

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

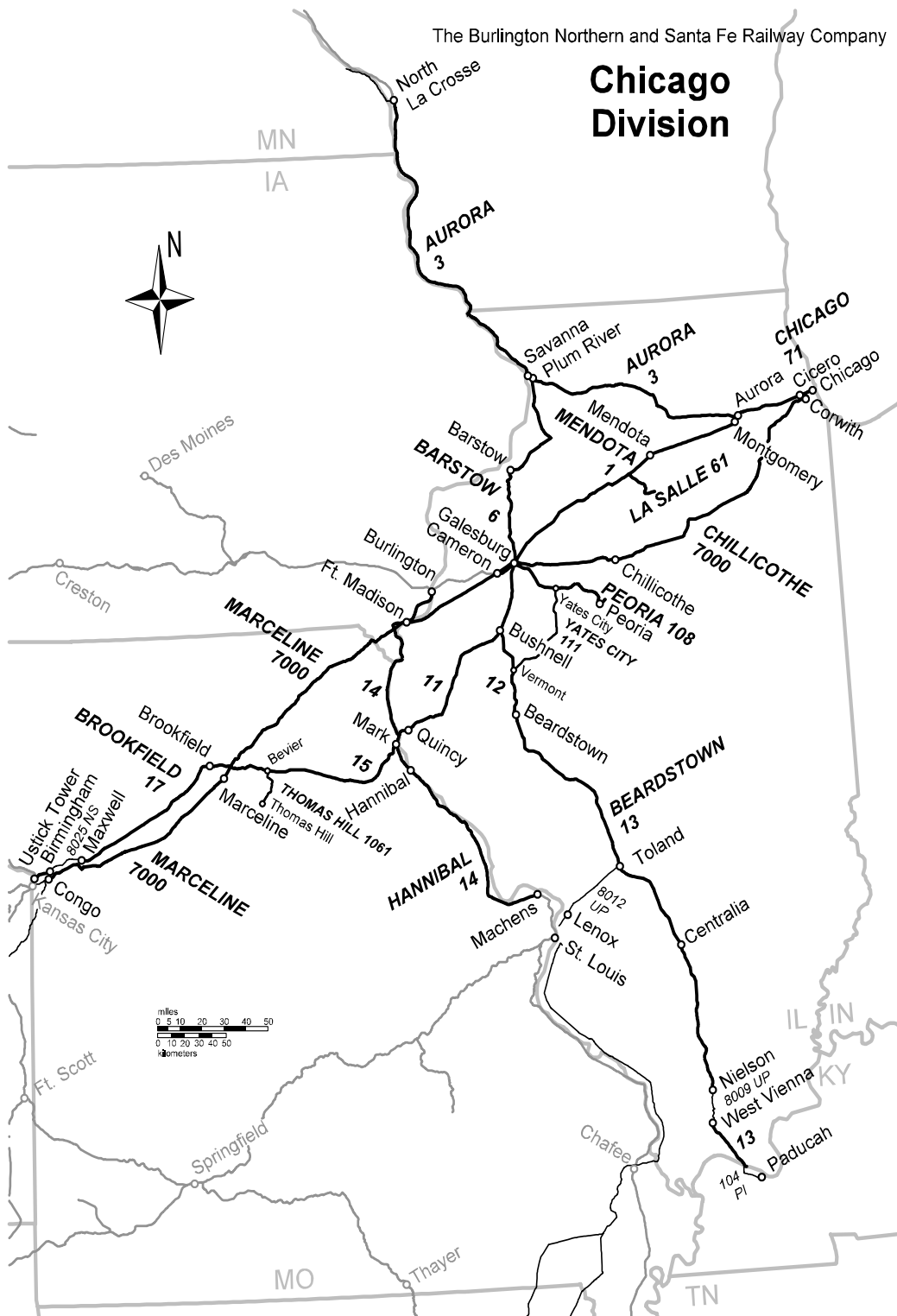
General Director Transportation

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 WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Aurora Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
	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 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 CTC		1.4	
		00143	143.7	SAVANNA	X			1.1	
			144.8	IMRL XING	A	DT ABS 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 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 ABS 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 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 ABS 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, 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 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

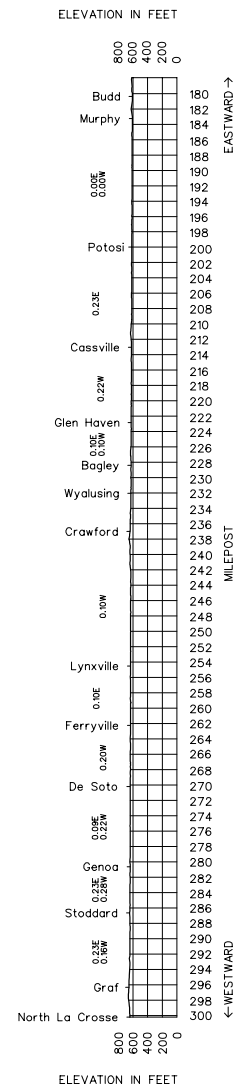
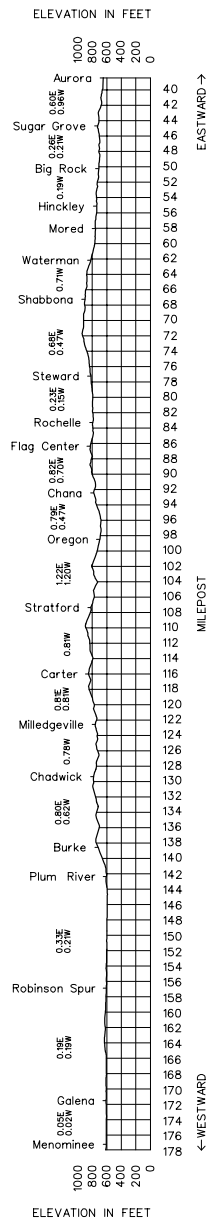
Road Line Segments

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 WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Barstow Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
		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 Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
100 to 110 degrees	Maximum 45 MPH.	Maximum 40 MPH.	Maximum 70 MPH.
110 degrees and over	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

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

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

Rock Island	Illinois Oil Track
	All tracks lower yard

3. Type of Operation

CTC—in effect:

MP 1.0 to MP 96.7

4. General Code of Operating Rules Items

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

Rule 6.27—in effect:

On Iowa Interstate Main Track at Rock Island

Rule 6.28—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

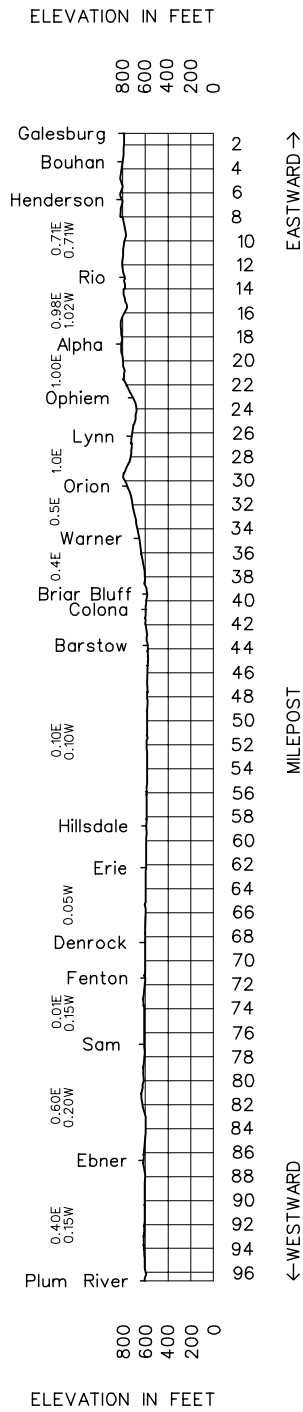
Road Line Segments**Line Segment Limits**

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 of Siding (Feet)	Station Nos.	Mile Post	Beardstown Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next 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 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 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		TWC	0.1	
		144.7	WALTONVILLE-UP XING	A		1.5	
		146.2	WALTONVILLE-IC XING	A		1.3	
		147.5	REND LAKE MINE			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 Shattuc
 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

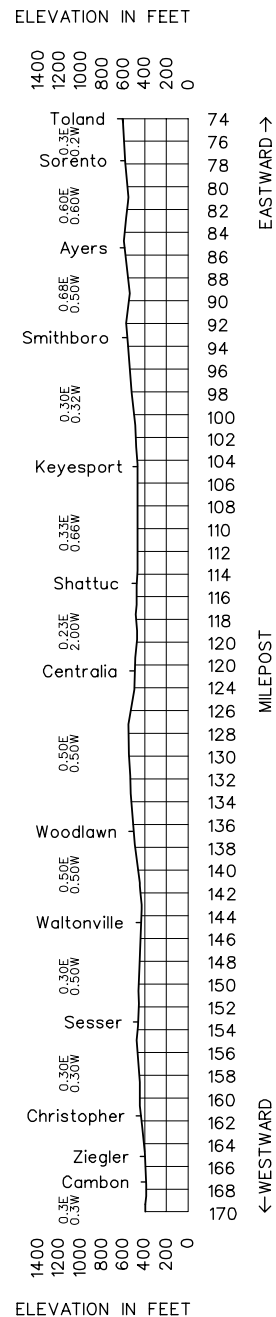
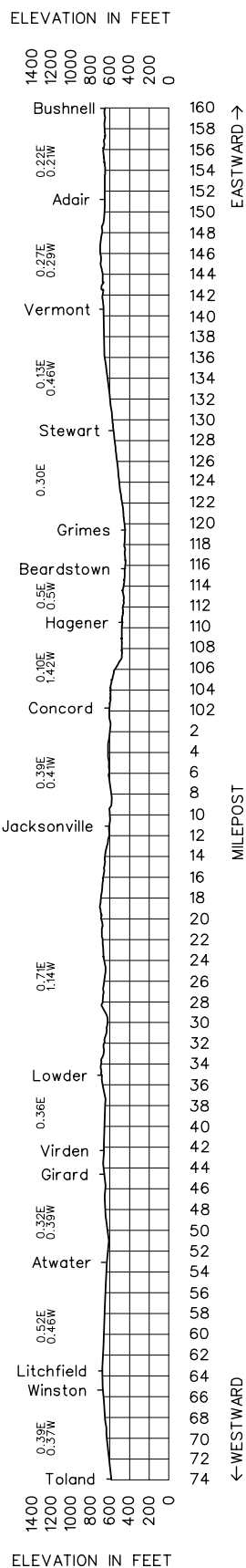
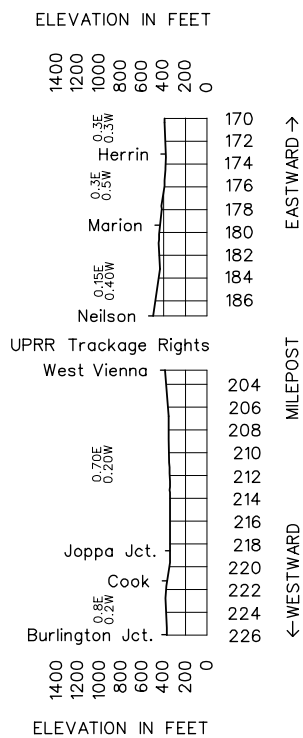
12 Bushnell to Concord

13 Concord to Paducah

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Feet	Switch Opens
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	3,275	Both
25221 Hale	6.4 west of Sumner	660	Both
27002 LaCleda	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	Brookfield Subdivision 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	263.4 137.0	WEST QUINCY	BJTX			2.8
Between West Quincy and Mark, operate on the Hannibal Subdivision.							
	25104	134.1 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 MP 106.9 and Maxwell Jct. MP 177.7		30 MPH.
Birmingham to Kansas City		35 MPH.
Loaded unit coal and grain trains between 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 (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 LaClede	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	Galesburg to West Quincy
MP 5.7 to MP 177.8	Mark to Maxwell Jct.
MP 216.2 to MP 224.0	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 LaClede, 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

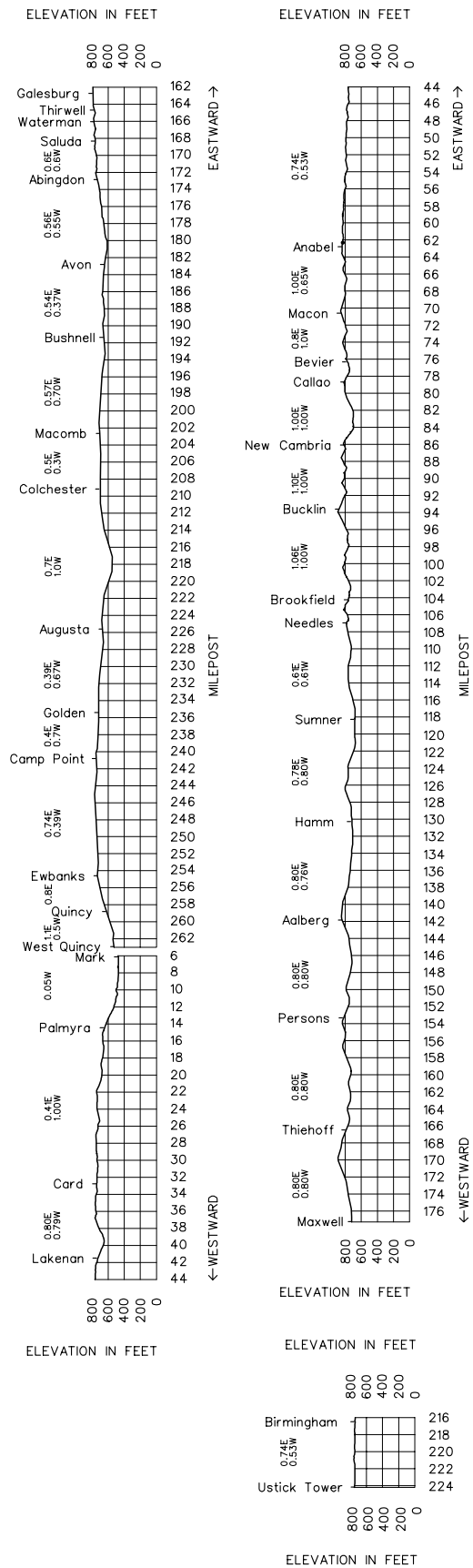
Yard Line Segments

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 St Charles
Union Ave. B Plant	1.75		1,2	Hot Air Blower
Chicago, Western Ave	3		1	Mile Post
Chicago, Western Ave.	3.72	3.9	1,2	Inner Track Fence
Chicago, Western Ave.	3.99		1,2,3,4, Lead	Bridge
Chicago	4.1		3,4	AEI Readers
Chicago	4.35		1,2,3,4	Bridge
Chicago	4.53		1,2,3,4	Bridge
Chicago	4.74		1,2,3,4	Bridge
Chicago	4.87		1,2,3,4	Bridge
Chicago	5		1,2,3,4	Bridge
Chicago	5.18		1,2,3,4	Bridge
Chicago	5.35		1,2,3,4	Bridge
Chicago	5.39		1,2,3,4	Bridge
Chicago	5.46		1,2,3,4	Bridge
Chicago	5.52		1,2,3,4	Bridge
Chicago	5.59		1,2,3,4	Bridge
Chicago	5.65		1,2,3,4	Bridge
Chicago	5.92		1,2,3,4	Bridge
Chicago	5.95		3,4	AEI Reader
Chicago	6.18		1,2,3,4	Bridge
Chicago	6.43		1	Bridge Railing
Chicago	6.73	6.73	4	MJ & BRC Bridges
Cicero	6.95	7.15	1,2	Inner Track Fence
Cicero	7	7.05	3	Cicero Depot
Cicero A Plant	7.36		1	Hot Air Blower
Cicero	7.5	7.55	3	Signal House & Guide Wires
Cicero	8.5	8.55	1,2	Inner track Fence
Lavergne	8.65		3	Hot Air Blower
Lavergne	9		1,3	Bridge CN/IC
Lavergne	9.07	9.1	1,2	Inner Track Fence
Berwyn	9.32	10.13	1,2	Inner Track Fence
Riverside	10.85	11.2	1,2	Inner Track Fence
Riverside	11.52		1,3	Bridge Railing 1st Ave.
Brookfield	11.98		1,2,3	AEI Readers
Brookfield	12.19		1,3	Bridge Railing Salt Creek
Brookfield	12.2	12.4	1,2	Inner Track Fence
Congress Park	13.44		1,2,3	Bridge IHB
Congress Park	13.55		1,3	Bridge Ogden Ave.

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 & Center Platform
Lisle	24.3	24.5	2,3	Inner Track Fence & 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 & Westward Airline	Bridge Railing	
Union Ave.	1.69	#3 Sw. to Eastward and Westward Airline	Hot Air Blower	
Union Ave.	1.38-1.66	Coach Yard Lead	Concrete Poles	
Cicero	7.36	Lbr. Lead East End Ceco	Hot Air Blower	
Cicero	Fence Trk.	Along Truck Entrance	Guard Railing	

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

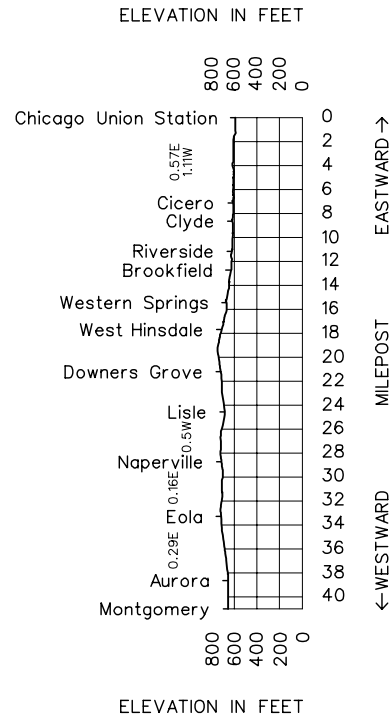
Road Line Segments

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 CHILICOTHE	X			0.9
	65200	130.0	CHILICOTHE	P			1.9
		131.9	WEST CHILICOTHE	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
1320

Hodgkins Yard

Argonne Spur

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
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
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 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: 36.8, 36.9, 37.0
MP 37.3	Main 1	Joliet Elevation Bridge 37.27
MP 37.5	Main 1	Joliet Elevation Bridge 37.54
MP 38.0	Main 1 and 2	Bridge 38.0
MP 38.2	Main 1 and 2	Bridge 38.2
MP 38.6	Main 1 and 2	Bridge 38.6

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

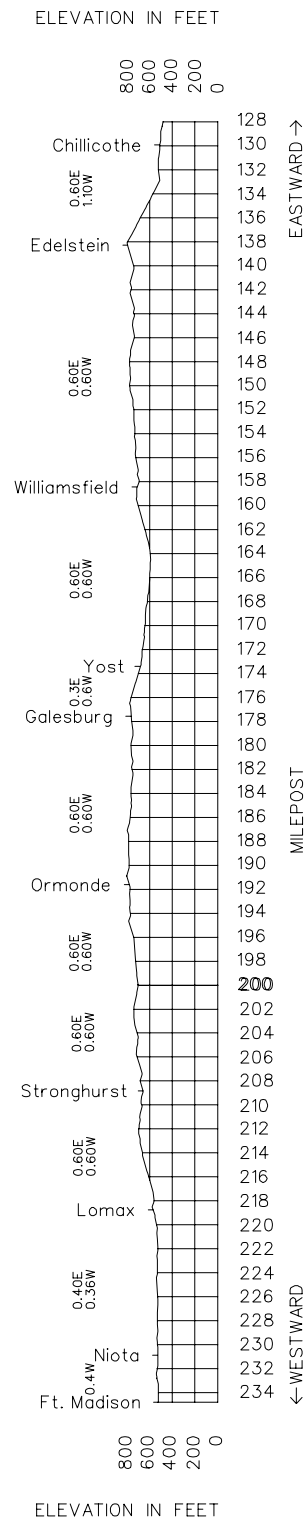
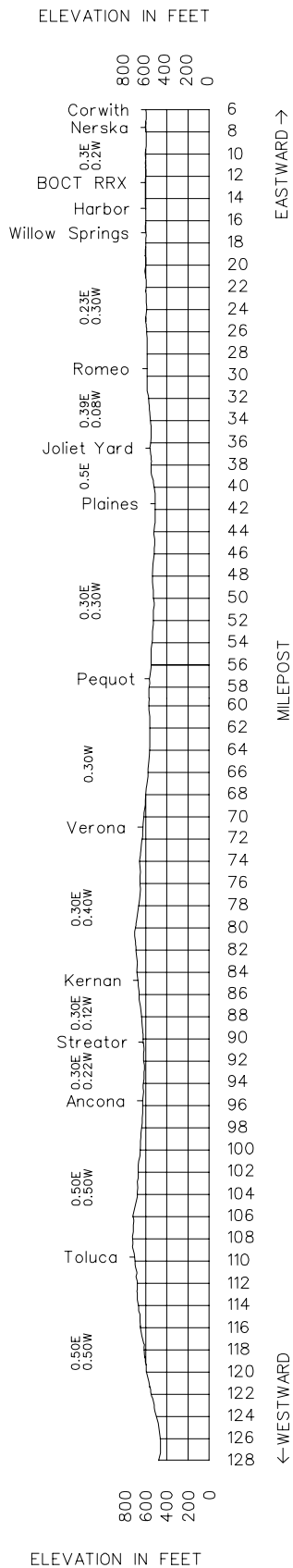
Line Segment Limits

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 MAIN LINE 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	Rule 6.28	1002	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

	Freight
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

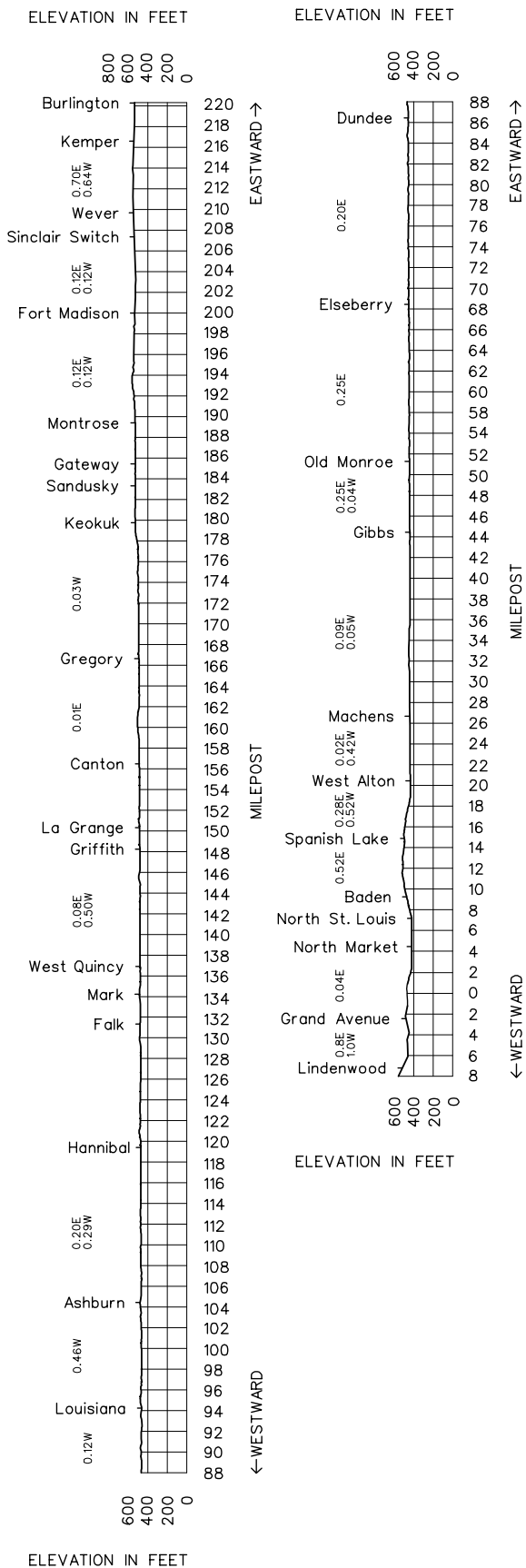
14 Burlington to North Market

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



Length of Siding (Feet)	Station Nos.	Mile Post	La Salle Subdivision MAIN LINE 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.

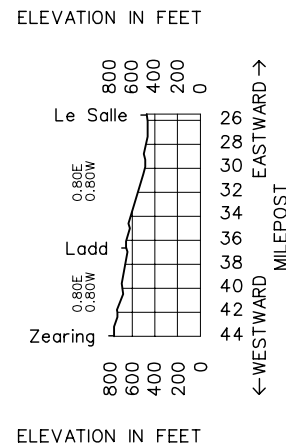
Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
 MP 31.0 to MP 32.0

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

WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Marceline Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
	N10,490	63500	234.3	FT. MADISON	BPT			2.0	
			236.3	WEST FT. MADISON	X(2)			9.9	
		63475	246.2	ARGYLE	X(2)			16.8	
			263.0	EAST MEDILL	X			1.8	
			264.8	WEST MEDILL	X			12.0	
		63455	276.8	GORIN	X(2)			13.2	
			290.0	EAST BARING	X			2.0	
			292.0	WEST BARING	X	2MT CTC ATS		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 CTC		8.8	
		63280	405.4	HARDIN	X(2)			5.9	
		63240	411.3	HENRIETTA		3MT ABS-DT CTC- Main 3		6.9	
			418.2	C.A. JCT.	X(2)	2MT ATS 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 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

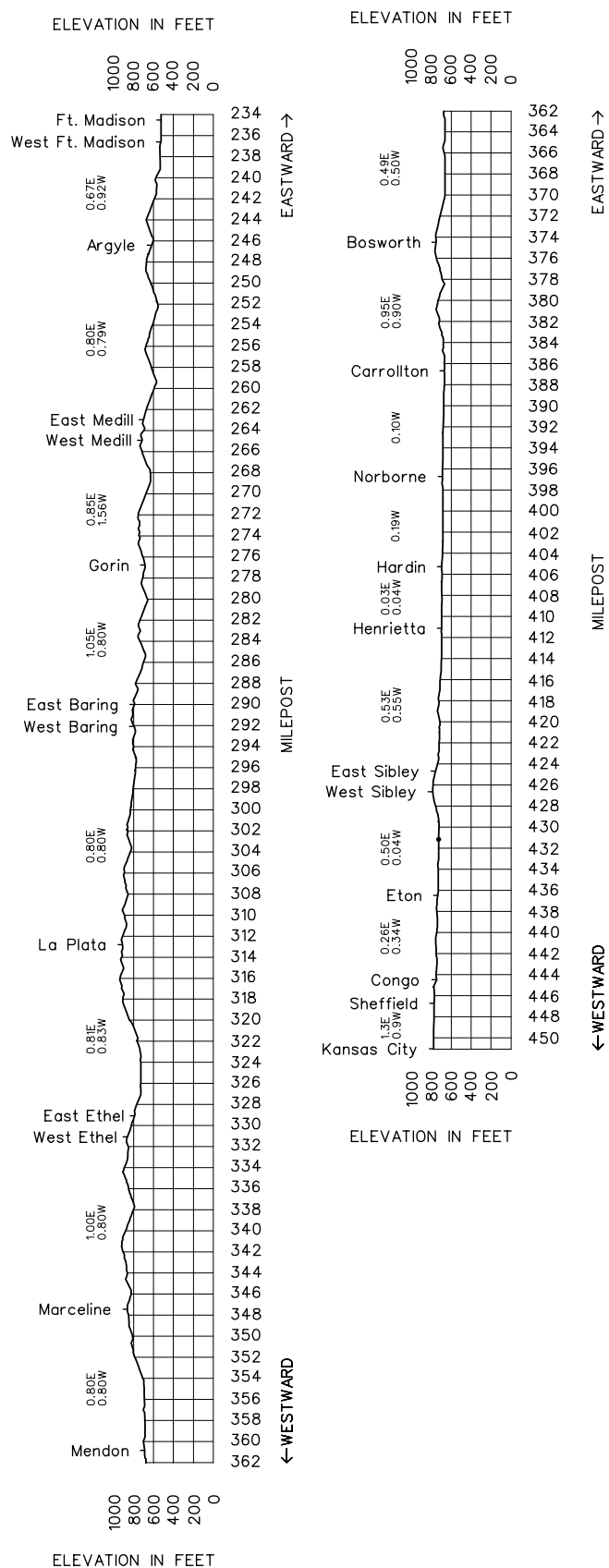
Line Segment Limits

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 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 M 2-East
Bucklin (Main 1)	341.5	3,200	East
Rothville (Main 1 & 2)	354.6	1,000	M 1-West M 2-East
Camden Spur (Main 1)	417.0	250	West
Floyd (Main 1 & 2)	421.7	3,500	M 1-West 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



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Mendota Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
		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	SOMONAUKE	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, Zearing, Buda, East and West Kewanee, Galva, and Wataga	35 MPH.	35 MPH.
Crossover MP 162.05 Pearl Street	30 MPH.	30 MPH.
except loaded coal and taconite trains	25 MPH.	

1(D). Speed—Other

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

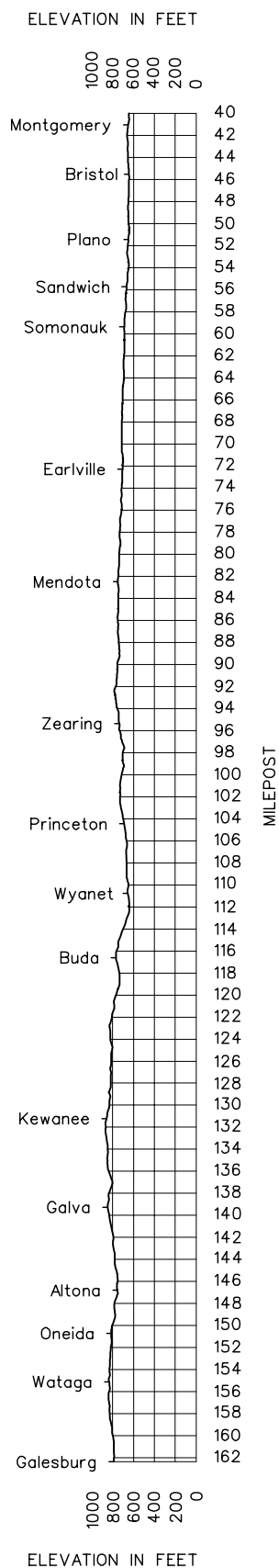
Line Segment Limits

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 WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Peoria Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EAST WARD
				EAST PEORIA						
				Between Peoria and East Peoria P&PU rules, timetable and special instructions govern.					2.4	
		73200	52.3	PEORIA	AR	TWC	108		4.8	
	7,050	73214	39.0	EDWARDS					7.9	
		73222	31.1	OAK HILL					5.5	
		73228	25.6	ELMWOOD					2.8	
	3,250	73232	22.8	YATES CITY	JT				12.6	
	6,211	73241	10.2	GILSON					5.7	
		73237	4.5	KNOXVILLE					4.4	
			0.1	CHAMBER ST.	JR				0.1	
		20126	0.0	GALESBURG	BMJTXR			54.7		

Radio Channel No. 85 in service.

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

Train Dispatcher Telephone Numbers

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

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

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

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

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

East Peoria to Galesburg 143 tons, Restriction B

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 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.

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

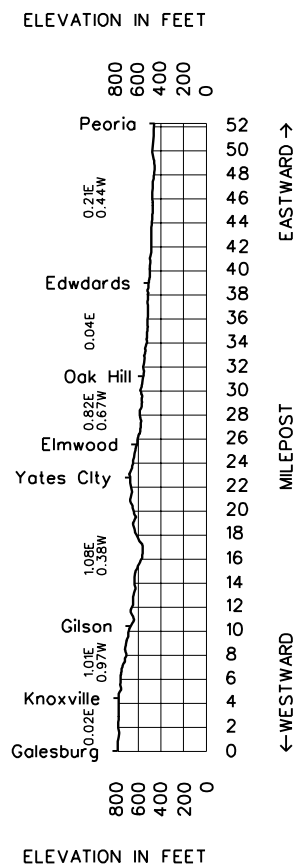
Road Line Segments**Line Segment Limits**

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

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

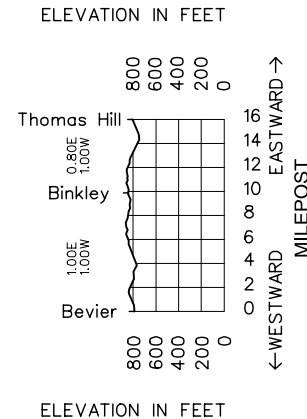
Road Line Segments

Line Segment Limits

1061 Thomas Hill to Bevier

9. Locations Not Shown as Stations—None

10. Grade Chart



Length of Siding (Feet)	Station Nos.	Mile Post	Yates City Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	73232	46.9	YATES CITY	JT	TWC	111	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	IPA VA				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 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.

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.

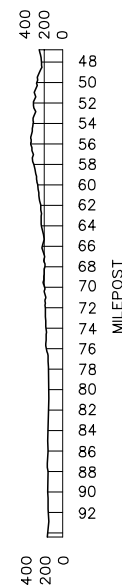
Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
MP 78.0 to MP 84.0

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

111 Yates City to Vermont

9. Locations Not Shown as Stations—None**10. Grade Chart**

ELEVATION IN FEET



ELEVATION IN FEET

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 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 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 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

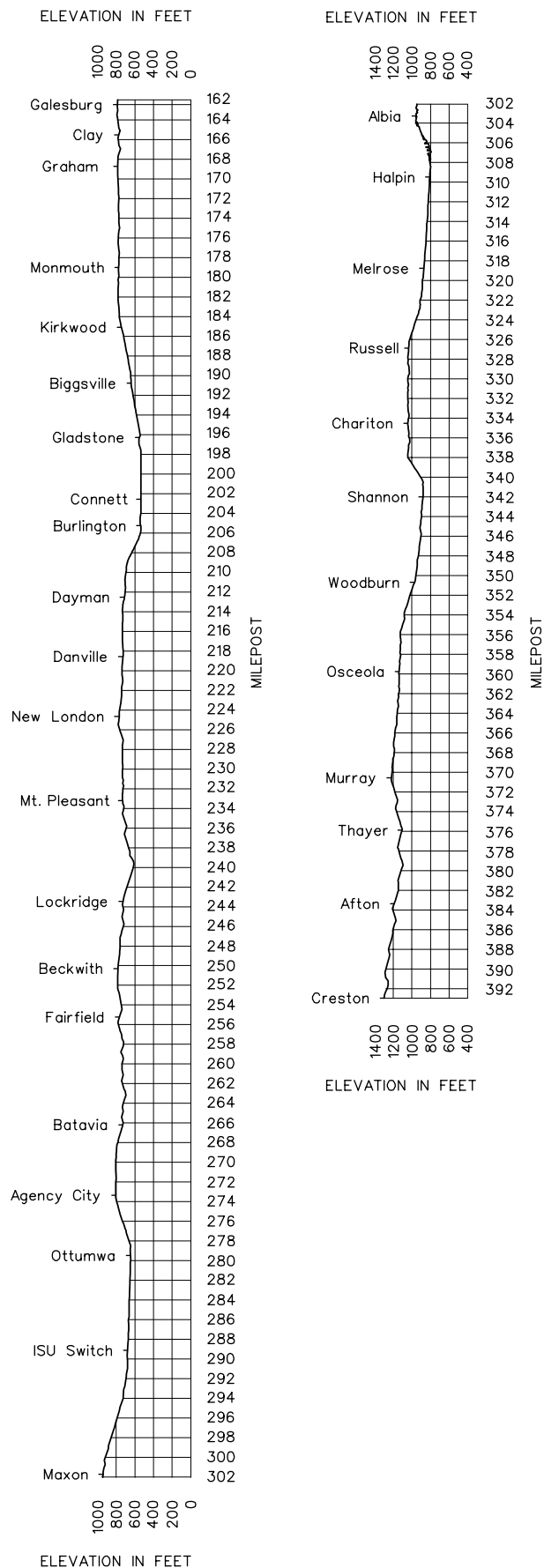
97 Graham Cutoff

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