

BNSF Safety Vision

We believe every accident or injury is preventable. Our vision is that Burlington Northern Santa Fe will operate free of accidents and injuries. Burlington Northern Santa Fe will achieve this vision through:

A culture that makes safety our highest priority and provides continuous self-examination as to the effectiveness of our safety process and performance ...

A work environment, including the resources and tools, that is safe and accident-free where all known hazards will be eliminated or safe-guarded ...

Work practices and training for all employees that make safety essential to the tasks we perform ...

An empowered work force, including all employees, that takes responsibility for personal safety, the safety of fellow employees, and the communities in which we serve.



Chicago Division

Timetable No. 6

IN EFFECT AT 0800
Central Continental Time
Wednesday, June 20, 2007

Division General Manager

Rob M. Reilly
Chicago, Illinois
(773) 579-5000

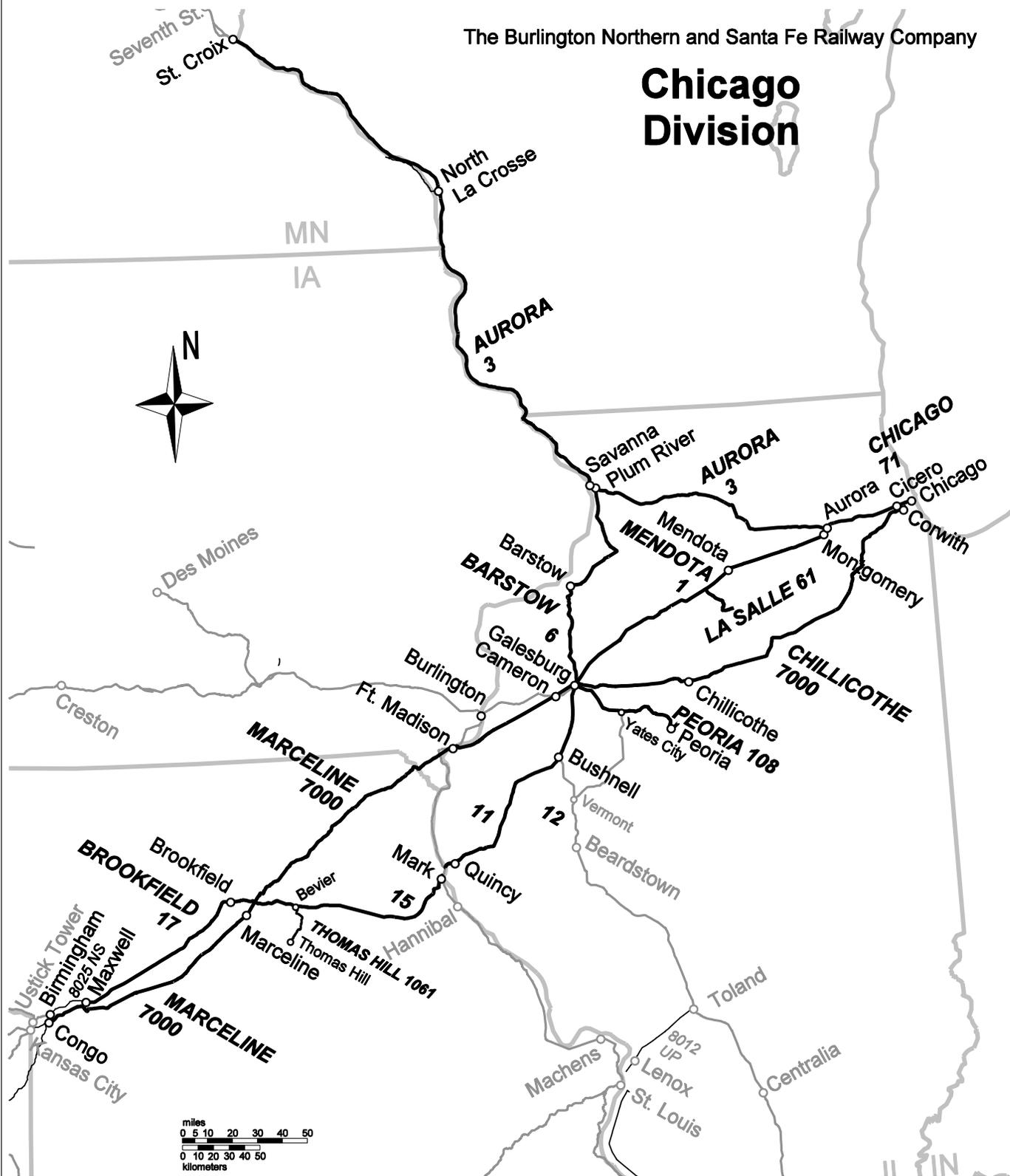
General Director Transportation

Robert A. Johnson
Chicago, Illinois
(773) 579-5100

(This timetable includes the Ottumwa Subdivision from the Nebraska Division Timetable No. 6. All amendments to this subdivision will be issued on Nebraska Division General Orders.)

The Burlington Northern and Santa Fe Railway Company

Chicago Division



Division Managers

Aurora

SUBURBAN TRAINMASTER ON DUTY (630) 692-6290
T. LeSURE Division Trainmaster (630) 692-6485

Barstow

P. HAGEMAN Trainmaster (309) 345-6259

Brookfield

S.M. BROCKWELL Trainmaster (660) 268-2715
R.L. GROGON Signal Supervisor (573) 769-5340

Chicago

A.D. HUSBANDS Supt. Suburban Operations (312) 850-5682
C.S. JOHANSON Trainmaster (312) 850-5684
H.T. KIRMAN Term. Mgr. Suburban Oper. (312) 850-5683
T. LEPPERT Trainmaster (312) 850-5688
C.J. SMITH Trainmaster (312) 850-5684

Chillicothe

K.R. PICKENS Roadmaster (773) 579-5588

Cicero

D.G. GALLOWAY Trainmaster (708) 924-5409
M.A. JAMES Trainmaster (708) 924-5545
P. McVEY Asst. Term. Superintendent (708) 924-6729
W.E. MERRILL Roadmaster (708) 924-5419
T. MERRIWEATHER Terminal Superintendent (708) 924-5471
J. MONTGOMERY Trainmaster (708) 924-5409
T.W. ODOWD Trainmaster (708) 924-5409
D. PODGORNY Trainmaster (708) 924-5545
K. RAINEY Trainmaster (708) 924-5545
B. RECKLING Structures Supervisor (708) 924-5598
R.L. SLAYTON Trainmaster (708) 924-5409
E. WITHAM Trainmaster (708) 924-5545

Corwith

COMMAND CENTER (773) 579-5363
W.F. ADAMS Manager Signals (773) 579-5131
J. CLEARY Trainmaster (773) 579-5084
D.L. DAVENPORT Terminal Superintendent (773) 579-5101
R.A. DELLA-PIETRA Trainmaster (773) 579-5084
T. EVANS Trainmaster (773) 579-5084
K.L. FEZEKAS Gen. Const. Supervisor (773) 579-5155
C. GAMBILL Trainmaster (773) 579-5084
J. GRANADOS Trainmaster (773) 579-5084
J. GRAVES Trainmaster (773) 579-5099
J. JAEB Trainmaster (773) 579-5084
N. KELLY Trainmaster (773) 579-5084
J.C. MANNING Road Foreman (773) 579-5079
R.L. McMAHAN Manager of Safety (773) 579-5108
R. MOHORN Terminal Manager (773) 579-5001
J.A. PETERSON Asst. Trainmaster (773) 579-5084
J.A. RUSSELL Trainmaster (773) 579-5084
D. STEVENSON Trainmaster (773) 579-5099
C. TERRY Trainmaster (773) 579-5084
J.N. THOMAS Mgr. Field Training (773) 579-5121
R. THOMPSON Trainmaster (773) 579-5099
A.L. TRAYLOR Roadmaster (773) 579-5130
J.M. WALKER Trainmaster (773) 579-5083

Eola

W.C. AMAYA Trainmaster (630) 692-6258
S.A. CLAYTON Trainmaster (630) 692-6258
D.L. JEWETT Trainmaster (630) 692-6258
G. KONECNY Supt. Operations (630) 692-6363
M.L. KRANZ Roadmaster (630) 692-6257
T. LeSURE Trainmaster (630) 692-6256
E. PARTRIDGE Trainmaster (630) 692-6258

Ft. Madison

J.B. BOULWARE Signal Supervisor (319) 376-4114
T.L. DAVIS Supt. Operations (319) 376-4223
M.A. JAMES Trainmaster (319) 376-4115
W.E. LOVELACE B&B Supervisor (319) 376-4272
K.W. MILLER Roadmaster (319) 376-4217
W.G. MOULDER Road Foreman (319) 376-4288
S. TWEET Trainmaster (319) 376-4115
J.E. WILLIAMS Road Foreman (319) 376-4270

Galesburg

D.L. CORZETTE Signal Supervisor (309) 345-6230
D.L. GOLDER Manager of Signals (309) 345-6269
D.R. McKELVEY Road Foreman (309) 345-6054
R.B. PAULSGROVE Road Foreman (309) 345-6139
R.L. ROSKILLY Division Engineer (309) 345-6520
E.J. SADLOWSKY Trainmaster (309) 345-6255
C.D. SCHOONOVER Roadmaster (309) 345-6445
D.A. STINSON Asst. Roadmaster (309) 345-6563

Galesburg Terminal

TERMINAL PLANNING DESK—24 HRS. (309) 345-6252
LOCOMOTIVE SERVICE TRACK—24HRS. (309) 345-6286
LOCOMOTIVE SHOP—24HRS. (309) 345-6050
D.A. ANDERSON Gen. Foreman Locomotive (309) 345-6379
L.A. ARMSTRONG Terminal Trainmaster (309) 345-6043
J.M. BAINTER Roadmaster (309) 345-6444
K.M. BETHUREM Terminal Trainmaster (309) 345-6044
J. BLAKEMAN Terminal Trainmaster (309) 345-6045
W. BREWSTER Terminal Trainmaster (309) 345-6045
A.B. CRAWFORD Mech. Supervisor (309) 345-6295
R.L. DANIELSON Terminal Superintendent (309) 345-6224
D.L. DEFFEBEAUGH Corp. Mgmt. Trainee (309) 345-6295
D.W. DOWNEY Mech. Supervisor (309) 345-6295
S.K. FALL Signal Supervisor (309) 345-6424
C.E. FOWLER Terminal Trainmaster (309) 345-6367
P.R. HAGEMAN Trainmaster (309) 345-6259
R.C. HENNESS Mech. Supervisor (309) 345-6295
K.E. KRISHER Asst. Terminal Supt. (309) 345-6223
J.A. MALBURG Mech. Supervisor (309) 345-6136
R.J. MILLER General Foreman (309) 345-6129
J.L. NELSON Mech. Supervisor (309) 345-6136
R.D. RAINS Terminal Trainmaster (309) 345-6040
T.W. RIBELIN Terminal Trainmaster (309) 345-6366
J.T. SEE Terminal Trainmaster (309) 345-6045
M.R. SHUMATE Terminal Trainmaster (309) 345-6368
K. TRACY Terminal Trainmaster (309) 345-6045
B.M. WEBB Asst. General Foreman (309) 345-6196
L.E. WELTE B&B Supervisor (309) 345-6103
D.I. ZUNIGA Mech. Supervisor (309) 345-6136

Golden

T.L. DEARWESTER Roadmaster (217) 696-2711

Henrietta

R.L. UNDERWOOD Signal Supervisor (913) 551-4422

Joliet

J. LINDQUIST Trainmaster (773) 579-5441
J.M. SAVAGE Roadmaster (773) 579-5446

LaCrosse

R.P. FISHER Road Foreman (608) 781-7435
R.J. KREMER Trainmaster (608) 781-7413

Logistics Park Chicago

A. BURNEY Trainmaster (815) 424-2221
R.J. CASEY Signal Supervisor (815) 424-2289
T. EASON Terminal Manager (815) 424-2202
G. EBANKS Trainmaster (815) 424-2221
S. GUTIERREZ Trainmaster (815) 424-2221
D. McCALLEY Trainmaster (815) 424-2221
A. PENNINGTON Trainmaster (815) 424-2221

Rochelle

G.A. GOY Roadmaster (815) 561-2250

St. Croix

S.A. HENDRICKSON Trainmaster (608) 781-7417

Savanna

S.A. MERRITT Trainmaster (309) 345-6159

Sugar Creek

D.B. TOWNSEND Roadmaster (913) 551-4420

Willow Springs

K. COUGHLIN Trainmaster (708) 482-5177
T. HARRISON Terminal Manager (708) 482-5181
M. KRANZ Trainmaster (708) 482-5177
C.P. MOTLEY Trainmaster (708) 482-5177
D. OLSON Trainmaster (708) 482-5177
T. VAN VLECK Trainmaster (708) 482-5177

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Aurora Subdivision		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				MAIN LINE STATIONS						Rule 4.3
	5,035	00037	38.4	AURORA	JX			6.3	
	7,700	00045	44.7	SUGAR GROVE				5.5	
	7,150	00050	50.2	BIG ROCK				4.9	
		00055	55.1	HINCKLEY				2.9	
	8,900	00058	58.0	MORED		CTC		4.1	
		00062	62.1	WATERMAN				2.8	
			64.9	(UP) BX XING	M			2.2	
	10,825	00067	67.1	SHABBONA				10.2	
		00077	77.3	STEWARD				2.9	
			80.2	CP 800	X			3.0	
		00083	83.2	ROCHELLE	BX(2)	2MT CTC		0.5	
			83.7	(UP) NX XING	A			0.7	
			84.4	CP 844	X			1.9	
		00086	86.3	FLAG CENTER	JT			6.1	
	7,045	00092	92.4	CHANA				6.0	
	10,700	00098	98.4	OREGON	J			9.0	
	7,260	00107	107.4	STRATFORD		CTC		8.6	
	6,720	00114	116.0	CARTER				6.5	
	6,980	00122	122.5	MILLEDGEVILLE				6.9	
	7,035	00129	129.4	CHADWICK				9.1	
	6,950	00138	138.5	BURKE				3.8	
			142.3	PLUM RIVER	JX			1.4	
		00143	143.7	SAVANNA	X	2MT CTC		1.1	
			144.8	IMRL XING	A			12.1	
		00156	156.9	ROBINSON SPUR	X	DT ABS TWC	3	1.2	
			158.1	WHITTON	X			13.5	
C5,000		00170	171.6	GALENA		CTC		0.6	
		00171	172.2	PORTAGE	JX(2)			5.0	
			177.2	MENOMINEE				3.1	
			180.3	BUDD	X(2)	2MT CTC		2.9	
			183.2	MURPHY				1.4	
			184.6	EAST CABIN	JX			0.6	
C6,435	00184	185.2	EAST DUBUQUE	MX				14.8	
	00198	200.0	POTOSI	X		DT ABS TWC		13.0	
	00212	213.0	CASSVILLE	X(2)				9.8	
	00222	222.8	GLEN HAVEN	X				5.6	
	00227	228.4	BAGLEY	X				3.6	
	00231	232.0	WYALUSING					3.6	
	00235	235.6	PORTS			CTC		1.4	
	00236	237.0	CRAWFORD	M		2MT CTC		2.7	
	00239	239.7	PRAIRIE du CHIEN					14.7	
	00254	254.4	LYNXVILLE	X				7.8	
	00261	262.2	FERRYVILLE	X(2)				7.9	
	00269	270.1	DE SOTO	X		DT ABS TWC		4.7	
		274.8	VICTORY	X				5.9	
	00280	280.7	GENOA	X				6.0	
	00286	286.7	STODDARD					9.6	
	00285	296.3	GRAF			CTC		3.6	
		299.9	GRAND CROSSING	MY				0.3	
	00299	300.2	NORTH LA CROSSE	BY		ABS		261.8	

Radio Call-In		
Savanna - 41(X)	Galena - 56(X)	Cassville - 42(X)
Prairie du Chien - 43(X)	DeSoto - 44(X)	Genoa - 48(X)
Hinckley - 32(X)	Rochelle - 31(X)	Carter - 30(X)
Savanna - 34(X)	Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Radio Channel No. 70 in service Aurora to CP 1462.

Radio Channel No. 66 in service CP 1462 to LaCrosse.

Radio Channel No. 51 in service at Rochelle Yard.

Train Dispatcher Phone Numbers

Chief Dispatcher—(817) 234-6015/(817) 234-6016

Assistant Chief Dispatcher—Monday - Friday, 0700 - 1500
(817) 234-6013

Corridor Superintendent—(817) 234-2359

LaCrosse Dispatcher—Savanna to Grand Crossing:

(817) 234-6021, Fax (817) 234-6057

C&I Dispatcher—Aurora to Savanna:

(817) 234-6022, Fax (817) 234-6058

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 38.4 to MP 300.2	60 MPH.
Against current of traffic on double track	49 MPH.
Trains consisting entirely of loaded double stack equipment, not exceeding 105 TOB	60 MPH.

1(B). Speed—Permanent Restrictions

MP 38.44, Jct. Switch, Aurora	35 MPH.
MP 38.44 to MP 40.0	40 MPH.
MP 77.4 to MP 77.9	40 MPH.
MP 82.2 to MP 83.7	45 MPH.
MP 83.7 to MP 83.9	35 MPH.
MP 83.9 to MP 84.4	45 MPH.
MP 95.8 to MP 102.3	45 MPH.
MP 142.0 to MP 144.5	35 MPH.
MP 144.5 to MP 145.6	25 MPH.
MP 171.4 to MP 172.2	35 MPH.
MP 175.5 to MP 175.8, Main Track 1	40 MPH.
MP 180.7 to MP 181.1, Main Track 1	40 MPH.
MP 184.2 to MP 184.9, Both Tracks	25 MPH.
MP 184.9 to MP 185.5	30 MPH.
MP 185.5 to MP 186.9	55 MPH.
MP 235.5 to MP 240.0	50 MPH.
MP 296.2 to MP 299.8	45 MPH.
MP 299.8 to MP 299.9	20 MPH.
Exception: Less than 20 axles	3 MPH.
MP 300.1 to MP 301.8 (HER)	25 MPH.
MP 301.8 to MP 303.3	35 MPH.

1(C). Speed—Switches and Turnouts

MP 77.9, turnout	35 MPH.
MP 80.2, turnouts	35 MPH.
MP 84.4, turnouts	35 MPH.
MP 86.3 Flag Center, turnout	35 MPH.
MP 143.3, turnout	35 MPH.
Robinson Spur, crossover and turnouts	10 MPH.
Whitton, crossover and turnouts	10 MPH.
Portage, crossover and turnouts	35 MPH.
Budd, crossovers and turnouts	35 MPH.
East Cabin, crossover	25 MPH.
MP 184.7, turnout Main 1	25 MPH.
East Dubuque, crossover	30 MPH.
MP 235.6, turnouts	50 MPH.
MP 237.0, turnouts	35 MPH.
MP 274.8, turnouts and crossovers	10 MPH.
MP 296.3, turnouts	35 MPH.
MP 303.1, crossovers	35 MPH.

1(D). Speed—Other

	Freight
All loaded unit trains (except intermodal) through sidings	10 MPH.
Mored, through sidings and turnouts	35 MPH.
Controlled sidings, Aurora to Savanna	
Except Mored and Oregon	25 MPH.
Oregon, all loaded ore cars except series	
BN 99000-BN 99949 over Bridge 98.2	20 MPH.
Oregon, on siding and through turnouts	35 MPH.
Menominee Phoenix Lead	5 MPH.
East Cabin, center siding	10 MPH.
Lacrosse Running Track	20 MPH.
CPRR Connecting Track at Grand Crossing	5 MPH.
IMRL Connecting Track at MP 144.8	5 MPH.

See Items 1 and 33 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car

Aurora to North LaCrosse	143 tons, Restriction C
Aurora Industry Track from	
controlled siding	131.5 tons, Restriction H

Waterman—Six-axle locomotives are not permitted on the Industry Track at Waterman Farm Service, MP 62.46.

Oregon to Mt. Morris—Six-axle locomotives and six-axle derricks are not permitted beyond the FS switch.

Milledgeville—Six-axle locomotives are not permitted on the Industry Tracks.

Savanna—Track 5415, six-axle locomotives, six-axle derricks, and loaded equipment are not permitted, except on west 1000 feet of track.

Track 5421, six-axle locomotives, six-axle derricks, and loaded equipment are not permitted.

Menominee—No more than 2 six-axle locomotives are allowed in the consist on the House Track (3001), MP 177.39.

East Cabin—Six-axle locomotives and six-axle derricks are not permitted on the east end of the Banana Track.

East Dubuque—No more than 2 six-axle locomotives are allowed in the consist on track 4405, MP 184.7.

North LaCrosse—Six-axle locomotives are not permitted on the City Track.

3. Type of Operation

CTC—in effect:

MP 38.4 to MP 146.2
MP 171.5 to MP 185.3
MP 235.4 to MP 239.8
MP 296.3 to MP 299.8

Multiple Main Tracks—in effect:

2 MT:

MP 77.9 to MP 86.2
MP 142.5 to MP 146.2
MP 172.3 to MP 185.3
MP 236.9 to MP 239.8

TWC—in effect:

MP 146.2 to MP 171.5
MP 185.3 to MP 235.4
MP 239.8 to MP 296.3

ABS—in effect:

MP 146.2 to MP 171.5
MP 185.3 to MP 235.4
MP 239.8 to MP 296.3
MP 299.8 to MP 302.8

Double Track—in effect:

MP 146.2 to MP 171.5
MP 185.3 to MP 235.4
MP 239.8 to MP 296.3

Yard Limits—in effect:

MP 299.5 to MP 303.8

4. General Code of Operating Rules Items

Rule 5.8.2—MP 292.0 to MP 299.5 and, between 2200 to 0600, MP 237.7 to MP 240.7 and all crossings on track 9910 (City Track) are designated as Quiet Zones. Whistle signal 5.8.2 (7) is not required within these Quiet Zones. All other whistle requirements remain in effect.

Rule 6.19—When flagging is required, the distance will be 2.0 miles.

Rule 6.28—in effect:

Crawford FS Plant 1.9 miles.

Rule 6.32.4—In the state of Illinois, the last paragraph of Rule 6.32.4 is changed to read: When practical, cars or engines must not be left standing nearer than 500 feet to road crossing when there is an adjacent track.

Rule 6.32.4—In the state of Wisconsin, the last paragraph of Rule 6.32.4 is changed to read: When practical, cars or engines must not be left standing nearer than 330 feet to road crossing when there is an adjacent track.

Rule 9.9.1—At automatic interlocking at IC&E, MP 144.8, the following will govern:

A train must proceed prepared to stop at the interlocking signal when:

- Moving below 20 MPH and passing a signal displaying an indication more favorable than Approach that governs the approach to the interlocking.
- Speed is reduced to below 20 MPH after passing a signal displaying an indication more favorable than Approach that governs the approach to the interlocking.

The train must continue to move prepared to stop at the interlocking signal until the train reaches a point approximately 1,000 feet from that signal. If the interlocking signal then indicates proceed, the train may resume speed.

Rule 9.12.3—Signals governing movements over the UP crossing at Rochelle also govern the block. Rule 9.12.3 must be complied with. Movement through the UP interlocking must be made completely through the plant before a reverse move is made. Under no conditions should equipment be left standing or unattended in the plant.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
 - MP 47.1—EWD only—Recall Code 328
- B. Other TWD locations
 - MP 47.1—WWD only—Recall Code 328
 - MP 71.3—Recall Code 318
 - MP 95.5—Recall Code 307
 - MP 111.3—Recall Code 308
 - MP 132.3—Recall Code 347
 - MP 148.0—Recall Code 418
 - MP 169.1—Recall Code 568
 - MP 182.3—Main 1—Recall Code 407
 - MP 182.4—Main 2—Recall Code 407
 - MP 197.5—Recall Code 427
 - MP 210.4—Recall Code 426
 - MP 222.9—Recall Code 428
 - MP 244.1—Recall Code 438
 - MP 267.1—Recall Code 448
 - MP 289.2—Recall Code 488

6. FRA Excepted Track—None**7. Special Conditions**

Chicago Terminal Instructions—Refer to the Chicago Division General Notice, "Chicago Terminal Instructions", for operating instructions within the metropolitan Chicago area.

Cicero—Westward trains received in interchange from the CSXT, NS and CN must have the fuel level checked in all engines before departing Cicero. Trains toward LaCrosse must have at least 1500 gallons. Trains toward Lincoln must have at least 2000 gallons. Crews must check the fuel levels and report any with insufficient fuel to the Dispatcher as soon as possible.

(UP) NX XING Rochelle—In order to minimize blocking of road crossings in the city of Rochelle, westward trains, not working at Rochelle, are to be governed by the following instructions:

When the signal at MP 82.0 displays a less than clear aspect, trains are to remain east of the Steamplant Road Crossing (MP 81.9), and will proceed to the UP diamond after receiving instructions from the train dispatcher.

Savanna—Tracks 5401, 5402, 5404 and 5415 are the only tracks in service.

If the outbound crew is on duty when their train arrives, the inbound crew will provide a roll-by inspection upon departure.

When making any westward movements at Savanna, ascertain that the train will comply with GCOR Rule 6.32.4 (clear of crossings and signal circuits). Any train setting out or picking up must not block any street crossing in excess of 10 minutes. If necessary, setout and switch from the east end of Savanna Yard. Notify the dispatcher if unable to comply with these instructions.

If the indication of signal 146.2 is anything other than clear, eastward trains must handle their trains, consistent with good train handling, to avoid blocking any crossings. After receiving a clear indication, eastward trains may then proceed on signal indication through Savanna.

Menominee—Movements with six axle locomotives between industry switch MP 177.7 and derail must be preceded by a walking visual inspection.

Stopping at Frenress Lake Road near MP 182—Trains must not stop within 300 feet of the TWDs at MP 182.3 and MP 182.4 unless immediately changing crews at Frenress Lake Road.

East Dubuque—Crews must advise the Dispatcher of their fuel readings when leaving East Dubuque with a train received in interchange from the CN.

Prairie du Chien—When using side tracks, a crew member must protect movement over Frederick Street until the gates are down.

A member of the crew must protect movement over Marquette Road (Highway 35), Washington Street, Hayden Street, and Ohio Street before occupying road crossings, while using city track.

LaCrosse—Permission must be obtained from the LaCrosse yardmaster before occupying the main or running track. All Conductors, including short turn-arounds, are required to report to the Yardmaster on duty no more than 5 minutes after their on-duty time for instructions and to comply with Safety Rule S-1.1. All short turn-around crews are required to check with the Dispatcher and the Yardmaster prior to being relieved of duty at LaCrosse.

Eastward trains that are departing LaCrosse Yard must not block the private crossing located at MP 300.1, in front of the yard office, until a signal to proceed is received through the Grand Crossing interlocking.

Engineers of westward trains whose engines will require inspection must notify the Yardmaster when calling for yarding instructions in order to minimize delay and increase velocity. Westward trains that are notified by the Dispatcher or the Yardmaster that conditions exist to prevent prompt arrival into LaCrosse Yard must not pull past the Goose Island crossing, MP 291.7, until information is received allowing the train to move continuously into LaCrosse Yard.

Roll-by inspection of trains departing North LaCrosse is required by the inbound crew unless otherwise instructed by the yardmaster, trainmaster, or road foreman.

On the city track at South Avenue and Sims Place, a color light type indicator will govern movement over the crossing. A right-hand indicator will govern westward movements and a left-hand indicator will govern eastward movements. When a flashing red indicator is displayed, movement may be made over both crossings. When the indicator is red or dark, stop before occupying the crossing. If after 5 minutes, the crossing protection is not working and after a crew member is on the ground at the crossing to warn highway traffic, proceed over the crossing on hand signals from that crew member. Employees who work the ground on the City Track industries are required to wear reflective vests.

Remote Control Operations—Signs located at MP 299.5 (Aurora Subdivision) and MP 303.8 (St. Croix Subdivision), designate the Remote Control Area at LaCrosse.

Chicago Division RCO Airbrake Requirements	
Tons Being Handled	Number of cars with airbrakes charged
2000 and less	0
2000 - 4000	3
4000 - 7500	6
7500 and greater	10

ETD and ETD Battery Procedures—Spare ETDs and ETD batteries are available at Rochelle, Savanna, E. Dubuque and Prairie du Chien. Notify the Dispatcher if ETDs and ETD batteries are not available. Crews must tag failed ETDs and ETD batteries and must move them to Cicero, Galesburg or LaCrosse. On arrival, crews must notify the ATM, Yardmaster or Trainmaster so this failed equipment can be removed from their train. Terminals will hold this failed equipment for the Communication Team.

Fuel Levels on All Trains—All engineers on trains toward LaCrosse must check the fuel level on all working locomotives on their train at the crew change point. Report to the Dispatcher if the fuel level is 1000 gallons or less. Westward trains will report their fuel readings to the LaCrosse Dispatcher on the Aurora Subdivision at Savanna, MP 143.7.

Close Clearances—

Rochelle—Close clearance between Main Track 2 and Yard Track 101 at the switch located at MP 81.75.

Batavia Industry Lead—A fence along the Proex unloading track west of the Proex switch causes close clearance for a person riding the side of a car.

Speed Indicator Test Mile Locations

- WWD—MP 52.0 - MP 53.0
- WWD—MP 73.0 - MP 74.0
- WWD—MP 158.0 - MP 159.0
- WWD—MP 192.0 - MP 193.0
- WWD—MP 285.0 - MP 286.0
- EWD—MP 286.0 - MP 285.0
- EWD—MP 245.0 - MP 244.0
- EWD—MP 193.0 - MP 192.0
- EWD—MP 106.0 - MP 105.0

Regarding stations with crossovers indicated in station column:

Robinson Spur and Bagley—facing point only.
 Cassville and Ferryville—facing and trailing point.
 All other stations—trailing point only.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

- MP 40.25 MP 41.5 to MP 41.8
- MP 47.4 to MP 47.8 MP 48.5 to MP 49.0
- MP 55.9 MP 72.25
- MP 76.33 MP 79.78
- MP 84.92 MP 104.4
- MP 113.4

In the event of significant rain (5+ inches) the entire territory from MP 300 to MP 140 can develop high water problems from the Mississippi River; however, 1 to 3 inches of localized heavy rains do not present any problem.

8. Line Segments

Yard Line Segments

Line Segment Limits

- 810 Savanna
- 829 Prairie Du Chien
- 811 North LaCrosse
- 820 Oregon
- 821 Rochelle
- 827 Dubuque

Road Line Segments

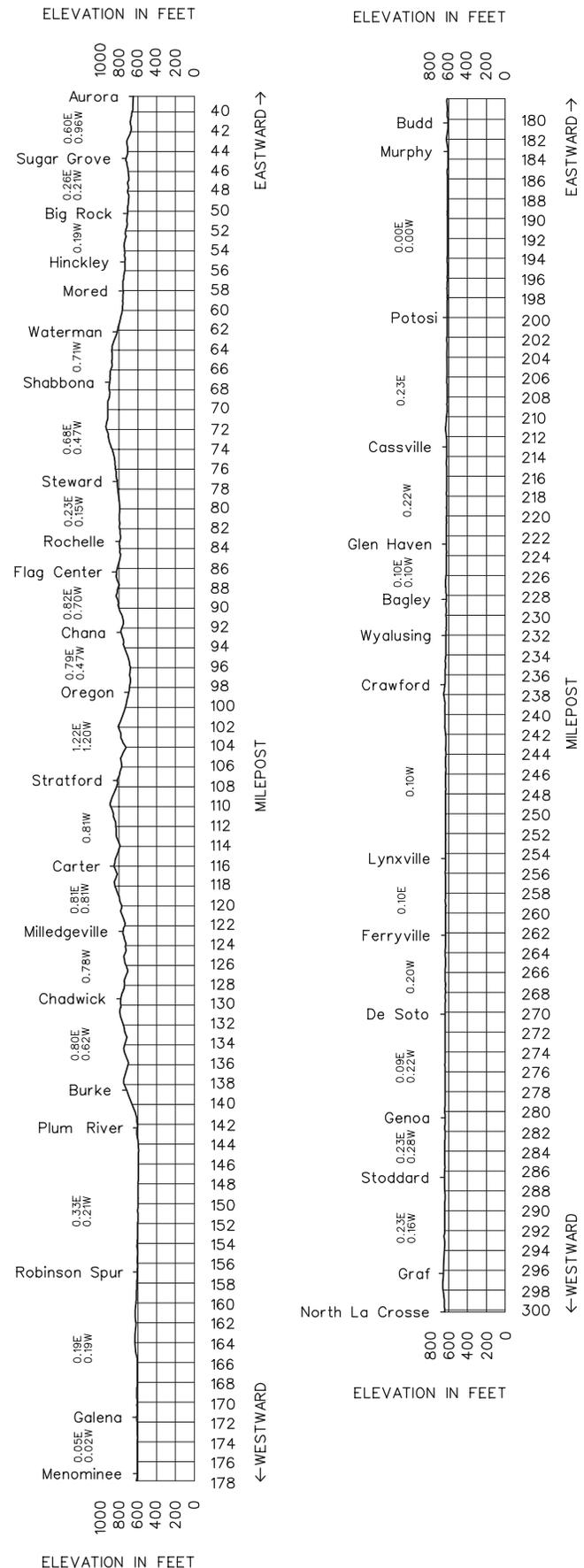
Line Segment Limits

- 66 Oregon to Mt. Morris
- 72 East Dubuque
- 3 Aurora to North LaCrosse

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
00111 Polo	4.5 west of Stratford	56	West
00163 Blanding	6.9 west of Robinson Spur	12	West
71402 Dubuque	1.0 from East Dubuque	Yard	Both
00246 Charme	7.7 west of Prairie du Chien	4	West

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Barstow Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
		20126	1.0	GALESBURG	BMJTX			2.4	
10,639	22002	3.4	BOUHAN					2.9	
	22005	6.3	HENDERSON					6.7	
	22012	13.0	RIO					5.6	
8,257	22018	18.6	ALPHA					4.4	
	22022	23.0	OPHIEM					3.3	
	22025	26.3	LYNN					4.2	
	22029	30.5	ORION					4.3	
9,971	22034	34.8	WARNER					4.6	
	22039	39.4	BRIAR BLUFF		CTC		6	1.4	
	22040	40.8	COLONA	J				3.0	
5,506	22043	43.8	BARSTOW	T				12.6	
9,008	22057	56.4	HILLSDALE					5.7	
	22062	62.1	ERIE					6.2	
	22068	68.3	DENROCK					3.4	
10,544	22071	71.7	FENTON					5.3	
	22076	77.0	SAM					9.6	
10,543	22086	86.6	EBNER					10.1	
		96.7	PLUM RIVER	JX				95.7	

Radio Channel No. 87 in service.

Radio Call-In		
Alpha-50(X)	Barstow-51(X)	Savanna-52(X)
Emergency Call-911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Train Dispatcher Telephone Number

C&I Dispatcher—(817) 234-6022, Fax (817) 234-6058

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 1.0 to MP 96.7	60 MPH.
MP 22 to MP 26, EWD loaded unit trains	
100 TOB and over	50 MPH.

1(B). Speed—Permanent Restrictions

MP 1.0 to MP 1.5	35 MPH.
MP 12.6 to MP 13.0	25 MPH.
MP 13.0 to MP 32.0	50 MPH.
MP 32.0 to MP 36.7	40 MPH.
MP 36.7 to MP 43.7	30 MPH.
MP 43.7 to MP 44.0	25 MPH.
MP 47.8 to MP 48.5	25 MPH.
MP 61.5 to MP 63.0	40 MPH.
MP 68.0 to MP 68.4	25 MPH.
MP 81.0 to MP 81.3	40 MPH.
MP 96.3 to MP 96.7	35 MPH.

1(C). Speed—Switches and Turnouts

MP 1.0, turnout, under 100 TOB	30 MPH.
100 TOB and over	25 MPH.
MP 40.95, turnout IAIS connection	10 MPH.
MP 96.7, crossover	35 MPH.
Turnouts—all sidings except Barstow	20 MPH.

1(D). Speed—Other

MP 242 to MP 249.3, Barstow and Crescent Bridge, Rule 6.28 ..	10 MPH.
MP 245.2, crossing (HER)	10 MPH.
MP 245.5, crossing (HER)	10 MPH.
Siding Barstow	10 MPH.

Freight

Loaded coal, ore, potash, grain and ballast trains
 through sidings 10 MPH.
 MP 253.0, Crossing 17th St. Rock Island, EWD(HER) 5 MPH.

(Galesburg Terminal—See 1(D) Nebraska Division, Ottumwa Subdivision.)

Temperature Speed Restrictions

When the outside air temperature meets the “critical ranges” listed below, all trains must comply with speed restrictions assigned to ambient temperature ranges and classification of train. If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted.

Critical Areas:

- MP 21.0 to MP 24.0
- MP 32.0 to MP 44.0
- MP 47.5 to MP 48.5

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
100 to 110 degrees	Maximum 45 MPH.	Maximum 40 MPH.	Maximum 70 MPH.
110 degrees and over	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Galesburg to Plum River 143 tons, Restriction A
 Barstow to Rock Island 143 tons, Restriction D
 Rock Island to Davenport 131.5 tons, Restriction H

Six-axle locomotives and six-axle derricks not permitted on the following tracks:

- Rock Island Illinois Oil Track
- All tracks lower yard

3. Type of Operation

CTC—in effect:
 MP 1.0 to MP 96.7

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2.0 miles.

Rule 6.27—in effect:
 On Iowa Interstate Main Track at Rock Island

Rule 6.28—In effect:
 Industrial track between:
 East Wye Switch Davenport and Barstow
 DRI Jct. and Albany

Iowa Interstate siding, Rock Island
 BNSF track, Barstow to Crescent Bridge Rock Island.

Rule 6.32.2—Movement over the crossing at MP 1.9 on the Industrial Track between DRI Jct. and Albany must be protected even if the crossing devices are seen to be working.

Rule 6.32.4—In the state of Illinois, the last paragraph is changed to read:

When practical, cars or engines must not be left standing nearer than 500 feet to road crossing.

Rule 8.12—The Iowa Interstate Junction switch at 7th Street, East Moline and the crossover switch at 44th Street, Rock Island may be left as last used if the train exceeds 500 ft.

5. **Trackside Warning Detectors (TWD)**
 A. Protecting Bridges, Tunnels or Other Structures
 MP 40.1—DED—WWD only—Recall Code 517
 B. Other TWD locations
 MP 29.6—Recall Code 508
 MP 40.1—DED—EWD only—Recall Code 517
 MP 52.0—Recall Code 527
 MP 64.7—Recall Code 518
 MP 89.3—Recall Code 528

6. **FRA Excepted Track**
 DRI Jct. to Albany between MP 20.3 and MP 25.4

7. **Special Conditions**
Speed Test Boards—Engineers shall test the speed of their trains passing the following points as compared with Speed Table:
 Between MP 8.0 to MP 9.0
 Between MP 92.0 to MP 93.0

Remote Control Operations—Signs located at MP 5.0 (Barstow Subdivision), MP 171.8X (Brookfield Subdivision), MP 159.0 (Mendota Subdivision), MP 171.0 and Cameron Jct. (Ottumwa Subdivision) and MP 2.0 (Peoria Subdivision) designate the Remote Control Area at Galesburg.

Chicago Division RCO Airbrake Requirements	
Tons Being Handled	Number of cars with airbrakes charged
2000 and less	0
2000 - 4000	3
4000 - 7500	6
7500 and greater	10

Remote Control Zone—The Hump Lead (Track 2071) between the 30 switch (Olys Pocket switch) and the 10 switch designate the Remote Control Zone (RCZ) at Galesburg Yard.

Activation/Deactivation Procedure—The Remote Control Operator will protect Southward movements until the rear car has cleared the 30 Switch (Olys Pocket Switch). The Remote Control Operator will then contact Yard Control and request that RCZ protection be established. Yard Control will line the 30 switch (Olys Pocket switch) for the Hump Lead and provide switch blocking on the 10 switch and the 30 switch. Yard Control will then notify the Remote Control Operator that the RCZ has been activated. The RCZ will remain activated until the Remote Control Operator has requested that the RCZ be deactivated. Before the RCZ can be fouled or occupied, Yard Control must be contacted to determine if the RCZ has been activated.

Iowa Interstate—Joint trackage BNSF all movements between 7th Street, East Moline and 17th Street, Rock Island will be coordinated through the Iowa Interstate Dispatcher, Radio Channel 74, telephone number 1-800-321-3891.

Barstow to Rock Island—Between Barstow and 7th Street, East Moline and between the Crescent Bridge and 24th Street, Rock Island, contact the Crescent Bridge Operator before leaving Barstow or the Crescent Bridge on Radio Channel 87 or by phone 309-788-0941 to advise of any track condition that might cause an unsafe work condition.

Between East Wye switch Davenport and Clinton—The ICE Timetable governs.

Insufficient Bridge Clearance—See System Special Instructions, Item 46 (Special Car Handling Instructions) for prohibition of M3E (Hi-Tri-Levels) and M3F (Articulated Hi Tri-Levels) at the Crescent Bridge.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
 MP 5.0 to MP 10.0
 MP 30.0 to MP 41.0
 MP 71.0 to MP 82.0

Taconite Trains-ABTH Rule 104.3.1 Exception—Crews operating the EP 60 Electric Train in Pneumatic Brake Mode or a train consisting of 50% or more of series BNSF 601180 through 601399, must make an initial 10 pound brake reduction to slow or control train speed. An initial brake pipe reduction of less than 10 psi may result in an undesired release of the train’s brakes.

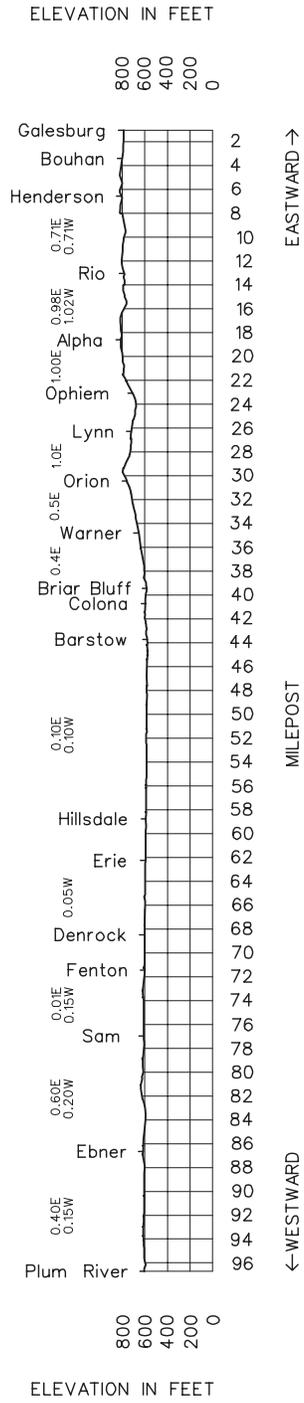
8. **Line Segments**
Yard Line Segments
Line Segment Limits
 814 Barstow
 815 Terminal Jct. Rock Island
 817 Clinton
 819 Moline

- Road Line Segments**
Line Segment Limits
 7 Barstow to Terminal Jct. Rock Island
 949 DRI—Jct. to Albany
 6 Galesburg to Plum River

9. **Locations Not Shown as Stations**

Name	Miles - Location	Capacity Feet	Switch Opens
22051 Joslin	7.9 west Barstow	500	East
22051 Thomson	2.0 west of Ebner	375	West
72204 Silvis Transfer	4.0 from Barstow	1,000	West
72205 East Moline	5.0 from Barstow	2,600	Both
72208 Moline	8.0 from Barstow	2,500	Both
72212 Rock Island	12.0 from Barstow	Yard	Both

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Brookfield Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		20126	162.4X	GALESBURG	BMJTX				0.5	
			162.9X	KNOX ST.	MJ				1.4	
			164.3X	THIRWELL	XM				1.7	
		25004	166.0X	WATERMAN	X(2)MJT				2.0	
		25005	168.0X	SALUDA	M				4.3	
11,081	25010	172.3X	ABINGDON				CTC		10.5	
9,833	25020	182.8	AVON						6.2	
			189.0	EAST BUSHNELL					2.5	
			191.5	TP&W XING	M		2MT CTC		0.9	
			192.4	WEST BUSHNELL	JX(2)				8.1	
			200.5	CP 2005					1.8	
7,024	25040	202.3	MACOMB						7.0	
6,850	25047	209.3	COLCHESTER						16.6	
7,150	25063	225.9	AUGUSTA						9.3	
6,605	25073	235.2	GOLDEN				CTC		5.7	
7,560	25078	240.9	CAMP POINT						13.6	
6,626	25091	254.5	EWBANKS						4.0	
			258.5	QUINCY					3.0	
	73801	261.5	QUINCY JCT.						1.9	
7,500	25101	263.4 137.0	WEST QUINCY	BJTX					2.8	
Between West Quincy and Mark, operate on the Hannibal Subdivision.										
	25104	134.1 5.7	MARK	JT					2.0	
8,600	25107	7.7	NORTH RIVER						6.8	
7,352	25112	14.5	PALMYRA						18.3	
7,201	25130	32.8	CARD						8.9	
7,219	25139	41.7	LAKENAN						21.2	
7,807	25161	62.9	ANABEL						7.5	
	25168	70.4	MACON						5.8	
	25173	76.2	BEVIER	J					2.7	
8,310	25177	78.9	CALLAO						7.1	
	25184	86.0	NEW CAMBRIA						7.9	
7,680	25192	93.9	BUCKLIN						10.2	
	25202	104.1	BROOKFIELD	B			CTC		0.7	
9,606	25204	104.8	EAST NEEDLES						2.0	
		106.8	WEST NEEDLES						9.7	
6,950	25215	116.5	SUMNER						1.7	
		118.2	WG RY XING	A					12.0	
7,039	25227	130.2	HAMM						11.7	
7,171	25239	141.9	AALBERG						11.6	
7,059	25250	153.5	PERSONS						12.8	
7,191	25263	166.3	THIEHOFF						10.7	
7,006	25275	177.0	MAXWELL						0.7	
		177.7	MAXWELL JCT	J					38.5	
Between Maxwell Jct. and Birmingham NS RR Rules, Timetable and Special Instructions Govern										
	25291	216.2	BIRMINGHAM	J					5.3	
		221.5	BLOCK 222	X					2.5	
		224.0	BLOCK 224	X(2)			2MT CTC		0.4	
		224.4	HARLEM	M					0.2	
		224.6	USTICK TOWER	JT					322.7	

Between Maxwell Jct. and Birmingham, NS Rules, Timetable and Special Instructions govern.

MP 104.8 to and including MP 224.6 is part of and under the jurisdiction of the Nebraska Division.

Radio Channel No. 47 in service Galesburg to West Quincy

Radio Channel No. 85 in service West Quincy to Maxwell Jct.

Radio Channel No. 66 in service Maxwell to Kansas City

Radio Channel No. 58 in service at West Quincy.

Radio Call-In		
Bushnell-21(X)	Colchester-25(X)	Camp Point-23(X)
Quincy Jct.-24(X)	Palmyra-26(X)	Monroe City-27(X)
Shelbina-28(X)	Macon-29(X)	New Cambria-21(X)
Brookfield-20(X)	Hale-23(X)	Aalberg-24(X)
Thiehoff-25(X)	Maxwell-15(X)	Kansas City-75(X)
Emergency Call-911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

RADIO COMMUNICATION	Tone Call-In		
	CH	DS	EMER
Ustick Tower Dispatcher	66	1	9

Dispatchers' Telephone Numbers

Galesburg to West Quincy, (817) 234-6027, Fax (817) 234-6066
 West Quincy to Maxwell Jct., (817) 234-6028, Fax (817) 234-6067
 Ustick Tower Dispatcher, (913) 551-2365, Fax (913) 551-2395

Kansas City Terminal Railway (KCT)—Crews operating across Kansas City Terminal Railway Company trackage must have a current copy of the Greater Kansas City Area Operating and Special Instructions in their possession and review all Kansas City Terminal Railway Company General Notices and General Orders before each day's work or trip. This will fulfill the requirements of Rule 6.2 of the General Code of Operating Rules. The Kansas City Terminal Railway Company does not issue track warrants or bulletins. All modifications to the Greater Kansas City Area Operating and Special Instructions are made in the aforementioned General Notices and General Orders.

Trains and engines will use KCT Railway tracks between 5th St. (MP .46X) and 29th St. to access 19th St. Yard or BNSF Main Tracks 1 and 2 at 30th St.

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 162.4X to MP 263.4	79 MPH.	60 MPH.
Loaded coal trains		50 MPH.
Empty coal trains		55 MPH.
MP 137.0 to MP 106.8		60 MPH.
MP 106.8 to MP 177.7		40 MPH.
Loaded unit coal and grain trains		30 MPH.
MP 216.2 to MP 224.6		35 MPH.
Loaded unit coal and grain trains		30 MPH.

1(B). Speed—Permanent Restrictions

MP 162.4X to MP 162.8X Quincy Main (including turnouts)	15 MPH.	10 MPH.
MP 162.8X to MP 163.0X Quincy Main	25 MPH.	10 MPH.
MP 163.0X to MP 167.0X Quincy Main	59 MPH.	50 MPH.
MP 191.4 to MP 191.5	40 MPH.	40 MPH.
MP 202.6 to MP 202.7	40 MPH.	40 MPH.
MP 240.0 to MP 243.3	70 MPH.	
MP 243.3 to MP 244.6	55 MPH.	50 MPH.
MP 253.0 to MP 253.3	60 MPH.	40 MPH.
MP 258.5 to MP 260.0	40 MPH.	40 MPH.
MP 260.0 to MP 263.4	30 MPH.	25 MPH.
MP 5.7 to MP 10.0		50 MPH.

	Passenger	Freight
MP 10.0 to MP 14.8		30 MPH.
MP 14.8 to MP 15.3		50 MPH.
MP 29.7 to MP 30.4 (HER)		35 MPH.
MP 70.3 to MP 70.8		50 MPH.
MP 74.0 to MP 84.9		50 MPH.
MP 84.9 to MP 92.0		45 MPH.
MP 92.0 to MP 93.0		40 MPH.
MP 93.0 to MP 99.3		45 MPH.
MP 99.3 to MP 103.4		50 MPH.
MP 103.4 to MP 104.4		30 MPH.
MP 118.1, crossing diamond WG RY XING		25 MPH.
MP 170.3 and MP 170.5 (HER)		25 MPH.
MP 221.5 to MP 224.0, BNSF Main 1		20 MPH.
MP 224.0 to 224.6, BNSF Main 1		10 MPH.
Birmingham to Kearney		10 MPH.
Coburg Lead		10 MPH.

1(C). Speed—Switches and Turnouts

Trains departing off R&D lead after through all other turnouts, and engine

through turnout MP 168.0 Saluda	35 MPH.
over 100 TOB	25 MPH.
Through turnout MP 188.9	35 MPH.
Through crossover MP 192.3	30 MPH.
Through crossover MP 192.4	35 MPH.
Through turnouts MP 263.2 to MP 263.4	30 MPH. 25 MPH.
Through turnouts of controlled sidings unless otherwise indicated	20 MPH.
Through turnouts MP 6.7 to MP 8.6	35 MPH.
Eastward BNSF trains on NS Main 1, from end NS DT to West Siding Switch Maxwell (HER)	10 MPH.
MP 218.9 Hand throw crossover Main 1 to Main 2	10 MPH.
MP 1.6 Ustick turnouts and crossovers	10 MPH.

1(D). Speed—Other

Sidings Colchester and Ewbanks	10 MPH.
(Coal Trains must hold the main at Ewbanks unless meeting Amtrak).	
Sumner and Hale on elevator and interchange tracks	5 MPH.
Through sidings between West Quincy and Maxwell	10 MPH.
Loaded unit trains between Maxwell and Mark must not operate in Brookfield Yard and must not operate on sidings Palmyra, Anabel, Sumner, Hamm, Persons	

(Galesburg Terminal—See 1(D) Ottumwa Subdivision.)

Temperature Speed Restrictions

When the outside air temperature meets the “critical ranges” listed below, all trains must comply with speed restrictions assigned to ambient temperature ranges and classification of train. If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted.

Critical Areas:
 MP 255.0 to MP 263.0
 MP 9.0 to MP 15.0
 MP 70.0 to MP 104.0

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
100 to 110 degrees	Maximum 45 MPH.	Maximum 40 MPH.	Maximum 70 MPH.
110 degrees and over	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

**2. Bridge and Equipment Weight Restrictions
 Maximum Gross Weight of Car**

Galesburg to Kansas City	143 tons, Restriction C
Needles to LaCleda	143 tons, Restriction D

Six-axle locomotives and six-axle derricks are not permitted on the following tracks:

- Abingdon—Pottery Track
- Bushnell—Roseville Lead, Archer Daniel Midland, TPW interchange track
- Macomb—FS Fertilizer
- Brookfield—North Pit 3207 Track and Back Lead east of 3204 Track switch.

Not more than one locomotive is permitted on the following tracks:

- Bushnell—TPW interchange track
- Palmyra—industrial track

3. Type of Operation

CTC—in effect:

MP 167.9X to MP 263.4
MP 5.7 to MP 177.8
MP 216.2 to MP 224.0

Multiple Main Tracks—in effect:

2 MT:
MP 189.0 to MP 192.48
MP 216.2 to MP 224.6

Manual Interlockings not Controlled by BNSF—MP 224.4, controlled by the KCT Railway.

Kansas City Terminal Railway: All tracks designated in The Greater Kansas City Area Operating and Special Instructions.

4. General Code of Operating Rules Items

Rule 6.2—The General Code of Operating Rules and the BNSF Timetable govern movement between Birmingham, MP 216.2 and Block 224, MP 224.0. Signal aspects are controlled by the KN operator and will display BNSF aspects between Birmingham and Kansas City. NS trains and engines using the joint trackage between Birmingham and Block 224 must receive a current dispatcher bulletin addressed to their train issued by the NS train dispatcher.

Rule 6.19—When flagging is required, distance will be 2 miles.

Rule 6.28—in effect:

Industrial Track between Needles and LaCleda, 2.2 miles.

Rule 6.32.4—In the state of Illinois, the last paragraph is changed to read: When practical, cars or engines must not be left standing nearer than 500 feet to road crossing.

Rule 8.10—is modified as follows:

Aspect	Indication
Yellow	Switch points fit properly for normal movement
Red	Switch points fit properly for reverse movement
Dark	Stop and inspect switch points

When using either the East or West receiving leads, stop clear of the crossing located just south of the hump tower, communicate with the hump lower yardmaster by radio and be governed by instructions.

UP KCT Subdivision—Northward trains destined Armstrong Yard at 18th Street on the Union Pacific KCT Subdivision must secure a UP track warrant at Springfield which will include track bulletins for movement on the KCT Subdivision. The UP train dispatcher can be reached at (816) 245-2344.

MWOR Rule 6.58—Automatic Interlockings Equipped with a Maintenance of Way Release Box:

WG RY Xing	MP 118.2
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- 5. **Trackside Warning Detectors (TWD)**
 - A. Protecting bridges, tunnels or other structures
MP 257.8 (DED only)—WWD only—Recall Code 248
 - B. Other TWD locations
 - MP 187.4—Recall Code 218
 - MP 214.0—Recall Code 258
 - MP 230.8—Recall Code 257
 - MP 257.8 (DED Only)—EWD only—Recall Code 248
 - MP 36.1—Recall Code 278
 - MP 59.3—Recall Code 288
 - MP 77.9—Recall Code 298
 - MP 109.1—Recall Code 208
 - MP 135.2—Recall Code 248
 - MP 157.7—Recall Code 247

6. **FRA Excepted Track—None**

7. **Special Conditions**

Remote Control Operations—Signs located at MP 216.2 (Brookfield Subdivision), MP 1.7 and 15.0 (Emporia Subdivision), MP 4.0 (Fort Scott Subdivision) and MP 8.0 (St. Joseph Subdivision) designate the Remote Control Area at Argentine and Murray yards.

Signs located at MP 5.0 (Barstow Subdivision), MP 171.8X (Brookfield Subdivision), MP 159.0 (Mendota Subdivision), MP 171.0 and Cameron Jct. (Ottumwa Subdivision) and MP 2.0 (Peoria Subdivision) designate the Remote Control Area at Galesburg.

Chicago Division RCO Airbrake Requirements	
Tons Being Handled	Number of cars with airbrakes charged
2000 and less	0
2000 - 4000	3
4000 - 7500	6
7500 and greater	10

Remote Control Zone—The Hump Lead (Track 2071) between the 30 switch (Olys Pocket switch) and the 10 switch designate the Remote Control Zone (RCZ) at Galesburg Yard.

Activation/Deactivation Procedure—The Remote Control Operator will protect Southward movements until the rear car has cleared the 30 Switch (Olys Pocket Switch). The Remote Control Operator will then contact Yard Control and request that RCZ protection be established. Yard Control will line the 30 switch (Olys Pocket switch) for the Hump Lead and provide switch blocking on the 10 switch and the 30 switch. Yard Control will then notify the Remote Control Operator that the RCZ has been activated. The RCZ will remain activated until the Remote Control Operator has requested that the RCZ be deactivated. Before the RCZ can be fouled or occupied Yard Control must be contacted to determine if the RCZ has been activated.

Speed Test Signs—Engineers shall test the speed of their trains as compared with the Speed Table at:

- MP 176X to MP 177X .. between Abingdon and Avon
- MP 238 to MP 239 between Golden and Camp Point
- MP 20 to MP 21 between Palmyra and Card
- MP 100 to MP 101 between Bucklin and Brookfield
- MP 109 to MP 110 between Needles and Sumner
- MP 173 to MP 174 between Thiehoff and Maxwell

Abingdon—Eastward trains must stop as far west of the residential area as possible until cleared to leave.

Signal MP 75.3—When the westward signal at MP 74.3 is yellow, stop your train short of the Route C Crossing at MP 75.4. Verbal authority must be obtained from the train

dispatcher before proceeding because the signal at Bevier, MP 76.1 is not visible when a stop is made east of the Route C Crossing.

Kansas City—Westward trains or engines with cars operating between Block 224 and Block 222 must stop east of 10th St. if information for a continuous move through Ustick Tower or into Murray Yard has not been received from either the yardmaster at Murray or from the dispatcher at Ustick Tower. All inbound trains and transfers must receive instructions from the Murray Yardmaster on the route to be used for delivery. All tracks in Murray Yard are used for receiving transfers of cars from connecting lines. The conductor or engine foreman will contact the yardmaster when ready to depart Murray.

Crews operating between Birmingham and Block 224 will promptly report to the BNSF and NS Division Superintendent/ General Manager any messages involving personal injury, train accident, defects in track, bridges, signals, or any unusual condition affecting the operation of the railroad.

Taconite Trains-ABTH Rule 103.3,A Exception—Crews operating the EP 60 Electric Train in Pneumatic Brake Mode or a train consisting of 50% or more of series BNSF 601180 through 601399, must make an initial 10 pound brake reduction to slow or control train speed. An initial brake pipe reduction of less than 10 psi may result in an undesired release of the train's brakes.

Duplicate Mile Posts— Between the following locations "X" added to mile posts account duplicate mile posts exist elsewhere on the subdivision:

- Between Galesburg and Avon—MP 162.0X to MP 177.8X
- Between Colchester and Augusta—MP 216.0X to MP 224.6X

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

- MP 214.5 to MP 215.2
- MP 220.8X to MP 221.5X
- MP 9.0 to MP 10.0
- MP 13.0 to MP 15.0
- MP 70.0 to MP 75.0
- MP 86.5 to MP 88.0
- MP 94.2
- MP 116.7 to MP 118.0
- MP 167.0 to MP 177.8

8. **Line Segments**

Road Line Segments

Line Segment Limits

- 11 Galesburg to West Quincy
- 14 West Quincy to Mark
- 15 Mark to West Needles
- 15 West Needles to LaCledé
- 17 Needles to Maxwell Jct.
- 18 Maxwell Jct. to Kansas City

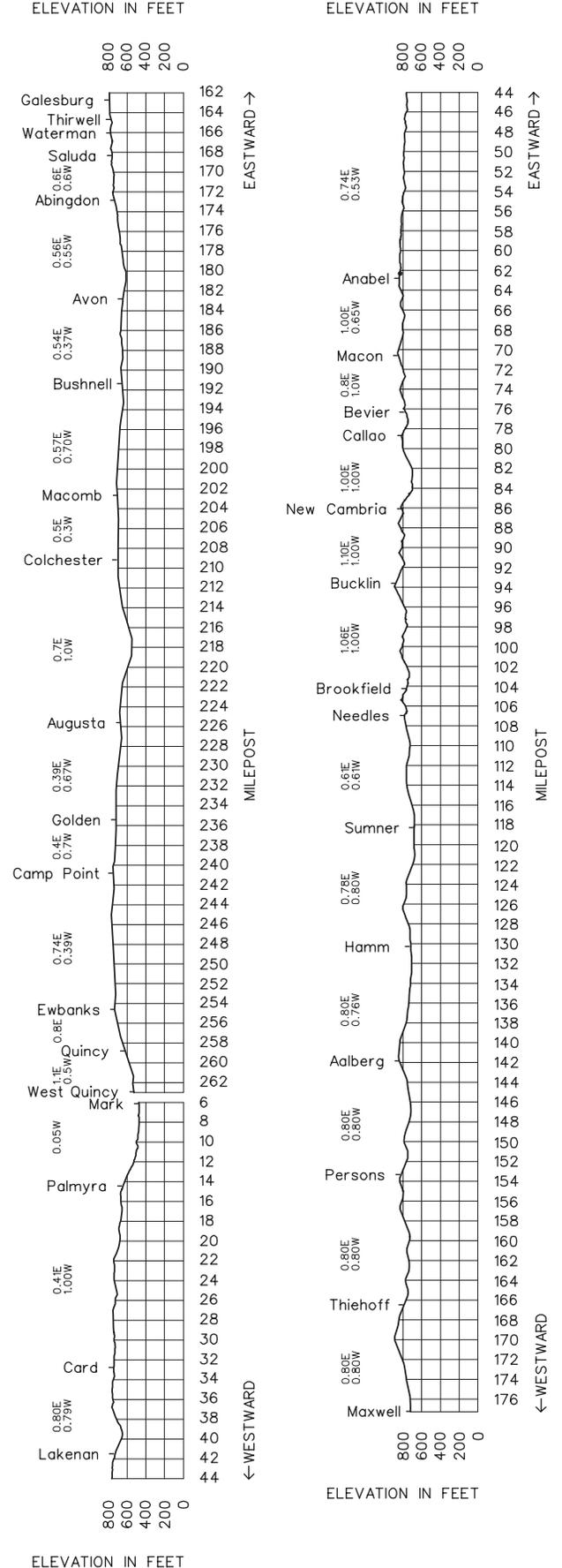
Yard Line Segments

- 465 Kansas City-Murray Yard

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Feet	Switch Opens
25023 Prairie City	2.7 west of Avon	395	East
25033 Bardolph	4.5 west of Bushnell	395	East
25049 Tennessee	2.4 west of Colchester	600	East
25055 Colmar	8.2 west of Colchester	400	West
25059 Plymouth	12.5 west of Colchester	800	East
25070 La Prairie	6.4 west of Augusta	395	West
25085 Paloma	7.3 west of Camp Point	500	East
25121 Ely	9.3 west of Palmyra	2,030	East
25128 Monroe City	15.7 west of Palmyra	2,856	Both
25135 Hunnewell	4.0 west of Card	400	West
25144 Shelbina	4.9 west of Lakenan	2,667	Both
25157 Clarence	17.3 west of Lakenan	400	West
25221 Hale	6.4 west of Sumner	660	Both
27002 LaCiede	2.2 from Needles	880	Both
25293 Randolph	2.6 west of Birmingham	78	Both
19th St. to BV Jct.			

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Chicago Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
		00001	0.0	CHICAGO UNION STA	BM		71	0.8	
			0.8	ROOSEVELT ROAD	M			0.9	
		00002	1.7	UNION AVE	X(2)	3MT CTC		0.1	
			1.8	HALSTED STREET		4MT CTC		1.9	
		00004	3.7	WESTERN AVE	X			3.3	
		00007	7.0	CICERO	BTX(2)	3MT CTC		2.0	
		00009	9.0	LA VERGNE	X(2)			0.6	
		00010	9.6	BERWYN	X			0.4	
			10.0	HARLEM AVENUE				1.0	
		00011	11.0	RIVERSIDE				0.7	
			11.7	HOLLYWOOD				0.6	
		00012	12.3	BROOKFIELD				0.7	
		00013	13.0	CONGRESS PARK	X(2)			0.7	
		00014	13.7	LA GRANGE				0.4	
			14.1	STONE AVE				1.3	
		00015	15.4	WESTERN SPRINGS				0.9	
		00016	16.3	HIGHLANDS	X(2)			0.5	
		00017	16.8	HINSDALE		3MT CTC		1.0	
			17.8	WEST HINSDALE	X(2)			0.4	
		00018	18.2	CLARENDON HILLS				1.2	
		00019	19.4	WESTMONT			0.9		
		00020	20.3	FAIRVIEW AVE	X(2)		0.8		
		00021	21.1	DOWNERS GROVE	X(2)		1.7		
		00023	22.8	BELMONT			1.6		
		00024	24.4	LISLE	X(2)		4.0		
		00028	28.4	NAPERVILLE	X(2)		3.2		
			31.6	ROUTE 59	T		1.8		
		00033	33.4	EOLA	BTX(2)		1.9		
		00035	35.3	WEST EOLA	BX(2)		3.1		
		00037	38.4	AURORA	JX(2)	2MT CTC	2.6		
		20001	41.0	MONTGOMERY	JX		41.0		

Schedules for regular Suburban passenger trains are shown in BNSF's Suburban service passenger timetable and times shown therein will indicate a regular stop. Continental time will not be authorized in Suburban timetable. Employees whose duties are in any way affected by Suburban trains must have a copy of the current Suburban timetable in their possession while on duty.

Radio Channel No. 66—Road.

Radio Channel No. 70—Yard.

Radio Channel No. 15—Mechanical & Roundhouse.

Radio Channel No. 51—Eola West Yard.

Radio Channel No. 77—Eola East Yard.

Train Dispatchers' Phone Numbers

Union Ave. Disp.—Chicago Union Station to Cicero
2300 Sun. to 2300 Fri.— (817) 234-6023, Fax (817) 234-7033
East End Disp.—Cicero to Aurora-Continuous
Chicago Union Station to Aurora 2300 Friday to 2300 Sunday
Phone (817) 234-6024, Fax (817) 234-6061

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 0.0 to MP 38.4	70 MPH.	50 MPH.
MP 38.4 to MP 41.0	79 MPH.	60 MPH.
Loaded ore trains		35 MPH.

1(B). Speed—Permanent Restrictions

	Passenger	Freight
Main Track 4		
MP 1.4 to MP 2.2	10 MPH.	10 MPH.
MP 2.2 to MP 3.2	40 MPH.	30 MPH.
MP 3.2 to MP 6.3	40 MPH.	35 MPH.
MP 6.3 to MP 6.8	25 MPH.	15 MPH.
Main Track 5		
MP 6.3 to MP 7.2	10 MPH.	10 MPH.
Main Tracks 1, 2 and 3		
MP 0.8 to MP 1.4	25 MPH.	10 MPH.
MP 1.4 to MP 1.8	35 MPH.	10 MPH.
MP 1.8 to MP 2.3	40 MPH.	20 MPH.
MP 2.3 to MP 2.8	60 MPH.	20 MPH.
MP 2.8 to MP 4.0	60 MPH.	25 MPH.
MP 4.0 to MP 5.7	70 MPH.	25 MPH.
MP 5.7 to MP 9.6	70 MPH.	40 MPH.
MP 9.6 to MP 21.7	70 MPH.	45 MPH.
MP 21.7 to MP 35.0	70 MPH.	50 MPH.
MP 35.0 to MP 38.1	55 MPH.	40 MPH.
Trains over 100 TOB MP 35.1 to MP 38.1		30 MPH.
MP 38.0 to MP 38.9 including turnouts	35 MPH.	35 MPH.
MP 38.9 to MP 40.4	75 MPH.	50 MPH.
MP 40.4 to MP 41.0	79 MPH.	60 MPH.
Empty Coal Trains MP 40.4 to MP 41.0		
Main 1 and 2		60 MPH.
Begin CTC Hill West North and South		
Leads to West Eola Plant	35 MPH.	20 MPH.
Over North Lead Hill West Switch	30 MPH.	10 MPH.

1(C). Speed—Switches and Turnouts

Crossover Speed Restrictions		
Union Avenue "B" MP 1.4 to MP 1.8	10 MPH.	10 MPH.
Except Westward Main 2 to Main 1	35 MPH.	
Union Avenue "A" MP 1.8 to MP 2.5	35 MPH.	20 MPH.
Western Avenue MP 4.2, Crossover	10 MPH.	10 MPH.
Kedzie Ave. MP 4.8	25 MPH.	25 MPH.
Cicero "B" MP 6.3 to MP 7.0		
Between Mains 1, 2 and 3	35 MPH.	35 MPH.
Between Mains 3 and 4	25 MPH.	25 MPH.
Cicero "A" MP 7.2 to MP 7.5	12 MPH.	12 MPH.
La Vergne MP 8.5 to MP 9.2	30 MPH.	30 MPH.
Berwyn, crossover Main 1 to Main 2	50 MPH.	50 MPH.
Berwyn, crossover Main 2 to Main 3	40 MPH.	40 MPH.
Congress Park, Highlands, West Hinsdale, Fairview Ave., Downers Grove, East Lisle, East Naperville, and West Naperville		
.....	35 MPH.	35 MPH.
Lisle MP 25.2 to MP 25.6	50 MPH.	50 MPH.
Eola and West Eola	30 MPH.	30 MPH.
Hill East and Hill West	10 MPH.	10 MPH.

1(D). Speed—Other

All tracks within 14th Street Yard	5 MPH.
All tracks within Hill Yard	5 MPH.
Aurora to West Chicago MP 0.1 to MP 1.5 (HER)	10 MPH.
Aurora to West Chicago MP 1.5 to MP 12	20 MPH.
Crossings at Broadway Ave., Illinois Ave., and Route 38 (HER)	10 MPH.

When the outside air temperature meets the "critical ranges" listed below, all trains must comply with speed restrictions assigned to ambient temperature ranges and classifications of train. If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted.

Temperature Restrictions—When the ambient (air) temperature is in one of the following ranges, the applicable speed restriction will apply, unless otherwise restricted:

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB and Over	Passenger Trains
100 to 109 Degrees	45 MPH.	40 MPH.	60 MPH.
110 Degrees and Over	40 MPH.	35 MPH.	50 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Chicago Union Station to Cicero	143 tons, Restriction D
Cicero to Montgomery	143 tons, Restriction A
Aurora to West Chicago	143 tons, Restriction D
Aurora to Nifa	143 tons, Restriction D
Chicago Lumber District	143 tons, Restriction D

Maximum height of any on-rail equipment or shipments to be handled between 16th and Canal Street Overpass, Chicago, and Montgomery must not exceed the following measurements from top of rail at the locations and on the tracks designated:

16th and Canal Bridge MP 1.38

*Main 1	16 feet 7 inches high
*Main 2	16 feet 2 inches high
*South leg of south wye (B-1)	19 feet 11 inches high
*North leg of south wye (B-2)	17 feet 9 inches high
*North leg of wye (B-3)	17 feet 6 inches high

CTA Overpass MP 2.95

Main 1	20 feet 4 inches high
*Main 2	20 feet 1 inches high
Main 3	20 feet 11 inches high
Main 4	20 feet 11 inches high
*Western Ave. Yard Tracks	17 feet 8 inches high

CTA Overpass MP 4.6

Main 1	20 feet 5 inches high
Main 2	20 feet 7 inches high
Main 3	20 feet 5 inches high
Main 4	20 feet 4 inches high

BRC Overpass MP 6.7

*Main 1 including crossover	16 feet 9 inches high
*Main 2	16 feet 9 inches high
*Main 3 including crossover	17 feet 3 inches high
Main 4	20 feet 4 inches high
Main 5	20 feet 11 inches high

MJ Overpass MP 6.73

*Main 1	19 feet 3 inches high
*Main 2	19 feet 5 inches high
*Main 3	19 feet 8 inches high
Main 4	22 feet 8 inches high
Main 5	22 feet 8 inches high
26th Curve to Belt	21 feet 1 inch high

Laramie Avenue Overpass MP 7.49

Main 1	21 feet 3 inches high
Main 2	21 feet 9 inches high
Main 3	22 feet 8 inches high
601, 602	21 feet 4 inches high
603, 604, 605, 606	20 feet 7 inches high

CN/IC Overpass MP 8.99

Main 1	20 feet 2 inches high
Main 2	20 feet 3 inches high
Main 3	20 feet 3 inches high
Yard Lead	20 feet 3 inches high

Highlands Overpass MP 16.44

Main 1	20 feet 4 inches high
Main 2	20 feet 3 inches high
Main 3	20 feet 3 inches high

EJE Overpass MP 32.96

Main 1	20 feet 3 inches high
Main 2	20 feet 11 inches high
Main 3	20 feet 7 inches high

Ohio Street Overpass MP 36.09

Main 1	20 feet 10 inches high
Main 2	20 feet 7 inches high

*NOTE: Autoracks, loaded doublestack equipment, and other height-restricted cars will not clear bridges at these locations.

Six-axle locomotives are not permitted on industry tracks between Aurora and West Chicago.

Six-axle locomotives are not permitted on the following tracks: Lumber District, Congress Park Yard, West Chicago Branch, Nifa Branch, Armour Dial Lead, and Montgomery - tracks 3905, 3909, and 3915

BRC Overpass MP 6.7—Trains handling any intermodal equipment loaded with vans or containers are not permitted on Main 1, Main 2, or Main 3 at the BRC Overpass, MP 6.7.

3. Type of Operation

CTC—in effect:

- MP 0.8 to MP 41.0
- Main 5, MP 6.3 to MP 7.2
- Track 6, MP 6.8 to MP 6.9
- Hill Yard North and South Leads between Hill West and West Eola.

Multiple Main Tracks

- 2 MT**—MP 0.85 to MP 1.3
MP 35.3 to MP 41.0
- 4 MT**—MP 1.3 to MP 6.3
- 5 MT**—MP 6.3 to MP 7.2
- 3 MT**—MP 7.2 to MP 35.3

General Track Bulletin (GTB) Instructions—All crews going on duty between Chicago Union Station and Montgomery must receive a new GTB unless otherwise instructed by the Train Dispatcher.

GTBs received at Aurora by conductor and engineer for Trains 1200, 1202, 1204, 1206, 1208, 1210, 1212, 1214, 1216, 1218, 1220, 1224, and 1226 continue in effect for Trains 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1371, 1219, 1221, 1223, 1225, then for Trains 1222, 1232, 1234, 1238, 1244, 1248, 1250, 1252, 1254, 1256, 1258, 1370, 1260, and 1262.

GTBs received at Aurora by conductor and engineer for Trains 1268, 1272, 1280, and 1288 remain in effect for entire tour of duty.

GTBs received at Aurora by conductor and engineer for Saturday Trains 1300, 1302, 1304, 1308, 1312, 1318, 1320, and 1326 remain in effect for entire tour of duty.

GTBs received at Aurora by conductor and engineer for Sunday Trains 1302, 1306, 1316, 1318, and 1320 remain in effect for entire tour of duty.

GTBs received at Chicago by conductor and engineer for Trains 1227 and 1233 continue in effect for Trains 1264 and 1270.

GTBs received at Chicago by conductor and engineer for Trains 1237, 1239, 1245, 1249, 1255, and 1265 continue in effect for Trains 1274, 1276, 1278, 1282, 1284, 1290, and 1372, then trains 1273, 1275, 1279, 1283, 1373, 1287, and 1291.

4. General Code of Operating Rules Items

Rule 1.3.1—Rules, Regulations, and Instructions, the following is added: Chicago Suburban Operations—Employees whose duties are affected by the Manual of Instructions for Suburban Operations Employees, must have a copy of these instructions while on duty. They must be familiar with and obey these rules, instructions, and policies.

Rule 5.4.2(A)—**Less Than Two Miles Ahead of Restricted**, is changed to read on the Chicago Subdivision only: When the restricted area is close to a terminal, junction, control point, crossover or another area, employees will display the

yellow flag less than 2 miles before the restricted area only on the track affected. This information will also be included in the track bulletin, track warrant, or general order.

Rule 5.4.3(A)—Less Than Two Miles Ahead of Restricted, is changed to read on the Chicago Subdivision only:

When the restricted area is close to a terminal, junction, control point, crossover or another area, employees will display the yellow/red less than 2 miles before the restricted area only on the track affected. This information will also be included in the track bulletin, track warrant, or general order.

Rule 5.4.8—Flag Location, is changed to read on the Chicago Subdivision only:

When a condition in multiple main track territory is covered by track bulletin or general order, track flags will be displayed only on the track affected.

Rule 5.8.1—The engine bell must be rung when approaching and passing through all station platforms, pedestrian, and street crossings on all tracks.

Rule 5.8.2—MP 0.0 to MP 33.0 is a designated Quiet Zone. Whistle signal 5.8.2 (7) is not required within this Quiet Zone. All other whistle requirements remain in effect.

Rule 6.17—The normal position for the EJE switch at the east end of West Yard Eola and the east end of the East Yard at Eola will be lined for the EJE.

Rule 6.19—When flagging is required, distance will be 1.5 miles.

Rule 6.28—Rule 6.28 is in effect on the Industrial Track between Aurora and Nifa and on the Industrial Track between Aurora and West Chicago.

Rule 6.32.4—In the state of Illinois, the last paragraph of GCOR Rule 6.32.4 is changed to read: When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

Rule 7.6—To secure a train or portion of a train in compliance with GCOR Rule 7.6 and ABTH Rules 102.1 and 104.14 the following grades apply to determine the minimum number of hand brakes to apply. All locations between MP 0.0 and MP 41.0 between Chicago and Montgomery are considered 0.1 - 0.5% grade except for the following locations:

Location	Grade
MP 0.0 to MP 1.6	1.1 - 1.5%
MP 3.6 to MP 4.4	0.6 - 1.0%
MP 8.3 to MP 8.5	0.6 - 1.0%
MP 11.3 to MP 11.8	0.6 - 1.0%
MP 16.2 to MP 19.2	0.6 - 1.0%
MP 25.7 to MP 28.1	0.6 - 1.0%
MP 31.8 to MP 32	0.6 - 1.0%

In Western Avenue, Cicero, and Eola yards, unless otherwise advised, the following will be considered an adequate number of hand brakes:

- On cuts of less than 60 cars - 3 hand brakes
- On cuts of more than 60 cars - 5 hand brakes

Rule 8.20—A derail is located on the lead at the west end of the west yard at West Eola.

Rule 9.1—The speed portion of the following signal indications as shown in the System Special Instructions are amended:

For freight trains operating between Aurora and Union Avenue:
 Rule 9.1.6 Approach Medium 30 MPH.
 Rule 9.1.11 Diverging Approach Medium 30 MPH.

For Chicago Division Suburban Commuter and Amtrak Trains:
 Rule 9.1.11 Diverging Approach Medium 40 MPH.

Rule 15.2 Protection by Track Bulletin Form B—Add the following:

Track Bulletin Form B may be used on the North and South Leads between West Eola and End of Track Aurora.

MWOR Rule 8.12—Crossover Switches, the following paragraph is added only on the Chicago Subdivision:

At signaled locations identified in the timetable/general orders as having individually controlled crossover switches (ICS), MW employees may ask the control operator for permission to operate one end of the crossover for maintenance or testing purposes only. Trains, engines, and on-track equipment must not be used or allowed within the defined working limits of the individual switch involved during such operations. The individually controlled crossover switch must be left lined and secured in the normal position prior to reporting clear of the working limits.

Cicero 'A', La Vergne, Berwyn, Congress Park, and Lisle crossovers are equipped with individually controlled crossover switches (ICS). The letters "ICS" are stenciled on the switch machine of each individually controlled crossover switch.

MWOR Rule 8.14—Conflicting Movements Approaching Switch, the 2nd paragraph is changed to read as follows only on the Chicago Subdivision:

Crossover Switches, other than individually controlled crossover switches with control operator's permission, must not be unlocked or lined for crossover movement when another movement is approaching or passing over either switch.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures—None
- B. Other TWD locations
 MP 27.2—Recall Code none
 MP 10.4—DED—Main 1 and 2—Exception Reporting

Plug Door Detectors

- Pan Handle Bridge—Western Ave. MP 3.99 Main 3 and 4.
- California Ave.—MP 4.35 Mains 2, 3 and 4.
- Albany Ave.—MP 4.74 Main 3 and 4.
- These detectors detect open plug doors on Westward movements on Main 3 and 4, Western Ave. to MP 4.8.

6. FRA Exempted Track—None

7. Special Conditions

Chicago Terminal Instructions—Refer to the Chicago Division General Notice, "Chicago Terminal Instructions", for operating instructions within the metropolitan Chicago area.

BNSF Chicago Division Suburban Service Timetable 25—is in effect 04/01/07.

CORA—The Chicago Operating Rules Association Operating Guide is in effect on all railroads operating within the Chicago Terminal District. This district is defined as the trackage inside the circumference of the Elgin, Joliet and Eastern Railroad (EJE).

Operating crews traversing the property of another railroad within this territory will be governed by their home road rules and special instructions, except for those rules specified in the particular section of the CORA Operating Guide of the railroad over which the train is being operated. Each railroad section of the CORA guide will include information relative to operating over the particular line segment.

All BNSF trainmen and enginemen operating over railroads in the Chicago area which are party to the CORA Operating Guide, must have a copy while on duty. These guides may be obtained from the Superintendent's office.

Cicero Yard—A member of the crew must protect shoving movements from the ground over the following crossings: No. 1 Lead at the Clyde Yard Office to the No. 1 Lead at the West End of the Clyde Diesel Shop and the TOFC crossings. The Bell should be sounded for all head end movements at these locations until movement over the crossing has been completed.

Trains to be Held out of Cicero Terminal—When trains are to be held out of Cicero Terminal near Lisle, the train must be stopped at MP 23.4. The dispatcher will advise crews in advance that their train is to be held. Trains will not proceed past MP 23.4 without authority of the train dispatcher.

Clyde Diesel Shop—Stop signs have been installed at the Clyde Diesel Shop indicating the limits of the power derail at the entrance to the diesel shop. All movements must stop before calling the diesel shop foreman who has direct control of the derail. TY&E personnel must identify themselves and their train I D., or unit number, to the diesel shop foreman. They will be given permission to pass the derail, and they will be told on what specific track to leave their engines. These instructions must be repeated to the foreman immediately. Persons receiving permission to enter the diesel shop area must report when they are clear of the derail so protection can be restored. This is an insulated track derail which will not operate if engines are beyond the stop signs. Do not couple into other equipment within the diesel shop area for any reason.

Remote Control Operations—Signs located at MP 0.0 and MP 10.0 (Chicago Subdivision) designate the Remote Control Area at Cicero Yard.

Chicago Division RCO Airbrake Requirements	
Tons Being Handled	Number of cars with airbrakes charged
2000 and less	0
2000 - 4000	3
4000 - 7500	6
7500 and greater	10

Excessive Exhaust Emissions—From MP 9 to MP 11.7, locomotives on westward trains will be operated in the proper throttle positions to prevent excessive exhaust emissions. Unless necessary, do not exceed throttle position 4 and pause at least 30 seconds between throttle increases within these limits.

Aurora—A member of the crew must protect movements from the ground over Prairie Street, Pierce Street, Sullivan Road, and Aurora Avenue on the Nifa Branch.

CN Trains with Special Handling Code CTC R-32791—The Special Handling Code of CTC R-32791 restricting special dangerous cars to 35 MPH does not apply to traffic handled in the United States. CN train consists with this Special Handling Code are not speed restricted. Normal track speed is authorized.

Grade Crossing Protection—Under Rule 6.32.2 warning devices must have been operational for at least 20 seconds before occupying crossings. The following instructions apply: At Downers Grove, eastward freight trains required to stop by signal indication on Main 1, 2, or 3 must stop short of the signal restart sign located at MP 23.2.

Power-Operated Switches Not Equipped For Hand Operation—Before granting authority to proceed over a power operated switch, the control operator must know the switch is lined and locked for the route to be taken. The control operator will instruct a member of the crew to proceed at restricted speed.

If the control operator cannot determine that power operated switches are lined and locked for the route to be used, the control operator will instruct a member of the crew to proceed at restricted speed, stop short of the switches in the route to be used, and examine the switches from the ground. If properly lined, a crew member will observe the switches until the leading wheels of the movement are on the switch points, then proceed at restricted speed to the next signal. If the switches are not properly lined, this must be reported to the control operator. It will be necessary for the signal maintainer to line these switches.

Plug Doors—Freight trains handling cars with plug doors will not operate on Main 3 or Main 4 from MP 4 to MP 6 (Western Ave. to Cicero) Monday through Friday, 0600 to 0830 and from 1600 to 1830 during the suburban rush. If a train is within these limits during the times stated, the train will be held until the suburban rush is over. During non-rush hours, suburban trains will operate on Main 1 and Main 2 only between MP 4 and MP 6 except in case of emergency.

Suburban Train Operations

Main Track Two Operations—Standard routings for suburban trains will allow a suburban train to make scheduled station stops with an adjacent platform. Track work, emergencies, and other special circumstances, may require that trains operate off of MT2, across other live tracks.

When making station stops on MT2, additional safeguards are required to assure that passengers are protected while boarding and exiting the train. In the application of GCOR 6.30, at stations, other than Western Avenue, Cicero, Congress Park, Lisle, and Route 59, trains will work towards the normal unloading side, unless otherwise directed by the train dispatcher.

Eastward and westward trains working MT2 will communicate with the dispatcher before unloading and loading across a live main track to assure that proper protection is in place. The dispatcher may grant permission to unload across the main track at multiple stations in the same conversation, when necessary.

Eastward and Westward Trains Working an ADA Car—

Work an ADA car at road crossings, or pedestrian crossings nearest to the station. The location spotted should be level and should permit the use of the ADA lift if necessary. When operating on MT2, to minimize station dwell, make announcements directing passengers to the car that will be used for unloading. The use of the car number in these announcements is recommended to simplify the process for the passengers.

At Cicero, Congress Park, Lisle, and Route 59 only:

- The inner-track fencing in place only allows for a train to unload across MT3. Before unloading at these stations, communication must be established with the dispatcher to insure that proper protection is provided for the passengers on the south side of the train.
- The Route 59 Station is equipped with three 8-foot crosswalks that allow for a three car spot while working MT2. The inner-track fencing only allows for unloading across MT3.

Aurora Station Instructions—Except in an emergency, passenger trains unloading off the North Lead at the Aurora Transportation Center must unload toward the north side of the train only.

Instructions for Locomotive Engineers on Suburban Trains

Engineer Location—Engineers are expected to be in the cab of their locomotive or control car no less than five (5) minutes

prior to departure to insure an on-time departure. Engineers are expected to proceed to the opposite end of the train without delay when arriving at Chicago and Aurora to change ends. Air tests and a power check must be done as soon as possible. It is not permissible to wait until shortly before departure time to make an air test and power check.

Guest Riders on Suburban Locomotives and Control Cars—Guest riders must have specific permission from a Suburban Operations Manager to occupy locomotive cabs and control compartments on both revenue and equipment trains. If the guest rider is not a BNSF employee, Metra Transportation Officer, or an FRA inspector they must be accompanied on their ride by a BNSF Suburban Operations Manager.

Locomotive and Control Car Cab Defects—Engineers noting defects on locomotives or control cars must note the defect on the Locomotive Defect Report for correction. Engineers are responsible for the completion of one Locomotive Defect Report for each locomotive in their engine consist during their tour of duty.

TLC Switches—Before operating a TLC switch in an attempt to restore head end power on a suburban train, the entire train crew must be notified. Trains arriving at 14th Street Coach Yard or the Hill Yard must arrange to notify the yardmaster or the mechanical foreman that the TLC switch has been activated on the equipment.

Control Car Parking Brakes—Control car parking brakes must not be used to slow or stop a suburban train under any circumstances.

Control Car Operating Compartment Doors—Control car operating compartment doors must be kept closed and locked unless in immediate use by a crew member or left open for the training of a student engineer. Control compartment doors must be kept locked when not in use. Defective control car operating compartment locks of the control car involved must be reported on the Locomotive Defect Report for correction.

Unattended Items on Suburban Trains and Platforms—Any employee who observes unattended items, such as packages, shopping bags, boxes, luggage, etc., or who observes suspicious activity or individuals must immediately contact the BNSF Resource Operations Center at (800) 832-5452. In addition, employees must notify their immediate supervisor by the quickest available means. In Chicago Union Station, Amtrak Police must be notified at (312) 656-9103.

Communicating Signals—All assigned suburban equipment is equipped with a communicating signal system. This system must be connected to the locomotive while the train is in service. In addition, working radio communication is required between the conductor and the engineer. Communicating signals will not be used to initiate train movement. Communicating Signals are defined as “0” for short sounds, and “—” for long sounds.

Sound Indication

00 When running, stop
— Running test completed, or when running,
look back for hand signals. When standing,
apply or release air brakes

Chicago Union Station (CUS) Instructions—All movements on the wye tracks at Canal Street will be governed by Amtrak signal indications. Amtrak Rules and the Amtrak Chicago Terminal Timetable govern the movement of trains and engines between Chicago Union Station and Roosevelt Road, MP 0.8.

Amtrak Rules and the Amtrak Chicago Terminal Timetable govern movement of trains and engines between Roosevelt

Road and the South End of the South Branch Bridge on Amtrak trackage. The Amtrak CUS South Train Director is the control operator on this territory.

Tracks in Chicago Union Station are designated as main tracks and are under the control of the Amtrak CUS South Train Director. Trains experiencing problems within the limits of Amtrak territory may need to contact Amtrak on AAR 13-13, if they are unable to contact them on BNSF Channel AAR 66-66. In the event that a train is routed into the wrong track, the engineer will immediately notify the conductor, who will have a designated crew member go the rear of the train immediately in the event that a shoving movement becomes necessary to clear up the situation.

Employees in suburban service must carry the current Amtrak Chicago Terminal Timetable, or the Amtrak section of the CORA book with them when operating trains on Amtrak property.

The crew member who accompanies the train from the yard to CUS must arrange to board the south car, or the locomotive, after the last yard switch is lined for the train's movement out of the yard onto Track 0, or one of the main tracks. This allows for a reverse movement to be made in the event that the train is misrouted into CUS. Another member of the crew must meet the train upon arrival at CUS to assist in making a prompt Class II air test.

Conductors on suburban assignments will insure that crew members are in place on station platforms in advance of their leaving time to direct passengers and monitor passenger boarding. Trains must be available for passenger boarding no less than 20 minutes prior to the schedule departure time. Unless occupied with other job related tasks, crew members are expected to be on the platform when their train is loading.

Conductors must insure that crew members are spaced on the platform to monitor passenger boarding/detraining and provide assistance as needed. Crew members should not cluster at any one location when loading a train except for job briefing purposes.

Shore Power at Chicago Union Station—Suburban trains equipped with control cars METX 8401-8479 and METX 8500-8699 must have HEP on when departing the 14th Street Coach Yard to assure proper operation of the equipment.

Suburban Trains Spotting in Chicago Union Station—Suburban trains handling consists of six (6) cars that are not going to plug into shore power must arrange to stop back one (1) car length short of the bumping post to reduce emissions in the train shed. Green markers with the number six (6) on them are provided to assist with the spotting of six car trains. Note: This does not apply if the train will be plugged into shore power.

Departure Procedure at Chicago Union Station—At departure time, the designated crew member will close the doors on the train. This crew member will then inform the engineer that the doors on the train are closed. The engineer will then communicate with the utility employee for that particular track to have the train removed from shore power. Once this is accomplished, the train will proceed based on communication between the conductor and engineer.

Once this process has begun, it is imperative that no further boarding or detraining of passengers or employees takes place. In the event of an emergency during the process which will require the train to remain stopped, the conductor must immediately communicate this to the engineer. The engineer will not move the train until directed by the conductor.

After releasing the utility employee, the engineer may cut in the head end power from the locomotive immediately or as the train is departing CUS. **IMPORTANT**—Crew members must insure that the doors are not reopened after their initial closure at departure time except in the case of an emergency.

Inbound Trains Connecting to Shore Power—Inbound trains will connect to shore power immediately upon arrival unless otherwise instructed by the suburban trainmaster or the mechanical foreman.

Mechanical Department personnel will turn off the HEP at the locomotive only when advised by a crew member that all unloading has ceased

Changing Controlling Ends at Chicago Union Station—

Upon arrival at Chicago Union Station, and after the train has been connected to shore power if applicable, the engineer must immediately change ends, make a power check, and, with the aid of a crew member, perform a Class II air test. This process must be done without delay. Do not wait to change ends and make a power check shortly before departure time.

On Duty Times for Suburban Trains—Suburban crews on weekday layovers who deadhead between Aurora and Chicago must be in place at 14th Street Coach Yard and CUS no less than 60 minutes prior to their job's scheduled departure time from CUS. This includes all members of the crew without exception. If an emergency arises and you will not be able to comply with these instructions, you must immediately notify a suburban officer.

Standby Service for Suburban Passenger Equipment—

480-volt electrical standby service for suburban passenger equipment is located in "A" and "B" yard at 14th Street Coach Yard Chicago and at Hill Yard, Aurora. Light indications over each track on the electrical bridge indicate the following:

Green—Charging lines not plugged in.

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

Red—Charging line plugged in.

When either the red or flashing amber light is on, the equipment on that track must not be moved. Engines or cars may be coupled onto equipment which have a red or flashing amber light and it is the responsibility of the switchman or pilot to provide protection against movement of such standing equipment. It is the electrician's ultimate responsibility to remove the standby if further movement is to be made.

GCOR Modifications for Suburban Trains on the Chicago Subdivision

Rule 1.10 Games, Reading, or Electronic Devices—Add the following:

The use of cellular phones, including those provided by Metra, is prohibited in the operating cab when moving.

Conductors on suburban trains are expected to have the assigned Metra phone on their person while on duty. This phone must be on in the event of an emergency. These phones must be secured in the designated location in the Hill Yard prior to leaving the property unless authorized by a Suburban Transportation Officer

Rule 1.47—Duties of Crew Members, Add the following under Section A, Conductor Responsibilities:

Suburban Train Delay Reporting: Conductors on suburban trains must complete a Suburban Train Performance Report for their assignment. Assignment specific reports are available at the Hill Yard Crew Room. Any extra trains must be shown in addition to regular trains operated on an assignment. ADA lifts must be shown, with stations handled to and from listed in the remarks section.

Reports are to be faxed upon completion of the tour of duty without exception. A programmed delay button, entitled DELAYS, is in place on the fax machine at the Hill Yard Crew Room. The original should then be turned into the delay report box at the Hill Yard.

In addition, Conductors who have any revenue train in their assignment that is more than six (6) minutes late at the last passenger stop must also arrange to leave a voice message identifying the following at 8-692-6399:

- Train Number
- Minutes Late on Arrival at Last Passenger Stop
- Reason for Delay

This requirement is in addition to the completion and faxing of the Suburban Train Performance Report.

Delay reporting must be completed prior to departing the property after a tour of duty.

Add the following under Section C (2)—For commuter trains the ACS system fulfills the communication requirement of this rule. Crews must communicate the indication of all signals that require either:

- (1) the train to be prepared to stop before the next signal, or
- (2) the train be prepared to pass the next signal at restricted speed, where the maximum track speed is greater than 30 MPH and ACS is not in operation.

The Engineer and Conductor of Commuter trains must communicate orally all signals at the following locations:

Eastward—Hill West, Hill East, Union Ave. A Plant, and Union Ave. B Plant.

Westward—Union Ave. B Plant, Union Ave. A Plant, MP 36.1, Hill East, and Hill West.

In the event of Cab Signal failure (cut out cab signals) a crew member must occupy the control cab with the Engineer for the purpose of calling signals and completing the signal awareness form. A crew member must also occupy the control cab with the Engineer if the Alerter fails.

Rule 5.8.1 Ringing Engine Bell—Add the following:

The engine bell must be sounded at all times when moving within the 14th Street Coach Yard, the Hill Yard, and the Chicago Union Station.

Rule 5.10 Markers—Add the following:

All suburban locomotives and control cars are equipped with red markers, which must be displayed whenever the locomotive or car is in the trailing position. Intermediate cars or locomotives must not have marker lights displayed. If both marker lights fail, a dim headlight must be used as a marker.

Rule 5.11 Engine Identifying Number—Add the following:

On General Track Bulletins (GTB) suburban trains may be identified by train symbol.

Rule 6.5 Handling Cars Ahead of Engine—Add the following:

Suburban trains turning at intermediate points will make movements in accordance with this rule. The expectation is that a qualified employee will occupy the control cab to protect the movement to be made. This employee will turn on the headlights and bell prior to the movement taking place and will operate the whistle when necessary.

Rule 6.32.2 Automatic Crossing Warning Devices—Add the following:

- Westmont—Eastward suburban trains must place a car on the Cass Avenue crossing, MP 19.39, when stopping
- Downers Grove—Eastward suburban trains must place a car on the Washington Street crossing, MP 21.03, in accordance with Illinois Commerce Commission Instructions

- Belmont—Eastward suburban trains must place a car on the Belmont Road crossing, MP 22.61, when stopping
- LaGrange Road—Eastward suburban trains must place a car on the LaGrange Road crossing, MP 13.73, when stopping

Rule 7.6 Securing Cars or Engines—Add the following:
At the 14th Street Coach Yard, any hand brakes used to secure equipment must be applied at the south end of the equipment.

Equipment left unattended on layovers at the Aurora Transportation Center and at the Chicago Union Station must be secured and the doors kept closed until ready to begin the loading of passengers. Loading of passengers must begin no later than 20 minutes prior to the scheduled departure.

Rule 9.9 Train Delayed Within a Block (B)—Suburban trains must not exceed 30 MPH when governed by this rule.

Rule 13.0 Rules Applicable Only in Automatic Cab Signal Systems (ACS) Territory—Automatic Cab Signal territory is in effect between Union Avenue and Aurora for suburban trains only.

Rule 13.3.3 Movement with an Inoperative Cab Signal Device—Add the following:
A crew member must occupy the control cab of a suburban train with the engineer for the purpose of calling signals whenever the cab signals or the alerter fail.

Rule 15.1 Track Bulletins—Add the following:
GTBs received at Aurora for extra suburban trains must be verified with the train dispatcher prior to making a subsequent trip unless otherwise directed by the train dispatcher.

Air Brake and Train Handling (ABTH) Rule Modifications for Suburban Trains

Rule 101.3 Defects Other Than Non-Complying Conditions—Report these defects on suburban equipment to the 14th Street Yardmaster or the Hill Yard mechanical foremen. A report to the Fort Worth NOC Mechanical Desk is not necessary.

Rule 101.7 Standard Air Pressures—For Metra trains only, the 3rd bullet, Brake pipe pressure, b. is changed to read:
Trains consisting entirely of business cars or passenger equipment-90psi.

Rule 101.19 Changing Ends—Engineers on suburban trains arriving at intermediate points, including Chicago Union Station, must immediately change ends and make a Class II Air Test and a power check.

Rule 102.8 Reporting Flat Spots—Engineers on suburban trains must report flat spots on locomotives and equipment to the train dispatcher. The 14th Street yardmaster, the trainmaster and the Mechanical Department must also be notified.

TY&E Safety Supplement Modifications for Suburban Trains:

Rule S13.1.1, Going between Cars and Locomotives or Locomotives coupled to Locomotives—At 14th Street Coach Yard only, If the radio fails between the crew member and the locomotive engineer, the engineer must give the required hand signal in lieu of sounding the locomotive whistle, after fully applying the independent brake and centering the reverser, before allowing the crew member to go between or work on the end of rail equipment. The required hand signal for the engineer acknowledging crew member that the train is set and centered in this situation, would be the index finger straight-up away from the equipment, and thumb at a 90 degree angle pointing to the equipment.

Setting the Control Car Parking Brake to the fully applied position can be used to comply with the independent brake provisions of this rule when required to secure the equipment to protect an employee going between or working on the end of a suburban train.

System Special Instructions, Item 11, Movements Consisting of Less Than 12 Axles—does not apply on the Chicago Subdivision.

Close Clearances on the Chicago Division—

Close Clearances MP 0.86 to MP 11.2				
Location	Begin MP	End MP	Tracks	Reason
Roosevelt Rd.	0.86		1	Bridge Pier
Union Avenue	1.28		2	Bridge Pier St Charles
Union Ave. B Plant	1.75		1,2	Hot Air Blower
Western Ave	3		1	Mile Post
Western Ave.	3.72	3.9	1,2	Inner Track Fence
Western Ave.	3.99		1,2,3,4, Lead	Bridge
Chicago	4.1		3,4	AEI Readers
Chicago	4.35		1,2,3,4	Bridge
Chicago	4.53		1,2,3,4	Bridge
Chicago	4.74		1,2,3,4	Bridge
Chicago	4.87		1,2,3,4	Bridge
Chicago	5		1,2,3,4	Bridge
Chicago	5.18		1,2,3,4	Bridge
Chicago	5.35		1,2,3,4	Bridge
Chicago	5.39		1,2,3,4	Bridge
Chicago	5.46		1,2,3,4	Bridge
Chicago	5.52		1,2,3,4	Bridge
Chicago	5.59		1,2,3,4	Bridge
Chicago	5.65		1,2,3,4	Bridge
Chicago	5.92		1,2,3,4	Bridge
Chicago	5.95		3,4	AEI Reader
Chicago	6.18		1,2,3,4	Bridge
Chicago	6.43		1	Bridge Railing
Chicago	6.73	6.73	4	MJ & BRC Bridges
Cicero	6.95	7.15	1,2	Inner Track Fence
Cicero	7	7.05	3	Cicero Depot
Cicero A Plant	7.36		1	Hot Air Blower
Cicero	7.5	7.55	3	Signal House & Guide Wires
Cicero	8.5	8.55	1,2	Inner track Fence
Lavergne	8.65		3	Hot Air Blower
Lavergne	9		1,3	Bridge CN/IC
Lavergne	9.07	9.1	1,2	Inner Track Fence
Berwyn	9.32	10.13	1,2	Inner Track Fence
Riverside	10.85	11.2	1,2	Inner Track Fence

Close Clearances MP 11.52 to MP 33.0				
Location	Begin MP	End MP	Tracks	Reason
Riverside	11.52		1,3	Bridge Railing 1st Ave.
Brookfield	11.65	11.85	1,2	Inner Track Fence
Brookfield	11.98		1,2,3	AEI Readers
Brookfield	12.1	12.4	1,2	Inner Track Fence
Brookfield	12.19		1,3	Bridge Railing Salt Creek
Brookfield	12.2	12.4	1,2	Inner Track Fence
Congress Park	13.44		1,2,3	Bridge IHB
Congress Park	13.55		1,3	Bridge Ogden Ave.
LaGrange	14.26	14.77	1,2	Inner Track Fence
Western Springs	15.29	15.47	1,2	Inner Track Fence
Highlands	16.3	16.4	1,2	Inner Track Fence
Highlands	16.45		1,3	Bridge Oak St.
Hinsdale	16.83	17	1,2	Inner Track Fence
Claredon Hills	17.75	18.32	1,2	Inner Track Fence
Westmont	19.38	19.57	1,2	Inner Track Fence
Fairview Ave.	20.2	20.4	1,2	Inner Track Fence
Downers Grove	21.05	21.3	1,2	Inner Track Fence
Belmont	22.6	22.8	2,3	Inner Track Fence
Lisle	24.3	24.5	2,3	Inner Track Fence
Naperville	28.3	28.6	1,2	Inner Track Fence
Ogden Ave.	30.5	30.6	1	Bridge Railing
Route 59	31.5	32.15	1,2	Inner Track Fence
Eola	32.9	33.0	3	Bridge Head Wall
Aurora Trans. Center				South Platform, Pedestrian Fence

Close Clearances Other Than Main Track			
Location	MP	Tracks Affected	Reason
Union Ave Airline	0.36	Eastward & Westward Airline	Bridge Railing
Union Ave.	1.69	#3 Sw. to Eastward and Westward Airline	Hot Air Blower
Union Ave.	1.38-1.66	Coach Yard Lead	Concrete Poles
Cicero	7.36	Lbr. Lead East End Ceco	Hot Air Blower
Cicero	Fence Trk.	Along Truck Entrance	Guard Railing
Naperville	Weyerhauser	3101	Dock

Speed Test Boards—Engineers shall test the speed of their trains passing the following points as compared with Speed Table:

- Westward trains MP 15.0 to MP 16.0.
- Westward trains MP 31.0 to MP 32.0.
- Eastward trains MP 32.0 to MP 31.0.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

- MP 6.5 to MP 7.0 Tracks 4 & 5
- MP 11.0 to MP 11.3 All Tracks
- MP 12.1 All Tracks
- MP 26.4 to MP 26.8 Main 1
- MP 27.8 to MP 28.1 Main 1
- MP 35.4 to MP 35.7 North Lead & Main 1

8. Line Segments
Chicago Terminal Line Segments

Line Segment	Limits
800	..... Cicero
801	..... 14th Street Coach
802	..... Western Ave
803	..... Congress Park
804	..... Clyde Diesel Shop
825	..... Lumber District

Yard Line Segments

Line Segment	Limits
806	..... Eola
807	..... Aurora—Includes Montgomery Industrial Park
808	..... Hill Yard

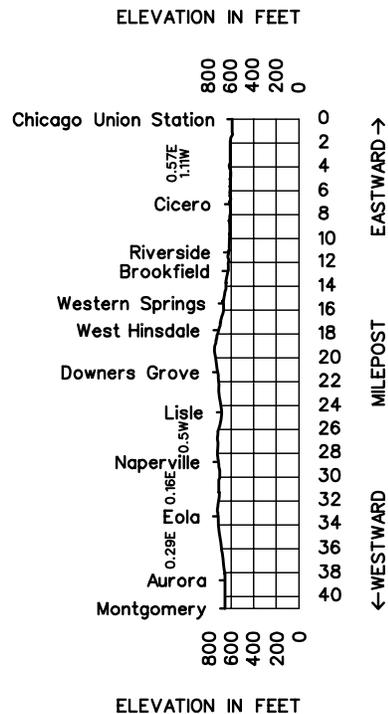
Road Line Segments

Line Segment	Limits	Mileposts
64	..... Aurora to Nifa	..... 0.0 to 3.5
65	..... Aurora to W. Chicago	..... 0.0 to 12.2
71	..... CUS to Montgomery	..... 0.0 to 38.4

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
71012 West Chicago	13.3 from Aurora	Yard	Both

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Chillicothe Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
			4.6	CP 46				1.3	
		66000	5.9	CORWITH	XBCP-TM			1.4	
		65970	7.3	NERSKA (BRC RRX)	XM			5.6	
			12.9	BOCT RRX	M			1.5	
(2)6,395			14.4	HARBOR				0.7	
			15.1	CP 151	X(2)			0.4	
			15.5	CP 155				1.5	
		65570	17.0	WILLOW SPRINGS	BCP			0.3	
			17.3	CP 173				0.3	
			17.6	CP 176	X(2)			1.1	
			18.7	CP 187				10.6	
		65530	29.3	ROMEO	X(2)			6.9	
		65500	36.2	JOLIET YARD	BPT			1.3	
			37.5	JOLIET US (METRA RRX)	CM			MT 1-8.5 MT 2-4.0	
		65485	41.5	PLAINES (Main 2)				4.5	
5,524			46.0	CP 460	X(2)			1.2	
			47.2	CP 472				1.0	
2,232			48.2	CP 482	X(2)			MT 1-9.0 MT 2-1.4	
7,765			49.6	CP 496 (Main 2)				MT 2 7.6	
		65450	57.2	PEQUOT	X(2)			13.6	
		65430	70.8	VERONA	X(2)			13.6	
		65415	84.4	KERNAN	X(2)	2MT CTC		2.7	
			87.1	CP ROSE				2.7	
			89.8	NS RRX	M			0.3	
		65400	90.1	STREATOR	XP			1.4	
			91.5	CP 915	JX			4.3	
		65280	95.8	ANCONA	X(2)			14.1	
		65250	109.9	TOLUCA	X(2)			19.2	
			129.1	EAST CHILLICOTHE	X			0.9	
		65200	130.0	CHILLICOTHE	P			1.9	
			131.9	WEST CHILLICOTHE	X			6.2	
		65190	138.1	EDELSTEIN	X(2)			1.4	
			139.5	CP 1395	JX			18.9	
		65150	158.4	WILLIAMSFIELD	X(2)			15.3	
		65130	173.7	YOST	X(2)			4.8	
		65100	178.5	GALESBURG	T			1.5	
			180.0	GI	X(2)			4.4	
			184.4	CP 1844	XJ			0.6	
			185.0	CP 1850	XJ			6.9	
		65080	191.9	ORMONDE	X(2)			17.0	
		65060	208.9	STRONGHURST	X(2)			10.0	
		63550	218.9	LOMAX	X(2)			11.8	
		63525	230.7	NIOTA	X(2)			1.1	
			231.8	MISSISSIPPI RB	CM			2.2	
			234.0	EAST FT. MADISON	X(2)			0.3	
(1)10,490	63500	234.3	FT. MADISON	BPT				229.7	

Train Dispatcher Telephone Numbers

Chief Dispatcher—(817) 234-2333, Fax (817) 234-2433
Corwith-Kernan—(817) 234-2301, Fax (817) 234-7029
Kernan-Ft. Madison—(817) 234-2325, Fax (817) 234-7056

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 4.6 to MP 6.2		10 MPH.
MP 6.2 to MP 10.3		30 MPH.
MP 10.3 to MP 37.3, including trains 100 TOB and over		55 MPH.
MP 37.3 to MP 57.2 (Main 1), including trains 100 TOB and over	70 MPH	55 MPH.
MP 37.3 to MP 57.2 (Main 2), including trains 100 TOB and over	79 MPH.	55 MPH.
MP 57.2 to MP 185.0, including trains 100 TOB and over		55 MPH.
MP 185.0 to MP 234.3, including trains 100 TOB and over	79 MPH.	55 MPH.

Unless otherwise restricted, between MP 37.3 and MP 234.3, the maximum speed for freight trains is 70 MPH provided:

1. Train does not contain empty car(s). Refer to SSI 1(C) for determining speed for multi-platform, intermodal equipment.
2. Train does not exceed 8,500 feet.
3. Train does not average more than 80 TOB.
4. Engineer can control speed to 70 MPH without use of air brakes. (If unable to control speed to 70 MPH on long descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade.)

Exceptions—Trains consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination of both:

- Same as above except train must not average more than 90 tons per operative brake under item (3).

Trains consisting entirely of loaded double-stack equipment:

- Same as above except train must not average more than 105 tons per operative brake under item (3).

Trains operating with solid double stack equipment only, may use a maximum of 32 axles of dynamic braking per engine consist.

1(B). Speed—Permanent Restrictions

MP 12.9	30 MPH.
MP 23.9 to MP 25.9	40 MPH.
MP 36.1 to MP 36.6 (Main 2)	30 MPH.
MP 36.3 to MP 36.6 (Main 1)	40 MPH.
MP 36.6 to MP 37.5	25 MPH. 25 MPH.
MP 37.8 to MP 37.9	50 MPH. 45 MPH.
MP 38.3 to MP 38.9	55 MPH. 50 MPH.
MP 40.6 to MP 41.1 (Main 2)	50 MPH. 50 MPH.
MP 41.9 to MP 44.7 (Main 2)	70 MPH. 55 MPH.
MP 57.0 to MP 57.3 (Main 2)	40 MPH.
MP 57.0 to MP 58.2 (Main 1)	65 MPH.
MP 58.0 to MP 58.7 (Main 2)	50 MPH.
MP 58.4 to MP 58.7 (Main 1)	50 MPH.
MP 88.2 to MP 89.3	50 MPH.
MP 89.5 to MP 90.3	35 MPH.
MP 131.6 to MP 132.1	60 MPH.
MP 132.6 to MP 136.8	50 MPH.
MP 161.6 to MP 166.9	65 MPH.
MP 167.9 to MP 170.3	65 MPH.
MP 175.5 to MP 175.7	65 MPH.
MP 176.7 to MP 178.1	30 MPH.
MP 230.7 to MP 231.2	45 MPH. 40 MPH.
MP 231.2 to MP 231.8	30 MPH. 20 MPH.
Except BNSF trains consisting entirely of intermodal equipment not exceeding 80 TOB	30 MPH.
MP 231.8 to MP 233.7	35 MPH. 30 MPH.
MP 234.0 to MP 234.3	35 MPH. 25 MPH.

1(C). Speed—Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track, unless otherwise indicated.

Nerska, crossover	15 MPH.
Harbor, crossover	40 MPH.
Harbor, turnout to GM yard	30 MPH.

RADIO COMMUNICATION	Tone Call-In				
	CH	DS	MC	FS	EMER
Corwith to Kernan	36	2	4	5&7	9
Kernan to Ft. Madison	36	1	4	5&7	9

	Passenger	Freight
Harbor, crossover Main 1 to East Running Track	15 MPH.	15 MPH.
turnout to Harbor Lead and Harbor Running Track	15 MPH.	15 MPH.
CP 151, crossovers & turnout	40 MPH.	40 MPH.
CP 155, turnout	40 MPH.	40 MPH.
CP 173, crossover	40 MPH.	40 MPH.
turnout west lead	30 MPH.	30 MPH.
CP 176, crossover & turnout	40 MPH.	40 MPH.
CP 187, turnout	40 MPH.	40 MPH.
Romeo, crossovers	40 MPH.	40 MPH.
MP 37.2 to MP 37.9, crossovers	15 MPH.	15 MPH.
Plaines, turnout to CN/IC	10 MPH.	10 MPH.
connection to CN/IC	30 MPH.	30 MPH.
EE crossover	30 MPH.	30 MPH.
MP 46.0, turnouts and crossover		
Less than 100 TOB	50 MPH.	50 MPH.
100 TOB and over	40 MPH.	40 MPH.
MP 47.2, turnout to Leg "A" (East Leg of Wye)	20 MPH.	20 MPH.
CP 482, crossovers		
Less than 100 TOB	50 MPH.	50 MPH.
100 TOB and over	40 MPH.	40 MPH.
CP 482, turnout to Leg "B" and "C" (Middle and West Leg of Wye)	20 MPH.	20 MPH.
MP 49.6, turnout from Main 2		
Less than 100 TOB	50 MPH.	50 MPH.
100 TOB and over	40 MPH.	40 MPH.
Pequot, UP Connection (Main 2)	20 MPH.	20 MPH.
crossovers	40 MPH.	40 MPH.
Verona, crossovers	40 MPH.	40 MPH.
Kernan, crossovers	40 MPH.	40 MPH.
Streator, crossover	30 MPH.	30 MPH.
CP 915 Connection, crossover	40 MPH.	40 MPH.
Ancona, crossover	40 MPH.	40 MPH.
Toluca, crossover	40 MPH.	40 MPH.
East Chillicothe, crossover	40 MPH.	40 MPH.
turnout yard lead	30 MPH.	30 MPH.
West Chillicothe, turnout yard lead	30 MPH.	30 MPH.
crossover	40 MPH.	40 MPH.
Edelstein, crossovers	40 MPH.	40 MPH.
CP 1395	50 MPH.	50 MPH.
Williamsfield, crossovers	40 MPH.	40 MPH.
EE track 5802	20 MPH.	20 MPH.
WE track 5802	15 MPH.	15 MPH.
Yost, crossovers	40 MPH.	40 MPH.
G.I., WE auxiliary track	20 MPH.	20 MPH.
crossovers	40 MPH.	40 MPH.
tail track	15 MPH.	15 MPH.
CP 1844, through turnout	40 MPH.	40 MPH.
CP 1844, crossover	40 MPH.	40 MPH.
CP 1850, through turnout	40 MPH.	40 MPH.
CP 1850, crossover	40 MPH.	40 MPH.
Ormonde, crossovers	40 MPH.	40 MPH.
Stronghurst, crossovers	40 MPH.	40 MPH.
Lomax, crossovers	40 MPH.	40 MPH.
turnout TP&W	20 MPH.	20 MPH.
Niota, crossovers	40 MPH.	40 MPH.
East Ft. Madison, crossovers	25 MPH.	25 MPH.
EE siding	30 MPH.	30 MPH.
turnout yard lead	25 MPH.	25 MPH.

1(D). Speed—Other

Corwith, Strip Tracks 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911 and TOFC Lead	5 MPH.
MP 13.1 to MP 14.3, Harbor Running track between Harbor and McCook	15 MPH.
Harbor, on the East Lead GM Yard	10 MPH.
Willow Springs, on all yard tracks and auxiliary tracks	10 MPH.
MP 14.4 to CP 151, Harbor on East running Track	10 MPH.
CP 173 to CP 187 on West Running Track	30 MPH.

EXCEPTIONS: Westward trains departing tracks at the west end of Willow Springs must insure that yard switches are lined for their departure and must not exceed 5 MPH until the lead locomotive has passed the WBCS at CP 173.

Westward trains having a lead locomotive unit and consisting entirely of intermodal equipment which are departing from tracks 1700, 1701, 1702, 1703, 1704, and 1698 may, after the lead locomotive has passed the signal at CP 173, operate at the speed authorized by the signal indication, but not exceeding 30 MPH. Eastward trains entering these same tracks at CP 173 must operate at a maximum of 10 MPH.

	Freight
East Logistics Park, CP 482, West Logistics Park, sidings	50 MPH.
Logistics Park Chicago	
CP 472 to Arsenal CP on Leg "A" (East Leg of Wye)	20 MPH.
CP 482 to Arsenal CP on Leg "B" and "C" (Middle and West Leg of Wye)	20 MPH.
Arsenal CP over all switches	20 MPH.
Arsenal CP to Baseline Rd. overpass, Loop1	20 MPH.
Lemont, on track 2591	5 MPH.
Fort Madison, siding	30 MPH.

Temperature Speed Restrictions—When the outside air temperature meets the "critical ranges" listed below, all trains must comply with the speed restrictions assigned to the ambient temperature ranges and the classification of the train. If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted.

When the ambient (air) temperature is in one of the following ranges, the applicable restriction will apply:

Critical Areas:
MP 132.3 to MP 138.0
MP 230.1 to MP 234.0

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
100 to 109 degrees	Maximum 45 MPH.	Maximum 40 MPH.	Maximum 70 MPH.
110 degrees and over	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.		

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions—Maximum Gross Weight of Car

Corwith to Ft Madison 143 tons, Restriction B

Six-axle locomotives are not allowed on the following tracks unless otherwise provided:

McCook	All Industry tracks
Hodgkins	All Industry tracks
Argonne	All tracks
Lemont	All industry tracks
Noramco	Auxiliary track, north side track No. 2524
Univen Spur	MP 27, track no. 2537
Lockport	All industry and siding tracks

3. Type of Operation

CTC—in effect:

MP 4.6 to MP 234.3
MP 14.3 to MP 15.1, East running track
MP 17.3 to MP 18.7, West running track
Logistics Park Chicago:
Leg "A" (East Leg of Wye) from CP 472 to Arsenal CP
Leg "B" (Middle Leg of Wye) from CP 482 to Arsenal CP
Leg "C" (West Leg of Wye) from CP 482 to Arsenal CP

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2 miles.

Rule 6.28—in effect:

Logistics Park Chicago yard tracks

Rule 6.32.4—In the state of Illinois, the last paragraph of Rule 6.32.4 is changed to read:

When practical, cars or engines must not be left standing nearer than 500 feet to road crossings.

CORA—The Chicago Operating Rules Association Operating Guide is in effect on all 11 railroads operating within the

Chicago Terminal District. This district is defined as the trackage inside the circumference of the Elgin, Joliet and Eastern Railroad (EJE).

Operating crews traversing the property of another railroad within this territory will be governed by their home road rules and special instructions, except for those rules specified in the particular section of the CORA Operating Guide of the railroad over which the train is being operated. Each railroad section of the CORA guide will include information relative to operating over the particular line segment.

All BNSF trainmen and enginemen operating over railroads in the Chicago area, which are party to the CORA Operating Guide, must have a copy while on duty. These guides may be obtained from the Superintendent's Office, Corwith.

CN Rule 829, Exception 2—When the Manual interlocking station is closed, movement at restricted speed may be made after:

- All switches have been lined for the route to be used.
- The train has occupied the track within the interlocking limits, clear of any conflicting route, for 10 minutes.

Example: An Eastward train stops at the absolute signal west of the Pulaski overpass. After stopping they would apply Exception 2 of CN Rule 829 and wait 10 minutes. After the 10 minutes, they may proceed at restricted speed to the absolute signal at the I-55 underpass and repeat this process.

CN interlocking Corwith— When the CN interlocking is closed the following instructions will apply: Before the control operator leaves, Corwith yard will give instructions on how the switches are to be left lined. Corwith Yard will contact the CN Dispatcher and the BNSF Dispatcher and advise that there will be a train movement. Corwith yard will then notify the train crew that Exception 2 of CN Rule 829 is in effect. The train crew will then foul the interlocking at either end and wait 10 minutes as described in Exception 2 of CN Rule 829. After the 10 minute wait, the train may proceed at restricted speed. This 10 minute wait must be observed at each absolute signal within the interlocking.

Joliet US to Pequot—UP Amtrak passenger trains will use BNSF tracks and be governed by the BNSF Timetable and Special Instructions. UP Amtrak trains that may operate over the BNSF between Joliet US and Pequot must secure a BNSF General Track Bulletin at Chicago and St. Louis.

Plaines to MP 46—The CN will use BNSF Main 2 between Plains and MP 46 and be governed by Special Instructions.

Form D Control System (DCS)—A block system, signaled or non-signaled, in which the movement of trains outside of yard limits is authorized by Form D.

A train must not enter or foul a block without movement permit Form D, line 2 authority and a clear block indication. A clear block must be indicated verbally or by a hand signal to proceed with a green flag or a green light or by a fixed manual block signal or on movement Permit Form D, line 13. When a clear block indication is given by radio, it must be written on movement permit Form D, line 13. Unless otherwise specified on movement permit Form D, line 13, a clear block indication conveys the condition of the block only to the next block station. A movement in the reverse direction must not be made without dispatcher authority. When a train clears a block, crew members must report clear to the dispatcher at which time the authority previously obtained is annulled. Flag protection to the rear is not required.

DCS at CP 915 on the NS— DCS is in effect at CP 915 on the NS main track. Flag protection is not required. Use of the NS running track (track extending from the BNSF connection

track to the Miss/Begin Block Limit Station located 310 ft. west of the clearance point of the east siding switch Streater) may be authorized verbally by the NS dispatcher. Use of the main track must be authorized by block authority, and such authority must be written on an NS Movement Permit Form D, then repeated correctly. When radio communication is not available, use the block telephone located in the trailer. Crews must notify the BNSF Dispatcher when clear of the NS main or running track. Maximum speed 10 MPH.

Lomax—Ft. Madison—Keokuk Jct. will use BNSF tracks and be governed by BNSF Timetable and Special Instructions.

Manual Interlockings Not Using Track and Time (Rule 10.3) to Protect MW Employees—MW employees may occupy the manual interlocking on verbal authority from the Mississippi RB Operator. The Mississippi RB Operator must provide protection for movement until the protected employees have reported clear of the limits.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridge, tunnel or other structures
 - MP 125.3—WWD—Recall Code 8
 - MP 132.4—EWD—Recall Code 0
 - MP 159.7 Shifted Load—WWD—Recall Code 0
 - MP 168.1—EWD—Recall Code 8
- B. Other TWD Locations
 - MP 1.0 (Arsenal CP)—DED/Exception Reporting
 - MP 22.9—Recall Code 8—Exception Reporting
 - MP 43.6—DED/Exception Reporting
 - MP 47.1, Siding—Exception Reporting
 - MP 47.3—Recall Code 8—Exception Reporting
 - MP 50.7—DED/Exception Reporting
 - MP 68.3—Recall Code 0—Exception Reporting
 - MP 85.9—Recall Code 8—Exception Reporting
 - MP 100.2—Recall Code 0—Exception Reporting
 - MP 125.3—EWD—Recall Code 8
 - MP 132.4—WWD—Recall Code 0
 - MP 146.7—Recall Code 8—Exception Reporting
 - MP 159.7 Shifted Load—EWD—Recall Code 0
 - MP 168.1—WWD—Recall Code 8
 - MP 188.3—Recall Code 8—Exception Reporting
 - MP 211.8—Recall Code 8—Exception Reporting
 - MP 226.9—Recall Code 8—Exception Reporting

6. FRA Excepted Track

Location	Track No.	Track Name
Chicago	801	I.N. Siding
	899	CIRY Main
McCook	1319	Lead
	1320	UOP
	1321	UOP
	1322	UOP
	1324	US Ink
	1325	Midwest Scrap
	1326	Midwest Scrap
	1327	Akzo Noble Chemical
	1328	Akzo Noble Chemical
	1329	Akzo Noble Chemical
	1330	Akzo Noble Chemical
Hodgkins Yard	1331	Akzo Noble Chemical
	1332	Akzo Noble Chemical
	1333	Akzo Noble Chemical
	1334	Akzo Noble Chemical
	1335	Akzo Noble Chemical
	1336	Akzo Noble Chemical
	1515	Oregon Transfer
	1517	Fresh Logistics
	1518	ARRO

Hodgkins Yard	1519	Seal Air	
	1566	Bakery Lead	
	1567	Interstate Brands	
	1568	Interstate Brands	
	1571	Carlson Lead	
	1573	Carson Plywood	
	1574	Partners Warehouse	
	1575	Partners Warehouse	
	1582	Silbrico	
	1586	Silbrico	
	1593	Reconserve	
	1594	Industrial Steel	
	Argonne Spur	2305	Argonne Lead
		2306	Runaround Lead
		2319	Central American #2
2320		Perlman Roque	
2322		Russell Stanley	
2323		Graham Packaging Co.	
2324		Midwest Warehouse	
2325		Midwest Warehouse	
2340		Dywidag	
2345		Polly-One	
2346		Polly-One	
2347		Johnson Brothers	
2350		Argonne West Lead	
2351	Diagio runaround track		
2352	Diagio Warehouse		
2354	Champion Packaging		
2355	Central American Warehouse		
Lockport	3303	House Track	
	3304	Track No. 3	
	3305	Sunoco Plastic Drum	

7. **Special Conditions**

Chicago Terminal Instructions—Refer to the Chicago Division General Notice, “Chicago Terminal Instructions”, for operating instructions within the metropolitan Chicago area.

Corwith Diesel Shop—Stop signs located at the Corwith Diesel Shop indicate the limits of the power derails at both the north and south entrances to the diesel shop facility. All movements must stop short of the stop signs before calling the diesel shop foreman who has direct control of the derails. Communication with the foreman will be on channel 45. TY&E personnel must identify themselves and their train I.D., or unit number, to the diesel shop foreman. They will be given permission to pass the stop sign and derail, and will be told on what specific track to leave their engines.

All movements over the power derails at either entrance to the facility must be protected from the ground position until the leading wheels have passed over the derail. A crew member must determine, from a ground position that the derail is in the off position before proceeding. The derail will be protected by a blue flag and/or blue strobe light when in the derailing position.

Persons receiving permission to enter or leave the diesel shop area must repeat the instructions to the foreman immediately and report when they are clear of the derail so protection can be restored. This is an insulated track derail which will not operate if engines are beyond the stop signs. Do not couple into other equipment within the diesel shop area for any reason unless instructed by diesel shop foreman.

Corwith, Protecting Shoves—Responsibilities and Procedures for Protecting Shove Movements between CP 46 and MP 59 on the Chillicothe Subdivision:

- A crew member rides the cars into the track.
- A crew member walks ahead of the movement.
- When RCO zones are activated, protection is not required within the established zone.

- When conditions permit, swing wide to maintain visual contact with the end of the rail cars at all times.
- Request assistance from the herder if available.
- The employee protecting the shove movement must maintain visual contact at all times. It is permissible for one employee to hand off protection to another member of their crew, to the herder or to a member of another crew after communicating the move to be made through a proper job briefing.
- Cameras are not allowed to protect shoves.

McCook—Track 1301 must remain clear to be used as a running track.

BRC-BOCT PROCEDURES—When stopped by a signal, at Nerska or the BOCT, the train will be governed as follows to minimize train delays.

- A crew member must immediately contact the control operator, obtain the approximate time the train will be handled, and then inform the BNSF Chillicothe Subdivision Dispatcher.
- When any conflicting movements clear and the train does not have a line-up, immediately contact the control operator for a line-up.
- If no conflicting movements are evident, and you are unsuccessful in obtaining an immediate line-up, contact the Chillicothe Subdivision Dispatcher for assistance.
- Eastward trains should contact Corwith Tower upon arrival at Nerska.

To contact the appropriate control operator, use the following radio information:

	AAR Channel	Tone Call-In
BRC North Dispatcher	35-35	-
IHB Dispatcher	58-58	5
BNSF Dispatcher	36-36	2

Every effort must be made to minimize train delays.

Logistics Park (LPC), Station Number 65495—Train crews must contact the LPC Herder on channel 59 before arriving at CP Arsenal to receive instructions about train movement within LPC.

Handbrakes will be left applied to every car left unattended on tracks 4101, 4102, 4103, 4111, 4112, 4113, 4197, and 4198. A Handbrake will be left applied from both ends of cars left unattended on tracks 4801—4804 and 4811—4814.

The strip tracks have been renumbered, reading from building 101 toward the main track (old numbers/new numbers):

4802-4812/4801-4811	4801-4811/4802-4812
4702-4712/4803-4813	4701-4711/4804-4814

Mississippi River Bridge—Contact the control operator if the interlocking signal governing movement over the Mississippi River Bridge, MP 231.4, is displaying a Stop indication and there is no evidence of the swing span being open.

Remote Control Operations—Signs located at MP 9.0 (Chillicothe Subdivision) designate the Remote Control Area at Corwith yard (includes all BNSF trackage east of MP 9.0 (Canal Bank Rd).

Signs located at MP 12.9 and MP 19.0 (Chillicothe Subdivision) designate the Remote Control Area at Willow Springs.

Signs located at MP 29.3 and MP 37.2 (Chillicothe Subdivision) designate the Remote Control Area at Joliet.

Signs located at MP 46.0 and MP 49.6 (Chillicothe Subdivision) designate the Remote Control Area at Logistics Park (LPC).

Signs located at MP 232.0 and MP 239.5 (Marceline Subdivision) designate the Remote Control Area at Fort Madison.

Chicago Division RCO Airbrake Requirements	
Tons Being Handled	Number of cars with airbrakes charged
2000 and less	0
2000 - 4000	3
4000 - 7500	6
7500 and greater	10

Logistics Park Chicago Remote Control Zones—4000 ZONE - begins at the 4000 RCZ Gate Stop Sign/Derail located at the distant signal on Loop 1 through and including all of Loop 1 (tracks 4010, 4011, and 4012) to the 4800/43XO switch on Loop 1.

4100 ZONE - begins at the 4100 RCZ Gate Stop Sign/Derail located at the 4100/Loop 2 switch through and including the south auto lead (track 4121) and all of tracks 4111, 4101, 4112, 4102, 4113, and 4103 to the gate at the north end of the auto facility on each track.

4200 ZONE - begins at the 4200 RCZ Gate Stop Sign/Derail located at the Loop 1/Loop 2 switch on Loop 2 through and including all of Loop 2 (tracks 4021 and 4022) and 4200 Crossover, to the 4201 switch at the south end of yard.

4300 ZONE - begins at the 4300 RCZ Gate Stop Sign/Derail located at CP Arsenal overhead signal mast on lead 1 through and including Lead 1 through the power crossover switch to Lead 2 to the 4200/4300 crossover switch.

Activation/Deactivation Procedure—The Remote Control Operator will contact the RCO Herder and request that the RCZ be activated. The RCO Herder or the Remote Control Operator will close and lock the RCZ Gate across the rail and line and lock the derail in the derailing position. After the gate and derail are lined, the RCO Herder will notify the Remote Control Operator that the RCZ is activated. The RCZ will remain activated until the Remote Control Operator has notified the RCO Herder that the RCZ may be deactivated. The RCO Herder must be notified that the gate has been secured in the open position and the derail has been lined in the non-derailing position. Before an RCZ can be fouled or occupied the RCO Herder must be contacted to determine if the RCZ has been activated.

Close Clearances—

McCook—From MP 12.5 to MP 12.6 close clearance between Main 1, Track 1301, account whistle board.

An emergency fire control system has been constructed at Akzo Noble Chemical on track 1328. This fire control system has created a close clearance situation. When spotting cars in this track in the vicinity of spot 132821, cars should not be ridden and all caution should be taken to handle cars safely.

Hodgkins—At Partners Warehouse a concrete ledge protrudes from the doors on Tracks 1574 and 1575 and will not clear a person on the side of a car. Cars must not be ridden to a spot.

Material close to track # 1594 will not clear a person on the side of a car.

The following tracks have close clearance: 1515 - 1519, 1573.

Non-Clearing Warning Signs Are Not Posted—Non-clearing warning signs are impractical to maintain for the following vertical and horizontal close clearances:

Vertical Location	Track	Structure
MP 10.0	Main 1 and 2	Canal Bridge 10.0
MP 24.7	Main 1 and 2	Canal Bridge 24.7
MP 33.29	Main 1 and 2	16th Street, Lockport
MP 35.4	Main 1 and 2	EJ&E Bridge
MP 36.4	Main 1 and 2	Basin Bridge Joliet
MP 50.51	Main 2	I-55
Horizontal Location	Track	Structure
MP 10.0	Main 1 and 2	Canal Bridge 10.0
MP 10.8	Main 2	Bridge 10.8
MP 21.2	Main 1	Bridge 21.18
MP 24.7	Main 1 and 2	Canal Bridge 24.7
MP 24.9	Main 1 and 2	Stevens St. Bridge 24.9
MP 27.8	Main 1	Thomas Steel, track 2530, barbed wire fence
MP 35.4	Main 1 and 2	EJ&E Bridge
MP 36.4	Main 2	Derail EE Joliet Yard (No Sign)
MP 36.4	Main 1 and 2	Basin Bridge Joliet
MP 36.8	Main 1 and 2	Joliet Elevation Bridges: 36.8, 36.9, 37.0
MP 37.3	Main 1	Joliet Elevation Bridge 37.27
MP 37.5	Main 1	Joliet Elevation Bridge 37.54
MP 38.0	Main 1 and 2	Bridge 38.0
MP 38.2	Main 1 and 2	Bridge 38.2
MP 38.6	Main 1 and 2	Bridge 38.6

Riding Equipment on Paved Surfaces—The following instructions are in effect at Intermodal Facilities on the Chillicothe Subdivision to provide a safer work place. Riding equipment on any paved surface is prohibited on the following tracks:

Corwith Tracks

101/901	107/907	121
102/902	108/908	122
103/903	109/908	
104/904	109/909	
105/905	110/910	
106/906	111/911	

Willow Springs

1700/1710
1701/1711
1702/1712
1703/1713
1704/1714

Automotive Facility Logistics Park Chicago

4101/4111
4102/4112
4103/4113

Intermodal Facility Logistics Park Chicago

4801/4811
4802/4812
4803/4813
4804/4814

Exception: A crew member may ride the Upper Deck of locomotives. Crews may contact the ATM, Trainmaster, or Yardmaster to obtain a vehicle so they can protect their movement in the intermodal facility.

Isolate Excess Horsepower—Westward trains and light engine consists operating between Corwith and Willow Springs are exempt from the requirements to shut down excess horsepower. The requirements to isolate excess horsepower remain in effect.

Eastward trains and light engine consists operating between Willow Springs and Corwith will isolate excess locomotives when instructed by the train dispatcher. When so instructed, excess locomotives must only be isolated.

Crossing Protection—A member of the crew must protect movements over crossings at the following locations:

1. Lockport—Trains or engines using the House Track no. 3303 must stop before crossing Ninth Street and be protected by a member of the crew on the ground over Ninth Street crossing.
2. Argonne Lead—Movements over Orchard Road and Mormon Drive must be protected by a member of the crew on ground ahead.
3. At MP 51.1 on the Industrial Lead, Blodgett Road, the crossing must be protected by a member of the crew on the ground.
4. At MP 52.76, Lorenzo Road, movement on the siding over the road crossing must be protected by a crew member because the crossing gates cannot be relied upon to stay down.
5. When the Joliet yard engine is switching on the east end of Joliet Yard, the two inside crossover switches on the switching lead will be locked with a normal switch lock. All trains performing work on the east end of the yard must, without fail, contact the yard engine on duty to gain permission to use the crossover switches. When there is no yard engine on duty, the inside crossover switches may be used.
6. At the West end Hodgkin's yard, movements over 75th street must be protected by a crew member on the ground ahead of the movement. The crew member must have highly reflective PPE on at all times.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

- MP 6.4 to MP 6.8
- MP 11.2 to MP 13.0
- MP 19.4 to MP 25.0
- MP 28.5 to MP 36.0
- MP 39.0 to MP 40.0
- MP 41.0 to MP 47.2
- MP 49.4 to MP 52.2
- MP 120.0 to MP 126.5
- MP 160.0 to MP 164.0
- MP 174.0 to MP 178.0

8. Line Segments

Yard Line Segments

Line Segment Limits

- 7050 Nerska
- 7051 Corwith
- 7052 Willow Springs
- 7053 Joliet
- 7065 Logistics Park Chicago (LPC)
- 705 Ft. Madison

Road Line Segments

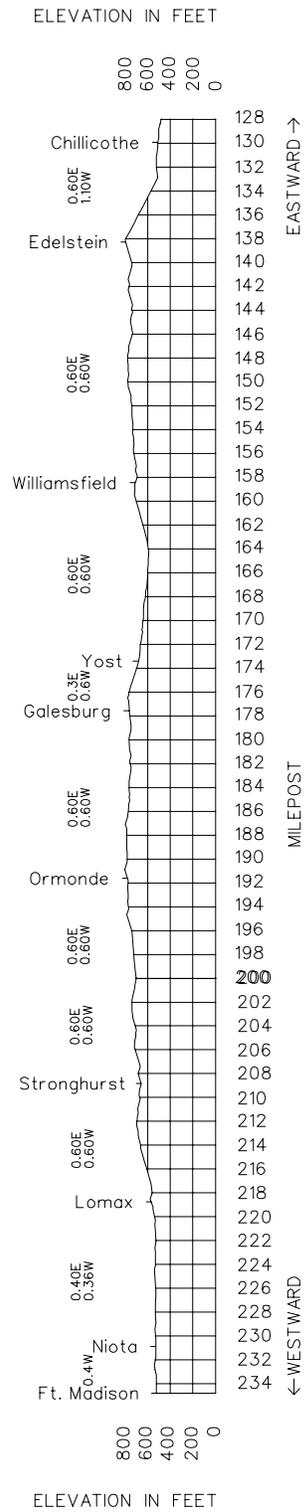
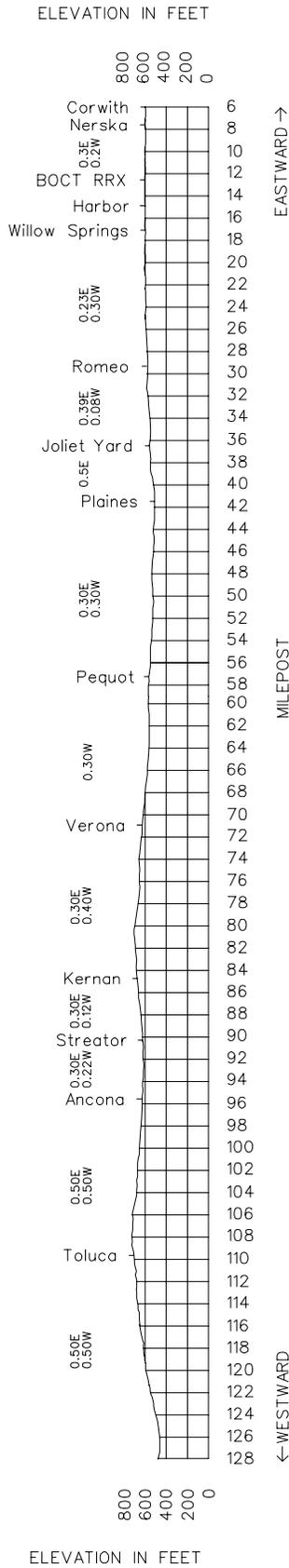
Line Segment Limits

- 7000 Corwith to Ft. Madison

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
McCook (Main 1 & 2)	12.8	Yard	Both
Industry Spur (Main 2)	14.6	2750	West
Lemont (Main 1 & 2)	25.1	Yard	West
Thomas Steel (Main 1)	26.0	Yard	East
Union Oil Co. (Main 2)	27.8	Yard	Both
Lockport (Main 2)	32.7	Yard	Both
Logistics Park Chicago(LPC)	47.0	Yard	Both
Mobile Oil (Main 1)	47.6	Lead	West
Drummond (Main 1)	48.2	2000	Both
Industry Spur	51.1	Lead	West
Coal City (Main 2)	58.2	1000	East
Mazon (Main 1 & Main 2)	66.1	3,300	East
Kinsman (Main 2)	74.8	300	East
Ransom (Main 1)	79.33	7,260	East
Ransom (Main 1)	79.47	7,260	West
Ransom (Main 1 & Main 2)	79.8	4,000	East
Leeds (Main 1)	102.1	700	West
Ruff Bros. Grain Loop (Main 2)	106.49	7,800	Both
Princeville (Main 1 & Main 2)	144.7	2,800	Both
Monica (Main 1 & Main 2)	148.0	900	West
Williamsfield (Main 1)	158.4	5,430	Both
Spur (Main 2)	165.7	700	East
Stub (Main 1)	174.3	250	West
Transfer (Main 2)	178.3	Yard	East
Tail (Main 2)	180.5	Yard	West
Ormonde (Main 2)	191.6	1,300	West
Smithshire (Main 1)	201.5	2,400	West
Stub (Main 1)	210.0	1,320	West
Stub (Main 1)	230.5	1,546	West
Stub (Main 2)	230.5	2,740	West

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Marceline Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
	N10,490	63500	234.3	FT. MADISON	BPT			2.0	
			236.3	WEST FT. MADISON	X(2)			9.9	
	63475	246.2		ARGYLE	X(2)			16.8	
			263.0	EAST MEDILL	X			1.8	
			264.8	WEST MEDILL	X			12.0	
	63455	276.8		GORIN	X(2)			13.2	
			290.0	EAST BARING	X			2.0	
			292.0	WEST BARING	X	2MT CTC ATS		21.2	
	63430	313.2		LA PLATA	X(2)			16.1	
			329.3	EAST ETHEL	X			1.6	
			330.9	WEST ETHEL	X			16.0	
			346.9	EAST MARCELINE	X			0.4	
	63400	347.3		MARCELINE	T			2.0	
			349.3	WEST MARCELINE	X(2)		7000	11.4	
	63350	360.7		MENDON	X(2)			13.6	
	63325	374.3		BOSWORTH	X(2)			12.1	
	63300	386.4		CARROLLTON				2.3	
			388.7	W.B. JCT.	X(2)			7.9	
	63290	396.6		NORBORNE		2MT CTC		8.8	
	63280	405.4		HARDIN	X(2)			5.9	
	63240	411.3		HENRIETTA		MT 1-2 ABS-DT 9.14/9.15 MT 3 CTC		6.9	
			418.2	C.A. JCT.	X(2)			6.7	
			424.9	EAST SIBLEY		2MT CTC ATS		1.4	
			426.3	WEST SIBLEY	X	CTC		10.2	
	63219	436.5		ETON	JX(2)			2.7	
			439.2	CP 4392		2MT CTC		5.0	
	63175	444.2		CONGO	X(2)			209.9	

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	MC	FS	EMER	DSF
Ft. Madison to Argyle	36	1	4	5&7	9	
Argyle to Congo	30	1	4	5&7	9	6

From MP 444.2 to Kansas City, Missouri, is under the jurisdiction of the Kansas Division.

Train Dispatcher Telephone Numbers

Chicago West Chief Dispatcher—(817) 234-2333, Fax (817) 234-2433
 Chillicothe West Dispatcher (DS 25)—Ft. Madison to Argyle: (817) 234-2325, Fax (817) 234-7056
 Marceline Dispatcher (DS 2)—Argyle to Congo: (817) 234-2302, Fax (817) 234-7043

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 234.3 to MP 388.7, including trains 100 TOB and over	90 MPH.	55 MPH.*
MP 388.7 to MP 418.2 (Main 1), including trains 100 TOB and over	79 MPH.	55 MPH.*
MP 405.4 to MP 418.2 (Main 3)	50 MPH.	50 MPH.
MP 405.4 to MP 418.2, (Main 1 and Main 2, against the current of traffic)	59 MPH.	49 MPH.
MP 388.7 to MP 405.4 (Main 2), including trains 100 TOB and over	60 MPH.	55 MPH.

(Trains qualifying under System Special Instruction 1(B) may operate at a maximum speed of 60 MPH.)

	Passenger	Freight
MP 405.4 to MP 418.2 (Main 2), including trains 100 TOB and over	79 MPH.	55 MPH.*
MP 418.2 to MP 425.0, including trains 100 TOB and over	90 MPH.	55 MPH.*
MP 425.0 to MP 444.2, including trains 100 TOB and over	79 MPH.	55 MPH.*
MP 444.2 to Rock Creek Jct. (UP)	30 MPH.	30 MPH.

* Unless otherwise restricted, the maximum speed for freight trains is 70 MPH (from Hardin to W.B. Jct., Main 2 is 60 MPH) provided:

1. Train does not contain empty car(s). Refer to SSI 1(C) for determining speed for multi-platform, intermodal equipment.
2. Train does not exceed 8,500 feet.
3. Train does not average more than 80 TOB.
4. Engineer can control speed to 70 MPH without use of air brakes. (If unable to control speed to 70 MPH on long descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade.)

Exceptions—Trains consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination of both:

- Same as above except train must not average more than 90 tons per operative brake under item (3).

Trains consisting entirely of loaded double-stack equipment:

- Same as above except train must not average more than 105 tons per operative brake under item (3).

Trains operating with solid double stack equipment only, may use a maximum of 32 axles of dynamic braking per engine consist.

1(B). Speed—Permanent Restrictions

MP 242.1 to MP 242.8	85 MPH.
MP 250.3 to MP 256.0 (ATS Inert Inductors)	50 MPH. 45 MPH.
MP 269.0 to MP 270.6	85 MPH.
MP 277.2 to MP 288.7	85 MPH.
MP 293.8 to MP 303.1	85 MPH.
MP 309.2 to MP 316.9	85 MPH.
MP 331.0 to MP 333.9 (ATS Inert Inductors)	55 MPH. 55 MPH.
MP 334.0 to MP 335.6 (ATS Inert Inductors)	55 MPH. 45 MPH.
MP 335.6 to MP 339.2	50 MPH. 45 MPH.
MP 339.4 to MP 339.7	70 MPH. 65 MPH.
MP 347.6 to MP 348.9 (Main 1)	60 MPH. 55 MPH.
MP 347.6 to MP 347.8 (Main 2)	50 MPH. 45 MPH.
MP 352.6 to MP 354.0	70 MPH. 65 MPH.
MP 372.0 to MP 372.7	70 MPH.
MP 376.2 to MP 376.8	75 MPH.
MP 382.4 to MP 384.5 (Main 2)	70 MPH.
MP 384.3 to MP 384.5 (Main 1)	80 MPH.
MP 388.5 to MP 388.8 (Main 2)	40 MPH. 40 MPH.
MP 405.6 to MP 406.0 (Main 3)	25 MPH. 25 MPH.
MP 416.7 to MP 419.1	55 MPH. 55 MPH.
MP 416.9 to MP 417.1 (Main 3)	40 MPH. 40 MPH.
MP 424.9 to MP 426.7 (ATS Inert Inductors)	30 MPH. 30 MPH.
MP 426.7 to MP 427.8	55 MPH. 50 MPH.
MP 434.9 to MP 436.9	75 MPH.
MP 437.5 to MP 437.8 (ATS Inert Inductors)	35 MPH. 35 MPH.
MP 437.9 to MP 438.4 (ATS Inert Inductors)	50 MPH. 45 MPH.
MP 438.4 to MP 438.9	65 MPH. 60 MPH.
MP 442.5 to MP 443.6	70 MPH. 65 MPH.
MP 443.7 to MP 444.5 (ATS Inert Inductors)	40 MPH. 40 MPH.

1(C). Speed—Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track, unless otherwise indicated.

West Ft. Madison, crossovers	40 MPH.
WE siding	30 MPH.
turnout yard lead	30 MPH.
Argyle, crossovers	50 MPH.
East & West Medill, crossovers	50 MPH.
Gorin, crossovers	50 MPH.
East & West Baring, crossovers	50 MPH.
La Plata, crossovers	50 MPH.
East & West Ethel, crossovers	50 MPH.
East Marceline, crossover	50 MPH.
West Marceline, yard lead switches	20 MPH.
crossover, MP 349.3	50 MPH.
Mendon & Bosworth, crossovers	50 MPH.

	Freight
W.B. Jct., crossovers	40 MPH.
NS connection	40 MPH.
Hardin, crossovers	30 MPH.
Connection to Main 3	25 MPH.
C.A. Jct., crossovers	40 MPH.
NS connection	30 MPH.
East & West Sibley, end of 2 tracks	30 MPH.
Eton, crossovers	40 MPH.
UP connection	30 MPH.
Congo, West crossover	40 MPH.
East crossover & UP connection	30 MPH.

1(D). Speed—Other

Ft Madison, siding	30 MPH.
Carrollton, on track 8702	5 MPH.
MP 405.4 to MP 418.2, Main 3, locomotive cranes/pile drivers, AT 199454 through AT 199468 and Jordan spreaders	20 MPH.
Sibley, on track 2603	5 MPH.

Temperature Speed Restrictions

When the outside air temperature meets the “critical ranges” listed below, all trains must comply with speed restrictions assigned to ambient temperature ranges and classification of train. If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted.

Critical Areas:

- MP 242.0 to MP 255.0
- MP 279.0 to MP 308.0
- MP 329.5 to MP 340.0
- MP 425.1 to MP 446.0

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
100 to 110 degrees	Maximum 45 MPH.	Maximum 40 MPH.	Maximum 70 MPH.
110 degrees and over	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

**2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Cars—**

- Ft. Madison to Kansas City 143 tons, Restrictions B
- Six-axle locomotives are not permitted on the following tracks unless otherwise provided:
- Ft. Madison: Wye tracks unless authorized by supervisor
- Wyaconda: House track 1102 & Elevator track 1103
- Baring: Track 9002
- Marceline: All yard tracks, and wye tracks 4705 and 4706
- Mendon: Elevator track 6003
- Bosworth: House track 7404 & Elevator track 7403
- Carrollton: Runaround track 8709
- Henrietta: Yard tracks 9801, 9802, and 9803
- Floyd: House track 2102
- Sibley: House track 2601

3. Type of Operation

CTC—in effect:
 Ft. Madison Siding
 MP 234.3 to MP 405.4
 MP 405.4 to MP 418.2, Main 3
 MP 418.2 to MP 444.2
 MP 444.2 to Rock Creek, UP main track

Multiple Main Tracks

2 MT—MP 234.3 to MP 424.9
 MP 426.3 to MP 444.2

ABS—in effect:

MP 405.4 to MP 418.2, Main 1 and Main 2

Rule 9.14—in effect:

MP 405.4 to MP 418.2, Main 1 and Main 2

Rule 9.15—in effect:

MP 405.5 to MP 418.2, Main 1 and Main 2

Rule 12.0—Automatic Train Stop (ATS) in effect;

MP 234.3 to MP 388.7
 MP 418.2 to MP 424.9

4. General Code of Operating Rules Items

Rule 1.14—BNSF rules and instructions apply on joint track facilities with the following exceptions:

- W.B. Jct. to Hardin—Main 1 BNSF, Main 2 NS, joint with NS.
- Hardin to CA Jct.—Main 1 and Main 2 BNSF, Main 3 NS, joint with NS.
- C.A. Jct. to Congo—BNSF tracks, joint with NS.
- Eton to Congo—BNSF tracks, joint with UP.
- Congo to Rock Creek Jct.—UP main track, joint with NS and BNSF CTC. Maximum authorized speed 30 MPH.
- Santa Fe Jct. to Kansas City—BNSF tracks, joint with NS.

Rule 6.19—When flagging is required, distance will be 2 miles.

Rule 6.26—Between Hardin and C.A. Jct. there are three main tracks designated Main 1, Main 2, and Main 3. Main 1 and Main 2 are BNSF tracks and Main 3 is an NS track. The current of traffic is westward on Main 1. The current of traffic is eastward on Main 2. CTC is in effect on Main 3.

Rule 9.1—At Hardin the Westward, 3-unit signal on Main 2 governs movement as follows:

Movement to the BNSF is governed by the indication of the top and middle units, per BNSF Rules 9.1.9, 9.1.12, 9.1.13, and 9.1.15. Movement to the NS is governed by the indication of all three units: Red over Green over Red (Rule 9.1.9) and Red over Yellow over Red (Rule 9.1.12).

At C.A. Jct. the Westward, 2-unit signal on Main 2 governs movement as follows:

Movement to the BNSF is governed by the indications per BNSF Rules 9.1.3, 9.1.8, 9.1.9, 9.1.12, 9.1.13 and 9.1.15. Movement to the NS is governed by: Dark over Flashing Red, Red over Red, Red over Yellow and Red over Green.

At C.A. Jct. the Westward, 3-unit signal on Main 1 governs movement as follows:

Movement to the BNSF is governed by the indication of the top and middle units per BNSF Rules 9.1.9, 9.1.12, 9.1.13 and 9.1.15. Movement to the NS is governed by the indications on all 3 units.

At MP 439.3 a yellow over yellow aspect on the eastward controlled signal indicates lined for the UP connection at Eton.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridge, tunnel or other structures
 - MP 366.5 Shifted load and DED—WWD—Recall Code 0
 - MP 373.6 Shifted load—EWD —Recall Code 8
 - MP 425.2 Shifted load and DED—WWD—Recall Code 8
 - MP 426.3 Shifted load and DED—EWD—Recall Code 8
- B. Other TWD Locations
 - MP 241.4—Recall Code 0—Exception Reporting
 - MP 248.0—DED—Exception Reporting
 - MP 252.2—DED—Exception Reporting
 - MP 257.9—Recall Code 0—Exception Reporting
 - MP 282.3—Recall Code 0—Exception Reporting
 - MP 306.4—Recall Code 0—Exception Reporting
 - MP 326.4—Recall Code 0—Exception Reporting
 - MP 333.1—DED—Exception Reporting
 - MP 339.8—DED—Exception Reporting
 - MP 344.5—Recall Code 0—Exception Reporting
 - MP 366.5—EWD—Recall Code 0
 - MP 373.6 Shifted load—WWD—Recall Code 8
 - MP 382.8—Recall Code 0—Exception Reporting
 - MP 401.9—Main 2—NS MP 226.0
 - MP 407.5—Main 1, Main 2—Recall Code 0—Exception Reporting
 - MP 415.4—Main 3—NS MP 239.7
 - MP 420.7—Recall Code 0—Exception Reporting
 - MP 425.2 Shifted load and DED—EWD—Recall Code 8
 - MP 426.3 Shifted load and DED—WWD—Recall Code 8
 - MP 432.0—Recall Code 0—Exception Reporting
 - MP 436.8—DED—Exception Reporting
 - MP 439.3—DED—Exception Reporting
 - MP 444.1—DED—Exception Reporting

6. FRA Exempted Track

	Track No.
Ft. Madison	124 and 302
Revere	0901
Wyaconda	1103
Baring	9004
Hurdland	9102
LaPlata	9307 and 9309
Elmer	2202
Bucklin	4101 and 4102
Marceline	4701 through 4711
Rothville	5402
Mendon	6003 and 6004
Norborne	9602
Hardin	9502
Henrietta	9802, 9803 and 9814
Floyd	2102
Sugar Creek	4397

7. Special Conditions

Bosworth—Operations of locomotives on the Elevator Track 7403 is restricted to 500 ft. west of Baker Street.

Kansas City Terminal Railway (KCT)—Crews operating across Kansas City Terminal Railway Company trackage must have a current copy of the Greater Kansas City Area Operating and Special Instructions in their possession and review all Kansas City Terminal Railway Company General Notices and General Orders before each day's work or trip. This will fulfill the requirements of Rule 6.2 of the General Code of Operating Rules. The Kansas City Terminal Railway Company does not issue track warrants or bulletins. All modifications to the Greater Kansas City Area Operating and Special Instructions are made in the aforementioned General Notices and General Orders.

Locomotive Defect Reporting— In addition to locomotive defect reporting instructions contained in Air Brake and Train Handling Rules, the locomotive engineer is responsible for reporting any known inbound locomotive defect to the DSF at Argentine at least 50 miles prior to arrival at Argentine.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

- MP 249.0 to MP 252.0
- MP 294.8 to MP 311.0
- MP 333.0 to MP 340.0
- MP 350.0 to MP 360.0
- MP 384.0 to MP 388.0
- MP 419.0 to MP 424.0
- MP 429.0 to MP 439.0

8. Line Segments

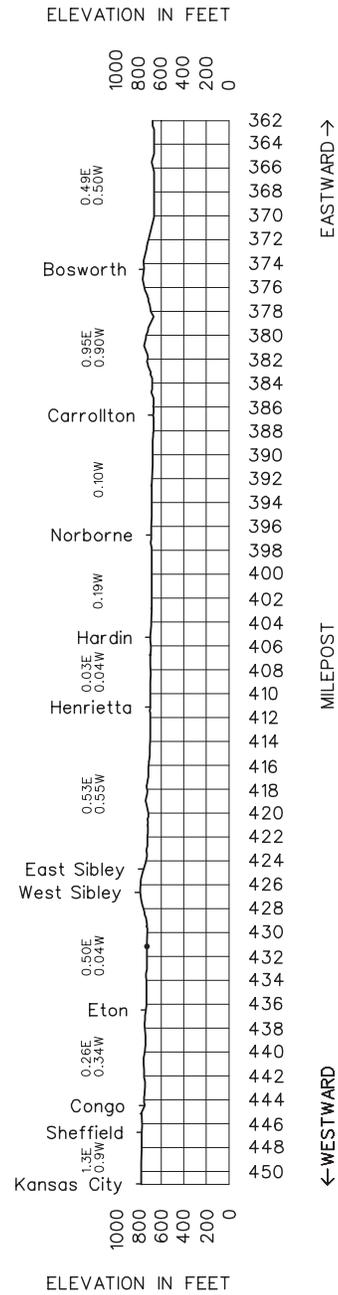
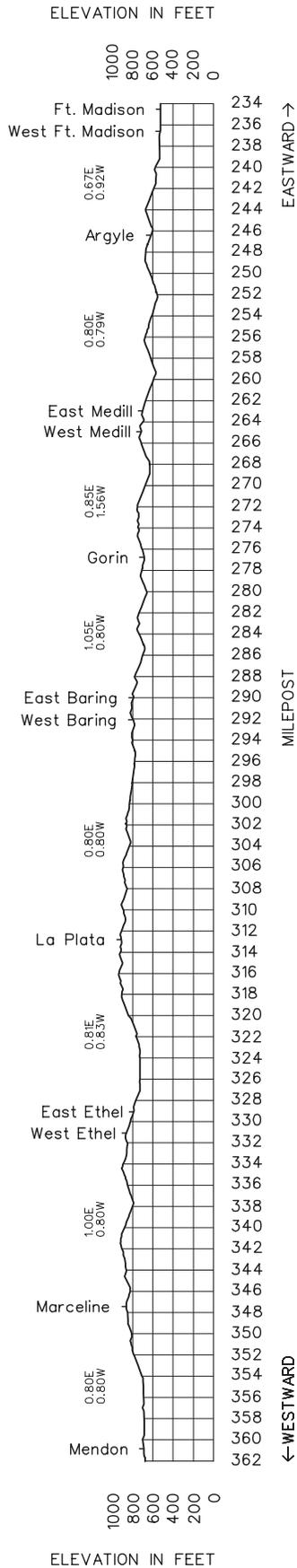
Yard Line Segments
Line Segment Limits
 7054 Ft. Madison Yard

Road Line Segments
Line Segment Limits
 7000 Ft. Madison to Congo

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Amax (Main 2)	239.3	Lead	East
Revere (Main 1 & 2)	256.0	900	M 1-West M 2-East
Wyaconda (Main 1)	273.3	2,000	East
Rutledge Spur (Main 1 & 2)	282.4	1,000	East
Hurdland Spur (Main 1 & 2)	300.0	900	East
Elmer (Main 1 & 2)	322.9	1,400	M 1-West M 2-East
Bucklin (Main 1)	341.5	3,200	East
Rothville (Main 1 & 2)	354.6	1,000	M 1-West M 2-East
Floyd (Main 1)	421.7	1,500	M 1-West
Atherton (Main 1 & 2)	434.0	2,500	M 1-West M 2-East
Courtney (Main 1)	439.4	5,400	Both
Sugar Creek (Main 1 & 2)	442.6	Yard	Both

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Mendota Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
		20001	41.0	MONTGOMERY	JX			4.5	
		20007	45.5	BRISTOL	X			6.0	
		20013	51.5	PLANO				4.4	
		20017	55.9	SANDWICH				3.3	
		20021	59.2	SOMONAUK	X(2)			12.9	
		20034	72.1	EARLVILLE	MX(2)			8.4	
			80.5	ELECTRICS	X(2)			1.6	
			82.1	FIRST AVENUE				1.0	
		20044	83.1	WEST MENDOTA	B			12.2	
		20057	95.3	ZEARING	JX(2)			8.9	
		20066	104.2	PRINCETON		2MT CTC	1	6.5	
		20072	110.7	WYANET				5.9	
		20078	116.6	BUDA	X(2)			12.9	
		20093	129.5	EAST KEWANEE	X			3.8	
			133.3	WEST KEWANEE	X			6.0	
		20101	139.3	GALVA	X(2)			7.4	
		20108	146.7	ALTONA				4.1	
		20112	150.8	ONEIDA				4.3	
		20117	155.1	WATAGA	X			6.8	
			161.9	C PLANT	MJ			0.3	
			162.2	B PLANT	MX			0.2	
		20126	162.4	GALESBURG	BMJTX			121.4	

Radio Channel No. 85 in service.

Radio Call-In		
Montgomery-71(X)	Somonauk-74(X)	Mendota-73(X)
Wyanet-79(X)	Galva-70(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Dispatchers' Phone Numbers-

(817) 234-6025, Fax (817) 234-6062

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 41.0 to MP 162.4	79 MPH.	60 MPH.
Loaded coal trains		50 MPH.
Empty coal trains		55 MPH.

1(B). Speed—Permanent Restrictions

MP 72.5 to MP 72.57	50 MPH.	50 MPH.
MP 82.0 to MP 83.4	35 MPH.	35 MPH.
MP 104.2 to MP 104.7	60 MPH.	
MP 106.0 to MP 106.6	65 MPH.	
MP 115.7 to MP 116.8	70 MPH.	
MP 116.8 to MP 117.2	65 MPH.	
MP 130.9 to MP 131.9	55 MPH.	55 MPH.
MP 161.7 to MP 162.4 Main 1 and Main 2		
Westward (HER)	30 MPH.	30 MPH.
MP 161.7 to MP 162.4 Main 1 Eastward (HER) ...	20 MPH.	10 MPH.

1(C). Speed—Switches and Turnouts

Through crossovers between Main Tracks at:

Bristol, Somonauk, Earlville, MP 80.4, Zearing, Buda, East and West Kewanee, Galva, and Wataga	35 MPH.	35 MPH.
Crossover MP 162.05 Pearl Street	30 MPH.	30 MPH.
except loaded coal and taconite trains		25 MPH.

1(D). Speed—Other

Freight
Bridge 106.58 and 110.26 cars heavier than 134 tons,
except coal and grain trains 10 MPH.

Temperature Speed Restrictions—None

(Galesburg Terminal—See 1(D) Ottumwa Subdivision.)

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Montgomery to Galesburg 143 tons, Restriction C

Wataga—Only one four-axle unit allowed on FS Industry Track Southside and must provide flag protection on RT 34 Crossing.

3. Type of Operation

CTC—in effect:
MP 41.0 to MP 162.4

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2 miles.

Rule 6.32.4—In the state of Illinois, the last paragraph is changed to read:
When practical, cars or engines must not be left standing nearer than 500 feet to road crossing.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
 - MP 43.8—Recall Code 718
 - MP 56.9—Recall Code 748
 - MP 85.5—Recall Code 738
 - MP 110.9—Recall Code 798
 - MP 125.9—Recall Code 707
 - MP 142.6—Recall Code 708

6. FRA Excepted Track—None

7. Special Conditions

Chicago Terminal Instructions—Refer to the Chicago Division General Notice, "Chicago Terminal Instructions", for operating instructions within the metropolitan Chicago area.

Plano—The highway circuit sign at MP 50.40 governs westward switching movements on track 2 at Hale Street. When cutting away from the train, the rear of the train must be left east of the Highway Circuit sign. Crossing protection will not activate until the Island Circuits at the crossing are occupied when leaving westward. The Island Circuit is very close to the crossing. Westward trains stopping to perform switching must pull down to occupy the Island Circuit at Hale Street to activate the "Release" to unlock the electric locks. The Island Circuit is very close to the crossing.

Kewanee—After stopping at the Kewanee Passenger Station, eastward passenger trains on either track must not exceed 5 MPH until the locomotive or first car occupies Tremont Street.

Remote Control Operations—Signs located at MP 5.0 (Barstow Subdivision), MP 171.8X (Brookfield Subdivision), MP 159.0 (Mendota Subdivision), MP 171.0 and Cameron Jct. (Ottumwa Subdivision) and MP 2.0 (Peoria Subdivision) designate the Remote Control Area at Galesburg.

Chicago Division RCO Airbrake Requirements	
Tons Being Handled	Number of cars with airbrakes charged
2000 and less	0
2000 - 4000	3
4000 - 7500	6
7500 and greater	10

Remote Control Zone—The Hump Lead (Track 2071) between the 30 switch (Olys Pocket switch) and the 10 switch designate the Remote Control Zone (RCZ) at Galesburg Yard.

Activation/Deactivation Procedure—The Remote Control Operator will protect Southward movements until the rear car has cleared the 30 Switch (Olys Pocket Switch). The Remote Control Operator will then contact Yard Control and request that RCZ protection be established. Yard Control will line the 30 switch (Olys Pocket switch) for the Hump Lead and provide switch blocking on the 10 switch and the 30 switch. Yard Control will then notify the Remote Control Operator that the RCZ has been activated. The RCZ will remain activated until the Remote Control Operator has requested that the RCZ be deactivated. Before the RCZ can be fouled or occupied Yard Control must be contacted to determine if the RCZ has been activated.

Loaded Ore and Trough Cars—The adjacent track must be clear of traffic while ore trains and trough cars pass over bridges 106.58 and 110.26.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
None

Speed Test Boards—Engineers shall test the speed of their trains passing the following points as compared with the Speed Table:
MP 49 to MP 50
MP 154 to MP 155

8. Line Segments

Yard Line Segments

Line Segment Limits

- 809 Mendota
- 830 Galesburg Yard
- 97 West Waterman

Road Line Segments

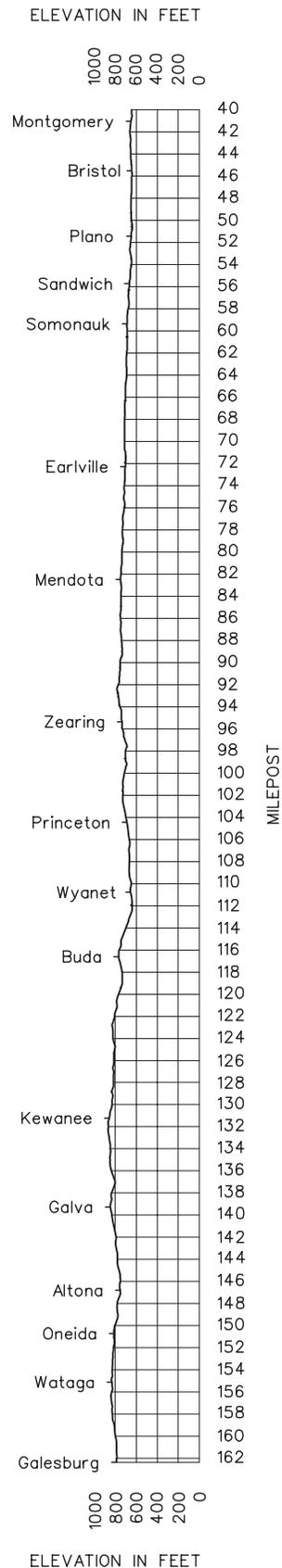
Line Segment Limits

- 1 Montgomery to Galesburg

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Feet	Switch Opens
20027 Leland	6.1 west of Somonauk	2,770	East
20040 Meriden	5.3 west of Earlville	1,100	West
Greenwood Grain Loop	1.42 east of Electrics	7,500	East
Greenwood Grain Loop	1.19 east of Electrics	7,500	West
ADE Pipe	0.4 east of Electrics	1,070	East
20053 Arlington	8.8 west of Mendota	1,370	West
20060 Malden	3.1 west of Zearing	1,783	West
20085 Neponset	6.4 west of Buda	2,070	East

10. Grade Chart



NOTE: The Ottumwa Subdivision is being provided for information purposes only. See the General Orders for the Ottumwa Subdivision, Nebraska Division for all amendments to this information.

WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Ottumwa Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD
		20126	162.4	GALESBURG	BMJTX			1	0.1	
			162.5	A PLANT EAST	M				0.1	
			162.6	A PLANT WEST	M				0.1	
			163.4	ACADEMY	M				0.8	
			165.5	CLAY	M				2.9	
West Waterman is located east of Graham on Graham Cut-Off Track										
			165.2	WEST WATERMAN	MX(2)			97		
		20130	168.4	GRAHAM	MJ				1.5	
			169.9	CP 1699	XJ				0.6	
				CAMERON JCT.	J			2MT CTC		
			170.5	CP 1705	XJ				7.8	
		20141	178.3	MONMOUTH	X			2MT ABS TWC	6.7	
		20146	185.0	KIRKWOOD	X				5.8	
		20152	190.8	BIGGSVILLE	X				5.3	
		20158	196.1	GLADSTONE	X				6.3	
			202.4	CONNETT	X(2)			2MT CTC	2.2	
			204.6	BURLINGTON BRIDGE	M				0.5	
			205.1	SOUTH STREET	BJX				0.7	
			205.8	AXLE TRACK (Main 2)					0.1	
			205.9	MAIN STREET					0.7	
			206.6	LUCAS STREET	X				3.5	
		20171	210.1	W. BURLINGTON	X				2.4	
		20174	212.5	DAYMAN	TX				6.0	
		20180	218.5	DANVILLE	X				6.1	
		20186	224.6	NEW LONDON	X				7.6	
		20195	232.2	MT. PLEASANT	X(2)				11.6	
		20205	243.8	LOCKRIDGE	X			2MT ABS TWC	6.3	
		20212	250.1	BECKWITH	X				5.3	
		20217	255.4	FAIRFIELD	X(2)				10.7	
		20228	266.1	BATAVIA	X				7.3	
		20235	273.4	AGENCY CITY					6.2	
		20241	279.6	OTTUMWA	X(2)				0.8	
			280.4	IC&E RRX	JMX				8.7	
		20251	289.1	ISU SWITCH	X			DT ABS TWC	4.5	
			293.6	CARGILL SPUR					7.8	
		20263	300.8	MAXON	X(2)				2.9	
		20265	303.7	ALBIA	J			2MT CTC	6.0	
		20269	309.7	HALPIN	X(2)				8.9	
		20280	318.6	MELROSE	X				8.2	
		20288	326.8	RUSSELL	X				7.5	
		20296	334.3	CHARITON	TX			2MT ABS TWC	7.7	
			342.0	SHANNON	X(2)				8.6	
		20312	350.6	WOODBURN	X				9.3	
		20321	359.9	OSCEOLA	X				10.5	
		20332	370.4	MURRAY					5.6	
		20337	376.0	THAYER	X				7.6	
		20345	383.6	AFTON	X				9.3	
		20355	392.9	CRESTON	BYX				230.5	

Radio Channel No. 39 in service Galesburg to Halpin,
Radio Channel No. 66 in service Halpin to Creston.

Radio Call-In		
Kirkwood-70(X)	W. Burlington-72(X)	Mt. Pleasant-71(X)
Fairfield-73(X)	Ottumwa-74(X)	Albia/Tracy-51(X)
Halpin West-76(X)	Chariton-78(X)	Osceola-79(X)
Creston East-70(X)	Emergency - Call 911	
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Galesburg to CP 1705 is part of and under the jurisdiction of the Chicago Division.

Train Dispatcher Telephone Numbers

Galesburg to Halpin—(817) 234-6029, Fax (817) 234-6068
Halpin to Creston—(817) 234-6028, Fax (817) 234-6067

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 162.4 to MP 392.9	79 MPH.	60 MPH.
Trains 100 TOB and over		50 MPH.
Trains less than 100 TOB		60 MPH.

1(B). Speed—Permanent Restrictions

MP 162.4 to MP 163.6 Main 1 and Main 2	30 MPH.	30 MPH.
MP 162.4 to MP 162.6 Main 1 Eastward	20 MPH.	10 MPH.
MP 162.4 to MP 162.5 Main 2 Westward	30 MPH.	30 MPH.
MP 163.6 to MP 164.0	75 MPH.	50 MPH.
West Waterman and Graham—Main 1 and		
Main 2	35 MPH.	35 MPH.
Graham cut-off track MP 165.2 to MP 164.3	10 MPH.	10 MPH.
MP 169.0, Main 2	70 MPH.	
MP 169.0, Main 1	50 MPH.	50 MPH.
CP 1699 on the Ottumwa Subdivision		
to CP 1850 on the Chillicothe Subdivision—		
Auxiliary Main 1	40 MPH.	40 MPH.
CP 1705 on the Ottumwa Subdivision		
to CP 1844 on the Chillicothe Subdivision—		
Auxiliary Main 2	40 MPH.	40 MPH.
MP 176.3 to MP 176.55	70 MPH.	
MP 177.4 to MP 178.5		50 MPH.
MP 178.5 to MP 179.5	40 MPH.	30 MPH.
MP 179.5 to MP 180.5, Main 2	60 MPH.	60 MPH.
MP 195.9 to MP 196.4	55 MPH.	45 MPH.
MP 203.0 to MP 204.1	60 MPH.	50 MPH.
MP 204.1 to MP 204.8	40 MPH.	20 MPH.
MP 204.8 to MP 205.9	12 MPH.	12 MPH.
MP 205.9 to MP 206.8	20 MPH.	20 MPH.
MP 206.8 to MP 209.0	50 MPH.	40 MPH.
MP 209.0 to MP 211.0		50 MPH.
MP 232.8 to MP 233.8	60 MPH.	50 MPH.
MP 255.0 to MP 256.0 (HER)	60 MPH.	50 MPH.
MP 276.5 to MP 277.6	70 MPH.	50 MPH.
MP 277.6 to MP 280.4	40 MPH.	40 MPH.
MP 280.4 to MP 280.7	30 MPH.	30 MPH.
MP 280.7 to MP 281.3	45 MPH.	35 MPH.
MP 301.9 to MP 303.6 Main 1	70 MPH.	50 MPH.
MP 301.9 to MP 305.3 Main 2	50 MPH.	45 MPH.
MP 303.6 and MP 304.4 Main 1	40 MPH.	40 MPH.
MP 304.4 to MP 306.9 Main 1	70 MPH.	40 MPH.
MP 305.3 to MP 308.1 Main 2	60 MPH.	55 MPH.
MP 305.3 to MP 315.0, EWD		
loaded coal trains, Main 2	55 MPH.	
MP 315.0 to MP 316.4	65 MPH.	50 MPH.
MP 316.4 to MP 316.9	55 MPH.	50 MPH.
MP 316.9 to MP 321.5	65 MPH.	50 MPH.
MP 321.5 to MP 323.3	55 MPH.	50 MPH.
MP 324.2 to MP 324.6	70 MPH.	
MP 333.0 to MP 333.9	70 MPH.	
MP 333.9 to MP 334.5	40 MPH.	30 MPH.
MP 338.8 to MP 340.0, Main 1	50 MPH.	40 MPH.

	Passenger	Freight
MP 343.6 to MP 343.8	70 MPH.	
MP 351.5 to MP 352.8, Main 2	55 MPH.	45 MPH.
MP 352.8 to MP 354.8, Main 2	79 MPH.	45 MPH.
MP 353.3 to MP 353.5, Main 1	70 MPH.	

1(C). Speed—Switches and Turnouts

Through turnouts Graham	35 MPH.	35 MPH.
Through turnout Clay Switch MP 165.48	35 MPH.	35 MPH.
Through turnout and crossover CP 1699	40 MPH.	40 MPH.
Through turnouts Cameron Jct.	40 MPH.	40 MPH.
Through turnout and crossover CP 1705	40 MPH.	40 MPH.
Crossovers at following locations:		
MP 202.5	35 MPH.	35 MPH.
MP 300.8, crossovers	35 MPH.	35 MPH.
MP 309.9, crossovers	35 MPH.	35 MPH.
MP 333.2	35 MPH.	35 MPH.
MP 342.0	35 MPH.	35 MPH.
MP 357.9	35 MPH.	35 MPH.

1(D). Speed—Other

Galesburg Terminal		
All tracks other than main tracks	20 MPH.	
City Yard, Rail Yard, Rip Track, Santa Fe Transfer, Stock Yard, Storage Yard, Tie Plant, TOFC Yard, United Facility	10 MPH.	
Diesel Pit and Leads	5 MPH.	
Coach yard, Kansas City and Peoria wye tracks	10 MPH.	
Ottumwa		
Ottumwa - Rosekrans, Winger, Gas House, COE, Excell, Roberts-Dybdhal	5 MPH.	
ISU Plant, on the lead, MT1 switch to Loop track switch	5 MPH.	
within plant	10 MPH.	
forward or reverse movement through dump	3 MPH.	
Albia—All yard tracks	5 MPH.	
Chariton—All yard tracks	5 MPH.	
Osceola—Old main track north yard	5 MPH.	
Cars heavier than 134 tons except coal & grain in C6 hoppers on the following bridges:		
204.66	10 MPH.	
379.51	25 MPH.	

Temperature Restrictions

When the outside air temperature meets the “critical ranges” listed below, all trains must comply with the speed restrictions assigned to the ambient temperature ranges and the classification of the train. If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted. Critical Areas:

MP 186.0 to MP 196.5	MP 204.0 to MP 210.0
MP 235.0 to MP 239.0	MP 273.0 to MP 281.0
MP 294.0 to MP 310.0	MP 335.0 to MP 342.0
MP 350.0 to MP 356.0	

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
100 to 110 degrees	Maximum 45 MPH.	Maximum 40 MPH.	Maximum 70 MPH.
110 degrees and over	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
Galesburg to Creston 143 tons, Restriction C
No loaded unit coal trains are allowed in Burlington Yard

All tracks, other than the main track and those listed below, are out of service for unit coal, grain, and ore trains, or any portion of these trains, except for bad order cars, unless authorized by the roadmaster.

- Burlington—1317 and 1318.
- West Burlington—1361 and 1362.
- New London—996.
- Ottumwa—The connecting track to the IC&E main track.
- ISU Switch—Tracks leading to and from the dumping facility and the ISU Plant.
- Maxon—2496 and 2497.

Six-axle locomotives and six-axle derricks are not permitted on industry tracks at the following locations: Monmouth, Kirkwood, Gladstone, New London, Mt. Pleasant, Fairfield, Batavia, Ottumwa, and North Yard Osceola.

Six-axle locomotives are permitted on tracks 1304 and on 1314—1318 in Burlington Yard.

Six-axle locomotives are not permitted 500 ft. beyond the South Wye Switch inside the Dayman Ordinance Plant.

Locomotives are not permitted inside the unloading station at the ISU generating Station.

No more than one four-axle locomotive is permitted on the Chariton industry track.

3. Type of Operation

Yard Limits—in effect:
MP 390.8 to MP 393.8

CTC—in effect:
MP 168.4 to MP 170.5
MP 202.4 to MP 206.7
MP 300.8 to MP 309.9

CP 1699 on the Ottumwa Subdivision to CP 1850 on the Chillicothe Subdivision is designated as Auxiliary Main 1.

CP 1705 on the Ottumwa Subdivision to CP 1844 on the Chillicothe Subdivision is designated as Auxiliary Main 2.

TWC—in effect:
MP 170.5 to MP 202.4
MP 206.7 to MP 300.8
MP 309.9 to MP 392.9

ABS—in effect:
MP 170.5 to MP 202.4
MP 206.7 to MP 280.52
MP 280.83 to MP 300.8
MP 309.9 to MP 392.9

Multiple Main Tracks—in effect:

2 MT:
MP 168.4 to MP 280.83
MP 300.8 to MP 392.9

Double Track—in effect:
MP 280.83 to MP 300.8

The following locations in ABS are signaled in both directions:

MP 170.5 to MP 202.4
MP 206.7 to MP 280.52
MP 309.9 to MP 392.9

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2.0 miles.

Rule 6.32.4—In the state of Illinois, the last paragraph of this rule is changed to read: When it can be avoided, cars or engines must be left standing no nearer than 500 feet from a road crossing.

Rule 8.12—This rule does not apply to the high/low crossovers from Running Track #2 through Receiving/Departure Track #4 in Galesburg Terminal.

Rule 14.10—Report clear of track warrant limits by one of the following:

1. After entire train has cleared track warrant limits, report clear of the limits to train dispatcher using radio.
2. If unable to contact the train dispatcher via radio and train arrives the terminal, call the train dispatcher by telephone at 8-234-6028.
3. If unable to contact the train dispatcher via radio and train arrives the terminal, complete the "LIMITS REPORTED CLEAR AT _____ BY _____" section at the bottom of the track warrant and fax it to the train dispatcher at 8-234-6067.
4. If unable to contact the train dispatcher via radio and train arrives the terminal, complete the "LIMITS REPORTED CLEAR AT _____ BY _____" section at the bottom of the track warrant and deliver completed track warrant to Creston control operator who will then forward the information to the train dispatcher.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
 - MP 199.8—DED—Recall Code 727—WWD only
 - MP 213.1—Recall Code 728—EWD only
- B. Other TWD locations
 - MP 175.6—Recall Code 707
 - MP 194.5—Recall Code 708
 - MP 199.8—DED—Recall Code 727—EWD only
 - MP 213.1—Recall Code 728—WWD only
 - MP 229.9—Recall Code 718
 - MP 251.6—Recall Code 738
 - MP 271.3—Recall Code 748
 - MP 298.4—Recall Code 758—Main 1
 - MP 298.9—Recall Code 757—Main 2
 - MP 303.8—DED-Exception Reporting - Main 2
 - MP 308.0—DED-Exception Reporting - Main 2
 - MP 314.1—DED-Exception Reporting
 - MP 328.0—Recall Code 788
 - MP 356.7—Recall Code 798—Main 1
 - MP 357.8—Recall Code 798—Main 2
 - MP 378.8—Recall Code 708

6. FRA Excepted Track—None

7. Special Conditions

Remote Control Operations—Signs located at MP 5.0 (Barstow Subdivision), MP 171.8X (Brookfield Subdivision), MP 159.0 (Mendota Subdivision), MP 171.0 and Cameron Jct. (Ottumwa Subdivision) and MP 2.0 (Peoria Subdivision) designate the Remote Control Area at Galesburg.

Remote Control Zone—The Hump Lead (Track 2071) between the 30 switch (Olys Pocket switch) and the 10 switch designate the Remote Control Zone (RCZ) at Galesburg Yard.

Activation/Deactivation Procedure—The Remote Control Operator will protect Southward movements until the rear car has cleared the 30 Switch (Olys Pocket Switch). The Remote Control Operator will then contact Yard Control and request that RCZ protection be established. Yard Control will line the 30 switch (Olys Pocket switch) for the Hump Lead and provide switch blocking on the 10 switch and the 30 switch. Yard Control will then notify the Remote Control Operator that the RCZ has been activated. The RCZ will remain activated until the Remote Control Operator has requested that the RCZ be deactivated. Before the RCZ can be fouled or occupied, Yard Control must be contacted to determine if the RCZ has been activated.

Gladstone—Westbound trains stopped by the TWD located at MP 194.5 will proceed not to exceed 10 MPH until all crossings are clear before making any required inspection of their train.

Burlington/West Burlington—Watch for close clearance between MT1 and MT2, MP 206.3 to MP 206.4. It will not clear a person riding on the side of a car. Close Clearance signs have been posted in the area.

Eastward trains must obtain the dispatchers authority before proceeding from a STOP indication at signal MP 209.2.

Dayman—Trains and engines using the lead track across the Highway 34 grade crossing into the Army Ammunition Plant must stop before occupying the crossing to determine that the manually controlled crossing warning signals have been activated by the security guard at the gate. Contact the security guard at 319-753-7414 to establish protection.

New London—Locomotives must not be left idling near the west end of the eastward siding.

Ottumwa—An indicator light to indicate when the dispatcher has made the lineup to proceed westward at the IMRL interlocker has been installed on the east end of the crossing bungalow at Iowa Ave. in Ottumwa. This is not a signal aspect and applies only to trains on Main Track 1.

ISU Generating Station—Trains destined to the ISU Generating Station must contact the plant unloading operator on radio channel 39 when approaching the ISU Switch to advise the plant of their approximate arrival time at the dumper. If there is not sufficient time to spot the train for unloading after arrival at the plant, notify the unloading operator where the train will be left. Upon arrival at the dumper:

- Stop the train within 200 feet of the dumper entrance.
- Do not enter the dumper when the red light is on.
- Obtain verbal permission from the dumper operator before entering the dumper.

Do not exceed 5 MPH on the lead entering the plant between the Main 1 switch and the Loop Track switch.

Do not exceed 10 MPH on tracks within the ISU Generating Station facility and do not exceed 3 MPH when moving across the rotary dumper.

When spotting, coupling, or uncoupling unit trains, follow instructions from ISU Generating Station personnel. Locomotives are not permitted inside the unloading station at the ISU generating Station.

Cargill Spur—Trains entering Cargill Spur must contact the CANAC RR on AAR Channel 71 before proceeding past the first road crossing on the Cargill Spur.

Creston—Eastward trains departing Creston must provide their departure time to the KC dispatcher prior to MP 391.0.

Westward trains arriving Creston must contact the Creston Operator at Afton for instructions on yarding their trains.

Bridges 204.66 and 379.5—The adjacent track must be clear of traffic while loaded ore trains or loaded trough cars pass over these bridges.

Approaching Control Point Announcement—In Signaled Territory, when a train is passing a signal displaying an approach indication in advance of a control point, a crew member must transmit the following by radio:

- Train Identification - Initials, engine number, and direction
- Signal Name
- Control Point Location
- Track - (on single track, main track designation is not necessary)
- Speed

Use radio channel 39 between Galesburg and Halpin. Use radio channel 66 between Halpin and Creston .

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

- MP 193.0 to MP 196.0
- MP 206.0 to MP 209.0
- MP 226.0 to MP 227.0
- MP 234.0 to MP 236.0
- MP 267.0 to MP 268.0
- MP 285.0 to MP 286.0
- MP 291.0 to MP 292.0
- MP 315.5 to MP 317.0
- MP 322.0 to MP 323.0
- MP 345.0 to MP 347.0

8. Line Segments

Yard Line Segments

Line Segment Limits

- 46 North Yard, Osceola
- 834 Burlington
- 835 West Burlington
- 836 Ottumwa
- 837 Chariton

Road Line Segments

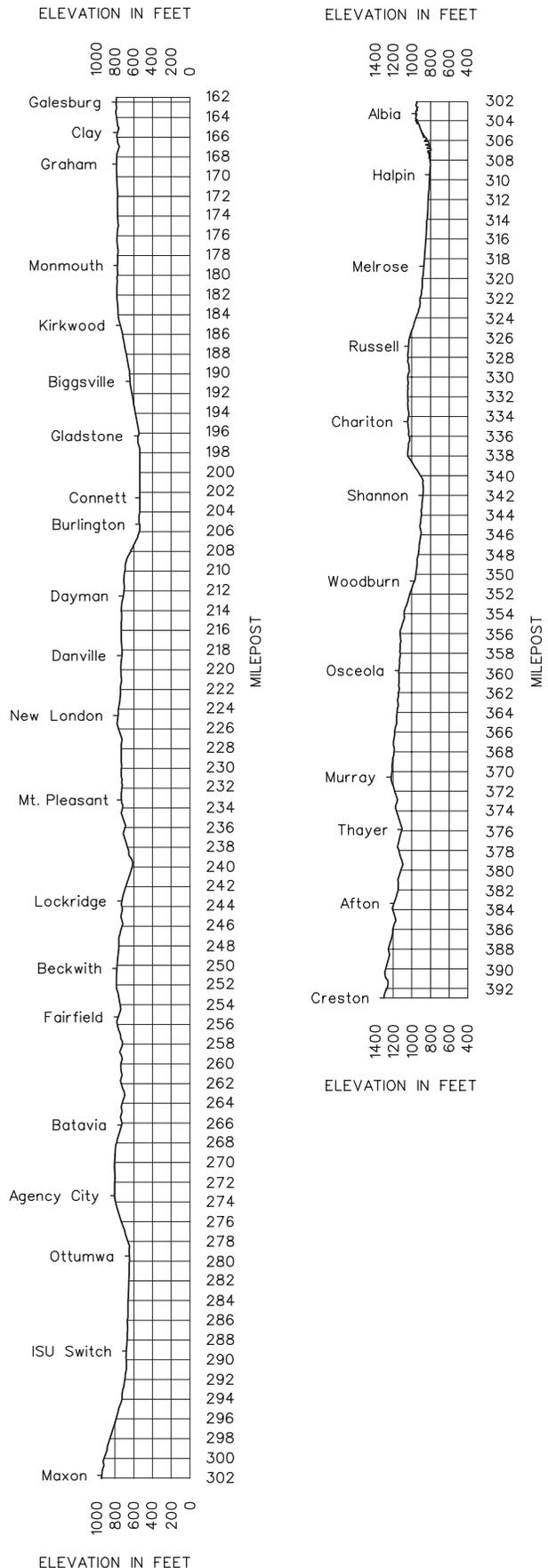
Line Segment Limits

- 97 Graham Cutoff
- 1 Galesburg to Creston

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Feet	Switch Opens
20133 Cameron	3.2 west of Graham	419	Both
20304 Lucas	1.1 west of Shannon	500	West

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Peoria Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Str.	EASTWARD ↑
				EAST PEORIA						
East Peoria to Peoria TZPR rules, timetable, and special instructions govern.										
		73200	52.3	PEORIA	AR		TWC	108		4.8
7,050	73214	39.0	EDWARDS						7.9	
	73222	31.1	OAK HILL						5.5	
	73228	25.6	ELMWOOD						2.8	
3,250	73232	22.8	YATES CITY	JT					12.6	
6,211	73241	10.2	GILSON						5.7	
	73237	4.5	KNOXVILLE						4.4	
		0.1	CHAMBER ST.	JR					0.1	
	20126	0.0	GALESBURG	BMJTXR					54.7	

Radio Channel No. 85 in service.

Radio Call-In		
Yates City-94(X)	Peoria-93(X)	Edwards-92(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers
(817) 234-6025, Fax (817) 234-6062

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 52.3 to MP 0.0	40 MPH.

1(B). Speed—Permanent Restrictions

MP 52.3 to MP 50.0	10 MPH.
MP 50.0 to MP 22.8, Loaded unit trains except intermodal	30 MPH.
MP 39.6 to MP 33.1	35 MPH.
MP 33.1 to MP 26.0	30 MPH.
MP 8.3 to MP 3.8	25 MPH.
Trains handling derricks	25 MPH.
Item 1A of the System Special Instructions applies from MP 23.0 to MP 10.0.	

(Galesburg Terminal—See 1(D) Nebraska Division, Ottumwa Subdivision.)

1(C). Speed—Switches and Turnouts

Yates City through crossover, east and west legs of wye 10 MPH.

1(D). Speed—Other

Edwards and Yates City, sidings 10 MPH.

Temperature Speed Restrictions

When the outside air temperature meets the “critical ranges” listed below, all trains must comply with speed restrictions assigned to ambient temperature ranges and classification of train. If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted.

Critical Areas:

MP 52.0 to MP 0.0

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over
100 degrees and over	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

East Peoria to Galesburg 143 tons, Restriction B

No loaded unit trains allowed on the sidings at Edwards and Yates City.

No Six-axle locomotives or six-axle derricks permitted on the Alley track at Peoria.

No Locomotives permitted over the unloading pit at Farm Service at Maquon.

3. Type of Operation

Rule 6.14 Restricted Limits—in effect:

MP 52.3 to MP 46.0

MP 3.8 to MP 0.1

TWC—in effect:

MP 46.0 to MP 3.8

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1.5 miles.

Rule 6.32.4—In the state of Illinois, the last paragraph of Rule 6.32.4 is changed to read:

When practical, cars or engines must not be left standing nearer than 500 feet to road crossing.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Peoria to East Peoria—Contact the TZPR Dispatcher and be governed by verbal instructions.

Illinois Midland Railroad (I&M)—Interchange with the I&M will be governed by the I&M rules, timetable, and special instructions while operating between IC Jct. (MP 10 PPU) and South Powerton Yard Limits (MP 15.1). Crews must not proceed beyond IC Jct. without permission from the I&M Dispatcher (Channel 56/56).

Remote Control Operations—Signs located at MP 5.0 (Barstow Subdivision), MP 171.8X (Brookfield Subdivision), MP 159.0 (Mendota Subdivision), MP 171.0 and Cameron Jct. (Ottumwa Subdivision) and MP 2.0 (Peoria Subdivision) designate the Remote Control Area at Galesburg.

Chicago Division RCO Airbrake Requirements	
Tons Being Handled	Number of cars with airbrakes charged
2000 and less	0
2000 - 4000	3
4000 - 7500	6
7500 and greater	10

Remote Control Zone—The Hump Lead (Track 2071) between the 30 switch (Olys Pocket switch) and the 10 switch designate the Remote Control Zone (RCZ) at Galesburg Yard.

Activation/Deactivation Procedure—The Remote Control Operator will protect Southward movements until the rear car has cleared the 30 Switch (Olys Pocket Switch). The Remote Control Operator will then contact Yard Control and request that RCZ protection be established. Yard Control will line the 30 switch (Olys Pocket switch) for the Hump Lead and provide switch blocking on the 10 switch and the 30 switch. Yard Control will then notify the Remote Control Operator that the RCZ has been activated. The RCZ will remain activated until the Remote Control Operator has requested that the RCZ be

deactivated. Before the RCZ can be fouled or occupied Yard Control must be contacted to determine if the RCZ has been activated.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33: MP 28.0 to MP 50.0

8. Line Segments

Yard Line Segments

Line Segment Limits

- 855 Peoria
- 858 Yates City

Road Line Segments

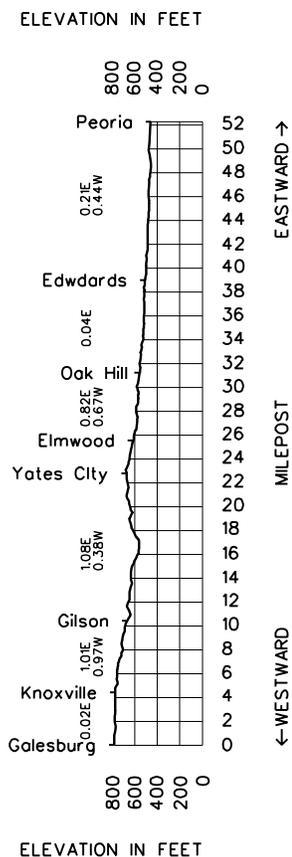
Line Segment Limits

- 108 East Peoria to Galesburg

9. Locations Not Shown as Stations

Name	Miles -Location	Capacity Feet	Switch Opens
73236 Maquon	7.6 west of Yates City	300	East

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	St. Croix Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Str.	EASTWARD ↑
		00299	300.2	NORTH LA CROSSE	BY		ABS		2.9	
		00301	303.1	SULLIVAN	Y		CTC		14.3	
		00315	317.4	TREMPEALEAU	X		DT ABS TWC		5.2	
			323.6	CP 3236					2.1	
10,145	00324	325.7	EAST WINONA				CTC		2.5	
	00326	328.2	WINONA JCT.						5.7	
	00332	333.9	FOUNTAIN CITY	X					9.2	
	00341	343.1	COCHRANE	X			DT ABS TWC		8.2	
	00349	351.3	ALMA	X(2)					7.4	
	00356	358.7	NELSON						3.4	
	00360	362.1	TREVINO				CTC	3	0.8	
	00361	362.9	MEARS						3.3	
	00364	366.2	PEPIN	X					12.5	
	00377	378.7	MAIDEN ROCK				DT ABS TWC		7.5	
	00384	386.2	BAY CITY	X(2)			2MT/CTC		4.8	
	00389	391.0	HAGER				DT ABS TWC		5.3	
	00394	396.3	DIAMOND BLUFF						11.3	
	00405	407.6	PRESCOTT				CTC		0.2	
	00407	407.8	BURNS						2.7	
	00409	410.5 CPRS MP 392.1	ST. CROIX	JX			2MT CTC		110.3	

MP 410.1 to MP 410.5 is part of and under the jurisdiction of the Twin Cities Division.

Radio Channel No. 39 in service.

Radio Call-In		
LaCrosse - 45(X)	Nelson - 46(X)	Bay City - 47(X)
St Croix - 49(X)		
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Phone Numbers

LaCrosse dispatcher—2200 to 0600 daily:
Savanna to Prescott—(817) 234-6021, Fax (817) 234-6057
St. Croix dispatcher—0600 to 2200 Monday-Friday:
Sullivan to Prescott—(817) 234-6018, Fax (817) 234-6065

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 300.2 to MP 410.5	60 MPH.
Against the current of traffic on double track	49 MPH.
Trains consisting entirely of loaded double stack equipment, not exceeding 105 TOB	60 MPH

1(B). Speed—Permanent Restrictions

MP 300.1 to MP 301.8 (HER)	25 MPH.
MP 301.8 to MP 303.3	35 MPH.
MP 327.9 to MP 328.0	35 MPH.
MP 364.5 to MP 366.1	40 MPH.
MP 407.4 to MP 408.1	25 MPH.
MP 410.2 to MP 410.5	35 MPH.
MP 410.4—CP Rail main track connection switch from Main 2 to St. Croix	35 MPH.

1(C). Speed—Switches and Turnouts

	Freight
MP 303.1, through crossovers	35 MPH.
MP 325.7, through turnouts of controlled sidings	20 MPH.
EBCS of controlled sidings (HER)	35 MPH.
MP 386.2, through crossovers	40 MPH.
Through turnouts at the following locations:	
MP 323.6	35 MPH.
MP 362.1	35 MPH.
MP 362.9	35 MPH.
MP 410.4, through West crossover	25 MPH.

1(D). Speed—Other

All loaded unit trains (except intermodal) through sidings	10 MPH.
LaCrosse running track	20 MPH.
LaCrosse Yard, turnouts EE tracks 112 and 113	5 MPH.
Until rear of empty coal trains leaving Dairyland	
Power Cooperative have passed MP 351.0	10 MPH.

See Items 1 and 33 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
North LaCrosse to St. Croix 143 tons, Restriction C
At LaCrosse, Six-axle locomotives and six-axle derricks are not permitted on the Old Main, South Avenue to West Avenue.

3. Type of Operation

Yard Limits—in effect:
MP 299.5 to MP 303.8

CTC—in effect:
MP 302.6 to MP 303.3, West High Yard Lead to Sullivan
MP 302.8 to MP 303.3
MP 323.6 to MP 328.2
MP 361.9 to MP 363.1
MP 386.2 to MP 386.4
MP 407.5 to MP 410.5

Two Main Tracks
MP 386.2 to MP 386.4
MP 407.8 to MP 410.5

TWC—in effect:
MP 303.3 to MP 323.6
MP 328.2 to MP 361.9
MP 363.1 to MP 386.2
MP 386.4 to MP 407.5

ABS—in effect:
MP 299.8 to MP 302.8
MP 303.3 to MP 323.6
MP 328.2 to MP 361.9
MP 363.1 to MP 386.2
MP 386.4 to MP 407.5

Double Track
MP 303.3 to MP 323.6
MP 328.2 to MP 361.9
MP 363.1 to MP 386.2
MP 386.4 to MP 407.5

General Track Bulletins (GTB)—Eastward trains departing Northtown for LaCrosse and westward trains departing LaCrosse for Northtown will receive a GTB from the LaCrosse/St. Croix dispatcher with all of the applicable restrictions for movement between LaCrosse and Northtown.

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2.0 miles.

Rule 6.32.4—In the state of Wisconsin, the last paragraph of Rule 6.32.4 is changed to read:

When practical, cars or engines must not be left standing nearer than 330 feet to road crossing when there is an adjacent track.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
 - MP 307.2—Recall Code 458
 - MP 327.5—Recall Code 457
 - MP 345.0—Recall Code 468
 - MP 362.5—Recall Code 467
 - MP 372.7—Recall Code 468
 - MP 391.0—Recall Code 478
 - MP 405.0—Recall Code 498

6. FRA Excepted Track—None

7. Special Conditions

LaCrosse—A push-button actuated, power derail has been installed on the yard lead at the East end of the Yard. A red target will be displayed and an amber light will be flashing when the derail is in the derailing position. To operate the derail for movement, the movement must stop before passing signs located on either side of the derail and push the button on the pole at the derail. If necessary to operate the derail by hand, follow the instructions posted on the end of the derail machine.

A power switch controls movement into track 130 (Bunny Trail) on the East end of the yard. To line the switch for movement, the movement must stop before passing signs located on either side of the switch and push the button on the pole at the switch. If necessary to operate the switch by hand, follow the instructions posted on the end of the switch machine.

A shove light is located on the east end of the Yard next to the yard lead and it governs movement on track 130 (Bunny Trail) only. The shove light displays Green/Yellow/Red indications. Track 130 is approximately 880 feet long from clearance point to the end of the track. When a movement reaches 437 feet from the end of the track, the Green indication will drop off. When the movement reaches 193 feet from the end of the track, the Yellow indication will drop off and the movement must be stopped.

Tracks 101 through 106 and 107 through 114 are required to have two (2) hand brakes on the west end of each track when the tracks are occupied by rail cars. When switch crews kick cars into tracks 101 through 114, the last 1,000 feet of the track must be protected by the utility person or a crew member.

When road crews setout at LaCrosse yard they must notify the Yardmaster on duty as to which track they setout on and from which end. All conductors, including short turn-arounds, are required to report to the Yardmaster on duty no less than 5 minutes after their on-duty time for instructions and to comply with Safety Rule S-1.1. Each crew that received a less than minimal call to make their on-duty time at LaCrosse must report to the Yardmaster on duty upon arrival at the yard office. All Short turn-around crews are required to check with the Dispatcher and Yardmaster prior to being relieved of duty at LaCrosse. For information regarding deadheading, crews in the LaCrosse to Aurora, the LaCrosse to Galesburg, and the Northtown pools must call 817-234-6016, or company line 8-234-6016.

Upon arrival at LaCrosse, it is the conductor's responsibility to contact the train dispatcher in Ft. Worth, Texas, via radio to give up the authority given to his train—track warrant, track and time, etc. If the conductor cannot reach the dispatcher via radio, he must contact the dispatcher via the dispatcher console or telephone in the yard office before going off duty.

Eastward arriving trains being held at Sullivan must not pass the Yard Limits sign at MP 303.8 until the St. Croix Dispatcher gives permission to proceed.

The inbound crew is required to perform a roll-by inspection of the outbound train departing North LaCrosse unless otherwise instructed by a yardmaster, trainmaster or road foreman. All crews are required to stay on Main Line Channel 66 until receiving a roll-by verification from the inbound crew. When road crews setout at LaCrosse yard, they must notify the Yardmaster on duty what track the setout was made on and to which end.

Trains consisting of less than 20 axles must make movement through the Grand Crossing Interlocking, MP 299.9, at walking speed (3 MPH) until the entire train is through the interlocking.

All trains, engines and yard engines are required to ring the engine bell when crossing the private crossing located at MP 300.2 in front of the LaCrosse Yard Office. This includes the main track and all Yard Tracks.

Due to curvature and tie conditions; track 119, the rip lead and track 118 are restricted to 4-axle units.

Trains Blocking Crossings—Eastward trains that are departing LaCrosse Yard must ensure that they do not block the private crossing located at MP 300.2, in front of the yard office, until a signal to proceed through the Grand Crossing interlocking is received.

Fuel Levels on All Trains—All engineers on trains toward LaCrosse must check the fuel level on all working locomotives on their train at the crew change point. Report to the Dispatcher if the fuel level is 1000 gallons or less. Eastward trains will report their fuel readings to the St. Croix Dispatcher on the St. Croix Subdivision at St. Croix, MP 410.5.

North LaCrosse—Permission must be obtained from the LaCrosse yardmaster before occupying the main or running track.

Winona Jct.—Eastbound U (Unit Tac), C (Coal), H (High-priority manifest), M (Normal-priority manifest), and G (Grain) trains must stop at Winona Jct, MP 328.2, until the St Croix Dispatcher notifies the train that they have an all clear from the WILD (Wheel Impact Detector) site at Cochrane, Wi. If advised that a car or cars must be set out of their train, they will be setout on the east end of track 801 for the Local to bring into LaCrosse.

Alma—At Dairyland Power, all trains must contact Dairyland Power personnel on BNSF Radio Channel 39 before entering the plant. No BNSF personnel will enter the dumper without first notifying the train dumping crew. While on the plant loop do not perform an Intermediate Brake Test (Class 1A Brake Test) which requires an inspection from the ground under any circumstances.

Remote Control Operations—Signs located at MP 299.5 (Aurora Subdivision) and MP 303.8 (St. Croix Subdivision), designate the Remote Control Area at LaCrosse.

Remote Control Zone (RCZ)—The RCZ has been extended from the Sign located 850 feet west of track 130 to and including the east Switch Track 111 on the high side of the yard and East Switch Track 102 on the low side of the yard. The sign for the track 102 switch is located on the east side of the track.

Activation/Deactivation Procedure—The remote Control Operator will notify the LaCrosse Yardmaster when the RCZ is activated or deactivated.

Break-In-Two Reports—Break-in-two reports are to be called in to (608) 781-7435 or faxed to (608) 781-7412.

Regarding stations with crossovers indicated in the station column:

Alma and Bay City—facing and trailing point
 All other stations—trailing point only

Speed Indicator test Mile Locations—

WWD—MP 315.0 - MP 316.0

WWD—MP 339.0 - MP 340.0

EWD—MP 381.0 - MP 380.0

EWD—MP 401.0 - MP 400.0

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
 MP 400.0

In the event of significant rain (5+ inches), the entire territory from MP 430 to MP 300 can develop high water problems from the Mississippi River; however, 1 to 3 inches localized heavy rains do not present any problem.

8. Line Segments

Yard Line Segments

Line Segment Limits

811 North LaCrosse

826 Winona

Road Line Segments

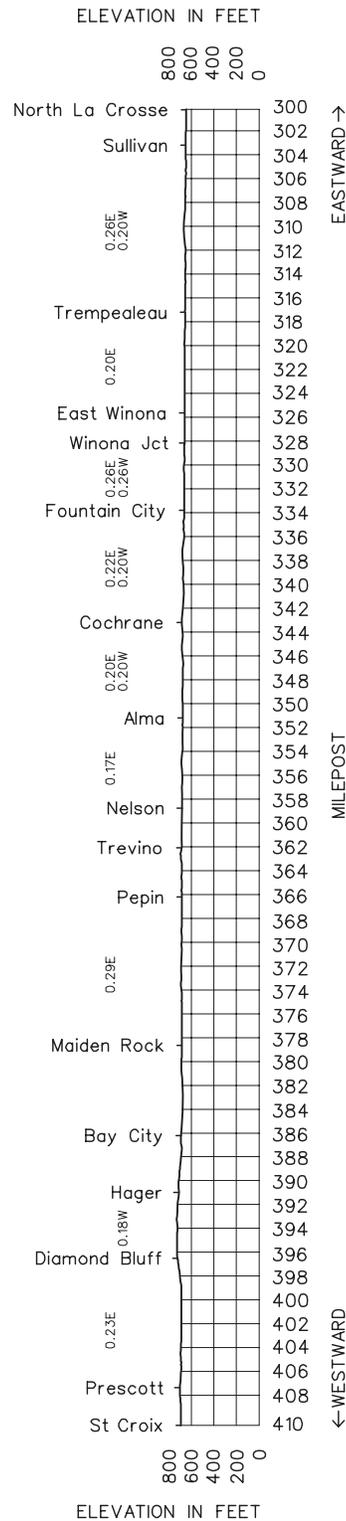
Line Segments Limits

3 North LaCrosse to St. Croix

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
00310 Lytle (Eastward)	6.2 east of Trempealeau	4	East
00310 Lytle (Westward)	6.2 east of Trempealeau	4	West

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Thomas Hill Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		25170	16.0	THOMAS HILL			TWC	1061	6.1	
		25171	9.9	BINKLEY					9.9	
		25173	0.0	BEVIER	J				16.0	

Radio Channel No. 85 in service.

Radio Call-In
Macon-29(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

Train Dispatcher Telephone Number

(817) 234-6028, Fax (817) 234-6067

1. Speed Regulations

1(A). Speed—Maximum

Freight

MP 16.0 to MP 0.0 25 MPH.

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

Temperature Restrictions—When the outside air temperature meets the “critical ranges” listed below, all trains must comply with speed restrictions assigned to ambient temperature ranges and classification of train. If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted.

Critical Areas:
MP 16.0 to MP 0.0

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over
100 degrees and over	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

MP 16.0 to MP 0.0 143 tons, Restriction A

At Thomas Hill, six-axle locomotives are not permitted on the Industrial Track south of the Loop Track switch.

3. Type of Operation

TWC—in effect:
MP 16.0 to MP 0.0

4. General Code of Operating Rules

Rule 6.19—When flagging is required, distance will be 1 mile.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures—None
- B. Other TWD locations
 - MP 4.2—DED—Exception Reporting
 - MP 10.5—DED—Exception Reporting

6. FRA Excepted Track—None

7. Special Conditions

Thomas Hill—Tracks beyond MP 16.0 are other than main track. Rule 6.28 applies.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33: MP 0.0 to MP 15.4

8. Line Segments

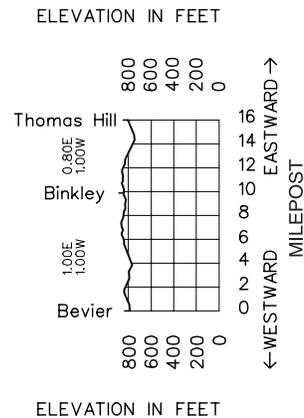
Road Line Segments

Line Segment Limits

1061 Thomas Hill to Bevier

9. Locations Not Shown as Stations—None

10. Grade Chart



ELEVATION IN FEET

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Track Bulletin Form B—Verbal Permission:

When granting verbal permission, begin the communication using the following words:

“Foreman (name and/or Gang No.) ____ using Form B restriction No. ____ between MP ____ and MP ____ (specifying subdivision when necessary).”

1. To permit a train to pass a red flag without stopping, add the following:

- “(Train) may pass red flag located at MP ____ without stopping on (track).”

Unless otherwise restricted, the train may pass the red flag at restricted speed without stopping.

2. To permit a train to proceed at other than restricted speed, add one of the following:

- “(Train) may proceed through the limits at ____ MPH (or at maximum authorized speed) on (track).”

Unless otherwise restricted, the train may proceed at speed specified.

- “(Train) may proceed through the limits at ____ MPH (or at maximum authorized speed) but not exceeding ____ MPH between/at (specifying location) on (track).”

Unless otherwise restricted, the train may proceed at the speeds specified. Not more than two speeds may be authorized.

3. To require the train to move at restricted speed, but less than 20 MPH, add the following:

- “(Train) must proceed at restricted speed but not exceeding ____ MPH on (track) (specifying distance when necessary).”

The above will apply when movement is to be made at restricted speed, but less than 20 MPH. Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.

4. To require a train to stop at a designated location within the limits, add the following:

- “(Train) must stop at (location) for additional instructions.”

5. When adjacent tracks will be occupied by men and equipment, add the following:

- “Men and equipment occupying (track).”

To assist in determining where to start sounding the whistle as described in Whistle Signal 7, use the following:

At the speed indicated in the left column, wait the time indicated in the right column before sounding the whistle.

Train Speed	Delay to Sound Whistle
40 MPH	3 seconds
35 MPH	6 seconds
30 MPH	10 seconds
25 MPH	16 seconds
20 MPH	25 seconds
15 MPH	40 seconds
10 MPH	1 minute 10 seconds

Speed Tables

SPEED TABLE								
Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
-	36	100	-	58	62.1	1	40	36.0
-	37	97.3	-	59	61.0	1	42	35.3
-	38	94.7	1	-	60.0	1	44	34.6
-	39	92.3	1	02	58.0	1	46	34.0
-	40	90.0	1	04	56.2	1	48	33.3
-	41	87.8	1	06	54.5	1	50	32.7
-	42	85.7	1	08	52.9	1	52	32.1
-	43	83.7	1	10	51.4	1	54	31.6
-	44	81.8	1	12	50.0	1	56	31.0
-	45	80.0	1	14	48.6	1	58	30.5
-	46	78.3	1	16	47.4	2	-	30.0
-	47	76.6	1	18	46.1	2	05	28.8
-	48	75.0	1	20	45.0	2	10	27.7
-	49	73.5	1	22	43.9	2	15	26.7
-	50	72.0	1	24	42.9	2	30	24.0
-	51	70.6	1	26	41.9	2	45	21.8
-	52	69.2	1	28	40.9	3	-	20.0
-	53	67.9	1	30	40.0	3	30	17.1
-	54	66.6	1	32	39.1	4	-	15.0
-	55	65.5	1	34	38.3	5	-	12.0
-	56	64.2	1	36	37.5	6	-	10.0
-	57	63.2	1	38	36.8	12	-	5.0

FEET	TENTHS OF A MILE
528	.1
1,056	.2
1,584	.3
2,112	.4
2,640	.5
3,168	.6
3,696	.7
4,224	.8
4,752	.9

TERMSDXO

- T - Train
- E - Engine
- R - Railroad Cars
- M - Men & equipment fouling track
- S - Stop Signal
- D - Derail & switches properly lined
- X - Crossings at grade
- O - Other crews' movements

Remember “TERMSDXO” when shoving cars.