



River Division

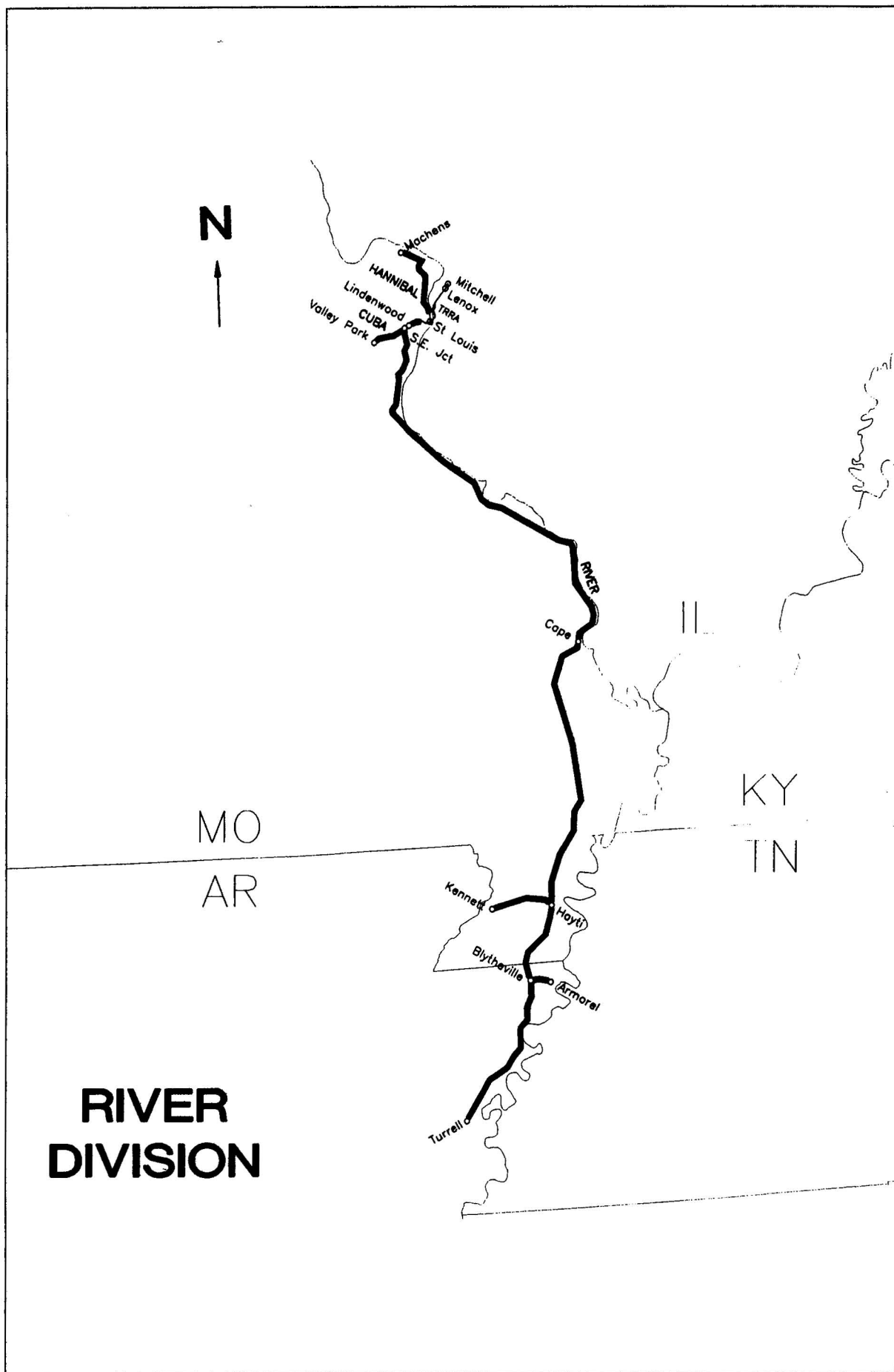
Timetable No. 2

**IN EFFECT AT 0001
Central Continental Time**

Sunday October 30, 1994

**Division Superintendent
JERRY L. HARDY
St. Louis, MO
(314) 768-7021**

**See Back Cover for Division Operating Supervisor's Names, Locations
and Phone numbers**



WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Hannibal Subdiv MAIN LINE STATIONS			Distance from Burling- ton	↑ EAST WARD
					Trk	Office Calls	Rule 4.3 Oper		
	10,243	26027	14	26.9		MACHENS		190.4	
	10,620	26020		20.4		6.5 WEST ALTON		196.9	
	8,924	26015		14.9		5.6 SPANISH LAKE		202.5	
		26009		9.4		5.4 BADEN	J	207.9	
						2.2			
ON TRRA BELT BETWEEN BADEN AND GRAND AVENUE, TRAA RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.									
		26007	14	7.2		NORTH ST LOUIS BJKT		210.1	
		26004		4.2		3.0 NORTH MARKET	IJ	213.4	
						5.1			
BETWEEN NORTH MARKET AND GRAND AVENUE TRRA RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.									
			1002	2.1		GRAND AVENUE	IJ	219.1	
		92007		7.1	LI	5.0 LINDENWOOD	BIJK	224.1	
							Rule 6.28		

AAR Radio Channel 87 in service on this Subdivision.

Galesburg Train Dispatcher Call: West Alton-32.

Dispatchers Phone Numbers-

Asst Chief Dispatcher: (817) 234-6012

Dispatcher: (817) 234-6027

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Cuba Subdiv MAIN LINE STATIONS			Distance from Linden- wood	↑ EAST WARD
					Trk	Office Calls	Rule 4.3 Oper		
		92007	1002	7.1		LI LINDENWOOD BIJK		0.0	
				7.3		0.2 S E Jct	J	0.2	
				11.8		4.5 UP MP 11.8	A	4.7	
		92016		15.7	DT	3.9 TC TREE COURT		8.6	
		92018		17.9		2.2 VP E VALLEY PARK		10.8	
				18.3		0.4 VP W VALLEY PARK	T	11.2	
							CTC		

BN Radio Channel No. 2 or 70 in service on this Subdivision.

Springfield Train Dispatcher Calls-Lindenwood-81, Valley Park-71, Stanton-61, Cuba-31, Newburg-41, Lebanon-51, Northview-61, Springfield Yard-81.

Emergency Train Dispatcher Call-911

Dispatchers Phone Numbers-

Asst Chief Dispatcher: (417) 864-2226

Dispatcher: (417) 864-2246, (800) 666-1394

Mobile Radio

Kansas City 234-9287
Ft Scott 864-2101
Springfield 864-2100

Access Digit

*1 #1
*2 #2
*1 #1

Disconnect Digit

1. Maximum Speed Permitted**Freight****Lindenwood East—**

Grand Ave. Interlocking	10 MPH.
MP 3.9 to MP 4.7	10 MPH.
MP 4.7 to MP 8.1	30 MPH.
MP 8.1 to MP 18.3	45 MPH.
MP 18.3 to MP 20.6 (over Missouri River Bridge)	25 MPH.
Missouri River Bridge 18.8 cars heavier than 131.5 tons	10 MPH.
MP 20.6 to MP 26.9 Loaded Unit trains except intermodal	45 MPH.
Propect Hill—Water Works Track	5 MPH.
Machens—Union Electric Power tracks loaded trains	5 MPH.

Lindenwood West—

MP 7.9—for Wwd trains on Wwd track after engine arrives MP 7.9 and rear of train is by MP 7.3	35 MPH.
MP 7.9 to MP 10.5	35 MPH.
MP 10.5 to MP 19.0	45 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions—**Maximum Gross Weight of Car:**

Machens to Lindenwood	143 tons
Lindenwood to West Valley Park MP 18.5 ..	143 tons
24 ft ore cars (BN 95500—95891, 96044—96085) and 35 ft ore cars (BN 99000—99949) not permitted.	

3. Type of Operation—**Lindenwood East—**

CTC— MP 4.2 North Market to MP 26.9 Machens

Lindenwood West —

Double track MP 7.2 to MP 17.9 designated Eastward and Westward tracks.

ABS— MP 7.9 to MP 17.9 Westward track.
MP 17.9 to MP 7.9 Eastward track.

TWC— MP 9.1 to MP 17.9 Westward track.
MP 17.9 to MP 9.1 Eastward track.

CTC— MP 17.9 to MP 18.5.

Yard Limits—

MP 7.9 to MP 9.1

Manual Interlockings Not Controlled by BN—

<u>Location</u>	<u>Controlling Railroad</u>
MP 4.2 North Market	TRRA

4. General Code of Operating Rule Items—

Rule 6.19—Cuba Sub:When flagging is required, distance will be 2 miles.

Hannibal Sub:When flagging is required, distance will be 1.5 miles.

Rule 6.28—in effect between: Grand Avenue Interlocking and MP 7.9 (west of S.E. Jct).

Rule 10.2— Main Track switches not equipped with electric lock:

MP 5.1	PVO Track
MP 10.0	West end West Pass
MP 10.2	East end West Pass
MP 13.1	Int'l Paper

5. Trackside Failed Equipment Detectors (FED)—**A. Protecting Bridges, Tunnels or Other Structures—****Radio Tone Detectors:**

Spanish Lake (EWD) ...	MP 14.9 (DED Only)
West Alton (WWD)	MP 22.7 (DED Only)

B. Other FED Locations—**Radio Tone Detectors:**

Spanish Lake (WWD) . . MP 14.9 (DED Only)

West Alton (EWD) MP 22.7 (DED Only)

6. FRA Excepted Track—None.**7. Special Conditions—**

Machens—Union Electric Plant— Coal trains must have dump line connected and charged on arrival U.E. Plant.

Spanish Lake—Westward trains approaching Lindenwood notify yardmaster by radio.

Prospect Hill— Water works track— Six-axle locomotives not permitted.

Between Baden and Kirkwood— Inclusive, do not sound crossing whistle signal as prescribed by Rule 5.8.2 (11) 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.

North St. Louis— Engines entering or passing through coal dumper building at ACT must ensure that locomotive awnings, mirrors and wind wings are pulled in account close clearance in the building.

ACT, North St. Louis, after dumping loaded coal train, will cut off coal train power and caboose north of the coal shed lead, just outside the entrance to the shed. Under normal operating conditions, outbound road crews will receive authority to run through the shed by either a green signal at the entrance or verbal permission from an ACT crewman in order to double out their train on the outside (runaround) track. On weekends and other occasions, if the shed entrance door is closed, BN crews must use the outside (runaround) track to get around the shed to makeup their outbound train.

TRRA Railroad St. Louis— All eastbound trains from Lindenwood across TRRA are limited to a maximum of 8,500 ft. All empty 80 ft. equipment will be placed to the rear half of the train. All trains operating on TRRA trackage handling single axle TOFC equipment, loaded or empty, regardless of destination blocking, must have this equipment positioned to the rear of train.

Grand Avenue Interlocking and Track 32 between Grand Avenue and Tower Grove Avenue — Track 32 between Grand Avenue and Tower Grove Avenue is within manual interlocking limits. Rule 9.17 applies. All train and MW movements within these limits including use of hand throw switches must be authorized by Gratiot Street Control Operator.

St. Louis— St. Louis Lindenwood Yardmaster and Operator will monitor BN radio Channel 1 or 66 instead of Channel 2 or 70. Trains arriving and departing Lindenwood should remain on Channel 1 within the St. Louis Terminal complex, and when necessary to communicate with the Dispatcher, use Channel 2.

Lindenwood Hub — Track switches and derail secured by private locks in charge of Hub personnel who must unlock and authorize movement before using. All engines must have bell ringing and headlight on dim when moving within limits of concrete pad.

Valley Park—Eastward trains approaching Lindenwood notify yardmaster by radio.

8. Other Line Segments—**Yard Line Segments—**

Line Segment	Limits
854	North St. Louis
862	East St. Louis
863	West Alton
1101	St. Louis
1102	Valley Park

Other Road Line Segments—NONE

9. Locations Not Shown as Stations—

Name		Miles—Location	Capacity Cars	Switch Opens
26013	Larimore	1.7 west of Spanish Lake	4	East
26010	Prospect Hill	4.5 west of Spanish Lake	47	Both
92013	Kirkwood	5.6 west of Lindenwood	15	East

SOUTHWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	River Subdiv MAIN LINE STATIONS			Distance from Lindenwood	NORTHWARD
					Trk	Office Calls	Rule 4.3 Oper		
				7.3		SE JCT	J	0.2	
						1.8	Rule 6.28		
	98008			9.1	MU	MUTUAL		2.0	
						3.4			
	98012			12.5	AF	ALPHA		5.4	
						12.4			
8,600	98025			24.9	BI	BYERS		17.8	
						13.8			
	98039			38.7	FS	FESTUS		31.6	
						3.4			
7,111	98040			42.1	CX	CRYSTAL	B	35.0	
						7.6			
	98047			49.7	RH	RUSH ISLAND		42.6	
						2.4			
	98054			52.1	EE	BRICKYS		45.0	
						14.4			
8,600	98065			66.5	SG	STE GEN	J	59.4	
						13.2			
8,600	98081			79.7	MB	MCBRIDE		72.6	
						22.6			
8,600	98103			102.3	WB	WITTENBERG		95.2	
						13.3			
5,040	98115			115.6	NE	NEELYS		108.5	
						14.1			
8,600	98129			129.7	FZ	FREEZE		122.6	
						12.0			
	98142			141.7		ROCKVIEW (SSW)	AJ	134.6	
						1.6			
9,150	98144			143.3	CF	CHAFFEE	B	136.2	
						11.5			
7,600	98155			154.8	BF	BROOKS		147.7	
						11.1			
	98166			165.9	SI	SIKESTON (UP)	A	158.8	
						14.7			
8,263	98180			180.6	KA	KEWANEE		173.5	
						5.6			
	98186	1025		186.2		LILBOURN (SSW)	JM	179.1	CTC
						6.8			
10,563	98194			193.0	CR	CONRAN		185.9	
						6.6			
	98199			199.6	PO	PORTAGEVILLE		192.5	
						11.9			
	98211			211.5	TE	TERRY		204.4	
						2.1			
	98213			213.6	HY	HAYTI		206.5	
						(To Kennett 17.8 miles)			
						11.8			
8,780	98224			225.4	ST	STEELE		218.3	
						10.3			
	98235			235.7	NM	NORBLY		228.6	
						2.4			
8,810	98237			238.1	BL	BLYTHEVILLE	BJ	231.0	
						(To Armorel 6.0 miles)			
						10.1			
	98249			248.2	LX	LUXORA		241.1	
						4.5			
	98253			252.7	HD	HAROLD		245.6	
						2.2			
	98254			254.9	OS	OSCEOLA	T	247.8	
						10.6			
8,720	98264			265.5	WN	WILSON		258.4	
						6.9			
	98272			272.4	JR	JOINER		265.3	
						9.9			
8,610	93462			282.3	R2	TURRELL	T	275.2	
						1.2			
	93462			283.3	JG	RIVER JCT	J	276.4	

BN Radio Channel No. 85 in service on this Subdivision.

Train Dispatcher Calls—Lindenwood—87, Crystal—57, Ste Gen—27, McBride—67, Wittenberg—17, Cape—47, Sikeston—37, Portageville—57, Blytheville—67, Turrell—17, Turrell (Thayer Subdivision)—12.

Emergency Train Dispatcher Call—911.

Dispatchers Phone Numbers—
Asst Chief Dispatcher: (417) 864-2224
Dispatcher: Mon-Fri: 0700-1500 (417) 864-2246, (800) 666-1394
Remainder of time (417) 864-2245, (800) 666-1393

Mobile Radio		Access Digit	Disconnnet Digit
St Louis	786-7044	*1	#1
Cape Girardeau	864-2107	*3	#3
Hayti	864-2108	*4	#4
Memphis	369-6147	*2	#2

1. Maximum Speed Permitted—

Freight

S.E. Jct to Mutual—southward trains after engine arrives MP 9.1	50 MPH.
Mutual to Chaffee	50 MPH.
Chaffee to River Jct.	55 MPH.
MP 12.7 to MP 23.8	45 MPH.
MP 26.7 to MP 30.6	45 MPH.
MP 35.5 to MP 38.7	45 MPH.
MP 38.7 to MP 39.7 Until engine through limits	30 MPH.
MP 40.1 to MP 40.3	40 MPH.
MP 44.6 to MP 44.8	45 MPH.
MP 58.9 to MP 60.0	45 MPH.
MP 61.3 until engine over crossing	35 MPH.
MP 64.8 to MP 65.0	40 MPH.
MP 65.0 to MP 65.2 Until engine through limits	30 MPH.
MP 70.0 to MP 70.4	45 MPH.
MP 83.2 to MP 83.6	45 MPH.
MP 88.2 to MP 91.8	45 MPH.
MP 93.0 to MP 103.6	35 MPH.
MP 103.6 to MP 105.8	40 MPH.
MP 109.5 to MP 113.6	45 MPH.
MP 118.2 to MP 119.6	45 MPH.
MP 125.2 to MP 130.6	45 MPH.
MP 130.6 to MP 131.7	20 MPH.
MP 131.7 to MP 132.9 Until engine through limits	20 MPH.
MP 141.7 (over diamond) and do not use dynamic braking	25 MPH.
MP 142.5 to MP 143.6 Until engine through limits	20 MPH.
MP 164.3 to MP 166.3 Until engine through limits	20 MPH.
MP 185.5 to MP 186.6 Until engine through limits	20 MPH.
MP 198.6 to MP 199.0 Until engine through limits	30 MPH.
MP 212.2 to MP 213.4 Until engine through limits	20 MPH.
MP 224.2 to MP 224.8 Until engine through limits	20 MPH.
MP 227.0 to MP 227.6 Until engine through limits	30 MPH.
MP 236.3 to MP 237.9 Until engine through limits	20 MPH.
MP 253.1 to MP 254.3 Until engine through limits	20 MPH.
MP 283.3 Turnout River Jct	25 MPH.
Siding turnouts and sidings	
Trains up to 100 tons O/B	20 MPH.
Trains 100 tons O/B and over	10 MPH.
Siding turnouts Neelys	10 MPH.
and do not use dynamic braking.	
Sidings: Crystal, McBride, Neelys, Brooks, Kewanee, Conran, and Turrell	10 MPH.
South switch, No. 1 track UP connection Crystal City	5 MPH.
Rush Island, Loop Track	8 MPH.
Rush Island over scale	4 MPH.
Blytheville MP 238.2 to Armorel MP 244.3	25 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

S.E. Jct. to River Jct.	134 tons
Blytheville to Armorel	134 tons
Hayti to Kennett	131.5 tons
24 ft ore cars (BN 95500-95891, 96044-96085) and 35 ft ore cars (BN 99000-99949) not permitted.	

Between Hayti and Kennett cars heavier than 110 tons must have length of 50 ft. or more.

Loaded unit coal or grain trains must not use the sidings at:

Neelys	Conran
Brooks	Turrell
Kewanee	

Six-axle locomotives and six axle derricks not permitted:

Crystal on UP Connection Track
 Between Hayti and Kennett
 Blytheville West Gin Track
 Burdette Industriail Track beyond 500 feet from either end.
 American Greeting Lead at MP 254.3
 Osceola Product tracks
 Paymaster Lead beyond 500 feet east of east Wye switch.

Not more than one six-axle locomotive or six axle derrick permitted on:

South Spur Track at Blytheville

3. Type of Operation—

CTC: MP 9.0 to MP 283.3

Interlockings—When stopped by a Stop Indication at the automatic interlockings at MP 141.7 (Rockview) or MP 165.6 (Sikeston) be governed by Rule 9.12.3. Communication with the control operator is not required. When required to make movement at restricted speed, movement must be made at restricted speed to the next governing signal.

Crossing Gates—

<u>Station</u>	<u>Mile Post</u>	<u>Intersecting Line</u>	<u>Normal Position</u>
Lilbourn	186.1	S.S.W.	Against S.S.W.

4. General Code of Operating Rule Items—

Rule 6.19—When required to flag, distance will be 2 miles.

Rule 6.28—In effect between SE Jct and Mutual

Rule 10.2—Main Track switches not equipped with electric locks:

MP 9.8	Manford Chemical	MP 165.3	Riggs Track
MP 21.1	Ten Brook	MP 165.4	House Track
MP 26.8	Jefferson Co. Lumber Co.	MP 174.0	Delta Growers
MP 28.6	Barnhart	MP 179.5	Kewanee Grain Co.
MP 48.0	Merchandise Track	MP 186.0	Elevator Track
MP 63.3	House Track	MP 191.4	Marston
MP 73.8	M.F.A. Mill Track	MP 212.1	North Yard Lead
MP 74.4	Team Track	MP 212.4	North Pickup Track
MP 80.3	Perry Co-op.	MP 212.6	South Yard Lead
MP 80.7	House Track	MP 227.5	Holland Track
MP 95.2	House Track	MP 236.3	Bly Compress Trk
MP 103.1	House Track	MP 236.6	South Wye Switch
MP 104.6	East Perry Lumber Co.	MP 236.7	So. Norbly Switch
MP 132.5	Pig Ramp	MP 237.35	House Track Siding
MP 132.6	Cross-over to Pass	MP 237.36	East Gin Switch
MP 132.9	South End Pass	MP 237.5	Armored Branch
MP 142.5	North End #1 Track	MP 237.6	Cross-over Siding
MP 143.4	South End #1 Track	MP 237.65	Cross-over Main
MP 143.5	Crossover to Pass	MP 253.6	North end Old Pass
MP 151.0	House Track	MP 253.8	So. end Old Pass
MP 159.7	Spur Track	MP 253.9	House Track
MP 165.0	North Leg Wye	MP 254.1	Osceola Compress
MP 165.1	South Leg Wye	MP 254.3	American Greeting
		MP 260.7	Driver Elevator
		MP 264.5	No. Siding, Wilson

Rule 15.1—

SE Jct—Southward trains will receive a track warrant at Lindenwood instead of S.E. Jct., unless otherwise instructed by train dispatcher.

Chaffee—All trains must secure track warrant at Chaffee unless otherwise instructed by train dispatcher.

River Jct—Northward trains will receive a track warrant at Tenn. Yard instead of River Jct., unless otherwise instructed by train dispatcher.

5. Trackside Failed Equipment Detectors (FED)–**A. Protecting Bridges, Tunnels or Other Structures–**

Brickeys MP 53.2

Radio Tone Detectors:

Alpha (SWD) MP 16.4 (DED Only)

Byers (NWD) MP 21.8 (DED Only)

Rush Island (SWD) MP 47.2 (DED Only)

Nash (SWD) MP 134.4 (DED Only)

Rockview (NWD) MP 141.8 (DED Only)

B. Other FED Locations–

Imperial MP 31.5

St. Marys MP 77.1

Wittenberg MP 104.4

Bainbridge MP 126.9

Sikeston MP 162.2

Marston MP 189.5

Hayti MP 217.0

Luxora MP 248.0

Delpro MP 268.5

Radio Tone Detectors:

Alpha (NWD) MP 16.4 (DED Only)

Byers (SWD) MP 21.8 (DED Only)

Rush Island (NWD) MP 47.2 (DED Only)

Nash (NWD) MP 134.4 (DED Only)

Rockview (SWD) MP 141.8 (DED Only)

6. FRA Excepted Track–See GCOR Rule 6.12–

Between Hayti and Kennett.

7. Special Conditions–

Between River Jct and SE Jct–Empty auto racks must be handled on rear of train when more than five are coupled together in group and trailing tonnage behind this group exceeds 1500 tons.

Mutual–Equipment design at Springfield requires that the northward signal at Mutual MP 9.1 remain a control signal and therefore if the northward signal at MP 9.1 displays a Stop indication trains must contact the train dispatcher per Rule 9.12.1. Authority from the train dispatcher to pass the signal northward does not give authority beyond the signal. Movement north of MP 9.1 is governed by GCOR Rule 6.28.

Alpha–Northward trains notify Lindenwood yardmaster by radio.

Neelys–Engines cannot be operated inside building, P & G Plant.

Marston–Close overhead clearance at grain chutes on E. B. Gee Track.

Turrell–Trains exceeding 100 tons/OB must not occupy wye track.

8. Other Line Segments–

Yard Line Segments–NONE

Other Road Line Segments–

<u>Line Segment</u>	<u>Limits</u>	<u>Mileposts</u>
1026	Hayti to Kennett	212.7 to 229.4
1029	Blytheville to End of Track	237.3 to 238.4
1030	Blytheville to Armored	238.2 to 243.0

9. Locations Not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
98009 Koberman	2.7 south of Lindenwood	5	North
98010 Hydraulic	1.0 south of Mutual	64	Both
98011 Gravois	1.5 north of Alpha	28	South
98027 Imperial	1.7 south of Byers	12	South
98029 Barnhart	3.7 south of Byers	24	South
98035 Horine	3.8 north of Festus	62	North
98045 Selma	2.5 south of Crystal	65	Both
98074 St Marys	5.5 north of McBride	30	Both
98095 Seventy-Six	6.9 north of Wittenberg	12	North
98131 Cape Girardeau	2.3 south of Freeze	Yard	Both
98134 Marquette	4.3 south of Freeze	30	North
98139 Nash	7.3 south of Freeze	Yard	
98151 Oran	3.8 north of Brooks	14	South
98160 McMullin	5.9 north of Sikeston	10	North
98191 Marston	2.0 north of Conran	25	South
98174 Matthews	6.6 north of Kewanee	10	South
	Kennett		
98227 Holland	1.9 south of Steele	10	North
	Tomlinson	Yard	Both
	Amorel	Yard	
98244 Burdette	3.8 north of Luxora	57	Both
98256 Paymaster	1.8 south of Osceola	50	Both
98261 Driver	4.8 north of Wilson	14	North
98267 Delpro	1.3 south of Wilson	46	Both

Division Operating Officers

W.W. Calvert **Terminal Manager** **St Louis** **768-7022**
C.C. Lofton Terminal Trainmaster St Louis 768-7025
D.A. Boardman Terminal Trainmaster St Louis 768-7025
D.L. Dorenbach Terminal Trainmaster St Louis 768-7025
W.D. Beem Terminal Trainmaster St. Louis 768-7025
D.C. Firlie Terminal Trainmaster St Louis 768-7025
Hannibal Subdivision—Machens MP 26.90 to Lindenwood
Cuba Subdivision—Lindenwood to MP 9.1
River Subdivision—S.E. Jct to Mutual
D.F. Ladd Trainmaster Valley Park 768-7026
Cuba Subdivision—MP 9.1 to MP 18.3

B.D. Belongy Trainmaster Cape Girardeau 864-2581
River Subdivision—Mutual to Chaffee

B. Mays Trainmaster Blytheville 864-2589
River Subdivision—Chaffee to Turrell

Dick Shreve Mgr Operating Practices St. Louis 768-7055
Mike Solano Roadmaster St. Louis 768-7030
Randy Smith Roadmaster Valley Park 768-6928
Hannibal Subdivision—Machens MP 26.90 to Lindenwood
Cuba Subdivision—Lindenwood to MP 27.35

R.G. Strong Roadmaster Cape Girardeau 864-2598
L.E. Bollinger Supervisor Track Cape Girardeau 864-2584
River Subdivision—S.E. Jct MP 7.20 to MP 145

G.L. Dunkin Roadmaster Blytheville 763-8018
River Subdivision — MP 145 to Turrell

D.C. Christianson Dir. Field Safety St. Louis 768-7019

Dan Kluthe Mgr. Operating Rules Springfield 864-2182