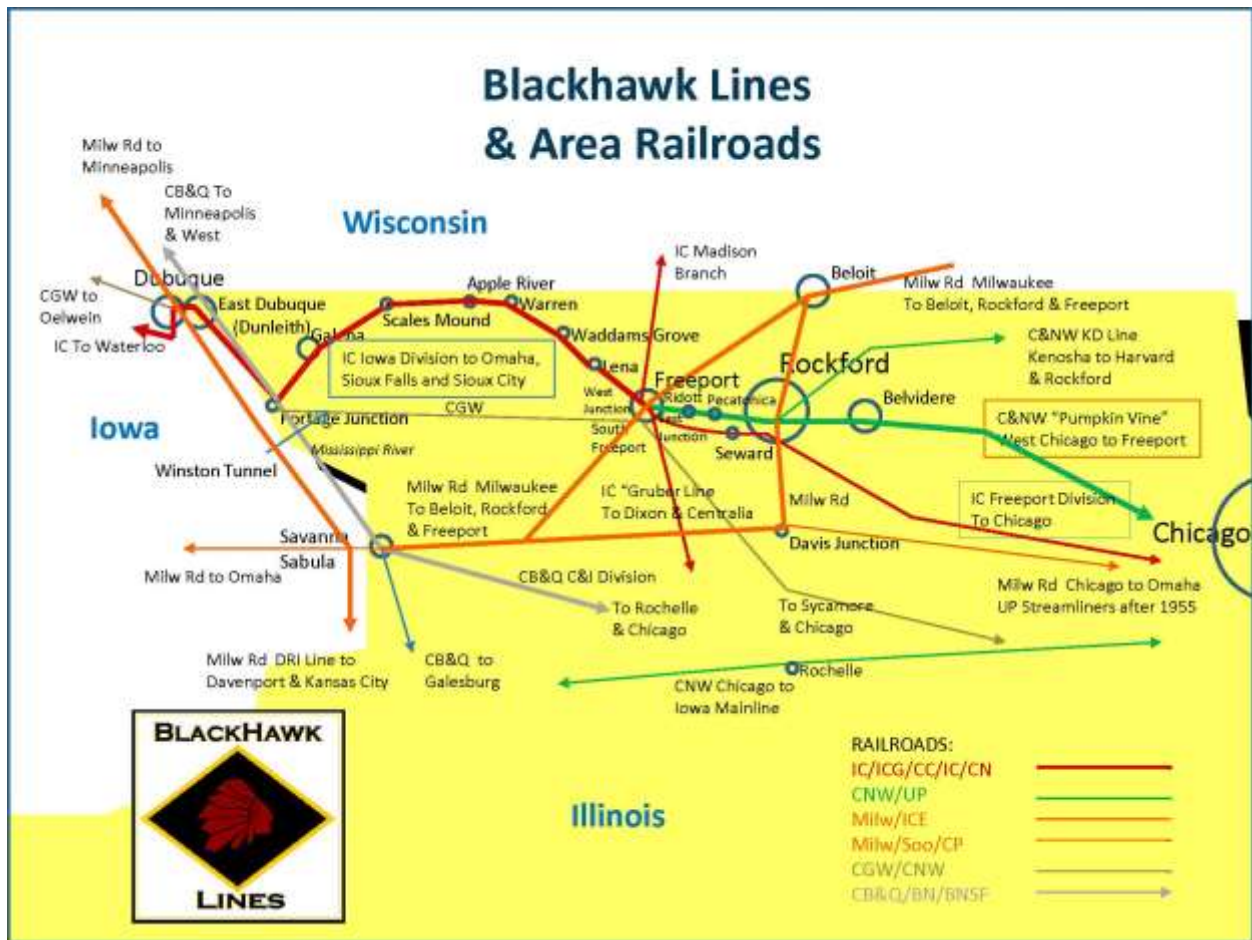


Welcome to the Blackhawk Lines



Notes to Operators

Note location of exits, coat racks, bathroom, snacks, drinks.

Sign Guest Book and get your Name Badge

Use the lanyards for throttles and radios.

Shutdown engines, Dispatch throttles when done with the train and NORMALize mainline switches.

Sign up/sign out on Crew Signup sheet.

Train packs provided for each train include a train card, engine cards with DCC functions, consist cards, car cards with waybills, route map, track warrant form and clip showing the number to use with the throttle. Keep your train pack intact and current. **Check your train before departing.**

The Blackhawk uses **DTC and Track Warrants** for train control. Use the DTC Warrant form to track your authorizations. **Log time and authority** assigned by the dispatcher. Note Block markers on fascia and on layout.

When contacting the dispatcher, identify your train by road and engine number.

Contact Yardmasters in Rockford, Freeport and Dubuque **BEFORE** entering yard. Notify dispatcher on arrival. Yardmasters have authority for routing trains within yard limits. **Contact the dispatcher for clearance when ready to depart yards.**

Westbound trains leaving Chicago stop for 20 (fast) minutes in BEL block before entering Rockford. Eastbound trains can proceed through BEL block to Chicago without waiting.

Westbound BN and Milwaukee trains leaving Savanna Staging stop and contact Dispatcher **before entering Portage block** to get track assignments and authorization. Eastbound BN trains contact Dispatcher **before entering Dunleith Block** for the same reason. Dubuque Yard Limits extend to the BN Crossing, but the IC controls the crossing and BN trains must not foul the crossing without authority.

Note assigned track and routing through Portage Junction and Dunleith. BN trains follow BN routing to Savanna or Minneapolis. BHL trains follow BHL routing to Dubuque or Freeport. You will be given track assignments and are responsible for routing your train correctly.

The schedule is generous, so **don't rush**. If you fall behind schedule, that's OK; the prototype did, too. Fast clock is set for 1.6:1.

Locomotives are set to a maximum of 30 smph. All units have some momentum so anticipate your stopping distance. Yard engines are set to maximum momentum. Brake is F6 on the throttle.

Some consists with sound use **advanced consisting** to get sound startup and braking. **Use the clip number** (a consist number or an engine number) on the train pack for your throttle. **Look at the function cards in the lead loco card** to see what functions are available.

Please be careful with the equipment and notify the Superintendent if something breaks. Use Bad Order cards for defective equipment and place equipment in nearest siding with the car card.

Most of all, have fun.

Blackhawk Lines Overview

The Blackhawk Lines, jointly owned by the Illinois Central and Chicago and North Western, operates across northern Illinois and Iowa running from Chicago to the Missouri River cities of Omaha, Sioux City and Sioux Falls. It is the former Illinois Central Iowa Division.

Not strictly a prototype layout, it represents a "plausible" railroad following prototype routes with appropriate equipment and industries to represent an era between 1990 and 1995. The modeled area includes Rockford, Illinois to Dubuque, Iowa and staging yards for Chicago and Waterloo. A portion of the Burlington's C&I division along the Mississippi River is also included with staging for Minneapolis and Savanna/Galesburg.

The area is primarily rural and agricultural, but the Blackhawk Lines has continued to prosper by providing efficient service to manufacturing, agricultural and other local business as well as bridge traffic and interchange with Union Pacific, Burlington Northern and Soo Lines (ex-Milwaukee Road) via convenient connections east to Chicago and Milwaukee, north to Minneapolis and the Pacific Northwest, west to Sioux City and Omaha and south to central and southern Illinois. It is a strong competitive alternative to the nearby C&I Division of the original Burlington Route.

Galena is now primarily a historical location on the route. East Dubuque retains its historical name of Dunleith. Peosta, Iowa, Scales Mound, Apple River, Lena, Ridott and Pecatonica are typical farming communities en route reflecting the agricultural importance of the area. Freeport and Dubuque are Division points. Rockford, Freeport and Dubuque are manufacturing and food processing centers. The railroad supports regional and long-distance passenger service (never joined Amtrak) and priority long distance auto, grain, and manifest freight. Lineside industries support local switching and way freights. Operating sessions represent early nineties, prior to the Union Pacific purchase of the C&NW and the Canadian National purchase of the IC. Cabooses are still required on the Blackhawk Route. Although this is a Midwest railroad, the scenery of Northwest Illinois is rolling and hilly in places with one or two tunnels for visual interest. The Chicago Great Western's Winston tunnel and a short IC bore through the bluff to the Mississippi are online or nearby. The bluffs along the Mississippi River, the Dunleith (East Dubuque) tunnel, the Apple River trestle, and the Galena depot are highlights.

Blackhawk History

Historically, both IC and C&NW were interested in Galena, Illinois, an important lead and tin mining center in the hilly, northwest corner of the state. Even though the C&NW predecessor, the Galena and Chicago Union, started first from Chicago in 1840, reaching Rockford in 1852 and Freeport in 1853, it never continued west of Freeport because the IC, chartered in 1850 to run from Cairo, Illinois on the Ohio River to Dunleith (now known as East Dubuque) on the Mississippi, built west from Freeport in 1853 and was complete to Dunleith in 1855. The C&NW instead partnered with the IC carrying traffic to Chicago until the IC built its own connection from Chicago through Rockford to Freeport in 1892. The IC became the dominant carrier serving Rockford and Freeport until the C&NW responded by acquiring the Chicago Great Western railroad in 1968. However, maintenance of the Winston Tunnel, the CGW entrance to the Mississippi River valley, proved to be cost prohibitive and the C&NW changed strategy by abandoning the CGW route across northern Illinois and becoming a co-owner of the IC's Iowa Division renaming it the Blackhawk Lines. Both railroads still saw significant opportunity in Iowa agriculture and gateways to Minnesota and the Dakotas. However, the Blackhawk Lines utilize C&NW's original route east of Freeport and the IC route west of Freeport. Because of this relationship, the IC never sold its Iowa Division to the Chicago Central and Pacific.

Blackhawk and Trackage Rights Trains

Schedule 1

Line	Direction	Station	Time	Line	Direction	Station	Time
CHRP	CFRC	201	6:30 AM	CHRP	CFRC	201	11:00 AM
		201	6:45 AM			201	11:15 AM
		201	7:00 AM			201	11:30 AM
		201	7:15 AM			201	11:45 AM
		201	7:30 AM			201	12:00 PM
		201	7:45 AM			201	12:15 PM
		201	8:00 AM			201	12:30 PM
		201	8:15 AM			201	12:45 PM
		201	8:30 AM			201	1:00 PM
		201	8:45 AM			201	1:15 PM
CHRP	CFRC	201	1:30 PM	CHRP	CFRC	201	6:00 PM
		201	1:45 PM			201	6:15 PM
		201	2:00 PM			201	6:30 PM
		201	2:15 PM			201	6:45 PM
		201	2:30 PM			201	7:00 PM
		201	2:45 PM			201	7:15 PM
		201	3:00 PM			201	7:30 PM
		201	3:15 PM			201	7:45 PM
		201	3:30 PM			201	8:00 PM
		201	3:45 PM			201	8:15 PM

WB	EB
4	4
5	5
6	6

Line	Direction	Station	Time	Line	Direction	Station	Time
CHRP	CFRC	201	6:30 AM	CHRP	CFRC	201	11:00 AM
		201	6:45 AM			201	11:15 AM
		201	7:00 AM			201	11:30 AM
		201	7:15 AM			201	11:45 AM
		201	7:30 AM			201	12:00 PM
		201	7:45 AM			201	12:15 PM
		201	8:00 AM			201	12:30 PM
		201	8:15 AM			201	12:45 PM
		201	8:30 AM			201	1:00 PM
		201	8:45 AM			201	1:15 PM

CHRP	3:00 PM	8:30 PM
CHRP	3:15 PM	8:45 PM

Line	Direction	Station	Time	Line	Direction	Station	Time
CHRP	CFRC	201	6:30 AM	CHRP	CFRC	201	11:00 AM
		201	6:45 AM			201	11:15 AM
		201	7:00 AM			201	11:30 AM
		201	7:15 AM			201	11:45 AM
		201	7:30 AM			201	12:00 PM
		201	7:45 AM			201	12:15 PM
		201	8:00 AM			201	12:30 PM
		201	8:15 AM			201	12:45 PM
		201	8:30 AM			201	1:00 PM
		201	8:45 AM			201	1:15 PM

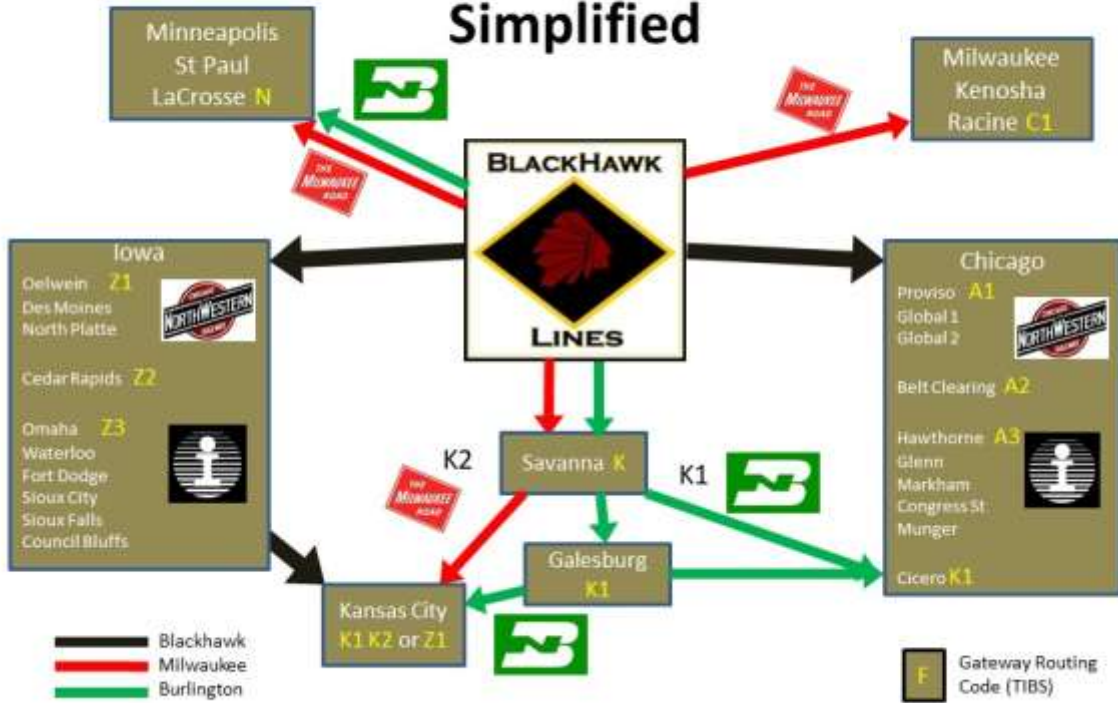
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CHRP	CFRC	201	6:30 AM	CHRP	CFRC	201	11:00 AM
		201	6:45 AM			201	11:15 AM
		201	7:00 AM			201	11:30 AM
		201	7:15 AM			201	11:45 AM
		201	7:30 AM			201	12:00 PM
		201	7:45 AM			201	12:15 PM
		201	8:00 AM			201	12:30 PM
		201	8:15 AM			201	12:45 PM
		201	8:30 AM			201	1:00 PM
		201	8:45 AM			201	1:15 PM

Notes: These vehicles load right over reverse trackside on the SWL.

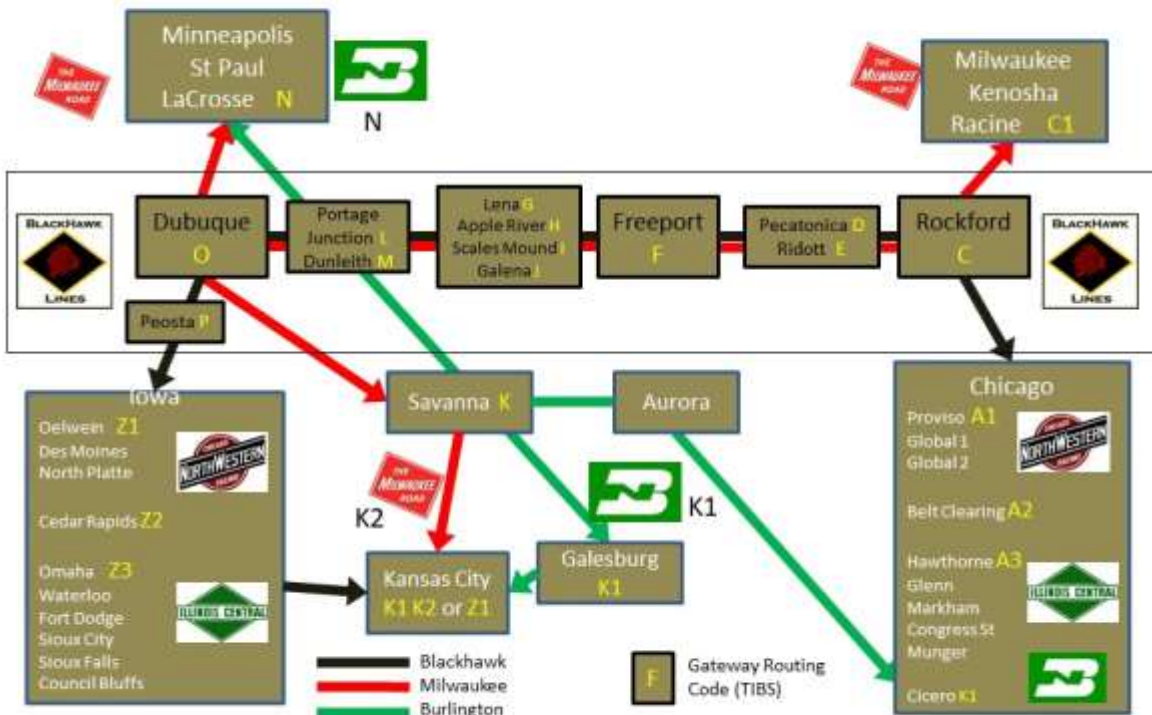
Line	Direction	Station	Time	Line	Direction	Station	Time
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		201	6:45 AM			201	11:15 AM
		201	7:00 AM			201	11:30 AM
		201	7:15 AM			201	11:45 AM
		201	7:30 AM			201	12:00 PM
		201	7:45 AM			201	12:15 PM
		201	8:00 AM			201	12:30 PM
		201	8:15 AM			201	12:45 PM
		201	8:30 AM			201	1:00 PM
		201	8:45 AM			201	1:15 PM

Blackhawk Lines Interchange (TIBS)

Simplified



Blackhawk Lines Interchange (TIBS)



TIBS CODES

TIBS (Transfer in Block System)* Codes are a method used by some railroads to designate switching locations in sequence by code to help crews.

On the Blackhawk Lines, TIBS codes are used to designate switching locations (towns, interchanges and terminals/staging yards) alphabetically from east to west. So, Chicago is A and Iowa is Z. Intermediate locations are B thru P.

Since the BHL is a joint operation of the CNW and IC, Chicago and Iowa are further designated by railroad. So A1 and Z1 are CNW destinations and A3 and Z3 are IC destinations. A2 (Chicago Belt Clearing Yard) and Z2 (Cedar Rapids, Iowa) are served by both railroads and cars with waybills for those destinations can be routed in either CNW or IC trains.

* Note that BHL operators have developed alternated definitions for the acronym.

Tibs	Station	StationCode		Notes
A1	Chicago - Proviso Yd (CNW)	PRO		Eastern and Southern Destinations interchange in Chicago. Cars for Belt Clearing Yard (A2) can be routed via either CNW or IC trains.
	Chicago - Global 1 (CNW Intmdl)	GL1		
	Chicago - Global 2 (CNW Intmdl)	GL2		
A2	Chicago - Belt Clearing Yd	BRC	CHICAGO Eastern Staging/ Interchange	
	Chicago - Hawthorne Yd (IC)	HAW		
A3	Chicago - Glenn Yd (IC)	GLN		
	Chicago - Markham Yd (IC)	MKM		
	Chicago - Congress Street (IC Intmdl)	CON		
	Munger, IL (IC E&E Intchg)	MGR		
B	Belvidere (Chrysler Siding)	BLV	Online Stations	
C	Rockford, IL	RFD		
CL	Rockford, IL (MILW Intchg)			
D	Pecatonica, IL	PEC		
E	Ridott, IL	RID		
F	Freeport, IL (Wallace Yd MILW Intchg)	WAL		
G	Lena, IL	LEN		
H	Apple River, IL	APL		
I	Scales Mound, IL	SCM		
J	Galena, IL	GAL		
K1	Savanna, IL	SAV	Galesburg Savanna Staging	BN interchange to East or West Destinations
	Galesburg, IL	GAL		
	Aurora, IL (Enola Yd)	ENO		MILW Intchg
	Cicero, IL	CIC		
K2	Savanna, IL	SAV		
L	Portage Junction, IL (BN Intchg)	PTG	Online Stations	
M	Dunleith, IL (BN Intchg)	DUN		
N	La Crosse, WI	LAC		BN interchange to Northwest Destinations
	St. Paul, MN	STP		
	Minneapolis	MNP		
	Wilmar, ND	WIL		
	Seattle, WA	SEA		
O	Portland, OR	POR		
O	Dubuque, IA (Adair Yd, MILW Intchg)	DUB	Online Stations	
P	Peosta, IA	PEO		
Z1	Delwin (CNW)	DEL		Western and Southwestern Destinations interchange in Iowa. Cars for Cedar Rapids (Z2) can be routed via either CNW or IC trains.
	Des Moines (CNW)	DSM		
	North Platte, NB (CNW LP Intchg)	NPL		
Z2	Cedar Rapids, IA (LP Intchg)	CDR	Western Staging / Interchange	
	Omaha, NB (ICG LP Intchg)	OMA		
Z3	Waterloo, IA (ICG)	WAT		
	Fort Dodge, IA (ICG)	FTD		
	Sioux City, IA (ICG BN Intchg)	SXC		
	Sioux Falls, SD (ICG BN Intchg)	SXF		
	Council Bluffs, IA (ICG LP Intchg)	CBB		



IC GP39R #9619 rounds Council Hill with the “Furball” West as it approaches Galena. Craig Wilson photos this page.



Freeport Wallace Yard engine facility is busy as it readies the yard switcher and “Furball” power for the day’s activities.



CNW 4321 and 4402, the usual Wallace Yard road power, at Schuyler Street in Lena while making a quick trip to Apple River to retrieve loaded grain cars from Durham Elevator.



North Platte to Chicago C&NW manifest (NPCH1) led by SD50 7012 approaches Freeport Wallace Yard.

ICG SD40-2 6033 and C&NW MP15DC 1302 at the engine terminal in Wallace Yard



Eastbound Council Bluffs to Chicago IC manifest CC2 led by IC SD40-2 6005 meets westbound Chicago to Oelwein C&NW manifest CHOE1 led by GE C449-W 8717 at the Mosquito Creek viaduct in Eleroy

Eastbound grain



GP15 4402 running light near Lena



IC SD40-2s 6138, 6154 and 6016 running westbound light cross Bolton Road in Eleroy

BHL GP7Rs 4120 and 4122 running westbound light at Bolton Road in Eleroy



A cut of CNW hoppers passes thru Lena, IL

North Schuyler Street, Lena, IL



The Galena switcher works Galena Brewing

Galena Aggregates



BHL caboose trailing a westbound freight at the Mosquito Creek viaduct