

**BURLINGTON
NORTHERN
INC.**

CHICAGO DIVISION

Special Instructions

No. 1

IN EFFECT AT 12:01 A.M.
CENTRAL STANDARD TIME

FRIDAY, MAY 10, 1968

ALL SUBDIVISIONS

1. SPEED RESTRICTIONS	MAXIMUM SPEEDS
Passenger trains	79 MPH
Freight trains	65 MPH

The above speeds are subject to modification under speed restrictions indicated under each subdivision special instructions.

All trains and engines through turnouts, crossovers and gantlets except as specified in special instructions or where fixed signals indicate otherwise. 10 MPH.

Engines running light or with caboose only 50 MPH unless otherwise provided.

EQUIPMENT	MAIN LINE	BRANCH LINE
Ore cars	45 MPH	20 MPH
Derricks	30 MPH	15 MPH
Cranes	30 MPH	15 MPH
Pile drivers	30 MPH	15 MPH
Clamshells and shovels	30 MPH	15 MPH
Jordan spreaders	30 MPH	15 MPH
Scale test cars	35 MPH	20 MPH
Air dump cars (loaded)	35 MPH	20 MPH
Rotary plows, wedge plows and dozers	30 MPH	15 MPH

2. MOVEMENT OF ENGINES DEAD IN TRAINS:

Diesel engines not equipped with alignment control couplers or alignment control lock blocks when in tow in freight or mixed trains must be handled singly, not in groups and not less than 5 cars or more than 15 cars from the road engine.

Other diesel units when in tow dead in trains should not be in groups of more than 5 units, such units may be handled next to road units. Diesel units equipped with coupler control lock blocks must have lock blocks in "Down" position when in multiple groups.

DIESEL UNITS NOT EQUIPPED WITH ALIGNMENT CONTROL DEVICES:

- GN - 1 through 195
- CBQ - 9103 through 9106
9136, 9137, 9139 through 9143, 9147 through 9153, 9203 through 9248, 9400 AB through 9413 AB, 9249 through 9292, 9300 through 9308, 9310 through 9321
- NP - 100 through 177
400 through 429
500-501-525-551-555 through 558
602-603-651-700 through 724
750-800 through 803-850 through 853
900 through 912
- SPS - 11 through 55
856 through 869

DIESEL UNITS EQUIPPED WITH COUPLER ALIGNMENT LOCK BLOCKS:

- GN - 550 through 599
- CBQ - 200 through 267, 270 through 287
300 through 374, 400 through 411
430 through 459
- NP - 200 through 375, 552 through 554
562 through 569
- SPS - 60 through 84

All other Diesel units are equipped with alignment control couplers.

MAXIMUM SPEED DIESEL UNITS DEAD IN TOW:

- 30 MPH - CBQ 9103 through 9106
NP 100
- 50 MPH - GN 1 through 195
NP 99-400 series - 600 series - 700 series - 5400 series
CBQ 9136, 9137, 9139 through 9143, 9147 through 9153, 9203 through 9292, 9300 through 9308
SPS 11, 22 through 28, 40 through 45, 50 through 55
- 60 MPH - NP 100 series (except 100) - 525 - 800 through 803
- 65 MPH - GN 227 through 230, 262 through 279 (A&B)
307 through 317 (ABC)
430 through 474 (ABCD)
550 through 915
2000 through 2035
3000 through 3025
CBQ 100 through 999
NP 200 and 300 series
2500 series-2800 series-3600 series
500-501-550 through 569
850 series - 860 series
900 series - 6000 series - 7000 series
SPS 60 through 98
154 through 327
856 - 869
- 79 MPH - GN 320 through 333, 350 through 375, 400 through 417, 500 through 512, 679, 680, 2500 through 2529, 3026 through 3040
CBQ 9916 through 9993
NP 6500 series - 6600 series - 6700 series
SPS 330 - 335
150 through 153
750 - 800 through 806
- 79 MPH - Budd cars GN 2350, NP B-30 through B-32 and B-40 through B-42 at rear of train

3. When NP road passenger diesel units are coupled in multiple with road freight or road switcher units, the road passenger units must be trailing to avoid danger of sliding wheels on the freight or road switcher units due to excessive brake cylinder pressure. The speed restrictions for freight and road switcher units must be observed to avoid damage to traction motors.

4. Following equipment loaded or empty must be handled on rear of trains, unless otherwise provided:

Outfit cars
 Tie flats (GN X4800 to X4975, X4410)
 Scale test cars (next ahead of caboose)
 Wrecking derricks
 Pile drivers
 Loco cranes
 Rotary Snow Plows, dozers, wedge plows
 Jordan spreaders
 Air dump cars loaded or empty
 Log flats - NP 117002 to 117892

5. All cars 80 feet in length, or longer, must be handled in rear 30 cars of train where the track curvature is 6 degrees or more on grades of one percent or more.

If there are 30 or more cars 80 feet in length, or longer, in one train, handle them next ahead of caboose.

The following subdivisions have curves of 6° or more on grades of 1% or more.

	M.P.	Degree of Curve	% of Grade
Fourth Subdivision	229.99	9°	M.L. (Psgr)
	301.39	11°	M.L. (Psgr)
Ninth Subdivision	1.24	7° 24'	1.101
	2.80	7° 46'	1.109
	3.07	7° 48'	1.109
Eleventh Subdivision	23.5	13° 36'	1.30

6. Burlington Lines signal aspects as contained in the 1967 edition of Consolidated Code of Operating Rules are in effect.
7. Rule 901 will not apply.
8. Rules 200 and 83(B) and other rules pertaining to authority for, and signatures on, train orders and clearances are modified to permit train orders and clearances to be issued by authority and over signature of the Chief Dispatcher.
10. A train authorized by train order to move against the current of traffic must approach all interlockings and CTC Limits at reduced speed where approach signals are not provided for such movement.
11. Roadway signs indicate maximum speed for passenger trains. A triangle type sign with reflex letter Z indicates zone territory where maximum speed is indicated by numerals thereon, and will govern until next zone is reached. Where speed restrictions are required on curves within a zone, a banjo type sign with reflex letter C and numerals thereon will indicate maximum speed for that particular curve, after which zone speed may be resumed. Unless otherwise specified by timetable, bulletin, or special instructions these signs will be located one mile from point where zone speed changes or from point of curve.

On subdivisions where maximum speed is 40 MPH or more an octagonal yellow sign with horizontal black stripe displayed on the right of the track will indicate the beginning of slow track.

12. Should flat spots on wheels develop on passenger train cars or

any engine, conductor or engineer will immediately advise Chief Dispatcher and be governed by his instructions.

12. Diesel engines left with no one in charge must have the throttle in idle position, transition lever (on engines so equipped) in off position; reversing handle removed from the control stand, generator field switch open, independent air brake and hand brake applied. When conditions require, or engine is to be left unattended for more than 30 minutes, wheels must be securely blocked.
13. When a train is to make a backup movement and the engine consists is more than three (3) units, the three (3) rear units only will be allowed to work power. Other units must be isolated. Engine consist of passenger units must not exceed six (6) units in passenger or freight service. Engine consist of freight units must not exceed eight (8) units in freight or passenger service.
14. When a train or engine is stopped by a stop indication of an automatic interlocking signal and no immediate conflicting train or engine movement is evident, in addition to complying with Consolidated Code Rule 613, a member of the train or engine crew must go to the crossing and be governed by instructions posted in the release box.
15. When cab signal departure test cannot be made due to failure of test circuits, or other causes, engine may, in an emergency and upon the authority of the Superintendent, be operated from that Terminal, provided the main cab signal switch is in the "ON" position; and just prior to entering cab signal territory the acknowledging lever must be moved from the "CO" position to the acknowledging position. The cab signal should then show a red over yellow aspect, and the whistle, should sound. Acknowledging lever should then be returned to normal position complying with Item 4 of Special Instructions for entering cab signal territory.

TRACK RESTRICTIONS FOR ENGINES

16. Engines may be operated on the following subdivisions at authorized speed restrictions, except SD-24, U-28-C and U-25-C engines may be operated with not more than 5 units coupled or as otherwise provided for on the First, Second, Third, Fourth, Fifth, Seventh and Tenth Subdivisions; on the Sixth Subdivision between Denrock and Agnew; between Zearing and LaSalle on the Ninth Subdivision; and on the Joy, Baker and Garden Plain Spurs.

U-28-C, U-25-C and SD-24 two units only may be operated between Montgomery and Streator and between Flag Center and Rockford.

U-28-C, U-25-C and SD-24 one unit only may be operated between East Dubuque and Dubuque. U-28-C, U-25-C and SD-24 must not be operated between Streator and La Salle.

U-28-C, U-25-C, U-25-B, SD-24, GP-20, GP-30, GP-35 and GP-40 engines must not operate on following tracks.

FIRST SUBDIVISION

Location	Track Number	Local Name of Track
Eola	369	Repair Yard
Eola	371	Repair Yard

SECOND SUBDIVISION

Location	Track Number	Local Name of Track
Aurora	107	Shop
Aurora	108	Shop
Aurora	109	Shop
Aurora	110	Shop
Aurora	120	Freight House
Aurora	161	American Well Works
Aurora	177	Track over Pit
Aurora	241	Stone Ave.
Aurora	617	Waste Unload
Aurora	8	Industry
Aurora	13	Deterich Co.
Aurora	695	Richards Wilcox Co.
Aurora	702	Richards Wilcox Co.
Montgomery	286	Natural Guano Co.
Plano	3	House track
Plano	7	Runaround track
Plano	9	Crossover between Runaround and House tracks
Sandwich	10	New Idea Plant
Sandwich	1	Foundry track - 300 feet beyond clearance point
Sandwich	4	Runaround and Tail track, West of Green Street
Sandwich	All Yard Tracks	
Earlville	7	Frey Products Co.
Mendota	18	J.D. Towers Co.
Mendota	23	House Track
Princeton	11	Stub
Galva	8	Lead to Best Co.
Wataga	6	Spur Track North Side

FOURTH SUBDIVISION

Location	Local Name of Track
La Crosse	All tracks except Old Main between South Ave. and West Ave.

SEVENTH SUBDIVISION

Location	Track Number	Local Name of Track
Clinton	All Yard Tracks	East of Siding Clinton Depot
Clinton	26	Midcontinent Petroleum Co.
Clinton	35	Clinton Corn Products Corn unloading track
Davenport	1	Freight House Track
Rock Island	1	Zifferin Beer & Storage Track (42nd St.)

SEVENTH SUBDIVISION (Continued)

Location	Track Number	Local Name of Track
Rock Island	10	No. 2 Repair Track
Rock Island	16	Rock Island Sash & Door Co.
Rock Island	22	Illinois Oil Track
Rock Island	28	Finkelstein Coal track and lead
Rock Island	33	Finkelstein Coal track and lead
Rock Island	All Tracks	Lower Yard
Moline	All Tracks	Deere Planter Works
Moline	All Tracks	Sylvan Island
Moline	9	Moline Consumers Wood Track and all tracks off lead
Moline	46	Deere Wagon Works
Moline	51	Williams White
Moline	66	Peoples Light and Fuel Co.
Moline	93	Dimook & Gould
East Moline	All Yard Tracks	

NINTH SUBDIVISION

Location	Track Number	Local Name of Track
Oswego	1	Storage
Oswego	2	Elevator
Millington	4	Connection to I.M. Ry.
Wedron	2	Elevator
Ottawa	12	Johnson Piano Co.
Ottawa	40	Coal Co.
Ottawa	42	Middle House Track
Ottawa	20	Ottawa Silica Loading Track
Ottawa	24	U.S. Silica
Ottawa	61	U.S. Silica
La Salle	5	Connection to CRI&P Ry.
La Salle	6	Pabst & Schultz beer track
Ladd	7	Elevator Track

TENTH SUBDIVISION

Location	Track Number	Local Name of Track
Prophetstown	4	J. E. Fray

ELEVENTH SUBDIVISION

Location	Track Number	Local Name of Track
Rockford	All Tracks	J. Rubin Co.
Rockford	6	Gunite Foundries
Rockford	12	Rock, Sand & Gravel Co.
Rockford	30	Rockford Fuel & Lumber Co.
Rockford	57	Wyman St. Lead
Rockford	60	Coal Storage

WOODHULL SPUR

Location	Track Number	Local Name of Track
Alpha	12	Elevator Track
Woodhull	2	House Track

Side clearance restrictions for SD-7 and SD-9 Diesel engines:

Galesburg ..Will not clear at following locations:

- Brick wall spur No. 13 referred to as the "hole" on Simpson track.
- Platform on spurs No. 36 and No. 37 referred to as Freight House tracks No. 2 and No. 3.
- Platform on spur No. 132 referred to as scrap dock at Old Rip.
- Platform on spur No. 571 referred to as wheel pit to Wheel shop.
- Platform on spurs No. 449, No. 450, No. 451 and No. 452 referred to as dock tracks at the Tie Plant.
- Through doors on spurs No. 49 and No. 54 referred to as stub tracks No. 2 and No. 3 west end Butler Manufacturing Company.
- Structure on track No. 789 referred to as scrap dock at Repair Track.
- Brick walls on spurs No. 497 and No. 498 referred to as tracks No. 10 and No. 11 at Purington Brick Yard.
- Buildings on spur No. 261 referred to as "around the horn" and Lago's Building.

FIRST SUBDIVISION

1. When a passenger train is receiving or discharging traffic on the side toward a station, a train or engine must not pass between it and the station unless proper safeguards are provided.

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.

2. Rules of the Chicago Union Station Company govern operation of trains and engines using the Chicago Union Station Company tracks and tracks under its jurisdiction between Western Avenue on the North and South Branch Bridge on the south.
3. Between Roosevelt Road, M.P. 0.76, and Union Avenue interlocking, M.P. 1.36, there are two main tracks, on which movement of trains in either direction will be governed by signal indication.
4. Between Union Ave. and South River Street, Aurora, M.P. 38.48 there are three main tracks numbered consecutively from the north, beginning with No. 1.
5. Automatic Block System Rules in effect between M.P. 0.85, Roosevelt Road and M.P. 2.11, Union Avenue interlocking.

6. Interlocking station at Union Avenue.

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

Trains or engines proceeding through one or more crossovers governed by a signal aspects per Rules 501B, 501C, or 501F must continue to observe authorized speed restrictions until engine or entire train has passed through all crossovers governed by that signal.

8. Centralized Traffic Control in effect on main tracks between the east limits of Aurora Interlocking M.P. 37.49 and the west limits of Union Avenue Interlocking M.P. 2.11 except CTC limits for westward movements on Track 1 between west limits Union Avenue interlocking M.P. 2.11 and M.P. 37.34 Aurora.

Centralized Traffic Control in effect on main track No. 4 (freight line) between west limits of Union Ave. interlocking M.P. 2.11 to M.P. 6.90 and on yard tracks 5 from M.P. 6.58 to M.P. 6.90; and on yard track 6 from M.P. 6.75 to M.P. 6.86.

9. On track No. 1 between M.P. 37.34 and M.P. 38.63, and on tracks Nos. 2 and 3 between M.P. 37.49 and M.P. 38.63, if stop signal does not clear, trains may proceed on authority of operator at Aurora interlocking, complying with Rule 509.

10. Automatic cab signals and rules in effect for passenger trains between Union Ave. interlocking and Aurora, M.P. 37.81, starting and ending as follows:

Union Ave.	Westward and eastward M.P. 2.11
Aurora	Westward and eastward M.P. 37.81

Automatic Cab Signals and Rules in effect, for passenger trains, between M.P. 37.76 and M.P. 38.65.

11. Extra trains will not display classification signals.
12. Clearance received at Chicago Union Station by Conductors and Enginemen of Trains Nos. 221 and 223 continues in effect for Trains Nos. 296, 298, 247 and 249 and Clearance not required at Highlands, West Hinsdale, Downers Grove or Chicago Union Station.

Trains in westward road movement starting out of 14th Street Coach Yard Chicago will report to Yard Master for Clearance.

Conductors of westward freight trains will obtain Clearance at Cicero Yard Office.

Engineer on westward freight trains and on light engines in westward road movements will receive Clearance at Cicero Roundhouse.

Westward freight trains to Second and Third Subdivision originating at Eola will receive Clearance at Eola Yard Office.

Clearance received by conductors and enginemen of trains Nos. 200,

202, 204, 206 and 210, continue in effect for train Nos. 201, 203, 297, 299, 222 and 234, and Clearance not required at Chicago Union Station, Congress Park or Downers Grove, except when Clearance is not received by conductor and engineer of No. 204. Clearance will not be required at Chicago Union Station, Congress Park or Downers Grove.

13. Farnsworth Avenue Aurora:

Flashing train order signal between Aurora Lead and track 1 in service 6:00 A.M. to 7:30 A.M. daily except Saturday, Sunday and Holidays governs Eastward Suburban trains originating Hill Yard. When train order signal displays aspect per rule 222(A), suburban trains must receive clearance at Eola Yard office. Rule 83(B) does not apply when train order signal displays aspect per Rule 222(B).

14. At Aurora – Rule 83(B) does not apply except to conductors and engineers of trains originating.

15. Between LaVergne and Naperville, Illinois, inclusive, do not sound crossing whistle signal as prescribed by Rule 14(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.

Before leaving 14th Street Passenger Yard, an air brake test must be made as prescribed by special instruction Air Brake Rules 5(a), 5(b), 7 and 18. A pilot or qualified member of the crew must control back-up movements.

16. The following instructions will govern backup movements of passenger trains, in both directions, between 14th Street Passenger Yard and Chicago Union Station. They are supplementary to and do not in any way modify the requirements of Chicago Union Station Company Rules of the Operating Department:

Where movement is to be controlled with a back-up hose, the brake pipe hose must be blown out before coupled to the back-up hose.

When a train is ready for back-up movement, a qualified employee must first identify himself to the engineer. Before movement is started an air brake test must be made as prescribed in Rule 18 by applying the brakes in emergency from the back-up hose or valve. It must be known that the brakes are working properly, back-up signal must be given by communicating signal from the rear car, followed by back-up hand or lamp signal, then another back-up signal by communicating signal. In the absence of any of these signals, the engineer must not move without a thorough understanding with the employee who is to handle the back-up movement.

A running test must be made with the back-up hose or valve after starting out of 14th Street Passenger Yard and Chicago Union Station, or any other point from where back-up movement is made.

After starting train in back-up movement, the engineer must carry the handle of the automatic brake valve in running position and work power sufficiently to keep slack of train bunched.

To reduce speed of the train, the back-up valve should be opened gradually until brakes are felt to hold and speed is reduced, then closed. When stopping the train, the valve should be opened gradually until brakes are felt to hold and left open until train is stopped.

17. All movements on wye tracks connecting with Pennsylvania tracks and located in the vicinity of Canal Street will be made at restricted speed and be governed by signal indications .

18. All trains or engines making westward movement over Ridgeland Avenue, M.P. 9.03, enroute from yard at LaVergne must not exceed 15 M.P.H. until engine or leading car has reached crossing.

19. In Chicago, cars or engines must not be allowed to block any street longer than 5 minutes. Engineers must ring the bell when engines are in motion. Engineer must not sound whistle except in case of emergency.

20. Trains and engines must not exceed 12 M.P.H. over approaches and Bridge 3.99-A, located just east of Rockwell Street (Rockwell Street-West Lumber Connection Bridge).

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

Westward trains and engines on Track 1 stopping for signal at M.P. 12.3 or if unusual delay is to be incurred between signals at M.P. 12.3 and Brookfield station, stop must be made short of "Highway Circuit" sign located on canopy 90 feet east of Prairie Ave. When proceeding under these conditions, engineer must observe gates in lowered position before occupying Prairie Avenue.

Westward train or engine movements on Track 1, 2 or 3 delayed or stopping between signal bridge M.P. 13.11 and LaGrange Road M.P. 13.72 and westward train or engine movements departing from west yard lead at Congress Park must not exceed 10 MPH with leading car or engine between signal bridge M.P. 13.11 and LaGrange Road. Switching movements at Congress Park on tracks 1, 2 or 3 must not move west of "Highway Circuit" sign located 400 feet east of LaGrange Road.

Eastward trains stopping between signal bridge located at M.P. 14.35 and highway circuit sign located approximately 625 feet west thereof must not exceed 15 M.P.H. between the signal bridge and Brainard Avenue crossing, M.P. 14.26, first crossing west of Stone Avenue station.

Eastward freight trains on tracks 1, 2 and 3 will stop short of signal bridge M.P. 14.35, west of Brainard Avenue, LaGrange, when signal at Congress Park is displaying aspect per Rule 501J, or if aspect displayed by that signal cannot be seen. When stopped under these circumstances, a member of crew will communicate promptly with train dispatcher.

At Maple Avenue, Brookfield, M.P. 12.71:

1. Eastward trains on tracks 2 and 3, when setting out cars on transfer track, must cut west of highway circuit sign located 351 feet west of Maple Avenue.

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

Maple Avenue, west of Fairview Avenue, M.P. 20.56:

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

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

1. Westward trains and engines stopping for stop signal at M.P. 21.30 or if unusual delay is to be incurred between signal at M.P. 21.30 and Downers Grove station, stop must be made short of "Highway Circuit" sign located on canopy 150 ft. east of Main Street.
2. Trains and engines in eastward switching movements on tracks 1, 2, and 3 must move beyond "Highway Circuit" sign located on canopy, 150 feet east of Main Street, before making westward movement.
3. When proceeding under above conditions, engineer must observe gates in lowered position before occupying Main Street crossing.

Westward movements on Track 1, after performing switching at switch M.P. 22.32, west end of siding, Downers Grove, or after being delayed between M.P. 22.34 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 M.P. 22.51.

Farnsworth Avenue, Aurora, M.P. 35.60:

1. Westward trains making movement between M.P. 35.12 and M.P. 35.51 in accordance with Rule 262 must approach Farnsworth Avenue not to exceed 5 MPH.
2. Eastward trains on Aurora lead will not move beyond highway circuit sign until ready to depart. Gates must be observed in lowered position before occupying crossing.
3. Eastward trains on tracks 1, 2 and 3 that block Farnsworth Avenue when stopped by interlocking signal M.P. 35.51 must stop short of highway circuit sign located 300 feet west of Farnsworth Avenue.
4. When delay is expected in eastward switching movement after making westward switching movement beyond west signal bridge M.P. 35.51 on tracks 1, 2 and 3 and Farnsworth Avenue is blocked, movement must continue west until entire train is west of highway circuit sign located 300 feet west of Farnsworth Avenue.

SPEED RESTRICTIONS TRACK 1

LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.
ZONE—Roosevelt Road—M.P. 1.40	25	10
UNION AVENUE INTERLOCKING		
Crossover 1 to 2 eastward, west of Canal Street	15	15
Crossover 1 to 2 westward, east of Union Avenue	25	20
Crossover 1 to 2 westward at Union Ave.	25	20
ZONE—M.P. 1.40—M.P. 1.74	35	15
ZONE—M.P. 1.74—M.P. 2.12	45	15
ZONE—M.P. 2.12—M.P. 5.68	60	30
Except head end of westward freight trains by signal at M.P. 4.47 and head end of eastward freight trains by signal at M.P. 5.01—25 M.P.H.		
ZONE—M.P. 5.68—M.P. 7.15	60	40
KEDZIE AVENUE M.P. 4.83		
Crossovers 1 to 2 westward	30	30
ZONE—M.P. 7.15—M.P. 9.56	75	40
All crossover 1 to 2, between M.P. 6.30 east of Cicero and M.P. 8.85 east of IC over-head La Vergne	40	35
Crossover 1 to 2, eastward, M.P. 9.18 west of IC over-head La Vergne	30	30
ZONE—M.P. 9.56—M.P. 21.63	75	45
CONGRESS PARK		
Crossover 1 to 2	40	35
HIGHLANDS		
Crossover 1 to 2 eastward	40	35
WEST HINSDALE		
Crossover 1 to 2 westward	40	35
FAIRVIEW AVENUE		
Crossovers 1 to 2	40	35
DOWNERS GROVE		
Crossover 1 to 2	40	35
Head end of eastward freight trains must not exceed 40 M.P.H. at Signals Nos. 1188 and 1344.		
ZONE—M.P. 21.63—M.P. 35.12	75	50
EOLA		
Crossovers 1 to 2 Between MP 33.50 and MP 35.41	30	30
ZONE—M.P. 35.12—M.P. 37.49	70	35
ZONE—M.P. 37.49—M.P. 38.00	35	20
ZONE—M.P. 38.00—M.P. 38.50	70	25
ZONE—M.P. 38.50—M.P. 38.80	65	25
Aurora—Spring Street to North Avenue . .	35	15
AURORA INTERLOCKING		
Crossover 1 to 2	30	15

TRACK 2

LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.
ZONE-Roosevelt Road-M.P. 1.40	25	Yd.
UNION AVENUE INTERLOCKING Crossover 2 to 1 eastward at Union Ave.	25	20
Crossover 2 to 1 eastward, east of Union Avenue	25	20
Crossover 2 to 1 westward, west of Canal Street	15	15
Turnouts 2 to 3 westward at Union Ave.	15	15
ZONE-M.P. 1.40-M.P. 1.74	35	15
ZONE-M.P. 1.74-M.P. 2.12	45	15
ZONE-M.P. 2.12-M.P. 5.68	60	30
Except head end of westward freight trains by signal at M.P. 4.47 and head end of eastward freight trains by signal at M.P. 5.01-25 M.P.H.		
ZONE-M.P. 5.68-M.P. 7.15	60	40
KEDZIE AVENUE M.P. 4.83 Crossover 2 to 3 westward	30	30
Crossovers 2 to 1 eastward	30	30
Crossover 2 to 3 eastward and Crossover 2 to 1 westward	15	15
All crossovers 2 to 1 and 2 to 3, between M.P. 6.30 east of Cicero and M.P. 8.85 east of IC over-head LaVergne	40	35
Crossover 2 to 1 westward and 2 to 3 eastward, M.P. 9.18 west of IC over-head La Vergne	30	30
ZONE-M.P. 7.15-M.P. 9.56	75	40
ZONE-M.P. 9.56-M.P. 21.63	75	45
CONGRESS PARK Crossover 2 to 1	40	35
Crossover 2 to 3	40	35
HIGHLANDS Crossover 2 to 1 westward and Crossover 2 to 3 westward	40	35
WEST HINSDALE Crossover 2 to 1 eastward and Crossover 2 to 3 eastward	40	35
FAIRVIEW AVENUE Crossover 2 to 1 and 2 to 3	40	35
DOWNERS GROVE Crossover 2 to 1 and 2 to 3	40	35
Head end of eastward freight trains must not exceed 40 M.P.H. at Signals Nos. 2188 and 2344.		
ZONE-M.P. 21.63-M.P. 35.12	75	50
Crossovers 2 to 1 EOLA and 2 to 3 Between MP 33.28 and MP 35.44	30	30
ZONE-M.P. 35.12-M.P. 37.49	70	35
ZONE-M.P. 37.49-M.P. 38.00	35	20
ZONE-M.P. 38.00-M.P. 38.50	70	25
ZONE-M.P. 38.50-M.P. 38.80	65	25
Aurora-Spring Street to North Avenue	35	15
AURORA INTERLOCKING Crossover 2 to 1 and Crossover 2 to 3	30	15

Trains on track 2 handling U.S. Mail must stop so mail can be dispatched safely.

TRACK 3

LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.
ZONE-M.P. 1.68-M.P. 2.12	35	15
ZONE-M.P. 2.12-M.P. 5.68	60	30
Except head end of westward frt. trains by signal at M.P. 4.47-25 M.P.H.		
ZONE-M.P. 5.68-M.P. 7.15	60	40
KEDZIE AVENUE M.P. 4.83 Crossover 3 to 2 eastward	30	30
Crossover 3 to 4 westward	25	25
All crossovers 3 to 2, between M.P. 6.30 east of Cicero and M.P. 8.85 east of IC over-head LaVergne	40	35
Crossovers 3 to 4 M.P. 6.40 and M.P. 6.50	25	25
ZONE-M.P. 7.15-M.P. 9.56	75	40
Crossovers 3 to 2 westward, M.P. 9.18 west of IC over-head La Vergne	30	30
ZONE-M.P. 9.56-M.P. 21.63	75	45
CONGRESS PARK Crossovers 3 to 2	40	35
HIGHLANDS Crossover 3 to 2 eastward	40	35
WEST HINSDALE Crossover 3 to 2 westward	40	35
FAIRVIEW AVENUE Crossover 3 to 2	40	35
DOWNERS GROVE Crossover 3 to 2 eastward	40	35
Head end of eastward freight trains must not exceed 40 M.P.H. at Signals Nos. 3188 and 3344.		
ZONE-M.P. 21.63-M.P. 35.12	75	50
Crossovers 3 to 2 EOLA Between MP 33.28 and MP 35.44	30	30
ZONE-M.P. 35.12-M.P. 37.49	70	35
ZONE-M.P. 37.49-M.P. 38.00	35	20
ZONE-M.P. 38.00-M.P. 38.50	70	25
ZONE-M.P. 38.50-M.P. 38.80	65	25
Aurora-Spring Street to North Avenue	35	15
AURORA INTERLOCKING Crossovers 3 to 2 Clark St.	30	15
Crossover 3 to 2 Hurds Island	40	25

TRACK 4 (Freight Line)

ZONE-M.P. 1.71-M.P. 2.12	15	15
ZONE-M.P. 2.12-M.P. 6.27	25	25
ZONE-M.P. 6.27-M.P. 6.58	25	15
Crossover 4 to 3 eastward Kedzie Ave. (M.P. 4.83)	25	25
Crossover 4 to 3 westward, M.P. 6.40	25	25
Crossover 4 to 3 eastward, M.P. 6.50 east of Belt Ry. over-head Cicero.	25	25

Speed restrictions for movement of taconite pellets in DMIR ore cars between Aurora and Chicago.

M.P.	to	M.P.	M.P.H. Yard
39.00		35.12	40
9.56		7.15	40
7.15		5.66	40
5.60		2.12	30

Do not exceed 20 MPH on track elevation on bridges Cicero-Western. Use track 4 which is the south track.

SECOND SUBDIVISION

1. When a passenger train is receiving or discharging traffic on the side toward a station, a train or engine must not pass between it and the station unless proper safeguards are provided.

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.

2. Automatic Cab Signals and Rules in effect, for passenger trains, between M.P. 37.76 and M.P. 38.65.

3. At Aurora – Rule 83(B) does not apply except to conductors and engineers of trains originating.

4. At Montgomery – Rule 83(B) does not apply to trains moving off Ninth Subdivision.

5. Eastward trains enroute Ninth Subdivision must receive Clearance at Princeton or Galesburg.

6. Crossover movements will be governed by signal indications at Aurora, I.C. crossing Mendota and Wataga.

7. When a crossover movement has been authorized, movements from Altona and Oneida will be authorized by train order. Movements against the current of traffic from these stations will be authorized by Form D-R train order.

8. Between M.P. 37.76 and M.P. 139.84 and between Bishop and Galesburg, tracks will be designated by number and will be numbered consecutively from the north, beginning with No. 1.

Rule 97 does not apply.
Between M.P. 139.84 and M.P. 157.85 there are two main tracks. Rules 251, 252, 253, 254 and 261, 262, 263 and 264 in effect.

9. Between Bishop and Galesburg there are three main tracks.
No. 1 is an eastward and westward track.
No. 2 is an eastward and westward track.
No. 3 is an eastward track.

When a crossover movement has been authorized - From Bishop on track 3, movement will be authorized by Form D-R train order.

On tracks 1 and 2 Rules 251, 252, 253, 254, 261, 262, 263, and 264 in effect.

On track 3, Rules 251, 252, 253, and 254 in effect.

10. After stopping at Kewanee passenger station eastward passenger trains on either track must not exceed 5 MPH approaching and passing over Tremont Street.

11. Extra trains will not display classification signals.

SPEED RESTRICTIONS

LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.
ZONE—M.P. 38.80 M.P. 40.44	75	50
ZONE—M.P. 40.44—M.P. 32.00	79	50
Bristol, crossover between main tracks .	40	35
SOMONAUK		
Crossovers between main tracks	40	35
EARLVILLE		
Crossover between main tracks	40	35
Through turn out east end of eastward siding and east end of westward siding .	40	30
M.P. 80.43, crossovers between main tracks	30	30
M.P. 80.43, turnout at east end of advance track	30	30
ZONE—M.P. 82.00—M.P. 83.16.	50	35
M.P. 82.06 crossover between south main track and advance track	30	30
ZONE—M.P. 83.16—M.P. 83.88	50	25
Curve M.P. 82.85	30	20
Curve M.P. 83.01	30	20
ZONE—M.P. 83.88—M.P. 129.32	79	50
Zearing, crossover between main tracks.	40	35
Zearing, through turnouts of eastward and westward sidings	40	30
Curve M.P. 104.20	70	50
Curve M.P. 104.50	70	50
Buda, crossovers between main tracks at depot	40	30
ZONE—M.P. 129.32—M.P. 133.35	79	50
Kewanee, between Main and West Streets	55	50
Kewanee, M.P. 129.53 and M.P. 133.29 crossovers between Main Tracks	40	35
Kewanee, turnouts east end of westward siding and west end eastward siding. .	40	30
ZONE—M.P. 133.35—M.P. 161.66	79	50
Galva, crossovers between main tracks .	40	35
Wataga, crossover between main tracks	40	35
Bishop, turnout track 3 to track 2.	40	30
M.P. 157.67 (Bishop) to M.P. 161.66, track 3	45	30
ZONE—M.P. 161.66—M.P. 162.42, track 1 westward	30	30
ZONE—M.P. 162.42—M.P. 161.61, track 2 eastward	30	30
ZONE—M.P. 161.66—M.P. 162.14, track 3.	25	20
ZONE—M.P. 162.14—M.P. 161.66, track 1 eastward	30	10
ZONE—M.P. 161.66—M.P. 162.14, track 2 westward	30	30
ZONE—M.P. 162.14—M.P. 162.42 track 1 eastward; track 2 westward; and track 3	15	10

Speed restrictions for movement of taconite pellets in DMIR ore cars between Mendota and Aurora.

M.P.	to	M.P.	M.P.H.
83.00		82.00	30

Freight trains 60, 66, 68, 64, 70, 100 – 61, 63, 65, 67, 69, 101, 163 and 165 authorized by message over signature of Superintendent may observe maximum speed of 60 M.P.H. as follows (observing all other speed restrictions):

- Between M.P. 40.44 and 80.29
- 83.88 and 94.43
- 136.00 and 161.45.

THIRD SUBDIVISION

1. When a passenger train is receiving or discharging traffic on the side toward a station, a train or engine must not pass between it and the station unless proper safeguards are provided.

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.

2. Automatic Cab Signals and Rules in effect, for passenger trains, as follows:

Direction	Track	M.P. to M.P.	
Eastward	Eastward	143.29	143.21
Eastward	Westward	143.32	143.21
Eastward	Single	143.21	37.76
Westward	Single	37.76	143.19

3. Extra trains will not display classification signals.

4. Between Steward Jct., M.P. 77.94 and Flag Center, M.P. 86.37, there are two main tracks numbered consecutively from the north, beginning with No. 1.

5. Two main tracks between Savanna and M.P. 143.29 on eastward track and M.P. 143.32 on westward track.

Automatic block system Rules 251, 252, 253 and 254 are in effect.

6. Trains originating at Chicago Union Station, 14th Street Coach Yard, or Cicero, for movement to Third Subdivision in addition to receiving Clearance for movement on First Subdivision must also receive a Clearance for movement to Third Subdivision identified with a notation in the upper left-hand corner as follows: Aurora-Savanna.

7. Movements of trains or engines against the current of traffic between Savanna and end of double track, Savanna Yard, will be made on authority of train dispatcher.

8. At Savanna Yard, unless otherwise provided, trains must receive Clearance. Conductors and engineers for trains 7, 25, 29, 30, 32 and 10 at Savanna, and for trains 82, 88 and 90 at Savanna Yard, must deliver all clearance forms, train orders, and messages to relieving conductor and engineer.

9. When eastward signal at M.P. 145.55 displays Stop indication, member of the crew will communicate immediately with operator CMStP&P crossing. If signal cannot be cleared, Rule 509 will govern.

10. Signals governing movements over C&NW crossing Rochelle also govern the block. If signal fails to clear, in addition to complying with Rule 613, Rule 269 must be complied with.

11. Engines must not operate on trestle of Portage Manley Sand Company M.P. 100.62 west of Oregon.

12. At Aurora - Rule 83(B) does not apply except to trains originating.

13. At Rochelle - Westward trains enroute Eleventh Subdivision must receive Clearance and may register by ticket.

14. Between Steward Junction and Flag Center, C.M.St.P.&P. Ry. trains governed by BN timetable and special instructions.

SPEED RESTRICTIONS

LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.
Junction Switch, South River Street Aurora . . .	40	30
ZONE-M.P. 38.44-M.P. 40.00	75	45
ZONE-M.P. 40.00-M.P. 81.41	90	50
Curve M.P. 77.50	55	40
Crossover Steward Jct., end of Two Main Tracks	40	35
ZONE-M.P. 81.41-M.P. 84.41	70	45
Curve M.P. 83.30	45	35
ZONE-M.P. 84.41-M.P. 95.75	90	50
Flag Center, turnout end of Two Main Tracks	40	40
ZONE-M.P. 95.75-M.P. 97.93	75	50
ZONE-M.P. 97.93-M.P. 102.25	75	45
Curve M.P. 101.60	60	45
Curve M.P. 102.10	60	45
ZONE-M.P. 102.25-M.P. 141.75	90	50
ZONE-M.P. 141.75-M.P. 143.51	70	50
Turnout M.P. 142.36 end of Galesburg main	30	30
Turnout M.P. 143.21 end of double track	40	35
Turnout M.P. 143.28 to yard	35	25
ZONE-M.P. 143.51-M.P. 144.50	70	40
ZONE-M.P. 144.50-Savanna Depot	25	20
C.M. St. P. & P. Crossings	20	20
M.P. 144.64 and M.P. 144.85		

Speed restrictions for movement of taconite pellets in DMIR ore cars between Savanna and Aurora.

M.P.	to	M.P.	M.P.H.
144.50		143.51	40
137.00		141.75 Westward	30
137.00		39.00	30

Over Br. 98.18, Oregon Do Not Exceed 20 M.P.H.

Between Aurora and Savanna all passenger trains except trains 7, 10, 25 and 32 must not exceed 79 M.P.H.

Trains must not exceed 30 M.P.H. through turnouts of controlled sidings in Centralized Traffic Control Limits.

Trains must not exceed 10 M.P.H. on controlled sidings over highway crossings in Centralized Traffic Control Limits.

Frt trains 80, 82, 88, 90, 81, 83, 97 and 99 authorized by message over signature of Superintendent, may observe maximum speed of 60 M.P.H. as follows (observing all other speed restrictions):

Between M.P. 40.00 and 81.40
102.25 and 141.75

FOURTH SUBDIVISION

1. When a passenger train is receiving or discharging traffic on the side toward a station, a train or engine must not pass between it and the station unless proper safeguards are provided.

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.

2. When train order (Form D-R) authority for crossover, at facing-point hand-throw switch is to be made, train must be stopped before the crossover switches are lined.
3. Movements of trains or engines against the current of traffic between Savanna and end of double track, Savanna Yard, will be made on authority of train dispatcher.
4. Extra trains will not display classification signals.
5. Centralized traffic control in effect between Ports, M.P. 235.42 and Prairie Du Chien, M.P. 239.79; Herrington, M.P. 294.58 and Grand Crossing, M.P. 299.78; North LaCrosse, M.P. 301.49 and Sullivan, M.P. 303.21; M.P. 323.58 and M.P. 328.03; Miner, M.P. 360.74 and Mears, M.P. 363.06; Prescott, M.P. 407.20, and Hastings, M.P. 410.16.
6. Rule 97 does not apply to trains moving on two main tracks between Savanna and Ports, Prairie Du Chien M.P. 239.79 and Herrington, Sullivan and East Winona M.P. 323.58, Winona Jct. M.P. 328.03 and Miner, Mears and Prescott. Automatic Block System Rules 251, 252, 253 and 254 in effect.
7. Below listed foreign line trains and engines use BN tracks and their employees are required to have BN Operating Rules and Current timetable and special instructions in their possession while on duty:

C.G.W.R.R.	Between Galena Jct. and Portage
C.M.St.P. & P.	Between Trevino and Winona
G.B. & W., C.G.W., C.M.St. P. & P.	Between East Winona and Winona
8. Between East Dubuque and Dubuque, trains will use Illinois Central tracks and be governed by Illinois Central rules.
9. Between St. Paul and St. Croix Tower trains will be governed by joint timetable of the BN and the C.M.St.P & P. Railroads.
10. Rule 268(A) does not apply at main track switches at Crawford, M.P. 236.81, and North La Crosse, M.P. 301.49.

11. When handling 250-ton wrecking derricks or bridge derrick 204620 over Dubuque bridge, it must be separated by at least eight cars from engine and must not exceed 10 M.P.H. These derricks must not operate over bridge between East Winona and Winona.

12. Other interlocking:
 - Galena Junction, M.P. 171.60 is remotely controlled. Special instructions are posted in shelter houses to govern hand operation of switches.
 - Between East Cabin, M.P. 184.8 and Illinois Central Crossing, East Dubuque, trains moving through interlocking will move at restricted speed.

13. At Dubuque.
 - All BN tracks are within yard limits. Between 4:00 P.M. and 8:00 A.M. member of the crew with the necessary flagging equipment will flag each train movement over East Fourth Street.

Eastward passenger trains on Eastward track, after stopping at East Dubuque passenger station, must approach Second Street crossing not exceeding 5 M.P.H.

14. At La Crosse, Whistle should not be sounded except to prevent accident. Bell should be rung when engines are in motion in the city.
15. North LaCrosse: Trains have no timetable superiority between M.P. 300.00 and M.P. 301.49. Trains and engines must move at reduced speed between these points.

Trains must receive Clearance and First Class trains register by ticket. When first class trains meet at North La Crosse the movement will be made under the supervision of the yardmaster.

16. Between Winona and East Winona:
 - Rule 93 in effect.

Maximum Speed 15 M.P.H., except 6 M.P.H. over Mississippi River Bridge. Cars exceeding gross weight of 210,000 lbs. must not be operated between East Winona and Winona. Draw span over Mississippi River Bridge protected by "Automatic Stop Signals" located on either side of bridge. Engines stopped at Stop Signal (501J) may proceed when preceded by flagman to the "End of Block" sign.

During period navigation open, trains and engines must STOP at stop signs located at either side of draw span and may then proceed, at reduced speed, on yellow signal from bridgetender, per Rule 8(c). This does not relieve requirements of flagging when signal displays STOP (501J). NOTE -- End of Block" sign installed opposite the opposing STOP Signals.

Trains and engines must stop before crossing Walnut and Franklin Streets, Winona, and protect movement over the crossings. Normal position of switches from old eastward siding at East Winona to new siding must be lined for new siding when not in use.

The switch located between the G.B.&W. crossing and the Winona Bridge Company bridge must be lined and locked for the G.B.& W. main line when not in use. C.M.St.P. & P. Conductors of westward trains at East Winona must secure permission from Operator at North La Crosse before occupying the siding at East Winona. Permission to use electric lock on switch leading to BN westward main track, Trevino, will be secured from operator at North La Crosse and unless otherwise provided will be authority to leave Miner with the current of traffic.

17. BN Clearance received at Eau Claire by conductors and engineers on eastward C.M. St. P. & P. trains enroute Eau Claire to East Winona authorizes movement on Fourth Subdivision and remains in effect for westward C.M.St. P. & P. trains enroute East Winona to Eau Claire. Clearance not required at Trevino or East Winona.

18. Unless otherwise provided Conductors and Engineers for trains 7, 25, 29, 30, 32 and 10 at Savanna, and for trains 82, 88 and 90 at Savanna Yard must deliver all Clearances, train orders and messages to relieving conductor and engineer.

19. St. Croix Tower:
Rule 83(B) does not apply to Eastward First Class trains. Trains will register by ticket.

RULES GOVERNING USE OF ILLINOIS CENTRAL JOINT TRACKS BETWEEN EAST CABIN AND PORTAGE:

Two Tracks: Between East Cabin and Portage.
Main tracks designated as follows:

No.	Location	Use
1	North	Westward trains
2	South	Eastward trains

Between East Cabin and Portage, trains may display signals as provided by train orders of their respective roads.

Between East Cabin and Portage trains may run without train orders. Train Registers: East Cabin and Portage.

Trains may register at East Cabin and Portage by register ticket. Second class, third class and extra trains except work extras receiving clear train order signal at East Cabin and clear home signal at Portage may run ahead of overdue first class trains between these stations.

Yards: East Cabin.

First Class trains must move within yard limits at East Cabin prepared to stop, unless the main track is seen or known to be clear.

On two or more tracks, trains may pass "Stop and Proceed" signals without stopping, proceeding at restricted speed through entire block expecting to find a train in the block, broken rail, obstruction or switch not properly lined.

Between Dubuque Jct. and East Cabin, controlled manual block signals govern the use of the blocks, and unless otherwise provided, their indications supersede time table superiority and not requiring the use of train orders; they do not dispense with the use or observance of other signals whenever and wherever they may be required.

Illinois Central definition for restricted speed is modified to read as follows: - "Proceed prepared to stop short of train, obstruction, or switch not properly lined and look out for broken rail, but not exceeding 15 M.P.H.:

SPEED RESTRICTION GOVERNING USE OF ILLINOIS CENTRAL JOINT TRACKS BETWEEN EAST CABIN AND PORTAGE:

	Passenger engine with passenger train caboose or light.	Freight trains	Derricks.	Engines backing up with or without cars.	8 wheel locomotive cranes on own wheels.
Maximum Speed	75	50	30	25	30
Diverging Routes, through crossover, junction and siding switches, through turnouts and trailing points, spring switches	25	15	15	15	15
Westward between MP-W172 and W173 curves	50	40	25	25	25
Westward between MP-W176 and W177 curves	70	50	30	25	30
Westward MP-W 177.65 curve	70	50	30	25	30
Eastward MP-W 176.35 and MP-W 176.20 curves	70	50	30	25	30
Between East Cabin and Dubuque Jct.	10	10	10	10	10

SPEED RESTRICTIONS

LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.
ZONE-Savanna Depot to M.P. 146.20	79	35
Curve M.P. 146.15, eastward track	70	35
Curve M.P. 146.15, westward track	65	35
ZONE-M.P. 146.20 to M.P. 170.07	79	50
ZONE-M.P. 170.07 to M.P. 171.00	79	50
ZONE-M.P. 171.00 to M.P. 171.99	40	30
Galena River Bridge M.P. 171.64	30	25
End of two main tracks, M.P. 171.50 and M.P. 171.72, Galena Jct.	40	35
ZONE-M.P. 171.99 to M.P. 172.47 (BN)	40	25
M.P. 172.47 (BN) to M.P. 184.86 (IC)	See IC Rules in Special Instructions	

SPEED RESTRICTIONS (Continued)

LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.
ZONE-M.P. 184.86 (IC) to M.P. 185.50 BN	40	20
ZONE-M.P. 185.50 to M.P. 187.00	75	50
ZONE-M.P. 187.00 to M.P. 187.57	79	50
ZONE-M.P. 187.57 to M.P. 239.00	79	50
Ports, end of two main tracks through turnout	40	35
M.P. 236.97, CMStP&P Crossing	60	49
M.P. 236.99, end of two main tracks through turnout	40	35
ZONE-M.P. 239.00 to M.P. 239.79	40	40
ZONE-M.P. 239.79 to 240.00	40	40
ZONE-M.P. 240.00 to M.P. 241.38	79	50
ZONE-M.P. 241.38 to M.P. 296.29	79	50
Herrington, through crossovers, M.P. 294.68	40	35
Graf, end of two main tracks through turnout, M.P. 295.29	40	35
ZONE-M.P. 296.29 to M.P. 299.78	70	45
ZONE-North LaCrosse M.P. 299.78 to M.P. 301.49	10	10
ZONE-M.P. 301.49 to M.P. 303.75	75	50
Sullivan through East Crossover	40	35
Sullivan through West Crossover	40	35
ZONE-M.P. 303.75 to M.P. 364.50	79	50
East Winona end of two main tracks through turnout M.P. 323.65	40	35
Winona Jct. end of two main tracks through turnout M.P. 327.93	60	50
Miner through west crossover	40	30
Trevino, end of two main tracks through turnout	40	35
Mears, end of two main tracks through turnout	40	35
ZONE-M.P. 364.50 to M.P. 366.50	60	40
ZONE-M.P. 366.50 to M.P. 410.25 (St.Croix Twr.)	79	50
County Trunk Highway E, M.P. 390.10, when on siding	10	10
Curve, M.P. 407.20	60	40
Prescott, end of two main tracks through turnout	40	30
Curve, M.P. 407.70	30	20
St.Croix River Drawbridge, M.P. 407.72.	30	15
Burns, end of 2 main tracks through turnout	40	30

Trains must not exceed 30 M.P.H. through turnouts of controlled sidings in Centralized Traffic Control Limits.

Nos. 29 and 30 must not exceed 50 M.P.H. between M.P. 364.50 and M.P. 366.50 and 70 M.P.H. between M.P. 366.50 and M.P. 379.00.

Nos. 25 and 32 must not exceed 55 M.P.H. between M.P. 364.50 and M.P. and M.P. 366.50 and 75 M.P.H. between M.P. 366.50 and M.P. 379.00.

Speed restrictions when handling loaded and empty N.P. 70 ton, G.N. D.M.I.R. ore cars, between St. Croix Tower and Savanna Yard.

	M.P.H.
BRIDGE 407.72	15
MP 386 and MP 364.50	30
BRIDGE 300.40	10
MP 239.20 and MP 235	30
BRIDGE 235.66	25
MP 228.10 and MP 227.10	30
MP 186.70 and MP 171.45	30
BRIDGE 171.64	20

Gross weight of car and lading must not exceed 220,000 lbs.

Freight trains 82, 88, 90, 83, 97 and 99 authorized by message over signature of Superintendent, may observe maximum speed of 60 M.P.H. as follows (observing all other speed restrictions):

Between M.P. 146.20 and 168.00	303.75 and 364.00
187.57 and 228.00	366.60 and 405.90
241.38 and 296.29	

FIFTH SUBDIVISION

1. At Barstow, trains must receive Clearance and will register by ticket.

Normal position of switch at junction of east wye, Barstow, is for Savanna Line; wye switch south of Barstow for Savanna Line; wye switch west of Barstow for Rock Island Line; wye switches north and south of Denrock for Savanna Line.

2. Denrock:

Operator on duty 8:00 A.M. to 5:00 P.M. daily except Sunday. Trains must receive Clearance when operator is on duty. Unless otherwise directed to do so, trains will not be required to register with the following exceptions:

Will register by ticket 8:00 A.M. to 5:00 P.M. daily except Sunday.

3. Between Ebner and Ayres CMStP&P trains governed by BN timetable and special instructions.

At Ebner-All trains register unless otherwise instructed by dispatcher.

4. Between Colona and Orion CRI&P trains governed by BN Rules, timetable and special instructions.

CRI&P crossing Colona, M.P. 238.39, interlocked and remotely controlled by CRI&P dispatcher DesMoines. Instructions posted in house adjacent to crossing for movement when communications fails.

Hand operated switch at M.P. 228.81 (CRI&P connection at Orion) equipped with controlled electric lock, controlled by operator at Barstow.

5. Trains taking siding at Erie must use left hand track unless otherwise provided.

BRIDGE 240.76	10
MP 239.90 and MP 236	30
MP 236 and MP 235	20
MP 235 and MP 215	30
MP 215 and MP 213	25
MP 213 and MP 210	30
Curve MP 12.88	25
MP 12 and MP 2.63	30

Gross weight of car and lading must not exceed 220,000 pounds.

Speed restrictions for movement of taconite pellets in DMIR ore cars between Savanna and Denrock.

M.P.	to	M.P.	M.P.H.
144.50		143.51	40
Turnout 143.21	End Double Track		30
Turnout 53.31	End Galesburg Main		30

SPEED RESTRICTIONS

LOCATION	M.P.H.
Maximum Speed	49
Galesburg passenger station and Main Street	15
Galesburg: Eastward trains at approach signal governing trains approaching Junction switch, Pearl Street	35
Curve M.P. 1.34	40
Spring switch Bouhan:	
Facing point movement	25
Wye switches Rio	20
Head end of train over BN crossing	
Alpha	20
Between Orion and Barstow	30
On curves between M.P. 235.00 and M.P.236.00	30
Approach signal until clear of C.R.I. & P. crossing at Colona	20
On curve M.P. 240.00	30
On curve M.P. 240.43	Yd.
Between wye switches Barstow	20
Reverse curves between M.P. 4.40 and M.P. 5.00 between Barstow and Joslin	20
Through turnouts at north and south switches of wye at Denrock	15
Between wye switches Denrock	20
Ayres:	
Between Signals	20
Through Turnout M.P. 53.31	30

Trains handling bridge or wrecking derricks must not exceed 25 M.P.H. When handling 250-ton Wrecking Derrick or Bridge Derrick 204620 across Rock River bridge 240.76 at Barstow, derrick must be spaced at least three cars from engine.

SIXTH SUBDIVISION

- Unless otherwise provided, protection against following trains as required by Rule 99 is not required.
- Sterling:
 - Time shown Sterling for information only.
 - Conductors must report for orders at C & NW depot.
 - Trains must stop before crossing 1st Avenue.
 - At C & NW crossing, call operator at C & NW depot who will operate interlocking for BN movements.
 - Operators on duty 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday. Trains must receive Clearance when operator is on duty.
- At Agnew – Rule 83(B) does not apply.
 - Hand throw derail on BN track. Mainline switch must be lined before throwing derail.
- Denrock:
 - Operator on duty 8:00 A.M. to 5:00 P.M. daily except Sunday.
 - Trains must receive Clearance when operator is on duty. Unless otherwise directed to do so, trains will not be required to register with the following exceptions:

Will register by ticket 8:00 A.M. to 5:00 P.M. daily except Sunday.

Normal position of Sterling Jct. switch at Denrock is for Tenth Subdivision.

Speed restrictions when handling loaded and empty N.P. 70 ton, G.N. and D.M.I.R. ore cars, between Savanna Yard and Galesburg.

	M.P.H.
MP 30.35 and MP 54.06	30
MP 48.60 and MP 24.91	30
MP 24.91 and MP 24.60	15
MP 24.60 and MP 5.00	30
MP 5.00 and MP 4.40	15
MP 4.40 and MP 2.10	30
MP 2.10 and MP 239.90	10

SPEED RESTRICTIONS

	M.P.H.
Maximum Speed	30
Denrock to M.P. 30.00	30
M.P. 30.00 to M.P. 31.75	25
M.P. 31.75 to Agnew	30
Over Rock River Bridge between Sterling and Rock Falls	15

SEVENTH SUBDIVISION

1. At Moline operator on duty as follows:

Week days, except Saturdays:

8:00 a.m. to 4:00 p.m.
6:00 p.m. to 2:00 a.m.

Saturday: 6:00 p.m. to 12 Midnight,
12 Midnight to 2:00 a.m.

Sunday: 8:00 a.m. to 11:00 a.m.,
6:00 p.m. to 9:00 p.m.,
12 Midnight to 2:00 a.m.

When operators are on duty Eastward trains must receive Clearance.

2. At Terminal Jct. — Rule 83(B) does not apply.

3. On the Second Subdivision of the Davenport, Rock Island and North Western Railway Company, at C.R.I. & P. Crossing, located between Terminal Jct. and Station No. 3, power operated stop gates protect eastward and westward movements over C. R. I. & P. Crossing. Stop gates will be controlled by switchtender. When gates are in the vertical position, movement may proceed without stopping.

4. Unless otherwise provided, freight trains will use BN main track between 7th and 13th Streets, East Moline. Normal position of switches for BN main track.

5. At Barstow trains must receive Clearance

SPEED RESTRICTIONS

	M.P.H.
Maximum Speed	30
Through yards Rock Island, Moline, East Moline	
Through switches east end of South track used as single track at Terminal Jct.	10
Between 500 ft. north of 44th Street Rock Island and 500 ft. south of 20th Street Moline	10
Over frogs and switches connecting with D.R.I. & N.W. each side of East Moline depot	10
Trains on West Wye track Barstow from 400 feet north of highway crossing until head end of train is over crossing	10

At Rock Island, do not handle Bridge Derrick 204620 on eastward main tracks under 24th Street viaduct unless boiler hood is removed. Watch for close clearance at top. Derrick must not be handled on westward main track.

EIGHTH SUBDIVISION

1. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.

2. Earlville:

Operator on duty 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday. Trains must receive Clearance when operator is on duty.

C. & N.W. main track between wye switches west of Earlville and C. & N.W. Junction 3130 feet north thereof is used jointly by BN and C. & N.W. trains.

3. Amboy:

Operator on duty 7:00 A.M. to 4:00 P.M. daily except Saturday and Sunday. Trains must receive Clearance when operator on duty.

4. Cars exceeding gross weight of 220,000 lbs. must not operate between Shaws and Amboy.

HARMON

Overhead loading device on Farmers' Elevator Track will not clear man on top or side of car.

5. At Rock Falls — Rule 83(B) does not apply.

Normal position of main track switch leading to engine house track at Rock Falls. is for that track.

6. At C. & N.W. Crossing, Sterling, no operator on duty. Call operator at C. & N.W. depot who will operate interlocking for BN movement.

7. Sterling:

Operator on duty 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday. Trains must receive Clearance when operator is on duty.

SPEED RESTRICTIONS

	M.P.H.
Maximum speed between:	
North Wye switches Earlville and C. & N.W. Jct.	15
C. & N. W. Jct. and M.P. 22.50	30
M.P. 22.50 and M.P. 24.00	25
M.P. 24.00 and M.P. 29.30	30
M.P. 29.30 and M.P. 42.35	25
M.P. 42.35 and M.P. 44.20	15
M.P. 44.20 and M.P. 47.07	25
Bridge 26.03 east of Amboy	6
Between eastward and westward absolute signals I.C. crossing M.P. 27.38 Amboy	10
Engine or leading car of train between absolute signals at C. & N.W. crossing, M.P. 42.23	20
Rock Falls between 7:00 a.m. and 7:00 p.m., before crossing Second Street	Stop
Rock River Bridge, Sterling	15
Sterling, before crossing First Avenue	Stop

Trains handling derrick over Bridge 26.03 between Amboy and Shaws, must not exceed 6 M. P. H. and must be separated from engine by at least one light weight car, when passing over this bridge.

Between Earlville and Sterling 250 ton Wrecking Derrick and Bridge Derrick 204602 must not be operated.

NINTH SUBDIVISION

1. Unless otherwise provided, protection against following trains as required by Rule 99 is not required between Ottawa and N.Y.C. Jct.
2. At Montgomery Rule 83(B) does not apply. Clearance must be received at Aurora Tower. Trains will register at Aurora Tower by ticket.
3. Wedron:
Operator on duty 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday. Trains must receive Clearance when operator is on duty.

Engines must not go on coal trestle of Wedron Silica Co.

4. Before proceeding over drawbridge 81.45 over Illinois River at Ottawa and over drawbridge 24.83 over Illinois River at LaSalle, all trains and engines must come to a full stop and then be governed by signals from the bridge tender.

Bridge Tenders at Illinois River bridge, Ottawa, will be on duty as follows:

Monday to Friday, inclusive: 9:00 p.m. to 1:00 a.m.
2:00 a.m. to 3:00 a.m.
4:00 a.m. to 7:00 a.m.

On Mondays 3:00 a.m. until No. 603 has passed.
On Saturdays 7:00 p.m. until No 602 has passed.

5. Streator:
Operator on duty 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday. Trains must receive Clearance when operator on duty.

Trains will not register unless directed to do so.

Trains and engines must stop at crossings of N.Y.C. and G.M. & O. and be governed by position of Smash-boards. From 5 P.M. to 8 A.M. Monday through Friday Smash-boards governing movements for N.Y.C. and BN will be clear and movement over crossing will be made per Rule 98(A) Saturday and Sunday. During this same period, engine and yard movements over Broadway Street (first street north of tower), must be protected by a member of the crew on the ground, as highway crossing gates will not be in service.

Depressed loading track at Lowell Brick yard stubbed 200 ft. from point of switch.

6. Cars exceeding gross weight of 220,000 lbs. must not be operated between LaSalle and Streator.
7. Spur track between L. & S. Jct. and Lowell, 3.7 miles, within yard limits. Maximum speed 10 M.P.H.

8. Bridge Tenders at Illinois River Bridge, La Salle, will be on duty as follows

Monday to Friday, inclusive: 8:00 a.m. to 12:01 p.m.
1:00 p.m. to 5:00 p.m.
Saturday:
8:00 a.m. to 12:01 p.m.
1:00 p.m. until No. 602 has passed.

9. La Salle:
Operator on duty 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday. Trains must receive Clearance when operator is on duty.
10. Engine or cars, must not use No. 2 pit track west of road crossing located just east of tipple of Western Sand and Gravel Company at Spring Valley, Illinois.
11. Between N.Y.C. Jct. and Zearing, NYC trains governed by BN Rules, timetable and special instructions.

Normal position of the junction switch at N.Y.C. Jct. is for the Montgomery and Zearing main track.

At Zearing Rule 83(B) does not apply to No. 792 when operator is not on duty.
12. Normal position of switch leading from Montgomery and Zearing main track to the south wye at Zearing, will be for south wye.

SPEED RESTRICTIONS

	M.P.H.
Maximum speed between Montgomery and Streator	30
Eastward trains at approach signal to C.T.C. at Montgomery	25
Between M.P. 40.75 and M.P. 41.75	20
Between M.P. 75.66 and M.P. 75.90	10
Engine or leading car, over crossing M.P. 79.25, north end, Ottawa yard	10
Ottawa, over Columbus Street (Route 23)	10
Ottawa, over LaSalle Street and C.R.I. & P. crossing	10
Ottawa, over Fourth Street	10
Ottawa, between C.R.I. & P. crossing and Illinois River bridge, engines handling cars	8
Light engines	6
Ottawa, over Third Street (Route 6)	6
Illinois River Bridge, south of Ottawa	10
Between M.P. 95.76 and M.P. 96.58	10
Streator, before crossing Mildred Street on old lead and First Street on both North leads to Owens-Illinois Glass Co., Stop and protect movement	Stop
Streator, before crossing Hickory Street or Main Street, Stop and protect movement	Stop
Maximum speed between Streator and Zearing:	
Streator and M.P. 3.25	20
M.P. 3.25 and M.P. 14.25	35
M.P. 14.25 and M.P. 22.10	20
M.P. 22.10 and M.P. 34.85	25
M.P. 34.85 and Zearing	40
Streator, Engine or leading car over Park and Bloomington Street crossing's	10
Vermillion River Br. M.P. 1.81	15
L & S Jct. and Lowell	10
M.P. 18.40	10
Engine or leading car between M.P. 19.90 and M.P. 20.40 (Cement Plant)	10
Curve M.P. 22.70, Highway Crossing M.P. 23.63, Br. 24.83, Br. 25.50	10

SPEED RESTRICTIONS CONTINUED

LaSalle-Bucklin Street, protect movement	Stop
Between M.P. 27.15 and M.P. 27.25	5
M.P. 27.77-C.R.I. & P. Crossing, Engine or leading car between absolute signals	20
Between M.P. 29.42 and M.P. 30.00	10
Curve M.P. 31.47	20

Between Streator and Zearing 250 ton wrecking derrick and Bridge Derrick 204620 must not operate.
 Trains handling 150 ton wrecking derrick and other derricks under 150 ton must not exceed 10 MPH over Bridge 2.16, 24.83, and 25.50.
 Derrick must be separated from engine by at least one light weight car when passing over these bridges.

TENTH SUBDIVISION

1. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.
2. Denrock:
 Operator on duty 8:00 A.M. to 5:00 P.M. daily except Sunday.
 Trains must receive Clearance when operator is on duty.
 Normal position of Sterling branch junction switch at Denrock is for Tenth Subdivision.

Unless otherwise directed to do so, trains will not be required to register with the following exceptions:

Will register by ticket 8:00 A.M. to 5:00 P.M. daily except Sunday.

SPEED RESTRICTIONS		M.P.H.
Maximum Speed		40
Between eastward and westward signals at C. & N.W. Crossing, M.P. 29.08		35

Speed restrictions for movement of taconite pellets in DMIR ore cars between Denrock and Mendota.

M.P.	to	M.P.	M.P.H.
48.60		25.00	40
Over Bridge 32.78			15
25.0		Mendota	30

Trains handling derricks must not exceed 25 M. P. H.

ELEVENTH SUBDIVISION

1. Between Rockford and Flag Center:
 C.M.ST.P. & P. Ry. trains governed by BN timetable and special instructions.
2. At Flag Center – Rule 83(B) does not apply.
3. At Davis Jct. trains must receive Clearance and register by ticket.
4. I.C. Crossing at Rockford is remotely controlled by I.C. Operator. If signal fails to clear, instructions posted in telephone box will govern.

SPEED RESTRICTIONS

	M.P.H.
Maximum Speed	35
Rockford, through City Limits	25
Rockford, Rock River Bridge 23.37	10
Rockford, over Main Street Crossing	5
Rockford, over 15th Avenue (second street south of I.C. crossing)	5
Rockford, Bridge 0.49 Forest City Spur	10
Northward trains at approach signal M.P. 22.05 to I.C. crossing at M.P. 22.55	15
On curves at Flag Center	15
Engine or leading card of train between absolute signals at C.M. St. P. & P. crossing M.P. 11.68	20

Between Flag Center and Rockford trains handling derricks must not exceed 25 M.P.H.

CHICAGO & NORTH WESTERN RAILWAY

MODIFICATION OF THE CONSOLIDATED CODE OF OPERATING RULES

RULES 12, 14, 14 (A) and Train Order Form Y.

In the application of Rules 12, 14, 14 (A) and Train Order Form Y, on subdivisions where trains are required to keep to the left, in double or three or more track territory, signals as prescribed by these rules will be displayed to the left of the track for outside tracks and to the right of the track for inside tracks.

RULE 14 (A) (Revised)

A train or engine finding a red flag or a red light displayed between the rails of the track or to the right of the track as viewed from an approaching train must stop before any part of the train or engine passes the red signal and must not proceed until a proceed signal given with a yellow flag or a yellow light is received or verbal permission is received.

Red signal must be replaced when found between the rails.

RULE 93 (Revised)

Yard limits will be indicated by yard limit signs.

Within yard limits the main track may be used, clearing first class trains when due to leave the last station where time is shown. In ABS territory, information issued by the train dispatcher, either verbally or by message may be used to determine when delayed first class trains are due to leave the last station where time is shown.

Within yard limits protection as prescribed by Rule 99 is not required except when carrying passengers or in case of failure to clear first class trains as required.

Second and Third class trains, extra trains and engines must move within yard limits at reduced speed unless the main track is known to be clear.

Within yard limits, when authorized to run against the current of traffic or on a portion of double or three or more tracks used as a single track, all trains and engines must move at reduced speed.

Note – Where ABS System rules are in effect, “known to be clear” includes when track is known to be clear by signal indication.

RULE 99

THE NOTE TO RULE 99 DOES NOT APPLY ON THE C&NW RAILWAY AND AFFILIATED LINES.

RULE D-151

Timetable Special Instructions will designate the subdivisions or portion of subdivisions on which trains must keep to the left.

FORMS OF TRAIN ORDERS

FORM Y (Revised) MAINTENANCE OF WAY STOP

“Men and equipment on _____ track between MP _____ and MP _____ located between (Station) and (Station) from _____ M until _____ M All trains on _____ track proceed through these limits at reduced speed not exceeding _____ M.P.H. unless a different speed is verbally authorized by employee in charge or entire train has passed a green flag.”

When a train or engine finds a red flag displayed to the right of the tracks as viewed from an approaching train within the limits of a Form Y train order, stop must be made before any part of train or engine passes the red signal.

A green flag displayed to the right of the track indicates the end of the restriction.

Station names will be those designated in timetable. Decimals will be used, when necessary, in stating MP locations. (Example—MP 80 to MP 80.5).

RULE 512 (A) (New Rule)

A switch must not be opened to permit a movement to a main track when the semaphore arm is horizontal or the disc is visible in the indicator box at the switch, except under protection as per Rule 99.

RULE 513 (New Paragraph)

This will not relieve employees from promptly and properly protecting the movement.

AUTOMATIC CAB SIGNAL RULES

These rules apply to engines equipped with Automatic Cab Signals when operating in Automatic Cab Signal territory.

1. Automatic Cab Signal territory will be designated by timetable or bulletin amending timetable. Cab signals must be cut in before entering and cut out after leaving Automatic Cab Signal territory.

2. Cab Signal indications do not supersede fixed signal indications except when Cab Signal changes to a more restrictive or a more favorable indication at a point other than a fixed signal location.

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

When the Cab Signal changes to a more restrictive indication, at a point other than a fixed signal location, engineers must immediately comply with indication displayed, in accordance with Automatic Cab Signal Rule 3.

3. Cab Signal Aspects:

- (a) A green light indicates PROCEED.
- (b) A yellow over green light indicates approach next signal not exceeding 30 M.P.H.
- (c) A yellow light indicates approach next signal prepared to stop.
- (d) A red over yellow light indicates proceed at restricted speed.

4. Should Cab Signal and fixed signal indications conflict, the more restrictive indication will govern. Such occurrence must be reported to Superintendent.

The Cab Signal may be cut out under the following conditions: After passing through not less than two consecutive blocks where there is a conflict between the Cab Signal and fixed signal indications the Cab Signal may be cut out and the train may proceed in accordance with the indications of the fixed signals, but at not to exceed 40 Miles Per Hour, after which a report must be made to the Train Dispatcher by the first available means of communication. Train will then be governed by the indications of the fixed signals, but at not to exceed 79 miles per hour, keeping clear of occupied block. After waiting one minute at permissive signal, it may be regarded that there has been a failure of wayside signal and train may proceed at Restrictive Speed until a more favorable signal indication is encountered.

5. When operating in Cab Signal territory with Cab Signal cut out, members of crew on the engine must be so advised and additional precautions must be taken as conditions may require.

6. An engineer taking charge of an engine operating through a terminal must check with engineer relieved as to whether the Cab Signal is in service and functioning properly.

7. Cab Signals must be cut out in the trailing cab of diesel engines, on engines running backward, or on other than the leading engine when more than one engine on train.

AIR BRAKE RULES AND INSTRUCTIONS

The following rules and instructions are for trainmen and engineers whose duties are connected with the operation of the air brake equipment.

1. Conductors and trainmen must familiarize themselves with the operation of the brakes on all cars in their charge and with the rules pertaining to the handling of trains with air brakes.

2. Each train must have the air brakes on all cars in effective operating condition, except in case of emergency, but at no time shall the number of operative air brakes be less than 85% of the total.

3. All trains must be given an initial terminal road train air brake inspection and test at points: (1) Where train is originally made up (Initial Terminal); (2) Where train consist is changed other than by adding or removing a solid block of cars and the train brake system remains charged; (3) Where train is received in interchange.

INITIAL TERMINAL ROAD TRAIN AIR BRAKE TESTS

5(a). Train air brake system must be charged to required air pressure, angle cocks and cutout cocks must be properly positioned, air hose must be properly coupled and must be in condition for service. An examination must be made for leaks and necessary repairs made to reduce leakage to a minimum. Retaining valves must be inspected and known to be in condition for service.

5(b). After the air brake system on a freight train is charged to within 15 pounds of the setting of the feed valve on the locomotive, but to not less than 60 pounds, as indicated by an accurate gauge at rear end of train, and on a passenger train when charged to not less than 70 pounds, and upon receiving the signal to apply brakes for test, a 15 pound brake pipe service reduction must be made in automatic brake operation, the brake valve lapped, and the number of pounds of brake pipe leakage per minute noted as indicated by brake pipe gauge, after which brake pipe reduction must be increased to full service. Inspection of the train brakes must be made to determine that angle cocks are properly positioned, that the brakes are applied on each car, that piston travel is correct, that brake rigging does not bind or foul, and that all parts of the brake equipment are properly secured. When this inspection has been completed, the release signal must be given and brakes released and each brake inspected to see that all have released.

6. When the engine used to haul the train is provided with means for maintaining brake pipe pressure at a constant level during service application of the train brakes, this feature must be cutout during train air brake tests.

7. Brake pipe leakage must not exceed 5 pounds per minute.

PISTON TRAVEL

8(a). At initial terminal, piston travel of body mounted brake cylinders which is less than 7 inches or more than 9 inches must be adjusted to nominally 7 inches.

8(b). Minimum brake cylinder piston travel of truck mounted brake cylinders must be sufficient to provide proper brake shoe clearance when brakes are released. Maximum piston travel must not exceed 6 inches.

8(c). Piston travel of brake cylinders on freight cars equipped with other than standard single capacity brake, must be adjusted as indicated on badge plate or stenciling on car located in a conspicuous place near brake cylinder.

9. During standing test, brakes must not be applied or released until proper signal is given.

10. When train air brake system has been tested from a yard test plant as prescribed and air brake system remains charged until road motive power is coupled to train, the air brake test required is an automatic brake application and release of air brakes on rear car.

INTERMEDIATE TERMINAL ROAD TRAIN AIR BRAKE TESTS

11(a). Passenger train: Before motive power is detached or angle cocks closed, except when closing angle cock for cutting off one or more cars from the rear end of train, automatic air brake must be applied. After recoupling, brake system must be recharged to required air pressure and before proceeding and upon receipt of proper request or signal, application and release tests of brakes on rear car must be made from the locomotive in automatic brake operation.

11(b). Freight trains: Before motive power is detached or angle cocks are closed, brakes must be applied with a full service brake pipe reduction. After recoupling and angle cocks are opened, it must be known that brake pipe air pressure is being properly restored as indicated by the caboose gauge and that brakes on rear car are released. In the absence of a caboose gauge, air brake test must be made as prescribed by paragraph (a).

12. At a point other than initial terminal where locomotive or caboose is changed, or where one or more consecutive cars are cut off from rear end or head end of train with consist otherwise remaining intact, after train brake system is charged to within 15 pounds of feed valve setting on locomotive but not less than 60 pounds as indicated at rear of freight train, and on a passenger train to at least 70 pounds, a 20 pound brake pipe reduction must be made and it must be determined that brakes on rear car apply and release properly.

13. At a point other than a terminal where one or more cars are added to a train, and after the train brake system is charged to not less than 60 pounds as indicated by a gauge at the rear of freight train and on a passenger train to not less than 70 pounds, tests of air brakes must be made to determine that brake pipe leakage does not exceed five (5) pounds per minute as indicated by the brake pipe gauge after a 15 pound brake pipe reduction. After the leakage test is completed, brake pipe reduction must be increased to full service, and it must be known that the brakes on each of these cars and on the rear car of train apply and release.

14. At a terminal where cars which have been previously charged and tested are added to a train, test must be made to determine that brakes on the rear car of train apply and release.

At terminals where cars which have not been previously charged and tested are added to a train, such cars must receive initial terminal road-train air brake test and it must be determined that the brakes on the rear car of the train apply and release.

15. Transfer train and yard train movements not exceeding 20 miles, must have the air brake hose coupled between all cars, and after the brake system is charged to not less than 60 pounds, a 15 pound service brake pipe reduction must be made to determine that the brakes are applied on each car before releasing and proceeding.

16. When more than one engine is attached to a train, the engineer of the leading engine shall operate the brakes. On all other motive power units in the train the brake pipe cutout cock to the brake valve must be closed, the maximum main reservoir pressure maintained and brake valve handles kept in the prescribed position. In case it becomes necessary for the leading engine to give up control of the train short of the destination of the train, a test of the brakes must be made to see that the brakes are operative from the automatic brake valve of the engine taking control of the train.

RUNNING TEST

17. When motive power, engine crew or train crew has been changed, angle cocks have been closed except for cutting off one or more cars from the rear end of train, running test of train air brakes on passenger train must be made, as soon as speed of train permits, by use of automatic brake. Power must not be shut off unless required and running test must be made by applying train air brakes with sufficient force to ascertain whether or not brakes are operating properly. If air brakes do not properly operate, train must be stopped, cause of failure ascertained and corrected and running test repeated.

BACK UP MOVEMENTS

18. When back up movement is to be controlled with a standard hose or valve, the brakes must be applied from the back up hose or valve and released from the engine before movement is started.

When backing a train, the engine brake valve must be in running position.

Movement must not be started until proper signal is given. A running test must be made with the back up hose or valve before the train has moved 300 feet; if the running test is not made within 300 feet, the engineer must stop the train and ascertain the cause.

19. If the brake pipe on a passenger car is broken, pass brake pipe air through signal line on car by use of emergency hose at each end. The communicating signal will be inoperative behind this car. Engineer must be notified of this condition.

20. Conductors and trainmen must familiarize themselves with the location of emergency air brake valves in their train.

The emergency air brake valve located in all passenger, baggage and express cars and brake valve in cabooses of freight trains must not be used unless absolutely necessary. If an emergency arises where the train must be stopped as quickly as possible to avoid danger to life or property, open the emergency air brake valve wide and leave it open until the train stops.

21. If it is necessary to stop a train due to inability to transmit signal to the engineer, open the brake valve carefully and after the brakes begin to apply, gradually increase the exhaust until it is sufficient to keep the brakes applied to the stop.

22. Hand brakes must be released on cars before leaving terminals and on cars added to the train enroute. It must be ascertained that brakes are released on both trucks before moving the car.

23. Unless otherwise specified by special instructions, the feed valve on engines will be adjusted to regulate brake pipe pressure as follows:

Passenger	110 pounds
Freight	80 pounds