

BURLINGTON NORTHERN INC.

CHICAGO REGION

**CHICAGO, OTTUMWA
AND HANNIBAL DIVISIONS**

Special Instructions No. 5

**IN EFFECT AT 12:01 A.M.
Central Standard Time**

Sunday, May 19, 1974

**Asst. Vice President
Transportation**

R. G. JOHNSON

**Superintendent
Chicago Division**

G. W. SAYLOR

**Asst. Vice President
Operations**

J. E. HAMER

**Superintendent
Ottumwa Division**

D. S. NELSON

**Superintendent
Hannibal Division**

M. E. HAGEN

ALL SUBDIVISIONS

- 1. Speed Restrictions** **Maximum Speeds**
- Passenger Trains.....See Subdivision Special Instructions
- Freight trains60 MPH.
- Loaded unit coal trains..... 50 MPH.
- Unit ore and potash trains.....50 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.

Unit trains and trains handling loaded 100-ton hopper cars, where speed of train cannot be maintained in excess of 21 MPH., immediately reduce speed to not exceed 13 MPH and do not exceed this speed until movement can again get up to exceed 21 MPH.

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.
Wrecking derricks	30 MPH.	15 MPH.
Locomotive cranes	30 MPH.	15 MPH.
Pile drivers	30 MPH.	15 MPH.
Clamshells and shovels	30 MPH.	15 MPH.
Jordan spreaders	30 MPH.	15 MPH.
Wedge plows and dozers (dead in tow).....	35 MPH.	20 MPH.
Rotary plows	30 MPH.	20 MPH.

Diesel engines, wrecking cranes and other types of heavy work equipment must not be operated on subdivisions on which they have not been previously operated, until it is positively known that such movement can be made safely.

Maximum speed Diesel Units Dead in Tow

Switcher units	50 MPH.
Road Switcher and other units.....	65 MPH.

2. Movement of Diesel Units—

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

When a locomotive consist of more than 3 units in service includes a diesel unit or units not equipped with alignment control couplers, only the three rear units will be allowed to work power when the train is to make a back-up movement. Other units must be isolated.

Diesel units not equipped with alignment control coupler:

All switcher units

Road and Road Switcher Diesel units

600- 995 inclusive

1556-1623 inclusive

4000-4197 inclusive

6000-6255 inclusive

9700-9800 inclusive

9804-9807 inclusive

9818-9830 inclusive

9911-9995 inclusive

Colorado and Southern, units 150-842 also Fort Worth and Denver Railroad diesel units.

3. At no time can more than seven high-horsepower units be coupled together as one consist (high horsepower units include those with 3,000 horsepower or over).

On units with less than 3,000 horsepower, the number of units in any one consist will not exceed eight.

In the event Diesel units in excess of the above restrictions are to be handled dead in train, such units must be placed at least five cars, but no further than 15 cars, behind the lead units.

When road passenger diesel units 9762 through 9794 are coupled in multiple with road freight or road switcher units, the road passenger units must be trailing to avoid danger of sliding wheels on the freight or 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)

MS Tanks, even if separated from balance of outfit

Handling 80 Foot or Longer Cars—

Trailing tonnage may cause lateral forces on 80 foot or longer cars that could result in derailing 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 remote control units or helper units are in operation, equipment listed below must be placed behind such units and as near the caboose as practicable, but in no case closer than ten cars behind these units.

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.

Territory where such restrictions are in effect are listed under each individual Subdivision.

5. Remote Control Unit Operation—

The power distribution between lead and remote consists must not exceed the following:

Lead power consist must not exceed remote power consist by more than two (2) locomotive units.

Example: 3 lead - 1 remote; 4 lead - 2 remote;
5 lead - 3 remote

Remote power consist must not exceed lead power consist by more than one (1) locomotive unit.

Example: 1 lead - 2 remote; 2 lead - 3 remote;
3 lead - 4 remote

When remote control units or helper units are in operation in mountain grade territory, to the extent practicable, empty cars must not be handled in the ten (10) cars immediately ahead of or the ten (10) cars immediately behind such units.

When Remote controlled units are used in train, they must be placed in train approximately two-thirds back from headend of train. Train tonnage will be limited by number of cars which may be handled over the various districts and tonnage ratings of the locomotive units used.

6. Repeater Relay Air Car Operation—

When repeater relay air car is to be operated in train, it must be placed approximately in the middle of the train.

7. When blowing snow or other conditions restrict visibility to the point that proper running inspection cannot be made, or when notified that a hot box detector is out of service, freight trains will reduce speed to the extent required, stopping if necessary, to make train inspection. Train crews will avail themselves of service stops to comply with the foregoing. Conductors will determine frequency of such inspection, dependent on visibility conditions, avoiding unnecessary delay to trains.

When a hot box detector is out of service, the requirements of Operating Rules or instructions will be suspended for defective equipment indicator associated with such hot box detector.

When stopped by a hot box detector signal Conductors notify Dispatcher at once, by radio or nearest open office, as to condition found, whether hot box did exist or if it was a false indication.

8. 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. Conductor will call Chief Dispatcher immediately and advise him of the materials and conditions. Be governed by his instructions.

9. At railroad crossing at grade protected by signal, 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.

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.

10. 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.

11. Burlington Northern Signal Aspects and Indications as contained in pamphlet Form 15307 are in effect.

Block and Interlocking Signal Aspects and Indications shown on pages 94 through 117 also on page 124 of the Consolidated Code do not apply on this region.

Special Signal aspects and indications as shown for Burlington Lines on pages 118, 119, 120 and 121 in the Consolidated Code of Operating Rules, remain in effect.

12. Roadway signs indicate maximum speed for passenger trains. A triangle type sign with the 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.

13. If radios are provided, a voice test of the radio in the control unit and caboose must be made to determine if the radio is working properly before a train leaves its starting point.

If the radio is working properly, it must be turned on during entire trip with volume adjusted so calls may be received. Defective radio equipment must be reported to the Chief Dispatcher at first point of communication. The conductor and engineer will be equally responsible to see that these instructions are complied with.

14. In CTC territory, before using any electrically locked switch, permission must be obtained from the control operator.

15. Within the State of Illinois, the note to Rule 99 on page 46 of the Consolidated Code of Operating Rules, edition of 1967, which reads:

"When the rear of a train is protected by a continuous ABS system, protection against following trains on the same track is not required."

does not apply.

Within the State of Illinois, unless otherwise provided, trains making an unscheduled stop or unusual slowdown must provide protection against following trains except within yard limits or interlocking limits, or unless advised by the train dispatcher there is no following train entering or moving in the same block.

16. 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.

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 MPH.
- (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 a speed 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. 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) Cab Signals must be cut out in the trailing cab of diesel engines, on engines running backward, or on other than the leading unit when more than one unit in consist.

17. Consolidated Code Rule 103(E), as contained in the 1967 edition, does not apply on Burlington Northern. The following rule applies:

103(E). Cars must not be handled ahead of the engine between stations outside of yard limits except when necessary to take cars to or from spur track, or in work train service, or when it is necessary for a train to make a back-up movement. Such movements must be for no greater distance than necessary, and air brakes on such cars must be cut in and operative.

18. Within yard limits in non-ABS territory, the main track must not be used as a storage track, except in case of emergency. When it becomes necessary to leave cars on main track in such territory, they must be protected by train order. This does not modify the requirement to move at reduced speed as required in Rule 93.

19. Flight simulator cars are to be handled directly behind road engine, dome end forward, and will be so specified in applicable government bills of lading.

20. Rules 226, 414A and 414B of Air Brake and Train Handling do not apply; all employees will be governed by the following Rules 226 and 414:

RULE 226

Freight trains arriving at terminals where facilities are available, and at which special instructions provide for immediate brake inspection and repairs, shall be left with air brakes applied by a service brake pipe reduction of 20 pounds so that inspectors can obtain a proper check of the piston travel. Trainmen will not close any angle cock or cut the locomotive off until the 20 pounds service reduction has been made. After locomotive is detached or cut is made, ANGLE COCK MUST BE GRADUALLY OPENED AND LEFT IN FULL OPEN POSITION ON

THE PORTION OF THE TRAIN OR CARS TO BE LEFT STANDING. Inspection of the brakes and needed repairs should be made as soon thereafter as practicable.

RULES 414

Before motive power is detached or angle cocks are closed on cars or trains which are to be left standing, engineer must make a full service brake pipe reduction. When reduction is completed and brake valve exhaust ceases, engineer will signal with one short blast of the whistle and the angle cocks may then be closed where cut is to be made. After cut is made, ANGLE COCK MUST BE GRADUALLY OPENED AND LEFT IN FULL OPEN POSITION ON THE PORTION OF THE TRAIN OR CARS TO BE LEFT STANDING. When required, a sufficient number of hand brakes must be applied in accordance with Rule 401.

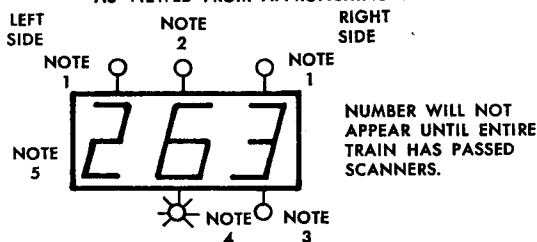
21. Failed Equipment Detector Instructions—

This device must be observed by the crew on rear of train, and they must be governed by the information shown immediately after the rear of the train has passed.

Enginemen must alert crew members on rear of train on approaching detector site. If no means of communication is available train must not move beyond failed equipment sign unless proceed signal is received from rear of train.

When failed equipment is indicated engine crew must be notified to stop train for inspection.

DEFECTIVE EQUIPMENT DISPLAY AS VIEWED FROM APPROACHING TRAIN



Note: 1—Hot bearing indicator light. When illuminated hot bearing detected. The hot bearing is located on right side of train when right light is illuminated and on left side when left light is illuminated. Stop and inspect train.

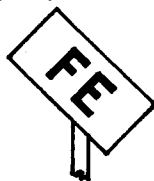
Note: 2—Multiple hot bearing or dragging equipment indicator light. When illuminated inspect train for more than one hot bearing or dragging equipment.

Note: 3—Dragging equipment indicator light. When illuminated dragging equipment has been detected, stop and inspect train as indicated. Advise dispatcher reason for delay by first available means of communication.

Note: 4—Flashing train inspection indicator light. When illuminated train is being checked for hot bearing and dragging equipment. If this light is not illuminated, stop and inspect train.

Note: 5—Journal number display panel. Number shown is axle count from rear of train to first hot bearing or dragging equipment detected. When making inspection, check at least four (4) axles both directions from indicated number.

FAILED EQUIPMENT SIGN



Failed (F.E.) signs are located 13,500 feet beyond the defective equipment detector site.

22. The second, third and fourth paragraphs of Consolidated Code Rule M, and the entire BN Safety Rule 94, referring to employees being on the roofs of cars are cancelled.

The following rule applies to all employees:

Train, engine and yard service employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees whose duties require them to occupy the roof of a freight car or caboose may do so only when equipment is standing.

CHICAGO DIVISION

(Chicago - Aurora)

FIRST SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Maximum Speed Passenger Trains.....	65 MPH.	
except as indicated below:		
Tracks One and Two		
Roosevelt Road - MP 1.40	25 MPH.	10 MPH.
MP 1.40 - MP 1.74	35 MPH.	15 MPH.
MP 1.74 - MP 2.12	45 MPH.	15 MPH.
Track Three		
MP 1.68 - MP 2.12	35 MPH.	15 MPH.
Tracks One, Two and Three		
MP 2.12 - MP 5.68	60 MPH.	25 MPH.
MP 5.68 - MP 7.15	60 MPH.	40 MPH.
MP 7.15 - MP 9.56		40 MPH.
MP 9.56 - MP 21.63		45 MPH.
MP 21.63 - MP 35.12		50 MPH.
MP 35.12 - MP 37.49		35 MPH.
MP 37.49 - MP 38.00	35 MPH.	25 MPH.
MP 38.00 - MP 38.50		25 MPH.
MP 38.50 - MP 38.80		25 MPH.
Track Four		
MP 1.71 - MP 2.12	15 MPH.	15 MPH.
MP 2.12 - MP 6.27	25 MPH.	25 MPH.
MP 6.27 - MP 6.58	25 MPH.	15 MPH.
At Union Avenue Interlocking		
Crossovers:		
Tracks 1 to 2 Eastward; Tracks 2 to 1 Westward, West of Canal Street....	15 MPH.	15 MPH.
Tracks 1 to 2 Westward; Tracks 2 to 1 Eastward, East of Union Avenue	25 MPH.	20 MPH.
Tracks 1 to 2 Westward; Tracks 2 to 1 Eastward, at Union Avenue.....	25 MPH.	20 MPH.
At Kedzie Avenue MP 4.83 Crossovers:		
Tracks 1 to 2 Westward; Tracks 2 to 3 Westward; Tracks 2 to 1 Eastward; Tracks 3 to 2 Eastward.....	30 MPH.	30 MPH.
Tracks 3 to 4 Westward; Tracks 4 to 3 Eastward	25 MPH.	25 MPH.
Tracks 2 to 3 Eastward; Tracks 2 to 1 Westward	15 MPH.	15 MPH.
MP 6.30 - MP 8.85 Crossovers:		
Tracks 1 to 2; Tracks 2 to 1; Tracks 2 to 3; Tracks 3 to 2.....	40 MPH.	35 MPH.
Tracks 3 to 4.....	25 MPH.	25 MPH.
MP 9.18 Crossovers:		
Tracks 1 to 2 Eastward; Tracks 2 to 1 Westward; Tracks 2 to 3 Eastward; Tracks 3 to 2 Westward	30 MPH.	30 MPH.
At Congress Park; Highlands; West Hinsdale; Fairview Avenue; and Downers Grove:		
All Crossovers	40 MPH.	35 MPH.
At Eola:		
All Crossovers	30 MPH.	30 MPH.
At Aurora Interlocking Crossovers:		
Tracks 1 to 2; Tracks 2 to 1; Tracks 2 to 3; Tracks 3 to 2, Clark St....	30 MPH.	15 MPH.
Tracks 3 to 2, Hurds Island.....	40 MPH.	25 MPH.
At Signal Bridges MP 18.8 and 34.4 head end of Eastward Freight trains		
		40 MPH.
Loaded DM&IR Ore Cars		
MP 35.12 - MP 37.49		25 MPH.
MP 37.49 - MP 38.10		15 MPH.

- Westward movements over Ridgeland Avenue MP 9.03 from yard LaVergne until engine or leading car has reached crossing 15 MPH.
- Road units going from Clyde Roundhouse to Cicero Departure Yard on No. 1 lead or No. 2 lead 10 MPH.
- Movement over approaches and bridge 3.99-A just East of Rockwell St. (Rockwell St.—West lumber connection bridge) 12 MPH.
- At Brookfield:
Eastward trains after making setout to 1HB Interchange Track, MP 12.7, Maple Ave., either off Main Tracks No. 2 or No. 3, until headend of train has reached Prairie Ave., Crossing MP 12.27.... 10 MPH.
- Train No's 1, 2, 3 and 4 operate at passenger train speeds carrying 110 lb. brake pipe pressure, not exceeding 65 MPH., observing all other passenger train speed restrictions except as follows:
Between MP 9.56 and MP 21.63..... 60 MPH.
Head end of train on tracks 1, 2 and 3 at signal 34.3.... 55 MPH.
Between MP 35.12 and MP 37.49..... 50 MPH.
Between MP 38.00 and MP 38.80..... 35 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length..... 220,000 lbs.
40 ft. to 52.5 in length..... 263,000 lbs.
52.5 ft. or longer..... 315,000 lbs.
U25B, U25C, U28C, SD24, SD45, GP20, GP30, GP35 and GP40 must not operate on following tracks:
Eola—Repair Tracks.
3. **Train Register Exceptions—**
At Cicero, Eola and Aurora, trains originating and terminating will register.
4. **Clearance Provisions and Exceptions Rule 83 (B)—**
Clearance received by Conductor and Engineer Trains Nos. 200, 202, 204, 206, 262, 208, 210 and 250 at Aurora continue in effect for Trains Nos. 201, 203, 291, 295, 297, 299, 226, 232, 260 and 245.
Clearance not required at Chicago Union Station for Trains Nos. 201, 203, 291, 295, 297, and 299; Nos 226 and 232 Congress Park; No. 260 Highlands.
Clearance received by Conductor and Engineer Trains Nos. 219, 221, 263, 261 at Chicago Union Station remain in effect for Trains Nos. 292, 293, 294, 296, 298, 243, 247 and 249.
Clearance not required at Congress Park for Trains Nos. 292 and 296; Westmont for No. 293; Downers Grove for Nos. 294 and 298; and at Chicago Union Station for Nos. 243, 247 and 249.
Trains in westward road movement starting at 14th St. Coach Yard will report to Yard Master for Clearance. At Cicero conductors of westward freight trains will obtain Clearance at Yard Office.
Engineer on westward freight trains and on light engines in westward road movements will receive Clearance at Cicero Roundhouse.
At Eola—Westward freight trains to Second, Third, Twelfth and Thirteenth Subdivisions originating at Eola will receive Clearance at Eola Yard Office.
At Aurora—Rule 83(B) does not apply except to conductors and engineers of trains originating.
Farnsworth Avenue Aurora:
Flashing train order signal between Aurora Lead and track 1 in service 6:00 A.M. to 7:30 A.M. daily except Saturday, Sunday and Holidays governs Eastward Suburban trains originating Hill Yard. When train order signal displays aspect per rule 222(A), suburban trains must receive clearance at Eola Yard office. Rule 83(B) does not apply when train order signal displays aspect per Rule 222(C).

- Trains destined to Third and Fourth Subdivisions in addition to receiving Clearance for movement on First Subdivision must also receive a Clearance for movement to Third and/or Fourth Subdivision identified with a notation in the upper left-hand corner as follows: Aurora-Savanna, Aurora-North LaCrosse.
5. Overhead and side structures on East track at Morningstar Paisley, Inc. between 16th and 18th streets Chicago will not clear man riding on side or top of cars.
6. Between Roosevelt Road, MP 0.76, and Union Avenue interlocking, MP 1.36, there are two main tracks, on which movement of trains in either direction will be governed by signal indication. Between Union Ave. and South River Street, Aurora, MP 38.48 there are three main tracks numbered consecutively from the north, beginning with No. 1.
7. Automatic Block System Rules in effect between MP 0.76, Roosevelt Road and MP 2.11, Union Avenue interlocking. Interlocking station at Union Avenue.
Centralized Traffic Control in effect on main tracks between the east limits of Aurora Interlocking MP 37.49 and the west limits of Union Avenue Interlocking MP 2.11 except CTC limits for westward movements on Track 1 between west limits Union Avenue interlocking MP 2.11 and MP 37.34 Aurora.
Centralized Traffic Control in effect on main track No. 4 (freight line) between west limits of Union Ave. interlocking MP 2.11 to MP 6.90 and on yard tracks 5 from MP 6.58 to MP 6.90; and on yard track 6 from MP 6.75 to MP 6.86.
Automatic cab signals and rules in effect on main tracks 1, 2, and 3 for suburban passenger trains between Union Avenue interlocking, MP 2.11 and Aurora, MP 37.76.
8. Between Roosevelt Road and Union Avenue interlocking if stop signal does not clear, trains may proceed on authority of Operator at Union Ave. interlocking, complying with Rule 509.
Trains or engines proceeding through one or more crossovers governed by a signal aspects per Rules 501C, 501D, or 501E must continue to observe authorized speed restrictions until engine or entire train has passed through all crossovers governed by that signal.
On track No. 1 between MP 37.34 and MP 38.63, and on tracks Nos. 2 and 3 between MP 37.49 and MP 38.63, if stop signal does not clear, trains may proceed on authority of operator at Aurora interlocking, complying with Rule 509.
9. Between LaVergne and Naperville, Illinois, inclusive, do not sound crossing whistle signal as prescribed by Rule 15(1), unless emergency requires, except when passing or meeting or about to pass or meet a train, at or in the immediate vicinity of grade crossing, under such circumstances that the second train will obscure, in whole or in part, the view of the first mentioned train to persons who may be about to use the crossing.
Road crossings between LaVergne and Farnsworth Avenue, Aurora, must not be blocked except in emergency. When unavoidable blocking of these crossings occur due to accidents or equipment failure, Train and Enginemen must advise Dispatcher their exact location, cause of train stopping, and take immediate action to remedy cause of failure so train can be moved. Call for assistance when necessary to make repairs. Dispatcher must be kept informed of your progress so police and complaint calls can be answered. If train cannot move promptly arrange to flag traffic over crossings not blocked but have gates down.
10. Before leaving 14th Street Passenger Yard, an air brake test must be made as prescribed by Air Brake Rules 423 and 424. A pilot or qualified member of the crew must control back-up movements.
11. 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.
12. 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.
13. Between La Vergne and Eola whenever any road crossing is blocked conductor must file message to Superintendent stating reason.

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

Westward trains and engines on Track 1 stopping for signal at MP 12.3 or if unusual delay is to be incurred between signals at MP 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 MP 13.11 and LaGrange Road MP 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 MP 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 MP 14.35 and highway circuit sign located approximately 625 feet west thereof must not exceed 15 MPH. between the signal bridge and Brainard Avenue crossing, MP 14.26, first crossing west of Stone Avenue station.

Eastward freight trains on tracks 1, 2 and 3 will stop short of signal bridge MP 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, MP 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, MP 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 MP 21.30 or if unusual delay is to be incurred between signal at MP 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 MP 22.32, west end of siding Downers Grove, or after being delayed between MP 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 MP 22.61.

Belmont road crossing must not be blocked by freight trains in excess of minimum length of time necessary to set out or pick up cars.

Farnsworth Avenue, Aurora, MP 35. 60:

- (a) Westward trains making movement between MP 35.12 and MP 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 MP 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 MP 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.

- (e) At Nabisco—To prevent unnecessary operation crossing gates at River Road, Eastward trains when picking up, must cut off engine far enough west of east switch to hold pick-up.

15. Rule 107 will not apply on the First Subdivision; 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.

16. Trains setting out on South Wye Track at Congress Park must shove to limit of track.

17. Absolute block will be maintained between Union Avenue Interlocking limits and Harrison Avenue (CUS) Interlocking of ICG Amtrak Trains moving in either direction on Tracks 1 and 2. ICG Amtrak Trains will not be permitted to follow a preceding train in this area, nor will a train be permitted to follow an ICG Amtrak Train until clear at Union Avenue Interlocking westward and Harrison eastward.

18. When necessary to hold trains out of yards between Western Avenue and Cicero, especially along the 4200 block of West 24th Place in Chicago, engines must be stopped adjacent to vacant lots, warehouses, etc., so as to provide a buffer between the engine noise and the residences. Do not let engines stand in close proximity to residences.

CHICAGO DIVISION

(Aurora - Galesburg)

SECOND SUBDIVISION

1. Speed Restrictions— Zone—Between Maximum Speed Passenger Trains except as indicated below:	Maximum Speeds Permitted	
	Passenger	Freight
MP 38.80 - MP 40.44	75 MPH.	50 MPH.
MP 82.00 - MP 83.16	50 MPH.	35 MPH.
MP 83.16 - MP 83.88	50 MPH.	25 MPH.
MP 161.66 - MP 162.42 track 1 westward	30 MPH.	30 MPH.
MP 162.42 - MP 161.66 track 2 eastward	30 MPH.	30 MPH.
MP 161.66 - MP 162.14 track 3	25 MPH.	20 MPH.
MP 162.14 - MP 161.66 track 1 eastward	30 MPH.	10 MPH.
MP 161.66 - MP 162.14 track 2 westward	30 MPH.	30 MPH.
MP 162.14 - MP 162.42 track 1 east- ward, track 2 westward and track 3....	15 MPH.	10 MPH.
Crossovers		
Bristol between main tracks	40 MPH.	35 MPH.
Somonauk between main tracks	40 MPH.	35 MPH.
Earlville—Between main tracks	40 MPH.	35 MPH.
Through turn out east end of east- ward siding and east end of westward siding	40 MPH.	30 MPH.
MP 80.43 crossovers between main tracks and turnout at east end of advance track	30 MPH.	30 MPH.
MP 82.06 crossover between south main track and advance track	30 MPH.	30 MPH.

Curve MP 82.85	30 MPH.	20 MPH.
Curve MP 83.01	30 MPH.	20 MPH.
Mendota—over hand throw switches located at MP 83.31 and at MP 83.41	20 MPH.	20 MPH.
Rule 268A will govern		
Zearing—crossover between main tracks	40 MPH.	35 MPH.
Through turnouts of eastward and westward sidings	40 MPH.	30 MPH.
Curve MP 104.20	70 MPH.	50 MPH.
Curve MP 104.50	70 MPH.	50 MPH.
Buda, crossovers between main tracks....	40 MPH.	30 MPH.
Kewanee, between Main and West Streets	55 MPH.	50 MPH.
Kewanee, MP 129.53 and MP 133.29 crossovers between Main Tracks.....	40 MPH.	35 MPH.
Galva, crossovers between main tracks..	40 MPH.	35 MPH.
Wataga, crossover between main tracks	40 MPH.	35 MPH.
Bishop, turnout track 3 to track 2.....	40 MPH.	30 MPH.
MP 157.67 (Bishop) to MP 161.66, track 3	45 MPH.	30 MPH.
Loaded DMIR ore cars between Mendota and Aurora MP 83.00 to MP 82.00....		30 MPH.
Train No's 1 and 2 operate at passenger train speeds carrying 110 lb. brake pipe pressure not to exceed 65 MPH. observing all other passenger train speed restrictions except between MP 38.00 and 38.80....		35 MPH.
Between Earlville and Baker.....		30 MPH.
except between MP 8.03 and MP 8.15.....		10 MPH.
Derricks		10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 ft. or less in length.....	220,000 lbs.
40 ft. to 52.5 in length.....	263,000 lbs.
52.5 ft. or longer.....	315,000 lbs.
except between Baker and Earlville.....	263,000 lbs.
U25B, U25C, U28C, SD24, SD45, GP20, GP30, GP35 and GP40 engines must not operate on following tracks:	

Aurora	Shop Tracks
	Freight House
	American Well Works
	Track over Pit
	Stone Ave.
	Waste Unload
	Industry
	Deterich Co.
	Richards Wilcox Co. Tracks
Montgomery	Natural Guano Co.
Plano	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	Frey Products Co.
Mendota	J.D. Towers Co.
	House Track
Princeton	Stub
Galva	Best Co.

3. Train Register Exceptions—

Aurora—Trains originating and terminating will register.

4. Clearance Provisions and Exceptions Rule 83(B)—

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

At Montgomery and Zearing—Rule 83(B) does not apply to trains moving off Eleventh Subdivision.

At Earlville—Rule 83(B) does not apply to trains moving off Tenth Subdivision.

- Track between Earlville and Baker is considered industrial track, Rule 105 applies. Service between these points will be one engine movement only which will not leave Earlville before 8:01 a.m. daily except Saturday, Sunday and holidays.
- At Mendota Rules 269 and 606 in effect for Eastward Movements over I.C.G. Crossing.
- After stopping at Kewanee Passenger Station, eastward passenger trains on either track must not exceed 5 MPH. approaching and passing over Tremont Street.
- At Galva—Trains making an Eastward movement through Galva have the gates in down position after the train actuates the highway circuit located about 4,000 ft. West of the Eastward absolute signal, if the absolute signal is clear for their movement. Westward trains have the crossing gates down when they pass the highway crossing circuit, which is located about 4,200 ft. East of the Westward absolute signal.
Dispatchers must not clear the Eastward absolute signal for trains performing local work at Galva until it has been ascertained that movement is ready to be made as the gates will be in down position as soon as the signal is cleared for intended move.
Westward trains performing switching at Galva must leave their train East of the highway crossing circuit sign.
ATSF 36000 series highproof box cars 17 feet high, 89 feet long, or other similar box cars, must not be placed on track No. 23 serving the old Lily Tulip Plant.
- Between MP 37.76 and Bishop there are two main tracks; Between Bishop and MP 161.66 Galesburg there are three main tracks. Tracks will be numbered consecutively from the north beginning with No. 1.
- Between Earlville and Baker—Stop and protect movement over old Highway 34.

CHICAGO DIVISION

(Aurora - Savanna Yard)

THIRD SUBDIVISION

1. Speed Restrictions—

Maximum Speeds Permitted

Zone—Between	Column 1	Column 2
	TOFC & Mdse.	Freight
MP 38.44 - MP 40.00.....	65 MPH.	45 MPH.
MP 81.41 - MP 84.41.....	65 MPH.	45 MPH.
MP 95.75 - MP 97.93.....	65 MPH.	50 MPH.
MP 97.93 - MP 102.25.....	65 MPH.	45 MPH.
MP 141.75 - MP 143.51.....	65 MPH.	50 MPH.
MP 143.51 - MP 143.68.....	65 MPH.	40 MPH.
Junction Switch, South River Street Aurora	40 MPH.	30 MPH.
Curve MP 77.50.....	55 MPH.	40 MPH.
Crossover Steward Jct., end of Two Main Tracks	40 MPH.	35 MPH.
Curve MP 83.80.....	45 MPH.	35 MPH.
Flag Center, turnout end of Two Main Tracks	40 MPH.	40 MPH.
Curve MP 101.60	60 MPH.	45 MPH.
Curve MP 102.10	60 MPH.	45 MPH.
Turnout MP 142.36 (Plum River).....	30 MPH.	30 MPH.
Turnout MP 143.21 end of double track	40 MPH.	35 MPH.
Turnout MP 143.28	35 MPH.	25 MPH.

Loaded DMIR ore cars between
Savanna Yard and Aurora.

MP 38.80 - MP 137.00.....	30 MPH.
MP 137.00 - MP 141.75 Westward.....	30 MPH.

Over Bridge 98.18, Oregon
Do not exceed 20 MPH.

Trains must not exceed 30 MPH. through turnouts of controlled sidings.

Trains must not exceed 10 MPH. on controlled sidings over highway crossings.

Unit coal and potash trains will not exceed 10 MPH. through sidings.

Train No. 3 and No. 4 operate not exceeding 65 MPH. carrying 110 lb. brake pipe pressure, observing all other speed restrictions as shown in Column One.

Between Oregon and Mt. Morris..... 30 MPH.

Over Highway crossing MP 104.49..... 8 MPH.

Between MP 104.20 and MP 105.20..... 25 MPH.

Between MP 105.20 and MP 105.30..... 15 MPH.

Derricks Oregon and Mt. Morris..... 10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 ft. or less in length..... 220,000 lbs.

40 ft. to 52.5 in length..... 263,000 lbs.

52.5 ft. or longer..... 315,000 lbs.

Between Oregon and Mt. Morris—

Cars heavier than 263,000 lbs. not permitted without authority of Superintendent.

Between Oregon and Mt. Morris bridge derrick 975501 and 250 ton wrecking derrick must not operate.

3. Train Register Exceptions—

At Rochelle—Westward trains enroute Fourteenth Subdivision may register by ticket.

4. Clearance Provisions and Exceptions Rule 83(B)—

At Rochelle—Westward trains enroute Fourteenth Subdivision must receive clearance.

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

Flag Center—Rule 83(B) does not apply to trains moving off Fourteenth Subdivision.

All trains must secure a clearance at Savanna Yard.

5. Track between Oregon and Mt. Morris is considered industrial track, Rule 105 applies. Service between these points will be one engine movement only which will not leave Oregon before 10:01 a.m. daily except Sunday and Holidays.

At Kable Printing Mt. Morris do not handle cars in excess of 15 ft. 10 inches from top of rail into plant account will not clear door.

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

7. At Rochelle—Signals governing movements over C&NW crossing also govern the block. Rule 269 must be complied with in addition to interlocking rules.

8. Manual Interlocking not indicated at station C&NW Crossing 2.8 miles west of Waterman

9. Double track between Savanna yard and CTC MP 143.21. Rules 251, 252, 253 and 254 are in effect.

10. At Savanna yard—Movement of trains against current of traffic between end of double track MP 143.21 and crossover MP 146 will be made by authority and under protection of yardmaster.

11. Between 6 p.m. and 6:00 a.m. stop and protect movement Route 64 south of Mt. Morris.

12. At Chadwick, School Street Crossing must not be blocked more than 10 minutes.

CHICAGO DIVISION (Savanna Yard - St. Croix Tower) FOURTH SUBDIVISION

1. Speed Restrictions—

Maximum Speeds Permitted

Zone—Between	Column 1 TOFC & Mdse.	Column 2 Freight
MP 143.68 - MP 145.64.....	25 MPH.	20 MPH.
MP 145.64 - MP 146.20.....	35 MPH.	35 MPH.
MP 170.07 - MP 171.00.....	50 MPH.	50 MPH.

MP 171.00 - MP 172.23 (BN).....	40 MPH.	30 MPH.
MP 184.86 (ICG) - MP 185.50 (BN)....	40 MPH.	20 MPH.
MP 185.50 - MP 187.00.....	65 MPH.	50 MPH.
MP 187.00 - MP 187.57.....	50 MPH.	50 MPH.
MP 239.00 - MP 240.00.....	40 MPH.	40 MPH.
MP 240.00 - MP 241.38.....	50 MPH.	50 MPH.
MP 296.24 - MP 299.84.....	45 MPH.	45 MPH.
North LaCrosse MP 299.78 - MP 301.49	10 MPH.	10 MPH.
MP 301.49 - MP 303.75.....	65 MPH.	50 MPH.
MP 364.50 - MP 366.50.....	60 MPH.	40 MPH.
CMStP&P Xings MP 144.64 & MP 144.85	20 MH.	20 MPH.
Curve MP 146.15 Eastward track.....	65 MPH.	35 MPH.
Curve MP 146.15 Westward track.....	65 MPH.	35 MPH.
Through turnout end of two main tracks MP 171.50	40 MPH.	30 MPH.
Through crossover end of two main tracks MP 172.23 (BN)	40 MPH.	30 MPH.
Ports, end of two main tracks through turnout	40 MPH.	35 MPH.
Bridge 235.66	50 MPH.	35 MPH.
MP 236.97, CMStP&P Crossing.....	60 MPH.	49 MPH.
MP 236.99, end of two main tracks through turnout	40 MPH.	35 MPH.
Herrington, through crossovers, MP 294.68	40 MPH.	35 MPH.
Graf, end of two main tracks through turnout MP 296.29	40 MPH.	35 MPH.
Sullivan through East crossover.....	40 MPH.	35 MPH.
Sullivan through West crossover.....	40 MPH.	35 MPH.
East Winona, end of two main tracks through turnout MP 323.65	40 MPH.	35 MPH.
Winona Jct. end of two main tracks through turnout MP 327.93	35 MPH.	35 MPH.
Miner, through West crossover.....	40 MPH.	30 MPH.
Trevino, end of two main tracks through turnout	40 MPH.	35 MPH.
Mears, end of two main tracks through turnout	40 MPH.	35 MPH.
County Trunk Highway E, MP 390.10 when on siding	10 MPH.	10 MPH.
Curve MP 407.20	60 MPH.	40 MPH.
Prescott, end of two main tracks through turnout	40 MPH.	30 MPH.
Curve MP 407.70	30 MPH.	20 MPH.
St. Croix River Drawbridge MP 407.72	15 MPH.	15 MPH.
Burns, end of two main tracks through turnout	40 MPH.	30 MPH.
Against the current of traffic on double track	59 MPH.	49 MPH.

Train must not exceed 30 MPH. through turnouts of controlled sidings.

Unit coal and potash trains will not exceed 10 MPH. through sidings.

Speed restrictions when handling loaded and empty NP 70 ton, GN, DMIR ore cars between St. Croix Tower and Savanna Yard.

Bridge 407.72

MP 386.00 - MP 364.50

Bridge 300.40

MP 239.20 - MP 235.00.....

Bridge 235.66

MP 228.10 - MP 227.10

MP 186.70 - MP 171.45

MP 144.50 - MP 143.68

Train No. 3 and No. 4 operate not exceeding 65 MPH. carrying 110 lb. brake pipe pressure, observing all other speed restrictions as shown in Column One.

Between East Cabin, MP 184.80 and ICG crossing, East Dubuque, trains moving through interlocking will move at restricted speed.

Between East Winona and Winona..... 15 MPH.
Over Mississippi River Bridge Winona..... 6 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 ft. or less in length..... 220,000 lbs.
40 ft. to 52.5 in length..... 263,000 lbs.
52.5 ft. or longer..... 315,000 lbs.

U25B, U25C, U28C, SD24, 45, GP20, 30, 35 and 40 must not operate on following tracks:

LaCrosse—Old Main between South Avenue and West Avenue.
Between East Winona and Winona cars heavier than 210,000 lbs. not permitted without authority of superintendent.

When handling 250-ton wrecking derricks or bridge derrick 975501 over Dubuque bridge, it must be separated by at least eight cars from engine and must not exceed 10 MPH.

Between East Winona and Winona Bridge Derrick 975501 and 250-ton Wrecking Derrick must not operate.

3. Train Register Exceptions—

St. Croix Tower: Trains will register by ticket.

4. Clearance Provisions and Exceptions Rule 83(B)—

North LaCrosse: Trains must receive Clearance.

BN Clearance received at Eau Claire by conductors and engineers on eastward CMStP&P trains enroute Eau Claire to East Winona authorizes movement on Fourth Subdivision and remains in effect for westward CMStP&P trains enroute East Winona to Eau Claire. Clearance not required at Trevino or East Winona.

All trains must secure a clearance at Savanna Yard.

5. When eastward signal at MP 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.

6. Between Savanna Yard and St. Croix—Before using hand throw crossovers between Eastward and Westward tracks authority must be secured from the train dispatcher.

7. At Dubuque, Iowa—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.

Between East Dubuque and Dubuque movements over Mississippi River bridge are governed by ICG R.R. rules.

8. At Prairie du Chien—Street crossings must not be blocked by Westward trains when stopped by Hot Bearing and Dragging Equipment Detector at MP 236.40. Train should be stopped for inspection before blocking Parrish Street.

9. At La Crosse—Whistle should not be sounded except to prevent accident. Bell should be rung when engines are in motion in the city.

10. Between Winona and East Winona—Rule 93 in effect.

Draw span over Mississippi River Bridge protected by "Automatic Stop Signals" located on either side of bridge. Engines stopped at Absolute 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 Absolute Signals.

At East Winona—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 GB&W crossing and the Winona Bridge Company bridge must be lined and locked for the GB&W main line when not in use.

CMStP&P Conductors of westward trains at East Winona must secure permission from Operator at North La Crosse before occupying the siding.

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

12. At Trevino—Permission to use electric lock on switch leading to BN westward main track, will be secured from operator at North La Crosse and unless otherwise provided will be authority to leave Miner with the current of traffic.

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

14. Rule 97 does not apply.

15. At Savanna yard—Movement of trains against current of traffic between end of double track MP 143.21 and crossover MP 146 will be made by authority and under protection of yardmaster.

CHICAGO DIVISION

(Galesburg - Savanna Yard)

FIFTH SUBDIVISION

1. Speed Restrictions— Maximum Speeds Permitted

Zone—Between

Galesburg and Savanna Yard..... 49 MPH.

Galesburg passenger station and Main Street..... 15 MPH.

Galesburg Eastward trains at approach signal governing trains approaching Junction switch, Pearl Street Curve MP 1.34 35 MPH.

Spring Switch Bouhan: Facing point movement..... 40 MPH.

Wye switches Rio 25 MPH.

Head end of train BN crossing Alpha..... 20 MPH.

Between Orion and Barstow 30 MPH.

On curves between MP 235.00 and MP 236.00..... 30 MPH.

Approach signal until clear of CRI&P crossing at Colona 20 MPH.

On curve MP 240.00 and MP 240.43..... 30 MPH.

Between wye switches Barstow 20 MPH.

Reverse curves between MP 4.40 and MP 5.00 between Barstow and Joslin..... 20 MPH.

Through turnouts at north and south switches of wye at Denrock 15 MPH.

Between wye switches Denrock 20 MPH.

Ayres

Between Signals 20 MPH.

Through Turnout MP 53.31 30 MPH.

Unit coal and potash trains will not exceed 10 MPH. through sidings.

Trains handling bridge or wrecking derricks must not exceed 25 MPH.

Speed restrictions when handling loaded and empty NP 70 ton, GN and DMIR ore cars, between Savanna Yard and Galesburg.

MP 30.35 and MP 54.06 30 MPH.

MP 48.60 and MP 24.91 30 MPH.

MP 24.91 and MP 24.60 15 MPH.

MP 24.60 and MP 5.00 30 MPH.

MP 5.00 and MP 4.40 15 MPH.

MP 4.40 and MP 2.10 30 MPH.

MP 2.10 and MP 239.90 10 MPH.

Bridge 240.76 10 MPH.

MP 239.90 and MP 236..... 30 MPH.

MP 236 and MP 235 20 MPH.

MP 235 and MP 215 30 MPH.

MP 215 and MP 213 25 MPH.

MP 213 and MP 210 30 MPH.

Curve MP 12.88 25 MPH.

MP 12 and MP 2.63 30 MPH.

Between Lass and Garden Plain and between Rio and Alexis 20 MPH.

Except Derricks 10 MPH.

2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
- | | |
|-------------------------------|--------------|
| 40 ft. or less in length..... | 220,000 lbs. |
| 40 ft. to 52.5 in length..... | 263,000 lbs. |
| 52.5 ft. or longer..... | 315,000 lbs. |
- Between Lass and Garden Plain—Rio and Alexis.... 263,000 lbs.
When handling 250-ton Wrecking Derrick or Bridge Derrick 975501 across Rock River bridge 240.76 at Barstow, derrick must be spaced at least three cars from engine.
Between Rio and Alexis Bridge derrick 975501 and 250 ton wrecking derricks must not operate.

3. **Train Register Exceptions—**
At Barstow—Trains may register by ticket.
Rio, Ebner and Denrock—Trains will register when instructed to do so by train order.

4. **Clearance Provisions and Exceptions Rule 83(B)—**
At Barstow—trains must receive Clearance.
Denrock—Operator on duty 8:00 A.M. to 4:00 P.M. daily except Sunday, 4:00 P.M. to 12:00 Midnight, daily except Saturday and Sunday. Trains must receive Clearance when operator is on duty.

5. Track between Lass and Garden Plain and between Rio and Alexis is considered industrial track, Rule 105 applies. Service between Lass and Garden Plain will be one engine movement only which will not leave Lass daily before 7:15 a.m. Line up required between Rio and Alexis.

6. Advance track capacity 197 cars, between Spring Switch Bouhan and interlocking Galesburg to be used as directed (verbally or by message) by the train dispatcher. Movements between Bouhan and interlocking Galesburg will be made in accordance with Rule 93.

7. At Barstow—Normal position wye switch for Fifth Subdivision.

8. At Denrock—Normal position wye switches for Fifth Subdivision.

9. CRI&P crossing Colona, MP 238.39, interlocked and remotely controlled by CRI&P dispatcher Des Moines. Instructions posted in house adjacent to crossing for movement when communications fails.

The Jct. switch of BN and CRI&P RR MP 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 MP 228.76 and MP 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 MP 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 MP 229.0. When Green aspect is displayed train or engine may proceed. When signal at MP 227.55 displays a Yellow aspect train or engine may proceed prepared to stop before any part of train or engine passes signal at MP 228.76. When Green aspect is displayed train or engine may proceed.

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

11. Conductors in charge of westward trains out of Galesburg and eastward trains out of Savanna with flammable compressed gas in consist must arrange to give or obtain for their train a full visual inspection approximately thirty-five miles from Galesburg on westward trains and thirty-five miles from Savanna on eastward trains.

12. At Garden Plain—Do not occupy highway crossing unless crossing signals are operating or traffic has stopped.

13. Industrial track between Lass and Garden Plain can be used by Fifth Subdivision main line trains for meeting other trains if directed by train order to do so.

14. At Barstow crossings must not be blocked in excess of 20 minutes.

CHICAGO DIVISION (Woodhull - Joy) SIXTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between Maximum Speed Permitted
- | | |
|---|---------|
| Woodhull to Alpha | 20 MPH. |
| Alpha to Joy | 15 MPH. |
| Derricks | 10 MPH. |
| MP 16.75 and MP 18.15..... | 15 MPH. |
| Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series | 15 MPH. |
| BN Crossing, Alpha..... | 10 MPH. |
| Over highway crossing west of Viola depot..... | 8 MPH. |
| Westward trains over Spruce Street crossing Aledo.... | 10 MPH. |

2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent: 220,000 lbs.
U25B, U25C, U28C, SD24, SD45, GP20, GP30, GP35 and GP40 engines must not operate on following tracks:

Alpha—Elevator Track

Woodhull—House Track

Between Woodhull and Joy bridge derrick 975501 and 250 ton wrecking derrick must not operate.

3. **Train Register Exceptions—None.**

4. **Clearance Provisions and Exceptions Rule 83(B)—**
Alpha—Operator on duty continuous 8:00 A.M. Monday to 8:00 A.M. Saturday. Trains must receive Clearance when operator on duty.

5. At Alpha—Trains using south wye must proceed expecting it to be occupied.

Trains and engines must stop and protect movement over the street crossings 1100 feet east of station.

6. At Aledo—Stop protect movement over First and Second street west of station.

7. At Joy—Stop protect movement over Washington Street MP 44.40.

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

CHICAGO DIVISION (Barstow - Clinton) SEVENTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between Maximum Speeds Permitted
- | | |
|---|---------|
| Barstow and Terminal Jct..... | 30 MPH. |
| Through yards Rock Island, Moline, East Moline..... | 10 MPH. |
| Through switches east end of South track used as single track at Terminal Jct. | 10 MPH. |
| Between 500 ft. north of 44th Street Rock Island and 500 ft. south of 20th Street Moline | 10 MPH. |
| Over frogs and switches connecting with DRI&NW each side of East Moline depot | 10 MPH. |
| Trains on West Wye track Barstow from 400 feet north of highway crossing until head end of train is over crossing | 10 MPH. |

2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:

40 ft. or less in length..... 220,000 lbs.

40 ft. to 52.5 in length..... 263,000 lbs.

U25B, U25C, U28C, SD24, SD45, GP20, GP30, GP35 and GP40 engines must not operate on following tracks:

ClintonAll Yard Tracks

East of Siding Clinton Depot

Midcontinent Petroleum Co.

Clinton Corn Products Corn unloading track

Moline -----All Tracks Deere Planter Works
At Rock Island, handle Bridge Derrick 97501 on eastward main
track under 24th Street viaduct. Watch for close clearance at
top. Derrick must not be handled on westward main track.

- CHICAGO DIVISION**
(Sterling - Denrock)
EIGHTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Denrock and MP 30.00.....	30 MPH.
MP 30.00 and MP 31.75.....	25 MPH.
MP 37.75 and Agnew	30 MPH.
Over Rock River Bridge 47.30 Sterling.....	15 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following not permitted without authority of Superintendent:

40 ft. or less in length.....	220,000 lbs.
40 ft. to 52.5 in length.....	263,000 lbs.
3. **Train Register Exceptions—**

Denrock—Trains will Register only when instructed to do so by train order.
4. **Clearance Provisions and Exceptions Rule 83(B)—**

At Sterling—Operators on duty at 7:00 A.M. to 4:00 P.M. daily except Saturday and Sunday. Trains must receive Clearance when operator is on duty.

At Agnew—Rule 83(B) does not apply.

Denrock—Operator on duty 8:00 A.M. to 4:00 P.M. daily except Sunday 4:00 P.M. to 12:00 midnight daily except Saturday and Sunday. Trains must receive Clearance when operator is on duty.
5. **At Agnew—Hand throw derail on BN track. Mainline switch must be lined before throwing derail.**
6. **Sterling—Time shown Sterling for information only. Sterling is initial station for westward trains.**

20

7. Denrock—Normal position of Jct. switch is for Ninth Sub-division.
8. Unless otherwise provided protection against following trains as required by Consolidated Code Rule 99 is not required.

CHICAGO DIVISION
(Mendota - Denrock)

NINTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between Maximum Speeds Permitted
Mendota and Denrock 30 MPH.
Loaded DMIR ore cars over bridge 32.78..... 15 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length..... 220,000 lbs.
40 ft. to 52.5 in length..... 263,000 lbs.
U25B, U25C, U28C, SD24, SD45, GP20, GP30, GP35 and GP40 engines must not operate on following tracks:
Prophetstown—J. E. Frary
3. **Train Register Exceptions—**
Denrock—Trains register when directed to do so by train order.
4. **Clearance Provisions and Exceptions Rule 83 (B)—**
Denrock—Operator on duty 8:00 A.M. to 4:00 P.M. daily except Sunday, 4:00 P.M. to 12 Midnight, daily except Saturday and Sunday.
Trains must receive Clearance when operator is on duty.
5. **At Denrock—Normal position for Jct. Switch Eighth Subdivision is for the Ninth Subdivision.**
6. Automatic Interlocking not indicated at station.
C&NW crossing 3.5 miles west of Walnut.
7. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required.

CHICAGO DIVISION
(Earlville - Rock Falls)

TENTH SUBDIVISION

- 1. Speed Restrictions—**
- | Zone—Between | Maximum Speeds Permitted |
|--|--------------------------|
| North Wye switches Earlville and C&NW Jct..... | 15 MPH. |
| C&NW Jct. and MP 22.50..... | 30 MPH. |
| MP 22.50 and MP 24.00..... | 25 MPH. |
| MP 24.00 and MP 29.30..... | 30 MPH. |
| MP 29.30 and MP 42.35..... | 25 MPH. |
| MP 42.35 and MP 44.20..... | 15 MPH. |
| MP 44.20 and MP 47.07..... | 25 MPH. |
| Between eastward and westward absolute signals I.C.
crossing MP 27.38 Amboy..... | 10 MPH. |
| Engine or leading car of train between absolute
signals at C&NW crossing, MP 42.23..... | 20 MPH. |
- 2. Bridge, Engine and Heavy Car Restrictions—**
- Cars heavier than the following not permitted without authority of Superintendent:
- | | |
|-------------------------------|--------------|
| 40 ft. or less in length..... | 220,000 lbs. |
| 40 ft. to 52.5 in length..... | 263,000 lbs. |
- Between Earlville and Rock Falls 250 ton Wrecking Derrick and Bridge Derrick 975501 must not be operated.

3. **Train Register Exceptions**—None.
4. **Clearance Provisions and Exceptions Rule 83(B)**—
At Rock Falls and Earlville—Rule 83(B) does not apply.
5. C&NW main track between wye switches west of Earlville and C&NW Junction 3130 feet north thereof is used jointly by BN and C&NW trains.
6. At Rock Falls—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, is for that track.
7. At Harmon—Overhead loading device on Farmers' Elevator Track will not clear man on top or side of car.
8. Railroad crossings not protected by signals or gates not indicated at station.
CMSTP&P crossing 3.4 miles west of Paw Paw.
9. Automatic Interlocking not indicated at station.
C&NW Crossing 3.4 miles west of Harmon.
10. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required.

CHICAGO DIVISION

(Montgomery - Zearing)

ELEVENTH SUBDIVISION

1. **Speed Restrictions**—
Zone—Between Maximum Speeds Permitted
- Montgomery and Streator..... 30 MPH.
- Eastward trains at approach signal to CTC at Montgomery..... 25 MPH.
- MP 40.75 and MP 41.75..... 20 MPH.
- MP 67 and MP 71..... 20 MPH.
- MP 75.66 and MP 75.90..... 20 MPH.
- MP 83 and Streator Yard Limits..... 20 MPH.
- Within Yard Limits at Streator..... 10 MPH.
- Engine or leading car, over crossing MP 79.25, north end, Ottawa yard..... 10 MPH.
- Ottawa, over Columbus Street (Route 23)..... 10 MPH.
- Ottawa, over LaSalle Street and CRI&P crossing..... 10 MPH.
- Ottawa, over Fourth Street..... 10 MPH.
- Ottawa, between CRI&P crossing and Illinois River bridge, engines handling cars..... 8 MPH.
- Light engines..... 6 MPH.
- Ottawa, over Third Street (Route 6)..... 6 MPH.
- Illinois River Bridge, south of Ottawa..... 10 MPH.
- MP 95.76 and MP 96.58..... 10 MPH.
- Streator and MP 3.25..... 20 MPH.
- MP 3.25 and MP 14.25..... 35 MPH.
- MP 14.25 and MP 22.10..... 20 MPH.
- MP 22.10 and MP 34.85..... 25 MPH.
- MP 34.85 and Zearing..... 40 MPH.
- Streator, Engine or leading car over Park and Bloomington Street crossings..... 10 MPH.
- Bridge MP 2.16..... 10 MPH.
- L & S Jct. and Lowell..... 10 MPH.
- MP 18.40..... 10 MPH.
- Engine or leading car between MP 19.90 and MP 20.40 (Cement Plant)..... 10 MPH.
- Curve MP 22.70, Highway Crossing MP 23.63, Br. 24.83, Br. 25.50..... 10 MPH.
- MP 27.15 and MP 27.25..... 5 MPH.
- MP 27.77—CRI&P Crossing, Engine or leading car between absolute signals..... 20 MPH.
- MP 29.42 and MP 30.00..... 10 MPH.
- Curve MP 31.47..... 20 MPH.
- Over Highway crossing at MP 36.75 between Ladd and PC Junction..... 5 MPH.
- 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.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 ft. or less in length.....	220,000 lbs.
40 ft. to 52.5 in length.....	263,000 lbs.
52.5 ft. or longer.....	315,000 lbs.

except must not exceed 220,000 lbs. between Streator and LaSalle.

U25B, U25C, U28C, SD24, SD45, GP20, GP30, GP35 and GP40 engines must not operate on following tracks:

Oswego.....	Storage Elevator
Millington.....	Connection to I.M. Ry.
Wedron.....	Elevator
Ottawa.....	Johnson Piano Co. Coal Co.
	Middle House Track
	Ottawa Silica Loading Track
	U.S. Silica

La Salle.....Pabst & Schultz beer track

Ladd.....Elevator Track

Between Streator and Zearing 250 ton wrecking derrick and Bridge Derrick 975501 must not operate.

Derrick must be separated from engine by at least one light-weight car when passing over bridges 2.16, 24.83 and 25.50.

At Wedron engine must not go on coal trestle Wedron Silica Co.

At Spring Valley—Engine or cars must not use No. 2 Pit track west of road crossing located just east of tippie Western Sand and Gravel Co.

Streator—Keep off Bridge 97.12 on Owens Illinois Glass Industry track.

3. Train Register Exceptions—

Ottawa—Trains originating and terminating must register. All other trains will register only when instructed to do so by train order.

At Streator train register located in phone box at east end of North Yard.

At PC Jct.—trains will register when instructed to do so by train order.

4. Clearance Provisions and Exceptions Rule 83(B)—

At Montgomery Rule 83(B) does not apply. Clearance must be received at Aurora Tower.

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

5. At Ottawa and LaSalle—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 on duty Ottawa—Sunday through Friday 11:59 P.M. to 7:59 A.M.

At Ottawa—Operator on duty 11:00 P.M. to 8:00 A.M. daily. Trains must receive Clearance when operator on duty.

Bridge tenders on duty LaSalle—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.

6. At Streator—

Trains and engines must stop at crossings of PC and ICG and be governed by position of Smash-boards. From 4 P.M. to 7 A.M. Monday through Friday Smash-boards governing movements for PC and BN will be clear. 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.

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.

At Ottawa—Train or engines operating over Boyce Memorial Drive on the Sieberling Lead Track must observe crossing signals in operation prior to obstructing crossing.

In event the signals fail to operate for approaching movement, leading wheels of movement must occupy Island Section, but stopping short of street crossing, observing signals in operation before obstructing crossing.

NOTE: "Island Section" is a section of track over the crossing, the outer limits of which are approximately 50 feet from the center of the crossing on each side marked with yellow paint.

7. La Salle—Bucklin Street stop and protect movement.
8. At Zearing—Normal position of switch leading from Montgomery and Zearing main track to the south wye at Zearing, will be for south wye.
9. Between Ottawa and PC Jct.—
Unless otherwise provided protection against following trains as required by Consolidated Code Rule 99 is not required.

CHICAGO DIVISION

(Aurora - West Chicago)

TWELFTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between Maximum Speeds Permitted
Aurora and West Chicago..... 10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length..... 220,000 lbs.
40 ft. to 52.5 in length..... 263,000 lbs.
Engines will not clear machinery south of gravel elevators Conkey's pit North Aurora.
Between Aurora and West Chicago Bridge derrick 975501 and 250 ton wrecking derrick must not operate.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
At Aurora—Trains will be governed by clearance received at Eola Yard.
5. At Aurora—Normal position Gate MP 0.79 is for Twelfth Subdivision. Member of crew protect movement Pierce Street, Hanks, Aurora and Illinois Avenue.
6. At Batavia—All trains passing over Webster Street on the House Track will stop before entering onto Webster Street and then proceed only under protection of a flagman on ground.

CHICAGO DIVISION

(Aurora - West Batavia)

THIRTEENTH SUBDIVISION

1. **Speed Restrictions—**
Zones—Between Maximum Speeds Permitted
Aurora and West Batavia..... 20 MPH.
Derricks 10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length..... 220,000 lbs.
40 ft. to 52.5 in length..... 263,000 lbs.
Engines must not operate on Aurora Greenhouse trestle.
Dart Container Company track MP 3.41. 85 foot cars or Hi-Cube cars must not use this track. GP Engines coupled to larger engines and GP engines coupled to 60 foot car must not use this track. 60 foot cars may use track when coupled to 40 foot car between engine and 60 foot car. NW-Switch type engine can be coupled directly to 60 foot car.
At Mooseheart—Engines and cars higher than battleship coal cars must not pass under coal conveyor.

Between Aurora and West Batavia bridge derrick 975501 and 250 ton wrecking derrick must not operate.

3. **Train Register Exceptions—None.**
4. **Clearance Provisions—**
At Aurora—Trains will be governed by clearance received Eola Yard.
5. At Aurora—
Member of crew will report to Operator at Aurora Tower when clear and must have permission before again occupying siding. Trains and engines stop and protect movement over Prairie Street and U.S. Route 30 Galena Blvd.

CHICAGO DIVISION

(Flag Center - Rockford)

FOURTEENTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between Maximum Speeds Permitted
Flag Center and Rockford..... 35 MPH.
Rockford, through City Limits..... 25 MPH.
Rockford, Rock River Bridge 23.37..... 10 MPH.
Rockford, over Main Street Crossing and over 15th Avenue (second street south of ICG crossing)..... 5 MPH.
Forest City Line Rockford..... 10 MPH.
Westward trains at approach signal MP 22.05 to ICG crossing at MP 22.55 15 MPH.
On curves at Flag Center 15 MPH.
Engine or leading car of train between absolute signals at CMS&P crossing MP 11.68..... 20 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length..... 220,000 lbs.
40 ft. to 52.5 in length..... 263,000 lbs.
52.5 ft. or longer..... 315,000 lbs.
except must not exceed 263,000 pounds between Davis Jct. and Rockford.
U25B, U25C, U28C, SD24, SD45, GP20, GP30, GP35 and GP40 engines must not operate on following tracks:
Rockford J. Rubin Co.
Gunit Foundries
Rock, Sand & Gravel Co.
Rockford Fuel & Lumber Co.
Wyman St. Lead
Coal Storage
3. **Train Register Exceptions—**
At Davis Jct., trains may register by ticket.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
At Flag Center—Rule 83(B) does not apply.
At Davis Jct. Trains must receive Clearance.
5. At Rockford ICG Crossing is remotely controlled by ICG Operator. If signal fails to clear, instructions posted in telephone box will govern.
6. Between Camp Grant and ICG Crossing: Automatic signals located at MP 21.40 and MP 21.80 govern westward train and engine movements, also at MP 22.04 and MP 22.45 govern eastward train and engine movements approaching and passing over electric locked switches at MP 21.86, MP 21.91 and MP 21.93. These signals are not a part of Automatic Block, CTC, or interlocking System.
When signal at MP 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 MP 22.04. When signal at MP 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 MP 21.80. When Green aspect is displayed by signal at MP 21.80 or signal at MP 22.04 train or engine may proceed.
Signals at MP 21.40 and MP 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.
7. Handling eighty foot or longer cars. (See All Subdivision special instructions item 4) Rockford MP 23.5.

OTTUMWA DIVISION

(Galesburg - Ottumwa)

FIRST SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted	
Zone—Between	Passenger	Freight
Maximum Speed Passenger Trains	79 MPH.	
except as indicated below:		
Waterman and Graham	35 MPH.	35 MPH.
MP 162.00 - MP 163.60, track 1, westward	30 MPH.	30 MPH.
MP 163.50 - MP 162.00, track 2, eastward	30 MPH.	30 MPH.
MP 162.00 - MP 163.50, track 1, eastward, track 2, westward	30 MPH.	10 MPH.
MP 163.50 - MP 164.00	75 MPH.	50 MPH.
MP 177.40 - MP 178.75		50 MPH.
MP 178.75 - MP 179.50	40 MPH.	30 MPH.
MP 203.00 - MP 204.00	70 MPH.	50 MPH.
MP 204.00 - MP 204.99	30 MPH.	20 MPH.
MP 204.99 - MP 206.80	20 MPH.	20 MPH.
MP 206.80 - MP 207.33	50 MPH.	45 MPH.
MP 207.33 - MP 208.95	50 MPH.	40 MPH.
MP 208.95 - MP 211.00		50 MPH.
MP 276.50 - MP 277.55	60 MPH.	50 MPH.
MP 277.55 - MP 279.00	40 MPH.	30 MPH.
MP 279.00 - MP 279.62	30 MPH.	25 MPH.
MP 165.48, turnout, end of two main tracks	30 MPH.	30 MPH.
Head end of eastward train on westward freight main track between MP 165.89 and MP 165.60	30 MPH.	30 MPH.
Graham, cut-off eastward track between MP 165.20 and MP 164.74	20 MPH.	20 MPH.
Graham, turnouts, except crossover between freight main tracks	30 MPH.	30 MPH.
Head end of Eastward Freight trains passing signal S-170		55 MPH.
Connett through crossovers	40 MPH.	35 MPH.
Eastward and westward movements on main tracks and Hawkeye lead MP 205.93—5th Street to MP 205.67, east of Main Street and lead car or engine between MP 205.38 and MP 204.99	10 MPH.	10 MPH.
Westward movements on all other tracks from 150 feet east to Main St. crossing Burlington	5 MPH.	5 MPH.
Head end of train MP 232.75 to MP 233.75, Mt. Pleasant	60 MPH.	50 MPH.
Head end of eastward trains on eastward track, and westward trains on westward track over street crossings, Fairfield	60 MPH.	50 MPH.
Head end of eastward trains on westward track, and westward trains on eastward track over street crossings, Fairfield	50 MPH.	50 MPH.
Ottumwa, N&W Crossing	15 MPH.	15 MPH.
Against the current of traffic on double track	59 MPH.	49 MPH.
Light engines and single units over highway crossing MP 269.90, 15 MPH.		
Yard engines making Switch moves between Main Street Burlington and "end CTC Sign" MP 206.55 must not exceed 10 MPH.		
Unit loaded ore trains—		
Bridge 204.66 Burlington		10 MPH.
Adjacent track must be clear of traffic while ore train passes over the bridge.		
Bridge 235.85		25 MPH.
Bridge 239.24		25 MPH.
Bridge 257.92		25 MPH.

Train No's 1 and 2 will operate at passenger train speeds carrying 110 lbs. brake pipe pressure and the consist to be limited to not more than 40 cars not to exceed maximum speed of 65 MPH observing all other passenger train speed restrictions except as follows:

Between MP 162.00 and MP 162.14	30 MPH.
Between MP 162.14 and MP 163.50 on track 2	10 MPH.
Between MP 204.00 and MP 204.99	20 MPH.
Head end of train at MP 251.90	60 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 ft. or less in length	220,000 lbs.
40 ft. to 52.5 in length	263,000 lbs.
52.5 ft. or longer	315,000 lbs.

U28C, U25C, U25B, SD24, SD45, GP20, GP30, GP35, GP40 and heavier engines must not operate on following tracks:

Monmouth	W Monmouth Lumber Oil City
Burlington	Elevator track No. 1
West Burlington	Murray Iron Works
Danville	Elevator track
Mt. Pleasant	Hayes Co. South Scraper Track
Lockridge	Stockyard
Fairfield	House track

3. Train Register Exceptions—

At Burlington—Extra trains, except trains originating or terminating, will not register.

4. Clearance Provisions and Exceptions Rule 83(B)—

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

5. At Waterman—Hand operated switch at MP 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.

6. At Monmouth—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. At Burlington—Drawbridge 204.66 over Mississippi River is interlocked.

At West Burlington, Iowa trains and engines using lead track across Highway 34 (Mt. Pleasant St.) and Highway 406 (Agency Street) must Stop before crossing grade crossing and members of the crew must stop vehicular traffic in both directions before proceeding across crossing.

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.

8. Provisions of Rule 97 do not apply.

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

10. At Ottumwa—Movement of trains against the current of traffic between crossover east of Iowa Avenue MP 278.4 and Tisdale Street MP 280.25 when not authorized by Form D-R order, may be made by authority and under the protection of the yardmaster when on duty. Yardmaster on duty 7 a.m. to 11 p.m. daily except Sunday. Sunday 3 p.m. to 11 p.m.

11. Hot Bearing and Dragging equipment detector located at MP 229.87 at Mt. Pleasant.

Dragging equipment detectors located:

MP 198.47 Eastward and Westward track
MP 208.56 Westward track
MP 210.86 Eastward track.

OTTUMWA DIVISION

(Ottumwa - Pacific Jct.)

SECOND SUBDIVISION

1. Speed Restrictions—		Maximum Speeds Permitted	
Zone—Between		Passenger	Freight
Maximum Speed Passenger Trains.....	79 MPH.		
except as indicated below:			
MP 279.62 - MP 280.46	30 MPH.	20 MPH.	
MP 280.46 - MP 281.30	45 MPH.	35 MPH.	
MP 301.90 - MP 302.20, curve eastward track	55 MPH.	40 MPH.	
MP 301.92 - MP 304.40, westward track	70 MPH.	50 MPH.	
MP 304.40 - MP 306.90, westward track	70 MPH.	40 MPH.	
MP 301.92 - MP 308.25, eastward track	65 MPH.	50 MPH.	
MP 315.00 - MP 321.50	70 MPH.	50 MPH.	
MP 321.50 - MP 323.25	60 MPH.	50 MPH.	
MP 333.85 - MP 334.50	40 MPH.	30 MPH.	
MP 334.50 - MP 336.33		40 MPH.	
MP 338.75 - MP 340.00, westward track	50 MPH.	40 MPH.	
MP 340.00 - MP 351.50, eastward track		50 MPH.	
MP 351.50 - MP 354.75, eastward track	55 MPH.	45 MPH.	
MP 391.65 - MP 393.03	50 MPH.	40 MPH.	
MP 393.03 - MP 393.73	30 MPH.	25 MPH.	
Ottumwa, N&W Crossing	15 MPH.	15 MPH.	
Head end of train between MP 303.60 and MP 304.40	40 MPH.	20 MPH.	
Maxon, east crossover	30 MPH.	30 MPH.	
Maxon, west crossover	40 MPH.	35 MPH.	
Maxon, eastward track over east switch of west crossover	50 MPH.	50 MPH.	
Halpin, east crossover	30 MPH.	30 MPH.	
Halpin, west crossover	40 MPH.	35 MPH.	
Curve MP 316.78	65 MPH.	50 MPH.	
Shannon, crossover	40 MPH.	35 MPH.	
Head end of westward trains on westward track between MP 359.46 and Main Street Osceola (MP 359.94)	60 MPH.	50 MPH.	
Head end eastward trains on eastward track between MP 360.42 and Main Street Osceola (MP 359.54)	60 MPH.	50 MPH.	
Equilateral turnout at following locations:			
Red Oak MP 439.40	70 MPH.	60 MPH.	
Villisca MP 428.85	70 MPH.	60 MPH.	
Nodoway MP 422.20	70 MPH.	60 MPH.	
Corning MP 412.00	70 MPH.	60 MPH.	
Prescott MP 405.71	70 MPH.	60 MPH.	
Unilateral turnouts at following locations:			
West end Red Oak MP 443.26	40 MPH.	35 MPH.	
West end Creston MP 395.12	40 MPH.	35 MPH.	
McPherson, Emerson, Hastings and Malvern, siding turnouts	30 MPH.	30 MPH.	
Emerson and Hastings, head end of train over public crossings on siding..	10 MPH.	10 MPH.	
MP 466.44, turnout, end of two main tracks	40 MPH.	35 MPH.	
MP 467.95, crossover	40 MPH.	30 MPH.	
Pacific Jct., east crossover between main tracks at MP 473.75	30 MPH.	30 MPH.	
Pacific Jct., crossover between main tracks at MP 475.00	30 MPH.	30 MPH.	
Pacific Jct., northeast wye	25 MPH.	20 MPH.	
Against the current of traffic on double track	59 MPH.	49 MPH.	
Osceola—Do not exceed 5 MPH. old main track north yard.			
Light engines over Main Street Crossing, Prescott, 20 MPH.			

Light engines over highway crossings MP 423.08 and MP 426.47, 20 MPH.

Unit loaded ore train—

Bridge 284.12 10 MPH.

Adjacent track must be clear of traffic while ore train passes over the bridge.

Bridge 379.51 25 MPH.

Train Nos. 1 and 2 will operate at passenger train speeds carrying 110 lb. brake pipe pressure and the consist to be limited to not more than 40 cars, not to exceed maximum speeds of 65 MPH. observing all other passenger train speed restrictions except as follows:

Between MP 301.92 and MP 303.60..... 60 MPH.

Between MP 303.60 and MP 304.40..... 40 MPH.

Between MP 316.40 and MP 316.90..... 55 MPH.

Between MP 359.46 and MP 359.94..... 60 MPH.

Trains must not exceed 15 MPH. between Talmage Jct. and Talmage.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 ft. or less in length..... 220,000 lbs.

40 ft. to 52.5 in length..... 263,000 lbs.

52.5 ft. or longer 315,000 lbs.

U28C, U25C, U25B, SD24, SD45, GP20, GP30, GP35, GP40 engines must not operate on following tracks:

Red Oak Yard Tracks 8 and 11

Standard Oil Co.

Elevator Track

Osceola—The use of more than 2 engine units prohibited in north yard. These units must not have 3 axle truck.

3. Train Register Exceptions—

Ottumwa—First class trains will register by ticket.

Pacific Jct.—Trains will register by ticket.

4. Clearance Provisions and Exceptions Rule 83(B)—

Talmage—Conductors and engineers of westward trains moving from C&NW tracks at Talmage, must receive Clearance.

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.

5. At 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.

CRI&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.

6. Rule 268(A) does not apply at main track switches at Chariton, Albia, MP 303.09 (east of Albia) Maxon MP 302.20.

7. At Ottumwa—Movement of trains against the current of traffic between crossover east of Iowa Avenue MP 278.4 and Tisdale Street MP 280.25 when not authorized by Form D-R. order, may be made by authority and under the protection of the yardmaster when on duty. Yardmaster on duty 7 a.m. to 11 p.m. daily except Sunday. Sunday 3 p.m. to 11 p.m.

8. Talmage Jct.—Manual Interlocking unattended.

9. Provisions of Rule 97 do not apply.

10. 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.

11. Hot bearing and dragging equipment—

detectors located at MP 328 Russell

detectors located at MP 421.45 Nodoway

detectors located at MP 445.2 McPherson

12. Chariton - Shannon—In two main track territory between Chariton and Shannon when the control operator at Chariton is not on duty motor car and on track equipment movements may be made on line up only. CTC track permits not required.

OTTUMWA DIVISION
(North Kansas City - St. Joseph)

THIRD SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
MP 0.41 and east end Missouri River Bridge.....	10 MPH.
East end Missouri River Bridge and Ustick.....	15 MPH.
Ustick and Block 4.....	20 MPH.
Through Crossover between main tracks Block 4.....	30 MPH.
Turnout freight lead to westward main track Block 4.....	15 MPH.
Turnout end of two main tracks Clarke.....	50 MPH.
On Armour Atchison Advance track MP 43.50' to MP 44.92.....	30 MPH.
Through turnout MP 44.92.....	30 MPH.
Through turnout advance freight lead MP 56.67.....	30 MPH.
Curve MP 60.02.....	20 MPH.
Between MP 60.40 and MP 64.00.....	20 MPH.
At St. Joseph: Lake, Missouri and Illinois Avenues.....	20 MPH.
In Hannibal yard between MP 61.90 and 600 feet north of Monterey Street, and on yard lead between highway circuit signs Monterey Street.....	10 MPH.
On Old Hannibal passenger main between MP 205.14 and 400 feet west of 10th Street.....	10 MPH.
Waldron, E. Leavenworth, Sadler, Armour, and Halls, siding turnouts.....	30 MPH.
St. Joseph, Florence yard through puzzle switches.....	10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following not permitted without authority of Superintendent:
 40 ft. or less in length..... 220,000 lbs.
 40 ft. to 52.5 in length..... 263,000 lbs.
 U28C, 25C, 25B, SD24, SD45, GP20, GP30, GP35 and GP40 engines must not operate on following track:
 St. JosephBiles Lumber Co.
 Western Tablet Co.
 Artesian Ice Co.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
 At Armour—Rule 83(B) does not apply to trains moving off 5th Subdivision.
 At East Leavenworth—Rule 83(B) does not apply to trains moving off 6th Subdivision.
5. **North Kansas City—Interlocking in effect between MP 0.41 and Begin CTC sign MP 4.31 Block 4.**
 Hand operated crossover MP 3.54. Permission must be obtained from operator at Ustick before using this crossover and operator must be informed upon completion of movement and switches properly lined and locked.
6. **At St. Joseph—Trains and engines handling wide and low cars loaded with airplane parts and similar lading, must not operate through passenger depot tracks 1 and 2 account will not clear high platforms.**
7. **Automatic Interlocking not indicated at station.**
 CRIP&P Crossing 2.7 miles west of Armour.

OTTUMWA DIVISION
(Albia - Des Moines)

FOURTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
N&W Jct. to Des Moines.....	30 MPH.
Through turn-out N&W Junction.....	30 MPH.
Over Bridge 67.43.....	6 MPH.
Eastward between approach and absolute signals at CRI&P Crossing MP 65.7.....	20 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following not permitted without authority of Superintendent:
 40 ft. or less in length..... 220,000 lbs.
 40 ft. to 52.5 in length..... 263,000 lbs.
 except must not exceed 210,000 pounds over bridge 67.43 Des Moines.
 More than two GP7 or GP9 or heavier units must not operate over bridge 67.43 Des Moines.
 Engines must not operate over heater pits on heater track or thaw pits Iowa Power Light Spur Des Moines.
 Six axle engine units not permitted on any industrial tracks except Moorman track at Knoxville.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**

OTTUMWA DIVISION
(Armour - Atchison)

FIFTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Armour and Atchison.....	30 MPH.
Over Missouri River Bridge.....	10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following not permitted without authority of Superintendent:
 40 ft. or less in length..... 220,000 lbs.
 40 ft. to 52.5 in length..... 263,000 lbs.
 Between Armour and Atchison bridge derrick 975501 and 250 ton wrecking derrick must not operate.
3. **Train Register Exceptions—**
 Atchison—From 11 P.M. to 4 P.M. daily will register by ticket. From 4 P.M. to 11 P.M. daily, trains are not required to register unless instructed to do so.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
 Armour—Rule 83(B) does not apply. Trains will be governed by clearance received St. Joseph or No. Kansas City.
 Atchison—Trains must receive BN Clearance from Missouri Pacific operator.
 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 Fifth Subdivision. When aspect per Rule 222(A) is displayed, Burlington Northern clearance must be obtained from operator at Atchison. When aspect per Rule 222(C) is displayed, Burlington Northern clearance not required.
5. **Atchison Kansas—Atchison and Eastern Bridge Co.—**
 Movement of trains and engines over Missouri River Bridge Atchison governed by signal indication and special instructions of the Atchison and Eastern Bridge Company.
 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 CRI&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 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.

OTTUMWA DIVISION

(East Leavenworth - Leavenworth)

SIXTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
East Leavenworth and BN Jct.....	10 MPH.
Between BN Jct. and Leavenworth.....	15 MPH.
Missouri River Bridge.....	8 MPH.

Trains or engines must approach crossings at Second, Third, Fourth, Fifth, Sixth and Seventh Streets Leavenworth not to exceed three miles per hour.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 ft. or less in length.....	220,000 lbs.
40 ft. to 52.5 in length.....	263,000 lbs.

except; cars with gross weight exceeding 220,000 lbs. must not be handled over Bridge 0.55B at Seventh Street, nor over Three Mile Creek Bridge on the six yard tracks serving joint BN-C&NW Freight house.

Between East Leavenworth and Leavenworth bridge derrick 975501 and 250 ton wrecking derrick must not operate.

At Leavenworth—Engines must not operate over bridge on the six yard tracks, including scale track, west of 7th street, and south of freight house, also must not operate over bridge on Barnsdall track over 7th street.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions 83(B)—

East Leavenworth—Rule 83(B) does not apply. Trains will be governed by clearance received at St. Joseph or No. Kansas City.

Leavenworth—C&NW trains having received BN Clearance at Kansas City not required to receive clearance at Leavenworth.

5. BN Jct.—Leavenworth Automatic Signal Protection—

Automatic protection signals are operated between BN Junction (MP 26.3) and west end Leavenworth Bridge (MP 25.3).

All trains and engines will run between BN Junction and Leavenworth Bridge expecting to find main track occupied and unprotected, or draw span of Leavenworth Bridge open.

BN westward trains or engines before entering on C&NW tracks at BN Junction will first make certain there are no C&NW trains approaching and then may operate the switch and be governed by indication of signal per Rule 501. If signal does not immediately clear, after waiting five minutes the movement may proceed following flagman through the block.

BN eastward trains or engines will be governed by indications of signal located at west end of Missouri River Bridge as per Rule 501. If signal does not clear, movement may proceed following flagman through block.

6. Leavenworth—Trains or engines must not occupy 3rd, 4th, 5th, 6th and 7th St. crossings until flashing signals and bells are operating, unless crossing is protected by a member of the crew.

7. The track between yard limit signs BN Jct. and East Leavenworth operated as one yard, Rule 93 in effect.

OTTUMWA DIVISION

(Burlington - Washington)

SEVENTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Mediapolis and Washington.....	20 MPH.
Between MP 33.45 and MP 34.10.....	15 MPH.
Highway Crossing MP 15.93.....	5 MPH.
Bridge 35.05	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 210,000 lbs. not permitted without authority of Superintendent.

Between Burlington and Washington bridge derrick 975501 and 250 ton wrecking derrick must not operate.

3. Train Register Exceptions—None.

4. Clearance Provision and Exceptions Rule 83(B)—

At Burlington trains enroute Seventh Subdivision will secure CRI&P Clearance and BN Clearance.

Mediapolis—Trains will be governed by clearance received at Burlington.

5. Between Mt. Union and Winfield approach Highway Crossing No. 78 at MP 30.84 prepared to stop and protect crossing if automatic signals not functioning.

6. Automatic Interlocking not indicated at station. Rock Island Crossing 4.5 miles east of Washington.

7. At Mediapolis, normal position of switches connecting BN main track to Rock Island main track is for Rock Island. Normal position of switch connecting BN main track to Rock Island Park track is lined for Rock Island west crossover switch.

OTTUMWA DIVISION

(Birmingham - Kearney)

EIGHTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Birmingham and Kearney	25 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 ft. or less in length.....	220,000 lbs.
40 ft. to 52.5 in length.....	263,000 lbs.
52.5 ft. or longer.....	315,000 lbs.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exception Rule 83(B)—

Birmingham—Trains governed by clearance received at North Kansas City.

5. CTC in effect between MP 216.19 and MP 215.53.

NINTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Creston to MP 34.00.....	20 MPH.
Highway crossing 92 MP 28.75.....	10 MPH.
MP 34.00 to Cumberland.....	15 MPH.
Trains handling loaded tank cars and 30 yard air dump cars	15 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following not permitted without authority of Superintendent:

40 ft. or less in length.....	220,000 lbs.
40 ft. to 52.5 in length.....	263,000 lbs.

Cars heavier than 177,000 lbs. not permitted without authority of Superintendent between Greenfield and Cumberland.
Between Creston and Cumberland bridge derrick 975501 and 250 ton wrecking derrick must not operate.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required.

TENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Creston and Barnard.....	25 MPH.
Engine or leading car over State Street Bedford.....	10 MPH.
Curves Cudahy track Bedford.....	5 MPH.
Maryville, MP 59.40 to MP 59.70.....	10 MPH.
Over bridges 67.20, 67.00 and 50.17.....	10 MPH.
MP 67.95 to 68.00.....	10 MPH.
MP 70.40 to 70.50.....	10 MPH.
MP 70.75 to 70.80.....	10 MPH.
MP 72.00 to 72.20.....	10 MPH.
Engine or leading car over highway MP 67.08.....	5 MPH.
Slides between MP 68.30 and MP 68.76.....	15 MPH.
Between MP 71.90 and MP 72.35.....	20 MPH.
Between Merle and Clearfield.....	10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than 220,000 lbs. not permitted without authority of Superintendent.

Between Creston and Barnard bridge derrick 975501 and 250 ton wrecking derrick must not operate.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None**
5. **Track between Merle and Clearfield is considered industrial track, Rule 105 applies. Line-up received for Tenth Subdivision will cover.**
6. **At Lenox—Engine must not pass beyond south end of sand bin elevator track.**
7. **Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required.**

OTTUMWA DIVISION
(Clarinda - Villisca)

ELEVENTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between _____ Maximum Speeds Permitted
Clarinda and Villisca 20 MPH.
Bridge 66.88 10 MPH.
Clarinda—Washington Street Highway 2 and 71..... 5 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than 210,000 lbs. not permitted without authority of Superintendent.
Between Clarinda and Villisca bridge derrick 975501 and 250 ton wrecking derrick must not operate.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None**
5. **Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required.**

OTTUMWA DIVISION
(Shenandoah - Griswold)

TWELFTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Red Oak and Shenandoah.....	30 MPH.
Red Oak and Griswold.....	25 MPH.
Engines between station Red Oak and foot of incline..	15 MPH.
Between MP 0.20-MP 1.38, MP 5.60-MP 9.60, MP 18.09 and MP 18.62.....	15 MPH.
Coolbaugh Street Red Oak.....	5 MPH.
Highway Crossing MP 1.37, MP 7.28, MP 7.32 and MP 12.19	5 MPH.
Trains handling loaded tank cars and loaded 30 yard air dump cars between—	
Red Oak and Griswold.....	15 MPH.
Red Oak and Shenandoah	20 MPH.
Trains or engines between Shenandoah and Farragut....	30 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following not permitted without authority of Superintendent:

40 ft. or less in length.....	220,000 lbs.
40 ft. to 52.5 in length.....	263,000 lbs.

At Red Oak—All engines with 3 axle trucks must not operate over Bridge 0.74 between Red Oak and Stennett to enter lower yard.

Between Farragut and Griswold bridge derrick 975501 and 250 ton wrecking derrick must not operate.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**

At Red Oak—Trains must receive clearance when operator on duty. Operator on duty 7:00 A.M. to 4:00 P.M. daily except Saturday and Sunday.
5. **Track between Shenandoah and Farragut is considered industrial track, Rule 105 applies.**

M of W forces must ascertain no switching moves between these stations before operating on track equipment.
6. **At Shenandoah—Train and engines protect movement over Sheridan and Thomas Avenues.**

OTTUMWA DIVISION

(Randolph - Hastings)

THIRTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Randolph and Hastings.....	15 MPH.
Hastings and Henderson.....	15 MPH.
Highway crossings MP 0.92 and MP 3.05 between Hastings and Henderson.....	5 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than 220,000 lbs. not permitted without authority of Superintendent.

Between Randolph and Hastings bridge derrick 975501 and 250 ton wrecking derrick must not operate.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**

At Hastings—Rule 83(B) does not apply. Clearance received Pacific Jct. or Creston will clear train at Hastings.
5. Track between Hastings and Henderson is considered industrial track, Rule 105 applies. Service between these points will be one engine movement only which will not leave Hastings before 7:00 a.m. Tuesday, Wednesday and Friday.
6. Railroad crossing not protected by signal or gates and not indicated at station.
N&W Crossing
Between Clark and Hastings at MP 3.2

OTTUMWA DIVISION

(St. Joseph - Humeston)

FOURTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
St. Joseph and Humeston	35 MPH.
Over Highway crossing MP 33.14.....	15 MPH.
MP 46.20 - MP 47.45	30 MPH.
MP 57.00 - MP 75.00	25 MPH.
Bethany between 6th and 7th Street.....	15 MPH.
Over Highway No. 85, MP 94.40.....	10 MPH.
Over turnout each end Albany Yard.....	10 MPH.
1000 HP diesels or heavier over Bridge 98.18.....	25 MPH.
1000 HP diesel engines or heavier doubleheaded over Bridge 98.18	15 MPH.
Loaded cement hopper cars over Bridge 98.18.....	10 MPH.
MP 106.00 - MP 106.65	30 MPH.
MP 114.95 - MP 115.80	30 MPH.
1000 HP diesel engines or heavier over Bridge S-138.33	10 MPH.
Trains handling 85 ft. empty tank cars must not exceed Humeston and Corydon	15 MPH. 20 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following not permitted without authority of Superintendent210,000 lbs.

Between St. Joseph and Humeston and between Humeston and Corydon bridge derrick 975501 and 250 ton wrecking derrick must not operate.
3. **Train Register Exceptions—None.**
4. **Clearance provisions and Exceptions Rule 83(B)—None.**

5. Track between Humeston and Corydon is considered industrial track, Rule 105 applies. M/W forces must be certain no switching moves between these stations before operating on track equipment.
6. **At St. Joseph—**

Westward trains and engines, after stopping for CRIP&P crossing Eighth Street protect movement over crossing.
7. Lights on train order signals will not be displayed.
8. **Between St. Joseph and Humeston—**

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

OTTUMWA DIVISION

(Albany Jct. - Grant City)

FIFTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Albany Jct. and Grant City.....	10 MPH.
Head end of train over highway crossings MP 57.67, and MP 63.90.....	7 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than 210,000 lbs. not permitted without authority of Superintendent.

Between Albany Jct. and Grant City bridge derrick 975501 and 250 ton wrecking derrick must not operate.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exception Rule 83(B)—**

Albany Jct.—Rule 83(B) does not apply—Trains will be governed by Clearance received at St. Joseph.

OTTUMWA DIVISION

(Giles - Mt. Ayr)

SIXTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Giles and Mt. Ayr.	10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than 210,000 lbs. not permitted without authority of Superintendent.

Between Giles and Mt. Ayr bridge derrick 975501 and 250 ton wrecking derrick must not operate.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exception Rule 83(B)—**

Giles—Rule 83(B) does not apply—Trains will be governed by Clearance received at St. Joseph.

HANNIBAL DIVISION

(Galesburg - West Quincy)

FIRST SUBDIVISION

- Speed Restrictions—**
Zone—Between
Maximum Speed Passenger Trains 79 MPH.
except as indicated below:
MP 162.42 to MP 163.04 10 MPH.
MP 163.04 to MP 167.05 59 MPH.
Receiving Yard lead MP 166.53 to West
Switch No. 9 Receiving Yard 20 MPH.
Through Turnout MP 166.67 40 MPH.
Through Turnout MP 188.92 40 MPH.
Through Crossover MP 192.35 30 MPH.
Through Crossover MP 192.44 40 MPH.
MP 202.60 to MP 202.75 35 MPH.
Curves between MP 240.00 and MP
244.50 75 MPH.
MP 258.50 to MP 260.00 60 MPH.
Through Turnout MP 260.95 30 MPH.
East leg of Wye West Quincy, MP
141.84 - 262.94 10 MPH.
Through Turnouts—
West Quincy MP 263.25 30 MPH.
West Quincy MP 137.00 30 MPH.
Through Turnout East switch Passenger
siding MP 136.95 15 MPH.
MP 260.00 to MP 261.00 30 MPH.
MP 261.00 to MP 137.00
(Ninth Subdivision) 40 MPH.
Curve on east leg of wye between MP
260.96 and Quincy Yard 25 MPH.
Curve on west leg of wye between MP
261.43 and Quincy Yard 10 MPH.
Through turnouts of controlled sidings.. 30 MPH.
Trains handling loaded ore cars between
MP 192.33 and West Quincy 30 MPH.
- Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority
of Superintendent:
40 ft. or less in length 220,000 lbs.
40 ft. to 52.5 in length 263,000 lbs.
52.5 ft. or longer 315,000 lbs.
U25B, U25C, U28C, SD24, 45, GP20, 30, 35 and 40 engines must
not operate on following tracks:
Galesburg Builders Supply
Hold Track
Tie Treating Plant — All Tracks
Bushnell Engines must not go beyond third crossing
on tail track.
Macomb Road engines using Depressed track, Hemp
& Company, must not pass a point 100 feet
west of west end of plant.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rules 83(B)—**
Bushnell—Rule 83(B) does not apply to trains from the
Seventeenth Subdivision.
- Within CTC limits, trains finding a permissive indication dis-
played 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.
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.
- Conductors in charge of eastward trains out of West Quincy
with flammable compressed gas in consist must arrange to give
or obtain for their train a full visual inspection approximately
35 miles from West Quincy.

- At Bushnell—A crossing signal timing section marked by signs
is installed commencing at a point 500 feet east of Osborn St.
and extending 800 feet east from that point. The circuitry of
this timing section is such that in event a train is stopped between
these signs or cars are stored between these signs on either main
track, after 1'00" the gates will raise and the flashers will stop
at Osborn St. Crossing signals and gates will not again be acti-
vated until westward movement is made beyond the sign located
approximately 500 feet east of Osborn St.

HANNIBAL DIVISION

(Quincy - East Hannibal)

SECOND SUBDIVISION

- Speed Restrictions—**
Zone—Between
Quincy and East Hannibal 10 MPH.
Approaching Broadway Street crossing, Quincy 5 MPH.
- Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority
of Superintendent:
40 ft. or less in length 220,000 lbs.
40 ft. to 52.5 in length 263,000 lbs.
Engines heavier than GP-35s not permitted.
GP20, GP30, GP35 engines must not operate on following
tracks:
Calcium Carbonate Co. MP 265.70.
Engines must not operate over 30 degree curve at east of
track.
Between Quincy and East Hannibal bridge derrick 975501 and
250 ton wrecking derricks must not operate.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—**
At West Quincy Westward trains must receive Clearance, except
N&W trains from Golden will receive Clearance at Golden, other
N&W trains must receive clearance at West Quincy.
- Handling 80 foot or longer cars—(See All Subdivision special in-
structions, item No. 4) Quincy MP 261. through MP 262.
- At Quincy—Radio equipment not to be used during switching
operation in space center cave Calcium Carbonate Co. and radio
must be turned off before entering cave trackage.

HANNIBAL DIVISION

(West Quincy - Mendon)

THIRD SUBDIVISION

- Speed Restrictions—**
Zone—Between
West Quincy and Mendon 25 MPH.
Mendon MP 56.12 10 MPH.
Bridge 61.37 6 MPH.
- Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority
of Superintendent:
40 ft. or less in length 220,000 lbs.
40 ft. to 52.5 in length 263,000 lbs.
Cars with gross weight exceeding 220,000 lbs. but not more than
263,000 lbs. may be handled between Quincy and Mendon with
the following restrictions:
If more than 1 car with gross weight in excess of 220,000 lbs.
is handled in same train, such cars must be separated from each
other and from the engine with at least 2 cars that do not exceed
a gross weight of 220,000 lbs.
Between West Quincy and Mendon—bridge derrick 975501 and
250 ton wrecking derrick must not operate.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—None.**

HANNIBAL DIVISION (Mark - North Kansas City) **FOURTH SUBDIVISION**

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
MP 2.80 - MP 6.72	50 MPH.
MP 6.72 - MP 8.60 North Main	50 MPH.
MP 6.72 - MP 8.60 South Main	40 MPH.
MP 8.60 - MP 10.00	50 MPH.
MP 10.00 - MP 14.85	30 MPH.
MP 14.85 - MP 83.45	50 MPH.
MP 83.45 - MP 99.30	45 MPH.
MP 99.30 - MP 103.45	50 MPH.
MP 103.45 - MP 104.40	30 MPH.
MP 104.40 - MP 224.45	50 MPH.
MP 224.45—East end Missouri River Bridge	15 MPH.
East end Missouri River Bridge—Kansas City	
Terminal connection, MP 225.48, (Fifth Street)	10 MPH.
Through turnouts of controlled sidings, unless otherwise specified	30 MPH.
Through turnout east switch Controlled Siding, West Quincy	15 MPH.
Through turnout west switch West Quincy Yard	30 MPH.
Through turnouts MP 6.72 and MP 8.60	35 MPH.
Through turnouts and on wye track between North River and Falk	30 MPH.
Through crossover Falk	30 MPH.
Curve MP 15.00	50 MPH.
Curves MP 92.00, MP 92.25 and MP 93.00	40 MPH.
Through turnout to N&W at Maxwell	35 MPH.
Curves between MP 216.20 and MP 222.90	35 MPH.
Through crossovers, Block 224	25 MPH.
- Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following not permitted without authority of Superintendent:

40 ft. or less in length	220,000 lbs.
40 ft. to 52.5 in length	263,000 lbs.
52.5 ft. or longer	315,000 lbs.

U25B, U25C, U28C, SD24, SD45, GP20, GP30, GP35 and GP40 engines must not operate on following tracks:
North Kansas City.....Graham Paper Co.
- Train Register Exceptions—**

Macon—Trains register by ticket.
- Clearance Provisions and Exception Rule 83(B)—**

North River—Rule 83(B) does not apply to trains from Ninth Subdivision.
Brookfield—Trains must receive Clearance.
At North Kansas City Eastward trains originating N&W Yard must receive BN Clearance.
Clearance reserved at Quincy clears trains at Mark.
- 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.
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.
- At North Kansas City—**Interlocking in effect between MP 225.48, Fifth Street and Begin CTC sign MP 223.93 Block 224 Interlocking remotely controlled from Ustick Tower.
- Movements of train and yard engines over the grade crossing at 10th and Bedford Avenue, MP 224 North Kansas City, Mo. Train and engine movements must not block this crossing in excess of 10 minutes.
If for some reason a movement is stopped after occupying the crossing, the crossing must be cut to permit vehicular traffic to move, to avoid blocking the crossing in excess of 5 minutes.
If a BN train arriving Murray Yard from the 4th Subdivision does not have information for a continuous move into the yard,

the train must be stopped east of 10th and Bedford Avenue crossing until such information is received.

Operator at Ustick Tower and Murray yardmasters work closely with BN trains arriving at or moving from Murray Yard on the 4th Subdivision to avoid blocking 10th and Bedford Avenue crossing in excess of 10 minutes.

- At Bevier, East leg of wye is the Bevier & Southern main track. BN engines turning on this wye must protect themselves against Bevier and Southern trains and engines.
- When 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.
- Yard track switches at West End Brookfield Yard must be left lined for No. 1 Track.

HANNIBAL DIVISION (Needles - St. Joseph) **FIFTH SUBDIVISION**

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Needles and St. Joseph	50 MPH.
MP 204.70 - MP 206.00	10 MPH.
Through crossover Needles, MP 106.82	30 MPH.
Through turnout Needles, MP 106.85	35 MPH.
Head end eastward trains over street crossings Meadville	45 MPH.
Head end eastward freight trains passing signal S-125.00	45 MPH.
Head end westward trains over street crossings, Chillicothe and Breckenridge	45 MPH.
Curve MP 157.00	35 MPH.
Head end trains over five street crossings, Cameron, between MP 170.80 and MP 171.25	15 MPH.
Head end trains over street crossings, Stewartsville	30 MPH.
St. Joseph—Florence Yard, through Puzzle switches	10 MPH.
- Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following not permitted without authority of Superintendent:

40 ft. or less in length	220,000 lbs.
40 ft. to 52.5 in length	263,000 lbs.
52.5 ft. or longer	315,000 lbs.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—**

Needles—Rule 83(B) does not apply.
Laclede—Rule 83 does not apply to trains from the Sixth Subdivision.
- Track between Yard Limit signs at CTC Needles and Laclede operated as one yard. Rule 93 in effect. Trains from Sixth Subdivision must obtain permission from Train Dispatcher before operating Junction switch at Laclede.
- When illuminated "M" is displayed on operators advancing signal located 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.

HANNIBAL DIVISION (Laclede - Unionville) **SIXTH SUBDIVISION**

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Laclede and Unionville	25 MPH.
Highway crossing MP 149.4 (head end of train)	20 MPH.
Over Bridges 155.27, 156.88 and 159.53	10 MPH.
Highway crossing MP 168.6 (head end of train)	20 MPH.
Purdin—Main Street crossing MP 169.2	5 MPH.

Linneus—All street crossings 15 MPH.
 Curves MP 177.1 and MP 177.7 25 MPH.
 Laclede—Curve at Jct. switch 10 MPH.

2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than 210,000 lbs. not permitted without authority of Superintendent.
 Between Laclede and Unionville bridge derrick 975501 and 250 ton wrecking derrick must not operate.
 Engines heavier than GP-35s not permitted.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exception Rule 83(B)—**
 Laclede—Trains governed by clearance received at Brookfield.
5. **At Milan—**
 Before crossing Third Street MP 150.0 protect movement.
6. Stop before crossing highway "O" MP 162.40, do not occupy until all highway traffic has been stopped by a member of the crew on the ground at the crossing.

HANNIBAL DIVISION (Carrollton - Cotter) SEVENTH SUBDIVISION

1. **Speed Restrictions—**
 Zone—Between Maximum Speeds Permitted
 Cotter and Carrollton 25 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following not permitted without authority of Superintendent:
 40 ft. or less in length 220,000 lbs.
 40 ft. to 52.5 in length 263,000 lbs.
 Between Cotter and Carrollton bridge derrick 975501 and 250 ton wrecking derrick must not operate.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exception Rule 83(B)—**
 Carrollton—Trains governed by Clearance received Brookfield or North Kansas City.

HANNIBAL DIVISION (Fort Madison - Stockport) EIGHTH SUBDIVISION

1. **Speed Restrictions—**
 Zone—Between Maximum Speeds Permitted
 Fort Madison and Stockport 15 MPH.
 Except 600 H.P. engines on tangent track, between MP 3.00 and Stockport 20 MPH.
 Curves between MP 1.00 and MP 3.20 10 MPH.
 Between Hamil and Houghton 15 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than 177,000 lbs. not permitted without authority of Superintendent.
 Between Fort Madison and Stockport bridge derrick 975501 and 250 ton wrecking derrick must not operate.
 Engines heavier than 600 H.P. switchers not permitted.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. Track between Mertensville, Hamill and Houghton is considered industrial track, Rule 105 applies.
6. **At Fort Madison—**Stop protect movement street crossings Avenue D, E, F, G and H.
7. **At Mertensville—**
 Normal position east and west wye switches is for the Eighth Subdivision.
8. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required.

HANNIBAL DIVISION (North Market - Burlington) NINTH SUBDIVISION

1. **Speed Restrictions—**
 Zone—Between Maximum Speeds Permitted
 North Market and Hannibal 50 MPH.
 Hannibal and Burlington 45 MPH.
 MP 3.90 - MP 4.70 10 MPH.
 MP 4.70 - MP 8.13 30 MPH.
 MP 8.13 - MP 21.00 45 MPH.
 MP 77.95 - MP 93.50 45 MPH.
 MP 93.50 - MP 95.80 30 MPH.
 MP 95.90 - MP 120.00 45 MPH.
 MP 137.00 - MP 137.73 end CTC MP 137.73
 equals MP 141.84 25 MPH.
 MP 161.75 - MP 163.40 40 MPH.
 MP 175.68 - MP 178.58 30 MPH.
 MP 199.00 - MP 203.35 30 MPH.
 MP 217.45 - MP 218.8 25 MPH.
 MP 218.80 - MP 220.32 10 MPH.
 Through turnouts controlled sidings 30 MPH.
 Through turnout Freight Lead North St. Louis
 MP 8.19 30 MPH.
 Through turnout MK&T Baden, MP 9.46 15 MPH.
 Through turnout Ft. Bellefontaine MP 17.31 15 MPH.
 Curve MP 18.40 25 MPH.
 Curve, West Alton MP 20.30 10 MPH.
 Through turnout Jct. Switch West Alton MP 20.50 15 MPH.
 Through turnout to Union Electric Power Plant track,
 MP 25.14 15 MPH.
 On all tracks of Union Electric Power near MP 25.14 10 MPH.
 Through turnout MK&T Machens, MP 26.85 30 MPH.
 Through turnout Junction Switch Tenth Subdivision 25 MPH.
 Through turnout east end Controlled Siding
 Old Monroe 20 MPH.
 Curve Forgeys Bluff MP 79.75 30 MPH.
 Curve MP 85.15 40 MPH.
 Over St. Crossings Louisiana: MP 94.30 6 MPH.
 Engine and lead car over street crossing
 MP 94.86 Louisiana 10 MPH.
 Bridge 119.63A to N&W Hannibal 10 MPH.
 Maximum speed SD-24 engines between
 Hannibal and Burlington 40 MPH.
 Through turnouts and on wye track between
 Falk and North River 30 MPH.
 Through crossover, Falk 30 MPH.
 Through turnout, Mark 35 MPH.
 Through turnout west switch West Quincy Yard 30 MPH.
 Through turnout east switch Controlled Siding
 West Quincy 15 MPH.
 Through turnout West Quincy MP 137.10 30 MPH.
 West leg of Wye West Quincy, MP 141.84 10 MPH.
 Curve MP 169.70 35 MPH.
 Curve MP 172.40 30 MPH.
 Curve MP 172.75 30 MPH.
 Entire train over Des Moines River 174.95 25 MPH.
 Curve MP 175.10 25 MPH.
 Bank Street Crossing MP 177.75 10 MPH.
 Mooar Line 10 MPH.
 Curve MP 194.80 25 MPH.
 Curve MP 200.75 to 18th St. Crossing MP 201.15 25 MPH.
 Curve MP 201.85 30 MPH.
 Second Street Crossing MP 202.71 8 MPH.
 Loaded unit coal trains through station limits Keokuk
 and Fort Madison 10 MPH.
 Between West Alton and Henry Street Alton, entire train must
 not exceed 10 MPH.

Ore cars loaded or empty, must not exceed the following restrictions between—

Granite City and North Wood River.....	25 MPH.
Over Cahokia Creek Bridge.....	10 MPH.
North Wood River and Alton.....	10 MPH.
Alton and West Alton.....	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 ft. or less in length.....	220,000 lbs.
40 ft. to 52.5 in length.....	263,000 lbs.
52.5 ft. or longer.....	315,000 lbs.

U25B, U25C, U28C, SD24, SD45, GP20, GP30, GP35 and GP40 engines must not operate on following tracks:

St. Louis	Track 65 Burlington Elevator Cotton Track Old Pickle 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.
Ft. Bellefontaine	Engines must not pass under loading chute of Missouri Portland Cement Co.
Hannibal	1000 H.P. diesel switchers, single unit only, over Bridge 119.63A, Old Main Track, SD Class diesel engines must not operate over this bridge.
Viele	House Track
Ft. Madison	Stock Track — Hawkeye Lbr. — Saw Mill Siding
Sinclair Switch	Engines must not operate over scale at Arco Plant.
Wever	Engines must not go beyond clearance point on elevator track.

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

Keokuk—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.

When handling 250 ton Wrecking Derrick or Bridge Derrick 975501 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 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.

3. Train Register Exceptions—

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

Sinclair Switch—Trains will register only when instructed to do so.

Keokuk—Register when operator on duty—operators on duty 9:00 a.m. to 5:00 p.m. and 6:00 p.m. to 2:00 a.m.

4. Clearance Provisions and Exceptions Rule 83(B)—

Trains must receive Clearance at Hannibal, West Quincy and North St. Louis.

Westward MKT trains must receive Clearance at MKT office Baden. Eastward MKT trains must receive Clearance at MKT office Franklin.

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 Ninth Subdivision.

Old Monroe—Rule 83(B) not in effect for eastward trains from Tenth Subdivision.

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

Keokuk—Trains must receive Clearance when operator on duty. Operator on duty 9:00 a.m. to 5:00 p.m. 6:00 p.m. to 2:00 a.m.

5. 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, MP 20.56, at West Alton displays an aspect permitting proceed or permission has been obtained to use the electric lock switch 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.

6. At Bushman Potato Plant—Old Monroe, building structure will not clear man on side of car inside of plant.

7. At Clarksville—When cars are left on storage track they must be set at least 200 feet from street crossing.

8. When illuminated "M" is displayed on operators advancing signal located 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.

9. 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.

10. Between Hannibal and Ilasco, Bluff track must not be used except on permission from dispatcher.

11. At Keokuk; Main track switches to be lined and locked for UD track No. 1.

12. At Hercules Plant, Cosgrove, car heaters and pipes being installed adjacent to Track No. 3 from coal dump to 100 ft. east makes bad footing and close clearance.

HANNIBAL DIVISION

(Old Monroe - Francis)

TENTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Old Monroe and Francis.....	30 MPH.
Through turnout Junction Switch Ninth Subdivision	25 MPH.
Bridge 77.66	25 MPH.
Through turnouts to ICG Francis.....	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 ft. or less in length.....	220,000 lbs.
40 ft. to 52.5 in length.....	263,000 lbs.

Wellsville

Engines must not move over unloading hopper at Brick Plant.

Between Old Monroe and Francis 250 ton wrecking derricks and bridge derrick 975501 must not operate.

3. Train Register Exceptions—

Francis—Eastward trains will not register.

4. Clearance Provisions and Exceptions Rule 83(B)—

At 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.

At Mexico on the ICG RR—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.

Francis—Rule 83(B) does not apply.

HANNIBAL DIVISION
(Alexandria - Centerville)
ELEVENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Alexandria and Centerville.....	30 MPH.
Over street crossings, Waylánd	10 MPH.
Bridge 13.81	10 MPH.
Over street crossings, Kahoka	10 MPH.
Head end of train over AT&SF crossings, Medill.....	10 MPH.
MP 28.00 to MP 34.30	10 MPH.
MP 42.00 to MP 46.10	25 MPH.
MP 46.10 to MP 54.40.....	10 MPH.
MP 54.40 to MP 74.00	25 MPH.
Over street crossings between MP 65.30 and MP 65.45, Lancaster	10 MPH.
Head end of westward trains, over highway crossing MP 66.29	10 MPH.
Around curve MP 69.00.....	10 MPH.
MP 74.00 to MP 82.00	10 MPH.
Bridge 82.75	10 MPH.
MP 84.10 to MP 88.95	25 MPH.
Light engines from approach to absolute signals CRI&P crossings, MP 86.3.....	10 MPH.
Light engines between absolute signals CRI&P cross- ing, MP 86.3	10 MPH.
Head end of train over highway crossing MP 86.6.....	10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following not permitted with-
 out authority of Superintendent220,000 lbs.
 CentervilleEngines must not go west of East line of
 elevator on Pillsbury Soy Bean track.
 Between Alexandria and Centerville Bridge Derrick 975501 and
 250 ton wrecking derrick must not operate.
 Engines heavier than GP-9s not permitted.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
 Alexandria—Rule 83(B) does not apply.
5. At Centerville—Before crossing 18th Street, MP 89.65, and
 Drake Ave., MP 89.70, protect movement.
6. Automatic Interlocking not indicated at station—CRI&P Cross-
 ing located 17.3 miles west of Glenwood Jct.
7. Unless otherwise provided, protection against following trains
 as required by Rule 99 is not required.

HANNIBAL DIVISION
(West Quincy - Kirksville)
TWELFTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
West Quincy to MP 53.00.....	25 MPH.
MP 53.00 to Kirksville	10 MPH.
Highway Crossing MP 6.65 and 68.70 head end of train	10 MPH.
Bridge 6.80	10 MPH.
LaBelle MP 31.9 (King St. Crossing)	5 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following not permitted without authority
 of Superintendent:
 40 ft. or less in length..... 220,000 lbs.
 40 ft. to 52.5 in length..... 263,000 lbs.
 Between West Quincy and Kirksville bridge derrick 975501
 and 250 ton wrecking derrick must not operate.
 Engines heavier than GP-9s not permitted.

3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
 Kirksville—trains must obtain clearance when operator on duty.
5. At Kirksville—
 Use of Wye involves use of N&W main track. Before using per-
 mission must be obtained from N&W dispatcher.

HANNIBAL DIVISION
(Peoria - Galesburg)
THIRTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Peoria and Galesburg.....	40 MPH.
Loaded unit coal trains.....	25 MPH.
Between Galesburg Interlocking and Pine Street.....	10 MPH.
Curve MP 17.74	30 MPH.
Yates City, both legs of wye.....	10 MPH.
Through crossover and west leg of wye Yates City.....	10 MPH.
Trailing movement through Spring Switch West End of Siding Yates City	25 MPH.
Curves between MP 26.00 and MP 33.10.....	30 MPH.
Curves between MP 33.10 and MP 39.60.....	35 MPH.
Farmington crossing MP 45.50.....	10 MPH.
Between absolute signals C&NW interlocking MP 50.10 Peoria	10 MPH.
Between Edmund Street Peoria and MP 49.75.....	10 MPH.
Between 150 feet East of Edmund Street and Edmund Street, Peoria	5 MPH.
Over Cedar Street, Peoria	5 MPH.

 Trains handling derricks, must not exceed 25 MPH.
 Bridge Derrick 975501 over Bridge 42.51 10 MPH. and watch
 for close clearance of derrick sill step and bridge grids.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following not permitted without authority
 of Superintendent:
 40 ft. or less in length..... 220,000 lbs.
 40 ft. to 52.5 in length..... 263,000 lbs.
 Engines heavier than SD-24s not permitted on wye track at
 Yates City.
3. **Train Register Exceptions—**
 Yates City—Register by ticket.
 Elmwood—Register located in phone box junction switch, trains
 register when instructed to do so.
4. **Clearance Provisions and Exceptions Rule 83(B)**
 Yates City—Trains to or from the Fourteenth Subdivision must
 obtain a clearance.
5. **At Peoria—**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.
6. Automatic interlockings not indicated at stations. CNW Crossing
 at MP 47.51.

HANNIBAL DIVISION
(Rushville - Yates City)

FOURTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
So. Liverpool and Lewistown.....	10 MPH.
Yates City and Rushville	25 MPH.
Yates City, both legs of wye.....	10 MPH.
Between MP 52 and MP 53.25.....	10 MPH.
Between MP 56.70 and MP 57.70.....	10 MPH.
MP 66.75 and MP 67.30.....	10 MPH.
Over TP&W crossing at Canton.....	10 MPH.
Between TP&W crossing and Canton station.....	10 MPH.
Between MP 66.75 and MP 67.30 between Canton and St. David	10 MPH.
Between Dunfermline and Buckheart Mine.....	10 MPH.
Over East Switch of Lewistown Yard, MP 75.60.....	10 MPH.
Over Bridge 81.41.....	10 MPH.
Over Bridge 100.10.....	10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following not permitted without authority of Superintendent:
 40 ft. or less in length..... 220,000 lbs.
 40 ft. to 52.5 in length..... 263,000 lbs.
 Between Lewistown and Vermont cars heavier than 220,000 lbs. not permitted.
 Between Lewistown and Rushville bridge derrick 975501 and 250 ton wrecking derrick must not operate.
 Farmington—Engines must not pass over track conveyors on Illinois Colliery Company track.
3. **Train Register Exceptions—**
 At Yates City—Register by ticket.
 At Lewistown—Trains register when instructed to do so.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
 Lewistown—Trains must receive Clearance unless otherwise provided.
 Vermont—Trains must receive clearance when operator on duty.
 Operator on duty 8:30 a.m. to 4:00 p.m. Monday through Friday.
5. Track between Lewistown and So. Liverpool is considered industrial track, Rule 105 applies. Line-up received for Fourteenth Subdivision will cover.
6. At Canton—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 MPH. and be prepared to stop before passing the private entrance gate account heavy vehicle and pedestrian traffic.
7. Between St. David and Bryant—
 Do not occupy highway crossing Route 100 unless flasher signals are operating or highway traffic has been stopped.
8. At 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.
9. Between Lewistown and South Liverpool—
 Do not occupy highway crossing MP 5.56 unless flasher signals are operating or highway traffic has been stopped.
10. At Ipava—Do not occupy highway crossing Route 136 unless crossing protection is operating or highway traffic has been stopped.
 Concrete platform at Processing Plant will not clear man on side of car or engine.
11. At Rushville—Highway crossing MP 109.36 north of station, stop and protect.

HANNIBAL DIVISION
(Lewistown - Fairview)

FIFTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Lewistown and Fairview.....	10 MPH.
250 ton derrick over Bridge 43.25	5 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following not permitted without authority of Superintendent:
 40 ft. or less in length..... 220,000 lbs.
 40 ft. to 52.5 in length..... 263,000 lbs.
 Cuba—Engines must not use Sternberg Mine tracks, MP 41.25, more than 500 feet from main track switch.
 Engines heavier than GP-9s not permitted.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None**
5. Do not occupy highway crossings unless flasher signals are operating or highway traffic has been stopped between Lewistown and Fairview and over Route 100 Lewistown.
6. At Cuba—
 Crossing gate TP&W Crossing, normal position stop for BN trains. Inside switch on crossover between house track and main track must be lined at all times for elevator track.
7. Handling 80 foot or longer cars. (See All Subdivision special instructions, item No. 4.) Between Cuba and Fiatt, MP 36 through MP 39.

HANNIBAL DIVISION
(Elmwood - Buda)

SIXTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Elmwood and Sherwood.....	25 MPH.
Sherwood and MP 1.60 (End of Track).....	10 MPH.
Head End Over Road crossing MP 22.25 and MP 38.25	5 MPH.
Head End Over Road crossing MP 42.50	10 MPH.
Between approach signals to AT&SF crossing, Monica	10 MPH.
Loaded tank cars	25 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following not permitted without authority of Superintendent:
 40 ft. or less in length..... 220,000 lbs.
 40 ft. to 52.5 in length..... 263,000 lbs.
 Between Buda and Elmwood 250 ton wrecking derricks and bridge derrick 975501 must not operate.
3. **Train Register Exceptions—**
 Elmwood—Register in phone box junction switch, trains register when instructed to do so.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
 At Elmwood—Westward trains governed by Clearance received at Yates City.
5. At Wyoming—Engines must not go beyond clearance point on Niagra spur.

HANNIBAL DIVISION

(Bushnell - East St. Louis)

SEVENTEENTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Bushnell and Vermont MP 141.0.....	49 MPH.
Vermont MP 141.0 and Concord.....	40 MPH.
Concord to East Alton.....	25 MPH.
Over switches east and west ends of siding Adair.....	40 MPH.
Between MP 141 Vermont and westward signal MP 118.09	30 MPH.
Between westward signal MP 118.09 and begin-end CTC MP 116.30 Beardstown.....	25 MPH.
Between MP 107.40 and MP 107.45, SD-25 engines.....	30 MPH.
Through turnout, west siding switch Hagener.....	30 MPH.
Between MP 105.20 and MP 106.90.....	30 MPH.
Engine or leading car of train between absolute signals at N&W crossing, Chapin.....	10 MPH.
At approach signals to ICG, crossing MP 75.27.....	10 MPH.
Engine or leading car of train between absolute signals at ICG, crossings, MP 73.33 and MP 75.27....	10 MPH.
At approach signals to ICG, crossing MP 73.33.....	10 MPH.
Through Whitehall	10 MPH.
Engine or leading car over ICG crossing MP 38.61....	10 MPH.
Over Shamrock Street, East Alton, engine or leading car	5 MPH.

Trains handling derricks must not exceed 25 MPH.

Trains handling loaded ore cars, must not exceed speeds between the designated points shown.

MP 140.60 and MP 117.35.....	30 MPH.
MP 117.35 and MP 116.25.....	10 MPH.
MP 107.0 and MP 105.0.....	10 MPH.
MP 73.40 and MP 72.0.....	10 MPH.

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

Ore cars loaded or empty between—

Willows and Granite City.....	10 MPH.
Granite City and North Wood River.....	25 MPH.
Cahokia Creek Bridge.....	10 MPH.
North Wood River and Alton.....	10 MPH.
Alton and West Alton.....	10 MPH.
Between Grimes and Frederick.....	10 MPH.
Between Vermont and Astoria	25 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 ft. or less in length	220,000 lbs.
40 ft. to 52.5 in length	263,000 lbs.
52.5 ft. or longer	315,000 lbs.

except must not exceed 263,000 pounds between Concord and East Alton, between Vermont and Astoria, between Grimes and Frederick.

3. Train Register Exceptions—

Bushnell—Eastward trains register when instructed to do so.

Alton Hospital—Eastward trains will not register. Westward trains will register when directed by train order to do so.

4. Clearance Provisions and Exceptions Rule 83(B)—

Bushnell—Operator on duty 8:00 a.m. to 5:00 p.m. daily. Westward trains must receive Clearance when operator is on duty. Clearance received at Galesburg will be the authority of provisions of Rule 83(B).

Vermont—Operator on duty 8:30 a.m. to 4:00 p.m. daily, except Saturday and Sunday. Trains must receive Clearance when the operator is on duty.

Beardstown—Office open continuous.

Concord—Rule 83(B) does not apply to trains from Nineteenth Subdivision.

East St. Louis—Trains must receive Clearance at East Alton. Rule 83(B) does not apply at East St. Louis.

- Track between Grimes and Frederick and between Vermont and Astoria is considered industrial track, Rule 105 applies.
- Beardstown—Draw Bridge 117.35 over Illinois River interlocked. CTC in effect between interlocking absolute signal west end of Illinois River Bridge MP 117.07 and MP 116.30 Beardstown.
- Automatic Interlockings not indicated at stations ICG Crossings located MP 75.27 and MP 73.33 between Alsey and Whitehall.
- Operation of 250 ton wrecking derrick over other railroads:
ICG RR 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.
PC RR—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 RR—Alton to Wood River, Wood River to Wood River Bridge 25 MPH. Over Wood River Bridge 15 MPH. Wood River Bridge to Henry Street, Alton, 25 MPH. Over Henry Street 5 MPH.
East St. Louis to St. Louis via Merchants Bridge—cannot operate.

HANNIBAL DIVISION

(Bushnell - Roseville)

EIGHTEENTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Bushnell and Roseville.....	25 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 ft. or less in length	220,000 lbs.
40 ft. to 52.5 in length	263,000 lbs.

Between Bushnell and Roseville bridge derrick 975501 and 250 ton wrecking derrick must not operate.

SD type engines not permitted on this subdivision.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exception Rule 83(B)—

Bushnell—Operator on duty 8 a.m. to 5 p.m. Trains must receive Clearance when operator on duty.

HANNIBAL DIVISION

(Concord - Paducah)

NINETEENTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Concord and Neilson and between West Vienna and Burlington Jct.	40 MPH.
Concord, through turnout Jct. Switch	30 MPH.
ICG and N&W crossings, Jacksonville.....	25 MPH.
Through turnouts of spring switches east and west ends siding Lowder	40 MPH.
Between ICG Crossing Girard and Switch to interchange.....	10 MPH.
Eastward trains using siding at Ayers; head end of train between east switch of siding and highway crossing, 165 ft. east	5 MPH.
Head end of westward trains over B&O Crossing MP 114.92	25 MPH.
Through turnout end of two Main tracks Shattuc.....	30 MPH.
On westward track, Shattuc to MP 119.27, SD-24 engines	30 MPH.
MP 121.25 to MP 121.38.....	10 MPH.
SD-24 and heavier engines— Between MP 172.25 and MP 173.46	30 MPH.
Between MP 176.66 and MP 187.39.....	30 MPH.
Centralia: IC Crossing.....	30 MPH.
Engines on mine spurs and in mine yards.....	10 MPH.
Through turnout to spring switch at end of two main tracks Meyer	30 MPH.
Meyer and Old Ben Mine 24.....	25 MPH.
At approach signals governing trains approaching Mo. Pac. Crossing MP 164.65	25 MPH.
Engine or leading car of train between absolute signals at Mo. Pac. Crossing, MP 165.00.....	25 MPH.
Cambon: Trailing movements through spring switch at east end of siding.....	10 MPH.
Between MP 214.13 and MP 215.75.....	35 MPH.
Forman: At approach signal governing westward trains approaching PC Crossing	25 MPH.
Forman: Engine or leading car of train between absolute signals at PC Crossing.....	10 MPH.
Around curve of wye Metropolis	10 MPH.
Between Concord and Paducah trains handling derricks must not exceed 25 MPH.	
MP 168.73 Horton and West Frankfort.....	10 MPH.
Herrin Jct., over Jct. switch	10 MPH.
Herrin Jct. and Herrin.....	15 MPH.
Ore cars empty or loaded Shattuc to Willows.....	30 MPH.
Do not exceed 10 MPH. over Ohio River Bridge 1.72.	

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 ft. or less in length	220,000 lbs.
40 ft. to 52.5 in length	263,000 lbs.
52.5 ft. or longer	315,000 lbs.

except must not exceed 263,000 pounds between West Vienna and Metropolis.

Between MP 168.73 (Horton) and West Frankfort and between Herrin Jct. and Herrin bridge derrick 975501 and 250 ton wrecking derrick must not operate.

3. Train Register Exceptions—

Herrin Jct.: Trains will register only when instructed to do so.

4. Clearance Provisions and Exceptions Rule 83(B)—

Concord—Rule 83(B) does not apply.

Centralia—Trains must receive clearance.

Waltonville—Eastward trains starting Orient Mine No. 3 must obtain clearance from operator mine yard.

Herrin Jct.—Operator on duty 8:00 a.m. to 5:00 p.m. daily except Saturday and Sunday. Trains must receive Clearance when the operator is on duty.

Neilson and West Vienna—Trains entering BN trackage must receive Clearance.

Paducah—Trains must receive Clearance.

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.

5. 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.

6. At Virden—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.

7. Automatic Interlockings Not Indicated at Stations—

N&W and ICG Crossings 1.3 miles west of Litchfield

ICG Crossing 1.6 mile west of Waltonville

Mo. Pac. crossing 2.9 miles west of Christopher

8. At 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; TRRA; PC, ICG and IT Railroads.

9. Double track between Shattuc and west crossover MP 119.27 and between MP 121.33 and Meyer MP 156.39.
CTC in effect between MP 121.25 and MP 121.38.

10. At Centralia—Southern Railway Jct. Normal position Jct. switch is for Southern Ry. main track.

11. Old Ben Mine 24

Overhead loading facilities will not clear GP 30, GP 35 and GP 40 engines.

12. West Frankfort Lead—Stop before occupying both highway crossings of Route 149 and provide flag protection against highway traffic.

13. BN trains and engines using ICG tracks at Metropolis are governed by ICG Rules. BN tracks between ICG Yard, Metropolis and Burlington Jct. are used by ICG crews. Rule 93 in effect.

SPEED TABLE					
Time Per Mile		Miles	Time Per Mile		Miles
Min.	Sec.	Per Hour	Min.	Sec.	Per Hour
	46	78.3	1	18	46.2
	47	76.6	1	20	45.0
	48	75.0	1	22	43.9
	49	73.5	1	24	42.9
	50	72.0	1	26	41.9
	51	70.6	1	28	40.9
	52	69.2	1	30	40.0
	53	67.9	1	33	38.7
	54	66.7	1	36	37.5
	55	65.5	1	39	36.4
	56	64.3	1	42	35.3
	57	63.2	1	45	34.3
	58	62.1	1	50	32.7
	59	61.0	1	55	31.3
1	0	60.0	2	—	30.0
1	1	59.0	2	10	27.7
1	2	58.1	2	20	25.7
1	3	57.1	2	30	24.0
1	4	56.3	2	40	22.5
1	5	55.4	3	—	20.0
1	6	54.5	3	30	17.1
1	7	53.7	4	—	15.0
1	8	52.9	5	—	12.0
1	9	52.2	6	—	10.0
1	10	51.4	7	—	8.6
1	12	50.0	8	—	7.5
1	14	48.6	9	—	6.7
1	16	47.4	10	—	6.0