



Galesburg Division

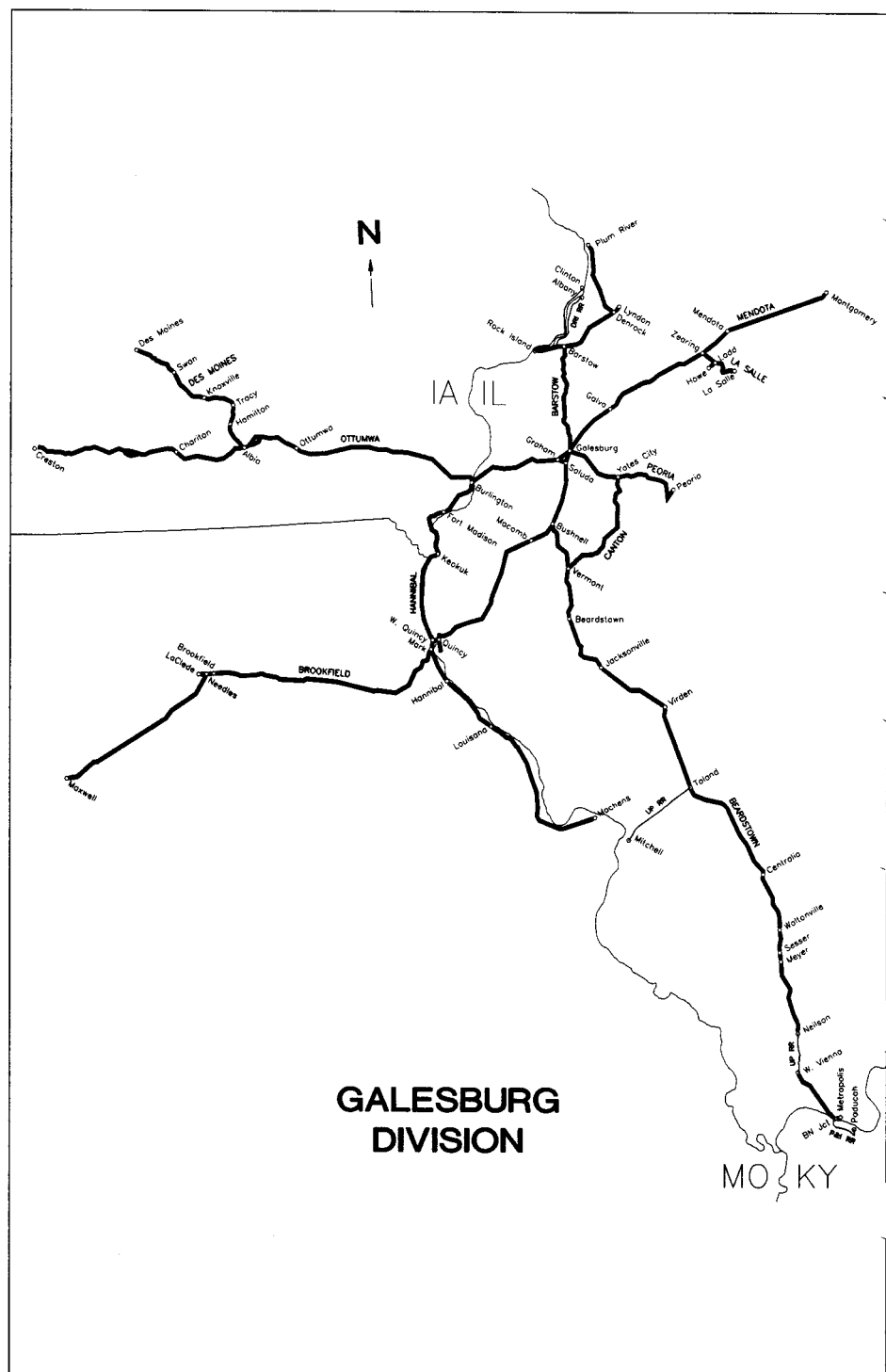
Timetable No.2

**IN EFFECT AT 0001
Central Continental Time**

Sunday October 30, 1994

**Division Superintendent
R.E. STEPHENS
Galesburg, Illinois
(309) 345-6488**

**See Back Cover for Division Operating Supervisor's Names, Locations
and Phone numbers**



WEST WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Mendota Subdiv MAIN LINE STATIONS			Distance from Montgom- ery	EAST WARD
					Trk	Rule 4.3	Oper		
		20001		41.0		MONTGOMERY	JX	0.0	
		20007		45.5		4.5 BRISTOL	X	4.5	
		20013		51.5		6.0 PLANO		10.5	
		20017		55.9		4.4 SANDWICH		14.9	
		20021		59.2		3.3 SOMONAUK	X(2)	18.2	
		20034		72.1		12.9 EARLVILLE	IX(2)	31.1	
				72.5		0.4 CNW Xing	I	31.5	
		20044		82.6		10.1 MENDOTA	BX(2)	41.6	
		20057	1	95.3	2MT	12.7 ZEARING	JX(2)	54.3	
		20066		104.2		8.9 PRINCETON		63.2	
		20072		110.7		6.5 WYANET		70.7	
		20078		116.6		5.9 BUDA	X(2)	75.6	
		20093		131.1		14.5 KEWANEE	X(2)	90.1	
		20101		139.3		8.2 GALVA	X(2)	98.3	
		20108		146.7		7.4 ALTONA		105.7	
		20112		150.8		4.1 ONEIDA		109.8	
		20117		155.1		4.3 WATAGA	X	114.1	
		20126		162.4		7.3 GALESBURG	BIJTX	121.4	

AAR Channel No. 85 in service on this Subdivision.

Train Dispatcher Calls: Somonauk-24, Mendota-23, Wyanet-29, Galva-20

Dispatchers Phone Numbers: Phone: (817) 234-6025, FAX: (817) 234-6062

1. Maximum Speeds Permitted-

	Passenger	Freight
Montgomery to Galesburg	79 MPH.	60 MPH.
Loaded Coal Trains		50 MPH.
Empty Coal Trains		60 MPH.
MP 72.5 to MP 72.57	40 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	60 MPH.	
MP 115.7 to MP 116.8	70 MPH.	
MP 116.8 to MP 1172	60 MPH.	
MP 130.9 to MP 131.9	55 MPH.	55 MPH.
Through crossovers between Main Tracks at:		
Bristol, Somonauk, Earlville, MP 80.4, Zearing, Buda, Kewanee, Galva, and Wataga	35 MPH.	35 MPH.
Mendota through Advance Track		10 MPH.
Galesburg Terminal-		
All tracks other than main tracks	Restricted Speed	
All turnouts unless otherwise specified		10 MPH.
Coach yard, Kansas City and Peoria wye tracks		10 MPH.
MP 161.7 to MP 162.4 Main 1 Westward and Main 2	30 MPH.	30 MPH.
MP 161.7 to MP 162.4 Main 1 Eastward	20 MPH.	10 MPH.
Crossover MP 162.05 Pearl Street	30 MPH.	30 MPH.
except loaded coal and taconite trains		25 MPH.
Bridge 106.58 and 110.26 cars heavier than 134 tons.		10 MPH.

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

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) may operate.

Six axle locomotives and six axle derricks not permitted on the New Idea Plant Track and Foundry Track 300 feet beyond clearance point at Sandwich.

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

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

MP 41.0 to MP 161.90 Montgomery to Galesburg

Multiple Main Track–

MP 41.0 to MP 161.90 Montogomery to Galesburg

4. General Code of Operating Rules Items–

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

Rule 10.2–Main track switches not equipped with electric locks:

MP 56.27	Main 1	Sandwich Green St.
MP 98.70	Main 1	West of Malden
MP 110.5	Main 2	Wyanet
MP 111.0	Main 1	Wyanet
MP 122.83	Main 2	Neponset
MP 123.47	Main 1	Neponset
MP 128.05	Main 2	East of Kewanee
MP 128.81	Main 2	Hyster Switch
MP 146.92	Main 1	Altona
MP 151.20	Main 1	West of Onieda
MP 155.43	Main 1	West of Wataga

5. Trackside Failed Equipment Detectors (FED)–NONE

Montgomery (EWD) MP 42.0 (DED Only) Both Tracks

B. Other FED locations:

Sandwich	MP 56.9 Both Tracks
Mendota	MP 85.5 Both Tracks
Wyanet	MP 110.9 Both Tracks
Galva	MP 142.6 Both Tracks

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.

Piano—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.

Somonauk—Trains using eastward siding must stop and protect movement over crossings.

8. Other Line Segments—

Yard Line Segments—

Line Segment	Yard
472	Galesburg Hump
809	Mendota
830	Galesburg Yard
831	Galesburg Rip Track
832	Galesburg Depot
833	Galesburg Tie Plant

Other Road Line Segments—NONE

9. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
20027 Leland	6.1 west of Somonauk	31	East
20040 Meriden	5.3 west of Earlville	19	West
20053 Arlington	8.8 west of Mendota	38	West
20060 Malden	3.1 west of Zearing	26	West
20085 Neponset	6.4 west of Buda	41	East

WEST WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Barstow Subdiv MAIN LINE STATIONS		Distance from Gales- burg	EAST WARD
						Rule 4.3	Oper		
		20126		1.0		GALESBURG	BIJTX	0.0	
	11,000	22002		3.4		2.4 BOUHAN		2.4	
		22005		6.3		2.9 HENDERSON		5.3	
		22012		13.0		6.7 RIO		12.0	
	8,561	22018		18.6		5.6 ALPHA		17.6	
		22022		23.0		4.4 OPHIEM		22.0	
		22025		26.3		3.3 LYNN		26.3	
		22029		30.5		4.2 ORION		29.5	
	9,791	22034		34.8		4.3 WARNER		33.7	
		22039	6	39.4		4.6 BRIAR BLUFF	CTC	38.4	
		22040		40.6		1.3 COLONA		40.7	
				40.8		0.1 IOWA			
	4,932	22043		43.8		INTERSTATE XING	A	40.8	
	9,470	22057		58.4		3.0 BARSTOW	T	42.8	
		22062		62.1		14.6 HILLSDALE		57.4	
		22068		68.3		3.7 ERIE		61.1	
	9,912	22071		71.7		6.2 DENROCK		67.3	
		22076		77.0		3.4 FENTON		70.7	
	10,995	22086		86.6		5.3 SAM		76.0	
				96.7		9.6 EBNER		85.6	
						10.1 PLUM RIVER	JX	95.7	

AAR Channel No. 87 in service on this Subdivision.

Train Dispatcher Calls: Alpha-50, Barstow-51, Savanna-52.

C&I Dispatcher Phone Numbers: Phone (817) 234-6022, FAX: (817) 234-6058

1. Maximum Speeds Permitted-

Freight

Galesburg to Plum River	60 MPH.
MP 1.0 to MP 1.5	35 MPH.
MP 12.6 to MP 13.01	25 MPH.
MP 13.01 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 43.0	30 MPH.
MP 43.0 to MP 44.0	25 MPH.
MP 47.8 to MP 48.45	25 MPH.
MP 61.5 to MP 62.7	40 MPH.
MP 68.0 to MP 68.4	25 MPH.
MP 96.3 to MP 96.7	35 MPH.

Galesburg Terminal-

All tracks other than main tracks	Restricted Speed
All turnouts unless otherwise specified	10 MPH.
Coach yard, Kansas City and Peoria Wye tracks	10 MPH.
Through turnouts entering controlled sidings at following location:	
W. Switch Bouhan, Alpha and Warner	20 MPH.

Through turnouts leaving controlled sidings at following locations after engine passes signal authorizing movement:

W. Switch Bouhan, Alpha, and Warner	35 MPH.
Siding Barstow	10 MPH.
Through crossover MP 96.7 (Plum River)	35 MPH.
Loaded coal, ore, potash, grain and ballast trains through sidings	10 MPH.
Bridge 251.41 Rock Island cars heavier than 138 tons	10 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
Barstow to Rock Island	143 tons
Rock Island to Davenport	131.5 tons
Denrock to Lyndon	134 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) may operate only between Galesburg and Plum River.

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

Rock Island .. No. 2 repair track
Rock Island Sash & Door Co.
Illinois Oil Track
All tracks lower yard

Alpha Elevator track

Denrock to Lyndon

Six axle locomotives and derricks not permitted.

3. Type of Operation—

CTC—in effect:

MP 1.0 to MP 96.7 Galesburg to Plum River

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 between:

Term. Jct. Rock Island and Barstow— 11.0 miles
Denrock and Lyndon—3.1 miles

Rule 10.2—Main track switches not equipped with electric locks:

MP 19.10	Alpha	Morman's
MP 51.54	Joslin	West Switch
MP 62.63	Erie	Main Street
MP 71.50	East Fenton	Elevator Track
MP 77.30	Sam	Peat Plant
MP 88.60	Thomson	
MP 91.10	East Sugar Plant	
MP 91.50	West Sugar Plant	

5. Trackside Failed Equipment Detectors (FED)—NONE

Colona (WWD) MP 40.1 (DED Only)

B. Other FED locations:

Orion	MP 29.6
Colona (EWD)	MP 40.1 (DED Only)
Erie	MP 64.7

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 8.0 to MP 9.0
Between MP 92.0 to MP 93.0

Iowa Interstate Crossing— Interlocking MP 40.8

When interlocking signals indicate stop, trainman or engineman must contact BN 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.

Between Term. Jct Rock Island and Clinton— Soo Line Timetable governs.

8. Other Line Segments—

Yard Line Segments—

Line Segment	Yard
814	Barstow
815	Terminal Jct Rock Island
817	Clinton
819	Moline

Other Road Line Segments—

Line Segments	Limits	Mileposts
7	Barstow to Terminal Jct Rock Island	241.0 to 252.2
8	Denrock to Lyndon	24.8 to 27.9

9. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
71662 Lyndon	3.1 from Denrock	300	East
22051 Joslin	7.9 west of Barstow	10	East
22088 Thomson	2.0 west of Ebner	3	West
72204 Silvis Transfer	4.0 from Barstow	8	West
72205 East Moline	5.0 from Barstow	25	Both
72208 Moline	8.0 from Barstow	34	Both
72211 Terminal Junction	11.0 from Barstow	120	Both
72212 Rock Island	12.0 from Barstow	Yard	Both

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Ottumwa Subdiv MAIN LINE STATIONS			Distance from Gales- burg	EAST WARD ↑
					Trk	Rule 4.3	Oper		
		20126		162.4		GALESBURG	BIJTX	0.0	
				162.6		0.2 A PLANT	I	0.2	
				163.4		0.8 ACADEMY	I	1.0	
		20130		168.4		5.0 GRAHAM	IJ	6.0	
		20141		179.0	DT	10.6 MONMOUTH	X(2)	ABS 16.6	
		20146		185.0		5.8 KIRKWOOD	X	TWC 22.6	
		20158		196.1		11.1 GLADSTONE	X	33.7	
				202.4		6.3 CONNETT	X(2)	40.0	
		20167		205.4	2MT	3.0 BURLINGTON	IBJX	CTC 43.0	
		20171		209.3		3.9 W BURLINGTON	TX(2)	46.9	
		20174		212.5		3.2 DAYMAN	TX	50.1	
		20186		224.6		12.1 NEW LONDON	X	62.2	
		20195		233.2		8.6 MT PLEASANT	X(2)	70.8	
		20212		250.1		16.9 BECKWITH	X	87.7	
		20217		255.4	DT	5.3 FAIRFIELD	X(2)	ABS 93.0	
		20228		266.1		10.7 BATAVIA	X	TWC 103.7	
		20241		279.6		13.5 OTTUMWA	X(2)	117.2	
				280.4		0.8 SOO LINE Xing	IX	118.0	
		20251		289.1		8.7 ISU SWITCH	X	126.7	
		20263		300.8		12.8 MAXON	X(2)	139.5	
		20265		303.7	2MT	1.8 ALBIA	J	CTC 141.3	
		20269		309.7		6.0 HALPIN	X(2)	147.3	
		20280		318.6		8.9 MELROSE	X	156.2	
		20288		326.8	DT	8.2 RUSSELL	X	164.4	
		20296		334.3		7.5 CHARITON	TX	171.9	
				342.0		7.7 SHANNON	X(2)	179.6	
		20312		350.6		8.6 WOODBURN	X	ABS 188.2	
		20321		359.9		9.3 OSCEOLA	X	TWC 197.5	
		20332		370.4	2MT	10.5 MURRAY	X	208.0	
		20337		376.0		5.6 THAYER	X	213.6	
		20345		383.6		7.6 AFTON	X	221.2	
		20355		392.9		9.3 CRESTON	BKTX	230.5	

AAR Channel No.39 in service Galesburg to Creston.

Train Dispatcher Calls: Kirkwood-70, Mount Pleasant-71, West Burlington-72,
Fairfield -73, Ottumwa -74, Albia (BN) -75. Chariton -78,
Osceola-79, Creston East-70.

MP 391.0 to Creston is part of and under the jurisdiction of the Lincoln Division

Dispatcher Phone Numbers:

Creston Dispatcher-Phone; (817) 234-6029, FAX: (817) 234-6068

1. Maximum Speeds Permitted—	Passenger	Freight
Galesburg to Creston	79 MPH.	60 MPH.
Loaded unit coal trains		50 MPH.
Empty coal trains		60 MPH.
Against the current of traffic on double track	59 MPH.	49 MPH.
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.
Galesburg Terminal—		
All tracks other than main tracks	Restricted Speed	
All turnouts unless otherwise specified		10 MPH.
Coach yard, Kansas City and Peoria wye tracks		10 MPH.
Waterman and Graham	35 MPH.	35 MPH.
Graham cut-off track MP 165.2 to MP 164.3	10 MPH.	10 MPH.
Through turnouts Graham	35 MPH.	35 MPH.
Through turnout Clay Switch MP 165.48	35 MPH.	35 MPH.
MP 169.0 Eastward track	70 MPH.	
MP 169.0 Westward track	50 MPH.	50 MPH.
MP 170.0 Eastward track until head end by signal		55 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 Westward Track	60 MPH.	60 MPH.
MP 190.1 Westward track until head end by signal		55 MPH.
MP 203.0 to MP 204.0	60 MPH.	50 MPH.
MP 204.0 to MP 204.8	40 MPH.	20 MPH.
MP 204.8 to MP 205.9	12 MPH.	12 MPH.
MP 205.9 to MP 206.8	20 MPH.	20 MPH.
MP 206.8 to MP 209.0	50 MPH.	40 MPH.
MP 209.0 to MP 211.0		50 MPH.
MP 224.8 Eastward track until head end by signal		55 MPH.
MP 232.8 to MP 233.8 Head end of train	60 MPH.	50 MPH.
MP 235.5 Westward track until head end by signal		55 MPH.
MP 243.0 to MP 250.0		
Against the current of traffic on westward track	40 MPH.	25 MPH.
MP 255.0 to MP 256.0 Fairfield— headend of trains moving with current of traffic over street crossing	60 MPH.	50 MPH.
MP 276.5 to MP 277.6	60 MPH.	50 MPH.
MP 277.6 to MP 279.0	40 MPH.	30 MPH.
MP 279.0 to MP 280.6	30 MPH.	25 MPH.
MP 280.6 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 302.2 Main 2	40 MPH.	35 MPH.
MP 302.2 to MP 308.3 Main 2	50 MPH.	40 MPH.
MP 303.6 and MP 304.4 Main 1 Head end of train	40 MPH.	25 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 327.0 Eastward track until head end by signal		55 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 Westward track	50 MPH.	40 MPH.
MP 343.6 to MP 343.8	70 MPH.	
MP 351.5 to MP 354.8 Eastward track	55 MPH.	45 MPH.
MP 353.3 to MP 353.5 Westward track	70 MPH.	
MP 359.5 to MP 360.4 Head end of trains moving with the current of traffic	60 MPH.	50 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.
Chillicothe—Forward or reverse movement through ISU Dump		3 MPH.
Osceola—Old main track north yard		5 MPH.
Loaded ore trains—Bridge 204.66 and 284.12 adjacent track must be clear of traffic while ore train passes over bridge .		
Cars heavier than 134 tons on the following bridges:		
204.66 adjacent track to be clear		10 MPH.
284.12		10 MPH.
235.85		25 MPH.
239.24		25 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

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) may operate.

Charlton—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 and Batavia.

3. Type of Operation—

Rule 6.13 – Yard Limits in effect:

Creston— MP 391.0 to MP 393.75.

TWC— In effect:

Graham MP 168.4 to CTC Connet MP 202.4

CTC Burlington MP 206.7 to CTC Maxon MP 300.8

CTC Halpin MP 309.9 to Creston MP 391

CTC—in effect:

MP 202.4 to MP 206.7 Connett to Burlington

MP 300.8 to MP 309.9 Maxon to Halpin

ABS—in effect:

MP 168.4 to MP 202.4 Graham to Connett

MP 206.7 to MP 300.8 Burlington to Maxon

MP 309.9 to MP 391.0 Halpin to Creston

Computerized Track Warrant Control (CTWC) is in use on this subdivision. Between MP 339.5 and MP 391.0, Charlton to Creston, track is signaled in both directions. There is no current of traffic. When Track Warrant authority item 2, 3 or 4 is issued on multiple main tracks, Main 1 will be designated as Westward track and Main 2 will be designated as Eastward track on track warrant.

Multiple Main Tracks—

MP 202.4 to MP 206.7 Burlington

MP 300.8 to MP 309.9 Maxon to Halpin

MP 339.5 to MP 391.0 MP 339.5 to Creston

Double Track—

MP 168.4 to MP 202.4 Graham to Connett

MP 206.7 to MP 300.8 Burlington to Halpin

MP 309.9 to MP 339.5 Halpin to MP 339.5

4. General Code of Operating Rules Items—

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

5. Trackside Failed Equipment Detectors (FED)–NONE

Gladstone (WWD) MP 200.7 (DED Only) Both Tracks
 Burlington (EWD) MP 206.7 (DED Only) Westward Track
 Burlington (EWD) MP 209.1 (DED Only) Eastward Track

B. Other FED locations:

Gladstone MP 193.3 Both tracks
 Mt. Pleasant MP 229.9 Both tracks
 Fairfield MP 251.6 Both tracks
 Russell MP 328.0 Both tracks
 Osceola MP 356.7 Both tracks

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.

Regarding Stations with Crossovers indicated in Station Column

Following Stations have both Facing and Trailing Point Hand Throw Crossovers: Monmouth, Mt. Pleasant, Fairfield, Ottumwa, and Shannon.

Following Stations have Facing point Only

Biggsville–MP 190.6, Dayman, Bativa, ISU Switch, MP 333.2–Woodburn, MP 357.9

All other Stations have Trailing Point Only

Galesburg–Hump Repeater Signals Galesburg Terminal in the following locations:

MP 166.1 – East of Hump Lead, North of Graham Extension Bridge

MP 166.3 – East of Hump Lead, South of Graham Extension Bridge

MP 166.9 – Between Quincy Main and Hump Lead

Aspects displayed by these two signals will be identical to those displayed by the Hump Signal located at the Hump Crest.

A green aspect will indicate hump fast, to allow trains to be brought up to humping position at normal yard speed. A yellow aspect will indicate hump slow, to advise hump engines to reduce to humping speed. A red aspect will be displayed to indicate hump stop, advising hump engines on the Hump Lead to stop, and communicate with the Yardmaster via radio.

These special signal aspects govern humping operation only, and are not a part of automatic block, CTC, or interlocking systems. Verbal authority from Yardmaster or Engine Foreman will supersede the indication of these Repeater Signals.

All trains entering the East Running Track via the East–Way Track must communicate with yard control before doing so.

Monmouth– Stop and protect movement at Highway 34 and North Main Street in North Yard When crossing signals not working.

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

Trains and engines using lead track across Highway 34 (Mt. Pleasant Street) and Highway 406 (Agency Street) must stop before crossing grade crossing and members of the crew must stop vehicular traffic in both directions before proceeding across crossing.

Account close clearance, engines must not occupy the Chittenden and Eastman stub track between Third and Main Streets when other trains are using Main 2 at this location.

Road crews prohibited from operating on wye tracks.

Agency– Trains must not occupy crossing at MP 273.2 to MP 272.9 on run around track until warning systems are activated.

Creston–Eastward trains upon departure at Creston must provide departure time to Ottumwa dispatcher prior to MP 391.0.

8. Other Line Segments–**Yard Line Segments–**

<u>Line Segment</u>	<u>Yard</u>
834	Burlington
835	West Burlington
836	Ottumwa
837	Chariton

Other Road Line Segments–

<u>Line Segment</u>	<u>Limits</u>	<u>Mileposts</u>
97	Graham Cutoff	164.6 to 168.4

9. Locations not Shown as Stations–

<u>Name</u>		<u>Miles–Location</u>	<u>Capacity Cars</u>	<u>Switch Opens</u>
20133	Cameron	3.2 west of Graham	10	Both
20152	Biggsville	5.7 west of Kirkwood	20	East
20180	Danville	6.4 west of Dayman	10	East
20202	Rome	7.0 west of Mt Pleasant	10	East
20205	Lockridge	10.5 west of Mt Pleasant	15	Both
20235	Agency	7.3 west of Batavia	80	East
20304	Lucas	1.1 west of Shannon	22	West

WESTWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Brookfield Subdiv MAIN LINE STATIONS			Distance from Galesburg	EASTWARD
					Trk	Rule 4.3	Oper		
		20126	11	162.4		GALESBURG	BIJTX	0.0	
				162.9		0.5			
						KNOX ST	IJ	0.5	
				164.3		1.4			
						THIRWELL	I	1.9	
				166.0		1.7			
		25004				WATERMAN	IJT	3.6	
						1.9			
		25005		168.1		SALUDA	I	5.7	
						4.2			
11,081	25010			172.3		ABINGDON		9.9	
9,833	25020			182.8		10.5			
						AVON		20.4	
						8.6			
		25029		191.4		BUSHNELL	J	29.0	
						0.1			
				191.5	2MT	TP&W Xing	I	29.1	
						10.8			
7,130	25040			202.3		MACOMB		39.9	CTC
6,934	25047			209.3		7.0			
						COLCHESTER		46.9	
7,300	25063			225.9		16.6		63.5	
6,605	25073			235.2		9.3			
						GOLDEN		72.8	
7,560	25078			240.9		5.7			
						CAMP POINT		78.5	
6,890	25091			254.2		13.3		91.8	
						EWBANKS			
				258.5		4.3		95.1	
						QUINCY			
	73801			261.5		3.0		99.1	
						QUINCY JCT			
				263.4		1.9			
7,500	25101		14	136.9		WEST QUINCY	BJTX	101.0	
						2.8			
BETWEEN WEST QUINCY AND MARK OPERATE ON HANNIBAL SUBDIVISION									
		25104	14	134.1					
			15	5.7		MARK	JT	103.8	
		25107		7.1	2MT	1.4			
						NORTH RIVER	JT	105.2	
7,352	25112			14.5		7.4		112.6	
						PALMYRA			
7,201	25130			32.8		18.3		130.9	
7,219	25139			41.7		CARD			
						8.9			
7,807	25161			62.9		LAKENAN		139.8	
						21.2			
		25168		70.4		ANABEL		161.0	
						7.5			
		25173		76.2		MACON		168.5	
						5.8			
8,310	25177			78.9		BEVIER	J	174.3	
						2.7			
		25184		86.0		CALLAO		177.0	
						7.1			
7,680	25192			93.9		NEW CAMBRIA		184.1	CTC
						7.9			
		25202		104.1		BUCKLIN		192.0	
						10.2			
12,123	25204			106.9		BROOKFIELD	B	202.2	
7,206	25215			118.1		2.8			
			17			NEEDLES		205.0	
						11.2			
						SUMNER		216.2	
						0.1			
7,039	25227			130.2		WG RY Xing	A	216.3	
						12.0			
7,171	25239			141.9		HAMM		228.3	
						11.7			
7,059	25250			153.5		AALBERG		240.0	
						11.6			
7,191	25263			166.3		PERSONS		251.6	
						12.8			
						THIEHOFF		264.4	
						11.4			

WEST WARD ↓	Brookfield Subdiv MAIN LINE						↑ EAST WARD
	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 4.3 Oper	Distance from Gales- burg
	7,084	25275		177.7	MAXWELL	J	275.8

BETWEEN MAXWELL AND BIRMINGHAM

NS RR RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN

2,417	25291	216.2	BIRMINGHAM	I	291.5
		221.5	BLOCK 222	I	296.8
		224.0	BLOCK 224	I	299.3
	25300	224.6	KANSAS CITY BIJKT		300.5

AAR Channel No. 66 in service Galesburg to West Quincy.

AAR Channel No. 85 in service West Quincy to Maxwell

AAR Channel No. 17 in service at West Quincy

AAR Channel No. 17 in service at Brookfield

Train Dispatcher Calls: Bushnell-21, Colchester-25, Camp Point-23, Quincy Jct-24,
Palmyra-26, Monroe City-27, Shelbina-28, Macon-29, New Cambria-21, Brookfield-20,
Hale-23, Aalberg-24, Thlehoff-25

Dispatchers Telephone Numbers:

K-Line Disp.-Galesburg to West Quincy (817) 234-6027, FAX: (817) 234-6066

Kansas City Disp.-West Quincy to Maxwell (817) 234-6028, FAX: (817) 234-6067

From Maxwell to Kansas City is part of and under the jurisdiction of the
Kansas City Division

1. Maximum Speeds Permitted-	Passenger	Freight
Galesburg to West Quincy	79 MPH.	60 MPH.
Loaded coal trains		50 MPH.
Empty coal trains		60 MPH.
MP 162.4 to MP 163.0 Quincy Main	10 MPH.	10 MPH.
MP 164.3 (Head End Only) over hub center crossing	25 MPH.	25 MPH.
MP 163.0 to MP 167.0 Quincy Main	59 MPH.	50 MPH.
Galesburg Terminal-		
All tracks other than Main Tracks		Restricted Speed
All turnouts unless otherwise specified		10 MPH.
Coach yard, Kansas City and Peoria wye tracks		10 MPH.
Trains departing off R&D lead after through all other turnouts may operate through turnout MP 168.0 Saluda		35 MPH.
Through turnout MP 188.9	35 MPH.	35 MPH.
MP 191.4 to MP 191.5	40 MPH.	25 MPH.
Bushnell on connection track to T.P.W. Railroad		5 MPH.
Through crossover MP 192.3	30 MPH.	30 MPH.
Through crossover MP 192.4	35 MPH.	35 MPH.
MP 202.6 to MP 202.7	40 MPH.	40 MPH.
MP 240.0 to MP 244.5		70 MPH.
MP 258.5 to MP 260.0	40 MPH.	40 MPH.
MP 260.0 to MP 263.4	30 MPH.	25 MPH.
Through turnouts MP 263.2 to MP 263.4	30 MPH.	25 MPH.
East Leg of Wye West Quincy	10 MPH.	10 MPH.
Through turnouts of controlled sidings unless otherwise indicated	20 MPH.	20 MPH.

Through turnouts leaving controlled sidings Abingdon and Avon after engine passes signal authorizing movement	35 MPH.
Through turnouts leaving controlled sidings Macomb, Colchester, Augusta, Golden, Camp Point and Ewbanks after engine passes signal authorizing movement	30 MPH.
West Quincy to Kansas City	60 MPH.
Loaded unit trains, except intermodal:	
Between Needles MP 106.9 and Maxwell MP 177.7	30 MPH.
MP 6.7 to MP 8.6 Main 2	35 MPH.
Through turnouts MP 6.7 to MP 8.6	35 MPH.
Through turnouts and on wye track between North River and Falk	20 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 Head end of train	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 107 to MP 177.7	50 MPH.
MP 118.1—over crossing diamond Sumner	35 MPH.
MP 170.3 and MP 170.5 head end of train	25 MPH.
Through turnout to NS at Maxwell	35 MPH.
Through turnout MP 216.2	20 MPH.
Through turnout MP 218.9	10 MPH.
MP 216.2 to MP 221.5	35 MPH.
MP 221.5 to MP 224.4 (including turnouts)	20 MPH.
Birmingham to Liberty	20 MPH.
Sumner and Hale on elevator and interchange tracks	5 MPH.
Through sidings	10 MPH.
except Card, Lakenan, Anabel, Callao and Bucklin	20 MPH.
Through turnouts of controlled sidings unless otherwise indicated	20 MPH.
Through turnouts leaving controlled sidings Card, Lakenan, Anabel, Callao and Bucklin after engine passes signal authorizing movement ..	35 MPH.
Loaded coal trains between Maxwell and Mark must not operate on sidings or Brookfield Yard, except may operate on sidings Card, Lakenan, Callao, Bucklin and Needles Bridge 82.54 Callao, cars heavier than 134 tons.	
	10 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
Birmingham to Kearney	143 tons
Needles to LaCade	143 tons
24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) may operate only between Galesburg and Kansas City.	

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

Abingdon—Pottery track
 Bushnell—Roseville Lead, Archer Daniel Midland
 Macomb—NTN Bower, FS Fertilizer
 Brookfield—North Pit and Back Lead

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

Palmyra—Industrial track

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

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

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

MP 167.9 to	MP 263.4	Galesburg to West Quincy
MP 5.7 to	MP 177.8	Mark to Maxwell
MP 216.2 to	MP 224.6	Birmingham to Kansas City

TWC Instructions—

Train Orders involving joint trackage between Birmingham and Block 224 will be issued to all NS trains by the NS train dispatcher. NS clearance form will meet the requirements for BN Track Warrants and Track Bulletins

Multiple Main Tracks—

MP 188.9 to	MP 192.4	Bushnell
MP 6.7 to	MP 8.6	North River
MP 216.2 to	MP 224.6	Birmingham to Kansas City

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 between Needles and LaCleda—2.2 miles

Industrial Track between Birmingham and Kearney—17.1 miles

Rule 10.2—Switches not equipped with electric locks:

MP 200.58	Macomb	MP 30.18	Monroe City
MP 202.05	Macomb	MP 46.58	Shelbina
MP 217.56	Colmar	MP 48.46	MFA West of Shelbina
MP 232.63	La Prairie	MP 59.22	Clarence
MP 240.87	Camp Point	MP 93.79	House Track, Bucklin

5. Trackside Failed Equipment Detectors (FED)—NONE

Quincy (WWD) MP 259.5 (DED Only)

West Quincy (EWD) . . . MP 263.2 (DED Only)

B. Other FED locations:

Prairie City	MP 187.4
Augusta	MP 230.8
Hunnewell	MP 36.1
Clarence	MP 59.3
Callao	MP 77.9
Cotter	MP 135.2

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 at:

MP 176 to	MP177	between Abingdon and Avon
MP 238 to	MP239	between Golden and Camp Point
MP 100 to	MP101	between Bucklin and Brookfield
MP 20 to	MP 21	between Palmyra and Card
MP 109 to	MP110	between Needles and Sumner
MP 173 to	MP174	between Thiehoff and Maxwell

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

Bushnell— When operating on TPW interchange track movement must be stopped before occupying Highway 9 and Front Street crossings and crew member on ground must provide warning to vehicular traffic before proceeding.

Colmar—Trains using Elevator Track must provide flag protection over grade crossing.

Maxwell—The westward signal off BN trackage governing movement onto NS trackage displays BN aspects. Movement should be in compliance with BN signal rules.

Space Center, Inc.— (Formerly Underground Storage) at Randolph, Missouri the following restrictions must be observed by crews performing switching at this industry. Look out for close side and overhead clearance on all tracks.

1. On the east, or freezer track, and the west, or dry track, railroad employees are prohibited from coupling or uncoupling cars inside the cave, except from the engine.
2. On double tracks, cars being moved in and out of the cave shall remain connected, and shall not be individually spotted. All coupling or uncoupling of cars inside the cave shall be done from the ground between the tracks; and railroad employees should not set or release hand brakes within the cave.

Kansas City— Interlocking in effect between MP 225.5, Fifth Street and begin CTC sign MP 223.9 Block 224. Interlocking remotely controlled from Ustick Tower.

If a BN train arriving Murray yard from the Brookfield Subdivision does not have information for a continuous move into the yard, the train must be stopped east of Tenth and Bedford Avenue crossing until such information is received.

Crews Operating between Birmingham and Kansas City must include Kansas City Division Superintendent on all messages involving accidents, injuries, defects in track, bridges, signals, or any unusual condition affecting the operation of the railroad.

8. Other Line Segments—

Yard Line Segments—NONE

Road Line Segments

Line Segment	Limits	Mileposts
15	Needles to La Clede	106.9 to 110.0
18	Birmingham to Kearney	216.2 to 199.1

9. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
25023 Prairie City	2.7 west of Avon	8	East
25033 Bardolph	4.5 west of Bushnell	10	East
25049 Tennessee	2.4 west of Colchester	22	East
25055 Colmar	8.2 west of Colchester	18	West
25059 Plymouth	12.5 west of Colchester	20	East
25070 La Prairie	6.4 west of Augusta	5	West
25085 Paloma	7.3 west of Camp Point	25	East
25121 Ely	9.3 west of Palmyra	40	East
25128 Monroe City	15.7 west of Palmyra	25	Both
25135 Hunnewell	4.0 west of Card	31	Both
25144 Shelbina	4.9 west of Lakenan	20	Both
25157 Clarence	17.3 west of Lakenan	15	Both
25221 Hale	6.4 west of Sumner	31	Both
25293 Randolph	2.6 west of Birmingham	78	Both
27002 LaClede	2.2 from Needles	22	Both
76406 Liberty			
76416 Kearney	17.1 from Birmingham		

WEST WARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Thomas Hill Subdiv Branch Line Stations STATIONS			Distance from Thomas Hill	TWC
					Trk	Rule 4.3	Oper		
		25170	1061	16.0		THOMAS HILL		0.0	
		25171		9.9		6.1 BINKLEY		6.1	
		25173		0.0		9.9 BEVIER	J	16.0	

AAR Channel No. 85 in service on this Subdivision

Train Dispatcher Calls: Macon 29

Dispatchers Telephone Number: (817) 234-6028 FAX: (817) 234-6067

- Maximum Speeds Permitted** **Freight**
Thomas Hill to Bevier 25 MPH.
- Bridge and Equipment Weight Restrictions-**
Maximum Gross Weight of Car:
Thomas Hill to Bevier 143 tons
- Type of Operations-**
TWC -In Effect:
MP 16.0 Thomas Hill to MP 0.0 Bevier
- General Code of Operating Rules-**
Rule 6.19-When flagging is required, distance will be 1.5 miles
- Trackside Failed Equipment Detectors (FED)-NONE**
- FRA Excepted Track-NONE**
- Special Conditions-**
Thomas Hill-The track beyond MP 16.0 is track other than main track. Rule 6.28 applies.
- Other Line Segments-NONE**
- Locations not Shown as Stations-NONE**

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Hannibal Subdiv MAIN LINE STATIONS			Distance from Burling- ton	EAST WARD ↑
					Trk	Rule 4.3	Oper		
		20167		220.3	BURLINGTON	BJY		0.0	
		26212		216.4	3.9 KEMPER			3.9	
		26205		209.9	6.5 WEVER			10.4	
6,257	26203			207.7	2.2 SINCLAIR SWITCH			12.6	
	26198			200.0	7.7 FORT MADISON			20.3	
7,900	26185			189.3	11.7 MONTROSE			31.0	
	26180			185.5	3.8 GATEWAY			34.8	
	26178			183.3	2.2 SANDUSKY			37.0	
	26173			177.9	5.4 KEOKUK	BJY	TWC	42.4	
8,056	26162	14		166.6	11.3 GREGORY			53.7	
	26152			156.2	10.4 CANTON			64.1	
	26146			150.1	6.1 LA GRANGE			70.2	
8,517	26144			148.1	2.0 GRIFFITH			72.2	
7,500	25101			136.9	11.2 WEST QUINCY	BJTY		83.4	
	25104			134.1	2.8 MARK	J		86.2	
7,176	26132			131.5	2.6 FALK	J	CTC	88.8	
				120.8	10.7 NS Xing	I		99.5	
9,300	26119			119.7	1.1 HANNIBAL			100.6	
8,603	26104			104.3	15.4 ASHBURN			116.0	
	26094			94.1	10.2 LOUISIANA			126.2	
				93.6	0.5 GWWR Xing	A	TWC	126.7	
6,205	26086			86.4	7.2 DUNDEE		ABS	133.9	
10,237	26068			68.2	18.2 ELSBERRY			152.1	
7,335	26052			51.6	16.6 OLD MONROE			168.7	
7,009	26044			44.4	7.2 GIBBS			175.9	
10,243	26027			26.9	17.5 MACHENS		CTC	193.4	
10,620	26020			20.4	6.5 WEST ALTON			196.9	
8,924	26015			14.9	5.6 SPANISH LAKE			202.5	
	26009	14		9.4	5.4 BADEN	J		207.9	

ON TRRA BELT BETWEEN BADEN AND NORTH ST LOUIS,
TRRA RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

	26007	14	7.2		NORTH ST LOUIS	BJT	CTC	210.1
	26004		4.2		3.0 NORTH MARKET	IJ		213.4

BETWEEN NORTH MARKET AND GRAND AVENUE
TRRA RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

			2.1	2MT	GRAND AVENUE	IJY		219.1
			5.3		3.2 KNOX AVENUE	Y		222.3
	92007	1002	7.1	Rule 105	1.8 LINDENWOOD	BIJK		224.1
					(See Item 3)			

AAR Channel No. 70 in service Burlington to West Quincy.
AAR Channel No. 87 in service West Quincy to Lindenwood.
AAR Channel No. 17 in service at Keokuk Yard and West Quincy Yard

Train Dispatcher Calls: Kemper-30, Ft. Madison-31, Keokuk-32, Canton-36,
Hannibal-35, Louisiana-37, Elsberry-38, Old Monroe-39, Griffith-34,
North St. Louis-32, Falk-71.

Dispatcher Phone Numbers:

Kansas City Disp-Burlington to W. Quincy Phone (817)234-6028, FAX: (817) 234-6067

K-Line Disp. Quincy to No. Market Phone (817) 234-6027, FAX: (817) 234-6066

From Machens to Lindenwood is part of and under the Jurisdiction of the River Division

1. Maximum Speeds Permitted-

	Freight
Burlington to West Quincy	49 MPH.
West Quincy to No. St. Louis	60 MPH.
Loaded unit trains, except intermodal, between Burlington and West Quincy	30 MPH.
Grand Ave. Interlocking	10 MPH.
MP 3.9 to MP 4.7	10 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 Empty coal trains	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 Xing diamond-GWWR	30 MPH.
MP 96.5 to MP 119.0	45 MPH.
MP 102 to MP 116 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.
Through turnouts and on wye track between Falk and North River	20 MPH.
Through turnout MP 134.1	35 MPH.
Through controlled siding West Quincy	35 MPH.
Track 1, West Quincy Yard	Rule 6.28 20 MPH.
Through turnouts East switch and West switch into West Quincy Yard	20 MPH.
Through turnout MP 137.1	25 MPH.
MP 135.0 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 149.8 to MP 150.6 (Head end only)	30 MPH.
MP 161.7 to MP 163.4	35 MPH.
MP 169.6 to MP 171.0	35 MPH.
MP 171.0 to MP 172.9	30 MPH.
MP 174.6 to MP 175.2	25 MPH.
MP 176.6 to MP 178.0	10 MPH.
MP 180.1 to MP 180.2 (Head End Only)	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 (Head end only)	10 MPH.
MP 203.0 to MP 203.3	30 MPH.
MP 215.5 to MP 216.7	25 MPH.
MP 216.7 to MP 220.3	10 MPH.
Through turnouts of controlled sidings, unless otherwise specified	20 MPH.
Prospect Hill-Water Works Track	5 MPH.
Machens-Union Electric Power tracks loaded trains	5 MPH.
Field Switch Sinclair siding to Green Flag 1/2 mile from Field Switch	5 MPH.
Sinclair Switch At Arco Plant, through turnouts	5 MPH.
Siding Sinclair Switch	10 MPH.
Balance of Arco Lead	10 MPH.
Bridge 18.8 cars heavier than 131.5 tons	10 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 Lindenwood 143 tons

24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

Fort Madison-- Not more than one four axle locomotive is permitted on all industrial tracks except Marshmans.

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.

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

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

3. Type of Operation--

Lindenwood-- There is no main track at Lindenwood. All tracks between Lindenwood and S E Jct fall under Rule 6.28

Rule 6.13-- Yard limits in effect:

Burlington	MP 220.3 to MP 218.8
Keokuk	MP 179.0 to MP 175.1
West Quincy	MP 144.0 to MP 137.7
Knox Ave to Grand Ave	MP 2.1 to MP 5.3

CTC--in effect:

MP 137.7 West Quincy to	MP 104.6 Ashburn
MP 70.0 Elsberry to	MP 6.3 N St Louis

ABS--in effect:

MP 70.0 Elsberry to	MP 104.6 Ashburn
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TWC--In effect:

CTC Elsberry MP 70.0 to CTC Ashburn MP 104.6.
MP 144.0 West Quincy to MP 218.8 Burlington.

4. General Code of Operating Rules Items--

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

Rule 10.2-- Switches not equipped with electric locks--

MP 125.9 Helton Switch	MP 33.4 Orchard Farm
MP 68.3 Elsberry	MP 10.1 West McMillan-Blodell Switch
MP 57.0 Winfield	MP 10.2 East McMillan-Blodell Switch
MP 51.9 Old Monroe	MP 5.1 PVO Track
MP 37.3 Seeburger	

5. Trackside Failed Equipment Detectors (FED)--NONE NONE**B. Other FED locations:**

Gibbs	MP 42.2
Elsberry	MP 72.8
Canton	MP 159.6
Montrose	MP 192.5

6. FRA Excepted Track--NONE**7. Special Conditions--**

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

Ft. Madison-- When operating on DuPont Industrial Spur, all movement must be stopped before occupying Highway 61 crossing, and further movement will be preceded by a crew member on the ground, who will provide flag protection against vehicle traffic on the crossing.

Cosgrove – Hercules Plant, car heaters and pipes adjacent to track No. 3 from coal dump to 100 feet east makes bad footing and close clearance. On track 9 opposite of P.E. Warehouse storage building will not clear man on side of car.

Machens—Trains on passing track must stop and provide flag protection over crossing at MP 28.1 unless crossing flasers are working.

Union Electric—Coal trains must have dump line connected and charged on arrival U.E. Plant.

Prospect Hill— Water works track— Six-axle locomotives not permitted.

Between Baden and Lindenwood— Inclusive, do not sound crossing whistle signal as prescribed by Rule 5.8.2(II) unless 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.

North St. Louis— Engines entering or passing through coal dumper building at ACT must ensure that locomotive awnings, mirrors and wind wings are pulled in account close clearance in the building.

ACT, after dumping loaded coal train, will cut off coal train power and caboose north of the coal shed lead, just outside the entrance to the shed. Under normal operating conditions, outbound road crews will receive authority to run through the shed by either a green signal at the entrance or verbal permission from an ACT crewman in order to double out their train on the outside runaround track. On weekends and other occasions, if the shed entrance door is closed, BN crews must use the outside runaround track to get around the shed to makeup their outbound train.

TRRA Railroad St. Louis— All eastbound trains from Lindenwood across TRRA are limited to a maximum of 8,500 ft. All empty 80 ft. equipment will be placed to the rear half of the train. All trains operating on TRRA trackage handling single-axle TOFC equipment, loaded or empty, regardless of destination blocking, must have this equipment positioned to the rear of train.

Between Grand Avenue and Tower Grove Avenue – Track #32 between Grand Avenue and Tower Grove Avenue within manual interlocking limits. Rule 9.17 applies. All movements within these limits including use of hand throw switches must be authorized by Gratiot Street Control Operator.

St. Louis— St. Louis Lindenwood Yardmaster and Operator will monitor BN radio Channel 1, AAR 66 instead of Channel 2, AAR 70. Trains arriving and departing Lindenwood should remain on Channel 1 within the St. Louis Terminal complex, and when necessary to communicate with the Dispatcher, use Channel 2.

Lindenwood Hub – Track switches and derail secured by private locks in charge of Hub personnel who must unlock and authorize movement before using. All engines must have bell ringing and headlight on dim when moving within limits of concrete pad.

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

8. Other Line Segments—

Yard Line Segments—

Line Segment	Limits
850	Fort Madison
851	Keokuk
852	West Quincy
853	Hannibal

Other Road Line Segments—NONE

9. Locations not Shown as Stations–

Name		Miles–Location	Capacity Cars	Switch Opens
26210	Spring Grove	2.1 west of Kemper	10	West
26157	Fenway	5.2 west of Gregory	1	West
26191	Viele	6.4 west of Ft. Madison	2	West
26178	Sandusky	2.2 west of Gateway	59	Both
26205	Wever	6.4 west of Kemper	6	West
26130	South River	1.7 west of Falk	89	West
26116	Ilasco	3.1 west of Hannibal	40	East
26092	Cosgrove	1.2 west of Louisiana	13	East
26075	Annada	11.0 west of Dundee	16	East
26056	Winfield	12.1 west of Elsberry	9	East
26037	Seeburger	7.5 west of Gibbs	10	East
26033	Orchard Farm	10.9 west of Gibbs	19	West
26013	Larimore	1.7 west of Spanish Lake	4	East
26010	Prospect Hill	4.5 west of Spanish Lake	47	Both

WEST WARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Beardstown Subdiv MAIN LINE STATIONS			Distance from Bush- nell	EAST WARD
					Trk	Rule 4.3	Oper		
		25029		160.4		BUSHNELL	J	CTC	0.0
	8,770	23008		151.3		9.1 ADAIR			9.1
	6,880	23019		140.6		10.7 VERMONT	J	TWC	19.8
	6,900	23027		129.0		11.6 STEWART			31.4
	7,850	23037	12	119.3		9.7 GRIMES		CTC	41.1
		23040		115.9	2MT	3.4 BEARDSTOWN	IBY		44.5
	10,037	23046		110.2		5.7 HAGENER		CTC	50.2
				102.1		8.1			
	7,353	23054		0.0		CONCORD			58.3
				10.2		10.2 NS Xing	I		68.5
	6,534	24010		13.0		0.8 JACKSONVILLE			69.3
	8,600	24035		35.0		24.0 LOWDER			93.3
		24040		42.1		7.1 VIRDEN			100.4
				44.4		2.3 GIRARD - SP Xing	I	TWC	102.7
	7,426	24052		53.1		8.7 ATWATER			111.4
	8,170	24063		64.2		11.1 LITCHFIELD			122.5
				65.6		1.4 WINSTON - NS Xing	A		
	11,234	24074		74.0		8.4 TOLAND	JT		132.3
				77.9		3.9 SORENTO - NS Xing	A		136.2
	6,826	24084		85.1		7.2 AYERS			143.4
	7,894	24092	13	93.2		8.1 SMITHBORO - CR Xing	I		151.5
	7,424	24103		104.5		11.3 KEYESPORT			162.8
		24114		114.9		10.4 SHATTUC - CSX Xing	AJ		173.2
		24120		121.0	2MT	6.1 CENTRALIA	BJXY	CTC	179.3
				122.3		1.3 CENTRALIA - IC Xing	I		180.6
				122.6		0.3 SOUTHERN RY JCT	JIX		180.9
	10,367	24135		136.5		13.9 WOODLAWN	J		194.8
				136.6		0.1 WOODLAWN - CSX Xing	A		195.9
	6,255	24143		144.6		8.0 WALTONVILLE			202.9
				144.7		0.1 WALTONVILLE - UP Xing	A		203.0
				146.2		1.5 WALTONVILLE - IC Xing	A	TWC	204.5
				147.5		1.3 REND LAKE MINE			205.8
	16,830	24152		153.2		5.7 SESSER	T		211.5
		24155		156.3		3.1 MEYER			214.6
		24160		161.6		5.3 CHRISTOPHER - IC Xing	A		219.9
				165.0		3.4 ZIEGLER - UP Xing	A		223.3
	9,432	24166		167.5		2.5 CAMBON			225.8
		24172		173.0		5.5 HERRIN			231.3
				174.9		1.9 HERRIN JCT			233.2
						4.4			

WEST WARD ↓			Beardstown Subdiv (Cont.)					
			MAIN LINE					
			STATIONS					
	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Distance from Bush- nell		
	Rule 4.3 Oper							
		13	179.3		MARION	TWC	237.6	
					8.1			
7,340	24186		187.4		NEILSON		J	256.7
					15.8			

BETWEEN NEILSON AND WEST VIENNA U.P. RR RULES AND TIMETABLE GOVERN.

7,503	24202		202.8	WEST VIENNA	J		261.1
				15.8			
			218.6	JOPPA JCT	J		276.9
				2.9			
6,719	24222	13	221.5	COOK			279.8
				4.4			
	24224		225.9	BURLINGTON JCT	JT		284.2
				16.9			

BETWEEN BURLINGTON JCT AND PADUCAH

ICG RR RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

	24239	104	239.0	PADUCAH			297.3
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AAR Channel No. 85 in service Bushnell to Beardstown.

AAR Channel No. 66 Beardstown to Paducah.

Train Dispatcher Calls: Jacksonville-43, Virden-54, Toland-45, Smithsboro-46,
Sesser-48, Stewart-49, Herrin-49, W. Vienna-41, Beardstown-42, Centralia-47,
Cook-42, Bushnell-40.

Dispatcher Phone Numbers:

Main Line Disp.-Bushnell to Beardstown Phone: (817)234-6025, FAX: (817) 234-6062
Beardstown Disp-Beardstown to Paducah Phone: (817) 234-6026, FAX:(817) 234-6063

1.Maximum Speeds Permitted-

Freight

Bushnell and Cook	49 MPH.
Cook MP 220.0 and Burlington Jct. MP 225.4	30 MPH.
MP 159.6 to MP 159.2 between Bushnell and Adair	35 MPH.
MP 146.1 to MP 145.6 between Adair and Vermont	40 MPH.
MP 140.0 to MP 118.1 between Vermont and Beardstown	40 MPH.
MP 118.1 to MP 116.3 between Grimes and Beardstown	25 MPH.
Through turnout East siding switch Grimes	10 MPH.
Through turnout MP 115.9	25 MPH.
Through turnout MP 114.3	35 MPH.
MP 107.0 to MP 105.0 between Hagener and Concord:	
Eastward	30 MPH.
Westward	35 MPH.
MP 9.5 to MP 10.8 between Concord and Jacksonville	35 MPH.
Lower through turnouts leaving siding after engine on Main Track	35 MPH.
MP 44.5-over SP crossing Girard	40 MPH.
MP 65.5 to MP 65.8 between Litchfield and Toland	30 MPH.
MP 77.9-over NS crossing Sorento	40 MPH.
Eastward trains using siding at Ayres; head end of train between east switch of siding and highway crossing, 165 feet east	5 MPH.
MP 93.1-over Conrail crossing Smithboro	40 MPH.
MP 114.9 over CSX crossing Shattuc	40 MPH.
MP 121.0 to MP 122.65 Centralia	10 MPH.
Centralia-IC crossing	30 MPH.
Centralia-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 between Woodlawn and Sesser	40 MPH.
MP 161.5-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.
Through turnouts of controlled sidings unless otherwise indicated	20 MPH.
Ohio River Bridge, Metropolis	10 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

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) may operate.

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

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

Vermont— Amax Coal Lead (Meadowlark Lead)
Girard— Vermiculite Track
Beardstown— Running Track, Excell and Kent Feed
Litchfield— Industrial Park Lead
Centralia— Industrial Park Lead, Valley Steel Lead
Metropolis— Allied Chemical, lead to lower yard
Jacksonville— Not more than one locomotive is permitted at Kraft Foods Plant

3. Type of Operation—

Rule 6.13—Yard limits in effect:

Beardstown	MP 116.3 and 114.3
Centralia	MP 118.0 and 124.0

CTC—in effect:

MP 160.4 to	MP 159.6	Bushnell
MP 119.7 to	MP 116.3	Grimes to Beardstown
MP 114.3 to	MP 0.1	Beardstown to Concord
MP 121.3 to	MP 121.4	Centralia

TWC—in effect:

MP 159.6	CTC Bushnell to	MP 119.7 CTC Grimes
MP 0.1	CTC Concord to	MP 118.0 Centralia
MP 124.0	Centralia to	MP 187.3 Neilson
MP 202.7	West Vienna to	Burlington Jct.

Multiple Main Tracks—

MP 121.3 to	MP 121.4 Centralia
MP 114.3 to	MP 115.9 Beardstown

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:

Viriden	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
Meyer	to Old Ben 24—6.0 miles
Burlington Jct	to Metropolis—1.0 miles

Rule 10.2—The following switches are not equipped with electric locks:

MP 106.7 Arenzille

5. Trackside Failed Equipment Detectors (FED)–NONE

Hagener (EWD) MP 112.2 (DED Only)
 Grimes (WWD) MP 121.5 (DED Only)

B. Other FED locations:

Jacksonville MP 15.0
 Lowder MP 37.5
 Barnett MP 60.1
 Smithboro MP 87.2
 Hagener (WWD) MP 112.2 (DED Only)
 Grimes (EWD) MP 121.5 (DED Only)
 Vermont MP 133.8
 Sesser MP 149.2
 Marion MP 176.7

6. FRA Excepted Track– NONE**7. Special Conditions–****Manual Interlocking Not Controlled By BNRR–**

Jacksonville–Controlled by NS
 Girard–Controlled by SP
 Smithboro–Controlled by CR
 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 Boards–Engineers shall test the speed of their trains passing the following points as compared with Speed Table:

MP 120 to MP 121 between Stewart and Grimes
 MP 3 to MP 4 between Concord and Jacksonville
 MP 112 to MP 113 between Shattuc and Keyesport
 MP 130 to MP 131 between Centralia and Woodlawn
 MP 216 to MP 217 between W. Vienna and Joppa Jct

Vermont– Eastward trains holding main line when making meets at east end Vermont MP 142.42, will stay west of highway circuit sign until train being met is in the siding and mainline switch is lined normal.

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

Lift span bridge MP 117.3 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.

Concord– Loaded coal and taconite and grain trains prohibited from using siding Concord except can be used for doubling trains.

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 AAR channel 22. The NS dispatcher call is sign is the digit (2) two. Once the digit (2) two is 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) Conrail and IC RR Rules, Joint Timetable and Special Instructions 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. BN 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 U.P. dispatcher. Before operating the electric unlock switch on the north leg of the wye, permission must be obtained from the U.P. dispatcher. You can contact the U.P. dispatcher by calling (402) 633-1754 using the phone provided near the electric unlock switch.

Centralia— NS Railway Jct. switch MP 122.6 normal position is for NS Railway main track.

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

Waltonville Siding—Trains must stop and provide flag protection over crossing at MP 144.9 and 145.7.

Adair—Trains using siding must not occupy Oak Street crossing at MP 151.1 and Cherry Street crossing at MP 151.4 until crossing gates are working.

Nelson—Normal position of spring switch is lined and locked for movement on the Union Pacific Railroad.

After obtaining Track Warrant southward BN 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 Union Pacific track.
- B. Yellow— Indicates switch is lined for BN track.
- C. Red— Indicates switch is out of correspondence.

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

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

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

8. Other Line Segments—

Yard Line Segments—

Line Segment	Limits
856	Beardstown
857	Centralia

Other Road Line Segments—

Line Segment	Limits
13	Waltonville to Orient 6
13	Sessor to Old Ben 21
13	Sessor to Old Ben 26
13	Meyer to Old Ben 24
13	Burlington to Metropolis
104	Metropolis to Paducah

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity Cars	Switch Opens
23050 Arenzville	4.7 east of Concord	6	East
24017 Pisgah	7.1 west of Jacksonville	10	East
24023 Franklin	12.2 west of Jacksonville	10	West
24028 Waverly	6.2 west of Franklin	10	West
24044 Girard	2.4 west of Virden	6	East
24057 Barnett	4.8 west of Atwater	5	West
24097 Hookdale	5.1 west of Smithboro	17	West
24225 Metropolis	1.0 from Burlington Jct	140	Both
Mine Spurs			
74006 Old Ben Mine 24	60 from Meyer	Yard	Both
79004 Old Ben Mine 21	3.0 from Sesser	Yard	Both
79104 Old Ben Mine 26	3.0 from Sesser	117	Loop
24144 Orient Mine 6	1.0 from Waltonville	120	Loop
Crown 2	2.0 from Virden	120	Loop
Rend Lake Mine	5.7 from Sessor	Yard	East

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Des Moines Subdiv BRANCH LINE STATIONS			Distance from Albia	↑ EAST WARD
					Trk	Rule 4.3	Oper		
		20285		0.0			CTC	0.0	
	4.075	77504		3.8	ALBIA	YJ		4.1	
		77509		9.1	SHEAHAN			4.1	
		77512		NS 284.3	LOVILIA			9.4	
		77514		NS 286.8	HAMILTON			11.9	
		77519		NS 292.2	BUSSEY			14.4	
		77525		24.7	TRACY			19.7	
		77528	81	28.1	DURHAM			25.1	
	4.309	77533		32.8	FLAGLER			28.5	
	4.309	77543		42.9	KNOXVILLE		TWC	33.2	
		77549		NS 320.0	PLEASANTVILLE			43.2	
	4.309	77553		NS 324.3	SWAN			49.0	
	2.870	77563		NS 335.2	RUNNELLS			53.3	
		77563		NS 335.3	McCOY	Y		64.2	
		77569		67.8	NW JUNCTION	JY		64.3	
					DES MOINES	BY		68.9	

AAR Channel No. 39 in service on this Subdivision.

Train Dispatcher Calls: Albia (NS)–76, Tracy–75, Knoxville –78, Des Moines – 79.

Dispatcher Phone Numbers:

Creston Disp.–Phone: (817) 234–6029, FAX: (817) 234–6068

1. Maximum Speeds Permitted–

	Freight
Albia to Des Moines	35 MPH.
Albia to MP 0.8	10 MPH.
BN MP 7.0 to MP 10.5	25 MPH.
NS MP 283.0 to MP 291.4	25 MPH.
BN MP 23.3 to MP 23.7	25 MPH.
BN MP 31.5 to MP 35.0	25 MPH.
NS MP 318.8 to MP 334.1	25 MPH.
Maximum speed permitted at Des Moines within yard limits:	
On BN trackage	10 MPH.
On NS trackage	20 MPH.
except MP 336.9 to MP 354.7	10 MPH.
Bridges 25.42, 29.43, 31.56, 40.0, 47.44, cars heavier than 134 tons	10 MPH.

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

2. Bridge and Equipment Weight Restrictions–

Maximum Gross Weight of Car:

Albia to Des Moines	143 tons
Bridge 0.89 Des Moines	131.5 tons
24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.	

Not more than one four axle locomotive is permitted on industry tracks.

3. Type of Operations–

Rule 6.13– Yard limits in effect NS MP 334.1 to Des Moines, and Albia to BN MP 0.8.

TWC–In effect between:

West Yard Limit Albia (BN MP 0.8) and East Yard Limit Des Moines (NS MP 334.1).

4. General Code of Operating Rules Items--

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

5. Trackside Failed Equipment Detectors (FED)—NONE NONE

B. Other FED locations: NONE

6. FRA Excepted Track— NONE**7. Special Conditions--**

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

Between MP 330.0 and MP 329.0

8. Other Line Segments--

Yard Line Segments--

Line Segment	Limits
840	Des Moines

Other Road Line Segments--NONE

9. Locations not Shown as Stations--

Name	Miles—Location	Capacity Cars	Switch Opens
77537 Donnelly	4.0 west of Knoxville	24	Both

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Peoria Subdiv MAIN LINE STATIONS			Distance from Peoria	↑ EAST WARD
					Trk	Rule 4.3	Oper		
						EAST PEORIA (For info. only)			

BETWEEN PEORIA AND EAST PEORIA

P&PU RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

	73200		52.3		PEORIA	ABY		0.0
			47.5		12.3 CNW	A		4.8
7,050	73214		39.0		EDWARDS			12.3
	73222		31.1		7.9 OAK HILL			20.2
	73228		25.6		5.5 ELMWOOD			25.7
3,250	73232	108	22.8		2.8 YATES CITY	JT	TWC	28.5
6,211	73241		10.2		12.6 GILSON			41.1
	73247		4.5		5.7 KNOXVILLE			46.8
			0.1		0.1 CHAMBER ST	JY		51.6
	20126		0.0		4.9 GALESBURG	BJTX		51.7

AAR Channel No. 85 in service on this Subdivision.

Train Dispatcher Calls: Yates City-94, Peoria-93, Edwards-92.

Dispatcher Phone Numbers:

Main Line Disp.-Phone; (817)234-6025, FAX: (817) 234-6062

1. Maximum Speeds Permitted-**Freight**

Peoria to Galesburg **40 MPH.**
 Loaded unit trains, except intermodal, Yates City MP 22.8 to Peoria 30 MPH.
 Galesburg Terminal
 All tracks other than main tracks: Restricted Speed.
 All turnouts unless otherwise specified 10 MPH.
 North and South leg of wye 10 MPH.
 Yates City through crossover, east and west legs of wye 10 MPH.
 MP 26.0 to MP 33.1 30 MPH.
 MP 33.1 to MP 39.6 35 MPH.
 MP 49.7 to MP 52.3 10 MPH.
 Trains handling derricks 25 MPH.
 Bridge derrick 975501 over Bridge 42.5 10 MPH.
 Item 1A, All Subdivisions. applies between MP 23.0 to MP 10.0.

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
 24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

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-****Rule 6.13-** Yard limits in effect;

Peoria MP 52.3 to MP 46.0.

Galesburg MP 3.8 to MP 0.0.

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.

5. Trackside Failed Equipment Detectors (FED)–NONE NONE

B. Other FED locations: 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.

8. Other Line Segments–

Yard Line Segments–

Line Segment	Limits
855	Peoria
858	Yates City

Other Road Line Segments–NONE

9. Locations not Shown as Stations–

Name	Miles–Location	Capacity Cars	Switch Opens
73234 Douglas	3.6 west of Yates City	16	Both
73236 Maquon	7.6 west of Yates City	12	Both

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Canton Subdiv BRANCH LINE STATIONS		Distance from Bush- nell	↑ EAST WARD
					Trk	Rule 4.3 Oper		
		73232	111	46.9	YATES CITY	JT	0.0	
		73053		52.4	5.5 FARMINGTON		5.5	
		73059		58.4	6.0 NORRIS		11.5	
		73063		63.2	4.8 CANTON	M	16.3	
		73067		66.7	3.5 DUNFERMLINE	T	19.8	
		73069		68.4	1.7 ST DAVID		21.5	TWC
		73077		77.0	8.6 LEWISTOWN		30.1	
		73088		87.4	10.4 IPAFA		40.5	
		23019		94.3	6.9 VERMONT	J	47.4	

AAR Channel No. 85 in service on this Subdivision.

Train Dispatcher Calls—Canton—61, Ipava—41, Yates City—94.

Dispatcher Phone Number—

Main Line Disp.—Phone: (817) 234-6025, FAX: (817) 234-6062

1. Maximum Speeds Permitted—

Freight

Yates City to Vermont 25 MPH.

MP 47.0 to MP 64.0 10 MPH.

Buckheart Lead 5 MPH.

Item 1A, All Subdivisions 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

24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

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.

3. Type of Operation—

TWC— In effect:

Yates City to Vermont

4. General Code of Operating Rules Items—

Rule 5.4.4—In effect on this subdivision.

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

Rule 6.28— Industrial Track—

Dunfermline to Buckheart Mine —2.5 miles

Buckheart Mine to Duck Creek—2.2 miles

5. Trackside Failed Equipment Detectors (FED)—NONE NONE

B. Other FED locations: 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.

Yates City and Canton— stop and protect movement over all highway grade crossing protected by flashing light signals or gates.

Canton— Manually operated railroad crossing gate across BN main track MP 63.6 in service. Normal position of gate across BN 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 series 5200 thru 5900 will not clear dumper when spotting first car when trailing unit has short end trailing.

Dunfermline— Position of west wye switch is for wye.

8. Other Line Segments—NONE**9. Locations not Shown as Stations— NONE**

WEST WARD ↓					La Salle Subdiv BRANCH LINE STATIONS				
	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 4.3 Oper			Distance from La Salle
		71926	61	25.7		LA SALLE	A	TWC	0.0
		71938		36.6		10.9 LADD			7.0
		20057		44.1		7.0 ZEARING	J		17.9

AAR Channel No. 85 in service on this Subdivision.

Train Dispatcher Calls: Ladd-23.

Dispatcher Phone Numbers:

Main Line Disp.- Phone: (817) 234-6025, FAX: (817) 234-6062

1. Maximum Speed Permitted

Freight

LaSalle to Zearing	25 MPH.
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.

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

2. Bridge and Equipment Weight Restrictions-

Maximum Gross Weight of Car:

LaSalle to Zearing 131.5 tons

24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

Six axle locomotives and six axle derricks in excess of 175 tons and six axle derricks not permitted.

3. Type of Operation-

TWC- In effect:

MP 25.7 LaSalle to MP 44.1 Zearing

4. General Code of Operating Rules Items-

Rule 5.4.4- In effect on this subdivision.

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

5. Trackside Failed Equipment Detectors (FED)-NONE NONE

B. Other FED locations: 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.

8. Other Line Segments-NONE

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity Cars	Switch Opens
71931 Spring Valley	5.7 east of Ladd	3	East
71943 Howe	5.4 from Ladd	Yard	Both

Division Operating Officers

S.E. OESTREICHER	Supt Operations	Galesburg	345-6221
J.R. HOMMERDING	Trainmaster	Centralia	533-4861
T.L. HEMMERLE	Trainmaster	Beardstown	345-6330
R.F. FELDBERG	Trainmaster	W. Quincy	251-4015
D.B. HOOTEN	Trainmaster	Brookfield	249-2215
B.L. HARDRICK	Trainmaster	Galesburg	345-6255
L.E. PIPER	Trainmaster	Galesburg	345-6258
R.B. PAULSGROVE	Trainmaster	Galesburg	345-6259
R.H. GRIMES	Trainmaster	Galesburg	345-6054
A.A. SATUNAS	Terminal Supt	Galesburg	345-6224
L.C. GILE	Trainmaster	Galesburg	345-6252
M.D. GRADY	Trainmaster	Galesburg	345-6252
R.E. WAGONER	Trainmaster	Galesburg	345-6252
R.D. McMULLEN	Trainmaster	Galesburg	345-6252
R.S. POWELL	Trainmaster	Galesburg	345-6252
B.M. BATTERSON	Mgr. Operating Practices	Galesburg	345-6139