

REGION TRANSPORTATION

M. L. Holsteen, Director Transportation, Denver

T. N. BISSEN	Supt. Transportation	Galesburg
R. W. JOHNSON	Manager	Galesburg
W. J. DICK	Manager	Galesburg
K. C. WILKOWSKI	Manager	Galesburg
K. MAIDEN	Manager	Galesburg
J. S. SARVER	Chief Dispatcher	Galesburg

OPERATIONS

A. A. Satunas, Superintendent Operations, Galesburg

B. M. BATTERSON	Manager Operating Practices	Galesburg
B. L. HARDRICK	Trainmaster/Road Foreman	Galesburg
R. B. PAULSGROVE	Trainmaster/Road Foreman	Galesburg
L. E. PIPER	Trainmaster/Road Foreman	Galesburg
L. C. GILE	Asst. Trainmaster	Galesburg
T. L. HEMMERLE	Trainmaster/Road Foreman	Beardstown
P. L. PADDOCK	Trainmaster/Road Foreman	Centralia
R. F. FELDBURG	Trainmaster/Road Foreman	West Quincy
L. D. JAIMESON	Asst. Trainmaster	West Quincy
D. E. O'RILEY	Manager Customer Service	Burlington

GALESBURG TERMINAL

K. C. Spradlin, Superintendent Terminal Operations, Galesburg

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	Galesburg
R. J. CONKLIN	Terminal Trainmaster	Galesburg
R. P. KINNEY	Manager Customer Service	Galesburg

MAINTENANCE AND ENGINEERING

L. H. Bahls, Superintendent Maintenance and Engineering, Galesburg

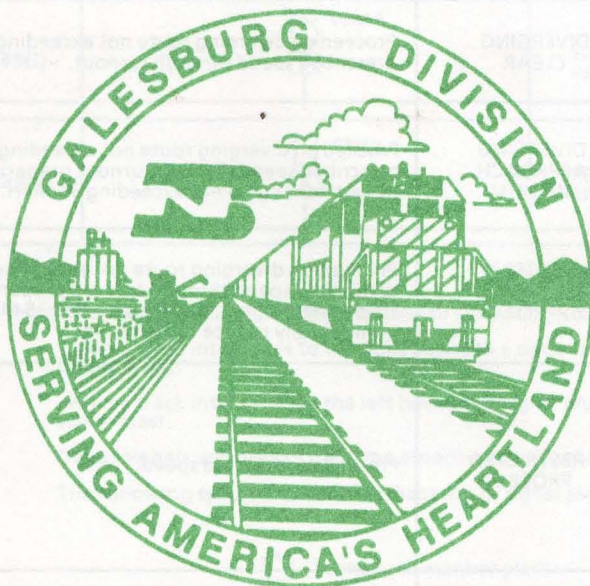
E. E. BRATCHER	Division Maintenance Engineer	Galesburg
----------------------	-------------------------------------	-----------

MECHANICAL

D. L. Gabriel, Superintendent Mechanical, Galesburg

SAFETY AND RULES

F. J. Rutt, Director Safety and Rules, Galesburg



Printed in U.S.A.



SOUTHERN REGION

GALESBURG DIVISION

TIMETABLE No. 2

IN EFFECT AT 0001
Continental Central Time

**Sunday
October 29, 1989**

Including National Railroad Passenger Corporation (NRPC) Trains



Region Vice President
R. S. HOWERY

Division General Manager
J. K. VADEN

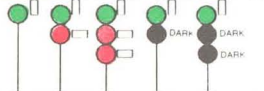

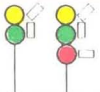

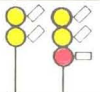

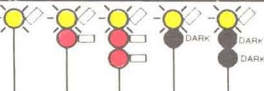
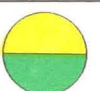
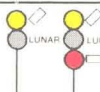
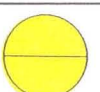
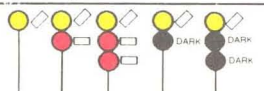
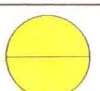
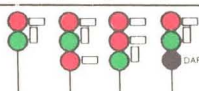
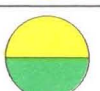
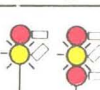
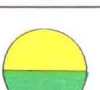
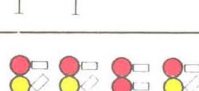
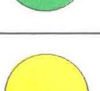
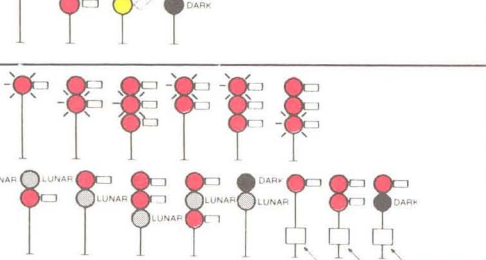

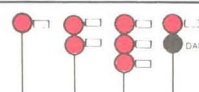

Vice President Service Design
W. A. HATTON

SIGNAL ASPECTS AND INDICATIONS

DISTANT SIGNALS

Rule	Aspects of Color Light and Semaphore Signals	Cab Signal Aspects	Name	Indication
228			DISTANT SIGNAL CLEAR	Proceed. If delayed as per Rule 305 or Rule 305(A) between this signal and block or interlocking signal, proceed prepared to stop short of next signal.
229			DISTANT SIGNAL APPROACH	Approach next signal prepared to stop short of signal.




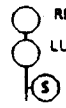







BLOCK AND INTERLOCKING SIGNALS

230			CLEAR	Proceed.
232			ADVANCE APPROACH	Proceed prepared to stop at second signal.
233			APPROACH DIVERGING	Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.
234			APPROACH MEDIUM	Proceed prepared to pass next signal not exceeding 35 MPH.
235			APPROACH RESTRICTING	Proceed prepared to pass next signal at restricted speed.
236			APPROACH	Proceed prepared to stop at next signal, trains exceeding 35 MPH immediately reduce to that speed.
237			DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout.
238			DIVERGING APPROACH MEDIUM	Proceed on diverging route not exceeding prescribed speed through turnout prepared to pass next signal not exceeding 35 MPH.
239			DIVERGING APPROACH	Proceed on diverging route not exceeding prescribed speed through turnout prepared to stop at next signal, trains exceeding 35 MPH immediately reduce to that speed.
241			RESTRICTED PROCEED	Proceed at restricted speed.
242			STOP	Stop.

SPECIAL INSTRUCTIONS

3

SPECIAL SIGNAL ASPECTS WHICH ARE NOT A PART OF AUTOMATIC BLOCK, CTC AND INTERLOCKING SYSTEMS

RULE	ASPECTS	NAME	INDICATION
248(B)	 LUNAR	TAKE SIDING INDICATOR	When illuminated, hand operate switch to enter next siding or to leave siding and enter main track.
248(C)	 LUNAR	BLOCK INDICATOR	Block clear.
248(D)	 LUNAR	BLOCK INDICATOR	Block occupied.
248(E)	 RED LUNAR YELLOW	SPRING SWITCH INDICATOR	When lunar is not illuminated, stop and inspect spring switches per Rule 104(M).
248(G)	 LUNAR  LUNAR	FAILED EQUIPMENT INDICATOR	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.
248(H)	 LUNAR  LUNAR	FAILED EQUIPMENT INDICATOR	When flashing, no failed equipment has been detected.
248(I)	 LUNAR	SLIDE FENCE INDICATOR	When illuminated continuously or when not illuminated, slide fence has been activated; proceed at restricted speed.
248(J)	 LUNAR	SLIDE FENCE INDICATOR	When flashing, slide fence has not been activated.
248(K)	 GREEN	RESUME SPEED	End of slide fence restriction; resume speed.

GENERAL SIGNAL INSTRUCTIONS


In addition to Rule 227 of the General Code of Operating Rules, the following General Signal Instructions apply on Burlington Northern Railroad.


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.

Dwarf signals will display the same aspects and indications as high signals.

The following symbols are used in diagrams of signal aspects:

 To indicate number plate;

 To indicate flashing light;

 To indicate color light signal head;

 To indicate position of semaphore arm.

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
Trains over 100 Tons/OB	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 979026-979036	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 416 of the Air Brake and Train Handling Rules for maximum authorized speed of locomotives.

1A. Control of Harmonic Rocking

Under certain conditions, operation of trains between 13 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.

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, 1364-1365.
	GP-9	1726, 1728, 1734, 1736, 1739, 1741-1742, 1745-1749, 1751-1752, 1758-1760, 1811-1813, 1816, 1819, 1821, 1829, 1889, 1902, 1910, 1913-1914, 1916-1917, 1920, 1922-1923, 1938, 1942, 1944, 1951, 1954, 1956, 1958, 1960-1961, 1964, 1966, 1969, 1971, 1980.
	GP-18	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, 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	2030-2031, 2044, 2048-2049, 2054, 2057-2058, 2063.
	GP-20-C	2000-2005, 2007-2010.
	GP-30	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.
	GP-38	2072-2077, 2110-2135, 2137-2138.
	GP-38-X	2155-2189.
	GP-38-2	2078-2109, 2136, 2150-2154, 2255-2314, 2316-2369, HL 2018-2019, HL 2021-2022, HL 2025, HL 2035, HL 2037, HL 2039, HL 2045, HL 2052.
	GP-30	2215, 2253.
	GP-35	2511, 2514, 2516, 2518, 2522-2524, 2526, 2528-2534, 2537, 2540-2543, 2551, 2555-2557, 2559-2560, 2570, 2572, 2576, 2579.
	GP-38-2B*	2601.
	GP-39-E	2750-2758, 2925-2940.
	GP-39-M	2800-2832, 2875-2880.
	GP-40	3000-3001, 3008-3012, 3019, 3022-3023, 3032-3035, 3037-3038, KYLE 3101, KYLE 3103-3104, KYLE 3108-3110, KYLE 3112, KYLE 3114-3118.
	GP-40-G	3075-3084.
	GP-40-M	3500-3523.

Group	Model	Locomotive Numbers
E	GP-40-2	3040-3064.
	GP-50	3100-3162.
	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	GEEX 8000-8001, LMX 8500-8599.
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, 6240, HL 504-505.
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, 5330-5334, 5339-5362, 5364-5394, 5800-5801, 5806-5811, 5813, 5815-5839, 5900-5901, 5903-5905, 5907-5912, 5915-5928, 5935, 5939-5944.
	SD-9	6241-6247.
	SD-38-2	6260-6263, GATX 1237-1245.
	SD-40	6303-6305, 6309, 6313, 6318, 6321, 6323, 6339, 6394, 6397-6399.
	SD-40-2	6325-6334, 6346-6366, 6368-6373, 6378-6385, 6700-6713, 6715-6759, 6761-6764, 6766, 6768-6799, 6801-6811, 6813-6836, 6840-6847, 6850, 6900, 6905, 6907-6913, 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-40-G	7300-7309.
	SD-60	OWY 9000-9099.
		*Cabless.

4. Restrictions on Cars

Following equipment must be placed next ahead of caboose or at rear of caboosless 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 979026-979036.

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 caboosless 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.

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.

SPECIAL INSTRUCTIONS

7

RESTRICTIONS APPLICABLE TO CODE WORDS ALPHA THROUGH MIKE INCLUSIVE

Handle cautiously through yards.

When load is handled through turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear of other on-track equipment.

CODE	RESTRICTION APPLICABLE	CODE	RESTRICTION APPLICABLE
ALPHA	LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE 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. Observe track center restrictions for 11 ft. 6 in. wide loads.	KILOGRAM	Reduce speed to 5 MPH or less when meeting trains or cars on curved portion of adjacent tracks. Observe the movement of load and be prepared to stop if necessary. Trains passing or meeting this load must not exceed 5 MPH.
BRAVO	LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE 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. Observe track center restrictions for 12 ft. wide loads.	LIMA	Load may not clear equipment on adjacent tracks. Adjacent tracks must be clear when necessary and possible. Passing or meeting is permitted only if equipment on adjacent track has stopped and the oversize load has speed reduced to 5 MPH or less. If oversize load cannot be moved past the other train, then other train may attempt to move by such load at 5 MPH or less. Observe the movement of the load at all times and be prepared to stop instantly and arrange to pass safely by switching, if necessary.
CHARLIE	LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE Load must not pass or be passed by loads over 11 ft. 8 in. wide on 13 ft. track centers, loads over 12 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. Observe track center restrictions for 12 ft. 4 in. wide loads.	MIKE	Load may not clear equipment on curved portion of adjacent tracks. Adjacent tracks must be kept clear when necessary and possible. Passing or meeting is permitted only if equipment on adjacent track has stopped and the oversize load has speed reduced to 5 MPH or less. If oversize load cannot be moved past the other train, then other train may attempt to move by such load at 5 MPH or less. Observe the movement of the load at all times and be prepared to stop instantly and arrange to pass safely by switching, if necessary.
DELTA	LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE 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. Observe track center restrictions for 12 ft. 8 in. wide loads.	NOVEMBER	When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.
ECHO	LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE 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. Observe track center restrictions for 13 ft. wide loads.	OSCAR	Do not pass loads wider than _____ on adjacent parallel tracks.
FOXTROT	LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE 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. Observe track center restrictions for 13 ft. 4 in. wide loads.	PAPA	Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.
GOLF	LOAD WIDTH 13 ft. 7 in. to 13 ft. 9 in. INCLUSIVE 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. Observe track center restrictions for 13 ft. 8 in. wide loads.	QUEBEC	Reduce speed not to exceed 13 MPH, watching for close side or overhead clearance to bridge or structure.
HOTEL	Reduce speed to 5 MPH or less when passing or meeting moving trains on adjacent tracks. Normal speed may be resumed if other train has stopped.	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.
INDIA	Reduce speed to 5 MPH or less when passing or meeting moving trains on curved portion of adjacent tracks. Normal speed may be resumed if other train has stopped.	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.
JULIET	Reduce speed to 5 MPH or less when meeting trains or cars on adjacent tracks. Observe movement of load and be prepared to stop if necessary. Trains passing or meeting this load must not exceed 5 MPH.	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. Trackside 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.

200 degree Fahrenheit heat-indicating crayons will be used to test the temperature of roller bearing journals. **EXCEPTION:** When available, 163 degree Fahrenheit heat-indicating crayons may be used to test temperature of roller bearing journals when the outside temperature is below 32 degrees Fahrenheit.

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 axes 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 Division Engineer of Communications and Control Systems. 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.
"... (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, SECOND EDITION, effective October 29, 1989.

Air Brake and Train Handling Rules, Form 15338, Revised 10/29/89.

Train Dispatcher's Manual, Form 51545, Revised 10/29/89.

Operator's Manual, Form 15472, Revised 10/29/89.

Maintenance of Way Rules, Form 15125, Revised 10/29/89.

Safety Rules and General Rules, Form 15001, Revised 8/81.

Rules Governing the Handling of Hazardous Materials, effective October 29, 1989.

13. General Code of Operating Rules Changes and Additions

The following rules apply only on Burlington Northern Railroad.

Where referenced in rules and instructions, "superintendent" or "division superintendent" is replaced by "general manager".

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.

When requesting main track authority, train dispatcher or control operator must be advised the exact point where main track will be entered. Main track must not be entered at any other point unless otherwise authorized.

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 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- 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.
- T - Turntable or wye.
- U - Railroad crossing not protected by signals or gates.
- X - Crossover.
- X(2) - Multiple crossovers.
- Y - Yard limits.

Rule 10(E)- following paragraphs are added:

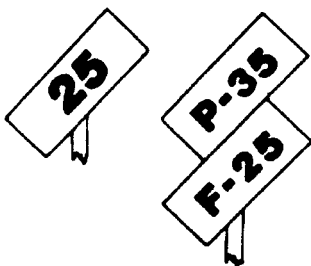
Reduce speed limits are designated by Advance Warning Sign (diagonally upward), Reduce Speed Sign (rectangle) and Resume Speed Sign (vertical).

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.

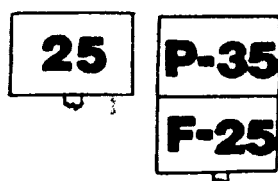
At the end of a reduced speed zone, a train or engine will be governed by a "Speed Sign" displaying a higher speed or a "Resume Speed Sign" which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign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

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

ADVANCE WARNING SIGN



SPEED SIGN



Green

RESUME SPEED SIGN



NOTE:
Advance Warning Sign and
Speed Sign have yellow back-
ground and black letters and/or
numbers.

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 trains.

Rule 82. The following last paragraph is added:

In CTC territory, a reverse movement must not be made over a dual control switch without permission of the control operator.

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 by visual inspection of the train. If known that train brake pipe pressure is being restored by observing caboose gauge, rear of train device or telemetry device in engine cab, train may be moved at not more than 10 MPH until inspection can be made. 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 104(M)(4)- second 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 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 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 with such trains or other employees and the foreman in charge of the work as to conditions and movement to be made.

Track Warrant Form- Line 15 on Track Warrant Forms 15973 and 15974 is changed to read:

15. Protection as prescribed by Rule 99 not required against following trains on the same track.


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

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D  **BURLINGTON NORTHERN RAILROAD**

No. _____ Date _____ 19__

TO _____	AT _____
_____	AT _____
_____	AT _____
_____	AT _____



OK _____	COPIED BY _____	DISPATCHER _____
----------	-----------------	------------------

Printed in U.S.A.

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.

14. Maintenance of Way Rules Changes and Additions

Where referenced in rules and instructions, "superintendent" or "division superintendent" is replaced by "general manager".

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.

When requesting main track authority, train dispatcher or control operator must be advised the exact point where main track will be entered. Main track must not be entered at any other point unless otherwise authorized.

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-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.
- T** - Turntable or wye.
- U** - Railroad crossing not protected by signals or gates.
- X** - Crossover.
- X(2)** - Multiple crossovers.
- Y** - Yard limits.

Track Warrant Form- Line 15 on Track Warrant Forms 15973 and 15974 is changed to read:


15. Protection as prescribed by Rule 99 not required against following trains on the same track.

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D  **BURLINGTON NORTHERN RAILROAD**

No. _____ Date _____ 19__

TO _____	AT _____
_____	AT _____
_____	AT _____
_____	AT _____



OK _____	COPIED BY _____	DISPATCHER _____
----------	-----------------	------------------

Printed in U.S.A.

15. Safety Rules and General Rules Changes and Additions

Where referenced in rules and instructions, "superintendent" or "division superintendent" is replaced by "general manager".

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-following paragraph is added:

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 411-are cancelled. BN Intermodal/Automobile Facility Safety Rules and General Rules, Form 16404 June 1, 1989, govern personnel whose duties require them to be within the confines of a BN Intermodal or Automobile facility. This book is available at Material Department Stores. Burlington Northern Railroad employees are governed by the following rules from this publication.

I-10 Vehicles operating within Intermodal or Automobile Facilities shall not exceed 15 MPH unless otherwise posted. Slower speeds are required as conditions warrant to prevent accidents.

I-13 Loading/unloading operation and rail car movement is to be expected at all times on Intermodal or Automobile Facilities.

I-14 All personnel must exercise extreme care during loading/unloading operations. Those personnel whose duties require them to be close to the load/unload operations must keep hands and bodies clear of loading devices, intermodal equipment or railcar and its connection to prevent injury.

I-15 Personnel must stand clear of tractors and trailers when such equipment is being coupled or uncoupled.

I-22 Tracks must not be entered or cars must not be coupled or moved within an Intermodal or Automobile Facility without proper designated authority.

To prevent access to the Facility:

a. Each switch providing direct access must be lined against movement into the Facility and secured with a private lock under control of the supervisor in charge of the Facility; or

b. If "a" is not practicable, a derail capable of restricting access, must be placed in derailling position 150 feet from the Facility, if distance permits, and locked with a private lock under control of the supervisor in charge. Derail must not be placed on a main track.

I-32 All accidents, injuries and hazardous material incidents, must be reported immediately to proper designated authority. Required forms must be completed and submitted before leaving property.

Rule 564-following paragraph is added:

Sexual harassment of any type is prohibited while on duty or on Company property. Employees who feel they have been sexually harassed must contact their immediate supervisor or divisional/regional Director of Human Resources or Corporate Director of Employee Relations.

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. 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.

17. Helper Behind Caboose

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

18. 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.

19. Certificate of Rules Examination

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

20. Dumping Toilets

Dumping of toilets is prohibited when:

- Passing through limits of Track Bulletin Form B
- Passing by any location where any person is known to be present on railroad right of way
- In tunnels and snowsheds
- Passing over bridges
- At stations
- 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.

21. 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 Maintenance of Way Rules, Rule 565 of Safety Rules and General Rules or other appropriate rules that govern the conduct of employees.

22. 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.

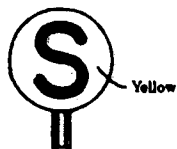
5. Any questions concerning the Medical Department's screening should be directed to the Chief Medical Officer.

23. Physical Examinations

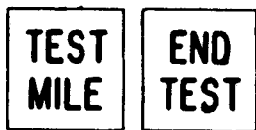
Scheduled employees in the Operating Department are required to pass periodic physical examinations as directed by the Chief Medical Officer at specified intervals. It is the policy of the Medical Department to perform drug/alcohol screen tests in conjunction with physical examinations. Such examinations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

24. **Roadway Signs-** Except as shown, roadway signs have white background and black letters and/or numbers.

ROADWAY SIGNS



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 apart.



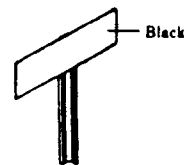
Fouling Point



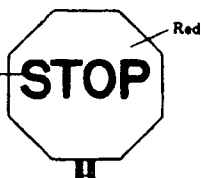
Derail
Rule 104(L)



Westward Siding or
Eastward Siding
Rule 105(A)



Flanger



Stop
Rules 98 and 98(B)

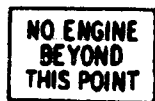


Stop

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



Begin and End ABS



No Engine Beyond This Point



Begin and End CTC



Signal Overlap
Rule 303



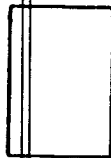
End of Overlap
Rule 303



No Clearance

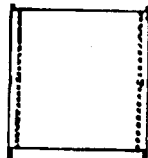


One Mile Draw Span
Rule 98



Track Flag

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



Track Flag



Junction
Rule 98(B)



Railroad Crossing
Rules 98 & 98(B)



Yard Limit
Rule 93



End Double Track

SPECIAL INSTRUCTIONS

25. 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

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	1st Subdiv MAIN LINE STATIONS	Distance from Aurora
				Rule 6	
	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		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
	20126		162.4	GALESBURG BIJKT	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. Maximum Speeds Permitted

Zone-Between	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	
MP 161.7 and MP 162.4 Main 1 Westward and Main 2 Eastward	30 MPH.	30 MPH.
MP 161.7 and MP 162.4 Main 1 Eastward	10 MPH.	10 MPH.
MP 161.7 and MP 162.4 Main 2 Westward	10 MPH.	10 MPH.
MP 161.7 and MP 162.4 on Quincy Main	10 MPH.	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions-

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

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

3. TWC Instructions -

Galesburg-Rule 405 applies.

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

5. 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.

6. 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.

7. 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.

8. 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-

Sandwich MP 56.9-Main 1 and 2.

Mendota MP 85.5-Main 1 and 2.

Wyanet MP 110.9-Main 1 and 2.

Galva MP 142.6-Main 1 and 2.

9. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
20027 Leland	6.1 west of Somonauk	31	East
20040 Meriden	5.3 west of Earlville	19	West
20053 Arlington	8.8 west of Mendota	38	West
20060 Malden	3.1 west of Zearing	26	West
20085 Neponset	6.4 west of Buda	41	East

GALESBURG DIVISION

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS	Rule 6	Distance from Galesburg
	20126		162.4	GALESBURG BIJKT		0.0
	20130		166.4	GRAHAM IJ		5.9
C5,227	20141		179.0	MONMOUTH X(2)		16.8
	20146		185.0	KIRKWOOD X	ABS	22.6
	20158		196.1	GLADSTONE X	TWC	33.8
			202.4	CONNETT		40.1
	20167		205.4	BURLINGTON IBJKX	CTC	43.1
	20171		209.3	W. BURLINGTON TX(2)Y		47.0
E7,655	20174		212.5	DAYMAN YX		50.4
W8,561 E8,482	20186		224.6	NEW LONDON		62.3
	20195		233.2	MT. PLEASANT X	ABS	70.9
	20212		250.1	BECKWITH X	TWC	87.8
	20217		255.4	FAIRFIELD X(2)		92.9
	20228		266.1	BATAVIA X		103.8
	20241		279.6	OTTUMWA IKX(2)Y		117.3
	20251		289.1	ISU SWITCH	X	126.7
W4274 E3460	20263		301.9	MAXON X(2)	CTC	139.4
	20265		303.7	ALBIA IJ		141.2
	20269		307.5	HALPIN X(2)		145.0
	20280		318.6	MELROSE X		156.1
	20288		326.8	RUSSELL		164.3
	20296		334.3	CHARITON TX	TWC	171.8
			342.0	SHANNON X(2)	ABS	179.5
	20321		359.7	OSCEOLA X		197.2
	20332		370.4	MURRAY X		207.9
	20337		375.9	THAYER X		213.3
	20345		383.6	AFTON X		221.0
	20355		392.9	CRESTON BKTX		230.3

BN Radio Channel No. 1 in service Galesburg to Ottumwa.
BN Radio Channel No. 2 in service Ottumwa to Creston.

Train Dispatcher Call-Kirkwood-70, West Burlington-72, Fairfield (Leando)-73, Ottumwa (East)-74, Albia (NS)-76, Albia (BN) (Oskaloosa)-77, Chariton (Williamson)-78, Osceola-79, Creston-11.
See inside back cover for routes, times and station stops for NRPC trains.

1. Maximum Speeds Permitted- Zone-Between

	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 172.5 eastward track	40 MPH.	25 MPH.

MP 223.0 and MP 215.0 eastward track	40 MPH.	25 MPH.
Against the current of traffic on westward track following locations: 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 162.4 and MP 163.6 Main 1 Westward and Main 2 Eastward	30 MPH.	30 MPH.
MP 162.4 and MP 162.6 Main 1 Eastward	10 MPH.	10 MPH.
MP 162.4 and MP 162.5 Main 2 Westward	10 MPH.	10 MPH.
MP 163.6 and MP 164.0 Galesburg Terminal All tracks other than main tracks	Restricted	Speed
Waterman and Graham Graham cut-off track between MP 165.2 and MP 164.3	35 MPH.	35 MPH.
Through turnouts Graham MP 169.0 eastward track	10 MPH.	10 MPH.
MP 169.0 westward track	35 MPH.	35 MPH.
MP 169.0 westward 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 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 304.4 and MP 306.9 Main 1	70 MPH.	40 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 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
Bridge 235.85 25 MPH.
Bridge 239.24 25 MPH.
Bridge 257.92 25 MPH.
Bridge 284.12 10 MPH.
Adjacent track must be clear of traffic
while ore train passes over bridge 284.12
Bridge 379.51 25 MPH.

2. Bridge, Engine and Heavy Car Restrictions- Monmouth-

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. TWC Instructions-

TWC- 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.

Galesburg and Creston-Rule 405 applies.

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

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

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

7. West Burlington, Iowa-Eastward trains must obtain dispatchers authority before proceeding from a STOP indication at signal MP 209.2.

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 Deraill at Gear Avenue are locked with Mechanical Department Lock account Shop power testing.

Trains performing switching operations must use BN Radio Channel 2.

8. 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.

9. Regarding Stations with Crossovers indicated in Station Column

Following Stations have both Facing and Trailing Point Hand Throw Crossovers
Monmouth, Fairfield, Ottumwa, Shannon.

Following Stations have Facing point Only
Dayman-ISU Switch MP 289.1-Woodburn-MP 333.2-MP 358.0

All other Stations have Trailing Point Only

10. 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-

Gladstone	MP 193.3	Russell	MP 328.0
Mt. Pleasant	MP 229.9	Osceola	MP 356.7
Fairfield	MP 251.6		

11. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
20133 Cameron	3.2 west of Graham	10	Both
20152 Biggsville	5.7 west of Kirkwood	20	East
20180 Danville	6.4 west of Dayman	10	East
20202 Rome	7.0 west of Mt. Pleasant	10	East
20205 Lockridge	10.5 west of Mt. Pleasant	15	Both
20235 Agency	7.3 west of Batavia	80	East
20249 Chillicothe	7.8 west of Ottumwa	8	East
20304 Lucas	1.1 west of Shannon	22	West
20312 Woodburn	8.6 west of Shannon	18	West

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS		Distance from Galesburg
				Rule 6		
	20126		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	6	39.4	BRIAR BLUFF	CTC	38.8
				1.4		
	22040		40.8	COLONA	I	40.2
				3.0		
4,932	22043		43.8	BARSTOW To Term. Jct. Rock Island 11.0	T	43.2
				12.6		
9,470	22057		56.4	HILLSDALE		55.8
				5.7		
	22062		62.1	ERIE		61.5
				6.2		
	22068		68.3	DENROCK To Lyndon 3.1		67.7
				3.4		
9,912	22071		71.7	FENTON		71.1
				5.3		
	22076		77.0	OLIVER		76.4
				9.6		
10,995	22086		88.6	EBNER		88.0
				9.7		
			96.7	PLUM RIVER	JX	95.7

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

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

1. Maximum Speeds Permitted-

Zone-Between

Loaded ore trains.....	35 MPH.
Except Eastward loaded ore trains between MP 20 and MP 26.....	40 MPH.

Freight

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 and Warner	20 MPH.
Through turnouts leaving controlled sidings at following locations after engine passes signal authorizing movement:	
W. Switch Bouhan, Alpha, and Warner	35 MPH.
Siding Barstow	10 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
Alpha:	Elevator track

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

3. TWC Instructions -

Galesburg-Rule 405 applies.

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

5. Rule 105- Industrial track between Term. Jct. Rock Island and Barstow and between Denrock and Lyndon.

6. Barstow- Normal position wye switch is for siding.

7. Between Term. Jct. Rock Island and Clinton- Soo Line Timetable governs.

8. 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.

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

Colona MP 40.1.

Other Track Side Warning Detector Locations-

Erie MP 64.7.
Orion MP 29.6.

10. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
71682 Lyndon	3.1 from Denrock		
22051 Joslin	7.9 west of Barstow	10	East
22088 Thomson	2.0 west of Ebner	3	West

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	4th Subdiv MAIN LINE STATIONS		Distance from Galesburg
				Rule 6		
	20126		162.4	GALESBURG	BIJKT	0.0
	25004		166.0	3.8 WATERMAN	IJT	3.8
	25005		168.1	1.9 SALUDA	I	5.7
11,081	25010		172.3	4.2 ABINGDOM		9.9
9,833	25020		182.8	10.4 AVON		20.3
	25029		191.4	8.6 BUSHNELL	IJ	28.9
7,130	25040	11	202.3	10.9 MACOMB		39.8
6,934	25047		209.3	7.0 COLCHESTER		46.8
7,300	25063		225.9	16.5 AUGUSTA		63.3
6,605	25073		235.2	9.3 GOLDEN		72.6
7,560	25078		240.9	5.7 CAMP POINT	CTC	78.3
6,890	25091		254.2	13.0 EWBANKS		91.3
			259.1	4.6 30th STREET		95.9
	73801		261.3	2.6 QUINCY		98.5
			263.4	2.4		
7,500	25101	14	136.9	WEST QUINCY	BJKT	100.9

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
7,352	25112		14.5		7.5		112.6
7,201	25130		32.8		PALMYRA		130.7
7,219	25139		41.7		18.1 CARD		139.5
7,807	25161	15	62.9		8.8 LAKENAN		160.6
	25168		70.4		21.1 ANABEL		168.1
8,750	25177		78.9		7.5 MACOM	CTC	176.7
	25184		86.0		8.6 CALLAO		183.8
	25192		93.9		7.1 NEW CAMBRIA		191.7
	25202		104.1		7.9 BUCKLIN		201.9
12,123	25204		106.0		10.2 BROOKFIELD	BKT	204.6
7,206	25215		118.1		2.7 NEEDLES		215.8
7,206	25227	17	130.2		To LaCade 2.2	A	227.9
7,224	25239		141.9		11.2 HAMM		239.6
7,192	25250		153.5		12.1 AALBERG		251.3
7,191	25263		166.3		11.7 PERSONS		264.1
7,084	25275		177.7		12.8 THIEHOFF		275.5
					11.4 MAXWELL	J	
					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 BLOCK 222			296.8
			224.0		2.5 BLOCK 224	I		299.3
	25300		224.6		1.2 NORTH KANSAS CITY	BIJKT		300.5

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

Train Dispatcher Calls-Bushnell-21, Colchester-25, Camp Point-23, West Quincy-24, Palmyra-26, Monroe City-27, Sheibina-28, Macon-29, New Cambria-21, Brookfield-22, Hale-23, Aalberg-24, Thlehoff-25

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

1. Maximum Speeds Permitted-

Zone-Between	Passenger	Freight
Galesburg and West Quincy	79 MPH.	
Loaded unit trains, except intermodal		35 MPH.
MP 162.4 and MP 163.0 Quincy Main	10 MPH.	10 MPH.
MP 164.3 (Head End Only) do not exceed 25 MPH over hub center crossing.		
MP 163.0 and MP 167.0 Quincy Main	59 MPH.	50 MPH.
Galeburg 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 260.0	40 MPH.	40 MPH.
MP 260.0 and MP 263.4	30 MPH.	25 MPH.
Through turnouts MP 263.2 and MP 263.4	30 MPH.	25 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 MP 82		30 MPH.
Between MP 82 and MP 86		45 MPH.
Between MP 86 and Maxwell MP 177.7 and between Birmingham MP 216.2 and North Kansas City MP 224.6		30 MPH.
Through sidings		10 MPH.
MP 6.7 and MP 8.6 Main 2		35 MPH.
Through turnouts MP 6.7 and MP 8.6		35 MPH.
Through turnouts and on wye track between North River and Falk		20 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.
Through turnout to NS 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 LaCiede		25 MPH.
Birmingham and Liberty		20 MPH.
Loaded coal trains must not operate on sidings Hamm, Anabel or Brookfield Yard.		
Loaded unit coal trains do not exceed 375 amp		

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.

Six axle locomotives are prohibited on the following tracks:

ABINGDON-Pottery Track.

BUSHNELL-TPW Interchange, Roseville Lead, Archer Daniel Midland.

MACOMB-N. T. N. Bower, FS Fertilizer, McGraw.

CAMP POINT-House Track and FS Track.

Quincy-Engines must not operate over 30 degree curve at east end of track at Calcium Carbonate Co. at MP 265.7.

Only one locomotive may be used on industrial track at Palmyra.

Only one locomotive may be used on interchange connection track at Sumner.

Loaded coal trains do not exceed 375 amps of Dynamic Brake amperage when operating between Mark MP 5.7 AND Maxwell MP 177.7.

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

3. TWC Instructions-

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.

Brookfield- Train crews relieved at Brookfield must deliver all track warrants, track bulletins and messages to relieving conductor, engineer or both. If delivery cannot be personally made to connecting crew, conductor and engineer of inbound train will give track warrants, track bulletins and messages to operator on duty or leave them at the location designated by the train dispatcher.

When the relieving crew cannot personally confer with the crew being relieved, all track warrants, track bulletins and messages must be compared by the relieving conductor and engineer and with the train dispatcher before proceeding.

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 NS trains by the NS train dispatcher. NS clearance form will be the authority for requirement of Rule 82(A).

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

5. Rule 105-

Industrial Track between Needles and LaCiede.

Industrial Track between Birmingham and Kearney.

6. Abingdon- Eastward trains must stop as far west of residential area as possible until cleared to leave.

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-

Prairie City	MP 187.4	Clarence	MP 59.3
Augusta	MP 230.8	Callao	MP 77.9
Hunnewell	MP 36.1	Cotter	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.

All trains entering the East Running Track via the East-Way Track must communicate with yard control before doing so.

13. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
25023 Prairie City	2.7 west of Avon	8	East
25033 Bardolph	4.5 west of Bushnell	10	East
25049 Tennessee	2.4 west of Colchester	22	East
25055 Colmar	8.2 west of Colchester	18	West
25059 Plymouth	12.5 west of Colchester	20	East
25070 La Prairie	6.4 west of Augusta	5	West
25085 Paloma	7.3 west of Camp Point	25	East
25121 Ely	9.3 west of Palmyra	40	East
25128 Monroe City	15.7 west of Palmyra	25	Both
25135 Hunnewell	4.0 west of Card	31	Both
25144 Shelbyna	4.9 west of Lakenan	20	Both
25157 Clarence	6.3 west of Lakenan	15	Both
25221 Hale	6.4 west of Sumner	31	Both
25293 Randolph	2.6 west of Birmingham	78	Both
27002 La Clede	2.2 from Needles	22	Both
76406 Liberty	5.7 west of Birmingham		
76416 Kearney	11.4 west of Liberty		

WESTWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	5th Subdiv MAIN LINE STATIONS			Distance from Burlington	EASTWARD
					Rule 6				
		20167		220.3		BURLINGTON	BJKTY	CTC	0.0
						4.6			
	3,089	28212		216.4		KEMPER	Y		4.6
						6.5			
		26205		209.9		WEVER			11.1
						1.5			
	6,257	26203		207.7		SINCLAIR SWITCH			12.6
						6.3			
		26198		200.0		FT. MADISON			18.9
						12.8			
	7,900	26185		189.3		MONTROSE			31.7
						3.8			
		26180		185.5		GATEWAY		TWC	35.5
						2.2			
	3,549	26178		183.3		SANDUSKY			37.7
						6.1			
		26173		177.9		KEOKUK	BKY		43.8
						11.3			
	8,056	26162		166.6		GREGORY			55.1
						10.4			
		26152		156.2		CANTON			65.5
						6.0			
	3,337	26146		150.1		LA GRANGE			71.5
						1.9			
	8,517	26144		148.1		GRIFFITH			73.4
						7.2			
	7,500	25101	14	136.9		WEST QUINCY	BJKTY		80.6
						2.8			
		25104		134.1		MARK	J	CTC	83.4
						1.7			
	7,176	26132		131.5		FALK	J		85.1
						11.5			
				120.8		NS Xing	I		96.6
						1.1			
	12,070	26119		119.7		HANNIBAL			97.7
						15.4			
	8,603	26104		104.3		ASHBURN		TWC	113.1
						10.1			
		26094		94.1		LOUISIANA	A	ABS	123.2
						8.0			
	6,205	26086		86.4		DUNDEE			131.2
						17.9			
	10,237	26068		68.2		ELSBERRY			149.1
						16.6			
	8,336	26052		51.6		OLD MONROE			165.7
						7.2			
	7,009	26044		44.4		GIBBS		CTC	172.9
						17.5			
	10,243	26027		26.9		MACHENS			190.4

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

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

1. Maximum Speeds Permitted-

Zone-Between	Freight
Burlington and West Quincy	49 MPH.
Loaded unit trains, except intermodal between	
Burlington and Machens	30 MPH.
Machens-Union Electric Power tracks loaded trains	5 MPH.
MP 56.0 to MP 56.5 (Head end only)	50 MPH.
MP 77.9 and MP 93.5	45 MPH.
MP 79.7 and MP 79.9	30 MPH.
MP 83.8 to MP 84.3 (Head end only)	30 MPH.
MP 85.1 and MP 85.3	40 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.
MP 126.0 and MP 126.3	55 MPH.
Through turnouts and on wye track between Falk and North River	20 MPH.
Through turnout MP 134.1	35 MPH.

Through controlled siding West Quincy	35 MPH.
Through turnouts East and West switches West Quincy Yard	20 MPH.
Through turnout MP 137.1	25 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.
MP 169.7 and MP 169.9	35 MPH.
MP 172.4 and MP 172.7	30 MPH.
Bridge MP 174.95	25 MPH.
MP 175.1 and MP 175.3	25 MPH.
MP 176.6 and MP 178.0	10 MPH.
MP 180.1 and MP 180.2 (Head End Only)	25 MPH.
MP 188.5 and MP 189.5	25 MPH.
MP 194.6 and MP 195.0	25 MPH.
MP 199.0 to curve MP 201.6	25 MPH.
MP 201.6 and MP 203.0 (Head end only)	10 MPH.
MP 203.0 and MP 203.3	30 MPH.
MP 218.8 and MP 220.3	10 MPH.
Siding Sinclair Switch	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-

Fort Madison- The use of more than one locomotive or a locomotive with 3 axle trucks is prohibited on all industrial tracks except Marshmans.

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.

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.

3. TWC Instructions-

TWC-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.

West Quincy and Lindenwood-Rule 405 applies.

Rule 93- Yard limits in effect between:

Kemper MP 220.3 and 216.0

Keokuk MP 179.0 and 175.1

West Quincy MP 144.0 and 137.7

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

5. 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.

6. Springfield Division Timetable and Special Instructions in effect between Machens MP 26.9 and Lindenwood MP 1.1.

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.

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

MP 14.9 MP 22.7

Other Track Side Warning Detector Locations-

Gibbs MP 42.2

8. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
26210 Spring Grove	2.1 west of Kemper	2	East
26191 Viele	6.4 west of Ft. Madison	10	East
26130 South River	1.7 west of Falk	89	West
26125 Helton	5.8 west of Falk	33	East
26116 Ilasco	3.1 west of Hannibal	40	East
26092 Cosgrove	1.2 west of Louisiana	13	East
26084 Clarksville	2.3 west of Dundee	10	West
26075 Annada	11.0 west of Dundee	16	East
26056 Winfield	12.1 west of Elsberry	9	East
26037 Seeburger	7.5 west of Gibbs	10	East
26033 Orchard Farm	10.9 west of Gibbs	19	West

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	6th Subdiv MAIN LINE STATIONS		Distance from Bush- nell
				Rule 6		
	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
8,900	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	18KY	40.6
10,037	23046		110.2	6.8 HAGENER	CTC	47.2
			102.1	8.1 CONCORD		55.3
7,353	23054		0.0	10.4 JACKSONVILLE	I	65.7
8,534	24010		10.1	24.5 LOWDER		90.2
8,952	24035		35.4	4.9 VIRIDEN		95.1
	24040		42.1	To Crown 2-2.0 12.3 ATWATER	TWC	107.4
7,426	24052		53.1	11.2 LITCHFIELD		118.6
8,170	24063		64.2	9.7 TOLAND	JT	128.3
11,234	24074		74.0	11.1 AYERS		139.4
8,826	24084		85.1	7.9 SMITHBORO	I	147.3
7,894	24092		93.2	11.0 KEYESPORT		158.3
7,424	24103		104.5	10.7 SHATTUC	AJ	169.0
	24114	13	114.9	7.4 CENTRALIA	BIJMKXY CTC	176.4
	24120		121.0	0.9 SOUTHERN RY. JCT.	JIX	177.3
			122.6	13.4 WOODLAWN	AJ	190.7
10,367	24135		136.6	8.0 WALTONVILLE	AJ	198.7
8,255	24143		144.6	To Orient 6-1.0 8.6 SESSER	TWC	207.3
16,830	24152		153.2	To Old Ben 21-3.0 To Old Ben 26-3.0 3.1 MEYER	T	210.4
	24155		156.3	To Old Ben 24-6.0 5.3 CHRISTOPHER	A	215.7
	24160		161.6	4.5 CAMBON		220.2
9,432	24166		167.5	6.9 HERRIN	J	227.1
	24172		173.0	14.3 NEILSON	J	241.4
7,340	24186		187.4	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		Distance from Bush- nell
				Rule 6		
7,503	24202		202.8	WEST VIENNA	J	257.2
	24209	13	209.9	7.2 FORMAN	A TWC	264.4
6,719	24222		221.5	11.5 COOK	Y	275.9
	24224		225.9	2.9 BURLINGTON JCT. To Metropolis 1.0	JTY	278.8
				16.9		

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

24239	104	239.0	PADUCAH	295.7
-------	-----	-------	---------	-------

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

Train Dispatcher Calls-Vermont-41, Jacksonville-43, Virden-44,
Toland-45, Smithboro-46, Sesser-48, Herrin-49, W. Vienna-41,
Beardstown-42, Centralia-47, Cook-42, Bushnell-21.

1. Maximum Speeds Permitted- Zone-Between

	Freight
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 CMW crossing Girard	40 MPH.
MP 65.5 and MP 65.8 between Litchfield and Toland	40 MPH.
MP 77.9-over NS 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 121.0 and MP 122.65 Centralia	10 MPH.
Centralia-IC 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 IC crossing Christopher	40 MPH.
MP 165.0-over UP crossing Zeigler Jct.	40 MPH.
MP 173.0 and MP 173.3	30 MPH.
Neilson- Westward trains passing signal MP 186.7	30 MPH.
Forman- Westward trains passing 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.

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.

The use of more than one locomotive, or a locomotive with three axle trucks are prohibited on the following tracks:

Vermont-Wye Tracks, Amax Coal Lead (Meadowlark Lead)
Girard-Vermiculite Track
Litchfield-Industrial Park

Jacksonville-Anderson Clayton Plant.
Metropolis-Allied Chemical - Lead to lower yard.

3. TWC Instructions

TWC-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.

Trains must have permission from train dispatcher when clearing main track at locations where following trains could pass and not be able to identify them.

Centralia and Beardstown- Rule 405 applies.

4. Rule 93 -Yard limits in effect between:

Beardstown MP 116.3 and 114.2
Centralia MP 118.0 and 124.0
Cook MP 220.0 and 225.4

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

6. Beardstown- Lift span bridge 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.

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

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

9. Toland- Between Toland and Lenox UP RR Rules and Timetable govern.

Between No. Wood River and Bridge Jct. (East St. Louis) Conrail and IC 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.

10. Centralia- NS Railway Jct. switch MP 122.6 normal position is for NS Railway main track.

11. 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)
IC crossing 1.6 miles west of Waltonville. (Automatic)
UP crossing 2.9 miles west of Christopher. (Automatic)

12. 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.

13. Neilson-

Normal position of spring switch is lined and locked for movement on the Union Pacific Railroad.

After obtaining track warrant southward BN trains may proceed at 30 MPH through spring switch.
Switch point indicator signal '3240' will indicate position of spring switch for facing point movement as follows:

- A. Green- Indicates switch is lined for Union Pacific track.
- B. Yellow- Indicates switch is lined for BN track.
- C. Red- Indicates switch is out of correspondence.

Northward BN trains must stop and line switch for their movement. After train has completed movement, switch must be lined and locked for Union Pacific track.

Failure of switch point indicator must be reported to UP dispatcher.

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-

Smithboro- MP 87.2

16. Industrial Tracks and Other Tracks

Name	Miles-Location	Capacity Cars	Switch Opens
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
24178 Marion	6.5 west of Herrin	10	West
24225 Metropolis	1.0 from Burlington Jct.	140	Both
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

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	7th Subdiv BRANCH LINE STATIONS			Distance from Albia
	Rule 6							
		20285	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
			5.3	
	77509	9.1	LOVILLIA	9.4
			2.5	
	77512	NS 284.3	HAMILTON	11.9
			2.5	
	77514	NS 286.9	BUSSEY	14.4
			5.3	
	77519	NS 292.2	TRACY	19.7
			5.4	
	77525	24.7	DURHAM	25.1
			3.4	
	77528	28.1	FLAGLER	28.5
			4.7	
4,309	77533	32.8	KNOXVILLE	33.2
			10.0	
4,309	77543	81 42.9	PLEASANTVILLE	43.2
			5.8	
	77549	NS 320.0	SWAN	49.0
			4.3	
4,309	77553	NS 324.3	RUNNELLS	53.3
			10.9	
	77563	NS 335.2	MCCOY	64.2
			0.1	
	77563	NS 335.3	NW JUNCTION	64.3
			4.6	
	77569	67.8	DES MOINES	68.9
			BKRY	

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

Train Dispatcher Calls-Albia (NS)-76, Albia (BN) (Oskaloosa)-77, Knoxville (Williamson)-78.

**1. Maximum Speeds Permitted-
Zone-Between**

Freight

Albia to Des Moines NS 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. TWC Instructions-None.

4. Rule 93- Yard limits in effect NW Jct. to Des Moines.

5. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
77523 Harvey	3.7 west of Tracy	12	West
77537 Donnelly	4.0 west of Knoxville	24	Both

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	8th Subdiv MAIN LINE STATIONS Rule 6	Distance from Peoria
				EAST PEORIA (For info. only) 2.4	

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

	73200		52.3	PEORIA ABKY	0.0
7,050	73214		30.0	EDWARDS	12.3
	73222		31.1	OAK HILL	20.2
	73228		25.8	ELMWOOD	25.7
4,813	73232	108	22.8	YATES CITY JT	28.5
6,211	73241		10.2	GILSON	41.1
	73247		4.5	KNOXVILLE	46.8
	20126		0.0	GALESBURG BIJKTXY	51.7

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

**1. Maximum Speeds Permitted-
Zone-Between**

Freight

Peoria and Galesburg 40 MPH.
Loaded unit trains, except intermodal 30 MPH.
Galesburg Terminal all tracks other than main tracks: Restricted Speed.
Knox Street 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 23.0 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. TWC Instructions-

TWC- In effect between MP 3.8 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.

Galesburg-Rule 405 applies.

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

5. Automatic Interlockings not Indicated at Stations-

C&NW crossing at MP 47.5

6. Rule 93-

Yard limits in effect at Galesburg between MP 3.8 and MP 0.0.

Yard limits in effect at Peoria between MP 52.3 and MP 46.0.

7. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
73234 Douglas	3.6 west of Yates City	16	Both
73236 Maquon	7.6 west of Yates City	12	Both

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	9th Subdiv BRANCH LINE STATIONS Rule 6	Distance from Yates City
	73232		46.9	YATES CITY JT	0.0
	73053		52.4	FARMINGTON	5.5
	73059		58.4	NORRIS	11.5
	73063		63.2	CANTON MY	16.3
	73067	111	66.7	DUNFERMLINE To Buckheart Mine 2.5 To Duck Creek 4.7 TY TWC	19.8
	73069		68.4	ST. DAVID	21.5
	73077		77.0	LEWISTOWN	30.1
	73088		87.4	IPAVAL	40.5
	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. Maximum Speeds Permitted-

Zone-Between

Freight

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. TWC Instructions-

TWC- 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.

4. **Rule 99-** When flagging is required, distance will be 1.5 miles.
5. **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 TPW tracks. Rules 98 and 98(B) in effect.
6. **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.
7. **Dunfermline-** Normal position of west wye switch is for wye.
8. **Yates City and Canton-** stop and protect movement over all crossing signals when flashers not working.
9. **Rule 105-** Industrial Track between Dunfermline and Buckheart Mine and Duck Creek.
10. **Rule 93-** Yard limits in effect between MP 63.0 and MP 68.0.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	10th Subdiv BRANCH LINE STATIONS		Distance from Zearing
				Rule 6		
	20057		44.1	ZEARING	J	0.0
	71936	61	36.8	7.0 LADD To Howe 5.4	T TWC	7.0
	71926		25.7	10.9 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 27.15	10 MPH.
MP 27.15 to MP 27.05	5 MPH.
MP 27.05 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. TWC Instructions-

TWC-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.

4. **Rule 99-** When flagging is required, distance will be 1.5 miles.
5. **Rule 105-** Industrial Track between Ladd and Howe.
6. **Rule 10(D)-** In effect on this subdivision.
7. **Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
71931 Spring Valley	5.7 west of Ladd	3	West
71943 Howe	5.4 from Ladd	Yard	Both

LINE SEGMENT NUMBERS

OTHER YARD LINE SEGMENTS

Line Segment	Yard
809	Mendota
814	Barstow
815	Term Jct Rock Island
817	Clinton
818	Moline
834	Burlington
835	West Burlington
836	Ottumwa
837	Chariton
840	Des Moines
850	Fort Madison
851	Keokuk
852	West Quincy
853	Hannibal
855	Peoria
856	Beardstown
857	Centralia
858	Yates City

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
7	Barstow to Term Jct. Rock Island	241 to 252.2
8	Denrock-Lyndon	24.8 to 27.9
15	Needles-La Clede	106.9 to 110.0
18	Birmingham to Kearney	216.2 to 199.1
70	Ladd-Howe	188.3 to 194.3
82	Des Moines-West Des Moines	0.4 to 1.0
97	Graham Cutoff	164.6 to 168.4
104	Metropolis-Paducah	0.0 to 13.9

GALESBURG TERMINAL LINE SEGMENTS

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

GALESBURG DIVISION

GALESBURG DIVISION SPECIAL PROJECT RECOLLECTABLE CODES - October 1989

LINE/YARD SEGMENT	MILEPOST FROM TO	DESCRIPTION	"J" & "O" CODES	LINE/YARD SEGMENT	MILEPOST FROM TO	DESCRIPTION	"J" & "O" CODES
0001	72.1	Maintenance of C&NW crossing num- bers 115 & 116 at Earlville, IL	J 1015	0013	202.80 225.35	M/O of M/L track between W Vienna & Burlington Jct near Metropolis, IL	J 1572
0001	72.5	Extraordinary or unusual expense for in- terlocker at Earlville, IL	J1024	0013	202.80 225.35	Maintenance of bridges, culverts, right of way of drainage, etc. between W Vienna & Burlington Jct near Metropolis, IL	J 1573
0001	83.0	Extraordinary or unusual expense for interlocker at Mendota, IL	J 1026	0013	202.80 225.35	M/O of signals & appurtenances between J W Vienna & Burlington Jct near Metropolis, IL	J 1575
0001	117.4	Maintenance of Bridge 117.74 at Buda, IL	J 1013	0013	202.80 225.35	M/O of xing signals & gates between W Vienna & Burlington Jct near Metropolis, IL	J 1576
0001	279.60	Wages of relay operator yard chief T/R 819-514, Pos 001, Ottumwa, WA	J 1032	0013	202.80 225.35	Wages of track inspector for patrolling trackage between W Vienna & Metropolis, IL	J 1571
0001	279.6	Extraordinary or unusual expense of M/O crossing protection Market St, Ottumwa, IA	J 1700	0013	202.80 225.35	Maintenance of all roadway buildings (incldg Cook depot) between W Vienna, IL & Metropolis IL	J 1574
0001	280.5	M/O of the Lowler Tower & interlocker in Ottumwa, IA	J 1031	0013	202.80 226.87	Operation of Cook, IL station Maintenance of signals at Allied Chem- ical Corp, Metropolis, IL	J 1578 O85GT000001
0001	303.7	Extraordinary or unusual expense of M/O interlocker at Albia, IA	J 1701	0013	221.5 224.0	Maintenance of BN trackage including all sidings, yard tracks, switches, team or house tracks between Burlington Jct & Metropolis, IL	J 1580
0006	40.6	Electric expense for operation of interloc- ker at Colona, IL	J 1035	0013	225.90 226.90	Maintenance of bridges, culverts, right of way, drainage, etc. between Burlington Jct & Metropolis IL	J 1581
0007	252.1	M/O of main line tracks in Rock Island, IL	J 1023	0013	225.90 226.87	M/O of all signals & appurtenances be- tween Burlington Jct & Metropolis, IL	J 1582
0011	191.4	Extraordinary or unusual expense of M/O interlocker at Bushnell, IL	J 1702	0013	225.90 226.87	M/O of crossing signals & gates between Burlington Jct & Metropolis, IL	J 1583
0011	258.0	Maintenance of signals at No 30th & Katherine Road, Moorman Mfg Co	O85GT000004	0014	25.0	Maintenance of signals at Union Elect Co, Sioux Plant, Machens, IL	O85GT000006
0013	1.72	Maintenance of Bridge 1.72 over the Ohio River near Metropolis, IL	J 1586	0014	93.25	Maintenance of signals at Hercules, Inc, Louisiana, MO	O85GT000002
0013	1.72	Inspection of Bridge 1.72 over the Ohio River near Metropolis, IL	J 1587	0014	116.8	Maintenance of signals near Lehigh Port- land, Ilasco, MO	O85GT000003
0013	43.41	M/O of connection from CN&W RR at Girard, IL	J 1052	0014	119.7	Extraordinary or unusual expense for in- terlocker & xing protection at Main & Collier Sts, Hannibal, MO	J 1705
0013	65.75	Extraordinary or unusual expense for M/O of interlocker at Sorento, IL	J 1703	0015	129.7	Extraordinary or unusual expense for M/O of interlocking plant at Chillicothe, MO	J 1706
0013	120.95 122.44	Wages of track inspector for patrolling trackage in Centralia, IL	J 1552	0017	118.12	Maintenance of BN-N&W crossing at Sumner, MO	J 1608
0013WB	120.97 122.33	Maintenance of main line track in Centralia, IL	J 1553	0018	216.2	Extraordinary or unusual expense for M/O of interlocker at Birmingham, MO	J 1707
EB	121.34 122.44	Maintenance of all public & private street crossings on both main lines in Cen- tralia, IL	J 1554	0081	31.0	Track inspection at 3M Co, Knoxville, IA	O8GT000008
0013	120.97 122.44	Maintenance of all bridges, culverts, etc, or other facilities on both main lines in Centralia, IL	J 1556	0108	52.3	Extraordinary or unusual expense for M/O interlocker near Kickapoo Jct, IL	J 1708
0013	120.97 122.44	M/O of signals on double main line tracks in Centralia, IL	J 1558	0109	261.8	Maintenance of signals at Underground Warehouses Inc, Quincy, IL	O85GT000005
0013	120.97 122.44	M/O of crossing signals & gates on both main lines in Centralia, IL	J 1559	0111	58.4	Extraordinary or unusual expense for M/O signal protection xing: Star Rt 17 & Trau-Traer Coal Co, Norris, IL	J 1709
0013	121.0	Maintenance of "yard office" building in Centralia, IL	J 1557	0111	93.0	Maintenance of signals at Amax Coal Co, Vermont, IL	O85GT000009
0013	121.0	Wages of joint freight house personnel in Centralia, IL T/R 221-106, Pos 001	J 1551	0815		M/O of crossing protection at 17th & 18th Sts in Rock Island, IL	J 1028
0013	121.0	Operation of station in Centralia, IL	J 1560	0815		Electric expense for xing signals at 17th & 18th Sts in Rock Island, IL	J 1037
0013	121.0	Electricity for yard office in Centralia, IL	J 1561	0815		Electric expense for crossing signals at 17th & 18th Streets in Rock Island, IL	J 1039
0013	121.0	Expense of telephones 532-3423 & 532-5671 at Centralia, IL	J 1562	0817		M/O of swamp & yard tracks in Clinton & between Chancey & Clinton; and 3,321 feet called 2nd M/L in Clinton, IA	J 1020
0013	122.25	Electricity for the interlocker at 6th & Chestnut in Centralia, IL	J 1546	0817		Maintenance of exclusive C&NW Switch 50 at Clinton, IA	J 1020
0013	122.35	Maintenance of ICG RR crossings at Centralia, IL numbers 372, 373, 384 & 385	J 1555	0857		Maintenance of yard Tracks 71, 73, 74, 75, 76, 77, 78, 81, 84, 85, & 158 in Centralia, IL	J 1553
0013	122.7	Maintenance of exclusive Norfolk & Southern switch in Centralia, IL	J 1531				
0013	144.6	Extraordinary or unusual expense for M/O interlocker at Waltonville, IL	J 1704				
0013	146.0	Maintenance of bridges, culverts, drainage, etc on BN lead for access to Orient 6 & Inland Steel Waltonville, IL	J 1598				
0013	164.65	M/O of interlocker at Zeigler, IL	J 1543				
0013	144.60	M/O of interlocker & all signal appur- tenances called "OR 3" interlocker at Waltonville, IL	J 1597				
0013	146.0	M/O of trackage serving Orient 6 mine at Waltonville, IL	J 1599				

GALESBURG DIVISION

27

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
Thieshoff	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
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
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
345-6408	Galesburg to Ottumwa	309-345-6408
345-6409	Ottumwa to Creston	309-395-6409
	Albia to Des Moines	
345-6412	Galesburg to N. Kansas City	309-345-6412
345-6411	Burlington to N. St. Louis	309-345-6411
345-6410	Bushnell to Paducah	309-345-6410
345-6407	Galesburg to Peoria	309-345-6407
	Yates City to Vermont	
	Savanna to Galesburg	
	Aurora to Galesburg	
	Zearing to LaSalle	

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

CHIEF MEDICAL OFFICERS

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 (Galesburg Division)

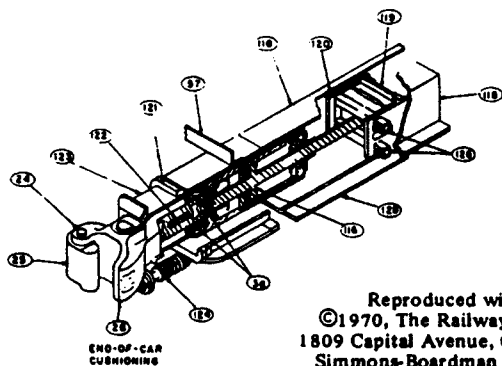
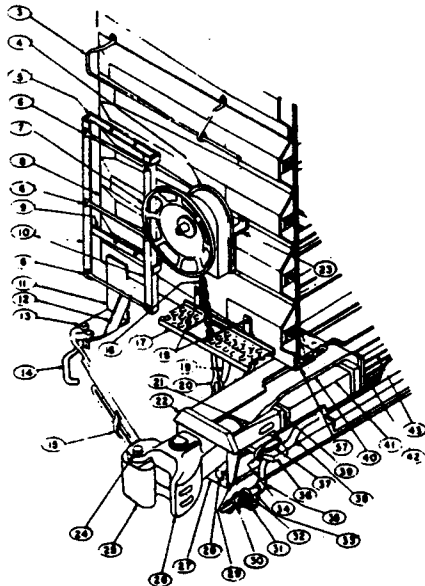
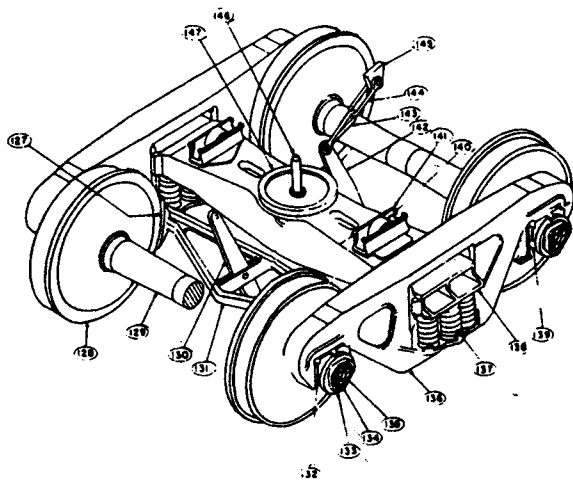
Dr. D. N. Orelup Albia
 Dr. P. M. Scott Auburn
 * Beardstown Clinic Limited Beardstown
 Dr. B. D. Howell Brookfield
 * Surgeons Inc. Burlington
 * Coleman Clinic Canton
 Dr. E. F. Stephens Centralia
 * Medical Associates Clinton
 * Creston Medical Clinic Creston
 Dr. Mangil Seo Des Moines
 * Valley Clinic Fort Madison
 * Barnes/Sutter Health Clinic Fenton
 * 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
 Decatur Medical Services Leon
 * 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

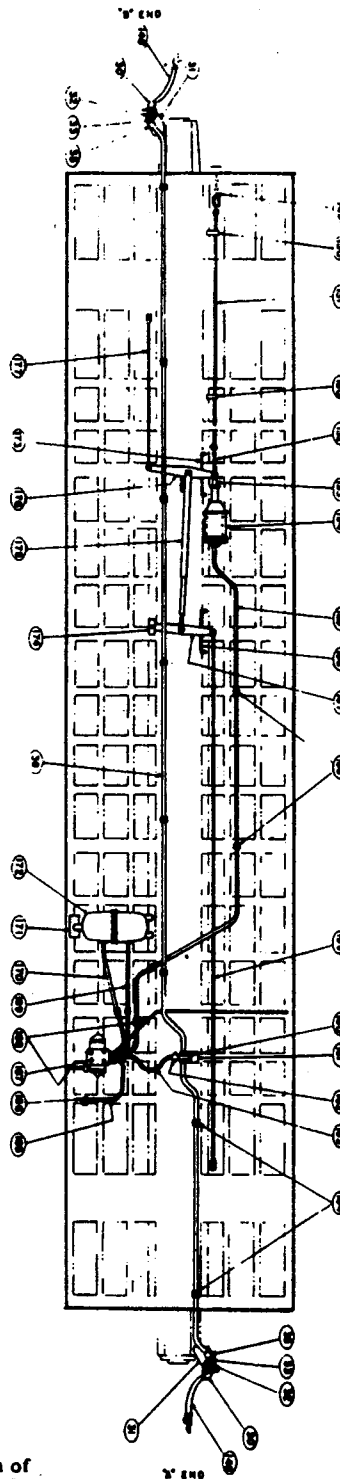
* Indicates that two or more physicians are authorized to perform Burlington Northern Industrial examinations.

Note: Refer to other division timetables to locate closer doctors.

CAR CHART

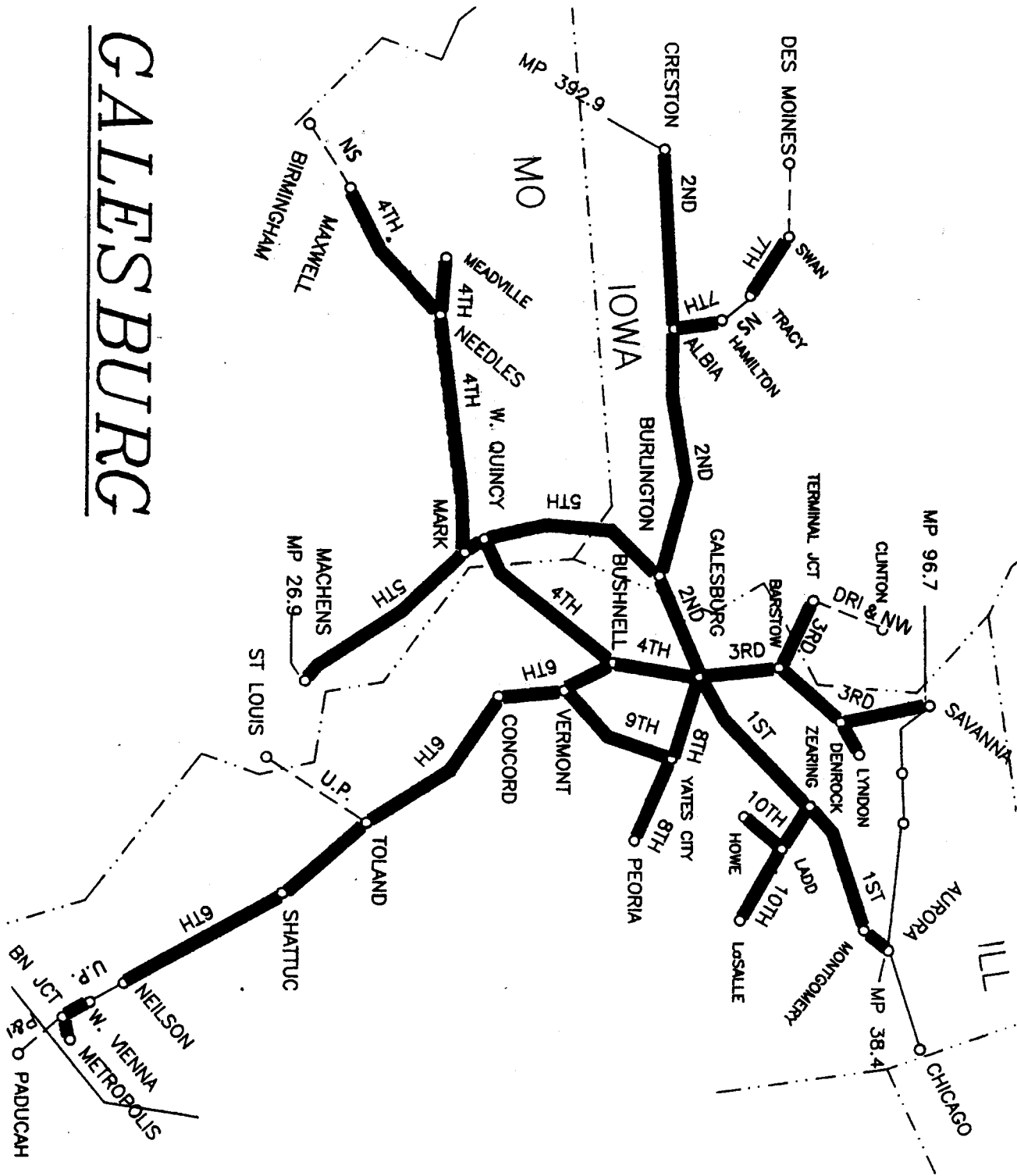


Reproduced with permission of
 ©1970, The Railway Educational Bureau
 1809 Capital Avenue, Omaha, Nebraska 68102
 Simmons-Boardman Publishing Corporation



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. Follower block
40. Coupler yoke
41. Draft gear
42. Rear draft gear stop
43. Rear draft gear stop reinforcement
116. Hydraulic piston
118. Center sill
119. Back stop plate
120. Rear lug casting
121. Striker casting
122. Coupler key
123. Cushioning unit
124. Restoring mechanism
125. Inspection plate
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

GALESBURG



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

WESTWARD↓

1347	1005		1348	1346	1006
NRPC Daily	NRPC Daily	STATION	NRPC DAILY Ex. Sun.	NRPC Sun. Only	NRPC Daily
GALESBURG DIVISION 1ST SUBDIVISION					
1840	1540	AURORA 13.7	0936	1051	1455
s1856		PLANO 26.8	s0924	s1039	
s1924		MENDOTA 21.5	s0855	s1010	
s1944	s1641	PRINCETON 26.8	s0836	s0951	s1359
s2008		KEWANEE 31.3	s0812	s0927	
s2038	s1737	GALESBURG	0743	0858	1307
GALESBURG DIVISION 4th SUBDIVISION					
2040		GALESBURG 39.8	s0741	s0856	
s2121		MACOMB 56.1	s0702	s0817	
s2210		30TH STREET 5.0	s0612	s0727	
s2230		WEST QUINCY	0600	0715	
GALESBURG DIVISION 2nd SUBDIVISION					
	1740	GALESBURG 43.1			s1304
	s1830	BURLINGTON 27.8			s1217
	s1905	MT. PLEASANT 46.4			s1145
	s1950	OTTUMWA 79.9			s1101
	s2105	OSCEOLA 33.1			s0940
	s2134	CRESTON			0904

↑EASTWARD

The following letters placed next to the time indicate:

s - regular stop

f - flag stop to receive or discharge traffic

**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

**SAFETY IS OF THE FIRST
IMPORTANCE IN THE
DISCHARGE OF DUTY**

TRACK BULLETIN FORM B

The engineer must attempt to contact employee 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."

(1) 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.

(2) 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.

(3) 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 employee in charge as prescribed by example (1) above.

GALESBURG DIVISION TIMETABLE NO. 2, 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, April 1, 1990

WESTWARD

1347	1005		1348	1346	1006
NRPC Daily	NRPC Daily	STATION	NRPC Daily Ex. Sun.	NRPC Sun. Only	NRPC Daily
GALESBURG DIVISION 1st SUBDIVISION					
1840	1540	AURORA 13.7	0927	1042	1455
s1855		PLANO 26.8	s0917	s1032	
s1922		MENDOTA 21.5	s0850	s1005	
s1941	s1641	PRINCETON 26.8	s0831	s0946	s1359
s2004		KEWANEE 31.3	s0808	s0923	
s2034	s1737	GALESBURG	0740	0855	1307
GALESBURG DIVISION 4th SUBDIVISION					
2036		GALESBURG 39.8	s0738	s0853	
s2116		MACOMB 56.1	s0700	s0815	
s2203		30TH STREET 5.0	s0612	s0727	
s2230		WEST QUINCY	0600	0715	
GALESBURG DIVISION 2nd SUBDIVISION					
	1740	GALESBURG 43.1			s1304
	s1830	BURLINGTON 27.8			s1217
	s1905	MT. PLEASANT 46.4			s1145
	s1950	OTTUMWA 79.9			s1101
	s2105	OSCEOLA 33.1			s0940
	s2134	CRESTON			0904

EASTWARD

The following letters placed next to the time indicate:

s - regular stop

f - flag stop to receive or discharge traffic