

AVOID ACCIDENTS

THINK

SAFETY

ACT

SAFELY

NEW RULES ONLY ISSUE

#3.12

Chicago, Burlington & Quincy Railroad Company

LINES EAST OF THE MISSOURI RIVER

HANNIBAL DIVISION

Special Instructions

No. 1

EFFECTIVE AT 12:01 A.M.
CENTRAL STANDARD TIME

THURSDAY, JUNE 1, 1967

DESTROY ALL SPECIAL INSTRUCTIONS OF PREVIOUS DATE

R. G. JOHNSON
GENERAL MANAGER

E. R. CRAVEN
GENERAL SUPERINTENDENT
OF TRANSPORTATION

I. G. TOLAND
SUPERINTENDENT

GENERAL INSTRUCTIONS

1. Lights on train order signals will be burning continuously unless otherwise provided.
2. When train order (Form D-R) authority for crossover, at facing-point hand throw switch is issued at the point where crossover movement is to be made, train must be stopped before the crossover switches are lined.
3. Diesel engines may be deadheaded directly behind road diesel engines between:

Galesburg and West Quincy	Concord and Metropolis
Galesburg and Peoria	North Market and Burlington
Yates City and Lewistown	Brookfield and St. Joseph
Bushnell and East St. Louis	West Quincy and Kansas City

4. The following maximum speed restrictions will govern when handling derricks:

TERRITORY	250 Ton Wrecking Derrick and Bridge Derrick 204620	75 Ton Wrecking Derrick and 60 Ton Wrecking Derrick	Other Derricks
Galesburg-West Quincy	30 MPH	25 MPH	25 MPH
West Quincy-Kansas City	30 MPH	25 MPH	25 MPH
Cotter-Carrollton	Must Not Operate	15 MPH	15 MPH
Brookfield-St. Joseph	30 MPH	25 MPH	25 MPH
Unionville-LaClede	Must Not Operate	15 MPH	15 MPH
Birmingham-Kearney	25 MPH	25 MPH	25 MPH
North Market-Burlington	30 MPH	25 MPH	25 MPH
Old Monroe-Francis	Must Not Operate	25 MPH	15 MPH
West Quincy-Kirksville	Must Not Operate	15 MPH	15 MPH
Alexandria-Centerville	Must Not Operate	15 MPH	15 MPH
Viele-Bloomfield	Must Not Operate	15 MPH	15 MPH
Carthage-West Quincy	Must Not Operate	15 MPH	15 MPH
Quincy-East Hannibal	Must Not Operate	15 MPH	15 MPH
Peoria-Galesburg	25 MPH	25 MPH	25 MPH
Buda-Elmwood	Must Not Operate	15 MPH	15 MPH
Yates City-Lewistown	25 MPH	25 MPH	25 MPH
Lewistown-Rushville	Must Not Operate	15 MPH	15 MPH
Lewistown-South Liverpool	10 MPH	20 MPH	10 MPH
Fairview-Lewistown	15 MPH	15 MPH	15 MPH
Bushnell-Roseville	Must Not Operate	15 MPH	15 MPH
Vermont-Astoria	15 MPH	15 MPH	15 MPH
Grimes-Frederick	15 MPH	15 MPH	15 MPH
Bushnell-East Alton	25 MPH	25 MPH	25 MPH
Concord-Herrin Jct.	25 MPH	25 MPH	25 MPH
Herrin Jct.-Paducah	15 MPH	20 MPH	15 MPH
Zelgler Jct.-Zelgler	Must Not Operate	10 MPH	10 MPH
Cambon-W. Frankfort	Must Not Operate	10 MPH	10 MPH
Herrin Jct.-Herrin	Must Not Operate	10 MPH	10 MPH

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

Bridge Derrick 204620, 10 M.P.H. over Bridge 42.51 between Edwards Pottstown and watch for close clearance of derrick sill step and bridge girders.

250 ton Wrecking Derrick, 5 M.P.H. over Bridge 43.25, 10 M.P.H. over Bridge 43.25, 10 M.P.H. over Bridges 43.66 and 45.18 between Lewistown Cuba.

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

East Alton to East St. Louis
East Alton to Alton

GM & O Railroad Co. between Wann Tower and East St. Louis. The derrick may operate at a speed not to exceed 30 MPH if separated from the engine by at least 5 cars and if smoke stack is removed.

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

Illinois Terminal R. R. — Alton to Wood River, Wood River to Wood River Bridge 25 miles per hour, over Wood River Bridge 15 miles per hour, Wood River Bridge to Henry Street, Alton, 25 miles per hour, over Henry Street 5 miles per hour.

Alton to West Alton — The M & IB & B is OK for operation at 10 MPH. Leave at least four cars between engine and derrick.

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

Bridge derricks 205204, 205252 and 204620 must be handled in trains with boom connected and trailing.

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

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

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

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

8. Extra trains will not display classification signals in Centralized Traffic Control territory.

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

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

GENERAL SPEED RESTRICTIONS

Passenger, mail express, and troop trains consisting of passenger cars only (including caboose equipped with ride-control trucks numbered in series 13525 to 13639, inclusive, or drovers cars 5760 and 5765, inclusive) will be governed by speed authorized for passenger trains; when consisting of passenger cars only, but including caboose not equipped with ride-control trucks, will be governed by speed authorized for passenger trains, except must not exceed 65 M.P.H.; and when handling freight cars will be governed by speed authorized for freight trains, except must not exceed 50 M.P.H.

Freight car equipped for handling in passenger trains will be considered the same as standard passenger equipment.

Engines running light and engines with caboose only must not exceed speed authorized for freight trains, except must not exceed 35 M.P.H. unless otherwise provided.

Gas or gas-diesel-electric motor cars may operate on the various subdivisions at maximum speed authorized for passenger trains, but must not exceed 50 M.P.H.

Trains making back-up movement must not exceed 20 M.P.H. unless otherwise provided.

Diesel engines in 200, 300 and 400 series, and GP-900-935 series, must not exceed 65 M.P.H.; 940-999 series, 500 and U25B series 100, must not exceed 75 M.P.H.

Engines 9103, 9104, 9105, 9106 and 9107 must not exceed a maximum speed of 30 M.P.H. either in service or when being handled dead in train.

Diesel-electric motor car 9735 must not exceed a maximum speed of 35 M.P.H. either in service or when being handled dead in train.

To prevent damage to traction motors, when handling electrically operated power units dead in train, the maximum speed must not exceed:

Gas or diesel-electric motor cars	60 M.P.H.
Diesel-electric passenger engines	75 M.P.H.
Diesel-electric freight engines	60 M.P.H.
Diesel-electric switch engines	40 M.P.H.

Where subdivision maximum speeds are less, they will govern.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUBDIVISIONS	Reduced Speed	Reduced Speed
On sidings		
All crossovers and turnouts, not otherwise specified	10	10
Trailing movement through spring switches not otherwise specified	15	15
Clamshells, pile drivers, steam shovels or similar equipment:		
Main Lines		25
Branch Lines		15
Pile drivers 204617 and 204618:		
Main Line		25
Branch Line		15
Rotary Snow Plows:		
Main Lines		25
Branch Lines		15
Scale Test Cars: must be handled next ahead of caboose with air hose coupled		
Main Line		35
Old Monroe-Francis Subdivision		20
Branch Line		15
Loaded 30 yard air dump cars in 202800-202899 series in (rear of train when possible)		
Main Lines		35

TRACK RESTRICTIONS FOR ENGINES

Bushnell	Engines must not go beyond third crossing on tail track.
Macomb	Road engines using Depressed track, Hemp & Company, must not pass a point 100 feet south of south end of plant.
Prospect Hill	Portland Cement Company Plant: Engines must not use track No. 22.
Louisiana	Engines must not move over hoppers at M.F.A. elevator Canopy has been constructed over hoppers and will not clear man on side or top of car.
Hannibal	1000 H.P. diesel switchers, single head only, over Bridge 119.63A, Old Main Track, SD Class diesel engines must not operate over this bridge.
Wever	Engines must not go beyond clearance point on elevator track.
Wellsville	Engines must not move over unloading hopper at Brick Plant.
Centerville	Engines must not go west of East line of elevator on Pillsbury Soy Bean track.
Precote—M.P. 217.80—	Engines must not go east of engine limit sign 955 feet east of switch.
Farmington, Ill.	Engines must not pass over under track conveyors on Illinois Colliery Company track.
Central States Mine	Engines must not use bridge on No. 4 (Hill track).
Cuba	Engines must not use Sternberg Mine tracks, M.P. 41.25, more than 500 feet from main track switch.
Wyoming	Engines must not pass over unloading hopper at Allendale Mine Coal Dock.
Grimes	Engines must not pass over unloading pit.
Calcium Carbonate Co. M. P. 265.70	Engines must not operate over 30 degree curve at north end of track.
Side clearance restrictions for 300 and 400 Series Diesel engines:	
Galesburg	Will not clear at following locations: Brick wall spur No. 13 referred to as the "hole" on Simpson track. Platform on spurs No. 36 and No. 37 referred to as Freight House tracks No. 2 and No. 3. Platform on spur No. 132 referred to as scrap dock at Old Rip. Platform on spurs No. 449, No. 450, No. 451 and No. 452 referred to as dock tracks at the tie Plant. Through doors on spurs No. 49 and No. 54 referred to as stub tracks No. 2 and No. 3 west end Butler Manufacturing Company. Brick walls on spurs No. 497 and No. 498 referred to as tracks No. 10 and No. 11 at Purington Brick Yard. Buildings on spur No. 261 referred to as "around the horn" and Lago's Building. Look out for close clearance at following locations: Buildings and pipes on spur No. 22 referred to as northtrack at Builders Supply. Platforms on spurs No. 35 and No. 38 referred to as tracks No. 1 and No. 4 at the Freight House.

Quincy. Look out for close clearance at following locations:
 Platform on spur No. 5 referred to as the International Harvester track.
 Platform and buildings on track No. 88 referred to as Old Excelsior Stove Works track.

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

TRACK NAME

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

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

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

GP-35 engines may be operated with not more than 2 units coupled between Viele and Bloomfield.

SD-7 and SD-9 engines must not be operated on the Viele and Bloomfield sub-division or on the LaClede to Unionville sub-division.

SD-7 and SD-9 engines may operate with single unit only on the Carthage and Quincy subdivision and Colusa spur.

GP-20 and GP-30 engines may be operated with single unit only on the following subdivisions or spur tracks:

Carthage to West Quincy	Cotter to Carrollton.
West Quincy to Kirksville.	LaClede to Unionville.
Viele to Bloomfield.	Colusa spur

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

Galesburg and West Quincy.
 West Quincy and Kansas City.
 Brookfield and St. Joseph.
 North Market and Burlington and may operate between West Alton and East St. Louis over MIB&B, IT, NYC and GM&O trackage.
 Old Monroe and Francis.
 Francis and Murray Yard over GM&O and KCT RR with not more than 4 units.
 Peoria and Galesburg.
 Buda and Vermont, except must not operate between Elmwood and Buda and may operate between Lewistown and Vermont with 1 unit only.
 Bushnell and East Alton and may operate between East Alton and East St. Louis over NYC and GM&O trackage.
 Concord and CB&Q Jct. and may operate between CB&Q Jct. and Paducah over P&I RR.
 Shattuc and East St. Louis over B&O RR and TRRA trackage and over T R R A between Willows and Granite City. SD-24 engines may operate over Merchants Bridge with not more than 2 units. Must not operate over Eads Bridge.
 Kearney Spur.
 Astoria Spur.
 Frederick Spur.
 Lewistown and South Liverpool Spur.
 Herrin Jct. and Herrin Spur.
 Cambon and West Frankfort.

Roadway signs indicate maximum speed for passenger trains.

A triangle type sign with reflex letter Z indicates zone territory where maximum speed is indicated by numerals thereon, and will govern until next zone sign is reached. Where speed restrictions are required on curves within a zone, a banjo type sign with reflex letter C and numerals thereon will indicate maximum speed for that particular curve, after which zone speed may be resumed.

Unless otherwise specified by timetable, bulletin, or special instructions these signs will be located one mile from point where zone speed changes or from point of curve.

GALESBURG & WEST QUINCY SUBDIVISION—FOOTNOTES

1. Centralized Traffic Control in effect between Galesburg and West Quincy.
2. One long and three short blasts of interlocking horn at Seminary Street interlocking Galesburg is signal for member of crew to communicate with operator Seminary Tower.
3. Rule 105 in effect on south wye-track Waterman.
4. In addition to Clearance Form A received at Galesburg for movement on Galesburg and West Quincy Subdivision, trains enroute to Bushnell and East Alton Subdivision must receive Clearance Form A for movement on Bushnell and East Alton Subdivision.
5. Between Golden and Jct. Switch M.P. 260.95, trains of the N & W will operate and be governed by the Rules of the C. B. & Q. Employees of these trains must have a copy of the Book of Rules of the Operating Department and Current Timetable and special instructions of the C. B. & Q. when on duty.
6. Bushnell:
Operator on duty 8:00 a.m. to 5:00 p.m. daily except Saturday and Sunday. Trains must receive Clearance Form A when the operator is on duty.
Rule 83 (B) does not apply to trains from Bushnell and East Alton Subdivisions.

SPEED RESTRICTIONS

	Passenger Trains M. P. H.	Freight Trains M. P. H.
Maximum Speed	79	50
Through turnouts of controlled sidings	30	30
M.P. 162.42 to M.P. 163.00	10	10
M.P. 163.00 to M.P. 167.05	59	Yd.
Receiving Yard lead M.P. 166.53 to South Switch of No. 9 Receiving Yard	---	20
Through Turnout M.P. 166.67.	40	35
M.P. 180.00 to M.P. 181.50	65	---
Through Turnout M.P. 188.92	40	35
Westward trains and engines stopped between M.P. 190.50 and M.P. 190.90 after starting and until engine or leading car passes Wells Street, Bushnell	10	10
Through Crossover M.P. 192.35	30	30
Through Crossover M.P. 192.44	40	35
M.P. 202.60 to M.P. 202.75	35	30
Curves between M.P. 240.00 and M.P. 244.50	75	---
M.P. 258.50 to M.P. 260.00	60	---
Through Turnout M.P. 260.95	30	30
North leg of Wye West Quincy, M.P. 141.84 - 262.94	10	10
Through Turnouts: West Quincy M.P. 263.25 West Quincy M.P. 137.00	30	30
Through Turnout North switch Passenger siding M.P. 136.95.	15	15
M.P. 260.00 to M.P. 261.00	30	30
M.P. 261.00 to M.P. 137.00 (North Market - Burlington Subdivision)	40	40
Curve on east leg of wye between M.P. 260.96 and Quincy Yard	25	25
Curve on west leg of wye between M.P. 261.43 and Quincy Yard	10	10

Freight trains 70, 74, 96, 67, 77 and No. 61 authorized by message over signature of superintendent may observe maximum speed as follows, (observing all other speed restrictions):

Between MP 167.00 & MP 255.00. . . . 60 Head end of westward trains
MP 253.86. 55

QUINCY & EAST HANNIBAL SUBDIVISION - FOOTNOTES

1. Trains Southward are superior to trains of the same class Northward.
2. Rule 91 in effect.
3. Southward trains must receive Clearance Form A at West Quincy, except N&W trains from Golden will receive Clearance Form A at Golden.

4. Northward Trains must receive clearance Form A from N&W Operator Hannibal Bridge.
5. CB&Q Trains will use N&W tracks between Bridge and Hull and are governed by rules and timetable of N&W RR.
6. Between Quincy and East Hannibal, trains of the N & W will operate and be governed by the Rules of the C. B. & Q. Employees of these trains must have a copy of the Book of Rules of the Operating Department, current Timetable, and current Special Instructions when on duty.

SPEED RESTRICTIONS

	M. P. H.
Maximum speed	20
Approaching Broadway Street crossing, Quincy	5
Over Bridge 269.58	10
Loaded tank cars and loaded 30 yard air dump cars in 202800 - 202899 series	15

WEST QUINCY AND KANSAS CITY SUBDIVISION—FOOTNOTES

1. Trains Eastward are superior to trains of the same class Westward between West Switch of siding Macon and Brookfield.
2. Centralized Traffic Control in effect between West Quincy and West switch of siding Macon, and on Wye Track between North River and Falk, between Brookfield and Maxwell.
3. Between west switch of siding Macon and Brookfield, Automatic Block System in effect. Between Birmingham and Fifth Street: CB&Q main track (north track) and N&W main track (south track) will be operated as two main tracks. Movements of trains and engines will be supervised by the CB&Q and governed by CB&Q Rules. Between Birmingham and Block 224 rules governing movement in same direction by Block Signals are in effect. Between Block 224 and Fifth Street Interlocking Rules in effect.
4. CB&Q aspects and signals govern westward track Birmingham to M.P. 225.48 (Fifth Street) and eastward track M.P. 225.48 (Fifth Street) to Block 224. N&W aspects and signals govern eastward track Block 224 to Birmingham.
5. East leg of wye at Bevier is the Bevier & Southern main track. CB&Q engines turning on this wye must protect themselves against Bevier and Southern trains and engines.
6. Brookfield:
Trains must receive Clearance Form A. No. 36 and No. 56 may register by ticket.
7. Macon:
Trains may register by ticket.
8. North River:
Rule 83 (B) does not apply to trains from North Market to Burlington Subdivision.
9. Other stations:

Hunnewell	M.P. 36.8
Hale	M.P. 124.54
Tina	M.P. 131.58
Randolph	M.P. 218.80

SPEED RESTRICTIONS

	Passenger Trains M. P. H.	Freight Trains M. P. H.
Through turnouts of controlled sidings, unless otherwise specified	30	30
ZONE — M.P. 137.00 — M.P. 134.06	70	50
Through turnout north switch Controlled Siding, West Quincy	15	15
Through turnout south switch Controlled Siding, West Quincy	30	30
Through turnout south switch West Quincy Yard	30	30
ZONE — M.P. 5.72 — M.P. 6.72	79	50
ZONE — M.P. 6.72 — M.P. 8.60	79	50
North Main Track	40	40
South Main Track	40	40
Through crossover M.P. 6.72 and turnout M.P. 8.60	40	40
Through turnouts and on wye track between North River and Falk	30	30
Through crossover Falk	30	30
ZONE — M.P. 8.60 — M.P. 10.00	70	50
ZONE — M.P. 10.00 — M.P. 14.85	40	30
ZONE — M.P. 14.85 — M.P. 70.10	79	50
Curve M.P. 15.00	60	50
ZONE — M.P. 70.10 — M.P. 71.25	65	50
ZONE — M.P. 71.25 — M.P. 74.00	79	50
ZONE — M.P. 74.00 — M.P. 77.20	65	50
ZONE — M.P. 77.20 — M.P. 83.45	79	50
ZONE — M.P. 83.45 — M.P. 99.30	60	45
Curves M.P. 92.00, M.P. 92.25 and M.P. 93.00	50	40
ZONE — M.P. 99.30 — M.P. 102.50	65	50
ZONE — M.P. 102.50 — M.P. 103.45	65	Yard
ZONE — M.P. 103.45 — M.P. 104.10	40	30
ZONE — M.P. 104.10 — M.P. 104.40	30	30
ZONE — M.P. 104.40 — M.P. 177.80	79	50
Through turnout to N. & W. at Maxwell	35	35
ZONE — M.P. 216.20 — M.P. 224.45	60	50
Curves between M.P. 216.20 and M.P. 222.90	45	35
Through crossovers, Block 224	25	25
ZONE — M.P. 224.45 — East end Missouri River Bridge	15	15
ZONE — East end Missouri River Bridge — Kansas City Terminal connection, M.P. 225.48, (Fifth Street)	10	10

Freight Trains, 67, 68, 70, 71, 74 and 77, authorized by message over signature of Superintendent, may observe maximum speed of 60 M.P.H. as follows (observing all other speed restrictions):

Between M.P. 16.00 and 74.00
106.85 and 177.80
Head end of Westward trains M.P. 67.50 55 M.P.H.

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

NORTH MARKET & BURLINGTON SUBDIVISION – FOOTNOTES

1. Centralized Traffic Control in effect between North Market interlocking and north switch of siding, Old Monroe; between M.P. 119.86, Hannibal and M.P. 141.91, West Quincy; and between M.P. 220.02 and Burlington.

Automatic Block System in effect between north switch of siding Old Monroe and Hannibal. Trains northward are superior to trains of the same class southward.

2. Rule 91 in effect between M.P. 141.91 West Quincy and M.P. 220.02. Trains northward are superior to trains of the same class southward.
3. Trains must receive Clearance Form A at St. Louis Station, Hannibal and West Quincy.

4. North St. Louis:
Operators on duty 6:00 a.m. to 2:00 p.m., 8:00 p.m. to 4:00 a.m. daily.

West Alton:

Operator on duty as follows:

Monday through Friday 10:00 p.m. to 6:00 a.m., 7:15 a.m. to 12:30 p.m.,
except closed Friday 10:00 p.m. to 11:59 p.m.
Sunday 10:00 p.m. to 11:59 p.m.

Keokuk:

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

At North St. Louis and Keokuk, trains must receive Clearance Form A when operators are on duty.

At West Alton northward trains must receive Clearance Form A when operator on duty.

At Keokuk trains will register when operator is on duty.

5. Hannibal: Trains have no timetable superiority between M.P. 119.10 and begin Centralized Traffic Control, and between M.P. 0.04 west of South Main Street and M.P. 119.87. All trains and engines must move at reduced speed between these points.

At Hannibal on Depot Track No. 1 N&W Railroad crossing automatically interlocked. Trains departing from Hannibal passenger station must press release button before departing.

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

6. Cars exceeding 220,000 lbs. gross weight must not be handled on or over Bridge 119.63 - A in the Hannibal Yard. Cars exceeding 263,000 lbs. gross weight must not be handled over Bridge 177.15 at Keokuk on yard tracks No. 1, No. 2, or the lead.
7. Train order signal North Market does not govern Northward Hannibal Division trains.

8. Between Baden and Machens:

Trains of the MKT will operate and be governed by CB&Q rules, current timetable, and special instruction, copies of which must be in possession of members of the crew. Northward MKT trains must receive Clearance Form A at MKT office Baden. Southward MKT trains must receive clearance Form A at MKT office Franklin.

9. CB&Q trains must receive Clearance Form A at Bridge Operators office, Alton from Illinois Terminal dispatcher for movement between Alton and North Wood River.

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

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

11. All movements with engine or cars over Highway 79, between Cosgrove and Hercules Powder Co. plant must be stopped before crossing is fouled and movement protected by members of crew stationed on both sides of crossing to stop highway traffic. Men must remain on the crossing until engine and cars are entirely clear of crossing.

12. Main track switch south of T.P. & W. Jct. Keokuk to be lined and locked for U D. track No. 1.

Trains have no timetable superiority between "stop" sign north of T.P. & W. Jct. and Bank Street, Keokuk. All trains and engines must move at reduced speed between these points.

13. Old Monroe:
Rule 83 (B) not in effect for Southward trains from Old Monroe and Francis Subdivision.

14. Falk:
Rule 83 (B) not in effect for trains from West Quincy and Kansas City Subdivision.

15. Trains originating and terminating will register at North St. Louis.

SPEED RESTRICTIONS

	Passenger Trains M. P. H.	Freight Trains M.P.H.
Through turnouts controlled sidings.	30	30
	Governed by	
ZONE - St. Louis U. S. - M.P. 4.30	T.R.R.A. Timetable	
ZONE - M.P. 4.30 - M.P. 4.70	15	10
ZONE - M.P. 4.70 - M.P. 8.13	65	30
Curve M.P. 7.90	50	30
ZONE - M.P. 8.13 - M.P. 20.50	65	50
Through turnout Freight Lead North St. Louis M.P. 8.19	30	30
Through turnout MK&T Baden, M.P. 9.46	15	15
Curve M.P. 10.14	60	45
Curve M.P. 10.50	60	45
Curve M.P. 12.05	50	45
Curve M.P. 14.70	50	45
Curve M.P. 16.10	50	45
Through turnout Ft. Bellefontaine M.P. 17.31	15	15
Curve M.P. 18.40	45	25
Curve, West Alton M.P. 20.30	25	20
Through turnout Jct. Switch West Alton M.P. 20.50	15	15
ZONE - M.P. 20.50 - M.P. 77.95	79	50
Through turnout to Union Electric Power Plant track, M.P. 25.14	15	15
On all tracks of Union Electric Power near M.P. 25.14	---	15
Through turnout MK&T Machens, M.P. M.P. 26.85	30	30
Through turnout Junction Switch Old Monroe-Francis Subdivision	25	25
ZONE - M.P. 77.95 - M.P. 92.70	60	45
Curve Forgeys Bluff M.P. 79.75	35	25
Curve M.P. 85.15	50	40
ZONE - M.P. 92.70 - M.P. 93.70	60	Yard
Curve M.P. 93.50	40	Yard
ZONE - M.P. 93.70 - M.P. 95.32	40	Yard
Over Georgia Street Crossing Louisiana M.P. 94.30	6	6
ZONE - M.P. 95.32 - M.P. 95.80	50	40
ZONE - M.P. 95.80 - M.P. 117.30	60	45
ZONE - M.P. 117.30 - M.P. 119.10	60	Yard
Bridge 119.63-A - Old Main Track, Hannibal	10	10
Maximum speed SD-24 diesel engines, series 500, in freight and passenger service between Hannibal and Burlington	40	40
ZONE - M.P. 119.86 - M.P. 120.60	50	45
ZONE - M.P. 120.60 - M.P. 134.06	60	45
Through turnouts Controlled Siding, Falk	30	30
Through turnouts and on wye track between Falk and North River	30	30

	Passenger Trains M. P. H.	Freight Trains M. P. H.
Through crossover, Falk.	30	30
Curve M.P. 133.65	60	45
Through turnout, Mark	40	40
ZONE - M.P. 134.06 - M.P. 137.00	70	50
Through turnout south switch West Quincy Yard.	30	30
Through turnout south switch Controlled Siding, West Quincy.	30	30
Through turnout north switch Controlled Siding, West Quincy.	15	15
ZONE - M.P. 137.00 - M.P. 137.73 end C.T.C. M.P. 137.73 equals M.P. 141.84	30	20
Through turnout West Quincy M.P. 137.10 North leg of Wye West Quincy, M.P. 141.84- 262.94	30	30
ZONE - M.P. 141.84 - M.P. 143.44	10	10
ZONE - M.P. 143.44 - M.P. 161.75	59	Yard
ZONE - M.P. 161.75 - M.P. 163.40	59	45
ZONE - M.P. 163.40 - M.P. 169.50	50	40
ZONE - M.P. 169.50 - M.P. 173.00	59	45
Curve M.P. 169.70	50	45
Curve M.P. 172.40	45	35
Curve M.P. 172.75	30	30
ZONE - M.P. 173.00 - M.P. 175.68	40	30
Entire train over Des Moines River Bridge 174.95	59	45
Curve M.P. 175.10	25	25
ZONE - M.P. 175.68 - M.P. 178.58	25	25
Bank Street Crossing M.P. 177.75	30	Yard
Moor Line	15	Yard
	---	10
ZONE - M.P. 178.58 - M.P. 199.29	59	45
Curve M.P. 194.80	35	25
ZONE - M.P. 199.29 - M.P. 200.50	59	25
ZONE - M.P. 200.50 - M.P. 203.35	59	Yard
Curve M.P. 200.75	50	Yard
20th Street Crossing M.P. 200.90	25	Yard
18th Street Crossing M.P. 201.15	25	Yard
Curve M.P. 201.85	35	Yard
Second Street Crossing M.P. 202.71	8	Yard
ZONE - M.P. 203.35 - M.P. 217.45	59	45
ZONE - M.P. 217.45 - M.P. 219.24	25	25
ZONE - M.P. 219.24 - M.P. 220.32	25	Yard
ZONE - M.P. 220.32 Burlington Passenger Station Through turnout Burlington to Burlington- North Market Subdivision	20	Yard
	10	10

Freight trains 71, 97, 65, 60, 80, 68, and 82 authorized by message over signature of Superintendent may observe maximum speed as follows (observing all other speed restrictions):

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

WEST ALTON TO HENRY STREET OVER M&IB&B	M. P. H.
Maximum Speed.	Yard
Trains using wye at West Alton.	Yard
Entire train over Mississippi River Bridge to Henry St.	10

OLD MONROE & FRANCIS SUBDIVISION – FOOTNOTES

1. Trains Westward are superior to trains of the same class Eastward.
2. Rule 91 in effect between M.P. 51.75, Old Monroe and Francis.
3. Old Monroe:
Operator on duty 8:00 a.m. to 10:30 a.m., and 12:01 p.m. to 5:00 p.m. daily except Saturday and Sunday. Trains must receive Clearance Form A when the operator is on duty.
4. Conductor or Engineer, or both, arriving at Mexico on Eastward CB&Q trains must deliver all CB&Q Clearance Forms, Train Orders and Messages to relieving Conductor, or Engineer, or both.
5. Francis:
Eastward trains will not register. Rule 83 (b) does not apply.

SPEED RESTRICTIONS

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

ALEXANDRIA AND CENTERVILLE SUBDIVISION – FOOTNOTES

1. Trains Westward are superior to trains of the same class Eastward.
2. Rule 91 in effect.
3. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.
4. Track car operator's lineup will not be issued to cover No. 94 and No. 95.

SPEED RESTRICTIONS

	M. P. H.	
	GP7-9 1000 H.P.	600 H.P.
Maximum Speed	30	30
Over street crossings, Wayland	10	10
Bridge 13.81	10	10
Over street crossings, Kahoka	10	10
Head end of train over AT&SF crossings, Medill.	20	20
M.P. 28.00 to M.P. 34.30	15	20
M.P. 42.00 to M.P. 46.10	25	30
M.P. 46.10 to M.P. 54.40	15	20
M.P. 54.40 to M.P. 74.00	25	30
M.P. 59.65	10	10
Over street crossings between M.P. 65.30 and M.P. 65.45, Lancaster	10	10
Head end of westward trains, over high- way crossing M.P. 66.29	10	10
Around curve M.P. 69.00	20	20
M.P. 74.00 to M.P. 82.00.	15	20
Bridge 82.75	10	10
M.P. 84.10 to M.P. 88.95	25	30
Diesel-electric motor cars and light engines between approach and home signals CRI&P crossings, M.P. 86.3.	20	20
Diesel-electric motor cars and light engines between home signals CRI&P crossing, M.P. 86.3	10	10
Head end of train over highway crossing M.P. 86.6	10	10
Before crossing 18th Street, M.P. 89.65, and Drake Ave. crossing, M.P. 89.70, Centerville, protect movement	Stop	Stop

VIELIE AND BLOOMFIELD SUBDIVISION – FOOTNOTES

1. Trains Westward are superior to trains of the same class Eastward.
2. Rule 91 in effect.
3. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.
4. Track Car operator's lineup will not be issued to cover No. 77 and No. 78.
5. Rule 83 (B) does not apply at Bloomfield.

SPEED RESTRICTIONS

	GP7-GP35 1000 H.P. M.P.H.	600 H.P. M.P.H.
Maximum Speed	25	25
Bridge 27.23	10	15
Curves M.P. 39.00 to M.P. 49.00	20	20
Bridges 44.26, 45.57, 46.83, 50.74 and 55.54	10	15
Head end of train over highway crossing M.P. 65.70	20	20
Head end of train over highway crossing M.P. 73.88	20	20

BROOKFIELD AND ST. JOSEPH SUBDIVISION – FOOTNOTES

1. Trains Eastward are superior to trains of the same class Westward.
2. Centralized Traffic Control in effect between Brookfield and Needles.
3. Automatic block system in effect between Needles and M.P. 204.70.
4. CRI&P Crossing at South Park protected by interlocking signals and electrically locked stop gate. Normal position of gate is against CRI&P trains. When a train is stopped by an interlocking signal and no conflicting train movement is evident, a trainman will proceed to the crossing and if stop gate is not set against CRI&P trains and locked, he will move it to that position and lock. If interlocking signal does not clear when stop gate is properly locked against CRI&P trains, trainman may signal his train to proceed over the crossing.
5. Cameron:
Operator on duty 7:00 a.m. to 9:00 a.m. and 12:01 p.m. to 4:00 p.m. daily except Saturday and Sunday. Trains must receive Clearance Form A when the operator is on duty.
6. At St. Joseph trains have no timetable superiority between M.P. 204.70 East of South Park and St. Joseph.

SPEED RESTRICTIONS

	Passenger Trains M.P.H.	Freight Trains M.P.H.
Maximum speed SD-24 diesel engines, series 500, in passenger service. . .	50	---
ZONE – M.P. 104.10 – M.P. 104.40	30	30
ZONE – M.P. 104.40 – M.P. 106.86	79	50
Through crossover Needles, M.P. 106.82.	30	30
Through turnout Needles, M.P. 106.85	40	40
ZONE – M.P. 106.86 – M.P. 109.35	50	50
ZONE – M.P. 109.35 – M.P. 203.95	60	50
Head end eastbound trains over street crossings Meadville	45	45
Head end eastward freight trains passing signal S-125.0.	---	45
Head end westbound trains over street crossings, Chillicothe.	50	45
Head end westbound trains over street crossings, Breckenridge.	45	45
Curve M.P. 157.00	35	35
Curve M.P. 164.25	55	50
Head end trains over five street crossings, Cameron, between M.P. 170.80 and M.P. 171.25.	15	15
Head end trains over street crossings, Stewartsville.	30	30
ZONE – M.P. 203.95 – M.P. 204.90	55	Yard
Head end of trains over C.R.I. & P. Crossing M.P. 204.8	20	Yard
ZONE – M.P. 204.90 – M.P. 206.00	10	10

UNIONVILLE AND LACLEDE SUBDIVISION – FOOTNOTES

1. Trains Northward are superior to trains of the same class Southward.
2. Rule 91 in effect.
3. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.
4. Rule 83 (B) does not apply at Unionville.
5. Linneus:
Operator on duty 1:20 p.m. to 5:00 p.m. daily except Saturday and Sunday. Trains must receive Clearance Form A when the operator is on duty.
6. Track car operator's lineup will not be issued to cover No. 86 and No. 85.

SPEED RESTRICTIONS

	ALL TRAINS	
	GP7-GP35 1000 H.P. M.P.H.	600 H.P. M.P.H.
Maximum Speed.	25	30
Head end of train over highway crossing M.P. 149.4	20	20
Before crossing Third Street, M.P. 150.0 Milan, protect movement.	Stop	Stop
Bridges 155.27, 156.88, and 159.53.	10	10
Head end of train over highway crossing M.P. 168.6	20	20
Main Street crossing, M.P. 169.2 Purdin	5	5
All street crossings, Linneus	15	15
Curve M.P. 177.1 and M.P. 177.7.	20	20
Curve north of Junction Switch, Laclede.	10	10

WEST QUINCY AND KIRKSVILLE SUBDIVISION - FOOTNOTES

1. Trains Westward are superior to trains of the same class Eastward.
2. Centralized Traffic Control in effect at West Quincy.
3. Rule 91 in effect.
4. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.
5. Rule 83 (B) does not apply at Kirksville.
6. Use of wye at Kirksville involves use of N&W main track. Before turning engines or cars permission must be obtained from N&W dispatcher.
7. Track car operator's lineup will not be issued to cover No. 41 and No. 42.

SPEED RESTRICTIONS

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

WEST QUINCY & CARTHAGE SUBDIVISION - FOOTNOTES

1. Trains Northward are superior to trains of the same class Southward.
2. Centralized Traffic Control in effect between Quincy and West Quincy.
3. Rule 91 in effect between Carthage and Quincy.
4. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.
5. Rule 83 (B) does not apply at Carthage.
6. Cars with gross weight exceeding 220,000 lbs. but not more than 263,000 lbs. may be handled between Quincy and Carthage with the following restrictions:
Do not exceed 6 M.P.H. over Bridge 61.37.
If more than 1 car with gross weight in excess of 220,000 lbs. is handled in same train, such cars must be separated from each other and from the engine with at least 2 cars that do not exceed a gross weight of 220,000 lbs.
7. Track cars operator's lineup will not be issued to cover No. 98 and No. 99.
8. SD-7 or SD-9 engines must not exceed 10 M.P.H. over Bridge 40.46.

SPEED RESTRICTIONS

	M. P. H.	
	GP7-9-35 1000 H.P.	600 H.P.
Maximum Speed.	25	30
Bridge 40.46	20	30

**PEORIA AND GALESBURG
SUBDIVISION – FOOTNOTES**

1. Rule 91 in effect.
2. Yates City:
Operator on duty 8:00 a.m. to 5:00 p.m. daily except Saturday and Sunday. Trains must receive Clearance Form A and will register when the operator is on duty.
3. Peoria:
Operator on duty Monday through Friday 8:00 a.m. to 4:00 p.m.; 9:00 p.m. to 5:00 p.m. Saturday: 12:01 a.m. to 5:00 a.m. Closed Monday 12:01 a.m. to 5:00 a.m. Trains must receive Clearance Form A when the operator is on duty.

When shoving cars over Cedar Street a member of the crew must be on the ground a sufficient length of time before crossing is occupied.

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

SPEED RESTRICTIONS

	M. P. H.
Maximum Speed.	40
Between Knox Street and Chambers Street, Galesburg	10
Between Chambers and Pine Streets, Galesburg	15
Curve M.P. 17.74.	30
Yates City, both legs of wye SD-24 diesel engines, series 500	10
Through crossover and south leg of wye Yates City	15
Spring switch at west end of siding Yates City: Trailing movement through switch	25
Curves between M.P. 26.00 and M.P. 33.10 . . .	30
Curves between M.P. 33.10 and M.P. 39.60 . . .	35
P.R.T. crossing interlocked M.P. 49.50	15
Between Home Signals C&NW Interlocking MP 50.10, Peoria	15
Between Edmund Street and Burlington Elevator, Peoria.	10
Between 150 feet East of Edmund Street and Edmund Street, Peoria.	5
Over Cedar Street Peoria.	5

FAIRVIEW AND LEWISTON SUBDIVISION – FOOTNOTES

1. Rule 91 in effect.
2. Rule 83 (B) does not apply at Fairview, Fiatt, and Cuba.
3. Lewistown:
Operator on duty 8:00 a.m. to 11:00 p.m. daily except Saturday and Sunday. Trains must receive Clearance Form A when the operator is on duty.
4. Crossing gate at Cuba TP & W Crossing, normal position stop for CB&Q trains.
5. At Cuba, inside switch on crossover between house track and main track must be lined at all times for elevator track.

SPEED RESTRICTIONS

	M. P. H.
Maximum Speed.	20
M.P. 30 to Fairview Mine	10
250 ten derrick over Bridge 43.25.	5
Over Bridges 43.66 and 45.18	10
Loaded tank cars and loaded 30 yard air dump cars in 202800-202899 series	15

BUDA AND VERMONT SUBDIVISION – FOOTNOTES

1. Rule 91 in effect.
2. Unless otherwise provided, protection against following trains as required by Rule 99 is not required between Lewistown and Vermont.
3. Between Jct. Switch C&NW and Sherwood:
C&NW trains governed by CB&Q timetable, and special instructions, copies of which employees must have in their possession.
4. Track car operator's lineup will not be issued to cover local extra which will not leave Elmwood before 3:00 p.m. Monday, Wednesday and Friday for Sherwood Bradford or Buda and return.

5. Between 3:01 p.m. and 4:01 p.m. daily except Sunday, southward trains must approach private entrance gate of International Harvester Co. Just north of TP&W grade crossing at Canton not exceeding 5 M.P.H. and be prepared to stop before passing the private entrance gate account heavy vehicle and pedestrian traffic.
6. Operators on duty: Buda, Yates City, Lewistown and Vermont as follows:
Buda — 10:30 a.m. to 7:30 p.m. daily.
Yates City: 8:00 a.m. to 5:00 p.m. daily, except Saturday and Sunday.
Lewistown: 8:00 a.m. to 11:00 p.m. daily except Saturday and Sunday.
Vermont: 8:00 a.m. to 9:45 a.m., 1:15 p.m. to 5:00 p.m., Monday through Friday.
Trains must receive clearance Form A when the operators are on duty.
7. Do not occupy highway crossings at Avenue E Route 24 Lewistown, South Main St. Route 24 Lewistown and Route 136 Ipava unless flasher signals are operating or highway traffic has been stopped.
8. Train and engines in either direction must stop before moving over C&NW Railroad crossing M.P. 1.60 south of Buda. Before movement over crossing in addition to proceed aspect of home signal, protection must be provided.

SPEED RESTRICTIONS

	M. P. H.
Maximum Speed:	
Buda and Elmwood.	25
C&NW Trains between Jct. switch C&NW crossing and Sherwood	20
Yates City and Lewistown.	40
Lewistown and Vermont.	35
Yates City, both legs of wye SD-24 diesel engines, series 500.	10
Over C. & N.W. Interlocking M.P. 1.60	15
Head End Over Road crossing M.P. 22.25	5
Head End Over Road crossing M.P. 38.25	5
Head End Over Road crossing M.P. 42.50	10
Between approach signals which govern approaches to A.T. & S.F. crossing, Monica Loaded tank cars and loaded 30 yard air dump cars in 202800-208899 series:	
Buda and Elmwood	20
Lewistown and Vermont	25
Curve M.P. 52.80	30
Over T.P. & W. crossing at Canton	10
Between T.P. & W. crossing Canton and Canton passenger station	15
Between Dunfermline and Buckheart Mine	10
Over North Switch of Lewistown Yard, M.P. 75.60	10
Between Lewistown and South Liverpool	20
Over Bridge 81.41	10

CONCORD AND C. B. & Q. JCT., SUBDIVISION — FOOTNOTES

1. Trains Northward are superior to trains of the same class Southward.
2. Two main tracks: Between Shattuc and south crossover, Crooked Creek Bridge, M.P. 119.27 and between south end Centralia, M.P. 121.33 and Zeigler Jct. Provisions of Rule 97 do not apply.
3. Rules 251, 252, 253 and 254 in effect between Shattuc and south crossover, Crooked Creek Bridge, M.P. 119.27 and between Centralia and Zeigler Jct. Provisions of Rule 97 do not apply.
4. Rule 91 in effect between Concord and Centralia M.P. 121.25 and between M.P. 121.38 and CB&Q Jct.
5. At Centralia, trains have no time table superiority between the end of two main tracks, M.P. 119.27 and "Begin and End" CTC limits M.P. 121.25 and from "Begin and End" CTC limits M.P. 121.38 and Southern Railway Junction M.P. 122.70. Trains and engines must move at reduced speed between these points.
6. Centralized Traffic Control in effect between M.P. 121.25 and M.P. 121.38.
7. Northward movements between Illinois Central and C.B.&Q. track using hand throw crossover immediately north of McCord St. will move through crossover on authority of CB&Q operator. Stop signal governing southward movements from track No. 18 will be arranged to display aspect in accordance with Rules 501G, 501I and 501J. Signal will display aspect in accordance with Rule 501I when crossover is lined for movements from CB&Q to Illinois Central track. All other stop signals will display aspect in accordance with Rules 501G and 501J.
8. Interlocking at I. C. crossing, MP 122.60, remotely controlled from I.C. "B" yard office Centralia. If signals fail to clear and communication cannot be established with IC operator, member of crew will go to crossing and be governed by instructions posted in box marked CB&Q.
9. At Lowder and Girard: Track to the right for southward trains is designated as siding. Trains using siding need not move at "Reduced Speed" as specified in Rule 105 and in Timetable Speed Restrictions, 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" as specified in Rules S-87, S-88, and those rules are modified only to that extent. When a train is to pass another train at Lowder or Girard 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.
10. Normal position north end sidings Girard and Lowder is for the siding.

11. Rule 17 second paragraph in effect at Lowder and Girard for trains standing in clear on the main track. Exception to Rule 19 not in effect on siding. Rule 99 in effect on siding.
12. Trains must receive Clearance Form A at Centralia.
13. Herrin Jct:
Operator on duty 8:00 a.m. to 5:00 p.m. daily except Saturday and Sunday. Trains will register and must receive Clearance Form A when the operator is on duty.
14. Neilson — West Vienna:
Operators on duty 9:00 a.m. to 6:00 p.m. daily. Trains must receive Clearance Form A when the operators are on duty.
15. Metropolis:
Operator on duty 8:00 a.m. to 5:00 p.m. daily except Saturday and Sunday. Trains departing Metropolis must receive Clearance Form A when the operator is on duty.
16. Paducah:
Trains enroute to the Concord and CB&Q Jct Subdivision must receive Burlington Lines Clearance Form A.
17. 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.
18. Trains between Shattuc and East St. Louis and West Alton are governed by rule and timetables of B&O; T.R.R. Assn; N.Y.C. G.M. & O. and I. T.
19. Southern Railway trains and engines will use CB&Q track between Southern Railway Jct. at Centralia M.P. 120.96 and Southern Railway Jct. at M.P. 122.70.

Normal position of Southern Railway Jct. switch M.P. 120.96, is for Southern Ry. main track.
20. Normal position of switch at end of two main tracks M.P. 121.33, Centralia, is for freight yard lead.
21. Mo. Pac. and I.C. engines will use CB&Q tracks between south end of lead and Zeigler station. All movements must be made at reduced speed.
22. Track between I. C. yards and CB&Q Jct., Metropolis, is used by I. C. Train and engine movements must be made at reduced speed.
23. Concord:
Rule 83 (B) does not apply to trains from Bushnell and East Alton Subdivision.
24. Trains between Shattuc and East St. Louis and West Alton are governed by rule and timetables of B & O, T. R. R. Assn., N. Y. C., G.M. & Q., and Illinois Terminal.
25. C.B.&Q. trains and engines using I. C. tracks at Metropolis, and at Campbell Yard West Frankfort, are governed by I. C. Rule 93, which reads as follows:
"Within yard limits the main track may be used clearing the time of first class trains.

Second and third class, extra trains and engines must move within yard limits prepared to step unless the main track is seen or known to be clear. In case of accident the responsibility rests with the approaching train or engine."

Trains and engines occupying the main track within yard limits must be protected by flagman during fogs, storms or other unfavorable conditions, also where the view of an approaching train is obstructed by curvature or other conditions. Trainmen and yardmen will be held responsible for any failure to exercise reasonable precaution in protecting their trains and engines under such conditions."

26. GIRARD: Crossing with the GM&O interlocked remotely controlled by GM&O Dispatcher at Bloomington. If Signal fails to clear and communication cannot be established with GM&O Dispatcher, be governed by instructions posted within the CB&Q emergency release box.

SPEED RESTRICTIONS

LOCATION	M. P. H.
Maximum Speed:	
Between Concord and Centralia	40
Concord, through turnout Jct. Switch	30
G.M. & O. and N. & W. crossings, Jacksonville	20
Through turnouts of spring switches north and south ends siding Lowder	40
Engine or leading car between home signals at I.T. Crossing, M.P. 42.84:	
Southward movements on main track	20
Northward movements on main track or siding	20
Through turnout of spring switch north end of siding Girard	40
Southward trains over switch leading from siding to G.M. & O. interchange	20
Through turnout of spring switch south end of siding Girard	30
Northward trains using siding at Ayers; head end of train between north switch of siding and highway crossing, 165 ft. north	5
Head end of Southward trains over B&O Crossing M.P. 114.92	20
Through turnout end of two Main tracks Shattuc	30
On southward track, Shattuc to M.P. 119.27, SD-24 engines, series 500	30
M.P. 121.25 to M.P. 121.38	20
Between Centralia and Herrin Jct.	40
Between Herrin Jct. and C. B. & Q. Jct.	45
SD-24 engines, series 500:	
Between M.P. 172.25 and M.P. 173.46	30
Between M.P. 173.46 and M.P. 176.66	40
Between M.P. 176.66 and M.P. 226.87	30
Centralia:	
I.C. Crossing	30
Engines on mine spurs and in mine yards	10
Zeigler Jct.: At approach signals governing trains approaching Mo. Pac. Crossing	25
Through turnout of spring switch at end of two main tracks Zeigler Jct.	30
Engine or leading car of train between home signals at Mo. Pac. Crossing, M.P. 165.00	20
Cambon: Trailing movements through spring switch at north end of siding and Northward trains and engines through east wye switch	10
Herrin Jct., over Jct. switch	10
Between M.P. 214.13 and M.P. 215.75	35
Forman: At approach signal governing southward trains approaching N.Y.C. Crossing	25
Forman: Engine or leading car of train between home signals at N.Y.C. Crossing	20
Around south leg of wye Metropolis	10

BUSHNELL AND EAST ALTON SUBDIVISION-FOOTNOTES

1. Trains Northward are superior to trains of the same class Southward.
2. Rule 91 in effect between Bushnell and Illinois River Bridge and between begin-end CTC M.P. 116.25 and south end Siding Hagener and between Concord and East Alton.
3. Centralized Traffic Control in effect between interlocking home signal south end of Illinois River Bridge M.P. 117.07 and M.P. 116.30 Beardstown and between south end of siding Hagener and Concord.
4. At Adair: track to the right for southward trains is designated as siding. Trains using siding need not move at "Reduced Speed" as specified in Rule 105 and in Timetable Speed Restriction, unless meeting or passing trains or conditions in connection own train make if necessary. Trains will always use right-hand track unless otherwise provided. Trains will always use right-hand track to "clear" trains or "Take Siding" as specified in Rule S-87, and S-88 and those rules are modified only to that extent. When a train is to pass another train at Adair, train to be passed will always use right-hand track unless otherwise provided and train passing will use left-hand track on authority of train dispatcher or if communication fails, when preceded by flagman per Rule 99. Work extras will expect other trains to always use right-hand track in direction such other trains are running. Rule 17 (Second Paragraph) in effect at Adair for trains standing in clear on main track.
Exception to Rule 19 not in effect on siding. Rule 99 in effect on siding.
5. Brighton-Crossing with the GM&O interlocked remotely controlled by GM&O dispatcher at Bloomington. If signal fails to clear and communication cannot be established with GM&O dispatcher, be governed by instructions posted within the CB&Q emergency release box.
6. Draw Bridge 117.35 over Illinois River Beardstown, interlocked.
7. Hand throw switches located Beardstown M.P. 114.12, normal position for yard. M.P. 114.31 normal position for former southward main track.
8. Beardstown:
Operator on duty 6:00 a.m. to 10:00 p.m., daily except Friday; Friday 12:01 a.m. to 10:00 p.m. Trains must receive Clearance Form A when the operator is on duty.
9. Bushnell:
Operator on duty 8:00 a.m. to 5:00 p.m. daily except Saturday and Sunday. Trains must receive Clearance Form A, when operator is on duty.
Northward trains register when instructed to do so.
10. Vermont:
Operator on duty 8:00 a.m. to 9:45 a.m., 1:15 p.m. to 5:00 p.m. daily, except Saturday and Sunday. Trains must receive Clearance Form A when the operator is on duty.
11. East St. Louis:
Trains enroute to East Alton and Bushnell Subdivision must receive Clearance Form A.
12. East Alton:
Operator on duty 8:00 a.m. to 5:00 p.m. daily except Saturday and Sunday. Rule 83 (B) does not apply when operator is not on duty.
13. Trains between Bridge Junction and East Alton will be governed by the New York Central Railroad Company and the G M & O Railroad Company joint timetable, and those between North Wood River and Alton by the rules of the Illinois Terminal Company.
14. M.P. 136 55 equals M.P. 140 00

15. Concord.

Rule 83 (B) does not apply to trains from Concord and CB&Q Subdivision.

16. Alton Hospital:

Northward trains will not register.

SPEED RESTRICTIONS

	M. P. H.
Maximum Speed:	
Between Bushnell and M.P. 141 Vermont	40
Through turnouts of spring switches north and south ends of siding Adair	40
Between M.P. 141 Vermont and north end Illinois River Bridge M.P. 117.35	30
Between north end Illinois River Bridge M.P. 117.35 and begin -- end CTC M.P.116.25 Beardstown . .	20
Between Beardstown and M.P. 70.50	40
Between M.P. 70.50 and M.P. 40.00	45
Between M.P. 40.00 and East Alton	40
(M.P. 136.65 equals M.P. 140.00)	
Between M.P. 107.40 and M.P. 107.45, SD-24 diesel engines, series 500	30
Between M.P. 40.00 and M.P. 70.50, SD-24 diesel engines, series 500	40
Through turnout, south siding switch Hagener . .	30
Northward trains M.P. 105.20 to Arenzville	30
Southward trains M.P. 106.90 to M.P. 105.40	30
Chapin: At approach signal governing southward trains approaching N. & W. Crossing.	35
Engine or leading car of train between home signals at N & W crossing, Chapin	20
Between MP 95.25 and MP 96.25	30
On reverse curves between MP 84.20 and MP 83.35	30
At approach signals governing trains approaching GM & O, crossing M.P. 75.27	20
Engine or leading car of train between home signals at GM & O, crossings, M.P. 73.33 and M.P. 75.27	20
At approach signals governing tracks approaching GM&O, crossing M.P. 73.33	15
Through Whitehall	20
Curve M.P. 43.83.	35
Over GM&O, crossing MP 38.61.	20
Over Shamrock Street, East Alton, engine or leading car.	5

RULES OF THE CONSOLIDATED CODE ARE MODIFIED AS FOLLOWS:

RULE 6 (New) c.—conditional stop as provided in footnotes.

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

RULE 107 will not apply on Burlington Lines. The following rule governs:

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

Where trains operate by signal indication and the approaching train has no knowledge of a passenger train at station, trainmen in charge of passenger train at station must provide proper safeguards for passengers.

RULE 816 will not apply on Burlington Lines.

RULE 901 will not apply on Burlington Lines.

AIR BRAKE RULES AND INSTRUCTIONS

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

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

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

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

INITIAL TERMINAL ROAD TRAIN AIR BRAKE TESTS

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

5(b). After the air brake system on a freight train is charged to within 15 pounds of the setting of the feed valve on the locomotive, but to not less than 60 pounds, as indicated by an accurate gauge at rear end of train, and on a passenger train when charged to not less than 70 pounds, and upon receiving the signal to apply brakes for test, a 15 pound brake pipe service reduction must be made in automatic brake operation, the brake valve lapped, and the number of pounds of brake pipe leakage per minute noted as indicated by brake pipe gauge, after which brake pipe

reduction must be increased to full service. Inspection of the train brakes must be made to determine that angle cocks are properly positioned, that the brakes are applied on each car, that piston travel is correct, that brake rigging does not bind or foul, and that all parts of the brake equipment are properly secured. When this inspection has been completed, the release signal must be given and brakes released and each brake inspected to see that all have released.

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

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

PISTON TRAVEL

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

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

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

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

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

INTERMEDIATE TERMINAL ROAD TRAIN AIR BRAKE TESTS

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

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

12. At a point other than initial terminal where locomotive or caboose is changed, or where one or more consecutive cars are cut off from rear end or head end of train with consist otherwise remaining intact, after

train brake system is charged to within 15 pounds of feed valve setting on locomotive but not less than 60 pounds as indicated at rear of freight train, and on a passenger train to at least 70 pounds, a 20 pound brake pipe reduction must be made and it must be determined that brakes on rear car apply and release properly.

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

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

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

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

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

RUNNING TEST

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

BACK UP MOVEMENTS

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

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

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

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

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

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

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

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

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

Passenger	110 pounds
Freight	80 pounds