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June 17, 2021

BNSF Railway Co.
CHICAGO DIVISION

GENERAL NOTICE No. 1068

TO ALL CONCERNED,

SUBJECT: Aurora Subdivision Instructions

SUBDIVISION: ALL

Chicago Division General Notice 876 is cancelled and reissued with
changes to information under A51 NORTH LACROSSE.

Table of Contents

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A. TERMINAL AND STATION INSTRUCTIONS:

- A1. AURORA
- A2. SUGAR GROVE
- A3. BIG ROCK
- A4. HINCKLEY
- A5. MORED
- A6. WATERMAN
- A7. (UP) BX XING
- A8. SHABBONA
- A9. STEWARD
- A10. CP 800
- A11. ROCHELLE
- A12. (UP) NX XING
- A13. CP 844
- A14. FLAG CENTER
- A15. CHANA
- A16. OREGON
- A17. STRATFORD
- A18. CARTER
- A19. MILLEDGEVILLE
- A20. CHADWICK
- A21. BURKE
- A22. PLUM RIVER
- A23. SAVANNA
- A24. IMRL XING
- A25. CP 1462
- A26. ROBINSON SPUR
- A27. WHITTON
- A28. GALENA
- A29. PORTAGE
- A30. MENOMINEE
- A31. BUDD
- A32. MURPHY
- A33. EAST CABIN
- A34. EAST DUBUQUE
- A35. POTOSI
- A36. CASSVILLE

A37. GLEN HAVEN
 A38. BAGLEY
 A39. WYALUSING
 A40. PORTS
 A41. CRAWFORD
 A42. PRAIRIE du CHIEN
 A43. LYNXVILLE
 A44. FERRYVILLE
 A45. DE SOTO
 A46. VICTORY
 A47. GENOA
 A48. STODDARD
 A49. GRAF
 A50. GRAND CROSSING
 A51. NORTH LACROSSE

A. TERMINAL AND STATION INSTRUCTIONS

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A1. AURORA:

1. The following applies to all employees based out of Aurora, IL:

All employees on assigned Eola Yard jobs, working on Aurora Extra boards 10, 20, 30, and 40, assigned to the Aurora-Savanna pool, or assigned to the Aurora-Lacrosse pool must contact (608)-781-7479 and leave a voice message with the following information within 24 hours of an FEM lay-off:

Name and employee number
 Date and time of FEM lay-off
 General nature of the family emergency
 Phone number at which you can be reached

All employees on assigned Suburban jobs or on Aurora extra boards 21 and 31 must contact (630)-692-6399 and leave a voice message containing the same information as listed above.

2. Deleted

3. All trains that are picked up at Polo and Greenwood will need an Initial Terminal Air Brake Test for every train, every time.

The Crew will also need to fill out an "Air Slip" that will be available at their on-duty location (both at Savanna and EOLA) and ensure that remains on the locomotive that is in the lead departing EOLA.

Crews will also be responsible and required to VTR the air test as soon as possible after completion of air test.

4. The Polo Grain Loop facility is open, Located in Polo IL.

If your train consists more than 114 cars you need to notify the Division Trainmaster prior to departing Eola if there no instructions on your work orders. The inside loop is approximately 7600' and if longer than 112 cars there may not be sufficient room to DP train according to the instructions below.

The Grain Loop personnel have been provided a BNSF radio, the loop will

be on Channel 70, and you will need to try to contact them by calling the Polo Grain Loop. If for some reason they don't answer when entering the facility you are authorized to continue in the facility just watch for men & equipment. If the Grain Loop Personnel are present when train departs the Loop they will monitor Channel 70 until your train is through there facility in case of emergency.

When your train enters the facility you will need to go through the elevator and take train one full time around the loop to clear the main, after going around there will be a Crew change Point sign approximately 10 cars west of the grain elevator. This is where you will tie the train down or change with Grain Loop crew and a taxi will take you on to Savanna unless changed by the MCO or Chief Dispatcher.

When train is loaded the power will all be on the head end of the train, if there are only 3 units on the train one locomotive needs to be on the head end facing east and two locomotives used as DP power at the rear end of the train with the trailing DP facing west, unless there are a total of four locomotives then it must be DP 2 by 2 with the leader on the lead consist facing east and the rear DP locomotive facing the end because this will be the lead out of the loop.

In addition to maintaining written record on the lead locomotive, Conductor must also report inspection and air brake test details he/she has performed utilizing Voice Train Reporting (VTR). The new track for the Grain loop is track 810; the COOP Facility is still track 801.

When called on duty for a grain train originating at Polo IL, obtain required paperwork at the depot/office in Savanna IL or Eola IL. If no paperwork is available at the on duty time, contact the Train Dispatcher.

When you are instructed to pick up power or take your power with you from the Polo grain loop, you are hereby instructed to ensure that you do not leave the pit blocked. Ensure that you cut the train so the pavement area at the pit is clear.

Polo operating instructions; Empty trains being called out of Savanna for Polo grain loop, if not operating in distributive power configuration crew will be required to ensure that a van is ordered to meet at Polo to assist in shoving train into the facility and that this will also be transportation to final destination/tie up location. Conductor must contact the C&I Dispatcher when on duty to ensure/verify that a van is called to meet crew/train at facility. Loaded trains being called that would be required to operate west toward Savanna should make sure train is configured for distributive power and van is to assist in shoving train out and to take Conductor to head end of train once completed.

5. When called in short turn around service you are required to have the radio in the van turned on, tuned in to the appropriate channel, and turned up to a volume that you can hear the dispatcher if he calls. Also, if the radio in the van is not working or one is not available you are required to utilize a pack set radio to monitor the appropriate radio channel.

You are also required to check with the respective dispatcher before releasing your van to ensure that there is not another train that you will need to relieve.

6. To all Aurora crews - If you are called on duty for an Aurora to

Savanna train, you will need to notify the East End Dispatcher if for any reason you have different on duty times, this will help with accurate hours of service reporting.

7. All Engineers on trains destined for North LaCrosse must check the fuel readings on working locomotives at crew change points. When fuel readings on any locomotive are 1000 gallons or less it must be reported to the Dispatcher.

Westbound trains will report fuel readings to the LaCrosse dispatcher on the Aurora Subdivision at Savanna, MP 143.7.

A2. SUGAR GROVE:
NONE

A3. BIG ROCK:

At Big Rock, (M.P. 49.5 to M.P. 51.0) Contact the DS if fouling the Road Crossing in Big Rock while making a meet or due to Service Interruption.

At Big Rock, (M.P. 49.5 to M.P. 51.0) Monday through Friday (7am to 9am) and (4pm to 6pm) we will no longer use the siding to stage and or meet/pass trains if at all possible.

If a circumstance presents itself for the need to use this location for meeting, passing, or staging purposes during these times, train dispatcher will brief with train crew on anticipated time train will be in between these limits and the need to cut the crossings. If there is a need to cut cars they can be left on air which is available for use.

A4. HINCKLEY:
Back Track has been shortened to 700 feet

A5. MORED:
NONE

A6. WATERMAN:
NONE

A7. (UP) BX XING:
NONE

A8. SHABBONA:

1. Shabbona siding:

There has been a new sign placed 6800' from the west switch for east bound trains that reads "Train Holding Area". This sign is 50' east of a new landing pad area, when you are required to tie a train down that is longer than 6800' you will be required to pull your train east far enough to leave room on the west end for your head end power. If a train is long than 6800' the head end power must be cut off & taken to the rear of the train to hold the air.

2. Lee, IL - Back Track out of Service

A9. STEWARD:
NONE

A10. CP 800:
NONE

A11. ROCHELLE:
Spare ETD's and batteries are available, however if no ETD or batteries are available notify Dispatcher.

Crews must tag failed ETD's and batteries and move to Cicero, Galesburg or North LaCrosse. On arrival terminals, crew must notify ATM, yardmaster or trainmaster of BO's for removal. Terminals will hold failed ETD's and batteries for Communication Team.

West 230 of Track 109 Out of Service.

May 2, 2014

Please be advised the door combination to the Rochelle Depot is now 4-3-2.

A12. (UP) NX XING:

The automatic interlocking box has been relocated at the UP diamond. It is now located in the middle of the Diamond, on M1 Side on the new Large Signal House. Train Crews are to use box on South Side of the Signal House and MOW are to use the box on North Side of Signal House.

A13. CP 844:
Only East Bound trains 7400ft or smaller can be staged here. DP trains are limited to 5700 ft., do not park the locomotive behind houses.

A14. FLAG CENTER:
Westbound trains are limited to 5700ft when staging, do not park locomotives behind houses.

A15. CHANA:
Back Track out of Service except for East 340 feet

A16. OREGON:
South House Track out of Service

A17. STRATFORD:
Back Track out of service except for West 300 feet

A18. CARTER:
NONE

A19. MILLEDGEVILLE:
NONE

A20. CHADWICK:
NONE

A21. BURKE:
NONE

A22. PLUM RIVER:
NONE

A23. SAVANNA:
1. Address: 1591 Portland Ave, Savanna, IL 61074

Combination is: 5-1-2

2. Spare ETD's and batteries are available, however if no ETD or batteries are available, notify Dispatcher.

Crews must tag failed ETD's and batteries and move to Cicero, Galesburg or North LaCrosse. On arrival terminals, crew must notify ATM, yardmaster or trainmaster of BO's for removal. Terminals will hold failed ETD's and batteries for Communication Team.

3. All Engineers on trains destined for North LaCrosse must check the fuel readings on working locomotives at crew change points.

When fuel readings on any locomotive are 1000 gallons or less it must be reported to the Dispatcher.

Westbound trains will report fuel readings to the LaCrosse dispatcher on the Aurora Subdivision at Savanna, MP 143.7.

4. At Savanna, unless switching or performing an air test, crew platform crossing in front of the depot must be cut when blocking Main one or the yard lead.

5. Polo operating instructions; Empty trains being called out of Savanna for Polo grain loop, if not operating in distributive power configuration, crew will be required to ensure that a van is ordered to meet at Polo to assist in shoving train into the facility and that this will also be transportation to final destination/tie up location. Conductor must contact the C&I Dispatcher when on duty to ensure/verify that a van is called to meet crew/train at facility. Loaded trains being called that would be required to operate west toward Savanna should make sure train is configured for distributive power and van is to assist in shoving train out and to take Conductor to head end of train once completed.

6. Lockers are for in the Savanna Depot for Local and Day Use

7. When called for duty at Savanna, IL on an East bound train that is destined for a foreign carrier OR THAT WILL TRAVERSE A FOREIGN CARRIER, the crew must contact the East End Tower at 708-924-5528 or the Cicero Trainmaster at 708-924-5409 to secure foreign carrier paper work prior to departing Savanna. Also, if this train is set up in a distributive power configuration you will be responsible for contacting the C & I Dispatcher and NOTIFY THEM that YOUR train is DP'd PRIOR TO DEPARTING SAVANNA.

Also when called for duty at Savanna all crews will be responsible to get head end fuel readings on all trains and have them ready to report to the respective dispatcher upon request.

8. To all crews If you are the Conductor or Foreman on job you are solely responsible for ensuring the work performed by your job is reported correctly. If your job uses a Tough Book (aka Hammer Head, Renegade) and you move a car from track A to track B you are to accurately report this information with the Tough Book. Similarly, if you change the sequence of cars in a track you are to accurately report this as well. If your job has to set out a bad order car you must report this set out to the appropriate station and track. If your job does not have a Tough Book you are to accurately report this information using the VTR.

If you have any questions about this General Notice or about accurately

reporting work, you are to contact your immediate supervisor for clarification.

A24. IMRL XING:
NONE

A25. CP 1462:
NONE

A26. ROBINSON SPUR:
1. Back Track out of Service

2. Robinson Spur operating instructions:

Do not allow your train to exceed 5 MPH inside the Robinson Spur facility.

There has been a lock box installed at the road entrance of Robinson Spur. To open this box you will need a standard 105 switch key. Inside this box is a key to the pad lock that locks the double red gates along with an air gauge. You are responsible to ensure that these gates remains closed and locked every time you pass through these gates (gates are to remain closed and locked at all times). It will also be your responsibility to ensure that the key and air gauge are returned and locked up inside the of lock box after you are finished at the Robinson Spur facility.

Setting out engines at Robinson Spur:

For light power that needs to be set out at Rob Spur, this power needs to be placed on track number 2.

A27. WHITTON:
NONE

A28. GALENA:
At Galena, whenever possible, bad order cars must not be set out on the Center Siding as there is no access to repair the cars.

DELETED Effective 1600 CT on March 12, 2015

A29. PORTAGE:

DELETED Effective 1600 CT on March 12, 2015

A30. MENOMINEE:
NONE

A31. BUDD:
NONE

A32. MURPHY:
NONE

A33. EAST CABIN:
NONE

A34. EAST DUBUQUE:

Spare ETD's and batteries are available, however if no ETD or batteries are available notify Dispatcher.

Crews must tag failed ETD's and batteries and move to Cicero, Galesburg or North LaCrosse. On arrival terminals, crew must notify ATM, yardmaster or trainmaster of BO's for removal. Terminals will hold failed ETD's and batteries for Communication Team.

ADDED 11-25-13

When required to set out a bad order car at East Dubuque you must set out at the following locations unless other arrangements have been made with the trainmaster or dispatcher:

Westbound trains must set out bad order cars in the Banana Track (4405) that is located off of Main 1.

Eastbound trains must set out bad order cars in the House Track (4402) that is located off of Main 2.

You must also ensure that you VTR this set out to the proper track without fail.

A35. POTOSI:
NONE

A36. CASSVILLE:
NONE

A37. GLEN HAVEN:
NONE

A38. BAGLEY:
NONE

A39. WYALUSING:
NONE

A40. PORTS:
NONE

A41. CRAWFORD:

Inbound trains: (Westbound)

Train shall be split and placed on air at the Campground crossing. At no time shall the Campground crossing be blocked. If you are a West bound train, you MUST split the Campground crossing by doing the following: Pull train up to Waste Water Treatment Plant crossing, allowing room to cut the Campground crossing. Utilize the air hose at the crossing to keep the train on air. Do NOT Park consist behind campers at the Campground.

Inbound trains: (Eastbound)

Train shall be split and placed on air at the Campground crossing, if train will not fit between cornfield crossing and the Campground crossing. If the train is DP'd, then you must split the DP with enough cars to have on air and the DP close to the Waste Water Treatment Plant

crossing. At no time shall the Campground crossing be blocked. DO NOT park DP behind campers at the Campground.

Outbound trains: Either direction

Prior to departing, visually verify if Campground crossing has been cut.

A42. PRAIRIE du CHIEN:

Spare ETD's and batteries are available, however if no ETD or batteries are available notify Dispatcher.

Crews must tag failed ETD's and batteries and move to Cicero, Galesburg or North LaCrosse. On arrival terminals, crew must notify ATM, yardmaster or trainmaster of BO's for removal. Terminals will hold failed ETD's and batteries for Communication Team.

At MP 239.63 Hayden Street, DOT# 069968Y Crossing has been permanently closed.

A43. LYNXVILLE:

NONE

A44. FERRYVILLE:

NONE

A45. DE SOTO:

All westbound and eastbound trains parked/staged at MP 269.78 must cut the crossing leading to the De Soto Waste Water Treatment Plant.

A46. VICTORY:

NONE

A47. GENOA:

NONE

A48. STODDARD:

NONE

A49. GRAF:

NONE

A50. GRAND CROSSING:

1. CPRS interlocking at Grand Crossing is controlled by the CP River Dispatcher, phone is 612-904-5828 and crews are required to use AAR radio 044-044 with a call in of *21#. Each hand held portable has the ability to access this channel by selecting it from the AAR group 044.

Crews making transfer moves to the CP must contact the CP road switcher on radio channel 044-044 prior to entering the CP yard, if no response they must next try the road switcher on channel 065-065, if no response after the two previous attempts contact the CP river dispatcher on radio channel 044-044 using *21# for the call in.

2. Quiet Zone at LaCrosse between MP 292 and MP 299.5 if necessary to whistle within these limits, note on train activity report, and leave a copy for the RFE.

A51. NORTH LACROSSE:

The two Asphalt parking lots north of the Depot is parking for BNSF company owned vehicles, Telecom, Clerical employees are the only non BNSF vehicles permitted. The three visitor parking spots are for visitor parking.

Work Train, Locals and Switch Crews- when power is defective or a claim is due to its use. Defect has to be reported in the computer and the trainmaster contacted so Mechanical can be notified to fix the defect. Do not use power that has a defect or condition unless instructed to do so by the TM due to no other available power.

Trains with work events in La Crosse yard will contact the La Crosse Footboard Yardmaster on channel 70, for instructions. If after 3 attempts and no response trains will contact the dispatcher for instructions.

Switch Crews:

Switch Crews will operate on channel 70 while switching in La Crosse yard, and on 70 while servicing the City track industries.

Switch crews are a team, and are jointly responsible to accurately report all work in TSS/TSS Xpress.

Access to Microsoft Outlook email, TSS/TSS Xpress commands: YDS, Switch, SORTRK, PRTRK, SD, AEITRN, AEIFIND, SSDTRS, CR, SSADWORK, have been given to all current yard employees. Employees making a Road to Yard move must obtain this access prior to making the move, from a La Crosse Trainmaster, or Road Foreman.

All Switch crews at the beginning of their shift will review their emails (emails will have special instructions for the days shift), brief with the Dispatcher, and obtain GTB's from the dispatcher.

Switch lists will be printed, marked, and reported in TSS/TSS Xpress by the Switch Crew.

A legible copy of each shifts switch lists will be left in the designated box. Each copy will include: A chronological order of all lists, and cuts made-to include, time cut was complete, cars that where swung (e.g. switched cut 1, 2, and 3, went over with line 24), any extra cars found, and their location, any missing cars, and their possible location.

All Switch crews will work with the dispatcher to make a route for trains coming in to work.

All Switch crews will be responsible to tie all air hoses, and bleed their cars.

All Switch crews will fill out a turnover to be left for the next shift on the Footboard Yardmasters desk and a copy left in the La Crosse trainmasters mailbox.

3rd shift crews will service City Brewery/Badger Monday, Wednesday, Friday

3rd shift crews will service CPRS Tuesday, Thursday, Sunday

3rd shift crews with any remaining time on any day will block traffic in the yard for pickup, spot/pull bad orders, spot/pull any industry cars or MOW cars.

3rd shift crews will be a hammerhead job Monday - Friday and a Footboard YM on Saturday and Sunday.

2nd shift crews 7 days a week will block traffic in the yard for pickup, spot/pull bad orders, spot/pull any industry cars or MOW cars.

All extra crews will brief with the dispatcher on work to be performed.

Road Crews:

All Westbound crew changes MUST NOT block CP Grand Crossing.

Road Crews will operate on channel 70 while their train is within the La Crosse yard, and the proper radio channel designated by timetable at all other locations.

Road crews are a team, and are jointly responsible to accurately report all work via VTR (i.e. all set out, pickups, air tests, and any other reporting of inventory).

Road crews must VTR all pickups/set outs, including work performed at La Crosse.

All Road crews at the beginning of their tour of duty will print off their work orders, and obtain GTB's from the dispatcher, they will brief with the dispatcher on their trains location, on any work to be done (i.e. pickup, and/or setouts that will be made).

Road crews will obtain permission and follow the instructions given from the yard crew on duty to enter LaCrosse Yard to perform work. When a yard crew is not on duty the Dispatcher will have instructions from the LaCrosse Team for s/o's and p/u's.

Road crews will brief with the yard crew on duty, their work to be performed, when they will be on any track excluding Main 1, or Main 2.

All outbound Road crews will brief with the inbound crew on the radio, prior to departing the depot concerning supplies needed, including any inspections needed. This only applies if the inbound crew is still on duty.

Dispatchers:

All Westbound crew changes MUST NOT block CP Grand Crossing.

Dispatchers will follow the traffic plan put out by the La Crosse team. This traffic plan will include all set outs, and pickups to be made.

Dispatchers will communicate the track Road crews will board their train, and any work that needs to be performed.

Dispatchers will communicate with the Switch crews about inbound trains on any track other than Main 1, or Main 2.

Dispatchers will work with the switch crew to route any train needing to

set out a bad order.

Dispatchers will escalate any exceptions to the Chief dispatcher.

Traffic Plan:

The La Crosse team will put out a detailed traffic plan. This traffic plan will include all set outs and pickups to be made.

The traffic plan will be sent via email to the La Crosse Switch crew distribution list, Chief dispatcher distribution list, La Crosse team distribution list, and both dispatcher printers.

Changes to the plan will be communicated with the La Crosse team.

Yard Van:

The La Crosse Yard van will operate on channel 70.

The dispatcher will direct the yard van.

The yard van will monitor channel 70 for direction from the dispatcher, and crews on rides needed.

GENERAL NOTICE(S) IN EFFECT

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| 6-7,16,45,112,201,241,318,468,531,546,580,589,618,625,665,681,684, |
| 695,706,741,743-744,746,759,818,828,832,843,857,866-867,880,888,894, |
| 900,923-926,939,941,946,950,964,973,991,994,996-998,1000,1003, |
| 1005-1006,1009,1016-1019,1021-1023,1025,1029-1030,1033-1034,1038, |
| 1041,1044,1047-1048,1051-1054,1057-1058,1060,1062,1066-1068 |
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