

GALESBURG DIVISION

J. K. Vaden, General Manager, Galesburg

| | | |
|------------------------|--------------------------------|-------------|
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| L. H. BAHLS | Supt. Mice. and Engrg. | Galesburg |
| D. L. GABRIEL | Supt. Mechanical | Galesburg |
| | Director Safety & Rules | Galesburg |
| B. M. BATTERSON | Manager Operating Practices .. | Galesburg |
| B. L. HARDRICK | Trainmaster/Road Foreman | Galesburg |
| R. B. PAULSGROVE | Trainmaster/Road Foreman | Galesburg |
| T. S. ROBERTS | Trainmaster/Road Foreman | Galesburg |
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| R. F. FELDBURG | Trainmaster | West Quincy |
| P. L. PADDOCK | Trainmaster/Road Foreman | Centralia |
| T. L. HEMERLE | Road Foreman | Creston |
| D. E. O'RILEY | Division Agent | Burlington |

GALESBURG TERMINAL

| | | |
|--------------------------|------------------------------------|-----------|
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| J. D. LARSON | Asst. Supt. Terminal Operations .. | Galesburg |
| M. D. GRADY | Terminal Trainmaster | Galesburg |
| D. B. HOOTEN | Terminal Trainmaster | Galesburg |
| D. P. JOHNSON | Terminal Trainmaster | Galesburg |
| R. D. MC MULLEN | Terminal Trainmaster | Creston |
| L. E. PIPER | Terminal Trainmaster | Galesburg |
| R. P. KINNEY | Terminal Agent | Galesburg |

REGION TRANSPORTATION DEPT.

| | | |
|----------------------|----------------------------|-----------|
| T. N. BISSEN | Supt. Transportation | Galesburg |
| E. C. ANDERSON | Chief Dispatcher | Galesburg |



Printed in U.S.A.



SOUTHERN REGION

GALESBURG DIVISION

TIMETABLE NO. 1

IN EFFECT AT 0001
Continental Central Time

**Sunday
October 30, 1988**

Including National Railroad Passenger Corporation (NRPC) Trains

Region Vice President
R. S. HOWERY

Division General Manager
J. K. VADEN

Vice President Transportation
W. A. HATTON

ALL SUBDIVISIONS

1. Speed Restrictions

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.

Maximum Speeds Permitted

| | |
|--|--------|
| 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.

Maximum Speeds Permitted:

| | |
|--|---------|
| On sidings | 20 MPH. |
| On tracks other than main tracks and sidings | 10 MPH. |
| Locomotives equipped with friction bearings | 35 MPH. |
| Light locomotive consist or caboose hop | 50 MPH. |

Trains and engines through turnouts, except as specified under Individual Subdivision Special Instructions 12 MPH.

| Equipment | Main Line | Branch Line |
|---|-----------|-------------|
| Ore cars, BN 99000-99949 | 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) | 45 MPH | 45 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 BN 961302-961361, BN 965846-965945 and cars with center bulkheads | 45 MPH | 45 MPH |
| Empty flat cars: NP 62300-62949 NP 66100-66249 | 45 MPH | 45 MPH |

Except on Main Lines as shown in timetables, locomotives, wrecking derricks and other types of heavy work equipment must not be operated on any subdivision unless authorized by chief dispatcher and roadmaster or covered by specific instructions.

Maximum Speed of Locomotives

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

1A. Control of Harmonic Rocking

Under certain conditions, operation of trains between 13 MPH and 21 MPH 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 MPH, must reduce speed to not exceed 13 MPH until movement can again exceed 21 MPH.

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:

5-585, 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 be equipped with bolster stops when operated in manned helper consists; **except**, single non-equipped locomotives may be operated when placed between locomotives equipped with alignment control couplers or bolster stops.

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

1702-1703, 1706-1707, 1709, 1711-1713, 1717, 1726, 1728, 1734, 1736, 1739, 1741-1742, 1745-1749, 1751-1752, 1758-1760, 1763-1765, 1769, 1774, 1777, 1779, 1782-1783, 1787, 1791, 1799-1800, 1802, 1804, 1811-1813, 1816, 1819, 1821, 1829, 1836, 1839-1841, 1851, 1854, 1858, 1860-1861, 1863, 1868-1869, 1875, 1877-1878, 1882-1883, 1888-1889, 1896-1898, 1900, 1910, 1913-1914, 1916-1917, 1920, 1922, 1938, 1942, 1944, 1951, 1954, 1956, 1958, 1960-1961, 1964-1965, 1971, 1977-1978, 1980, 1991, 1993, 1995-1997.

The locomotive which is coupled to cars must be equipped with an alignment control coupler if locomotive consist has 18 or more powered axles. In figuring powered axles, include locomotives in manned helper operation when placed at head end of train.

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 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.

SPECIAL INSTRUCTIONS

3

Not more than 24 powered axles can be used in helper services 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.

The following 100-ton coal cars are not equipped with Grade E steel couplers:

| | |
|------------------|-------------------|
| 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. |
| B | GP9B* | 600-602, 604. |
| | GP-5 | 1355-1356, 1358-1360, 1364-1365. |
| | GP-9 | 1726, 1728, 1734, 1736, 1739, 1741-1742, 1745-1749, 1751-1752, 1758-1760, 1811-1813, 1816, 1819, 1821, 1829, 1888-1889, 1902, 1910, 1913-1914, 1916-1917, 1920, 1922-1923, 1938, 1942, 1944, 1951, 1954, 1956, 1958, 1960-1961, 1964, 1966, 1969, 1971, 1980, 1991, 1993, 1995-1997. |
| C | SW-12 | 162-166, 170-174, 176-177, 179-181, 183-184, 186, 188-189, 192-199, 201, 205-207, 209-214, 222-226, 228, 230-231, 233-255, AMTK 565. |
| | SW-9 | 169. |
| | SW-10 | 375-394, 427-449, 574-577, 579-585. |
| D | NW-12 | 5, 14. |
| | MP-15 | 1000-1004. |
| | GP-15-1 | 1375-1399. |
| | GP-10 | 1400-1403, 1406-1411, 1413-1414, 1416-1420, 1422, 1426, 1436, 1438. |
| | GP-9 | 1702-1703, 1706-1707, 1709, 1711-1713, 1717, 1763-1765, 1769, 1774, 1777, 1779, 1782-1783, 1787, 1791, 1799-1800, 1802, 1804, 1836, 1839-1841, 1851, 1854, 1858, 1860-1861, 1863, 1868-1869, 1875, 1877-1878, 1882-1883, 1896-1898, 1900, 1965, 1970, 1977-1978. |
| | GP-20 | 2012, 2030-2031, 2034-2035, 2037, 2042, 2044, 2048-2049, 2054, 2058, 2063. |
| | GP-30 | 2217-2219, 2221-2222, 2225, 2232. |
| | GP-39-2 | 2700-2739, HL 403. |
| E | SW-15 | 20-65, 300-324. |
| | GP-38E | EMD 741, EMD 743, EMD 745, EMD 747-748, EMD 752-753, EMD 756, EMD 758-763, EMD 767, EMD 770-771, EMD 775-776, EMD 778-783, EMD 785, EMD 787, EMD 790-793, EMD 797-800, EMD 802, EMD 804-806, EMD 808-810, EMD 813, EMD 816, EMD 822, EMD 824, EMD 826-827, EMD 834, EMD 838, 2072-2077, 2110-2135, 2137-2138. |
| | GP-38 | 2155-2189. |
| | GP-38-X | 2078-2109, 2150-2154, 2255-2314, 2316-2369. |
| | GP-38-2 | HL 2018-2019, HL 2021-2022, HL 2025, HL 2035, HL 2037, HL 2039, HL 2045, HL 2052. |
| | GP-30 | 2200, 2203-2206, 2210, 2212-2216, 2251, 2253. |
| | GP-35 | 2504, 2507, 2511, 2514, 2516-2518, 2522-2526, 2528-2534, 2537, 2540-2543, 2551, 2554-2557, 2559-2560, 2570-2572, 2576, 2579-2580. |
| | GP-38-B* | 2600. |
| | GP-38-2B* | 2601. |
| | GP-40 | 3000-3002, 3004-3005, 3008-3012, 3015-3016, 3019, 3022-3023, 3025, 3032-3035, 3037-3038, KYLE 3101, KYLE 3103-3104, KYLE 3108-3110, KYLE 3112, KYLE 3114-3118. |
| | GP-40-2 | 3040-3064. |
| | GP-50 | 3100-3162. |

| Group | Model | Locomotive Numbers |
|-------|-----------|---|
| E | B-30-7A* | 4000-4050, 4052-4119. |
| | U-30-B | 5782-5799. |
| | B-30-7 | 5485-5492. |
| | B-32-8 | 5497-5499. |
| | F-40-PH | AMTK 200-409. |
| | B-39-8 | GECK 8000-8001, LMX 8500-8599. |
| | SD-9 | HL 504-505. |
| F | | None. |
| G | SD-9 | 6127, 6131, 6133-6135, 6139, 6141-6143, 6145-6148, 6150, 6152-6154, 6156-6164, 6166-6168, 6174, 6176-6179, 6181, 6183-6185, 6190-6200, 6202, 6204, 6217-6219, 6221, 6223-6228, 6230-6237. |
| H | SD-9 | 6100-6103, 6107-6110, 6113-6123, 6125-6126. |
| | E-9 | 9900-9908, 9910-9925. |
| I | C-30-7 | 5000-5135, 5137-5141, 5500-5599. |
| | U-30-C | 5300-5306, 5318, 5320-5322, 5325-5326, 5330, 5335, 5338-5362, 5364-5394, 5800-5801, 5803-5804, 5806-5813, 5815-5839, 5900-5901, 5903-5905, 5907-5912, 5915-5944. |
| | SD-38-2 | 6260-6263, GATX 1237-1245. |
| | SD-40 | 6300, 6303-6305, 6309, 6313, 6318, 6321, 6323, 6339, 6394, 6397-6399. |
| | SD-40-2 | 6325-6334, 6348-6366, 6368-6373, 6378-6385, 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. |
| | SD-40-2B* | 7500-7502. |
| | SD-60 | OWY 9000-9099. |
| | | *Cables. |

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 are not equipped with air brakes and must be placed next ahead of the last car in cabooseless trains.

Pile drivers

Locomotive cranes

Empty ribbon rail cars

Rear end only cars

Jordan spreaders

Rotary snowplows, wedge plows, dozers.

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 and wings must be properly secured.

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

DODX 40000-40100- Handbrakes on these cars must not be used to control movement and must be applied from a ground position while car is standing.

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

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.

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.

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

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.

5. Car Weight and Length Restrictions

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

These restrictions must not be exceeded without authority of general manager.

Refer to Individual Subdivision Special Instructions Item 2 for exceptions.

6. Federal Railroad Administration (FRA) Excepted Track

Where Individual Subdivision Special Instructions specify "FRA EXCEPTED TRACK - See All Subdivision's Item 6", the following restrictions apply:

- a. Maximum speed is 10 MPH;
- b. Revenue passenger trains are not permitted; and,
- c. No more than five cars, required to be placarded by Hazardous Materials Regulations, may be handled in a freight train.

7. Air Repeater Operation

Air repeater cars BNH 3-14, 20-29, 30-35 must be operated approximately in the middle of the train.

There is a flashing light on both end of the roof and two lights on either side at ground level. Flashing roof light and illuminated side light indicate which end of the car is cut in for repeater operation and must be the light nearest the controlling locomotive.

If charging in the wrong direction, bring the brake pipe to zero with an emergency application of the train brakes and recharge in the normal manner.

Air repeater cars increase the brake pipe pressure by a fixed percentage. Higher brake pipe pressure at the rear of a train will be noticed with this arrangement. It is possible for the brake pipe pressure on the rear car to be greater than the brake pipe pressure setting of the controlling locomotive. This does not constitute an overcharge with the air repeater car operating.

If an air repeater car fails en route, an automatic valve will operate to bypass the repeater equipment making it like any other car in the train. It is not necessary to do anything at the air repeater car. The air repeater car diesel engine contains antifreeze and draining of the engine is not required with engine shutdown.

If brakes do apply on the train when the air repeater rack is cut out by the bypass valve, it will be necessary to reduce the overcharged condition.

8. Dimensional and Special Shipment Restrictions

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

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

c. Before a dimensional or special shipment can be moved in a train, yard forces or employee in charge of station where no yard forces on duty, must obtain permission from the train dispatcher. This does not relieve conductor from complying with Rule 625 of the General Code of Operating Rules.

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

e. Train dispatcher must issue appropriate track warrant, track bulletin or message when dimensional shipment restricts opposing train and confirm message received.

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

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

| CODE | RESTRICTION APPLICABLE | CODE | RESTRICTION APPLICABLE |
|----------------|---|-----------------|---|
| ALPHA | <p>LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE</p> <p>Handle cautiously through yards.</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>LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE</p> <p>Handle cautiously through yards.</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>LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE</p> <p>Handle cautiously through yards.</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>LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE</p> <p>Handle cautiously through yards.</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. 8 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>LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE</p> <p>Handle cautiously through yards.</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>LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE</p> <p>Handle cautiously through yards.</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>LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE</p> <p>Handle cautiously through yards.</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 curved part 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. |

9. 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 general manager 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, including when **Detector Status Message** is "... Integrity failure", 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. |

| Detector Status Message | Train Crew Response |
|--|--------------------------------|
| "... (No message or incomplete message)" | Stop and inspect entire train. |
| "... Excessive Alarms" | Stop and inspect entire train. |

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 head end of train, including locomotives, 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.

Conductor must report to the train dispatcher when **Detector Status Message** is "Integrity failure".

If more than one detector status message is received, comply with most restrictive message.

Track Side Warning Detector-Radio Tone-

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

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

10. 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 track warrant or track bulletin. This does not modify requirements of Rule 93.

11. Commodities Insulating Track in CTC and ABS

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

12. Rule Books in Effect on Burlington Northern Railroad

General Code of Operating Rules
 Air Brake and Train Handling Rules, Form 15338
 Train Dispatcher's Manual, Form 51545
 Instructions for Agents, Control Operators, Train Order Operators, and Bridgetenders, Form 15472
 Rules of the Maintenance of Way, Form 15125
 Safety Rules and General Rules, Form 15001
 Intermodal/Automobile Facility Safety Rules and General Rules, Form 16406

13. General Code of Operating Rules Changes and Additions

The following rules apply only on Burlington Northern Railroad.

Where referenced in rules and instructions, "general manager" replaces "superintendent".

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-is 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-is changed to read:

The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty, or their possession or use while on duty or on Company property, is prohibited.

Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

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.

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)-second paragraph is changed 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.

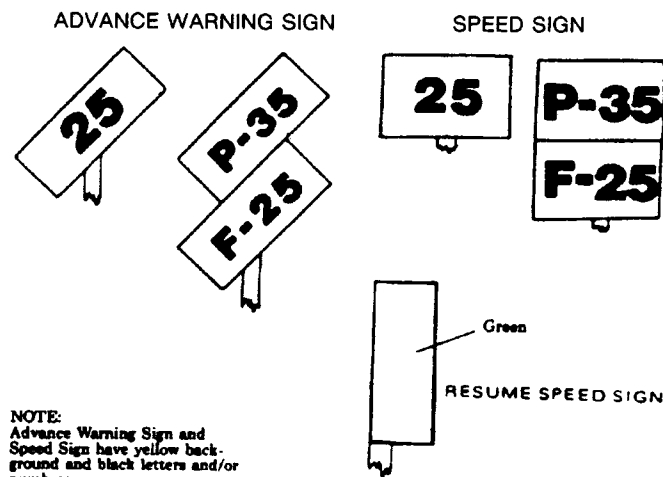
Rule 10(E)-following paragraphs are added:

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-following second paragraph is added:

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 19-is changed to read:

19. MARKERS: A marker of the prescribed type will be displayed on the trailing end of the rear car to indicate the rear of the train.

19(A). HIGHLY VISIBLE MARKER: A highly visible marker will be displayed at the rear of every train as follows:

- (1) From one hour before sunset to one hour after sunrise and when weather conditions restrict visibility to less than one-half mile.

NOTE: A marker equipped with a functioning photoelectric cell will automatically illuminate at the appropriate time.

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

When a highly visible marker is required, it must be inspected by a qualified employee at the initial terminal and each crew change point to determine that it is functioning properly. Inspection will be made by observation or by telemetry display in the cab of the engine. The engineer must be informed of the results of the inspection.

19(B). ALTERNATIVE MARKERS: A reflector, a red flag or a light fixture will be displayed at the rear of the train as the marker when:

- (1) A highly visible marker is not required;
- (2) A defective car must be placed at the rear for movement to a repair point;
- (3) The rear portion of the train is disabled and cannot be moved and a highly visible marker cannot be displayed on the rear of portion to be moved; or,
- (4) The highly visible marker becomes inoperative en route. The train may be moved to the next forward location where the highly visible marker can be repaired or replaced.

Rule 26-is modified as follows:

26. BLUE SIGNAL PROTECTION OF WORKMEN: This rule prescribes the requirements that must be followed for the protection of railroad workmen engaged in the inspection, testing, repair and servicing of rolling equipment whose activities require them to work on, under, or between such equipment and subjects them to the danger of personal injury posed by movement of this equipment.

As used in Blue Signal Protection Rules, the following definitions apply:

Workmen

(No change)

NOTE: "Servicing" does not include supplying cabooses, engines or passenger cars with items such as ice, drinking water, tools, sanitary supplies, stationery, or flagging equipment.

"Testing" does not include visual observations made by an employee positioned on or alongside a caboose, engine, or passenger car; or marker inspection made by repositioning the activation switch or covering the photoelectric cell when the rear of the train is on a main track. The employee making this inspection must personally contact the employee at the controls of the engine and be assured that the train is and will remain secure against movement until the inspection has been completed.

(Rest of rule remains unchanged, except:)

Add the following new last paragraph:

- (7) Blue signal protection must be provided for workmen when:
 - (a) Replacing, repositioning or repairing a marker when rear of train is on any track;
 - (b) Inspecting a marker by repositioning the activation switch or covering the photoelectric cell when rear of train is on other than a main 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-following three paragraphs are added:

Where yard limits are in effect in CTC territory, trains and engines must not enter the main track at a hand operated or spring switch or make a reverse movement without authority from the control operator.

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)- Second paragraph is cancelled.

Rule 102, paragraph (2) - is changed to read:

- (2) The train involved must not proceed or flagman be recalled until it has been determined that it is safe to do so either by visual inspection of the train or knowledge that the train brake pipe pressure is being restored by observing caboose gauge, rear of train device or telemetry device in engine cab. If there is any reason to suspect that it is not safe for train to proceed, a walking inspection of train and track must be made on each side of all cars and units to determine that equipment and track are in safe condition.

Rule 102-the following new last paragraph is added:

In cabooseless train operation, the initial and number of the car on which the rear of train device or marker is applied must be ascertained by the conductor. If rear of train device or marker is missing, it must be determined that the train is complete before proceeding.

Rule 103(E)-is changed to read:

Maximum authorized speed is 25 MPH instead of 40 MPH.

Rule 104(M)-second paragraph is changed 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)-fifth paragraph is changed 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-following paragraph is added:

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-will not be used.

Form D-S Train Order Example (1)-is changed to read:

(1) 801 AM UNTIL 501 PM MAY 15 ALL TRAINS MUST USE
 TRACK BETWEEN WEST CROSSOVER AT
 FAYE AND EAST CROSSOVER AT GLEN
 ALL TRAINS MUST STOP BEFORE FOULING
 TRACK BETWEEN THESE POINTS UNLESS
 AUTHORIZED TO PROCEED BY EMPLOYE IN CHARGE OF
 SWITCHES OR TRAIN DISPATCHER

This order is to be used when one or more main tracks are to be removed from service and all trains in both directions are to use the remaining track with an employee in charge of switches at each end of territory designated.

Movements between the designated points will be directed by the train dispatcher who will issue copy of train order and necessary instructions to the employees in charge of the switches.

Employee in charge of switches may authorize movement on main track between the designated points by controlled signal indication, verbally or by hand signal.

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

GENERAL DESCRIPTION OF SIGNALS, Page 124-the following two paragraphs are added:

When a track intervenes to the right between a signal and the track governed, a stub post with a blue light will be attached to the right of the signal mast.

When a track intervenes to the left between a signal and the track governed, a stub post with a blue light will be attached to the left of the signal mast.

Rule 234

INDICATION is changed to: Proceed prepared to pass next signal not exceeding 35 MPH.

Rule 241

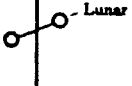
NAME is changed to: RESTRICTED PROCEED.

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. |

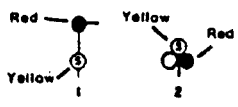
Rule 248(C)-Block Indicator

| Aspects | Indication |
|---|--------------|
|  | Block clear. |

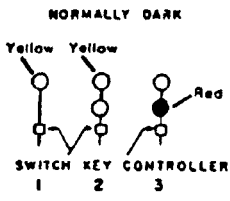
Rule 248(D)-Block Indicator

| Aspects | Indication |
|---|-----------------|
|  | Block occupied. |

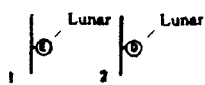
Rule 248(E)-Spring Switch Indicator

| 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 238. |

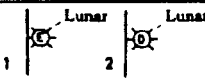
Rule 248(F)-Switch Indicator

| 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 305(A)- new rule added as follows:

305(A). APPROACH TO AUTOMATIC INTERLOCKING: A train passed a signal governing the approach to an automatic interlocking displaying a proceed indication and speed is below 30 MPH, must proceed prepared to stop at interlocking signal until it can be seen the interlocking signal indicates proceed.

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 may then proceed on hand signal from a member of the crew at the crossing if there is no train approaching on conflicting routes.

If a train 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 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 on the conflicting route.

Rule 315(A)-is changed to read:

315(A). DUAL CONTROL SWITCHES AND DERAILS: Before proceeding from a Stop indication over a dual control switch or derail, crew member must precede the movement and examine the first dual control switch or derail, see that it is properly lined and that selector lever or hand crank, if so equipped, is in proper position, and remain at switch or derail until leading wheels have passed the signal governing movement over the switch or derail. Remaining switches or derails, if any, must then be examined by crew member on the ground before movement is made over the switch or derail.

If control operator is unable to line dual control switch or derail to desired position, or indication of control machine does not show that switch or derail is lined and locked, before authorizing train to proceed, he must instruct crew member to operate it by hand for the movement. After at least one unit or car has passed over the switch points or derail, it must be returned to power unless otherwise instructed by control operator.

Rule 316-second paragraph is changed 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-is changed as follows:

The two paragraphs previously added to Rule 351 reading:

"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."

are cancelled. Be governed by the third paragraph of Rule 351.

The fifth and sixth paragraphs of Rule 351 reading:

"Trains must be clear of the limits, or track and time released, before expiration of time granted.

"If additional time is required, authority must be obtained from control operator before authorized time limit has expired."

are cancelled and the following new paragraph replaces them:

Track and time limits must be cleared and released before expiration of time granted. If additional time is required, authority must be obtained from control operator before authorized time limit has expired. When unable to contact control operator and track and time limits have expired, authority is extended until control operator can be contacted or train clears such limits by signal indication as prescribed by the last paragraph of this rule.

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.

Rule 408, paragraph (2)-is changed to read:

- (2) When authorized to "WORK BETWEEN" two specific points, movement may be made in either direction between those points without flag protection.

Rule 409-is changed to read:

409. OCCUPYING SAME LIMITS: Not more than one train may be permitted to occupy the same or overlapping limits of a track warrant at the same time except when:

- (1) All trains within the limits have been authorized to move only in the same direction and required to provide flag protection as prescribed by Rule 99 except the last train may be relieved of providing flag protection when instructed to not foul limits ahead of any preceding train within the limits; or,
- (2) Two or more trains authorized to work between two points have been instructed by track warrant to move at restricted speed within the overlapping limits; or,
- (3) Trains moving through the limits of a train authorized to work between two points and all trains have been instructed by track warrant to move at restricted speed within the overlapping limits.

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-following paragraph is added:

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 456- will not be used. Dimensional and Special Shipment Restrictions as contained in Timetable, All Subdivision Special Instructions, will govern.

Rule 463-is changed to read:

463. VOIDING TRACK BULLETINS: To void a numbered line on a track bulletin, or an entire track bulletin, the train dispatcher:

- (1) May do so verbally using one of the following examples:

(a) **LINE (number) OF TRACK BULLETIN NO _____ OF (date) READING (quote line to be made void) IS VOID.**

This information must be repeated to the dispatcher and if correct the word **VOID** will be written in the margin to the left of the line made void.

(b) TRACK BULLETIN NO ____ OF (date) IS VOID.

This information must be repeated to the dispatcher and if correct the word **VOID** will be written across each copy of the track bulletin being voided.

(2) May issue a track bulletin or use the line designated "OTHER SPECIFIC INSTRUCTIONS" on a track warrant using one of the following examples:**(a) LINE (number) OF TRACK BULLETIN NO ____ OF (date) IS VOID.**

The word **VOID** will be written in the margin to the left of the line indicated and a copy of the track bulletin which made the line void retained.

(b) THAT PART OF TRACK BULLETIN NO ____ OF (date) READING (quote line to be made void) IS VOID.

A line will be drawn through the portion made void and a copy of the track bulletin which made it void retained.


(c) TRACK BULLETIN NO ____ OF (date) IS VOID.

The word **VOID** will be written across each copy of the track bulletin made void and a copy of the track bulletin which made it void retained.

The track bulletin or part of track bulletin indicated will no longer be in effect.


Employees who receive track bulletins for delivery to others must retain a copy of each track bulletin voided on file.

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D 

No. _____ Date _____ 19____

| | |
|----|----|
| TO | AT |
| | AT |
| | AT |
| | AT |



| | | |
|----|-----------|------------|
| OK | COPIES OF | DISPATCHER |
|----|-----------|------------|

Form D-10-10-10

Rule 620-is changed 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)-is changed 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.

New Item 3-E is added to INSTRUCTIONS for AGENTS, CONTROL OPERATORS, TRAIN ORDER OPERATORS, BRIDGETENDERS, Form 15472, as follows:

3-E. When transmitting and repeating line-up, 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 and directions must be pronounced then spelled.

When line-up is relayed, underscore each word and figure each time repeated.

14. Rules of the Maintenance of Way Changes and Additions

Where referenced in rules and instructions, "general manager" replaces "superintendent".

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-is 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-is changed to read:

The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty, or their possession or use while on duty or on Company property, is prohibited.

Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

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 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)-first paragraph is changed 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)-second paragraph is changed 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-following second paragraph is added:

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 26-is modified as follows:

26. BLUE SIGNAL PROTECTION OF WORKMEN: This rule prescribes the requirements that must be followed for the protection of railroad workmen engaged in the inspection, testing, repair and servicing of rolling equipment whose activities require them to work on, under, or between such equipment and subjects them to the danger of personal injury posed by movement of this equipment.

As used in Blue Signal Protection Rules, the following definitions apply:

Workmen

(No change)

NOTE: "Servicing" does not include supplying cabooses, engines or passenger cars with items such as ice, drinking water, tools, sanitary supplies, stationery, or flagging equipment.

"Testing" does not include visual observations made by an employee positioned on or alongside a caboose, engine, or passenger car; or marker inspection made by repositioning the activation switch or covering the photoelectric cell when the rear of the train is on a main track. The employee making this inspection must personally contact the employee at the controls of the engine and be assured that the train is and will remain secure against movement until the inspection has been completed.

(Rest of rule remains unchanged, except:)

Add the following new last paragraph:

(7) Blue signal protection must be provided for workmen when:

- (a) Replacing, repositioning or repairing a marker when rear of train is on any track;
- (b) Inspecting a marker by repositioning the activation switch or covering the photoelectric cell when rear of train is on other than a main track.

Rule 37- is changed to read:

37. TRANSMITTING AND REPEATING: When transmitting and repeating line-up, 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 and directions must be pronounced then spelled.

Where authorized by division superintendent, train location line-ups may be transmitted by train dispatcher using recording device.

Except when copied from recording device, line-up must be repeated by one or more of those copying it. Each person copying must observe whether line-up is repeated correctly and if not, will immediately call attention to any error. Positive identification of employees receiving line-up must be established except when copied from a recording device.

Rule 38- is changed to read:

38. COPYING: Except when copied from recording device, persons copying line-ups will make as many copies as necessary and must identify themselves to the train dispatcher. When operator copies line-ups a file copy shall be retained bearing the signature or name of each person to whom copies are delivered. When line-ups are re-copied, they must be repeated to the train dispatcher. Line-ups may be duplicated mechanically.

After line-up has been copied from a recording device, it must be replayed and each word and figure underscored as it is played back.

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 351-is changed as follows:

The two paragraphs previously added to Rule 351 reading:

"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."

are cancelled. The third paragraph of Rule 351 is in effect.

The fifth and sixth paragraphs of Rule 351 reading:

"Trains must be clear of the limits, or track and time released, before expiration of time granted.

"If additional time is required, authority must be obtained from control operator before authorized time limit has expired."

are cancelled and the following new paragraph replaces them:

Track and time limits must be cleared and released before expiration of time granted. If additional time is required, authority must be obtained from control operator before authorized time limit has expired. When unable to contact control operator and track and time limits have expired, authority is extended until control operator can be contacted or train clears such limits by signal indication as prescribed by the last paragraph of this rule.

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.

Rule 408, paragraph (2)-is changed to read:

- (2) When authorized to "WORK BETWEEN" two specific points, movement may be made in either direction between those points without flag protection.

Rule 409-is changed to read:

409. OCCUPYING SAME LIMITS: Not more than one train may be permitted to occupy the same or overlapping limits of a track warrant at the same time except when:

- (1) All trains within the limits have been authorized to move only in the same direction and required to provide flag protection as prescribed by Rule 99 except the last train may be relieved of providing flag protection when instructed to not foul limits ahead of any preceding train within the limits; or,
- (2) Two or more trains authorized to work between two points have been instructed by track warrant to move at restricted speed within the overlapping limits; or,
- (3) Trains moving through the limits of a train authorized to work between two points and all trains have been instructed by track warrant to move at restricted speed within the overlapping limits.

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-following paragraph is added:

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-is changed to read:

463. VOIDING TRACK BULLETINS: To void a numbered line on a track bulletin, or an entire track bulletin, the train dispatcher:

- (1) May do so verbally using one of the following examples:

(a) **LINE (number) OF TRACK BULLETIN NO. _____ OF (date) READING (quote line to be made void) IS VOID.**

This information must be repeated to the dispatcher and if correct the word **VOID** will be written in the margin to the left of the line made void.

(b) **TRACK BULLETIN NO. _____ OF (date) IS VOID.**

This information must be repeated to the dispatcher and if correct the word **VOID** will be written across each copy of the track bulletin being voided.

- (2) May issue a track bulletin or use the line designated "OTHER SPECIFIC INSTRUCTIONS" on a track warrant using one of the following examples:

(a) **LINE (number) OF TRACK BULLETIN NO _____ OF (date) IS VOID.**

The word **VOID** will be written in the margin to the left of the line indicated and a copy of the track bulletin which made the line void retained.

(b) **THAT PART OF TRACK BULLETIN NO _____ OF (date) READING (quote line to be made void) IS VOID.**

A line will be drawn through the portion made void and a copy of the track bulletin which made it void retained.


(c) **TRACK BULLETIN NO _____ OF (date) IS VOID.**

The word **VOID** will be written across each copy of the track bulletin made void and a copy of the track bulletin which made it void retained.

The track bulletin or part of track bulletin indicated will no longer be in effect.


Employees who receive track bulletins for delivery to others must retain a copy of each track bulletin voided on file.

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D 

No. _____ Date _____ 19__

| | |
|----------|----------|
| TO _____ | AT _____ |
| _____ | AT _____ |
| _____ | AT _____ |
| _____ | AT _____ |



| | | |
|----------|-----------------|------------------|
| OK _____ | CHAS. ST. _____ | DISPATCHER _____ |
|----------|-----------------|------------------|

Form 100-10-10 Revised 1-1-84

15. Safety Rules and General Rules Changes and Additions

Rule 181-is modified as follows:

181. This rule prescribes the requirements that must be followed for the protection of railroad workmen engaged in the inspection, testing, repair and servicing of rolling equipment whose activities require them to work on, under, or between such equipment and subjects them to the danger of personal injury posed by movement of this equipment.

As used in Blue Signal Protection Rules, the following definitions apply:

WORKMEN:

(No change)

NOTE: "Servicing" does not include supplying cabooses, engines or passenger cars with items such as ice, drinking water, tools, sanitary supplies, stationery, or flagging equipment.

"Testing" does not include visual observations made by an employee positioned on or alongside a caboose, engine, or passenger car; or marker inspection made by repositioning the activation switch or covering the photoelectric cell when the rear of the train is on a main track. The employee making this inspection must personally contact the employee at the controls of the engine and be assured that the train is and will remain secure against movement until the inspection has been completed.

(Rest of rule remains unchanged, except:)

Add the following new last paragraph:

g. Blue signal protection must be provided for workmen when:

- (1) Replacing, repositioning or repairing a marker when rear of train is on any track;
- (2) Inspecting a marker by repositioning the activation switch or covering the photoelectric cell when rear of train is on other than a main track.

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 is added:

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

Rules 382 through 414 are cancelled. The rules contained in BN Form 16404 11-86, titled Intermodal/Automobile Facility Safety Rules and General Rules, govern all personnel whose duties are within the confines of a Burlington Northern Intermodal or Automobile facility including but not limited to employees of Burlington Northern Railroad Company, contractual personnel to Burlington Northern Railroad Company and/or their agents, and all other personnel entering onto properties of the Burlington Northern Railroad in the course of providing services, repair, etc.

Rule 565-is changed to read:

The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty, or their possession or use while on duty or on Company property, is prohibited.

Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Rule 566-is cancelled.

Rule 572-is 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-is 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-is changed to read:

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

16. Intermodal/Automobile Facility Safety Rules and General Rules

BN Form 16406 11-86, INTERMODAL / AUTOMOBILE FACILITY SAFETY RULES and GENERAL RULES replaces Rules 382 through 414 in BN SAFETY RULES AND GENERAL RULES book.

Rule I-9 - changed to read:

I-9. The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty or their possession or use while on duty or on Company property is prohibited.

Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Rule I-16 - changed to read:

I-16. Air line must be connected to the trailer/chassis and the brakes set before attempting to connect tractor to trailer. Trailer/chassis must be at proper height and brakes set, as necessary, to prevent movement, damage or injury.

Rule I-19(a) - new rule added:

I-19(a). When piggybacker is standing idle, the boom or arms must be locked in the up position and emergency brakes set.

Rule I-19(b) - new rule added:

I-19(b). Personnel are prohibited from walking or standing under the piggybacker boom for any reason other than maintenance.

Rule I-22 - changed to read:

I-22. Within an Intermodal or Automobile Facility, tracks must not be entered or rail cars coupled to or moved without authority of supervisor in charge of the Facility.

Rule I-34 - new rule added:

I-34. When a red stop sign or red light is displayed on a trailer, such equipment must not be coupled to until red signal has been removed.

Personnel working on or in a trailer not coupled to a tractor must establish protection by displaying red stop sign(s) by day and red light(s) by night. Such protection must also be placed on adjacent units parked within eight (8) feet of unit to be protected. Red signs or lights shall be removed only by same personnel who displayed them. Service vehicle may be used as a barrier in lieu of the stop sign or light if it prevents tractor coupling to the trailer.

17. Automatic Cab Signals

Cab signal equipment must be cut out on all portions of Burlington Northern Railroad except on suburban equipment on Lakes Division, 1st Subdivision.

18. Helper Behind Caboose

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

19. 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.

20. Certificate of Rules Examination

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

21. Dumping Toilets

Dumping of toilets is prohibited when:

- a. Passing through limits of Track Bulletin Form B
- b. Passing by any location where workmen are known to be present
- c. In tunnels and snowsheds
- d. Passing over bridges
- e. At stations
- f. At any location prohibited by law

Compliance with these instructions by employees on passenger trains may require that all "Waste Treatment System" circuit breakers on Superliner equipment be switched to OFF. On other equipment not so equipped, restrooms must be cleared and restroom doors secured within the above limits.

22. 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.

23. Procedures For State Drug and Alcohol Testing**BURLINGTON NORTHERN'S PROCEDURE FOR ALCOHOL AND DRUG SCREENING OF ITS EMPLOYEES WITHIN THE STATE OF MONTANA**

In the event that an employee is required to submit to urine testing under BN's Guidelines for the Enforcement of Rule G or Safety Rule 565, the following procedures will govern BN's testing program:

1. The employee will provide a urine sample at a BN-designated medical facility prior to going off duty but not more than eight (8) hours after the occurrence.
2. At this medical facility, the employee will sign an "Informed Consent and Release of Liability" (if required by the facility), will provide a sufficient quantity of specimen and will provide this specimen in the manner directed by the medical personnel at the facility. A determination that the specimen is authentic will be made by medical personnel.
3. Authorized medical personnel will keep a sufficient amount of specimen to perform a drug screen, seal the specimen container with the remaining quantity with evidence tape, wrap the container in the original copy of the completed test requisition form, place the container and requisition form in the mailing container envelope and Express Mail to:

American Institute for Drug Detection, Inc.
5515 Milton Parkway
Rosemont, Illinois 60018

NOTE: For those employees requesting a blood test, the medical personnel will obtain, seal and handle the blood sample, in accordance with the instructions provided by AIDD, Inc. and the medical facility will Express Mail the sample to AIDD, Inc.

NOTE: For a test administered pursuant to Federal Railroad Administration ("FRA") regulations, the same procedure will be followed, but the specimen will be divided into a third for the medical facility, a third for American Institute for Drug Detection, Inc. ("AIDD, Inc.") and a third for the University of Utah, Center for Human Toxicology. The procedures for shipping the specimen to the University of Utah will be done in accordance with FRA regulations.

4. The medical facility will test the urine specimen submitted for at least alcohol and other substances of abuse, and the test results will be released only to the requesting BN official or the Chief Medical Officer of BN, or his designee.
5. The test results from AIDD, Inc. will be released only to the Chief Medical Officer of BN, or his designee, who will advise the requesting BN official.
6. The employee has the right to withhold the release of the test result from all persons except BN's requesting official and the Chief Medical Officer, or their authorized representatives.
7. A more complete description of the procedure and policy of BN's Enforcement of Rule G and Safety Rule 565 can be provided by your supervisor.

BURLINGTON NORTHERN'S PROCEDURE FOR ALCOHOL AND DRUG SCREENING IN PREEMPLOYMENT AND OTHER PHYSICAL EXAMINATIONS WITHIN THE STATE OF MONTANA

All applicants for employment and employees will have a drug and alcohol screen performed on the urine specimen collected at their physical examination. The following procedures will govern the BN Medical Department screening:

1. The urine specimen should be voided in the presence of the examining physician or the physician should be satisfied that the specimen is authentic.
2. Authorized medical personnel will keep a sufficient amount of specimen to perform the routine urinalysis, seal the specimen container with the remaining quantity with evidence tape, wrap the container in the original copy of the completed test requisition form, place the container and the requisition form in the mailing container envelope and mail to:

American Institute for Drug Detection, Inc.
5515 Milton Parkway
Rosemont, Illinois 60018

3. The test results from AIDD, Inc. are released only to the Chief Medical Officer of BN, or his designee.
4. The employee has the right to withhold the release of the test result from all persons except the Chief Medical Officer, or his authorized representative.
5. Any questions concerning the Medical Department's screening should be directed to the Chief Medical Officer.

24. Physical Examinations

Scheduled employees in the Operating Department are required to pass periodic physical examinations as directed by the Chief Medical Officer at specified intervals. It is the policy of the Medical Department to perform drug/alcohol screen tests in conjunction with physical examinations. Such examinations will be at company expense.

25. Roadway Signs

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



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

Track Flag



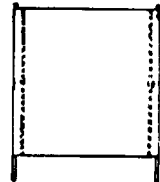
Junction
Rule 98(B)



Yard Limit
Rule 93



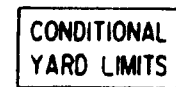
End Double Track



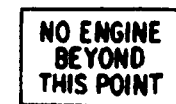
Track Flag



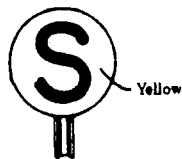
Railroad Crossing
Rules 98 & 98(B)



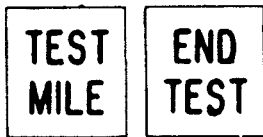
Conditional Yard Limits
Rule 93



No Engine Beyond This Point



Spring Switch
Rule 104(M)



Begin Test Mile and End Test Mile



One Mile Switch



Crossing Whistle
Rule 15(I)

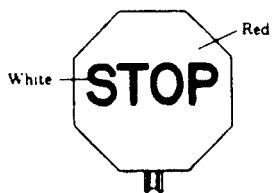
Numeral, when attached,
denotes the number of
crossings less than 1,320
feet.



Derail
Rule 104(L)



Fouling Point

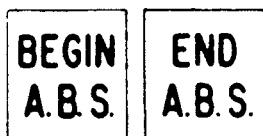


Stop
Rules 98 and 98(B)

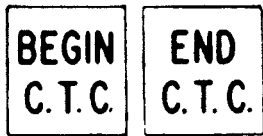


White letters on reflective red
background, or black letters
on white background.

Stop



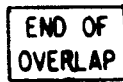
Begin and End ABS



Begin and End CTC



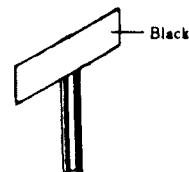
Signal Overlap
Rule 303



End of Overlap
Rule 303



Westward Siding or
Eastward Siding
Rule 105(A)



Flanger



No Clearance



One Mile Draw Span
Rule 98

26. Tonnage Chart Profile

A "Tonnage Chart Profile", as shown in the following example, may be included on the bottom of the conductor's wheel report. This profile will give you the following information in a "snapshot" type view of train.

TONNAGE CHART PROFILE OF TRAIN 01 198 27 27-FEB-87 08:02

a. ***SPEED RESTRICTION EXISTS ON THIS TRAIN***

b. STATION LDS MTYS TONS FEET

TOTALS 6 96 3882 6537 102 CARS 1 CABS 4 ENGS

c. 34 TONS/OP. BRAKE

d. TON

```

150 ....
140 ....
130 ....
120 ....
110 ....
100 EEEE
90 NNNN
80 GGGG
70 ....
60 ....
50 ....
40 ....
30 ..... XXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX
20 ..... XXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX
LEN
SPH

```

```

150
140
130
120
110
100
90 X
80 X
70 X
60 X
50 X
40 X
30 XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXX
20 XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXX

```

e. LEN
f. SPH

C=CAU D=DAN E=EXP F=FCG H=HWI P=POG R=RM # = ALL OTHER SPHDLG CODES

NOTES:

- ***SPEED RESTRICTION EXISTS ON THIS TRAIN*** will print if a car on the wheel report has "SPD" in Special Handling Field.
- Number of loads, empties, tons, feet, length of train, number of cars, caboose(s) and engines as shown on wheel report. Engines are not included in any of these totals except "ENGS" total.
- Tons per operative brake - per Timetable Special Instructions. Engines are not included.
- Tonnage indicator (20 to 150 tons) - cars are listed vertically using Xs to indicate amount of tonnage per car. For example: First car behind engine weighs 30 tons and the 63rd car weighs 130 tons. Engines will be indicated by "ENG". Caboose will be indicated by "CAB".
- "LEN" represents car length - "S" = Short car 50 feet or shorter.
"L" = Long car 80 feet or longer.
- "SPH" represents special handling - "SPH" codes are listed at bottom of chart.

This chart should assist in train handling decisions and provide for a safer train operation.

Special Handling Codes shown on wheel report.

| | |
|---------|--------------------------|
| CAU | Caution |
| COM | Combustible Gas |
| DAN | Dangerous |
| DEV | Loading Devices Required |
| DNH | Do Not Hump |
| DNS | Do Not Separate |
| EW | Excessive Weight |
| EXP | Explosive |
| HFR | Home For Repairs |
| HIV | High Value |
| HTR | Heater(s) in Car |
| HWI | High Wide |
| IRM | Incentive Rate Movement |
| L01-L09 | BN Local Yard Use Only |

| | |
|-----|--------------------------------------|
| MIC | Messenger in Charge |
| MRE | Mechanical Refrigeration |
| NPR | No Placards Required |
| PBC | Perishable in Box Car |
| POG | Poison Gas |
| RE | Rear Ender |
| RIL | Rejected in Interchange |
| RM | Radioactive |
| Sxx | Speed in Miles Per Hour (xx is MPH.) |
| SPD | Speed Restriction |
| UOS | Unload From One Side Only |
| WI | Waive Inspection |
| ZIP | Expeditor Trains Only |

SPECIAL INSTRUCTIONS

| | | | | | | | |
|---------------|-----------------------------------|-----------------|-----------------|--------------------------|-------------------------------------|--------|----------------------------|
| WESTWARD ↓ | Length of Siding In Feet | Station Nos. | Line Segment | Mile Post Location | 1st Subdiv MAIN LINE STATIONS | | Distance from Aurora |
| | Rule 6(A) | | | | | | |
| | | 00037 | | 38.1 | AURORA | BJKX | 0.0 |
| | | 20001 | | 40.0 | MONTGOMERY | JX | 2.2 |
| | | 20007 | | 45.5 | BRISTOL | X | 7.7 |
| | | 20013 | | 51.5 | PLANO | | 13.7 |
| | | 20017 | | 55.9 | SANDWICH | | 18.1 |
| | | 20021 | | 59.2 | SOMONAUK | X(2) | 21.4 |
| | | 20034 | | 72.1 | EARLVILLE | IX(2) | 34.3 |
| | | 20044 | | 82.6 | MENDOTA | BKX(2) | 44.9 |
| | | 20057 | 1 | 95.3 | ZEARING | JX(2) | 57.6 |
| | | 20066 | | 104.2 | PRINCETON | | 66.4 |
| | | 20072 | | 110.7 | WYANET | CTC | 72.9 |
| | | 20078 | | 116.6 | BUDA | X(2) | 78.8 |
| | | 20093 | | 131.1 | KEWANEE | X(2) | 93.2 |
| | | 20101 | | 139.3 | GALVA | X(2) | 101.5 |
| | | 20108 | | 146.7 | ALTONA | | 108.8 |
| | | 20112 | | 150.8 | ONEIDA | | 113.0 |
| | | 20117 | | 155.1 | WATAGA | X | 117.4 |
| | | 20119 | | 157.7 | BISHOP | | 119.9 |
| | 20126 | | 162.4 | GALESBURG | BIJKTJ | 124.5 | |

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

Train Dispatcher Calls-Somonauk/(Victor)-24, Mendota-23, Wyanet
(Dorr Hill)-25, 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. |
| MP 38.1 and MP 38.8 - including turnouts | 35 MPH. | 35 MPH. |
| MP 38.8 and MP 40.4 | 75 MPH. | 50 MPH. |
| MP 72.5 and MP 72.57 | 40 MPH. | 40 MPH. |
| MP 82.0 and MP 83.4 | 35 MPH. | 35 MPH. |
| MP 104.2 and MP 104.7 | 60 MPH. | |
| MP 106.0 and MP 106.6 | 60 MPH. | |
| MP 113.5 and MP 114.6 | 70 MPH. | |
| MP 116.8 and MP 117.2 | 60 MPH. | |
| MP 130.9 and MP 131.9 | 55 MPH. | 55 MPH. |
| Bristol, Somonauk, Earlville, MP 80.4, Zearing,Buda, Kewanee, Galva, Wataga: Through crossovers between main tracks | 35 MPH. | 35 MPH. |
| Mendota, through siding | | 10 MPH. |
| Galesburg Terminal-All tracks other than main tracks | Restricted Speed | |

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)-None

Rule 450 in effect.

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. 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.

8. Plano-Highway circuit sign at MP 50.40 governs westward switching movements on Track 2 at Lew Street. When cutting away from train, rear of train must be left east of Highway Circuit sign.

Crossing protection will not activate until Island Circuits at crossing are
occupied when leaving westbound. The Island Circuit is very nearly on
the crossing.

Westward trains stopping to perform switching must pull down to
occupy Island Circuit at Lew Street to activate "Release" to unlock
electric locks. The Island Circuit is very nearly on the crossing.

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 85.5-Main 1 and 2.

MP 110.9-Main 1 and 2.

MP 142.6-Main 1 and 2.

INSTRUCTIONS FOR HANDLING HAZARDOUS MATERIALS

EXCERPTS FROM D.O.T. REGULATIONS

For complete Department of Transportation, regulations applying to railroad operation, refer to tariff BOE 6000H (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 of this page.

"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.

DOCUMENTATION

§ 174.24 **Shipping Papers.** (a) Except as provided in paragraph (b) of this section, no person may accept for transportation by rail any hazardous material which is subject to this subchapter unless he has received a shipping paper prepared in the manner specified in Subpart C of Part 172 of the regulations and as outlined in 174.25 (b) and (c). (b) Paragraph (a) does not apply to a material classed as an ORM-A, B, C, or D, unless it is a:

- (1) Hazardous substance or,
- (2) Hazardous waste.

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

- (a) Each waybill, switching ticket, switching order or other billing used as a waybill for a rail car required to be placarded must also contain the placard endorsement specified for the hazardous material or class concerned, on the face of the waybill near the car number.
- (b) When the initial movement of a loaded rail car required to be placarded is a switching operation, the switching order, switching receipt or switching ticket, and all copies thereof, prepared by the shipper, or by the carrier under the shipper's written authority, must contain the following:
 - (1) The shipping description consisting of—
 - (i) The proper shipping names specified for the material in § 172.101 or 172.102 (when authorized) of this subchapter;
 - (ii) The hazard class specified for the material in the same table;
 - (iii) The identification number (preceded by "UN" or "NA" as appropriate) prescribed for the material in the same Table; and
 - (iv) The total quantity (by weight, volume, or as otherwise appropriate) of the hazardous material covered by the description;
 - (2) Except when a certified bill of lading is tendered to the carrier, the shipper's certification and signature specified in § 172.204 of this subchapter.
 - (3) The placard notation.
 - (4) For any entry for a material that is a hazardous substance, the letters "RQ" entered either before or after the basic description.
- (c) The shipping paper for a tank car that contains only the residue of a hazardous material must contain the words "RESIDUE: Last contained * * *", followed by the basic description of the hazardous material last contained in the tank car and the placard notation specified in the second column of the table in paragraph (a)(2) of this section followed by the word "RESIDUE." For example, "RESIDUE: Last Contained Petroleum Naptha, Combustible liquid, UN 1255, Placarded: COMBUSTIBLE-RESIDUE". For a tank car that contains a residue that is a hazardous substance, the letters "RQ" must also be entered on the shipping paper either before or after the basic description.

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

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

- (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.

NOTE: COMPASS SPECIAL HANDLING CODES

The following codes shown in the special handling column of the train or switch list indicate loaded, placarded cars containing hazardous materials:

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

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

NPR — indicates a hazardous material which does not require placards or endorsement.

- (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.

§ 172.205 **Hazardous waste manifest.**

- (a) No person may offer, transport, transfer, or deliver a hazardous waste (waste) unless a hazardous waste manifest (manifest) is prepared in accordance with 40 CFR 262.20 and is signed, carried, and given as required of that person by this section.
- (e) A copy of the manifest bearing all required dates and signatures must be:
 - (2) Carried during transportation in the same manner as required by this subchapter for shipping papers,
 - (3) Given to a person representing the designated facility receiving the waste,
- (f) The requirements of paragraphs (d) and (e) of this section do not apply to a rail carrier when waste is delivered to a designated facility by railroad it:
 - (2) The delivering rail carrier obtains and retains a receipt for the waste that is dated by and bears the handwritten signature of the person representing the designated facility.

PLACARDING

§ 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. For Canadian shipments, required placards lost in transit, must be replaced by those required by Part 172 of this subchapter or by those authorized under 171.12 (a).

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

- (1) Each rail car, trailer or container containing any amount of explosives A or B, poison gas, flammable solid (dangerous when wet) or radioactive material labeled **RADIOACTIVE YELLOW III**.
- (2) Each rail car, trailer or container containing 1000 lbs. or more of all other hazardous materials, and each tank car or tank container containing any amount of hazardous material.

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.





















TRAIN PLACEMENT - SWITCHING RESTRICTIONS

| | | | | | | | |
|--|---|---|--|--|--|-----------|-------------|
|  |  |  |       |     | <div>   </div> <div>   </div> <div>   </div> | | |
| Cars placarded: | Cars placarded: | DOT 113 Tank Cars | Tank Cars other than DOT 113 | LOADED PLACARDED CARS | | TOFC/COFC | Box, Hopper |
| | | | | POSITION IN TRAIN RESTRICTIONS | | | |
| • | • | • | • | Must not be nearer than the sixth car from the engine occupied caboose or passenger car | | | |
| • | • | • | • | When train length does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car | | | |
| • | • | • | • | Engine, occupied caboose or passenger car | | | |
| • (1) | • (1) | • (1) | • (1) | Car occupied by guard or escort | | | |
| • | • | • | • | Loaded plain flat car | | | |
| • (2) | • (2) | • (2) | • (2) | Bulkhead flat car or open top car with shiftable load. | | | |
| • (3) | • | • (4) | • (4) | Loaded TOFC/COFC flat car | | | |
| • | • | • (5) | • (5) | Car loaded with vehicles | | | |
| • | • | • | • | Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern. | | | |
| • | • | • | • | Car placarded EXPLOSIVES A | | | |
| • | • | • | • | Car placarded POISON GAS | | | |
| • | • | • | • | Car placarded RADIOACTIVE | | | |
| • | • | • | • | Any loaded placarded car (other than COMBUSTIBLE or same placard) | | | |
| | | | | SWITCHING RESTRICTIONS | | | |
| • | • | • | • (7) | Must not be cut off in motion, be impacted by cars rolling under their own momentum or coupled into with more force than is necessary to complete the coupling. | | | |
| • | | | | Must be separated from engine by at least one non-placarded car | | | |
| | | | • | Where use of hand brakes is necessary, must not be cut off in motion until preceding car is clear of lead; also, restricted car must be clear of lead before another car is allowed to follow | | | |

MUST NOT BE NEXT TO:

MIS
LOC
SHA
IDEN
TO
MAR
OBT
CAR

RESTRICTIONS FOR PLACARDED CARS

| | | | |
|---|---|---|---|
|      |      |      |      |
| | | | |
| | | | |
| | | | |

NON-FLAMMABLE
GAS
(standard)



1005

FLAMMABLE
GAS
(alternate)



FLAMMABLE
(alternate)



COMBUSTIBLE
(alternate)



PLACARDS ARE IDENTIFIED BY:
BACKGROUND COLOR
SYMBOL
U.N. HAZARD CLASS NUMBER

U.N. HAZARD CLASS NUMBERS

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

4-DIGIT I.D. NUMBER

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

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

NOTES

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

- (1) A placarded rail car must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car placarded EXPLOSIVES A.
- (2) Restriction applies only when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.
- (3) Cars placarded EXPLOSIVES A may be placed next to each other.
- (4) Restriction applies only to loaded flatbed or open top trucks and trailers and to loaded trucks and trailers without securely closed doors.
- (5) Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.
- (6) Cars placarded RADIOACTIVE must not be placed next to car loads of undeveloped film.
- (7) Restriction applies only to flat switching of loaded tank cars placarded FLAMMABLE GAS, NON-FLAMMABLE GAS, CHLORINE (depicted in line box, above) and Canadian POISON GAS 2.3 (depicted on reverse side). In humping operation, these cars may be allowed to roll free provided:
 - a) the intended track contains one or more standing cars
 - b) the preceding car is clear of all switches before the placarded car is cut off
 - c) the placarded car is cut off singly
 - d) the placarded car is clear of all switches before the following car is cut off
 - e) the next car into the track containing the placarded car is cut off singly.

ING PLACARDS MUST BE REPLACED.
ATIONS WHERE CARS ARE INSPECTED
HALL HAVE A SUPPLY FOR THIS PURPOSE.
IDENTIFICATION NUMBERS SHALL BE ADDED
O ALTERNATE PLACARDS WITH A BLACK
ARKING PEN. CORRECT NUMBERS SHALL BE
BTAINED FROM EXISTING PLACARDS ON
AR OR SHIPPING PAPER.

§ 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 it is 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.

IN THE EVENT OF A DERAILMENT OR INCIDENT IN WHICH HAZARDOUS MATERIAL MAY BE INVOLVED:

1. Avoid contact with any released hazardous material, whether liquid, solid or gaseous. Check for injuries and remove injured if safe to do so. Keep public away.
2. Determine status of train and promptly notify dispatcher (yardmaster in terminals). If fire or large vapor cloud is present, move to safety – generally upwind and to higher ground – and determine train's status from there. Take the shipping papers with you. Using waybills, wheel report and emergency response data, identify:
 - portion of train involved;
 - initial and number of cars involved;
 - name, hazard class, UN/NA number of commodities involved in accident;
 - any hazardous materials in proximity of accident;
 - precautions to take, to protect yourself and others.

YOUR ROLE DURING A HAZARDOUS MATERIAL EMERGENCY IS TO DETERMINE THE STATUS OF THE INCIDENT AND COMMUNICATE THAT INFORMATION TO THOSE WHO NEED IT

3. Inform other crew members what material is involved, what hazards may be present and what precautions to take.
4. If safe to do so, inspect the train for damaged or leaking cars of hazardous materials, and advise dispatcher or yardmaster of findings. Approach from upwind if possible, avoiding contact with any spilled material. Be alert for unusual odors, vapor plumes, and liquids or solids on the ground. Do not smoke or use fusees. If Flammable Gases or Liquids have been released, and if it can be safely accomplished, eliminate all sources of ignition.

BE SPECIFIC WHEN REPORTING DAMAGE OR LEAKAGE INFORMATION

Give dispatcher or yardmaster as much information as possible regarding position of cars (upright, on side, parallel to track); any damage to cars (hole in B end, sideswipe, leaking from dome); an estimate of the size and type of leak (20 drips per minute, ½" steady stream, hissing but no plume) and any other pertinent information (fire, wind direction, proximity to waterways).

5. Select a safe location, accessible to arriving emergency response personnel, where conductor or other crew member will meet them with the waybills, consist and emergency response data. Advise dispatcher and all crew members of this location.
6. Cooperate with response personnel. Crew member holding waybills and train consist should remain with senior emergency response official until relieved by a company officer. Do not surrender waybills and consist to anyone other than a company officer.

| WESTWARD ↓ | Length of Siding In Feet | Station Nos. | Line Segment | Mile Post Location | 2nd Subdiv MAIN LINE STATIONS | | | Distance from Gales- burg | | | |
|------------------|-----------------------------------|-----------------|-----------------|--------------------------|-------------------------------------|-----------|---------------|------------------------------------|---------|-------|-------|
| | | | | | Rule 6(A) | | | | | | |
| | | 20126 | 1 | 162.4 | | GALESBURG | BIJKT | | 0.0 | | |
| | | 20130 | | 168.4 | | GRAHAM | IJ | | 5.9 | | |
| C5,227 | | 20141 | | 179.0 | DT | 10.9 | MONMOUTH | X | | 16.8 | |
| | | 20146 | | 185.0 | | 5.8 | KIRKWOOD | X | ABS | 22.6 | |
| | | 20158 | | 196.1 | | 11.2 | GLADSTONE | X | TWC | 33.8 | |
| | | | | 202.4 | | 6.3 | CONNETT | | | 40.1 | |
| | | 20167 | | 205.4 | 2MT | 3.0 | BURLINGTON | BJKX | CTC | 43.1 | |
| | | | | | | 3.9 | | | | | |
| | | 20171 | | 209.3 | DT | 3.4 | W. BURLINGTON | TX(2)Y | | 47.0 | |
| E7,655 | | 20174 | | 212.5 | | 11.9 | DAYMAN | YX | | 50.4 | |
| W6,561 E6,482 | | 20186 | | 224.6 | | | 8.6 | NEW LONDON | X | | 62.3 |
| | | 20195 | | 233.2 | | | 16.9 | MT. PLEASANT | X | ABS | 70.9 |
| | | 20212 | | 250.1 | | | 5.1 | BECKWITH | X | TWC | 87.8 |
| | | 20217 | | 255.4 | | | 10.9 | FAIRFIELD | X(2) | | 92.9 |
| | | 20228 | | 266.1 | | | 13.5 | BATAVIA | X | | 103.8 |
| | | 20241 | | 279.6 | | | 9.4 | OTTUMWA | IKX(2)Y | | 117.3 |
| | | 20251 | | 289.0 | | | 12.9E | ISU SWITCH | X | | 126.7 |
| | | 20263 | | 301.9 | | 2MT | 1.8 W | MAXON | X(2) | CTC | 139.4 |
| | | 20265 | | 303.7 | | | 3.8 W | ALBIA | IJ | | 141.2 |
| | | 20269 | | 307.5 | | DT | 11.1 | HALPIN | X(2) | | 145.0 |
| | | 20280 | 318.6 | 8.2 | MELROSE | | X | | 156.1 | | |
| | | 20288 | 326.8 | 7.5 | RUSSELL | | X | | 164.3 | | |
| | | 20296 | 334.3 | 7.7 | CHARITON | | TX | TWC | 171.8 | | |
| | | | 342.0 | | 17.7 | | SHANNON | X | ABS | 179.5 | |
| | | 20321 | 359.7 | | 10.7 | | OSCEOLA | X | | 197.2 | |
| | | 20332 | 370.4 | | 5.4 | | MURRAY | X | | 207.9 | |
| | | 20337 | 375.9 | | 7.7 | | THAYER | X | | 213.3 | |
| | | 20345 | 383.6 | | 9.3 | | AFTON | X | | 221.0 | |
| | | 20355 | 392.9 | | | | CRESTON | BKTX | | 230.3 | |

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

Train Dispatcher Call-West Burlington-72, Fairfield (Leando)-73,
Ottumwa (East)-74, Albia (NS)-76, Albia (BN) (Oskaloosa)-77,
Chariton (Williamson)-78, Osceola-19, Creston-71

See inside 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. | |
| Loaded ore and taconite trains | | 35 MPH. |
| Against the current of traffic on double track | 59 MPH. | 49 MPH. |
| Against the current of traffic on eastward track following locations: | | |
| MP 194.7 and MP 168.4 eastward track | 40 MPH. | 25 MPH. |
| MP 223.0 and MP 215.0 eastward track | 40 MPH. | 25 MPH. |

| | | |
|--|---------|---------|
| MP 250.0 and MP 241.0 eastward track | 40 MPH. | 25 MPH. |
| Against the current of traffic on westward track following locations: | | |
| MP 168.4 and MP 176.0 westward track | 40 MPH. | 25 MPH. |
| MP 186.0 and MP 189.0 westward track | 40 MPH. | 25 MPH. |
| MP 202.5 and MP 204.0 westward track | 40 MPH. | 25 MPH. |
| MP 234.8 and MP 251.0 westward track | 40 MPH. | 25 MPH. |
| MP 276.8 and MP 279.0 westward track | 40 MPH. | 25 MPH. |

| | | |
|---|------------|---------|
| MP 161.7 and MP 163.6 Main 1 Westward and Main 2 Eastward | 30 MPH. | 30 MPH. |
| MP 161.7 and MP 162.6 Main 1 Eastward | 10 MPH. | 10 MPH. |
| MP 162.0 and MP 162.5 Main 2 Westward | 10 MPH. | 10 MPH. |
| MP 163.6 and MP 164.0 | 75 MPH. | 50 MPH. |
| MP 164.86 bridge between Waterman and West Waterman | 10 MPH. | 10 MPH. |
| Galesburg Terminal All tracks other than main tracks | Restricted | Speed |
| Waterman and Graham | 35 MPH. | 35 MPH. |
| Graham cut-off; eastward track between MP 165.2 and MP 164.7 | 10 MPH. | 10 MPH. |
| Graham | 35 MPH. | 35 MPH. |
| Turnouts at following locations: | | |
| MP 169.0 eastward track | 70 MPH. | |
| MP 169.0 westward track | 50 MPH. | 50 MPH. |
| Head 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 179.5 and MP 180.5 Westward Track | 60 MPH. | |

| | | |
|---|---------|---------|
| MP 203.0 and MP 204.0 | 50 MPH. | 50 MPH. |
| MP 204.0 and MP 205.0 | 30 MPH. | 20 MPH. |
| MP 205.0 and MP 205.9 | 10 MPH. | 10 MPH. |
| MP 205.9 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 | 60 MPH. | 50 MPH. |
| Fairfield-Head end of trains moving with current of traffic over street crossings | 60 MPH. | 50 MPH. |
| Against current of traffic over street crossings | 50 MPH. | |
| MP 276.5 and MP 277.6 | 60 MPH. | 50 MPH. |
| MP 277.6 and MP 279.0 | 40 MPH. | 30 MPH. |
| MP 279.0 and MP 280.5 | 30 MPH. | 25 MPH. |
| MP 280.5 and MP 281.3 | 45 MPH. | 35 MPH. |
| MP 301.9 and MP 303.6 Main 1 | 70 MPH. | 50 MPH. |
| MP 301.9 and MP 302.2 Main 2 | 40 MPH. | 35 MPH. |
| MP 304.4 and MP 306.9 Main 1 | 70 MPH. | 40 MPH. |
| MP 302.2 and MP 308.3 Main 2 | 50 MPH. | 40 MPH. |
| Head end of train between MP 303.6 and MP 304.4 Main 1 | 40 MPH. | 25 MPH. |
| MP 315.0 and MP 321.5 | 65 MPH. | 50 MPH. |
| MP 321.5 and MP 323.3 | 55 MPH. | 50 MPH. |
| MP 333.9 and MP 334.5 | 40 MPH. | 30 MPH. |
| MP 338.8 and MP 340.0 Westward track | 50 MPH. | 40 MPH. |
| MP 340.0 and MP 351.5 Eastward track | | 50 MPH. |
| MP 343.6 and MP 343.8 | 70 MPH. | |
| MP 351.5 and MP 354.8 Eastward track | 55 MPH. | 45 MPH. |
| MP 353.3 and MP 353.5 Westward track | 70 MPH. | |
| Head end of trains moving with the current of traffic between MP 359.5 and MP 360.4 | 60 MPH. | 50 MPH. |

Crossovers at following locations:

| | | |
|-------------------------------|---------|---------|
| MP 202.5 | 35 MPH. | 35 MPH. |
| MP 301.9 east crossover | 30 MPH. | 30 MPH. |
| MP 301.9 west crossover | 35 MPH. | 35 MPH. |
| MP 307.6 east crossover | 30 MPH. | 30 MPH. |
| MP 307.6 west crossover | 35 MPH. | 35 MPH. |
| MP 333.2 | 35 MPH. | 35 MPH. |
| MP 342.0 | 35 MPH. | 35 MPH. |
| MP 357.9 | 35 MPH. | 35 MPH. |

Yard engine making switch moves

| | |
|---|---------|
| between Main street and end CTC sign MP 206.6 | 10 MPH. |
|---|---------|

Westward movements on all tracks

| | | |
|---|--------|--------|
| other than main tracks from 150 feet east to Main Street crossing | 5 MPH. | 5 MPH. |
|---|--------|--------|

Chillicothe-Forward or reverse

| | |
|---|--------|
| movement through ISU Dump | 3 MPH. |
| Osceola-Old main track north yard | 5 MPH. |

Loaded ore trains-

| | |
|---|---------|
| Bridge 204.66 | 10 MPH. |
| Adjacent track must be clear of traffic while ore train passes over bridge 204.66 | 25 MPH. |
| Bridge 235.85 | 25 MPH. |
| Bridge 239.24 | 25 MPH. |
| Bridge 257.92 | 10 MPH. |
| Bridge 284.12 | 25 MPH. |
| Adjacent track must be clear of traffic while ore train passes over bridge 284.12 | 25 MPH. |
| Bridge 379.51 | 25 MPH. |

2. Bridge, Engine and Heavy Car Restrictions-

Charlton-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- None.

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

Rule 450 in effect.

Galesburg and Creston-Rule 405 applies.

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

6. Track Warrant Control- In effect at the following locations: Between:

MP 168.4 and CTC Connet
CTC Burlington and CTC Maxon
CTC Halpin and MP 391

Train Location line-up will be issued in accordance with Rule 35 of Rules of the Maintenance of Way for Track occupancy not protected by Track Warrant Authority.

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

8. Monmouth- Stop and protect movement at Highway 34 and North Main Street in North Yard when crossing signals not working.

9. 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.

At West Burlington trains must not use westward siding between East switch and Gear avenue when Inside Switch at East end or New Derrail at Gear Avenue are locked with Mechanical Department Lock account Shop power testing.

10. Rule 93 - Yard Limits in effect:

Between CTC Burlington and Dayman MP 213.85.

Ottumwa- MP 277.5 and crossover MP 282.7.

Creston-Between end of CTC at MP 393.5 and MP 391.0.

11. 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

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 328.0

MP 229.9

MP 356.7

MP 251.6

WESTWARD

| Length of Siding In Feet | | Station Nos. | Line Segment | Mile Post Location | 3rd Subdiv MAIN LINE STATIONS | | Distance from Galesburg |
|--------------------------|-------|--------------|--------------|--------------------------------|-------------------------------------|---------|-------------------------|
| | | | | | Rule 6(A) | | |
| | | 20126 | 6 | 1.0 | GALESBURG | BIJ KTX | 0.0 |
| | | | | | 2.8 | | |
| 11,000 | 22002 | | | 3.4 | BOUHAN | | 2.8 |
| | | | | | 2.9 | | |
| | 22005 | | | 6.3 | HENDERSON | | 5.7 |
| | | | | | 6.7 | | |
| | 22012 | | | 13.0 | RIO | | 12.4 |
| | | | | | 5.6 | | |
| 8,561 | 22018 | | | 18.6 | ALPHA | | 18.0 |
| | | | | | 4.4 | | |
| | 22022 | | | 23.0 | OPHIEM | | 22.4 |
| | | | | | 3.3 | | |
| | 22025 | | | 26.3 | LYNN | | 25.7 |
| | | | | | 4.2 | | |
| | 22029 | | | 30.5 | ORION | | 29.9 |
| | | | | | 4.3 | | |
| 9,791 | 22034 | | | 34.8 | WARNER | | 34.2 |
| | | | | | 4.6 | | |
| | 22039 | | | 39.4 | BRIAR BLUFF | CTC | 38.8 |
| | | | | | 1.4 | | |
| | 22040 | | 40.8 | COLONA | I | 40.2 | |
| | | | | 3.0 | | | |
| 4,932 | 22043 | | 43.8 | BARSTOW | T | 43.2 | |
| | | | | To Term. Jct. Rock Island 11.0 | | | |
| 9,470 | 22057 | | 56.4 | 12.6 | | 55.8 | |
| | | | | HILLSDALE | | | |
| | 22062 | | 62.1 | 5.7 | | 61.5 | |
| | | | | ERIE | | | |
| | | | | 6.2 | | | |
| | 22068 | | 68.3 | DENROCK | | 67.7 | |
| | | | | To Lyndon 3.1 | | | |
| 9,912 | 22071 | | 71.7 | 3.4 | | 71.1 | |
| | | | | FENTON | | | |
| | 22076 | | 77.0 | 5.3 | | 76.4 | |
| | | | | OLIVER | | | |
| 10,995 | 22086 | | 86.6 | 9.6 | | 86.0 | |
| | | | | EBNER | | | |
| | | | 96.7 | 9.7 | | 95.7 | |
| | | | | PLUM RIVER | JX | | |

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

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

1. Speed Restrictions-

Zone-Between

Maximum Speeds Permitted

| | |
|---|---------|
| 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 | 35 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 40.6 | 30 MPH. |
| MP 40.6 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 | 25 MPH. |
| MP 96.3 and MP 96.7 | 35 MPH. |

Through turnouts entering controlled sidings at following location:

W. Switch Bouhan, Alpha, Warner and Barstow 20 MPH.

Through turnouts leaving controlled sidings at following locations after engine passes signal authorizing movement:

W. Switch Bouhan, Alpha, and Warner 35 MPH.

Barstow 25 MPH.

Through crossover MP 96.7 (Plum River) 35 MPH.

Loaded coal, ore, potash, grain and ballast trains through sidings 10 MPH.

2. Bridge, Engine and Heavy Car Restrictions-

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

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
Elevator track

Alpha:

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

3. Train Register Exceptions- None.

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

Rule 450 in effect

Galesburg-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 Barstow 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.

| WESTWARD ↓ | Length of Siding in Feet | Station Nos. | Line Segment | Mile Post Location | 4th Subdiv MAIN LINE STATIONS | | Distance from Gales- burg | EASTWARD ↑ |
|---------------|-----------------------------------|-----------------|-----------------|--------------------------|-------------------------------------|---------------------|------------------------------------|---------------|
| | | | | | Rule 6(A) | | | |
| | | 20126 | 11 | 162.4 | | GALESBURG BIJKT | 0.0 | |
| | | 25004 | | 166.0 | | 3.8 WATERMAN IJT | 3.8 | |
| | | 25005 | | 168.1 | | 1.9 SALUDA I | 5.7 | |
| | | | | | | 4.2 | | |
| 11,081 | 25010 | | | 172.3 | | ABINGDON | 9.9 | |
| | | | | | | 10.4 | | |
| 9,833 | 25020 | | | 182.8 | | AVON | 20.3 | |
| | | | | | | 8.6 | | |
| | | 25029 | | 191.4 | 2MT | BUSHNELL IJ | 28.9 | |
| | | | | | | 10.9 | | |
| 7,235 | 25040 | | | 202.3 | | MACOMB | 39.8 | |
| | | | | | | 7.0 | | |
| 6,994 | 25047 | | | 209.3 | | COLCHESTER | 46.8 | |
| | | | | | | 16.5 | | |
| 7,300 | 25063 | | 225.9 | | AUGUSTA | 63.3 | | |
| | | | | | 9.3 | | | |
| 6,665 | 25073 | | 235.2 | | GOLDEN | 72.6 | | |
| | | | | | 5.7 | | | |
| 7,560 | 25078 | | 240.9 | | CAMP POINT | 78.3 | | |
| | | | | | 13.0 | | | |
| 6,890 | 25091 | | 254.2 | | EWBANKS | 91.3 | | |
| | | | | | 4.6 | | | |
| | | | | | 30th STREET | 95.9 | | |
| | | | | | 2.6 | | | |
| | | 73801 | 261.3 | | QUINCY | 98.5 | | |
| | | | 263.4 | | 2.4 | | | |
| 7,500 | 25101 | 14 | 136.9 | | WEST QUINCY BJKTX | 100.9 | | |
| | | | | | 2.8 | | | |

BETWEEN WEST QUINCY AND MARK OPERATE ON 5th SUBDIVISION.

| | | | | | | | |
|--------|-------|----|-------|-----|---------------|-----|-------|
| | 25104 | 14 | 134.1 | | MARK | JT | 103.7 |
| | | | 5.7 | | 1.4 | | |
| | 25107 | | 7.1 | 2MT | NORTH RIVER | JT | 105.1 |
| | | | | | 7.5 | | |
| 7,352 | 25112 | | 14.5 | | PALMYRA | | 112.6 |
| | | | | | 18.1 | | |
| 7,201 | 25130 | | 32.8 | | CARD | | 130.7 |
| | | | | | 8.8 | | |
| 7,219 | 25139 | | 41.7 | | LAKENAN | | 139.5 |
| | | | | | 21.1 | | |
| 7,807 | 25161 | 15 | 62.9 | | ANABEL | | 160.6 |
| | | | | | 7.5 | | |
| | 25168 | | 70.4 | | MACON | | 168.1 |
| | | | | | 8.6 | | |
| 8,750 | 25177 | | 78.9 | | CALLAO | | 176.7 |
| | | | | | 7.1 | | |
| | 25184 | | 86.0 | | NEW CAMBRIA | | 183.8 |
| | | | | | 7.9 | | |
| | 25192 | | 93.9 | | BUCKLIN | | 191.7 |
| | | | | | 10.2 | | |
| | 25202 | | 104.1 | | BROOKFIELD | 8KT | 201.9 |
| | | | | | 2.7 | | |
| 12,123 | 25204 | | 106.9 | | NEEDLES | | 204.6 |
| | | | 106.9 | | To LaCade 2.2 | | |
| 7,206 | 25215 | | 118.1 | | SUMNER | A | 215.8 |
| | | | | | 12.1 | | |
| 7,206 | 25227 | 17 | 130.2 | | HAMM | | 227.9 |
| | | | | | 11.7 | | |
| 7,224 | 25239 | | 141.9 | | AALBERG | | 239.6 |
| | | | | | 11.7 | | |
| 7,192 | 25250 | | 153.5 | | PERSONS | | 251.3 |
| | | | | | 12.8 | | |
| 7,191 | 25263 | | 166.3 | | THIEHOFF | | 264.1 |
| | | | | | 11.4 | | |
| 7,084 | 25275 | | 177.7 | | MAXWELL | J | 275.5 |
| | | | | | 16.0 | | |

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

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

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

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

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 West Quincy | 79 MPH. | |
| Loaded unit trains, except intermodal | | 35 MPH. |
| MP 161.7 and MP 163.0 Quincy Main | 10 MPH. | 10 MPH. |
| MP 163.0 and MP 167.0 Quincy Main | 59 MPH. | 50 MPH. |
| Galesburg Terminal-All tracks other than Main Tracks | Restricted | Speed |
| Through turnout MP 168.0 | | 30 MPH. |
| Through turnout MP 188.9 | 35 MPH. | 35 MPH. |
| MP 191.2 and MP 191.7 | 40 MPH. | 40 MPH. |
| Through crossover MP 192.3 | 30 MPH. | 30 MPH. |
| Through crossover MP 192.4 | 35 MPH. | 35 MPH. |
| MP 202.6 and MP 202.7 | 35 MPH. | 30 MPH. |
| MP 240.0 and MP 244.5 | 70 MPH. | |
| MP 258.5 and MP 263.4 | 30 MPH. | 25 MPH. |
| Through turnouts MP 263.2 and MP 263.4 | 30 MPH. | 30 MPH. |
| East Leg 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 | | |
| Trains greater than 5000 tons | | 50 MPH. |
| Loaded unit trains, except intermodal: Between Mark MP 5.7 and Maxwell MP 177.7 and Birmingham MP 216.2 and North Kansas City MP 224.6 | | 30 MPH. 10 MPH. |
| Through sidings | | 40 MPH. |
| MP 6.7 and MP 8.6 Main 2 | | 35 MPH. |
| Through turnouts MP 6.7 and MP 8.6 | | |
| 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 107 and MP 177.7 | | 50 MPH. |
| Interchange connection Track Sumner | | 5 MPH. |
| MP 118.1 | | 35 MPH. |
| Through turnout to N&S at Maxwell | | 35 MPH. |
| MP 216.2-MP 224.4 | | 50 MPH. |
| Curves between MP 216.2 and MP 222.9 | | 35 MPH. |
| MP 221.5 and MP 224 Main 1 | | 20 MPH. |
| Through crossovers, Block 224 | | 25 MPH. |
| Through turnouts of controlled sidings, unless otherwise specified | | 20 MPH. |
| Needles and LaCade | | 25 MPH. |
| Birmingham and Liberty | | 20 MPH. |
| Loaded coal trains must not operate on sidings Hamm, Anabel or Brookfield Yard. | | |
| 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. | | |
| QuincyEngines must not operate over 30 degree curve at east end of track at Calcium Carbonate Co. MP 265.7. | | |
| Six axle locomotives are prohibited on the following tracks: Bushnell-ATSF Interchange, Roseville Lead, Archer Daniel Midland. Macomb-N. T. N. Bower | | |

Only one locomotive may be used on Interchange Connection Track at Sumner.

Birmingham and Kearney- Locomotives in groups G-H-I not permitted.

3. Train Register Exceptions- None.

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

Rule 450 in effect.

West Quincy--Westward trains must obtain Track Warrant showing Track Bulletins in effect between West Quincy and North Kansas City. Eastward trains must obtain Track Warrant showing Track Bulletins in effect between West Quincy and Galesburg. Trains operating between Galesburg and Lindenwood that do not change crews at West Quincy will not require Track Warrant at West Quincy.

Galesburg--Westward trains must obtain track warrant showing Track Bulletins in effect between Galesburg and West Quincy, except Expediter Trains will receive Track Warrant showing Track Bulletins in effect between Galesburg and Lindenwood.

North Kansas City--Eastward Trains must obtain Track Warrant showing Track Bulletins in effect between North Kansas City and West Quincy.

Galesburg, West Quincy and North Kansas City-Rule 405 applies.

Train orders involving joint trackage between Birmingham and Block 224 will be issued to all N&S trains by the N&S train dispatcher. N&S 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 LaCade.

Industrial Track between Birmingham and Kearney.

7. Colmar-Trains using Elevator Track must provide flag protection over grade crossing.

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.

1. On the east, or freezer track, and the west, or dry track, railroad employees are prohibited from coupling or uncoupling cars inside the cave, except from the engine.
2. On double tracks, cars being moved in and out of the cave shall remain connected, and shall not be individually spotted. All coupling or uncoupling of cars inside the cave shall be done from the ground between the tracks; and railroad employees should not set or release hand brakes within the cave.

10. Crews operating between Birmingham and Kansas City must include Kansas City Terminal Superintendent and Springfield Division General Manager on all messages involving accidents, injuries, defects in track, bridges, signals, or any unusual condition affecting the operation of the railroad.

11. 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

12. Galesburg-Hump Repeater Signals Galesburg Terminal in the following locations:

MP 166.1 - East of Hump Lead, North of Graham Extension Bridge
MP 166.3 - East of Hump Lead, South of Graham Extension Bridge
MP 166.9 - Between Quincy Main and Hump Lead

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 operation 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.

Train Dispatcher Calls-Ft. Madison-31, Keokuk-32, Hannibal-35, Louisiana-37, Elsberry-38, Old Monroe-39, West Alton-31, Kirkwood-30, West Quincy-34, Ashburn-36.

1. Speed Restrictions-

Zone-Between

Maximum Speeds Permitted

| | |
|---|---------|
| Burlington and West Quincy | 49 MPH. |
| Loaded unit trains, except intermodal 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 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. |
| MP 188.5 and MP 189.5 | 25 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. |
| SINCLAIR SWITCH At Arco Plant, through turnouts | 5 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.

Hannibal..... Loaded unit trains must not use siding except between west switch and yard switch at MP 118.40.

| Length of Siding In Feet | Station Nos. | Line Segment | Mile Post Location | 5th Subdiv MAIN LINE STATIONS | Rule 6(A) | Distance from Burlington |
|--------------------------|--------------|--------------|--------------------|-------------------------------|-----------|--------------------------|
| | 20167 | | 220.3 | BURLINGTON BJKTY | 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 | | 200.0 | 6.3 FT. MADISON | | 18.9 |
| 7,900 | 26185 | | 189.3 | 12.8 MONTROSE | | 31.7 |
| | 26180 | | 185.5 | 3.8 GATEWAY | TWC | 35.5 |
| 3,549 | 26178 | | 183.3 | 2.2 SANDUSKY | | 37.7 |
| | 26173 | | 177.9 | 6.1 KEOKUK | 8KY | 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 WEST QUINCY BJKTY | | 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&S Xing | I | 96.6 |
| | | | 119.7 | 1.1 HANNIBAL | | 97.7 |
| 12,070 | 26119 | | 119.7 | 15.4 ASHBURN | TWC | 113.1 |
| 8,603 | 26104 | | 104.3 | 10.1 LOUISIANA | A ABS | 123.2 |
| | 26094 | | 94.1 | 8.0 DUNDEE | | 131.2 |
| 6,205 | 26086 | | 86.4 | 17.9 ELSBERRY | | 149.1 |
| 10,237 | 26068 | | 68.2 | 16.6 OLD MONROE | | 165.7 |
| 8,336 | 26052 | | 51.6 | 7.2 GIBBS | | 172.9 |
| 7,009 | 26044 | | 44.4 | 17.5 MACHENS | | 190.4 |
| 10,243 | 26027 | | 26.9 | 6.5 WEST ALTON | CTC | 196.9 |
| 10,620 | 26020 | | 20.4 | To Alton 3.0 | T | 202.5 |
| 8,924 | 26015 | | 14.9 | 5.6 SPANISH LAKE | | 207.9 |
| | 26009 | | 9.4 | 5.4 BADEN | J | 210.1 |
| | 26007 | | 7.2 | 2.2 NORTH ST. LOUIS | BJKT | 213.4 |
| | 26004 | | 4.2 | 3.0 NORTH MARKET | IJ | |
| | | | | 5.1 | | |

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 | 5.0 LINDENWOOD | BIJKY | 224.1 |

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

- Dundee Locomotives or cars must not move over coal unloading pit at Dundee Cement Co.
- Old Monroe Only one locomotive may be used when switching Fertilizer plant on Old Francis Line.
- 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-** None.
- 4. Clearance Provisions and Exceptions Rule 82(A)-None.**
Rule 450 in effect.
West Quincy and Lindenwood-Rule 405 applies.
- 5. Rule 99-**When flagging is required, distance will be 1.5 miles.
- 6. Track Warrant Control-**In effect at the following locations:
Between CTC Old Monroe and CTC Hannibal.
Between MP 144.0 at West Quincy and MP 216.0 at Kemper.
Train Location line-up will be issued in accordance with Rule 35 of Rules of the Maintenance of Way for Track occupancy not protected by Track Warrant Authority.
- 7. Trackage between Alton and North Wood River-** Is under the operation and direction of N&S Railway Company. Trains operating between Alton and North Wood River will be under the direction of N&S 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.
- 8. Rule 105-** Industrial track between Grand Avenue Interlocking and Lindenwood; and between CTC West Alton and Alton.
- 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.
UNION ELECTRIC-Coal trains must have dump line connected and charged on arrival U.E. Plant.
- 10. North St. Louis-** Engines entering or passing through coal dumper building at ACT must ensure that locomotive awnings, mirrors and wind wings are pulled in account close clearance in the building.
ACT, North St. Louis, after dumping loaded coal train, will cut off coal train power and caboose north of the coal shed lead, just outside the entrance to the shed. Under normal operating conditions, outbound road crews will receive authority to run through the shed by either a green signal at the entrance or verbal permission from an ACT crewman in order to double out their train on the outside (runaround) track. On weekends and other occasions, if the shed entrance door is closed, BN crews must use the outside (runaround) track to get around the shed to makeup their outbound train.
- 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 Springfield Division 6th 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.
LINDENWOOD HUB - Track switches and derail secured by private locks in charge of Hub personnel who must unlock and authorize movement before using.
All engines must have bell ringing and headlight on dim when moving within limits of concrete pad.
Track #32 between Grand Avenue and Tower Grove Avenue within manual interlocking limits. Rule 317 applies. All movements within these limits including use of hand throw switches must be authorized by Gratiot Street Control Operator.
- 14. Crews operating between Machens MP 26.9 and Lindenwood must include St. Louis Terminal Superintendent and Springfield Division General Manager on ALL messages involving accidents, injuries, defect in track, bridges, signals, or any unusual condition affecting the operation of the railroad.**
- 15. 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

| Length of Siding In Feet | Station Nos. | Line Segment | Mile Post Location | 6th Subdiv MAIN LINE STATIONS Rule 6(A) | Distance from Bushnell |
|--------------------------|--------------|--------------|--------------------|---|------------------------|
| | 25029 | | 160.4 | BUSHNELL J CTC | 0.0 |
| 8,968 | 23008 | | 151.3 | 9.4 ADAIR | 9.4 |
| 8,814 | 23019 | | 140.6 | 10.7 VERMONT JT TWC | 20.1 |
| 6,900 | 23027 | 12 | 129.0 | 8.2 STEWART | 28.3 |
| 8,324 | 23037 | | 119.3 | 9.7 GRIMES CTC | 38.0 |
| | 23040 | | 115.9 | 2.6 BEARDSTOWN 8KY | 40.6 |
| 10,037 | 23046 | | 110.2 | 6.6 HAGENER CTC | 47.2 |
| 7,353 | 23054 | | 102.1 | 8.1 CONCORD | 55.3 |
| 6,534 | 24010 | | 10.1 | 10.4 JACKSONVILLE I | 65.7 |
| 8,952 | 24035 | | 35.4 | 24.5 LOWDER | 90.2 |
| 8,855 | 24040 | | 42.1 | 4.9 VIRDEN To Crown 2-2.0 | 95.1 |
| 7,426 | 24052 | | 53.1 | 12.3 ATWATER TWC | 107.4 |
| 8,170 | 24063 | | 64.2 | 11.2 LITCHFIELD | 118.6 |
| 11,234 | 24074 | | 74.0 | 9.7 TOLAND JT | 128.3 |
| 6,826 | 24084 | | 85.1 | 11.1 AYERS | 139.4 |
| 7,894 | 24092 | | 93.2 | 7.9 SMITHBORO I | 147.3 |
| 7,424 | 24103 | | 104.5 | 11.0 KEYESPORT | 158.3 |
| | 24114 | 13 | 114.9 | 10.7 SHATTUC A | 169.0 |
| | 24120 | | 121.0 | 7.4 CENTRALIA 8IJKMXY CTC | 176.4 |
| | | | | 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 | SESSER T | 207.3 |
| | 24155 | | 156.3 | 3.1 MEYER To Old Ben 24-6.0 | 210.4 |
| | 24160 | | 161.6 | 5.3 CHRISTOPHER A | 215.7 |
| 9,432 | 24166 | | 167.5 | 4.5 CAMBON | 220.2 |
| | 24172 | | 173.0 | 6.9 HERRIN | 227.1 |
| 7,340 | 24186 | | 187.4 | 14.3 NEILSON IJ | 241.4 |
| | | | | 15.8 | |

BETWEEN NEILSON AND WEST VIENNA U.P. RR RULES AND TIMETABLE GOVERN.

| Length of Siding In Feet | Station Nos. | Line Segment | Mile Post Location | Cont'd. 6th Subdiv MAIN LINE STATIONS Rule 6(A) | Distance from Bushnell |
|--------------------------|--------------|--------------|--------------------|---|------------------------|
| 7,503 | 24202 | | 202.8 | WEST VIENNA J | 257.2 |
| | 24209 | | 209.9 | 7.2 FORMAN A TWC | 264.4 |
| 6,719 | 24222 | 13 | 221.5 | 11.5 COOK Y | 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, Smithsboro-46, Sesser-48, Herrin-49, W. Vienna-41, Beardstown-42, Centralia-47, Cook-42, Bushnell-21.

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 CM&W crossing Girard | 40 MPH. |
| MP 65.5 and MP 65.8 between Litchfield and Toland | 30 MPH. |
| MP 77.9-over N&S 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-CSX connection track | 10 MPH. |
| MP 104.6 and MP 109.5 between Keyesport and Shattuc | 30 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 CSX crossing Woodlawn | 40 MPH. |
| MP 144.6 and MP 146.2 between Woodlawn and Sesser | 40 MPH. |
| MP 161.5-over ICG crossing Christopher | 40 MPH. |
| MP 165.0-over UP crossing Zeigler Jct. | 40 MPH. |
| MP 173.0 and MP 173.3 | 30 MPH. |
| Neilson-passing signal MP 186.7 | 30 MPH. |
| Forman-Signal 209.4 | 10 MPH. |
| Forman-Locomotives or leading car of train between absolute signals | 20 MPH. |
| Forman-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. |
| Virden-on siding | 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

Jacksonville-Only one locomotive may be used when switching Anderson Clayton Plant.

3. Train Register Exceptions- None.

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

Rule 450 in effect.

Centralia and Beardstown- Rule 405 applies.

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

6. Track Warrant Control-in effect at following locations:

Between:

CTC Bushnell, and CTC Grimes
CTC Concord and MP 118 at Centralia
MP 124 at Centralia and MP 187.3 at Nielson
MP 202.7 at West Vienna and Cook

Train Location line-up will be issued in accordance with Rule 35 of Rules of the Maintenance of Way for Track occupancy not protected by Track Warrant Authority.

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. Jacksonville- The portion of the siding between the East Switch and crossover is designated as storage track.

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

10. Toland- Between Toland and Lenox UP 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 UP main track. Tracks No. 9 and No. 10 in Worcester Yard are auxiliary tracks.

11. Centralia- N&S Railway Jct. switch MP 122.6 normal position is for N&S Railway main track.

12. Interlocking not Indicated at Station-

CMW crossing 3.9 miles west of Virden. (Manual)

NS crossing 1.3 miles west of Litchfield. (Automatic)

NS crossing 4 miles west of Toland. (Automatic)

ICG crossing 1.6 miles west of Waltonville. (Automatic)

UP crossing 2.9 miles west of Christopher. (Automatic)

13. Adair-Trains using siding must not occupy Oak Street crossing at MP 151.1 and Cherry Street crossing at MP 151.4 until crossing gates are working.

14. Cook- Stop and protect movement over crossing signals MP 221.75, MP 224.60 and MP 224.65 when flashers not working.

15. The following Track Side Warning Detectors protect bridges, tunnels or other structures-None.

Other Track Side Warning Detector Locations-

MP 87.2

| WESTWARD ↓ | Length of Siding In Feet | Station Nos. | Line Segment | Mile Post Location | 7th Subdiv BRANCH LINE STATIONS | | | Distance from Albia |
|---------------|-----------------------------------|-----------------|-----------------|--------------------------|---------------------------------------|--------------|--------|---------------------------|
| | Rule 6(A) | | | | | | | |
| | | 20265 | 81 | 0.0 | | ALBIA 4.1 | IJ CTC | 0.0 |

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

| | | | | |
|-------|-------|----------|---------------|------|
| 4,075 | 77504 | 3.8 | SHEAHAN | 4.1 |
| | 77509 | 9.1 | 5.3 | |
| | | | LOVILIA | 9.4 |
| | 77512 | NS 284.3 | 2.5 | |
| | | | HAMILTON | 11.9 |
| | 77514 | NS 286.9 | 2.5 | |
| | 77519 | NS 292.2 | BUSSEY | 14.4 |
| | | | 5.3 | |
| | | | TRACY | 19.7 |
| | 77525 | 24.7 | 5.4 | |
| | | | DURHAM | 25.1 |
| | 77528 | 28.1 | 3.4 | |
| 4,309 | 77533 | 32.8 | FLAGLER | 28.5 |
| | | | 4.7 | |
| 4,309 | 77543 | 42.9 | KNOXVILLE | 33.2 |
| | | | 10.0 | |
| | 77549 | NS 320.0 | PLEASANTVILLE | 43.2 |
| | | | 5.8 | |
| 4,309 | 77553 | NS 324.3 | SWAN | 49.0 |
| | | | 4.3 | |
| | 77563 | NS 335.2 | RUNNELLS | 53.3 |
| | | | 10.9 | |
| | 77563 | NS 335.3 | McCOY | 64.2 |
| | | | 0.1 | |
| | 77569 | 67.8 | N&W JUNCTION | 64.3 |
| | | | 4.6 | |
| | | | DES MOINES | 68.9 |
| | | | 8KRY | |

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

Train Dispatcher Calls-Albia (NS)-16, Albia (BN) (Oskaloosa)-77, Knoxville (Williamson)-18.

1. Speed Restrictions-
Zone-Between

Maximum Speeds Permitted

Albia to Des Moines N&S rules and timetable speeds apply.

Des Moines - within yard limits..... 10 MPH.

2. 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.

3. Train Register Exceptions- None.

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

5. Rule 93- Yard limits in effect N&W Jct. to Des Moines.

| | | | | | | | | |
|--------------------------------------|-----------------------------------|-----------------|-----------------|--------------------------|--|--|--|----------------------------|
| E S T W A R D ↓ | Length of Siding In Feet | Station Nos. | Line Segment | Mile Post Location | 8th Subdiv MAIN LINE STATIONS | | | Distance from Peoria |
| | | | | | 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 | | PEORIA | ABKY | | 0.0 |
| | | | | | 12.3 | | | |
| 7,050 | 73214 | | 39.0 | | EDWARDS | | | 12.3 |
| | | | | | 7.9 | | | |
| | 73222 | | 31.1 | | OAK HILL | | | 20.2 |
| | | | | | 5.5 | | | |
| | 73228 | | 25.6 | | ELMWOOD | | | 25.7 |
| | | | | | 2.8 | | | |
| 4,813 | 73232 | 108 | 22.8 | | YATES CITY | JT | | 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 | | GALESBURG | BIJXTY | | 51.7 |

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls-Yates City-91, Peoria-93, Edwards-92.

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

Peoria and Galesburg 40 MPH.
Loaded unit trains, except intermodal 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 MP 52.3 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.

2. Bridge, Engine and Heavy Car Restrictions-

Maquon-Locomotives must not pass over unloading pit at Farm Service.

Peoria-4 axle locomotives only on the Alley Track.

3. Train Register Exceptions- None.

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

Rule 450 in effect.

Galesburg-Rule 405 applies.

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

6. Track Warrant Control- In effect between MP 3.5 and MP 46.0.

Train Location line-up will be issued in accordance with Rule 35 of Rules of the Maintenance of Way for Track occupancy not protected by Track Warrant Authority.

7. Automatic Interlockings not Indicated at Stations-

C&NW crossing at MP 47.5

| WESTWARD | Length of Siding In Feet | Station Nos. | Line Segment | Mile Post Location | 9th Subdiv BRANCH LINE STATIONS | | Distance from Yates City | EASTWARD |
|----------|--------------------------|--------------|--------------|--------------------|--|----|--------------------------|----------|
| | | | | | Rule 6(A) | | | |
| | | 73232 | 111 | 46.9 | YATES CITY | JT | 0.0 | |
| | | 73053 | | 52.4 | 5.5 FARMINGTON | | 5.5 | |
| | | 73059 | | 58.4 | 6.0 NORRIS | | 11.5 | |
| | | 73083 | | 63.2 | 4.8 CANTON | MY | 16.3 | |
| | | | | | 3.5 DUNFERMLINE | | | |
| | | 73087 | | 66.7 | To Buckheart Mine 2.5 To Duck Creek 4.7 | TY | 19.8 | TWC |
| | | 73089 | | 68.4 | 1.7 ST. DAVID | | 21.5 | |
| | | 73077 | | 77.0 | 8.6 LEWISTOWN | | 30.1 | |
| | | 73088 | | 87.4 | 10.4 IPAHA | | 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, Yates City-91.

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

Vermont and Yates City 25 MPH.
Yates City-east and west legs of wye 10 MPH.
MP 63.0 and MP 64.0 10 MPH.
Buckheart Lead 5 MPH.
Item 1A, All Subdivisions applies between MP 46.9 and
MP 94.3 between Yates City and Vermont.

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

FARMINGTON - The use of locomotive with 6 axles is prohibited while doing industrial work at Illinois Sausage Co. and John Balagna Co.

NORRIS - The use of locomotive with 6 axles is prohibited while doing industrial work at F&S Co.

3. Train Register Exceptions- None.

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

Rule 450 in effect.

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

6. 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.

7. Canton- Manually operated railroad crossing gate across BN main track MP 63.6 in service. Normal position of gate across BN track. Crews must restore gate to normal position after movement is made across ATSF tracks. Rules 98 and 98(B) in effect.

8. Duck Creek (CILCO plant)- Engines and cabooses must not pass through unloading shed and facilities.

Locomotives series 5200 thru 5900 will not clear dumper when spotting first car when trailing unit has short end trailing.

9. Dunfermline- Normal position of west wye switch is for wye.

10. Yates City and Canton- stop and protect movement over all crossing signals when flashers not working.

11. Rule 105- Industrial Track between Dunfermline and Buckheart Mine and Duck Creek.

| WEST WARD ↓ | Length of Siding In Feet | Station Nos. | Line Segment | Mile Post Location | 10th Subdiv BRANCH LINE STATIONS Rule 6(A) | | Distance from Zearing | EAST WARD ↑ |
|-------------------|-----------------------------------|-----------------|-----------------|--------------------------|---|-------|-----------------------------|-------------------|
| | | | | | | | | |
| | | 20057 | | 44.1 | ZEARING | J | 0.0 | |
| | | | | | 7.0 | | | |
| | | 71936 | 61 | 36.6 | LADD | | | |
| | | | | | To Howe 5.4 | T TWC | 7.0 | |
| | | | | | 10.9 | | | |
| | | 71926 | | 25.7 | LA SALLE | A | 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 43.36 and MP 42.86 10 MPH.
 MP 36.8 and MP 36.7 5 MPH.
 MP 30.75 to MP 26.8 10 MPH.
 MP 26.8 to MP 26.75 5 MPH.
 MP 26.75 to MP 25.51 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)- None

Rule 450 in effect.

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

6. Track Warrant Control-In effect between Zearing and LaSalle.

Train location line-up 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.

7. Rule 105- Industrial Track between Ladd and Howe.

8. Rule 10(D)- In effect on this subdivision.

GALESBURG DIVISION

29

INDUSTRIAL TRACKS AND OTHER TRACKS
NOT SHOWN AS STATIONS IN TIMETABLEINDUSTRIAL TRACKS AND OTHER TRACKS
NOT SHOWN AS STATIONS IN TIMETABLE

| Name | Miles-Location | Capacity Cars | Switch Opens | Name | Miles-Location | Capacity Cars | Switch Opens |
|-----------------------------------|---------------------------|------------------|-----------------|---|----------------------------------|------------------|-----------------|
| 1st Subdivision | | | | 8th Subdivision | | | |
| 20027 Leland | 6.1 west of Somonauk | 31 | East | 73234 Douglas | 3.6 west of Yates City | 16 | Both |
| 20040 Meriden | 5.3 west of Earlville | 19 | West | 73236 Maquon | 7.6 west of Yates City | 12 | Both |
| 20053 Arlington | 8.8 west of Mendota | 38 | West | 10th Subdivision | | | |
| 20060 Malden | 3.1 west of Zearing | 26 | West | 71931 Spring Valley | 5.7 west of Ladd | 3 | West |
| 20085 Neponset | 6.4 west of Buda | 41 | East | 71943 Howe | 5.4 from Ladd | Yard | Both |
| 2nd Subdivision | | | | LINE SEGMENT NUMBERS | | | |
| 20133 Cameron | 3.2 west of Graham | 10 | Both | OTHER YARD LINE SEGMENTS | | | |
| 20152 Biggsville | 5.7 west of Kirkwood | 20 | East | Line Segment | Yard | | |
| 20180 Danville | 6.4 west of Dayman | 10 | East | 809 | Mendota | | |
| 20202 Rome | 7.0 west of Mt. Pleasant | 10 | East | 814 | Barstow | | |
| 20205 Lockridge | 10.5 west of Mt. Pleasant | 15 | Both | 815 | Term Jct Rock Island | | |
| 20235 Agency | 7.3 west of Batavia | 80 | East | 817 | Clinton | | |
| 20249 Chillicothe | 7.8 west of Ottumwa | 8 | East | 818 | Moline | | |
| 20304 Lucas | 1.1 west of Shannon | 22 | West | 834 | Burlington | | |
| 20312 Woodburn | 8.6 west of Shannon | 18 | West | 835 | West Burlington | | |
| 3rd Subdivision | | | | 836 | Ottumwa | | |
| 71662 Lyndon | 3.1 from Denrock | | | 837 | Chariton | | |
| 22051 Joslin | 7.9 west of Barstow | 10 | East | 840 | Des Moines | | |
| 22088 Thomson | 2.0 west of Ebner | 3 | West | 850 | Fort Madison | | |
| 4th Subdivision | | | | 851 | Keokuk | | |
| 25023 Prairie City | 2.7 west of Avon | 8 | East | 852 | West Quincy | | |
| 25033 Bardolph | 4.5 west of Bushnell | 10 | East | 853 | Hannibal | | |
| 25049 Tennessee | 2.4 west of Colchester | 22 | East | 854 | North St. Louis | | |
| 25055 Colmar | 8.2 west of Colchester | 18 | West | 855 | Peoria | | |
| 25059 Plymouth | 12.5 west of Colchester | 20 | East | 856 | Beardstown | | |
| 25070 La Prairie | 6.4 west of Augusta | 5 | West | 857 | Centralia | | |
| 25085 Paloma | 7.3 west of Camp Point | 25 | East | 858 | Yates City | | |
| 25121 Ely | 9.3 west of Palmyra | 40 | East | 863 | West Alton | | |
| 25128 Monroe City | 15.7 west of Palmyra | 25 | Both | | | | |
| 25135 Hunnewell | 4.0 west of Card | 31 | Both | BALLAST PITS | | | |
| 25144 Shelbina | 4.9 west of Lakenan | 20 | Both | Line Segment | Limits | | |
| 25157 Clarence | 6.3 west of Lakenan | 15 | Both | 860 | LaGrange | | |
| 25221 Hale | 6.4 west of Sumner | 31 | Both | OTHER ROAD LINE SEGMENTS | | | |
| 25293 Randolph | 2.6 west of Birmingham | 78 | Both | Line Segment | Limits | Mileposts | |
| 27002 La Clede | 2.2 from Needles | 22 | Both | 7 | Barstow to Term Jct. Rock Island | 241 to 252.2 | |
| 76406 Liberty | 5.7 west of Birmingham | | | 8 | Denrock-Lyndon | 24.8 to 27.9 | |
| 76416 Kearney | 11.4 west of Liberty | | | 15 | Needles-La Clede | 106.9 to 110.0 | |
| 5th Subdivision | | | | 18 | Birmingham to Kearney | 216.2 to 199.1 | |
| 26210 Spring Grove | 2.1 west of Kemper | 2 | East | 70 | Ladd-Howe | 188.3 to 194.3 | |
| 26191 Viele | 6.4 west of Ft. Madison | 10 | East | 82 | Des Moines-West Des Moines | 0.4 to 1.0 | |
| 26130 South River | 1.7 west of Falk | 89 | West | 97 | Graham Cutoff | 164.6 to 168.4 | |
| 26125 Helton | 5.8 west of Falk | 33 | East | 100 | Willows-St. Louis (via TRRA) | 0.0 to 12.0 | |
| 26116 Ilasco | 3.1 west of Hannibal | 40 | East | 104 | Metropolis-Paducah | 0.0 to 13.9 | |
| 26092 Cosgrove | 1.2 west of Louisiana | 13 | East | 121 | West Alton-Alton | 0.6 to 3.3 | |
| 26084 Clarksville | 2.3 west of Dundee | 10 | West | | | | |
| 26075 Annada | 11.0 west of Dundee | 16 | East | GALESBURG TERMINAL LINE SEGMENTS | | | |
| 26056 Winfield | 12.1 west of Elsberry | 9 | East | Line Segment | Yard | | |
| 26037 Seeburger | 7.5 west of Gibbs | 10 | East | 472 | Galesburg Hump | | |
| 26033 Orchard Farm | 10.9 west of Gibbs | 19 | West | 830 | Galesburg Yard | | |
| 26013 Larimore | 1.7 west of Spanish Lake | 4 | East | 831 | Galesburg Rip Tracks | | |
| 26010 Prospect Hill | 4.5 west of Spanish Lake | 47 | Both | 832 | Galesburg Depot | | |
| 6th Subdivision | | | | 833 | Galesburg Tie Plant | | |
| 24017 Pisgah | 7.1 west of Jacksonville | 14 | East | | | | |
| 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 | | | | |
| 6th 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 | | | | |
| 7th Subdivision | | | | | | | |
| 77523 Harvey | 3.7 west of Tracy | 12 | West | | | | |
| 77537 Donnelly | 4.0 west of Knoxville | 24 | Both | | | | |

GALESBURG DIVISION

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 | 0700-1600 daily |
| 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 | 2 | Unmanned |
| Keokuk | 1 for yard forces | 0700-1600 daily |
| Hannibal | 2 | Unmanned |
| Louisiana | 2 | 0700-1600 |
| | | Mon. thru Fri. |
| Elsberry | 2 | Unmanned |
| Old Monroe | 2 | Unmanned |
| W. Alton | 2 | Continuous |
| Lindenwood | 2 | Continuous |
| | 1 for yard forces | |
| Bushnell | 1 | Unmanned |
| Vermont | 1 | Unmanned |
| Beardstown | 1 | Continuous |
| Jacksonville | 1 | Continuous |
| Virden | 1 | Unmanned |
| Toland | 1 | Unmanned |
| Lenox | 1 | Continuous |
| WR Tower (TRRA) | 1 | Continuous |
| Alton Bridge | 1 | Continuous |
| Smithboro (Conrail) | 1 | Unmanned |
| Shattuc (CSX) | 1 | Continuous |
| Centralia | 1 | Continuous |
| Sesser | 1 | Unmanned |
| Herrin | 1 | Unmanned |
| W. Vienna (UP) | 1 | Unmanned |
| Cook | 1 | Unmanned |
| Peoria | 1 | Unmanned |
| Yates City | 1 | Unmanned |
| Canton | 1 | Unmanned |
| Savanna | 1 | Unmanned |
| Barstow | 1 | 0800-1600 |
| | | Mon. thru Fri. |
| Alpha | 1 | Unmanned |
| Mendota | 1 | 0600-1500 |
| | | Mon. thru Fri. |
| Galva | 1 | Unmanned |

TRAIN DISPATCHERS PHONE NUMBERS

| Company | Position | Commercial |
|----------|-------------------------------|--------------|
| 345-6400 | Chief Dispatcher | 309-345-6400 |
| 345-6401 | Asst. Chief Dispatcher | 309-345-6401 |
| 345-6402 | Asst. Chief Dispatcher | 309-345-6402 |
| 345-6409 | Galesburg to Creston | 309-345-6409 |
| | Albia to Des Moines | |
| 345-6412 | West Quincy to N. Kansas City | 309-345-6412 |
| | West Quincy to Lindenwood | |
| 345-6410 | Galesburg to West Quincy | 309-345-6410 |
| | Bushnell to Paducah | |
| 345-6407 | Galesburg to Peoria | 309-345-6407 |
| | Yates City to Vermont | |
| | Savanna to Galesburg | |
| | Aurora to Galesburg | |
| | Zearing to LaSalle | |
| 345-6408 | West Quincy to Burlington | 309-345-6408 |

MOBILE PHONE RADIOS

| Location Base Station | Access Digits | Disconnect Digits | Network |
|-----------------------|---------------|-------------------|----------|
| West Burlington | *1 | # 1 | 753-9688 |
| Creston | *1 | # 1 | 241-2282 |
| Ottumwa | *1 | # 1 | 241-2280 |
| Williamson | *1 | # 1 | 241-2281 |
| Augusta | *2 | # 2 | 345-6986 |
| Jacksonville | *1 | # 1 | 251-4228 |
| Hannibal | *1 | # 1 | 251-4225 |
| Elsberry | *2 | # 2 | 251-4229 |
| St. Louis | *1 | # 1 | 768-7045 |
| Macon | *1 | # 1 | 251-4226 |
| Aalberg | *1 | # 1 | 251-4227 |
| Cape Girardeau | *3 | # 3 | 864-2107 |
| Otto | *1 | # 1 | 768-7044 |
| Galesburg Mini | *1 | # 1 | 345-6979 |
| Galesburg | *1 | # 1 | 345-6980 |
| Kansas City | *1 | # 1 | 234-9287 |
| Downers Grove | *1 | # 1 | 780-5209 |
| Rochelle | *1 | # 1 | 345-6984 |
| Mendota | *1 | # 1 | 345-6982 |
| Galva | *2 | # 2 | 345-6981 |
| Barstow | *2 | # 2 | 345-6985 |
| Mt. Carol | *2 | # 2 | 345-6983 |

Dr. Thomas V. Mears, Chief Medical and Safety Officer Overland Park, Kansas
 Dr. Hi. E. Newby, Associate Chief Medical Officer Ft. Worth, Texas

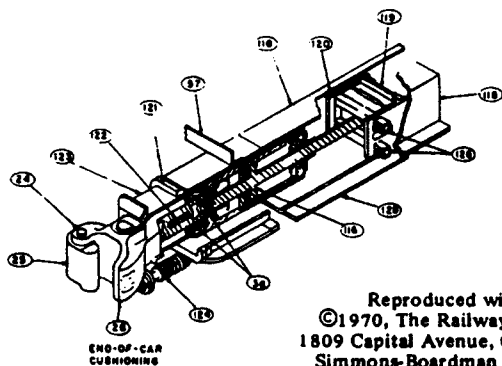
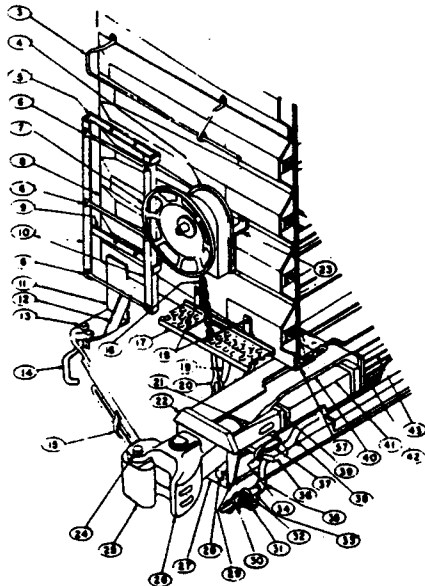
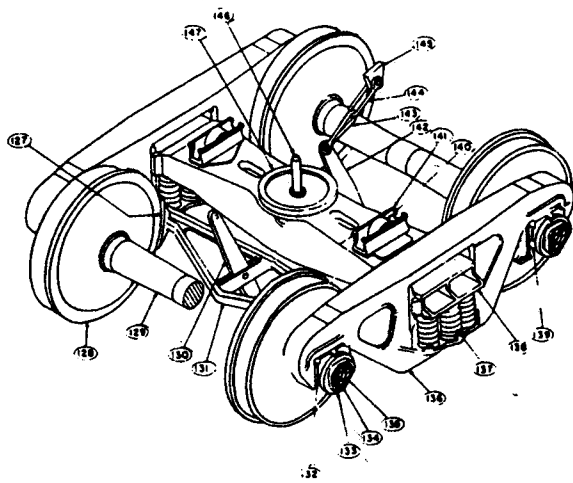
MEDICAL EXAMINERS AND LOCAL SURGEONS

Dr. D. N. Orelup Albia
 Dr. P. M. Scott Auburn
 * Beardstown Clinic Limited..... Beardstown
 Dr. B. D. Howell Brookfield
 * Surgeons Inc. Burlington
 * Coleman Clinic Canton
 * Dr. E. F. Baker Canton
 Dr. E. F. Stephens..... Centralia
 * Medical Associates Clinton
 * Creston Medical Clinic Creston
 Dr. Mangil Seo Des Moines
 * Valley Clinic..... Fort Madison
 * Contro-Clamon SC Galesburg
 * Galesburg Clinic Galesburg
 Dr. E. L. Rapp Hannibal
 Dr. R. C. Hendricks Herrin

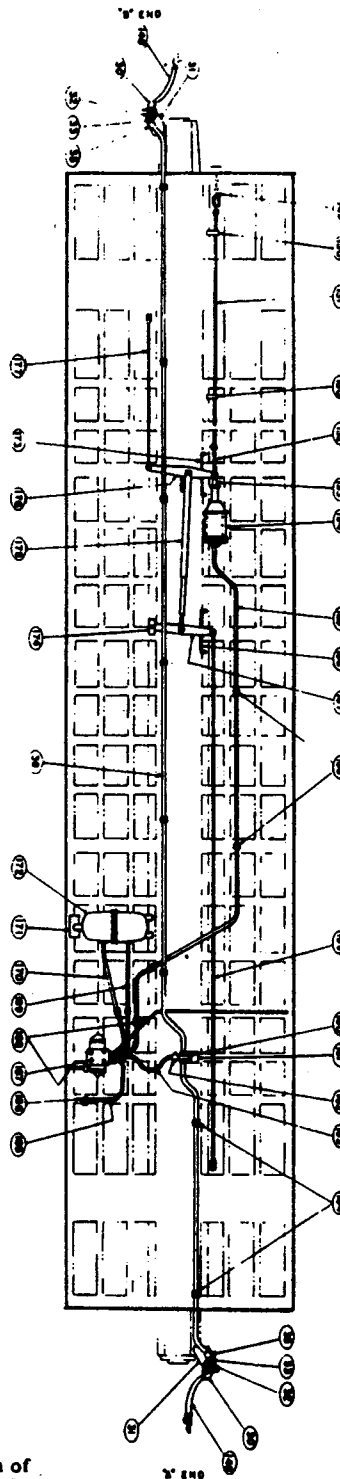
Dr. A. L. Keyes Hinckley
 Dr. M. T. English Kirksville
 Dr. J. B. Aplington..... LaSalle
 * Dr. J. E. Campbell..... Macon
 Dr. J. F. Wacker Mendota
 Dr. D. F. Prince Minden
 * Drs. L. C. Arp, Jr./C. J. Dyke Jr. Moline
 Dr. D. D. Emerson..... Ottumwa
 * Medical-Surgical Clinic Peoria
 * Family Medicine Association Quincy
 * Dr. Phillip C. Wilson Quincy
 Rockport Medical Clinic Rockport
 * Barnes/Sutter Health Clinic..... St. Louis
 * Macon Medical Center St. Louis
 Dr. James Scott..... Streator

* Indicates that two or more physicians are authorized to perform Burlington Northern industrial examinations.

CAR CHART

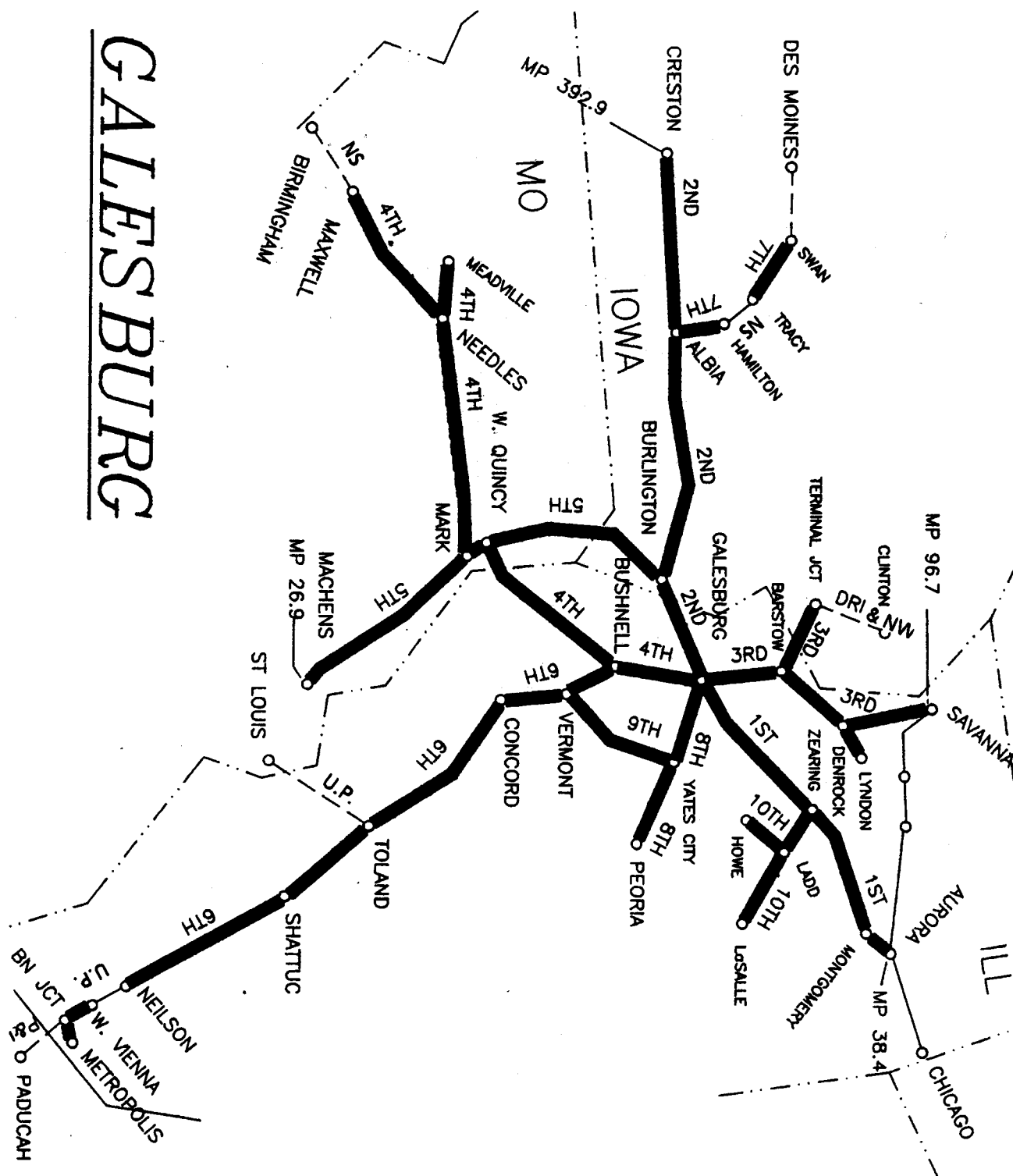


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3. Horizontal end handhold
4. Hand brake housing
5. End ladder support—top
6. End ladder tread
7. Hand brake wheel
8. Steel end—bottom
9. End ladder support—bottom
11. Uncoupling lever bracket
12. Uncoupling lever bracket support
13. Uncoupling lever support
14. Telescoping uncoupling rod
15. Uncoupling lever guide
16. Hand brake chain
17. End platform (combined crossover and brake step)
18. End platform support
19. Bell crank
20. Vertical hand brake rod
21. Front draft gear stop
22. Striker
23. Hand brake housing support
24. Coupler knuckle pin
25. Coupler knuckle
26. Type E coupler head
27. Coupler carrier
28. Coupler wear plate
29. Striker flange
30. Angle cock
31. Angle cock support
32. Angle cock "U" bolt
33. Nipple
34. Draft key washer
35. 45° elbow
36. Draft key
37. Draft key retainer
38. Brake pipe, 1 1/4" (Train line)
39. Follow block
40. Coupler yoke
41. Draft gear
42. Rear draft gear stop
43. Rear draft gear stop reinforcement
116. Hydraulic piston
118. Center sill
119. Back stop plate
120. Rear lug casting
121. Striker casting
122. Coupler key
123. Cushioning unit
124. Restoring mechanism
125. Inspection plate
128. Rear cross key
127. Brake shoe
128. Wheel
129. Axle
130. Truck live lever
131. Brake beam
132. Roller bearing adapter
133. Roller bearing end cap
134. End cap retaining bolt
135. End cap locking plate
136. Truck side frame
137. Truck spring
138. Truck bolster
139. Roller bearing assembly
140. Truck side bearing roller
141. Truck side bearing housing
142. Truck dead lever
143. Clevis at dead lever
144. Clevis at dead lever fulcrum
145. Dead lever anchor—underframe mounted
146. Center pin
147. Truck center plate cast integral with truck bolster
148. Air hose
149. Hand brake chain at bell crank
150. Hand brake rod guide
151. Hand brake rod
152. Hand brake chain at cylinder
153. Cylinder push rod
154. Air brake cylinder
155. Cylinder pipe, 1/2"
156. Floating lever guide
157. Floating lever
158. Pipe clamp, 1/2"
159. Top rod, "A" end
160. Branch pipe tee
161. Branch pipe tee support
162. Combined dirt collector and cut-out cock
163. Connection hose
164. Pipe clamp, 1 1/4"
165. Retainer pipe
166. Retainer valve
167. ABD control valve
168. Release rod
169. Auxiliary reservoir pipe, 1/2"
170. Emergency reservoir pipe, 1/2"
171. Reservoir support
172. Combined auxiliary and emergency reservoir
173. Cylinder lever guide
174. Brake lever fulcrum
175. Brake slack adjuster
176. Cylinder lever
177. Top rod, "B" end

NOTES



**SCHEDULED TIMES FOR NATIONAL RAILROAD PASSENGER CORPORATION (NRPC) TRAINS
TO BE USED FOR INFORMATION PURPOSES ONLY,
EXCEPT NRPC TRAINS MUST OBSERVE STATION STOPS AND TIME(S) SHOWN.**

WESTWARD↓

| 1347 | 1005 | | 1348 | 1346 | 1006 |
|------------------------------------|---------------|----------------------|---------------------------|-------------------|---------------|
| NRPC Daily | NRPC Daily | STATION | NRPC DAILY Ex. Sun. | NRPC Sun. Only | NRPC Daily |
| GALESBURG DIVISION 1ST SUBDIVISION | | | | | |
| 1836 | 1600 | AURORA 13.7 | 0932 | 1047 | 1442 |
| s1851 | | PLANO 26.8 | s0920 | s1035 | |
| s1917 | | MENDOTA 21.5 | s0850 | s1005 | |
| s1937 | s1657 | PRINCETON 26.8 | s0830 | s0945 | s1344 |
| s2000 | | KEWANEE 31.3 | s0807 | s0922 | |
| s2033 | s1755 | GALESBURG | 0740 | 0855 | 1254 |
| GALESBURG DIVISION 4th SUBDIVISION | | | | | |
| 2035 | | GALESBURG 39.8 | s0738 | s0853 | |
| s2112 | | MACOMB 56.1 | s0658 | s0813 | |
| s2203 | | 30TH STREET 5.0 | s0610 | s0725 | |
| s2230 | | WEST QUINCY | 0600 | 0715 | |
| GALESBURG DIVISION 2nd SUBDIVISION | | | | | |
| | 1758 | GALESBURG 43.1 | | | s1251 |
| | s1845 | BURLINGTON 27.8 | | | s1204 |
| | s1916 | MT. PLEASANT 46.4 | | | s1132 |
| | s2000 | OTTUMWA 79.9 | | | s1048 |
| | s2115 | OSCEOLA 33.1 | | | s0927 |
| | s2143 | CRESTON | | | 0858 |

↑EASTWARD

**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

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 Track Bulletin Form B No _____, line No _____. 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 employee 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.

GALESBURG DIVISION TIMETABLE NO.1, SUPPLEMENT NO.1

SCHEDULED TIMES FOR NRPC TRAINS TO BE USED FOR INFORMATION PURPOSES ONLY,
EXCEPT NRPC TRAINS MUST OBSERVE STATION STOPS AND TIMES SHOWN.

In Effect at 0001, Continental Central Time
Sunday, January 15, 1989

WEST
WARD
↓

| 1347 | 1005 | | 1348 | 1346 | 1006 |
|------------------------------------|---------------|----------------------|---------------------------|-------------------|---------------|
| NRPC Daily | NRPC Daily | STATION | NRPC DAILY Ex. Sun. | NRPC Sun. Only | NRPC Daily |
| GALESBURG DIVISION 1ST SUBDIVISION | | | | | |
| 1836 | 1555 | AURORA | 0932 | 1047 | 1442 |
| §1851 | | 13.7 PLANO | §0920 | §1035 | |
| §1917 | | 26.8 MENDOTA | §0850 | §1005 | |
| §1937 | §1652 | 21.5 PRINCETON | §0830 | §0945 | §1344 |
| §2000 | | 26.8 KEWANEE | §0807 | §0922 | |
| §2033 | §1750 | 31.3 GALESBURG | 0740 | 0855 | 1254 |
| GALESBURG DIVISION 4th SUBDIVISION | | | | | |
| 2035 | | GALESBURG | §0738 | §0853 | |
| §2112 | | 39.8 MACOMB | §0658 | §0813 | |
| §2203 | | 56.1 30TH STREET | §0610 | §0725 | |
| §2230 | | 5.0 WEST QUINCY | 0600 | 0715 | |
| GALESBURG DIVISION 2nd SUBDIVISION | | | | | |
| | 1753 | GALESBURG | | | §1251 |
| | §1840 | 43.1 BURLINGTON | | | §1204 |
| | §1911 | 27.8 MT. PLEASANT | | | §1132 |
| | §1955 | 46.4 OTTUMWA | | | §1048 |
| | §2110 | 79.9 OSCEOLA | | | §0927 |
| | §2138 | 33.1 CRESTON | | | 0858 |

↑
EAST
WARD

PEEL OFF THE BACK OF THIS SELF-ADHESIVE SUPPLEMENT BY FOLDING AT A SLIT.
ATTACH THE SUPPLEMENT TO PAGE 35, GALESBURG DIVISION TIMETABLE NO. 1.