

BURLINGTON NORTHERN INC.

CHICAGO REGION

CHICAGO, OTTUMWA AND HANNIBAL DIVISIONS

Special Instructions

No. 2

**EFFECTIVE AT 2:00 A.M.
CENTRAL STANDARD TIME**

SUNDAY, OCTOBER 25, 1970

**ASSISTANT VICE PRESIDENT—
TRANSPORTATION**

H. J. SURLES

**ASSISTANT VICE PRESIDENT—
OPERATIONS**

R. G. JOHNSON

**SUPERINTENDENT
CHICAGO DIVISION
W. L. ARNTZEN**

**SUPERINTENDENT
OTTUMWA DIVISION
I. W. CRIST**

**SUPERINTENDENT
HANNIBAL DIVISION
I. G. TOLAND**

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. 12 MPH.

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

EQUIPMENT	MAIN LINE	BRANCH LINE
Ore cars	45 MPH	20 MPH
Scale test cars	35 MPH	20 MPH
Air dump cars (loaded)	35 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
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:

1 through 4; 7, 11; 77 through 88; 91 through 101; 106 through 250; 401 through 404; 408 through 410; 412, 413, 415, 417, 419, 421, 422, 424, 425; 427 through 429; 450 through 585; 588 through 595; 900 through 923; 934 through 940; 950, 952, 953; 986 through 995; 1625; 1629 through 1632, 4100, 4102, 4104, 4106, 4108, 4112, 4114, 4116, 4118, 4120, 4122, 4126; and 4180 through 4192.

DIESEL UNITS EQUIPPED WITH COUPLER ALIGNMENT LOCK BLOCKS:

1556 through 1623; 1626 through 1628; 1636 through 1643; 1700 through 1760; 1840 through 1972; 4000 through 4002; 4050 through 4069; 6000 through 6059; 6100 through 6206.

All other diesel units are equipped with Alignment Control Couplers.

MAXIMUM SPEED DIESEL UNITS DEAD IN TOW:

30 MPH — 1, 2, 3, 4, and 100.

50 MPH — 7, 11; 77 through 88; 91 through 99; 115 through 134; 137 through 142; 146 through 148; 160, 161, 167, 168, 169; 229 through 250; 401 through 404; 408, 409, 410, 412, 413, 415, 417, 419, 421, 422, 424, 425, 427; 450 through 545; 586, 593, 594, 595, 798, 799; 900 through 923; 934 through 940; and 950.

60 MPH — 107 through 114; 156 through 159; 170 through 228; 429; 588 through 592; 952 and 953.

65 MPH — 101, 106, 135, 136, 143, 144, 145; 149 through 155; 162 through 166; 300 through 309; 428; 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 621, 622, 624, 625, 626, 628, 629, 630, 632, 633, 634, 636, 637, 638, 640, 641, 642, 644, 645, 646, 648, 649, 650, 652, 653, 654, 656, 657, 658; 660 through 666; 668 through 678; 680, 682, 684; 686 through 694; 696, 698; 700 through 707; 709 through 725; 727; 729 through 741; 743 through 760; 762, 796, 800, 801; 803 through 810; 812 through 821; 823 through 847; 849, 851, 853; 986 through 995; 1350 through 1365; 1500 through 1643; 1700 through 1797; 1799 through 1826; 1828 through 1830; 1833 through 1974; 1979, 1980; 1990 through 1998; 2000 through 2071; 2200 through 2254; 2500 through 2545; 3000 through 3039; 4000 through 4002; 4050 through 4078; 4081; 4083 through 4086; 4100, 4102, 4104, 4106, 4108, 4112, 4114, 4116, 4118, 4120, 4122, 4126; 4180 through 4197; 4240 through 4246; 4250 through 4265; 5200 through 5208; 5424 through 5429; 5450 through 5459; 5470 through 5484; 5600 through 5641; 5650 through 5677; 6000 through 6059; 6100 through 6206; 6240 through 6255; 6400 through 6429; 6457 through 6471.

79 MPH — 1831, 1832; 1975 through 1978; 4360 through 4365; 5400 through 5423; 5460 through 5465; 5700 through 5714; 6430 through 6456; 6600 through 6613; 9700, 9701, 9703, 9705; 9707 through 9717; 9719, 9721; 9723 through 9729; 9732, 9733, 9735, 9736, 9737; 9739 through 9745; 9747, 9749, 9750, 9752, 9754; 9756, 9758, 9760; 9762 through 9767; 9769, 9771, 9772; 9774 through 9778; 9780, 9782, 9784, 9786, 9788, 9790, 9792, 9794; 9800 through 9822; 9824, 9826, 9828, 9830; 9850 through 9863; 9900 through 9926; 9929 through 9954; 9964 through 9977; 9980 through 9995. Budd Cars handled at rear of train, Former NP B-30, B-31, B-32, B-40, B-41, B-42 and Former GN, RDC 2350.

3. When diesel units 9762 through 9830 are coupled in multiple with road freight or road switcher units, the above units must be trailing to avoid danger of sliding wheels on the freight or road switcher 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 (BN631661 to 631680)

5. **HANDLING 80 FOOT OR LONGER CARS**

Trailing tonnage may cause lateral forces on 80 foot or longer cars that could result in derailling such cars where the combination of grade and curvature exceed certain limits. Equipment listed below must be handled in the rear 50 cars and as near the caboose as practicable where such limits exist, except that where helper is used on rear of the train a buffer of 10 or more cars of less than 80 foot ahead of the caboose must be maintained.

When RCU (Remotely controlled Units) are in operation, such cars must be placed behind RCU units and as near the caboose as practicable.

80-foot or longer flat cars empty or handling either a single loaded trailer, or empty trailers.

80-foot or longer flat cars handling container type units either loaded or empty.

80-foot or longer empty auto racks.

Restrictions are in effect as follows:

Eleventh Subdivision M.P. 23.5
 Nineteenth Subdivision . . . M.P. 261 through 262
 Fairview Spur M.P. 36 through 39

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

7. 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.

8. 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 movement.

9. 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.

10. 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.

11. 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.

If due to accident on an engine operating without cars, causing complete failure of the air brake, proceed as follows:

- (a) Close throttle to idle
- (b) Move the reversing handle to reverse position.
- (c) Open throttle to No. 1 position

12. When a train is to make a backup movement and the engine consists 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.

13. 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.

14. 250 ton derricks and bridge derrick 204620 must not operate on any branch line or spur on the Ottumwa division except may operate on the Sixteenth Subdivision between Albia and N&W Jct.

15. When cab signal departure test cannot be made due to failure of test circuits, or other causes, engine may, in an emergency and upon the authority of the Superintendent, be operated from that Terminal, provided the main cab signal switch is in the "ON" position; and just prior to entering cab signal territory the acknowledging lever must be moved from the "CO" position to the acknowledging position. The cab signal should then show a red over yellow aspect, and the whistle, should sound. Acknowledging lever should then be returned to normal position complying with Item 4 of Special Instructions for entering cab signal territory.

16. At a railroad crossing at grade protected by signals, trains, engines or cars must not be left standing between opposing absolute signals unless coupled to other equipment that extends beyond one of the absolute signals.

17. When derailment, collision, fire, or unforeseen occurrence takes place involving hazardous materials (such as explosives, flammable liquids, liquid petroleum gases, radioactive or fissionable material, poisons or chemicals) Conductor or other member of crew must check consist and/or waybills to determine if any such material is involved. If such material is involved crew members must stay out of the danger area and guard against people entering the area. Call Chief Dispatcher immediately and advise him of the materials and conditions. Be governed by his instructions.

TRACK RESTRICTIONS FOR ENGINES

U-28-C, U-25-C, U-25-B, SD-24, GP-20, GP-30, GP-35 SD45 and GP-40 engines must not operate on following tracks:

FIRST SUBDIVISION

Location	Local Name of Track
Eola	Repair Tracks

SECOND SUBDIVISION

Location	Local Name of Track
Aurora	Shop Tracks Freight House American Well Works Track over Pit Stone Ave. Waste Unload Industry Deterich Co. Richards Wilcox Co. Tracks
Montgomery Plano	Natural Guano Co. House track Runaround track Crossover between Runaround and House tracks
Sandwich	New Idea Plant Foundry track - 300 feet beyond clearance point Runaround and Tail track, West of Green Street
Earlville Mendota	Frey Products Co. J.D. Towers Co. House Track
Princeton Galva	Stub Best Co.

FOURTH SUBDIVISION

Location	Local Name of Track
La Crosse	All tracks except Old Main between South Ave. and West Ave.

SEVENTH SUBDIVISION

Location	Local Name of Track
Clinton	All Yard Tracks East of Siding Clinton Depot Midcontinent Petroleum Co. Clinton Corn Products Corn unloading track
Davenport Rock Island	Freight House Track Zifferin Beer & Storage Track (42nd St.) No. 2 Repair Track Rock Island Sash & Door Co. Illinois Oil Track
Moline	Finkelstein Coal track and lead All Tracks Lower Yard All Tracks Deere Planter Works All Tracks Sylvan Island Moline Consumers Wood Track and all tracks off lead Deere Wagon Works Williams White Peoples Light and Fuel Co. Dimook & Gould
East Moline	All Yard Tracks

NINTH SUBDIVISION

Location	Local Name of Track
Oswego	Storage Elevator
Millington Wedron Ottawa	Connection to I.M. Ry. Elevator Johnson Piano Co. Coal Co. Middle House Track Ottawa Silica Loading Track U.S. Silica
La Salle Ladd	Pabst & Schultz beer track Elevator Track

TENTH SUBDIVISION

Location	Local Name of Track
Prophetstown	J.E. Frary

ELEVENTH SUBDIVISION

Location	Local Name of Track
Rockford	J. Rubin Co. Gunite Foundries Rock, Sand & Gravel Co. Rockford Fuel & Lumber Co. Wyman St. Lead Coal Storage

WOODHULL SPUR

Location	Local Name of Track
Alpha Woodhull	Elevator Track House Track

TWELFTH SUBDIVISION

Location	Local Name of Track
Monmouth	W Monmouth Lumber Oil City
Kirkwood Burlington West	P.S. Co. Elevator track No. 1
Burlington Danville Mt. Pleasant	Murray Iron Works Elevator track Hayes Co. South Scraper Track
Lockridge Fairfield	Stockyard House track

THIRTEENTH SUBDIVISION

Location	Local Name of Track
Red Oak	Yard Tracks 8 and 11 Standard Oil Co. Elevator Track

FOURTEENTH SUBDIVISION

Location	Local Name of Track
St. Joseph	Biles Lumber Co. Western Tablet Co. Artesian Ice Co.

EIGHTEENTH SUBDIVISION

Location	Local Name of Track
Galesburg	Builders Supply Round House Johnson Fuel Co. Weinberger Fuel Storage Pioneer Cry. & Terry Lbr. Co. Tie Treating Plant – All Tracks Engines must not go beyond third crossing on tail track.
Bushnell	
Macomb	Road engines using Depressed track, Hemp & Company, must not pass a point 100 feet west of west end of plant.

NINETEENTH SUBDIVISION

Location	Local Name of Track
Calcium Carbonate Co. M.P. 265.70	Engines must not operate over 30 degree curve at east end of track.

TWENTIETH SUBDIVISION

Location	Local Name of Track
North Kansas Cty.	Graham Paper Co.

TWENTY-FIRST SUBDIVISION

Location	Local Name of Track
St. Louis	Track 65 Burlington Elevator Cotton Track Old Pickle Track

TWENTY-FIRST SUBDIVISION (CONTINUED)

Location	Local Name of Track
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.
Viele	House Track
Ft. Madison Sinclair Switch	Stock Track – Hawkeye Lbr. – SawMill Siding Engines must not operate over scale at Arco Plant.
Wever	Engines must not go beyond clearance point on elevator track.

TWENTY-SECOND SUBDIVISION

Location	Local Name of Track
Wellsville	Engines must not move over unloading hopper at Brick Plant.

TWENTY-FOURTH SUBDIVISION

Location	Local Name of Track
Wyoming	Engines must not pass over unloading hopper at Allendale Mine Coal Dock.

TWENTY-FIFTH SUBDIVISION

Location	Local Name of Track
Farmington, Ill.	Engines must not pass over under track conveyors on Illinois Colliery Company track.

TWENTY-NINTH SUBDIVISION

Location	Local Name of Track
Centerville	Engines must not go west of East line of elevator on Pillsbury Soy Bean track.

THIRTIETH SUBDIVISION

Location	Local Name of Track
Cuba	Engines must not use Sternberg Mine tracks, M.P. 41.25, more than 500 feet from main track switch.

FREDERICK SPUR

Location	Local Name of Track
Grimes	Engines must not pass over unloading pit.

SECOND SUBDIVISION

Location	Local Name of Track
Aurora	Shop Tracks Freight House American Well Works Track over Pit Stone Ave. Waste Unload Industry Deterich Co. Richards Wilcox Co. Tracks
Montgomery Plano	Natural Guano Co. House track Runaround track Crossover between Runaround and House tracks
Sandwich	New Idea Plant Foundry track - 300 feet beyond clearance point Runaround and Tail track, West of Green Street
Earlville Mendota	Frey Products Co. J.D. Towers Co. House Track
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Moline	All Tracks Lower Yard All Tracks Deere Planter Works All Tracks Sylvan Island Moline Consumers Wood Track and all tracks off lead Deere Wagon Works Williams White Peoples Light and Fuel Co. Dimook & Gould
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WOODHULL SPUR

Location	Local Name of Track
Alpha Woodhull	Elevator Track House Track

TWELFTH SUBDIVISION

Location	Local Name of Track
Monmouth	W Monmouth Lumber Oil City
Kirkwood	P.S. Co.
Burlington West	Elevator track No. 1
Burlington	Murray Iron Works
Danville	Elevator track
Mt. Pleasant	Hayes Co. South Scraper Track
Lockridge	Stockyard
Fairfield	House track

17. All movements on wye tracks connecting with Penn Central tracks and located in the vicinity of Canal Street will be made at restricted speed and be governed by signal indications .
18. All trains or engines making westward movement over Ridgeland Avenue, M.P. 9.03, enroute from yard at LaVergne must not exceed 15 M.P.H. until engine or leading car has reached crossing.
19. In Chicago, cars or engines must not be allowed to block any street longer than 5 minutes. Engineers must ring the bell when engines are in motion. Engineer must not sound whistle except in case of emergency.
20. Trains and engines must not exceed 12 M.P.H. over approaches and Bridge 3.99-A, located just east of Rockwell Street (Rockwell Street-West Lumber Connection Bridge).
21. Following instructions will govern the automatic flashing light highway crossing signals and gates:

Westward trains and engines on Track 1 stopping for signal at M.P. 12.3 or if unusual delay is to be incurred between signals at M.P. 12.3 and Brookfield station, stop must be made short of "Highway Circuit" sign located on canopy 90 feet east of Prairie Ave. When proceeding under these conditions, engineer must observe gates in lowered position before occupying Prairie Avenue.

Westward train or engine movements on Track 1, 2 or 3 delayed or stopping between signal bridge M.P. 13.11 and LaGrange Road M.P. 13.72 and westward train or engine movements departing from west yard lead at Congress Park must not exceed 10 MPH with leading car or engine between signal bridge M.P. 13.11 and LaGrange Road. Switching movements at Congress Park on tracks 1, 2 or 3 must not move west of "Highway Circuit" sign located 400 feet east of LaGrange Road.

Eastward trains stopping between signal bridge located at M.P. 14.35 and highway circuit sign located approximately 625 feet west thereof must not exceed 15 M.P.H. between the signal bridge and Brainard Avenue crossing, M.P. 14.26, first crossing west of Stone Avenue station.

Eastward freight trains on tracks 1, 2 and 3 will stop short of signal bridge M.P. 14.35, west of Brainard Avenue, LaGrange, when signal at Congress Park is displaying aspect per Rule 501J, or if aspect displayed by that signal cannot be seen. When stopped under these circumstances, a member of crew will communicate promptly with train dispatcher.

At Maple Avenue, Brookfield, M.P. 12.71:

- (a) Eastward trains on tracks 2 and 3, when setting out cars on transfer track, must cut west of highway circuit sign located 351 feet west of Maple Avenue.
- (b) When switching over Maple Avenue, trains and engines must not occupy Maple Avenue crossing until gates have lowered.

Maple Avenue, west of Fairview Avenue, M.P. 20.56:

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

Washington Street, Main Street, and Forest Avenue, Downers Grove:

- (a) Westward trains and engines stopping for stop signal at M.P. 21.30 or if unusual delay is to be incurred between signal at M.P. 21.30 and Downers Grove station, stop must be made short of "Highway Circuit" sign located on canopy 150 ft. east of Main Street.

- (b) Trains and engines in eastward switching movements on tracks 1, 2, and 3 must move beyond "Highway Circuit" sign located on canopy, 150 feet east of Main Street, before making westward movement.
- (c) When proceeding under above conditions, engineer must observe gates in lowered position before occupying Main Street crossing. Westward movements on Track 1, after performing switching at switch M.P. 22.32, west end of siding, Downers Grove, or after being delayed between M.P. 22.34 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 M.P. 22.61.

Farnsworth Avenue, Aurora, M.P. 35.60:

- (a) Westward trains making movement between M.P. 35.12 and M.P. 35.51 in accordance with Rule 262 must approach Farnsworth Avenue not to exceed 5 MPH.
- (b) Eastward trains on Aurora lead will not move beyond highway circuit sign until ready to depart. Gates must be observed in lowered position before occupying crossing.
- (c) Eastward trains on tracks 1, 2 and 3 that block Farnsworth Avenue when stopped by absolute signal M.P. 35.51 must stop short of highway circuit sign located 300 feet west of Farnsworth Avenue.
- (d) When delay is expected in eastward switching movement after making westward switching movement beyond west signal bridge M.P. 35.51 on tracks 1, 2 and 3 and Farnsworth Avenue is blocked, movement must continue west until entire train is west of highway circuit sign located 300 feet west of Farnsworth Avenue.

22. Maximum gross weight of cars handled must not exceed 315,000 pounds.

SPEED RESTRICTIONS TRACK 1

LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.
ZONE—Roosevelt Road—M.P. 1.40	25	10
UNION AVENUE INTERLOCKING Crossover 1 to 2 eastward, west of Canal Street	15	15
Crossover 1 to 2 westward, east of Union Avenue	25	20
Crossover 1 to 2 westward at Union Ave.	25	20
ZONE—M.P. 1.40—M.P. 1.74	35	15
ZONE—M.P. 1.74—M.P. 2.12	45	15
ZONE—M.P. 2.12—M.P. 5.68	60	30
Except head end of westward freight trains by signal at M.P. 4.47 and head end of eastward freight trains by signal at M.P. 5.01—25 M.P.H.		
ZONE—M.P. 5.68—M.P. 7.15	60	40
KEDZIE AVENUE M.P. 4.83 Crossovers 1 to 2 westward	30	30
ZONE—M.P. 7.15—M.P. 9.56	75	40
All crossover 1 to 2, between M.P. 6.30 east of Cicero and M.P. 8.85 east of IC over-head La Vergne	40	35
Crossover 1 to 2, eastward, M.P. 9.18 west of IC over-head La Vergne	30	30
ZONE—M.P. 9.56—M.P. 21.63	75	45
CONGRESS PARK Crossover 1 to 2	40	35

TRACK 1

LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.
HIGHLANDS		
Crossover 1 to 2 eastward	40	35
WEST HINSDALE		
Crossover 1 to 2 westward	40	35
FAIRVIEW AVENUE		
Crossovers 1 to 2	40	35
DOWNERS GROVE		
Crossover 1 to 2	40	35
Head end of eastward freight trains must not exceed 40 M.P.H. at Signals Nos. 1188 and 1344		
ZONE-M.P. 21.63-M.P. 35.12	75	50
EOLA		
Crossovers 1 to 2		
Between MP 33.50 and MP 35.41	30	30
ZONE-M.P. 35.12-M.P. 37.49	70	35
ZONE-M.P. 37.49-M.P. 38.00	35	20
ZONE-M.P. 38.00-M.P. 38.50	70	25
ZONE-M.P. 38.50-M.P. 38.50	65	25
Aurora - Spring Street to North Avenue	35	15
AURORA INTERLOCKING		
Crossover 1 to 2	30	15

TRACK 2

LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.
ZONE-Roosevelt Road-M P 1 40	25	10
UNION AVENUE INTERLOCKING		
Crossover 2 to 1 eastward at Union Ave.	25	20
Crossover 2 to 1 eastward, east of Union Avenue	25	20
Crossover 2 to 1 westward, west of Canal Street	15	15
Turnouts 2 to 3 westward at Union Ave.	15	15
ZONE-M P 1 40-M P 1 74	35	15
ZONE-M P 1 74-M P 2 12	45	15
ZONE-M P 2 12-M P 5 68	60	30
Except head end of westward freight trains by signal at M P 4.47 and head end of eastward freight trains by signal at M P 5 01-25 M P H		
ZONE-M P 5.68-M P 7.15	60	40
KEDZIE AVENUE M.P. 4.83		
Crossover 2 to 3 westward	30	30
Crossovers 2 to 1 eastward	30	30
Crossover 2 to 3 eastward and Crossover 2 to 1 westward	15	15
All crossovers 2 to 1 and 2 to 3, between M P 6 30 east of Cicero and M P 8 85 east of IC over-head LaVergne	40	35
Crossover 2 to 1 westward and 2 to 3 eastward, M P 9 18 west of IC over head La Vergne	30	30
ZONE-M P 7.15-M P 9.56	75	40
ZONE-M P 9.56-M P 21.63	75	45
CONGRESS PARK		
Crossover 2 to 1	40	35
Crossover 2 to 3	40	35

TRACK 2

LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.
HIGHLANDS		
Crossover 2 to 1 westward and Crossover 2 to 3 westward	40	35
WEST HINSDALE		
Crossover 2 to 1 eastward and Crossover 2 to 3 eastward	40	35
FAIRVIEW AVENUE		
Crossover 2 to 1 and 2 to 3	40	35
DOWNERS GROVE		
Crossover 2 to 1 and 2 to 3	40	35
Head end of eastward freight trains must not exceed 40 M.P.H. at Signals Nos. 2188 and 2344		
ZONE-M P 21.63-M P 35.12	75	50
EOLA		
Crossovers 2 to 1 and 2 to 3 Between MP 33.28 and MP 35.44	30	30
ZONE-M.P. 35.12-M.P. 37.49	70	35
ZONE-M.P. 37.49-M.P. 38.00	35	20
ZONE-M.P. 38.00-M.P. 38.50	70	25
ZONE-M.P. 38.50-M.P. 38.80	65	25
Aurora-Spring Street to North Avenue	35	15
AURORA INTERLOCKING		
Crossover 2 to 1 and Crossover 2 to 3 . .	30	15

Trains on track 2 handling U S Mail must stop so mail can be dispatched safely

TRACK 3

LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.
ZONE-M P 1 68-M P 2 12	35	15
ZONE-M P 2 12-M P 5 68	60	30
Except head end of westward frt. trains by signal at M.P. 4.47-25 M.P.H.		
ZONE-M P 5.68-M P 7.15	60	40
KEDZIE AVENUE M.P. 4.83		
Crossover 3 to 2 eastward	30	30
Crossover 3 to 4 westward	25	25
All crossovers 3 to 2, between M.P. 6.30 east of Cicero and M.P. 8 85 east of IC over-head LaVergne	40	35
Crossovers 3 to 4 M.P. 6.40 and M.P. 6.50	25	25
ZONE-M.P. 7.15-M.P. 9.56	75	40
Crossovers 3 to 2 westward, M.P. 9.18 west of IC over-head La Vergne	30	30
ZONE-M.P. 9.56-M P 21.63	75	45
CONGRESS PARK		
Crossovers 3 to 2	40	35
HIGHLANDS		
Crossover 3 to 2 eastward	40	35
WEST HINSDALE		
Crossover 3 to 2 westward	40	35
FAIRVIEW AVENUE		
Crossover 3 to 2	40	35
DOWNERS GROVE		
Crossover 3 to 2 eastward	40	35
Head end of eastward freight trains must not exceed 40 M.P.H. at Signals Nos. 3188 and 3344.		

TRACK 3

LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.
ZONE-M.P. 21.63-M.P. 35.12	75	50
Crossovers 3 to 2 EOLA Between MP 33.28 and MP 35.44	30	30
ZONE-M.P. 35.12-M.P. 37.49	70	35
ZONE-M.P. 37.49-M.P. 38.00	35	20
ZONE-M.P. 38.00-M.P. 38.50	70	25
ZONE-M.P. 38.50-M.P. 38.80	65	25
Aurora Spring Street to North Avenue	35	15
AURORA INTERLOCKING Crossovers 3 to 2 Clark St	30	15
Crossover: 3 to 2 Hurds Island	40	25

TRACK 4 (Freight Line)

ZONE-M.P. 1 71-M.P. 2 12	15	15
ZONE-M.P. 2 12-M.P. 6 27	25	25
ZONE-M.P. 6 27-M.P. 6 58	25	15
Crossover 4 to 3 eastward Kedzie Ave. (M.P. 4 83)	25	25
Crossover 4 to 3 westward M.P. 6 40	25	25
Crossover 4 to 3 eastward M.P. 6 50 east of Belt Ry over head Cicero	25	25

Speed restrictions for movement of taconite pellets in DMIR ore cars between Aurora and Chicago.

M.P.	to	M.P.	M.P.H.
38.80		38.10	25
38.10		37.49	15
37.49		35.12	25
9.56		7.15	40
7.15		5.66	40
5.60		2.12	30

Use track 4 which is the south track.

SECOND SUBDIVISION – FOOTNOTES

- Automatic Cab Signals and Rules in effect, for passenger trains, between M.P. 37.76 and M.P. 38.65.
- At Aurora – Rule 83(B) does not apply except to conductors and engineers of trains originating.
- At Montgomery – Rule 83(B) does not apply to trains moving off Ninth Subdivision.
- Eastward trains enroute Ninth Subdivision must receive Clearance at Princeton or Galesburg.
- At Mendota Rules 269 and 606 in effect for Eastward Movements over I.C. Crossing.
- Between M.P. 37.76 and Bishop there are two main tracks; Between Bishop and M.P. 161.66 Galesburg there are three main tracks. Tracks will be numbered consecutively from the north beginning with No. 1.
- After stopping at Kewanee passenger station eastward passenger trains on either track must not exceed 5 MPH approaching and passing over Tremont Street.
- Extra trains will not display classification signals.
- Maximum gross weight of cars handled must not exceed 315,000 pounds.

SPEED RESTRICTIONS

LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.
ZONE-M.P. 38.80 M.P. 40.44	75	50
ZONE-M.P. 40.44-M.P. 32.00	79	50
Bristol crossover between main tracks	40	35
SOMONAUK Crossovers between main tracks	40	35
EARLVILLE Crossover between main tracks	40	35
Through turn out east end of eastward siding and east end of westward siding	40	30
M.P. 80.43, crossovers between main tracks	30	30
M.P. 80.43, turnout at east end of advance track	30	30
ZONE-M.P. 82.00-M.P. 83.16	50	35
M.P. 82.06 crossover between south main track and advance track	30	30
ZONE-M.P. 83.16-M.P. 83.88	50	25
Curve M.P. 82.85	30	20
Curve M.P. 83.01	30	20
ZONE-M.P. 83.88-M.P. 129.32	79	50
Zearing, crossover between main tracks.	40	35
Zearing, through turnouts of eastward and westward sidings	40	30
Curve M.P. 104.20	70	50
Curve M.P. 104.50	70	50
Buda, crossovers between main tracks	40	30
ZONE-M.P. 129.32-M.P. 133.35	79	50
Kewanee, between Main and West Streets	55	50
Kawane, M.P. 129.53 and M.P. 133.29 crossovers between Main Tracks	40	35
ZONE-M.P. 133.35-M.P. 161.66	79	50
Galva, crossovers between main tracks	40	35
Wataga, crossover between main tracks	40	35
Bishop, turnout track 3 to track 2	40	30
M.P. 157.67 (Bishop) to M.P. 161.66, track 3	45	30
ZONE-M.P. 161.66-M.P. 162.42, track 1 westward	30	30
ZONE-M.P. 162.42-M.P. 161.61, track 2 eastward	30	30
ZONE-M.P. 161.66-M.P. 162.14, track 3	25	20
ZONE-M.P. 162.14-M.P. 161.66, track 1 eastward	30	10
ZONE-M.P. 161.66-M.P. 162.14, track 2 westward	30	30
ZONE-M.P. 162.14-M.P. 162.42 track 1 eastward track 2 westward and track 3	15	10

Speed restrictions for movement of taconite pellets in DMIR ore cars between Mendota and Aurora.

M.P.	to	M.P.	M.P.H.
83.00		82.00	30

Freight trains 60, 66, 68, 64, 70, 86 – 63, 65, 67, 69, 101, 163, 165 and 167 authorized by message over signature of Chief Dispatcher may observe maximum speed of 60 M.P.H. as follows (observing all other speed restrictions):

Between M.P. 40.44 and 80.29
83.88 and 94.43
136.00 and 161.45

THIRD SUBDIVISION – FOOTNOTES

1. Automatic Cab Signals and Rules in effect, for passenger trains, as follows:

Direction	Track	M.P. to M.P.
Eastward	Eastward	143.29 143.21
Eastward	Westward	143.32 143.21
Eastward	Single	143.21 37.76
Westward	Single	37.76 143.19

2. Extra trains will not display classification signals.

3. Trains originating at Chicago Union Station, 14th Street Coach Yard, or Cicero, for movement to Third Subdivision in addition to receiving Clearance for movement on First Subdivision must also receive a Clearance for movement to Third Subdivision identified with a notation in the upper left-hand corner as follows: Aurora-Savanna.

4. At Aurora – Rule 83(B) does not apply except to trains originating.

5. Between Steward Jct., M.P. 77.94 and Flag Center, M.P. 86.37, there are two main tracks numbered consecutively from the north, beginning with No. 1.

6. Between Steward Junction and Flag Center, C.M.St.P.&P. Ry. trains governed by BN timetable and special instructions.

7. Signals governing movements over C&NW crossing Rochelle also govern the block. If signal fails to clear and no immediate conflicting train or engine movement is evident, a member of the crew must go to the crossing and be governed by instructions posted in the release box. Rule 269 must be complied with.

8. At Rochelle – Westward trains enroute Eleventh Subdivision must receive Clearance and may register by ticket.

9. Engines must not operate on trestle of Portage Manley Sand Company M.P. 100.62 west of Oregon.

10. When eastward signal at M.P. 145.55 displays Stop indication, member of the crew will communicate immediately with operator CMStP&P crossing. If signal cannot be cleared, Rule 509 will govern.

11. Two main tracks between Savanna and M.P. 143.29 on eastward track and M.P. 143.32 on westward track.
Automatic block system Rules 251, 252, 253 and 254 are in effect.

12. Movements of trains or engines against the current of traffic between Savanna and end of double track, Savanna Yard, will be made on authority of train dispatcher.

13. At Savanna Yard, unless otherwise provided, trains must receive Clearance. Conductors and engineers for trains 82 and 88 at Savanna Yard, must deliver all clearance forms, train orders, and messages to relieving conductor and engineer.

First class trains and passenger extra trains will not register.

14. Savanna:

Extra trains, except passenger extra trains, will not register.

Unless otherwise provided Conductors and Engineers for trains 7, 9, 25, 32 and 10 at Savanna, must deliver all Clearances, train orders and messages to relieving conductor and engineer.

15. Maximum gross weight of cars handled must not exceed 315,000 pounds.

SPEED RESTRICTIONS

LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.
Junction Switch, South River Street Aurora . . .	40	30
ZONE–M.P. 38.44–M.P. 40.00	75	45
ZONE–M.P. 40.00–M.P. 81.41	79	50
Curve M.P. 77.50	55	40
Crossover Steward Jct., end of Two Main Tracks	40	35
ZONE–M.P. 81.41–M.P. 84.41.	70	45
Curve M.P. 83.80	45	35
ZONE–M.P. 84.41–M.P. 95.75.	79	50
Flag Center, turnout end of Two Main Tracks	40	40
ZONE–M.P. 95.75–M.P. 97.93.	75	50
ZONE–M.P. 97.93–M.P. 102.25	75	45
Curve M.P. 101.60	60	45
Curve M.P. 102.10	60	45
ZONE–M.P. 102.25–M.P. 141.75	79	50
ZONE–M.P. 141.75–M.P. 143.51	70	50
Turnout M.P. 142.36 end of Galesburg main.	30	30
Turnout M.P. 143.21 end of double track Turnout M.P. 143.28 to yard	40 35	35 25
ZONE–M.P. 143.51–M.P. 144.50	70	40
ZONE–M.P. 144.50–Savanna Depot	25	20
C.M. St. P. & P. Crossings M.P. 144.64 and M.P. 144.85.	20	20

Speed restrictions for movement of taconite pellets in DMIR ore cars between Savanna and Aurora.

M.P.	to	M.P.	M.P.H.
144.50		143.51	40
137.00		141.75 Westward	30
137.00		38.80	30

Over Br. 98.18, Oregon Do Not Exceed 20 M.P.H.

Trains must not exceed 30 M.P.H. through turnouts of controlled sidings in Centralized Traffic Control Limits.

Trains must not exceed 10 M.P.H. on controlled sidings over highway crossings in Centralized Traffic Control Limits.

Frt trains: 192, 82, 86, 88, 81, 83 and 97 authorized by message over signature of Chief Dispatcher, may observe maximum speed of 60 M.P.H. as follows (observing all other speed restrictions):

Between M.P. 40.00 and 81.40
102.25 and 141.75

FOURTH SUBDIVISION – FOOTNOTES

1. Centralized traffic control in effect between Galena Jct., M. P. 171.47 and Portage, M. P. 172.12; Ports, M. P. 235.42 and Prairie Du Chien, M.P. 239.79; Herrington, M.P. 294.58 and Grand Crossing, M.P. 299.78; North LaCrosse, M.P. 301.49 and Sullivan, M.P. 303.21; M.P. 323.58 and M.P. 328.03; Miner, M.P. 360.74 and Mears, M.P. 363.06; Prescott, M.P. 407.20, and Hastings, M.P. 410.16.
2. Two main tracks between Savanna and Galena Jct., M.P. 171.47; East Dubuque, M.P. 184.86 and Ports; Prairie Du Chien M.P. 239.79 and Herrington; Sullivan and East Winona M.P. 323.58; Winona Jct. M.P. 328.03 and Miner; Mears and Prescott. Automatic Block System Rules 251, 252, 253 and 254 in effect. Rule 97 does not apply.
3. When train order (Form D-R) authority for crossover, at facing-point hand-throw switch is to be made, train must be stopped before the crossover switches are lined.
4. Movements of trains or engines against the current of traffic between Savanna and end of double track, Savanna Yard, will be made on authority of train dispatcher.
5. Extra trains will not display classification signals.
6. Below listed foreign line trains and engines use BN tracks and their employees are required to have BN Operating Rules and Current timetable and special instructions in their possession while on duty:

C. & N.W. R.R.	Between Galena Jct. and Portage
C.M.St.P. & P.	Between Trevino and Winona
G.B.&W.,C&N.W.,C.M.St.P.&P.	Between East Winona and Winona
7. Between East Dubuque and Dubuque, BN trains will use Illinois Central tracks and be governed by Illinois Central rules.
8. Between St. Paul and St. Croix Tower trains will be governed by joint timetable of the BN and the C.M.St.P & P. Railroads.
9. Rule 268(A) does not apply at main track switches at Crawford, M.P. 236.81, and North La Crosse, M.P. 301.49.
10. When handling 250-ton wrecking derricks or bridge derrick 204620 over Dubuque bridge, it must be separated by at least eight cars from engine and must not exceed 10 M.P.H. These derricks must not operate over bridge between East Winona and Winona.
11. Other interlocking:

Between East Cabin, M.P. 184.8 and Illinois Central Crossing, East Dubuque; trains moving through interlocking will move at restricted speed.
12. At Dubuque:

All BN tracks are within yard limits. Between 4:00 P.M. and 8:00 A.M., member of the crew with the necessary flagging equipment will flag each train movement over East Fourth Street.
13. Eastward passenger trains on Eastward track, after stopping at East Dubuque passenger station, must approach Second Street crossing not exceeding 5 M.P.H.
14. At La Crosse, Whistle should not be sounded except to prevent accident. Bell should be rung when engines are in motion in the city.
15. North LaCrosse: Trains have no timetable superiority between M.P. 300.00 and M.P. 301.49. Trains and engines must move at reduced speed between these points.

Trains must receive Clearance and First Class trains register by ticket. When first class trains meet at North La Crosse the movement will be made under the supervision of the yardmaster.
16. Between Winona and East Winona:

Rule 93 in effect.

Maximum Speed 15 M.P.H., except 6 M.P.H. over Mississippi River Bridge. Cars exceeding gross weight of 210,000 lbs. must not be operated between East Winona and Winona. Draw span over Mississippi River Bridge protected by "Automatic Stop Signals" located on either side of bridge. Engines stopped at Stop Signal (501J) may proceed when preceded by flagman to the "End of Block" sign.

During period navigation open, trains and engines must STOP at stop signs located at either side of draw span and may then proceed, at reduced speed, on yellow signal from bridgetender, per Rule 8(c). This does not relieve requirements of flagging when signal displays STOP (501J). NOTE—"End of Block" sign installed opposite the opposing STOP Signals.

Trains and engines must stop before crossing Walnut and Franklin Streets, Winona, and protect movement over the crossings.

Normal position of switches from old eastward siding at East Winona to new siding must be lined for new siding when not in use.

The switch located between the G.B.&W. crossing and the Winona Bridge Company bridge must be lined and locked for the G.B.&W. main line when not in use. C.M.St.P. & P. Conductors of westward trains at East Winona must secure permission from Operator at North La Crosse before occupying the siding at East Winona. Permission to use electric lock on switch leading to BN westward main track, Trevino will be secured from operator at North La Crosse and unless otherwise provided will be authority to leave Miner with the current of traffic.

17. BN Clearance received at Eau Claire by conductors and engineers on eastward C.M. St. P. & P. trains enroute Eau Claire to East Winona authorizes movement on Fourth Subdivision and remains in effect for westward C.M.St. P. & P. trains enroute East Winona to Eau Claire. Clearance not required at Trevino or East Winona.
18. Unless otherwise provided Conductors and Engineers for trains 7, 9, 25, 32 and 10 at Savanna, and for trains 82, 86 and 88 at Savanna Yard must deliver all Clearances, train orders and messages to relieving conductor and engineer.
19. At Savanna extra trains, except passenger extra trains, will not register.
20. St. Croix Tower:
Trains will register by ticket.
21. Maximum gross weight of cars handled must not exceed 315,000 pounds.

SPEED RESTRICTIONS

LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.
ZONE - Savanna Depot to M.P. 146.20 . .	79	35
Curve M.P. 146.15, eastward track	70	35
Curve M.P. 146.15, westward track	65	35
ZONE - M.P. 146.20 to M.P. 170.07	79	50
ZONE - M.P. 170.07 to M.P. 171.00	79	50
ZONE - M.P. 171.00 to M.P. 172.23 (BN) .	40	30
Through turnout end of two main tracks, M.P. 171.50	40	30
Through crossover end of two main tracks, M.P. 172.23 (BN)	40	30
M.P. 172.23 (BN) to M.P. 184.86 (IC)		

SPEED RESTRICTIONS (Continued)

LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.
ZONE - M.P. 184.86 (IC) to M.P. 185.50 (BN)	40	20
ZONE - M.P. 185.50 to M.P. 187.00	75	50
ZONE - M.P. 187.00 to M.P. 187.57	79	50
ZONE - M.P. 187.57 to M.P. 239.00	79	50
Ports, end of two main tracks through turnout	40	35
M.P. 236.97, CMStP&P Crossing	60	49
M.P. 236.99, end of two main tracks through turnout	40	35
ZONE - M.P. 239.00 to M.P. 239.79	40	40
ZONE - M.P. 239.79 to 240.00	40	40
ZONE - M.P. 240.00 to M.P. 241.38	79	50
ZONE - M.P. 241.38 to M.P. 296.29	79	50
Herrington through crossovers, M.P. 294.68	40	35
Graf, end of two main tracks through turnout, M.P. 296.29	40	35
ZONE - M.P. 296.29 to M.P. 299.78	70	45
ZONE - North LaCrosse M.P. 299.78 to M.P. 301.49	10	10
ZONE - M.P. 301.49 to M.P. 303.75	75	50
Sullivan through East Crossover	40	35
Sullivan through West Crossover	40	35
ZONE - M.P. 303.75 to M.P. 364.50	79	50
East Winona end of two main tracks through turnout M.P. 323.65	40	35
Winona Jct. end of two main tracks through turnout M.P. 327.93	60	50
Miner through west crossover	40	30
Trevino, end of two main tracks through turnout	40	35
Mears, end of two main tracks through turnout	40	35
ZONE - M.P. 364.50 to M.P. 366.50	60	40
ZONE - M.P. 366.50 to M.P. 410.25 (St. Croix Twr.)	79	50
County Trunk Highway E, M.P. 390.10, when on siding	10	10
Curve, M.P. 407.20	60	40
Prescott, end of two main tracks through turnout	40	30
Curve, M.P. 407.70	30	20
St. Croix River Drawbridge, M.P. 407.72.	30	15
Burns, end of 2 main tracks through turnout	40	30

Trains must not exceed 30 M.P.H. through turnouts of controlled sidings in Centralized Traffic Control Limits.

Nos. 25 and 32 must not exceed 55 M.P.H. between M.P. 364.50 and M.P. 366.50 and 75 M.P.H. between M.P. 366.50 and M.P. 379.00.

Speed restrictions when handling loaded and empty N.P. 70 ton, G.N. D.M.I.R. ore cars, between St. Croix Tower and Savanna Yard.

M.P. H.

BRIDGE 407.72	15
MP 386 and MP 364.50	30
BRIDGE 300.40	10
MP 239.20 and MP 235	30
BRIDGE 235.66	25
MP 228.10 and MP 227.10	30
MP 186.70 and MP 171.45	30

Freight trains 80, 82, 88, 192, 81, 83, and 97 authorized by message over signature of Chief Dispatcher, may observe maximum speed of 60 M.P.H. as follows (observing all other speed restrictions):

Between M.P. 146.20 and 168.00	303.75 and 364.00
187.57 and 228.00	366.60 and 405.90
241.38 and 296.29	

FIFTH SUBDIVISION – FOOTNOTES

1. Rio: Trains will register when directed to do so by train order.
2. At Barstow, trains must receive Clearance and will register by ticket.

Normal position of switch at junction of east wye, Barstow, is for Savanna Line; wye switch south of Barstow for Savanna Line; wye switch west of Barstow for Rock Island Line; wye switches north and south of Denrock for Savanna Line.
3. Denrock:
Operator on duty 8:00 A.M. to 5:00 P.M. daily except Sunday. Trains must receive Clearance when operator is on duty. Unless otherwise directed to do so, trains will not be required to register with the following exceptions:

Will register by ticket 8:00 A.M. to 5:00 P.M. daily except Sunday.
4. Between Ebner and Ayres CMStP&P trains governed by BN timetable and special instructions.

At Ebner- Trains will register when directed to do so by train order.
5. Between Colona and Orion CRI&P trains governed by BN Rules, timetable and special instructions.

CRI&P crossing Colona, M.P. 238.39, interlocked and remotely controlled by CRI&P dispatcher Des Moines. Instructions posted in house adjacent to crossing for movement when communications fails.
6. The Jct. switch of BN and CRI&P RR M.P. 228.39 Orion, is equipped with controlled electric lock under control of the operator at Barstow. Authority to use the electric lock will be given verbally to a member of the crew by the control operator.

After operating the electric lock, CRI&P train or engine must wait five minutes before fouling BN main track. BN fixed signals are located at M.P. 228.76 and M.P. 227.55 and govern westward train and engine movements approaching and passing over Jct. switch. These signals are not part of Automatic Block, CTC, or Interlocking System.

When signal at M.P. 228.76 displays a Red aspect train or engine must stop before any part of train or engine passes signal then proceed at restricted speed to M.P. 229.0. When Green aspect is displayed train or engine may proceed. When signal at M.P. 227.55 displays a Yellow aspect train or engine may proceed prepared to stop before any part of train or engine passes signal at M.P. 228.76. When Green aspect is displayed train or engine may proceed.

7. Trains taking siding at Erie must use left hand track unless otherwise provided.

8. Maximum gross weight of cars handled must not exceed 263,000 pounds.

SPEED RESTRICTIONS

LOCATION	M.P.H.
Maximum Speed	49
Galesburg passenger station and Main Street.	15
Galesburg Eastward trains at approach signal governing trains approaching Junction switch, Pearl Street	35
Curve M.P. 1.34	40
Spring switch Bouhan: Facing point movement	25
Wye switches Rio	20
Head end of train BN crossing Alpha	20
Between Orion and Barstow	30
On curves between M.P. 235.00 and M.P. 236.00.	30
Approach signal until clear of C.R.I. & P. crossing at Colona.	20
On curve M.P. 240.00	30
On curve M.P. 240.43	30
Between wye switches Barstow	20
Reverse curves between M.P. 4.40 and M.P. 5.00 between Barstow and Joslin	20
Through turnouts at north and south switches of wye at Denrock.	15
Between wye switches Denrock	20
Ayres Between Signals	20
Through Turnout M.P. 53.31	30

Speed restrictions when handling loaded and empty N.P. 70 ton, G.N. and D.M.I.R. ore cars, between Savanna Yard and Galesburg.

	M.P.H.		M.P.H.
MP 30.35 and MP 54.06	30	MP 5.00 and MP 4.40	15
MP 48.60 and MP 24.91	30	MP 4.40 and MP 2.10	30
MP 24.91 and MP 24.60	15	MP 2.10 and MP 239.90	10
MP 24.60 and MP 5.00	30		

BRIDGE 240.76	10
MP 239.90 and MP 236	30
MP 236 and MP 235	20
MP 235 and MP 215	30
MP 215 and MP 213	25
MP 213 and MP 210	30
Curve MP 12.88	25
MP 12 and MP 2.63	30

Speed restrictions for movement of taconite pellets in DMIR ore cars between Savanna and Denrock.

M.P.	to	M.P.	M.P.H.
144.50		143.51	40
Turnout 143.21	End Double Track		30
Turnout 53.31	End Galesburg Main		30

Trains handling bridge or wrecking derricks must not exceed 25 M.P.H.

When handling 250-ton Wrecking Derrick or Bridge Derrick 204620 across Rock River bridge 240.76 at Barstow, derrick must be spaced at least three cars from engine.

SIXTH SUBDIVISION – FOOTNOTES

1. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.
2. Lineup will not be issued to cover movement of No. 641 and No. 642.

3. Sterling:
Time shown Sterling for information only.
Sterling is initial station for westward trains.

Conductors must report for orders at C & NW depot, when office open. When office closed conductor telephone C & NW operator N. Y. Tower at Nelson, Phone 251-4741.

Trains must stop before crossing 1st Avenue.

At C & NW crossing, call operator at C & NW depot who will operate interlocking for BN movements.

Operators on duty 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday. Trains must receive Clearance when operator is on duty.

4. At Agnew – Rule 83(B) does not apply.
Hand throw derail on BN track. Mainline switch must be lined before throwing derail.

5. Denrock:
Operator on duty 8:00 A.M. to 5:00 P.M. daily except Sunday. Trains must receive Clearance when operator is on duty. Unless otherwise directed to do so, trains will not be required to register with the following exceptions:

Will register by ticket 8:00 A.M. to 5:00 P.M. daily except Sunday.

Normal position of Sterling Jct. switch at Denrock is for Tenth Subdivision.

6. Maximum gross weight of cars handled must not exceed 263,000 pounds.

SPEED RESTRICTIONS

	M.P.H.
Maximum Speed	30
Denrock to M.P. 30.00	30
M.P. 30.00 to M.P. 31.75	25
M.P. 31.75 to Agnew	30
Over Rock River Bridge between Sterling and Rock Falls	15

SEVENTH SUBDIVISION – FOOTNOTES

1. Moline-operator on duty as follows:

Week days, except Saturdays:

8:00 a.m. to 4:00 p.m.

5:30 p.m. to 1:30 a.m.

Saturday:

5:30 p.m. to 12 Midnight

12 Midnight to 1:30 a.m.

When operators are on duty Eastward trains must receive Clearance.

2. Trains or engines must not occupy 12th street crossing MP 250.16 Moline until gates are observed in a lowered position.

3. At Terminal Jct. – Rule 83(B) does not apply.

4. On the Second Subdivision of the Davenport, Rock Island and North Western Railway Company, at C.R.I. & P. Crossing, located between Terminal Jct. and Station No. 3, power operated stop gates protect eastward and westward movements over C. R. I. & P. Crossing. Stop gates will be controlled by switchtender. When gates are in the vertical position, movement may proceed without stopping.

5. Unless otherwise provided, freight trains will use BN main track between 7th and 13th Streets, East Moline. Normal position of switches for BN main track.

6. At Barstow trains must receive Clearance.

7. Maximum gross weight of cars handled must not exceed 263,000 pounds.

SPEED RESTRICTIONS

	M.P.H.
Maximum Speed	30
Through yards Rock Island, Moline, East Moline	
Through switches east end of South track used	
as single track at Terminal Jct.	10
Between 500 ft. north of 44th Street Rock Island	
and 500 ft. south of 20th Street Moline	10
Over frogs and switches connecting with	
D.R.I. & N.W. each side of East Moline depot	10
Trains on West Wye track Barstow	
from 400 feet north of highway crossing until	
head end of train is over crossing	10

At Rock Island, handle Bridge Derrick 204620 on eastward main track under 24th Street viaduct. Watch for close clearance at top. Derrick must not be handled on westward main track.

EIGHTH SUBDIVISION – FOOTNOTES

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

2. Earlville:
Operator on duty 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday. Trains must receive Clearance when operator is on duty.

C. & N.W. main track between wye switches west of Earlville and C. & N.W. Junction 3130 feet north thereof is used jointly by BN and C. & N.W. trains.

3. Amboy:
Operator on duty 7:00 A.M. to 4:00 P.M. daily except Saturday and Sunday. Trains must receive Clearance when operator on duty.

High Roof Box Cars and other loads exceeding the following dimensions must not be handled thru Bridge 26.03 near Amboy unless specifically cleared for movement between Sterling and Earlville via Amboy by office of General Superintendent of Transportation:

Width	Height (ATR)
6'-1"	17'-3"
6'-7"	17'-0"
7'-1"	16'-9"
7'-7"	16'-6"

4. HARMON
Overhead loading device on Farmers' Elevator Track will not clear man on top or side of car.
5. At Rock Falls - Rule 83(B) does not apply.
Between 7:00 A.M. and 7:00 P.M. stop before crossing Second Street.
Normal position of main track switch leading to engine house track at Rock Falls, is for that track.
6. At C. & N.W. Crossing, Sterling, no operator on duty. Call operator at C. & N.W. depot who will operate interlocking for BN movement.
7. Sterling:
Operator on duty 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday. Trains must receive Clearance when operator is on duty.
Before crossing First Avenue trains must stop.
8. Maximum gross weight of cars handled must not exceed 263,000 pounds, except must not exceed 220,000 pounds over bridge 26.03 between Amboy and Shaws.

SPEED RESTRICTIONS

	M.P.H.
Maximum speed between:	
North Wye switches Earlville and C. & N.W. Jct.	15
C. & N. W. Jct. and M.P. 22.50	30
M.P. 22.50 and M.P. 24.00	25
M.P. 24.00 and M.P. 29.30	30
M.P. 29.30 and M.P. 42.35	25
M.P. 42.35 and M.P. 44.20	15
M.P. 44.20 and M.P. 47.07	25
Bridge 26.03 east of Amboy	6
Between eastward and westward absolute signals I.C. crossing M.P. 27.38 Amboy.	10
Engine or leading car of train between absolute signals at C. & N.W. crossing, M.P. 42.23	20
Rock River Bridge, Sterling	15

Trains handling derrick over Bridge 26.03 between Amboy and Shaws, must not exceed 6 M.P.H. and must be separated from engine by at least one light weight car, when passing over this bridge.

Between Earlville and Sterling 250 ton Wrecking Derrick and Bridge Derrick 204620 must not be operated.

NINTH SUBDIVISION - FOOTNOTES

1. Unless otherwise provided, protection against following trains as required by Rule 99 is not required between Ottawa and N.Y.C. Jct.
2. At Montgomery Rule 83(B) does not apply. Clearance must be received at Aurora Tower. Trains will register at Aurora Tower by ticket.
3. Wedron

Operator on duty 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday. Trains must receive Clearance when operator is on duty.

Engines must not go on coal trestle of Wedron Silica Co.

4. Before proceeding over drawbridge 81.45 over Illinois River at Ottawa and over drawbridge 24.83 over Illinois River at LaSalle, all trains and engines must come to a full stop and then be governed by signals from the bridge tender.

Bridge Tenders at Illinois River bridge, Ottawa, will be on duty as follows:

Monday to Friday, inclusive: . 9:00 p.m. to 1:00 a.m.
2:00 a.m. to 3:00 a.m.
4:00 a.m. to 7:00 a.m.

On Mondays 7:00 a.m. until No. 603 has passed.

On Saturdays 9:00 p.m. until No. 602 has passed.

5. Streator:

Operator on duty 7:00 A.M. to 4:00 P.M. daily except Saturday and Sunday. Trains must receive Clearance when operator on duty.

Trains will not register unless directed to do so.

Trains and engines must stop at crossings of P.C. and G.M. & O. and be governed by position of Smash-boards. From 4 P.M. to 7 A.M. Monday through Friday Smash-boards governing movements for P.C. and BN will be clear and movement over crossing will be made per Rule 98(A) Saturday and Sunday. During this same period, engine and yard movements over Broadway Street (first street north of tower), must be protected by a member of the crew on the ground, as highway crossing gates will not be in service.

Depressed loading track at Lowell Brick yard stubbed 200 ft. from point of switch.

Before crossing Mildred Street on old lead and First Street on both North leads to Owens-Illinois Glass Co., Hickory Street or Main Street, stop and protect movement.

6. Spur track between L. & S. Jct. and Lowell, 3.7 miles, within yard limits. Maximum speed 10 M.P.H.

7. Bridge Tenders at Illinois River Bridge, LaSalle, will be on duty as follows:

Monday to Friday, inclusive: 8:00 a.m. to 12:01 p.m.
1:00 p.m. to 5:00 p.m.

Saturday:
9:30 a.m. until switch engine returns from Marquette Cement Company.

8. La Salle:

Operator on duty 7:30 A.M. to 4:30 P.M. daily except Saturday and Sunday. Trains must receive Clearance when operator is on duty.

Bucklin Street stop and protect movement.

9. Engine or cars, must not use No. 2 pit track west of road crossing located just east of tipple of Western Sand and Gravel Company at Spring Valley, Illinois.

10. Between N.Y.C. Jct. and Zearing, P.C. trains governed by BN Rules, timetable and special instructions.

Normal position of the junction switch at N.Y.C. Jct. is for the Ninth Subdivision.

At Zearing Rule 83(B) does not apply to No. 792 when operator is not on duty.

11. Normal position of switch leading from Montgomery and Zearing main track to the south wye at Zearing, will be for south wye.

12. Maximum gross weight of cars handled must not exceed 263,000 pounds, except must not exceed 220,000 between Streator and LaSalle.

SPEED RESTRICTIONS

	M.P.H.
Maximum speed between Montgomery and Streator	30
Eastward trains at approach signal to C.T.C. at Montgomery	25
Between M.P. 40.75 and M.P. 41.75	20
Bridge M.P. 65.33	6
Between M.P. 75.66 and M.P. 75.90	10
Engine or leading car, over crossing M.P. 79.25, north end, Ottawa yard	10
Ottawa, over Columbus Street (Route 23)	10
Ottawa, over LaSalle Street and C.R.I. & P. crossing	10
Ottawa, over Fourth Street	10
Ottawa, between C.R.I. & P. crossing and Illinois River bridge, engines handling cars	8
Light engines	6
Ottawa, over Third Street (Route 6)	6
Illinois River Bridge, south of Ottawa	10
Between M.P. 95.76 and M.P. 96.58	10
Between:	
Streator and M.P. 3.25	20
M.P. 3.25 and M.P. 14.25	35
M.P. 14.25 and M.P. 22.10	20
M.P. 22.10 and M.P. 34.85	25
M.P. 34.85 and Zearing	40
Streator, Engine or leading car over Park and Bloomington Street crossing's	10
Bridge M.P. 2.16	10
L & S Jct. and Lowell	10
M.P. 18.40	10
Engine or leading car between M.P. 19.90 and M.P. 20.40 (Cement Plant)	10
Curve M.P. 22.70, Highway Crossing M.P. 23.63, Br. 24.83, Br. 25.50	10

SPEED RESTRICTIONS CONTINUED

Between M.P. 27.15 and M.P. 27.25	5
M.P. 27.77-C.R.I. & P. Crossing, Engine or leading car between absolute signals	20
Between M.P. 29.42 and M.P. 30.00	10
Curve M.P. 31.47	20

Between Streator and Zearing 250 ton wrecking derrick and Bridge Derrick 204620 must not operate.

Trains handling 150 ton wrecking derrick and other derricks under 150 ton must not exceed 10 MPH over Bridge 2.16, 24.83, and 25.50.

Derrick must be separated from engine by at least one light weight car when passing over these bridges.

TENTH SUBDIVISION – FOOTNOTES

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

2. Denrock:

Operator on duty 8:00 A.M. to 5:00 P.M. daily except Sunday. Trains must receive Clearance when operator is on duty.

Normal position of Sterling branch junction switch at Denrock is for Tenth Subdivision.

Unless otherwise directed to do so, trains will not be required to register with the following exceptions:

Will register by ticket 8:00 A.M. to 5:00 P.M. daily except Sunday.

3. Maximum gross weight of cars handled must not exceed 263,000 pounds.

SPEED RESTRICTIONS

	M.P.H.
Maximum Speed	40
Between eastward and westward signals at C. & N.W. Crossing, M.P. 29.08	35

Speed restrictions for movement of taconite pellets in DMIR ore cars between Denrock and Mendota.

M.P.	to	M.P.	M.P.H.
48.60		25.00	40
Over Bridge 32.78			15
25.0		Mendota	30

ELEVENTH SUBDIVISION – FOOTNOTES

1. Between Rockford and Flag Center:

C.M.ST.P. & P. Ry. trains governed by BN timetable and special instructions.

2. At Flag Center – Rule 83(B) does not apply.

3. At Davis Jct. trains must receive Clearance and register by ticket.

4. I.C. Crossing at Rockford is remotely controlled by I.C. Operator. If signal fails to clear, instructions posted in telephone box will govern.

5. Automatic signals located at M.P. 21.40 and M.P. 21.80 govern westward train and engine movements, also at M.P. 22.04 and M.P. 22.45 govern eastward train and engine movements approaching and passing over electric locked switches at M.P. 21.86, M.P. 21.91 and M.P. 21.93. These signals are not a part of Automatic Block, CTC, or interlocking System.

When signal at M.P. 21.80 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 M.P. 22.04. When signal at M.P. 22.04 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 M.P. 21.80. When Green aspect is displayed by signal at M.P. 21.80 or signal at M.P. 22.04 train or engine may proceed.

Signals at M.P. 21.40 and M.P. 22.45 display a Yellow aspect and trains or engines may proceed prepared to stop before any part of train or engine passes next signal.

6. Maximum gross weight of cars handled must not exceed 315,000 pounds, except must not exceed 263,000 pounds between Davis Jct. and Rockford.

SPEED RESTRICTIONS

	M.P.H.
Maximum Speed	35
Rockford, through City Limits	25
Rockford, Rock River Bridge 23.37	10
Rockford, over Main Street Crossing	5
Rockford, over 15th Avenue (second street south of I.C. crossing)	5
Rockford, Bridge 0.49 and Bridge 0.96 Forest City Spur	10
Westward trains at approach signal M.P. 22.05 to I.C. crossing at M.P. 22.55	15
On curves at Flag Center	15
Engine or leading car of train between absolute signals at C.M. St. P. & P. crossing M.P. 11.68	20

Between Flag Center and Rockford trains handling derricks must not exceed 25 M.P.H.

TWELFTH SUBDIVISION – FOOTNOTES

- Provisions of Rule 97 do not apply.
- When train order (Form D-R) authority for crossover, at facing-point hand-throw switch is issued at the point where crossover movement is to be made, train must be stopped before the crossover switches are lined.
- Movement of train and engines against the current of traffic between crossover east of Iowa Avenue and Tisdale Street at Ottumwa will be made on authority of the train dispatcher.

4. Extra trains will not display classification signals.

5. Waterman:

Hand operated switch at M.P. 165.06 must not be used until permission has been secured from the operator at Seminary Street Tower. Operator must be informed upon completion of movement and that switch is properly lined and locked.

Switch light indication on tracks 4 to 9, inclusive, is yellow when lined for the ladder, and red when lined for the individual track.

6. Monmouth:

To provide protection by automatic gates at Main and First Streets after eastward trains have made station stop they must not exceed 10 M.P.H. until head end of train is over Main Street crossing.

Manual interlocking station is unattended between 9:00 p.m. and 5:00 a.m. daily, and between 5:00 a.m. and 9:00 p.m. Sunday.

7. Burlington:

Drawbridge 204.66 over Mississippi River is interlocked.

Trains originating at Burlington and trains on which train or engine crew changes must have Clearance.

Engines must not occupy the Chittenden and Eastman stub track between Third and Main Streets when trains are using eastward main track at this location.

Yard engines making Switch moves between Main Street Burlington and "end CTC Sign" M.P. 206.55 must not exceed 10 M.P.H. Extra trains, except trains originating or terminating, will not register.

8. Mt. Pleasant:

Westward trains or engines after stopping in the vicinity of the station Mt. Pleasant and east of highway circuit sign located 150 feet east of M.P. 233.54 (Highway 218), will approach observing that gates are in a lowered position before occupying crossing.

9. Fairfield:

Westward trains or engines which have stopped East of highway circuit sign at M.P. 255.54 at Fairfield must observe gates in a lowered position when proceeding, before occupying 4th Street crossing.

10. Maximum gross weight of cars handled must not exceed 315,000 pounds.

SPEED RESTRICTIONS

LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.
Waterman-Graham	35	35
ZONE—M.P. 162.42—M.P. 163.60, track 1, westward	30	30
ZONE—M.P. 163.50—M.P. 162.42, track 2, eastward	30	30
ZONE—M.P. 162.42—M.P. 163.50, track 1, eastward, track 2, westward	30	10
ZONE—M.P. 163.50—M.P. 164.00	75	50

LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.
ZONE—M.P. 164.00—M.P. 177.40	79	50
M.P. 165.48, turnout, end of two main tracks	30	30
Head end of eastward train on westward freight main track between M.P. 165.89 and M.P. 165.60	30	30
Graham, cut-off eastward track between M.P. 165.20 and M.P. 164.74	20	20
Graham, turnouts, except crossover between freight main tracks	30	30
ZONE—M.P. 177.40—M.P. 178.75	79	50
ZONE—M.P. 178.75—M.P. 179.50	40	30
ZONE—M.P. 179.50—M.P. 181.09	79	50
ZONE—M.P. 181.09—M.P. 203.00	79	50
Connett through crossovers	40	35
ZONE—M.P. 203.00—M.P. 204.00	70	50
ZONE—M.P. 204.00—M.P. 204.99	30	20
ZONE—M.P. 204.99—M.P. 206.80	20	20
Eastward and westward movements on main tracks and Hawkeye lead M.P. 205.93—5th Street to M.P. 205.67, east of Main Street and lead car or engine between M.P. 205.38 and M.P. 204.99 . .	10	10
Westward movements on all other tracks from 150 feet east to Main St. crossing .	5	5
ZONE—M.P. 206.80—M.P. 207.33	50	45
ZONE—M.P. 207.33—M.P. 208.95, westward track	50	40
ZONE—M.P. 207.33—M.P. 208.95, eastward track	50	40
ZONE—M.P. 208.95—M.P. 210.99	79	50
ZONE—M.P. 210.99—M.P. 276.50	79	50
Head end of train M.P. 232.75 to M.P. 233.75, Mt. Pleasant	60	50
Head end of eastward trains on eastward track, and westward trains on westward track over street crossings, Fairfield . .	60	50
Head end of eastward trains on westward track, and westward trains on eastward track over street crossings, Fairfield . .	50	50
ZONE—M.P. 276.50—M.P. 277.55	60	50
ZONE—M.P. 277.55—M.P. 279.00	40	30
ZONE—M.P. 279.00—M.P. 279.62	30	25
Ottumwa, N. & W. Crossing	15	15

Light engines and single units over highway crossing M.P. 269.90, 15 M.P.H.

Freight trains 60, 64, 66, 100, 118, 61, 63, 65, 101, 163, 165 and 167 when authorized by message over signature of Chief Dispatcher may observe maximum speed of 60 M.P.H. as follows (observing all other speed restrictions):

55 M.P.H. — Between M.P. 247.00 and 263.00.

60 M.P.H. — Between M.P. 211.00 and 247.00
263.00 and 276.00

THIRTEENTH SUBDIVISION — FOOTNOTES

- Provisions of Rule 97 do not apply.
- When train order (Form D-R) authority for crossover, at facing-point hand-throw switch is issued at the point where crossover movement is to be made, train must be stopped before the crossover switches are lined.
- Movement of train and engines against the current of traffic between crossover east of Iowa Avenue and Tisdale Street at Ottumwa; and between stock yards and New York Avenue at Creston, will be made on authority of the train dispatcher.
- Extra trains will not display classification signals.
- Ottumwa:
If interlocking signals at N&W Crossing fail to clear, a trainman will precede train through the interlocking, examining switches and assuring himself that they are in proper positions.
C.R.I. & P. trains and engines will use No. 1 track between Wapello and Market Streets and must move at Reduced Speed. Normal position of switches will be for No. 1 track.
First class trains will register by ticket.
- Rule 268(A) does not apply at main track switches at Chariton, Albia, M.P. 303.09 (east of Albia) Maxon M.P. 302.20.
- Talmage Jct.:
BN trains and engines will use C&NW tracks between Des Moines and Talmage, and are governed by rules and timetable of C.&N.W.R.R. Conductors and engineers of westward trains moving from C&NW tracks at Talmage, must receive Clearance.
Manual Interlocking unattended.
- Conductor or engineer or both, arriving at Creston, on all trains must deliver all clearances, train orders, and messages to relieving conductor or engineer or both. Trains or engines originating Creston must receive Clearance.
- Pacific Jct.:
Normal position for spring switch end two main tracks Pacific Jct. is for eastward movements. First class trains will register by register ticket. Extra trains enroute to or from Lincoln Division, (First or Second Subdivision) not required to stop, may register by register ticket.
- Maximum gross weight of cars handled must not exceed 315,000 pounds.

SPEED RESTRICTIONS

LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.
Ottumwa, N. & W. Crossing	15	15
ZONE-M.P. 279.62-M.P. 280.46	30	20
ZONE-M.P. 280.46-M.P. 281.30	79	35
ZONE-M.P. 281.30-M.P. 301.92	79	50
ZONE-M.P. 301.92-M.P. 304.40, westward track	70	50
Head end of train between M.P. 303.60 and M.P. 304.40	40	20
ZONE-M.P. 304.40-M.P. 306.90, westward track	70	40
ZONE-M.P. 301.92-M.P. 308.25, eastward track	65	50
Maxon, east crossover	30	30
Maxon, west crossover	40	35
Maxon, eastward track over east switch of west crossover	50	50
Halpin, east crossover	30	30
Halpin, west crossover	40	35
ZONE-M.P. 306.90-M.P. 315.00, westward track	79	50
ZONE-M.P. 308.25-M.P. 315.00, eastward track	79	50
ZONE-M.P. 315.00-M.P. 321.50	70	50
Curve M.P. 316.78	65	50
ZONE-M.P. 321.50-M.P. 323.25	60	50
ZONE-M.P. 323.25-M.P. 333.85	79	50
ZONE-M.P. 333.85-M.P. 334.50	40	30
ZONE-M.P. 334.50-M.P. 336.33	79	40
ZONE-M.P. 336.33-M.P. 338.75	79	50
ZONE-M.P. 338.75-M.P. 340.00, westward track	50	40
ZONE-M.P. 338.50-M.P. 340.00, eastward track	79	50
ZONE-M.P. 340.00-M.P. 391.65, westward track	79	50
Shannon, crossover	40	35
ZONE-M.P. 340.00-M.P. 351.50, eastward track	79	50
ZONE-M.P. 351.50-M.P. 356.00, eastward track	55	45
ZONE-M.P. 356.00-M.P. 391.65, eastward track	79	50
Head end of westward trains on westward track between M.P. 359.46 and Main Street Osceola (M.P. 359.94)	60	50
Head end eastward trains on eastward track between M.P. 360.42 and Main Street Osceola (M.P. 359.54)	60	50
ZONE-M.P. 391.65-M.P. 393.03	50	40
ZONE-M.P. 393.03-M.P. 393.73	30	25
ZONE-M.P. 393.73-M.P. 474.98	79	50
M.P. 441.80, east crossover	40	35

SPEED RESTRICTIONS - Continued

LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.
Red Oak, west crossover between main tracks M.P. 442.70	30	30
M.P. 443.26, turnout, end of two main tracks	40	35
McPherson, Emerson, Hastings and Malvern, siding turnouts	30	30
Emerson and Hastings, head end of train over public crossings on siding	10	10
M.P. 466.44, turnout, end of two main tracks	40	35
M.P. 467.95, crossover	40	30
Pacific Jct., east crossover between main tracks at M.P. 473.75	30	30
Pacific Jct., crossover between main tracks at M.P. 475.00	30	30
Pacific Jct., northeast wye	25	20

Trains must not exceed 15 M.P.H. between Talmage Jct. and Talmage
Light engines over Main Street Crossing, Prescott, 20 M.P.H.

Light engines over highway crossings M.P. 423.08 and M.P. 426.47, 20
M.P.H.

Freight trains 60, 64, 66, 100, 61, 63, 65, 101, 163, 165 and 167 authorized
by message over signature of Chief Dispatcher may observe maximum
speed as follows observing all other speed restrictions):

60 M.P.H. - Between M.P. 281.00 and 301.00
308.00 and 321.00
323.25 and 333.00
340.00 and 359.00
360.00 and 391.65
393.73 and 472.00

FOURTEENTH SUBDIVISION - FOOTNOTES

- Extra trains will not display classification signals.
- Interlocking Station at Ustick Tower. Interlocking in effect between
M.P. 0.41 and Begin-End CTC sign M.P. 4.31 Block 4. Interlocking
remotely controlled from Ustick.
- Trains have no timetable superiority between begin-end C.T.C. sign at
M.P. 60.02 and M.P. 60.40 and between M.P. 204.90 east of South Park
on the Hannibal Division and M.P. 60.02 St. Joseph. All trains and
engines must run at reduced speed between these points.

4. Between St. Joseph and Atchison:

Missouri Pacific R.R. trains governed by BN Rules, timetable, and special instructions, copies of which Mo. Pac. employees must have in their possession.

5. Trains and engines handling wide and low cars loaded with airplane parts and similar lading, must not operate through passenger depot tracks 1, 2 and 3 at St. Joseph, account will not clear high platforms.

6. Maximum gross weight of cars handled must not exceed 263,000 pounds.

SPEED RESTRICTIONS

LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.
Maximum Speed:		
Between Kansas City and St. Joseph.	79	50
Between M.P. 0.41 and east end Missouri River Bridge.	10	10
Between east end Missouri River Bridge and Ustick.	15	15
Curve M.P. 1.68	50	50
Curve M.P. 3.90	50	50
Through Crossover between main tracks Block 4	30	30
Turnout freight lead to westward main track Block 4	15	15
Turnout end of two main tracks Clarke.	60	50
Curve M.P. 9.50	70	60
On Armour Atchison Advance track M.P. 43.50 to M.P. 44.92	30	30
Curve M.P. 43.60	70	60
Through turnout M.P. 44.92.	30	30
Through turnout advance freight lead French. . .	40	30
Through turnout freight lead M.P. 58.70.	30	25
Waldron, E. Leavenworth, Sadler, Armour, and Halls, siding turnouts	30	30
Curve M.P. 60.02	25	20
Between M.P. 60.40 and M.P. 64.00	20	20
At St. Joseph: Lake, Missouri and Illinois Avenues	20	20
In Hannibal yard between M.P. 61.90 and 600 feet north of Monterey Street, and on yard lead between highway circuit signs Monterey Street	10	10
On Old Hannibal passenger main between M.P. 205.14 and 400 feet west of 10th Street	10	10

Freight trains 76, 78, 96, 188, 87, 79 and 75 between Kansas City, and St. Joseph and MoPac trains 174 and 175 between Armour and St. Joseph authorized by message over Signature of Chief Dispatcher may observe maximum speed of 60 M.P.H. (observing other speed restrictions).

FIFTEENTH SUBDIVISION – FOOTNOTES

1. Extra trains will not display classification signals.

2. Armour:

Rule 83(B) does not apply.

Cars set out must not block or foul route leading to Fourteenth Sub-division.

3. Movement of trains and engines over Missouri River Bridge Atchison governed by signal indication and special instructions of the Atchison and Eastern Bridge Company.

4. Atchison and Eastern Bridge Co. at Atchison, Kansas.

Movement of trains and engines over this Company's Bridge and tracks will be handled by a system of signals, indication of which will govern movements.

Signals are of the two position color light type. Normal position will be stop.

Color	Indication	Name
Red	Stop	Stop Signal
Green	Proceed	Clear Signal

Clearing section is that portion of track between signals and yellow paint mark on rails in advance of all signals located near east and west ends of bridge. Trains on CR&P, after entering clearing section, will be governed by signal indication.

Trains on BN, will enter clearing sections, and if there is no conflicting movement being made, reverse junction switch, then be governed by signal indication. Junction switch must be restored to normal position after being used.

Trains on Depot track No. 5, will, after entering clearing section, be governed by signal indication.

Trains from Depot to No. 3 and 4 will enter clearing section, and if there is no conflicting movement being made, reverse junction switch, then be governed by signal indication.

Junction switch must be restored to normal position after being used.

Trains on Missouri Pacific connection will, if there is no conflicting movement being made, reverse junction switch, then be governed by signal indication.

Junction switch must be restored to normal position after being used.

Should a train be standing in clearing section and is desired for another train to move first, it will be necessary for train first named to back out of clearing section.

Should signals fail to indicate proceed after waiting five minutes; and it is evident there is no conflicting movement being made, a train may proceed to the opposite signal when preceded by a flagman of that train.

5. Atchison:

Trains must receive BN Clearance from Missouri Pacific operator, and from 11 P.M. to 4 P.M. daily will register by ticket.

Mo. Pac. trains having received BN Clearance at Kansas City not required to receive BN Clearance from Mo. Pac. operator Atchison.

Train order signal at Atchison governs eastward Missouri Pacific trains enroute to the 15th Subdivision. When aspect per Rule 222 (A) is displayed, Burlington Northern clearance must be obtained from operator at Atchison. When aspect per Rule 222 (B) is displayed, Burlington Northern clearance not required.

From 4 P.M. to 11 P.M. daily, trains are not required to register unless instructed to do so.

All BN tracks are yard tracks.

Railroad crossing at Atchison track 5 and Missouri Pacific old main track between Signal 3305-R and Missouri Pacific main track is not connected with the signal system. This crossing must be protected against conflicting train and engine movements by a member of crew.

When making movement to MoPac track, before occupying 4th Street crossing, a member of crew must know that crossing protection is operating. If crossing protection is not operating, insert switch key in box marked "BN" located northeast of crossing and turn key.

- Maximum gross weight of cars handled must not exceed 263,000 pounds.

Maximum Speed	30
Over Missouri River Bridge	10

SIXTEENTH SUBDIVISION – FOOTNOTES

- Yard Limit in effect between N&W Junction and Des Moines.
- Engines must not operate over heater pits on heater track or thaw pits Iowa Power Light Spur Des Moines.
- Trains between Albia and N&W Jct. are governed by rules and timetable of N&W R.R.
- Des Moines: Eighteenth Street stop and protect movement. Trains handled with more than two GP.7 or GP.9 units must not operate over Bridge 67.43 Des Moines.
- Maximum gross weight of cars handled must not exceed 263,000 pounds, except must not exceed 210,000 pounds over bridge 67.43 Des Moines.

SPEED RESTRICTIONS

	M.P.H.
Through turn-out N&W Junction	30
MP 63.15 (N&W Jct.) to MP 64.55	30
MP 64.55 to Des Moines	20
Over Bridge 67.43.	6
1200-H.P. diesel switch engines	6
Diesel engines doubleheaded, must have at least 5 light cars between the engines	6
Eastward between approach and absolute signals at CRI&P Crossing M.P. 65.7	20
Maury Street, Des Moines	10
Between 18th Street and Des Moines	10
East Sixth Street, Des Moines freight yard	6
Loaded tank cars	25

SEVENTEENTH SUBDIVISION – FOOTNOTES

- Unless otherwise provided, protection against following trains as required by Rule 99 is not required.
- Lights on train order signals will not be displayed.
- Trains will register at Albany Junction and Giles when directed to do so by train order.
- Westward trains and engines, after stopping for C.R.I. & P. crossing Eighth Street, St. Joseph, must protect movement over the crossing.
- Track car operator's lineup will not be issued to cover local extra which must not leave:
St. Joseph before 5:00 A.M. Monday and Thursday for Chariton,
St. Joseph before 5:00 A.M. Wednesday for Bethany and return to St. Joseph,
Chariton before 6:00 A.M. Tuesday and Friday for St. Joseph.
- Maximum gross weight of cars handled must not exceed 210,000 pounds.

SPEED RESTRICTIONS

	M. P. H.
Maximum Speed:	35
M.P. 9.55 - M.P. 10.20	30
Over Highway crossing M.P. 33.14	15
M.P. 46.20 - M.P. 47.45	30
M.P. 57.00 - M.P. 75.00	25
Over Highway No. 85, M.P. 94.40	10
Over turnout each end Albany Yard	10
1000 H.P. diesels or heavier over Bridge 98.18	25
1000 H.P. diesel engines or heavier doubleheaded over Bridge 98.18	15
Loaded cement hopper cars over Bridge 98.18	10
M.P. 106.00 - M.P. 106.65	30
M.P. 114.95 - M.P. 115.80	30
1000 H.P. diesel engines or heavier over Bridge S-138.33	10

Trains handling 85 ft. empty tank cars must not exceed 15 M.P.H.

EIGHTEENTH SUBDIVISION – FOOTNOTES

- 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.
- Extra trains will not display classification signals.
- In addition to Clearance received at Galesburg for movement on Eighteenth Subdivision, trains enroute Twenty-Sixth Subdivision must receive Clearance for movement on Twenty-Sixth Subdivision.

4. BUSHNELL:

Rule 83 (B) does not apply to trains from Twenty-Sixth 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. N&W employees must have a copy of the Timetable, and Special Instructions.

6. Maximum gross weight of cars handled must not exceed 315,000 pounds.

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 West 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	---
M.P. 258.50 to M.P. 260.00	60	---
Through Turnout M.P. 260.95	30	30
East 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 East 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 (Twenty-First 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

Trains handling loaded NP 70 ton ore cars and GN and DMI loaded ore cars must not exceed 30 M.P.H. between M.P. 192.33 and West Quincy.

NINETEENTH SUBDIVISION - FOOTNOTES

1. Westward trains must receive Clearance at West Quincy, except N&W trains from Golden will receive Clearance at Golden, other N&W trains must receive clearance at West Quincy.
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 Current 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.
5. Maximum gross weight of cars handled must not exceed 263,000 pounds.

SPEED RESTRICTIONS

	M. P. H.
Maximum speed	20
Approaching Broadway Street crossing, Quincy	5
Over highway crossing at M.P. 264.50	10
Over Bridge 269.58	10
Loaded tank cars and loaded 30 yard air dump cars	15

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

TWENTIETH SUBDIVISION - FOOTNOTES

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. Interlocking station at Ustick Tower. Interlocking in effect between M.P. 225.48, Fifth Street and Begin-End CTC sign M.P. 223.93 Block 224 Interlocking remotely controlled from Ustick.
4. North River:
Rule 83 (B) does not apply to trains from Twenty-First Subdivision.
5. Macon:
Trains register by ticket.
6. 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.

7. 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.
8. 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.
9. Eastward trains originating N&W Yard North Kansas City must receive BN Clearance as required by Consolidated Code Rule 83-B.
10. Maximum gross weight of cars handled must not exceed 315,000 pounds.

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 east switch		
Controlled Siding, West Quincy	15	15
Through turnout west switch		
West Quincy Yard	30	30
ZONE - M.P. 5.72 - M.P. 6.72	79	50
ZONE - M.P. 6.72 - M.P. 8.60		
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
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	70	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

SPEED RESTRICTIONS - Continued

	Passenger Trains M.P.H.	Freight Trains M.P.H.
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, 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.

TWENTY-FIRST SUBDIVISION - FOOTNOTES

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., 8:00 p.m. to 4:00 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 Operating 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 Twenty-First 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 east 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 east 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 Twenty-Second Subdivision.

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

6. Clarksville:

Cars must not be left on storage track at Clarksville except commercial. When such cars are left they must be set at least 200 ft. from street crossing.

7. 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.

8. 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 Bluff track between Hannibal and Iasco must not be used except on permission from dispatcher.

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

10. Falk:

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

11. 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.

12. Ft. Madison:

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

13. Sinclair Switch:

Trains will register only when instructed to do so.

14. Maximum gross weight of cars handled must not exceed 315,000 pounds, except as noted in items Nos. 9 and 11 of the Twenty-first Subdivision — Footnotes.

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 Curve M.P. 10.14	15	15
Curve M.P. 10.50	60	45
Curve M.P. 12.05	60	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
Through turnout MK&T Machens, M.P. 26.85	30	30
Through turnout Junction Switch Twenty-Second 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	30	30
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 St Crossings Louisiana: M.P. 94.30 Engine and lead car over street crossing M.P. 94.86 Louisiana	6	6
ZONE — M.P. 95.32 — M.P. 95.80	10	10
ZONE — M.P. 95.80 — M.P. 117.30	50	40
ZONE — M.P. 117.30 — M.P. 119.10	60	45
ZONE — M.P. 119.10 — M.P. 119.86	60	40
Bridge 119.63-A to N&W Hannibal	60	30
Maximum speed SD-24 engines between Hannibal and Burlington	10	10
	40	40

SPEED RESTRICTIONS (Continued)	Passenger	Freight
	Trains M. P. H.	Trains M. P. H.
ZONE - M.P. 119.86 - M.P. 120.60	50	45
ZONE - M.P. 120.60 - M.P. 134.06	60	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 west switch West		
Quincy Yard.	30	30
Through turnout east 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	30	30
West leg of Wye West Quincy, M.P. 141.84-		
262.94	10	10
ZONE - M.P. 141.84 - M.P. 143.44	59	45
ZONE - M.P. 143.44 - M.P. 161.75	59	45
ZONE - M.P. 161.75 - M.P. 163.40	50	40
ZONE - M.P. 163.40 - M.P. 169.50	59	45
ZONE - M.P. 169.50 - M.P. 173.00	50	45
Curve M.P. 169.70.	45	35
Curve M.P. 172.40.	30	30
Curve M.P. 172.75.	40	30
ZONE - M.P. 173.00 - M.P. 175.68	59	45
Entire train over Des Moines River		
Bridge 174.95	25	25
Curve M.P. 175.10.	25	25
ZONE - M.P. 175.68 - M.P. 178.58	30	30
Bank Street Crossing M.P. 177.75. . .	15	15
Moar Line		10
ZONE - M.P. 178.58 - M.P. 199.00	59	45
Curve M.P. 194.80.	35	25
ZONE - M.P. 199.00 - M.P. 200.50	30	30
ZONE - M.P. 200.50 - M.P. 203.35	50	35
Curve M.P. 200.75	25	25
20th Street Crossing M.P. 200.90 . . .	25	25
18th Street Crossing M.P. 201.15 . .	25	25
Curve M.P. 201.85.	35	30
Second Street Crossing M.P. 202.71 .	8	8
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	15
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

TWENTY-SECOND SUBDIVISION - FOOTNOTES

1. Old Monroe:
Operator on duty 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday. Trains must receive Clearance when operator is on duty.
2. Francis:
Eastward trains will not register. Rule 83 (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.
4. Maximum gross weight of cars handled must not exceed 263,000 pounds.

SPEED RESTRICTIONS	M. P. H.
Maximum Speed.	40
Through turnout Junction Switch	
Twenty-First Subdivision	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.

TWENTY-THIRD SUBDIVISION - FOOTNOTES

1. Yates City:
Train order signal governs all trains through Yates City, except that trains arriving Yates City from Twenty-Fifth Subdivision enroute to Elmwood or beyond must receive Clearance unless otherwise provided. Trains register when instructed to do so.
2. Elmwood: Trains register when instructed to to do.
3. 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.

Eastward BN and TP&W trains must receive permission from Peoria Yard Office to enter the yard before passing TP&W Jct. switch at MP 49.51.

Westward BN trains must receive permission before leaving Peoria Yard; westward TP&W trains must receive permission before passing through Peoria Yard.

Permission received does not relieve crews from complying with the requirements of other rules or special instructions.

4. Maximum gross weight of cars handled must not exceed 263,000 pounds.

SPEED RESTRICTIONS

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

TWENTY-FOURTH SUBDIVISION – FOOTNOTES

- Operator on duty Buda – 10:30 a.m. to 7:30 p.m. daily.
Trains must receive clearance when operator is on duty.
- Between Jct. Switch C&NW and Sherwood:
C&NW trains governed by BN timetable, and special instructions.
- 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.
- Elmwood: Trains register when instructed to do so.
- Maximum gross weight of cars handled must not exceed 263,000 pounds.

SPEED RESTRICTIONS

	M. P. H.
Maximum Speed.	25
C&NW Trains between Jct. switch C&NW crossing and Sherwood	20
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
Loaded tank cars	20

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

TWENTY-FIFTH SUBDIVISION – FOOTNOTES

- Unless otherwise provided, protection against following trains as required by Rule 99 is not required between Lewistown and Vermont.
- Operators on duty: Lewistown and Vermont as follows:
Lewistown: 8:00 a.m. to 5:00 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.
- Yates City: Trains register when instructed to do so.
- 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.
- Lewistown:
Do not occupy highway crossing at Avenue E Route 24, Route 100, and South Main St. Route 24 unless flasher signals are operating or highway traffic has been stopped.
Trains will not register unless directed by train order to do so.
- Ipava:
Do not occupy highway Crossing Route 136 unless signals are operating or highway traffic has been stopped.
- Maximum gross weight of cars handled must not exceed 263,000 pounds, except must not exceed 220,000 pounds between Lewistown and Vermont.

SPEED RESTRICTIONS

	M. P. H.
Maximum Speed:	
Yates City and Lewistown.	40
Lewistown and Vermont.	35
Yates City, both legs of wye SD-24 engines.	10
Loaded tank cars between 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
Over Bridge 81.41	10

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.

TWENTY-SIXTH SUBDIVISION – FOOTNOTES

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 trains 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.

CTC in effect between interlocking absolute signal west end of Illinois River Bridge M.P. 117.07 and M.P. 116.30 Beardstown.

Office open continuous except closed from 10:00 P.M. Saturday until 6:00 A.M. Sunday and 10:00 P.M. Sunday until 6:00 A.M. Monday. Trains must receive Clearance when the operator is on duty.

5. Concord:

Rule 83 (B) does not apply to trains from Twenty-Seventh 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 Alton:

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 Alton will be governed by the P.C. Railroad Company and the GM&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 Twenty-Sixth Subdivision must receive Clearance.

10. Maximum gross weight of cars handled must not exceed 315,000 pounds, except must not exceed 263,000 pounds between Concord and East Alton.

SPEED RESTRICTIONS

	M. P. H.
Maximum Speed:	
Between Bushnell and M.P. 141 Vermont.	40
Through turnouts of spring switches east and west ends of siding Adair.	40
Between M.P. 141 Vermont and westward signal M.P. 118.09	30
Between westward signal M.P. 118.09 and begin - end CTC M.P. 116.30 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	40
(M.P. 136.65 equals M.P. 140.00)	
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, west 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

SPEED RESTRICTIONS – Continued

	M. P. H.
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

Trains handling loaded NP 70 ton ore cars, also loaded GN and DM&IR ore cars must not exceed speeds 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.

Empty cars in return movement must not exceed 35 M.P.H. between bridge Jct. and Wann.

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.

P. C. R.R. – 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

TWENTY-SEVENTH SUBDIVISION – FOOTNOTES

1. Concord:

Rule 83 (B) does not apply

2. At Lowder Track to the right 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. Virden:

C&NW trains and engines use BN main track within yard limits. Unit track east of main track to be used for interchange of unit trains, not to be used for other purposes without authority of train dispatcher.

4. Girard:

Crossing with the GM&O interlocked and controlled by GM&O Dispatcher at Bloomington.

5. 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; P. C. G.M. & O. and I. T. Railroads.

6. Two main tracks between Shattuc and west crossover M.P. 119.27 and between M.P. 121.33 and Meyer M.P. 156.39.

7. Centralia:

Trains must receive clearance.

Eastward movements between Illinois Central and BN track using hand throw crossover immediately east 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.

SPEED RESTRICTIONS (Continued)

8. West Frankfort Lead — Stop before occupying both highway crossings of Route 149 and provide flag protection against highway traffic.
9. 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.
10. 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.
11. 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 IC tracks at Metropolis are governed by IC Rules. BN tracks between IC Yard, Metropolis and Burlington Jct. are used by IC crews. Rule 93 in effect.
12. Paducah:
Trains enroute to the Twenty-Seventh Subdivision must receive Clearance.
13. Maximum gross weight of cars handled must not exceed 315,000 pounds, except must not exceed 263,000 pounds between West Vienna and Metropolis.

SPEED RESTRICTIONS

LOCATION	M. P. H.
Maximum Speed:	
Between Concord and Herrin Jct.	40
Concord, through turnout Jct. Switch	30
G.M. & O. and N. & W. crossings, Jacksonville	20
Through turnouts of spring switches east and west ends siding Lowder	40
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 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
Centralla:	
I.C. Crossing	30
Engines on mine spurs and in mine yards	10
Through turnout of spring switch at end of two main tracks Meyer	30
At approach signals governing trains	
approaching Mo. Pac. Crossing M.P. 164.65	25
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 P.C. Crossing	25
Forman: Engine or leading car of train between absolute signals at P.C. Crossing	20
Around curve of wye Metropolis.	10

Between Concord and Paducah trains handling derricks must not exceed 25 M.P.H.

TWENTY-EIGHTH SUBDIVISION — FOOTNOTES

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, and does not apply at LaCiede for trains from Unionville Spur.
5. Track between Yard Limit signs at CTC Needles and LaCiede operated as one yard. Rule 93 in effect. Trains from Unionville Spur must obtain permission from Train Dispatcher before operating Junction switch.
6. Maximum gross weight of cars handled must not exceed 315,000 pounds.

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,		
Stewartsville.	30	30

SPEED RESTRICTIONS (Continued)

ZONE — M.P. 203.95 — M.P. 204.70	55	50
ZONE — M.P. 204.70 — M.P. 206.00	10	10
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.

TWENTY-NINTH SUBDIVISION — FOOTNOTES

1. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.
2. Track car operator's lineup will not be issued to cover No. 699 and No. 700.
3. Before crossing 18th Street, M.P. 89.65, and Drake Ave. crossing, M.P. 89.70, Centerville, protect movement.
4. Maximum gross weight of cars handled must not exceed 220,000 pounds.

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 high- way 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

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

AUTOMATIC CAB SIGNAL RULES

These rules apply to engines equipped with Automatic Cab Signals when operating in Automatic Cab Signal territory.

1. Automatic Cab Signal territory will be designated by timetable or bulletin amending timetable. Cab signals must be cut in before entering and cut out after leaving Automatic Cab Signal territory.

2. Cab Signal indications do not supersede fixed signal indications except when Cab Signal changes to a more restrictive or a more favorable indication at a point other than a fixed signal location.

When Cab Signal changes from a restrictive indication to a more favorable indication, at a point other than a fixed signal location, speed must not be increased until train has run its length.

When the Cab Signal changes to a more restrictive indication, at a point other than a fixed signal location, engineers must immediately comply with indication displayed, in accordance with Automatic Cab Signal Rule 3.

3. Cab Signal Aspects:

- (a) A green light indicates PROCEED.
- (b) A yellow over green light indicates approach next signal not exceeding 30 M.P.H.
- (c) A yellow light indicates approach-next signal prepared to stop.
- (d) A red over yellow light indicates proceed at restricted speed.

4. Should Cab Signal and fixed signal indications conflict, the more restrictive indication will govern. Such occurrence must be reported to Superintendent.

The Cab Signal may be cut out under the following conditions: After passing through not less than two consecutive blocks where there is a conflict between the Cab Signal and fixed signal indications the Cab Signal may be cut out and the train may proceed in accordance with the indications of the fixed signals, but at not to exceed 40 Miles Per Hour, after which a report must be made to the Train Dispatcher by the first available means of communication. Train will then be governed by the indications of the fixed signals, but at not to exceed 79 miles per hour, keeping clear of occupied block. After waiting one minute at permissive signal, it may be regarded that there has been a failure of wayside signal and train may proceed at Restrictive Speed until a more favorable signal indication is encountered.

5. When operating in Cab Signal territory with Cab Signal cut out, members of crew on the engine must be so advised and additional precautions must be taken as conditions may require.

6. An engineer taking charge of an engine operating through a terminal must check with engineer relieved as to whether the Cab Signal is in service and functioning properly.

7. Cab Signals must be cut out in the trailing cab of diesel engines, on engines running backward, or on other than the leading engine when more than one engine on train.

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

SUBURBAN SERVICE

24. Trains in suburban service between Chicago and Aurora consisting of bi-level suburban cars or auxiliary power cars will be operated in straight air brake operation. The use of any other type cars in the train consist requires that the train be operated in automatic air brake operation only.

25. When a suburban train is to be operated in straight air brake operation and after completion of automatic air brake test as prescribed by Air Brake Rule 5(b), the shifter lever on the automatic brake valve on passenger locomotives must be placed in "SA" position, and the brake system must be recharged to not less than 90 pounds air pressure, and upon receiving the signal to apply brakes for test, a minimum 20 pound straight air brake application must be made as indicated by the brake cylinder gauge. Inspection of the train brakes must then be made to determine if brakes are applied on each car. 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.

26. When, for any reason, the straight air brakes become inoperative, the following procedure will govern:

(a.) When running and the brakes fail to apply in service position of the brake valve, the train must be stopped immediately with emergency application of the brakes by moving the automatic brake valve handle to emergency position and no other movement of the brake valve is to be made until train has stopped.

(b.) When running and the brakes fail to release, the train will be stopped with service application.

After train has stopped, or when any change in the straight air brake system occurs after leaving the initial terminal of the train, straight air hoses must be uncoupled between engine and next car, a standing test of the automatic air brakes must be made as prescribed by Air Brake Rule 14, following which the train may proceed making a running test as prescribed by Air Brake Rule 17.

27. When the engine of a suburban train consists of more than one (1) unit the train must be operated in automatic brake operation only.

28 (a). Straight air cutout cocks on all cars must be open, handle at right angle to pipe.

28 (b). When straight air brake operation is not used, straight air hoses must be uncoupled between engine and next car to prevent brakes sticking.

29. The self-lapping portion of the brake valve governing straight air pressure will be set at 75 pounds maximum for straight air brake operation.

RULES AMENDED

RULE 16(k) – One long sound – shut off train heat.

RULE 107 will not apply on the Chicago Region; the following will govern:

When a passenger train is receiving or discharging traffic on the side toward a station, a train or engine must not pass between it and the station unless proper safeguards are provided.

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.

RULE 816 and RULE 901 will not apply on the Chicago Region.

CHICAGO & NORTH WESTERN RAILWAY

MODIFICATION OF THE CONSOLIDATED CODE OF OPERATING RULES

RULES 12, 14, 14 (A) and Train Order Form Y.

In the application of Rules 12, 14, 14 (A) and Train Order Form Y, on subdivisions where trains are required to keep to the left, in double or three or more track territory, signals as prescribed by these rules will be displayed to the left of the track for outside tracks and to the right of the track for inside tracks.

RULE 14 (A) (Revised)

A train or engine finding a red flag or a red light displayed between the rails of the track or to the right of the track as viewed from an approaching train must stop before any part of the train or engine passes the red signal and must not proceed until a proceed signal given with a yellow flag or a yellow light is received or verbal permission is received.

Red signal must be replaced when found between the rails.

RULE 93 (Revised)

Yard limits will be indicated by yard limit signs.

Within yard limits the main track may be used, clearing first class trains when due to leave the last station where time is shown. In ABS territory, information issued by the train dispatcher, either verbally or by message may be used to determine when delayed first class trains are due to leave the last station where time is shown.

Within yard limits protection as prescribed by Rule 99 is not required except when carrying passengers or in case of failure to clear first class trains as required.

Second and Third class trains, extra trains and engines must move within yard limits at reduced speed unless the main track is known to be clear.

Within yard limits, when authorized to run against the current of traffic or on a portion of double or three or more tracks used as a single track, all trains and engines must move at reduced speed.

Note – Where ABS System rules are in effect, “known to be clear” includes when track is known to be clear by signal indication.

RULE 99

THE NOTE TO RULE 99 DOES NOT APPLY ON THE C&NW RAIL-

WAY AND AFFILIATED LINES.

RULE D-151

Timetable Special Instructions will designate the subdivisions or portion of subdivisions on which trains must keep to the left.

FORMS OF TRAIN ORDERS

FORM Y (Revised) MAINTENANCE OF WAY STOP

“Men and equipment on _____ track between MP _____ and MP _____ located between (Station) and (Station) from _____ M until _____ M All trains on _____ track proceed through these limits at reduced speed not exceeding _____ M.P.H. unless a different speed is verbally authorized by employee in charge or entire train has passed a green flag.”

When a train or engine finds a red flag displayed to the right of the tracks as viewed from an approaching train within the limits of a Form Y train order, stop must be made before any part of train or engine passes the red signal.

A green flag displayed to the right of the track indicates the end of the restriction.

Station names will be those designated in timetable. Decimals will be used, when necessary, in stating MP locations. (Example—MP 80 to MP 80.5).

RULE 512 (A) (New Rule)

A switch must not be opened to permit a movement to a main track when the semaphore arm is horizontal or the disc is visible in the indicator box at the switch, except under protection as per Rule 99.

RULE 513 (New Paragraph)

This will not relieve employees from promptly and properly protecting the movement.