 DE MACON		CTC	168.1	
	8,750	25177		78.9	8.6 CALLAO			176.7	
		25184		86.0	7.1 NEW CAMBRIA			183.8	
		25192		93.9	7.9 BUCKLIN			191.7	
		25202		104.1	10.2 B BROOKFIELD	BKRT		201.9	
				106.9	2.7 NEEDLES			204.6	
	12,123	25204		106.9	To Meadville 9.6			215.8	
	7,206	25215		118.1	11.2 SUMNER	A		227.9	
	7,206	25227	17	130.2	12.1 HAMM			239.6	
	7,224	25239		141.9	11.7 AALBERG			251.3	
	7,192	25250		153.5	11.7 PERSONS			264.1	
	7,191	25263		166.3	12.8 THIEHOFF			275.5	
	7,084	25275		177.7	11.4 MAXWELL	J			

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

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

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, Thiehoff-25

See inside of back cover for routes, times and station stops for NRPC trains.

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.

- 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.
- 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:
 - 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;
 - 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.
 - The placard notation.
 - For any entry for a material that is a hazardous substance, the letters "RQ" entered either before or after the basic description.
- For an empty tank car that previously contained a hazardous material, other than combustible liquid, or unless the tank car 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.

- 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.
- 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.
- 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.

- 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

- (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

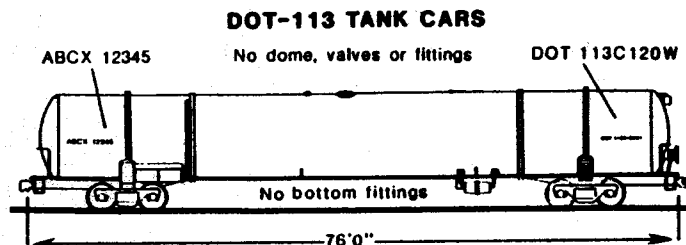
- (b) At any point where a train is required to be inspected each loaded placarded rail car and each rail car immediately adjacent thereto must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in a safe condition for transportation. (See § 174.9 and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

- 1. Speed Restrictions—**
- | Zone—Between | Maximum Speeds Permitted | Passenger | Freight |
|---|--------------------------|-----------|---------|
| Galesburg and West Quincy | | 79 MPH. | 35 MPH. |
| Loaded coal, taconite and ore trains | | | |
| Between MP 161.7 and MP 168.0 | | | |
| Chicago Division 2nd Subdiv. timetable governs | | | |
| Through turnout MP 168.0..... | | 30 MPH. | 30 MPH. |
| Through turnout MP 188.9..... | 35 MPH. | 35 MPH. | 35 MPH. |
| MP 191.2 and MP 191.7..... | 40 MPH. | 40 MPH. | 40 MPH. |
| Through crossover MP 192.3..... | 30 MPH. | 30 MPH. | 30 MPH. |
| Through crossover MP 192.4..... | 35 MPH. | 35 MPH. | 35 MPH. |
| MP 202.6 and MP 202.7..... | 35 MPH. | 30 MPH. | 30 MPH. |
| Curves MP 240.0, MP 243.0 and MP 244.5..... | 70 MPH. | | |
| MP 258.5 and MP 263.4..... | 30 MPH. | 25 MPH. | |
| Siding—Golden..... | 10 MPH. | 10 MPH. | |
| Through turnouts MP 263.2 and MP 263.4..... | 30 MPH. | 30 MPH. | |
| Both Legs of Wye West Quincy..... | 10 MPH. | 10 MPH. | |
| Through turnouts of controlled sidings unless otherwise indicated | 20 MPH. | 20 MPH. | |
| West Quincy and North Kansas City | | | |
| Loaded coal trains between MP 5.7 and MP 224.6..... | | | 30 MPH. |
| MP 6.7 and MP 8.6 Main 1..... | | | 50 MPH. |
| MP 6.7 and 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 and MP 10.0..... | | | 50 MPH. |
| MP 10.0 and MP 14.8..... | | | 30 MPH. |
| Curve MP 15.0..... | | | 50 MPH. |
| MP 29.7 to MP 30.4 (Head end of train)..... | | | 35 MPH. |
| MP 70.3 and MP 70.8..... | | | 50 MPH. |
| MP 74.0 and MP 84.9..... | | | 50 MPH. |
| MP 84.9 and MP 99.3..... | | | 45 MPH. |
| Curves MP 92.0, MP 92.2 and MP 93.0..... | | | 40 MPH. |
| MP 99.3 and MP 103.4..... | | | 50 MPH. |
| MP 103.4 and MP 104.4..... | | | 30 MPH. |
| MP 118.1..... | | | 35 MPH. |
| Through turnout to N&W at Maxwell..... | | | 35 MPH. |
| MP 216.2-MP 224.4..... | | | 50 MPH. |
| Curves between MP 216.2 and MP 222.9..... | | | 35 MPH. |
| Through crossovers, Block 224..... | | | 25 MPH. |
| Through turnouts of controlled sidings, unless otherwise specified | | | 20 MPH. |
| Needles and Meadville..... | | | 25 MPH. |
- 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.
- Quincy.....Engines must not operate over 30 degree curve at east end of track at Calcium Carbonate Co. MP 265.7.
- 3. Train Register Exceptions—**
- West Quincy—**Trains that do not change crews will register by register ticket.
- 4. Clearance Provisions and Exceptions Rule 82(A)—**
- Track bulletins are authorized this Subdivision.
- Galesburg, West Quincy and Kansas City—**Rule 405 applies.
- West Quincy—**All trains must receive clearance.

Train orders involving joint trackage between Birmingham and Block 224 will be issued to all N&W trains by the N&W train dispatcher. N&W clearance form will be the authority for requirement of Rule 82(A).

- 5. Rule 99—**When flagging is required, distance will be 1.5 miles.
- 6. Rule 105—**Industrial Track between Needles and Meadville.
- 7. Within CTC limits—**Trains finding a Signal Indication Rule 240 or 241 displayed by a signal, which governs facing point movement over a spring switch, will comply with Rule 104(M) and in addition, a member of the crew will contact control operator and be governed by his instructions.
- In CTC territory—**Whenever trailing movement through spring switch is not authorized by signal indication, the spring switch must be operated by hand. When switching movements are made over spring switch, Rule 315 will apply as to permission, time and working limits and notification to engineer.
- In CTC territory—**If signal indicates Stop per Rule 242 governing movement over dual control switch one end of siding and such signal also governs movement over spring switch at the opposite end of siding, in addition to complying with Rule 315(A) movement over dual control switch, and train is to trail over spring switch on the main track, a member of crew must examine switch and know that points fit.
- 8. North Kansas City—**Interlocking in effect between MP 225.5, Fifth Street and begin CTC sign MP 223.9 Block 224. Interlocking remotely controlled from Ustick Tower.
- If a BN train arriving Murray yard from the Second Subdivision does not have information for a continuous move into the yard, the train must be stopped east of Tenth and Bedford Avenue crossing until such information is received.
- 9. 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.
- 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.
 - 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.
- 10. 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.**
- 11. Between Birmingham and Kearney—**
- Springfield Region Timetable governs.
- 12. The following Track Side Warning Detectors protect bridges, tunnels or other structures—**
- | | |
|----------|----------|
| MP 257.9 | MP 136.9 |
|----------|----------|
- Other Track Side Warning Detector Locations—**
- | | |
|----------|----------|
| MP 187.4 | MP 59.3 |
| MP 230.8 | MP 77.9 |
| MP 36.1 | MP 135.2 |

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS			Distance From Burlington	EAST WARD
					Office Calls	Rule 6(A)			
		20167		220.3	BN BURLINGTON	BJKRTXY	CTC	0.0	
	3,089	26212		216.4	4.6 KEMPER	Y		4.6	
		26205		209.9	6.5 WEVER			11.1	
	6,257	26203		207.7	1.5 SINCLAIR SWITCH			12.6	
		26198		202.0	6.3 FM FT. MADISON			18.9	
	7,900	26185		189.3	12.8 MONTROSE			31.7	
		26180		185.5	3.8 GATEWAY			35.5	
	3,549	26178		183.3	2.2 SANDUSKY			37.7	
		26173		177.9	6.1 DO KEOKUK	BKRY		43.8	
	8,056	26162		166.6	11.3 GREGORY			55.1	
		26152		156.2	10.4 CANTON			65.5	
	3,337	26146		150.1	6.0 LA GRANGE			71.5	
	8,517	26144		148.1	1.9 GRIFFITH			73.4	
	7,500	25101	14	136.9	7.2 QD WEST QUINCY	BJKRT		80.6	
		25104		134.1	2.8 MARK	J	CTC	83.4	
	7,176	26132		131.5	1.7 FALK	J		85.1	
				120.8	11.5 N&W Xing	I		96.6	
	12,070	26119		119.7	1.1 X HANNIBAL	Y		97.7	
	7,385	26104		104.3	15.4 ASHBURN			113.1	
	3,800	26094		94.1	10.1 Z LOUISIANA	AY	ABS	123.2	
	6,205	26086		86.4	8.0 DUNDEE			131.2	
	10,237	26068		68.2	17.9 ELSBERRY			149.1	
	8,336	26052		51.6	16.6 MO OLD MONROE			165.7	
	7,009	26044		44.4	7.2 GIBBS			172.9	
	10,243	26027		26.9	17.5 MACHENS	J		190.4	
					6.5 W WEST ALTON		CTC		
	10,620	26020		20.4	5.6 To Alton 3.0	T		196.9	
	8,924	26015		14.9	5.4 SPANISH LAKE			202.5	
		26009		9.4	2.2 BADEN	J		207.9	
		26007		7.2	3.3 YD NORTH ST. LOUIS	BJKRT		210.1	
		26004		4.2	5.7 NORTH MARKET	I		213.4	

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

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

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

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

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

Burlington and West Quincy	49 MPH.
Loaded coal, taconite and ore trains between Burlington and North St. Louis	30 MPH.
Grand Ave. Interlocking	10 MPH.
Grand Ave. Interlocking to Lindenwood on Track 31 and 32	20 MPH.

MP 3.9 and MP 4.7	10 MPH.
MP 4.7 and MP 8.1	30 MPH.
MP 8.2 through turnout Main Track North St. Louis	12 MPH.
MP 8.2 through to Freight Lead North St. Louis	30 MPH.
Prospect Hill—Water Works Track	5 MPH.
MP 8.1 and MP 21.0	45 MPH.
Curve MP 18.4	25 MPH.
Curve MP 20.3	10 MPH.
West Leg of Wye-West Alton	10 MPH.
West Alton—West Alton Bridge—Alton	10 MPH.
Alton Bridge over swing span	5 MPH.
Machens—Union Electric Power tracks loaded trains	5 MPH.
MP 56.0 to MP 56.5 (Head end only)	50 MPH.
Curve MP 79.7	30 MPH.
MP 83.8 to MP 84.3 (Head end only)	30 MPH.
Curve MP 85.1	40 MPH.
MP 77.9 and MP 93.5	45 MPH.
MP 93.5 and MP 95.9	30 MPH.
Engine and lead car over street crossing MP 94.3 and MP 94.9	10 MPH.
MP 95.9 and MP 119.2	45 MPH.
MP 119.2 and MP 120.0	10 MPH.
MP 120.0 and MP 121.2	20 MPH.
Through turnouts and on wye track between Falk and North River	30 MPH.
Through turnout MP 134.1	35 MPH.
Through turnouts East and West switches West Quincy Yard	30 MPH.
Through turnout MP 137.1	30 MPH.
MP 137.0 and MP 137.7	25 MPH.
end CTC MP 137.7 equals MP 141.8	
East leg of wye MP 141.8	10 MPH.
MP 149.8 to MP 150.6 (Head end only)	30 MPH.
MP 161.7 and MP 163.4	40 MPH.
Curve MP 169.7	35 MPH.
MP 172.4 and MP 172.7	30 MPH.
Bridge MP 174.95	25 MPH.
Curve MP 175.1	25 MPH.
MP 175.7 and MP 176.6	25 MPH.
MP 176.6 and MP 178.0	10 MPH.
MP 178.0 and MP 178.6	30 MPH.
Curve MP 194.8	25 MPH.
MP 199.0 to curve MP 201.6	25 MPH.
MP 202.8, Second Street crossing	8 MPH.
MP 201.6 and MP 203.0	10 MPH.
MP 203.0 and MP 203.3	30 MPH.
MP 217.4 and MP 218.8	25 MPH.
MP 218.8 and MP 220.3	10 MPH.
Siding Hannibal	10 MPH.
Through turnouts of controlled sidings, unless otherwise specified	20 MPH.
Field Switch Sinclair siding to highway crossing	5 MPH.
Item 1A, All Subdivisions, applies between MP 22.0 and MP 26.0 and between MP 102.2 and MP 115.0	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

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

3. Train Register Exceptions—

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

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

Track bulletins are authorized this Subdivision.

West Quincy and Lindenwood—Rule 405 applies.

West Quincy—Trains must receive clearance.

Keokuk—Trains must receive clearance when operator on duty.

West Alton—Eastward trains must receive clearance.

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

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

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

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

6. Rule 99—When flagging is required, distance will be 1.5 miles.**7. Rule 105**—Industrial track between Grand Avenue Interlocking and Lindenwood; and between CTC West Alton and Alton.**8. Rule 93**—Conditional Yard Limits in effect at Ft. Madison between M.P. 196.5 and M.P. 203.5 between Sinclair Switch and Montrose from 0800 to 1600 Monday through Saturday.**9. 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.

10. 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.**11. 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.**12. 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.

13. St. Louis—City ordinance prohibits 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.**14. The following Track Side Warning Detectors protect bridges, tunnels or other structures—**

MP 14.9 MP 22.7

Other Track Side Warning Detector Locations—

MP 42.9

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	4th Subdiv MAIN LINE STATIONS				Distance From Bushnell	EAST WARD	
					Office Calls		Rule 6(A)				
		25029	12	160.4	BS	BUSHNELL	JR	CTC	0.0		
	8,968	23008		151.3		9.4	ADAIR			9.4	
	8,814	23019		140.6		10.7	VERMONT	JR		20.1	
	6,900	23027		129.0		8.2	STEWART			28.3	
	8,324	23037		119.3		9.7	GRIMES		CTC	38.0	
		23040		115.9	BT	6.6	BEARDSTOWN	BKRY		40.6	
	10,037	23046		110.2		8.1	HAGENER		CTC	47.2	
				102.1							
	7,353	23054		0.0			CONCORD			55.3	
	12,634	24010		10.1	JA	10.4	JACKSONVILLE	IV		65.7	
	8,952	24035		35.4		24.5	LOWDER			90.2	
		24040		42.1	V	4.9	VIRDEN		R	95.1	
	7,426	24052	53.1		12.3	ATWATER			107.4		
	8,170	24063	64.2		11.2	LITCHFIELD			118.6		
	11,234	24074	74.0	IG	9.7	TOLAND	JRTY		128.3		
	6,826	24084	85.1		11.1	AYERS			139.4		
	7,894	24092	93.2	BO	7.9	SMITHBORO	I		147.3		
	7,424	24103	104.5		11.0	KEYESPORT			158.3		
		24114	114.9	SC	10.7	SHATTUC	I		169.0		
		24120	121.0	2MT	7.4	SY CENTRALIA	BIJK MRXY	CTC	176.4		
			122.6	DT	0.9	SOUTHERN RY. JCT.	JIX		177.3		
	10,367	24135	136.6		13.4	WOODLAWN	AJ		190.7		
	6,255	24143	144.6		8.0	WALTONVILLE	A		198.7		
					8.6	To Orient 6-1.0					
	23,443	24152	153.2	SR	3.1	SESSER To Old Ben 21-3.0 To Old Ben 26-3.0	RTY		207.3		
		24155	156.3		5.3	MEYER To Old Ben 24-6.0	Y		210.4		
		24160	161.6		4.5	CHRISTOPHER	A		215.7		
	9,432	24166	167.5		6.9	CAMBON			220.2		
		24172	173.0		14.3	HERRIN			227.1		
	7,340	24186	187.4	HU		NEILSON	IJ		241.4		

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

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

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

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

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

Bushnell and Nielson.....	49 MPH.
West Vienna and Burlington Jct.	30 MPH.
Loaded coal trains	40 MPH.
Loaded taconite and ore trains	35 MPH.
MP 159.2 and MP 159.6 between Bushnell and Adair	25 MPH.
Adair—over West siding switch	40 MPH.
MP 145.6 and MP 146.1 between Adair and Vermont	40 MPH.
MP 118.1 and MP 140.0 between Vermont and	
Beardstown.....	30 MPH.
MP 116.3 and MP 118.1 between Grimes and	
Beardstown.....	25 MPH.
Through turnout East siding switch Grimes	10 MPH.
Main track and through turnouts between MP 114.3	
and MP 115.9 at Beardstown.....	25 MPH.
MP 105.2 and MP 106.9 between Hagener and Concord	30 MPH.
MP 10.1 and MP 10.8 between Concord and Franklin	35 MPH.
Lowder—over siding switches	40 MPH.
MP 44.5—over ICG crossing Girard.....	40 MPH.
MP 65.5 and MP 65.8 between Litchfield and Toland	30 MPH.
MP 77.9—over N&W crossing Sorento	40 MPH.
Eastward trains using siding at Ayres; head end of train	
between east switch of siding and highway crossing,	
165 feet east.....	5 MPH.
MP 93.1—over Conrail crossing Smithboro	40 MPH.
Shattuc—CO-BO connection track	5 MPH.
MP 121.2 and MP 121.4 Centralia	10 MPH.
Centralia—ICG crossing	30 MPH.
Centralia—Eastward trains passing signal MP 123.4	30 MPH.
MP 136.6—over L&N crossing Woodlawn	40 MPH.
MP 144.6 and MP 146.2 between Woodlawn and Sessor	40 MPH.
MP 161.5—over ICG crossing Christopher	40 MPH.
MP 165.0—over MP crossing Zeigler Jct.	40 MPH.
MP 173.0 and MP 173.3	30 MPH.
Neilson—passing signal MP 186.7	30 MPH.
Foreman—Signal 209.4	10 MPH.
Foreman—Locomotives or leading car of train between	
absolute signals	20 MPH.
Foreman—Eastward trains passing signal 210.3.....	20 MPH.
Through turnouts of controlled sidings unless	
otherwise indicated.....	20 MPH.
Locomotive handling derricks.....	25 MPH.
Around curve of wye, Metropolis	10 MPH.
Ohio River Bridge, Metropolis	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

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

6-axle locomotives are prohibited on following tracks:

Girard—Vermiculite Track
Litchfield—Industrial Park

3. Train Register Exceptions—

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

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

Track bulletins are authorized this Subdivision.

Centralia and Beardstown—Rule 405 applies.

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

Beardstown and Centralia—Trains must receive clearance.

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

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

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

6. Rule 93—Conditional yard limits in effect at Vermont between MP 140.6 and MP 141.0 from 1300 to 1800 daily.

7. Beardstown—Drawbridge 117.3 over Illinois River interlocked. CTC in effect between MP 118.1 at Grimes and MP 116.3 at Beardstown.

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

8. Virden—When loading coal trains at Freeman United Crown 2 Mine caboose must be cut-off on loop track and not pass under loading tipple.

9. Toland—Between Toland and Lenox MP RR Rules and Timetable govern.

Between No. Wood River and Bridge Jct. (East St. Louis) Conrail and ICG RR Rules, Joint Timetable and Special Instructions govern.

Between WR (Granite City) and East St. Louis via Madison TRRA Rules, Timetable and Special Instructions govern.

Clearance or verbal permission must be secured from operator before leaving Toland or North Lenox. BN trains operating between North Lenox and Wood River will use most northerly track in Worcester Yard, and will advise operator at Lenox when train is clear of MOPAC main track. Tracks No. 9 and No. 10 in Worcester Yard are auxiliary tracks.

10. Centralia—Southern Railway Jct. switch MP 122.6 normal position is for Southern Railway main track.

11. Interlocking not Indicated at Station—

ICG crossing 3.9 miles west of Virden. (Manual)

N&W crossing 1.3 miles west of Litchfield. (Automatic)

N&W crossing 4 miles west of Toland. (Automatic)

ICG crossing 1.6 miles west of Waltonville. (Automatic)

Missouri Pacific crossing 2.9 miles west of Christopher. (Automatic)

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

Other Track Side Warning Detector Locations—

MP 87.2

W E S T W A R D	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	5th Subdiv MAIN LINE STATIONS		Distance From Peoria	W E S T W A R D
					Office Calls	Rule 6(A)		
					EAST PEORIA (For info. only)	2.4		

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

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

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

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

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

Train Dispatcher Calls—Canton-61, Vermont-41.

- Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
Peoria and Galesburg..... 40 MPH.
Loaded coal trains 30 MPH.
Galesburg Terminal all tracks other than main
tracks: Restricted Speed.
Galesburg interlocking and Pine Street..... 10 MPH.
Yates City through crossover, east and west legs of wye 10 MPH.
Curves between MP 26.0 and MP 33.1 30 MPH.
Curves between MP 33.1 and MP 39.6 35 MPH.
MP 49.7 and Edmund Street Peoria 10 MPH.
Trains handling derricks 25 MPH.
Bridge derrick 975501 over Bridge 42.5..... 10 MPH.
Item 1A, All Subdivisions, applies between MP 20.0
and MP 10.0.
- Bridge, Engine and Heavy Car Restrictions—**
Maquon—Locomotives must not pass over unloading pit at Farm Service.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 82(A)—**
Track bulletins are authorized this Subdivision.
Galesburg—Rule 405 applies.
- Rule 99**—When flagging is required, distance will be 1.5 miles.
- Automatic Interlockings not Indicated at Stations—**
C&NW crossing at MP 47.5
- Track Warrant Control**—In effect between MP 3.5 and MP 46.0.
Train location lineup will be issued in accordance with Rule 35 of the Rules of the Maintenance of Way for Track Occupancy not protected by track warrant authority.

- 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.
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.
- Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 82(A)—**
Track bulletins are authorized this Subdivision.
- Rule 99**—When flagging is required, distance will be 1 mile.
- Rule 105**—Industrial Track between Dunfermline and Buckheart Mine and Duck Creek.
- Canton**—Manually operated railroad crossing gate across BN main track MP 63.6 in service. Normal position of gate across BN track. Crews must restore gate to normal position after movement is made across TP&W tracks. Rules 98 and 98(B) in effect.
- 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.
- Dunfermline**—Normal position of west wye switch is for wye.
- Track Warrant Control**—In effect between Yates City and MP 63.0 and between MP 68.0 and Vermont.
Train location lineup will be issued in accordance with Rule 35 of the Rules of the Maintenance of Way for Track Occupancy not protected by track warrant authority.

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

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

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

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

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

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

RADIO INFORMATION

GALESBURG DIVISION

Base Stations	Channel	Hours in Operation
Galesburg Yard	1	Continuous
	2 for yard forces	
Wayside Stations		
Galesburg Dispatchers office	1	Continuous
Burlington	1	Unmanned
Batavia	1	Unmanned
Fairfield	1	Unmanned
Ottumwa	1	Unmanned
Albia	1	Unmanned
Des Moines	1	0730-1700 Mon. thru Fri.
Chariton	1	Unmanned
Osceola	1	Unmanned
Creston	1	Continuous
Colchester	1	Unmanned
Golden	1	Unmanned
Paloma	1	Unmanned
W. Quincy	1	Continuous
Palmyra	1	Unmanned
Monroe City	1	Unmanned
Shelbina	1	Unmanned
Macon	1	Unmanned
New Cambria	1	Unmanned
Brookfield	1	Continuous
Hale	1	Unmanned
Aalberg	1	Unmanned
Thiehoff	1	Unmanned
Ft. Madison	1	Unmanned
Keokuk	1	0700-1600 daily
Hannibal	1	Unmanned
Louisiana	1	0700-1600 Mon. thru Fri.
Elsberry	1	Unmanned
Old Monroe	1	Unmanned
W. Alton	1	Continuous
Lindenwood	1	Continuous
	2 for yard forces	
Bushnell	1	Unmanned
Vermont	1	Unmanned
Beardstown	1	Continuous
Jacksonville	1	Continuous
Virdeen	1	Unmanned
Toland	1	Unmanned
Lenox	1	Continuous
WR Tower (ICG)	1	Continuous
Alton Bridge	1	Continuous
Smithboro (Conrail)	1	Unmanned
Shattuc (BO-CO)	1	Continuous
Centralia	1	Continuous
Sesser	1	Unmanned
Herrin	1	Unmanned
W. Vienna (Mo. Pac)	1	Unmanned
Cook	1	Unmanned
Peoria	1	Unmanned
Yates City	1	Unmanned
Canton	1	Unmanned

TRAIN DISPATCHERS PHONE NUMBERS

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

LINE SEGMENT NUMBERS

INDUSTRIAL TRACKS AND OTHER TRACKS
NOT SHOWN AS STATIONS IN TIMETABLE

OTHER YARD LINE SEGMENTS

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

BALLAST PITS

Line Segment	Limits
860	LaGrange

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
15	Needles—Meadville	106.9 to 116.5
82	Des Moines—West Des Moines	0.4 to 1.0
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

Name		Miles—Location	Capacity Cars	Switch Opens
1st Subdivision				
20133	Cameron	3.2 west of Graham	10	Both
20152	Biggsville	5.7 west of Kirkwood	20	East
20180	Danville	6.4 west of Dayman	10	East
20202	Rome	7.0 west of Mt. Pleasant	10	East
20205	Lockridge	10.5 west of Mt. Pleasant	15	Both
20235	Agency	7.3 west of Batavia	80	Both
20249	Chillicothe	7.8 west of Ottumwa	8	East
20304	Lucas	1.1 west of Shannon	22	West
20312	Woodburn	8.6 west of Shannon	18	West
2nd Subdivision				
25023	Prairie City	2.7 west of Avon	8	East
25033	Bardolph	4.5 west of Bushnell	25	East
25049	Tennessee	2.4 west of Colchester	22	East
25055	Colmar	8.2 west of Colchester	18	West
25059	Plymouth	12.5 west of Colchester	20	East
25070	La Prairie	6.4 west of Augusta	5	West
25085	Paloma	7.3 west of Camp Point	25	East
25121	Ely	9.3 west of Palmyra	40	East
25135	Hunnewell	4.0 west of Card	31	Both
25144	Shelbina	4.9 west of Lakenan	20	Both
25157	Clarence	6.3 west of Lakenan	15	Both
25221	Hale	6.4 west of Sumner	31	Both
25293	Randolph	2.6 west of Birmingham	78	Both
27002	La Clede	2.2 from Needles	22	Both
27010	Meadville	9.6 from Needles	26	Both
3rd Subdivision				
26210	Spring Grove	2.1 west of Kemper	2	East
26191	Viele	6.4 west of Ft. Madison	10	East
26130	South River	1.7 west of Falk	89	West
26125	Helton	5.8 west of Falk	33	Both
26116	Ilasco	3.1 west of Hannibal	40	East
26092	Cosgrove	1.2 west of Louisiana	13	East
26084	Clarksville	2.3 west of Dundee	10	West
26075	Annada	11.0 west of Dundee	16	East
26056	Winfield	12.1 west of Elsberry	9	East
26037	Seeburger	7.5 west of Gibbs	10	East
26033	Orchard Farm	10.9 west of Gibbs	19	Both
26013	Larimore	1.7 west of Spanish Lake	4	East
26010	Prospect Hill	4.5 west of Spanish Lake	47	Both
4th Subdivision				
23014	Table Grove	5.4 west of Adair	31	Both
23050	Arenzville	3.6 west of Hagener	27	East
24017	Pisgah	7.1 west of Jacksonville	14	Both
24023	Franklin	12.2 west of Jacksonville	5	West
24028	Waverly	6.2 west of Franklin	44	West
24044	Girard	3.9 west of Virden	12	East
24057	Barnett	4.8 west of Atwater	16	West
24097	Hookdale	5.1 west of Smithboro	17	West
24215	Mermet	6.1 west of Foreman	3	West
24225	Metropolis	1.0 from Burlington Jct.	140	Both
4th Subdivision				
Mine Spurs				
74006	Old Ben Mine 24	6.0 from Meyer	Yard	Both
79004	Old Ben Mine 21	3.0 from Sesser	Yard	Both
79104	Old Ben Mine 26	3.0 from Sesser	117	Loop
24144	Orient Mine 6	1.0 from Waltonville	120	Loop
	Crown 2	2.0 from Virden	105	Loop
5th Subdivision				
73234	Douglas	3.6 west of Yates City	16	Both
73236	Maquon	7.6 west of Yates City	12	Both
6th Subdivision				
73066	Gorman	3.0 west of Canton	52	Both
7th Subdivision				
77523	Harvey	3.7 west of Tracy	12	West
77537	Donnelly	4.0 west of Knoxville	24	Both

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	1st Subdiv MAIN LINE STATIONS			Distance From Kansas City	EAST WARD	
					Office Calls	Rule 6(A)				
		25300	16	2.7		KD KANSAS CITY (Murray Yard)	ABIJKRT	0.0		
				4.2	3MT	BLOCK 4		IX	1.5	
		28007		7.9	2MT	CLARKE			5.2	
	10,697	28016		16.5		WALDRON			13.8	
						EAST LEAVENWORTH To Leavenworth 3.6		T	21.2	
	18,641	28024		23.9		WESTON			28.2	
		28031		30.9		SADLER			32.1	
	9,968	28035		34.8		ARMOUR To Atchison 4.0			40.7	
		28043		43.4		DAVIES		I	43.2	
				45.9		HALLS			46.9	
	7,850	28051		49.6		FRENCH			54.0	
				56.7		ST. JOSEPH		BKRTX(2)	57.7	
		28060		60.4	2MT	C			63.8	
		28067		66.9		WATER WORKS			72.8	CTC
	10,460	28076		77.0		NODAWAY			81.7	
	10,137	28085		85.0		STARKS			87.3	
		28091	91.5		FC FOREST CITY			93.1		
			97.4	2MT				102.5		
		28097	0.0		NAPIER		JX	107.7		
			9.4		RULO			112.6		
	7,610	28112	14.6		PRESTON			123.6		
			19.5		FA FALLS CITY		A	133.3		
	7,240	28116	30.5		NEW SALEM			141.3		
	10,650	28126	40.2		HUMBOLDT			149.7		
	7,345	28137	48.2					156.6		
			0.0		BK TABLE ROCK		JT	159.7		
	11,107	28145	8.4		ELK CREEK			168.4		
			15.4		CH TECUMSEH			171.1		
	7,100	28154	18.5		BEAR			183.2		
	7,135	28161	27.2		STERLING			196.0		
	7,290	28165	29.9		GAGE			201.7		
	6,720	28172	32.1		FIRTH			203.9		
		28176	34.8		SALTILLO			204.6		
		28186	42.0	2MT						
	7,725	28198	54.8		LANCASTER		J			
			60.4		WYE SWITCH		I			
		28204	62.6							
			63.3		CG CARLING		BIJKRT			
			1.5							

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

BN Radio Channel No. 2 in service at Lincoln.

Train Dispatcher Calls—Weston-19, Armour-18, Forest City-17, Nodaway-15, Falls City-04, Table Rock-01, Tecumseh-02, Firth-10.

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted
Freight

Kansas City and Napier—

Turnouts of controlled sidings	20 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 turnout MP 7.9	45 MPH.
MP 9.6 to MP 9.7	40 MPH.
MP 30.7 to MP 31.0	45 MPH.
MP 43.4 to MP 43.8	45 MPH.
MP 45.8 to MP 45.9	30 MPH.
Through turnout MP 56.7	30 MPH.
MP 56.7 to MP 58.9	30 MPH.
Main 1 MP 58.9 to MP 60.0	30 MPH.
Main 2 MP 58.9 to MP 60.0	20 MPH.
MP 60.0 to MP 64.0	20 MPH.
MP 64.0 to MP 67.1	30 MPH.
Through turnout MP 67.1	30 MPH.
Napier—through turnout MP 95.4	30 MPH.
Main 1 MP 95.4 to MP 1.7	30 MPH.
Main 2 MP 97.4 to MP 0.5	30 MPH.
Main 2 MP 0.5 to MP 1.7	45 MPH.
Through crossovers MP 97.4	30 MPH.

Napier and Carling—

Turnouts of controlled sidings	20 MPH.
Freight train up to 100 Tons/OB	50 MPH.
Napier and Table Rock—	
MP 1.7 to MP 8.6	45 MPH.
MP 8.6 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 45.0	35 MPH.
MP 45.0 to MP 59.2	45 MPH.
MP 59.2 to MP 62.7	20 MPH.
Firth—Turnouts end of two Main tracks	35 MPH.
Sidings Tecumseh and Sterling	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

East Leavenworth to Leavenworth and Armour to Atchison—

Locomotives in Group G, H and I, and bridge derricks 975501 and 975505 must not operate.

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—

St. Joseph—Trains originating or terminating will register.

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

Track Bulletins are authorized this Subdivision.

Napier—Rule 82(A) does not apply to eastward trains off Eighth Subdivision.

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

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

6. Rule 105—Industrial track between East Leavenworth and Leavenworth and between Armour and Atchison.

7. **Kansas City**—Main 2 between MP 4.2 and MP 6.2 is designated as the Hump Lead.

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

8. **East Leavenworth to Leavenworth**—

Train and engine movements over Leavenworth bridge located 3.6 miles from East Leavenworth will be governed by instructions posted at BN Jct. and west end of bridge.

Trains must protect movements over all grade crossings at Leavenworth.

9. **Armour to Atchison**—

Train and engine movements over Atchison bridge located 4.0 miles from Armour will be governed by instructions posted at east and west end of bridge.

10. **Tecumseh**—Trains operating on other than main track and siding must protect movement over 5th Street.

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

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

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

13. **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.

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

Between St. Joseph and Waterworks—
Union Pacific MP 61.5

Between Lancaster and Wye Switch—
Union Pacific MP 61.4

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

MP 5.7—Rulo MP 13.0—Preston

Other Track Side Warning Detector Locations—

MP 30.8—Weston MP 37.8—Humboldt
MP 16.8—Tecumseh MP 38.1—Firth

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS				Distance From Creston	EAST WARD
					Office Calls		Rule 6(A)			
		20355	1	392.9	DT	CR	CRESTON To Greenfield 21.5	BKRTXY	ABS Rule 251	0.0
				2MT			13.9			
		20368		406.7	2MT		PRESCOTT 6.9			13.9
		20375		413.7			CORNING 9.0			20.8
		20384		422.7			NODAWAY 4.8			29.8
		20388		427.4	2MT		VILLISCA 15.0			34.6
		20403		442.4	2MT	RO	RED OAK To Farragut 25.6	KT		49.6
		20409		448.1			McPHERSON 3.5			55.3
		20413		451.6	2MT		EMERSON 5.3			58.8
		20418		456.9			HASTINGS 4.8			64.1
8,353		20423		461.7			MALVERN 4.6			68.9
		20427		467.9			BALFOUR 5.1			73.5
		20432	471.4	2MT		GLENWOOD 3.6		CTC	78.6	
				475.1						
		20436		0.0		JN	PACIFIC JCT. 5.0	JTX		82.2
		20441		5.0	2MT		PLATTSMOUTH 3.9			87.2
		20445		8.9			OREAPOLIS 5.5	AJTX		91.1
6,790		20450		14.4			CULLOM 8.7			96.6
6,805		20459	2	23.1		VI	LOUISVILLE 4.8			105.3
6,835		20464		27.9			SOUTH BEND 7.4			110.1
		20471		35.3		A	ASHLAND 6.8	JTX(2)		117.5
		20478		42.1			GREENWOOD 5.5	X(2)		124.3
7,015		20484		47.6			WAVERLY 7.2			129.8
		20491		54.8		V	HAVELOCK 4.8	BKX		137.0
				59.6						
		20496	4	0.4		NI	LINCOLN BIJKRT			141.8

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

BN Radio Channel No. 2 in service at Lincoln.

Train Dispatcher Calls—Creston-11, Red Oak (Griswold)-12, Pacific Jct.-03.

See inside of back cover for routes, times and station stops for NRPC trains.

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Passenger Trains.....	79 MPH.	
Pacific Junction to Ashland.....		50 MPH.
Loaded Coal Trains.....		40 MPH.
Freight Trains over 100 Tons/OB		40 MPH.
MP 393.0 to MP 393.7.....	30 MPH.	25 MPH.
MP 0.2 to MP 3.5.....	50 MPH.	50 MPH.
MP 3.5 to MP 5.2.....	40 MPH.	40 MPH.
MP 5.2 to MP 8.9.....	50 MPH.	50 MPH.
MP 8.9 to MP 9.0.....		40 MPH.
MP 35.0 to MP 36.5.....	50 MPH.	40 MPH.
MP 57.0 to MP 58.9.....		40 MPH.
MP 58.9 to MP 59.6 Via Passenger		
Tracks.....	25 MPH	20 MPH.
MP 58.9 to MP 60.0 Via Freight Line		25 MPH.
Crossovers at Following Locations:		
MP 408.9.....	35 MPH.	35 MPH.

MP 425.5	35 MPH.	35 MPH.
MP 453.5	35 MPH.	35 MPH.
MP 467.9	35 MPH.	35 MPH.
MP 473.8	30 MPH.	30 MPH.
MP 35.2	30 MPH.	30 MPH.
MP 36.4	30 MPH.	30 MPH.
MP 41.1	30 MPH.	30 MPH.

Turnouts at Following Locations

MP 395.2	35 MPH.	35 MPH.
MP 443.3	35 MPH.	35 MPH.
MP 447.5	35 MPH.	35 MPH.
MP 458.0	35 MPH.	35 MPH.
MP 466.4	35 MPH.	35 MPH.
MP 0.2	35 MPH.	35 MPH.
MP 5.0 and at Oreapolis	30 MPH.	30 MPH.

Through Turnout West End No. 1 Track Ashland

30 MPH. 30 MPH.

Equilateral Turnouts at Following Locations

MP 405.7	50 MPH.	50 MPH.
MP 412.0	50 MPH.	50 MPH.
MP 422.2	50 MPH.	50 MPH.
MP 428.9	50 MPH.	50 MPH.
MP 439.4	50 MPH.	50 MPH.

Turnouts of Controlled Siding unless otherwise specified

20 MPH. 20 MPH.

Light Engines over Main Street Crossing Prescott

20 MPH.

Light Engines over Highway Crossing MP 423.1 and MP 426.5

20 MPH.

Red Oak and Farragut

25 MPH.

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

10 MPH.

Head end of Eastward Trains Passing Signals at MP 49.1 on Main 1—**Freight trains up to 100 Tons/OB**

50 MPH.

Freight trains over 100 Tons/OB

40 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.

Creston to Greenfield—

Item 5d not permitted.

Item 5b, c and d not permitted between Creston and Greenfield.

Bridge derricks not permitted.

Locomotives in Groups G, H and I are not permitted. Only one unit in Group C may operate.

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

Between Red Oak and Farragut—Bridge derricks not permitted.

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—None.**4. Clearance Provisions and Exceptions Rule 82(A)—**

Track bulletins are authorized this Subdivision.

Creston and Lincoln—Rule 405 applies.

Creston—Westward trains operating west of Pacific Jct. will require two clearances, one governing movement Creston to Pacific Jct. and one governing movement west of Pacific Jct.

Lincoln—Eastward trains operating east of Pacific Jct. will require two clearances, one governing movement Lincoln to Pacific Jct. and one governing movement east of Pacific Jct.

Oreapolis—Rule 82(A) does not apply.

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

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

6. **Creston**—Movement of trains against the current of traffic between end of CTC at MP 393.5 and crossover at MP 391.2 on Galesburg 1st Subdivision when not authorized by Form D-R order, may be made by authority of the train dispatcher.

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

8. **Shenandoah**—Member of crew must protect movement over Sheridan and Thomas Avenues from position on ground.

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

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

MP 0.4 Westward trains—Pacific Jct.

MP 8.6 Eastward trains—Oreapolis

Other Track Side Warning Detector Locations—

MP 421.5 MP 445.2 MP 39.0

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS		Distance From Oreapolis	WEST WARD
					Office Calls	Rule 6(A)		
		20445		0.0	OREAPOLIS	AJTX	0.0	
		80204		4.0	PAPPIO		4.0	
	7,325	80208		7.6	BELLEVUE		7.6	
		80214		15.0	GIBSON	BKT	15.0	
					OMAHA			
	5,661	27400	137	16.8	To Council Bluffs	J CTC	16.8	
					SOUTH OMAHA	T		
	7,250	80221		20.4	RALSTON		20.4	
	1,760	80225		24.4	CHALCO		24.4	
	5,300	80230		31.4	MELIA		31.4	
	5,475	80241		41.3	ASHLAND	LTX	41.3	
		20471		47.0			47.0	

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

See inside of back cover for routes, times and station stops for NRPC trains.

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Passenger Trains	75 MPH.	
Freight Trains up to 100 Tons/OB ..		50 MPH.
MP 0.0 to MP 1.7	40 MPH.	40 MPH.
MP 1.7 to MP 2.3	60 MPH.	
MP 2.3 to MP 10.2	65 MPH.	
MP 10.2 to MP 11.5	60 MPH.	
MP 11.5 to MP 13.7	65 MPH.	
MP 13.7 to MP 13.8	60 MPH.	
MP 13.8 to MP 14.8	65 MPH.	
MP 14.8 to MP 16.0	50 MPH.	40 MPH.
MP 16.0 to MP 16.5	20 MPH.	20 MPH.
MP 16.5 to MP 17.2	10 MPH.	10 MPH.
MP 17.2 to MP 17.9	20 MPH.	20 MPH.
MP 17.9 to MP 19.1	50 MPH.	40 MPH.

MP 19.1 to MP 19.2.....	30 MPH.	20 MPH.
MP 19.2 to MP 21.5.....	50 MPH.	40 MPH.
MP 21.5 to MP 28.2.....	55 MPH.	
MP 28.2 to MP 41.9.....	60 MPH.	
MP 41.9 to MP 46.1.....	75 MPH.	
MP 46.1 to MP 46.3.....	60 MPH.	
MP 46.3 to MP 47.2.....	50 MPH.	40 MPH.
Through turnouts of controlled sidings.....	20 MPH.	20 MPH.
Through turnout main 2 at MP 15.0.....	30 MPH.	30 MPH.
Through turnouts and on siding Omaha.....	10 MPH.	10 MPH.
Through the following dual control switches:		
Oreapolis—West Leg Wye.....	10 MPH.	10 MPH.
Pappio.....	10 MPH.	10 MPH.
Gibson—East yard switch MP 13.4.....	30 MPH.	30 MPH.
South Omaha MP 19.8—		
Roundhouse Track.....	10 MPH.	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

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

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

3. Train Register Exceptions—None.

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

Track Bulletins are authorized this subdivision.

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

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

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

Omaha to Council Bluffs—

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

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

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

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

9. South Omaha—When westward trains enter South Omaha yard by signal indication through dual controlled switch at MP 19.8, 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.

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

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

WESTWARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	4th Subdiv MAIN LINE STATIONS			Distance From Lincoln	EASTWARD
					Office Calls	Rule 6(A)			
		20496	4	59.6	NI LINCOLN	BIJKRT		0.0	
				0.4	CG CARLING	BIKRT		1.1	
				1.5					
				4.4	CU CUSHMAN	BIJKR		3.9	
			163	3.8					
				7.8					
		20503		66.9	COBB	J		7.3	
		6,670	20505	69.4	DENTON			9.8	
		6,965	20512	76.2	BERKS			16.6	
			20516	79.7	CA CRETE	BJ		20.1	
		6,810	20524	88.1	DORCHESTER			28.5	
		6,685	20533	97.2	FRIEND			37.6	
		7,160	20542	105.8	EXETER			46.2	
					FAIRMONT				
		7,525	20549	113.0	F To Milligan 14.5	J		53.4	
		6,745	20556	119.7	GRAFTON		CTC	60.1	
					SUTTON				
		5,625	20564	127.9	To Clay Center 12.5			68.3	
		6,725	20568	132.3	SARONVILLE			72.7	
		6,800	20577	140.7	H HARVARD			81.1	
		6,750	20583	147.5	INLAND			87.9	
			20588	152.0	HALLORAN			92.4	
				154.9	BRICK YARD	JT		95.3	
				2MT					
		20592		156.2	HN HASTINGS	BIJKRTX		96.6	

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

BN Radio Channel No. 2 in service at Lincoln.

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

See inside of back cover for routes, times and station stops for NRPC trains.

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted Passenger Freight

Passenger trains.....	79 MPH.	
Via Passenger Main		
MP 59.6 to MP 59.7.....	20 MPH.	20 MPH.
MP 59.7 to MP 60.5.....	30 MPH.	20 MPH.
MP 60.5 to MP 62.9.....	75 MPH.	50 MPH.
MP 62.9 to MP 63.5.....	60 MPH.	50 MPH.
MP 63.5 to MP 66.7.....	75 MPH.	50 MPH.
MP 66.7 to MP 67.1.....	35 MPH.	35 MPH.
Via Freight Main		
MP 3.9 to MP 7.8.....	35 MPH.	35 MPH.
MP 67.1 to MP 70.6.....	60 MPH.	50 MPH.
MP 70.6 to MP 78.1.....	65 MPH.	50 MPH.
MP 78.1 to MP 79.0.....	60 MPH.	50 MPH.
MP 79.0 to MP 80.4.....	30 MPH.	30 MPH.
MP 80.4 to MP 82.1.....	65 MPH.	50 MPH.
MP 127.3 to MP 127.7.....	60 MPH.	50 MPH.
MP 154.9 to MP 155.9.....		50 MPH.
MP 155.9 to MP 157.0.....	25 MPH.	25 MPH.

Hobson Yard—West B2 Track and on Running Track between MP 2.5 (summit of Hump) and Cushman.....	20 MPH.	
Trains using east wye track MP 154.1 to Thirteenth Subdivision.....	35 MPH.	35 MPH.
Crossovers MP 154.9.....	10 MPH.	10 MPH.
Turnouts MP 155.8 and MP 155.9 ..	35 MPH.	35 MPH.
Crossover and turnouts MP 156.4...	10 MPH.	10 MPH.
Sidings at Denton, Dorchester, Friend, Exeter, Grafton, Sutton, Saronville, Harvard and Inland ...	10 MPH.	10 MPH.
Turnouts of controlled sidings	20 MPH.	20 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.

Fairmont to Milligan—

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

Sutton to Clay Center—

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

3. Train Register Exceptions—

Hastings—Trains will register when directed by train order.

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

Track Bulletins are authorized this subdivision.

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

Hastings—

Westward NRPC trains will receive their clearance and orders for the Colorado Division at Lincoln along with their Nebraska Division clearance.

Eastward NRPC trains will receive their clearance and orders for the Nebraska Division at McCook along with their Colorado Division clearance.

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

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

6. Rule 105—Industrial Track between Fairmont and Milligan; Sutton and Clay Center; Lincoln and Woodlawn.

While operating on Union Pacific track at West Lincoln employees are governed by Union Pacific Rules.

7. Fairmont—Normal position junction switches as follows:

West end for Fifth Subdivision.

8. Crete—Switching movements over Main Street crossing must be protected by a member of the crew.

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

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

Other Track Side Warning Detector Locations—

MP 110.0

WESTWARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	5th Subdiv BRANCH LINE STATIONS		Distance From Hebron	T EASTWARD
					Office Calls	Rule 8(A)		
		81635	155	36.2	HEBRON		0.0	
		81628		29.6	BELVIDERE	M	6.4	
		81622		23.5	BRUNING		12.6	
		81336		17.0	STRANG	JTY	19.0	
		81608		8.6	GENEVA		27.4	
		20549		0.8	FAIRMONT	JRY CTC	36.0	

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

Train Dispatcher Calls—Fairmont-22.

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Fairmont and Strang.....	35 MPH.
Strang and Hebron.....	30 MPH.
Locomotives or leading car of trains over highway crossing MP 0.9	10 MPH.
Locomotives or leading car between absolute signals UP crossing, MP 29.2	10 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

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

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

3. Train Register Exceptions—Fairmont—Trains will register when directed by train order.

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

Track Bulletins are authorized this subdivision.

Strang—Rule 82(A) does not apply.

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

6. 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	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	6th Subdivn BRANCH LINE STATIONS				Distance From Crete	EAST WARD	
					Office Calls Rule 6(A)						
		20516	152	0.7	CA	CRETE	BJRY	CTC	0.0		
		80810		11.0		10.9	WILBER			10.9	
		80817		17.4		6.4	DE WITT	JY		17.3	
		80824		24.6		7.3	HOAG			24.6	
		80830		30.4		5.8	B BEATRICE		Y	30.4	
		81039		42.6		12.1	SN WYMORE	BJRTY		42.5	

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

Train Dispatcher Calls—Crete-20.

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

Junction switch at MP 0.8 and Wymore 30 MPH.
Between Crete and Wymore, bridge derricks 975501,
975505 and 250-ton wrecking derricks 25 MPH.
Item 1A, All Subdivisions, applies between Beatrice
and Wymore.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

Locomotives in Group I must not operate on following tracks:

Shetak Elevator track

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

3. Train Register Exceptions—

Track Bulletins are authorized on this subdivision.

Crete—Trains will register when directed by train order.

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

Crete—Rule 82(A) does not apply to westward trains off 4th
Subdivision.

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

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

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.

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

Freight trains up to 100 Tons/OB 50 MPH.
MP 19.3 to MP 20.3 45 MPH.
MP 53.6 to MP 56.2 45 MPH.
MP 77.1 to MP 78.1 45 MPH.
MP 95.7 to MP 98.0 30 MPH.
MP 127.2 to MP 127.7 20 MPH.
Hobson Yard—West B-2 track and on running track
between MP 2.5 (summit of hump) and Cushman 20 MPH.
Through turnouts of begin and end of
Two main tracks and crossovers equipped with dual
control switches 25 MPH.
Through turnouts of controlled sidings 20 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted Champion Industry to Benedict.

Locomotives in Group I must not operate on following tracks:

Grand Island Oil track and belt line

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

3. Train Register Exceptions—None.

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

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

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

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

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	10th Subdiv MAIN LINE STATIONS			Distance From Ashland	EAST WARD	
					Office Calls	Rule 6(A)				
		20471	144	0.0	A	ASHLAND	IJRTXY	CTC	0.0	
	4,150	07015		14.8		YUTAN		A		14.8
	5,265	07029		29.2	FU	FREMONT		ABIY		29.2
		07038		38.0		NICKERSON		A		37.9
		07044		43.6		WINSLOW				43.6
		07053		52.8		UEHLING				52.7
7,565	07060			60.0		OAKLAND				60.0
	07070			67.0		LYONS				67.0
	07076			75.7		ROSALIE				75.7
	07082			82.1		WALTHILL				82.1
7,756	07088			88.2		WINNEBAGO				88.2
	07094			94.5		HOMER				94.5
	07102		101.7		DAKOTA CITY				101.7	
	07104		104.6		FERRY		JTY		104.5	

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

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

1. **Speed Restrictions—** **Maximum Speeds Permitted**
Zone—Between **Freight**
- Ashland and Ferry 49 MPH.
 Between switches of wye Ashland 10 MPH.
 Ashland and Ferry—Loaded coal trains 30 MPH.
 Locomotives or leading car of trains passing approach signal and between absolute signals at following interlockings:
 Yutan—MP 15.3
 Fremont—MP 30.0
 Nickerson—MP 35.5 20 MPH.
 Ashland and Ferry—Bridge derricks 975501, 975505 and 250-ton wrecking derricks 25 MPH.
 Ferry—new main track and middle track 5 MPH.
 All sidings 10 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
 6-axle units not permitted on Track No. 2.
 Loaded grain and coal trains restricted from sidings except at Fremont, Oakland, 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 82(A)**—

Track bulletins are authorized this subdivision.

Ferry—Rule 82(A) does not apply.

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

Form F Example 3 train order authorized.

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**—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. Crews must stop and protect movement before proceeding over grade crossings protected by automatic signals at following locations:

Fremont—South Elevator Track, MP 29.2

Uehling—Elevator Track

Lyons—Tracks other than Main Track.

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

C&NW crossing 6.3 miles west of Fremont.

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

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

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

Council Bluffs and Bayard 30 MPH.
 MP 481.0 to 482.2 10 MPH.
 BN Crossing, MP 483.4 10 MPH.
 All sidings 10 MPH.

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

Item 5d not permitted.

Locomotives in Group I must not operate.

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

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

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

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	10th Subdiv MAIN LINE STATIONS			Distance From Ashland	EAST WARD
					Office Calls	Rule 6(A)			
		20471		0.0	A	ASHLAND	IJRTXY	CTC	0.0
	4,150	07015		14.8		YUTAN		A	14.8
	5,265	07029		29.2	FU	FREMONT		ABIY	29.2
		07038		38.0		NICKERSON		A	37.9
		07044		43.6		WINSLOW			43.6
		07053		52.8		UEHLING			52.7
	7,565	07060	144	60.0		OAKLAND			60.0
		07070		67.0		LYONS			67.0
		07076		75.7		ROSALIE			75.7
		07082		82.1		WALTHILL			82.1
	7,756	07088		88.2		WINNEBAGO			88.2
		07094		94.5		HOMER			94.5
		07102		101.7		DAKOTA CITY			101.7
		07104		104.6		FERRY		JTY	104.5

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 |
|---|--------------------------|
| Ashland and Ferry | 49 MPH. |
| Between switches of wye Ashland | 10 MPH. |
| Ashland and Ferry—Loaded coal trains | 30 MPH. |
| Locomotives or leading car of trains passing approach signal and between absolute signals at following interlockings: | |
| Yutan—MP 15.3 | |
| Fremont—MP 30.0 | |
| Nickerson—MP 35.5 | 20 MPH. |
| Ashland and Ferry—Bridge derricks 975501, 975505 and 250-ton wrecking derricks | 25 MPH. |
| Ferry—new main track and middle track | 5 MPH. |
| All sidings | 10 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

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

Loaded grain and coal trains restricted from sidings except at Fremont, Oakland, 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 82(A)—

Track bulletins are authorized this subdivision.

Ferry—Rule 82(A) does not apply.

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

Form F Example 3 train order authorized.

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—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. Crews must stop and protect movement before proceeding over grade crossings protected by automatic signals at following locations:

Fremont—South Elevator Track, MP 29.2

Uehling—Elevator Track

Lyons—Tracks other than Main Track.

9. Automatic Interlockings not Indicated at Station—

C&NW crossing 6.3 miles west of Fremont.

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

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

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Council Bluffs and Bayard	30 MPH.
MP 481.0 to 482.2	10 MPH.
BN Crossing, MP 483.4	10 MPH.
All 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 82(A)**—
Track Bulletins are authorized this subdivision.
Bayard—Rule 82(A) 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. **Bayard**—End of track is MP 383.6
7. **Bayard**—Trains must stop and protect movement over Main Street crossing, MP 384.9 and proceed with caution over all other grade crossings.

WEST WARD!	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	12th Subdiv BRANCH LINE STATIONS				Distance From Table Rock
					Office Calls	Rule 6(A)			
		28145	19	48.2	BK	TABLE ROCK	JRTY	CTC	0.0
		81007		55.3		7.1			7.1
		81019		67.4		PAWNEE			
		81039		87.2	SN	BURCHARD			19.3
		81048		97.9		19.8			
		81057		105.1		WYMORE	BJKRTY		39.1
		81066		114.6		10.7			
		81080		128.5		ODELL			49.8
		81090		138.5		7.3			
		81098		145.8		DILLER			57.1
		81106		153.9		9.4			
		81114		162.8		ENDICOTT	A	ABS	66.5
		81122		170.4		13.9			
		81129		177.0		REYNOLDS			80.4
		81136		184.9		10.0			
		81143		191.1		HUBBELL			90.4
		81147	195.3		7.3				
					CHESTER			97.7	
					8.1				
					BYRON			105.8	
					8.9				
					HARDY			114.7	
					7.8				
					SR	SUPERIOR	Y		122.5
						6.4			
						BOSTWICK			128.9
						7.9			
						GUIDE ROCK			136.8
						6.2			
						LESTER JCT.	JRY		143.0
						4.2			
					RC	RED CLOUD	RTY		147.2

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

Train Dispatcher Calls—Table Rock-01.

1. **Speed Restrictions—**
Zone—Between
Table Rock and Red Cloud 35 MPH.
Head end of trains passing approach signals to UP crossing MP 84.7—
Freight trains up to 100 Tons/OB 30 MPH.
Freight trains over 100 Tons/OB 25 MPH.
Locomotive or leading car between absolute signals UP crossing MP 84.7 20 MPH.
U.P. Crossing MP 114.9 10 MPH.
Bridge derricks 975501, 975505 and 250-ton wrecking derricks 25 MPH.
Locomotives in Group I between Endicott and Red Cloud 30 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted.
Locomotives in Group I must not operate on following tracks:

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

3. **Train Register Exceptions**—
Table Rock and Lester Jct.—Trains will register when directed by train order.
4. **Clearance Provisions and Exceptions Rule 82(A)**—
Clearance received at Lincoln, Carling, or St. Joseph clears trains at Table Rock.
Wymore—All trains must receive clearance.
Lester Jct.—Rule 82(A) does not apply to trains from 18th Subdivision.
5. **Rule 99**—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 miles.
6. **Table Rock**—Normal position of junction switch is for First Subdivision.
7. **Chester**—On any track other than main track, member of crew must flag movement over Thayer Avenue from position on ground at crossing.
8. **Superior**—Within the corporate limits, cars or engines must not be left standing less than 40 feet from street line and switching or light engine movements over Central Avenue and Bloom Streets must be protected by member of crew on ground at crossing.
9. **Automatic Interlockings not Indicated at Station**—
UP crossing 2.5 miles east of Wymore.

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	13th Subdiv BRANCH LINE STATIONS				Distance From Brick Yard	EAST WARD
					Office Calls	Rule 6(A)				
			160	27.1	BRICK YARD	JTY	CTC	0.0		
				26.3	0.8					
		83419		18.9	EAST WYE	Y		0.8		
					7.4					
		83410		9.9	TRUMBULL			8.2		
					9.0					
					GILTNER			17.2		
					10.3					
				0.4						
		30076	149	0.6	RO	AURORA	JRTY	CTC	27.5	
					11.3					
		83510		11.0	MARQUETTE			38.8		
					8.4					
		83519		19.3	CENTRAL CITY	IV		47.2		
					8.6					
		83527		28.0	ARCHER	Y		55.8		
					7.6					
		83535		35.6	PALMER	Y		63.4		

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

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

1. **Speed Restrictions—**
Zone—Between
Brick Yard and Central City 30 MPH.
Trains using east wye track to Fourth Subdivision ... 35 MPH.
Eastward locomotive or leading car between absolute signals of east wye switch MP 26.3 20 MPH.

Trains using east and west legs of wye Aurora 10 MPH.
 Aurora and Brick Yard bridge derrick 975501, 250-ton
 wrecking derrick and other derricks may operate .. 20 MPH.
 At UP interlocking Central City, locomotive or leading
 car between approach and absolute signal, and
 between absolute signals 20 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

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

3. Train Register Exceptions—

Aurora—Trains will register when directed by train order.

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

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

Aurora—Trains must receive clearance.

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

6. Central City—UP Crossing—Train and engine movements must
 stop at absolute signal and be governed by instructions posted at
 crossing.

7. Rule 93—Yard limits in effect between Central City and Palmer.
 14th Subdivision not used.

Locomotive or leading car between absolute signals of
 UP Crossing MP 57.3 10 MPH.
 Over Bridges 1.58 and 65.84, GP-9 locomotives (not
 exceeding two locomotives) and SD-9 locomotives
 (single locomotive) 10 MPH.
 Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

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

Between DeWitt and Blue Hill—Locomotives in Groups H and
 I must not operate. Locomotives in Group G must not exceed two.

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

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

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

3. Train Register Exceptions—

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

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

Track Bulletins are authorized this subdivision.

Blue Hill and Strang—Rule 82(A) does not apply.

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

6. Rule 105—Industrial Track between Tobias and Daykin.

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

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

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

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

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

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

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

1. Speed Restrictions— Zone—Between

DeWitt and Edgar 25 MPH.
 Edgar and Hildreth 35 MPH.

Maximum Speeds Permitted Freight

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	16th Subdiv BRANCH LINE STATIONS		Distance From Seward	EAST WARD
					Office Calls	Rule 6(A)		
		30029	165	27.7			0.0	
				25.5	SEWARD	JY	1.4	
		83032		31.9	STAPLEHURST		6.5	
		83039	147	38.8	ULYSSES		13.4	
		83047		46.8	GARRISON		21.4	
		83053		52.5	DAVID CITY	U	27.1	
		83061		61.3	BELLWOOD		35.8	

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

Train Dispatcher Calls—Seward-00.

1. Speed Restrictions— Zone—Between

Seward and MP 34.01 25 MPH.

Maximum Speeds Permitted Freight

MP 34.0 and MP 38.0 10 MPH.
 MP 38.0 and MP 64.0 30 MPH.
 Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

3. Train Register Exceptions—None.

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

Track Bulletins are authorized this subdivision.

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

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

17th Subdivision not used.

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

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

Train Dispatcher Calls—Hastings-28.

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

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

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

Locomotives in Group I must not operate on following tracks:

Cowles House track
 Blue Hill Elevator track
 Ayr City track

3. Train Register Exceptions—

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

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

Track Bulletins are authorized this subdivision.

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

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

6. Rule 105—Industrial track between Ayr Jct. and Roseland.

RADIO INFORMATION

NEBRASKA DIVISION

Base Stations	Channel	Hours in Operation
Lincoln Disprs. Office	1	Continuous
Wayside Stations		
Weston	1	Unmanned
Armour	1	Unmanned
St. Joseph	1	Continuous
	2 Yard Forces	
Nodaway	1	Unmanned
Forest City	1	Unmanned
Phelps	1	Unmanned
Hamburg	1	Unmanned
Creston	1	Continuous
Red Oak	1	0700-1500 Mon. thru Fri.
		Continuous
Pacific Jct.	1	Continuous
Louisville	1	Unmanned
Ashland	1	Continuous
Lincoln Yard	1	Continuous
	2 Yard Forces	
	3 Mechanical	
Hall Tower	2 Yard Forces	Continuous
Carling Tower	1	Continuous
	2 Yard Forces	
Crete	1	2200-1600 Mon. thru Fri.
		Unmanned
Friend	1	0800-1700 Mon. thru Fri.
Fairmont	1	Unmanned
		Continuous
Sutton	1	Continuous
Hastings	1	Continuous
Omaha	1	Continuous
	2 Yard Forces	
Wymore	1	0700-2300 Mon. thru Fri.
		Unmanned
Seward	1	0800-1700 Mon. thru Fri.
York	1	0800-1700 Mon. thru Fri.
		Continuous
Aurora	1	0800-1700 Mon. thru Fri.
		Continuous
Grand Island	1	0800-1700 Mon. thru Fri.
		Continuous
Ravenna	1	Unmanned
Falls City	1	Unmanned
Table Rock	1	Unmanned
Tecumseh	1	0700-1600 Mon. thru Fri.
		Unmanned
Firth	1	0700-1600 Mon. thru Fri.
Nebraska City	1	0700-1600 Mon. thru Fri.
		Unmanned
Fremont	1	0700-1600 Mon. thru Fri.
		Unmanned
Winslow (MP 48)	1	Unmanned
Lyons	1	Unmanned
Walthill	1	Unmanned
Superior	1	Unmanned
Red Cloud	1	Unmanned
Schickley	1	Unmanned
Blue Hill	1	Unmanned

TRAIN DISPATCHERS PHONE NUMBERS

Company	Position	Commercial
473-7684	Chief Dispatcher	402-473-7684
473-7546	Asst. Chief	402-473-7546
	Dispatcher	
473-7543	Asst. Chief	402-473-7543
	Dispatcher	
473-7527	Omaha Line	402-473-7527
	Dispatcher	
473-7528	Hastings Line	402-473-7528
	Dispatcher	
473-7676	Ravenna Line	402-473-7676
	Dispatcher	
473-7629	St. Joseph Line	402-473-7629
	Dispatcher	
345-6404	Chief Dispatcher	309-345-6404
	Creston to Pacific Jct.	
345-6401	Asst. Chief	309-345-6401
	Dispatcher Creston to Pacific Jct.	
345-6409	Dispatcher Creston to Pacific Jct.	309-345-6409

LINE SEGMENT NUMBERS

YARD LINE SEGMENTS

Line Segment	Yard
838	Creston
839	Red Oak
843	Leavenworth
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
79	Iatan Electric Generating Station	0.0 to 7.0
80	Armour—Atchison	0.0 to 3.6
93	Red Oak—Farragut	0.4 to 25.6
95	Creston—Greenfield	0.4 to 21.5
96	East Leavenworth—BN Jct.	0.0 to 2.2
148	York—Benedict	133.2 to 144.4
154	Fairmont—Milligan	8.1 to 22.4
154	Tobias—Daykin	28.8 to 36.2
156	Sutton—Clay Center	94.7 to 107.1
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

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				80833 Gasco Spur	3.2 west of Beatrice	4	East
28003 Chambers Gas	0.1 west of Clarke	3	West	80840 Blue Springs	10.4 west of Beatrice	4	East
28009 Parkville	1.7 west of Clarke	10	East	7th Subdivision			
28021 Farley	4.5 west of Waldron	13	East	30024 Ruby	4.3 west of Milford	36	Both
76604 Leavenworth	3.6 from East Leavenworth	Yard		83209 Benedict	9.5 from York	49	East
76706 Atchison	4.0 from Armour	Yard		83201 Champion	1.1 from York	28	West
28046 Rushville	2.7 west of Armour	20	East	30066 Henderson	2.7 west of Bradshaw	27	East
28071 Amazonia	4.8 west of Waterworks	20	East	30080 Curry	3.7 west of Aurora	28	Both
28082 Forbes	6.2 west of Nodaway	16	Both	30081 Monsanto	5.3 west of Aurora	36	Both
28100 Fortescue	3.3 west of Napier	2	Both	30082 Murphy	6.1 west of Aurora	16	Both
28107 Rulo	5.2 east of Preston	10	Both	Trail	4.7 west of Phillips	17	Both
28123 Salem	6.4 west of Falls City	15	East	30103 CoPlant	7.2 west of Grand Island	127	Both
28130 Dawson	2.8 west of New Salem	15	Both	8th Subdivision			
28167 St. Mary	6.6 west of Tecumseh	14	Both	27304 Bigelow	4.5 west of Napier	5	East
28179 Adams	4.7 west of Gage	15	Both	27322 Nishnabotna	4.4 west of Corning	5	East
28193 Hickman	5.6 East of Saltillo	20	East	27328 Langdon	10.0 west of Corning	10	West
28195 Roca	3.1 west of Hickman	24	Both	27331 Phelps	13.3 west of Corning	10	Both
2nd Subdivision				27368 Bartlett	4.5 west of McPaul	5	East
20360 Cromwell	5.7 west of Creston	5	East	9th Subdivision			
20396 Stanton	7.8 west of Villisca	50	West	80607 Minersville	8.2 west of Peru	3	West
77604 Snyder	4.3 from Creston	10	Both	80511 Elberon	5.1 west of Nebraska City	10	East
77612 Orient	7.6 from Snyder	15	Both	80532 Unadilla	5.1 west of Syracuse	18	Both
77621 Greenfield	8.7 from Orient	10	Both	80557 Collegeview	4.8 west of Cheney	38	Both
78106 Coburg	6.6 from Red Oak	20	Both	10th Subdivision			
78112 Essex	12.9 from Red Oak	25	Both	07003 Abel	2.5 west of Ashland	248	East
78119 Shenandoah	18.8 from Red Oak	Both		07004 Riverside	4.3 west of Ashland	133	East
78125 Farragut	25.6 from Red Oak	40	Both	Big Sandy	5.1 west of Ashland	75	East
20455 Cedar Creek	4.7 west of Cullom	50	East	Wann	7.5 west of Ashland	22	Both
20467 Costa Welsh Spur	3.3 west of South Bend	36	West	07007 Fackler	5.3 west of Yutan	6	East
20480 Mid-America	2.4 west of Greenwood	37	Both	07020 LeShara	6.2 west of Yutan	21	Both
3rd Subdivision				07021 Nebr. Processors	3.6 west of Fremont	113	West
80202 La Platte	2.0 west of Orepolis	68	Both	Fel Tex	4.2 west of Fremont	93	East
80203 National By-Product	3.5 west of Orepolis	25	East	11th Subdivision			
27394 Council Bluffs	4.0 from Omaha	Yard		78566 Aspinwall	4.0 west of Manning	42	Both
80228 Camoak	3.0 west of Ralston	30	East	78512 Weston	4.9 west of Underwood	9	West
80238 Gretna	6.3 west of Chalco	48	Both	12th Subdivision			
4th Subdivision				81028 Liberty	8.4 west of Burchard	27	Both
Yankee Hill Brick	3.6 west of Lincoln	45	West	81045 Krider	5.6 west of Wymore	15	Both
20519 Swingle	3.2 west of Crete	24	East	81068 Fairchild Spur	1.5 west of Endicott	58	Both
Allen Products	1.1 east of Crete	10	East	13th Subdivision			
81506 Burrress	6.2 from Fairmont	9	Both	83405 Acco	4.3 west of Giltner	5	West
81514 Milligan	14.5 from Fairmont	25	Both	83516 Overland	5.5 west of Marquette	18	East
81906 Verona	7.0 from Sutton	5	East	83521 Vayden	2.3 west of Central City	21	Both
81912 Clay Center	12.5 from Sutton	14	Both	15th Subdivision			
83006 Woodlawn	6.3 from Lincoln	5	Both	81528 Daykin	7.0 from Tobias	25	Both
5th Subdivision				16th Subdivision			
81606 Kaneb-spur Track	2.0 west of Geneva	3	East	83064 Moll Spur	3.2 west of Bellwood	104	Both
6th Subdivision							
Crete South Yard	2.0 west of Crete	140	Both				
Farmland Foods	4.3 west of Crete	15	West				
80804 Shestak	4.9 west of Crete	12	Both				
80825 Cominco Products	0.3 west of Hoag	53	West				

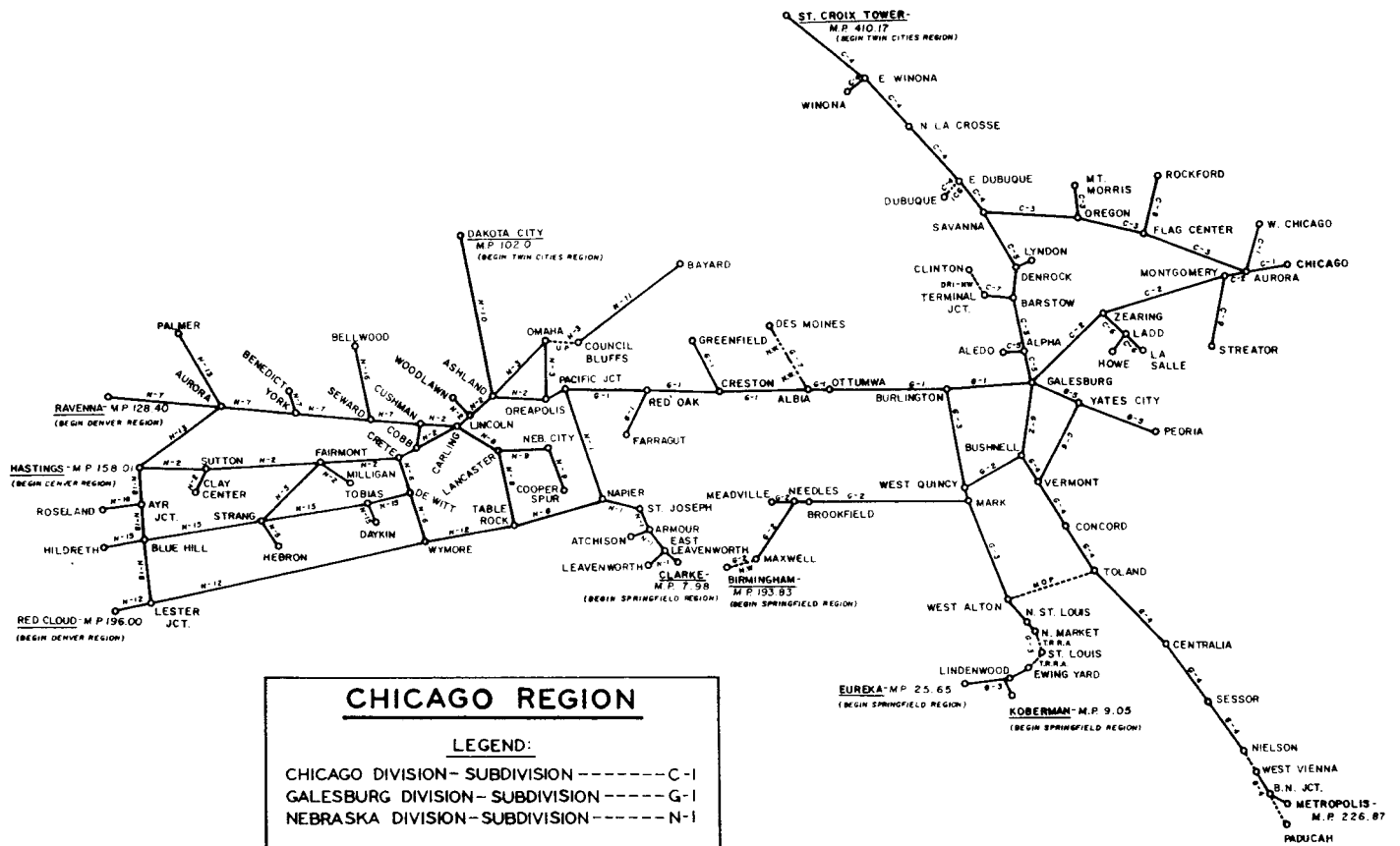
CHIEF MEDICAL OFFICERS

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

MEDICAL EXAMINERS AND LOCAL SURGEONS

Dr. D. N. Orelup	Albia	Gundersen Clinic	La Crosse
Dr. M. H. Walton	Alma	Dr. J. B. Aplington	La Salle
Dr. P. M. Scott	Auburn	Dr. L. W. Richard	Leon
Dreyer Medical Center	Aurora	Dr. Lonnie Albers	Lincoln
Family Physicians P.C.	Aurora	Dr. Michael McCoy	Lincoln
Beardstown Clinic Limited	Beardstown	Dr. R. C. Toren	Lincoln
Dr. Louis J. Gogela, Jr.	Beatrice	Dr. J. E. Campbell	Macon
Dr. B. D. Howell	Brookfield	Dr. J. F. Wacker	Mendota
Surgeons Inc.	Burlington	Dr. D. F. Prince	Minden
Coleman Clinic	Canton	Dr. L. C. Arp, Jr.	Moline
Dr. E. F. Baker	Canton	Dr. J. Humphrey	Mound City
Dr. E. F. Stephens	Centralia	Dr. A. H. Bonebrake	Nebraska City
Dr. R. E. Boyd	Clearing Ind. Clinic—Chicago	Dr. E. K. Connors	Omaha
Dr. W. D. Fish	Chicago	Dr. R. O. Forsman	Omaha
Dr. D. E. Balquiedra	Chicago	Physicians Clinic	Omaha
Dr. Arturo Lema	Chicago	Warmolts Clinic	Oregon
Medical Associates	Clinton	Dr. D. D. Emerson	Ottumwa
Dr. Betel G. Kopp	Corning	Dr. Jack Domnitz	Peoria
Cogley Clinic	Council Bluffs	Plainview Medical Clinic	Plainview
Dr. J. L. Hoyt	Creston	Internal Medical Assoc.	Plattsmouth
Dr. R. E. Quick	Crete	Farrell Clinic	Prairie du Chien
Dr. Mangil Seo	Des Moines	Dr. J. L. Rouner	Quincy
Medical Associates	Dubuque	Dr. D. W. Lockhart	Quincy
Dr. Robert L. Burghart	Falls City	Dr. Phillip C. Wilson	Quincy
Valley Clinic	Fort Madison	Dr. J. J. Shehan	Red Oak
Dr. Roger Jensen	Fremont	Dr. Norris R. Dougherty	Rockford
Contro-Claman P.S.	Galesburg	Rockport Medical Clinic	Rockport
Galesburg Clinic	Galesburg	Dr. L. B. Hussey	Savanna
Dr. C. F. Ashby	Geneva	Dr. J. J. McMillan	St. Joseph
Dr. Robert Fryzek	Glenwood	Dr. J. P. Morse	St. Joseph
Dr. Gordon D. Francis	Grand Island	Med-Clinic	St. Joseph
Dr. F. M. Ashler	Hamburg	Sutter Clinic	St. Louis
Dr. E. L. Rapp	Hannibal	Macon Medical Center	St. Louis
Dr. Robert C. Smith	Hastings	Dr. R. Hanisch	St. Paul, Ne
Dr. R. C. Hendricks	Herrin	Dr. W. E. Reynolds	So. Sioux City
Dr. A. L. Keyes	Hinckley	Dr. Michael Jung	Sioux City
Industrial Clinic North Inc.	No. Kansas City	Dr. James Scott	Streator
Dr. M. T. English	Kirksville	Dr. Keith W. Shuey	Tecumseh
Skemp—Grandview—LaCrosse		Dr. J. C. Nelson	Wymore
Clinic	La Crosse	Bell Clinic	York
Dr. C. E. Link	La Crosse		

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



**SCHEDULED TIMES FOR NATIONAL RAILROAD PASSENGER CORPORATION (NRPC) TRAINS
TO BE USED FOR INFORMATION PURPOSES ONLY
EXCEPT NRPC TRAINS MUST OBSERVE STATION STOPS AND TIMES SHOWN
In Effect 0001 Sunday October 26, 1986 Continental Central Standard Time**

1347 NRPC Daily	1005 NRPC Daily	STATION	1348 NRPC Daily Ex. Sun.	1346 NRPC Sun. only	1006 NRPC Daily
CHICAGO DIVISION 1st SUBDIVISION					
1755	1515	CHICAGO UNION STATION	1035	1150	1535
s1813		13.0 LA GRANGE	s0957	s1112	
s1826	s1550	15.4 NAPERVILLE	s0943	s1058	s1430
1836	1600	8.3 AURORA	0932	1047	1418
CHICAGO DIVISION 2nd SUBDIVISION					
1836	1600	AURORA	0932	1047	1418
s1851		13.7 PLANO	s0920	s1035	
s1917		26.8 MENDOTA	s0850	s1005	
s1937		21.5 PRINCETON	s0830	s0945	
s2000		26.8 KEWANEE	s0807	s0922	
s2033	s1747	31.3 GALESBURG	0740	0855	1230
GALESBURG DIVISION 2nd SUBDIVISION					
2035		GALESBURG	s0738	s0853	
s2112		39.8 MACOMB	s0658	s0813	
s2203		56.1 30TH STREET	s0610	s0725	
2230		5.0 WEST QUINCY	0600	0715	
GALESBURG DIVISION 1st SUBDIVISION					
	1750	GALESBURG			s1227
	s1835	43.1 BURLINGTON			s1140
	s1906	27.8 MT. PLEASANT			s1108
	s1950	46.4 OTTUMWA			s1025
	s2105	79.9 OSCEOLA			s0905
	s2133	33.1 CRESTON			0837
NEBRASKA DIVISION 2nd SUBDIVISION					
	2136	CRESTON			s0834
	2255	91.1 OREAPOLIS			0700
NEBRASKA DIVISION 3rd SUBDIVISION					
	2255	OREAPOLIS			0700
	s2320 2330	16.8 OMAHA			0645 s0635
	2359	30.2 ASHLAND			0552
NEBRASKA DIVISION 2nd SUBDIVISION					
	2359	ASHLAND			0552
	s0035	24.3 LINCOLN			0535
NEBRASKA DIVISION 4th SUBDIVISION					
	0050	LINCOLN			s0520
	s0220	96.6 HASTINGS			0356

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

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

SPEED TABLE

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

TRACK BULLETIN FORM B OR FORM Y TRAIN ORDER

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

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

In granting verbal authority the following words will be used:

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

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

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

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

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

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

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

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

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