

OPERATIONS

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A. A. SATUNAS, Superintendent Operations, Galesburg

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R. B. PAULSGROVE	Trainmaster	Galesburg
D. H. BANNAN	Trainmaster	LaCrosse
D. L. MEYERS	Trainmaster	LaCrosse
E. S. SCHOENFELD	Trainmaster	Eola
B. M. BATTERSON	Manager Operating Practices	Galesburg
B. L. HARDRICK	Trainmaster	Galesburg
L. E. PIPER	Trainmaster	Galesburg
	Asst. Trainmaster	Brookfield
T. L. HEMMERLE	Trainmaster	Beardstown
R. J. CONKLIN	Trainmaster	Centralia
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R. F. FELDBURG	Trainmaster	West Quincy

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F. J. RUTT	Terminal Manager	Cicero
D. S. DANIELSON	Terminal Trainmaster	Cicero
A. D. BENGTON	Terminal Trainmaster	Cicero
J. S. DAVIS	Terminal Trainmaster	Cicero
R. C. JACOBSEN	Terminal Trainmaster	Cicero
M. J. HIPP	Terminal Trainmaster	Cicero
W. M. SENNETT	Terminal Trainmaster	Cicero
J. H. LINDQUIST	Terminal Trainmaster	Cicero
C. L. YORK	Terminal Trainmaster	Cicero

EOLA TERMINAL

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G. N. SMITH	Terminal Trainmaster	Eola
	Terminal Trainmaster	Eola

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S. ZIMMERMAN	Superintendent Suburban Operations	Aurora
D. G. HOFFMAN	Manager Suburban Operations	Chicago Union Station
K. J. GIRODO	Trainmaster	Chic. Union Sta.

GALESBURG TERMINAL

K. C. SPRADLIN, Supt. Terminal Operations, Galesburg

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D. B. HOOTEN	Terminal Trainmaster	Galesburg
D. P. JOHNSON	Terminal Trainmaster	Galesburg
R. D. MCMULLEN	Terminal Trainmaster	Galesburg
L. C. GILE	Terminal Trainmaster	Galesburg

NORTHTOWN TERMINAL

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M. A. BACIGALUPO	Asst. Supt. Terminal Operations	Minneapolis
G. A. WHITE	Asst. Supt. Terminal Operations	Minneapolis
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R. L. DANIELSON	Terminal Trainmaster	Minneapolis
J. W. DANKO	Terminal Trainmaster	Minneapolis
R. E. DUNCUM	Terminal Trainmaster	Minneapolis
J. D. CROWLEY	Terminal Trainmaster	Minneapolis
R. L. HAUBRICK	Terminal Trainmaster	Minneapolis
J. R. HOMMERDING	Terminal Trainmaster	Minneapolis
G. P. JAEH	Terminal Trainmaster	Minneapolis
W. W. KISSNER	Terminal Trainmaster	Minneapolis
R. P. LEIN	Terminal Trainmaster	Minneapolis

TRANSPORTATION

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R. W. JOHNSON	Chief Dispatcher	Galesburg
J. S. SARVER	Chief Dispatcher	Galesburg
	Chief Dispatcher	Galesburg
	Chief Dispatcher	Galesburg

MAINTENANCE AND ENGINEERING

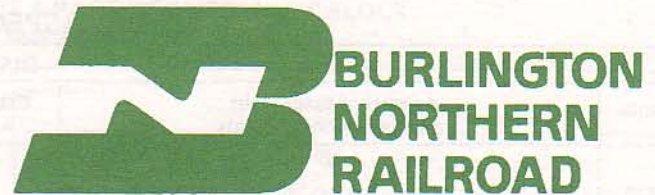
L. H. BAHL, Supt. Maintenance and Engineering, Galesburg

E. E. BRATCHER	Division Maintenance Engineer	Galesburg
M. A. KESKE	Division Maintenance Engineer	Galesburg

MECHANICAL

D. L. GABRIEL, Superintendent Mechanical, Galesburg

Printed in U.S.A.



GALESBURG DIVISION

TIMETABLE No. 4

IN EFFECT AT 0001
Continental Central Time

**Sunday
APRIL 7, 1991**

Including National Railroad Passenger Corporation (NRP) Trains



Senior Vice President Operations
R. S. HOWERY

Vice President Transportation
W. A. HATTON

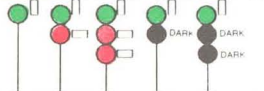





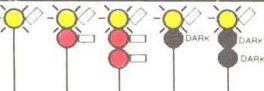



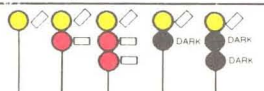

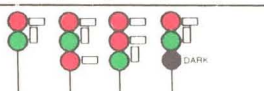

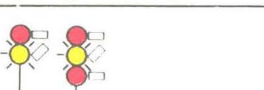





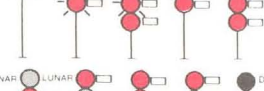

Division General Manager
J. K. VADEN

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.




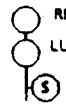







BLOCK AND INTERLOCKING SIGNALS

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

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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.

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 100 Tons/OB and over	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 BN 979019-979024, BN 979026-979036	35 MPH	25 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, unless conductor's wheel report, generated by computer, indicates there is no speed restriction. Timetable speed restriction will apply to cars not printed on wheel report or picked up en route	45 MPH	45 MPH
Empty flat cars: NP 62300-62949, NP 66100-66249	45 MPH	45 MPH
Empty gondolas designated: G1, G2, G3, G4, G5, G6, GC, GE, GF, GS, GS2, MGT and MG5 except BN 580400-580609	50 MPH	50 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 apply when operating on jointed rail:

Freight trains, other than coal trains, ore trains, or trains consisting entirely of empty equipment, which cannot maintain a minimum 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 coupled locomotives in a consist (including helpers) must not exceed 10.

The number of powered axles in a locomotive consist (including helpers) must not exceed 36, for either power or dynamic braking operation.

All locomotives in the head end or helper consist, equipped with multiple unit (MU) air and electrical connections must be connected for multiple unit operation.

Hauled-In-Tow

The number of locomotives hauled-in-tow, regardless of placement in train must not exceed two times the number of locomotives coupled for 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 or helper consist (hauled-in-tow) must have the Dead Engine Feature cut in and if possible be placed not more than 15 cars from the head end consist to ensure the brakes release.

Alignment Control Couplers or Bolster Stops

Foreign line locomotives and the following BN locomotives are not equipped with alignment control couplers or bolster stops:

5-585, 1000-1004, 1400-1438, 1966-1970, 6100-6237, 9900-9925.

Unless otherwise authorized, locomotives not equipped with alignment control couplers or bolster stops must be handled as follows:

Trains consisting of 15 cars, or less - No placement restrictions.

Trains consisting of more than 15 cars - Must have the rear locomotive equipped with an alignment control coupler or bolster stop if there are 18 or more powered axles in the locomotive consist and the trailing tonnage exceeds 5000 tons. When more than one locomotive not equipped with alignment control couplers or bolster stops is hauled-in-tow they must not be coupled together and must be placed no nearer than 5 nor more than 15 cars from the head end consist.

3. Manned Helper Operations

Locomotives used in helper service must be equipped with alignment control couplers or bolster stops. However, a single non-equipped locomotive may be used when placed between locomotives which are equipped.

When helpers shove on a caboose, employees are prohibited from occupying that caboose.

Helpers must not shove on a caboose equipped with friction bearings.

Helpers must not be used on the rear of trains handling empty 80 feet or longer equipment unless Individual Subdivision Special Instructions specify a safe buffer between such cars and the rear end helpers.

Unless Individual Subdivision Special Instructions specify otherwise, the following placement restrictions apply to helper operations:

Helpers of 6 powered axles or less - No placement restrictions apply.

Helpers of 12 powered axles or less - May be operated at the rear of the train either ahead or behind the caboose.

Helpers exceeding 12 powered axles must be cut into the train at a location which equals the tonnage rating of the helper consist. The train dispatcher will advise the conductor of the tonnage rating of the helpers, so the proper placement can be determined.

Not more than 24 powered axles can be used in helper service or in the head end consist when helpers are being used, unless helping a loaded coal train consisting entirely of grade "E" steel couplers.

Coal trains consisting entirely of grade "E" steel couplers may have 36 powered axles in the head end consist. If the helper consist has less than 24 powered axles they may shove on the rear of such trains. If the consist has 24 powered axles they must cut in ahead of the caboose.

The following 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

3A. Locomotive Restrictions

Locomotive restrictions indicated in Item 2, Individual Subdivision Special Instructions, are based on locomotive axle count and, when necessary, locomotive weight. **Locomotive Information Chart** indicates maximum weight for each model. If actual weight cannot be determined, use weight shown in chart.

Locomotive Information Chart

Model	Axles	Horse-power	Maximum Weight (pounds)
SW1	4	600	198,000
SW9	4	1200	250,000
SW10	4	1000	250,000
SW12	4	1200	250,000
SW15	4	1500	262,000
NW12	4	1200	252,000
MP15	4	1500	261,000
F9, F9-2	4	2000	241,000
E9	6	2400	218,000
GP5	4	1350	243,000
GP9	4	1750	259,000
GP10	4	1800	260,000
GP15, GP15-1	4	1500	258,000
GP18	4	1800	248,000
GP20	4	2000	261,000
GP35	4	2500	262,000
GP38, GP38-2	4	2000	285,000
GP39, GP39-2	4	2300	261,000
GP40, GP40-2	4	3000	278,000
GP50	4	3600	275,000
SD9 (by unit numbers)			
6100 - 6126	6	1750	346,000
6127 - 6237	6	1750	326,000
6240 - 6247	6	1750	368,000
SD38, SD38-2	6	2000	391,000
SD40, SD40-2	6	3000	420,000
SD42	6	3000	415,000
SD60M	6	3800	401,000
B30-7	4	3000	275,000
B32-8	4	3200	270,000
B39, B39-8	4	3900	280,000
C30-7	6	3000	417,000
U30-B	4	3000	268,000
U30-C	6	3000	411,000

4. Equipment Restrictions

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

Outfit cars **EXCEPT** univans

Scale test cars **EXCEPT** BN 979019-979024 and BN 979026-979036.

Scale test cars BN 979004, BN 979006 and BN 979012 are not equipped with air brakes and must be placed next ahead of the last car in cabooseless trains.

Pile drivers	Locomotive cranes
Empty ribbon rail cars	Rear end only cars
Jordan spreaders	Rotary snowplows, wedge plows, dozers.

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

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

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

DODX 40000-40100 (Cars belonging to the Department of Defense) - Handbrakes on these cars must not be used to control movement and must be applied from a ground position while car is standing.

Loaded ribbon rail cars must not be:

1. Coupled to other cars except buffer cars. Buffer cars will be placed ahead of and behind ribbon rail cars at weld plant.
2. Handled in freight service with other cars.
3. Separated for maintenance or repairs unless under direct supervision of a roadmaster.

4A. Handling 80 Feet or Longer Cars

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

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

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

Cars weighing less than 50 tons, gross weight

Flat cars with one loaded trailer

Flat cars with empty trailers.

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

The tonnage chart distribution profile on the bottom of the wheel report designates cars 50 feet or less with an "S" and cars 80 feet or longer with an "L" in the LEN (length) category.

Individual platforms of multi-platform and stack cars are less than 50 feet in length. These cars must be considered a "short car" for the purpose of these restrictions.

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) and the trailing tonnage of the train does not exceed 4,800 tons, no placement restrictions apply. When trailing tonnage exceeds 4,800 tons, empty multi-platform or stack cars must be placed in the rear half of the train's trailing tonnage. When trailing tonnage exceeds 8,500 tons, empty multi-platform or stack cars must be placed in the rear fourth of the train's trailing tonnage.

Blocks of 20 or more loads (100 tons or more per car) must not be handled behind empty multi-platform or stack cars.

If helper locomotives are used to push trains with empty platform(s), the number of powered axles in the helper consist must not exceed 12.

5. Car Weight and Length Restrictions

Cars weighing:

- a. 177,000 pounds or less must be at least 35 feet long.
 - b. 177,001 to 220,000 pounds must be at least 38 feet long.
 - c. 220,001 to 263,000 pounds must be at least 44 feet long.
 - d. 263,001 to 286,000 pounds must be at least 52 feet long.
 - e. 220,000 pound ore cars 24 feet long (BN 95500-95891, 96044-96085).
 - f. 263,000 pound ore cars 35 feet long (BN 99000-99949).
- Weights indicated represent the maximum gross weight of a four axle car.

Length of car is measured from coupler face to coupler face.

Cars in categories **a**, **b**, **c** and **d** are permitted on all main tracks. **Exception:** Categories not permitted on a subdivision will be specified in Item 2 of that subdivision's special instructions.

Cars that are either heavier than these restrictions or are shorter than the minimum length specified for their weight class are not permitted without authority of division general manager.

Loaded ore cars in categories **e** and **f** are not permitted unless explicitly stated in Item 2 of Individual Subdivision Special Instructions.

Commodities loaded in cars other than those specified in categories **e** and **f** are subject to restrictions in categories **a**, **b**, **c** and **d**.

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 ends 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 are 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 106(5) 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.

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 trackside warning detector ineffective, speed of 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 axles on each side of indicated equipment. If no defect or indication of overheating is found, train may proceed, but crew must observe the indicated equipment closely for the next 25 miles or until another inspection by a detector has been made.

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

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

Whenever a car is set out for a hot bearing discovered within 25 miles after passing an in-service trackside 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 trackside 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 trackside 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 trackside warning detectors is shown under Individual Subdivision Special Instructions.

Trackside Warning Detector - Radio Reporter

Except in emergency, radios must not be used while train is within 150 feet of trackside 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 trackside 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.

Trackside 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 10/1/90.

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 J - third paragraph is changed to read:

Employees must not exceed the hours of service laws without proper authority except, trains, engines or cars will not be left on the main track without protection as prescribed by Rule 99. Train must be properly secured, before exceeding the hours of service if practicable, and except as provided by this paragraph, crew will then be considered relieved of all duties, but not released, upon reaching the hours of service limitations.

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:

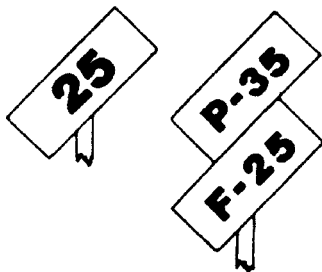
Reduce speed limits are designated by Advance Warning Sign (diagonally upward), Reduce Speed Sign (rectangle) and Resume Speed Sign (vertical).

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.

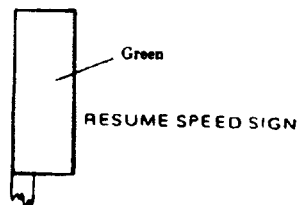
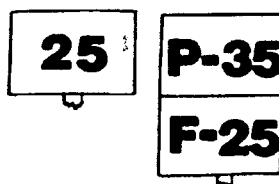
At the end of a reduced speed zone, a train or engine will be governed by a Speed Sign displaying a higher speed or a Resume Speed Sign which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign displayed.

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



NOTE:
Advance Warning Sign and Speed Sign have yellow background 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 25(A) - new rule added.

25(A). PROTECTION OF OCCUPIED OUTFIT CARS: This rule prescribes the requirements that must be followed for the protection of occupied outfit cars.

As used in this rule, the following definitions apply:

Outfit Car

Any on-track vehicle, including outfit, camp, or bunk car or modular home mounted on a flat car used to house railroad employees. Such equipment is not included when placed in a wreck train.

Effective Locking Device

When used in relation to a manually operated switch or a derail, a lock used that can be locked or unlocked only by the craft or group of workmen applying the lock.

Rolling Equipment

Engines, railroad cars, and one or more engines coupled to one or more cars.

Switch Providing Direct Access

A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected.

Warning Signal

A white sign with the words "OCCUPIED CAMP CAR" in black lettering during daylight hours and in addition an illuminated white signal at night.

When occupied outfit cars are placed on a track, protection must be provided in accordance with one of the following methods.

(1) ON A MAIN TRACK - One of the following methods of protection must be provided.

(a) Each manually operated switch providing direct access to that portion of main track on which occupied outfit cars are placed must be lined against movement to that track, secured with an effective locking device and spiked or clamped. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to that portion of the main track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

In addition, a derail capable of restricting access to that portion of the main track on which occupied outfit cars are located must be positioned at least 150 feet from the end of occupied outfit cars and locked in derailing position with an effective locking device. Warning signals must be displayed at each derail.

(2) ON OTHER THAN MAIN TRACK - One of the following methods of protection, or a combination thereof, must be provided.

(a) Each manually operated switch providing direct access to the track on which occupied outfit cars are placed must be lined against movement to that track and secured with an effective locking device. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to the track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking

devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

(c) A derail capable of restricting access to that portion of the track on which occupied outfit cars are located will fulfill the requirements for protection when:

- positioned at least 150 feet from the end of the occupied outfit cars; or,
- positioned at least 50 feet from the end of the occupied outfit cars where maximum authorized speed for movements on that track is limited to 5 MPH.

Warning signals must be displayed at each derail.

(3) **WARNING SIGNALS** - When a warning signal is displayed for the protection of occupied outfit cars:

- Such occupied outfit cars must not be coupled to or moved;
- Rolling equipment must not pass the warning signal; and,
- Rolling equipment must not be placed on the same track so as to reduce or block the view of the warning signal.

Rule 82 - 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 84 - new rule added.

Rule 84. BACK UP MOVEMENT: A train may back up on the main track to pick up a member of the crew under conditions listed below. When movement is made under the following conditions, restricted speed does not apply. Such back up movement:

- (1) Is limited to the train's authority. Such authority may be in one direction or in both directions,
- (2) Must not enter or foul a private or public road crossing except as provided by Rule 103,
- (3) Must not be made into or within yard limits,
- (4) Must not exceed the train's length, and
- (5) Cannot be made unless permission has been obtained from the train dispatcher. Dispatcher must not grant permission when:
 - (a) Train location line-up is in effect in the limits affected.
 - (b) Other authority is in effect in the same or overlapping limits.

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 - following new last paragraph is added:

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

Rule 103(P) - cancel third paragraph reading:

When a sign reading "OCCUPIED OUTFIT CARS" is attached to switch, or to cars, cars must not be coupled to or moved until occupants have been notified and permission given by the foreman or his representative.

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 450(A) - new rule added.

450(A). CHANGE OF ENGINE: When necessary to change the address of a track warrant with only Item 16 checked, the identifying engine number may be corrected on verbal authority of the train dispatcher. Track warrant number may be changed when necessary as authorized by the dispatcher. Instructions received must be repeated to the dispatcher by receiving crew member who must notify other crew members of the correction. Rule 406 is modified accordingly.

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 _____	

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. INSTRUCTIONS FOR AGENTS, CONTROL OPERATORS, CLERKS/OPERATORS, BRIDGETENDERS Changes and Additions

Item 6-L - new item added.

L. When protection of occupied outfit cars is provided by control operator as prescribed by Rule 25(A)(2)(b), the written record must be maintained in the CTC Track Car Permits/Track & Time Limits book.

Item 6-M - new item added.

M. When protection of employee on, under or between rolling equipment is provided by control operator as prescribed by Rule 26(2)(c), the written record must be maintained in the CTC Track Car Permits/Track & Time Limits book.

15. 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 J - third paragraph is changed to read:

Employees must not exceed the hours of service laws without proper authority except, trains, engines or cars will not be left on the main track without protection as prescribed by Rule 99 of the General Code of Operating Rules. Train must be properly secured, before exceeding the hours of service if practicable, and except as provided by this paragraph, crew will then be considered relieved of all duties, but not released, upon reaching the hours of service limitations.

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 25(A) - New rule added.

25(A). PROTECTION OF OCCUPIED OUTFIT CARS: This rule prescribes the requirements that must be followed for the protection of occupied outfit cars.

As used in this rule, the following definitions apply:

Outfit Car

Any on-track vehicle, including outfit, camp, or bunk car or modular home mounted on a flat car used to house railroad employees. Such equipment is not included when placed in a wreck train.

Effective Locking Device

When used in relation to a manually operated switch or a derail, a lock used that can be locked or unlocked only by the craft or group of workmen applying the lock.

Rolling Equipment

Engines, railroad cars, and one or more engines coupled to one or more cars.

Switch Providing Direct Access

A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected.

Warning Signal

A white sign with the words OCCUPIED CAMP CAR in black lettering during daylight hours and in addition an illuminated white signal at night.

When occupied outfit cars are placed on a track, protection must be provided in accordance with one of the following methods.

(1) ON A MAIN TRACK - One of the following methods of protection must be provided.

(a) Each manually operated switch providing direct access to that portion of main track on which occupied outfit cars are placed must be lined against movement to that track, secured with an effective locking device and spiked or clamped. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to that portion of the main track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

In addition, a derail capable of restricting access to that portion of the main track on which occupied outfit cars are located must be positioned at least 150 feet from the end of occupied outfit cars and locked in derailling position with an effective locking device. Warning signals must be displayed at each derail.

(2) ON OTHER THAN MAIN TRACK - One of the following methods of protection, or a combination thereof, must be provided.

(a) Each manually operated switch providing direct access to the track on which occupied outfit cars are placed must be lined against movement to that track and secured with an effective locking device. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to the track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

(c) A derail capable of restricting access to that portion of the track on which occupied outfit cars are located will fulfill the requirements for protection when:

- positioned at least 150 feet from the end of the occupied outfit cars; or,
- positioned at least 50 feet from the end of the occupied outfit cars where maximum authorized speed for movements on that track is limited to 5 MPH.

Warning signals must be displayed at each derail.


(3) **WARNING SIGNALS** - When a warning signal is displayed for the protection of occupied outfit cars:

- Such occupied outfit cars must not be coupled to or moved;
- Rolling equipment must not pass the warning signal; and,
- Rolling equipment must not be placed on the same track so as to reduce or block the view of the warning signal.

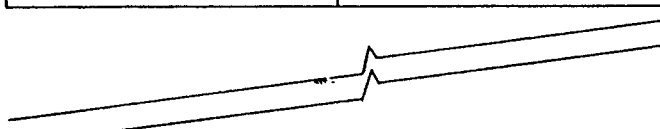
Track Warrant Form - Line 15 on Track Warrant Forms 15973 and 15974 is changed to read:

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 _____
----------	-----------------	------------------

Form D U.S.A.

16. 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 canceled. 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 derailing 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 canceled.

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 division general manager.

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.

17. Automatic Cab Signals

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

18. Helper Behind Caboose

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

19. Trackman's Train Location Line-up

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

20. Certificate of Rules Examination

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

21. Dumping Toilets

Except when discharged into appropriate container, dumping of toilets from NRPC equipment is prohibited while:

- a. Passing through limits of Track Bulletin Form B.
- b. In Nelson Bennett, Seattle, Everett, Cascade and Flathead tunnels.

Train and engine crews will coordinate their efforts to ensure compliance. Train crews are responsible for notification of on board service personnel. Speed Sensor Override Switch must not be placed in **DUMP BELOW 25 MPH** position except when an employee is in attendance.

22. NRPC Stops

Except for emergency conditions or when required by rule, NRPC passenger trains will not make an unscheduled stop unless authorized by the train dispatcher.

23. 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 General Manager'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.

24. 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:

CompuChem Laboratories
P. O. Box 12652
3308 Chapel Hill/Nelson Highway
RTP, NC 27709-2652
ATTN: Clinical Receiving Dept.

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 CompuChem Laboratories and the medical facility will Express Mail the sample to CompuChem Laboratories.

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 CompuChem Laboratories P. O. Box 12652, 3308 Chapel Hill/Nelson Highway, RTP, NC 27709-2652 ATTN: Clinical Receiving Dept., and a third for CompuChem Laboratories, Attention: Special Division 3308 Chapel Hill/Nelson Highway, RTP, NC 27709-2652. The procedures for shipping the specimen to CompuChem Laboratories Special Division 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 CompuChem Laboratories will be released only to the Chief Medical and Safety 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 and Safety 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:

CompuChem Laboratories
P. O. Box 12652
3308 Chapel Hill/Nelson Highway
RTP, NC 27709-2652
ATTN: Clinical Receiving Dept.

3. The test results from CompuChem Laboratories are released only to the Chief Medical and Safety 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 and Safety Officer, or his authorized representative.
5. Any questions concerning the Medical Department's screening should be directed to the Chief Medical and Safety Officer.

25. Physical Examinations

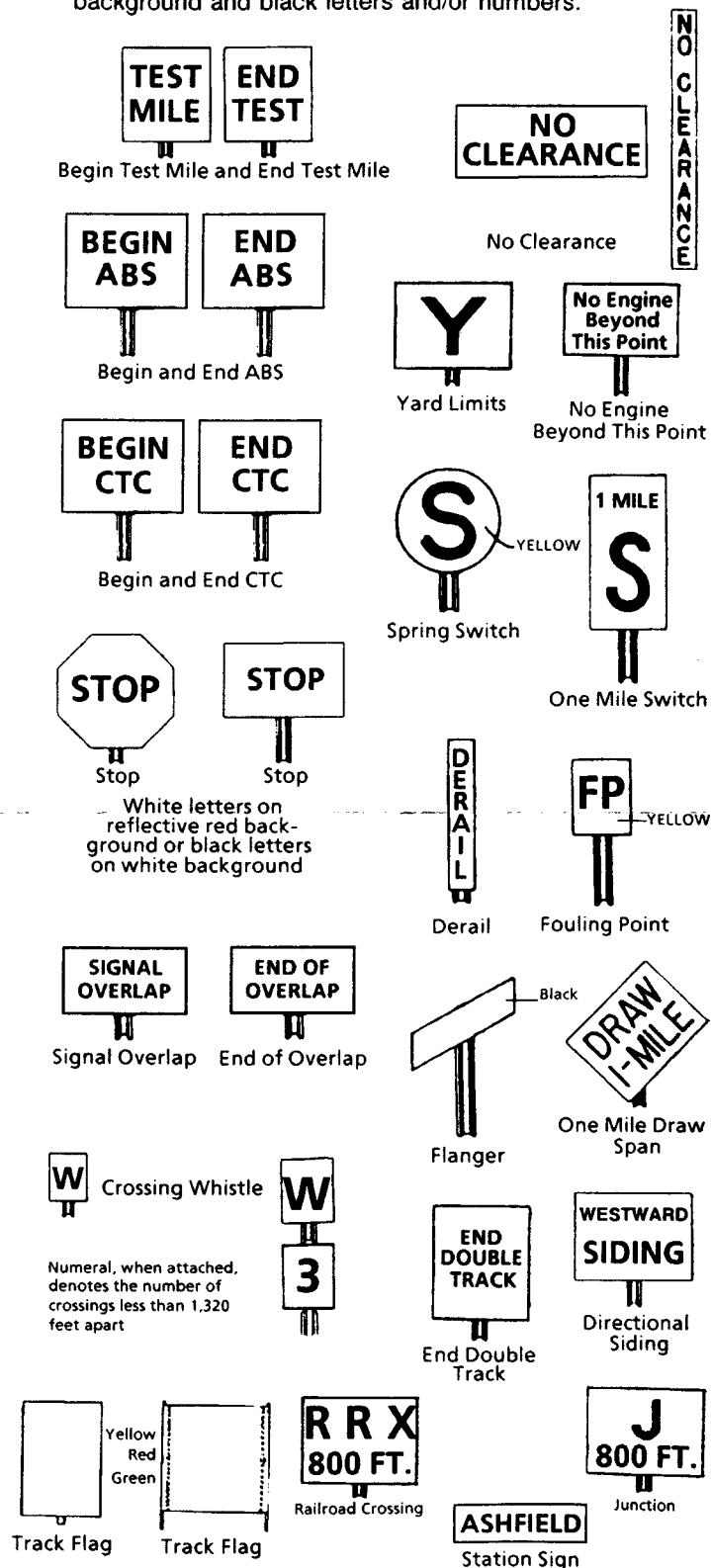
Scheduled employees in the Operating Department are required to pass periodic physical examinations as directed by the Chief Medical Officer at specified intervals. It is the policy of the Medical Department to perform drug/alcohol screen tests in conjunction with physical examinations. Such examinations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

26. Division Instructions

See back of timetable for instructions that apply to all or most subdivisions of this division.

27. Roadway Signs-

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



28. Tonnage Profile Chart

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 808

15-JAN-91 22:42

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

b. STATION LBS MTYS TONS FEET

TOTALS 52 11 6452 3736 63 CARS 1 CABS 2 ENGS

c. 102 TONS/OP. BRAKE

d. TON

```

150 ..
140 ..
130 ..X          X XXXXX      XXXX X XX XXXXXX
120 ..X X      X          X XXXXXXXXXXX XXXX X XX XXXXXX X X X
110 ..X X      XX XXXXX    X XXXXXXXXXXX XXXX X XX XXXXXXXXXXX XX X XXX XXXX
100 EEX X      XX XXXXX X  X XXXXXXXXXXX XXXX X XX XXXXXXXXXXX XXXXXXXX XXXXC
 90 NNX X      XX XXXXX X  XXXXXXXXXXX XXXX X XX XXXXXXXXXXX XXXXXXXX XXXXA
 80 GGX X      XX XXXXX X  XXXXXXXXXXX XXXX X XX XXXXXXXXXXX XXXXXXXX XXXXB
 70 ..X X      XX XXXXX X  XXXXXXXXXXX XXXX X XX XXXXXXXXXXX XXXXXXXX XXXX.
 60 ..X X      XX XXXXX XXXX XXXXXXXXXXX XXXXX X XX XXXXXXXXXXX XXXXXXXX XXXX.
 50 ..X X      XX XXXXX XXXX XXXXXXXXXXX XXXXXXXX XX XXXXXXXXXXX XXXXXXXX XXXX.
 40 ..X XX     XX XXXXX XXXX XXXXXXXXXXX XXXXXXXX XX XXXXXXXXXXX XXXXXXXX XXXX.
 30 ..XXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXX.
 20 ..XXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXX.

```

e. LEN

S S SSS SS

LL S

S

LL LSS

f. SPH

D*

D

**** ***** *

C=CAU D=DAN E=EXP H=HWI P=POG R=RM * =ALL OTHER SPHOLG CODES

NOTES:

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

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

Special Handling Codes shown on wheel report.

CCR	Customer Chassis Required	MRE	Mechanical Refrigeration
COM	Combustible	NPR	No Placard Required
CRO	Circus Ramp	ORM	Other Regulated Material
DAN	Dangerous	PBC	Perishable in Boxcar
DNH	Do Not Hump	POG	Poison Gas
EH	Excessive Height or Weight	RAM	Radioactive Material
	Not Being Handled as a	RE	Rear End
	Hi-Wide or Overload	RII	Rejected in Interchange
EPG	Explosives and Poisen Gas	RSS	Rail Surveillance Service
EXP	Explosives	R90	Rejected Interchange Rule 90
HFR	Home For Repair	SPD	Speed Restricted
HIV	High Value Load	Sxx	Speed in Miles Per Hour (xx is MPH)
HWI	High Wide	TSS	Tank Surveillance Service
INB	In Bond	UOS	Unload From One Side Only
MIC	Person in Charge of Car	ZIP	Expeditor Trains Only

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	1st Subdiv MAIN LINE STATIONS		Distance from Chicago
					Rule 6		
		00001		0.0		CHICAGO UN. STA. BIK	0.0
				0.8	2MT	ROOSEVELT ROAD I	0.8
		00002		1.7	4MT	UNION AVE. IX(2)	1.7
				1.8		HALSTED STREET	1.8
		00004		3.7		WESTERN AVE. X	3.4
		00007		7.0		CICERO BKT(2)	6.9
		00008		8.5		CLYDE	8.5
		00009		9.0		LA VERGNE X(2)	9.0
		00010		9.6		BERWYN	9.5
				10.0		HARLEM AVENUE	10.0
		00011		11.0		RIVERSIDE	11.0
				11.7		HOLLYWOOD	11.7
		00012		12.3	BROOKFIELD	12.2	
		00013		13.0	CONGRESS PARK X(2)	13.0	
		00014	71	13.7	LA GRANGE	13.7	
				14.1	STONE AVENUE	14.1	
		00015		15.4	WESTERN SPGS.	15.4	
		00016		16.3	HIGHLANDS X(2)	16.3	
		00017		16.8	HINSDALE	16.8	
				17.8	WEST HINSDALE X(2)	17.7	
		00018		18.2	CLARENDON HILLS	18.2	
		00019		19.4	WESTMONT	19.4	
		00020		20.3	FAIRVIEW AVE. X(2)	20.3	
		00021		21.1	DOWNERS GROVE X(2)	21.1	
		00023	22.6	BELMONT	22.6		
		00024	24.4	LISLE X(2)	24.4		
		00028	28.4	NAPERVILLE X(2)	28.4		
			31.6	ROUTE 59	31.6		
		00033	33.4	EOLA BKT(2)	33.4		
		00035	35.3	WEST EOLA BKT(2) To West Chicago-12.1	35.3		
		00037	1	38.4	2MT	AURORA JX(2)	38.0

SCHEDULES FOR REGULAR SUBURBAN PASSENGER TRAINS ARE SHOWN IN BURLINGTON NORTHERN'S SUBURBAN SERVICE PASSENGER TIMETABLE AND TIMES SHOWN THEREIN WILL INDICATE A REGULAR STOP. CONTINENTAL TIME WILL NOT BE AUTHORIZED IN SUBURBAN TIMETABLE. EMPLOYEES WHOSE DUTIES ARE IN ANY WAY AFFECTED BY SUBURBAN TRAINS MUST HAVE A COPY OF THE CURRENT SUBURBAN TIMETABLE IN THEIR POSSESSION WHILE ON DUTY.

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

See inside of back cover for routes, lines and stations stops for NRPC trains.

1. Maximum Speed Permitted - Zone-Between

	Passenger	Freight
Chicago and Aurora	65 MPH.	50 MPH.
Aurora and West Chicago		20 MPH.
Loaded ore trains		35 MPH.

Except as indicated below:

	Main 1		Main 2		Main 3		Main 4	
	P	F	P	F	P	F	P	F
MP 0.8 - MP 1.4	25	10	25	10				
MP 1.4 - MP 2.2							10	10
MP 1.4 - MP 1.7	35	15	35	15				
MP 1.7 - MP 2.1	45	15	45	15	35	15		
MP 2.2 - MP 6.3							40	35
MP 2.1 - MP 5.7	60	25	60	25	60	25		
MP 5.7 - MP 7.2	60	40	60	40	60	40		
MP 6.3 - MP 6.8							25	15
MP 7.2 - MP 9.6		40		40		40		
MP 9.6 - MP 21.6		45		45		45		
MP 35.0 - MP 38.1	55	40	55	40				

Passenger Freight

West Eola to Eola on running track MP		
33.3 to MP 35.3	25 MPH.	25 MPH.
Union Avenue interlocking (MP 1.4)		
crossovers:		
Between Main 1 and Main 2	25 MPH.	20 MPH.
Kedzie Avenue MP 4.8 crossovers:		
Between Main 3 and Main 4	25 MPH.	25 MPH.
MP 6.3 - MP 7.0 crossovers:		
Between Main 1, Main 2 and Main 3	35 MPH.	35 MPH.
Between Main 3 and Main 4	25 MPH.	25 MPH.
MP 7.0 - MP 9.2 crossovers between		
Main 1, Main 2 and Main 3	30 MPH.	30 MPH.
Congress Park; Highlands; West		
Hinsdale; Fairview Avenue;		
Downers Grove; Lisle and		
Naperville: All crossovers	35 MPH.	35 MPH.
Eola and West Eola: All crossovers		
and turnouts	30 MPH.	30 MPH.
Begin CTC Hillyard North and South		
Leads to West Eola Plant	35 MPH.	20 MPH.
Aurora Transportation Center - Over		
East Switch to North Platform Track	10 MPH.	10 MPH.
Trains over 100 tons/OB MP 35.1 -		
MP 38.1		30 MPH.
Aurora and West Chicago - Broadway		
Ave., Illinois Ave. and Route 38..Head end of		
train until crossing occupied		10 MPH.
Bridge 0.26 Between Aurora and West		
Chicago, Cars over 263,000 lbs		10 MPH.

2. Bridge and Equipment Weight Restrictions-

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

16th and Canal Bridge MP 1.4

Main 1 and 2	16 feet, 7 inches high
South leg of south wye	19 feet, 7 inches high
North leg of south wye	17 feet, 3 inches high

CTA overcrossing MP 2.95

Main 1	19 feet 4 inches high
Main 2	19 feet 0 inches high
Main 3	20 feet 9 inches high
Main 4	20 feet 6 inches high

CTA overcrossing MP 4.6

Main 1	20 feet 0 inches high
Main 2	20 feet 0 inches high
Main 3	20 feet 0 inches high
Main 4	20 feet 0 inches high

BRC overcrossing MP 6.7

Main 1	16 feet 11 inches high
Main 2	16 feet 10 inches high
Main 3 including crossover	17 feet 1 inches high
Main 4	20 feet 1 inches high
Track 5	19 feet 6 inches high

MJ overcrossing MP 6.73

Main 1	19 feet 4 inches high
Main 2	19 feet 3 inches high
Main 3	19 feet 6 inches high
Main 4	22 feet 3 inches high
Track 5	2 feet 10 inches high

Laramie Street Bridge MP 7.49

Main 1	21 feet 1 inches high
TCF 1,2,3,4,5,6	20 feet 2 inches high

ICG overcrossing MP 8.99

Main 1	20 feet 3 inches high
Main 2	20 feet 1 inches high
Main 3	20 feet 0 inches high
Yard Lead	19 feet 10 inches high

Highlands MP 16.44

Main 1	20 feet 4 inches high
Main 2	20 feet 2 inches high
Main 3	20 feet 3 inches high

EJE overcrossing MP 32.96

Main 1	20 feet 0 inches high
Main 2	20 feet 0 inches high
Main 3	20 feet 1 inches high

Six axle locomotives not permitted on industry tracks between Aurora and West Chicago

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

Item 5d not permitted on following tracks:

- Between Chicago Union Station and Cicero
- Between Aurora and Nifa
- Chicago Lumber District

3. TWC Instructions -**Chicago Union Station and Eola-Rule 405 applies.**

Track Warrant received Aurora by conductor and engineer for trains 1200, 1202, 1204, 1206, 1208, 1210, 1212, 1214, 1216, 1218, 1220, and 1222 continues in effect for trains 1201, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299 and 1203, then trains 1230, 1232, 1238, 1242, 1244, 1248, 1250, 1252, 1254, and 1256.

Track Warrant received Aurora by conductor and engineer for trains 1268, 1270, 1272 continue in effect for trains 1265, 1267, 1269, then Trains 1274, 1276, 1278, then trains 1271, 1273, and 1275.

Track Warrant received Aurora by conductor and engineer for trains 1300, 1302, 1304, 1306, 1308, 1310, 1312, 1314, 1316, 1318, 1320, and 1322, continue in effect for trains 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319 and 1321.

Track Warrant received Chicago by conductor and engineer for trains 1205, 1207, 1209, 1211, 1213, 1215, 1219, 1223, 1225, 1237 and 1239 continue in effect for trains 1258, 1260, 1262, 1264, 1266, 1288, 1290, 1292, 1294, 1296, and 1298 then trains 1249, 1251, 1255, 1257, 1259, 1261 and 1263.

Track Warrants for Suburban Trains may be addressed to no more than four trains each, and will be addressed by schedule number.

4. Rule 99- When flagging is required, distance will be 1.5 miles.**5. Amtrak Trackage-**

All movements on wye tracks, Amtrak trackage, at Canal Street connection will be governed by Amtrak signal indication.

Amtrak rules govern operation of trains and engines at Union Station and between Union Station and Roosevelt Road, MP 0.8.

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

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

CTC- In effect on Hill Yard North and South Leads between Aurora Transportation Center and West Eola.

7. Automatic Cab Signals- Automatic Cab Signal Territory in effect for Suburban trains between Chicago and Aurora.**Communicating Signals**

Suburban passenger trains operating between Chicago Union Station and Aurora are equipped with communicating signals. Each car must be connected with the engine by a communicating signal appliance unless radio communication between the conductor and engineer is provided. The radio may be used in place of communicating signals to convey information.

The signals prescribed are illustrated by "o" for short sounds and "—" for longer sounds.

SOUND	INDICATION
(a) 00	When standing, start.
(b) 00	When running, stop.
(c) 000	When standing, back.
(d) —	Running test completed; elsewhere, when running look back for hand signals. When standing, apply or release air brakes.

8. Signal Rule Speed Modifications Aurora to Union Ave.-

Following signal indications apply to freight trains operating between Aurora and Union Ave.:

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

9. Whistle Signals-

Between Chicago Union Station and MP 33.0 do not sound crossing whistle signal as prescribed by Rule 15(l) unless emergency requires, except when passing or meeting or about to pass or meet a train, at or in the immediate vicinity of grade crossing, under such circumstances that the second train will obscure, in whole or in part, the view of the first mentioned train to persons who may be about to use the crossing.

Whistle signal 15 (l) must be complied with at grade crossings at 26th Street on BRC connecting tracks.

10. Markers-

All Suburban locomotives equipped with red markers under head light, must have marker displayed when locomotive in trailing position.

11. Engine Bell- Between Chicago Union Station and Eola, the engine bell must be rung when approaching and passing thru station platforms or over pedestrian and street crossings.**12. Speed Test Boards-** Engineers shall test the speed of their trains passing the following points as compared with Speed Table:

- Westward trains between MP 15.0 and MP 16.0.
- Westward trains between MP 31.0 and MP 32.0.
- Eastward trains between MP 32.0 and MP 31.0.

13. Highway Crossing Instructions-

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

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

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

Maple Avenue, west of Fairview Avenue, MP 20.6:

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

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

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

14. Rule 107 -

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

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

When suburban trains operate westward on Main 2 at Western Avenue, Cicero, Clyde, Lisle, Naperville and Route 59, it is the responsibility of the crew to check for passengers waiting on the north platform and wait for them to use the subway to board the train.

15. Power Operated Switches-Not Equipped For Hand Operation-

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

Between Aurora and Union Avenue:

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

16. Standby Service for Suburban Passenger Equipment- 6

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

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

Green-Charging lines not plugged in.

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

Red-Charging line plugged in.

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

Engines or cars may be coupled onto equipment which has a red or flashing amber light and it is the responsibility of the switchman or pilot to provide protection against movement of such standing equipment. It is the electrician's responsibility to ultimately remove standby if further movement is to be made.

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

1. Ogden Avenue ramp entrance at Eastbound yard office.

2. No. 1 lead at Clyde Yard Office and TOFC Crossings.

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

18. Between Cicero Depot and Clyde Depot-

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

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

20. Rule 105- Industrial Track between Aurora and West Chicago.

21. Rule 10- When condition in multiple main track territory is covered by track bulletin or general order, track flags will not be displayed, except red flag will be displayed when used in conjunction with Form B Track Bulletin.

22. Union Avenue-South Wye

Stop sign has been installed at the second crossover east of Union Avenue Tower, MP 1.2. All eastward freight trains must stop and wait until a crew member has preceded the movement and ascertained the signal indication will allow continuous movement over the south wye trackage.

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

Brookfield-Westward MP 10.5 main 1 and 2.

Other Track Side Warning Detector Locations-None.

Plug Door Detectors-

Pan Handle Bridge-Western Ave. MP 3.99 main 3 and 4.

California Ave. MP 4.35 main 3 and 4.

Albany Ave. MP 4.74 main 3 and 4.

These detectors detect open plug doors on westward movements on main 3 and 4 between Western Ave. and MP 4.8.

24. Excessive Exhaust Emissions-

Locomotives on westward trains will be operated in proper throttle positions to prevent excessive exhaust emissions between MP 9 and MP 11.7.

Unless necessary, do not exceed throttle position 4 (four) and pause at least 30 seconds between throttle increases within the designated limits.

25. Clyde Diesel Shop-

Stop signs have been installed at the Clyde Diesel Shop indicating the limits of the power derail at the entrance to the diesel shop. All movements must stop before calling the diesel shop foreman who has direct control of the derail. TY&E personnel must identify themselves and their train I.D., or unit number, to the diesel shop foreman. They will be given permission to pass the derail, and they will be told on what specific track to leave their engines. These instructions must be repeated to the foreman immediately. Persons receiving permission to enter the diesel shop area must report when they are clear of the derail so protection can be restored. This is an insulated track derail which will not operate if engines are beyond the stop signs. All movements within the diesel shop area are to be made at restricted speed not exceeding 5 MPH. Do not couple into other equipment within the diesel shop area for any reason.

26. In the state of Illinois, the last paragraph of Rule 103(C) of the General Code of Operating Rules is changed to read:

When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

27. FRA Excepted Track-

On Alley Track servicing Beacom News. See All Subdivisions Item 6.

28. Rule 350(B)-following switches are not equipped with electric locks: Main 3 - MP 24.25

29. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
71012 West Chicago	13.3 from Aurora	Yard	Both

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS	Rule 6	Distance from Aurora	WESTWARD	EASTWARD
5,175	00037		38.4	AURORA JX		0.0		
				6.8				
5,823	00045		44.7	SUGAR GROVE		6.8		
				5.5				
7,196	00050		50.2	BIG ROCK		12.3		
				4.8				
	00055		55.1	HINCKLEY		17.1		
				7.1				
	00062		62.1	WATERMAN		24.2		
				5.0				
11,016	00067		67.1	SHABONA		29.2		
				10.2				
	00077		77.3	STEWART		39.4		
				5.9				
	00083		83.2	ROCHELLE ABKX		45.3		
				3.1				
	00086		86.3	FLAG CENTER To Rockford 23.8	T	48.4		
				6.0				
7,365	00092		92.4	CHANA		54.4		
				6.0				
				OREGON To Mt. Morris 6.8		60.4		
				8.5				
3,275	00098		98.4	STRATFORD		68.9		
				8.4				
7,539	00107		107.4	CARTER		77.3		
				6.7				
7,242	00122		122.5	MILLEDGEVILLE		84.0		
				6.9				
7,293	00129		129.4	CHADWICK		90.9		
				9.0				
7,158	00138		138.5	BURKE		99.9		
				4.3				
			142.3	PLUM RIVER JX		104.2		
				0.9				
	00143		143.7	SAVANNA AX		105.1		
				13.2				
	00156		156.9	ROBINSON SPUR X		118.3		
				14.6				
C5,670	00170		171.6	GALENA		132.9		
				0.8				
	00171		172.3	PORTAGE J		133.7		
				12.5				

BETWEEN PORTAGE AND EAST DUBUQUE OPERATE ON CCP TRACKAGE.
CCP TIMETABLE AND SPECIAL INSTRUCTION WILL GOVERN

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Cont'd. 2nd Subdiv MAIN LINE STATIONS	Rule 6	Distance from Aurora	WESTWARD	EASTWARD
			184.9	EAST CABIN JIKX		146.2		
				0.2				
C6,435	00184		185.0	EAST DUBUQUE XI		146.4		
				15.0				
	00198		200.0	POTOSI X		161.4		
				13.0				
	00212		213.0	CASSVILLE X(2)		174.4		
				9.8				
	00222		222.8	GLEN HAVEN X	ABS TWC	184.2		
				5.6				
	00227		228.4	BAGLEY X		189.8		
				3.6				
	00231		232.0	WYALUSING		193.4		
				3.6				
	00235		235.6	PORTS		197.0		
				1.4				
	00236		237.0	CRAWFORD M	CTC	198.4		
				2.7				
	00239		239.7	PRAIRIE DU CHIEN Y		201.1		
				14.0				
	00254		254.4	LYNXVILLE X		215.1		
				8.5				
	00261		262.2	FERRYVILLE X(2)	ABS TWC	223.6		
				7.7				
	00269		270.1	DE SOTO X		231.3		
				10.8				
	00280		280.7	GENOA X		242.1		
				4.8				
	00286		286.7	STODDARD		246.9		
				10.6				
	00295		296.3	GRAF	CTC	268.1		
				3.6				
			299.9	GRAND CROSSING IY		271.7		
				0.2				
	00299		300.2	NORTH LA CROSSE BKTY		271.9		

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

Train Dispatcher Calls-Hinckley (Victor)-32, Stratford (Polo)-30, Rochelle-31, Savanna (Mt. Carroll)-41, Cassville (Balltown)-42, Prairie Du Chien (Pikes Peak)-43, Desoto (Lansing)-44, Genoa-48, No. LaCrosse (Onalaska)-45.

1. Maximum Speed Permitted- Zone-Between

	Freight
Loaded ore trains.....	35 MPH.
Loaded ore trains consisting entirely of coal car equipment.....	45 MPH.
Against current of traffic on double track.....	49 MPH.
Loaded coal, ore, potash, grain and ballast trains against current of traffic on double track.....	30 MPH.
MP 38.44, Jct. switch, Aurora	35 MPH.
MP 38.44 and MP 40.0	40 MPH.
MP 64.9 and MP 65.0	40 MPH.
MP 77.4 and MP 77.9	40 MPH.
MP 82.2 and MP 83.7	45 MPH.
MP 83.7 and MP 83.9	35 MPH.
MP 83.9 and MP 84.4	45 MPH.
MP 95.8 and MP 102.3	45 MPH.
MP 77.9: Through turnout two main tracks	35 MPH.
MP 86.27 Flag Center: Through turnout two main tracks.....	35 MPH.
MP 142.0 and MP 144.5	35 MPH.
MP 144.5 and MP 145.6	25 MPH.
MP 171.0 and MP 172.2	35 MPH.
MP 184.8 and MP 185.5	30 MPH.
MP 185.5 and MP 186.9	55 MPH.
MP 235.6 and MP 236.0	35 MPH.
MP 236.9	40 MPH.
MP 236.9 and MP 240.0	50 MPH.
MP 296.2 and MP 299.8	45 MPH.
MP 299.8 and MP 299.9	20 MPH.
MP 300.1 and MP 301.8 Head End Only	25 MPH.
MP 301.8 and MP 303.3	35 MPH.
Through turnouts entering controlled sidings	20 MPH.
Through turnouts leaving controlled sidings after engine passes signal authorizing movement.....	35 MPH.

Except through controlled sidings:

Oregon and Aurora	10 MPH.
Carter	20 MPH.
All loaded ore cars except series BN 99000-BN 99949	
Over Bridge 98.18 Oregon	20 MPH.
FRA excepted track-Oregon to Mt. Morris	10 MPH.
Through turnouts at end of two main tracks located at:	
MP 235.5 and at MP 237.0	35 MPH.
MP 296.3	35 MPH.
Through crossovers at MP 303.1	35 MPH.
Loaded coal, ore, potash, grain and ballast trains	
through sidings	10 MPH.
East Dubuque on siding	10 MPH.

2. Bridge and Equipment Weight Restrictions-

Item 5e and 5f may operate

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

Savanna-Six axle locomotives not permitted on yard tracks, except track 1 and 10 if necessary. Trains with 6 axle locomotives must hold on to cars to work on restricted tracks.

Oregon to Mt. Morris-Item 5d not permitted. Six axle locomotives and six axle derricks not permitted.

3. TWC Instructions -

Track Warrant Control in effect between:

CTC Graf	and MP 241.38
CTC Ports	and CTC MP 184.90
CTC Galena	and CTC Savanna

Maintenance of Way- Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement.

North LaCrosse-Rule 405 applies.

At North LaCrosse clear time of track warrants will be given verbally to the operator who in turn will relay information to the Galesburg train dispatcher. When this method is used it will not be necessary for train crews to clear track warrants with the train dispatcher. This information will be included on the Train Delay Report.

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

5. Rule 105- Industrial track between Oregon and Mt. Morris.

6. Speed Test Boards- Engineers shall test the speed of their trains passing the following points as compared with Speed Table:

Westward trains between MP 52.0 and MP 53.0.
Westward trains between MP 73.0 and MP 74.0.
Westward trains between MP 158.0 and MP 159.0.
Westward trains between MP 286.0 and MP 287.0.
Eastward trains between MP 106.0 and MP 105.0.
Eastward trains between MP 287.0 and MP 286.0.
Eastward trains between MP 245.0 and MP 244.0.

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

At Rochelle Rule 82(A) applies as follows:

Movement through CNW interlocking must be made completely through plant before reverse move is made. Under no conditions should equipment be left standing or unattended in plant.

8. Manual Interlocking not Indicated at Station-

-MP 64.9-CNW crossing 2.8 miles west of Waterman.

9. At Savanna, Rule 305(A) applies as follows:

305(A)- APPROACH TO AUTOMATIC INTERLOCKING: A train having passed a signal governing the approach to an automatic interlocking displaying a proceed indication **AND SPEED IS BELOW 20 MPH.**, must proceed prepared to stop at interlocking signal until it can be seen the interlocking signal indicates proceed.

10. Between Savanna and Robinson Spur-

When eastward signal at MP 146.4 displays STOP indication, member of crew will communicate immediately with dispatcher. Movement from this signal must not be made without favorable signal indication or permission from the dispatcher.

11. Portage to East Dubuque-

Movement between Portage and East Dubuque on the Chicago, Central and Pacific Railroad will be governed as follows:

Chicago, Central and Pacific Railroad bulletins and notices affecting train movement between Portage and East Dubuque will not be posted on Burlington Northern. Information affecting Burlington Northern employees and/or train movement will be covered by Galesburg Division general orders and notices.

General Code of Operating Rules, Rule No. 251 is in effect between East Cabin and Portage and Burlington Northern trains will not require track warrant authority except for movements against the current of traffic outside of yard limits. Burlington Northern track warrant form is identical to that in use on the Chicago, Central and Pacific and will be used by Burlington Northern crews required to copy track warrants on this territory.

Speed restrictions contained in Chicago, Central and Pacific Railroad Company system timetable No. 3, Dubuque Subdivision, Page 11 are modified as follows:

1. Speed Restrictions-

Portage to East Cabin

Trains consisting entirely of TOFC/COFC, autorack or business car equipment..... 60 MPH.

Portage to East Cabin

Trains consisting entirely of TOFC/COFC, autorack or business car equipment against the current of traffic on double track..... 49 MPH.

East Cabin - turnout westward main track BN..... 25 MPH.

Do not exceed 25 MPH on any track when temperature exceeds 80 degrees fahrenheit.

12. Industrial Track-

Crawford industrial track between Wisconsin Calumet switch and FS plant Rule 105 applies.

13. Prairie du Chien- When using side tracks, crew member must protect movement over Frederick Street until gates are down.

14. LaCrosse- Between MP 292 and MP 304, do not sound crossing whistle signal as prescribed by Rule 15(L) unless emergency requires, except when passing or meeting or about to pass or meet a train, at or in the immediate vicinity of grade crossing, under such circumstances that the second train will obscure, in whole or in part, the view of the first mentioned train to persons who may be about to use the crossing.

15. Regarding stations with crossovers indicated in station column-

Robinson Spur, Bagley-facing point only.

Cassville and Ferryville- facing and trailing point.

All other stations-trailing point only.

16. Rule 93-Yard Limits in effect:

Between:

CTC Prairie DuChien and MP 241.38

CTC Grand Crossing and MP 303.85

17. In the state of Illinois, the last paragraph of Rule 103(C) of the General Code of Operating Rules is changed to read:

When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

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

Sugar Grove-Eastward movements-MP 43.3.

Other Track Side Warning Detector Locations-

MP 71.3	MP 197.5
MP 111.3	MP 236.5
MP 169.1	MP 267.1

19. Rule 350(B)-The following switches are not equipped with electric locks:

MP 54.12
MP 71.76
MP 121.05

20. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
71307 Mt. Morris	6.8 from Oregon	Yard	Both
00111 Polo	4.5 west of Stratford	56	West
00117 Hazelhurst	1.9 west of Carter	10	West
00163 Blanding	6.9 west of Robinson Spur	12	West
71402 Dubuque	1.0 from East Dubuque	Yard	Both
00205 McCartney	5.5 west of Potosi	4	West
00246 Charme	7.7 west of Prairie du Chien	4	West

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS			Distance from No. La- Crosse	EAST WARD ↑
					Rule 6				
		00299	3	300.2	DT	NORTH LA CROSSE	BKTY		0.0
						1.8			
		00301		303.1	DT	SULLIVAN	Y	CTC	1.8
		00315		317.4		TREMPEALEAU	X	TWC	17.5
10,145	00324	325.7			7.0	EAST WINONA		CTC	24.5
		00326			328.2	2.5	WINONA JCT.		
	00332	333.9		DT	7.0	FOUNTAIN CITY	X	ABS TWC	34.0
	00341	343.1			7.9	COCHRANE	X		41.9
	00349	351.3			8.2	ALMA	X(2)		50.1
	00356	358.7			8.7	NELSON			58.8
					2.1				
	00360	362.1			0.8	TREVINO		CTC	60.9
	00361	362.9			3.2	MEARS			61.7
	00364	366.2		DT	12.6	PEPIN	X	ABS TWC	64.9
	00377	378.7			7.6	MAIDEN ROCK			77.5
	00384	386.3			4.7	BAY CITY	X(2)		85.1
	00389	391.0			6.6	HAGER			89.8
	00394	396.3			10.0	DIAMOND BLUFF	X		96.4
	00405	407.6			0.2	PRESCOTT			106.4
	00407	407.8			2.7	BURNS			106.6
				2MT					
Soo Line M/P Loc. 392.1	00409	410.5		2MT	11.9	ST. CROIX	JX	CTC	109.3
402.5	00420	422.2			2.9	NEWPORT	X(2)		121.2
405.0					1.6	DUNN	Y		124.1
406.5	00424	426.7	0.8		OAKLAND	JX(2)Y	125.7		
407.4			0.5		ST. PAUL YARD	Y	126.5		
407.9	00426	428.3	0.9		DAYTONS BLUFF	Y	127.0		
408.8		429.1	0.6		HOFFMAN AVENUE	JX(2)Y	127.9		
409.4		429.7	0.6		DIVISION STREET	JXY	128.5		
		430.0							
	00429	0.0			1.5	SEVENTH ST.	JXY		129.1
	51202	1.3	DT	0.6	MISSISSIPPI ST.	X(2)Y	ABS	130.6	
	51204	2.3		4.4	SOO LINE JCT.	JY		131.2	
	51209	6.7		1.2	UNION	XY		135.6	
	51210	7.9		1.9	PARK JUNCTION	AJXY		136.8	
	51211	9.8		2.1	EAST MINNEAPOLIS	JTXY		138.7	
		11.7		0.8	UNIVERSITY	JX(2)Y		140.8	
	00439	12.5		1.4	35th AVE.	XY		141.6	
	00441	13.9		1.8	NORTHTOWN	BKTY		143.0	
	00442	15.5	2MT	5.7	INTERSTATE	X(2)Y	CTC	144.8	
	00448	21.1			COON CREEK	JX(2)		150.5	

BN Radio Channel No. 1 in service for road crews.

BN Radio Channel No. 2 in service for road crews between St. Croix and Coon Creek.

Train Dispatcher Calls- No. LaCrosse (Onalaska)-45, Nelson (Wabasha)-46, Bay City (Red Wing)-47, St. Croix-49.

1. Maximum Speed Permitted - Zone-Between

	Passenger	Freight
Loaded ore trains.....		35 MPH.
Loaded ore trains consisting entirely of coal car equipment.....		45 MPH.
Against the current of traffic on double track.....		49 MPH.
Loaded coal, ore, potash, grain, and ballast trains against current of traffic.....		30 MPH.
MP 300.1 and MP 301.8.....		25 MPH.
MP 301.8 and MP 303.3.....		35 MPH.
MP 364.5 and MP 366.1.....		40 MPH.
MP 407.1 and MP 408.1.....		35 MPH.
Through turnouts at end of two main tracks located at:		
MP 323.6 and at MP 327.9.....		35 MPH.
MP 362.1 and at MP 362.9.....		35 MPH.
Through crossovers at MP 303.1.....		35 MPH.
East Winona - Through turnouts of controlled sidings.....		20 MPH.
Except through turnout leaving east end of controlled siding after engine passes signal authorizing movement.....		35 MPH.
Loaded coal, ore, potash, grain and ballast trains through sidings.....		10 MPH.
St. Croix and Coon Creek trains exceeding 100 tons O/B.....		35 MPH.
MP 410.2-Through crossovers		
At East St. Croix.....	12 MPH.	12 MPH.
MP 410.2-MP 410.5.....	25 MPH.	25 MPH.
MP 410.4		
Through crossover at West St. Croix.....	25 MPH.	25 MPH.
Soo Line Main track connection switch from Main 2 to St. Croix.....	25 MPH.	25 MPH.
MP 410.5-MP 418.2.....	45 MPH.	40 MPH.
MP 418.2-MP 428.8.....	70 MPH.	50 MPH.
MP 422.2-Newport		
Through east crossover.....	25 MPH.	25 MPH.
Through west crossover.....	35 MPH.	35 MPH.
MP 426.7 through		
crossover between two main tracks.....	25 MPH.	25 MPH.
MP 428.8-429.7.....	30 MPH.	25 MPH.
Following speed restrictions are in effect on Soo Line tracks, Main 1, St. Croix to Newport and Main 2, Newport to Division Street		
St. Croix to Division.....	70 MPH.	50 MPH.
St. Croix to MP 396.....	50 MPH.	35 MPH.
Loaded unit coal trains.....		40 MPH.
Division Street - Oakland.....	30 MPH.	30 MPH.
MP 429.7-MP 4.6.....		30 MPH.
MP 1.3-Mississippi St. through		
crossovers.....		30 MPH.
MP 4.6 and MP 11.7.....		45 MPH.
MP 11.7 and MP 13.9.....		35 MPH.
MP 11.8 Crossover No. 807		
Through turnout Main 1 and Main 2.....	35 MPH.	35 MPH.
Through turnout Main and Main 2 for movement via 6th Sub.	35 MPH.	35 MPH.
Through turnout end double track.....	35 MPH.	35 MPH.
MP 13.9 and MP 15.5.....	60 MPH.	45 MPH.
MP 15.5-Through turnout end double track.....	35 MPH.	35 MPH.
MP 15.5 and MP 21.0.....	75 MPH.	
MP 21.0-Coon Creek through both crossovers.....	35 MPH.	35 MPH.

Head end speed restrictions for eastward freight trains:

	Up to 100 tons/OB	Over 100 tons/OB
Eastward absolute signal		
Begin CTC Mississippi St.		25 MPH.
Signal 4.8 between Union and Soo Line Jct.		35 MPH.
Signal 5.8 between Union and Soo Line Jct.		40 MPH.
Signal 6.8 between Park Jct. and Union.....		40 MPH.
Signal 9.2 between Park Jct. and East Mpls.		40 MPH.
Passing eastward absolute signal on Main 1 at MP 429.8-Division Street.....		25 MPH.

Head end speed restriction for westward freight trains:

	Up to 100 tons/OB	Over 100 tons/OB
Signal 4.7 between Soo Line Jct. and Union.....		40 MPH.
Signal 5.7 between Soo Line Jct. and Union.....	35 MPH.	30 MPH.
Signal 6.7 between Union and East Mpls.		40 MPH.
Westward Home signal Park Jct. Interlocker.....		40 MPH.
Signal 9.1 between Park Jct. and East Mpls.		35 MPH.
Signal 10.1 between East Mpls. and University.....		40 MPH.

If the designated signal displays a green aspect, the freight train may resume normal speed after head end passes signal.

2. Bridge and Equipment Weight Restrictions-

Item 5e and 5f may operate

Six axle locomotives are not permitted on Old Main between South Avenue and West Avenue at LaCrosse

Item 5d not permitted between East Minneapolis Jct. and M&D Jct.

3. TWC Instructions -

Track Warrant Control in effect between:

CTC Prescott	and	CTC Mears
CTC Trevino	and	CTC Winona Jct.
CTC East Winona	and	MP 303.85

Maintenance of Way- Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement.

North LaCrosse - Westward trains operating West of St. Croix will obtain a Track Warrant from the Northtown Hump Dispatcher and a Track Warrant from the Galesburg Dispatcher.

At North LaCrosse clear time of track warrants will be given verbally to the operator who in turn will relay information to the Galesburg train dispatcher. When this method is used it will not be necessary for train crews to clear track warrants with the train dispatcher. This information will be included on the Train Delay Report.

At Northtown-All eastward trains destined east of St. Croix must obtain a track warrant at Northtown from the Galesburg dispatcher and a track warrant at Northtown from the Northtown Hump dispatcher.

Eastward Soo Line trains will obtain BN track warrant at St. Paul Yard.

Eastward NRPC trains will obtain BN track warrant at Midway Station.

Westward Soo Line and NRPC trains will obtain BN track warrant at LaCrosse.

Westward BN trains will obtain two track warrants at LaCrosse, one from train dispatcher-Galesburg and one from train dispatcher-Northtown.

At Coon Creek

Westward trains originating at Northtown enroute Lakes Division 1st or 2nd Subdivision will receive track bulletins and track warrants at Northtown crew office.

Westward Amtrak trains will call operator at Northtown crew office who will fax (telephone 642-0072) track bulletins and track warrants to Amtrak (Midway) station.

Foreign line trains enroute Lakes Division 2nd Subdivision will receive track warrant and track bulletins at their originating stations and receive their track warrants via radio from district 8 train dispatchers.

All trains enroute to or from 1st or 2nd Subdivisions must show time at Coon Creek on delay report.

Maintenance of Way- Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement.

Rules 405- In effect on this subdivision.

4. **Rule 99-** Between North LaCrosse and St. Croix, when flagging is required distance will be 1.5 miles. Between St. Croix and Coon Creek, when flagging is required distance will be 1 mile.

5. **Speed Test Boards-** Engineers shall test the speed of their trains passing the following points as compared with Speed Table:

Westward trains between MP 315.0 and MP 316.0.

Westward trains between MP 339.0 and MP 340.0.

Eastward trains between MP 381.0 and MP 380.0.

Eastward trains between MP 403.0 and MP 402.0.

6. **LaCrosse-** Between MP 292 and MP 304, do not sound crossing whistle signal as prescribed by Rule 15(L) unless emergency requires, except when passing or meeting or about to pass or meet a train, at or in the immediate vicinity of grade crossing, under such circumstances that the second train will obscure, in whole or in part, the view of the first mentioned train to persons who may be about to use the crossing.

7. **At Winona Junction-** General Code Rule 315(A) is modified as follows:

Eastward Trains stopped at signal displaying **STOP** indication, after complying with Rule 312(1), may proceed to dual control switch. However, before any movement is made over dual control switch, a crew member must precede move and examine dual control switch to see that it is properly lined and selector lever is in proper position.

8. **Fountain City-** At Corps of Engineers crossing, MP 334.65, do not sound crossing whistle as prescribed by Rule 15(I) of the General Code of Operating Rules between 1800 and 0600 hours unless an emergency requires or when meeting or passing another train that will obscure in whole or in part, the vision of persons who may be about to occupy the crossing.

9. **MP 404.40 to Mississippi St.-**

Movements authorized by East Hump Dispatcher Northtown.

10. Two main tracks of the Soo Line and BN Railroad between St. Croix and Division St. are joint tracks. The two Main track CTC is controlled by BN East Hump Dispatcher at Northtown and all authority and CTC instructions are issued by and over the signature of East Hump Dispatcher.

On the Soo Line Main between Division Street and Newport and between Newport and St. Croix the following modification to the General Code of Operating Rules applies:

"In the application of Rules 10, 10(A) and 10(C), a yellow-red flag must be used in advance of a red flag."

Derailed Car Indicators- When a derailed car indicator displays a steady white light, train must be stopped immediately and inspected. Protection as required by Rule 102 must be provided against movements on adjacent tracks until determined safe for such movement to proceed. A flashing white light indicates train is O.K. When light is not displayed on approach of train or engine, indicator is out of service and train inspection not required.

Bi-directional car defect detector located as follows:

Soo Line MP 394.4 Main 1 Wayside.

The following speed signs are in effect on the Soo Line.

SPEED CONTROL SIGNS

10(E). NAME-SPEED SIGN.

FIGURE 1



FIGURE 2



FIGURE 3



WHERE ONE SPEED IS SHOWN IT APPLIES TO ALL TRAINS.

FIGURE 4



FIGURE 5

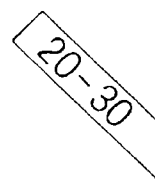
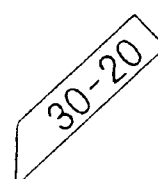


FIGURE 6



WHERE TWO SPEEDS ARE SHOWN THE HIGHER SPEED APPLIES TO PASSENGER TRAINS.

SPEED CONTROL SIGN INDICATION

Speed control sign located to the right or left of main track as viewed by an approaching train indicates in miles per hour the maximum speed permitted on that track. Figures 1 and 4 — maximum speed begins at a point one mile from the sign. Figure 2, 3, 5 and 6 — maximum speed begins at a point 3000 feet from the sign.

When speed control sign indicates a higher speed, the higher speed is effective when entire train has passed the sign.

These signs will not apply to trains restricted to a slower speed by train order, track bulletin, track warrant, General order, timetable or other instruction.

Speed control signs located beyond the clearance of the switch at junctions or crossovers and at the beginning of each subdivision will indicate the maximum speed permitted from that point.

FIGURE 7



SIGN LOCATED ON RIGHT HAND SIDE OF TRACK GOVERNED.

(Note: Figure 7 is used in conjunction with figures 1 and 4.)

NAME-RESUME SPEED SIGN.

Indicates where normal speed may be resumed when rear of train has passed resume speed sign.

11. **Rule 93-** Yard limits in effect between CTC Mississippi Street and CTC University. Authority to occupy the main track must be obtained from the Northtown Hump train dispatcher as prescribed by Item 7 of the 16th Subdivision.

Yard limits in effect for all train movements through the St. Paul Union depot. Trains or engines entering the St. Paul Union depot on the east leg of the wye at the east end of the St. Paul Union depot, must communicate with the Hump Tower train dispatcher who will obtain authority from the Soo Line.

- 12. Northtown-** North receiver and north runner crossover switch must be lined for north runner and north receiver.

When approaching the Carmen's crossing at Interstate the engine whistle must be blown if there are cars on the west end of Receiver No. 1.

Locomotives or cars are not to be left standing closer than one car length from the vehicular crossings in the 35th Avenue area.

Locomotives bells must be rung while operating in the area of these crossings, at 35th Ave. and Interstate.

All road and yard engines must ring bell continuously while operating over the north receiver track in the area of the diesel shop between the road crossing on the East, and the West end of the diesel shop. The purpose of this instruction is to provide warning for those diesel shop employees working on or around locomotives on diesel shop tracks adjacent to the North Receiver Track.

- 13. St. Paul Terminal Area-** Enginemen on trains, transfers and switch engines observe city ordinance 2853 quoted below:

"It shall be unlawful to ring any bell on, or sound the whistle of any railroad locomotive within the limits of the city of St. Paul, except as a warning against immediate threatened danger, and only upon starting an engine."

Mpls. Terminal Area- City ordinance of Minneapolis prohibits the unnecessary use of the engine whistle.

- 14. Soo Line St. Paul Yard-**

Crews delivering unit coal trains will stop opposite talk-back speaker located just east of Soo Line roundhouse on south side and contact Soo Line yardmaster before proceeding. Soo Line yardmaster will advise instructions for yarding train.

- 15. Between Interstate and 35th Ave.-** All trains observing cars on south runner track must sound whistle signal Rule 15(L) approaching these cars.

Northtown- Road crossing located at the west end of receiving track No. 5 in the receiving yard is designated fire lane crossing. Inbound trains are not to block this crossing

- 16. Hazardous Materials-** See Hazardous Material Chart Note 7.

- 17. Power Operated Yard Switches - Northtown Yard**

Power operated yard switches in Northtown Yard numbered: 99 - east end diesel shop

207 through 247 - near Interstate

303 through 307 - near FMC

401 through 453 - East End Receiving Yard

501 through 510 - Hump Underpass Area

601 through 681 - 34th and Bottleneck

817 through 823 - University and East End Transfer Tracks

Are known as convenience switches which only indicate direction switches are lined. A green or yellow light indicates which direction the switch is lined, but does not indicate the route is clear of a conflicting movement. To prevent side collisions, you must watch for cars or engines that may be out to foul your movement.

In the absence of a green or yellow light, movement must not be made over switches until permission is received from proper authority and crew member preceeds movement over switch checking to ensure that the switch is properly aligned and that the switch points fit.

These switches will not be taken from power to hand without permission of the yardmaster, 35th switchtender, or hump dispatcher.

After movement is completed, the switch will be restored to power and the yardmaster, 35th switchtender, or hump dispatcher notified.

Caution- Should the switch points be other than full normal or full reverse, it shall be necessary to move the hand-throw lever slowly through its 180 degree arc until it is felt that the spring loaded latch rod has engaged for hand-throw operation.

Caution- The spring loaded latch rod may not be fully engaged. Assist latch rod engagement by pushing on the ring on the outside of the hand-throw lever, then move the hand-throw lever cautiously toward either of the horizontal positions. The spring loaded rod should move into full engagement.

To return the switch machine to power operation, the hand-throw lever must be in the horizontal position. Then pull on the ring and allow the hand-throw lever to drop down in the stand. Release the ring and the hand-throw lever will drop down to its lowest point in the stand.

- 18. Between Mississippi St. MP 1.3 and East Minneapolis MP 9.8-** Trains with cars 11'1" to 12'11" wide must not meet or pass trains with cars 11'1" wide or wider.

Trains with cars 13'0" wide or wider must not meet or pass any trains.

Conductors on westward trains with Hi-wide cars must notify the east hump dispatcher before passing St. Croix.

Conductors on eastward trains with Hi-wide cars must notify the west hump dispatcher before passing Northtown.

- 19. East Mpls.-** East Mpls. to Hugo is considered industrial trackage, Rule 105 applies. Maximum speed 10 MPH.

- 20. Bayport**

"It shall be unlawful for an Engineer, Operator or driver of a Railroad Locomotive to ring the bell, blow the horn or sound the whistle on the locomotive within the corporate limits of the City of Bayport between the hours of 10:00 P.M. and 6:00 A.M. except:

- To warn of immediate and/or threatened danger to persons or property.
- When about to move the locomotive from a standing position."

- 21. Regarding stations with crossovers indicated in station column-**

Diamond Bluff- facing point only.

Alma and Bay City - facing and trailing point.

All other stations - trailing point only.

- 22. In the state of Illinois, the last paragraph of Rule 103(C) of the General Code of Operating Rules is changed to read:**

When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

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

- 24. Other Track Side Warning Detector Locations-**

MP 327.5

MP 362.5

MP 392.3

- 25. Automatic interlockings not indicated at station-**

Soo Line crossings at Bald Eagle 14.6 miles west of east Minneapolis.

- 26. Northtown Terminal-** is designated as a facility in which carmen will provide immediate brake inspection.

- 27. Rule 350 (B) -** The following switches are not equipped with electric locks:

MP 415.68

MP 421.30

MP 20.34 MT-1

MP 20.75 MT-1

- 28. Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
00310 Lytle	6.2 east of Trempealeau	4	East
71502 Winona	1.5 from East Winona	Yard	Both
Main 2			
Curry	5.0 west of St. Croix	4	West
St. Paul Park	10.7 west of St. Croix	2	West
Red Rock	13.0 west of St. Croix	10	East
Main 1			
Chemolite	13.6 east of Division Street	23	Both
On Westward Track			
51011 M & D Jct.	12.6 east of East Mpls.	105	Both
51012 White Bear Lake	13.5 east of East Mpls.	103	Both
51017 Hugo	18.8 east of East Mpls.	12	East
Northern States Power Co.			
Spur	6.5 west of Northtown	10	West
Kinas Spur	7.1 west of Northtown	14	West

W E S T W A R D ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	4th Subdiv MAIN LINE STATIONS		Distance from Aurora	E A S T W A R D ↑
					Rule 6			
		00037		38.1	AURORA	BJKX	0.0	
		20001		40.0	2.2 MONTGOMERY	JX	2.2	
		20007		45.5	5.5 BRISTOL	X	7.7	
		20013		51.5	6.0 PLANO		13.7	
		20017		55.9	4.4 SANDWICH		18.1	
		20021		59.2	3.3 SOMONAUK	X(2)	21.4	
		20034		72.1	12.9 EARLVILLE	IX(2)	34.3	
		20044		82.6	10.6 MENDOTA	BKX(2)	44.9	
		20057		95.3	12.7 ZEARING	JX(2)	57.6	
		20066	1	104.2	8.8 PRINCETON		66.4	
		20072		110.7	6.5 WYANET		72.9	
		20078		116.6	5.9 BUDA	X(2)	78.8	
		20093		131.1	14.4 KEWANEE	X(2)	93.2	
		20101		139.3	8.3 GALVA	X(2)	101.5	
		20108		146.7	7.3 ALTONA		108.8	
		20112		150.8	4.2 ONEIDA		113.0	
		20117		155.1	4.4 WATAGA	X	117.4	
		20126		162.4	7.1 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.
Empty coal trains between:		
Montgomery MP 40.4 and Mendota		
MP 82.0, Main 1		60 MPH.
Arlington MP 93.0 and Altona		
MP 146.0, Main 1		60 MPH.
Montgomery MP 40.4 and Zeoring		
MP 96.4, Main 2		60 MPH.
Princeton MP 104.1 and Kewanee		
MP 132.6, Main 2		60 MPH.
Bristol, Somonauk, Earlville, MP 80.4, Zeoring, Buda, Kewanee, Galva, Wataga:		
Through crossovers between		
main tracks	35 MPH.	35 MPH.
Mendota, through advance track		10 MPH.
Galesburg Terminal-All tracks		
other than main tracks	Restricted Speed	
Coach yard and Kansas City wye tracks.....		10 MPH.

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.
BR 106.58, 110.26 Princeton, cars over 263,000 lbs		10 MPH.

2. Bridge and Equipment Weight Restrictions-

Items 5e and 5f may operate.

Six Axle locomotives on the New Idea Plant Track and Foundry Track, 300 feet beyond clearance point at Sandwich.

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 close to 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 close to the crossing.

8. In the state of Illinois, the last paragraph of Rule 103(C) of the General Code of Operating Rules is changed to read:

When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

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

Montgomery-Eastward MP 43.9 main 1 and 2.

Other Track Side Warning Detector Locations-

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.

10. 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 Zeoring	26	West
20085 Neponset	6.4 west of Buda	41	East

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	5th Subdiv MAIN LINE STATIONS	Distance from Galesburg
	20126		1.0	GALESBURG BIJ KTX	0.0
11,000	22002		3.4	BOUHAN	2.8
	22005		6.3	HENDERSON	5.7
	22012		13.0	RIO	12.4
8,561	22018		18.6	ALPHA	18.0
	22022		23.0	OPHIEM	22.4
	22025		26.3	LYNN	25.7
	22029		30.5	ORION	29.9
9,791	22034		34.8	WARNER	34.2
	22039	6	39.4	BRIAR BLUFF	38.8
	22040		40.8	COLONA	40.2
4,932	22043		43.8	BARSTOW To Term. Jct. Rock Island 11.0	43.2
9,470	22057		56.4	HILLSDALE	55.8
	22062		62.1	ERIE	61.5
	22068		68.3	DENROCK To Lyndon 3.1	67.7
9,912	22071		71.7	FENTON	71.1
	22076		77.0	SAM	76.4
10,995	22086		86.6	EBNER	86.0
			96.7	PLUM RIVER	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	Freight
Loaded ore trains.....	35 MPH.
Except Eastward loaded ore trains between MP 20 and MP 26.....	40 MPH.
MP 1.0 and MP 1.5.....	35 MPH.
MP 12.6 and MP 13.01.....	25 MPH.
MP 13.01 and MP 32.0.....	50 MPH.
MP 32.0 and MP 36.7.....	40 MPH.
MP 36.7 and MP 40.6.....	30 MPH.
MP 40.6 and MP 40.9.....	25 MPH.
MP 40.9 and MP 43.0.....	30 MPH.
MP 43.0 and MP 44.0.....	25 MPH.
MP 47.8 and MP 48.45.....	25 MPH.
MP 61.5 and MP 62.7.....	40 MPH.
MP 68.0 and MP 68.4.....	25 MPH.
MP 96.3 and MP 96.7.....	35 MPH.
Galesburg Terminal-All tracks other than main tracks.....	Restricted Speed
Coach yard and Kansas City wye tracks.....	10 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 and Equipment Weight Restrictions-

Items 5e and 5f may operate between Galesburg and Plum River. Six axle locomotives not permitted 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

Denrock to Lyndon

Items 5c and 5d, six axle locomotives and derricks not permitted.

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 interlocking signals indicate stop, 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. In the state of Illinois, the last paragraph of Rule 103(C) of the General Code of Operating Rules is changed to read:

When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

10. 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.

11. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
71662 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	6th Subdiv MAIN LINE STATIONS	Distance from Galesburg
				Rule 6	
	20126		162.4	GALESBURG BIJKTJ	0.0
	20130		168.4	GRAHAM IJ	5.9
C5,227	20141		179.0	MONMOUTH X(2)	16.8
	20146		185.0	KIRKWOOD X	22.6
	20158		196.1	GLADSTONE X	33.8
			202.4	CONNETT	40.1
	20167		205.4	BURLINGTON IBJKX	43.1
	20171		209.3	W. BURLINGTON TX(2)Y	47.0
E7,655	20174		212.5	DAYMAN YX	50.4
W6,561 E6,482	20186		224.6	NEW LONDON	62.3
	20195		233.2	MT. PLEASANT (2)X	70.9
	20212		250.1	BECKWITH X	87.8
	20217		255.4	FAIRFIELD X(2)	92.9
	20228		266.1	BATAVIA X	103.8
	20241		279.6	OTTUMWA IKX(2)Y	117.3
	20251		289.1	ISU SWITCH X	126.7
W4274 E3460	20263		301.9	MAXON X(2)	139.4
	20265		303.7	ALBIA IJ	141.2
	20269		309.7	HALPIN X(2)	145.0
	20280		318.6	MELROSE X	156.1
	20288		326.8	RUSSELL	164.3
	20296		334.3	CHARITON TX	171.8
			342.0	SHANNON X(2)	179.5
	20312		350.6	WOODBURN	188.1
	20321		359.9	OSCEOLA X	197.2
	20332		370.4	MURRAY X	207.9
	20337		376.0	THAYER X	213.3
	20345		383.6	AFTON X	221.0
	20355		392.9	CRESTON BKTXY	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.
Empty coal trains between		
Graham MP 168 and Danville MP 219		60 MPH.
Beckwith MP 250 and Agency City MP 273		60 MPH.
Murray MP 369 and Creston MP 391		60 MPH.

Against the current of traffic on westward track following locations:

MP 234.8 and MP 250.0 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 and Main 2	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
Coach yard and Kansas City wye tracks		10 MPH.
Waterman and Graham	35 MPH.	35 MPH.
Graham cut-off track between MP 165.2 and MP 164.3	10 MPH.	10 MPH.
Through turnouts Graham	35 MPH.	35 MPH.
MP 169.0 eastward track	70 MPH.	
MP 169.0 westward track	50 MPH.	50 MPH.
Head end of eastward freight trains passing signal S-170		55 MPH.
MP 176.3 and MP 176.55	70 MPH.	
MP 177.4 and MP 178.5		50 MPH.
MP 178.5 and MP 179.5	40 MPH.	30 MPH.
MP 179.5 and MP 180.5 Westward Track	60 MPH.	
MP 203.0 and MP 204.0	50 MPH.	50 MPH.
MP 204.0 and MP 204.8	20 MPH.	20 MPH.
MP 204.8 and MP 205.9	12 MPH.	12 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 333.0 and MP 333.9	70 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 309.9 east crossover	35 MPH.	35 MPH.
MP 309.9 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.
Head end speed restriction for eastward freight trains		Up to 100 tons/OB
Signal 391.82 between Creston and Afton		55 MPH.
Signal 390.0 between Creston and Afton		55 MPH.
Signal 386.4 between Creston and Afton		55 MPH.
Signal 327.0 at Russell		55 MPH.
Signal 224.8 at New London		55 MPH.
Head end speed restriction for westward freight trains		Up to 100 tons/OB
Signal 235.5 between Mt. Pleasant and Beckwith		55 MPH.
Signal 190.1 between Kirkwood and Gladstone		55 MPH.
Cars over 263,000 lbs: Br 188.49		10 MPH.
Br 204.66-Adjacent track must be clear		10 MPH.
Br 235.85		10 MPH.
Br 239.24		10 MPH.
Br 284.12		10 MPH.

2. Bridge and Equipment Weight Restrictions-

Chariton-Not more than one four axle locomotive on industry track.

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. 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.

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

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

8. **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.

Road crews prohibited from operating on wye tracks.

Trains performing switching operations must use BN Radio Channel 2.

9. 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.

10. Regarding Stations with Crossovers indicated in Station Column

Following Stations have both Facing and Trailing Point Hand Throw Crossovers

Monmouth, Mt. Pleasant, Fairfield, Ottumwa, Shannon.

Following Stations have Facing point Only

Dayman-ISU Switch MP 289.1-Woodburn-MP 333.2-MP 357.9

All other Stations have Trailing Point Only

11. In the state of Illinois, the last paragraph of Rule 103(C) of the General Code of Operating Rules is changed to read:

When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

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

MP 198.5

Westward-MP 208.6

Eastward-MP 210.9

Other Track Side Warning Detector Locations-

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

13. 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

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	7th Subdiv MAIN LINE STATIONS		Distance from Gales- burg
	Rule 6						
		20126	11	162.4		GALESBURG BIJKTJ 3.8	0.0
		25004		166.0		WATERMAN IJT 1.9	3.8
		25005		168.1		SALUDA I 4.2	5.7
	11,081	25010		172.3		ABINGDON 10.4	9.9
	9,833	25020		182.8		AVON 8.6	20.3
		25029		191.4	2MT	BUSHNELL IJ 10.9	28.9
	7,130	25040		202.3		MACOMB 7.0	39.8
	6,934	25047		209.3		COLCHESTER 16.5	46.8
	7,300	25063		225.9		AUGUSTA 9.3	63.3
	6,605	25073		235.2		GOLDEN 5.7	72.6
	7,560	25078		240.9		CAMP POINT 13.0	78.3
	6,890	25091	254.2		EWBANKS 4.6	91.3	
			258.5		30th STREET 2.6	95.9	
		73801	261.3		QUINCY 2.4	98.5	
			263.4				
	7,500	25101	14	136.9		WEST QUINCY BJKTJ 2.8	100.9

BETWEEN WEST QUINCY AND MARK OPERATE ON 8th SUBDIVISION.

	25104	14	134.1		MARK	JT	103.7
			5.7		1.4		
	25107		7.1	2MT	NORTH RIVER	JT	105.1
					7.5		
7,352	25112		14.5		PALMYRA		112.6
					18.1		
7,201	25130		32.8		CARD		130.7
					8.8		
7,219	25139		41.7		LAKENAN		139.5
					21.1		
7,807	25161	15	62.9		ANABEL		160.6
					7.5		
	25168		70.4		MACON	CTC	168.1
					8.6		
8,310	25177		78.9		CALLAO		176.7
					7.1		
	25184		86.0		NEW CAMBRIA		183.8
					7.9		
	25192		93.9		BUCKLIN		191.7
					10.2		
	25202		104.1		BROOKFIELD	BKT	201.9
					2.7		
12,123	25204		106.9		NEEDLES To LaCiede 2.2		204.6
			106.9		11.2		
7,206	25215		118.1		SUMNER	A	215.8
					12.1		
7,206	25227	17	130.2		HAMM		227.9
					11.7		
7,224	25239		141.9		AALBERG		239.6
					11.7		
7,192	25250		153.5		PERSONS		251.3
					12.8		
7,191	25263		166.3		THIEHOFF		264.1
					11.4		
7,084	25275		177.7		MAXWELL	J	275.5
					16.0		

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

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

BN Radio Channel No. 1 in service on this Subdivision.
 Train Dispatcher Calls-Bushnell-21, Colchester-25, Camp Point-23,
 West Quincy-24, Palmyra-26, Monroe City-27, Shelbyna-28, Macon-
 29, New Cambria-21, Brookfield-22, Hale-23, Aalberg-24, Thiehoff-25
 See inside of back cover for routes, times and station stops for
 NRPC trains.

1. Maximum Speeds Permitted- Zone-Between

	Passenger	Freight
Galesburg and West Quincy	79 MPH.	
Loaded Ore and Taconite trains		35 MPH.
Loaded unit trains, except intermodal Bushnell MP 191.4 and West Quincy MP 263.4		35 MPH.
Empty coal trains between Bushnell MP 191.4 and Saluda MP 168.1		60 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
Coach yard and Kansas City wye tracks		10 MPH.
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.
Bushnell on connection track to T.P.W. Railroad		5 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.
Brookfield-All tracks other than Main Tracks		10 MPH.
MP 107 and MP 177.7		50 MPH.
MP 118.1-over crossing diamond Sumner		35 MPH.
Interchange connection Track Sumner		5 MPH.
Through turnout to NS at Maxwell		35 MPH.
MP 216.2 and MP 221.5		35 MPH.
MP 221.5 and MP 224.4 (including turnouts)		20 MPH.
Needles and LaCiede		25 MPH.
Birmingham and Liberty		20 MPH.
Br 82.54 Callao, cars over 263,000 lbs.		10 MPH.

Loaded coal trains must not operate on sidings Hamm, Anabel or Brookfield Yard.

2. Bridge and Equipment Weight Restrictions-

Items 5e and 5f may operate between Galesburg and N. Kansas City.

Six axle locomotives not permitted on the following tracks:

Between Birmingham and Kearney

Abingdon-Pottery track

Bushnell-Roseville Lead, Archer Daniel Midland

Macomb-NTN Bower, FS Fertilizer and Cooper tracks

Not more than one locomotive is permitted on the following tracks:

Bushnell-TPW interchange track

Brookfield-Back lead; North and South Pit tracks

Palmyra-Industrial track

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

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

3. TWC Instructions-

Galesburg, West Quincy, Brookfield 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 81(A).

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

5. Rule 105-

Industrial Track between Needles and LaClede.

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 7th 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 Nebraska 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. In the state of Illinois, the last paragraph of Rule 103(C) of the General Code of Operating Rules is changed to read:

When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

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

MP 257.9 MP 136.9

Other Track Side Warning Detector Locations-

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

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 Shelbina	4.9 west of Lakenan	20	Both
25157 Clarence	6.3 west of Lakenan	15	Both
25221 Hale	6.4 west of Sumner	31	Both
25293 Randolph	2.6 west of Birmingham	78	Both
27002 La Clede	2.2 from Needles	22	Both
76406 Liberty	5.7 west of Birmingham		
76416 Kearney	11.4 west of Liberty		

W E S T W A R D ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	8th Subdiv MAIN LINE STATIONS			Distance from Burlington	
					Rule 6				
		20167	14	220.3	BURLINGTON	BJKTY	CTC	0.0	
					4.6				
3,089	26212			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	FORT MADISON			18.9	
					12.8				
7,900	26185			189.3	MONTROSE			31.7	
					3.8				
	26180			185.5	GATEWAY		TWC	35.5	
					2.2				
	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				
	26146			150.1	LA GRANGE			71.5	
					1.9				
8,517	26144			148.1	GRIFFITH			73.4	
					7.2				
7,500	25101			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					
9,300	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. 1 in service Burlington to MP 216.

BN Radio Channel No. 2 in service MP 216 to Machens.

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

1. Maximum Speeds Permitted-

Zone-Between	Freight
Burlington and West Quincy	49 MPH.
Loaded unit trains, except intermodal between Burlington and West Quincy	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 121.2	25 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 and MP 203.0	25 MPH.
MP 201.6 (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 Green Flag 1/2 mile from Field Switch	5 MPH.
SINCLAIR SWITCH At Arco Plant, through turnouts	5 MPH.
Balance of Arco Lead	10 MPH.
Cars over 263,000 lbs:	
Br 211.16 Kemper	10 MPH.
Br 64.33 Ellsbery	10 MPH.

2. Bridge and Equipment Weight Restrictions-

Fort Madison- Not more than one four axle locomotive is permitted on all industrial tracks except Mershmans.

Keokuk- Locomotives or box cars will not clear overhead car shaker on Track no 5 inside coal unloading building at Midwest Carbide Co. Locomotives and box cars must not go beyond door opening of building.

Dundee- Locomotives or cars must not move over coal unloading pit at Dundee Cement Co.

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 Elsberry 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 on passing track 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 in effect between Machens MP 26.9 and Lindenwood MP 1.1.

GALESBURG DIVISION

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
26178 Sandusky	2.2 west of Gateway	59	Both
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

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	9th Subdiv MAIN LINE STATIONS			Distance from Bush- nell	EAST WARD ↑
					Rule 6				
		25029	12	160.4	BUSHNELL	J	CTC	0.0	
8,968	23008			151.3	9.4 ADAIR			9.4	
8,814	23019			140.6	10.7 VERMONT	JT	TWC	20.1	
6,900	23027			129.0	8.2 STEWART			28.3	
8,324	23037			119.3	9.7 GRIMES		CTC	38.0	
	23040			115.9	2.6 BEARDSTOWN	IBKY		40.6	
10,037	23046			110.2	6.6 HAGENER		CTC	47.2	
				102.1	8.1 CONCORD			55.3	
7,353	23054			0.0	10.4 JACKSONVILLE	I		65.7	
6,534	24010			10.1	24.5 LOWDER			90.2	
8,952	24035			35.4	4.9 VIRDEN			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		
6,826	24084		85.1	7.9 SMITHBORO	I		147.3		
7,894	24092		93.2	11.0 KEYESPORT			158.3		
7,424	24103	13	104.5	10.7 SHATTUC	AJ		169.0		
	24114		114.9	7.4 CENTRALIA	BIJKXY	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		
6,255	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.

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Cont'd. 9th Subdiv MAIN LINE STATIONS				Distance from Bush- nell
					Rule 6				
	7,503	24202	13	202.8	WEST VIENNA	J	TWC	257.2	
		24209		209.9	7.2 FORMAN			264.4	
	6,719	24222		221.5	11.5 COOK	Y		275.9	
	24224	225.9		2.9 BURLINGTON JCT. To Metropolis 1.0 16.9	JTY	278.8			

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

24239	104	239.0	PADUCAH	295.7
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BN Radio Channel No. 1 in service on this Subdivision.

Train Dispatcher Calls-Vermont-41, Jacksonville-43, Virden-44, Toland-45, Smithsboro-46, Sesser-48, Herrin-49, W. Vienna-41, Beardstown-42, Centralia-47, Cook-42, Bushnell-40.

1. Maximum Speeds Permitted- Zone-Between

	Freight
Bushnell and Cook.....	49 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 9.5 and MP 10.8 between Concord and Franklin.....	35 MPH.
Lower-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	30 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 114.9 over CSX crossing Shattuc	40 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.
MP 186.7 and MP 187.31	30 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.
Br 106.21 Concord, cars over 263,000 lbs	10 MPH.

2. Bridge and Equipment Weight Restrictions-

Items 5e and 5f may operate.

Loaded coal and taconite trains not permitted on following sidings:

Adair, Ayers, Litchfield, Vermont.

Not more than one four axle locomotive is permitted on the following tracks:

Vermont-Amax Coal Lead (Meadowlark Lead)

Girard-Vermiculite Track

Litchfield-Industrial Park Lead

Centralia-Industrial Park Lead, Valley Steel Lead

Metropolis-Allied Chemical, lead to lower yard

Jacksonville-Not more than one locomotive is permitted at Kraft Foods Plant

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. Vermont- Eastward trains holding main line when making meets at east end Vermont MP 142.42, will stay west of highway circuit sign until train being met is in the siding and mainline switch is lined normal.

7. 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 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 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 crew member to ascertain if lift span bridge is in proper position for passage of train and after being so informed that bridge is in proper position he may authorize train movement over bridge at restricted speed.

8. Concord- Loaded coal and taconite and grain trains prohibited from using siding Concord except can be used for doubling trains.

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

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

11. 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.

Movement over or into the south leg of the wye is governed by the U.P. dispatcher. Before operating the electric unlock switch on the north leg of the wye, permission must be obtained from the U.P. dispatcher. You can contact the U.P. dispatcher by calling 618-797-0300 using the phone provided near the electric unlock switch.

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

13. Interlocking not Indicated at Station-

SP 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)
 IC crossing 2.9 miles west of Christopher. (Automatic)

14. 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.**15. 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.

16. In the state of Illinois, the last paragraph of Rule 103(C) of the General Code of Operating Rules is changed to read:

When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

17. The following Track Side Warning Detectors protect bridges, tunnels or other structures- Grimes MP 121.5, Hagener MP 112.2.**Other Track Side Warning Detector Locations-**

Smithboro- MP 87.2
 Sesser- MP 149.2

18. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
23050 Arenzville.....	4.7 east of Concord	6	East
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	10th Subdiv BRANCH LINE STATIONS				Distance from Albia
	Rule 6								
		20265	81	0.0		ALBIA 4.1	YIJ	CTC	0.0

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

4,075	77504	3.8	SHEAHAN	4.1
	77509	9.1	LOVILIA	9.4
	77512	NS 284.3	HAMILTON	11.9
	77514	NS 286.9	BUSSEY	14.4
	77519	NS 292.2	TRACY	19.7
	77525	24.7	DURHAM	25.1
	77528	28.1	FLAGLER	28.5
4,309	77533	32.8	KNOXVILLE	33.2
4,309	77543	42.9	PLEASANTVILLE	43.2
	77549	NS 320.0	SWAN	49.0
4,309	77553	NS 324.3	RUNNELLS	53.3
2,870	77563	NS 335.2	McCOY	64.2
	77563	NS 335.3	NW JUNCTION	64.3
	77569	67.8	DES MOINES	68.9

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.

Cars over 263,000 lbs:

Br 25.11 Durham 10 MPH.

Br 29.43 Flagler 10 MPH.

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted.

Not more than one four axle locomotive is permitted on industry tracks.

3. TWC Instructions-In effect between West Yard Limit Albia (BN MP 0.8) and East Yard Limit Des Moines (NS MP 334.1). All track occupancy will be protected by Track Warrant Authority.**4. Rule 93-** Yard limits in effect NS MP 334.1 to Des Moines, and Albia to BN MP 0.8.**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

WESTWARD ↓				11th Subdiv MAIN LINE STATIONS			
	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Rule 6		Distance from Peoria
					EAST PEORIA (For info. only) 2.4		

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

	73200		52.3	PEORIA	ABKY	0.0
7,050	73214		39.0	EDWARDS		12.3
	73222		31.1	OAK HILL		20.2
	73228		25.6	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	BIJXTY	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.
Br 47.63 Peoria, cars over 263,000 lbs.	10 MPH.
Item 1A, All Subdivisions, applies between MP 23.0 and MP 10.0.	

2. Bridge and Equipment Weight Restrictions-

Maquon-Locomotives not permitted over unloading pit at Farm Service.

Peoria-Six axle locomotives not permitted on 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. In the state of Illinois, the last paragraph of Rule 103(C) of the General Code of Operating Rules is changed to read:

When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

8. 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

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	12th Subdiv BRANCH LINE STATIONS		Distance from Yates City
					Rule 6		
		73232	111	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		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	IPAVA		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 and Equipment Weight Restrictions-

Item 5d not permitted.

Six axle locomotives not permitted on the following tracks:

Farmington-Illinois Sausage Co. and John Balagna Co.

Norris-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.

11. In the state of Illinois, the last paragraph of Rule 103(C) of the General Code of Operating Rules is changed to read:

When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	13th Subdiv BRANCH LINE STATIONS			Distance from La Salle
					Rule 6			
		71926	61	25.7	LA SALLE	A	0.0	
					10.9			
					LADD			
	71936			To Howe 5.4	T	TWC	7.0	
				7.0				
		20057		44.1	ZEARING	J	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 and Equipment Weight Restrictions-

Item 5d not permitted.

Six axle locomotives in excess of 350,000 lbs. and six axle derricks 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. In the state of Illinois, the last paragraph of Rule 103(C) of the General Code of Operating Rules is changed to read:

When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

8. Industrial Tracks and Other Tracks-

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

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	14th Subdiv BRANCH LINE STATIONS			Distance from Montgomery
					Rule 6			
		20001	60	40.2		MONTGOMERY	JY	0.0
		71703		43.3		3.3		
		71709		49.4		OSWEGO		3.3
		71716		56.0		6.1		
		71720		59.6		YORKVILLE		9.4
		71724		64.4		6.7		
	4,200	71729		68.9		MILLBROOK	TWC	16.1
	5,400	71733		72.8		3.5		
		71741		80.9		MILLINGTON		19.6
		71750		89.6		4.8		
		71758	96.2		SHERIDAN		24.4	
					4.5			
					SERENA		28.9	
					3.9			
					WEDRON		32.8	
					8.2			
					OTTAWA	ABKY	41.0	
					8.6			
					GRAND RIDGE	Y	49.6	
				8.0				
				STREATOR	Y	57.6		

**BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls-Somonauk (Victor)-24, Mendota-23,
Ottawa-72**

1. Maximum Speed Permitted -

Zone-Between

Freight

Montgomery and Ottawa	30 MPH.
Ottawa and Streator	20 MPH.
MP 40.8 and MP 41.7	25 MPH.
MP 75.7 and 76.0	25 MPH.
MP 79.2 and 83.3	10 MPH.
MP 95.6 and 97.6	10 MPH.

Item 1A, All Subdivisions, applies except between MP 77.6 and MP 97.6.

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted.

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

3. TWC Instructions-

In effect between MP 41.4 and MP 77.6.

Maintenance of Way- Track warrant authority will be issued to permit occupancy of main track when train location lineup is not in effect or will not permit movement.

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

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

6. Streator- Before crossing Mildred Street and First Street on north lead to Owens-Illinois Glass Co., stop and then proceed under protection of crew member on the ground.

7. Rule 93- Continuous yard limits in effect between Ottawa and Streator.

8. In the state of Illinois, the last paragraph of Rule 103(C) of the General Code of Operating Rules is changed to read:

When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

9. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
71731 Zemi	2.6 west of Serena	20	West
71744 Hitt	2.7 west of Ottawa	15	Both

WESTWARD ↓				15th Subdiv BRANCH LINE STATIONS					
	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Rule 6				Distance from Flag Center
		00086	63	0.2	FLAG CENTER JTY			0.0	
					4.2				
	3060	71205		4.8	KINGS			4.2	
					7.6				
		71211		11.7	DAVIS JCT. A			11.8	
				11.7					
	712.23	23.5	ROCKFORD IY			23.5			

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

1. Maximum Speed Permitted- Zone-Between

Freight

MP 2.0 and MP 12.0	25 MPH.
MP 12.0 and MP 13.0	10 MPH.
MP 13.0 and MP 17.0	25 MPH.
Wye track at Flag Center	10 MPH.
MP 11.8 Davis Jct.-Locomotive or leading	
car of train crossing Highway 72.....	10 MPH.
Rock River bridge (MP 23.20) and	
Main Street (MP 23.50).....	5 MPH.

2. Bridge and Equipment Weight Restrictions-

Six axle locomotives and six axle derricks not permitted.

3. TWC Instructions- In effect between MP 2.0 and MP 17.0.

Maintenance of Way- Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement.

4. Rule 99- When flagging is required, distance will be .75 miles.

5. Between Camp Grant and CCP crossing.

Automatic signals located at MP 21.4 and MP 21.8 govern westward train and engine movements, also at MP 22.0 and MP 22.5 govern eastward train and engine movement approaching and passing over electric locked switches at MP 21.9. These signals are not part of an automatic block, CTC or interlocking system.

When signal at MP 21.8 displays a red aspect, train or engine must stop before any part of train or engine passes signal then may proceed at restricted speed to MP 22.0. When signal at MP 22.0 displays a red aspect, train or engine must stop before any part of train or engine passes signal then may proceed at restricted speed to MP 21.8. When green aspect is displayed by signal 21.8 or MP 22.0 train or engine may proceed.

When signals at MP 21.4 and 22.5 display a yellow aspect trains or engines may proceed prepared to stop before any part of train or engine passes next signal.

6. Davis Jct-MP 11.6 - Automatic interlocking at SOO Line.

7. Rockford - When movement is made over Winnebago Street on the CNW, a crew member must be in position on ground at crossing to warn traffic until the crossing is occupied by train, engine or cars.

8. Rockford - CCP Interlocking - CCP manual interlocking is controlled by the CCP dispatcher. If signal fails to clear, contact CCP operator at Freeport or the BN 2nd Subdivision dispatcher.

9. In the state of Illinois, the last paragraph of Rule 103(C) of the General Code of Operating Rules is changed to read:

When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

10. Rule 93-Yard Limits in effect:

Flag Center between MP 0.0 and MP 2.0

Rockford between MP 17.0 and MP 23.8

11. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
71219 Camp Grant.....	18.9 from Flag Center	72	Both

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	16th Subdiv MAIN LINE STATIONS			Distance from 7th Street	
					Rule 6				
		00429	22	0.5	2MT	SEVENTH STREET	JY	0.0	
						0.6		CTC	
				1.4		WESTMINSTER ST.	JX(2)Y		0.6
						1.8			
				3.2		DALE STREET	XY		2.4
		00433		5.1	DT	MIDWAY	BXY	ABS	4.4
				7.0					
		00435	216	7.0		ST. ANTHONY	IJY		6.3
						1.3			
		00436		8.4		UNION YARD	BX(2)Y		7.6
						1.3			
		00437		9.5		MPLS. JCT.	IJTY		8.9
						0.8			
				10.2		VAN BUREN ST.	IJXY		9.7
						1.9		ABS	
			11.7	2MT	UNIVERSITY	JX(2)Y	CTC	11.6	

BN Radio Channel No. 2 in service for road crews between Seventh Street and University.

1. Maximum Speed Permitted - Zone-Between

Freight

7th Street and MP 7.1.....	30 MPH.
MP 7.1 and MP 9.5.....	20 MPH.
MP 9.5 and MP 11.7	25 MPH.
Park Jct. and St. Anthony on Minnesota Commercial	
connection over Kasota Avenue road crossing	11 MPH.
Through turnouts at following locations.....	30 MPH.
Seventh Street-end of double track	
Seventh Street dividing switch	
Seventh Street turnouts main	
tracks of 3rd Subdivision	
Minneapolis Jct. Wye tracks.....	8 MPH.
Br 0.6 St. Paul, cars over 263,000 lbs.	10 MPH
Item 1A, All Subdivisions, applies between St. Anthony and University.	

2. Bridge and Equipment Weight Restrictions-

Items 5e and 5f may operate.

3. TWC Instructions-

NRPC trains originating at Midway Station must obtain track warrants listing track bulletins in effect.

4. Rule 99- When flagging is required, distance will be 1 mile.

5. St. Paul Terminal Area- Enginemen on trains, transfers and switch engines observe City Ordinance 2853 quoted below:

"It shall be unlawful to ring any bell on, or sound the whistle of, any railroad locomotive within the limits of the city of St. Paul, except as a warning against immediate threatened danger, and only upon starting an engine."

6. Mpls. Terminal Area- City ordinance of Mpls. prohibits the unnecessary use of the engine whistle.

7. Yard limits in effect between CTC Westminster St. and CTC University. All train and engine movements on main tracks will be authorized by the Hump Tower train dispatcher Northtown.

Before occupying the main track, conductors of trains, yard engines or transfer movements, engineers or hostlers of light engines, and employees in charge of Maintenance of Way track cars, or on-track equipment must obtain main track permission in one of the following forms:

"(Train, engine, transfer movement, or name of employee in charge of M/W track car or on-track equipment) may use (track or tracks) from

- A. _____ to _____
 B. _____ to _____ until _____ (time)
 C. between _____ and _____
 until _____ (time)

When requesting main track permission, give your name, location, engine number and specify track or tracks to be used. When main track permission is granted, the instructions must be repeated to the train dispatcher, who will make record of it in train order book, along with name of person repeating the instructions.

When the above permission has been issued to employee in charge of M/W track car or on-track equipment the train dispatcher must not authorize a train, engine or transfer movement into the same territory until the user of the M/W equipment has reported clear.

Track car or M/W on-track equipment must be clear of the track or work completed and switches restored to normal position before expiration of the time specified, and the train dispatcher so advised. If additional time is required, authority must be secured from the train dispatcher before the previously authorized time expires.

Before doing any maintenance of way work which would require the use of impassable track flags (Rule 10 and 10a) or to provide protection for on-track equipment which cannot be readily removed from the track to work, the above permission must be obtained. In addition employee in charge of the work or on-track equipment must place track shunts within the authorized area to indicate stop. Prior to expiration of time authorized, track must be made ready for movement of trains, men and machines must be clear of track, after which shunts must be removed and train dispatcher advised.

When this authority has been obtained and track shunt protection is used track flag protection per Rule 10 and 10a will not be required.

The use of track shunts in lieu of track flag protection (Rule 10 and 10a), does not apply in NON-ABS territory.

8. Handling 80 Feet or Longer Cars-

(See All Subdivisions, Item 4A.)

Between Seventh Street and Westminster Street-

Trains of 5800 or greater trailing tons must handle empty cars, 80 feet and longer, in the rear 5800 tons, except no restriction applies west-bound if helper of twelve (12) axle or less employed.

Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car. (See items 3 and 4A, All Subdivisions.)

9. Between 7th Street and St. Anthony when trains are stopped on the descending grade, they must remain at stop point until the train brake system is completely recharged.

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	17th Subdiv MAIN LINE STATIONS			Distance from Mpls. Jct.
					Rule 6			
		00437	217	9.5	MPLS. JCT.	IJTY	ABS	0.0
				9.7	0.5 HARRISON ST.	JTY		0.5
				10.8	To Van Buren St. 0.9			
		03002	22	10.8	1.6		ABS	2.1
		03004		12.4	1ST ST. NORTH	Y		3.1
				13.0	LYNDALE JCT.	JY		3.7
				24.3	0.6 CEDAR LAKE JCT.	JY		14.8
	10,722	03014			11.1 WAYZATA	Y		

BN Radio Channel No. 2 in service for road crews between Mpls. Jct. and Wayzata.

1. Maximum Speed Permitted- Zone-Between

	Freight
Mpls. Jct. and Wayzata.....	40 MPH.
MP 9.7 and MP 13.4	25 MPH.
MP 23.6 and MP 24.5	30 MPH.
1st St. North and Mpls. Jct. handling cars 315,000 lbs. or heavier	10 MPH.
Br A1.3 Minneapolis, cars over 263,000 lbs	10 MPH.

Up to 100 tons/OB Over 100 tons/OB

Sidings at Wayzata

East Switch MP 24.6	25 MPH.	25 MPH.
West Switch MP 26.6	25 MPH.	25 MPH.

Item 1A, All Subdivisions, applies between
Mpls. Jct. and 1st St. North.

2. Bridge and Equipment Weight Restrictions-

Items 5e and 5f may operate.

3. TWC Instructions-

Northtown-Originating trains must obtain Track Warrant listing track bulletins in effect.

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

5. Speed Test Boards- Engineers shall test speed of their trains passing following points as compared with Speed Table:

Westward trains between MP 18.7 and MP 19.7 five miles east of Wayzata.

6. Minneapolis Terminal Area- City ordinance of Minneapolis prohibits the unnecessary use of the engine whistle.

7. Between CTC Wayzata and Mpls Jct. Including Harrison St. to Van Buren St.- Authority to occupy the main track must be obtained from the Northtown Hump train dispatcher as prescribed by Item 7 of the 16th Subdivision.

8. Wayzata- When trains meet at Wayzata the Eastward will be held at MP 25.0 to eliminate noise and complaints from residents along our right away.

9. Dimensional Shipments- Conductors handling dimensional or special shipments in trains departing Northtown will advise west hump dispatcher.

10. Between 1st Street North and Lyndale Jct-Conductors of trains must advise yardmaster at 35th Ave. if their train contains high or wide loads that may restrict their movement, and be governed by yardmaster's yarding instructions.

11. Multi-Level Loads Autos- Multi-level loads autos exceeding 19 feet 0 inches ATR cannot be handled between Lyndale Jct. and Harrison Street. (Autos exceeding 19 feet 0 inches ATR must be accompanied by a clearance message from Clearance Bureau, to prevent mis-routing.)

12. Between Harrison Street MP 9.2 and the block signal at MP 11.3, the first paragraph of rule 305, Delayed Within a Block, of the General Code of Operating Rules is changed to read as follows:

"A train having entered a block on a Proceed indication, other than one requiring movement at Restricted Speed, and is stopped or speed is reduced below 8 MPH, must proceed at Restricted Speed until it can be seen that the next signal indicates Proceed and track is clear to that signal."

13. **Rollby Inspection-** Are required by train crews at initial terminals.

A rollby of one side is always required. If delay to the train will not result, both sides should be inspected. These rollbys will be made at speeds not exceeding 10 mph.

14. **Industrial Tracks and Other Tracks-** None

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	18th Subdiv BRANCH LINE STATIONS		Distance from Lyndale Jct.
				Rule 6		
	03004		0.0	LYNDALE JCT. JY		0.0
	09001		1.7	M. W. JCT. JY		1.6
	09005		5.1	ROBBINSDALE		5.0
4,730	09011	202	11.6	OSSEO	TWC	11.5
5,190	09020		20.6	ROGERS		20.5
	09027		26.9	ALBERTVILLE		26.7
	09035		35.5	MONTICELLO		35.2

BN Radio Channel No. 2 in service on this Subdivision.
BN Radio Channel No. 3 in service for Minneapolis area.

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

	Freight
Lyndale Jct. and Albertville.....	25 MPH.
Between absolute signals of interlocking located 0.9 miles west of Lyndale Jct.	12 MPH.
Between absolute signals of interlocking located 1.3 miles west of Robbinsdale.....	20 MPH.
MP 20.6 and MP 20.7.....	10 MPH.
On Georgia Pacific Spur between MP 10.0 and MP 11.0 between Robbinsdale & Osseo.....	5 MPH.
Albertville and Monticello.....	10 MPH.
Cars over 263,000 lbs:	
Br 14.3 Osseo	10 MPH.
Br 23.3 Rogers.....	10 MPH.
Item No. 1A-All subdivisions applies.	

2. **Bridge and Equipment Weight Restrictions-**

Six axle locomotives not permitted.

3. **TWC Instructions-**

Maintenance of Way- Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement.

Rule 405- In effect on this subdivision.

4. **Rule 99-** When required to flag, distance will be 1 mile.

5. **Automatic Interlockings not Indicated at Station-**

Soo crossing 0.9 miles west of Lyndale Jct.

Soo crossing 1.3 miles west of Robbinsdale.

6. **Rule 93-** Yard limits in effect between Lyndale Jct. and M.W. Jct. authority to occupy the Main track must be obtained from the Northtown West Hump train dispatcher as prescribed by Item 7 of the 16th Subdivision.

7. **Between Lyndale Jct. and M. W. Jct.-** Authority to occupy the main track must be obtained from west hump dispatcher as prescribed by item 7 of the 16th Subdivision.

8. **Between Monticello and Northern States Power Company Spur-**

Track is considered industrial track. Rule 105 applies. Maximum speed 10 MPH.

9. **Between Osseo and Monticello-** Between MP 12.0 and MP 36.0 when approaching crossings protected by gates or signals, it must be known by crews of trains and/or engines that signals are activated before proceeding over crossing. Flashing amber lights at these locations indicate signals or gates are activated.

Osseo-On Barton Lead Track- Flag protection must be provided while switching over 89th Avenue crossing.

10. **Minneapolis Terminal Area-** City ordinance of Minneapolis prohibits unnecessary use of the engine whistle.

11. **Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
09009 Bell Cold Storage.....	2.5 east of Osseo.....	11	East
09010 Osseo Concrete Co. Spur	1.5 east of Osseo	10	West
09011 Knox Lumber	2.6 east of Osseo	5	East
09011 Navarre	2.7 east of Osseo	5	West
09013 North Star Concrete Co. Spur	0.9 west of Osseo	14	West
09018 Hennepin Coop Feed Exchange Spur	2.0 east of Rogers	6	East
09020 Ultra Pack	0.8 West of Rogers	2	East
09021 K&K Mfg. Co. Spur	0.1 west of Rogers.....	7	West
09022 Rogers Hdwe. & Lbr. Co	0.3 west of Rogers.....	7	East
09038 Northern States Power Co. Spur	3.0 west of Monticello.....	20	East

LINE SEGMENT NUMBERS

CHICAGO TERMINAL LINE SEGMENTS

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

GALESBURG TERMINAL LINE SEGMENTS

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

NORTHTOWN TERMINAL LINE SEGMENTS

Line Segment	Minneapolis	Limits
467	Northtown Yard	Mississippi Street-University Avenue
530	Grove Yard	Northtown Jct.-27th Avenue N.E.
531	Minneapolis Jct. Yard	University Avenue-Main Street N.E.-14th Avenue S.E.
533	Lyndale Yard	3rd Avenue South-1st Street North-Highway 100
534	Union Yard	14th Avenue S.E.-Raymond Avenue
535	East Minneapolis Yard	University Avenue-Talmage Avenue
St. Paul		
540	Midway Yard	Raymond Avenue-Lexington Avenue
542	Dale Street Shop Yard	Lexington Avenue-Como Avenue
546	Daytons Bluff Yard	Oakland Tower-Mississippi Street, Maryland Street, Gloster
547	Stillwater (Minnesota) Yard	Stillwater

YARD LINE SEGMENTS

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

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
27	Central Ave. Superior	4.6 to 9.1
63	Flag Center to Rockford	0.2 to 23.8
64	Aurora-Nifa	0.0 to 3.5
65	Aurora-West Chicago	0.0 to 12.2
66	Oregon-Mt. Morris	98.7 to 105.7
72	East Dubuque-Dubuque	0.0 to 1.7
218	East Minneapolis-M&D Jct.	0.0 to 12.8
214	M&D Jct to Hugo	9.8 to 16.0

RADIO INFORMATION-GALESBURG DIVISION

Base Stations	Channel	Hours in Operation
Galesburg Dispatchers office	1	Continuous
Galesburg Yard	1	Continuous
Northtown Disprs. Office	2 for yard forces	Continuous
Chicago 14th St. Coach Yard	1 and 2 for yard	Continuous
Cicero Eastbound Yd Ofc	1	Continuous
	2 for yard forces	
Cicero Retarder Tower	1	Continuous
	2 for yard forces	
Cicero Hump Tower	1	Continuous
	2 for yard forces	
Cicero Roundhouse	1	Continuous
	2 for yard forces	
Eola Yard Office	1	Continuous
	2 for yard forces	
Ottawa	1&2	1600-2100 Mon. thru Fri. 0600-1500 Sat. Continuous Mon. thru Fri. 0700-1559 Saturday
Rochelle	1	Unmanned Continuous Mon. thru Fri. 0700-1559 Saturday
Savanna	1	Unmanned
East Cabin	1	Continuous
Prairie du Chien	1	Unmanned
North LaCrosse	1	Continuous
	2 for yard forces	
Winona Jct.	1	Unmanned
Daytons Bluff	2	Continuous
	4 for yard forces in St. Paul	Continuous
Midway	2	Continuous
	4 for yard forces in St. Paul	Continuous
35th Avenue	2	Continuous
	4 for yard forces in Northtown	Continuous
Northtown	2	Continuous
	4 for yard forces in Northtown	Continuous
Kirkwood	1-2nd Sub, 2-5th Sub	Unmanned
Burlington	1	0700-1600 daily
Fairfield	1	Unmanned
Ottumwa	1 E, 2 W	Unmanned
Albia	2	Unmanned
Des Moines	2	0730-1700 Mon. thru Fri.
Chariton	2	Unmanned
Osceola	2	Unmanned
Creston	2	Continuous
Colchester	1	Unmanned
Golden	1	Unmanned
Paloma	1	Unmanned
W. Quincy	1-4th Sub, 2-5th Sub	Continuous
Palmyra	1	Unmanned
Monroe City	1	Unmanned
Shelbina	1	Unmanned
Macon	1	Unmanned
New Cambria	1	Unmanned
Brookfield	1	Continuous
Hale	1	Unmanned
Aalberg	1	Unmanned
Thiehoff	1	Unmanned
Ft. Madison	2	Unmanned
Keokuk	1 for yard forces	0700-1600 daily
Hannibal	2	Unmanned
Ashburn	2	Unmanned
Louisiana	2	0700-1600 Mon. thru Fri.
Elsberry	2	Unmanned
Old Monroe	2	Unmanned
West Alton	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
Centralia	1	Continuous
Sesser	1	Unmanned
Herrin	1	Unmanned
W. Vienna (UP)	1	Unmanned
Cook	1	Unmanned

RADIO INFORMATION-GALESBURG DIVISION(Continued)

Base Stations	Channel	Hours in Operation
Peoria	1	Unmanned
Edwards	1	Unmanned
Yates City	1	Unmanned
Cantoh	1	Unmanned
Savanna	1	Unmanned
Barstow	1	0800-1600 Mon. thru Fri.
Galva	1	Unmanned
Wyanet	1	Unmanned

TRAIN DISPATCHERS PHONE NUMBERS-Galesburg

Company	Position	Commercial
345-6400	Chief Dispatcher	309-345-6400
345-6401	Asst. Chief Dispatcher (6th through 12th Subs)	309-345-6401
345-6402	Asst. Chief Dispatcher (1st through 5th Subs) (13th through 15th Subs)	309-345-6402
345-6404	Asst. Chief Admin.	309-345-6404
345-6405	East End Dispatcher(1st Sub)	309-345-6405
345-6406	Lacrosse Dispatcher (2nd Sub Savanna to Lacrosse 3rd Sub Lacrosse to Prescott)	309-345-6406
345-6407	Mainline Dispatcher (4th, 5th, 11th, 12th, 13th and 14th Subs)	309-345-6407
345-6408	C&I-East Ottumwa Dispatcher (2nd Sub and 6th Sub Galesburg to Ottumwa)	309-345-6408
345-6409	West Ottumwa Dispatcher (6th Sub Ottumwa to Creston 10th Sub, and Nebraska 3rd Sub)	309-395-6409
345-6410	Beardstown Dispatcher (9th Sub)	309-345-6410
345-6411	K-Line Dispatcher (8th Sub and Springfield 1st Sub between Machens and North Market)	309-345-6411
345-6412	Kansas City Dispatcher (7th Sub)	309-345-6412
345-6403	Fax	309-345-6403

TRAIN DISPATCHERS PHONE NUMBERS-Northtown

Company	Position	Commercial
8-782-3401	Hump Dispatcher - West	(612) 782-3401
8-782-3410	Hump Dispatcher - East	(612) 782-3410

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	345-6987
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
Downers Grove		*1	# 1	780-5209
Rochelle		*1	# 1	345-6984
Mt. Carrol		*2	# 2	345-6983
Onalaska		*1	# 1	781-7459
St Paul		*1	# 1	298-2251

GALESBURG DIVISION

GALESBURG DIVISION SPECIAL PROJECT RECOLLECTABLE CODES - October 1990

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 frogs 115 & 116 at Earlville, IL	J 1015	0013	121.0	Wages of joint freight house personnel in Centralia, IL T/R 732-106, Pos 001	J 1551
0001	72.5	Extraordinary or unusual expense for interlocker at Earlville, IL	J 1024	0013	121.0	Operation of station in Centralia, IL	J 1560
0001	83.0	Extraordinary or unusual expense for interlocker at Mendota, IL	J 1026	0013	121.0	Electricity for yard office in Centralia, IL	J 1561
0001	117.4	Maintenance of Bridge 117.74 at Buda, IL	J 1013	0013	121.0	Expense of telephones 532-3423 & 532-5671 at Centralia, IL	J 1562
0001	279.60	Wages of relay operator wire chief T/R 819-514, Pos 001, Ottumwa, IA	J 1032	0013	122.25	Electricity for the interlocker at 6th & Chestnut in Centralia, IL	J 1546
0001	279.6	Extraordinary or unusual expense of M/O xing protection Market St, Ottumwa, IA	J 1700	0013	122.35	Maintenance of ICG RR crossings at Centralia, IL # 's 372, 373, 384 & 385	J 1555
0001	280.5	M/O of the Lowler Tower & Interlocker in Ottumwa, IA	J 1031	0013	122.7	Maintenance of exclusive Norfolk & Southern switch in Centralia, IL	J 1531
0001	303.7	Extraordinary or unusual expense of M/O interlocker at Albia, IA	J 1701	0013	144.6	Extraordinary or unusual expense for M/O interlocker at Waltonville, IL	J 1704
0003	64.89	M/O OF C&NW crossing at Shabbona, IL	J 1002	0013	164.65	M/O of interlocker at Zeigler, IL	J 1543
0003	83.20	Switching time moving cars received from & forwarded to Del Monte Plant # 199 at Rochelle, IL	J 1040	0013	144.60	M/O of interlocker & all signal appurtenances called "OR 3" interlocker at Waltonville, IL	J 1597
0003	185.25	Maintenance of ICG crossing at East Dubuque, IL	J 1033	0013	146.0	M/O of trackage serving Orient 6 mine at Waltonville, IL	J 1599
0003	236.99 236.99	M/O of crossing diamond at Crawford near Prairie Du Chien, WI	J 1051	0013	202.80 225.35	M/O of M/L track between W Vienna & Burlington Jct near Metropolis, IL	J 1572
0003	349.50	Maintenance of signals at Dairyland Power Co. Alma, WI	O85CH000001	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
0003	427.75	M/O of Northtown control & microwave circuitry from Northtown to Hoffman Ave Interlocker	J 0208	0013	202.80 225.35	M/O of signals & appurtenances between W Vienna & Burlington Jct near Metropolis, IL	J 1575
0003	427.75 430.00	M/O of main line tracks, crossover & switches from 3rd St to SOO LINE Jct near Jackson St in St. Paul	J 0210	0013	202.80 225.35	M/O of xing signals & gates between W Vienna & Burlington Jct near Metropolis, IL	J 1576
0003	427.75 430.00	M/O of AB signals between 3rd St & signal 2.8 just west of SOO LINE Jct in St. Paul	J 0215	0013	202.80 225.35	Wages of track inspector for patrolling trackage between W Vienna & Metropolis, IL	J 1571
0003	429.00 430.00	M/O of industry & yard switches leading from Mississippi St & SOO LINE Jct including Switch # 10 near 3rd St in St. Paul	J 0211	0013	202.80 226.87	Maintenance of all roadway buildings (including Cook Depot) between W Vienna, IL & Metropolis IL	J 1574
0003	429.10 429.70	M/O of Track # 1 from Hoffman Ave to Division St including xover and switch to Track # 1 at Hoffman Ave	J 0206	0013	221.5	Operation of Cook, IL station	J 1578
0003	429.10 430.00	M/O of Division St interlocking in St. Paul	J 0207	0013	224.0	Maintenance of signals at Allied Chemical Corp, Metropolis, IL	O85GT000001
0003	429.10	Certain dispatcher's wages for control of the Hoffman Interlocker in TC Terminal, MN	J 0604	0013	225.90 226.90	Maintenance of BN trackage including all sidings, yard tracks, switches, team or house tracks between Burlington Jct & Metropolis, IL	J 1580
0003	429.70	M/O of industry T/O at Division St in St. Paul	J 0205	0013	225.90 226.87	Maintenance of bridges, culverts, right of way, drainage, etc. between Burlington Jct & Metropolis IL	J 1581
0003	429.70 430.00	M/O of Track # 1 and W/B M/L from in Division St to 3rd St including xover & switches to W/B M/L at Division St	J 0204	0013	225.90 226.87	M/O of all signals & appurtenances between Burlington Jct & Metropolis, IL	J 1582
0006	40.6	Electric expense for operation of interlocker at Colona, IL	J 1035	0013	225.90 226.87	M/O of crossing signals & gates between Burlington Jct & Metropolis, IL	J 1583
0007	252.1	M/O of M/L tracks in Rock Island, IL	J 1023	0014	25.0	Maintenance of signals at Union Elect Co., Sioux Plant, Machens, IL	O85GT000006
0011	191.4	Extraordinary or unusual expense of M/O interlocker at Bushnell, IL	J 1702	0014	93.25	Maintenance of signals at Hercules, Inc, Louisiana, MO	O85GT000002
0011	258.0	Maintenance of signals at N 30th & Katherine Road, Moorman Mfg Co	O85GT000004	0014	116.8	Maintenance of signals near Lehigh Portland, Ilasco, MO	O85GT000003
0011	261.3 263.4	Additional operating expense in connection with operations of N&W RY. Trains between Hannibal & W. Quincy, IL	J 1715	0014	119.7	Extraordinary or unusual expense for interlocker & xing protection at Main & Collier Sts, Hannibal.	J 1705
0013	1.72	Maintenance of Bridge 1.72 over the Ohio River near Metropolis, IL	J 1586	0014	120.23 136.9	Additional operating expense in connection with operations of N&W RY. Trains between Hannibal & W. Quincy, IL.	J 1715
0013	1.72	Inspection of Bridge 1.72 over the Ohio River near Metropolis, IL	J 1587	0017	118.12	Maintenance of BN-N&W crossing at Sumner, MO	J 1608
0013	43.41	M/O of connection from C&NW RR at Girard, IL	J 1052	0018	215.50	M/O of Ford Spur switch in Claycomo, MO near Birmingham, MO	J 2107
0013	65.75	Extraordinary or unusual expense for M/O of interlocker at Sorento, IL	J 1703	0018	216.20	Extraordinary or unusual expense for M/O of interlocker at Birmingham, MO	J 1707
0013	120.95 122.44	Wages of track inspector for patrolling trackage in Centralia, IL	J 1552	0018	216.20	Extraordinary or unusual expense for M/O of interlocker at Birmingham, MO	J 1707
0013WB120.97 122.33 EB 121.34 122.44		Maintenance of M/L track in Centralia, IL	J 1553	0018	216.20 221.60	Wages of one operator & relief T/R 112-191, Pos 001 & 301 in the N&W (KC Yard Office) for control of Block 222 between North Kansas City & Birmingham, MO	J 2111
0013	120.97 122.44	Maintenance of all public & private street xings on both M/L's in Centralia, IL	J 1554	0018	216.40	M/O of signal equipment & appurtenances at Ford Spur in Claycomo, MO near Birmingham, MO	J 2108
0013	120.97 122.44	Maintenance of all bridges, culverts, etc. or other facilities on both M/L's in Centralia, IL	J 1556	0018	216.73	Extraordinary or unusual expense for M/O xing signals at Arlington Road Kansas City, MO	J 2054
0013	120.97 122.44	M/O of signals on double M/L tracks in Centralia, IL	J 1558	0022	.05	M/O of signal units at 7th St in St. Paul	J 0066
0013	120.97 122.44	M/O of xing signals & gates on both M/L's in Centralia, IL	J 1559				
0013	121.0	Maintenance of "yard office" building in Centralia, IL	J 1557				

GALESBURG DIVISION SPECIAL PROJECT RECOLLECTABLE CODES - October 1990

LINE/YARD SEGMENT	MILEPOST FROM	TO	DESCRIPTION	"J" & "O" CODES	LINE/YARD SEGMENT	MILEPOST FROM	TO	DESCRIPTION	"J" & "O" CODES
0022	1.00	1.50	M/O of signal units at Westminster	J 0070	0071	1.4		M/O of BOCT Interlocker	J 1008
0022	1.20	7.00	M/O of exclusive T/O's to C&NW yards between Westminster St & St. Anthony	J 0063	0071	9.10	36.10	M/O of M/L tracks, bridges, xovers & T/O's between LaVergne & Aurora, IL	J 1902
0022	1.40	7.00	M/O of M/L trks, xovers & switches from Westminster St to St. Anthony	J 0061	0071	28.40		Disb & Auto Service, Inc porportion of utilities at 1704 W Jefferson Ave in Naperville, IL	O85CH000004
0022	1.40	7.00	M/O of industry & yard T/O's from M/L between Westminster to St. Anthony	J 0064	0081	31.0		Track inspection at 3M Co, Knoxville, IA	O8GT000008
0022	1.40	7.00	Costs associated with piloting Minnesota Commercial trains while on BN trackage	J 0202	0108	52.3		Extraordinary or unusual expense for M/O interlocker near Kickapoo Jct, IL	J 1708
0022	1.40	7.00	Dispatchers wages for control of the "short line" TC Terminal, Mn (vs CNW)	J 0600	0109	261.3	269.6	Additional operating expense in connection with operations of N&W RY. Trains between Hannibal & W. Quincy, IL.	J 1715
0022	1.40	7.00	Dispatchers wages for control of the "short line" TC Terminal, MN (vs SOO LINE)	J 0601	0109	261.8		Maintenance of signals at Underground Warehouses Inc, Quincy, IL	O85GT000005
0022	1.50	1.80	M/O of signal units at Mississippi St	J 0071	0111	58.4		Extraordinary or unusual expense for M/O signal protection xing; Star Rt 17 & Trau-Trau Coal Co, Norris, IL	J 1709
0022	1.80	7.00	M/O of AB signals from Mississippi St to St. Anthony	J 0072	0111	93.0		Maintenance of signals at Amax Coal Co., Vermont, IL	O85GT000009
0022	2.90		Maintenance of Bridge 2.9 at Western Ave	J 0090	0202	1.50		M/O Penn Ave Interlocker in Minneapolis	J 0100
0022	3.00		Maintenance of Bridge 3.0 at Como Ave	J 0074	0214	9.80	16.00	Costs associated with piloting Minnesota Commercial trains while on BN trackage	J 0202
0022	4.90		Maintenance of Bridge 4.9 at Hamline Ave	J 0085	0216	7.00	9.50	M/O of M/L tracks, xovers & switches from St. Anthony to Minneapolis Jct	J 0061
0022	6.90		Maintenance of Bridge 6.9 at Raymond Ave	J 0091	0216	7.00	9.50	M/O of industry & yard T/O's from the M/L between St. Anthony & Minneapolis Jct	J 0064
0022	7.00		M/O Minnesota Transfer xing at St. Anthony	J 0061	0216	7.00	9.50	M/O of M/L AB signals, xing signals & related apparatus from St. Anthony to Minneapolis Jct	J 0073
0022	7.00		M/O of signal units at St. Anthony	J 0068	0216	7.00	9.60	Dispatchers wages for control of the "short line" TC Terminal, MN (vs CNW)	J 0600
0022	10.80	11.70	M/O of M/L AB signals & related apparatus between Minneapolis Jct to 1st St N in Minneapolis	J 0073	0216	7.00	9.60	Dispatchers wages for control of the "short line" TC Terminal, MN (vs SOO Line)	J 0601
0022	10.80	12.28	M/O of exclusive T/O's to CNW yards between 1st N & Washington Ave in Minneapolis	J 0063	0216	7.00	11.70	Costs associated with piloting Minnesota Commercial trains while on BN trackage	J 0202
0022	11.40	12.28	M/O of M/L tracks, xovers & switches between Westminster St in St. Paul & Washington Ave in Minneapolis	J 0061	0216	8.00	11.30	M/O of exclusive T/O's to C&NW yards between Westminster St & 1st St N	J 0063
0025	.00	2.30	M/O of M/L tracks, xovers, switches from 3rd St to SOO LINE Jct near Jackson St in St. Paul	J 0210	0216	8.80		Maintenance of Bridge 8.8 at 15th Ave SE	J 0093
0025	.00	2.30	M/O of industry & yard switches leading from M/L tracks between Mississippi St, and SOO LINE Jct including Switch # 10 near 3rd St	J 0211	0216	8.80		Cleaning of switches for University of Minnesota	O86MN000008
0025	0.00	2.30	Certain dispatchers wages for control of the M/L from SOO LINE Jct to TC Terminal, MN	J 0603	0216	9.20		Maintenance of Bridge 9.2 at 10th & Como	J 0085
0025	.00	2.80	M/O of AB signals and related apparatus between 3rd St and Signal 2.8 just west of SOO LINE Jct in St. Paul	J 0215	0216	9.50		Maintenance of Bridge 9.5 at Hennepin Ave	J 0083
0025	.60	1.90	M/O of the Mississippi St signal units in St. Paul from 7th St to Mississippi St	J 0214	0216	9.56	11.34	M/O of M/L, passing tracks, xovers, etc, bridges & communications	J 0087
0025	7.90	12.50	Costs associated with piloting Minnesota Commercial trains while on BN trackage	J 0202	0216	9.56	11.34	M/O of industry, siding & yard T/O's from the M/L	J 0194
0025	2.30		M/O of SOO LINE Jct Switch # 24 in St. Paul from 7th St to Mississippi St	J 0213	0216	9.56	11.34	Handling miscellaneous material where use is undetermined	J 0195
0025	11.20	11.37	M/O of xover & connecting track to SOO LINE at Shoreham Yard	J 0087	0216	9.56	11.34	M/O xing signals from Minneapolis Jct to University. Costs are currently flat rated against the CNW	J 0188
0025	11.70	21.00	M/O of xing signs from University to Coon Creek, MN. Expense is currently flat rated. Actual costs used for comparison only.	J 0187	0216	9.60	11.37	M/O of industry switches on M/L tracks between Minneapolis Jct & Lowery Ave	J 0086
0025	11.70	21.00	M/O of M/L, passing tracks, xovers, CTC, bridges & communications	J 0190	0216	9.60	11.57	Maintenance of bridges from Minneapolis Jct to Lowery Ave	J 0083
0025	11.70	21.00	M/O of industry, sidings & yard T/O's from the M/L	J 0191	0216	11.34	11.70	M&O xing signals from Minneapolis Jct to University. Costs are currently flat rated against the CNW and SOO	J 0189
0025	11.70	21.00	Handling miscellaneous material where use is undetermined	J 0192	0216	11.34	11.70	M/O of M/L, passing tracks, xovers, etc, bridges & communications	J 0197
0025	21.10		M/O of the interlocker at Coon Creek	J 0193	0216	11.34	11.70	M/O of industry, siding & yard T/O's from the M/L	J 0198
0063	11.70	23.78	Maintenance of M/L tracks between Davis Jct & Rockford, IL	J 1003	0216	11.34	11.70	Handling miscellaneous material where use is undetermined	J 0199
0063	21.70		Maintenance of switch at Peoples Ave in Rockford, IL	J 1017	0217	9.30	11.40	Dispatchers wages for control of the "short line" TC Terminal, MN (vs CNW)	J 0600
0063	21.90		Maintenance of N & S xover switches at Blackhawk Ave Rockford, IL	J 1016	0217	9.30	11.40	Dispatchers wages for control of the "short line" TC Terminal, MN (vs SOO LINE)	J 0601
0071	.85	9.00	M&O of M/L tracks, bridges, xovers & T/L's between Roosevelt Road in Chicago & LaVergne	J 1901	0217	9.50	10.80	M/O of M/L AB signals, xing signals & related apparatus from Minneapolis Jct to 1st St N	J 0073
0071	1.40		M&O of the airline approach track at Union Ave, Chicago, IL	J 1000	0217	9.60	10.30	Maintenance of bridges from Minneapolis Jct to 3rd St NE	J 0083
0071	1.4		Gas furnished switch heaters on the airline approach tracks at Union Ave in Chicago, IL	J 1001	0217	9.60	10.80	M/O of M/L tracks & xovers from Minneapolis Jct. to 1st St N	J 0061
0071	1.4		Extraordinary or unusual expense for M/O of interlocker at Union Ave, Chicago, IL	J 1025	0217	9.60	10.80	M/O of industry or yard T/O's from Minneapolis Jct to 1st St N	J 0064

**GALESBURG DIVISION SPECIAL PROJECT RECOLLECTABLE
CODES - October 1990**

LINE/YARD SEGMENT	MILEPOST FROM	TO	DESCRIPTION	"J" & "O" CODES
0217	9.60	11.49	Dispatchers wages for control of M/L from Minneapolis Jct to Shoreham in TC Terminal, MN	J 0602
0217	10.40		Maintenance of bridge A 0.9 at 2nd St NE	J 0085
0217	10.40	10.60	Maintenance of bridges from 2nd St NE to Nicollet Ave	J 0084
0217	10.60		Maintenance of bridge A 1.2 at Nicollet Ave	J 0085
0217	10.60	10.80	Maintenance of bridges from Nicollet Ave to 1st St N	J 0084
0217	11.03		M/O of C&NW connection T/O	J 0063
0218	0.00	12.80	Costs associated with piloting Minnesota Commercial trains while on BN trackage	J 0202
0218	2.74		Maintenance of diamond xing & interlocker at Roseville, MN	J 0403
0467			North town M/O Northtown control & microwave circuitry from Northtown to Hoffman Ave Interlocker	J 0208
0531			Mpls Jct Yard Maintenance of turntable at Minneapolis Jct, Minneapolis, MN	J 0095
0531			Mpls Jct Yard Gas, electric, waste & sewer at the Minneapolis Jct roundhouse, Minneapolis, MN	J 0249
0534			Union Yard M/O of Hill Track 4 & connecting switches, Minneapolis, MN	J 0092
0534			Union Yard M/O of C&NW connection tracks & switches from 11th Ave SE to C&NW yard, Minneapolis, MN	J 0063
0534			Union Yard Maintenance of switch and track for Pillsbury Co. Elevator "A", Minneapolis, MN	O89LA000113
0540			Midway Yard M/O of the M&M interchange tracks & switches. Also, Minnesota Transfer xing T/O, St. Paul, MN	J 0061
0546			Dytn Bluffs Yard Maintenance of Ramp-master auto facility at Dayton's Bluff Yard, St. Paul, MN	O87MN000026
0547			Swater Yard Costs associated with piloting Minnesota Commercial trains while on BN trackage	J 0202
0812			Ottawa M/O of tracks serving Ottawa Silica & Standard Silica in Ottawa, IL	J 1011
0812			Ottawa Disposal expense on cleaning track at Ottawa Silica in Ottawa, IL	J 1012
0812			Ottawa Electric expense for xing signals at Boyce Memorial Drive, Ottawa, IL	J 1038
0813			Streator Maintenance of the ATSF connection track in Streator, IL	J 1014
0815			M/O of xing protection at 17th & 18th Sts in Rock Island, IL	J 1028
0815			Electric expense for xing signals at 17th & 18th Sts in Rock Island, IL	J 1037
0815			Electric expense for crossing signals at 17th & 18th Streets in Rock Island, IL	J 1039
0817			Lease credits for swamp & yard tracks in Clinton, IA	J 1018
0817			M/O of swamp & yard tracks in Clinton & between Chancey & Clinton; and 3,321 ft called 2nd M/L in Clinton, IA	J 1019
0817			Maintenance of exclusive C&NW Switch 50 at Clinton, IA	J 1020
0857			Maintenance of yard Tracks 71, 73, 74, 75, 76, 77, 78, 81, 84, 85, & 158 in Centralia, IL	J 1553

CHIEF MEDICAL OFFICERS

Dr. Thomas V. Mears, Chief Medical and Safety Officer-Overland Park, KS
 Dr. Hi. E. Newby, Associate Chief Medical Officer-Ft. Worth, TX

**MEDICAL EXAMINERS AND LOCAL SURGEONS
 (Galesburg Division)**

Dr. D. N. Orelup	Albia	Galesberg Medical Arts Clinic	Galesburg
Dr. P. M. Scott	Auburn	Dr. John Chiulli	Galesburg
Copley Immediate Care Clinic	Aurora	Dr. J. W. McClean- Galesburg Clinic.....	Galesburg
* Dreyer Medical Clinic	Aurora	Dr. R. H. Wagner	Galesburg
Galesburg Medical Arts Clinic	Aurora	Dr. M. L. Gupta	Galesburg
Dr. T. S. O'Shea	Aurora	Dr. C. F. Ashby	Geneva
Dr. R. P. Foth	Aurora	Dr. E. L. Rapp	Hannibal
Dr. L. E. Alberti	Aurora	Dr. R. C. Hendricks	Herrin
Dr. K. C. Lindahl	Aurora	Dr. A. L. Keyes	Hinckley
Dr. M. J. Wood	Aurora	Dr. M. T. English	Kirksville
Dr. S. P. Baldwin	Aurora	* Dr. C. E. Link.....	LaCrosse
Dr. D. A. Lucks	Aurora	Gundersen Clinic	LaCrosse
Dr. J. R. McAninch	Aurora	* Skemp-Grandview-LaCrosse	LaCrosse
Dr. M. F. Marzec	Aurora	Decatur Medical Services	Leon
Dr. A. L. Abbott	Aurora	* Dr. J. E. Campbell.....	Macon
Dr. C. L. Derus	Aurora	Dr. J. F. Wacker	Mendota
Dr. J. O. Palmer	Aurora	Dr. D. F. Prince	Minden
Dr. R. G. Bosh.....	Aurora	Dr. Azam Ansari	Minneapolis
Dr. M. L. Schleisinger	Aurora	* Parkside Family Physicians	Minneapolis
Dr. Manuel Pasia	Aurora	* Drs. L. C. Arp, Jr./C. J. Dyke Jr.	Moline
Dr. Servando Rodriques	Aurora	Warmolts Clinic	Oregon
* Beardstown Clinic Limited.....	Beardstown	Dr. D. D. Emerson	Ottumwa
* Clearing Industrial Clinic	Bedford	* Medical-Surgical Clinic	Peoria
* Clearing Industrial Clinic	Bedford Park	* Plainview Medical Clinic	Plainview
Dr. F. M. Adamji	Bedford Park	* Gundersen/Farrell Clinic	Prairie du Chien
Dr. Richard Thors	Bedford Park	* Dr. Martin F. Faber	Princeton
Dr. B. D. Howell	Brookfield	* Family Medicine Association	Quincy
* Surgeons Inc.	Burlington	* Dr. Phillip C. Wilson	Quincy
* Coleman Clinic	Canton	* Interstate Medical Center	
Dr. E. F. Stephens.....	Centralia	Spranger-Ross-Sanders	Red Wing
Dr. D. E. Balquiedra	Chicago	* Brookside Medical Group	Rockford
Dr. W. D. Fish	Chicago	Rockport Medical Clinic	Rockport
Dr. Claudia Weddaburne	Chicago	Dr. R. H. Herseth.....	Roseau
Su Salud Medical Center	Cicero	* Barnes/Sutter Health Clinic.....	St. Louis
Dr. Arturo Lema.....	Cicero	* Macon Medical Center	St. Louis
* Medical Associates	Clinton	Internal Medicine, Inc.	St. Louis
Dr. Phil Hoversten	Columbia Heights	Dr. C. D. Meadows	St. Louis
* Comprehensive Medical Center	Coon Rapids	* Central Internal Medicine Associates	St. Paul
* Creston Medical Clinic	Creston	* Dr. J. E. Brown	St. Paul
Dr. Mangil Seo	Des Moines	* Drs. Wm. Rupp/J. LaFave	St. Paul
* Medical Associates	Dubuque	Dr. Charles W. Hauser	St. Paul
Dr. R. F. Hirt	Edina	St. Croix Valley Clinic	Stillwater
* Valley Clinic.....	Fort Madison	Dr. James Scott.....	Streator
* Barnes/Sutter Health Clinic.....	Fenton	Dr. Charles M. Burns	Winnipeg
Dr. Robert Hart	Fridley	Dr. Fred DuVal	Winnipeg
		Dr. George A. Waugh	Winnipeg

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

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



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

WEST
WARD
↓

1347	1005		1348	1346	1006
NRPC Daily	NRPC Daily	STATION	NRPC DAILY Ex. Sun.	NRPC Sun. Only	NRPC Daily
GALESBURG DIVISION 1st SUBDIVISION					
1755	1455	CHICAGO UNION STATION 13 0	s1035	s1150	s1555
s1815		LA GRANGE 15 4	s0956	s1111	
s1837	s1531	NAPERVILLE 18 1	s0940	s1055	s1509
1840	1540	AURORA	0927	1042	1455
GALESBURG DIVISION 4th SUBDIVISION					
1840	1540	AURORA 19 7	0927	1042	1455
s1855		PLANO 20 11	s0917	s1032	
s1922		MENDOTA 21 5	s0850	s1010	
s1941	s1641	PRINCETON 26 8	s0831	s0946	s1359
s2004		KEWANEE 31 3	s0808	s0927	
s2034	s1737	GALESBURG	0740	0855	1307
GALESBURG DIVISION 7th SUBDIVISION					
s2036		GALESBURG 39 8	s0740	s0853	
s2116		MACOMB 56 1	s0700	s0815	
s2203		30TH STREET 5 0	s0612	s0727	
s2230		WEST QUINCY	0600	0715	
GALESBURG DIVISION 6th SUBDIVISION					
1740		GALESBURG 43 1			s1301
s1830		BURLINGTON 27 8			s1214
s1905		MT. PLEASANT 46 4			s1140
s1950		OTTUMWA 79 9			s1056
s2105		OSCEOLA 33 1			s0935
s2134		CRESTON			0859

↑
EAST
WARD

WEST WARD ↓	1007 NRPC Daily	STATION	1008 NRPC Daily	EAST WARD ↑
	GALESBURG DIVISION 3rd SUBDIVISION			
		ST. CROIX 13 6		
		HOFFMAN AVENUE		
NRPC TRAINS OPERATE OVER SOO LINE AND MINN COMMERCIAL BETWEEN HOFFMAN AVE. AND PARK JCT.				
		PARK JCT. 13 3		
		COON CREEK		

s - regular stop

**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.

In granting verbal authority the following words will be used:

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

- (1) To authorize train 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) without stopping, over."

Train 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 to proceed at a speed other 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 to move at restricted speed but less than 20 MPH, 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 item (1).