

# **BURLINGTON NORTHERN INC.**

## **CHICAGO REGION**

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**CHICAGO, OTTUMWA  
AND HANNIBAL DIVISIONS**

### **Special Instructions No. 7**

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

**Monday, August 1, 1977**

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**Asst. Vice President  
Transportation**

**H. E. PIERCE**

**Asst. Vice President  
Operations**

**L. J. KING**

**Superintendent  
Chicago Division**

**W. J. CONDOTTA**

**Superintendent  
Ottumwa Division**

**D. S. NELSON**

**Superintendent  
Hannibal Division**

**P. B. RASMUSSEN**

## ALL SUBDIVISIONS

1. Speed Restrictions—	Maximum Speeds Permitted
Passenger trains . . . . .	See Subdivision Special Instructions
Freight trains up to 100 Tons/O.B.* . . . . .	60 MPH.
Freight trains over 100 Tons/O.B.* . . . . .	50 MPH.
Empty unit coal trains . . . . .	50 MPH.
Loaded unit ore, ballast and potash trains . . . . .	40 MPH.

\*Tons per operative brake (Tons/O.B.) is defined as the gross trailing tonnage of the train divided by the total number of cars having operative brakes.

To determine if train exceeds 100 tons per operative brake, add two zeros to the number of cars having operative brakes. If train has greater trailing tonnage than the resulting figure, train exceeds 100 tons per operative brake. Example: 85 cars with operative brakes plus two zeros equal 8500. An 85 car train with 9182 tons would exceed 8500 and hence would exceed 100 tons per operative brake.

All trains and engines through turnouts and gantlets except as specified in special instructions or where fixed signals indicate otherwise . . . . . 12 MPH.

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

When temperatures are zero to 10 below zero, the following maximum speed restrictions apply:

Passenger trains . . . . . 65 MPH.

Freight trains . . . . . 50 MPH.

When temperatures are 11 below zero and colder, the following maximum speed restrictions apply:

Passenger trains . . . . . 60 MPH.

Freight trains . . . . . 45 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.
Wedge plows and dozers (dead in tow) . . . . .	35 MPH.	20 MPH.
Rotary plows . . . . .	30 MPH.	20 MPH.
Wrecking derricks . . . . .	30 MPH.	15 MPH.
Loco cranes . . . . .	30 MPH.	15 MPH.
Pile drivers . . . . .	30 MPH.	15 MPH.
Clamshells and shovels . . . . .	30 MPH.	15 MPH.
Jordan spreaders . . . . .	30 MPH.	15 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.

### 1A. Control of Harmonic Rocking—

Under certain conditions, operation of trains between 13 and 21 miles per hour can cause derailments due to harmonic rocking of cars. Where specified by individual subdivision special instructions or bulletin, the following restriction will apply:

Trains other than unit coal trains or trains consisting entirely of empty equipment, which cannot maintain speed of 21 miles per hour, must reduce speed to not exceed 13 miles per hour until movement can again exceed 21 miles per hour.

## 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 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.

BN diesel units not equipped with alignment control coupler:

All Switcher Units  
Road and Road Switcher Diesel Units

602- 995 inclusive  
1556-1623 inclusive  
1955-1974 inclusive  
4000-4197 inclusive  
6000-6255 inclusive  
9900-9976 inclusive

FW&D-C&S diesel units not equipped with alignment control coupler:

FW&D 605-610 inclusive  
FW&D 850-859 inclusive  
C&S 150-842 inclusive

The following units, not equipped with alignment control couplers, are equipped with bolster stops (see Item 5A. All Subdivisions):

602, 626, 653, 668-702, 712, 720-733, 735, 738-744, 751-758, 761, 766-772, 774-785, 788, 790, 796, 800-819, 824, 825, 827-829, 831-840, 843, 849-853, 986, 987, 989, 991, 1400-1436, 1556-1563, 1569-1571, 1573, 1576, 1578, 1580-1584, 1587, 1592, 1593, 1595-1597, 1599, 1600, 1610, 1613-1618, 1620-1622, 1955-1965, 1967, 1971.

No C&S or FW&D units not equipped with alignment control coupler have bolster stops.

3. The number of locomotive units coupled together in train operation, either working, idle, or dead in tow, must not exceed seven. When the operating locomotive units on head end of train exceed 18 powered axles, individual subdivision Special Instructions or Bulletin must be referred to in determining if any restrictions are in effect governing trailing tonnage. Maximum tonnages expressed in individual subdivision Special Instructions for head end power are extreme limits under ideal conditions and superintendents will establish lower limits as required.

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.

## 4. Restrictions on Placing Cars in Trains—

Following equipment, loaded or empty, must be on rear of trains, except in work trains or when otherwise provided by authority of chief dispatcher.

Outfit Cars  
Tie Flats (GNX 4410, GNX 4800 to 4971)  
Log Flats (NP 117201 to 117871, BN 633504 to 633523)  
Air Dump Cars  
Scale Test Cars (next ahead of caboose) Except W.O. 3  
Wrecking Derricks  
Pile Drivers  
Locomotive Cranes  
Rotary Snow Plows, Wedge Plows, Dozers  
Jordan Spreaders  
Rear End Only Cars

FW&D tank cars in 15000 series to be handled toward rear of train.

### Handling 80 Foot or Longer Cars—

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

Where the total tonnage of cars 80 feet or longer is so large that it is impossible to comply with Individual Subdivision Special Instructions, the train consist must instead be so arranged that all

cars less than 80 feet are handled in the required rear tonnage, thus placing all long-car to short-car couplings in the safe tonnage area.

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

Cars weighing less than 50 tons, gross weight  
Flat cars with one loaded trailer  
Flat cars with empty trailers  
Flat cars with either loaded or empty containers

Locations where other restrictions are in effect are listed under individual subdivisions.

#### 5. Remote Control Equipment (RCE-1) Operation—

Locomotives not equipped with alignment control couplers or bolster stops (see Item 2) must not be operated in RCE-1 consists.

Locomotive units in RCE-1 operations, which will be coupled to cars, must be equipped with alignment control couplers.

Master and remote consists in RCE-1 operation must be confined to the following classes of locomotives:

F-45, SD-40, SD-45, SDP-40, SDP-45, U-25C, U-30C  
U-28C, U-33C

**Exception—**When necessary to operate other classes of locomotives in RCE-1 trains they must be confined to master consist only.

Unless otherwise provided in Individual Subdivision Special Instructions, remote controlled locomotives must be placed in train approximately two-thirds back from master consist by car count.

In all RCE-1 trains, the number of master consist powered axles must equal or exceed the number of remote consist powered axles, but in no case may the excess be greater than six powered axles. The master consist must have a minimum of twelve powered axles and a maximum of twenty-four powered axles. The remote consist must have a minimum of six powered axles and a maximum of twenty-four powered axles.

Axles of cars numbered RCC 101 through RCC 112 must not be counted in determining the axle count of the remote consist.

RCE-1 equipment must not be used in trains handling empty equipment 80 feet and longer unless Individual Subdivision Special Instructions or bulletin are in effect to indicate the safe buffer between remote consist and such cars for that subdivision.

#### 5A. Manned Helper Operations—

Locomotives not equipped with alignment control couplers (see Item 2) must not be operated in manned helper consists unless equipped with bolster stops:

**Exception—**Single, non-equipped locomotives may be operated between locomotives equipped with alignment control couplers or bolster stops.

Locomotive units including trailing unit of head end consists, in manned helper operation, which will be coupled to cars must be equipped with alignment control couplers.

Where cars listed in first sentence of Item 4 are handled at rear of train, manned helper must be cut in ahead of such cars. When helper is cut in ahead of such cars, or immediately ahead of the caboose, the helper will be considered as operating at the rear of the train.

Unless otherwise provided in Individual Subdivision Special Instructions:

Helpers of twelve powered axles or less, may be operated at rear of train ahead of or behind caboose, but must not be used on rear of trains handling empty equipment 80 feet and longer unless Individual Subdivision Special Instructions or Bulletin are in effect to indicate the safe buffer between such cars and rear end helper for that subdivision.

Helpers will not exceed twenty-four powered axles. Head end consists in helper trains will not exceed twenty-four powered axles.

Helpers of more than twelve powered axles must be cut into train. Dispatcher will advise conductor of tonnage rating of helper so that conductor can determine proper location in train, arranging that tonnage trailing the helper approximately equals combined tonnage rating of helper locomotives.

When restrictions governing trailing tonnage with head end power are provided by individual subdivision Special Instructions or

Bulletin, helper may be operated on head end, providing the combined head end and helper units do not exceed seven.

Exceptions to Item 5A—Helpers of six powered axles or less are not restricted by any of the provisions of this item.

Head end consists in helper trains which are unit trains consisting entirely of Grade E steel couplers may have up to 36 powered axles. Helpers up to 24 powered axles may shove on the rear of trains so equipped.

#### 6. Repeater Relay 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. Instructions for Safety Inspection—

Each car placed in train, where personnel are not on duty for the primary purpose of inspecting freight cars, may be moved after receiving safety inspection in accordance with the following standards:

1. A freight car with any defect that makes it unsafe for movement shall be corrected or set out of train.
2. No part of the freight car, nor anything attached to the car, may be hanging low enough to foul a road crossing or track structure.
3. Open top loads, including trailers and containers on flat cars, must be safely loaded.
4. Where width or height appears close to clearance lines, it must be known that the movement has been cleared with the proper authority.
5. Freight cars carrying bad order tags, that are safe for movement, may be taken in train to the point where repairs are to be made.

#### 8. Handling of Hazardous Material—

When derailment, collision, fire or unforeseen occurrence takes place involving hazardous materials (such as explosives, flammable liquids, flammable compressed gases, radioactive or fissionable materials, poisons, poison gases or any other commodity which might be hazardous when involved in fire, released or leaking from their packages, containers or tank cars,) conductor or member of the crew must check the waybills to determine what materials are involved.

If in doubt about the commodity or it is not described for a placarded car, the shippers' and consignees' names and addresses should also be noted.

A list must be made of the commodities involved with shipping names and classifications along with any emergency phone numbers, radioing or telephoning by quickest means possible to chief dispatcher and be governed by his instructions. This information must be available to any emergency agencies responding only if necessary for them to handle the situation safely.

When hazardous material is involved, crew members must keep out of the danger area and guard against people entering the area until controlled by civil agencies.

FRA Emergency Order No. 5 issued October 27, 1974 requires that DOT specification 112A and 114A tank cars, not equipped with FRA approved head shields transporting *flammable gases*, must not be cut off while in motion and no car moving under its own momentum shall be allowed to strike these cars. Such cars must not be coupled to with more force than is necessary to complete the coupling.

Shipping papers must carry the notation "DOT 112A (or DOT 114A) must be handled in accordance with FRA E.O. No. 5." Employees must be informed of the presence of these cars and instructed to handle them in accordance with the requirements of this order. All switch lists and train lists must be plainly marked to indicate when cars are loaded with *flammable gas*.

#### 9. Storage of Cars Within Yard Limits Non-ABS Territory—

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

#### 10. Use of Radios—

When 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.

#### 11. Train Inspection and Failed Equipment Detector Instructions—

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. Conductors will determine frequency of such inspection, dependent on visibility conditions, avoiding unnecessary delay to trains.

Employees should be alert for insulating commodities such as clay, chips, oil, etc., getting on top of rails. This condition could possibly insulate the track, and cause loss of train shunt. Such conditions should be promptly reported and trains protected per rules while in CTC and ABS territory.

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.

Whenever a car is set out for a hot bearing discovered within 25 miles of an in-service hot box detector, the conductor will make a wire report to the superintendent and chief dispatcher indicating date, train, and location of hot box detector which failed to detect the hot journal, with a copy of the wire to AVP Engineering, St. Paul. Dispatchers will arrange inspection of the detector by the signal maintainer in all such instances.

##### Failed Equipment Detector Instructions—

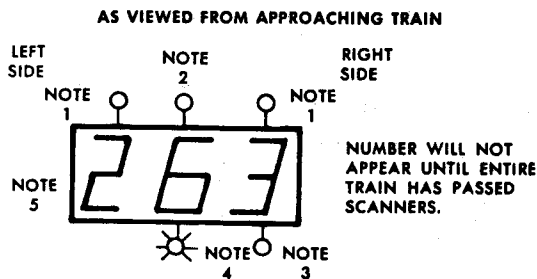
This device must be observed by the crew on rear of train, and they must be governed by the information shown immediately after the rear of the train has passed.

Enginemen must alert crew members on rear of train when approaching detector site.

Train must not move beyond failed equipment sign until authorization to proceed is received from rear of train.

When failed equipment is indicated engine crew must be notified to stop train for inspection. Advise dispatcher reason for delay by first available means of communication.

#### DEFECTIVE EQUIPMENT DISPLAY



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.

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

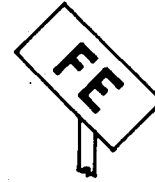
Note: 3—Dragging equipment indicator light. When illuminated dragging equipment has been detected.

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.

All journals on the train must be inspected whenever hot bearing indicator light, dragging equipment indicator light, multiple hot bearing or dragging equipment indicator light is illuminated and there is no count shown on defective equipment display panel or when digital readout displays false indication such as numbers totaling more than train axle count.

#### FAILED EQUIPMENT SIGN



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

#### 12. Spring Switches—

Instructions for operation of spring switches are posted at or near the spring switch and must be complied with. Spring switches are identified by yellow sign with black letter "S" located on or near spring switch.

All spring switches are equipped with facing point locks except when identified as not having a facing point lock in the Subdivision Special Instructions.

#### 13 Railroad Crossings at Grade—

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

At automatic interlockings, in addition to complying with Rule 613, employees must be governed by instructions posted.

#### 14. Rules Changes and Modifications—

Rule 34 as contained in the Consolidated Code of Operating Rules is amended as follows:

Employees located in the cab of engine must communicate to each other in an audible and clear manner the name or aspect of each signal affecting movement of their train or engine, as soon as the signal is clearly visible or audible. It is the responsibility of the engineer to have each employee comply with these requirements, including himself.

It is the engineer's responsibility to have each employee located in the cab of engine maintain a vigilant lookout for signals and conditions along the track which affect the movement of the engine or train.

If a crew member becomes aware that the engineer has become incapacitated or should the engineer fail to operate or control the engine or train in accordance with the signal indications or other conditions requiring speed to be reduced, other members of the crew must communicate with the crew member controlling the movement at once, and if he fails to properly control the speed of the train or engine, other members of the crew must take action necessary to ensure the safety of the train or engine, including operating the emergency valve.

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

Rule 211 of the Consolidated Code of Operating Rules and item 11k Train Dispatchers Manual are modified as follows:

At stations designated by the division superintendent, duplication of slow and cautionary train orders may be done mechanically on copier machine.

Rule 103(C) and 103(E) as contained in the Consolidated Code does not apply on Burlington Northern, the following applies:

103(C) Cars on any track must be left clear of crossings and so as not to actuate crossing signals, and a clear passageway must be left to the station. When necessary to spot cars in the vicinity of public or private crossings they must, if practicable, be left not less than 200 feet from crossing. When it can be avoided, engines must not stand within 200 feet of public crossings.

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 a 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.

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.

BN Safety Rule 144 is cancelled and new Safety Rules 144(A) and 144(B) are in effect and read as follows:

144(A): When air hoses are uncoupled on passenger equipment, engines, or when uncoupling air hoses from yard air supply:

- a) Have both angle cocks closed. When disconnecting yard air line valve must be closed.
- b) Take firm grip on hose coupling and apply upward pressure.
- c) Break connection gradually to release pressure in hose.
- d) Turn face away from air hose connection as pressure is released.
- e) When practicable, keep one foot outside of rail.

144(B): When air hoses uncoupled on freight cars by trainmen and yardmen:

- a) Have both angle cocks closed.
- b) Operate uncoupling lever and signal for movement.
- c) Allow air hoses to part by themselves, keeping all parts of body fully in the clear.

In CTC territory, before using any electrically locked switch, permission must be obtained from control operator. Rule 281 is amended accordingly.

Consolidated Code of Operating Rule No. 729 has been changed to read as follows:

Employees must familiarize themselves with the Department of Transportation regulations governing the handling and transportation of explosives and flammables, and be governed thereby. When handling cars containing explosives or flammables, it must be known that they are in proper place in the train.

Burlington Northern Air Brake and Train Handling Rules Form 15338 are in effect. Employees whose duties are in any way affected by these rules must have a copy of this book available while on duty.

Consolidated Code Rule 26 modified as follows:

## BLUE SIGNAL PROTECTION OF WORKMEN

### Definitions

"Workmen" means railroad employees assigned to inspect, test, repair or service railroad rolling equipment, or their components, including brake systems. Train and yard crews are excluded, except when assigned to perform such work on railroad rolling equipment that is not part of the train or yard movement they have been called to operate.

"Rolling equipment" means engines and railroad cars.

"Blue signal" means a clearly distinguishable blue flag or blue light by day and a blue light by night; blue light may be displayed either steady or flashing.

"Effective locking device" when used in relation to a manually operated switch or derail means a lock which may be locked and unlocked only by the class or craft of employee applying that lock.

### RULE 26

A blue signal indicates that workmen are on, under, or between rolling equipment, and that the equipment must not be coupled to or moved. Other equipment must not be placed on the same track so as to block or reduce the view of the blue signal, except on engine service tracks or when a derail is used to divide a track into separate working areas.

Blue signals must be displayed by each craft or group of workmen and may only be removed by the same craft or group that placed them.

### RULE 26(A)

Workmen may not work on, under or between rolling equipment on any track unless:

Each manually operated switch providing access to that track is lined against movement to that track, secured by an effective locking device, and a blue signal is placed at or near each manually operated switch; or

A derail capable of restricting access to that portion of a track on which such equipment is located is placed at least 150 feet from the end of the rolling equipment, and locked with an effective locking device in the derailing position. A blue signal must be displayed at each derail.

Whenever one switch of a crossover is located beneath rolling equipment which is under blue signal protection the next switch of the crossover must be lined and locked against movement to that crossover. A blue signal need not be displayed at either crossover switch.

When workmen are working on, under or between an engine or rolling equipment coupled to an engine, a blue signal must be displayed on the controlling unit at a location where it is readily visible to the engineer or operator at the controls of that engine.

When emergency repair work is to be done on, under or between the engine, or cars coupled to an engine, and a blue signal is not available, the engineer must be notified by a member of the crew or workman, and protection given those engaged in making the repairs. Engine or cars must not be moved, nor air brakes applied or released, until all employees are clear and the engineer so advised by the same employee.

### RULE 26(B)

#### Engine Servicing Facilities

An engine may not be moved onto or off a designated engine servicing track under the exclusive control of mechanical forces unless the blue signal is first removed:

From the entrance switch to the service track, and the engine which is placed on the track is stopped short of coupling to another engine or

From the controlling unit to be moved and from the service track departure switch, before the engine is removed from the track;

An engine protected by blue signals may be moved on a track within the designated engine servicing area under the exclusive control of mechanical forces, when operated by an authorized employee under the direction of the employee in charge of the workmen, after the blue signal has been removed from the controlling engine to be repositioned, and the workmen on the track have been notified and are clear of the movement.

### RULE 26(C)

#### Car Shop or Repair Track Protection

A blue signal must be placed at the entrance switch to a repair track or a car shop when workmen are working on, under or between rolling equipment. Each manually operated switch providing access to the track must be lined against movement to the track and secured with an effective locking device.

Rolling equipment protected by blue signals on car shop or repair tracks which are under exclusive control of car department forces, may be repositioned with a car mover when operated by an authorized employee, under the direction of the employee in charge of the workmen, after the workmen on the track have been notified and are clear of the movement.

Rolling equipment must not be placed on repair tracks or in car shops until it is known that all employees are clear of the track on which the movement is to be made.

#### **RULE 26(D)**

##### **Hump Yard Tracks and Tracks with Remotely Controlled Switches**

Workmen may not work on, under or between rolling equipment unless the person in charge of the workmen has notified the operator of the remotely controlled switches of the work to be performed, and has been informed by the operator that protection has been provided. Before the operator of the remotely controlled switches informs the employee in charge of the work that protection has been provided, each remotely controlled switch providing access to the track must be lined against movement to that track, and locked by applying an effective blocking device to the lever, button or other device controlling the switch.

The operator may not remove the locking device unless he has been informed by the person in charge of the workmen that it is safe to do so.

The operator must maintain for 30 days a written record of each notification which contains the following information:

The date and time he received notification of work to be performed;

The name and craft of the employee in charge who provided the notification.

The number or other designation of the track involved;

The date and time he notified the employee in charge that protection has been provided; and

The date and time he was informed that the work had been completed, and the name and craft of the employee in charge who provided this information.

Each manually operated switch providing access to that track must be protected per Rule 26(A).

#### **CONSOLIDATED CODE OF OPERATING RULE NO. 93 MODIFIED AS FOLLOWS:**

Yard limits will be indicated by yard limit signs. Stations where yard limits are in effect will be designated by timetable, train order, bulletin, general order or special instructions.

The main track(s) within yard limits may be used clearing the time of first class trains when due to leave the last station where time is shown. In non-ABS territory, in case of failure to clear the time of first class trains, protection must be provided as prescribed by Rule 99. Protection against second and third class trains, extra trains and engines is not required.

All trains and engines, except first class trains must move within yard limits prepared to stop within one-half the range of vision but not exceeding 20 MPH, unless main track is known to be clear by block signal indication. When moving against the current of traffic or on portion of double or two or more tracks used as a single track within yard limits, all trains including first class trains must move prepared to stop within one-half the range of vision but not exceeding 20 MPH.

Movements against the current of traffic within yard limits must not be made unless authorized by train order or protected by yardmaster or other authorized employee.

In yard limits in ABS territory, protection as prescribed by Rule 99 is not required in case of failure to clear the time of first class trains. Information on delayed first class trains may be issued by the train dispatcher either verbally or by message to yardmaster or member of a crew.

#### **CONSOLIDATED CODE OF OPERATING RULE 99 MODIFIED AS FOLLOWS:**

When a train is moving on a main track at less than one-half the maximum speed for that territory, flag protection against following

trains on the same track must be provided by a crew member dropping off single lighted fuses at intervals that do not exceed the burning time of the fusee.

When a train is moving on a main track at more than one-half the maximum speed for that territory, under circumstances in which it may be overtaken by a following train, crew members responsible for providing protection will take into consideration the grade, curvature of track, weather conditions, sight distance, and relative speed of their train to a following train and will be governed accordingly in the use of fusees to protect their train.

When a train stops on a main track and flag protection against following trains on the same track must be provided, a crew member with flagman's signals must immediately go back at least the distance prescribed by time table or other instructions for that territory, place two torpedoes on the rail not less than 150 feet apart and display one lighted fusee. He may then return one-half of the distance to his train where he must remain until he has stopped a following train or is recalled or relieved. When recalled he must leave one lighted fusee, and while returning to his train, he must also place single lighted fusees at intervals that do not exceed the burning time of the fusee. When train departs, a crew member must leave one lighted fusee and until the train resumes a speed not less than one-half the maximum speed for that territory, he must drop off single lighted fusees at intervals that do not exceed the burning time of the fusee.

When required by the rules, a crew member with flagman's signals must protect front of train against opposing movements by immediately going forward at least the distance prescribed by time table or other instructions for that territory, placing two torpedoes on the rail not less than 150 feet apart, displaying a lighted fusee, and remaining at that location until recalled or relieved.

When a train is seen or heard approaching before the crew member has reached the prescribed distance, he must immediately place torpedoes and continue toward the approaching train, giving stop signals.

Crew members providing flag protection must not permit other duties to interfere with the protection of their train. The conductor and engineer are responsible for the protection of their train.

When a train requires protection the engineer must immediately sound signal 15(c) or 15(f). Inability to hear these signals does not relieve members of the crew from protecting the train.

Flag protection against following trains on the same track is not required under the following conditions:

- a) In ABS territory, when rear of train is protected by at least two block signals.
- b) When rear of train is protected by an absolute block (Absolute block means a block in which no train is permitted to enter while it is occupied by another train).
- c) When rear of train is within interlocking limits.
- d) When a train order or special instructions provides that flag protection is not required.

Flagman's signals:

Day Signals—A red flag not less than ten torpedoes and six red fusees.

Night Signals—A white light, not less than ten torpedoes and six red fusees.

The following Railroad Radio Rules 650 through 663 as contained in the Consolidated Code of Operating Rules are cancelled. The following Radio Rules as promulgated by the FRA are in effect:

400. The following rules and requirements cover use of railroad radio systems and govern employees using such systems.
401. All employees, except those specifically authorized by the Federal Communications Commission (FCC) are prohibited from making any internal adjustments to a railroad radio. Employees so authorized must carry their FCC operator license or verification card when on duty.
402. No employee shall knowingly transmit any false emergency communication, any unnecessary, irrelevant or unidentified

- communication, nor utter any obscene, indecent, or profane language via radio. No employee shall divulge or publish the existence, contents, purport, effect or meaning of any communications (emergency communications excluded) except to the person for whom the communication is intended or to another employee of the railroad whose duties may require knowledge of the communication. The above applies either to communications received direct or to any that may be intercepted.
403. An emergency call will be preceded by the word "Emergency" repeated three times. Such calls shall be used only to cover initial reports of derailments, collisions, storms, wash-outs, fires, obstructions to track, or other matters which would cause serious delay to traffic, damage to property, injury to employees or the traveling public, and shall contain as complete information thereon as possible. All employees shall give absolute priority to communication from a station in distress, and except in answering or aiding that station shall refrain from sending any communication until there is assurance that no interference will result.
  404. Any employee shall permit inspection of the radio equipment in his charge and all FCC documents pertaining thereto, by a duly accredited representative of the FCC at any reasonable time.
  405. The location of radio base and wayside stations, time such stations are attended, and assigned channels, will be designated by timetable or other instructions.
  406. Before transmitting, an employee operating a radio must listen a sufficient interval to be sure the channel is not already in use, give required identification, listen for acknowledgement from the employee to whom he intends to transmit, and must not proceed with transmission until such acknowledgement is received.
  407. Employees transmitting or receiving a radio communication must begin with the required identification, and must include the following in the order listed below:
    - A. BASE OR WAYSIDE STATIONS:
      1. Name or initials of the railroad.
      2. Name of office or other unique designation of the station, and location of station.
    - B. MOBILE UNITS:
      1. Name or initials of the railroad.
      2. Train name (number), engine number, or words that identify the precise mobile unit.

If an exchange of communication continues without substantial interruption, identification must be repeated each 15 minutes. After positive identification has been made in connection with switching, classification and similar operations wholly within a yard, fixed and mobile units may use short identification after the initial transmission and acknowledgement.
  408. An employee receiving a radio call must not delay acknowledgement; unless it would interfere with duties relating to safety.
  409. An employee who receives a transmission must repeat it to the transmitting party except when the communication:
    - A. Relates to yard switching operations.
    - B. Is a recorded message from an automatic alarm device.
    - C. Is general in nature and does not contain any information, instruction or advice which could affect the safety of a railroad operation.
  410. To indicate to the receiving employee the transmission is ended and that a response is expected, the transmitting employee must say the word "over".
  411. To indicate to the receiving employee the exchange of transmissions is complete and that no response is expected, the transmitting employee must say the word "out".
  412. When base and wayside stations or mobile units are manned, the radio must be turned on to the appropriate channel with volume adjusted to receive communications.
  413. Radio communication must not be used to avoid compliance with any operating rule.
  414. Any radio communication which is not understood or completed in accordance with these rules, must not be acted upon and must be treated as though not sent. Exception: If any information is received which would affect the safety of employees, the public, or damage to property; the safe course must be taken, and, if necessary, movement stopped until an understanding has been reached.
  415. Radios used in train operation, outside yard limits, must be tested at the point where the train is originally made up.
  416. Engineers and conductors must test the radio at least once during each tour of duty to ensure the radios are working on the engine and caboose.
  417. Radio tests must consist of an exchange of voice transmissions with another radio and the quality and readability of its transmission must be ascertained.
  418. A malfunctioning radio must not be used, and each crew member of the train and the train dispatcher or other designated employee must be notified by any alternate means of communication available as soon as practicable.
  419. Radio must not be used to give information to a train or engine crew about the position, aspect, name or indication displayed by a fixed signal, except between members of the same crew.
  420. When radio is being used in lieu of hand signals both the direction and distance to be travelled must be given. Movement must be stopped in one-half the distance specified unless additional instructions are received.
  421. When train orders are transmitted by radio they must be transmitted in accordance with applicable operating rules, and the following:
    - A. The train dispatcher or operator shall call the addresses of the train order and state his intention to transmit the train order.
    - B. Before the train order is transmitted the employee to receive and copy the train order shall state his name, identification or call sign, location, and that he is prepared to receive a train order. Train orders may not be received and copied by an employee operating the controls on an engine of a moving train. Train orders may not be transmitted to the crew of a moving train when, in the judgment of either the conductor, the engineer, or the train dispatcher, the train order cannot be received and copied without impairing the safe operation of their train.
    - C. Train orders shall be copied in writing by the receiving employee in the format prescribed in the operating rules.
    - D. After the train order has been received and copied, it shall be immediately repeated in its entirety. After verifying the accuracy of the repeated train order, train dispatcher shall then state "Complete", the time, and the initials of the employee designated by the railroad. Employees copying train orders must then acknowledge by repeating "Complete" and the time.
    - E. Except as provided by Rule 414 before a train order is acted upon, both the conductor and engineer must have a written copy of the train order and make certain that the train order is read and understood by other members of the crew.
    - F. Except as provided by Rule 414 a train order transmitted by radio which has not been made complete may not be acted upon and must be treated as though not sent. Rule 209 will not apply. "Complete" must not be given to a radio transmitted train order for other trains until response "Complete" has been acknowledged by the train being restricted.
    - G. Information contained in a train order may not be acted upon by persons other than those to whom the train order is addressed.
  422. Radio transmitters must not be operated when located less than 250 feet from blasting operations.
  423. The railroad company is required to answer an official notice

of violation of the terms of the Communications Act of 1934, as amended, within ten days from receipt of notice and any employee receiving inquiry concerning any violation shall answer such inquiry within 24 hours after receipt of notice.

424. Citizens band radios must not be used for Railroad Operating purposes.

Note: If necessary for clarity, a phonetic alphabet shall be used to pronounce any letter used as an initial, except initials of railroads.

A word which needs to be spelled for precision or clarity shall first be pronounced, and the word shall then be spelled. If necessary, the word shall be spelled again, using a phonetic alphabet.

#### FORM W TRAIN ORDER

Examples 4, 5 and 6 of Form W train order as contained in the Consolidated Code of Operating Rules are modified as follows. These examples will show the train order number as well as the date.

#### Examples

- (4) Extra 37 West will register at C on Order No. \_\_\_\_\_ of \_\_\_\_\_ (Date).
- (5) Extra 38 East may check register at C against Extra 37 West on Order No. \_\_\_\_\_ of \_\_\_\_\_ (Date).
- (6) No. 2 may check register at C against Extra 37 West on Order No. \_\_\_\_\_ of \_\_\_\_\_ (Date).

When used in this manner, it will not be necessary that the train authorized to check the train register have a copy of the train order instructing an extra train to register.

The train instructed to register will insert the train order number and date of train order in the column of train register captioned "Signals".

The train authorized to check the register will check the column captioned "Signals" for the train order number and date to ascertain that it is the same as the train order number and date shown on their train order authorizing them to check the register.

15. A third set of train orders will be furnished the rear flagman on all passenger trains.
16. Burlington Northern Signal Aspects and Indications as contained in pamphlet Form 15307 dated February 1, 1976 is in effect. 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.
17. 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 time table, bulletin, or special instructions these signs will be located one mile from point where zone speed changes or from point of curve.
18. 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.

## CHICAGO DIVISION

(Chicago - Aurora)

## FIRST SUBDIVISION

1. Speed Restrictions—		Maximum Speeds Permitted	
Zone—Between		Passenger	Freight
Maximum speed passenger trains except as indicated below:		65 MPH.	
Track One			
MP 36.5 - MP 37		45 MPH.	
MP 37.1 - MP 37.3		50 MPH.	
Tracks One and Two			
Roosevelt Road - MP 1.4		25 MPH.	10 MPH.
MP 1.4 - MP 1.7		35 MPH.	15 MPH.
MP 1.7 - MP 2.1		45 MPH.	15 MPH.
Track Three			
MP 1.7 - MP 2.1		35 MPH.	15 MPH.
Tracks One, Two and Three			
MP 2.1 - MP 5.7		60 MPH.	25 MPH.
MP 5.7 - MP 7.2		60 MPH.	40 MPH.
MP 7.2 - MP 9.6			40 MPH.
MP 9.6 - MP 21.6			45 MPH.
MP 21.6 - MP 35.1			50 MPH.
MP 35.1 - MP 37.5			35 MPH.
MP 37.5 - MP 37.8		35 MPH.	25 MPH.
Track Four			
MP 1.7 - MP 2.1		15 MPH.	15 MPH.
MP 2.1 - MP 6.3		25 MPH.	25 MPH.
MP 6.3 - MP 6.6		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.



<b>At Eola and West Eola:</b>		
All crossovers . . . . .	30 MPH.	30 MPH.
<b>At Aurora interlocking crossovers:</b>		
Tracks 1 to 2; Tracks 2 to 1; Tracks 2 to 3; Tracks 3 to 2, Clark Street. . .	30 MPH.	15 MPH.
Tracks 3 to 2, Hurds Island . . . . .	40 MPH.	25 MPH.
<b>Loaded ore cars (H-1):</b>		
MP 35.1 - MP 37.5 . . . . .		25 MPH.
MP 37.5 - MP 38.1 . . . . .		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 Street (Rockwell Street—west lumber connection bridge) . . . . .		12 MPH.
<b>At Brookfield:</b>		
Eastward trains after making setout to 1HB Interchange Track, MP 12.7, Maple Avenue, either off Main Tracks No. 2 or No. 3, until head end of train has reached Prairie Avenue, crossing MP 12.3 . . . . .		10 MPH.
<b>2. Bridge, Engine and Heavy Car Restrictions—</b>		
Cars heavier than the following not permitted without authority of Superintendent.		
40 feet or less in length. . . . .	220,000 lbs.	
40 feet to 52.5 feet in length. . . . .	263,000 lbs.	
52.5 feet or longer. . . . .	315,000 lbs.	
U25B, U25C, U28B, U28C, SD24, SD40, SD45, GP20, GP30, GP35, GP40, U30B, U30C, and U33C engines must not operate on following tracks:		
Eola—Repair tracks.		
Maximum height of any on-rail equipment or shipments to be handled between Cicero yard and 16th and Canal Bridge, Chicago, must not exceed the following measurements from top of rail at the locations and on the tracks designated:		
<b>16th and Canal Bridge:</b>		
Main tracks 1 and 2 . . . . .	16 feet, 6 inches high	
South leg of south wye. . . . .	19 feet, 6 inches high	
North leg of south wye. . . . .	17 feet, 4 inches high	
<b>CTA overcrossing MP 2.95:</b>		
Main tracks 1 and 2 . . . . .	17 feet, 10 inches high	
Main tracks 3 and 4 . . . . .	19 feet, 6 inches high	
<b>BRC overcrossing Bridge 6.70:</b>		
Main tracks 1, 2, and 3 including crossover. .	17 feet, 1 inch high	
Main track 4 . . . . .	19 feet, 10 inches high	
Yard track 5 . . . . .	19 feet, 9 inches high	
<b>3. Train Register Exceptions—</b>		
At Cicero, Eola and Aurora trains originating and terminating will register.		
<b>4. Clearance Provisions and Exceptions Rule 83(B)—</b>		
Clearance received by conductor and Engineer Train Nos. 200, 202, 204, 206, 262, 208, 210 and 250 at Aurora continue in effect for Train Nos. 201, 203, 291, 295, 297, 299, 226, 232, 260 and 245.		
Clearance not required at Chicago Union Station for Train Nos. 201, 203, 291, 295, 297, and 299; Nos. 226 and 232 Congress Park; No. 260 Highlands.		
Clearance received by conductor and Engineer Train Nos. 219,		

221, 263, 261 at Chicago Union Station remain in effect for Train Nos. 292, 293, 294, 296, 298, 243, 247 and 249.

Clearance not required at Congress Park for Train 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 Street Coach Yard will report to yardmaster 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.

Eola—Westward freight trains to Second, Third, Twelfth and Thirteenth Subdivisions originating at Eola will receive clearance at Eola yard office.

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

At intermediate locations in CTC territory Rule 83(B) will not apply when so authorized by train dispatcher.

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 Second and Third Subdivisions, in addition to receiving clearance for movement on First Subdivision, must also receive a clearance for movement to Second and/or Third Subdivision identified with a notation in the upper left-hand corner as follows: Aurora-Galesburg, Aurora-Savanna yard.

5. Rule 99—When flagging is required, distance will be 2.5 miles.

6. 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, and must not sound whistle except in case of emergency.

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.

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.

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.

Trains and engines must stop before crossing vehicular entrance off Ogden Avenue to TOFC facility, Cicero, Illinois, and member of crew on ground must protect movement over the crossing.

7. Between Roosevelt Road, MP 0.8, and Union Avenue interlocking, MP 1.4, there are two main tracks, on which movement of trains in either direction will be governed by signal indication.

Between Union Avenue and South River Street, Aurora, MP 38.5 there are three main tracks numbered consecutively from the north, beginning with No. 1.

8. Rules of the Chicago Union Station Company govern operation of trains and engines at Union Station and between Union Station and MP 0.8, Roosevelt Road.

Automatic Block System Rules in effect between MP 0.8, Roosevelt Road and MP 2.1, Union Avenue interlocking. Interlocking station at Union Avenue.

Centralized Traffic Control in effect on main tracks between the east limits of Aurora interlocking MP 37.5 and the west limits of Union Avenue interlocking MP 2.1 except CTC limits for westward movements on track 1 between west limits Union Avenue interlocking MP 2.1 and MP 37.3 Aurora.

Centralized Traffic Control in effect on main track No. 4 (freight line) between west limits of Union Avenue interlocking MP 2.1 to MP 6.9 and on yard tracks 5 from MP 6.6 to MP 6.9; and on yard track 6 from MP 6.8 to MP 6.9.

Automatic cab signals and rules in effect on main tracks 1, 2, and 3 for suburban passenger trains between Union Avenue interlocking, MP 2.1 and Aurora, MP 37.8.

#### 9. 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 time table or bulletin amending time table. 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 pamphlet 15307 dated January 1, 1976.

#### (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 MPH, after which a report must be made to the train dispatcher by the first available means of communication. *After communicating with the train dispatcher, train may proceed not exceeding "Maximum Speeds Permitted Passenger"*, governed by the indications of the fixed signals. After waiting one minute at stop and proceed signal, it may be regarded that there has been a failure of wayside signal and train may proceed at restricted 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.

10. Between Roosevelt Road and Union Avenue interlocking if stop signal does not clear, trains may proceed on authority of operator at Union Avenue interlocking, complying with Rule 509.

Trains or engines proceeding through one or more crossovers governed by a signal aspect 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 37.3 and MP 38.6, and on track Nos. 2 and 3 between MP 37.5 and MP 38.6, if stop signal does not clear, trains may proceed on authority of operator at Aurora interlocking, complying with Rule 509.

11. 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.

12. Before leaving 14th Street passenger yard, an air brake test must be made as prescribed by Air Brake Rules 425 and 426. A pilot or qualified member of the crew must control back-up movements.

13. Between LaVergne 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 Avenue. 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 13.1 and LaGrange Road MP 13.7 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 13.1 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 14.4 and highway circuit sign located approximately 625 feet west thereof must not exceed 15 MPH between the signal bridge and Brainard Avenue crossing, MP 14.3, first crossing west of Stone Avenue station.

Eastward freight trains on tracks 1, 2 and 3 will stop short of signal bridge MP 14.4, west of Brainard Avenue, LaGrange, when signal at Congress Park is displaying aspect per Rule 501K, 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.

Maple Avenue, Brookfield, MP 12.7:

- (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 20.6:

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 21.3 or if unusual delay is to be incurred between signal at MP 21.3 and Downers Grove station, stop must be made short of highway circuit sign located on canopy 150 feet 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 22.3, west end of siding Downers Grove, or after being

delayed between MP 22.3 and highway circuit sign, located 400 feet east of Belmont Road, must not exceed 10 MPH with leading car or engine, between highway circuit sign and Belmont Road MP 22.6.

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.

Eastward freight trains on tracks 1, 2 and 3 will stop short of signal bridge at MP 22.8, west of Belmont Road, when signal at west end Downers Grove is displaying aspect per Rule 501K, or if any aspect displayed by that signal cannot be seen. When stopped under these circumstances a member of the crew will communicate promptly with train dispatcher.

Farnsworth Avenue, Aurora, MP 35.6:

- (a) Westward trains making movement between MP 35.1 and MP 35.5 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 35.5 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 35.5 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.

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.

When suburban trains are operated west bound on track No. 2 between Downers Grove and Eola, it is the responsibility of the crews to check the north side platforms at Belmont, Lisle and Naperville and inform any west bound passengers to go around the rear of train at Belmont or through subways at Lisle and Naperville and wait for these passengers to board train.

16. Trains setting out on south wye track at Congress Park must shove to limit of track.

Upon arrival Cicero yard, conductor or engineer will advise the train dispatcher the time train stops in yard.

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. Standby Service for Suburban Passenger Equipment—

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

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

Green—Charging lines not plugged in.

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

Red—Charging line plugged in.

In addition to the light indication when charging line is plugged in electrician will place red flag in coupler of south end only.

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

Engines may be coupled onto equipment which has red or flashing amber lights or red flagged and it is the responsibility of the switchman or pilot to move the red flag to the south end of the added on equipment and place it in the coupler. It is the electricians responsibility to ultimately remove the red flag when the charging line is unplugged.

19. When a train or engine is stopped by a signal governing movement over power operated switches, if no conflicting movement is evident a member of the crew must immediately communicate with the control operator and be governed by his instructions. Such instructions must include information as to the route to be used. The instructions must be repeated to the control operator.

Control operator may authorize movement over power operated switches at restricted speed, if control machine indicates that the power operated switches are lined and locked for the route to be used.

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

## CHICAGO DIVISION

(Aurora - Galesburg)

### SECOND SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Maximum speed passenger trains . . . . . except as indicated below:	79 MPH.	
MP 37.8 - MP 38.0 . . . . .	35 MPH.	25 MPH.
MP 38.0 - MP 38.8 . . . . .	50 MPH.	25 MPH.
MP 38.8 - MP 40.4 . . . . .	75 MPH.	50 MPH.
MP 82.0 - MP 82.9 . . . . .	50 MPH.	35 MPH.
Curve MP 82.9 - MP 83.2 . . . . .	30 MPH.	20 MPH.
MP 83.2 - MP 83.9 . . . . .	50 MPH.	25 MPH.
Over hand throw switches at MP 83.3 and at MP 83.4 Mendota . . . . .	20 MPH.	20 MPH.
Curve MP 104.2 - MP 104.7 . . . . .	60 MPH.	50 MPH.
MP 106.0 - MP 106.6 . . . . .	70 MPH.	
MP 113.5 - MP 114.6 . . . . .	75 MPH.	
MP 115.8 - MP 116.4 . . . . .	75 MPH.	
MP 116.8 - MP 117.2 . . . . .	75 MPH.	
Kewanee, between Main and West Streets . . . . .	55 MPH.	50 MPH.
MP 157.7 - MP 161.7 track 3 . . . . .	45 MPH.	30 MPH.
MP 161.7 - MP 162.4 track 1 westward .	30 MPH.	30 MPH.
MP 162.4 - MP 161.7 track 2 eastward .	30 MPH.	30 MPH.
MP 161.7 - MP 162.1 track 3 . . . . .	25 MPH.	20 MPH.
MP 162.1 - MP 161.7 track 1 eastward .	30 MPH.	10 MPH.
MP 161.7 - MP 162.1 track 2 westward .	30 MPH.	30 MPH.
MP 162.1 - MP 162.4 track 1 eastward, track 2 westward, and track 3 . . . . .	15 MPH.	10 MPH.

At Bristol, Somonauk, Earlville:		
Through all crossovers between main tracks . . . . .	40 MPH.	35 MPH.
At Earlville:		
Through turnouts east end of eastward and westward sidings . . . . .	40 MPH.	30 MPH.
At MP 80.4:		
Through crossovers between main tracks at east end of advance track . .	30 MPH.	30 MPH.
At MP 82.1:		
Through crossover between track 2 and advance track . . . . .	30 MPH.	30 MPH.
At Zearing:		
Through crossovers between main tracks . . . . .	40 MPH.	35 MPH.
Through turnouts of eastward and westward sidings . . . . .	40 MPH.	30 MPH.
At Buda:		
Through crossovers between main tracks . . . . .	40 MPH.	30 MPH.
At Kewanee, MP 129.5 and MP 133.3:		
Through crossovers between main tracks . . . . .	40 MPH.	35 MPH.
At Galva and Wataga:		
Through crossovers between main tracks . . . . .	40 MPH.	35 MPH.
At Bishop:		
Through turnout track 3 to track 2 . .	40 MPH.	30 MPH.
Between Earlville and Baker: . . . . .		
Except between MP 8.0 and MP 8.2 . .		10 MPH.
Derricks . . . . .		10 MPH.
Loaded DM&IR ore cars between Mendota and Aurora:		
MP 83 to MP 82 . . . . .		30 MPH.

## 2. Bridge, Engine and Heavy Car Restrictions—

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

40 feet or less in length. . . . .	220,000 lbs.
40 feet to 52.5 feet in length. . . . .	263,000 lbs.
52.5 feet or longer. . . . .	315,000 lbs.
except between Baker and Earlville. . . . .	263,000 lbs.

U25B, U25C, U28C, SD24, SD40, SD45, GP20, GP30, GP35, GP40, U30B, U30C, and U33C engines must not operate on following tracks:

Aurora . . . . .	Shop tracks Freight house American Well Works Track over pit Stone Avenue 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 and Mendota—Trains originating and terminating will register.

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

Clearance received at Galesburg for Second Subdivision clears train at Aurora on First Subdivision.

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

At intermediate locations in CTC territory Rule 83(B) will not apply when so authorized by train dispatcher.

## 5. Rule 99—When flagging is required, distance will be 2.5 miles.

## 6. 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 Sunday.

Stop and protect movement over Old Highway 34.

## 7. At Mendota—

Rules 269 and 606 in effect for eastward movements over ICG crossing.

Track No. 3, commonly known as Track No. 1 North Yard, must not have cars left standing between 3040 feet west of MP 82 and 3540 feet west of MP 82 account close clearance to Main Track No. 1.

Track No. 12, commonly known as Track No. 1 South Yard, must not have cars left standing between 2140 feet west of MP 82 and 3540 feet west of MP 82 account close clearance to Main Track No. 2.

## 8. After stopping at Kewanee Passenger Station, eastward passenger trains on either track must not exceed 5 MPH approaching and passing over Tremont Street.

## 9. Galva—Trains making an eastward movement through Galva have the gates in down position after the train actuates the highway circuit located about 4000 feet 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 4200 feet 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.

## 10. Between MP 37.8 and Bishop there are two main tracks; between Bishop and MP 161.7 Galesburg there are three main tracks. Tracks will be numbered consecutively from the north beginning with No. 1.

## 11. Buda—

Old Buda—Elmwood main track out of service at a point 4000 feet west of the west switch south yard.

## 12. Galva—On CRIP main track between MP 47.9 and MP 48.9 do not exceed 10 MPH.

## CHICAGO DIVISION

(Aurora - Savanna Yard)

### THIRD SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Loaded unit coal trains. . . . .		40 MPH.
Jct. switch, South River Street, Aurora . . . . .	40 MPH.	30 MPH.
MP 38.4 - MP 40.0 . . . . .	65 MPH.	45 MPH.
Curve MP 77.3 - MP 77.8 . . . . .	55 MPH.	40 MPH.
MP 81.4 - MP 82.3 . . . . .	65 MPH.	45 MPH.
Curve MP 82.3 - MP 83.7 . . . . .	60 MPH.	45 MPH.
Curve MP 83.7 - MP 83.9 . . . . .	45 MPH.	35 MPH.
MP 83.9 - MP 84.4 . . . . .	65 MPH.	45 MPH.
MP 95.8 - MP 97.9 . . . . .	65 MPH.	50 MPH.
MP 97.9 - MP 98.2 . . . . .	65 MPH.	45 MPH.
Curve MP 98.2 - MP 101.3 . . . . .	60 MPH.	45 MPH.
Curve MP 101.3 - MP 102.3 . . . . .	50 MPH.	45 MPH.
MP 143.5 - MP 143.7 . . . . .	50 MPH.	40 MPH.
At Steward Jct.: Through crossover end of two main tracks . . . . .	40 MPH.	35 MPH.
At Flag Center: Through turnout end of two main tracks . . . . .	40 MPH.	40 MPH.
At MP 142.4: Through turnout (Plum River) . . . . .	30 MPH.	30 MPH.
At MP 143.2: Through turnout end of two main tracks . . . . .	40 MPH.	35 MPH.
At MP 143.3: Through turnout . . . . .	35 MPH.	25 MPH.
Through turnouts of controlled sidings . . . . .	30 MPH.	30 MPH.
Over highway crossings on controlled sidings . . . . .	10 MPH.	10 MPH.
Unit coal, ore, potash, ballast trains through sidings . . . . .		10 MPH.
Loaded ore cars (H-1): Between Savanna yard and Aurora . . . . .		30 MPH.
Over Bridge 98.18 Oregon . . . . .		20 MPH.
Between Oregon and Mt. Morris: Maximum speed permitted . . . . .	10 MPH.	
Over highway crossing MP 104.5 . . . . .	8 MPH.	

#### 2. Bridge, Engine and Heavy Car Restrictions—

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

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

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

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

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

Savanna Yard—All trains must receive clearance.

Clearance received at Savanna for Third Subdivision clears trains at Aurora on First Subdivision.

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

At intermediate locations in CTC territory Rule 83(B) will not apply when so authorized by train dispatcher.

#### 5. Rule 99—When flagging is required, distance will be 2.5 miles.

#### 6. 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 7:01 a.m. daily except Sunday.

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

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

#### 7. Between Steward Jct., MP 77.9 and Flag Center, MP 86.4, there are two main tracks numbered consecutively from the north, beginning with No. 1.

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

#### 9. Manual Interlocking not Indicated at Station—

C&NW crossing 2.8 miles west of Waterman.

#### 10. Double track between Savanna yard and CTC MP 143.2. Rules 251-254 are in effect.

#### 11. Savanna yard—Movement of trains against current of traffic between end of double track MP 143.2 and crossover MP 146 will be made by authority and under protection of yardmaster.

#### 12. Chadwick—School Street crossing must not be blocked more than 10 minutes.

## CHICAGO DIVISION

(Savanna Yard - St. Croix Tower)

### FOURTH SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
MP 143.7 - MP 145.6 . . . . .	20 MPH.	20 MPH.
MP 145.6 - MP 146.2 . . . . .	35 MPH.	35 MPH.
MP 170.1 - MP 171.0 . . . . .	50 MPH.	50 MPH.
MP 171.0 - MP 172.2 (BN) . . . . .	40 MPH.	30 MPH.
MP 184.9 (ICG) - MP 185.5 (BN) . . . . .	40 MPH.	20 MPH.
MP 185.5 - MP 187.0 . . . . .	65 MPH.	50 MPH.
MP 187.0 - MP 187.6 . . . . .	50 MPH.	50 MPH.
Bridge 235.66 . . . . .	50 MPH.	35 MPH.
MP 239.0 - MP 240.0 . . . . .	40 MPH.	40 MPH.
MP 240.0 - MP 241.4 . . . . .	50 MPH.	50 MPH.
MP 296.2 - MP 299.8 . . . . .	45 MPH.	45 MPH.
North LaCrosse MP 299.8 - MP 301.5 . . . . .	10 MPH.	10 MPH.
MP 364.5 - MP 366.5 . . . . .	55 MPH.	40 MPH.
Curve MP 407.1 - MP 407.3 . . . . .	60 MPH.	40 MPH.
Curve MP 407.6 - MP 407.9 . . . . .	30 MPH.	10 MPH.
St. Croix River drawbridge MP 407.72 . . . . .	15 MPH.	10 MPH.

Through turnout end of two main tracks MP 171.5 .....	40 MPH.	30 MPH.
Through crossover end of two main tracks MP 172.2 (BN) .....	40 MPH.	30 MPH.
Ports, end of two main tracks through turnout .....	40 MPH.	35 MPH.
MP 237.0, CMStP&P crossing. ....	60 MPH.	49 MPH.
MP 237.0, end of two main tracks through turnout .....	40 MPH.	35 MPH.
Herrington, through crossovers, MP 294.7 .....	40 MPH.	35 MPH.
Graf, end of two main tracks through turnout MP 296.3 .....	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 323.7 .....	40 MPH.	35 MPH.
Over GBW crossing MP 325.7. ....	35 MPH.	35 MPH.
Winona Jct. end of two main tracks through turnout MP 327.9 .....	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.
Prescott, end of two main tracks through turnout .....	40 MPH.	30 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, ore, potash and ballast trains will not exceed 10 MPH through sidings.		
Speed restrictions when handling loaded and empty NP 70-ton, GN, DM&IR ore cars between St. Croix Tower and Savanna yard.		
Bridge 407.72. ....	10 MPH.	
MP 386.0 - MP 364.5 .....	30 MPH.	
Bridge 300.40. ....	10 MPH.	
MP 239.2 - MP 235.0 .....	30 MPH.	
Bridge 235.66. ....	25 MPH.	
MP 228.1 - MP 227.1 .....	30 MPH.	
MP 186.7 - MP 171.5 .....	30 MPH.	
Between East Cabin, MP 184.8 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 feet or less in length. ....	220,000 lbs.
40 feet to 52.5 feet in length. ....	263,000 lbs.
52.5 feet or longer. ....	315,000 lbs.

U25B, U25C, U28B, U28C, SD24, SD40, SD45, GP20, GP30, GP35, U30B, U30C, U33C and GP40 engines must not operate on following tracks:

LaCrosse, Old Main between South Avenue and West Avenue.

Between East Winona and Winona—except one unit for special move when authorized by superintendent.

Between East Winona and Winona:

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

Bridge derrick 975501 and 250-ton wrecking derrick must not operate.

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

## 3. Train Register Exceptions—

St. Croix Tower—Trains will register by register ticket.

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

North LaCrosse—Trains must receive clearance.

BN clearance received at Eau Claire by crews 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 office.

## 5. Rule 99—When flagging is required, distance will be 2.5 miles.

## 6. Between Savanna yard and Whitton when eastward signal at MP 145.6 displays stop indication, member of the crew will communicate immediately with operator CMStP&P crossing. If signal cannot be cleared, Rule 509 will govern.

## 7. Delivery of clearance to assigned zoned locals and turn around locals at their initial station, will authorize their movement with the current of traffic within the limits of their assignments.

Crews must not use hand operated crossover switches between main tracks or re-enter main tracks after having left such track with entire train, without authority from the dispatcher. This does not modify requirements of Rule D-152 and Rule 513.

Through freight trains will be furnished a numbered clearance.

Trains called for work train service will be authorized by Form "H" train order, and Form "G" train order or numbered clearance to run extra outside of work limits.

## 8. 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 rules.

## 9. Prairie du Chien—Street crossings must not be blocked by westward trains when stopped by Hot Bearing and Dragging Equipment Detector at MP 236.4. Train should be stopped for inspection before blocking Parrish Street.

## 10. LaCrosse—Whistle should not be sounded except to prevent accident. Bell should be rung when engines are in motion in the city.

## 11. 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 (501K) 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 bridge tender, per Rule 8(c). This does not relieve requirements of flagging when signal displays stop (501K). NOTE—"End of Block" sign installed opposite the opposing absolute signals.

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 LaCrosse before occupying the siding.

12. Trevino—Permission to use electric lock on switch leading to BN westward main track, will be secured from operator at North LaCrosse 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. Savanna yard—Movement of trains against current of traffic between end of double track MP 143.2 and crossover MP 146 will be made by authority and under protection of yardmaster.

## CHICAGO DIVISION

(Galesburg - Savanna Yard)

### FIFTH SUBDIVISION

#### 1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Galesburg and Savanna yard . . . . .	49 MPH.
Galesburg passenger station and Main Street . . . . .	15 MPH.
Curve MP 1.3 . . . . .	40 MPH.
Advance track between Galesburg and Bouhan . . . . .	10 MPH.
Through turnout west end Bouhan . . . . .	35 MPH.
Alexis line switch Rio. . . . .	20 MPH.
Through turnouts east and west end Alpha. . . . .	35 MPH.
Orion and Barstow. . . . .	30 MPH.
Through turnout MP 228.8 Orion. . . . .	15 MPH.
Through turnouts east and west end Warner . . . . .	30 MPH.
Approach signal until clear of CRI&P crossing at Colona. . . . .	20 MPH.
Through turnouts east and west end Barstow . . . . .	30 MPH.
Over Bridge 240.76 Barstow . . . . .	10 MPH.
Between siding switches Barstow, both main and siding tracks, account curve MP 241.4 . . . . .	20 MPH.
Between wye switches Barstow . . . . .	20 MPH.
Reverse curves between MP 4.4 and MP 5.0 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.
Through turnout MP 53.3 (Plum River). . . . .	30 MPH.
Unit coal, ore, potash, ballast trains through sidings. . . . .	10 MPH.
Trains handling bridge or wrecking derricks . . . . .	25 MPH.
Between Lass and Garden Plain, Rio and Alexis. . . . .	10 MPH.
When handling loaded and empty ore cars (H-1) between Savanna yard and Galesburg:	
MP 30.4 - MP 54.1 . . . . .	30 MPH.
MP 48.6 - MP 24.9 . . . . .	30 MPH.
MP 24.9 - MP 24.6 . . . . .	15 MPH.
MP 24.6 - MP 5.0 . . . . .	30 MPH.
MP 5.0 - MP 4.4 . . . . .	15 MPH.

MP 4.4 - MP 2.1 . . . . .	30 MPH.
MP 2.1 - MP 239.9 . . . . .	10 MPH.
Bridge 240.76 . . . . .	10 MPH.
MP 239.9 - MP 236.0 . . . . .	30 MPH.
MP 236.0 - MP 235.0 . . . . .	20 MPH.
MP 235.0 - MP 215.0 . . . . .	30 MPH.
MP 215.0 - MP 213.0 . . . . .	25 MPH.
MP 213.0 - MP 210.0 . . . . .	30 MPH.
Curve MP 12.9 . . . . .	25 MPH.
MP 12.0 - MP 2.6 . . . . .	30 MPH.

#### 2. Bridge, Engine and Heavy Car Restrictions—

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

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

Cars over 60 feet in length not permitted on track leading from siding Alpha to Joy line without authority of superintendent.

#### 3. Train Register Exceptions—

Barstow—Trains may register by register ticket.

Denrock—Trains will register when directed by train order.

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

Barstow—Trains must receive a clearance.

Denrock—Trains must receive a clearance when operator on duty. Operator on duty 8:00 a.m. until 11:59 p.m. Monday through Friday.

At intermediate locations in CTC territory Rule 83(B) will not apply when so authorized by train dispatcher.

#### 5. Rule 99—When flagging is required, distance will be 2.5 miles.

#### 6. 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.

#### 7. Centralized Traffic Control Rules in effect between MP 1.1 Galesburg and MP 1.4 Barstow.

#### 8. Barstow—Normal position wye switch is for siding. Crossings must not be blocked longer than 20 minutes.

Denrock—Normal position wye switches for Fifth Subdivision.

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

#### 9. CRI&P crossing Colona, MP 238.4, interlocked and remotely controlled by CRI&P dispatcher Des Moines.

When stop indication of interlocking signals are encountered, trainman or engineman must contact BN train dispatcher and CRI&P train dispatcher on telephone located in instrument house at crossing. Signals governing movement through interlocking limits also govern movement into CTC territory, Rules 269 and 606 in effect. Eastward CRI&P trains and engines must not enter BN CTC territory unless the governing signal displays an indication to proceed or authority is obtained from BN train dispatcher.

#### 10. Galesburg to Savanna—

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.

11. Erie—When using elevator track, train must stop and member of crew must flag Albany Street crossing.

## CHICAGO DIVISION

(Woodhull - Joy)

### SIXTH SUBDIVISION

#### 1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Woodhull to Alpha . . . . .	10 MPH.
Alpha to Joy . . . . .	10 MPH.
Over highway crossing west of Viola depot. . . . .	8 MPH.
Westward trains over Spruce Street crossing Aledo. . . . .	10 MPH.
Item 1A, All Subdivisions, applies.	

#### 2. Bridge, Engine and Heavy Car Restrictions—

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

U25B, U25C, U28C, SD24, SD45, GP20, GP30, GP35, U30B, U30C, U33C 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—Trains must receive a clearance when operator on duty. Operator on duty 7:00 a.m. until 12:00 noon and 1:00 p.m. until 4:00 p.m.

#### 5. Rule 99—Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1 mile.

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

Aledo—Stop and protect movement over First and Second Street west of station.

Joy—Stop and protect movement over Washington Street MP 44.4.

## CHICAGO DIVISION

(Barstow - Clinton)

### SEVENTH SUBDIVISION

#### 1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Barstow and Terminal Jct. . . . .	30 MPH.
Within yard limits 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 feet north of 44th Street Rock Island and 500 feet south of 20th Street Moline. . . . .	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.

Item 1A, All Subdivisions, applies.

#### 2. Bridge, Engine and Heavy Car Restrictions—

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

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

U25B, U25C, U28C, SD45, GP35, U30B, U30C, U33C and GP40 engines must not operate on following tracks:

Clinton . . . . . All yard tracks except track 14 known as pit track  
Midcontinent Petroleum Co.  
Clinton Corn Products corn unloading track

Davenport . . . Freight house track

Rock Island . . . Zifferin beer & storage (42nd Street)  
No. 2 repair track  
Rock Island Sash & Door Co.  
Illinois Oil track  
Finkelstein Coal track and lead  
All tracks over lower yard

Moline. . . . . All tracks Deere Planter Works

Rock Island—Handle bridge derrick 975501 on eastward main track under 24th Street viaduct. Watch for close clearance at top. Derrick must not be handled on westward main track.

#### 3. Train Register Exceptions—

Moline—Trains register by register ticket when operator on duty.

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

Terminal Jct.—Rule 83(B) does not apply.

Moline—Eastward trains must receive clearance when operator on duty. First operator on duty 7:00 a.m. to 3:00 p.m. Monday through Friday. Second operator on duty 6:00 p.m. to 2:00 a.m. seven days a week.

#### 5. Rule 99—When flagging is required, distance will be 1 mile.

#### 6. Moline—Trains or engines must not occupy 12th Street crossing MP 250.2 until gates are observed in a lowered position.

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

#### 8. Barstow—Normal position for wye switch is for Seventh Subdivision.

## CHICAGO DIVISION

### EIGHTH SUBDIVISION

(Sterling - Denrock)

### NINTH SUBDIVISION

(Mendota - Denrock)

### TENTH SUBDIVISION

(Earlville - Rock Falls)

#### 1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Eighth Subdivision:	
Denrock - Agnew. . . . .	10 MPH.
Ninth Subdivision:	
Mendota - Denrock . . . . .	30 MPH.
Loaded DM&IR ore cars over bridge 32.78. . . . .	15 MPH.



#### Tenth Subdivision:

North wye switches Earlville and C&NW Jct. . . . .	15 MPH.
C&NW Jct. - MP 22.5 . . . . .	30 MPH.
MP 22.5 - MP 24.0 . . . . .	25 MPH.
MP 24.0 - MP 29.3 . . . . .	30 MPH.
MP 29.3 - MP 42.4 . . . . .	25 MPH.
MP 42.4 - MP 44.2 . . . . .	15 MPH.
MP 44.2 - MP 47.1 . . . . .	25 MPH.
Between eastward and westward absolute signals ICG crossing MP 27.4 Amboy . . . . .	10 MPH.
Engine or leading car of train between absolute signals C&NW crossing MP 42.2 . . . . .	20 MPH.
Over Rock River bridge 47.30 Sterling. . . . .	15 MPH.

Item 1A, All Subdivisions, applies on Eighth and Tenth Subdivisions and Ninth Subdivision except between MP 18 and MP 27.

#### 2. Bridge, Engine and Heavy Car Restrictions—

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

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

U25B, U25C, U28B, U28C, SD24, SD40, SD45, GP20, GP30, GP35, U30B, U30C, U33C and GP40 engines must not operate on following tracks:

Prophetstown: J.E. Frary

Between Earlville and Rock Falls 250-ton wrecking derrick and bridge derrick 975501 must not operate.

#### 3. Train Register Exceptions—

Denrock—Trains will register when directed by train order.

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

Agnew and Rock Falls—Rule 83(B) does not apply.

Sterling and Denrock—Trains must receive clearance when operator on duty.

Sterling operator on duty 7:00 a.m. until 4:00 p.m. daily except Sunday and Monday.

Denrock operator on duty 8:00 a.m. until 11:59 p.m. Monday through Friday.

Earlville—Train orders and clearance received at ICG tower Mendota, Eola or Aurora tower clears train at Earlville.

#### 5. Rule 99—Unless otherwise provided protection against following trains is not necessary on the Eighth and Tenth Subdivisions. Unless otherwise provided, flagging is necessary on the Ninth Subdivision.

When flagging is required on the Eighth, Ninth and Tenth Subdivisions, distance will be 1 mile.

#### 6. Automatic Interlocking not Indicated at Station—

C&NW crossing 3.5 miles west of Walnut.

C&NW crossing 3.4 miles west of Harmon.

Railroad crossing not protected by signals or gates not indicated at station:

CMStP&P crossing 3.4 miles west of Paw Paw.

#### 7. Automatic interlocking is in service at BN-C&NW crossing MP 47.4 at Sterling.

Hand throw switches and derails within interlocking limits equipped with automatic electric locks. Occupancy by train or engine 50 feet in front of switch point will initiate unlock of hand throw switches and derails. Switch and derail must be properly lined before train or engine commences its movement and movement must be completed before derail or switch is restored to its normal position.

Use of hand throw switch and derail by Maintenance of Way employees will require contacting C&NW train dispatcher on telephone located at crossing and obtain authority from C&NW train dispatcher to use switch.

Rock Falls to Sterling movements. Signal No. 5 will automatically clear upon approach of train or engine. Approach contains timing section and if movement is delayed more than 5 minutes, signal will go to stop. To reclear signal will require that train or engine-man depress push button mounted on mast of Signal No. 5.

Sterling to Rock Falls movements. Movements consisting of more than five (5) cars and engine must contact C&NW train dispatcher by telephone located outside of C&NW depot for permission to move over C&NW crossing. When permission is granted push button located within telephone housing must be depressed and held for two seconds. Light, when illuminated, will indicate that signal at crossing is clear. If movement is not completed within 20 minutes interlocking signal will assume a stop indication. To reestablish the route, repeat the instructions for movements between Sterling and Rock Falls. If communication cannot be established with C&NW dispatcher, movement must proceed to the railroad crossing stopping short of absolute signal governing railroad crossing. A member of train or engine crew must go to crossing, be governed by instructions posted in release box and operate time release.

Movements of 5 cars or less will proceed to the railroad crossing stopping short of absolute signal and if no immediate conflicting movement is evident a member of the crew must operate time release.

Automatic interlocking rules in effect.

#### 8. Sterling—Conductors must report for orders at C&NW depot when office is open. When office is closed conductor call C&NW operator NY Tower at Nelson, telephone number 251-4741.

Trains must stop before crossing 1st Avenue.

Agnew—Hand throw derail on BN track. Mainline switch must be lined before throwing derail.

Denrock—Normal position of junction switch is for Ninth Subdivision.

Between 7:00 a.m. and 7:00 p.m. stop before crossing Second Street.

Harmon—Overhead loading device on Farmer's Elevator track will not clear man on side of car.

#### 9. C&NW main track between wye switches west of Earlville and C&NW Jct. 3130 feet north thereof is used jointly by BN and C&NW trains.

#### 10. Lyndon—Movement over highway No. 2 at MP 26.7 must be protected by member of crew.

## 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 40.8 - MP 41.8 . . . . .	20 MPH.
MP 75.7 - MP 75.9 . . . . .	20 MPH.
MP 79.3, engine or leading car over crossing north end Ottawa yard . . . . .	10 MPH.
Illinois River bridge, south of Ottawa . . . . .	10 MPH.

MP 83.0 - Streator yard limits . . . . .	20 MPH.
MP 95.8 - MP 96.6 . . . . .	10 MPH.
Within yard limits at Streator. . . . .	10 MPH.
Streator - MP 3.3 . . . . .	20 MPH.
Bridge MP 2.16 . . . . .	10 MPH.
MP 3.3 - MP 14.3 . . . . .	35 MPH.
L&S Jct. and Lowell . . . . .	10 MPH.
MP 14.3 - MP 22.1 . . . . .	20 MPH.
MP 18.4 . . . . .	10 MPH.
MP 19.9 - MP 20.4 engine or leading car (Cement Plant) . . . . .	10 MPH.
MP 22.1 - MP 34.9 . . . . .	25 MPH.
Curve MP 22.7, highway crossing MP 23.6, bridge 24.83, bridge 25.50 . . . . .	10 MPH.
MP 27.2 - MP 27.3 . . . . .	5 MPH.
MP 27.8 - CRI&P crossing, engine or leading car between absolute signals . . . . .	20 MPH.
MP 29.4 - MP 30.0 . . . . .	10 MPH.
Curve MP 31.5 . . . . .	20 MPH.
MP 34.9 - Zearing . . . . .	40 MPH.
MP 36.8, over highway crossing between Ladd and PC Jct. . . . .	5 MPH.
<b>Ottawa:</b>	
Over Columbus Street (Route 23), LaSalle Street, CRI&P crossing, and Fourth Street . . . . .	10 MPH.
Between CRI&P crossing and Illinois River bridge, engines handling cars . . . . .	8 MPH.
Light engines . . . . .	6 MPH.
Over Third Street (Route 6) . . . . .	6 MPH.
<b>Streator:</b>	
Engine or leading car over Park and Bloomington Street crossings . . . . .	10 MPH.
Trains handling 150-ton wrecking derricks over Bridges 2.16, 24.83 and 25.50 . . . . .	10 MPH.
Item 1A, All Subdivisions, applies except between MP 69 and MP 72 and MP 81 and MP 85.	
<b>2. Bridge, Engine and Heavy Car Restrictions—</b>	
Cars heavier than the following not permitted without authority of Superintendent:	
40 feet or less in length . . . . .	220,000 lbs.
40 feet to 52.5 feet in length . . . . .	263,000 lbs.
52.5 feet or longer . . . . .	315,000 lbs.
except must not exceed 220,000 lbs. between Streator and LaSalle.	
U25B, U25C, U28B, U28C, SD24, SD40, SD45, GP20, GP30, GP35, U30B, U30C, U33C, and GP40 engines must not operate on following tracks:	
Oswego . . . . .	Storage Elevator
Millington . . . . .	Connection to IM Ry.
Wedron . . . . .	Elevator
Ottawa . . . . .	Johnson Piano Co. Coal Co. Middle House Track Ottawa Silica Loading Track U.S. Silica
LaSalle . . . . .	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 lightweight car when passing over bridges 2.16, 24.83 and 25.50.	

Wedron—Engine must not go on coal trestle Wedron Silica Co.

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 directed by train order.

Streator—Train register located in phone box at east end of north yard.

PC Jct.—Trains will register when directed by train order.

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

Montgomery—Clearance received at Aurora Tower clears train at Montgomery.

Wedron, Ottawa and LaSalle—Trains must receive clearance when operator on duty.

Wedron and LaSalle operator on duty 7:00 a.m. until 4:00 p.m. daily except Saturday and Sunday.

Ottawa operator on duty 12:01 a.m. until 8:01 a.m. daily.

### 5. Rule 99—Unless otherwise provided, protection against following trains is not necessary between Ottawa and Zearing. When required to flag distance will be 1.5 miles.

### 6. Before proceeding over drawbridge 81.45 over Illinois River at Ottawa, 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—Daily except Saturday 11:59 p.m. to 7:59 a.m.

### 7. Streator—All movements over Broadway Street must be protected by a member of the crew on the ground, flagging the movement over Broadway Street.

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.

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.

### 8. LaSalle—Stop and protect movements over Highway 351, Bucklin Street, and Creve Couer Street crossings.

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

### 10. Yard limits between MP 1.1 and MP 24.5 between Streator and LaSalle. Train movements through this territory will be made under the provisions of Rule 93.

## CHICAGO DIVISION

### TWELFTH SUBDIVISION

(Aurora - West Chicago)

### THIRTEENTH SUBDIVISION

(Aurora - West Batavia)

#### 1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Aurora and West Chicago	10 MPH.
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 feet or less in length	220,000 lbs.
40 feet to 52.5 feet in length	263,000 lbs.
250-ton wrecking derrick and bridge derrick 975501	must not operate.

Twelfth Subdivision—Engines will not clear machinery south of gravel elevators Conkey's pit North Aurora.

Thirteenth Subdivision—Engines must not operate on Aurora Greenhouse trestle.

Dart Container Co. track MP 3.4—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.

Mooseheart—Engines and cars higher than battleship coal cars must not pass under coal conveyor.

#### 3. Train Register Exceptions—None.

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

Aurora—Clearance received at Eola yard clears train at Aurora.

#### 5. Rule 99—When flagging is required, distance will be 1 mile.

#### 6. Aurora—Member of crew protect movement over Pierce Street, Hanks, and Aurora Avenues on the Twelfth and Thirteenth Subdivisions and over Illinois Avenue on the Thirteenth Subdivision.

Member of crew will report to operator Aurora Tower when clear siding and must have permission before again occupying siding. Trains and engines stop and protect movement over Prairie Street, Galena Boulevard, and Illinois Avenue.

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.

Westward trains at approach signal MP 22.1 to ICG crossing at MP 22.6 . . . . . 15 MPH.

On curves at Flag Center . . . . . 15 MPH.

Engine or leading car of train between absolute signals at CMStP&P crossing MP 11.7 . . . . . 20 MPH.

#### 2. Bridge, Engine and Heavy Car Restrictions—

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

40 feet or less in length	220,000 lbs.
40 feet to 52.5 feet in length	263,000 lbs.
52.5 feet or longer	315,000 lbs.
except must not exceed 263,000 lbs. between Davis Jct. and Rockford	

U25B, U25C, U28B, U28C, SD24, SD40, SD45, GP20, GP30, GP35, U30B, U30C, U33C and GP40 engines must not operate on following tracks:

Rockford . . . J. Rubin Co.  
Gunite Foundries  
Rock, Sand & Gravel Co.  
Rockford Fuel & Lumber Co.  
Wyman Street Lead  
Coal Storage

#### 3. Train Register Exceptions—

Davis Jct.—Trains may register by register ticket.

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

Flag Center—Rule 83(B) does not apply.

Davis Jct.—Trains must receive clearance.

#### 5. Rule 99—When flagging is required, distance will be 1.5 miles.

#### 6. Rockford—ICG crossing is remotely controlled by ICG operator. If signal fails to clear, instructions posted in telephone box will govern.

#### 7. Between Camp Grant and ICG crossing—Automatic signals located at MP 21.4 and MP 21.8 govern westward train and engine movements, also at MP 22.0 and MP 22.5 govern eastward train and engine movements approaching and passing over electric locked switches at MP 21.9. These signals are not a part of automatic block, CTC, or interlocking system.

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

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

#### 8. Handling 80 Foot or Longer Cars—

(See All Subdivisions special instructions, item 4) Rockford MP 23.5.

#### 9. Yard limits between Rockford and MP 17.4—Train movements through this territory will be made under the provisions of Rule 93, Consolidated Code of Operating Rules.

## 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.

## CHICAGO DIVISION

(PC Jct. - Howe)

### FIFTEENTH SUBDIVISION

1. Speed Restrictions—  

Zone—Between	Maximum Speeds Permitted
PC Jct. and Howe . . . . .	10 MPH.
2. Bridge, Engine and Heavy Car Restrictions—None.
3. Train Register Exceptions—  
 Seatonville Jct.—Trains will register when instructed to do so.
4. Clearance Provisions and Exceptions Rule 83(B)—None.
5. Rule 99—When flagging is required, distance will be 1 mile.
6. Between Ladd and Seatonville Jct., is C&NW track, normal position of switch at Seatonville Jct. is lined for C&NW track.  
 Howe—At west end of Howe on lead between main line switch and No. 1 track switch, switch point derail is in service and must be left lined and locked in derailing position.

## OTTUMWA DIVISION

(Galesburg - Ottumwa)

### FIRST SUBDIVISION

1. Speed Restrictions—  

Zone—Between	Passenger	Freight
Maximum Speed Passenger Trains . . . . . except as indicated below:	79 MPH.	
Waterman and Graham . . . . .	35 MPH.	35 MPH.
MP 162.0 - MP 163.6, track 1, westward	30 MPH.	30 MPH.
MP 163.5 - MP 162.0, track 2, eastward	30 MPH.	30 MPH.
MP 162.0 - MP 162.8, track 2 westward	10 MPH.	10 MPH.
MP 162.8 - MP 163.5, track 2 westward	30 MPH.	30 MPH.
MP 162.0 - MP 163.5, track 1 eastward	10 MPH.	10 MPH.
MP 163.5 - MP 164.0 . . . . .	75 MPH.	50 MPH.
MP 177.4 - MP 178.5 . . . . .		50 MPH.
MP 178.5 - MP 179.5 . . . . .	40 MPH.	30 MPH.
MP 203.0 - MP 204.0 . . . . .	70 MPH.	50 MPH.
MP 204.0 - MP 205.0 . . . . .	30 MPH.	20 MPH.
MP 205.0 - MP 206.8 . . . . .	20 MPH.	20 MPH.
MP 206.8 - MP 207.3 . . . . .	50 MPH.	45 MPH.
MP 207.3 - MP 209.0 . . . . .	50 MPH.	40 MPH.
MP 209.0 - MP 211.0 . . . . .		50 MPH.
MP 276.5 - MP 277.6 . . . . .	60 MPH.	50 MPH.
MP 277.6 - MP 279.0 . . . . .	40 MPH.	30 MPH.
MP 279.0 - MP 279.6 . . . . .	30 MPH.	25 MPH.
MP 165.5, turnout, end of two main tracks . . . . .	30 MPH.	30 MPH.
Graham, cut-off eastward track between MP 165.2 and MP 164.7 . . . . .	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.

Freight trains up to 100 Tons/O.B. . . . . 55 MPH.

Freight trains over 100 Tons/O.B. . . . . 45 MPH.

Connett through crossovers . . . . . 40 MPH. 35 MPH.

Eastward and westward movements on main tracks and Hawkeye lead MP 205.9—5th Street to MP 205.7, east of Main Street and lead car or engine between MP 205.4 and MP 205.0 . . . . . 10 MPH. 10 MPH.

Westward movements on all other tracks from 150 feet east to Main Street crossing Burlington . . . . . 5 MPH. 5 MPH.

Head end of train MP 232.8 to MP 233.8, 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.

Against the current of traffic on double track . . . . . 59 MPH. 49 MPH.

Light engines and single units over highway crossing MP 269.9, 15 MPH.

Yard engines making switch moves between Main Street Burlington and "end CTC sign" MP 206.6 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.

#### 2. Bridge, Engine and Heavy Car Restrictions—

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

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

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

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

U28B, U28C, U25C, U25B, SD24, SD40, SD45, GP20, GP30, GP35, GP40, U30B, U30C, U33C, F45 and heavier engines must not operate on following tracks:

Monmouth . . . . . W. Monmouth Lumber Oil City

Burlington . . . . . Elevator track No. 1

U25C, U28C, U30C, U33C, SD24, SD45, F45 and heavier engines must not operate on the following tracks.

West Burlington . . . . . Murray Iron Works

Danville . . . . . Elevator track

Mt. Pleasant . . . . . Hayes Co. South Scraper track

Lockridge . . . . . Stockyard

Fairfield . . . . . House track

Six axle engine units not permitted on former C&NW tracks D Street Monmouth.

#### 3. Train Register Exceptions—

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

4. **Clearance Provisions and Exceptions Rule 83(B)—**  
Burlington—Trains originating and trains on which train or engine crew changes must have clearance.
5. Rule 99—When flagging is required, distance will be 2.5 miles.
6. Waterman—Hand operated switch at MP 165.1 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.
7. Monmouth—Manual interlocking station is unattended between 8:00 p.m. and 7:00 a.m., daily, and between 7:00 a.m. and 8:00 p.m. Sunday and between 7:00 a.m. and 7:30 a.m. and 4:30 p.m. and 8:00 p.m. Saturday.
8. Burlington—Drawbridge 204.66 over Mississippi River is interlocked.  
West Burlington, Iowa—Trains and engines using lead track across Highway 34 (Mt. Pleasant Street) and Highway 406 (Agency Street) must stop before crossing grade crossing and members of the crew must stop vehicular traffic in both directions before proceeding across crossing.  
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.
9. Delivery of clearance to assigned zoned locals and turn around locals at their initial station; will authorize their movement with the current of traffic within the limits of their assignment.  
Crews must not use hand operated crossover switches between main tracks or re-enter main track after having left such track with entire train without authority from dispatcher. This does not modify requirements of Rule D-152 and Rule 513.  
Through freight trains will be furnished a numbered clearance.  
Trains called for work train service will be authorized by Form "H" train order, and Form "G" train order or numbered clearance to run extra outside of work limits.
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. Ottumwa—Movement of trains against the current of traffic between crossover east of Iowa Avenue MP 278.4 and Tisdale Street MP 280.3 when not authorized by Form D-R order, may be made by authority and under the protection of the yardmaster.
12. Yard limits between Burlington and West Burlington extends from end CTC sign MP 202.6 west of Burlington to MP 211.0 west of West Burlington.

## OTTUMWA DIVISION

(Ottumwa - Pacific Jct.)

### SECOND SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Maximum Speed Passenger Trains. . . . except as indicated below:	79 MPH.	
MP 279.6 - MP 280.5 . . . . .	30 MPH.	25 MPH.
MP 280.5 - MP 281.3 . . . . .	45 MPH.	35 MPH.
MP 301.9 - MP 302.2, curve eastward track. . . . .	55 MPH.	40 MPH.
MP 301.9 - MP 303.6, westward track . .	70 MPH.	50 MPH.

Head end of train between MP 303.6 and MP 304.4 westward track . . . . .	40 MPH.	25 MPH.
MP 304.4 - MP 306.9, westward track . .	70 MPH.	40 MPH.
MP 301.9 - MP 308.3, eastward track . .	65 MPH.	50 MPH.
MP 315.0 - MP 321.5 . . . . .	70 MPH.	50 MPH.
MP 321.5 - MP 323.3 . . . . .	60 MPH.	50 MPH.
MP 333.9 - MP 334.5 . . . . .	40 MPH.	30 MPH.
MP 338.8 - MP 340.0, westward track . .	50 MPH.	40 MPH.
MP 340.0 - MP 351.5, eastward track . .		50 MPH.
MP 351.5 - MP 354.8, eastward track . .	55 MPH.	45 MPH.
MP 391.7 - MP 393.0 . . . . .	50 MPH.	40 MPH.
MP 393.0 - MP 393.7 . . . . .	30 MPH.	25 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 316.8 . . . . .	65 MPH.	50 MPH.
Shannon, crossover . . . . .	40 MPH.	35 MPH.
Head end of westward trains on west- ward track between MP 359.5 and Main Street Osceola (MP 359.9) . . . .	60 MPH.	50 MPH.
Head end eastward trains on eastward track between MP 360.4 and Main Street Osceola (MP 359.5). . . . .	60 MPH.	50 MPH.
Equilateral turnout at following loca- tions:		
Red Oak MP 439.4 . . . . .	70 MPH.	60 MPH.
Villisca MP 428.9 . . . . .	70 MPH.	60 MPH.
Nodoway MP 422.2 . . . . .	70 MPH.	60 MPH.
Corning MP 412.0 . . . . .	70 MPH.	60 MPH.
Prescott MP 405.7 . . . . .	70 MPH.	60 MPH.
Unilateral turnouts at following loca- tions:		
West end Red Oak MP 443.3 . . . . .	40 MPH.	35 MPH.
West end Creston MP 395.1. . . . .	40 MPH.	35 MPH.
McPherson, Emerson, Hastings and Mal- vern, siding turnouts . . . . .	30 MPH.	30 MPH.
Emerson and Hastings, head end of train over public crossings on siding .	10 MPH.	10 MPH.
MP 466.4, turnout, end of two main tracks . . . . .	40 MPH.	35 MPH.
MP 467.9, crossover. . . . .	40 MPH.	30 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 423.1 and MP 426.5, 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.
Trains between Talmage Jct. and Talmage. . . . .		
		15 MPH.

## 2. Bridge, Engine and Heavy Car Restrictions—

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

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

U28C, U25C, SD24, SD40, SD45, F45, U30C and U33C 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—

Creston and Ottumwa—First class trains will register by register ticket.

Pacific Jct.—Trains will register by register ticket.

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

At intermediate locations in CTC territory Rule 83(B) will not apply when authorized by train dispatcher.

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

Creston—Trains originating and trains on which train or engine crew changes must have clearance.

## 5. Rule 99—When flagging is required, distance will be 2.5 miles.

## 6. Rule 268(A) does not apply at main track switches at Chariton, Albia, MP 303.1 (east of Albia) Maxon MP 302.2.

## 7. Ottumwa—Movement of trains against the current of traffic between crossover east of Iowa Avenue MP 278.4 and Tisdale Street MP 280.3 when not authorized by Form D-R order, may be made by authority and under the protection of the yardmaster.

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.

## 8. Talmage Jct.—Manual Interlocking unattended.

## 9. Delivery of clearance to assigned zoned locals and turn around locals at their initial station, will authorize their movement with the current of traffic within the limits of their assignment.

Crews must not use hand operated crossover switches between main tracks or re-enter main track after having left such track with entire train without authority from the dispatcher. This does not modify requirements of Rule D-152 and Rule 513.

Through freight trains will be furnished a numbered clearance between Ottumwa and Creston. Trains called for work train service will be authorized by Form "H" train order, and Form "G" train order or numbered clearance to run extra outside of work limits.

## 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. 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.

## 12. Creston—Movement of trains against the current of traffic between end of CTC at MP 393.5 and crossover at MP 392.1 when not authorized by Form D-R order, may be made by authority and under the protection of the yardmaster.

# OTTUMWA DIVISION

(North Kansas City - St. Joseph)

## THIRD SUBDIVISION

### 1. Speed Restrictions—

Zone—Between Maximum Speeds Permitted

MP 0.4 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 43.5 to MP 44.9 . . . 30 MPH.

Through turnout MP 44.9 . . . . . 30 MPH.

Through turnout advance freight lead MP 56.7 . . . . . 30 MPH.

Curve MP 60.0 . . . . . 20 MPH.

Between MP 60.4 and MP 64.0 . . . . . 20 MPH.

St. Joseph—Lake, Missouri and Illinois Avenues. . . . . 20 MPH.

In Hannibal yard between MP 61.9 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 205.1 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 feet or less in length . . . . . 220,000 lbs.

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

### 3. Train Register Exceptions—None.

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

At intermediate locations in CTC territory Rule 83(B) will not apply when authorized by train dispatcher.

### 5. Rule 99—When flagging is required, distance will be 2.5 miles.

### 6. North Kansas City—Interlocking in effect between MP 0.4 and begin CTC sign MP 4.3 Block 4.

Hand operated crossover MP 3.5. 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.

### 7. 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 platform.

### 8. Automatic Interlocking not Indicated at Station—

CRI&P crossing 2.7 miles west of Armour is a manual interlocking on BN and an automatic interlocking on CRI&P. Signals governing movement through interlocking limits also govern movement into CTC territory.

If stop signal encountered, Rules 269, 606 and instructions posted in the release box must be complied with.

### 9. Parkville—Head end of train must not exceed 15 MPH over street crossings.

## 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 Jct. . . . .	30 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 feet or less in length . . . . .	220,000 lbs.
40 feet to 52.5 feet in length . . . . .	263,000 lbs.

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 and 3M track at Knoxville, and Kaser track at Durham.

#### 3. Train Register Exceptions—None.

#### 4. Clearance Provisions and Exceptions Rule 83(B)—None.

#### 5. Rule 99—When flagging is required, distance will be 1 mile.

## 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 feet or less in length . . . . .	220,000 lbs.
40 feet to 52.5 feet 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—Trains will register by register ticket between the hours of 11:00 p.m. until 4:00 p.m. Between the hours of 4:00 p.m. until 11:00 p.m. trains will register when directed by train order.

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

Armour—Clearance received at St. Joseph or North Kansas City will clear train at Armour.

Atchison—Trains must receive BN clearance from Missouri Pacific operator.

Missouri Pacific trains having received BN clearance at Kansas City not required to receive BN clearance from Missouri Pacific 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, BN clearance must be obtained from operator at Atchison. When aspect per Rule 222(C) is displayed, BN clearance not required.

#### 5. Rule 99—When flagging is required, distance will be 1 mile.

#### 6. 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 Co.

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 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 if 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 feet or less in length. . . . .	220,000 lbs.
40 feet to 52.5 feet 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.

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

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions 83(B)—

East Leavenworth—Clearance at St. Joseph or North Kansas City will clear train at East Leavenworth.

Leavenworth—CN&W trains receiving BN clearance at Kansas City will not require clearance at Leavenworth.

5. Rule 99—When flagging is required, distance will be 1 mile.

6. BN Jct.—Leavenworth Automatic Signal Protection—

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

All trains and engines will run between BN Jct. 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 Jct. will first make certain there are no C&NW trains approaching and then may operate the switch and be governed by signal aspect. 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 signal aspect. If signal does not clear, movement may proceed following flagman through block.

7. Leavenworth—Trains or engines must not occupy Third, Fourth, Fifth, Sixth and Seventh Street crossings until flashing signals and bells are operating, unless crossing is protected by a member of the crew.

8. Between BN Jct. and East Leavenworth is continuous 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 33.5 and MP 34.1 . . . . .	15 MPH.
Highway Crossing MP 15.9 . . . . .	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)—

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

Mediapolis—Clearance received at Burlington clears train at Mediapolis.

5. Rule 99—When flagging is required, distance will be 1 mile.

6. Between Mt. Union and Winfield approach highway crossing No. 78 at MP 30.8 prepared to stop and protect crossing if automatic signals not functioning.

7. Automatic Interlocking not Indicated at Station—

Rock Island crossing 4.5 miles east of Washington.

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

3. Train Register Exceptions—None.

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

Birmingham—Clearance received at North Kansas City clears train at Birmingham.

5. Rule 99—When flagging is required, distance will be 1 mile.

## OTTUMWA DIVISION

(Creston - Cumberland)

### NINTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Creston to MP 34.0 . . . . .	20 MPH.
Highway crossing 92 MP 28.8 . . . . .	10 MPH.
MP 34.0 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 feet or less in length . . . . .	220,000 lbs.
40 feet to 52.5 feet 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. Rule 99—Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1 mile.

## OTTUMWA DIVISION

(Barnard - Creston)

### 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 59.4 to MP 59.7 .....	10 MPH.
Over Bridges 67.20, 67.00 and 50.17 .....	10 MPH.
MP 67.9 to 68.0 .....	10 MPH.
MP 70.4 to 70.5 .....	10 MPH.
MP 70.7 to 70.8 .....	10 MPH.
MP 72.0 to 72.2 .....	10 MPH.
Engine or leading car over highway MP 67.1 .....	5 MPH.
Slides between MP 68.3 and MP 68.8 .....	15 MPH.
Between MP 71.9 and MP 72.4 .....	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. Rule 99—Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1 mile.
6. Track between Merle and Clearfield is considered industrial track, Rule 105 applies.
7. Lenox—Engine must not pass beyond south end of sand bin elevator track.

## 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)—
 

Clarinda, Villisca—Rule 83(B) does not apply.
5. Rule 99—Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1 mile.

## 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 Red Oak and Griswold MP 0.2 - MP 1.4, MP 5.6 - MP 9.6, MP 18.1 and MP 18.6 .....	15 MPH.
Coolbaugh Street Red Oak .....	5 MPH.
Between Red Oak and Griswold highway crossings MP 1.4, MP 7.3 .....	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 feet or less in length. .... 220,000 lbs.

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

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)—
 

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.

Shenandoah and Griswold—Rule 83(B) does not apply.
5. Rule 99—When flagging is required, distance will be 1 mile.
6. 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.

Shenandoah—Train and engines protect movement over Sheridan and Thomas Avenues.

**(Randolph - Hastings)**

### 1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Randolph and Hastings.....	15 MPH.
Hastings and Henderson .....	15 MPH.
Highway crossings MP 0.9 and MP 3.1 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)—

**Randolph-Hastings—Rule 83(B) does not apply.**

**5. Rule 99—When flagging is required, distance will be 1 mile.**

6. 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 5:00 a.m. Monday, Wednesday and Friday.

7. Railroad crossing not protected by signal or gates and not indicated at station.

**N&W crossing located between Clark and Hastings MP 3.2.**

(St. Joseph - Humeston)

## FOURTEENTH SUBDIVISION

### 1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
St. Joseph and Humeston . . . . .	35 MPH.
Over highway crossing MP 33.1 . . . . .	15 MPH.
MP 46.2 - MP 47.5 . . . . .	30 MPH.
MP 57.0 - MP 75.0 . . . . .	25 MPH.
Bethany between Sixth and Seventh Street . . . . .	15 MPH.
Over Highway No. 85, MP 94.4 . . . . .	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 106.0 - MP 106.7 . . . . .	30 MPH.
MP 114.9 - MP 115.8 . . . . .	30 MPH.
1000 HP diesel engines or heavier over Bridge S-138.33 . . . . .	10 MPH.
Trains handling 85 foot empty tank cars must not exceed . . . . .	15 MPH.

## 2. Bridge, Engine and Heavy Car Restrictions—

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

**Between St. Joseph and Humeston 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. Rule 99—Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1.5 miles.

6. 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.**

(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 57.7, and MP 63.9. . . . .	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 Exceptions Rule 83(B)—

**Albany Jct.—**Clearance received at St. Joseph clears train at Albany Jct.

**5. Rule 99—When flagging is required, distance will be 1 mile.**

(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 Exceptions Rule 83(B)—

**Giles—Clearance received at St. Joseph clears train at Giles.**

**5. Rule 99—When flagging is required, distance will be 1 mile.**

# HANNIBAL DIVISION

(Galesburg - West Quincy)

## FIRST SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted	
Zone—Between	Passenger	Freight
Maximum Speed Passenger Trains. . . . . except as indicated below:	79 MPH.	
All freight trains except 69 and 68 . . . . .		50 MPH.
MP 162.4 to MP 163.0 . . . . .	10 MPH.	10 MPH.
MP 163.0 to MP 167.0 . . . . .	59 MPH.	50 MPH.
Receiving yard lead MP 166.5 to west switch No. 9 receiving yard . . . . .		20 MPH.
Through turnout MP 166.7 . . . . .	40 MPH.	35 MPH.
Through turnout MP 188.9 . . . . .	40 MPH.	35 MPH.
Through crossover MP 192.3 . . . . .	30 MPH.	30 MPH.
Through crossover MP 192.4 . . . . .	40 MPH.	35 MPH.
MP 202.6 to MP 202.7 . . . . .	35 MPH.	30 MPH.
Curves between MP 240.0 and MP 244.5	75 MPH.	40 MPH.
MP 258.5 to MP 260.0 . . . . .	60 MPH.	40 MPH.
Through turnout MP 260.9 . . . . .	30 MPH.	30 MPH.
MP 260.0 to MP 261.0 . . . . .	30 MPH.	30 MPH.
MP 261.0 to MP 137.0 (Fourth Sub- division) . . . . .	40 MPH.	40 MPH.
East leg of wye West Quincy, MP 141.8 - MP 262.9 . . . . .	10 MPH.	10 MPH.
Through turnouts—		
West Quincy MP 263.2 . . . . .	30 MPH.	30 MPH.
West Quincy MP 137.0 . . . . .	30 MPH.	30 MPH.
Curve on east leg of wye between MP 261.0 and Quincy yard . . . . .	25 MPH.	25 MPH.
Curve on west leg of wye between MP 261.4 and Quincy yard . . . . .	10 MPH.	10 MPH.
Through turnouts of controlled sidings unless otherwise indicated . . . . .	30 MPH.	30 MPH.
Bushnell and Roseville . . . . .		10 MPH.
Quincy and Mendon . . . . .		25 MPH.
Mendon MP 56.1 . . . . .		10 MPH.
Bridge 61.3 . . . . .		6 MPH.
Quincy and East Hannibal . . . . .		10 MPH.
Approaching Broadway Street crossing, Quincy . . . . .		5 MPH.
2. Bridge, Engine and Heavy Car Restrictions—		
Cars heavier than the following not permitted without authority of Superintendent:		
40 feet or less in length. . . . .	220,000 lbs.	
40 feet to 52.5 feet in length . . . . .	263,000 lbs.	
52.5 feet or longer. . . . .	315,000 lbs.	
U25B, U25C, U28B, U28C, SD24, SD40, 45, GP20, 30, 35, 40, U30B, U30C, and U33C engines must not operate on following tracks:		
Bushnell . . . . .	Engines must not go beyond third crossing on tail track.	
Macomb . . . . .	Road engines using depressed track, Hemp & Co., must not pass a point 100 feet west of west end of plant.	
Between Quincy and East Hannibal—		
Cars heavier than the following not permitted without authority of Superintendent:		

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

Engines heavier than GP35s not permitted.

GP20, GP30, GP35 engines must not operate on following tracks:

Calcium Carbonate Co. MP 265.7.

Engines must not operate over 30 degree curve at east of track.

Between Quincy and Mendon and Between Bushnell and Roseville—

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

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

Cars with gross weight exceeding 220,000 pounds but not more  
than 263,000 pounds may be handled between Quincy and Men-  
don with the following restrictions:

If more than 1 car with gross weight in excess of 220,000 pounds 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 pounds.

Between Quincy and Mendon, Between Quincy and East Hannibal,  
and Between Bushnell and Roseville—

Bridge derricks and wrecking derricks must not operate.

Between Bushnell and Roseville—SD type engines not permitted.

3. Train Register Exceptions—None.

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

At intermediate locations in CTC territory Rule 83(B) will not  
apply when so authorized by train dispatcher.

5. Rule 99—When flagging is required, distance will be 2.5 miles.

6. Between Quincy and East Hannibal and between Quincy and Men-  
don and between Bushnell and Roseville is considered industrial  
track, Rule 105 applies.

7. Within CTC limits, trains finding a stop and proceed indication  
501(J) displayed by a signal, which governs facing point movement  
over a spring switch, will comply with Rule 104(H) and in addi-  
tion, a member of the crew will contact control operator by tele-  
phone, located adjacent to the spring switch, when such commu-  
nication is available.

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

In CTC territory if signal indicates stop 501(K) governing move-  
ment over dual control switch one end of siding and such signal  
also governs movement over spring switch at the opposite end of  
siding, in addition to complying with Rule 275 movement over  
dual control switch, and train is to trail over spring switch on the  
main track, a member of crew must examine switch and know that  
points fit.

8. 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.

9. Bushnell—A crossing signal timing section marked by signs is in-  
stalled commencing at a point 500 feet east of Osborn Street 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  
Street crossing signals and gates will not again be activated until  
westward movement is made beyond the sign located approxi-  
mately 500 feet east of Osborn Street.

Train order signal at Bushnell applies only to trains to and from  
Sixth Subdivision.

10. At Bushnell two main tracks extending from MP 188.9 to MP

192.5. Tracks will be numbered consecutively from the north beginning with No. 1.

11. Speed Test Board Locations—

Westward—MP 176 - MP 177.  
Eastward—MP 246 - MP 245.

## HANNIBAL DIVISION

(West Quincy - North Kansas City)

### SECOND SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
MP 2.8 - MP 6.7 . . . . .	50 MPH.
Through turnout west switch West Quincy Yard . . . . .	30 MPH.
MP 6.7 - MP 8.6 Main 1 . . . . .	50 MPH.
MP 6.7 - MP 8.6 Main 2 . . . . .	40 MPH.
Through turnouts MP 6.7 and MP 8.6 . . . . .	35 MPH.
Through turnouts and on wye track between North River and Falk . . . . .	30 MPH.
Through crossover Falk . . . . .	30 MPH.
MP 8.6 - MP 10.0 . . . . .	50 MPH.
MP 10.0 - MP 14.8 . . . . .	30 MPH.
Curve MP 15.0 . . . . .	50 MPH.
MP 14.0 - MP 83.4 . . . . .	50 MPH.
MP 83.4 - MP 99.3 . . . . .	45 MPH.
Curves MP 92.0, MP 92.2 and MP 93.0 . . . . .	40 MPH.
MP 99.3 - MP 103.4 . . . . .	50 MPH.
MP 103.4 - MP 104.4 . . . . .	30 MPH.
Through turnout to N&W at Maxwell . . . . .	35 MPH.
MP 216.2 - MP 224.4 . . . . .	50 MPH.
MP 216.7 crossing . . . . .	25 MPH.
Curves between MP 216.2 and MP 222.9 . . . . .	35 MPH.
Through crossovers, Block 224 . . . . .	25 MPH.
Through turnouts of controlled sidings, unless otherwise specified . . . . .	30 MPH.
Cotter and Carrollton . . . . .	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

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

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

Between Carrollton and Cotter—

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

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

Between Cotter and Carrollton bridge derricks and wrecking derricks must not operate.

3. Train Register Exceptions—

Macon—Trains register when directed by train order.

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

Brookfield—Trains must receive clearance.

North Kansas City—Eastward trains originating N&W yard must receive BN clearance.

At intermediate locations in CTC territory Rule 83(B) will not apply when so authorized by train dispatcher.

5. Rule 99—When flagging is required, distance will be 2.5 miles.

6. Between Cotter and Carrollton is considered industrial track, Rule 105 applies.

7. Within CTC limits, trains finding a stop and proceed indication 501(J) 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 control operator by telephone, located adjacent to the spring switch, when such communication is available.

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

In CTC territory if signal indicates stop 501(K) governing movement over dual control switch one end of siding and such signal also governs movement over spring switch at the opposite end of siding, in addition to complying with Rule 275 movement over dual control switch, and train is to trail over spring switch on the main track, a member of crew must examine switch and know that points fit.

8. North Kansas City—Interlocking in effect between MP 225.5, Fifth Street and begin CTC sign MP 223.9 Block 224 interlocking remotely controlled from Ustick Tower.

Movements of train and yard engines over the grade crossing at Tenth and Bedford Avenue, MP 224 North Kansas City, Missouri 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 Second Subdivision does not have information for a continuous move into the yard, the train must be stopped east of Tenth and Bedford Avenue crossing until such information is received.

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

9. Bevier—East leg of wye is the Bevier and Southern main track. BN engines turning on this wye must protect themselves against Bevier and Southern trains and engines.

10. Brookfield Yard—Yard track switches at west end of yard must be left lined for No. 1 track.

11. Space Center, Inc.—(formerly Underground Storage) at Randolph, Missouri the following restrictions must be observed by crews performing switching at this industry. Look out for close side and overhead clearance on all tracks.

1. On the east, or freezer track, and the west, or dry track, railroad employees are prohibited from coupling or uncoupling cars inside the cave, except from the engine.

2. On the proposed double tracks, cars being moved in and out of the cave shall remain connected, and shall not be individually spotted. All coupling or uncoupling of cars inside the cave shall be done from the ground between the tracks; and railroad employees should not set or release hand brakes within the cave.

12. Between MP 6.7 and MP 8.6, and between Birmingham, MP 216.1 and Block 224 there are two main tracks. Tracks will be numbered consecutively from the north beginning with No. 1.

13. Speed Test Board Locations—

Westward—MP 20 - MP 21.  
Eastward—MP 99 - MP 98.

14. Loaded 8 axle flat cars and 8 axle open top cars must not be handled in excess of 35 MPH between Maxwell and Block 222 on N&W trackage.

## HANNIBAL DIVISION

(Needles - St. Joseph)

### THIRD SUBDIVISION

#### 1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Needles and St. Joseph . . . . .	50 MPH.
Through crossover Needles, MP 106.8 . . . . .	30 MPH.
Through turnout Needles, MP 106.8 . . . . .	35 MPH.
Head end eastward trains over street crossings, Meadville. . . . .	45 MPH.
Head end eastward freight trains passing signal S-125.0 . . . . .	45 MPH.
Freight trains up to 100 Tons/O.B. . . . .	45 MPH.
Freight trains over 100 Tons/O.B. . . . .	40 MPH.
Head end westward trains over street crossings, Chillicothe and Breckenridge . . . . .	45 MPH.
Curve MP 157.0 . . . . .	35 MPH.
Head end trains over five street crossings, Cameron, between MP 170.8 and MP 171.2 . . . . .	10 MPH.
Head end trains over street crossings, Stewartsville. . . . .	30 MPH.
MP 204.7 - MP 206.0 . . . . .	10 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 feet or less in length. . . . .	220,000 lbs.
40 feet to 52.5 feet in length . . . . .	263,000 lbs.
52.5 feet or longer. . . . .	315,000 lbs.

#### 3. Train Register Exceptions—None.

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

Needles - Laclede—Rule 83(B) does not apply.

#### 5. Rule 99—When flagging is required, distance will be 2.5 miles.

#### 6. Track between CTC Needles and Laclede operated as continuous yard. Rule 93 in effect. Trains from Eleventh Subdivision must obtain permission from train dispatcher before operating junction switch Laclede.

#### 7. Chillicothe—When illuminated "M" is displayed on operators advancing signal 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

(North Market - Burlington)

### FOURTH SUBDIVISION

#### 1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
North Market to West Quincy . . . . .	50 MPH.
West Quincy to Burlington . . . . .	49 MPH.
Loaded unit coal trains between Burlington and East St. Louis . . . . .	25 MPH.
MP 3.9 - MP 4.7 . . . . .	10 MPH.
MP 4.7 - MP 8.1 . . . . .	30 MPH.
MP 8.1 - MP 21.0 . . . . .	45 MPH.

Through turnout freight lead North St. Louis MP 8.2 . . . . .	30 MPH.
Through turnout MK&T Baden, MP 9.5 . . . . .	12 MPH.
Through turnout Ft. Bellefontaine MP 17.3 . . . . .	12 MPH.
Curve MP 18.4 . . . . .	25 MPH.
Curve, West Alton MP 20.3 . . . . .	10 MPH.
Through turnout junction switch West Alton MP 20.5 . . . . .	12 MPH.
East leg of wye at West Alton . . . . .	10 MPH.
Through turnout to Union Electric Power Plant track, MP 25.1 . . . . .	12 MPH.
Through turnout MK&T Machens, MP 26.8 . . . . .	30 MPH.
Through turnout junction switch Twelfth Subdivision . . . . .	25 MPH.
Through turnout east end controlled siding Old Monroe . . . . .	25 MPH.
MP 77.9 - MP 93.5 . . . . .	45 MPH.
Curve Forgeys Bluff MP 79.7 . . . . .	30 MPH.
Curve MP 85.1 . . . . .	40 MPH.
MP 93.5 - MP 95.8 . . . . .	30 MPH.
Over street crossings Louisiana MP 94.3 . . . . .	6 MPH.
Engine and lead car over street crossing MP 94.9 Louisiana . . . . .	10 MPH.
MP 95.9 - MP 119.2 . . . . .	45 MPH.
MP 119.2 - 120.0 . . . . .	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 . . . . .	12 MPH.
MP 137.0 - MP 137.7 end CTC MP 137.7 equals MP 141.8 . . . . .	25 MPH.
Through turnout West Quincy MP 137.1 . . . . .	30 MPH.
West leg of wye West Quincy, MP 141.8 . . . . .	10 MPH.
MP 161.7 - MP 163.4 . . . . .	40 MPH.
Curve MP 169.7 . . . . .	35 MPH.
Curve MP 172.4 . . . . .	30 MPH.
Curve MP 172.7 . . . . .	30 MPH.
Entire train over Des Moines River 174.9 . . . . .	25 MPH.
Curve MP 175.1 . . . . .	25 MPH.
MP 175.7 - MP 176.6 . . . . .	30 MPH.
MP 176.6 - MP 178.0 . . . . .	10 MPH.
MP 178.0 - MP 178.6 . . . . .	30 MPH.
MP 184.7 - MP 185.4 . . . . .	10 MPH.
Curve MP 194.8 . . . . .	25 MPH.
MP 199.0 - MP 201.6 . . . . .	30 MPH.
Curve MP 200.7 to 18th Street crossing MP 201.1 . . . . .	25 MPH.
MP 201.6 - 203.0 . . . . .	10 MPH.
Second Street crossing MP 202.7 . . . . .	8 MPH.
MP 203.0 - 203.3 . . . . .	30 MPH.
MP 217.4 - MP 218.8 . . . . .	25 MPH.
MP 218.8 - MP 220.3 . . . . .	10 MPH.
Through turnouts of controlled sidings, unless otherwise specified . . . . .	30 MPH.
West Alton - MP 2.5 . . . . .	25 MPH.
MP 2.5—Henry Street, Alton . . . . .	10 MPH.
Machens—Union Electric Power tracks. . . . .	10 MPH.

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

Granite City and North Wood River . . . . .	25 MPH.
Over Cahokio Creek bridge . . . . .	10 MPH.
North Wood River and Alton . . . . .	10 MPH.
Alton and West Alton . . . . .	10 MPH.
Bridge 119.6 A to N&W Hannibal . . . . .	10 MPH.
Keokuk—Mooar Line . . . . .	10 MPH.

Item 1A, All Subdivisions, applies between MP 9.5 and MP 27 and between MP 102.0 and MP 115.

## 2. Bridge, Engine and Heavy Car Restrictions—

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

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

Prospect Hill . . . . . Water works track restricted to four-wheel truck engines and 5 MPH.

Ft. Bellefontaine . . . . . Engines must not pass under loading chute of Missouri Portland Cement Co.

Alton Bridge . . . . . Loaded ore cars must not operate over this bridge.

Roblee . . . . . Engines or cars must not move over coal unloading pit at Dundee Cement Co.

Louisiana . . . . . Engines must not move over hoppers at M.F.A. elevator canopy has been constructed over hoppers and will not clear man on side or top of car.

Hannibal . . . . . 1000 H.P. diesel switchers, single unit only, over Bridge 119.6 A, Old Main Track, SD class diesel engines must not operate over this bridge.

Keokuk . . . . . Overhead car shaker on track No. 5 inside coal unloading building at Midwest Carbide Co. will not clear engine or box car. Engine or box cars must not go beyond door opening of building.

Sinclair Switch . . . . . Engines must not operate over scale at Arco Plant.

Wever . . . . . Engines must not go beyond clearance point on elevator track.

U25B, U25C, U28C, SD24, SD45, GP20, GP30, GP35, GP40, U30B, U30C and U33C engines must not operate on following tracks:

St. Louis . . . . . Track 65, St. Louis Grain Company  
Cotton track  
Old pickle track

Viele . . . . . House track.

Ft. Madison . . . . . Stock track—Hawkeye Lbr.  
Saw mill siding.

Hannibal Yard—Cars exceeding 220,000 lbs. gross weight must not be handled on or over Bridge 119.6 A.

Keokuk—Cars exceeding 263,000 lbs. gross weight must not be handled over Bridge 177.1 on yard tracks No. 1, No. 2, or the lead.

When handling 250-ton wrecking derrick or bridge derrick 975501 across the following bridges: 51.5 Cuivre River at Old Monroe, 129.9 South River, 131.3 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.

Wrecking derricks and bridge derricks must not be operated on mill track at Louisiana.

## 3. Train Register Exceptions—

Old Monroe, Keokuk and Sinclair Switch—Trains register when directed by train order.

Train register at Old Monroe located in telephone box outside of station.

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

Hannibal, West Quincy and North St. Louis—Trains must receive clearance.

MKT office Baden—Westward MKT trains must receive BN clearance.

MKT office Franklin—Eastward MKT trains must receive BN clearance.

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 Fourth Subdivision.

Old Monroe—Rule 83(B) does not apply for eastward trains from Twelfth Subdivision. Operator on duty 8:00 a.m. until 4:00 p.m. and 7:00 p.m. until 3:00 a.m. 7 days per week.

Falk—Rule 83(B) does not apply for trains from Second Subdivision.

Keokuk—Trains must receive clearance when operator on duty. Operator on duty from 6:30 a.m. to 2:30 p.m. 7 days per week and from 5:00 p.m. to 1:00 a.m. 7 days per week.

## 5. Rule 99—When flagging is required, distance will be 2.5 miles.

6. West Alton and Alton is continuous 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 20.7, at West Alton displays an aspect permitting proceed or permission has been obtained to use the electric lock switch east end of wye switch.

7. Onion Plant—Old Monroe, building structure will not clear man on side of car inside of plant.

8. Louisiana—When illuminated “M” is displayed on operators advancing signal 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. Between Hannibal and Ilasco—Bluff track must not be used except on permission from dispatcher.

10. Keokuk—Main track switches to be lined and locked for KUD track No. 5.

11. Hercules Plant, Cosgrove, car heaters and pipes being installed adjacent to track No. 3 from coal dump to 100 feet east makes bad footing and close clearance.

12. Machens—Empty trains do not exceed 5 MPH leaving Union Electric Plant. No empty back-up movements on Loop track are to be made except to pick up and set out air car or bad orders. Back-up movements should be made only when necessary.

## HANNIBAL DIVISION

(Peoria - Galesburg)

## FIFTH 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 17.7 . . . . .	30 MPH.
Trailing movement through spring switch west end of siding Yates City . . . . .	25 MPH.
Through crossover and west leg of wye Yates City . . . . .	10 MPH.
Yates City—East leg of wye . . . . .	5 MPH.
Curves between MP 26.0 and MP 33.1 . . . . .	30 MPH.
Curves between MP 33.1 and MP 39.6 . . . . .	35 MPH.
Between MP 49.7 and Edmund Street, Peoria . . . . .	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 42.5 10 MPH and watch for close clearance of derrick sill step and bridge girders.

Following speed limits apply to trains operating on P&PU tracks at Peoria and East Peoria:

Pekin and Wesley. . . . .	35 MPH.
All trains:	
Between Wesley and Bridge Jct. . . . .	20 MPH.
Between Bridge Jct. and end of double track Per-simmon Street . . . . .	10 MPH.
Between Bridge Jct. and end of track, 800 feet west of switch of Wolshlag's track No. 1 . . . . .	15 MPH.
Between Wesley Jct. and Silver Street . . . . .	15 MPH.
Elmwood and Sherwood. . . . .	25 MPH.
Sherwood and Lombardville . . . . .	10 MPH.
Head end over road crossing MP 22.2 and MP 38.2. . . . .	5 MPH.
Head end over road crossing MP 42.5 . . . . .	10 MPH.
Between approach signals to AT&SF crossing, Monica . . . . .	10 MPH.
Item 1A, All Subdivisions, applies between MP 20 and MP 10.	

## 2. Bridge, Engine and Heavy Car Restrictions—

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

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

Engines heavier than SD24s not permitted on east leg of wye track at Yates City.

Engines heavier than SD24s do not exceed 5 MPH around west leg of wye at Yates City.

Peoria—Engines larger than GP7 type must not use crossover near scale house.

Maquon—Engines must not pass over unloading pit at Farm Service. Between Buda and Elmwood 250-ton wrecking derricks and bridge derrick 975501 must not operate.

## 3. Train Register Exceptions—

Yates City—Register by register ticket.

Elmwood—Trains register when directed by train order.

Register located in phone box at junction switch.

## 4. Clearance Provisions and Exceptions Rule 83(B)—None.

## 5. Rule 99—When flagging is required, distance will be 2.5 miles.

## 6. Between Elmwood and Lombardville is considered industrial track, Rule 105 applies.

## 7. 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 49.5.

Westward BN trains must receive permission before leaving Peoria

yard; westward TP&W trains must receive permission before passing through Peoria yard.

## 8. Automatic Interlockings not Indicated at Stations— C&NW crossing at MP 47.5.

## 9. Speed Test Board Locations—

Eastward—MP 6 - MP 7.

Westward—MP 43 - MP 42.

## 10. Track out of service between MP 0.7 and MP 6 between Buda and Lombardville.

# HANNIBAL DIVISION

(Bushnell - Paducah)

## SIXTH SUBDIVISION

### 1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Bushnell and Burlington Jct. . . . .	49 MPH.
Loaded unit coal trains. . . . .	40 MPH.
Over switches east and west ends of siding, Adair. . . . .	40 MPH.
MP 146.0 - MP 145.9 between Adair and Vermont. . . . .	40 MPH.
MP 132.7 - MP 132.4 between Vermont and Stewart . . . . .	40 MPH.
Engine or leading car of westward trains passing signal at MP 119.1 . . . . .	35 MPH.
MP 118.1 - MP 116.3 between Grimes and Beardstown. . . . .	25 MPH.
Westward trains between begin-end CTC MP 118.1 at Grimes and signal located at MP 117.1 . . . . .	20 MPH.
Through turnout, west siding switch, Hagener MP 105.2 - MP 106.9 between Hagener and Concord . . . . .	30 MPH.
Concord—Through turnout junction switch . . . . .	30 MPH.
Concord—Eastward trains passing approach signal MP 2.5 . . . . .	35 MPH.
ICG and N&W crossings, Jacksonville . . . . .	25 MPH.
Jacksonville—Westward trains passing approach signal MP 9.2 . . . . .	35 MPH.
Jacksonville—Eastward trains passing approach signals MP 11.5 and MP 12.8 . . . . .	30 MPH.
Through turnouts of spring switches east and west ends siding, Lowder . . . . .	40 MPH.
Girard—Eastward trains passing approach signal MP 45.4. . . . .	30 MPH.
Between ICG crossing Girard and switch to interchange . . . . .	10 MPH.
Atwater—Eastward trains passing approach signal MP 55.5 . . . . .	30 MPH.
Litchfield—Eastward trains passing approach signal MP 66.6 . . . . .	35 MPH.
Sorento—Westward trains passing approach signal MP 77. . . . .	30 MPH.
Sorento—Eastward trains passing approach signal MP 78.9 . . . . .	35 MPH.
Eastward trains using siding at Ayres; head end of train between east switch of siding and highway crossing, 165 feet east. . . . .	5 MPH.
Smithboro—Westward trains passing approach signal MP 92.2 . . . . .	30 MPH.
Smithboro—Eastward trains passing approach signal MP 94.1 . . . . .	30 MPH.
Shattuc—Westward trains passing approach signal MP 114. . . . .	30 MPH.
Shattuc—Eastward trains passing approach signal MP 115.9 . . . . .	25 MPH.

Head end of westward trains over B&O crossing MP 114.9 at Shattuc . . . . .	25 MPH.
Through turnout end of two main tracks, Shattuc . . . . .	30 MPH.
MP 121.2 to MP 121.4 at Centralia . . . . .	10 MPH.
Centralia—ICG crossing . . . . .	30 MPH.
Centralia—Eastward trains passing approach signal MP 123.4 . . . . .	30 MPH.
Woodlawn—Eastward trains passing approach signal MP 137.6 . . . . .	35 MPH.
Waltonville—Westward trains passing approach signal 143.3 . . . . .	30 MPH.
Waltonville—Eastward trains passing approach signal MP 145.6 . . . . .	30 MPH.
Waltonville—Eastward trains passing approach signal MP 147.3 . . . . .	35 MPH.
Through turnout to spring switch at end of two main tracks, Meyer . . . . .	30 MPH.
Christopher—Westward trains passing approach signal MP 160.7 . . . . .	30 MPH.
Christopher—Eastward trains passing approach signal MP 162.7 . . . . .	35 MPH.
At approach signals governing eastward and westward trains approaching Missouri Pacific crossing MP 165 . . . . .	25 MPH.
Engine or leading car of train between absolute signals at Missouri Pacific crossing MP 165 . . . . .	20 MPH.
MP 173 - MP 173.3 . . . . .	10 MPH.
Neilson—Westward trains passing approach signal MP 186.7 . . . . .	30 MPH.
West Vienna—Eastward trains passing approach signal MP 203.7 . . . . .	30 MPH.
Forman—Westward trains passing approach signal MP 209.4 . . . . .	15 MPH.
Forman—Eastward trains passing approach signal MP 210.3 . . . . .	20 MPH.
Forman—Engine or leading car of train between absolute signals of CR crossing MP 209.9 . . . . .	20 MPH.
MP 214.1 - MP 215.8 . . . . .	35 MPH.
Ohio River bridge MP 1.7 on P&I . . . . .	10 MPH.
Trains handling derricks must not exceed . . . . .	25 MPH.
Engines on mine spurs and in mine yards . . . . .	10 MPH.
Meyer and Old Ben Mine 24 . . . . .	25 MPH.
MP 168.7 between Horton and West Frankfort . . . . .	10 MPH.
Herrin Jct. and Herrin . . . . .	10 MPH.
Around curve of wye, Metropolis . . . . .	10 MPH.
Ore cars loaded or empty between:	
Grimes and Frederick . . . . .	10 MPH.
Vermont and Astoria . . . . .	25 MPH.
Shattuc and Willows . . . . .	30 MPH.
Vermont and Rushville . . . . .	10 MPH.
Item 1A, All Subdivisions, applies between Bushnell and Concord between MP 114.7 and MP 102. Between Concord and Paducah between MP 30 and MP 75.8 and between MP 86.5 and MP 103. Eastward between MP 121.3 and MP 156.3. Westward between MP 142.8 and MP 156.3 and between MP 156.3 and MP 163.3.	

## 2. Bridge, Engine and Heavy Car Restrictions—

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

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

except must not exceed 263,000 pounds between West Vienna and Metropolis, between Vermont and Astoria, between Grimes and Frederick and between Vermont and Rushville.

Between MP 168.7 (Horton) and West Frankfort and between Herrin Jct. and Herrin bridge derrick 975501 and 250-ton wrecking derrick must not operate.

## Operation of 250-ton Wrecking Derrick Over Other Railroads—

Illinois Terminal RR—Alton to Wood River, Wood River to Wood River bridge 10 MPH. Over Wood River bridge 10 MPH. Wood River bridge to Henry Street, Alton, 10 MPH. Over Henry Street 5 MPH.

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, Illinois to East Alton when separated from the train engine by at least four ordinary cars.

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

Between Vermont and Rushville bridge derricks and wrecking derricks must not operate.

## 3. Train Register Exceptions—

Bushnell—Eastward trains register when directed by train order.

Herrin Jct.—Trains will register when directed by train order.

Cook—Trains will register by ticket.

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

Beardstown and Centralia—Trains must receive clearance.

Vermont—Trains from Thirteenth Subdivision must receive clearance when operator on duty. Operator on duty 7:00 a.m. to 4:00 p.m. Monday through Friday.

Concord—Rule 83(B) does not apply.

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

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

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

Cook—Eastward trains must receive clearance.

Paducah—Trains departing must receive BN clearance.

Between Cook and Burlington Jct. is continuous yard limits.

## 5. Rule 99—When flagging is required, distance will be 2.5 miles.

## 6. Between Grimes and Frederick, between Vermont and Astoria and between Vermont and Rushville is considered industrial track, Rule 105 applies.

## 7. Beardstown—Drawbridge 117.3 over Illinois River interlocked. CTC in effect between MP 118.1 at Grimes and MP 116.3 at Beardstown.

Following in effect across Illinois River, MP 117.3, Beardstown, Illinois: signals, dual control switch machines, derrails and other appurtenances are in service.

Split point derrails installed at MP 117.1 and MP 117.6. Dual control switch rules 275, 275-A and 276 in effect.

Dual controlled switch in service at west siding switch at Grimes, MP 118. Rules 275, 275-A and 276 in effect.

Lift span bridge MP 117.3 is locked for rail traffic by remotely controlled bridge locking machines. When train or engine is stopped by a signal governing movement over the bridge and control machine indicates that the bridge is lined and locked for route to be used, control operator may authorize train or engine movement over the bridge at restricted speed. If control machine does not indicate the bridge is lined and locked for the route to be used, control operator will instruct train or engineman to ascertain if lift span bridge is in proper position for passage of train or engine and



after being so informed that bridge is in proper position he may authorize train or engine movement over bridge at restricted speed. CTC rules in effect.

8. **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.
9. **Viriden**—Unit track south of main track to be used for interchange of unit trains, not to be used for other purposes without authority of train dispatcher.
10. **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 time tables of B&O, TRRA, CR, ICG and IT railroads.
11. Double track between Shattuc and west crossover MP 119.3 and between MP 121.4 and Meyer MP 156.4.  
CTC in effect between MP 121.2 and MP 121.9 at Centralia.
12. **Centralia**—Southern Railway Jct. normal position junction switch is for Southern Railway main track.
13. **Old Ben Mine 24 and Mine 26**—  
Overhead loading facilities will not clear GP30, GP35 and GP40 engines.
14. **West Frankfort Lead**—Stop before occupying both highway crossings of Route 149 and provide flag protection against highway traffic.
15. **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.  
Metropolis—On ICG Railroad do not occupy Ferry Street crossing unless crossing signals are working or traffic has been stopped.
16. **Automatic Interlockings not Indicated at Station**—  
N&W and ICG crossings 1.3 miles west of Litchfield.  
Missouri Pacific crossing 1.1 miles west of Centralia.  
ICG crossing 1.6 miles west of Centralia.  
ICG crossing 1.6 miles west of Waltonville.  
Missouri Pacific crossing 2.9 miles west of Christopher.
17. **Rushville**—Highway crossing MP 109.36 north of station, stop and protect.
18. **Trailing Tonnage Restrictions**—  
(See items 3 and 5A, all subdivisions.)  
Between Beardstown and Concord, westbound.  
Between Neilson and West Vienna, westbound.  
When all locomotive power is operated at head end of train, trailing tonnage must not exceed 9,000 except trains with head end power only, consisting entirely of cars equipped with Grade E steel couplers, must not exceed 15,000 trailing tons.

## HANNIBAL DIVISION

(Concord - East St. Louis)

### SEVENTH SUBDIVISION

#### 1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Concord to East Alton . . . . .	25 MPH.
Engine or leading car of train between absolute signals at N&W crossing, Chapin, MP 97.9 . . . . .	10 MPH.
At approach signals to ICG, crossing MP 75.3 . . . . .	10 MPH.
Engine or leading car of train between absolute signals at ICG, crossing MP 73.3 and MP 75.3 . . . . .	10 MPH.
At approach signals to ICG, crossing MP 73.3 . . . . .	10 MPH.
Through Whitehall. . . . .	10 MPH.
Engine or leading car over ICG crossing MP 38.6 . . . . .	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 73.4 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.
Item 1A, All Subdivisions, applies between MP 102 and MP 26.6.	

#### 2. Bridge, Engine and Heavy Car Restrictions—

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

40 feet or less in length. . . . .	220,000 lbs.
40 feet to 52.5 feet in length . . . . .	263,000 lbs.
52.5 feet or longer. . . . .	315,000 lbs.
except must not exceed 263,000 pounds between Concord and East Alton.	

Alsey and Whitehall—Trains switching brick plant and Bunnomatic track must use no more than one unit no larger than an SD-9.

#### Operation of 250-ton Wrecking Derricks 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, Illinois 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 10 MPH. Over Wood River bridge 10 MPH. Wood River bridge to Henry Street, Alton, 10 MPH. Over Henry Street 5 MPH.

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

#### 3. Train Register Exceptions—None.

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

Concord—Rule 83(B) does not apply.

East Alton—Trains must receive clearance.

5. Rule 99—When flagging is required, distance will be 2.5 miles.
6. Automatic Interlockings not Indicated at Station—  
ICG crossings located MP 75.3 and MP 73.3 between Alsey and Whitehall.

## HANNIBAL DIVISION

(West Quincy - Kirksville)

### EIGHTH SUBDIVISION

1. Speed Restrictions—  

Zone—Between	Maximum Speeds Permitted
West Quincy to Kirksville . . . . .	10 MPH.
Highway crossing MP 6.6 and 68.7 head end of train . . .	10 MPH.
Bridge 6.8 . . . . .	10 MPH.
LaBelle MP 31.9 (King Street crossing) . . . . .	5 MPH.
2. Bridge, Engine and Heavy Car Restrictions—  
 Cars heavier than 220,000 pounds not permitted without authority of Superintendent.  
  
 Between West Quincy and Kirksville bridge derricks and wrecking derricks must not operate.  
 Engines heavier than GP9s not permitted.
3. Train Register Exceptions—None.
4. Clearance Provisions and Exceptions Rule 83(B)—  
 Kirksville—Trains must obtain clearance when operator on duty. Operator on duty 8:00 a.m. until 5:00 p.m. Monday through Friday.
5. Rule 99—When flagging is required, distance will be 1 mile.
6. Kirksville—  
 Use of wye involves use of N&W main track. Before using permission must be obtained from N&W dispatcher.

## HANNIBAL DIVISION

(Alexandria - Centerville)

### NINTH SUBDIVISION

1. Speed Restrictions—  

Zone—Between	Maximum Speeds Permitted
Alexandria and Centerville . . . . .	25 MPH.
Over street crossings, Wayland . . . . .	10 MPH.
Bridge 13.8 . . . . .	10 MPH.
Over street crossings, Kahoka. . . . .	10 MPH.
Head end of train over AT&SF crossings, Medill . . . . .	10 MPH.
MP 28.0 to MP 34.3 . . . . .	10 MPH.
MP 46.1 to MP 54.4 . . . . .	10 MPH.
MP 61 to MP 89 . . . . .	10 MPH.
Over street crossings between MP 65.3 and MP 65.4 Lancaster. . . . .	10 MPH.
Head end of westward trains, over highway crossing MP 66.3 . . . . .	10 MPH.
Bridge 82.7 . . . . .	10 MPH.

- |  |         |
|--|---------|
| Light engines from approach to absolute signals CRI&P crossings, MP 86.3 . . . . . | 10 MPH. |
| Light engines between absolute signals CRI&P crossing, 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 220,000 pounds not permitted without authority of Superintendent.  
 Centerville—Engines must not go west of east line of elevator on Pillsbury soybean track.  
 Between Alexandria and Centerville bridge derricks and wrecking derricks must not operate.  
 Engines heavier than GP9s not permitted.
3. Train Register Exceptions—None.
4. Clearance Provisions and Exceptions Rule 83(B)—  
 Alexandria—Rule 83(B) does not apply.
5. Rule 99—Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1 mile.
6. Centerville—Before crossing 18th Street, MP 89.6, and Drake Avenue, MP 89.7, protect movement.
7. Automatic Interlocking not Indicated at Station—  
 CRI&P crossing located 17.3 miles west of Glenwood Jct.

## HANNIBAL DIVISION

(Fort Madison - Stockport)

### TENTH SUBDIVISION

1. Speed Restrictions—  

Zone—Between	Maximum Speeds Permitted
Fort Madison and Stockport . . . . .	10 MPH.
2. Bridge, Engine and Heavy Car Restrictions—  
 Cars heavier than 177,000 pounds not permitted without authority of Superintendent.  
 Between Fort Madison and Stockport bridge derricks and wrecking derricks 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. Rule 99—Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1 mile.
6. Track between Mertensville, Hamill and Houghton is considered industrial track, Rule 105 applies.
7. Fort Madison—Stop protect movement street crossings Avenue D, E, F, G and H.
8. Mertensville—  
 Normal position east and west wye switches is for the Tenth Subdivision.

## HANNIBAL DIVISION

(Laclede - Unionville)

### ELEVENTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Laclede and Unionville . . . . .	10 MPH.
Over Bridges 155.3, 156.9 and 159.5. . . . .	10 MPH.
Highway crossing MP 168.6 (head end of train). . . . .	10 MPH.
Purdin—Main Street crossing MP 169.2 . . . . .	5 MPH.
Linneus—All street crossings . . . . .	10 MPH.
Curves MP 177.1 and MP 177.7 . . . . .	10 MPH.
Laclede—Curve at junction switch. . . . .	10 MPH.
2. Bridge, Engine and Heavy Car Restrictions—

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

Between Laclede and Unionville bridge derricks and wrecking derricks must not operate.

Engines heavier than GP35s not permitted.
3. Train Register Exceptions—None.
4. Clearance Provisions and Exceptions Rule 83(B)—

Laclede—Clearance received at Brookfield will clear train at Laclede.
5. Rule 99—When flagging is required, distance will be 1 mile.
6. Milan—

Before crossing Third Street MP 150.0 protect movement.
7. Stop before crossing Highway "O" MP 162.4, do not occupy until all highway traffic has been stopped by a member of the crew on the ground at the crossing.
8. Unionville, Missouri—Split point derail located in main track at MP 128.9. Protecting cars spotted at MFA Fertilizer Plant. Derail must be left in derailling position when cars are left spotted on main track.

## HANNIBAL DIVISION

(Old Monroe - Francis)

### TWELFTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Old Monroe and Francis . . . . .	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 feet or less in length. . . . .	220,000 lbs.
40 feet to 52.5 feet in length. . . . .	263,000 lbs.

Wellsville—Engines must not move over unloading hopper at Brick Plant.

Between Old Monroe and Francis wrecking derricks and bridge derricks must not operate.
3. Train Register Exceptions—

Francis—Eastward trains will not register.

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

Old Monroe—Trains must receive clearance when operator on duty. Operator on duty 8:00 a.m. until 4:00 p.m. and 7:00 p.m. until 3:00 a.m. 7 days per week.

Mexico on ICG RR—Eastward trains will receive BN clearance.

Francis—Rule 83(B) does not apply.

5. Rule 99—When flagging is required, distance will be 1 mile.

## HANNIBAL DIVISION

(Vermont - Yates City)

### THIRTEENTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Yates City and Vermont . . . . .	25 MPH.
Yates City—West leg of wye. . . . .	10 MPH.
Yates City—East leg of wye. . . . .	5 MPH.
Between Yates City and Lewiston engines heavier than SD-24s . . . . .	10 MPH.
Between MP 52 and MP 53.2. . . . .	10 MPH.
Between MP 56.7 and MP 57.7. . . . .	10 MPH.
MP 63 and MP 64 . . . . .	10 MPH.
MP 66.7 and MP 67.3. . . . .	10 MPH.
Over Bridge 100.1 . . . . .	10 MPH.
Between Dunfermline and Buckheart Mine. . . . .	10 MPH.
Buckheart lead empty yard switch . . . . .	5 MPH.
South Liverpool and Lewiston . . . . .	5 MPH.
2. Bridge, Engine and Heavy Car Restrictions—

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

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

Farmington—Engines must not pass over track conveyors on Illinois Colliery Company track.

Engines heavier than SD-24s not permitted on east leg of wye track at Yates City.

Engines heavier than SD-24s do not exceed 5 MPH around west leg of wye at Yates City.

Old Pshirrer mine lead MP 59.5 engines must not go beyond derail.
3. Train Register Exceptions—

Yates City—Register by register ticket.
4. Clearance Provisions and Exceptions Rule 83(B)—

Vermont—Trains from Sixth Subdivision must receive clearance when operator on duty. Operator on duty 7:00 a.m. until 4:00 p.m. Monday through Friday.
5. Rule 99—When flagging is required, distance will be 1 mile.
6. Track between Lewiston and South Liverpool is considered industrial track, Rule 105 applies. Line-up received for Thirteenth Subdivision will cover.
7. Highway and Street Crossings, 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.

Between Lewistown and South Liverpool—

Do not occupy highway crossing MP 5.6 unless flasher signals are operating or highway traffic has been stopped.

Ipava—Concrete platform at Processing Plant will not clear man on side of car or engine.

8. Main track between Canton and St. David operated as continuous yard.

## RADIO INFORMATION

### CHICAGO DIVISION

Base Station	Channel	Hours in Service and Attended
Cicero Disprs. Office	1	24 hours attended
<b>Wayside Stations</b>		
Cicero Operators	1, 2	24 hours attended
Downers Grove	1	24 hours unattended
Eola	1	24 hours attended
Aurora	1	24 hours attended
Victor (near Somonauk)	1	24 hours unattended
Mendota	1	24 hours unattended
Mendota	1	24 hours attended
Dorhill (near Wyand)	1	24 hours unattended
Galva	1	8:00 am-5:00 pm Mon. thru Fri.
Galva	1	16 hours unattended
Galesburg	1	24 hours unattended
Galesburg	1, 2	24 hours attended
Rochelle	1	24 hours attended
Oregon	1	24 hours attended Mon. thru Fri.
		12:00 am-8:00 am Saturday
Polo	1	Sunday unattended
Savanna	1	24 hours unattended
East Cabin	1	24 hours attended
Balltown (near Cassville)	1	24 hours unattended
Prairie du Chien	1	24 hours attended
Lansing (near Ferryville)	1	24 hours unattended
North LaCrosse	1	24 hours attended
Winona	1	8:00 am-5:00 pm Mon. thru Fri.
Cochran	1	7:30 am-4:30 pm Mon. thru Fri.
Wabasha (near Pepin)	1	24 hours unattended
St. Croix	1	24 hours attended
Alpha	1	7:00 am-4:00 pm Mon. thru Fri.
Barstow	1	24 hours attended
Denrock	1	8:00 am-11:59 pm Mon. thru Fri.
Moline	1	7:00 am-3:00 pm Mon. thru Fri.
		6:00 pm-2:00 am 7 days attended
Clinton	1	4:00 pm-1:00 am 7 days attended
Sterling	1	7:00 am-4:00 pm Tues. thru Sat.
Ottawa	1	12:01 am-8:01 am 7 days attended
Streator	1	8:00 am-5:00 pm Mon. thru Fri.

### OTTUMWA DIVISION

Base Station	Channel	Hours in Service and Attended
Cicero Disprs. Office	1	24 hours attended
<b>Wayside Stations</b>		
Galesburg	1, 2	24 hours attended
Galesburg	1	24 hours unattended
Monmouth	1	7:00 am-8:00 pm Mon. thru Fri.
		7:30 am-4:30 am Saturday
Burlington	1	Sunday unattended
West Burlington	1	24 hours unattended
Leando (near Batavia)	1	24 hours unattended

Mt. Pleasant	1	7:00 am-4:00 pm Tues. thru Sat. 1:00 pm-9:00 pm Sun. 7:00 am-9:00 pm Mon.
Fairfield	1	8:00 am-5:00 pm Mon. thru Fri. 24 hours attended
Ottumwa	1	24 hours attended
Albia	1	24 hours attended
Beacon (near Albia)	1	24 hours unattended
Williamson (near Chariton)	1	24 hours unattended
Chariton	1	7:00 am-5:00 pm Mon. thru Fri. 7:00 am-9:00 pm Mon. thru Fri. 7:00 am-3:00 pm Sat. Sunday unattended
Des Moines	1	8:00 am-5:00 pm Mon. thru Fri. 7:00 am-4:00 pm Mon. thru Fri. 24 hours unattended
Leon	1	24 hours attended
Osceola	1	24 hours attended
Osceola	1	24 hours unattended
Creston	1	24 hours attended
Creston	1	24 hours unattended
Corning	1	1:30 pm-3:30 pm Mon. thru Fri. 24 hours unattended
Griswold	1	24 hours unattended
Red Oak	1	7:00 am-4:00 pm Mon. thru Fri. 24 hours attended
Pacific Jct.	1	24 hours attended
St. Joseph	1	24 hours attended
Armour	1	24 hours unattended
Weston	1	24 hours unattended
North Kansas City	1, 2	24 hours attended

#### HANNIBAL DIVISION

Base Station	Channel	Hours in Service and Attended
Hannibal Disprs. Office	1	24 hours attended
Wayside Stations		
Bushnell	1	24 hours attended
Colchester	1	24 hours unattended
Golden	1	24 hours unattended
West Quincy	1	24 hours attended
Palmyra	1	24 hours unattended
Monroe City	1	24 hours unattended
Shelbina	1	24 hours unattended
Macon	1	7:00 am-4:00 pm Mon. thru Fri. 7:00 am-4:00 pm Fri. thru Sat. Unattended 4:00 pm-7:00 am 7 days unattended 24 hours unattended
New Cambria	1	24 hours attended
Brookfield	1	24 hours unattended
Aalberg	1	24 hours unattended
Thiehoff	1	24 hours unattended
Block 222	1	24 hours unattended
North Kansas City	1, 2	24 hours attended
Chillicothe	1	8:00 am-4:00 pm Mon. thru Fri. attended 8:00 am-4:00 pm Sat. thru Sun. unattended 4:00 pm-8:00 am 7 days unattended 24 hours unattended
Hamilton	1	24 hours attended
St. Joseph	1	24 hours attended
North St. Louis	1	24 hours attended
West Alton	1	24 hours attended

Old Monroe	1	8:00 am-4:00 pm 7:00 pm-3 am 7 days attended 4:00 pm-7:00 pm 3:00 am-8:00 am 7 days unattended 24 hours attended
Louisiana	1	24 hours attended
Hannibal	1	24 hours attended
Keokuk	1	6:30 am-2:30 pm 5:00 pm-1:00 am 7 days attended 2:30 pm-5:00 pm 1:00 am-6:30 am 7 days unattended 9:00 am-6:00 pm Mon. thru Fri. attended 9:00 am-6:00 pm Sat. thru Sun. unattended 6:00 pm-9:00 am 7 days unattended 24 hours attended
Burlington	1	24 hours attended
Peoria	1	24 hours attended
Yates City	1	24 hours attended
Galesburg	1, 2	24 hours attended
Vermont	1	7:00 am-4:00 pm Mon. thru Fri. attended 7:00 am-4:00 pm Sat. thru Sun. unattended 4:00 pm-7:00 am 7 days unattended 24 hours attended
Beardstown	1	24 hours attended
Viriden	1	24 hours attended
Smithboro	1	24 hours attended
Centralia	1	24 hours attended
Sesser	1	8:00 am-5:00 pm Mon. thru Fri. attended 8:00 am-5:00 pm Sat. thru Sun. unattended 5:00 pm-8:00 am 7 days unattended 10:00 am-2:00 am Mon. thru Fri. attended 10:00 am-2:00 am Sat. thru Sun. unattended 2:00 am-10:00 am 7 days unattended
Neilson	1	10:00 am-2:00 am Mon. thru Fri. attended 10:00 am-2:00 am Sat. thru Sun. unattended 2:00 am-10:00 am 7 days unattended
West Vienna	1	10:00 am-2:00 am Mon. thru Fri. attended 10:00 pm-2:00 am Sat. thru Sun. unattended 2:00 am-10:00 am 7 days unattended
Cook	1	24 hours attended
Canton	1	24 hours attended
Alton Bridge	1	24 hours attended
Lennox	1	24 hours attended
WR Tower (ICG)	1	24 hours attended
Wann (Conrail)	1	24 hours attended