

## 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.

**BNSF**



## Chicago Division

### Timetable No. 4

IN EFFECT AT 0001

Central Continental Time

**Sunday, January 20, 2002**

#### **Division General Manager**

D.R. Meline

Corwith, Illinois

(773) 579-5000

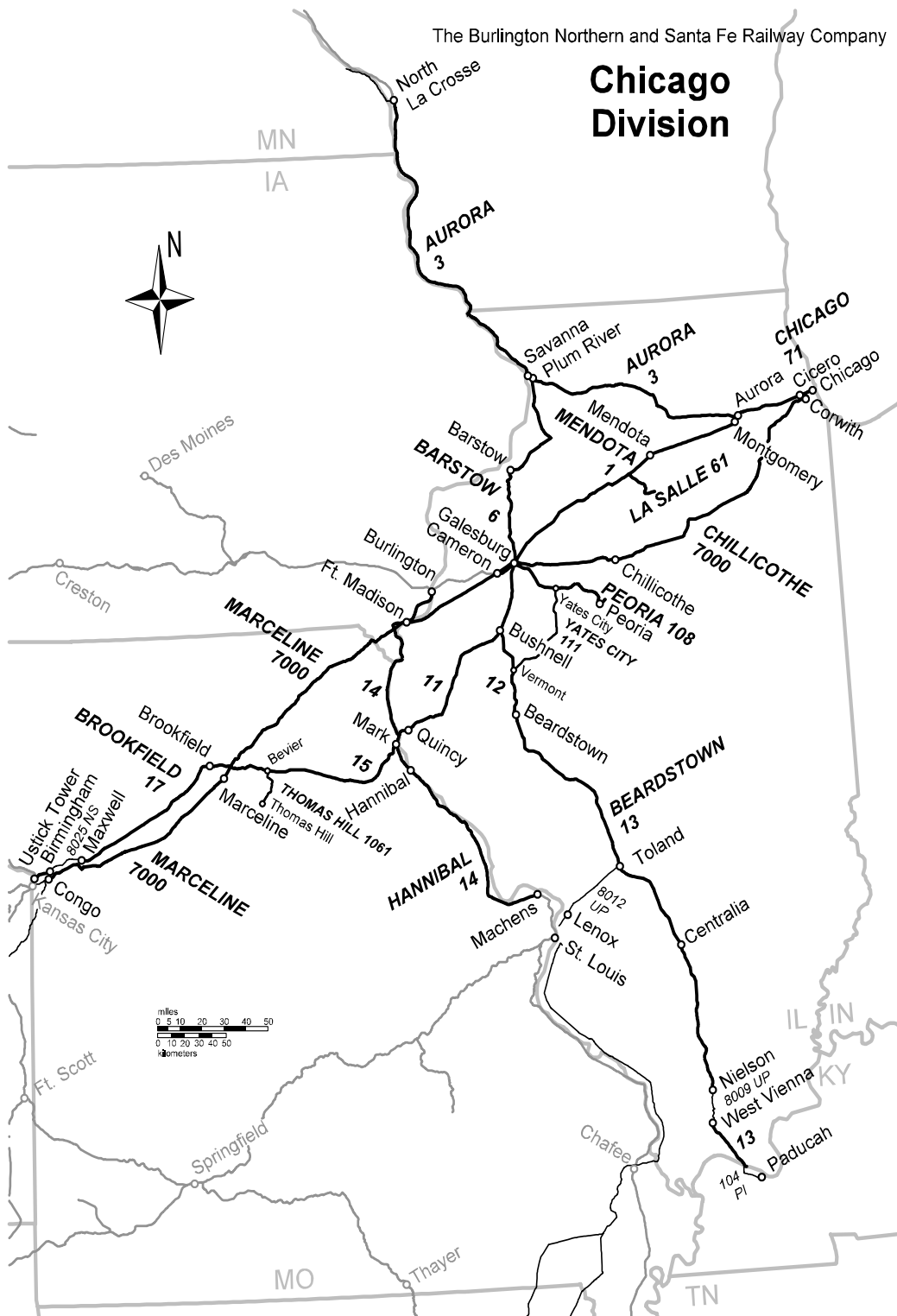
#### **General Director Transportation**

V.L. Chilcutt

Corwith, Illinois

(773) 579-5100

(This timetable includes the Ottumwa Subdivision from the Nebraska Division Timetable No. 4. All amendments to this subdivision will be issued on Nebraska Division General Orders.)



## Division Managers

### Aurora

C.J. SMITH ..... Road Foreman ..... (630) 692-6290

### Beardstown

D.L. McCURDY ..... Roadmaster ..... (217) 323-4807

W.J. PODRAZIK ..... Trainmaster ..... (217) 323-4802

### Brookfield

D.B. HOOTEN ..... Trainmaster ..... (660) 268-2715

E.R. MILLER ..... Roadmaster ..... (660) 268-2716

### Centralia

J.P. QUINN ..... Roadmaster ..... (618) 545-2063

J.D. VERNE ..... Road Foreman ..... (618) 545-2061

### Chicago

S. BENKO ..... Trainmaster ..... (312) 850-5684

D.G. HOFFMAN ..... Supt. Suburban Operations ..... (312) 850-5682

L. C. ONAK ..... Trainmaster ..... (312) 850-5683

### Chillicothe

..... Roadmaster ..... (309) 274-4242

### Cicero

K.D. CLINE ..... Trainmaster ..... (708) 924-5409

D.L. DAVENPORT ..... Asst. Terminal Supt. .... (708) 924-5471

H.T. KIRMAN ..... Trainmaster ..... (708) 924-5409

T. LEPPERT ..... Trainmaster ..... (708) 924-5409

S.L. MEYER ..... Trainmaster ..... (708) 924-5409

R. MOHORN ..... Trainmaster ..... (708) 924-5545

N.A. MURRAY ..... Trainmaster ..... (708) 924-5409

E.C. OLSAUSKAS ..... Trainmaster ..... (708) 924-5409

M.J. POPOLOSKI ..... Trainmaster ..... (708) 924-5409

J. N. THOMAS ..... Road Foreman ..... (708) 924-5549

### Corwith

J. DOWELL ..... Trainmaster ..... (773) 579-5099

J.D. GRAVES ..... Trainmaster ..... (773) 579-5099

F.L. GORSKI ..... Trainmaster ..... (773) 579-5099

C.R. LIEBE ..... Asst. Trainmaster ..... (773) 579-5084

W.M. LINDSEY ..... Manager of Safety ..... (773) 579-5108

M. LONG ..... Asst. Term. Superintendent ..... (773) 579-5001

R. MCCULLUM ..... Director Administration ..... (773) 579-5102

T. MERRIWEATHER ..... Terminal Superintendent .... (773) 579-5101

J.A. PETERSON ..... Asst. Trainmaster ..... (773) 579-5084

V. J. PETERSON ..... Asst. Trainmaster ..... (773) 579-5084

W.H. SIM ..... Trainmaster ..... (773) 579-5099

F.J. SITAR ..... Trainmaster ..... (773) 579-5083

D. STEVENSON ..... Trainmaster ..... (773) 579-5099

T. E. TURNBULL ..... Asst. Trainmaster ..... (773) 579-5084

G. UNDERWOOD ..... Trainmaster ..... (773) 579-5099

D. N. WEEKLY ..... Road Foreman ..... (773) 579-5079

D.L. WILLIAMS ..... Asst. Trainmaster ..... (773) 579-5084

### Eola

A.D. HUSBANDS ..... Supt. Operations ..... (630) 692-6363

G. KONECNY ..... Terminal Manager ..... (630) 692-6284

S.D. RUSSELL ..... Trainmaster ..... (630) 692-6256

J.C. TOLBIRT ..... Trainmaster ..... (630) 692-6258

### Ft. Madison

T.E. AUGE ..... Road Foreman ..... (319) 376-4288

J.W. CHRISTENSEN ..... Structures Supervisor ..... (319) 376-4272

T.L. DAVIS ..... Supt. Operations ..... (319) 376-4223

J.W. LAWSON ..... Signal Supervisor ..... (319) 376-4114

T.D. SMUTZER ..... Roadmaster ..... (319) 376-4217

J.E. WILLIAMS ..... Road Foreman ..... (319) 376-4270

### Galesburg

D.A. ADAMS ..... Supt. Operations ..... (309) 345-6221

B.D. CHATTEN ..... Division Engineer ..... (309) 345-6533

M.A. COPELAND ..... Road Foreman ..... (309) 345-6054

M.F. HEILLE ..... Asst. Division Engineer ..... (309) 345-6530

K.L. HINDS ..... Trainmaster ..... (309) 345-6259

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

### Galesburg Terminal

TERMINAL PLANNING DESK—24 HRS. .... (309) 345-6252

D.A. ANDERSEN ..... Sr. General Foreman ..... (309) 345-6379

J.M. BANTER ..... Roadmaster ..... (309) 345-6444

B. BATTERSON ..... Terminal Trainmaster ..... (309) 345-6044

G.E. COCHRANE ..... General Foreman ..... (309) 345-6129

R.L. DANIELSON ..... Terminal Superintendent .... (309) 345-6224

C.E. FOWLER ..... Terminal Trainmaster ..... (309) 345-6367

K.M. JOHNSON ..... Terminal Trainmaster ..... (309) 345-6368

J.K. OLIVER ..... Terminal Trainmaster ..... (309) 345-6041

J.M. PATTERSON ..... Terminal Trainmaster ..... (309) 345-6044

L.E. PIPER ..... Terminal Trainmaster ..... (309) 345-6043

J.T. SEE ..... Terminal Trainmaster ..... (309) 345-6045

K.M. WALLS ..... Asst. Terminal Supt. .... (309) 345-6223

A.E. WOLFE ..... Terminal Trainmaster ..... (309) 345-6252

### Henrietta

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

### Joliet

J. LINDQUIST ..... Trainmaster ..... (773) 579-5441

D. McCALLEY ..... Trainmaster ..... (773) 579-5441

### LaCrosse

W. BARBEE ..... Roadmaster ..... (608) 781-7438

E. SCHOENFELD ..... Trainmaster ..... (608) 781-7417

### Rochelle

G.A. GOY ..... Roadmaster ..... (815) 345-6212

A.J. SCHUURMANS ..... Trainmaster ..... (815) 345-6534

### Sugar Creek

A.L. TRAYLOR ..... Roadmaster ..... (913) 551-4420

### W. Quincy

D.W. GEORGE ..... Roadmaster ..... (573) 393-4016

T.L. HEMMERLE ..... Road Foreman ..... (573) 393-4011

M.A. LAMBERT ..... Trainmaster ..... (573) 393-4015

### Willow Springs

K. COUGHLIN ..... Trainmaster ..... (708) 482-5177

D.R. DAVIS ..... Trainmaster ..... (708) 482-5177

M. GRIGGS ..... Trainmaster ..... (708) 482-5177

D.L. JEWETT ..... Trainmaster ..... (708) 482-5177

K. KRISHER ..... Terminal Manager ..... (708) 482-5181

R.D. RAINS ..... Trainmaster ..... (708) 482-5177

J. RATULOWSKI ..... Trainmaster ..... (708) 482-5177

| WEST<br>WARD<br>↓ | Length<br>of<br>Siding<br>(Feet) | Station<br>Nos. | Mile<br>Post | Aurora Subdivision<br>MAIN LINE<br>STATIONS | Rule<br>4.3 | Type<br>of<br>Oper. | Line<br>Segment | Miles<br>to<br>Next<br>Stn. | EAST<br>WARD<br>↑ |
|-------------------|----------------------------------|-----------------|--------------|---|-------------|---------------------|-----------------|-----------------------------|-------------------|
|                   | 5,035                            | 00037           | 38.4         | AURORA                                      | JX          |                     |                 | 6.3                         |                   |
|                   | 5,700                            | 00045           | 44.7         | SUGAR GROVE                                 |             |                     |                 | 5.5                         |                   |
|                   | 7,150                            | 00050           | 50.2         | BIG ROCK                                    |             |                     |                 | 4.9                         |                   |
|                   |                                  | 00055           | 55.1         | HINCKLEY                                    |             | CTC                 |                 | 2.9                         |                   |
|                   | 8,900                            | 00058           | 58.0         | MORED                                       |             |                     |                 | 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<br>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                                   |             |                     |                 | 8.6                         |                   |
|                   | 6,720                            | 00114           | 116.0        | CARTER                                      |             | CTC                 |                 | 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          | 2MT<br>CTC          |                 | 1.4                         |                   |
|                   |                                  | 00143           | 143.7        | SAVANNA                                     | X           |                     |                 | 1.1                         |                   |
|                   |                                  |                 | 144.8        | IMRL XING                                   | A           | DT<br>ABS<br>TWC    | 3               | 12.1                        |                   |
|                   |                                  | 00156           | 156.9        | ROBINSON SPUR                               | X           |                     |                 | 14.7                        |                   |
|                   | C5,670                           | 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<br>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           |                     |                 | 13.0                        |                   |
|                   |                                  | 00212           | 213.0        | CASSVILLE                                   | X(2)        | DT<br>ABS<br>TWC    |                 | 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                                       |             |                     |                 | 1.4                         |                   |
|                   |                                  | 00236           | 237.0        | CRAWFORD                                    | M           | CTC                 |                 | 2.7                         |                   |
|                   |                                  | 00239           | 239.7        | PRAIRIE du CHIEN                            |             | 2MT<br>CTC          |                 | 14.7                        |                   |
|                   |                                  | 00254           | 254.4        | LYNXVILLE                                   | X           |                     |                 | 7.8                         |                   |
|                   |                                  | 00261           | 262.2        | FERRYVILLE                                  | X(2)        |                     |                 | 7.9                         |                   |
|                   |                                  | 00269           | 270.1        | DE SOTO                                     | X           | DT<br>ABS<br>TWC    |                 | 10.6                        |                   |
|                   |                                  | 00280           | 280.7        | GENOA                                       | X           |                     |                 | 6.0                         |                   |
|                   |                                  | 00286           | 286.7        | STODDARD                                    |             |                     |                 | 9.6                         |                   |
|                   |                                  | 00285           | 296.3        | GRAF  |             |                     |                 | 3.6                         |                   |
|                   |                                  |                 | 299.9        | GRAND CROSSING                              | MY          | CTC                 |                 | 0.3                         |                   |
|                   |                                  | 00299           | 300.2        | NORTH LA CROSSE                             | BY          | ABS                 |                 | 261.8                       |                   |

| Radio Call-In   |                      |                   |
|---|----------------------|-------------------|
| Savanna - 41(X)   | Galena - 40(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 Savanna.**

**Radio Channel No. 66 in service Savanna to LaCrosse.**

**Radio Channel No. 51 in service at Rochelle Yard.**

#### Train Dispatcher Phone Numbers

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 |
|---|---------|
| Aurora to North LaCrosse .....  | 60 MPH. |
| Against current of traffic on double track .....  | 49 MPH. |
| Trains consisting entirely of loaded double stack equipment,<br>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 64.9 to MP 65.0 .....                 | 25 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 236.9 .....               | 25 MPH. |
| MP 236.9 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, through turnout .....                 | 35 MPH. |
| MP 86.3 Flag Center, through turnout .....     | 35 MPH. |
| MP 143.3, through turnout .....                | 35 MPH. |
| Portage, through crossovers and turnouts ..... | 35 MPH. |
| Budd, through crossovers and turnouts .....    | 35 MPH. |
| MP 184.7, through turnout Main track 1 .....   | 25 MPH. |
| East Cabin, through crossover .....            | 25 MPH. |
| East Dubuque, through crossover .....          | 30 MPH. |
| MP 303.1, through crossovers .....             | 35 MPH. |
| Through turnouts located at:                   |         |
| MP 80.2 .....                                  | 35 MPH. |
| MP 84.4 .....                                  | 35 MPH. |
| MP 235.5 .....                                 | 35 MPH. |
| MP 237.0 .....                                 | 35 MPH. |
| MP 296.3 .....                                 | 35 MPH. |

##### 1(D). Speed—Other

|  |         |
|--|---------|
| All loaded unit trains (except intermodal) through sidings .....               | 10 MPH. |
| Controlled sidings between Aurora and Savanna<br>except Mored and Oregon ..... | 25 MPH. |
| Mored, through sidings and turnouts .....                                      | 35 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.  |

**Temperature Restrictions**

When the temperature is -25 degrees F or colder, the following speed restrictions apply:

Freight trains 100 TOB and over—do not exceed 40 MPH.

Freight trains up to 100 TOB—do not exceed 50 MPH.

(Exception: Z symbol intermodal trains or single-level loaded intermodal trains may operate at maximum authorized speed.)

See Item 1 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

Oregon to Mt. Morris ..... 131.5 tons, Restriction H

Aurora Industry Track from  
controlled siding ..... 131.5 tons, Restriction H

**Oregon to Mt. Morris**—Six-axle locomotives and six-axle derricks are not permitted.

**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.

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

**3. Type of Operation****Rule 6.13 Yard Limits**—in effect:

MP 299.5 to MP 303.8

**CTC**—in effect:

MP 38.4 to MP 143.3 Aurora to Savanna

MP 171.5 to MP 185.3 Galena to East Dubuque

MP 235.4 to MP 239.8 Ports to Prairie du Chien

MP 296.3 to MP 299.8 Graf to Grand Crossing

**ABS**—in effect:

MP 143.3 to MP 171.5 Savanna to Galena

MP 185.3 to MP 235.4 East Dubuque to Ports

MP 239.8 to MP 296.3 Prairie du Chien to Graf

MP 299.8 to MP 302.8 No. LaCrosse

**TWC**—in effect:

MP 143.3 CTC Savanna to MP 171.5 CTC Galena

MP 185.3 East Dubuque to MP 235.4 CTC Ports

MP 239.8 Prairie du Chien to MP 296.3 CTC Graf

**Two Main Tracks**

MP 77.9 to MP 86.2 Steward to Flag Center

MP 142.5 to MP 143.3 Plum River to Savanna

MP 172.3 to MP 185.3 Portage to East Dubuque

MP 236.9 to MP 239.8 Crawford to Prairie du Chien

**Double Track**

MP 143.3 to MP 171.5 Savanna to Galena

MP 185.3 to MP 235.4 East Dubuque to Ports

MP 239.8 to MP 296.3 Prairie du Chien to Graf

**4. General Code of Operating Rules Items**

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

**Rule 6.28**—in effect:

Crawford FS Plant 1.9 miles.

Oregon to Mt Morris-6.8 miles.

**Rule 6.32.4**—In the state of Illinois, the last paragraph of 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 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 it can be avoided, 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 IMRL, 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.

**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 408

MP 197.5—Recall Code 427

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**

Oregon to Mt. Morris

**7. Special Conditions**

**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.

**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 287.0 - MP 288.0

EWD—MP 288.0 - MP 287.0

EWD—MP 245.0 - MP 244.0

EWD—MP 193.0 - MP 192.0

EWD—MP 106.0 - MP 105.0

**Rochelle**—Signals governing movements over UP crossing also govern the block. Rule 9.12.3 must be complied with.

Movement through UP interlocking must be made completely through plant before reverse move is made. Under no conditions should equipment be left standing or unattended in plant.

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

Crews of eastward trains must contact the C&I Dispatcher prior to passing MP 150.0 to ascertain if your train can be handled through Savanna. If you are unable to contact the C&I Dispatcher prior to passing Signal MP 148.0, stop your train consistent with good train handling before passing signal 146.4. If you receive a clear signal aspect at signal 146.4, you may proceed on signal indication through Savanna.

When making any westward movements at Savanna, ascertain that your train will comply with GCOR Rule 6.32.4 (clear of crossings and signal circuits).

**Between Savanna and Robinson Spur**—When the eastward signal at MP 146.4 displays a Stop indication, a member of the crew will communicate immediately with the dispatcher. Movement from this signal must not be made without favorable signal indication or permission from the dispatcher.

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

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

At Prairie du Chien between Frederick Street, MP 240.7, and Lapoint Street, MP 237.74, do not sound the whistle signal as prescribed by Rule 5.8.2(11) between 2200 and 0600 hours unless an emergency requires or when passing or meeting or about to pass or meet a train at or in the immediate vicinity of grade crossing under such circumstances that the second train will obscure, in whole or in part, the view of the first mentioned train to persons who may be about to use the crossing. Engine bell will be rung where gates are not installed.

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

Between MP 292 and MP 299.5, do not sound the crossing whistle signal as prescribed by Rule 5.8.2(11) unless an emergency requires, except when passing or meeting or about to pass or meet a train at or in the immediate vicinity of grade crossing under such circumstances that the second train will obscure, in whole or in part, the view of the first mentioned train to persons who may be about to use the crossing. Restriction does not apply on city tracks.

Eastbound trains that are departing LaCrosse Yard, ensure that you do 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.

Westbound trains that are notified by the dispatcher or yardmaster that conditions exist to prevent prompt arrival into LaCrosse Yard, do not pull past Goose Island crossing, located at MP 291.7, until information is received that will allow your 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.

**Oregon to Mt Morris**—Trains may not operate between the hours of 1200 and 2000 when ambient temperature exceeds 90 degrees Fahrenheit.

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

**Manual Interlocking Not Controlled by BNSF Grand Crossing**—controlled by CP Rail.

Do not exceed 45 MPH while handling equipment with 50-MPH speed restrictions as designated by Belt Railway wheel reports.

**Flash Flood Warnings**—The following locations are identified as "critical" as indicated in the System Special Instructions, Item 33, Flash Flood Warnings:

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 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          |

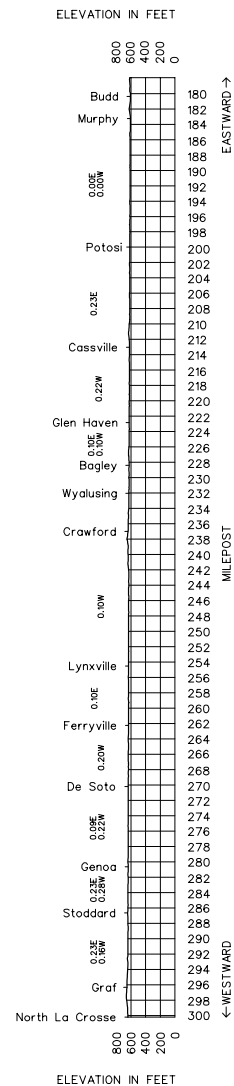
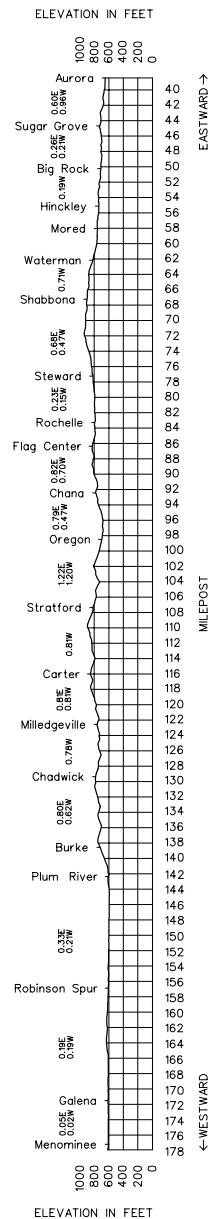
### Road Line Segments

| 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 |
|------------------|------------------------------|---------------|--------------|
| 71307 Mt. Morris | 6.8 from Oregon              | Yard          | Both         |
| 00111 Polo       | 4.5 west of Stratford        | 56            | West         |
| 00117 Hazelhurst | 1.9 west of Carter           | 10            | 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



| WEST<br>WARD<br>↓ | Length<br>of<br>Siding<br>(Feet) | Station<br>Nos. | Mile<br>Post | Barstow Subdivision<br>MAIN LINE<br>STATIONS | Rule<br>4.3 | Type<br>of<br>Oper. | Line<br>Segment | Miles<br>to<br>Next<br>Stn. | EAST<br>WARD<br>↑ |
|-------------------|----------------------------------|-----------------|--------------|--|-------------|---------------------|-----------------|-----------------------------|-------------------|
|                   |                                  | 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                                       | A           |                     |                 | 3.0                         |                   |
|                   | 5,506                            | 22043           | 43.8         | BARSTOW                                      | T           |                     |                 | 14.6                        |                   |
|                   | 9,008                            | 22057           | 58.4         | HILLSDALE                                    |             |                     |                 | 3.7                         |                   |
|                   |                                  | 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 |
|---|---------|
| Galesburg to Plum River .....               | 60 MPH. |
| MP 22 to MP 26, Eastward 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 40.6 ..... | 30 MPH. |
| MP 40.6 to MP 40.9 ..... | 25 MPH. |
| MP 40.9 to MP 43.7 ..... | 30 MPH. |
| MP 43.7 to MP 44.0 ..... | 10 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

|   |         |
|---|---------|
| Through turnout MP 1.0—under 100 TOB .....    | 30 MPH. |
| Through turnout MP 1.0—100 TOB and over ..... | 25 MPH. |
| Through crossover MP 96.7 (Plum River) .....  | 35 MPH. |
| Turnouts—all sidings except Barstow .....     | 20 MPH. |

#### 1(D). Speed—Other

|   |         |
|---|---------|
| Barstow and Crescent Bridge—MP 242 to MP 249.3 Rule 6.28 .. | 20 MPH. |
| Crossing MP 245.2 (HER) .....                               | 10 MPH. |
| Crossing MP 245.5 (HER) .....                               | 10 MPH. |

|   |         |
|---|---------|
| Siding Barstow .....  | 10 MPH. |
| Loaded coal, ore, potash, grain and ballast trains          |         |
| through sidings .....                                       | 10 MPH. |
| Crossing MP 253.0 17th St. Rock Island—Eastward (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<br>Range    | Freight Trains<br>Up to 100 TOB   | Freight Trains<br>100 TOB &<br>Over   | Passenger<br>Trains   |
|-------------------------|---|---|---|
| 100 to 110<br>degrees   | Maximum<br>45 MPH.  | Maximum<br>40 MPH.  | Maximum<br>70 MPH.  |
| 110 degrees<br>and over | Restricted<br>speed from<br>1100 to 2000,<br>unless track<br>inspected after<br>1400, then 30<br>MPH. | Restricted<br>speed from<br>1100 to 2000,<br>unless track<br>inspected after<br>1400, then 30<br>MPH. | Restricted<br>speed from<br>1100 to 2000,<br>unless track<br>inspected<br>after 1400,<br>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**—Industrial track between:

Term. Jct. Rock Island and Barstow—11.0 miles

DRI Jct. to Albany

In effect on Iowa Interstate siding at Rock Island and BNSF track between Barstow and Crescent Bridge Rock Island.

**Rule 8.12**—Crossover Switches Amendment:

Rule 8.12 of the General Code of Operating rules titled “Crossover Switches” **does not apply** to high/low crossovers from Running Track #2 through Receiving/Departure Track #4 in Galesburg Terminal.

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 train exceeds 500 ft.



**5. Trackside Warning Detectors (TWD)**

- A. Protecting Bridges, Tunnels or Other Structures  
MP 40.1 (DED only)—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 20.1 and MP 25.4

**7. Special Conditions**

In the state of Illinois, the last paragraph of Rule 6.32.4 of the General Code of Operating Rules is changed to read:

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

**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

**Iowa Interstate**—Joint trackage BNSF all movements between 7th Street, East Moline and 44th Street RI will be coordinated through the Iowa Interstate Dispatcher, Radio Channel 74, telephone number 1-800-321-3891.

**Iowa Interstate Crossing**—Interlocking MP 40.8.

When interlocking signals indicate stop, crew member must contact BNSF train dispatcher, and be governed by instructions in release box. Signals governing movement through automatic interlocking limits also govern movement into CTC territory.

Automatic interlocking and CTC Rules are in effect.

**Barstow to Rock Island**—Between Barstow and 7th Street East Moline, and between Crescent Bridge and 24th Street Rock Island, contact the Crescent Bridge Operator before leaving Barstow or 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**—IMRL Timetable governs.

**Insufficient Bridge Clearance**—See System Special Instructions (Special Car Handling Instructions) for prohibition of M3E (Hi-Tri-Levels) and M3F (Articulated Hi Tri-Levels) at 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

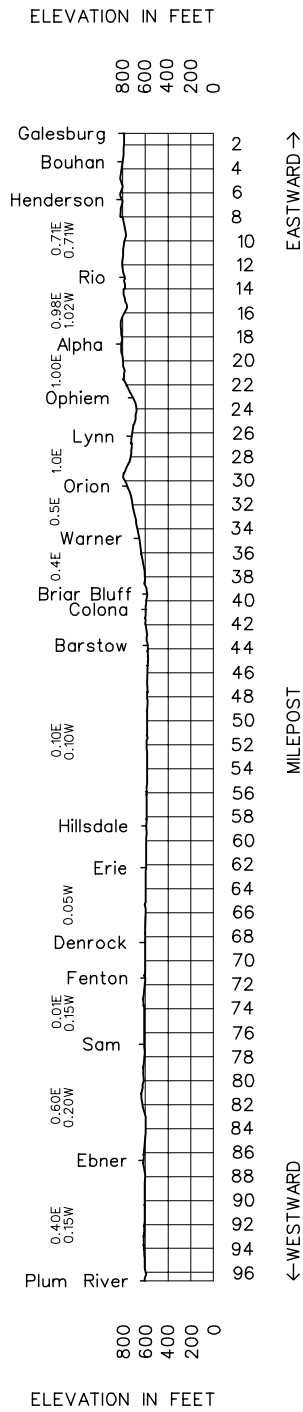
**Road Line Segments****Line Segment Limits**

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



| Length<br>of<br>Siding<br>(Feet)  | Station<br>Nos. | Mile<br>Post  | Beardstown<br>Subdivision<br>MAIN LINE<br>STATIONS | Rule<br>4.3 | Type<br>of<br>Oper. | Line<br>Segment | Miles<br>to<br>Next<br>Stn. |
|---|-----------------|---------------|--|-------------|---------------------|-----------------|-----------------------------|
|   | 25029           | 159.6X        | WEST BUSHNELL                                      | J           | CTC                 | 12              | 9.1                         |
| 8,770   | 23008           | 151.3X        | ADAIR  |             | TWC                 |                 | 10.7                        |
| 6,880   | 23019           | 140.6X        | VERMONT  | J           |                     |                 | 8.2                         |
| 6,900   | 23027           | 129.0X        | STEWART  |             |                     |                 | 9.7                         |
| 7,850   | 23037           | 119.3X        | GRIMES   |             | CTC                 |                 | 2.2                         |
|   |                 | 117.1X        | BEARDSTOWN BRIDGE                                  | M           |                     |                 | 1.2                         |
|   | 23040           | 115.9X        | BEARDSTOWN   | BR          | 2MT                 |                 | 5.7                         |
| 10,037  | 23046           | 110.2X        | HAGENER  |             | CTC                 |                 | 8.1                         |
| 7,353   | 23054           | 102.1X<br>0.0 | CONCORD  |             | TWC                 |                 | 10.2                        |
|   |                 | 10.2          | NS XING  | M           |                     |                 | 0.8                         |
| 6,850   | 24010           | 11.0          | JACKSONVILLE                                       |             |                     |                 | 24.0                        |
| 8,600   | 24035           | 35.0          | LOWDER   |             |                     | 7.1             |                             |
|   | 24040           | 42.1          | VIRDEN   |             |                     | 2.3             |                             |
|   |                 | 44.4          | GIRARD-UP XING                                     | M           |                     | 8.7             |                             |
| 7,358   | 24052           | 53.1          | ATWATER  |             |                     | 11.1            |                             |
| 7,620   | 24063           | 64.2          | LITCHFIELD   |             |                     | 1.4             |                             |
|   |                 | 65.6          | WINSTON-NS XING                                    | M           |                     | 0.6             |                             |
|   |                 | 66.2          | NS JCT   | J           |                     | CTC             | 7.8                         |
| 11,234  | 24074           | 74.0          | TOLAND   | JT          |                     | TWC             | 3.8                         |
|   |                 | 77.8          | SORENTO  | J           | CTC                 | 7.3             |                             |
| 6,801   | 24084           | 85.1          | AYERS  |             | TWC                 | 8.1             |                             |
| 7,894   | 24092           | 93.2          | SMITHBORO-CSX XING                                 | M           |                     | 11.3            |                             |
| 7,424   | 24103           | 104.5         | KEYESPORT  |             |                     | 10.4            |                             |
|   | 24114           | 114.9         | SHATTUC-CSX XING                                   | AJ          |                     | 6.1             |                             |
|   | 24120           | 121.0         | CENTRALIA  | BJXR        | CTC<br>2MT          | 1.3             |                             |
|   |                 | 122.3         | CENTRALIA-IC XING                                  | M           |                     | 0.3             |                             |
|   |                 | 122.6         | SOUTHERN RY JCT.                                   | JMX         |                     | 13.9            |                             |
| 10,367  | 24135           | 136.5         | WOODLAWN   | J           |                     | 0.1             |                             |
|   |                 | 136.6         | WOODLAWN-CSX XING                                  | A           |                     | 8.0             |                             |
|   | 24143           | 144.6         | WALTONVILLE  |             |                     | 0.1             |                             |
|   |                 | 144.7         | WALTONVILLE-UP XING                                | A           |                     | 1.5             |                             |
|   |                 | 146.2         | WALTONVILLE-IC XING                                | A           |                     | 1.3             |                             |
|   |                 | 147.5         | REND LAKE MINE                                     |             | TWC                 | 5.7             |                             |
| 16,184  | 24152           | 153.2         | SESSER   | T           |                     | 8.4             |                             |
|   | 24160           | 161.6         | CHRISTOPHER-IC XING                                | A           |                     | 3.4             |                             |
|   |                 | 165.0         | ZIEGLER-UP XING                                    | A           |                     | 2.5             |                             |
| 9,432   | 24166           | 167.5         | CAMBON   |             |                     | 5.5             |                             |
|   | 24172           | 173.0         | HERRIN   |             |                     | 1.9             |                             |
|   |                 | 174.9         | HERRIN JCT.  |             |                     | 4.4             |                             |
|   |                 | 179.3         | MARION   |             |                     | 8.1             |                             |
| 7,474   | 24186           | 187.4         | NEILSON  | JR          |                     | 15.4            |                             |
| Between Neilson and West Vienna UP RR timetable governs.                                    |                 |               |  |             |                     | 8009            |                             |
| 6,850   | 24202           | 202.8         | WEST VIENNA  | J           | TWC                 | 13              | 15.8                        |
|   |                 | 218.6         | JOPPA JCT.   | J           |                     |                 | 2.9                         |
|   | 24222           | 221.5         | COOK   |             |                     |                 | 4.4                         |
|   | 24224           | 225.9         | BURLINGTON JCT.                                    | JT          |                     |                 | 13.1                        |
| Between Burlington Jct. and Paducah CN/IC Rules, Timetable and Special Instructions govern. |                 |               |  |             |                     | 104             |                             |
|   | 24239           | 239.0         | PADUCAH  |             |                     | 296.8           |                             |

Radio Channel No. 85 in service Bushnell to Beardstown.

Radio Channel No. 66 Beardstown to Paducah.

Radio Channel No. 70 in service in Beardstown and Centralia Yard

| Radio Call-In  |                 |                  |
|--|-----------------|------------------|
| Bushnell-40(X)   | Stewart-49(X)   | Beardstown-42(X) |
| Jacksonville-43(X)   | Virden-54(X)    | Toland-45(X)     |
| Smithboro-46(X)  | Centralia-47(X) | Sesser-48(X)     |
| Herrin-49(X)   | Goreville-40(X) | W. Vienna-41(X)  |
| Cook-42(X)   |                 |                  |
| Emergency Call-911   |                 |                  |
| For Dispatcher X=0, For Mechanical X =2, For Field Support X=3 |                 |                  |

**Dispatchers' Phone Numbers**

Bushnell to Beardstown— (817) 234-6025, FAX (817) 234-6062

Beardstown to Paducah—(817) 234-6026, FAX (817) 234-6063

**1. Speed Regulations****1(A). Speed—Maximum**

|  | Freight |
|--|---------|
| West Bushnell MP 159.6X and Cook MP 220.0 .....  | 49 MPH. |
| Cook MP 220.0 and Burlington Jct. MP 225.4 ..... | 30 MPH. |

**1(B). Speed—Permanent Restrictions**

|   |         |
|---|---------|
| MP 159.6X to MP 159.2X .....                  | 35 MPH. |
| MP 146.1X to MP 145.6X .....                  | 40 MPH. |
| MP 140.0X to MP 118.1X .....                  | 40 MPH. |
| MP 118.1X to MP 116.3X .....                  | 25 MPH. |
| MP 107.0X to MP 105.0X .....                  |         |
| Eastward .....                                | 30 MPH. |
| Westward .....                                | 35 MPH. |
| MP 9.5 to MP 10.8 .....                       | 35 MPH. |
| MP 44.4—over UP crossing Girard .....         | 40 MPH. |
| MP 65.5 over crossing Winston .....           | 40 MPH. |
| MP 93.2—over CSX crossing Smithboro .....     | 40 MPH. |
| MP 114.9 over CSX crossing Shattuc .....      | 40 MPH. |
| Centralia—West Running Track, Rule 6.28 ..... | 20 MPH. |
| IC crossing .....                             | 30 MPH. |
| Eastward trains passing signal MP 123.4 ..... | 30 MPH. |
| MP 136.6—over CSX crossing Woodlawn .....     | 40 MPH. |
| MP 144.6 to MP 146.2 .....                    | 40 MPH. |
| MP 161.6, over IC Crossing Christopher .....  | 40 MPH. |
| MP 165.0—over UP crossing Zeigler Jct. ....   | 40 MPH. |
| MP 173.0 to MP 173.3 .....                    | 30 MPH. |
| MP 186.7 to MP 187.3 .....                    | 30 MPH. |
| Joppa Jct. to Joppa .....                     | 20 MPH. |
| Ohio River Bridge, Metropolis .....           | 10 MPH. |

**1(C). Speed—Switches and Turnouts**

|   |         |
|---|---------|
| Through turnout East siding switch Grimes ..... | 10 MPH. |
| Through turnout MP 66.2 .....                   | 25 MPH. |
| Through turnout MP 115.9X .....                 | 25 MPH. |
| Through turnout MP 114.3X .....                 | 35 MPH. |
| Through turnouts of controlled sidings .....    | 20 MPH. |

**1(D). Speed—Other**

|  |         |
|--|---------|
| Sidings Vermont and Concord .....  | 10 MPH. |
| Eastward trains using siding at Ayers; between east switch of siding and highway crossing, 165 feet east (HER) ..... | 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 125.0X to MP 114.0X |
| MP 107.0X to MP 104.0X |
| MP 9.0 to MP 12.0      |
| MP 119.0 to MP 123.0   |
| MP 173.0 to MP 174.0   |
| MP 186.5 to MP 187.5   |

(See table next page)

| 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

Bushnell to Paducah ..... 143 tons, Restriction C

Loaded coal, taconite and grain trains not permitted on siding Vermont.

Six-axle engines not allowed on:

Elevator track, Terra track and FS track at Adair  
House track and East Yard track at Vermont

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

Vermont ..... Amax Coal Lead  
Girard ..... Vermiculite Track  
Beardstown ..... Running Track, Excel and Kent Feed  
Litchfield ..... Industrial Park Lead  
Centralia ..... Industrial Park Lead, Valley Steel Lead  
Metropolis ..... Allied Chemical, lead to lower yard

Jacksonville AC Humpco Plant—2 four axle locomotives coupled together may be used in power when needed while shoving cars from siding into the facility. One unit must be isolated for all other moves within the facility.

## 3. Type of Operation

**Restricted Limits**—in effect:

Beardstown ..... MP 116.3X and 114.3X  
Centralia ..... MP 119.0 and 124.0  
Neilson ..... MP 187.4 to MP 185.0

**CTC**—in effect:

MP 119.7X to MP 116.3X ..... Grimes to Beardstown  
MP 114.3X to MP 0.1 ..... Beardstown to Concord  
MP 65.6 to MP 66.2 ..... Winston-NS Xing to NS Jct  
MP 77.7 to MP 77.9 ..... Sorento  
MP 121.3 to MP 121.4 ..... Centralia

**TWC**—in effect:

MP 159.6X CTC West Bushnell to MP 119.7X CTC Grimes  
MP 0.1 CTC Concord to MP 65.6 CTC Winston-NS Xing  
MP 66.2 CTC NS Jct to MP 77.7 CTC Sorento  
MP 77.9 CTC Sorento to MP 119.0 Centralia  
MP 124.0 Centralia to MP 185.0 Neilson  
MP 202.7 West Vienna to Burlington Jct.

## 4. General Code of Operating Rules Items

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

### Rule 6.28—Industrial Track:

Virden to Crown II—2.0 miles  
Waltonville to Orient 6—1.0 miles  
Sesser to Old Ben 21—3.0 miles  
Sesser to Old Ben 26—3.0 miles  
Burlington Jct. to Metropolis—1.0 mile

**Rule 8.3—Beardstown and Centralia**—Normal position of main track switches within Restricted Limits DOES NOT APPLY. These switches may be left lined as last used; trains must approach these switches expecting to find them lined against movement.

Neilson—Siding switches may be left lined and locked in the position last used. Trains must approach these switches expecting to find them lined against their movement.

### Rule 8.11—Switches in sidings:

Exception: The following switches in sidings may be left lined and locked in the position last used.

Toland ..... east and west wye  
Sesser ..... east and west wye  
Cook ..... coal terminal lead

Trains must approach these switches expecting to find them lined against their movement.

## 5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Other Structures  
MP 121.5X (DED only)—WWD only—Recall Code 477  
MP 112.2X (DED only)—EWD only—Recall Code 467
- B. Other TWD locations  
MP 133.8X—Recall Code 478  
MP 121.5X (DED Only)—EWD only—Recall Code 477  
MP 112.2X (DED Only)—WWD only—Recall Code 467  
MP 3.7—Recall Code 428  
MP 15.0—Recall Code 438  
MP 37.5—Recall Code 548  
MP 60.1—Recall Code 547  
MP 81.7—Recall Code 468  
MP 98.7—Recall Code 458  
MP 149.2—Recall Code 488  
MP 176.7—Recall Code 498  
MP 213.6—Recall Code 428

## 6. FRA Excepted Track—None

## 7. Special Conditions

**Train Length Restriction**—All trains operating between Centralia and Cook, except loaded or empty coal trains must not exceed 6700 ft, including locomotives.

### Manual Interlockings Not Controlled By BNSF

Jacksonville—Controlled by NS  
Girard—Controlled by UP  
Winston-NS Xing—Controlled by NS  
Smithboro—Controlled by CSX  
Centralia, IC crossing—Controlled by IC

In the state of Illinois, the last paragraph of Rule 6.32.4 of the General Code of Operating Rules is changed to read:

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

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

MP 120X to MP 121X between Stewart and Grimes  
MP 3 to MP 4 between Concord and NS Crossing  
MP 112 to MP 113 between Keyesport and Shattuck  
MP 130 to MP 131 between Southern Ry, Jct. and Woodlawn  
MP 216 to MP 217 between W. Vienna and Joppa Jct.

**Vermont**—Eastward trains holding main track when making meets at east end Vermont MP 142.4X, will stay west of highway circuit sign until train being met is in the siding and switch is lined normal.

**Beardstown Bridge**—CTC in effect between MP 118.1X at Grimes to MP 116.3X at Beardstown, except lift span bridge at MP 117.3X over Illinois River is a manual interlocking.

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

**Jacksonville**—The portion of the siding between the East Switch and crossover is designated as storage track.

To contact the NS dispatcher at Decatur to use Jacksonville interlocking, engines equipped with 99 channel radios can turn to Channel No. 22. The NS dispatcher call in sign is the digits 942. Once the digits 942 are pressed, you should receive a confirmation tone. If the NS dispatcher fails to respond, use the wayside phone located at the diamond.

**Virden**—When loading coal trains at Freeman United Crown II Mine caboose must be cut-off on loop track and not pass under loading tipple.

**Toland**—Between Toland and Lenox UP RR Rules and Timetable govern.

Between No Wood River and Bridge Jct. (East St. Louis) and between WR Granite City and Lenox, Gateway Eastern Railway and Union Pacific Timetables govern.

Between WR (Granite City) and East St. Louis via Madison TRRA Rules, Timetable and Special Instructions govern.

Clearance or verbal permission must be secured from operator before leaving Toland or North Lenox. BNSF trains operating between North Lenox and Wood River will use most northerly track in Worcester Yard, and will advise operator at Lenox when train is clear of UP main track. Tracks No. 9 and No. 10 in Worcester Yard are auxiliary tracks.

Movement over or into the south leg of the wye is governed by the UP dispatcher. Before operating the electric unlock switch on the north leg of the wye, permission must be obtained from the UP dispatcher. You can contact the UP dispatcher by calling (402) 633-1754 using the phone provided near the electric unlock switch.

**Shattuc**—To contact CSX dispatcher (At Jacksonville, FL), to use interlocking, engines equipped with 99 channel radios can turn to Radio Channel 14. CSX dispatcher call sign is the digit (5) five. Once the digit (5) five is pressed, you should receive a confirmation tone.

**Centralia**—NS Railway Jct. switch MP 122.6 normal position is for NS Railway main track. Contact Centralia Yard for instructions prior to heading in yard.

**Neilson**—Normal position of spring switch is lined and locked for movement on the UP Railroad.

**Between Neilson and West Vienna**—Track warrant authority over the signature of the UP dispatcher required.

After obtaining Track Warrant southward BNSF trains may proceed at 30 MPH through spring switch.

Switch point indicator signal '3240' will indicate position of spring switch for facing point movement as follows:

- A. Green—Indicates switch is lined for UP track.
- B. Yellow—Indicates switch is lined for BNSF track.
- C. Red—Indicates switch is out of correspondence.

Northward BNSF trains must stop and line switch for their movement. After train has completed movement, switch must be lined and locked for UP track.

Failure of switch point indicator must be reported to UP dispatcher.

**Joppa Jct.**—The normal position of Kelley switch is lined toward East Joppa Jct. Trains must have permission from train dispatcher before entering Joppa industrial track and before doubling train together when leaving Joppa.

**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.

**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 18.0 to MP 22.0

MP 116.0X to MP 136.0X

MP 176.0 to MP 178.0

**Missing Mileposts**—MP 137.0X through MP 139.0X are missing. Distance from MP 136.0X to MP 140.0X is 0.6 miles.

## 8. Line Segments

### Yard Line Segments

#### Line Segment Limits

856 ..... Beardstown

857 ..... Centralia

### Road Line Segments

#### Line Segment Limits

13 ..... Concord to Burlington Jct.

979 ..... Sesser to Old Ben 21

981 ..... Sesser to Old Ben 26

104 ..... Metropolis to Paducah

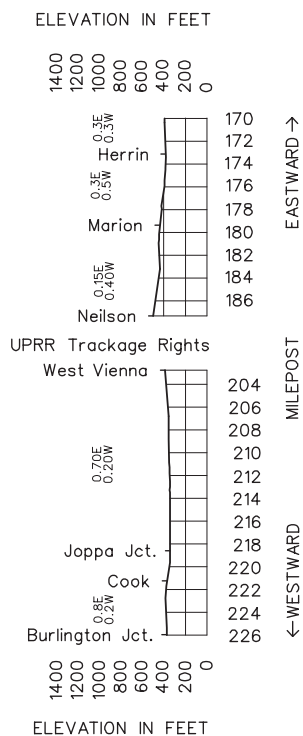
12 ..... Bushnell to Concord

13 ..... Concord to Paducah

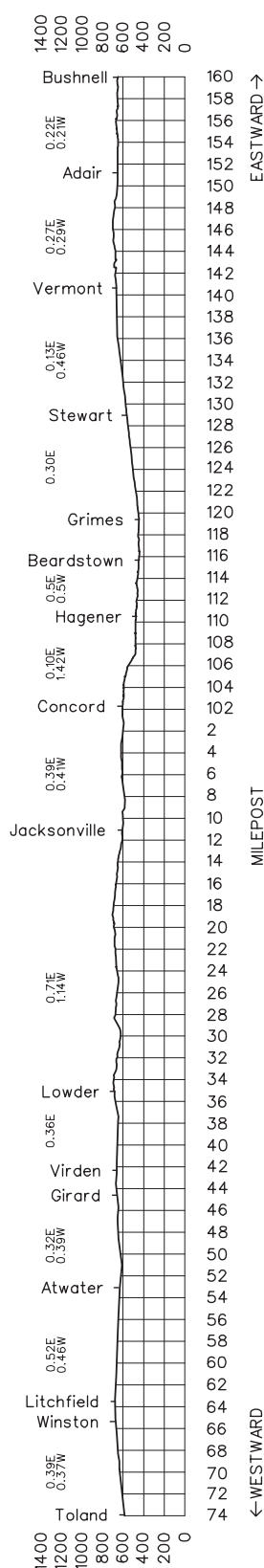
## 9. Locations Not Shown as Stations

| Name                  | Miles - Location          | Capacity Feet | Switch Opens |
|-----------------------|---------------------------|---------------|--------------|
| 24017 Pisgah          | 7.1 west of Jacksonville  | 500           | East         |
| 24023 Franklin        | 12.2 west of Jacksonville | 610           | West         |
| 24028 Waverly         | 6.2 west of Franklin      | 627           | West         |
| 24057 Barnett         | 4.8 west of Atwater       | 300           | West         |
| 24097 Hookdale        | 5.1 west of Smithboro     | 800           | West         |
| 24225 Metropolis      | 1.0 from Burlington Jct.  | 1,410         | Both         |
| <b>Mine Spurs</b>     |                           |               |              |
| 74006 Old Ben Mine 24 | 6.0 from Meyer            | Yard          | Both         |
| 79004 Old Ben Mine 21 | 3.0 from Sesser           | Yard          | Both         |
| 79104 Old Ben Mine 26 | 3.0 from Sesser           | 6,500         | Loop         |
| 24144 Orient Mine 6   | 1.0 from Waltonville      | 8,730         | Loop         |
| Crown 2               | 2.0 from Virden           | 8,730         | Loop         |
| Forman                | 7.3 from West Vienna      | 575           | East         |

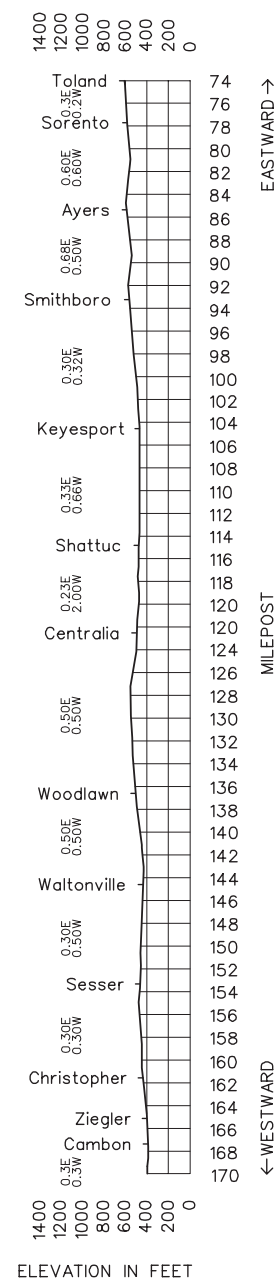
## 10. Grade Charts



ELEVATION IN FEET



ELEVATION IN FEET



| Length of Siding (Feet)  | Station Nos. | Mile Post      | Brookfield Subdivision<br>MAIN LINE STATIONS | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. |
|--|--------------|----------------|--|----------|---------------|--------------|--------------------|
|  | 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        |               |              | 6.0                |
| 11,081   | 25010        | 172.3X         | ABINGDON                                     |          | CTC           |              | 7.7                |
| 9,833  | 25020        | 182.8          | AVON   |          |               |              | 7.2                |
|  |              | 188.9          | EAST BUSHNELL                                |          |               |              | 2.6                |
|  |              | 191.5          | TP&W XING                                    | M        | 2MT CTC       | 11           | 0.9                |
|  |              | 192.4          | WEST BUSHNELL                                | J        |               |              | 8.1                |
|  |              | 200.5          | CP 2005                                      |          |               |              | 1.8                |
| 7,024  | 25040        | 202.3          | MACOMB                                       |          |               |              | 7.0                |
| 6,850  | 25047        | 209.3          | COLCHESTER                                   |          |               |              | 15.7               |
| 7,150  | 25063        | 225.9          | AUGUSTA                                      |          | CTC           |              | 10.2               |
| 6,605  | 25073        | 235.2          | GOLDEN                                       |          |               |              | 6.4                |
| 7,560  | 25078        | 240.9          | CAMP POINT                                   |          |               |              | 12.9               |
| 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<br>137.0 | WEST QUINCY                                  | BJTX     |               |              | 2.8                |
| Between West Quincy and Mark, operate on the Hannibal Subdivision.                         |              |                |  |          |               |              |                    |
|  | 25104        | 134.1<br>5.7   | MARK   | JT       | CTC           | 14           | 1.1                |
|  |              | 6.8            | EAST NORTH RIVER                             | J        | 2MT CTC       |              | 1.7                |
|  | 25107        | 8.5            | WEST NORTH RIVER                             | T        |               |              | 6.0                |
| 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                                       |          |               | 15           | 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                |
| 7,206  | 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                                      |          |               | 17           | 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        | 2MT CTC       | 18           | 2.5                |
|  |              | 224.0          | BLOCK 224                                    | X(2)     |               |              | 2.0                |
|  |              | 224.4          | HARLEM                                       | M        |               |              | 0.4                |
|  |              | 224.6          | USTICK TOWER                                 | JT       |               |              | 322.7              |

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

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. 17 in service at West Quincy.

Radio Channel No. 17 in service at Brookfield.

| 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 |                  |                   |

| Tone Call-In            |    |    |      |
|-------------------------|----|----|------|
| RADIO COMMUNICATION     | 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 |
|---|-----------|---------|
| Galesburg to West Quincy .....  | 79 MPH.   | 60 MPH. |
| Loaded coal trains .....  |           | 50 MPH. |
| Empty coal trains .....   |           | 55 MPH. |
| West Quincy to West Needles .....   |           | 60 MPH. |
| West Needles to Maxwell Jct. ....   |           | 40 MPH. |
| Loaded unit coal and grain trains between Needles<br>MP 106.9 and Maxwell Jct. MP 177.7 .....   |           | 30 MPH. |
| Birmingham to Kansas City .....   |           | 35 MPH. |
| Loaded unit coal and grain trains between<br>Birmingham MP 216.2 and Kansas City MP 224.6 ..... |           | 30 MPH. |

##### 1(B). Speed—Permanent Restrictions

|  |         |         |
|--|---------|---------|
| MP 162.4X to MP 162.8X Quincy Main<br>(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 6.7 to MP 8.6 Main 2 .....                  | 35 MPH. |
| MP 5.7 to MP 10.0 .....                        | 50 MPH. |
| 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—over crossing diamond WGRY XING ..... | 25 MPH. |
| MP 170.3 and MP 170.5 (HER) .....              | 25 MPH. |
| MP 177.7 to MP 177.8 .....                     | 10 MPH. |
| MP 221.5 to MP 224.4, BNSF Main 1 .....        | 20 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 MP168.0 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. |
| Through turnouts of controlled sidings unless otherwise indicated .....                      | 20 MPH. |
| Through turnouts MP 6.7 to MP 8.6 .....  | 35 MPH. |
| Eastbound BNSF trains on NS Main 1, from end NS DT to West Siding Switch Maxwell (HER) ..... |         |
| MP 218.9 Hand throw crossover Main 1 to Main 2 .....   | 10 MPH. |

**1(D). Speed—Other**

|  |         |
|--|---------|
| Bushnell on connection track to T.P.W. Railroad .....  | 5 MPH.  |
| Siding 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. |
| Exception—Callao Siding .....  | 20 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 |         |
| Bridge 82.54 Callao, cars heavier than 134 tons .....  | 25 MPH. |
| (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 |
| Birmingham to Kearney .....    | 143 tons, Restriction D |
| Needles to LaCleda .....       | 143 tons, Restriction D |

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

Abingdon—Pottery Track

Bushnell—Roseville Lead, Archer Daniel Midland

Macomb—FS Fertilizer

Brookfield—North Pit 3207 Track and BackLead east of 3204 Track switch.

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

Bushnell—Not more than one 6 axle locomotive or derrick permitted on TPW interchange track.

Quincy—Locomotives must not operate over 30 degree curve at east end of track at Calcium Carbonate Co. at MP 265.7.

Palmyra—industrial track

**3. Type of Operation****CTC—in effect between:**

MP 167.9X to MP 263.4 .....

MP 5.7 to MP 177.8 .....

MP 216.2 to MP 224.0 .....

Galesburg to West Quincy

Mark to Maxwell Jct.

Birmingham to Kansas City

**Manual Interlockings not Controlled by BNSF**

KCT Railway

**Manual Interlockings not using Track and Time (Rule 10.3) to protect MW employees**

KCT Railway

Kansas City Terminal Railway: All tracks designated in The Greater Kansas City Area Operating and Special Instructions. (Track Block Authority-Rule 9.5.7 used to protect MW).

**4. General Code of Operating Rules Items**

**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.

Industrial track between Birmingham and Kearney, 17 miles.

**Rule 8.10, Switch Point Indicator**—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 crossing located just south of hump tower, communicate with hump lower yardmaster by radio and be governed according to instructions.

**Rule 8.12**—Crossover Switches Amendment:

Rule 8.12 of the General Code of Operating rules titled "Crossover Switches" does not apply to high/low crossovers from Running Track #2 through Receiving/Departure Track #4 in Galesburg Terminal.

**Maxwell to Birmingham**—General Code of Operating Rules and BNSF Timetable govern movement between Birmingham, MP 216.2 and Kansas City, MP 224.0. Signal aspects are controlled by KN operator and will display BNSF aspects between Birmingham and Kansas City.

Norfolk Southern Timetable and Operating Rules govern movements between westbound signal Birmingham and Maxwell. NS trains and engines using joint trackage between Birmingham and Block 224 must receive a current dispatcher bulletin addressed to their train issued by the NS train



dispatcher. This will fulfill the requirements of Rule 6.2 from the General Code of Operating Rules.

**UP KCT Subdivision**—Northbound trains destined Armstrong Yard at 18th Street on 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.

##### 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

In the state of Illinois, the last paragraph of Rule 6.32.4 of the General Code of Operating Rules is changed to read:

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

**Speed Test Signs**—Engineers shall test the speed of their trains passing the following points as compared with 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 residential area as possible until cleared to leave.

**Signal MP 75.3**—When westbound signal at MP 74.3 is yellow, stop your train short of Route C Crossing at MP 75.4. Verbal authority must be obtained from the train dispatcher before proceeding account the signal at Bevier MP 76.1 is not visible when a stop is made east of Route C Crossing.

**Kansas City**—Westbound 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 Yardmaster Murray 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.

**Crossing Protection Mill Street, Liberty**—Trains or engines approaching Mill Street, MP 209.8 on the Kearney Spur, must stop between signals located 50 feet from crossing (one sign

will read "Stop wait 36 seconds" and the other will read "Shunt"). After the 36 seconds the crossing protection will be actuated and movement may proceed.

**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.

**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 5.7 to MP 14.8  
MP 80.8 to MP 93.0  
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 La Clede  
17 ..... Needles to Maxwell Jct.  
18 ..... Maxwell Jct. to Kansas City

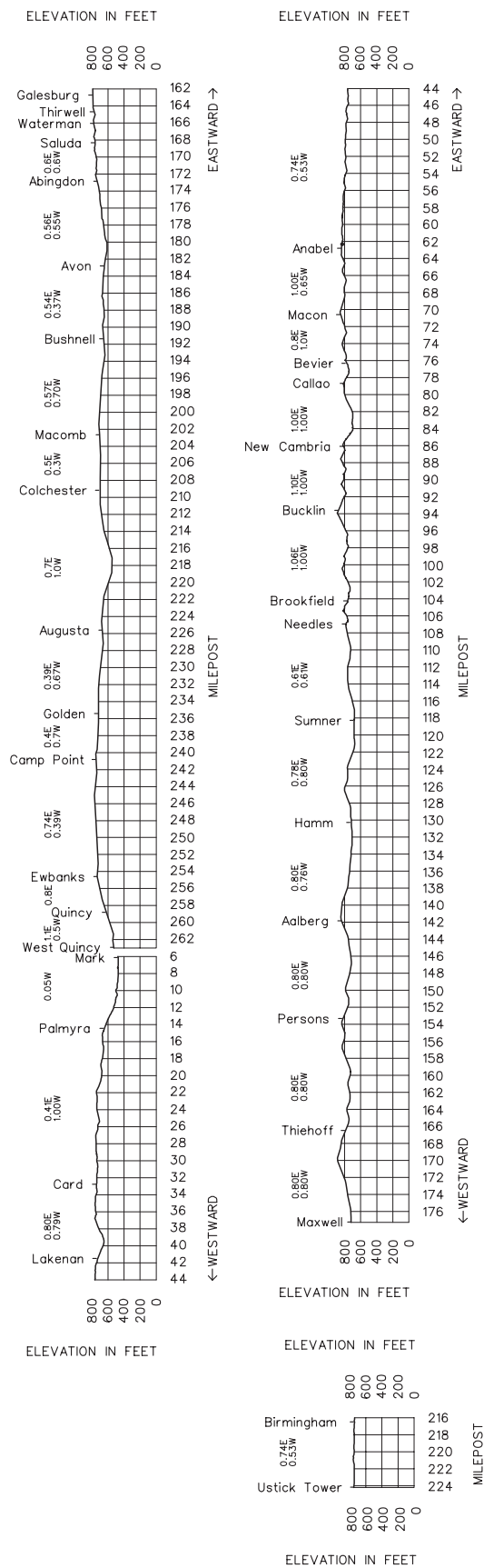
###### Yard Line Segments

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        | 1,220         | Both         |
| 25144 Shelbina      | 4.9 west of Lakenan     | 2,667         | Both         |
| 25157 Clarence      | 17.3 west of Lakenan    | 3,000         | West         |
| 25221 Hale          | 6.4 west of Sumner      | 660           | Both         |
| 27002 LaClede       | 2.2 from Needles        | 880           | Both         |
| 25293 Randolph      | 2.6 west of Birmingham  | 78            | Both         |
| 76406 Liberty       |                         |               |              |
| 76416 Kearney       |                         |               |              |
| 19th St. to BV Jct. |                         |               |              |

# 10. Grade Charts



| Length of Siding (Feet) | Station Nos. | Mile Post | Chicago Subdivision MAIN LINE STATIONS | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. |
|-------------------------|--------------|-----------|--|----------|---------------|--------------|--------------------|
|                         | 00001        | 0.0       | CHICAGO UNION STA                      | BM       |               |              | 0.8                |
|                         |              | 0.8       | ROOSEVELT ROAD                         | M        | 2MT CTC       |              | 0.9                |
|                         | 00002        | 1.7       | UNION AVE                              | X(2)     |               |              | 0.1                |
|                         |              | 1.8       | HALSTED STREET                         |          | 4MT CTC       |              | 1.9                |
|                         | 00004        | 3.7       | WESTERN AVE                            | X        |               |              | 3.3                |
|                         | 00007        | 7.0       | CICERO                                 | BTX(2)   |               |              | 1.5                |
|                         | 00008        | 8.5       | CLYDE                                  |          |               |              | 0.5                |
|                         | 00009        | 9.0       | LA VERGNE                              | X(2)     |               |              | 0.6                |
|                         | 00010        | 9.6       | BERWYN                                 |          |               |              | 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)     | 3MT CTC       |              | 0.7                |
|                         | 00014        | 13.7      | LA GRANGE                              |          |               |              | 0.4                |
|                         |              | 14.1      | STONE AVE                              |          |               |              | 1.3                |
|                         | 00015        | 15.4      | WESTERN SPRINGS                        |          |               | 71           | 0.9                |
|                         | 00016        | 16.3      | HIGHLANDS                              | X(2)     |               |              | 0.5                |
|                         | 00017        | 16.8      | HINSDALE                               |          |               |              | 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(20)    |               |              | 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)    |               |              | 2.6                |
|                         | 20001        | 41.0      | MONTGOMERY                             | JX       | 2MT CTC       |              | 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 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 |
|----------------------------|-----------|---------|
| Chicago to Aurora .....    | 70 MPH.   | 50 MPH. |
| Aurora to Montgomery ..... | 79 MPH.   | 60 MPH. |
| Loaded ore trains .....    |           | 35 MPH. |

#### 1(B). Speed—Permanent Restrictions

##### 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 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 38.1 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 .....

Begin CTC Hillyard North and South

Leads to West Eola Plant .....

Over North Lead Hill West Switch .....

#### 1(C). Speed—Switches and Turnouts

##### Crossover Speed Restrictions

Union Avenue "B" MP 1.4 to MP 1.8 .....

Except Westward Main 2 to Main 1 .....

Union Avenue "A" MP 1.8 to MP 2.5 .....

Kedzie Ave MP 4.8 .....

Cicero "B" MP 6.3 to MP 7.0

Between Mains 1, 2 and 3 .....

Between Mains 3 and 4 .....

Cicero "A" MP 7.2 to MP 7.5 .....

Lavergne MP 8.5 to MP 9.2 .....

Congress Park, Highlands, West Hinsdale,

Fairview Ave, Downers Grove, East Lisle,

East Naperville, and West Naperville .....

Lisle MP 25.2 to MP 25.6 .....

Eola and West Eola .....

East Hill and West Hill .....

#### 1(D). Speed—Other

Aurora to West Chicago MP 0.1 to MP 1.5 (HER) .....

Aurora to West Chicago MP 1.5 to MP 12 .....

Crossings at Broadway Ave, Illinois Ave, and Route 38 (HER) ..

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 restriction will apply:

| Temperature Range  | Freight Trains Up to 100 TOB                   | Freight Trains 100 TOB and Over                | Passenger Trains                               |
|--------------------|--|--|--|
| 100 - 109 Degrees  | Maximum 45 MPH observing existing restrictions | Maximum 40 MPH observing existing restrictions | Maximum 60 MPH observing existing restrictions |
| 110 - Over Degrees | Maximum 40 MPH observing existing restrictions | Maximum 35 MPH observing existing restrictions | Maximum 50 MPH observing existing restrictions |

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 Cicero yard and 16th and Canal Bridge, Chicago, must not exceed the following measurements from top of rail at the locations and on the tracks designated:

### 16th and Canal Bridge MP 1.38

|                                    |                        |
|------------------------------------|------------------------|
| Main 1 .....                       | 16 feet 11 inches high |
| Main 2 .....                       | 16 feet 6 inches high  |
| South leg of south wye (B-1) ..... | 20 feet 1 inch high    |
| North leg of south wye (B-2) ..... | 17 feet 11 inches high |
| North leg of wye (B-3) .....       | 17 feet 11 inches high |

### CTA overcrossing MP 2.95

|                                |                       |
|--------------------------------|-----------------------|
| Main 1 .....                   | 20 feet 9 inches high |
| Main 2 .....                   | 20 feet 6 inches high |
| Main 3 .....                   | 21 feet 1 inch high   |
| Main 4 .....                   | 21 feet 1 inch high   |
| *Western Ave Yard Tracks ..... | 17 feet 8 inches high |

### CTA overcrossing MP 4.6

|              |                        |
|--------------|------------------------|
| Main 1 ..... | 21 feet 1 inch high    |
| Main 2 ..... | 20 feet 11 inches high |
| Main 3 ..... | 20 feet 9 inches high  |
| Main 4 ..... | 20 feet 8 inches high  |

### BRC overcrossing MP 6.7

|                                   |                       |
|-----------------------------------|-----------------------|
| *Main 1 including crossover ..... | 17 feet 3 inches high |
| *Main 2 .....                     | 17 feet 3 inches high |
| *Main 3 including crossover ..... | 17 feet 8 inches high |
| Main 4 .....                      | 20 feet 9 inches high |
| Track 5 .....                     | 21 feet 9 inches high |

### MJ overcrossing MP 6.73

|                          |                        |
|--------------------------|------------------------|
| *Main 1 .....            | 19 feet 11 inches high |
| *Main 2 .....            | 19 feet 8 inches high  |
| *Main 3 .....            | 20 feet 0 inches high  |
| Main 4 .....             | 22 feet 10 inches high |
| Track 5 .....            | 22 feet 10 inches high |
| 26th Curve to Belt ..... | 21 feet 1 inch high    |

### Laramie Street Bridge MP 7.49

|                          |                       |
|--------------------------|-----------------------|
| Main 1 .....             | 21 feet 8 inches high |
| 601, 602 .....           | 21 feet 4 inches high |
| 603, 604, 605, 606 ..... | 20 feet 7 inches high |

### CN/IC overcrossing MP 8.99

|                 |                       |
|-----------------|-----------------------|
| Main 1 .....    | 20 feet 9 inches high |
| Main 2 .....    | 20 feet 6 inches high |
| Main 3 .....    | 20 feet 5 inches high |
| Yard Lead ..... | 20 feet 5 inches high |

### Highlands MP 16.44

|              |                        |
|--------------|------------------------|
| Main 1 ..... | 20 feet 10 inches high |
| Main 2 ..... | 20 feet 9 inches high  |
| Main 3 ..... | 20 feet 10 inches high |

### EJE overcrossing MP 32.96

|              |                       |
|--------------|-----------------------|
| Main 1 ..... | 20 feet 4 inches high |
| Main 2 ..... | 20 feet 6 inches high |
| Main 3 ..... | 20 feet 4 inches high |

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

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

Six-axle locomotives are prohibited 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 overcrossing Cicero**—Trains handling any intermodal equipment loaded with vans or containers at BRC Overcrossing Cicero, MP 6.7, are not permitted on Main 1, Main 2 and Main 3 at this location.

## 3. Type of Operation

### CTC—in effect:

MP 0.8 Roosevelt Road to MP 41.0 Montgomery

Track 5 Cicero MP 6.6 to MP 6.9,

Track 6 Cicero between MP 6.8 to MP 6.9.

Hill Yard North and South Leads between Hill West and West Eola.

### Track Warrant—Instructions

All crews going on duty between Chicago Union Station and Montgomery must receive a new Track Warrant unless otherwise instructed by the Train Dispatcher.

Track Warrants received at Aurora by conductor and engineer for Trains 1200, 1202, 1204, 1206, 1208, 1210, 1212, 1214, 1216, 1218, 1220, 1224, 1226, and 1228 continue in effect for Trains 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1371, 1219, 1221, 1223, 1225, then for Trains 1222, 1230, 1234, 1238, 1244, 1248, 1250, 1252, 1254, 1256, 1258, 1370, 1260, and 1262.

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

Track Warrants 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.

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

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

Track Warrants 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.

Between 0530 and 0930 and between 1530 and 1900, Monday through Friday, advice of track condition and speed restrictions may be issued to commuter trains verbally when Track Warrant or Track Bulletin cannot be delivered prior to departing initial station.

### Multiple Main Tracks

MP 0.85 to MP 1.3 .. 2 Main Tracks Roosevelt Rd. to Canal St.  
MP 1.3 to MP 6.3 .. 4 Main Tracks Canal St. to Cicero  
MP 6.3 to MP 35.3 .. 3 Main Tracks Cicero to West Eola  
MP 35.3 to MP 41.0 .. 2 Main Tracks West Eola to Montgomery

## 4. General Code of Operating Rules Items

**GCOR Rule 5.4**—When a condition in multiple main track territory is covered by track bulletin or general order, track flags will not be displayed except red flags will be displayed when used in conjunction with Form B Track Bulletins.

**Track Restriction Marker**—A Track Restriction Marker is a metal sign approximately 21 inches wide by 5 inches high that is placed between the rails of a track to indicate a temporary speed restriction location. It has a white reflective background and the letters **MARKER** on each side.

When possible, this sign will be placed at the beginning and end of each temporary speed restriction to show location where the restriction begins and ends. Temporary speed restrictions will still be issued as required by the General Code of Operating Rules. The markers are placed only as an aid to train operation and do not carry any speed restriction nor modify the GCOR in any way. If a marker is missing or incorrectly placed, the crew is not relieved of the obligation to comply with the speed restriction.

**Rule 6.17**—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**—Industrial Track between Aurora and Nifa, Industrial Track between Aurora and West Chicago.

**Rule 6.32.4**—In the state of Illinois, the last paragraph of Rule 6.32.4 of the General Code of Operating Rules 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 Rule 101.27.6 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**—Derail located on lead at west end of west yard at West Eola.

**Automatic Cab Signals**—Automatic Cab Signal Territory in effect for Suburban trains between Union Ave and Aurora.

**Communicating Signals**—Suburban passenger trains operating between Chicago Union Station and Aurora equipped with communicating signals. Each car must be connected with the engine by a communicating signal appliance unless radio communication between the conductor and engineer is provided. The radio may be used in place of communicating signals to convey information.

The signals prescribed are illustrated by "o" for short sounds and "—" for longer sounds.

#### SOUND INDICATION

- (a) 00 ..... When standing, start  
(b) 00 ..... When running, stop  
(c) 000 ..... When standing, back

- (d) — ..... Running test completed, elsewhere, when running look back for hand signals. When standing, apply or release air brakes.

#### Signal Rule Speed Modifications Aurora to Union Ave

Following signal indications apply to freight trains operating between Aurora and Union Avenue:

- Rule 9.1.6 Approach Medium ..... 30 MPH.  
Rule 9.1.8 Approach ..... 30 MPH.  
Rule 9.1.11 Diverging Approach Medium ..... 30 MPH.  
Rule 9.1.12 Diverging Approach ..... 30 MPH.

#### Whistle Signals—Chicago Union Station to MP 33.0.

Do not sound crossing whistle signal as prescribed by Rule 5.8.2 (II).

Exceptions:

- When emergency requires.
- When passing or meeting a train at or near grade crossing.
- When conditions require.

Sound whistle signal (11) and ring bell when approaching roadway workers on or near the track, regardless of any whistle prohibition.

**Engine Bell**—The engine bell must be rung when approaching and passing through all station platforms, pedestrian and street crossings.

**Markers**—All Suburban locomotives must have red markers displayed when locomotive is in trailing position.

**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.

**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—Both WWD and EWD, Main 1 and 2  
Radio Message— Exception Reporting Only

#### 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 Excepted Track—None

## 7. Special Conditions

| Close Clearances MP 0.86 to MP 33.0 |          |        |                  |                               |
|-------------------------------------|----------|--------|------------------|-------------------------------|
| Location                            | Begin MP | End MP | Tracks           | Reason                        |
| Roosevelt Rd.                       | 0.86     |        | 1                | Bridge Pier                   |
| Union Avenue                        | 1.28     |        | 2                | Bridge Pier<br>St Charles     |
| Union Ave. B Plant                  | 1.75     |        | 1,2              | Hot Air Blower                |
| Chicago,<br>Western Ave             | 3        |        | 1                | Mile Post                     |
| Chicago,<br>Western Ave.            | 3.72     | 3.9    | 1,2              | Inner Track Fence             |
| Chicago,<br>Western Ave.            | 3.99     |        | 1,2,3,4,<br>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 &<br>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             |
| Riverside                           | 11.52    |        | 1,3              | Bridge Railing 1st<br>Ave.    |
| Brookfield                          | 11.98    |        | 1,2,3            | AEI Readers                   |
| Brookfield                          | 12.19    |        | 1,3              | Bridge Railing Salt<br>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.             |

| Close Clearances MP 0.86 to MP 33.0    |            |   |                |  |
|--|------------|---|----------------|--|
| Location                               | Begin MP   | End MP  | Tracks         | Reason                                 |
| LaGrange                               | 13.73      | 14.26   | 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  | 1,2,3          | Inner Track Fence &<br>Center Platform |
| Lisle                                  | 24.3       | 24.5  | 2,3            | Inner Track Fence &<br>Center Platform |
| Naperville                             | 28.3       | 28.6  | 1,2            | Inner Track Fence                      |
| Ogden Ave.                             | 30.5       | 30.6  | 1              | Bridge Railing                         |
| Route 59                               | 31.5       | 31.85   | 1,2            | Inner Track Fence                      |
| Eola                                   | 32.9       | 33.0  | 3              | Bridge Head Wall                       |
| Close Clearances Other Than Main Track |            |   |                |  |
| Location                               | MP         | Tracks Affected                               | Reason         |  |
| Union Ave Airline                      | 0.36       | Eastward &<br>Westward Airline                | Bridge Railing |  |
| Union Ave.                             | 1.69       | #3 Sw. to Eastward<br>and Westward<br>Airline | Hot Air Blower |  |
| Union Ave.                             | 1.38-1.66  | Coach Yard Lead                               | Concrete Poles |  |
| Cicero                                 | 7.36       | Lbr. Lead East End<br>Ceco                    | Hot Air Blower |  |
| Cicero                                 | Fence Trk. | Along Truck<br>Entrance                       | Guard Railing  |  |

**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.

**Cicero AEI Scanner**—AEI scanner antenna installed between the two BRC lead tracks 140 ft. South of 26th Street at Cicero.

**CN Trains**—Train and engine crews handling CN trains, receiving train consist with Special Handling Code CTC R-32791, restricting special dangerous cars to 35 MPH is not applicable for traffic handled in the United States. There is no speed restriction for those cars and normal track speed is authorized.

**Grade Crossing Protection**—Following instructions will govern the automatic grade crossing warning devices: Under Rule 6.32.2 warning devices must have been operational for at least 20 seconds before occupying crossings.

When eastward freight trains on Main 1, 2, or 3 are required to stop by signal indication at Congress Park, stop will be made west of Signal Br. 14.4 at Brainerd Ave.

Westward movements on Main 1, after performing switching at MP 22.3 west end of Downers Grove Yard, or after being delayed between MP 22.3 and highway circuit sign located 400 feet east of Belmont Road, do not exceed 10 MPH to Belmont Road MP 22.6.

When delayed in block, westward movement on Main 1 at MP 22.3 and Belmont Road, do not exceed 10 MPH until lead unit occupies crossing.

When eastward freight trains on Main 1, 2, or 3 are required to stop by signal indication at Downers Grove, stop will be made short of signal restart sign located at MP 23.2.

**Aurora**—Member of crew must protect movement over Prairie Street, Pierce Street, Sullivan Road and Aurora Avenues on the Nifa Branch.

**Naperville Weyerhaeuser Track**—Dock will not clear person on side of car.

**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 switches in the route to be used so a crew member can get on the ground to examine the switches. If properly lined, one crew member will observe switches until leading wheels of movement are on the switch points, then proceed at restricted speed to the next signal. If switches are not properly lined, report to the control operator as it will be necessary for signal maintainer to line these switches.

**Amtrak Trackage**—All movements on wye tracks at Canal Street will be governed by Amtrak signal indication.

Amtrak rules govern operation of trains and engines at Union Station and between Union Station and Roosevelt Rd., MP 0.8.

Through Lumber Street Interlocking, between Roosevelt Road and the south end of South Branch Bridge, be governed by Amtrak's Operating Rules and Instructions and Amtrak Chicago Terminal Timetable Special Instructions. Lumber Street Interlocking is controlled by Amtrak Train Director, Lumber St.

**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 Hill Yard, Aurora.

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

**Green**—Charging lines not plugged in.

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

**Red**—Charging line plugged in.

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 has 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 responsibility to ultimately remove standby if further movement is to be made.

**Excessive Exhaust Emissions**—MP 9 to MP 11.7, locomotives on westward trains will be operated in proper throttle positions to prevent excessive exhaust emissions.

Unless necessary, do not exceed throttle position 4 (four) and pause at least 30 seconds between throttle increases within the designated limits.

**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 Chicago area, who are party to CORA Operating Guide, must have a copy while on duty. These guides may be obtained from the Superintendent's office.

**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.

**Cicero Yard**—Member of crew must protect shoving movement over following crossings from the ground position:  
No. 1 Lead at Clyde Yard Office to No. 1 Lead at West End of the Clyde Diesel Shop and TOFC crossings.

Bell should be sounded for all head end movements at these locations until movement over crossing has been completed.

**Between Cicero Depot and Clyde Depot**—Trains stopping or stored on Main Track 3 between Clyde and Cicero must not block access to Clyde or Cicero Passenger Platforms.

**Cicero Terminal**—When trains are to be held out of Cicero Terminal near Lisle, train must be stopped at MP 25.8. Dispatcher will advise crews in advance that train is to be held. Trains will not proceed east of the marker at MP 25.8 without authority of the train dispatcher.

**Plug Doors**—Freight trains handling cars with plug doors will not operate on Main 3 or Main 4 Monday through Friday between MP 4 and MP 6 between Western Ave and Cicero between 0600 and 0830 and between 1600 and 1830 during 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.

**Flash Flood Warnings**—The locations on the following subdivisions on the Chicago Division have been identified as "Critical" areas subject to flash floods and washouts without warning as defined and outlined by provisions of Item 33, System Specials Instructions:

|                    |                     |
|--------------------|---------------------|
| 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 |

The following does not apply on the Chicago Subdivision—System Special Instructions reading: Movements consisting of Less than 12-axes must approach road crossings at grade equipped with automatic crossing warning devices prepared to stop until it is determined that the warning devices are operating properly.

**BNSF Chicago Division Suburban Service Timetable 23—**is effective 0201, August 27, 2000.

## 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                                  |

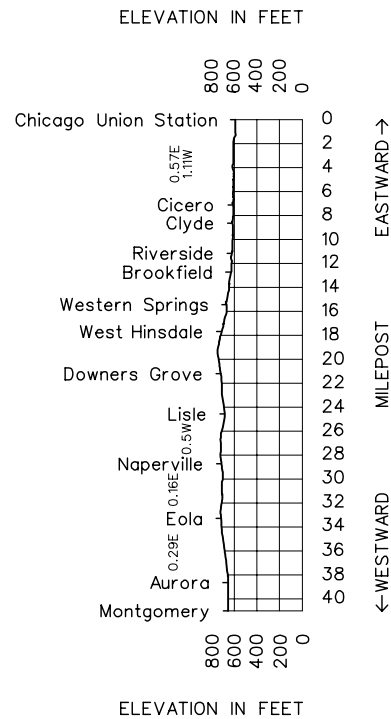
### Road Line Segments

| 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





| 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. |
|-------------------------|--------------|-----------|--|----------|---------------|--------------|--------------------|
|                         | 66000        | 5.9       | CORWITH                                    | XBCP-TM  |               |              | 1.4                |
|                         | 65970        | 7.3       | NERSKA (BRC RRX)                           | XM       |               |              | 5.6                |
|                         |              | 12.9      | BOCT RRX                                   | M        |               |              | 1.6                |
| (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      | 2MT CTC       |              | 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       | DT ABS 9.14   |              | 4.0                |
|                         | 65485        | 41.5      | PLAINES                                    |          | 2MT CTC MT 2  |              | 5.7                |
|                         |              | 47.2      | CP 472                                     |          | DT ABS 9.14   |              | 10.0               |
|                         | 65450        | 57.2      | PEQUOT                                     | X(2)     |               |              | 13.6               |
|                         | 65430        | 70.8      | VERONA                                     | X(2)     |               |              | 13.6               |
|                         | 65415        | 84.4      | KERNAN                                     | X(2)     |               |              | 2.7                |
|                         |              | 87.1      | CP 871                                     |          |               |              | 2.7                |
|                         |              | 89.8      | NS RRX                                     | M        |               |              | 0.3                |
|                         | 65400        | 90.1      | STREATOR                                   | XP       |               | 7000         | 1.4                |
|                         |              | 91.5      | CP 915                                     | X        |               |              | 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)     | 2MT CTC       |              | 20.3               |
|                         | 65150        | 158.4     | WILLIAMSFIELD                              | X(2)     |               |              | 15.3               |
|                         | 65130        | 173.7     | YOST                                       | X(2)     |               |              | 3.8                |
|                         | 65100        | 177.5     | GALESBURG                                  | T        |               |              | 2.5                |
|                         |              | 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      |               |              | 240.2              |

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

**Train Dispatcher Telephone Numbers**

Chief Dispatcher—(913) 551-2311, Fax (913) 551-2361  
 Corwith-Kernan—(913) 551-2301, Fax (913) 551-2381  
 Kernan-Ft. Madison—(913) 551-2325, Fax (913) 551-2385

**1. Speed Regulations****1(A). Speed—Maximum**

|   | Passenger | Freight |
|---|-----------|---------|
| MP 5.9 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 .....                           | 79 MPH    | 55 MPH. |
| MP 37.3 to MP 59.0 (Main 1), including trains 100 TOB and over .....                  | 70 MPH    | 55 MPH. |
| MP 37.3 to MP 59.0 (Main 2), including trains 100 TOB and over .....                  | 79 MPH    | 55 MPH. |
| Joliet US Pequot (against current of traffic, including trains 100 TOB and over ..... | 30 MPH.   | 30 MPH. |
| Pequot to MP 185.0, including trains 100 TOB and over .....                           |           | 55 MPH. |
| MP 185.0 to Ft. Madison, 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 Rule 1(E) for determining speed for multiplatform, 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. |
| MP 37.8 to MP 37.9 .....          | 50 MPH. |
| MP 38.3 to MP 38.9 .....          | 55 MPH. |
| MP 40.6 to MP 41.1 (Main 2) ..... | 50 MPH. |
| MP 41.9 to MP 44.7 (Main 2) ..... | 70 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. |
| MP 231.2 to MP 231.8 .....        | 30 MPH. |

Except BNSF trains consisting entirely of intermodal

|                                      |         |
|--------------------------------------|---------|
| equipment not exceeding 80 TOB ..... | 30 MPH. |
| MP 231.8 to MP 233.7 .....           | 35 MPH. |
| MP 234.0 to MP 234.3 .....           | 35 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.         |
| Harbor, crossover Main 1 to East Running Track .....  | 10 MPH.         |
| Turnout to Harbor Lead and Harbor Running Track ..... | 15 MPH.         |
| CP 151, crossovers & turnout .....                    | 40 MPH.         |
| CP 155, turnout .....                                 | 40 MPH.         |
| CP 173, crossover .....                               | 40 MPH.         |
| turnout west lead .....                               | 30 MPH.         |
| CP 176, crossover & turnout .....                     | 40 MPH.         |
| CP 187, turnout .....                                 | 40 MPH.         |
| Romeo, crossovers .....                               | 40 MPH.         |
| MP 37.2 to MP 37.9, Joliet US, crossovers .....       | 15 MPH. 15 MPH. |
| Plaines, turnout (Main 2) .....                       | 40 MPH. 40 MPH. |
| connection to CN/IC .....                             | 30 MPH. 30 MPH. |
| EE crossover .....                                    | 30 MPH. 30 MPH. |
| Pequot, UP Connection (Main 2) .....                  | 20 MPH. 20 MPH. |
| crossovers .....                                      | 40 MPH. 40 MPH. |
| Verona, crossovers .....                              | 40 MPH.         |
| Kernan, crossovers .....                              | 40 MPH.         |
| Streator, crossover .....                             | 30 MPH.         |
| NS Connection, crossover .....                        | 40 MPH.         |
| Ancona, crossover .....                               | 40 MPH.         |
| Toluca, crossover .....                               | 40 MPH.         |
| East Chillicothe, crossover .....                     | 40 MPH.         |
| turnout yard lead .....                               | 30 MPH.         |
| West Chillicothe, turnout yard lead .....             | 30 MPH.         |
| crossover .....                                       | 40 MPH.         |
| Edelstein, crossovers .....                           | 40 MPH.         |
| Williamsfield, crossovers .....                       | 40 MPH.         |
| EE siding .....                                       | 20 MPH.         |
| WE siding, spring switch .....                        | 20 MPH.         |
| Yost, crossovers .....                                | 40 MPH.         |
| G.I., WE auxiliary track .....                        | 20 MPH.         |
| crossovers .....                                      | 40 MPH.         |
| tail track .....                                      | 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**

Harbor Running track MP 13.1 to MP 14.3  
between Harbor and McCook ..... 15 MPH.

**Corwith**—Speed limit 5 MPH on Strip Tracks 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911 and TOFC Lead.

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

**GM Yard**—Speed limit 10 MPH on the East Lead.

**Willow Springs**

- Speed limit 30 MPH on West Running Track between CP 173 and CP 187.
- Speed limit 10 MPH on East running Track between Harbor MP 14.4 and CP 151.
- Speed limit 10 MPH on all yard tracks and auxiliary tracks at Willow Springs IMF.

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

Westward trains consisting of entirely intermodal equipment

and having lead locomotive unit departing from tracks 1700, 1701, 1702, 1703, 1704 and that track known as the Middle Running Track (located between CP 155 and CP 173) may after lead locomotive has passed signal at CP 173 operate at speed authorized by signal indication not exceeding 30 MPH from these tracks.

Note: Eastward trains entering these same tracks from CP 173 must operate at a maximum of 10 MPH.

**Lemont**—Speed limit 5 MPH on Track 2591.

**Lockport**—Speed limit 5 MPH on all tracks inside Texaco plant.

**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 classifications of 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:

| Temperature Range  | Freight Trains Up to 100 TOB                   | Freight Trains 100 TOB and Over                | Passenger Trains                               |
|--------------------|--|--|--|
| 100 - 109 Degrees  | Maximum 45 MPH observing existing restrictions | Maximum 40 MPH observing existing restrictions | Maximum 60 MPH observing existing restrictions |
| 110 - Over Degrees | Maximum 40 MPH observing existing restrictions | Maximum 35 MPH observing existing restrictions | Maximum 50 MPH observing existing 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 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. | 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**

Corwith to Ft Madison ..... 143 tons, Restriction B

**3. Type of Operation****CTC—in effect:**

Corwith, MP 5.9 to Joliet US, MP 37.5  
 MP 47.2 to MP 47.3—Main 2 only  
 East running track—CP 143 to CP 151  
 West running track—CP 173 to CP 187  
 Pequot, MP 57.0 to Ft. Madison, MP 234.3.

**ABS, Rule 9.14—in effect:**

Main 1—Joliet US, MP 37.5 to Pequot, MP 57.2  
 Main 2—Pequot, MP 57.2 to CP 472, MP 47.3  
 Main 2—CP 472, MP 47.2 to Joliet US, MP 37.5  
 Permanent speed signs are not displayed for movements against current of traffic.

**Rule 9.15, Track Permits—in effect:**

Main 1—Joliet US, MP 37.5 to Pequot, MP 57.2  
 Main 2—Pequot, MP 57.2 to CP 472, MP 47.3  
 Main 2—CP 472, MP 47.2 to Joliet US, MP 37.5

**Signals Not Conforming to Aspects and Indications Shown in Timetable**

The following applies at CP 1844 and CP 1850:

| Aspect                   | Name   | Indication                    |
|--------------------------|--|-------------------------------|
| Red over Flashing Yellow | Diverging Approach (Rule 9.1.11 does not apply). | Proceed per BNSF Rule 9.1.12. |

**4. General Code of Operating Rules Items**

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

**Rule 6.28**—Yard tracks between NS Connection (MP 4.6) and Corwith (MP 5.9).

**CORA**—The Chicago Operating Rules Association Operating Guide is in effect on all 21 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 Chicago area, who 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.

**Manual Interlockings Not Using Track and Time (Rule 10.3) to Protect MW Employees**

Mississippi RB—MW employees may occupy manual interlocking on verbal authority from Mississippi RB Operator. Mississippi RB Operator must provide protection for movement until protected employees have reported clear of the limits.

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

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

**Chillicothe Subdivision Signals Not Conforming to Aspects and Indications Shown in Timetable****CN/IC Block and Interlocking Signals (Joliet US—Plaines)**

| Aspect  | Name               | Indication  |
|---|--------------------|---|
| Green, or Green over Red, or White over Green   | Clear              | Proceed per CN/IC Rule 804, BNSF Rule 9.1.3       |
| Yellow over Green   | Approach Diverging | Proceed per CN/IC Rule 806, BNSF Rule 9.1.6       |
| Red over Green, or Red over Green over Red, or Green over White                         | Diverging Clear    | Proceed per CN/IC Rule 809, BNSF Rule 9.1.9       |
| Yellow, or Yellow over Red, or White over Diagonal Yellow                               | *Approach          | Proceed per CN/IC Rule 808, BNSF Rule 9.1.8       |
| Red over Yellow over Red, or Diagonal Yellow over White                                 | Diverging Approach | Proceed per CN/IC Rule 810, BNSF Rule 9.1.12      |
| Diagonal Lunar or Red over White, or Red (with number plate), or White over Red (Dwarf) | Restricting        | Proceed per CN/IC Rules 813-814, BNSF Rule 9.1.13 |
| Red (without number plate), or Red over Red, or Horizontal Red                          | Stop               | Stop per CN/IC Rule 815, BNSF Rule 9.1.15         |

\* At interlocking Joliet US, a fixed signal displaying single yellow aspect indicates "proceed prepared to enter turnout or stop short of train or obstruction."

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

CN/IC Rule 829 exception 2 reads as follows: When 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 interlocking limits, clear of any conflicting route, for 10 minutes.

Example: Eastbound train would stop at absolute signal west of Pulaski overpass. After stopping would apply Exception 2 of CN/IC Rule 829 and wait 10 minutes. After the 10 minutes, proceed at restricted speed to the absolute signal at the I-55 underpass and repeat process.

**Plaines—EBCS, MP 41.5 Main 2**

Green, white light below ..... Proceed per BNSF Rule 9.1.9  
 Yellow, white light below ..... Proceed per BNSF Rule 9.1.12  
 Red ..... Stop per BNSF Rule 9.1.15

**Lomax—Ft. Madison**—TP&W will use BNSF tracks and be governed by BNSF Timetable and Special Instructions.

**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 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 crossings.

**CP 915**—Form D Control System (DCS) in effect on NS main track, flag protection not required. Use of NS running track (track extending from BNSF connection track to Miss/Begin Block Limit Station located 310 ft. west of the clearance point of the east siding switch Streator) may be authorized verbally by NS dispatcher. Use of main track must be authorized by block authority, and such authority must be written on NS Movement Permit Form D, then repeated correctly. When radio communication is not available, use block telephone located in trailer. Crews must notify BNSF Dispatcher when clear of NS main or running track. Maximum speed 10 MPH.

**Form D Control System (DCS)**—A block system, signaled or nonsignaled, 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. Clear block must be indicated verbally or by hand signal to proceed with a green flag or green light or by a fixed manual block signal or on movement Permit Form D, line 13. When 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 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 authority previously obtained is annulled. Flag protection to the rear is not required.

## 5. Trackside Warning Detectors (TWD)

- A. Protecting bridge, tunnel or other structures  
 MP 125.3—WWD only - Recall Code 8  
 MP 132.4—EWD only - Recall Code 0  
 MP 159.7 (Shifted Load Only), WWD only—Recall Code 0  
 MP 168.1—EWD only - Recall Code 8
- B. Other TWD Locations  
 MP 22.9—Recall Code 8  
 MP 47.3—Recall Code 8  
 MP 68.3 - Recall Code 0  
 MP 85.9 - Recall Code 8  
 MP 100.2 - Recall Code 0  
 MP 125.3—EWD only - Recall Code 8  
 MP 132.4—WWD only - Recall Code 0  
 MP 146.7 - Recall Code 8  
 MP 159.7 (Shifted Load Only), EWD only—Recall Code 0  
 MP 168.1—WWD only - Recall Code 8  
 MP 188.3 - Recall Code 8  
 MP 211.8 - Recall Code 8  
 MP 226.9 - Recall Code 8

## 6. FRA Excepted Track

| Location | Track No. | Track Name      |
|----------|-----------|-----------------|
| Chicago  | 801 ..... | I.N. Siding     |
|          | 813 ..... | Kolcraft        |
|          | 814 ..... | Airco Inc.      |
|          | 815 ..... | Open Track      |
|          | 816 ..... | Crown Steel     |
|          | 818 ..... | Pure Asphalt    |
|          | 821 ..... | Leeco Steel     |
|          | 826 ..... | GM Wrecking     |
|          | 827 ..... | Stuart Oil      |
|          | 829 ..... | Intl. Cellulose |

|                |            |                          |
|----------------|------------|--------------------------|
| McCook<br>1320 | 830 .....  | Intl. Cellulose          |
|                | 843 .....  | Jailhouse Runaround      |
|                | 855 .....  | Jacobson Steel           |
|                | 856 .....  | Fresh Bunch Co.          |
|                | 857 .....  | Fresh Bunch Co.          |
|                | 858 .....  | Romano Bros.             |
|                | 859 .....  | Lead Industry Track      |
|                | 864 .....  | Runaround Track          |
|                | 865 .....  | Domino Sugar             |
|                | 866 .....  | Domino Sugar             |
|                | 867 .....  | Domino Sugar             |
|                | 898 .....  | Cohen Siding             |
| Hodgkins Yard  | 899 .....  | IN Main                  |
|                | 1319 ..... | Lead                     |
|                | UOP        |                          |
|                | 1321 ..... | UOP                      |
|                | 1322 ..... | UOP                      |
|                | 1324 ..... | Heritage Ink             |
|                | 1325 ..... | Midwest Scrap            |
|                | 1326 ..... | Midwest Scrap            |
|                | 1327 ..... | Akzo Noble Chemical      |
|                | 1328 ..... | Akzo Noble Chemical      |
|                | 1329 ..... | Akzo Noble Chemical      |
|                | 1330 ..... | Akzo Noble Chemical      |
|                | 1331 ..... | Akzo Noble Chemical      |
|                | 1332 ..... | Akzo Noble Chemical      |
|                | 1333 ..... | Akzo Noble Chemical      |
|                | 1334 ..... | Akzo Noble Chemical      |
|                | 1335 ..... | Akzo Noble Chemical      |
|                | 1336 ..... | Akzo Noble Chemical      |
| Argonne Spur   | 1515 ..... | General American Whse.   |
|                | 1516 ..... | General American Whse.   |
|                | 1517 ..... | General American Whse.   |
|                | 1518 ..... | ARRO                     |
|                | 1519 ..... | Seal Air                 |
|                | 1566 ..... | Bakery Lead              |
|                | 1567 ..... | Interstate Brands        |
|                | 1571 ..... | Carlson Lead             |
|                | 1572 ..... | J. F. Martin             |
|                | 1573 ..... | Carson Plywood           |
|                | 1574 ..... | Partners Warehouse       |
|                | 1575 ..... | Partners Warehouse       |
|                | 1576 ..... | Time                     |
|                | 1578 ..... | Certified Grocers        |
|                | 1579 ..... | Certified Grocers        |
|                | 1580 ..... | Certified Grocers        |
|                | 1583 ..... | Industry Lead            |
|                | 1584 ..... | GATX Logistics           |
|                | 1585 ..... | GATX Logistics           |
|                | 1586 ..... | Silbrico                 |
|                | 2301 ..... | Track No. 1              |
|                | 2302 ..... | Track No. 2              |
|                | 2303 ..... | Track No. 3              |
|                | 2305 ..... | Argonne Lead             |
|                | 2306 ..... | Runaround Lead           |
|                | 2319 ..... | Frigidaire               |
|                | 2320 ..... | Perlman Roque            |
|                | 2321 ..... | Folger Adams             |
|                | 2322 ..... | Russell Stanley          |
|                | 2323 ..... | Graham Packaging Co.     |
|                | 2330 ..... | Marmon-Keystone          |
|                | 2331 ..... | Marmon-Keystone          |
|                | 2340 ..... | Dywidag                  |
|                | 2345 ..... | M. A. Hanna Distribution |
|                | 2346 ..... | M. A. Hanna Distribution |
|                | 2350 ..... | J&J Pass                 |
|                | 2351 ..... | J&J Runaround            |

2352 ..... J&J Warehouse East  
 2353 ..... J&J Warehouse West  
 Lemont 2503 ..... Tri Central  
 Lockport 3304 ..... Track No. 3  
 3305 ..... Sunoco Plastic Drum

## 7. Special Conditions

### Close clearances

| Close Clearances MP12.5 to MP12.6 |          |        |                              |         |
|-----------------------------------|----------|--------|------------------------------|---------|
| Location                          | Begin MP | End MP | Tracks                       | Reason  |
| McCook                            | 12.5     | 12.6   | Between N. Main<br>Clic 1301 | Whistle |

Westbound trains and light engine consists operating between Corwith and Willow Springs are exempt from requirements to shut down excess horsepower. Requirements to isolate excess horsepower remain in effect.

Eastbound 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.

The use of six-axle locomotives is restricted on the following tracks unless otherwise provided:

McCook ..... All Industry tracks  
 Hodgkins ..... All Industry tracks  
 Argonne ..... All tracks  
 Lemont ..... All industry tracks  
 Austeel ..... Auxiliary track, north side track No. 2591  
 Univen Spur ..... MP 27, track no. 2537  
 Lockport ..... All industry and siding tracks

Locations where movement over crossing must be protected by member of crew:

1. Lockport—Trains or engines using House Track no. 3303 must stop before crossing Ninth Street and be protected by member of crew on the ground over Ninth Street crossing.
2. Argonne Lead—Movements over Orchard Road and Mormon Drive must be protected by member of crew on ground ahead.
3. Locations where movement over road crossings must be protected by member of crew:  
 Industrial Lead MP 51.1-Blodgett Road crossing must be protected by member of crew on the ground.
4. At MP 52.76 Lorenzo Road, movement on siding over road crossing must be protected by crew member account crossing gates cannot be relied upon to stay down.
5. When Joliet yard engine is switching on the east end of the 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, inside crossover switches may be used.

### Close clearances

**Corwith**—To provide a safer work place, the following instructions are in effect at Intermodal Facilities on the Chillicothe Subdivision:

Riding equipment on any paved surface is prohibited to the following tracks:

|                |                |
|----------------|----------------|
| Willow Springs | Corwith Tracks |
| 1700/1710      | 101/901        |
| 1701/1711      | 102/902        |
| 1702/1712      | 103/903        |
| 1703/1713      | 104/904        |
| 1704/1714      | 105/905        |
|                | 106/906        |
|                | 107/907        |
|                | 108/908        |
|                | 109/908        |
|                | 109/909        |
|                | 110/910        |
|                | 111/911        |
|                | 120            |
|                | 121            |
|                | 122            |

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

**McCook, Akzo Noble Chemical**—A emergency fire control system has been constructed 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**—Close clearance on Tracks 1574 and 1575 (Partners Warehouse) due to concrete ledge protruding from doors and will not clear person on side of car. Cars shall not be ridden to spot.

**Tank Farm Lead**—Close clearance at Huntsman on Track 1559. Use caution while shoving in cars.

Following vertical and horizontal close clearances where maintenance of non-clearing warning signs is impractical:

| 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 35.4             | Main 1 and 2 | EJ&E Bridge                                   |
| MP 36.4             | Main 1 and 2 | Basin Bridge Joliet                           |
| MP 36.8             | Main 1 and 2 | Joliet Elevation Bridges:<br>36.8, 36.9, 37.0 |
| MP 37.3             | Main 1       | Joliet Elevation Bridge<br>37.27              |
| MP 37.5             | Main 1       | Joliet Elevation Bridge<br>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                                   |

**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 Corwith Subdivision Dispatcher as information.
- 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.
- Eastbound trains should contact Corwith Tower upon arrival at Nerska.

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

Nerska RRX

BRC North Dispatcher Channel AAR 35-35

No Call-In Tone

BOCT RRX

IHB Dispatcher Channel AAR 58-58

Tone 5 on DTMF

BNSF Corwith Subdivision Dispatcher

AAR 36-36

Tone 1 on DTMF

Every effort must be made to minimize train delays.

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

**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 176.0 to MP 177.0

MP 218.0 to MP 231.0

## 8. Line Segments

### Yard Line Segments

#### Line Segment Limits

7050 ..... Nerska

7051 ..... Corwith

7052 ..... Willow Springs

7053 ..... Joliet

705 Ft. Madison

### Road Line Segments

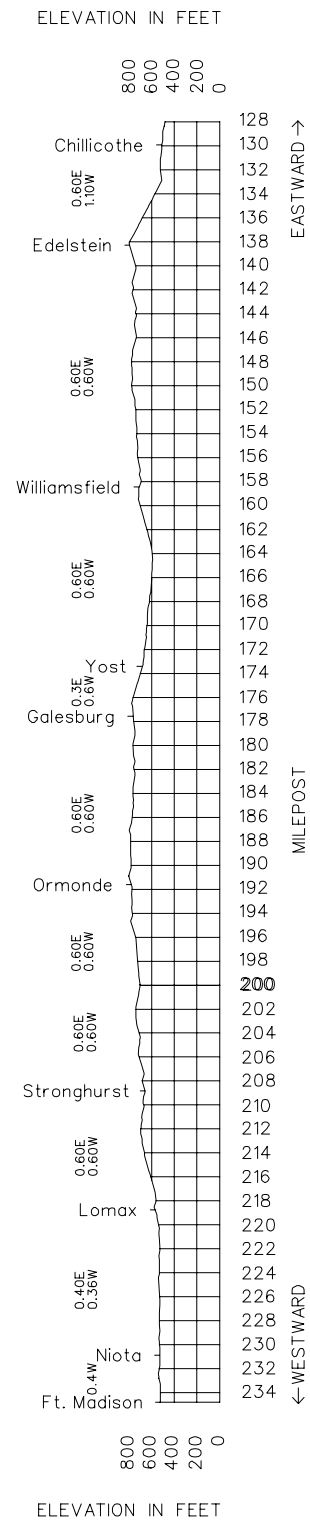
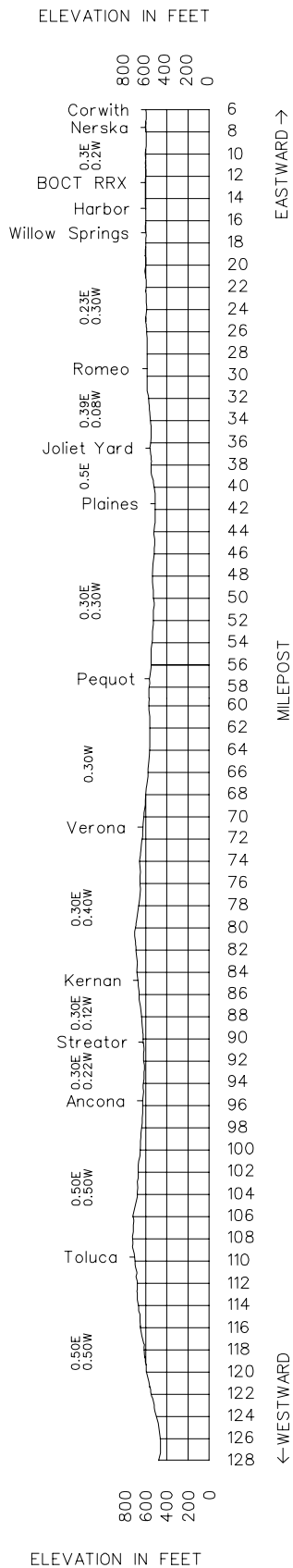
#### Line Segment Limits

7000 ..... Chicago 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         |
| 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 & Main 2)      | 79.8               | 4,000         | East         |
| Leeds (Main 1)                | 102.1              | 700           | West         |
| Wilbern (Main 2)              | 120.9              | 700           | East         |
| Princeville (Main 1 & Main 2) | 144.7              | 2,800         | Both         |
| Monica (Main 1 & Main 2)      | 148.0              | 900           | West         |
| Laura (Main 2)                | 153.5              | 850           | 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         |
| Cameron (Main 2)              | 186.0              | 1,100         | East         |
| Smithshire (Main 1)           | 201.5              | 2,400         | West         |
| Media (Main 1)                | 204.6              | 800           | West         |
| Stub (Main 1)                 | 210.0              | 1,320         | West         |
| Dallas City                   | 224.8              | 1,600         | West         |
| Stub (Main 1)                 | 230.5              | 1,546         | West         |
| Stub (Main 2)                 | 230.5              | 2,740         | West         |

## 10. Grade Charts



| Length of Siding (Feet)  | Station Nos. | Mile Post | Hannibal Subdivision<br>MAIN LINE<br>STATIONS | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. |
|--|--------------|-----------|---|----------|---------------|--------------|--------------------|
|  | 20167        | 220.3     | BURLINGTON                                    | BJR      |               |              | 3.9                |
|  | 26212        | 216.4     | KEMPER  |          |               |              | 6.5                |
|  | 26205        | 209.9     | WEVER   |          |               |              | 2.2                |
| 6,257  | 26203        | 207.7     | SINCLAIR SWITCH                               |          |               |              | 7.7                |
|  | 26198        | 200.0     | FORT MADISON                                  |          |               |              | 10.7               |
| 7,900  | 26185        | 189.3     | MONTROSE                                      |          |               |              | 3.8                |
|  | 26180        | 185.5     | GATEWAY                                       |          |               |              | 2.2                |
|  | 26178        | 183.3     | SANDUSKY                                      |          |               |              | 5.4                |
|  | 26173        | 177.9     | KEOKUK  | BJR      |               |              | 11.3               |
| 8,056  | 26162        | 166.6     | GREGORY                                       |          |               |              | 10.4               |
|  | 26152        | 156.2     | CANTON  |          |               |              | 6.1                |
|  | 26146        | 150.1     | LA GRANGE                                     |          |               |              | 2.0                |
| 8,517  | 26144        | 148.1     | GRIFFITH                                      |          |               |              | 11.2               |
| 7,500  | 25101        | 136.9     | WEST QUINCY                                   | BJTR     |               |              | 2.8                |
|  | 25104        | 134.1     | MARK  | J        |               |              | 2.6                |
| 7,176  | 26132        | 131.5     | FALK  | J        |               |              | 10.7               |
|  |              | 120.8     | NS XING                                       | MX(2)    |               |              | 1.1                |
| 9,300  | 26119        | 119.7     | HANNIBAL                                      |          |               |              | 3.0                |
|  |              | 116.7     | ILLASCO                                       |          |               |              | 12.4               |
| 8,603  | 26104        | 104.3     | ASHBURN                                       |          |               |              | 10.2               |
|  | 26094        | 94.1      | LOUISIANA                                     |          |               |              | 0.5                |
|  |              | 93.6      | GWWR XING                                     | A        |               |              | 7.2                |
|  | 26086        | 86.4      | DUNDEE  |          |               |              | 18.2               |
| 10,237   | 26068        | 68.2      | ELSBERRY                                      |          |               |              | 16.6               |
| 7,335  | 26052        | 51.6      | OLD MONROE                                    |          |               |              | 7.2                |
| 6,860  | 26044        | 44.4      | GIBBS   |          |               |              | 17.5               |
| 10,243   | 26027        | 26.9      | MACHENS                                       |          |               |              | 1.8                |
|  |              | 25.1      | UNION ELECTRIC                                |          |               |              | 4.7                |
| 10,620   | 26020        | 20.4      | WEST ALTON                                    |          |               |              | 5.5                |
| 8,924  | 26015        | 14.9      | SPANISH LAKE                                  |          |               |              | 5.5                |
|  | 26009        | 9.4       | BADEN   | J        |               |              | 2.2                |
| On TRRA between Baden and Grand Ave., TRAA rules, timetable and Special Instructions govern. |              |           |   |          |               |              |                    |
|  | 26007        | 7.2       | NORTH ST. LOUIS                               | BJT      |               |              | 0.9                |
|  |              | 6.3       | CP 63   |          |               |              | 2.1                |
|  | 26004        | 4.2       | NORTH MARKET                                  | MJ       |               |              | 2.1                |
| Between North Market and Grand Ave. TRRA rules, timetable and Special Instructions.          |              |           |   |          |               |              |                    |
|  |              | 2.1       | GRAND AVENUE                                  | MJ       |               |              | 5.0                |
|  | 92007        | 7.1X      | LINDENWOOD                                    | BMJ      |               |              | 224.6              |

**Radio Channel No. 70 in service Burlington to West Quincy.**

**Radio Channel No. 87 in service West Quincy to Lindenwood.**

**Radio Channel No. 17 in service at Keokuk Yard and West Quincy Yard.**

**From Machens to Lindenwood is under the jurisdiction of the Springfield Division.**

#### Dispatchers' Phone Numbers

Burlington to West Quincy—(817) 234-6028, FAX (817) 234-6067  
Quincy to No. Market—(817) 234-6027, FAX (817) 234-6066

| Radio Call-In  |                   |                 |
|--|-------------------|-----------------|
| Kemper-30(X)   | Ft. Madison-31(X) | Keokuk-32(X)    |
| Canton-36(X)   | Hannibal-35(X)    | Louisiana-37(X) |
| Elsberry-38(X)   | Old Monroe-39(X)  | Griffith-34(X)  |
| North St. Louis-32(X)  | Falk-71(X)        |                 |
| Emergency - Call 911   |                   |                 |
| For Dispatcher X=0, For Mechanical X =2, For Field Support X=3 |                   |                 |

## 1. Speed Regulations

### 1(A). Speed—Maximum

|                                      |                |
|--------------------------------------|----------------|
|                                      | <b>Freight</b> |
| Burlington to West Quincy .....      | 40 MPH.        |
| West Quincy to North St. Louis ..... | 60 MPH.        |

### 1(B). Speed—Permanent Restrictions

|   |         |
|---|---------|
| Loaded unit trains, except intermodal, between          |         |
| Burlington and West Quincy .....                        | 30 MPH. |
| Grand Ave. Interlocking .....                           | 10 MPH. |
| MP 3.9 to MP 4.7 .....                                  | 25 MPH. |
| MP 4.7 to MP 8.1 .....                                  | 30 MPH. |
| MP 8.1 to MP 18.3 .....                                 | 45 MPH. |
| MP 18.3 to MP 20.6 (over Missouri River Bridge) .....   | 25 MPH. |
| MP 30.3 to MP 61.9 .....                                | 60 MPH. |
| MP 77.9 to MP 79.6 .....                                | 45 MPH. |
| MP 79.6 to MP 80.0 .....                                | 30 MPH. |
| MP 80.0 to MP 84.4 .....                                | 45 MPH. |
| MP 84.4 to MP 85.3 .....                                | 40 MPH. |
| MP 85.3 to MP 93.4 .....                                | 45 MPH. |
| MP 93.4 to MP 96.5 .....                                | 30 MPH. |
| MP 96.5 to MP 119.0 .....                               | 45 MPH. |
| MP 102.0 to MP 116.0 Loaded unit coal trains .....      | 35 MPH. |
| MP 119.0 to MP 121.2 .....                              | 25 MPH. |
| MP 125.9 to MP 126.4 .....                              | 55 MPH. |
| MP 131.5 to MP 134.1 .....                              | 55 MPH. |
| MP 134.0 to MP 137.0 .....                              | 25 MPH. |
| End CTC MP 137.7 equals MP 141.8                        |         |
| East leg of wye MP 141.8 .....                          | 10 MPH. |
| MP 144.3 to MP 175.0 .....                              | 25 MPH. |
| MP 176.5 Eastward trains over road crossing (HER) ..... | 5 MPH.  |
| MP 180.1 to MP 180.2 (HER) .....                        | 25 MPH. |
| MP 188.5 to MP 189.5 .....                              | 25 MPH. |
| MP 194.6 to MP 195.1 .....                              | 25 MPH. |
| MP 199.0 to MP 203.0 .....                              | 25 MPH. |
| MP 202.8 (HER) .....                                    | 10 MPH. |
| MP 203.0 to MP 203.3 .....                              | 30 MPH. |
| MP 205.1 to MP 209.7 .....                              | 25 MPH. |
| MP 214.9 to MP 211.2 .....                              | 30 MPH. |
| MP 216.7 to MP 218.8 .....                              | 25 MPH. |

### 1(C). Speed—Switches and Turnouts

|  |         |
|--|---------|
| Through Crossovers NS XING .....                         | 10 MPH. |
| Through turnout MP 134.1 .....                           | 35 MPH. |
| Through turnouts East switch and West switch             |         |
| into West Quincy Yard .....                              | 20 MPH. |
| Through turnout MP 137.1 .....                           | 25 MPH. |
| Through turnouts of controlled sidings,                  |         |
| unless otherwise specified .....                         | 20 MPH. |
| Through turnouts and sidings Falk, Elsberry, Old Monroe, |         |
| Gibbs, West Alton and Spanish Lake .....                 | 10 MPH. |

### 1(D). Speed—Other

|   |                 |
|---|-----------------|
| Through controlled siding West Quincy .....               | 25 MPH.         |
| Through controlled siding Gibbs, MP 43.7 to MP 45.1 ..... | 10 MPH.         |
| Track 1, West Quincy Yard .....                           | Rule 6.28 ..... |
| Machens—Union Electric Power tracks loaded trains .....   | 5 MPH.          |
| At Keokuk on the Moar line .....                          | Rule 6.28 ..... |
| Over Johnson St. (HER) .....                              | 10 MPH.         |
| Siding Sinclair Switch .....                              | 10 MPH.         |
| Bridge 18.8 cars heavier than 131.5 tons .....            | 10 MPH.         |
| Bridge 100.43—Loaded unit coal trains                     |                 |
| consisting of trough car equipment .....                  | 25 MPH.         |
| Prospect Hill—Water Works Track .....                     | 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 204.1 to MP 198.6

MP 195.0 to MP 194.0

MP 179.5 to MP 169.0

MP 163.5 to MP 161.0

MP 124.3 to MP 90.0

MP 21.0 to MP 20.0

| 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. | 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**

Burlington to West Quincy ..... 143 tons, Restriction D

West Quincy to Mark ..... 143 tons, Restriction C

Mark to Lindenwood ..... 143 tons, Restriction D

**Ft. Madison**—Not more than one four-axle locomotive is permitted on all industrial tracks except Mershman's.

**Ft. Madison**—No unit coal trains allowed in Ft Madison Yard.

**Keokuk**—Locomotives or box cars will not clear overhead car shaker on Track No 5 inside coal unloading building at Midwest Carbide Co. Locomotives and box cars must not go beyond door opening of building.

**Keokuk**—No unit coal trains allowed in Keokuk Yard.

**Dundee**—Locomotives or cars must not move over coal unloading pit at Dundee Cement Co.

**Winfield**—No more than one locomotive on pipe track.

**Old Monroe**—Only one locomotive may be used when switching Fertilizer plant on Old Francis line.

**Prospect Hill**—Six-axle locomotives not permitted on water works tracks.

**3. Type of Operation**

**Restricted Limits**—in effect:

West Quincy ..... MP 144.0 to MP 137.7

Burlington ..... MP 220.3 to MP 218.8

Keokuk ..... MP 178.5 to MP 176.0

**CTC**—in effect:

MP 137.7 West Quincy to MP 104.6 Ashburn.

MP 70.0 Elsberry to MP 4.3 North Market.

**ABS**—in effect:

MP 70.0 Elsberry to MP 104.6 Ashburn.

**TWC**—in effect:

CTC Elsberry MP 70.0 to CTC Ashburn MP 104.6.

MP 144.0 West Quincy to MP 218.8 Burlington.

**Rule 6.28**—in effect between:

Grand Ave. Interlocking and Lindenwood.

**4. General Code of Operating Rules Items**

**Rule 6.19**—When flagging is required, Burlington to West Quincy distance will be 1.5 miles. West Quincy to North St. Louis, distance will be 2 miles.

**5. Trackside Warning Detector (TWD)**

A. Protecting bridge, tunnel or other structures

MP 14.9—DED—EWD only—Recall Code 327

MP 22.7—DED—WWD only—Recall Code 247

MP 135.0—DED—EWD only—Recall Code 247

B. Other TWD Locations

MP 14.9—DED—WWD only—Recall Code 327

MP 18.0—Recall Code 328

MP 22.7—DED—EWD only—Recall Code 247

MP 42.2—Recall Code 398

MP 55.3—Recall Code 348

MP 72.8—Recall Code 388

MP 101.9—Recall Code 378

MP 128.6—Recall Code 368

MP 135.0—DED—WWD only—Recall Code 247

MP 159.6—Recall Code 367

MP 192.5—Recall Code 318

**6. FRA Excepted Track**—None

**7. Special Conditions**

**Loaded Coal Trains**—Loaded coal trains must hold the main track at all sidings on Hannibal Subdivision.

**Burlington and West Quincy**—Double stacks and auto racks are prohibited from operating on Hannibal Subdivision between Burlington and West Quincy.

Trains leaving Burlington that have a train list indicating double stacks and/or auto racks must have the outbound or inbound crew do a roll-by inspection to ensure this equipment is not moved via this subdivision. This must be completed before passing Kemper Station.

Trains leaving West Quincy that have a train list indicating double stacks and/or auto racks must have the yardmaster or train crew at West Quincy give them a roll-by inspection to ensure this equipment is not moved via this subdivision.

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

MP 211 to MP 212 ..... Kemper and Weaver

MP 151 to MP 152 ..... Canton and La Grange

MP 128 to MP 129 ..... Falk and NS Crossing

MP 35 to MP 36 ..... Machens and Gibbs

**West Quincy**—Except when track and time is in effect, when necessary to hand operate either switch at the west end of West Quincy both switches must be operated by hand as outlined in GCOR Rule 9.13.1.

**Dundee**—Cars must be left 500 feet from road crossing Dundee (clearances marked).

**North St. Louis**—Stop signs have been placed on Yard Track Main 5 just clear of ACT Storage Tracks. All trains must stop. If ACT is unloading, crews must ascertain that it is safe to pass prior to fouling south end of ACT Storage Tracks by contacting ACT or Lindenwood Yardmaster.

**Grand Island Interlocking and Track 32 between Grand Ave. and Tower Grove Ave.**—Track #32 between Grand Avenue and Tower Grove Avenue within manual interlocking limits. Rule 9.17 applies. All movements within these limits which include the use of hand throw switches must be authorized by TRRA Dispatchers.

**St. Louis**—St. Louis Lindenwood Yardmaster will monitor BNSF Radio Channel No. 57. Trains arriving and departing Lindenwood should remain on Channel 57 within the St. Louis Terminal complex, and when necessary to communicate with the Dispatcher, use proper channel.

**TRRA**—All BNSF employees operating on TRRA Trackage must have a copy of current Greater St. Louis Operating Rule Book in their possession.

**Springfield Division**—Crews operating between Machens MP 26.9 and Lindenwood must include Springfield Division Superintendent on all messages involving accidents, injuries, defect in track, bridges, signals, or any unusual condition affecting the operation of the railroad.

**Between Burlington and MP 175**—Unless authorized by the roadmaster, all tracks other than main track and those listed below are out of service for unit coal, grain and ore trains or any portion of these trains, except bad order cars may be set out.

Kemper—ISU Power Plant tracks 113-01 through 138-01

Sinclair Switch—Track 2498

Montrose—Track 2198

Gateway—Tracks 2098 and 2020-01 through 2020-06

Keokuk—Track 1801

**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 10.0 to MP 18.0

MP 40.0 to MP 68.0

MP 75.0 to MP 122.0

MP 126.0 to MP 135.0

MP 148.0 to MP 152.0

MP 168.0 to MP 175.0

MP 195.0 to MP 196.0

MP 201.5 to MP 207.0

MP 210.0 to MP 211.0

MP 215.0 to MP 218.8

## 8. Line Segments

### Yard Line Segments

#### Line Segment Limits

850 ..... Ft. Madison

851 ..... Keokuk

852 ..... West Quincy

853 ..... Hannibal

### Road Line Segments

#### Line Segment Limits

14 ..... Burlington to North Market

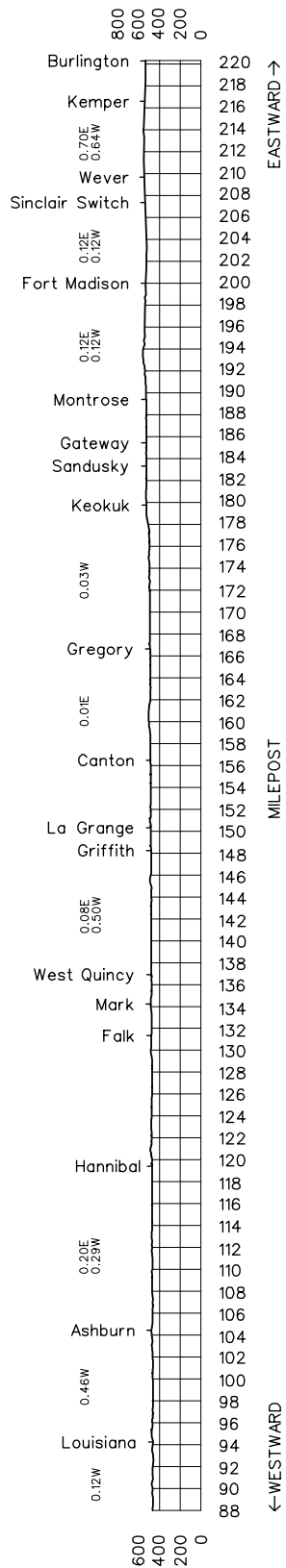
1002 ..... Grand Ave. to Lindenwood

## 9. Locations Not Shown as Stations

| Name                | Miles - Location         | Capacity Feet | Switch Opens |
|---------------------|--------------------------|---------------|--------------|
| 26210 Spring Grove  | 2.1 west of Kemper       | 684           | West         |
| 26157 Fenway        | 5.2 west of Gregory      | 110           | West         |
| 26191 Viele         | 6.4 west of Ft. Madison  | 138           | West         |
| 26178 Sandusky      | 2.2 west of Gateway      | 3,333         | Both         |
| 26205 Wever         | 6.4 west of Kemper       | 702           | West         |
| 26130 South River   | 1.7 west of Falk         | 5,100         | West         |
| 26116 Ilasco        | 3.1 west of Hannibal     | 2,400         | East         |
| 26092 Cosgrove      | 1.2 west of Louisiana    | 800           | East         |
| 26075 Annada        | 11.0 west of Dundee      | 250           | East         |
| 26056 Winfield      | 12.1 west of Elsberry    | 250           | East         |
| 26037 Seeburger     | 7.5 west of Gibbs        | 600           | East         |
| 26033 Orchard Farm  | 10.9 west of Gibbs       | 900           | West         |
| 26010 Prospect Hill | 4.5 west of Spanish Lake | 2,000         | Both         |

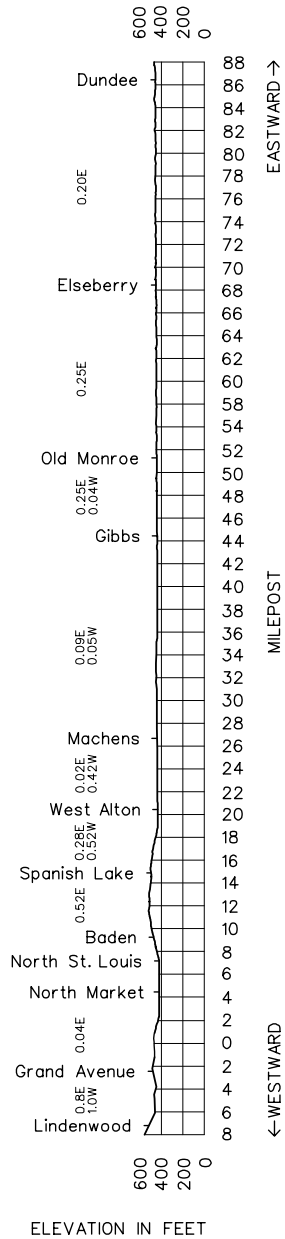
## 10. Grade Charts

ELEVATION IN FEET



ELEVATION IN FEET

ELEVATION IN FEET



ELEVATION IN FEET

| Length of Siding (Feet) | Station Nos. | Mile Post | La Salle Subdivision<br>MAIN LINE<br>STATIONS | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. |
|-------------------------|--------------|-----------|---|----------|---------------|--------------|--------------------|
|                         | 71926        | 25.7      | LA SALLE                                      | A        | TWC           | 61           | 10.9               |
|                         | 71936        | 36.6      | LADD  | T        |               |              | 7.5                |
|                         | 20057        | 44.1      | ZEARING                                       | J        |               |              | 18.4               |

**Radio Channel No. 85 in service.**

| Radio Call-In   |
|---|
| Ladd-23(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**

La Salle to Zearing ..... **Freight** 25 MPH.

**1(B). Speed—Permanent Restrictions**

MP 25.5 to MP 27.0 ..... 10 MPH.  
 MP 27.0 to MP 27.1 ..... 5 MPH.  
 MP 27.1 to MP 30.7 ..... 10 MPH.  
 MP 36.7 to MP 36.8 ..... 5 MPH.  
 MP 42.9 to MP 43.4 ..... 10 MPH.

**1(C). Speed—Switches and Turnouts—None****1(D). Speed—Other****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 25.7 to MP 44.1

| 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**

La Salle to Zearing ..... 131.5 tons, Restriction H

**3. Type of Operation****TWC**—in effect:

MP 25.7 La Salle to MP 44.1 Zearing

**4. General Code of Operating Rules Items****Rule 6.19**—When flagging is required, distance will be 1 mile.**5. Trackside Warning Detectors (TWD)—None****6. FRA Excepted Track—None****7. Special Conditions**

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

**Snow and Ice**

In the event of snow and /or ice conditions, train crew must stop and protect movement over crossings unless it can be determined that Maintenance of Way has inspected the track.

**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 31.0 to MP 32.0

**8. Line Segments****Road Line Segments****Line Segment Limits**

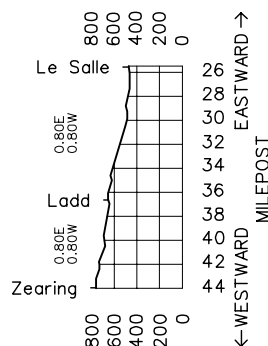
61 ..... La Salle to Zearing

**9. Locations Not Shown as Stations**

| Name                | Miles - Location | Capacity Feet | Switch Opens |
|---------------------|------------------|---------------|--------------|
| 71931 Spring Valley | 5.7 east of Ladd | 400           | East         |

**10. Grade Chart**

ELEVATION IN FEET



ELEVATION IN FEET

| WEST<br>WARD<br>↓ | Length<br>of<br>Siding<br>(Feet) | Station<br>Nos. | Mile<br>Post | Marceline<br>Subdivision<br>MAIN LINE<br>STATIONS | Rule<br>4.3 | Type<br>of<br>Oper.             | Line<br>Segment | Miles<br>to<br>Next<br>Stn. | EAST<br>WARD<br>↑ |
|-------------------|----------------------------------|-----------------|--------------|---|-------------|---------------------------------|-----------------|-----------------------------|-------------------|
|                   | 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<br>CTC<br>ATS               |                 | 18.3                        |                   |
|                   |                                  |                 | 310.3        | CP 3103   |             |                                 |                 | 2.9                         |                   |
|                   |                                  | 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           |                                 | 7000            | 2.0                         |                   |
|                   |                                  |                 | 349.3        | WEST MARCELINE                                    | X(2)        |                                 |                 | 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<br>CTC                      |                 | 8.8                         |                   |
|                   |                                  | 63280           | 405.4        | HARDIN  | X(2)        |                                 |                 | 5.9                         |                   |
|                   |                                  | 63240           | 411.3        | HENRIETTA   |             | 3MT<br>ABS-DT<br>CTC-<br>Main 3 |                 | 6.9                         |                   |
|                   |                                  |                 | 418.2        | C.A. JCT.   | X(2)        | 2MT<br>ATS<br>CTC               |                 | 6.7                         |                   |
|                   |                                  |                 | 424.9        | EAST SIBLEY                                       |             |                                 |                 | 1.4                         |                   |
|                   |                                  |                 | 426.3        | WEST SIBLEY                                       | X           | CTC                             |                 | 10.2                        |                   |
|                   |                                  | 63219           | 436.5        | ETON  | JX(2)       |                                 |                 | 2.9                         |                   |
|                   |                                  |                 | 439.4        | COURTNEY  |             | 2MT<br>CTC                      |                 | 4.8                         |                   |
|                   |                                  | 63175           | 444.2        | CONGO   | X(2)        |                                 |                 | 209.9                       |                   |

| Tone Call-In            |    |    |    |     |      |     |
|-------------------------|----|----|----|-----|------|-----|
| RADIO COMMUNICATION     | CH | DS | MC | FS  | EMER | DSF |
| W. Ft. Madison 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

Eastern Chief Dispatcher—(913) 551-2311, Fax (913) 551-2361

Marceline Dispatcher—(913) 551-2302, Fax (913) 551-2382

#### 1. Speed Regulations

##### 1(A). Speed—Maximum

|   | Passenger | Freight  |
|---|-----------|----------|
| Ft. Madison to W.B. Jct., including trains 100 TOB and over                                       | 90 MPH.   | 55 MPH.* |
| W.B. Jct. to C.A. Jct. (Main 1), including trains 100 TOB and over                                | 79 MPH.   | 55 MPH.* |
| Hardin to C.A. Jct. (Main 3)  | 50 MPH.   | 50 MPH.  |
| C.A. Jct. to Hardin (Main 2), including trains 100 TOB and over                                   | 79 MPH.   | 55 MPH.* |
| Hardin to W.B. Jct. (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. |           |          |
| C.A. Jct. to Bridge MP 425.0, including trains 100 TOB and over                                   | 90 MPH.   | 55 MPH.* |
| Bridge 425.0 to MP 444.2, including trains 100 TOB and over                                       | 79 MPH.   | 55 MPH.* |
| Congo to Rock Creek Jct. (UP)   | 30 MPH.   | 30 MPH.  |

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

1. Train does not contain empty car(s). Refer to Rule 1(E) for determining speed for multiplatform, 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. |
| 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**

Locomotive cranes/pile drivers, AT-199454  
through AT-199468 and Jordan spreaders  
Main 3 Hardin to C.A. Jct. .... 20 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 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. | 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. |

**Carrollton**—Speed limit 5 MPH on Track 8702.

**Sibley**—Speed limit 5 MPH on Track 2603.

**Floyd**—Speed limit 5 MPH on Track 2101.

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

**3. Type of Operation**

**CTC**—in effect:

Main tracks between Ft. Madison and Hardin.

Main 3 between Hardin and C.A. Jct.

Main tracks between C.A. Jct. and Congo.

UP main track between Congo and Rock Creek Jct.

Siding Ft. Madison.

**ABS**—in effect:

Main 1 and Main 2 between Hardin and C.A. Jct.

**Rule 9.14**—in effect:

- Main 1 and Main 2 (DT) between Hardin and C.A. Jct.
- Permanent speed signs are not displayed for movements against the current of traffic.

Trains operating against current of traffic must not exceed speed of 59 MPH for passenger trains, 49 MPH for freight trains.

**Rule 9.15**—Track permits are authorized on Main 1 and Main 2 between Hardin (MP 405.5) and C.A. Jct. (MP 417.8).

**4. General Code of Operating Rules Items**

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

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

Single track between MP 424.9 and MP 426.3.

**BNSF rules and instructions apply on joint track facilities except as noted:**

- 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.

**5. Trackside Warning Detectors (TWD)**

A. Protecting bridge, tunnel or other structures

MP 366.5—WWD—Recall Code 0

MP 373.0 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

MP 257.9—Recall Code 0

MP 282.3—Recall Code 0

MP 306.4—Recall Code 0

MP 326.4—Recall Code 0

MP 344.5—Recall Code 0

MP 366.5—EWD—Recall Code 0

MP 373.0 Shifted load—WWD—Recall Code 8

MP 382.8—Recall Code 0

MP 401.9—Main 2—NS MP 226.0

MP 407.5—Main 1 and Main 2—Recall Code 0

MP 415.4—Main 3—NS MP 239.7

MP 420.7—Recall Code 0

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

MP 436.8—DED—Exception Reporting Only

MP 439.3—DED—Exception Reporting Only

MP 444.1—DED—Exception Reporting Only

C. Other Detectors

MP 296.9—High Water

EWD signals 2992 and 2994

WWD signals 2961 and 2963

**6. FRA Excepted Track**

|             | Track No.         |
|-------------|-------------------|
| Ft. Madison | 124 and 302       |
| Revere      | 0901              |
| Wyaconda    | 1103              |
| Baring      | 9004              |
| Hurdland    | 9102              |
| LaPlata     | 9307 through 9309 |
| Elmer       | 2202              |
| Bucklin     | 4101 and 4102     |

Marceline 4701 through 4711  
 Rothville 5402  
 Mendon 6003 and 6004  
 Carrollton 8704  
 Norborne 9602  
 Hardin 9502  
 Henrietta 9802, 9803 and 9814  
 Floyd 2102  
 Sibley 2604 and 2605  
 Cement City 4202 through 4210  
 Sugar Creek 4397

## 7. Special Conditions

**Bosworth**—Engines are not to go west of fourth pole west of Baker Street on Elevator Track 7403.

**Hardin**—Westward, 3-unit signal on Main 2—Movement to BNSF governed by indication of top and middle units, per BNSF Rules 9.1.9, 9.1.12, 9.1.13 and 9.1.15. Movement to NS governed by indication of all three units: Red over Green over Red (Rule 9.1.9) and Red over Yellow over Red (Rule 9.1.12).

No six axle locomotives on Hardin Slough Bridge Track 9504 (first bridge east of main track switch).

**C.A. Jct.**—Westward, 2-unit signal on Main 2—Movement to BNSF governed by indications per BNSF Rules 9.1.9, 9.1.12, 9.1.13 and 9.1.15; to NS, Green over Red, Yellow over Red and Red over Red.

Westward, 3-unit signal on Main 1—Movement to BNSF governed by indication of top and middle units, per BNSF Rules 9.1.9, 9.1.12, 9.1.13 and 9.1.15; to NS governed by indications on all 3 units.

**Eton**—Yellow over yellow aspect on eastward controlled signals at MP 439.3 indicates Eton lined for UP connection.

**The use of six-axle locomotives is restricted on the following tracks unless otherwise provided:**  
**Marceline Subdivision**

Wyaconda ..... House track No. 1102 and Elevator track No. 1103  
 Baring ..... Track No. 9002  
 Marceline ..... All yard tracks, and wye tracks 4705 and 4706.  
 Mendon ..... Elevator track No. 6003  
 Bosworth ..... House track No. 7404 and Elevator track No. 7403  
 Carrollton ..... Runaround track No. 8709  
 Hardin ..... No six axle locomotives Harpin Slough Bridge Track 9504 (first bridge east of main track switch)  
 Henrietta ..... Yard track Nos. 9801, 9802, and 9803  
 Floyd ..... House tracks No. 2102 and Elevator track No. 2101  
 Sibley ..... House track No. 2601  
 Ft. Madison ..... Wye tracks

**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.

**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 298.0 to MP 311.0  
 MP 330.0 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

**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.

## 8. Line Segments

### Yard Line Segments

#### Line Segment Limits

7054 ..... Ft. Madison Yard

### Road Line Segments

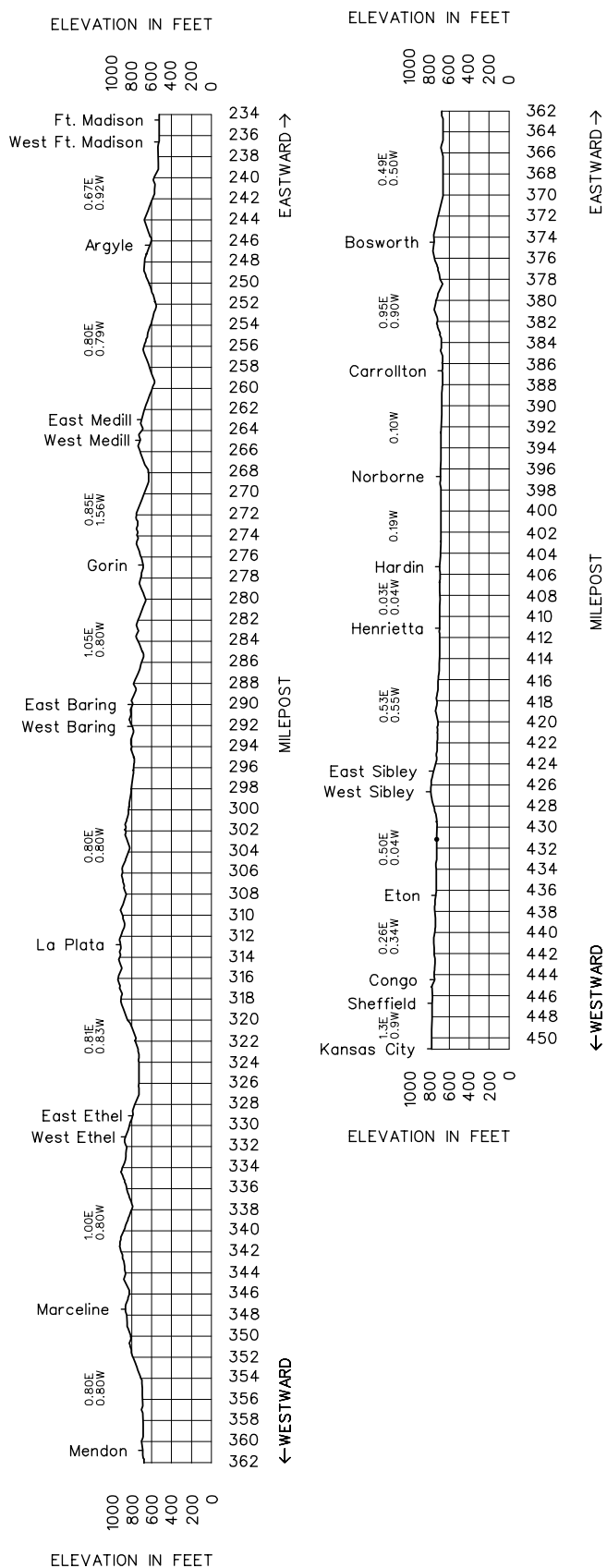
#### Line Segment Limits

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<br>M 2-East |
| Wyaconda (Main 1)            | 272.3              | 3,000         | 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<br>M 2-East |
| Bucklin (Main 1)             | 341.5              | 3,200         | East                 |
| Rothville (Main 1 & 2)       | 354.6              | 1,000         | M 1-West<br>M 2-East |
| Camden Spur (Main 1)         | 417.0              | 250           | West                 |
| Floyd (Main 1 & 2)           | 421.7              | 3,500         | M 1-West<br>M 2-East |
| Atherton (Main 1 & 2)        | 434.0              | 3,800         | West                 |
| Courtney (Main 1)            | 439.4              | 6,118         | Both                 |
| Missouri Portland Cement Co. | 440.8              | Yard          | East                 |
| Sugar Creek (Main 1 & 2)     | 442.6              | Yard          | Both                 |

## 10. Grade Charts





| Length of Siding (Feet) | Station Nos. | Mile Post | Mendota Subdivision<br>MAIN LINE<br>STATIONS | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. |
|-------------------------|--------------|-----------|--|----------|---------------|--------------|--------------------|
|                         | 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 |
|-------------------------------|-----------|---------|
| Montgomery to Galesburg ..... | 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. | 40 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                    |         |         |
| Westward and Main 2 (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,<br>Zearing, Buda, East and West Kewanee,<br>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

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:

Montgomery to Galesburg ..... 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 8.12**—Crossover Switches Amendment:

Rule 8.12 of the General Code of Operating rules titled "Crossover Switches" **does not apply** to high/low crossovers from Running Track #2 through Receiving/Departure Track #4 in Galesburg Terminal.

#### 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

In the state of Illinois, the last paragraph of Rule 6.32.4 of the General Code of Operating Rules is changed to read:

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

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

Between MP 49 to MP 50

Between MP 154 to MP 155

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

**Plano**—Highway circuit sign at MP 50.40 governs westward switching movements on track 2 at Hale Street. When cutting away from train, rear of train must be left east of Highway Circuit sign.

Crossing protection will not activate until Island Circuits at crossing are occupied when leaving westbound. The Island Circuit is very close to the crossing.

Westbound trains stopping to perform switching must pull down to occupy Island Circuit at Hale Street to activate "Release" to unlock electric locks. The Island Circuit is very close to the crossing.

**Loaded Ore and Trough Cars**—Bridges 106.58 and 110.26, adjacent track must be clear of traffic while ore trains and trough cars pass over bridge.

# 8. Line Segments

## Yard Line Segments

### Line Segment Limits

809 ..... Mendota  
830 ..... Galesburg Yard  
97 ..... West Waterman

## Road Line Segments

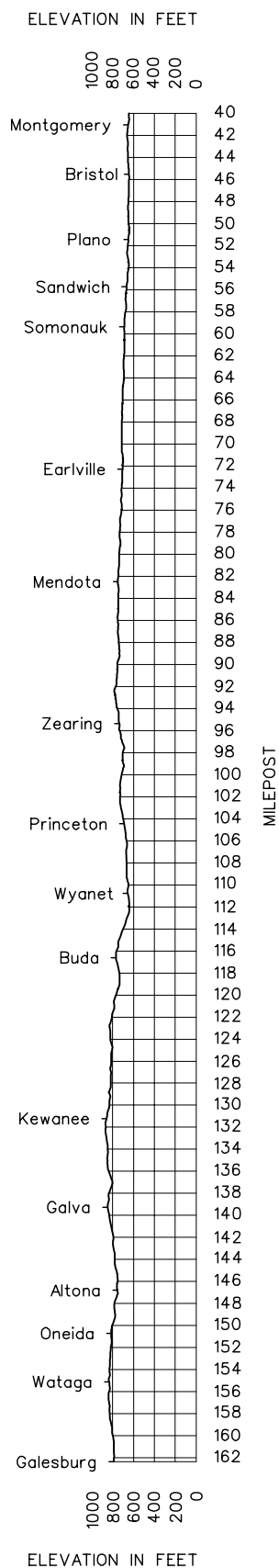
### Line Segment Limits

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         |
| 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



| WEST<br>WARD<br>↓ | Length<br>of<br>Siding<br>(Feet) | Station<br>Nos. | Mile<br>Post | Peoria Subdivision<br><b>MAIN LINE<br/>STATIONS</b>                                   |      | Rule<br>4.3 | Type<br>of<br>Oper. | Line<br>Segment | Miles<br>to<br>Next<br>Stn. | EAST<br>WARD<br>↑ |
|-------------------|----------------------------------|-----------------|--------------|---|------|-------------|---------------------|-----------------|-----------------------------|-------------------|
|                   |                                  |                 |              | EAST PEORIA   |      |             |                     |                 |                             |                   |
|                   |                                  |                 |              | Between Peoria and East Peoria P&PU 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**

|                           |                |
|---------------------------|----------------|
|                           | <b>Freight</b> |
| Peoria to Galesburg ..... | 40 MPH.        |

**1(B). Speed—Permanent Restrictions**

|  |         |
|--|---------|
| MP 3.8 to MP 8.3 .....   | 25 MPH. |
| MP 26.0 to MP 33.1 .....   | 30 MPH. |
| MP 33.1 to MP 39.6 .....   | 35 MPH. |
| Loaded unit trains, except intermodal,   |         |
| Yates City MP 22.8 to Peoria .....   | 30 MPH. |
| MP 50.0 to MP 52.3, end of Peoria .....  | 10 MPH. |
| Yates City through crossover, east and west legs of wye .....                  | 10 MPH. |
| Trains handling derricks .....   | 25 MPH. |
| Item 1A of the System Special Instructions applies between MP 23.0 to MP 10.0. |         |

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

**1(C). Speed—Switches and Turnouts—None****1(D). Speed—Other**

Sidings: Edwards and Yates City ..... 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<br>Up to 100 TOB   | Freight Trains<br>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

**Maquon**—Locomotives not permitted over unloading pit at Farm Service.**Peoria**—Six-axle locomotives and six-axle derricks not permitted on Alley track.**3. Type of Operation****Restricted Limits**—in effect:

Peoria MP 52.3 to MP 46.0

Galesburg MP 3.8 to MP 0.1

**TWC**—in effect:

MP 3.8 to MP 46.0.

**4. General Code of Operating Rules Items****Rule 6.19**—When flagging is required, distance will be 1.5 miles.**Rule 8.12**—Crossover Switches Amendment:

Rule 8.12 of the General Code of Operating rules titled "Crossover Switches" **does not apply** to high/low crossovers from Running Track #2 through Receiving/Departure Track #4 in Galesburg Terminal.

**5. Trackside Warning Detectors (TWD)**—None**6. FRA Exempted Track**—None**7. Special Conditions**

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

**Peoria to East Peoria**—Contact P&PU Dispatcher and be governed by verbal instructions.**Sidings Edward and Yates City**—No loaded unit trains allowed.

**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

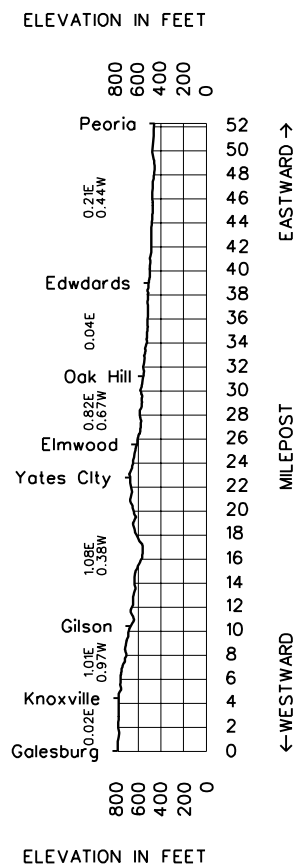
**Road Line Segments****Line Segment Limits**

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<br>↓ | Length<br>of<br>Siding<br>(Feet) | Station<br>Nos. | Mile<br>Post | Thomas Hill<br>Subdivision<br><b>BRANCH LINE<br/>STATIONS</b> | Rule<br>4.3 | Type<br>of<br>Oper. | Line<br>Segment | Miles<br>to<br>Next<br>Stn. | EASTWARD<br>↑ |
|---------------|----------------------------------|-----------------|--------------|---|-------------|---------------------|-----------------|-----------------------------|---------------|
|               |                                  |                 |              |   |             |                     |                 |                             |               |
|               |                                  | 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**

Thomas Hill to Bevier ..... **Freight** 25 MPH.

**1(B). Speed—Permanent Restrictions—None**

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

**1(D). Speed—Other**

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 16.0 to MP 0.0

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

Thomas Hill to Bevier ..... 143 tons, Restriction A

**3. Type of Operation**

**TWC**—in effect:

MP 16.0 Thomas Hill to MP 0.0 Bevier

**4. General Code of Operating Rules**

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

**5. Trackside Warning Detectors (TWD)—None**

**6. FRA Excepted Track—None**

**7. Special Conditions**

**Thomas Hill**—The track beyond MP 16.0 is track other than main track. Rule 6.28 applies.

No six axle locomotives on industrial track south of Loop Track switch.

**8. Line Segments**

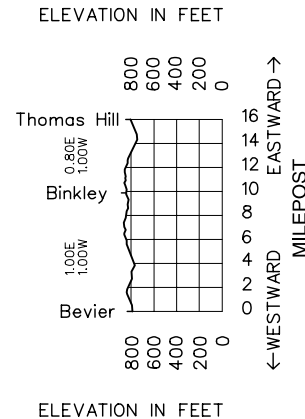
**Road Line Segments**

**Line Segment Limits**

1061 ..... Thomas Hill to Bevier

**9. Locations Not Shown as Stations—None**

**10. Grade Chart**



| WEST<br>WARD<br>↓ | Length<br>of<br>Siding<br>(Feet) | Station<br>Nos. | Mile<br>Post | Yates City<br>Subdivision<br>BRANCH LINE<br>STATIONS | Rule<br>4.3 | Type<br>of<br>Oper. | Line<br>Segment | Miles<br>to<br>Next<br>Stn. | EAST<br>WARD<br>↑ |
|-------------------|----------------------------------|-----------------|--------------|--|-------------|---------------------|-----------------|-----------------------------|-------------------|
|                   |                                  | 73232           | 46.9         | YATES CITY   | JT          |                     |                 | 5.5                         |                   |
|                   |                                  | 73053           | 52.4         | FARMINGTON   |             |                     |                 | 6.0                         |                   |
|                   |                                  | 73059           | 58.4         | NORRIS   |             |                     |                 | 4.8                         |                   |
|                   |                                  | 73063           | 63.2         | CANTON   | G           |                     |                 | 3.5                         |                   |
|                   |                                  | 73067           | 66.7         | DUNFERMLINE  | T           |                     |                 | 1.7                         |                   |
|                   |                                  | 73069           | 68.4         | ST DAVID   |             |                     |                 | 8.6                         |                   |
|                   |                                  | 73077           | 77.0         | LEWISTOWN  |             |                     |                 | 10.4                        |                   |
|                   |                                  | 73088           | 87.4         | IPAVA  |             |                     |                 | 6.9                         |                   |
|                   |                                  | 23019           | 94.3         | VERMONT  | J           |                     |                 | 47.4                        |                   |

Radio Channel No. 85 in service.

| Radio Call-In   |             |                  |
|---|-------------|------------------|
| Canton-61(X)  | Ipava-41(X) | Yates City-94(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

Yates City to Vermont ..... **Freight** 25 MPH.

##### 1(B). Speed—Permanent Restrictions

MP 47.0 to MP 64.0 ..... 10 MPH.  
Buckheart Lead ..... 5 MPH.

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

##### 1(D). Speed—Other

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 68.4 to MP 94.3

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

Item 1A of the System Special Instructions applies between MP 46.9 and MP 94.3 between Yates City and Vermont.

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

#### 2. Bridge and Equipment Weight Restrictions

##### Maximum Gross Weight of Car

Yates City to Vermont ..... 134 tons, Restriction G

**Canton**—Loaded coal trains must not use auxiliary track.

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

- Farmington—Illinois Sausage Co. and John Bologna Co.

- Norris—F&S Co.
- Dunfermline—East leg of wye.

#### 3. Type of Operation

**TWC**—in effect: MP 46.9 to MP 94.3

#### 4. General Code of Operating Rules Items

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

**Rule 6.28**—Industrial Track:

Dunfermline to Buckheart Mine—2.5 miles

Buckheart Mine to Duck Creek—2.2 miles

#### 5. Trackside Warning Detectors (TWD)—None

#### 6. FRA Excepted Track—None

#### 7. Special Conditions

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

**Canton**—Manually operated railroad crossing gate across BNSF main track MP 63.6 in service. Normal position of gate across BNSF track. Crews must restore gate to normal position after movement is made across TPW tracks. Rules 6.16 and 6.18 in effect.

**Duck Creek (CILCO plant)**—Engines and cabooses must not pass through unloading shed and facilities.

Locomotives will not clear dumper when spotting first car when trailing unit has short end trailing.

**Dunfermline**—Position of west wye switch is for wye.

**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 78.0 to MP 84.0

#### 8. Line Segments

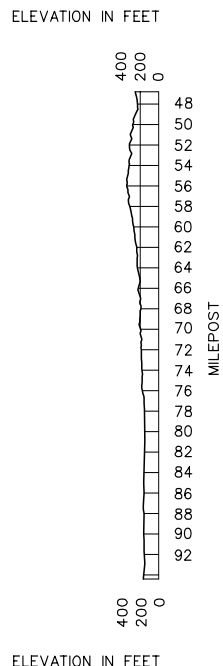
##### Road Line Segments

##### Line Segments Limits

111 ..... Yates City to Vermont

#### 9. Locations Not Shown as Stations—None

#### 10. Grade Chart



| 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. |
|--|--------------|-----------|--|----------|---------------|--------------|--------------------|
|  | 20126        | 162.4     | GALESBURG                              | BMJTX    |               |              | 0.1                |
|  |              | 162.5     | A PLANT EAST                           | M        |               | 1            | 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)    |               |              |                    |
|  | 20130        | 168.4     | GRAHAM                                 | MJ       |               | 97           | 1.5                |
|  |              | 169.9     | CP 1699                                | XJ       |               |              | 0.6                |
|  |              |           |  |          |               |              |                    |
| CP 1705 to CP 1844 designated as Auxiliary Main 2<br>CP 1699 to CP 1850 designated as Auxiliary Main 1 |              |           |  |          |               |              |                    |
|  |              |           | CAMERON JCT.                           | J        |               |              |                    |
|  |              | 170.5     | CP 1705                                | XJ       |               |              | 7.8                |
|  | 20141        | 178.3     | MONMOUTH                               | X(2)     | DT ABS TWC    |              | 6.7                |
|  | 20146        | 185.0     | KIRKWOOD                               | X        |               |              | 5.8                |
|  | 20152        | 190.8     | BIGGSVILLE                             | X        |               |              | 5.3                |
|  | 20158        | 196.1     | GLADSTONE                              | X        | 2MT ABS TWC   |              | 6.3                |
|  |              | 202.4     | CONNETT                                | X(2)     |               |              | 2.2                |
|  |              | 204.6     | BURLINGTON BRIDGE                      | M        |               |              | 0.5                |
|  |              | 205.1     | SOUTH STREET                           | BJX      |               |              | 0.7                |
|  |              | 205.8     | AXLE TRACK (Main 2)                    |          | 2MT CTC       |              | 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(2)     |               |              | 7.6                |
|  | 20195        | 232.2     | MT. PLEASANT                           | X        |               |              | 11.6               |
|  | 20205        | 243.8     | LOCKRIDGE                              | X        |               | 1            | 6.3                |
|  | 20212        | 250.1     | BECKWITH                               | X        | 2MT ABS TWC   |              | 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     | IMRL RRX                               | MX       |               |              | 8.7                |
|  | 20251        | 289.1     | ISU SWITCH                             | X        | DT ABS TWC    |              | 4.5                |
|  |              | 293.6     | CARGIL 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                                | BCY      |               |              | 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 |
|--|-----------|---------|
| Galesburg to Creston .....                           | 79 MPH.   | 60 MPH. |
| Loaded unit coal trains .....                        |           | 50 MPH. |
| Empty coal trains .....                              |           | 55 MPH. |
| Against the current of traffic on double track ..... | 59 MPH.   | 49 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 208.4 .....                      | 50 MPH. | 40 MPH. |
| MP 208.4 to MP 209.0 .....                      | 50 MPH. | 40 MPH. |
| MP 209.0 to MP 211.0 .....                      |         | 50 MPH. |
| MP 224.8, Main 2 (HER) .....                    |         | 55 MPH. |
| MP 232.8 to MP 233.8 .....                      | 60 MPH. | 50 MPH. |
| MP 235.5, Main 1 (HER) .....                    |         | 55 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 279.0 .....                      | 40 MPH. | 30 MPH. |
| MP 279.0 to MP 280.7 .....                      | 25 MPH. | 25 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 305.3 to MP 308.1 Main 2 .....               | 60 MPH. | 55 MPH. |
| Eastward loaded coal trains MP 305.3            |         |         |
| to MP 315.0 Main 2 .....                        |         | 55 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 315.0 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. |
| 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 .....   | 10 MPH. |  |
| Diesel Pit and Leads .....  | 5 MPH.  |  |
| Rail Yard .....   | 10 MPH. |  |
| Rip Track .....   | 10 MPH. |  |
| Santa Fe Transfer .....   | 10 MPH. |  |
| Stock Yard .....  | 10 MPH. |  |
| Storage Yard .....  | 10 MPH. |  |
| Tie Plant .....   | 10 MPH. |  |
| TOFC Yard .....   | 10 MPH. |  |
| United Facility .....   | 10 MPH. |  |
| Coach yard, Kansas City and Peoria wye tracks .....                                       | 10 MPH. |  |
| Chillicothe—Forward or reverse movement<br>through ISU Dump .....                         | 3 MPH.  |  |
| Ottumwa   |         |  |
| Ottumwa - Rosekrans .....   | 5 MPH.  |  |
| Winger .....  | 5 MPH.  |  |
| Gas House .....   | 5 MPH.  |  |
| COE .....   | 5 MPH.  |  |
| Excell .....  | 5 MPH.  |  |
| Roberts-Dybdahl .....   | 5 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<br>on the following bridges: |         |  |
| 204.66 .....  | 10 MPH. |  |
| 284.12 .....  | 10 MPH. |  |
| 379.51 .....  | 25 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 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

**Burlington**—No loaded unit coal trains allowed in Burlington Yard

**Chariton**—Not more than one four-axle locomotive on industry track.

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

**3. Type of Operation****Yard Limits**—in effect:

Creston—MP 390.8 to MP 393.8

**TWC**—in effect:

CP 1705 to CTC Connett MP 202.4

CTC Lucas Street MP 206.7 to CTC Maxon MP 300.8

CTC Halpin MP 309.9 to Creston MP 391.0

**CTC**—in effect:

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.

MP 168.4 to MP 170.5 ..... Graham to CP 1705

MP 202.4 to MP 206.7 ..... Connett to Lucas Street

MP 300.8 to MP 309.9 ..... Maxon to Halpin

**ABS**—in effect:

MP 170.5 to MP 202.4 ..... CP 1705 to Connett

MP 206.7 to MP 300.8 ..... Lucas Street to Maxon

MP 309.9 to MP 391.0 ..... Halpin to Creston

Between MP 187.1 and MP 202.4, Kirkwood to Connett; between MP 216.9 and MP 280.4, Dayman to IMRL; and between MP 309.9 and MP 391.0, Halpin to Creston are signaled in both directions (no current of traffic).

**Double Track**

MP 170.5 to MP 187.1 ..... CP 1705 to Kirkwood

MP 206.7 to MP 216.9 ..... Lucas Street to Dayman

MP 280.4 to MP 300.8 ..... IMRL RRX to Maxon

**4. General Code of Operating Rules Items**

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

**Rule 8.12**—Crossover Switches Amendment:

Rule 8.12 of the General Code of Operating rules titled

"Crossover Switches" **does not apply** to 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 Only—Main 1
  - MP 308.0—DED/Exception Reporting Only—Main 1
  - MP 314.1—DED/Exception Reporting Only
  - 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**

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

**Burlington/West Burlington, Iowa**—Eastward trains must obtain dispatchers authority before proceeding from a STOP indication at signal MP 209.2.

**Creston**—Eastward trains upon departure at Creston must provide departure time to KC dispatcher prior to MP 391.0.

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

**Loaded Ore trains and Trough Cars**—Bridge 204.66, 284.12 and 379.5, adjacent track must be clear of traffic while ore train and trough cars pass over bridge.

**Between Graham and MP 391**—Unless authorized by the roadmaster, all tracks other than main track and those listed below are out of service for unit coal, grain and ore trains or any portion of these trains, except bad order cars may be set out.

Burlington—Tracks 1317 and 1318.

West Burlington—Tracks 1361 and 1362.

New London—Track 996.

Ottumwa—Track connecting BNSF main tracks and IMRL main track.

ISU Switch—Tracks leading to and from the dumping facility and the ISU Plant.

Maxon—Tracks 2496 and 2497.

**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 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**

834 ..... Burlington

835 ..... West Burlington

836 ..... Ottumwa

837 ..... Chariton

###### **Road Line Segments**

###### **Line Segment Limits**

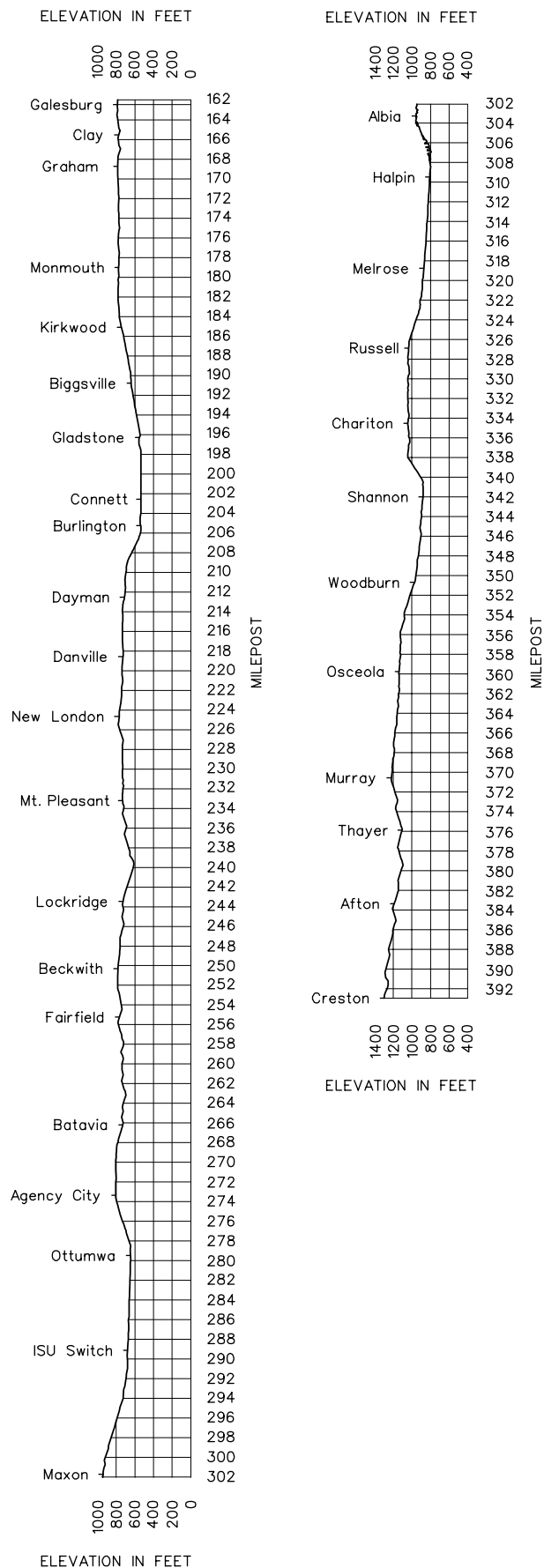
97 ..... Graham Cutoff

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



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**GCOR and MWOR Rule 15.2A—Verbal Permission:**

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

“Foreman (name and/or Gang No.) \_\_\_\_ using track bulletin No. \_\_\_\_ (and/or Line No. \_\_\_\_) between MP \_\_\_\_ and MP \_\_\_\_ (specifying subdivision when necessary).”

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

- “(Train) may pass red flag (or red light) located at MP \_\_\_\_ without stopping (specifying track when necessary).”

Unless otherwise restricted, the train may pass the red flag (or red light) 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) (specifying track when necessary).”

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

- “(Train) may proceed at \_\_\_\_ MPH between MP \_\_\_\_ and MP \_\_\_\_ and then proceed at .. \_\_\_\_ MPH (or at maximum authorized speed) (specifying track when necessary) until entire train has passed through the limits.”

Unless otherwise restricted, the train may proceed through the limits at the speeds specified. Not more than two speeds may be authorized. The second speed authorized must not be less than the first speed.

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 (specifying distance and track 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.

**Report Trespassers**  
**1-800-832-5452**

**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               |