

BURLINGTON NORTHERN INC.

HANNIBAL DIVISION

Special Instructions

No. 1

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

FRIDAY, MAY 10, 1968

ALL SUBDIVISIONS

1.	Speed Restrictions	Maximum Speeds
	Passenger trains	79 mph
	Freight trains	65 mph

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

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

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

Equipment	Main Line	Branch Line
Ore cars	45 MPH	20 MPH
Derricks	30 MPH	15 MPH
Cranes	30 MPH	15 MPH
Pile drivers	30 MPH	15 MPH
Clamshells and shovels	30 MPH	15 MPH
Jordan spreaders	30 MPH	15 MPH
Scale test cars	35 MPH	20 MPH
Air dump cars (loaded)	35 MPH	20 MPH
Rotary plows, wedge plows and dozers	30 MPH	15 MPH

2. Movement of engines dead in trains:

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

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

Diesel units not equipped with alignment control devices:

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

Diesel units equipped with coupler alignment lock blocks:

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

All other Diesel units are equipped with alignment control couplers.

Maximum Speed Diesel Units Dead in Tow.

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

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

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

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

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

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

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

Ninth subdivision M.P. 0.35 Westward

6. Burlington Lines signal aspects as contained in the 1967 edition Consolidated Code of Operating Rules are in effect.

7. RULE 901 will not apply.

8. Rules 200 and 83(B) and other rules pertaining to authority for, and signatures on, train orders and clearances are modified to permit train orders and clearances to be issued by authority and over signature of the chief dispatcher.

9. A train authorized by train order to move against the current of traffic must approach all interlockings and CTC limits at reduced speed where approach signals are not provided for such movements.

10. Roadway signs indicate maximum speed for passenger trains. A triangle type sign with reflex letter Z indicates zone territory where maximum speed is indicated by numerals thereon, and will govern until next zone is reached. Where speed restrictions are required on curves within a zone, a banjo type sign with reflex letter C and numerals thereon will indicate maximum speed for that particular curve, after which zone speed may be resumed. Unless otherwise specified by timetable, bulletin, or special instructions these signs will be located one mile from point where zone speed changes or from point of curve.

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

11. Should flat spots on wheels develop on passenger train cars or any engine, conductor or engineer will immediately advise Chief Dispatcher and be governed by his instructions.

12. Diesel engines left with no one in charge must have the throttle in idle position, transition lever (on engines so equipped) in off position; reversing handle removed from the control stand, generator field switch open, independent air brake and hand brake applied.

When conditions require, or engine is to be left unattended for more than 30 minutes, wheels must be securely blocked.

13. When a train is to make a backup movement and the engine consist is more than three (3) units, the three (3) rear units only will be allowed to work power. Other units must be isolated.

Engine consist of passenger units must not exceed six (6) units in passenger or freight service.

Engine consist of freight units must not exceed eight (8) units in freight or passenger service.

14. When a train or engine is stopped by a stop indication of an automatic interlocking signal and no immediate conflicting train or engine movement is evident, in addition to complying with Consolidated Code Rule 613, a member of the train or engine crew must go to the crossing and be governed by instructions posted in the release box.

15. TRACK RESTRICTIONS FOR ENGINES

- Bushnell Engines must not go beyond third crossing on tail track.
- Macomb Road engines using Depressed track. Hemp & Company, must not pass a point 100 feet south of south end of plant.
- Prospect Hill Portland Cement Company Plant. Engines must not use track No. 22.
- Louisiana Engines must not move over hoppers at M.F.A. elevator. Canopy has been constructed over hoppers and will not clear man on side or top of car.
- Hannibal 1000 H.P. diesel switchers, single head only over Bridge 119.63A, Old Main Track, SD Class diesel engines must not operate over this bridge.
- Wever Engines must not go beyond clearance point on elevator track.
- Wellsville Engines must not move over unloading hopper at Brick Plant.
- Centerville Engines must not go west of East line of elevator on Pillsbury Soy Bean track.
- Farmington, Ill. Engines must not pass over under track conveyors on Illinois Colliery Company track.
- Cuba Engines must not use Sternberg Mine tracks, M.P. 41.25, more than 500 feet from main track switch.
- Wyoming Engines must not pass over unloading hopper at Allendale Mine Coal Dock.
- Grimes Engines must not pass over unloading pit.

Calcium Carbonate
Co. M P 265 70 . . . Engines must not operate over 30 degree curve at north end of track.

Engines in 500 and 900 series must not operate on the following tracks

	TRACK NAME
Galesburg .	No. 20 Builders Supply 170 Round House 260 Johnson Fuel Co. 261 Weinberger Fuel 134 Storage 582 Pioneer Cry. & Terry Lbr. Co. Tie Treating Plant - All Tracks
Tennessee. Camp Point Quincy .	No. 2 State Highway Department 8 Old Wabash Main Stub 40 Old Ice Platform Track 60 Levee Track
Brookfield .	18 Nickel Plate Track 36 Elevator Track
North Kansas City St. Louis	88 Graham Paper Co 65 Burlington Elevator 66 Cotton Track 160 Old Pickle Track
Keokuk	85 Serving Lower Plant Gen I Mills 5th St. 132 Cronin Coal Co. 133 10th St. Yd. 134 10th St. Yd.
Viele Ft. Madison . . .	2 House Track 1 Stock Track 17 Hawkeye Lbr. 6 Saw Mill Siding 24 American Fork Co.

SD-24 engines must not operate between Granite City, Ill and East St. Louis Ill. via Madison.

GP-20 and larger engines must not operate on Rushville spur and must not operate on the Seventh Subdivision.

SD-7 and SD-9 engines must not be operated on the Eighth and Thirteenth Subdivision.

SD-7 and SD-9 engines may operate with single unit only on the Second Subdivision and Colusa spur.

GP-20, GP-30 and GP-35 engines may be operated with single unit only on the Second, Third, Eighth and Thirteenth Subdivisions, and on the Carrollton and Colusa Spurs.

SD-24 engines 500 through 515 may be operated with not more than 5 units coupled, at authorized speed restrictions on the following subdivisions and spurs only:

First, Fourth, Fifth, Sixth, Ninth, Eleventh and Fifteenth Subdivisions; and on the Kearney, Astoria, Frederick, South Liverpool, Herrin and West Frankfort Spurs. May operate between West Alton and East St. Louis over IT, NYC and GM&O tracks, and between Francis and Murray Yard over GM&O and KCT RR with not more than 4 units.

On the Twelfth Subdivision, except must not operate between Elmwood and Buda and may operate between Lewistown and Vermont with one unit only.

On the Sixteenth Subdivision may operate between East Alton and East St. Louis over NYC and GM&O.

May operate between Shattuc and East St. Louis over B&O and TRRA and over TRRA between Willows and Granite City. SD 24 engines may operate over Merchants bridge with not more than 2 units. Must not operate over Eads bridge.

FIRST SUBDIVISION

1. Within CTC limits, trains finding a permissive indication displayed by a signal, which governs facing point movement over a spring switch, will comply with Rule 104 (H) and in addition a member of the crew will contact train dispatcher by telephone, located adjacent to the spring switch, when such communication is available.

In CTC territory whenever trailing movement through spring switch is not authorized by signal indication, the spring switch must be operated by hand. When any switching movements are made over spring switch, Rule 276 will apply as to permission, time and working limits and notification to engineer.

2. Extra trains will not display classification signals.

3. In addition to Clearance received at Galesburg for movement on First Subdivision, trains enroute to Sixteenth Subdivision must receive Clearance for movement on Sixteenth Subdivision.

4. BUSHNELL:
Rule 83 (B) does not apply to trains from Sixteenth Subdivision.

5. Between Golden and Jct. Switch M.P. 260.95, trains of the N&W will operate and be governed by the Rules of the BN must have a copy of the timetable and special instructions.

SPEED RESTRICTIONS

	Passenger Trains M. P. H.	Freight Trains M. P. H.
Maximum Speed	79	50
Through turnouts of controlled sidings	30	30
M.P. 162.42 to M.P. 163.04	10	10
M.P. 163.04 to M.P. 167.05	59	50
Receiving Yard lead M.P. 166.53 to South Switch of No. 9 Receiving Yard		20
Through Turnout M.P. 166.67	40	35
Through Turnout M.P. 188.92	40	35
Through Crossover M.P. 192.35	30	30
Through Crossover M.P. 192.44	40	35
M.P. 202.60 to M.P. 202.75	35	30
Curves between M.P. 240.00 and M.P. 244.50	75	---

SPEED RESTRICTIONS – Continued

	Passenger Trains M.P.H.	Freight Trains M.P.H.
M.P. 258.50 to M.P. 260.00	50	---
Through Turnout M.P. 260.95	30	30
North leg of Wye West Quincy M.P. 141.84 – 262.94	10	10
Through Turnouts West Quincy M.P. 263.25 West Quincy M.P. 137.00	30	30
Through Turnout North switch Passenger siding M.P. 136.95	15	15
M.P. 260.00 to M.P. 261.00	30	30
M.P. 261.00 to M.P. 137.00 (Fifth Subdivision)	40	40
Curve on east leg of wye between M.P. 260.96 and Quincy Yard	25	25
Curve on west leg of wye between M.P. 261.43 and Quincy Yard	10	10

Between Galesburg and West Quincy bridge derrick 204620 and 250 ton wrecking derricks must not exceed 30 MPH. Other derricks 25 MPH.

Freight trains 68, 70, 80, 67, 69, and 81, authorized by message over signature of Chief Dispatcher, may observe maximum speed as follows (observing all other speed restrictions):

- Between M.P. 167.03 and M.P. 253.84 – 70 MPH
- Between M.P. 253.84 and M.P. 255 – 55 MPH

SECOND SUBDIVISION

1. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.
2. Rule 83 (B) does not apply at Carthage.
3. Track cars operator's lineup will not be issued to cover No. 698 and No. 697.
4. Cars with gross weight exceeding 220,000 lbs. but not more than 263,000 lbs. may be handled between Quincy and Carthage with the following restrictions:
Do not exceed 6 M.P.H. over Bridge 61 37.
If more than 1 car with gross weight in excess of 220,000 lbs. is handled in same train, such cars must be separated from each other and from the engine with at least 2 cars that do not exceed a gross weight of 220,000 lbs.

SPEED RESTRICTIONS

	M.P.H.
Maximum Speed	25
Bridge 40. 46	20

SD-7 or SD-9 engines must not exceed 10 M.P.H. over Bridge 40.46.

Between West Quincy and Carthage 250 ton wrecking derrick and bridge derrick 204620 must not operate.

THIRD SUBDIVISION

1. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.
2. Rule 83 (B) does not apply at Kirksville.
3. Use of wye at Kirksville involves use of N&W main track. Before turning engines or cars permission must be obtained from N&W dispatcher.
4. Track car operator's lineup will not be issued to cover No. 694 and No. 695.

SPEED RESTRICTIONS

	M. P. H.
Maximum Speed:	
Junction switch to M.P. 53.00	25
M.P. 53.00 to Kirksville	20
Head end of train over highway crossing, M.P. 6.65	10
Over King Street crossing, M.P. 31.9, LaBelle	5
Head end of train over highway crossing, M.P. 68.70	10

Between West Quincy and Kirksville 250 ton wrecking derricks and bridge derrick 204620 must not operate.

FOURTH SUBDIVISION

1. Within CTC limits, trains finding a permissive indication displayed by a signal, which governs facing point movement over a spring switch, will comply with Rule 104 (H) and in addition a member of the crew will contact train dispatcher by telephone, located adjacent to the spring switch, when such communication is available.

In CTC territory whenever trailing movement through spring switch is not authorized by signal indication, the spring switch must be operated by hand. When any switching movements are made over spring switch, Rule 276 will apply as to permission, time and working limits and notification to engineer.
2. Extra trains will not display classification signals.

3. Between Birmingham and Fifth Street: BN main track (north track) and N&W main track (south track) will be operated as two main tracks. Rule 97 does not apply. Trains will not display classification signals. Movements of trains and engines will be supervised by the BN Dispatcher and governed by BN Rules. Between Block 224 and Fifth Street Interlocking Rules in effect.
4. BN aspects and signals govern westward track Birmingham to M.P. 225.48 (Fifth Street) and eastward track M.P. 225.48 (Fifth Street) to Block 224. N&W aspects and signals govern eastward track Block 224 to Birmingham.
5. North River:
Rule 83 (B) does not apply to trains from Fifth Subdivision.
6. Macon:
Trains register by ticket.
7. East leg of wye at Bevier is the Bevier & Southern main track. BN engines turning on this wye must protect themselves against Bevier and Southern trains and engines.
8. When an illuminated M is displayed on operators advancing signal located at New Cambria and Bucklin, train will proceed on main track to train order signal at reduced speed and be governed by train orders. Indication does not supersede other signal indications and is not a part of block signal system or interlocking.
9. Brookfield:
Trains must receive Clearance. No. 20 register by ticket.

Yard track switches at West End Brookfield Yard must be left lined for No. 1 Track.

SPEED RESTRICTIONS

	Passenger Trains M. P. H.	Freight Trains M. P. H.
Through turnouts of controlled sidings, unless otherwise specified.	30	30
ZONE - M.P. 137.00 - M.P. 134.06	70	50
Through turnout north switch Controlled Siding, West Quincy Through turnout south switch West Quincy Yard	15	15
ZONE - M.P. 5.72 - M.P. 6.72	30	30
ZONE - M.P. 6.72 - M.P. 8.60	79	50
North Main Track	79	50
South Main Track	40	40
Through turnouts M.P. 6.72 and M.P. 8.60	40	35
Through turnouts and on wye track between North River and Falk	30	30
Through crossover Falk	30	30
ZONE - M.P. 8.60 - M.P. 10.00	70	50
ZONE - M.P. 10.00 - M.P. 14.85	40	30

SPEED RESTRICTIONS - Continued	Passenger Trains M.P.H.	Freight Trains M.P.H.
ZONE - M.P. 14.85 - M.P. 70.10	79	50
Curve M.P. 15.00	60	50
ZONE - M.P. 70.10 - M.P. 71.25	65	50
ZONE - M.P. 71.25 - M.P. 74.00	79	50
ZONE - M.P. 74.00 - M.P. 77.20	65	50
ZONE - M.P. 77.20 - M.P. 83.45	79	50
ZONE - M.P. 83.45 - M.P. 99.30	60	45
Curves M.P. 92.00, M.P. 92.25 and M.P. 93.00	50	40
ZONE - M.P. 99.30 - M.P. 102.50	65	50
ZONE - M.P. 102.50 - M.P. 103.45	65	50
ZONE - M.P. 103.45 - M.P. 104.10	40	30
ZONE - M.P. 104.10 - M.P. 104.40	30	30
ZONE - M.P. 104.40 - M.P. 177.80	79	50
Through turnout to N. & W. at Maxwell	35	35
ZONE - M.P. 216.20 - M.P. 224.45	60	50
Curves between M.P. 216.20 and M.P. 222.90	45	35
Through crossovers, Block 224	25	25
ZONE - M.P. 224.45 - East end Missouri River Bridge	15	15
ZONE - East end Missouri River Bridge - Kansas City Terminal connection, M.P. 225.48, (Fifth Street)	10	10

Between West Quincy and Kansas City 250 ton wrecking derrick and bridge derrick 204620 must not exceed 30 MPH all other derricks 25 MPH.

Freight trains 68, 70, 72, 84, 67, 69 and 71 authorized by message over signature of Chief Dispatcher may, observe maximum speed as follows (observing all other speed restrictions).

Between MP 16.00 and 74.00	60 MPH
Between MP 106.85 and 177.80	70 MPH
Head end of westward trains MP 67.60	55 MPH

Head end of eastward freight trains passing Signal S-18.2 (MP 18.20) 55 MPH except when signal displays an aspect in accordance with Rule 501.

FIFTH SUBDIVISION

1. Trains must receive Clearance at Hannibal and West Quincy.

2. North St. Louis:

Operators on duty 6:00 a.m. to 2:00 p.m., 9:00 p.m. to 5:00 a.m. daily. Trains must receive Clearance when operators are on duty. Trains originating and terminating will register.

3. Between Baden and Machens:

Trains of the MKT will operate and be governed by BN rules, current timetable, and special instruction, copies of which must be in possession of members of the crew. Westward MKT trains must receive Clearance at MKT office Baden. Eastward MKT trains must receive Clearance at MKT office Franklin

4. Alton Bridge:

BN trains must receive Clearance from Illinois Terminal dispatcher for movement between Alton and North Wood River. Trains must receive Clearance authorizing movement on Fifth Subdivision.

Main track between West Alton and Alton is within yard limits. Trains or engines moving from Alton to West Alton must not pass westward interlocking signal located 180 feet south of end of Mississippi River Bridge, Alton, until that signal displays an aspect permitting it to proceed.

Trains or engines moving from West Alton to Alton must not occupy that section of track between these points until eastward signal, M.P. 20.56, at West Alton displays an aspect permitting proceed or permission has been obtained to use the electric switch lock south end of wye switch. Trains and engines entering at "shoo fly" switch between West Alton and Alton must have permission from dispatcher before fouling that section of track.

West Alton:

Operator on duty as follows:
Monday thru Friday - 8:30 AM - 4:00 PM

Westward trains must receive Clearance when operator on duty.

5. Old Monroe:

Rule 83 (B) not in effect for eastward trains from Sixth Subdivision.

Train register located in telephone box outside of station. Trains will register only when instructed to do so.

6. When an illuminated M is displayed on operators advancing signal located at Louisiana, train will proceed on main track to train order signal at reduced speed and be governed by train orders. Indication does not supersede other signal indications and is not a part of block signal system or interlocking.

7. All movements with engine or cars over Highway 79, between Cosgrove and Hercules Powder Co. plant must be stopped before crossing is fouled and movement protected by members of crew stationed on

both sides of crossing to stop highway traffic, and must remain on the crossing until engine and cars are entirely clear of crossing.

The west track between Hannibal and Ilasco must not be used except on permission from dispatcher.

8. Cars exceeding 220,000 lbs. gross weight must not be handled on or over Bridge 119.63 - A in the Hannibal Yard.

9. Falk:

Rule 83 (B) not in effect for trains from Fourth Subdivision.

10. Keokuk

Operators on duty 8:00 a.m. to 4:00 p.m. and 8:00 p.m. to 4:00 a.m. daily.

Trains will receive clearance and register when operator on duty.

Cars exceeding 263,000 lbs. gross weight must not be handled over Bridge 177.15 on yard tracks No. 1, No. 2, or the lead.

Main track switches to be lined and locked for UD track No. 1.

11. Ft. Madison:

Trains originating and terminating will register. Other trains register when instructed to do so.

SPEED RESTRICTIONS

	Passenger Trains M P H	Freight Trains M.P.H.
Through turnouts controlled sidings.	30	30
ZONE - M.P. 4.30 - M.P. 4.70	15	10
ZONE - M.P. 4.70 - M.P. 8.13	65	30
Curve M.P. 7.90	50	30
ZONE - M.P. 8.13 - M.P. 20.50	65	50
Through turnout Freight Lead North St. Louis M.P. 8.19	30	30
Through turnout MK&T Baden, M.P. 9.46	15	15
Curve M.P. 10.14	60	45
Curve M.P. 10.50	60	45
Curve M.P. 12.05	50	45
Curve M.P. 14.70	50	45
Curve M.P. 16.10	50	45
Through turnout Ft. Bellefontaine M.P. 17.31	15	15
Curve M.P. 18.40	45	25
Curve, West Alton M.P. 20.30	25	20
Through turnout Jct. Switch West Alton M.P. 20.50	15	15
ZONE - M.P. 20.50 - M.P. 77.95	79	50
Through turnout to Union Electric Power Plant track, M.P. 25.14	15	15
On all tracks of Union Electric Power near M.P. 25.14		15

SPEED RESTRICTIONS – Continued

	Passenger Trains M.P.H.	Freight Trains M.P.H.
Through turnout MK&T Machens, M.P. 26.85	30	30
Through turnout Junction Switch Sixth Subdivision	25	25
Through turnout east end Controlled Siding Old Monroe	20	20
ZONE – M.P. 77.95 – M.P. 92.70	60	45
Curve Forgeys Bluff M.P. 79.75	35	25
Curve M.P. 85.15	50	40
ZONE – M.P. 92.70 – M.P. 93.70	60	50
Curve M.P. 93.50	40	30
ZONE – M.P. 93.70 – M.P. 95.32	40	30
Over Georgia Street Crossing Louisiana M.P. 94.30	6	6
ZONE – M.P. 95.32 – M.P. 95.80	50	40
ZONE – M.P. 95.80 – M.P. 117.30	60	45
ZONE – M.P. 117.30 – M.P. 119.10	60	40
ZONE – M.P. 119.10 – M.P. 119.86	60	30
Bridge 119.63-A to N&W Hannibal Maximum speed SD-24 diesel engines, series 500 in freight and passenger service between Hannibal and Burlington	10	10
ZONE – M.P. 119.86 – M.P. 120.60	40	40
ZONE – M.P. 120.60 – M.P. 134.06	50	45
Through turnouts and on wye track between Falk and North River	30	30
Through crossover, Falk	30	30
Curve M.P. 133.65	60	45
Through turnout, Mark	40	35
ZONE – M.P. 134.06 – M.P. 137.00	70	50
Through turnout south switch West Quincy Yard	30	30
Through turnout north switch Controlled Siding, West Quincy	15	15
ZONE – M.P. 137.00 – M.P. 137.73 end C.T.C. M.P. 137.73 equals M.P. 141.84	30	20
Through turnout West Quincy M.P. 137.10 North leg of Wye West Quincy, M.P. 141.84- 262.94	30	30
ZONE – M.P. 141.84 – M.P. 143.44	10	10
ZONE – M.P. 143.44 – M.P. 161.75	59	Yard
ZONE – M.P. 161.75 – M.P. 163.40	59	45
ZONE – M.P. 163.40 – M.P. 169.50	50	40
ZONE – M.P. 169.50 – M.P. 173.00	59	45
Curve M.P. 169.70	50	45
Curve M.P. 172.40	45	35
Curve M.P. 172.75	30	30
ZONE – M.P. 173.00 – M.P. 175.68	40	30
Entire train over Des Moines River Bridge 174.95	59	45
Curve M.P. 175.10	25	25
ZONE – M.P. 175.68 – M.P. 178.58	25	25
Bank Street Crossing M.P. 177.75	30	Yard
Moar Line	15	Yard
ZONE – M.P. 178.58 – M.P. 199.29	10	10
Curve M.P. 194.80	59	45
ZONE – M.P. 199.29 – M.P. 200.50	35	25
	30	30

SPEED RESTRICTIONS (Continued)

	Passenger Trains M. P. H.	Freight Trains M. P. H.
ZONE – M.P. 200.50 – M.P. 203.35	50	Yard
Curve M.P. 200.75	25	Yard
20th Street Crossing M.P. 200.90	25	Yard
18th Street Crossing M.P. 201.15	25	Yard
Curve M.P. 201.85	35	Yard
Second Street Crossing M.P. 202.71	9	Yard
ZONE – M.P. 203.35 – M.P. 217.45	59	45
ZONE – M.P. 217.45 – M.P. 219.24	25	25
ZONE – M.P. 219.24 – M.P. 220.02	25	Yard
ZONE – M.P. 220.02 – M.P. 220.32	25	15
ZONE – M.P. 220.32 Burlington Passenger Station	20	15

Freight trains 80, 84, 110, 72, 71 and 81 authorized by message over signature of Chief Dispatcher may observe maximum speed as follows (observing all other speed restrictions).

Between M.P. 20.50 and M.P. 77.95. 60 M.P.H.

Between North Market and Burlington 250-ton wrecking Derricks and bridge Derrick 204620 may operate at 30 MPH. All other derricks 25 MPH.

When handling 250 ton Wrecking Derrick or Bridge Derrick 204620 across the following bridges: 51.49 Cuivre River at Old Monroe, 129.93 South River 131.28 North River, between Falk and Helton must have at least three light cars between the derrick and engine.

Between West Alton and Henry Street Alton entire train must not exceed 10 M.P.H. over Mississippi River Bridge.

Between Alton and West Alton 250 ton wrecking derrick may be handled not to exceed 10 MPH and must be separated from engine by at least four cars

SIXTH SUBDIVISION

1. Old Monroe
Operator on duty 8:00 a.m. to 10:30 a.m., and 12:01 p.m. to 5:00 p.m. daily except Saturday and Sunday. Trains must receive Clearance when the operator is on duty.
2. Francis
Eastward trains will not register. Rule 33 b) does not apply.
3. Conductor or Engineer, or both, arriving at Mexico on Eastward BN trains must deliver all BN Clearances, train orders and messages to relieving Conductor, or Engineer, or both.

SPEED RESTRICTIONS

	M. P. H.
Maximum Speed	40
Through turnout Junction Switch Fifth Subdivision	25
Over Bridge 77.66	25
Through turnouts to G.M. & O. Francis	10

Between Old Monroe and Francis 250 ton wrecking derricks and bridge derrick 204620 must not operate. Trains handling 75 ton and 60 ton wrecking derricks must not exceed 25 MPH.

- Track Car operator's lineup will not be issued to cover No. 701 and No. 702.
- Rule 83 (B) does not apply at Bloomfield.

SEVENTH SUBDIVISION

- Unless otherwise provided, protection against following trains as required by Rule 99 is not required.
- Track car operator's lineup will not be issued to cover No. 699 and No. 700.

SPEED RESTRICTIONS

	M P H
Maximum Speed.	30
Over street crossings, Wayland	10
Bridge 13.81	10
Over street crossings, Kahoka.	10
Head end of train over AT&SF crossings, Medill.	20
M.P. 28.00 to M.P. 34.30	15
M.P. 42.00 to M.P. 46.10	25
M.P. 46.10 to M.P. 54.40	15
M.P. 54.40 to M.P. 74.00	25
M.P. 59.65	10
Over street crossings between M.P. 65.30 and M.P. 65.45, Lancaster	10
Head end of westward trains, over highway crossing M.P. 66.29	10
Around curve M.P. 69.00	20
M.P. 74.00 to M.P. 82.00.	15
Bridge 82.75	10
M.P. 84.10 to M.P. 88.95	25
Light engines between approach and absolute signals CRI&P crossings, M.P. 86.3	20
Light engines between absolute signals CRI&P crossing, M.P. 86.3	10
Head end of train over highway crossing M.P. 86.6	10
Before crossing 18th Street, M.P. 89.65, and Drake Ave. crossing, M.P. 89.70, Centerville protect movement	Stop

Between Alexandria and Centerville Bridge Derrick 204620 and 250 ton wrecking derrick must not operate.

EIGHTH SUBDIVISION

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

SPEED RESTRICTIONS

	M P H.
Maximum Speed	25
Bridge 27.23	10
Curves M.P. 39.00 to M.P. 49.00	20
Bridges 44.26 45.57 46.83 50.74 and 55.54	10
Head end of train over highway crossing M.P. 65.70	20
Head end of train over highway crossing M.P. 73.88	20

Between Vile and Bloomfield Bridge Derrick 204620 and 250 ton wrecking derrick must not operate.

NINTH SUBDIVISION

- Yates City:
Train order signal governs all trains through Yates City, except that trains arriving Yates City from Twelfth Subdivision enroute to Elmwood or beyond must receive Clearance unless otherwise provided.
- Peoria:
Operator on duty Monday through Friday 8:00 a.m. to 4:00 p.m.; 9:00 p.m. to 5:00 a.m. Saturday: 12:01 a.m. to 5:00 a.m. Closed Monday 12:01 a.m. to 5:00 a.m. Trains must receive Clearance when the operator is on duty.

Employees are prohibited from occupying sides of cars on yard tracks Nos. 11, 12, 13, and 14 while cars are in motion.

SPEED RESTRICTIONS

	M. P. H.
Maximum Speed.	40
Between Knox Street and Chambers Street, Galesburg	10
Between Chambers and Pine Streets, Galesburg	15
Curve M.P. 17.74.	30
Yates City, both legs of wye SD-24 diesel engines.	10
Through crossover and south leg of wye Yates City.	15

SPEED RESTRICTIONS (Continued)

	M.P.H.
Trailing movement through Spring Switch	
West End of Siding Yates City	25
Curves between M.P. 26.00 and M.P. 33.10	30
Curves between M.P. 33.10 and M.P. 39.60	35
P.R.T. crossing interlocked M.P. 49.50	15
Between absolute Signals C&NW Interlocking MP 50 10, Peoria	15
Between Edmund Street and Burlington Elevator, Peoria	10
Between 150 feet East of Edmund Street and Edmund Street, Peoria	5
Over Cedar Street Peoria	5

Between Galesburg and Peoria, trains handling derricks, must not exceed 25 MPH.

Bridge Derrick 204620, 10 MPH over Bridge 42.51 and watch for close clearance of derrick sill step and bridge girders.

TENTH SUBDIVISION

1. Westward trains must receive Clearance at West Quincy, except N&W trains from Golden will receive Clearance at Golden.
2. Between Quincy and East Hannibal, trains of the N&W will be governed by the Rules of the BN and must have a copy of the Timetable, and Special Instructions.
3. Eastward Trains must receive clearance from N&W Operator Hannibal Bridge.
4. BN trains will use N&W tracks between Bridge and Hull and are governed by rules and timetable of N&W RR.

SPEED RESTRICTIONS

	M. P. H.
Maximum speed	20
Approaching Broadway Street crossing, Quincy	5
Over Bridge 269.58	10
Loaded tank cars	15

Between Quincy and East Hannibal bridge derrick 204620 and 250 ton wrecking derricks must not operate.

ELEVENTH SUBDIVISION

1. When an illuminated M is displayed on operators advancing signal located at Chillicothe, train will proceed on main track to train order signal at reduced speed and be governed by train orders. Indication does not supersede other signal indications and is not a part of block signal system or interlocking.
2. Cameron:
Operator on duty 7:00 a.m. to 9:00 a.m. and 12:01 p.m. to 4:00 p.m. daily except Saturday and Sunday. Trains must receive Clearance when operator is on duty.
3. CRI&P Crossing at South Park protected by interlocking signals and electrically locked stop gate. Normal position of gate is against CRI&P trains.
4. Rule 83(b) does not apply at Needles.

SPEED RESTRICTIONS

	Passenger Trains M.P.H.	Freight Trains M.P.H.
Through crossover Needles, M.P. 106.82	30	30
Through turnout Needles, M.P. 106.85	40	35
ZONE - M.P. 106.86 - M.P. 109.35	50	50
ZONE - M.P. 109.35 - M.P. 203.95	60	50
Head end eastward trains over street crossings Meadville	45	45
Head end eastward freight trains passing signal S-125.0	---	45
Head end westward trains over street crossings, Chillicothe	50	45
Head end westward trains over street crossings, Breckenridge	45	45
Curve M.P. 157.00	35	35
Curve M.P. 164.25	55	50
Head end trains over five street crossings, Cameron, between M.P. 170.80 and M.P. 171.25	15	15
Head end trains over street crossings, Stewartville	30	30
ZONE - M.P. 203.95 - M.P. 204.70	55	50
ZONE - M.P. 204.70 - M.P. 204.90	55	Yard
Head end of trains over C.R.I. & P. Crossing M.P. 204.8	20	Yard
Crossing M.P. 204.8	10	10
ZONE - M.P. 204.90 - M.P. 206.00		
Maximum speed SD-24 diesel engines in passenger service	50	

Between St. Joseph and Brookfield 250 ton wrecking derrick and bridge derrick 204620 must not exceed 30 MPH all other derricks 25 MPH.

TWELFTH SUBDIVISION

1. Unless otherwise provided, protection against following trains as required by Rule 99 is not required between Lewistown and Vermont.
2. Between Jct. Switch C&NW and Sherwood:
C&NW trains governed by BN timetable, and special instructions, copies of which employees must have in their possession.
3. Train and engines in either direction must stop before moving over C&NW Railroad crossing M.P. 1.60 west of Buda. Before movement is made, protection must be provided in addition to proceed aspect of absolute signal.
4. Between 3:01 p.m. and 4:01 p.m. daily except Sunday, trains must approach private entrance gate of International Harvester Co. Just east of TP&W grade crossing at Canton not exceeding 5 M.P.H. and be prepared to stop before passing the private entrance gate account heavy vehicle and pedestrian traffic.
5. Operators on duty: Buda, Lewistown and Vermont as follows:
Buda – 10:30 a.m. to 7:30 p.m. daily.
Lewistown: 8:00 a.m. to 11:59 p.m. daily except Saturday and Sunday.
Vermont: 1:00 p.m. to 5:00 p.m., Monday through Friday.
Trains must receive clearance when operators are on duty.
6. Do not occupy highway crossings at Avenue E Route 24 Lewistown, South Main St. Route 24 Lewistown and Route 136 Ipava unless flasher signals are operating or highway traffic has been stopped.
7. Track car operator's lineup will not be issued to cover local extra which will not leave Elmwood before 3:00 p.m. Monday, Wednesday and Friday for Sherwood Bradford or Buda and return.

SPEED RESTRICTIONS

	M. P. H.
Maximum Speed:	
Buda and Elmwood	25
C&NW Trains between Jct. switch C&NW crossing and Sherwood	20
Yates City and Lewistown	40
Lewistown and Vermont	35
Yates City, both legs of wye SD 24 engines	10
Over C. & N.W. Interlocking M.P. 1.60	15
Head End Over Road crossing M.P. 22.25 and M.P. 38.25	5
Head End Over Road crossing M.P. 42.50	10
Between approach signals to A.T. & S.F. crossing, Monica.	15

SPEED RESTRICTIONS – Continued

	M. P. H.
Loaded tank cars between:	
Buda and Elmwood	20
Lewistown and Vermont	25
Curve M.P. 52.80	30
Over T.P. & W. crossing at Canton	10
Between T.P. & W. crossing and Canton station	15
Between Dunfermline and Buckheart Mine	10
Over East Switch of Lewistown Yard, M.P. 75.60	10
Between Lewistown and South Liverpool	20
Over Bridge 81.41	10

Between Buda and Elmwood 250 ton wrecking derricks and bridge derrick 204620 must not operate.

Between Yates City and Lewistown trains handling derricks must not exceed 25 M.P.H.

Between Lewistown and Vermont 250 ton wrecking derricks and bridge derrick 204620 must not operate.

THIRTEENTH SUBDIVISION

1. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.
2. Rule 83 (B) does not apply at Unionville.
3. Linneus:
Operator on duty 1:20 p.m. to 5:00 p.m. daily except Saturday and Sunday. Trains must receive Clearance when operator is on duty.
4. Track car operator's lineup will not be issued to cover No. 706 and No. 707.

SPEED RESTRICTIONS

	M. P. H.
Maximum Speed.	25
Head end of train over highway crossing M.P. 149.4	20
Before crossing Third Street, M.P. 150.0 Milan, protect movement	Stop
Bridges 155.27, 156.88, and 159.53	10
Head end of train over highway crossing M.P. 168.6	20
Main Street crossing M.P. 169.2 Purdin	5
All street crossings Linneus	15
Curve M.P. 177.1 and M.P. 177.7	20
Curve north of Junction Switch, Laclède	10

Between Unionville and LaCiede Bridge derrick 204620 and 250 ton wrecking derricks must not operate.

FOURTEENTH SUBDIVISION

- 1. Rule 83 (B) does not apply at Fairview, Friatt, and Cuba.
- 2. Cuba:
Crossing gate TP&W Crossing, normal position stop for BN trains. Inside switch on crossover between house track and main track must be lined at all times for elevator track.
- 3. Lewistown:
Operator on duty 8:00 a.m. to 11:59 p.m. daily except Saturday and Sunday. Trains must receive Clearance when operator on duty.

SPEED RESTRICTIONS

	M. P. H.
Maximum Speed	20
M.P. 30 to Fairview Mine	10
250 ton derrick over Bridge 43.25	5
Over Bridges 43.66 and 45.18	10
Loaded tank cars	15

FIFTEENTH SUBDIVISION

- 1. Concord:
Rule 83 (B) does not apply to trains from Sixteenth Subdivision.
- 2. At Lowder Track to the left for westward trains is designated as siding. Normal position of switch east end siding is for the siding. Trains using siding need not move at "Reduced Speed" as specified in Rule 105, unless meeting or passing trains or conditions in connection with own train make it necessary. Trains will always use right-hand track unless otherwise provided. Trains will always use right-hand track to "clear" trains or "take siding." When a train is to pass another train at Lowder train to be passed will always use right-hand track unless otherwise provided and train passing will use left-hand track on authority of train dispatcher or if communication fails, when preceded by flagman per Rule 99. Work extras will expect other trains to always use right-hand track in direction such other trains are running.

Rule 17 second paragraph in effect at Lowder for trains standing in clear on the main track. Exception to Rule 19 not in effect on siding. Rule 99 in effect on siding.

- 3. Girard:
Crossing with the GM&O interlocked and controlled by GM&O Dispatcher at Bloomington.
- 4. Shattuc:
Members of crew must have permission from operator at Tower before handling switches leading to or from either main tracks to B&O connection.

Trains between Shattuc and East St. Louis and West Alton are governed by rules and timetables of B&O, T.R.R. Assn. N.Y.C. G.M. & O. and I. T. Railroads.

- 5. Centralia:
Trains must receive clearance.
Eastward movements between Illinois Central and BN track using hand throw crossover immediately north of McCord St. will move through crossover on authority of BN operator. Stop signal governing westward movements from track No. 18 will be arranged to display aspect in accordance with Rules 501G, 501I and 501J. Signal will display aspect in accordance with Rule 501I when crossover is lined for movements from BN to Illinois Central track. Other signals will display aspect in accordance with Rules 501G and 501J.

CTC in effect between M.P. 121.25 and M.P. 121.38.

Interlocking at I.C. crossing, MP 122.60, controlled from I.C. "B" yard office Centralia.

Southern Railway trains and engines will use BN track between Southern Railway Jct. M.P. 120.96 and Southern Railway Jct M.P. 122.70. Normal position of Southern Railway Jct. switch M.P. 120.96 is for Southern Ry. main track.

- 6. Herrin Jct
Operator on duty 8:00 a.m. to 5:00 p.m. daily except Saturday and Sunday. Trains will register and must receive Clearance when the operator is on duty.
- 7. Neilson - West Vienna
Operators on duty 9:00 a.m. to 6:00 p.m. daily. Trains must receive Clearance when the operators are on duty.
- 8. Metropolis.
Operator on duty 8:00 a.m. to 5:00 p.m. daily except Saturday and Sunday. Trains departing Metropolis must receive Clearance when the operator is on duty.

BN trains and engines using I.C. tracks at Metropolis, and at Campbell Yard West Frankfort. are governed by I.C. Rules. Track between I.C. yards and GNP&B Jct., Metropolis. is used by I.C. RR. Rule 93 in effect.
- 9. Paducah:
Trains enroute to the 15th Subdivision must receive Clearance.

SPEED RESTRICTIONS

SIXTEENTH SUBDIVISION

LOCATION	M. P. H.
Maximum Speed:	
Between Concord and Centralia	40
Concord, through turnout Jct. Switch	30
G.M. & O. and N. & W. crossings, Jacksonville	20
Through turnouts of spring switches north and south ends siding Lowder	40
Engine or leading car between home signals at I.T. Crossing, M.P. 42.84	20
Between GM&O Crossing	
Girard and Switch to interchange.	20
Eastward trains using siding at Ayers, head end of train between east switch of siding and highway crossing, 165 ft. east	5
Head end of westward trains over B&O Crossing M.P. 114.92	20
Through turnout end of two Main tracks Shattuc	30
On westward track, Shattuc to M.P. 119.27, SD-24 engines.	30
M.P. 121.25 to M.P. 121.38	20
Between Centralia and Herrin Jct.	40
Between Herrin Jct. and Burlington Jct.	45
SD-24 engines,	
Between M.P. 172.25 and M.P. 173.46	30
Between M.P. 173.46 and M.P. 176.66	40
Between M.P. 176.66 and M.P. 226.87	30
Centralia:	
I.C. Crossing	30
Engines on mine spurs and in mine yards	10
Zeigler Jct. At approach signals governing trains approaching Mo. Pac. Crossing	25
Through turnout of spring switch at end of two main tracks Zeigler Jct.	30
Engine or leading car of train between absolute signals at Mo. Pac. Crossing, M.P. 165.00	20
Cambon Trailing movements through spring switch at east end of siding and eastward trains and engines through wye switch.	10
Herrin Jct. over Jct. switch	10
Between M.P. 214.13 and M.P. 215.75	35
Forman: At approach signal governing westward trains approaching N.Y.C. Crossing	25
Forman: Engine or leading car of train between absolute signals at N.Y.C. Crossing	20
Around curve of wye Metropolis.	10

Between Concord and Herrin Jct., trains handling derricks must not exceed 25 M.P.H.

Between Herrin Jct. and Paducah trains handling derricks must not exceed 15 M.P.H.

Between Zeigler Jct. and Zeigler, Cambon and West Frankfort, Herrin Jct. and Herrin bridge derrick 204620 and 250 ton wrecking derrick must not operate. Other derricks may operate at 10 M.P.H.

1. Bushnell:

Operator on duty 8:00 a.m. to 5:00 p.m. daily except Saturday and Sunday. Westward trains must receive Clearance when operator is on duty.

Eastward trains register when instructed to do so.

2. At Adair:

Track to the right for westward is designated as Siding. Trains using siding need not move at "Reduced Speed" as specified in Rule 105 and in Timetable Speed Restriction, unless meeting or passing trains or conditions in connection with own train make it necessary. Trains will always use right-hand track unless otherwise provided. Trains will always use right-hand track to "clear" trains or "Take Siding." When a train is to pass another train at Adair, train to be passed will always use right-hand track unless otherwise provided and train passing will use left hand track on authority of train dispatcher or if communication fails, when preceded by flagman per Rule 99. Work extras will expect other trains to always use right-hand track in direction such other trains are running. Rule 17 (Second Paragraph) in effect at Adair for trains standing in clear on main track. Exception to Rule 19 not in effect on siding. Rule 99 in effect on siding.

3. Vermont:

Operator on duty 1:00 p.m. to 5:00 p.m. daily, except Saturday and Sunday. Trains must receive Clearance when the operator is on duty.

4. Beardstown:

Draw Bridge 117.35 over Illinois River interlocked. Hand throw switches located M.P. 114.12, normal position for yard. M.P. 114.31 normal position for former southward main track. Operator on duty 6:00 a.m. to 10:00 p.m., daily. Trains must receive Clearance when the operator is on duty.

5. Concord:

Rule 83 (B) does not apply to trains from Fifteenth Subdivision.

6. Brighton Crossing with the GM&O interlocked and controlled by GM&O dispatcher at Bloomington.

7. Alton Hospital:

Eastward trains will not register.

8. East Aiton

Operator on duty 8:00 a.m. to 5:00 p.m. daily except Saturday and Sunday. Rule 83 (B) does not apply when operator is not on duty.

Trains between Bridge Junction and East Aiton will be governed by the New York Central Railroad Company and the G M & O Railroad Company joint timetable and those between North Wood River and Alton by the rules of the Illinois Terminal Company

9. East St. Louis:

Trains enroute to 16th Subdivision must receive Clearance.

SPEED RESTRICTIONS

	M. P. H.
Maximum Speed:	
Between Bushnell and M.P. 141 Vermont.	40
Through turnouts of spring switches north and south ends of siding Adair.	40
Between M.P. 141 Vermont and north end Illinois River Bridge M.P. 117.35.	30
Between north end Illinois River Bridge M.P. 117.35 and begin — end CTC M.P.116.25 Beardstown	20
Between Beardstown and M.P. 70.50	40
Between M.P. 70.50 and M.P. 40.00	45
Between M.P. 40.00 and East Alton (M.P. 136.65 equals M.P. 140.00)	40
Between M.P. 107.40 and M.P. 107.45, SD-24 engines,	30
Between M.P. 40.00 and M.P. 70.50, SD-24 engines,	40
Through turnout, south siding switch Hagener	30
Eastward trains M.P. 105.20 to Arenzville	30
Westward trains M.P. 106.90 to M.P. 105.40	30
Chapin: At approach signal governing westward trains approaching N. & W. Crossing.	35
Engine or leading car of train between absolute signals at N&W crossing, Chapin	20
Between MP 95.25 and MP 96.25	30
On reverse curves between MP 84.20 and MP 83.35	30
At approach signals to GM & O, crossing M.P. 75.27.	20
Engine or leading car of train between absolute signals at GM & O, crossings, M.P. 73.33 and M.P. 75.27	20
At approach signals to GM & O, crossing M.P. 73.33.	15
Through Whitehall	20
Curve M.P. 43.83.	35
Over GM&O, crossing M.P. 38.61	20
Over Shamrock Street, East Alton, engine or leading car.	5

MP 159.40 and MP 140.60	40 MPH
MP 140.60 and MP 117.35	30 MPH
MP 117.35 and MP 116.25	20 MPH
MP 116.25 and MP 107.0	40 MPH
MP 107.0 and MP 105.0	20 MPH
MP 105.0 and MP 102.0	40 MPH
MP 102.0 and MP 96.50	30 MPH
MP 96.50 and MP 82.0	25 MPH
MP 82.0 and MP 73.40	30 MPH
MP 73.40 and MP 72.0	20 MPH
MP 72.0 and MP 44.0	30 MPH
Over Bridge 54.62	10 MPH
MP 44.0 and MP 43.0	25 MPH
MP 43.0 and MP 39.50	30 MPH
MP 39.50 and MP 26.63	25 MPH

Trains handling derricks must not exceed 25 MPH.

Clearances and speed restrictions for 250 ton wrecking derrick over following foreign line territory:

GM&O R.R. between Wann Tower and East St. Louis. The derrick may operate at a speed not to exceed 30 MPH, and must be separated from the engine by at least five cars, and smoke stack removed.

NYC System. Cannot be handled from East Alton to Alton but can be operated from East St. Louis, Ill. to East Alton when separated from the train engine by at least four ordinary cars.

Illinois Terminal R. R. — Alton to Wood River, Wood River to Wood River Bridge 25 M.P.H. Over Wood River Bridge 15 M.P.H. Wood River Bridge to Henry Street, Alton, 25 M.P.H. Over Henry Street 5 M.P.H.

East St. Louis to St. Louis via Merchants Bridge — cannot operate

Trains handling loaded NP 70 ton ore cars, also loaded GN and DM&IR ore cars must not exceed speeds outlined below between the designated points shown.

On No. 1 track between Wann and Bridge Jct. must not exceed 25 MPH, and 10 MPH over Bridge 2667 Cahokia Creek Diversion Channel.

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

AIR BRAKE RULES AND INSTRUCTIONS

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

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

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

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

INITIAL TERMINAL ROAD TRAIN AIR BRAKE TESTS

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

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

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

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

PISTON TRAVEL

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

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

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

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

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

INTERMEDIATE TERMINAL ROAD TRAIN AIR BRAKE TESTS

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

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

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

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

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

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

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

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

RUNNING TEST

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

BACK UP MOVEMENTS

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

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

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

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

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

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

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

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

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

Passenger	110 pounds
Freight	80 pounds