Galesburg Division

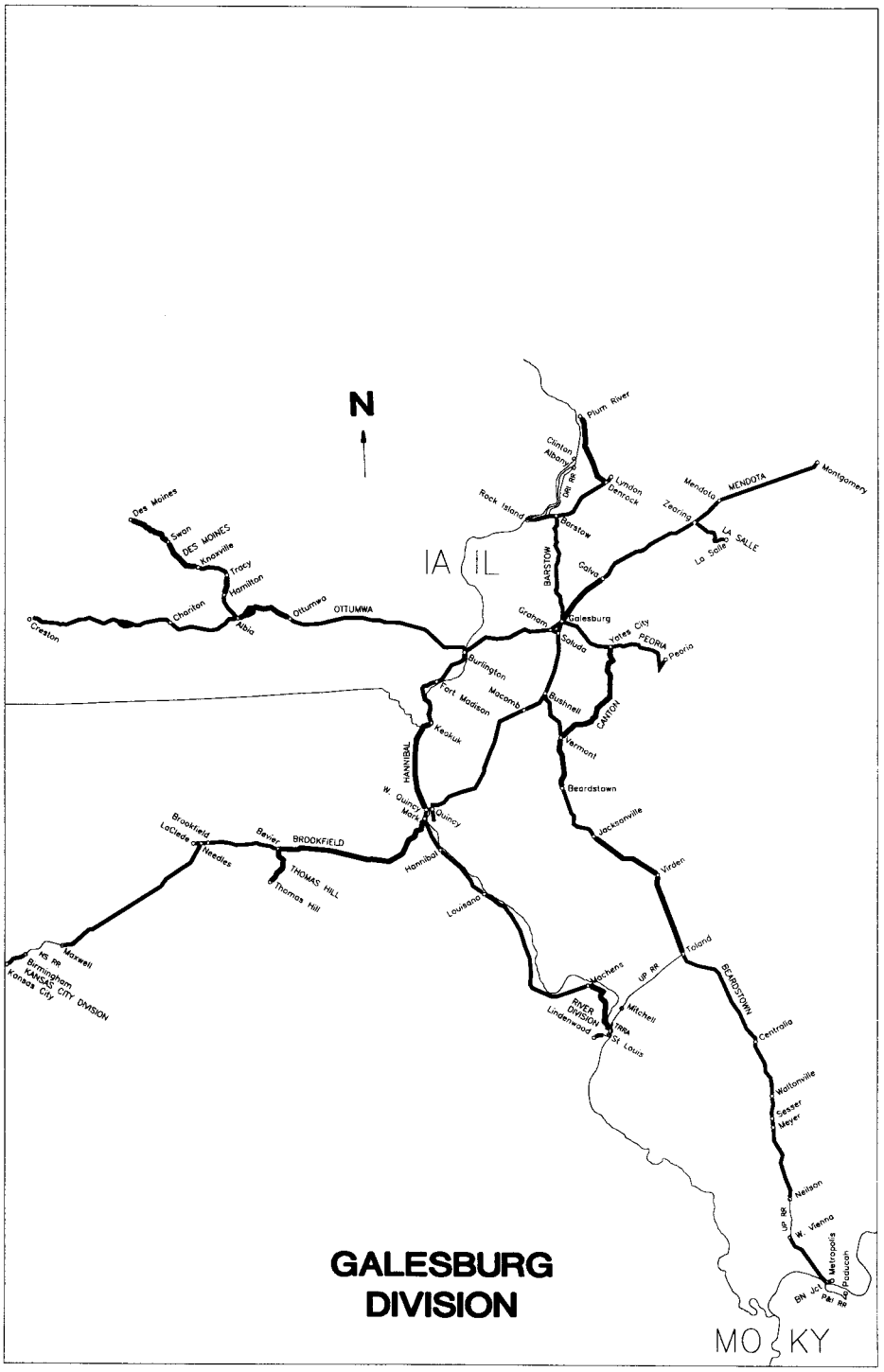
Timetable No.3

IN EFFECT AT 0001
Central Continental Time

Sunday April 2, 1995

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

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


N
IA
IL
MO
KY
Plum River
Clinton
Albany
DRI RR
Lyndon
Denrock
Rock Island
Barstow
BARSTOW
Galva
Mendota
MENDOTA
Montgomery
Zearing
LA SALLE
La Salle
Des Moines
Swan
DES MOINES
Knoxville
Tracy
Hamilton
Chariton
Albia
Ottumwa
OTTUMWA
Creston
Graham
Galesburg
Saluda
Yates City
PEORIA
Peoria
Burlington
Fort Madison
Macomb
Bushnell
CANTON
Keokuk
Vermont
HANNIBAL
W. Quincy
Mark
Quincy
Beardstown
Jacksonville
Brookfield
LaClede
Needles
Bevier
BROOKFIELD
THOMAS HILL
Thomas Hill
Hannibal
Louisiana
Virden
Toland
Maxwell
NS RR
Birmingham
KANSAS CITY DIVISION
Kansas City
Machens
UP RR
BEARDSTOWN
RIVER DIVISION
Lindenwood
Mitchell
TRRA
St. Louis
Centralia
Wattonville
Sesser
Meyer
Neilson
UP RR
W. Vienna
Metropolis
Paducah
BN Jct
P&I RR
GALESBURG
DIVISION

Mendota Subdiv
MAIN LINE
STATIONS

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

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

3. **Type of Operation–**

CTC–in effect:
MP 41.0 to MP 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 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 10.2–Main track switches not equipped with electric locks:

MP 54.96	Main 1	Sandwich
MP 55.96	Main 1	Sandwich
MP 98.70	Main1	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 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.

Copy of Track Warrant–

Conductor and Engineer must have their own copy of all track warrants that pertain to movement of their train. Conductor and Engineer will be responsible for making the second copy.

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.

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

Barstow Subdiv

MAIN LINE

STATIONS

WESTWARD ↓ Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk		Rule 4.3	Oper	Distance from Galesburg ↑ EASTWARD
	20126		1.0		GALESBURG	BJTX		0.0
					2.4			
11,000	22002		3.4		BOUHAN			2.4
					2.9			
	22005		6.3		HENDERSON			5.3
					6.7			
	22012		13.0		RIO			12.0
					5.6			
8,561	22018		18.6		ALPHA			17.6
					4.4			
	22022		23.0		OPHIEM			22.0
					3.3			
	22025		26.3		LYNN			26.3
					4.2			
	22029		30.5		ORION			29.5
					4.3			
9,791	22034		34.8		WARNER			33.7
					4.6			
	22039	6	39.4		BRIAR BLUFF		CTC	38.4
					1.3			
	22040		40.6		COLONA			40.7
					0.1			
			40.8		IOWA INTERSTATE XING	A		40.8
					3.0			
4,932	22043		43.8		BARSTOW	T		42..8
					14.6			
9,470	22057		58.4		HILLSDALE			57.4
					3.7			
	22062		62.1		ERIE			61.1
					6.2			
	22068		68.3		DENROCK			67.3
					3.4			
9,912	22071		71.7		FENTON			70.7
					5.3			
	22076		77.0		SAM			76.0
					9.6			
10,995	22086		86.6		EBNER			85.6
					10.1			
			96.7		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 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 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.

Copy of Track Warrant–

Conductor and Engineer must have their own copy of all track warrants that pertain to movement of their train. Conductor and Engineer will be responsible for making the second copy.

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 form 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 form Barstow	120	Both
72212	Rock Island	12.0 form Barstow	Yard	Both

Ottumwa Subdiv
MAIN LINE
STATIONS

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk		Rule 4.3	Oper	Distance from Galesburg	EASTWARD ↑
		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		10.6 MONMOUTH	X(2)		16.6	
		20146		185.0	DT	5.8 KIRKWOOD	X	ABS TWC	22.6	
		20158		196.1		11.1 GLADSTONE	X		33.7	
				202.4		6.3 CONNETT	X(2)	CTC	40.0	
		20167		205.4	2MT	3.0 BURLINGTON	IBJX		43.0	
		20171		209.3		3.9 W BURLINGTON	X		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	1	255.4	DT	5.3 FAIRFIELD	X(2)	ABS TWC	93.0	
		20228		266.1		10.7 BATAVIA	X		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	BKXY		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. Charlton –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 except coal & grain on the following bridges:

204.66	10 MPH.
284.12	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 Creston ..... 143 tons
24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) may operate.

Chariton–Not more than one four axle locomotive on industry track.

Six axle locomotives and six axle derricks not permitted on indusatry 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 subdividion. Between MP 339.5 and MP 391.0, Chariton 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.

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 10.2–Main Track Switches not Equipped with Electric Locks:
MP 164.8 Main 1 West of Academy

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.

Copy of Track Warrant–

Conductor and Engineer must have their own copy of all track warrants that pertain to movement of their train. Conductor and Engineer will be responsible for making the second copy.

8. Other Line Segments–

Yard Line Segments–

Line Segment	Yard
834	Burlington
835	West Burlington
836	Ottumwa
837	Chariton

Other Road Line Segments–

Line Segment	Limits	Mileposts
97	Graham Cutoff	164.6 to 168.4

9. Locations not Shown as Stations–

Name		Miles–Location	Capacity Cars	Switch Opens
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 City	7.3 west of Batavia	80	East
20304	Lucas	1.1 west of Shannon	22	West

Brookfield Subdiv
MAIN LINE
STATIONS

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk		Rule 4.3	Oper	Distance from Galesburg	↑ EASTWARD
		20126		162.4		GALESBURG	BIJTX		0.0	
						0.5				
				162.9		KNOX ST	IJ		0.5	
						1.4				
				164.3		THIRWELL	I		1.9	
						1.7				
		25004		166.0		WATERMAN	IJT		3.6	
						1.9				
		25005		168.1		SALUDA	I		5.7	
						4.2				
	11,081	25010		172.3		ABINGDON			9.9	
						10.5				
	9,833	25020	11	182.8		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		CTC	39.9	
						7.0				
	6,934	25047		209.3		COLCHESTER			46.9	
						16.6				
	7,300	25063		225.9		AUGUSTA			63.5	
						9.3				
	6,605	25073		235.2		GOLDEN			72.8	
						5.7				
	7,560	25078		240.9		CAMP POINT			78.5	
						13.3				
	6,890	25091		254.2		EWBANKS			91.8	
						4.3				
				258.5		QUINCY			95.1	
						3.0				
		73801		261.5		QUINCY JCT			99.1	
						1.9				
				263.4						
	7,500	25101	14	136.9		WEST QUINCY	BJTX		101.0	
						2.8				

BETWEEN WEST QUINCY AND MARK OPERATE ON HANNIBAL SUBDIVISION

			14	134.1						
		25104		5.7		MARK	JT		103.8	
						1.4				
		25107		7.1	2MT	NORTH RIVER	JT		105.2	
						7.4				
	7,352	25112		14.5		PALMYRA			112.6	
						18.3				
	7,201	25130	15	32.8		CARD			130.9	
						8.9				
	7,219	25139		41.7		LAKENAN			139.8	
						21.2				
	7,807	25161		62.9		ANABEL			161.0	
						7.5				
		25168		70.4		MACON			168.5	
						5.8				
		25173		76.2		BEVIER	J		174.3	
						2.7				
	8,310	25177		78.9		CALLAO			177.0	
						7.1				
		25184		86.0		NEW CAMBRIA		CTC	184.1	
						7.9				
	7,680	25192		93.9		BUCKLIN			192.0	
						10.2				
		25202		104.1		BROOKFIELD	B		202.2	
						2.8				
	12,123	25204		106.9		NEEDLES			205.0	
						11.2				
	7,206	25215		118.1		SUMNER			216.2	
						0.1				
			17	118.2		WG RY Xing	A		216.3	
						12.0				
	7,039	25227		130.2		HAMM			228.3	
						11.7				
	7,171	25239		141.9		AALBERG			240.0	
						11.6				
	7,059	25250		153.5		PERSONS			251.6	
						12.8				
	7,191	25263		166.3		THIEHOFF			264.4	
						11.4				

Brookfield Subdiv

MAIN LINE

STATIONS

WESTWARD ↓ Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 4.3	Oper	Distance from Galesburg	↑ EASTWARD
7,006	25275		177.7	MAXWELL	J		275.8	
				16.0				
BETWEEN MAXWELL AND BIRMINGHAM								
NS RR RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN								
2,417	25291		216.2	BIRMINGHAM	I		291.5	
				5.3				
			221.5	BLOCK 222	I		296.8	
		18		2.5		CTC		
			224.0	BLOCK 224	I		299.3	
			2MT	1.2				
	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, Thiehoff–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, and engine through turnout MP168.0 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.
Through turnouts of controlled sidings unless otherwise indicated	20 MPH.	20 MPH.
Trains less than 100 ton per operative brake , as follows:		
Through turnouts leaving contolled sidings Abingdon and Avon after engine passes signal authorizing movement		35 MPH.
Through turnouts leaving contolled 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.	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:

Galesbsurg to Kansas City ..... 143 tons
Birmingham to Kearney ..... 143 tons
Needles to LaClede ..... 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 LaClede–2.2 miles
Industrial Track between Birmingham and Kearney–17.1 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 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.

Copy of Track Warrant–

Conductor and Engineer must have their own copy of all track warrants that pertain to movement of their train. Conductor and Engineer will be responsible for making the second copy.

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		

Thomas Hill Subdiv

Branch Line Stations

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	STATIONS	Rule 4.3 Oper	Distance from Thomas Hill	↑ EASTWARD
		25170	1061	16.0		THOMAS HILL		0.0	
						6.1			
		25171		9.9		BINKLEY	TWC	6.1	
						9.9			
		25173		0.0		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

1. **Maximum Speeds Permitted** **Freight**

   Thomas Hill to Bevier ..... 25 MPH.

2. **Bridge and Equipment Weight Restictions-**
   Maximum Gross Weight of Car:
   Thomas Hill to Bevier ..... 143 tons

3. **Type of Operations–**
   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 1.5 miles

5. **Trackside Failed Equipment Detectors (FED)**–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.

   Copy of Track Warrant–

   Conductor and Engineer must have their own copy of all track warrants that pertain to movement of their train. Conductor and Engineer will be responsible for making the second copy.

8. **Other Line Segments**–NONE

9. **Locations not Shown as Stations**–NONE

Hannibal Subdiv
MAIN LINE
STATIONS

WESTWARD ↓ | ↑ EASTWARD

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

ON TRRA BELT BETWEEN BADEN AND GRAND AVENUE,
TRAA RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

	26007	14	7.2		NORTH ST LOUIS	BJT	CTC	210.1
					3.0			
	26004		4.2		NORTH MARKET	IJ		213.4
					5.1			

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

			2.1		GRAND AVENUE	IJ	Rule 6.28	219.1
					5.0			
	92007	1002	7.1		LINDENWOOD	BIJK	Rule 6.28	224.1

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 51.5 Cuivre River Bridge when handling double stacked equipment through bridge		40 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 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 216.7 to MP 218.8		25 MPH.
Through turnouts of controlled sidings, unless otherwise specified		20 MPH.
Through turnouts and sidings West Alton and Spanish Lake		10 MPH.
Prospect Hill–Water Works Track		5 MPH.
Machens–Union Electric Power tracks loaded trains		5 MPH.
At Keokuk on the Moar line	Rule 6.28	20 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 Mershmans.

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.

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.

3. **Type of Operation–**
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

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

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. 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–**

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

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.

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

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.

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 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.

Copy of Track Warrant–Conductor and Engineer must have their own copy of all track warrants that pertain to movement of their train. Conductor and Engineer will be responsible for making the second copy.

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

Beardstown Subdiv
MAIN LINE
STATIONS

WESTWARD ↓ / ↑ EASTWARD

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

Beardstown Subdiv (Cont.)

MAIN LINE

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	STATIONS Trk		Rule 4.3 Oper	Distance from Bush-nell	EASTWARD ↑
				179.3		MARION		237.6	
						8.1			
	7,340	24186	13	187.4		NEILSON J	TWC	245.7	
						15.8			

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

7,503	24202		202.8	WEST VIENNA J		261.5
				15.8		
			218.6	JOPPA JCT J		277.3
				2.9	TWC	
6,719	24222		221.5	COOK		280.2
				4.4		
	24224	13	225.9	BURLINGTON JCT JT		284.6
				16.9		

BETWEEN BURLINGTON JCT AND PADUCAH

ICG RR RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

	24239	104	239.0	PADUCAH		301.5

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.
Lowder through turnouts leaving siding after engine on Main Track ..... 35 MPH.
MP 44.5–over SP crossing Girard ..... 40 MPH.
MP 65.5 over crossing Winston ..... 40 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.
Centralia–MP 121.5 to MP 122.6 Head end only over crossings ..... 10 MPH.
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 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– Kraft Foods Plant

3. **Type of Operation–**

Rule 6.13 –Yard limits in effect:

Beardstown	MP 116.3 and 114.3
Centralia	MP 119.0 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 1.30– Riding engine is modified as follows:
In helper service conductor may ride helper engine.

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
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– Eastwand 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.

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) and between WR Granite City and Lenox, Gateway Eastern Railway and Southern Pacific Chicago St Louis Joint Tracks Timetable 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.

Nellson–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.

Copy of Track Warrant–

Conductor and Engineer must have their own copy of all track warrants that pertain to movement of their train. Conductor and Engineer will be responsible for making the second copy.

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

Des Moines Subdiv
BRANCH LINE
STATIONS

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 4.3		Oper	Distance from Albia	↑ EASTWARD
		20285		0.0		ALBIA	YJ	CTC	0.0	
						4.1				
	4.075	77504		3.8		SHEAHAN			4.1	
						5.3				
		77509		9.1		LOVILIA			9.4	
						2.5				
		77512		NS 284.3		HAMILTON			11.9	
						2.5				
		77514		NS 286.8		BUSSEY			14.4	
						5.3				
		77519		NS 292.2		TRACY			19.7	
						5.4				
		77525		24.7		DURHAM			25.1	
			81			3.4				
		77528		28.1		FLAGLER			28.5	
						4.7				
	4,309	77533		32.8		KNOXVILLE		TWC	33.2	
						10.0				
	4.309	77543		42.9		PLEASANTVILLE			43.2	
						5.8				
		77549		NS 320.0		SWAN			49.0	
						4.3				
	4.309	77553		NS 324.3		RUNNELLS			53.3	
						10.9				
	2.870	77563		NS 335.2		McCOY	Y		64.2	
						0.1				
		77563		NS 335.3		NW JUNCTION	JY		64.3	
						4.6				
		77569		67.8		DES MOINES	BY		68.9	

AAR Channel No. 39 in service on this Subdivision.
Train Dispatcher Calls: Albia (NS)–76, Tracy–75, Knoxville –78, DesMoines – 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.

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 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

Copy of Track Warrant–

Conductor and Engineer must have their own copy of all track warrants that pertain to movement of their train. Conductor and Engineer will be responsible for making the second copy.

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

Peoria Subdiv

MAIN LINE

STATIONS

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 4.3	Oper	Distance from Peoria	EASTWARD
						EAST PEORIA (For info. only)			
						2.4			
						BETWEEN PEORIA AND EAST PEORIA			
						P&PU RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.			
		73200		52.3		PEORIA	ABY		0.0
						12.3			
				47.5		CNW	A		4.8
7,050		73214		39 0		EDWARDS			12.3
						7.9			
		73222		31.1		OAK HILL			20.2
						5.5			
		73228		25.6		ELMWOOD			25.7
						2.8			
3,250		73232	108	22.8		YATES CITY	JT	TWC	28.5
						12.6			
6,211		73241		10.2		GILSON			41.1
						5.7			
		73247		4.5		KNOXVILLE			46.8
						0.1			
				0.1		CHAMBER ST	JY		51.6
						4.9			
		20126		0.0		GALESBURG	BIJTXY		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.

   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 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.

   Copy of Track Warrant–

   Conductor and Engineer must have their own copy of all track warrants that pertain to movement of their train. Conductor and Engineer will be responsible for making the second copy.

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

Canton Subdiv
BRANCH LINE
STATIONS

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 4.3 Oper		Distance from Yates City	EASTWARD ↑
		73232		46.9		YATES CITY	JT	0.0	
						5.5			
		73053		52.4		FARMINGTON		5.5	
						6.0			
		73059		58.4		NORRIS		11.5	
						4.8			
		73063		63.2		CANTON	M	16.3	
						3.5			
		73067	111	66.7		DUNFERMLINE	T	19.8	
						1.7			
		73069		68.4		ST DAVID	TWC	21.5	
						8.6			
		73077		77.0		LEWISTOWN		30.1	
						10.4			
		73088		87.4		IPAVA		40.5	
						6.9			
		23019		94.3		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.

Canton–Loaded coal trains must not use auxilary 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:
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 can when trailing unit has short end trailing.

   Dunfermline– Position of west wye switch is for wye.

   Copy of Track Warrant–

   Conductor and Engineer must have their own copy of all track warrants that pertain to movement of their train. Conductor and Engineer will be responsible for making the second copy.
8. **Other Line Segments**–NONE
9. **Locations not Shown as Stations**– NONE

La Salle Subdiv

BRANCH LINE

STATIONS

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 4.3 Oper		Distance from La Salle	↑ EASTWARD
		71926		25.7		LA SALLE	A	0.0	
						10.9			
		71938	61	36.6		LADD	TWC	7.0	
						7.0			
		20057		44.1		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 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.

Copy of Track Warrant–

Conductor and Engineer must have their own copy of all track warrants that pertain to movement of their train. Conductor and Engineer will be responsible for making the second copy.

Snow & 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.

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
L.C. GILE	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.E. WAGONER	Trainmaster	Galesburg	345–6259
A.A. SATUNAS	Terminal Supt	Galesburg	345–6224
M.D. GRADY	Trainmaster	Galesburg	345–6252
D.E. TRAFF	Asst. Trainmaster	Galesburg	345–6252
D.K. HOFSTRAND	Asst. Trainmaster	Galesburg	345–6252
R.S. POWELL	Trainmaster	Galesburg	345–6252
R.H. GRIMES	Trainmaster	Galesburg	345–6054
J.T. SEE	Asst Trainmaster	Galesburg	345–6252
R.B. PAULSGROVE	Mgr. Operating Practices	Galesburg	345–6139