

BNSF

Burlington Northern Santa Fe

Illinois Division

Timetable No. 1

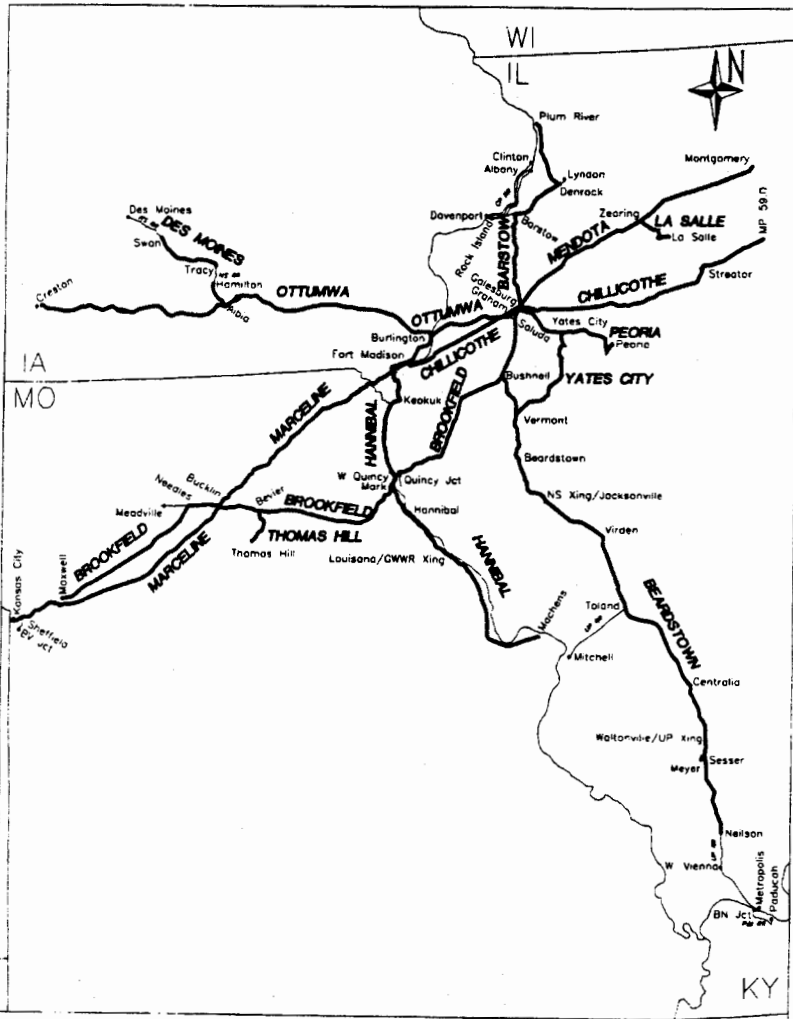
**IN EFFECT AT 0001
Central Continental Time**

Thursday August 1, 1996

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

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

Burlington Northern Santa Fe Illinois Division



WESTWARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Mendota Subdiv MAIN LINE STATIONS		Method of Oper	Track Diagram	EASTWARD ↑
		20001	41.0	MONTGOMERY	JX	2MT CTC		
				4.5				
		20007	45.5	BRISTOL	X			
				6.0				
		20013	51.5	PLANO				
				4.4				
		20017	55.9	SANDWICH				
				3.3				
		20021	59.2	SOMONAUK	X(2)			
				12.9				
		20034	72.1	EARLVILLE	MX(2)			
				0.4				
				UP Xing	M			
				10.1				
		20044	82.6	MENDOTA	BX(2)			
				12.7				
		20057	95.3	ZEARING	JX(2)			
				8.9				
		20066	104.2	PRINCETON				
				6.5				
		20072	110.7	WYANET				
				5.9				
		20078	116.6	BUDA	X(2)			
				14.5				
		20093	131.1	KEWANEE	X(2)			
				8.2				
		20101	139.3	GALVA	X(2)			
				7.4				
		20108	146.7	ALTONA				
				4.1				
		20112	150.8	ONEIDA				
				4.3				
		20117	155.1	WATAGA	X			
				7.3				
		20126	162.4	GALESBURG	BMJTX			

AAR Channel No. 85 in service on this subdivision.

Dispatcher Radio Call-in:	
Montgomery-71	Somonauk-74
Mendota-73	Wyanet-79
Galva-70	

Dispatcher Phone Numbers:

Creston Dispatcher Phone; (817) 234-6025 FAX: (817) 234-6062

1. Speed Regulations

1(A). Speed - Maximum	Passenger	Freight
Montgomery to Galesburg	79 MPH.	60 MPH.
Loaded coal trains		50 MPH.
Empty coal trains		60 MPH.
1(B). Speed - Permanent Restrictions		
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 117.2	60 MPH.	
MP 130.9 to MP 131.0	55 MPH.	55 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.
1(C). Speed - Switches and Turnouts		
Through crossovers between Main Tracks at: Bristol, Somonauk, Earlville, MP 80.4, Zearing, Buda, Kewanee, Galva, and Wataga	35 MPH.	35 MPH.

Crossover MP 162.05 Pearl Street	30 MPH.	30 MPH.
except loaded coal and taconite trains		25 MPH.

1(D). **Speed - Other**

Galesburg Terminal—

All tracks other than main tracks	Restricted Speed
Coach yard, Kansas City and Peoria wye track	10 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. **Method of Operation—****CTC**—in effect:

Montgomery to Galesburg MP 41.0 to MP 161.9

Multiple Main Track—

Montgomery to Galesburg MP 41.0 to MP 161.9

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 55.98	Main 1	Sandwich
MP 83.4	Main 1	Mendota
MP 98.7	Main 1	West of Malden
MP 110.5	Main 2	Wyanet
MP 111.0	Main 1	Wyanet
MP 112.83	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 132.99	Main 1	Kewanee
MP 146.92	Main 1	Altona
MP 155.43	Main 1	West of Wataga

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

Montgomery (EWD) MP 42.0 (DED only) both tracks

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 crossing.

8. Line Segments—

Yard Line Segments—

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

Road Line Segments—

Line Segment	Limits
1	Montgomery to Galesburg

9. Locations not Shown as Stations—

Name	Miles—Location	Capacity Feet	Switch Opens
20027 Leland	6.1 west of Somonauk	2770	East
20040 Mendon	5.3 west of Earlville	1100	West
20053 Arlington	8.8 west of Mendota	1370	West
20060 Malden	3.1 west of Zearing	1783	West
20085 Neponset	6.4 west of Buda	2070	East

BARSTOW SUBDIVISION

WESTWARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Barstow Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD
		20126	1.0	GALESBURG	BMJTX			
	10,639	22002	3.4	BOUHAN				
		22005	6.3	HENDERSON				
		22012	13.0	RIO				
	8,257	22018	18.6	ALPHA				
		22022	23.0	OPHIEM				
		22025	26.3	LYNN				
		22029	30.5	ORION				
	9,791	22034	34.8	WARNER				
		22039	39.4	BRIAR BLUFF		CTC		
		22040	40.6	COLONA				
			40.8	IOWA				
				INTERSTATE KING	A			
	5,506	22043	43.8	BARSTOW	T			
	9,008	22057	58.4	HILLSDALE				
		22062	62.1	ERIE				
		22068	68.3	DENROCK				
	10,544	22071	71.7	FENTON				
		22076	77.0	SAM				
	10,543	22086	86.6	EBNER				
			96.7	PLUM RIVER	JX			

AAR Channel No. 87 in service on this Subdivision.

Dispatcher Radio Call-in:	
Alpha-50	Barstow-51
Savanna-52	

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

1. Speed Regulations

1(A). Speed - Maximum

Freight

Galesburg to Plum River 60 MPH.

1(B). Speed - Permanent Restrictions

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.

1(C). **Speed – Switches and Turnouts**

Through turnouts entering controlled sidings at following location:

West Switch Bouhan, Alpha and Warner 20 MPH.

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

West Switch Bouhan, Alpha, and Warner 35 MPH.

Through crossover MP 96.7 (Plum River) 35 MPH.

1(D). **Speed – Other**

Galesburg Terminal–

All tracks other than main tracks Restricted Speed

Coach yard, Kansas City and Peoria Wye tracks 10 MPH.

Barstow and Crescent Bridge–MP 242 to MP 249.3 Rule 6.28 20 MPH.

Crossing MP 245.2 (HE only) 10 MPH.

Crossing MP 245.5 (HE only) 10 MPH.

Siding Barstow 10 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. **Method of Operation–**

CTC–in effect:

MP 1.0 to MP 96.7

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

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

Rule 6.27–In effect on Iowa Interstate Main Track at Rock Island

Rule 6.28–Industrial track between:

Term. Jct. Rock Island and Barstow– 11.0 miles

Denrock and Lyndon–3.1 miles

DRI–Jct to Albany

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

Rule 8.12–Crossover Switches Amendment:

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

Iowa Interstate Junction switch at 7th Street. East Moline and the crossover switch at 44th Street Rock Island may be left as last used.

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)—

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

6. FRA Excepted Track—

DRI Jct to Albany between MP 20.1 and MP 25.4

7. Special Conditions—

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

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

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—Joint trackage BNSF all movements between 7th Street, East Moline and 44th Street RI, will be coordinated through the Iowa Interstate Dispatcher, Radio Channel 74.

Iowa Interstate Crossing—Interlocking MP 40.8

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

Automatic interlocking and CTC Rules are in effect.

Between East wye switch Davenport and Clinton—Soo Line Timetable governs.

Denrock to Lyndon—Flasher crossing MP 26.7 to Rt. 78, stop and flag all movements over crossing.

8. Line Segments—**Yard Line Segments—**

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

Road Line Segments—

Line Segments	Limits
7	Barstow to Terminal Jct Rock Island
8	Denrock to Lyndon
949	DRI—Jct. to Albany
6	Galesburg to Plum River

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity Feet.	Switch Opens
71662 Lyndon	3.1 from Denrock	1500	East
22051 Joslin	7.9 west of Barstow	500	East
22088 Thomson	2.0 west of Ebner	375	West
72204 Silvis Transfer	4.0 from Barstow	1000	West
72205 East Moline	5.0 from Barstow	2600	Both
72208 Moline	8.0 from Barstow	2500	Both
72211 Terminal Junction	11.0 from Barstow	6022	Both
72212 Rock Island	12.0 from Barstow	Yard	Both

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Ottumwa Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	↑ EASTWARD
		20126	162.4	GALESBURG	BMJTX			
			162.6	A PLANT	M			
			163.4	ACADEMY	M			
		20130	168.4	GRAHAM	MJ	2MT CTC		
			169.9	CP 1899	XJ			
		20141	179.0	MONMOUTH	X(2)	DT ABS TWC		
		20146	185.0	KIRKWOOD	X			
		20158	196.1	GLADSTONE	X			
			202.4	CONNETT	X(2)			
		20167	205.4	BURLINGTON	MBJX	2MT CTC		
		20171	209.3	W BURLINGTON	X			
		20174	212.5	DAYMAN	TX			
		20186	224.6	NEW LONDON	X			
		20195	233.2	MT PLEASANT	X(2)			
		20212	250.1	BECKWITH	X	DT ABS TWC		
		20217	255.4	FAIRFIELD	X(2)			
		20228	266.1	BATAVIA	X			
		20241	279.6	OTTUMWA	X(2)			
			280.4	CPRS LINE Xing	MX			
		20251	289.1	ISU SWITCH	X			
		20263	301.9	MAXON	X(2)	2MT CTC		
		20265	303.7	ALBIA	J			
		20269	309.7	HALPIN	X(2)			
		20280	318.6	MELROSE	X	DT ABS TWC		
		20288	326.8	RUSSELL	X			
		20296	334.3	CHARITON	TX			
			342.0	SHANNON	X(2)			
		20312	350.6	WOODBURN	X			
		20321	359.9	OSCEOLA	X	2MT ABS TWC		
		20332	370.4	MURRAY	X			
		20337	376.0	THAYER	X			
		20345	383.6	AFTON	X			
		20355	392.9	CRESTON	BYX			

AAR Channel No.39 in service Galesburg to Creston.

Dispatcher Radio Call-in:	
Kirkwood-70	Mount Pleasant-71
West Burlington-72	Fairfield -73
Ottumwa -74	Albia -75
Chariton -78	Osceola-79
Creston East-70	

MP 391.0 to Creston is part of and under the jurisdiction of the Nebraska Division
Dispatcher Phone Numbers:

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

1. Speed Regulations

1(A). Speed - Maximum	Passenger	Freight
Galesburg to Creston	79 MPH.	60 MPH.
Loaded unit coal trains		50 MPH.
Empty coal trains		60 MPH.
Against the current of traffic on double track	59 MPH.	49 MPH.
1(B). Speed - Permanent Restrictions		
MP 162.4 to MP 163.6 Main 1 and Main 2	30 MPH.	30 MPH.
MP 162.4 to MP 162.6 Main 1 Eastward	20 MPH.	10 MPH.
MP 162.4 to MP 162.5 Main 2 Westward	30 MPH.	30 MPH.
MP 163.6 to MP 164.0	75 MPH.	50 MPH.
Waterman and Graham—Main 1 and Main 2	35 MPH.	35 MPH.
Graham cut-off track MP 165.2 to MP 164.3	10 MPH.	10 MPH.
MP 169.0 Eastward track	70 MPH.	
MP 169.0 Westward track	50 MPH.	50 MPH.
CP 1699 on the Ottumwa Subdivision to CP 1850 on the Chillicothe Subdivision—Auxiliary main 1	40 MPH.	40 MPH.
Cameron Jct. on the Ottumwa Subdivision to CP 1844 on the Chillicothe Subdivision Auxillary main 2	40 MPH.	40 MPH.
MP 170.0 Eastward track (HE only)		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 (HE only)		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 (HE only)		55 MPH.
MP 232.8 to MP 233.8 (HE only)	60 MPH.	50 MPH.
MP 235.5 Westward track (HE only)		55 MPH.
MP 255.0 to MP 256.0 Fairfield—head end 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 305.3 Main 2	50 MPH.	45 MPH.
MP 305.3 to MP 308.1 Main 2	60 MPH.	55 MPH.
Eastward loaded coal trains MP 305.3 to MP 315.0 Main 2		55 MPH.
MP 303.6 and MP 304.4 Main 1 (HE only)	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 (HE only)		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.

1(C). Speed – Switches and Turnouts

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

1(D). Speed – Other

Galesburg Terminal –		
All tracks other than main tracks	Restricted Speed	
Coach yard, Kansas City and Peoria wye tracks		10 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 industry tracks at the following locations: Monmouth, Kirkwood, Gladstone, New London, Mt Pleasant, Fairfield and Batavia.

3. Type of Operation–

Yard Limits–in effect:

Creston– MP 390.75 to MP 393.75

TWC– In effect:

CP 1699 to CTC Connett 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:

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

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

MP 168.4 to MP 169.9

Graham to CP 169.9

MP 202.4 to MP 206.7

Connett to Burlington

MP 300.8 to MP 309.9

Maxon to Halpin

ABS–in effect:

MP 169.9 to MP 202.4

CP 1699 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, 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 168.4 to CP 1699	Control Point 1699
MP 168.4 to MP 169.9	CP 1699
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—

CP 169.9 to MP 202.4	CP 1699 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)—**

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
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 Exepected 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, Batavia, 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. Line Segments—

Yard Line Segments—

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

Road Line Segments—

Line Segment	Limits
97	Graham Cutoff
1	Galesburg to Creston

9. Locations not Shown as Stations—

Name	Miles—Location	Capacity Feet	Switch Opens
Cameron Jct.	0.7 west of CP 1699 on Auxiliary Main 1		
20133 Cameron	3.2 west of Graham	419	Both
20152 Biggsville	5.7 west of Kirkwood	528	East
20180 Danville	6.4 west of Dayman	1050	East
20205 Lockridge	10.5 west of Mt Pleasant	2550	Both
20235 Agency City	7.3 west of Batavia	3597	East
20304 Lucas	1.1 west of Shannon	500	West

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Brookfield Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD ↑
		20126	162.4X	GALESBURG	BMJTX			
			162.9X	0.5 KNOX ST	MJ			
			164.3X	1.4 THIRWELL	M			
		25004	166.0X	1.7 WATERMAN	MJT			
		25005	168.1X	1.9 SALUDA	M			
11,081	25010	172.3X	4.2 ABINGDON			CTC		
9,833	25020	182.8	10.5 AVON					
	25029	191.4	8.6 BUSHNELL		J			
		191.5	0.1 TP&W Xing		M	2MT CTC		
7,130	25040	202.3	10.8 MACOMB					
6,934	25047	209.3	7.0 COLCHESTER					
7,300	25063	225.9	16.6 AUGUSTA					
6,605	25073	235.2	9.3 GOLDEN					
7,560	25078	240.9	5.7 CAMP POINT			CTC		
6,890	25091	254.2	13.3 EWBANKS					
		258.5	4.3 QUINCY					
	73801	261.5	3.0 QUINCY JCT					
7,500	25101	263.4 136.9	1.9 WEST QUINCY		BJTX			
BETWEEN WEST QUINCY AND MARK OPERATE ON HANNIBAL SUBDIVISION								
			134.1					
	25104	5.7		MARK	JT	CTC		
	25107	7.1		1.4 NORTH RIVER	JT	2MT CTC		
7,352	25112	14.5	7.4 PALMYRA					
7,201	25130	32.8	18.3 CARD					
7,219	25139	41.7	8.9 LAKENAN					
7,807	25161	62.9	21.2 ANABEL					
	25168	70.4	7.5 MACON					
	25173	76.2	5.8 BEVIER		J			
8,310	25177	78.9	2.7 CALLAO					
	25184	86.0	7.1 NEW CAMBRIA					
7,680	25192	93.9	7.9 BUCKLIN			CTC		
	25202	104.1	10.2 BROOKFIELD		B			
9,606	25204	106.9	2.8 NEEDLES					
7,206	25215	118.1	11.2 SUMNER					
		118.2	0.1 WG RY Xing		A			
7,039	25227	130.2	12.0 HAMM					
7,171	25239	141.9	11.7 AALBERG					
7,059	25250	153.5	11.6 PERSONS					
7,191	25263	166.3	12.8 THIEHOFF					
7,006	25275	177.7	11.4 MAXWELL		J			

Between Maxwell and Birmingham NS Rules Timetable and Special Instructions Govern
between Birmingham and Kansas City—Kansas Division Timetable in effect.

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

Dispatcher Radio Call-in:		
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

1. Speed Regulations

1(A). Speed – Maximum

	Passenger	Freight
Galesburg to West Quincy	79 MPH.	60 MPH.
Loaded coal trains		50 MPH.
Empty coal trains		60 MPH.
West Quincy to Maxwell		60 MPH.
Loaded unit trains, except intermodal: Between Needles MP 106.9 and Maxwell MP 177.7		30 MPH.

1(B). Speed – Permanent Restrictions

MP 162.4 to MP 163.0X Quincy Main	10 MPH.	10 MPH.
MP 164.3X over hub center crossing (HE Only)	25 MPH.	25 MPH.
MP 163.0X to MP 167.0X Quincy Main	59 MPH.	50 MPH.
MP 191.4 to MP 191.5	40 MPH.	40 MPH.
MP 202.6 to MP 202.7	40 MPH.	40 MPH.
MP 240.0 to MP 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.
MP 6.7 to MP 8.6 Main 2		35 MPH.
MP 5.7 to MP 10.0		50 MPH.
MP 10.0 to MP 14.8		30 MPH.
MP 14.8 to MP 15.3		50 MPH.
MP 29.7 to MP 30.4 (HE only)		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 (HE only)		25 MPH.

1(C). Speed – Switches and Turnouts

Trains departing off R&D lead after through all other turnouts, and engine through turnout MP 168.0 Saluda		35 MPH.
Through turnout MP 188.9	35 MPH.	35 MPH.
Through crossover MP 192.3	30 MPH.	30 MPH.
Through crossover MP 192.4	35 MPH.	35 MPH.
Through turnouts MP 263.2 to MP 263.4	30 MPH.	25 MPH.
Through turnouts of controlled sidings unless otherwise indicated	20 MPH.	20 MPH.

Trains less than 100 ton per operative brake , as follows:

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.
Through turnouts MP 6.7 to MP 8.6	35 MPH.
Through turnouts between North River and Falk	20 MPH.
Through turnout to NS at Maxwell	35 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.

1(D). **Speed – Other**

Galesburg Terminal–	Restricted Speed
All tracks other than Main Tracks	
Coach yard, Kansas City and Peoria wye tracks	10 MPH.
Bushnell on connection track to T.P.W. Railroad	5 MPH.
Sumner and Hale on elevator and interchange tracks	5 MPH.
Through sidings	10 MPH.
except Card, Lakenan, Anabel, Callao and Bucklin	20 MPH.
Loaded unit trains between Maxwell and Mark must not operate in Brookfield Yard and must not operate on sidings Palmyra, Anabel, Sumner, Hamm, Persons	
Bridge 82.54 Callao, cars heavier than 134 tons	25 MPH.

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 LaCledde	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. **Method of Operation–**

CTC –in effect between	
MP 167.9X to MP 263.4	Galesburg to West Quincy
MP 5.7 to MP 177.8	Mark to Maxwell
Multiple Main Tracks –	
MP 188.9 to MP 192.4	Bushnell
MP 6.7 to MP 8.6	North 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 Needles and LaCledde–2.2 miles
- Rule 8.12**–Crossover Switches Amendment:
Rule 8.12 of the General Code of Operating rules titled “Crossover Switches” does not apply to high/low crossovers from Running Track #2 through Receiving/Departure Track #4 in Galesburg Terminal.

Rule 10.2—Switches not equipped with electric locks:

MP 195.78	Bardolph	MP 30.18	Monroe City
MP 200.58	Macomb	MP 46.58	Shelbina
MP 202.05	Macomb	MP 48.46	MFA West of Shelbina
MP 217.56	Colmar	MP 59.22	Clarence
MP 232.63	La Prairie	MP 93.79	House Track, Bucklin
MP 240.87	Camp Point		

5. Trackside Failed Equipment Detectors (FED)—

Quincy (WWD)	MP 259.5 (DED Only)
West Quincy (EWD)	MP 263.2 (DED Only)
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 176X to MP 177X	between Abingdon and Avon
MP 238 to MP 239	between Golden and Camp Point
MP 100 to MP 101	between Bucklin and Brookfield
MP 20 to MP 21	between Palmyra and Card
MP 109 to MP 110	between Needles and Sumner
MP 173 to MP 174	between Thiehoff and Maxwell

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

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.

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. Line Segments—**Road Line Segments—**

<u>Line Segment</u>	<u>Limits</u>
15	Needles to La Ciede
11	Galesburg to West Quincy
14	West Quincy to Mark
15	Mark to Needles
17	Needles to Maxwell

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity Feet	Switch Opens
25023 Prairie City	2.7 west of Avon	395	East
25033 Bardolph	4.5 west of Bushnell	395	East
25049 Tennessee	2.4 west of Colchester	600	East
25055 Colmar	8.2 west of Colchester	400	West
25059 Plymouth	12.5 west of Colchester	800	East
25070 La Prairie	6.4 west of Augusta	395	West
25085 Paloma	7.3 west of Camp Point	500	East
25121 Ely	9.3 west of Palmyra	2030	East
25128 Monroe City	15.7 west of Palmyra	2856	Both
25135 Hunnewell	4.0 west of Card	1220	Both
25144 Shelbina	4.9 west of Lakenan	2667	Both
25157 Clarence	17.3 west of Lakenan	3275	Both
25221 Hale	6.4 west of Sumner	660	Both
27002 LaCiede	2.2 from Needles	880	Both

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Thomas Hill Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD ↑
		25170	16.0	THOMAS HILL	6.1	TWC		
		25171	9.9	BINKLEY	9.9			
		25173	0.0	BEVIER	J			

AAR Channel No. 85 in service on this Subdivision

Dispatcher Radio Call-in:

Macon 29

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

1. Speed Regulations

1(A). Speed - Maximum

Thomas Hill to Bevier 25 MPH. Freight

1(B). Speed - Permanent Restrictions-None

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

1(D). Speed - Other-None

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

Thomas Hill to Bevier 143 tons

3. Method 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. Line Segments-

Road Line Segments-

Line Segment Limits

1061 Thomas Hill to Bevier

9. Locations not Shown as Stations-None

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Hannibal Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD ↑
		20167	220.3	BURLINGTON	BJR	TWC		
			3.9	KEMPER				
		26212	216.4					
			6.5	WEVER				
	6,257	26203	207.7	SINCLAIR SWITCH				
			7.7	FORT MADISON				
		26198	200.0					
			10.7	MONTROSE				
	7,900	26185	189.3					
			3.8	GATEWAY				
		26180	185.5					
			2.2	SANDUSKY				
		26178	183.3					
			5.4	KEOKUK	BJR			
	8,056	26162	166.6	GREGORY				
			11.3	CANTON				
		26152	156.2					
			10.4	LA GRANGE				
		26146	150.1					
			6.1	GRIFFITH				
	8,517	26144	148.1					
			2.0	WEST QUINCY	BJTR			
	7,500	25101	136.9					
			11.2	MARK	J			
		25104	134.1					
			2.8	FALK	J			
	7,176	26132	131.5					
			2.6	NS Xing	M			
			10.7	HANNIBAL				
			1.1	ASHBURN				
	9,300	26119	119.7					
			15.4	LOUISIANA				
	8,603	26104	104.3					
			10.2	GWWR Xing	A			
			0.5	DUNDEE				
			7.2	ELSBERRY				
	6,205	26086	86.4					
			18.2	OLD MONROE				
	10,237	26068	68.2					
			16.6	GIBBS				
	7,335	26052	51.6					
			7.2	MACHENS				
	7,009	26044	44.4					
			17.5	WEST ALTON				
	10,243	26027	26.9					
			6.5	SPANISH LAKE				
	10,620	26020	20.4					
			5.6	BADEN	J			
	8,924	26015	14.9					
			5.4					
		26009	9.4					
			2.2					
ON TRRA BELT BETWEEN BADEN AND GRAND AVENUE, TRRA RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN								
		26007	7.2	NORTH ST LOUIS	BJT	CTC		
			3.0	NORTH MARKET	MJ			
		26004	4.2					
			5.1					
BETWEEN NORTH MARKET AND GRAND AVENUE TRRA RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN								
			2.1	GRAND AVENUE	MJ	Rule 6.28		
			5.0	LINDENWOOD	BMJ			
		92007	7.1X			Rule 6.28		

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

Dispatcher Radio Call-in:		
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 West 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 Southeastern Division

1. Speed Regulations

1(A). Speed - Maximum

Freight

Burlington to West Quincy	40 MPH.
West Quincy to No. St. Louis	60 MPH.

1(B). Speed - Permanent Restrictions

Loaded unit trains, except intermodal, between Burlington and West Quincy	30 MPH.
Grand Ave. Interlocking	10 MPH.
MP 3.9 to MP 4.7	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	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.
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 (HE 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 175.0	25 MPH.
MP 180.1 to MP 180.2 (HE 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 (HE only)	10 MPH.
MP 203.0 to MP 203.3	30 MPH.
MP 216.7 to MP 218.8	25 MPH.
Prospect Hill-Water Works Track	5 MPH.

1(C). Speed - Switches and Turnouts

Through turnouts between Falk and North River	20 MPH.
Through turnout MP 134.1	35 MPH.
Through turnouts East switch and West switch into West Quincy Yard	20 MPH.
Through turnout MP 137.1	25 MPH.
Through turnouts of controlled sidings, unless otherwise specified	20 MPH.
Through turnouts and sidings West Alton and Spanish Lake	10 MPH.

1(D). Speed - Other

Through controlled siding West Quincy	25 MPH.
Track 1, West Quincy Yard	Rule 6.28 20 MPH.

Machens–Union Electric Power tracks loaded trains	5 MPH.
At Keokuk on the Moar line	Rule 6.28 20 MPH.
Siding Sinclair Switch	10 MPH.
Bridge 18.8 cars heavier than 131.5 tons	10 MPH.
Bridge 100.43–Loaded unit coal trains consisting of trough car equipment ..	25 MPH.

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.

Ft. 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.

Prospect Hill–Six axle locomotives not permitted on water works tracks.

3. Method of Operation–

Restricted Limits–in effect:

West Quincy MP 144.0 to MP 137.7

Restricted Limits–in effect:

Burlington MP 220.3 to MP 218.8
 Keokuk MP 179.0 to MP 175.0

CTC–in effect:

MP 137.7 West Quincy to MP 104.6 Ashburn
 MP 70.0 Elsberry to MP 4.3 North Market

ABS–in effect:

MP 70.0 Elsberry to MP 104.6 Ashburn

TWC–In effect:

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

Rule 6.28–in effect between: Grand Ave Interlocking and Lindenwood.

4. General Code of Operating Rules Items–

Rule 6.19–When flagging is required. 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	WestMcMillan–BlodellSwitch
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 Detector (FED)–

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

6. FRA Excepted Track–None

7. Special Conditions–

TWC–Item 14 Protect Open Switch–All trains entering or leaving main track at sidings or junctions must have **Item 14** checked on their track warrant.

It is equally the responsibility of the engineer, conductor and train dispatcher to see that **Item 14** is checked before the "OK" is given for the track warrant issued.

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 MP129	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 flashers are working.

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

Between Baden and Lindenwood—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, BNSF 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 BNSF 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. Line Segments—

Yard Line Segments—

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

Road Line Segments—

Line Segment	Limits
14	Burlington to North Market
2002	Grand Ave. to Lindenwood

9. Locations not Shown as Stations—

Name	Miles—Location	Capacity Feet	Switch Opens
26210 Spring Grove	2.1 west of Kemper	684	West
26157 Fenway	5.2 west of Gregory	110	West
26191 Viele	6.4 west of Ft. Madison	138	West
26178 Sandusky	2.2 west of Gateway	3333	Both
26205 Wever	6.4 west of Kemper	702	West
26130 South River	1.7 west of Falk	5100	West
26116 Ilasco	3.1 west of Hannibal	2400	East
26092 Cosgrove	1.2 west of Louisiana	800	East
26075 Annada	11.0 west of Dundee	250	East
26056 Winfield	12.1 west of Eisberry	250	East
26037 Seeburger	7.5 west of Gibbs	600	East
26033 Orchard Farm	10.9 west of Gibbs	900	West
26010 Prospect Hill	4.5 west of Spanish Lake	2000	Both

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Beardstown Subdiv		Track Diagram	EASTWARD ↑
				MAIN LINE STATIONS			
					Method of Oper.		
		25029	160.4X	BUSHNELL	J CTC		
8,770	23008	151.3X	9.1 ADAIR				
6,880	23019	140.6X	10.7 VERMONT	J TWC			
6,900	23027	129.0X	11.6 STEWART				
7,850	23037	119.3X	9.7 GRIMES	CTC			
	23040	115.9X	3.4 BEARDSTOWN	MBR 2MT			
10,037	23046	110.2X	5.7 HAGENER	CTC			
		102.1X	8.1				
7,353	23054	0.0	CONCORD				
		10.2	10.2 NS Xing	M			
6,534	24010	11.0	0.8 JACKSONVILLE				
8,600	24035	35.0	24.0 LOWDER				
	24040	42.1	7.1 VIRDEN				
		44.4	2.3 GIRARD - SP Xing	M TWC			
7,426	24052	53.1	8.7 ATWATER				
8,170	24063	64.2	11.1 LITCHFIELD				
		65.6	1.4 WINSTON - NS Xing	A			
11,234	24074	74.0	8.4 TOLAND	JT			
		77.9	3.9 SORENTO - NS Xing	A			
6,826	24084	85.1	7.2 AYERS				
7,894	24092	93.2	8.1 SMITHBORO - CR Xing	M			
7,424	24103	104.5	11.3 KEYESPORT				
	24114	114.9	10.4 SHATTUC - CSX Xing	AJ			
	24120	121.0	6.1 CENTRALIA	BJXR CTC			
		122.3	1.3 CENTRALIA - IC Xing	M			
		122.6	0.3 SOUTHERN RY JCT	JMX			
10,367	24135	136.5	13.9 WOODLAWN	J			
		136.6	0.1 WOODLAWN - CSX Xing	A			
6,255	24143	144.6	8.0 WALTONVILLE				
		144.7	0.1 WALTONVILLE - UP Xing	A			
		146.2	1.5 WALTONVILLE - IC Xing	A TWC			
		147.5	1.3 REND LAKE MINE				
16,830	24152	153.2	5.7 SESSER	T			
	24155	156.3	3.1 MEYER				
	24160	161.6	5.3 CHRISTOPHER - IC Xing	A			
		165.0	3.4 ZIEGLER - UP Xing	A			
9,432	24166	167.5	2.5 CAMBON				
	24172	173.0	5.5 HERRIN				
		174.9	1.9 HERRIN JCT				
			4.4				

WESTWARD	Length of Siding In Feet	Station Nos.	Mile Post Location	Beardstown Subdiv (Cont)		Method of Oper.	Track Diagram	EASTWARD	
				MAIN LINE STATIONS					
			179.3	MARION		TWC			
7,340	24186	187.4	8.1 NEILSON	JR					
BETWEEN NEILSON AND WEST VIENNA U.P. RR RULES AND TIMETABLE GOVERN.									
7,503	24202	202.8	WEST VIENNA	J	TWC				
		218.6	15.8 JOPPA JCT	J					
6,719	24222	221.5	2.9 COOK						
	24224	225.9	4.4 BURLINGTON JCT	JT					

BETWEEN BURLINGTON JCT AND PADUCAH

IC RR RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

	24239	239.0	PADUCAH		
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AAR Channel No. 85 in service Bushnell to Beardstown.
AAR Channel No. 66 Beardstown to Paducah.

Dispatcher Radio Call-in:		
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. Speed Regulations

- 1(A). Speed - Maximum** **Freight**
- Bushnell and Cook 49 MPH.
Cook MP 220.0 and Burlington Jct. MP 225.4 30 MPH.
- 1(B). Speed - Permanent Restrictions**
- MP 159.6 to MP 159.2 between Bushnell and Adair 35 MPH.
MP 146.1X to MP 145.6X between Adair and Vermont 40 MPH.
MP 140.0X to MP 118.1X between Vermont and Beardstown 40 MPH.
MP 118.1X to MP 116.3X between Grimes and Beardstown 25 MPH.
MP 107.0X to MP 105.0X between Hagener and Concord:
- Eastward 30 MPH.
 Westward 35 MPH.
MP 9.5 to MP 10.8 between Concord and Jacksonville 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.
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 (HE only) 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.

1(C). Speed – Switches and Turnouts

Through turnout East siding switch Grimes	10 MPH.
Through turnout MP 115.9X	25 MPH.
Through turnout MP 114.3X	35 MPH.
Lower through turnouts leaving siding after engine on Main Track	35 MPH.
Through turnouts of controlled sidings unless otherwise indicated	20 MPH.
Ohio River Bridge, Metropolis	10 MPH.

1(D). Speed – Other

Eastward trains using siding at Ayres; head end of train between east switch of siding and highway crossing, 165 feet east	5 MPH.
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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

Six axle engines not allowed on:

Elevator track, Terra track and FS track at Adair

House track and East Yard track at Vermont

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

Vermont–

Amax Coal Lead

Girard–

Vermiculite Track

Beardstown–

Running Track, 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. Method of Operation–

Restricted Limits–in effect:

Beardstown MP 116.3X and 114.3X

Centralia MP 119.0 and 124.0

Neilson Jct. to MP 185.0

CTC–in effect:

MP 160.4 to MP 159.6

Bushnell

MP 119.7X to MP 116.3X

Grimes to Beardstown

MP 114.3X 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 119.7X 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 114.3X to MP 115.9X 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 8.3-Beardstown and Centralia-Normal position of main track switches within Restricted Limits DOES NOT APPLY. These switches may be left lined as last used; trains must approach these switches expecting to find them lined against movement.

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

Rule 8.11-Switches in Sidings:

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

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

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

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

MP 106.7 Arenzville

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

Hagener (EWD) MP 112.2X (DED Only)
 Grimes (WWD) MP 121.5X (DED Only)
 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 BNSF-

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 120X to MP 121X 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

Between Bushnell and Cook-TWC-Item 14 Protect Open Switch-All trains entering or leaving main track at sidings or junctions must have **Item 14** checked on their track warrant.

It is equally the responsibility of the engineer, conductor and train dispatcher to see that **Item 14** is checked before the "OK" is given for the track warrant issued.

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 118.1X at Grimes to MP 116.3X at Beardstown, except lift span bridge at MP 117.3X over Illinois River is a manual interlocking.

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

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

To contact the NS dispatcher at Decatur to use Jacksonville interlocking. Engines equipped with 99 channel radios can turn to AAR channel 22. The NS dispatcher call 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. BNSF trains operating between North Lenox and Wood River will use most northerly track in Worcester Yard, and will advise operator at Lenox when train is clear of UP main track. Tracks No. 9 and No. 10 in Worcester Yard are auxiliary tracks.

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

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.

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

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

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

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

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

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

Joppa Jct.—The normal position of Kelley switch is lined toward 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. Line Segments-

Yard Line Segments-

Line Segment	Limits
856	Beardstown
857	Centralia

Road Line Segments-

Line Segment	Limits
13	Waltonville to Orient 6
13	Sesser to Old Ben 21
13	Sesser to Old Ben 26
13	Meyer to Old Ben 24
13	Burlington to Metropolis
104	Metropolis to Paducah
12	Bushnell to Concord
13	Concord to Paducah

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity Feet	Switch Opens
24017 Pisgah	7.1 west of Jacksonville	500	East
24023 Franklin	12.2 west of Jacksonville	610	West
24028 Waverly	6.2 west of Franklin	627	West
24057 Barnett	4.8 west of Atwater	300	West
24097 Hookdale	5.1 west of Smithboro	800	West
24225 Metropolis	1.0 from Burlington Jct	1410	Both
Mine Spurs			
74006 Old Ben Mine 24	6.0 from Meyer	Yard	Both
79004 Old Ben Mine 21	3.0 from Sesser	Yard	Both
79104 Old Ben Mine 26	3.0 from Sesser	6500	Loop
24144 Orient Mine 6	1.0 from Waltonville	8730	Loop
Crown 2	2.0 from Virden	8730	Loop
Rend Lake Mine	5.7 from Sesser	Yard	East
Forman	7.3 from West Vienna	575	East

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Des Moines Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD ↑	
		20285	0.0	ALBIA	RJ	CTC			
	4.075	77504	3.8	4.1 SHEAHAN					
		77509	9.1	5.3 LOVILIA					
		77512	NS 284.3	2.5 HAMILTON					
		77514	NS 286.9	2.5 BUSSEY					
		77519	NS 292.2	5.3 TRACY					
		77525	24.7	5.4 DURHAM					
		77528	28.1	3.4 FLAGLER					
	4,309	77533	32.8	4.7 KNOXVILLE				TWC	
	4,309	77543	42.9	10.0 PLEASANTVILLE					
		77549	NS 320.0	5.8 SWAN					
	4,309	77553	NS 324.3	4.3 RUNNELLS					
	2,870	77563	NS 335.2	10.9 McCOY	R				
		77563	NS 335.3	0.1 NW JUNCTION	JR				
		77569	67.8	4.6 DES MOINES	BR				

AAR Channel No. 39 in service on this Subdivision.

Dispatcher Radio Call-in:	
Albia -76	Tracy-75
Knoxville -78	Des Moines - 79

Dispatcher Phone Numbers:

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

1. Speed Regulations

1(A). **Speed - Maximum** **Freight**
 Albia to Des Moines 35 MPH.

1(B). **Speed - Permanent Restrictions**
 Albia to MP 0.8 10 MPH.
 BNSF MP 7.0 to MP 10.5 25 MPH.
 NS MP 283.0 to MP 291.4 25 MPH.
 BNSF MP 23.3 to MP 23.7 25 MPH.
 BNSF MP 31.5 to MP 35.0 25 MPH.
 NS MP 318.8 to MP 334.1 25 MPH.

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

1(D). **Speed - Other**
 Maximum speed permitted at Des Moines within yard limits:
 On BNSF 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. Method of Operations-

Restricted Limits-in effect:

MP 0.0 to MP 0.8

NS MP 334.1 to Des Moines

TWC-in effect between:

West Yard Limit Albia (BNSF 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

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. Line Segments-

Yard Line Segments-

Line Segment	Limits
840	Des Moines

Road Line Segments

Line Segment	Limits
81	Albia to Des Moines

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity Feet	Switch Opens
77537 Donnelly	4.0 west of Knoxville	1200	Both

WESTWARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Peoria Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	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	AR	TWC	
		47.5	4.6 CNW	A		
7,050	73214	39.0	8.5 EDWARDS			
	73222	31.1	7.9 OAK HILL			
	73226	25.6	5.5 ELMWOOD			
3,250	73232	22.8	2.6 YATES CITY	JT		
6,211	73241	10.2	12.6 GILSON			
	73247	4.5	5.7 KNOXVILLE			
		0.1	4.9 CHAMBER ST	JR		
	20126	0.0	0.1 GALESBURG	BMJTXR		

AAR Channel No. 85 in service on this Subdivision.

Dispatcher Radio Call-in:	
Yates City-94	Peoria-93
Edwards-92	

Dispatcher Phone Numbers:

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

1. Speed Regulations

1(A). Speed - Maximum

Freight

Peoria to Galesburg 40 MPH.

1(B). Speed - Permanent Restrictions

MP 3.8 to MP 8.3 25 MPH.

MP 26.0 to MP 33.1 30 MPH.

MP 33.1 to MP 39.6 35 MPH.

MP 49.7 to MP 52.3 10 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.

Trains handling derricks 25 MPH.

Bridge derrick 975501 over Bridge 42.5 10 MPH.

Item 1A of the System Special Instructions applies between MP 23.0 to MP 10.0.

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

1(D). Speed - Other-None

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. Method of Operation-

Restricted 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

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. Line Segments-

Yard Line Segments-

Line Segment	Limits
855	Peoria
858	Yates City

Road Line Segments-

Line Segment	Limits
108	East Peoria to Galesburg

9. Locations not Shown as Stations-

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

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Yates City Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	↑ EASTWARD
		73232	46.9	YATES CITY	JT	TWC		
		73053	52.4	FARMINGTON				
		73059	58.4	NORRIS				
		73063	63.2	CANTON	M			
		73067	66.7	DUNFERMLINE	T			
		73069	68.4	ST DAVID				
		73077	77.0	LEWISTOWN				
		73088	87.4	IPAVA				
		23019	94.3	VERMONT	J			

AAR Channel No. 85 in service on this Subdivision.

Dispatcher Radio Call-in:		
Canton-61	Ipava-41	Yates City-94

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

1. Speed Regulations

- 1(A). **Speed - Maximum** **Freight**
 Yates City to Vermont 25 MPH.
- 1(B). **Speed - Permanent Restrictions**
 MP 47.0 to MP 64.0 10 MPH.
 Buckheart Lead 5 MPH.
- 1(C). **Speed - Switches and Turnouts-None**
- 1(D). **Speed - Other**
 Item 1A of the System Special Instructions applies between MP 46.9 and MP 94.3 between Yates City and Vermont.

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

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

Yates City to Vermont 134 tons
 24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

- Canton**-Loaded coal trains must not use auxiliary track.
 Six axle locomotives and six axle derricks not permitted on the following tracks:
- Farmington**-Illinois Sausage Co. and John Bologna Co.
- Norris**-F&S Co.
- Dunfermline**-East leg of wye.

3. Method 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**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 BNSF main track MP 63.6 in service. Normal position of gate across BNSF track. Crews must restore gate to normal position after movement is made across TPW tracks. Rules 6.16 and 6.18 in effect.

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

Locomotives 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.

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. Line Segments—

Road Line Segments—

Line Segments	Limits
111	Yates City to Vermont

9. Locations not Shown as Stations— None

WESTWARD	Length of Staging in Feet	Station Nos.	Mile Post Location	La Salle Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD	
		71926	25.7	LA SALLE	A	TWC	*****		
		71936	36.6	10.9 LADD					
		20057	44.1	7.0 ZEARING	J				

AAR Channel No. 85 in service on this Subdivision.

Dispatcher Radio Call-In:
Ladd-23

Dispatcher Phone Numbers:

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

1. Speed Regulations

- 1(A). Speed - Maximum** **Freight**
 LaSalle to Zearing 25 MPH.
- 1(B). Speed - Permanent Restrictions**
- MP 25.5 to MP 27.0 10 MPH.
 - MP 27.0 to MP 27.1 5 MPH.
 - MP 27.1 to MP 30.7 10 MPH.
 - MP 36.7 to MP 36.8 5 MPH.
 - MP 42.9 to MP 43.4 10 MPH.

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

1(D). Speed - Other-None

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. Method 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

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. Line Segments-

Road Line Segments-

Line Segment	Limits
61	La Salle to Zearing

9. Locations not Shown as Stations-

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

WESTWARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Chillicothe Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD
		66000		CHICAGO U.S.	BP			
			1.6	21st ST.	M	SEE SPL INST.		
			1.8	BRIDGEPORT	M			
			3.1					
			4.4	ASH STREET				
		66000	5.9	CR1-BOCT-CT-RRX	M			
				SF RRX	M			
				CORWITH	BCPT			
		65970	7.3	NERSKA (BRC RRX)	M			
			5.6	BOCT RRX	M			
			12.9					
S6395		14.4	1.6	HARBOR				
			0.2	CP 146				
			14.6					
			0.5	CP 151		2MT CTC		
			15.1					
			0.4	CP 155				
			15.5					
		65570	17.0	WILLOW SPRINGS	BCP			
			0.3	CP 173				
			17.3					
			0.3	CP 176				
			17.6					
			1.1	CP 187				
			18.7					
		65530	29.3	ROMEO				
			6.9					
		65500	36.2	JOLIET YARD	BPT			
			1.3	JOLIET US (METRA RRX)	CM			
			37.5					
		65485	41.5	PLAINES		DT ABS		
			4.0					
		65450	57.2	PEQUOT				
			15.6					
		65430	70.8	VERONA				
			13.6					
		65415	84.4	KERNAN				
			13.6					
			5.4	CR RRX	M			
			89.8					
		65400	90.1	STREATOR	P			
			0.3					
			1.4	CR Connection				
			91.5					
		65280	95.8	ANCONA				
			1.3					
		65250	109.9	TOLUCA		2MT CTC		
			14.1					
			19.2	EAST CHILLICOTHE				
			0.9					
		65200	130.0	CHILLICOTHE	P			
			1.9					
			131.9	WEST CHILLICOTHE				
			6.2					
		65190	138.1	EDELSTEIN				
			20.3					
N5340	65150	158.4	WILLIAMSFIELD					
			15.3					
	65130	173.7	YOST					
			3.7					
	65100	177.5	GALESBURG	T				
			2.5					
N6793		180.0	GI					
			4.4					
		184.4	CP 1844	J				
			0.6					
		185.0	CP 1850	J				
			6.9					
	65080	191.9	ORMONDE					
			17.0					
	65060	208.9	STRONGHURST					
			10.0					
	63550	218.9	LOMAX					
			12.0					

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Chillicothe Subdiv MAIN LINE		Method of Oper.	Track Diagram	↑ EASTWARD
				STATIONS				
		63525	230.9	NIOTA, IL		2MT CTC		
			231.8	MISSISSIPPI RB	CM			
			234.0	EAST FT. MADISON, IA				
N10490	63500	234.3	FT. MADISON	BPT				

	Tone Call-In					
RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER
Chicago to Plaines	36	2	3	4	5&7	9
Plaines to West Ft. Madison	36	1	3	4	5&7	9

From Chicago U.S. to MP 59.0 is under the jurisdiction of the Chicago Division.

1. Speed Regulations

1(A). Speed - Maximum

	Passenger	Freight
21st St. and Bridgeport (IC)	30 MPH.	10 MPH.
Bridgeport & Ash Street (IC)	30 MPH.	30 MPH.
Bridgeport & BNSF RRX (BNSF No. 3/North Track)	79 MPH.	55 MPH.*
Ash Street & BNSF RRX (BNSF South Track)	10 MPH.	10 MPH.
MP 5.9 & MP 10.3	79 MPH.	30 MPH.
MP 10.3 & MP 38.9	79 MPH.	55 MPH.%
MP 38.9 & Ft. Madison	79 MPH.	55 MPH.*
Joliet US & South Joliet (SP)	10 MPH.	10 MPH.
South Joliet & Plaines (IC)	30 MPH.	30 MPH.
Joliet US Pequot (against current of traffic)	59 MPH.	49 MPH.%

* See System Special Instruction 1(B)

1(B). Speed - Permanent Restrictions

MP 2.1 to MP 2.6 (IC)	25 MPH.	10 MPH.
MP 3.1	10 MPH.	10 MPH.
MP 3.2 to MP 4.0 (No. 3 Track)	40 MPH.	35 MPH.
MP 4.2 to MP 4.4 (No. 3 Track)	15 MPH.	15 MPH.
MP 5.9 (NT)	50 MPH.	30 MPH.
MP 5.9 (ST)	10 MPH.	10 MPH.
MP 7.3	40 MPH.	30 MPH.
MP 9.0 to MP 9.4	60 MPH.	30 MPH.
MP 9.7 to MP 10.3	30 MPH.	30 MPH.
MP 10.7 to MP 12.2	65 MPH.	55 MPH.
MP 12.9	50 MPH.	50 MPH.
MP 15.2 to MP 15.8	55 MPH.	55 MPH.
MP 16.9 to MP 17.4	55 MPH.	55 MPH.
MP 23.9 to MP 25.4	40 MPH.	40 MPH.
MP 25.6 to MP 25.9	50 MPH.	45 MPH.
MP 27.4 to MP 28.7	60 MPH.	55 MPH.
MP 29.1 to MP 29.2	65 MPH.	55 MPH.
MP 32.6 to MP 32.9	65 MPH.	55 MPH.
MP 33.1 to MP 34.6	75 MPH.	55 MPH.
MP 35.1 to MP 35.6 (NT)	70 MPH.	55 MPH.
MP 35.3 to MP 35.8 (ST)	65 MPH.	55 MPH.
MP 36.1 to MP 36.6 (ST)	40 MPH.	40 MPH.
MP 36.3 to MP 36.6 (NT)	45 MPH.	40 MPH.
MP 36.8 to MP 37.4	30 MPH.	25 MPH.
MP 37.5	25 MPH.	25 MPH.
MP 37.8 to MP 37.9	50 MPH.	45 MPH.
MP 38.3 to MP 38.9	55 MPH.	50 MPH.
MP 40.6 to MP 41.1 (ST)	50 MPH.	50 MPH.
MP 41.9 to MP 44.7 (ST)	70 MPH.	55 MPH.

MP 57.0 to MP 57.3 (ST)	40 MPH.	40 MPH.
MP 57.0 to MP 58.2 (NT)	75 MPH.	65 MPH.
MP 58.0 to MP 58.7 (ST)	55 MPH.	50 MPH.
MP 58.4 to MP 58.7 (NT)	55 MPH.	50 MPH.
MP 88.2 to MP 89.3	55 MPH.	50 MPH.
MP 89.5 to MP 90.3	35 MPH.	35 MPH.
MP 131.6 to MP 132.1	65 MPH.	60 MPH.
MP 132.6 to MP 136.8	55 MPH.	50 MPH.
MP 161.6 to MP 166.9	65 MPH.	65 MPH.
MP 167.9 to MP 170.3	70 MPH.	65 MPH.
MP 175.5 to MP 175.7	70 MPH.	65 MPH.
MP 176.7 to MP 178.1	35 MPH.	30 MPH.
MP 230.7 to MP 231.2	45 MPH.	40 MPH.
MP 231.2 to MP 231.8	30 MPH.	30 MPH.
MP 231.8 to MP 233.7	35 MPH.	30 MPH.
MP 234.0 to MP 234.3	35 MPH.	25 MPH.

1(C). Speed – Switches and Turnouts

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

Corwith, east & west of BNSF RRX, crossovers, east leg of

wye & turnouts	10 MPH.	10 MPH.
Nerska, crossover	15 MPH.	15 MPH.
Harbor, crossover	40 MPH.	40 MPH.
Harbor, turnout to GM yard	30 MPH.	30 MPH.
CP 146, turnout	40 MPH.	40 MPH.
CP 151, crossovers & turnout	40 MPH.	40 MPH.
CP 155, turnout	40 MPH.	40 MPH.
CP 173, crossover	40 MPH.	40 MPH.
turnout west lead	30 MPH.	30 MPH.
CP 176, crossover & turnout	40 MPH.	40 MPH.
CP 187, turnout	40 MPH.	40 MPH.
Romeo, crossovers	40 MPH.	40 MPH.
Joliet Yard, eastward head-in switch	30 MPH.	30 MPH.
MP 37.2 to MP 37.9 Joliet US, crossovers	15 MPH.	15 MPH.
Plaines, turnout (ST)	40 MPH.	40 MPH.
connection to IC	30 MPH.	30 MPH.
EE crossover	30 MPH.	30 MPH.
WE crossover, spring switch	30 MPH.	30 MPH.
Pequot, SP Connection (NT)	20 MPH.	20 MPH.
SP Connection (ST)	20 MPH.	20 MPH.
crossovers	40 MPH.	40 MPH.
Verona, crossovers	40 MPH.	40 MPH.
Kernan, crossovers	40 MPH.	40 MPH.
Streator, crossover	30 MPH.	30 MPH.
CR Connection, crossover	40 MPH.	40 MPH.
Ancona, crossover	40 MPH.	40 MPH.
Toluca, crossover	40 MPH.	40 MPH.
East Chillicothe, crossover	40 MPH.	40 MPH.
turnout yard lead	30 MPH.	30 MPH.
West Chillicothe, turnout yard lead	30 MPH.	30 MPH.
crossover	40 MPH.	40 MPH.
Edelstein, crossovers	40 MPH.	40 MPH.
Williamsfield, crossovers	40 MPH.	40 MPH.
EE siding	20 MPH.	20 MPH.
WE siding, spring switch	20 MPH.	20 MPH.
Yost, crossovers	40 MPH.	40 MPH.
G.I., both ends siding	20 MPH.	20 MPH.
WE auxiliary track	20 MPH.	20 MPH.
crossovers	40 MPH.	40 MPH.
tail track	15 MPH.	15 MPH.
CP 1844 through turnout	40 MPH.	40 MPH.
CP 1850 through turnout	40 MPH.	40 MPH.
Ormonde, crossovers	40 MPH.	40 MPH.
Stronghurst, crossovers	40 MPH.	40 MPH.
Lomax, crossovers	40 MPH.	40 MPH.
turnout TP&W	20 MPH.	20 MPH.

Niota, crossovers	40 MPH.	40 MPH.
East Ft. Madison, crossovers	25 MPH.	25 MPH.
EE siding	30 MPH.	30 MPH.
turnout yard lead	25 MPH.	25 MPH.
West Ft. Madison, crossovers	40 MPH.	40 MPH.
WE siding	30 MPH.	30 MPH.
turnout yard lead	30 MPH.	30 MPH.

1(D). **Speed – Other**

Locomotive cranes/pile drivers, AT-199454 through AT-199468 and Jordan spreaders 45 MPH. 45 MPH.
 Corwith-Speed limit 5 MPH on Strip Tracks 111, 112, 113, 114, 115, 116, 117 and TOFC Lead and Trail Track for southward movement of inbound road trains only
 McCook-Track 1301 must remain clear to be used as a running track.
 GM Yard-Speed limit 10 MPH on the East Lead.
 Lockport-Speed limit 5 MPH on all tracks inside Texaco plant.

Locomotive cranes/pile drivers must be handled in trains next to engine.

Pile drivers AT-199454 through 199468 may travel at Timetable prescribed speed until turned.

Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

Pile drivers AT-199454 through 199468 must not be humped or switched with.

Temperature 100 degrees or above-When air temperature meets the "threshold temperature", all trains must reduce speed to 40 MPH on main tracks through these limits unless a more restrictive speed is in effect.

If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted to 40 MPH.

Limits	Threshold Temperature	Speed
MP 132.3 to MP 137.5	100	40 MPH.

2. **Bridge and Equipment Weight Restrictions**-None

3. **Method of Operation**-

CTC-in effect:

- Amtrak two main track-Chicago US to 21st St.
- IC main tracks Nos. 1 and 2-21st St. to Bridgeport
- BNSF main track No. 3-Bridgeport to Ash Street
- Ash Street, MP 4.4 to Joliet US, MP 37.5
- East running track-CP 146 to CP 151
- West running track-CP 173 to CP 187
- Pequot, MP 57.2 to Ft. Madison, MP 234.3
- On sidings Harbor and Ft. Madison

Signals Not Conforming to Aspects and Indications Shown in Timetable-

Aspect	Name	Indication
Red over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply)	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.

ABS, Rule 9.14-in effect:

Double Track-Joliet US to Pequot

Permanent speed signs are not displayed for movements against current of traffic.

Rule 9.15, Track Permits-in effect:

Joliet US, MP 38.0 to Pequot, MP 57.0

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

Rule 6.26-Where two or more main tracks are in service, they will be designated as follows:

1. If two tracks, the track to the right as viewed from a westward or southward train is the **North** track, the track to the left is the **South** track.

2. If three tracks, the farthest track to the right as viewed from a westward or southward train is the **North** track, the farthest track to the left is the **South** track and the track between the North and South tracks is the **Middle** track.
3. If four or more tracks, the farthest track to the left as viewed from a westward or southward train is **No. 1** track and the tracks to the right thereof are **No. 2, No. 3, No. 4, etc.**, respectively.

9.12.4—At Plaines, authority must be obtained from train dispatcher before passing signal displaying stop indication. Provisions of Rule 9.12.4 do not apply at this location.

The Chicago Operating Rules Association Operating Guide is in effect on all 21 railroads operating within the Chicago Terminal District. This district is defined as the trackage inside the circumference of the Elgin, Joliet and Eastern Railroad (EJE).

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

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

FOLLOWING INSTRUCTIONS GOVERN TRANSFERS AND INTERCHANGES TO AND FROM CORWITH.

BRC Radio Channels

Dispatcher	26
Yard	18
Hump	57

BRC Clearing Yard—CORA regulations apply as well as the following BRC Rules:

All tracks are designated "within yard limits". Trains and engines must keep to the right except that the Train Dispatcher only may verbally authorize movement of trains or engines against the current of traffic.

Engine Foreman or Conductor will contact the Belt Dispatcher prior to departure from Corwith Yard unless otherwise instructed by Asst. Trainmaster No. 1. All trains arriving at the BRC Clearing Yard on No. 2 Southward Main Track will yard their train on the track specified by Dispatcher. All BNSF crews proceeding by video cameras will operate at restricted speed. Pull the transfer delivery to the east end of the Belt Yard. Contact the Belt Yardmaster prior to fouling the lead at the east end of the yard, and be governed by his instructions.

Before departing BRC Clearing Yard, secure verbal clearance from the BRC Dispatcher for movement with or against current of traffic.

Maximum authorized speeds from BNSF Corwith Yard to the BRC Clearing Yard via Eلسon Branch:

BNSF Corwith Yard to Kostner Ave	10 MPH.
Kostner Ave. to 55th St. Interlocking	10 MPH.
55th Street interlocking to end of ABS Signal 500 feet South of 65th St.	25 MPH.
Within the limits of the 55th Street interlocking	25 MPH.
Diverging movement through interlocked switches	15 MPH.
Non-interlocked	10 MPH.
West end Clearing Yard NON ABS	Restricted Speed

CR&I—CR&I tracks are within yard limits and all movements must be made at restricted speed. Contact the CR&I Yardmaster, and be governed by his instructions.

SPECIAL INSTRUCTIONS GOVERNING MOVEMENT BETWEEN CHICAGO U.S. AND ASH STREET

CORA regulations apply on following joint track facilities. Trains and engines may use:

- Chicago U.S. to 21st St.: AMTRAK two main tracks, CTC in effect both main tracks
- 21st St. to Bridgeport: Illinois Central four main tracks, designated from the north:
 - No. 1 Track—Southward—CTC in effect
 - No. 2 Track—Northward—CTC in effect
 - No. 3 Track—Westward—IC Rules 93 and M-151 in effect
 - No. 4 Track—Eastward—IC Rules 93 and M-151 in effect

Bridgeport to Ash Street: Three main tracks, designated from the north:

No. 1 Track (IC)—Westward—IC Rules 93 and M-151 in effect

No. 2 Track (IC)—Eastward—IC Rules 93 and M-151 in effect

No. 3 Track (BNSF)—CTC in effect

ILLINOIS CENTRAL RULES 93, M-151 AND DEFINITION OF RESTRICTED SPEED

Rule 93—Trains may use the main track within yard limits and flag protection is not required against other trains.

Trains must not move against the current of traffic unless authorized by the person in charge of the yard limits. The person granting such authority must provide for protection of the movement, and the movement will be made at restricted speed.

All trains must move at restricted speed unless the main track is known to be clear by block signal indication—when a block signal contains a green light as its aspect or as part of its aspect. Trains will keep informed of the expected arrival of passenger trains to avoid delaying them.

Conditional yard limits may be established for specified hours and days and will be identified by conditional yard limit signs.

Rule M-151—Where more than one main track is in service, they will be designated by number and trains must keep to the right unless otherwise provided.

Where more than two main tracks are in service, their use will be indicated by special instructions.

Restricted Speed—Proceed prepared to stop within one-half the range of vision—short of train obstruction or switch not properly lined—looking out for broken rail, not exceeding 20 MPH.

All Amtrak and BNSF trains operating on Illinois Central tracks between 21st Street and Ash Street must ascertain from IC Train Dispatches (through Bridgeport Control Operator) whether any restrictions are in effect on IC tracks.

SP Amtrak trains that may operate over BNSF between Joliet US and Pequot must secure BNSF track warrant at Chicago and St. Louis.

Amtrak engineers on Trains Nos. 3 and 4 will notify BNSF System Operations Center at Schaumburg when approaching MP 3.5 on the Chillicothe Subdivision between Bridgeport and Ash Street. A sign has been placed along the right-of-way as a reminder.

JOINT LINE OPERATION

Joliet US to South Joliet—BNSF will use SP two main tracks, signalled in both directions. GCOR Rule 6.13 in effect on both main tracks.

South Joliet to Plaines—BNSF will use IC main track, ABS and IC Rule 93 in effect.

Plaines to MP 46—IC will use BNSF south track between Plaines and MP 46 and be governed by Special Instructions.

Joliet US to Pequot—SP Amtrak passenger trains will use BNSF tracks and be governed by BNSF Timetable and Special Instructions.

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

CHILLICOTHE SUBDIVISION SIGNALS NOT CONFORMING TO ASPECTS AND INDICATIONS SHOWN IN TIMETABLE

IC BLOCK AND INTERLOCKING SIGNALS

21st St. - Ash St. and Joliet US - Plaines

Aspect	Name	Indication	
Green, or Green over Red, or White over Green	Clear	Proceed per	(IC Rule 281) (BNSF Rule 9.1.3)
Yellow over Green	Approach Diverging	Proceed per	(IC Rule 283) (BNSF Rule 9.1.6)
Red over Green, or Red over Green over Red, or Green over White	Diverging Clear	Proceed per	(IC Rule 286) (BNSF Rule 9.1.9)

Yellow, or Yellow over Red, or White over diagonal Yellow	* Approach	Proceed per	(IC Rule 285) (BNSF Rule 9.1.8)
Red over Yellow over Red, or Diagonal Yellow over White	Diverging Approach	Proceed per	(IC Rule 287) (BNSF Rule 9.1.12)
Diagonal Lunar or Red over White, or Red (with number plate), or White over Red (Dwarf)	Restricting	Proceed per	(IC Rules 290–291) (BNSF Rule 9.1.13)
Red (without number plate), or Red over Red, or Horizontal Red	Stop	Stop per	(IC Rule 292) (BNSF Rule 9.1.15)

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

BRIDGEPORT INTERLOCKING

The home signals on the bridge at Bridgeport interlocking are separate and single color light signals for movements in both directions. Each signal governs a specific route for movement through the interlocking as follows:

EASTWARD OR NORTHWARD

1st or top signal – governs movement to Track 2 on the Joliet District and displays aspects in accordance with IC Rules 281, 285 and 292.

2nd signal – governs movement with the current of traffic on the Bridgeport District and displays aspects in accordance with IC Rules 281, 285 and 292.

3rd or bottom signal – governs movement against the current of traffic on the Bridgeport District and to Track 1 on the Joliet District and displays aspects in accordance with IC Rules 289 and 292.

WESTWARD OR SOUTHWARD

1st or top signal – governs movements to Track 1 on the Joliet District and displays aspects in accordance with IC Rules 281, 285 and 292.

2nd signal – governs BNSF tracks.

3rd signal – governs movement with the current of traffic on the Bridgeport District and displays aspects in accordance with IC Rules 281, 285 and 292.

4th or bottom signal – governs movement against current of traffic on the Bridgeport District and displays aspects in accordance with IC Rules 290 and 292.

PLAINES – EASTWARD CONTROLLED SIGNAL

Green, white light below

Proceed per BNSF Rule 9.1.9

Yellow, white light below

Proceed per BNSF Rule 9.6.12

Red

Stop per BNSF Rule 9.1.15

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

FORM D CONTROL SYSTEM (DCS)—A block system, signaled or nonsignaled, in which the movement of trains outside of yard limits is authorized by Form D.

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

Copies of all movement permit Form D's issued to BNSF crews at Streator must be mailed to the Assistant Superintendent's Office, Ft. Madison, Iowa upon completion of tour of duty.

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

Location	Type	Locator & Signals Affected
MP 22.9, 47.1, 68.3 85.9, 100.2, 146.7, 188.3, 211.8, 226.9	Hot Box & Dragging Equipment	Radio Communication
MP 125.3, 132.4, 168.1	Hot Box, Dragging Equipment & Shifted Load	Radio Communication
MP 159.7	Shifted Load	Radio Communication

6. **FRA Excepted Track-**

Location

Track No.

Chicago

8-01

8-13

8-14

8-15

8-16

8-18

8-21

8-25

8-26

8-27

8-29

8-30

8-43

8-55

8-56

8-57

8-58

8-59

8-64

8-65

8-66

8-67

8-98

8-99

Track Name

I.N. Siding

Kolcraft

Airco Inc.

Open Track

Crown Steel

Pure Asphalt

Leeco Steel

Rinn Scott

Stuart Oil

Stuart Oil

Intl. Cellulose

Intl. Cellulose

Jailhouse Runaround

Jacobson Steel

Fresh Bunch Co.

Fresh Bunch Co.

Romano Bros.

Lead Industry Track

Runaround Track

Amstar Corp.

Amstar Corp

Amstar Corp.

Cohen Siding

IN Main

McCook	15-71	Carlson Lead
	15-72	J. F. Martin
	15-73	Carson Plywood
	15-74	Anaconda Wire and Cable
	15-75	Anaconda Wire and Cable
	15-76	Time
	15-77	Stub Track
	15-78	Certified Grocers
	15-79	Certified Grocers
	15-80	Certified Grocers
	15-83	Certified Grocers
	15-84	E.M.D.
	15-85	E.M.D.
	15-86	Silbrico
Hodgkins Yard	15-15	
	15-16	
	15-17	
	15-18	
	15-19	
	15-66	Continental Bakery
	15-67	Continental Bakery
15-68	Scale Track	
Argonne Spur	2301	Track No. 1
	2302	Track No. 2
	2303	Track No. 3
	2305	Argonne Lead
	2306	Runaround Lead
	2319	Frigidaire
	2320	Perlman Roque
	2321	Folger Adams
	2322	Russell Stanley
	2323	Graham Packaging Co.
	2330	Marmon-Keystone
	2331	Marmon-Keystone
	2340	Dywidag
	2345	M. A. Hanna Distribution
2346	M. A. Hanna Distribution	
2350	J&J Pass	
2351	J&J Runaround	
2352	J&J Warehouse East	
2353	J&J Warehouse West	
Lemont	25-03	Tri Central
	25-30	CECO Steel North
	25-31	CECO Steel South
	25-32	CECO Steel Stub Track
Lockport	33-04	
	33-05	Plastic Drum

7. Special Conditions-

The use of 6-axle locomotives is restricted on the following tracks unless otherwise provided:

Ash Street MP 4.4	Wye track
McCook	All Industry tracks
Hodgkins	All Industry tracks
Argonne	All tracks
Lemont	All industry tracks
Austeel	Auxiliary track, north side track No. 2591
Univen Spur	MP 27, track no. 2537
Lockport	All industry and siding tracks

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

1. Lockport—Trains or engines using House Track no. 3303 must stop before crossing Ninth Street and be protected by member of crew on the ground over Ninth Street crossing.
2. Argonne Lead—Movements over Orchard Road and Mormon Drive must be protected by member of crew on ground ahead.

Close clearances:

Corwith—Close clearance on Tracks 501 and 503, just north of the middle crossing, Corwith Yard, and will not clear person on side of car. Take every precaution for safety.

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

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

<u>Vertical Location</u>	<u>Track</u>	<u>Structure</u>
MP 10.0	South & North	Canal Bridge 10.0
MP 24.7	South & North	Canal Bridge 24.7
MP 33.29	South & North	16th Street, Lockport
<u>Horizontal Location</u>	<u>Track</u>	<u>Structure</u>
MP 10.0	South & North	Canal Bridge 10.0
MP 10.8	South	Bridge 10.8
MP 21.2	North	Bridge 21.18
MP 24.7	South & North	Canal Bridge 24.7
MP 24.9	South & North	Stevens St. Bridge 24.9

8. Line Segments—

Yard Line Segments—

<u>Line Segment</u>	<u>Limits</u>
7050	Nerska
7051	Corwith
7052	Willow Springs
7053	Joliet
7054	Ft. Madison

Road Line Segments—

<u>Line Segment</u>	<u>Limits</u>
7000	Chicago to Ft. Madison

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity Feet	Switch Opens
Waterways Terminal (ST)	MP 9.7	3600	East
McCook (NT-ST)	MP 12.8	Yard	Both
Industry Spur (ST)	MP 14.6	2750	West
Argonne (NT)	MP 23.0	1000	East
Lemont (NT-ST)	MP 25.1	Yard	West
Thomas Steel (NT)	MP 26.0	Yard	East
Union Oil Co. (ST)	MP 27.8	Yard	Both
Lockport (ST)	MP 32.7	Yard	Both
Mobile Oil (NT)	MP 47.6	Lead	West
Drummond (NT)	MP 48.2	2000	Both
Blodgett Ordnance	MP 50.3	Lead	East
Industry Spur	MP 51.1	Lead	West
Lorenzo-Crossover (ST)	MP 52.8	4000	East
Coal City (ST)	MP 58.2	1000	East
Mazon (NT-ST)	MP 66.1	3300	East
Kinsman (ST)	MP 74.8	1000	East
Ransom (NT-ST)	MP 79.8	4500	Both
Leeds (NT)	MP 102.1	700	West
Wilbern (ST)	MP 120.9	700	East
Princeville (NT-ST)	MP 144.7	2800	Both
Monica (NT-ST)	MP 148.0	1100	West
Laura (ST)	MP 153.5	850	West
Spur (ST)	MP 165.7	790	East
Cameron (ST)	MP 186.0	1100	East
Smithshire (NT)	MP 201.5	2400	West
Media (NT)	MP 204.6	800	West
Dallas City	MP 224.8	1600	West
Niota (NT) (ST)	MP 230.5	1000 ST 600 NT	West

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Marceline Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD ↑
	N10490	63500	234.3	FT. MADISON	BPT	2MT CTC ATS		
			2.0	WEST FT. MADISON				
			236.3					
		63475	246.2	ARGYLE, IA				
			16.8	EAST MEDILL, MO				
			263.0					
			264.8	WEST MEDILL				
			12.0	GORIN				
		63455	276.8					
			13.2	EAST BARING				
			290.0					
			292.0	WEST BARING				
			20.7	LA PLATA				
		63430	312.7					
			16.6	EAST ETHEL				
			329.3					
			1.6	WEST ETHEL				
			330.9					
			16.0	EAST MARCELINE				
			0.4	MARCELINE	T			
		63400	347.3					
			2.0	WEST MARCELINE				
			349.3					
			11.4	MENDON				
		63350	360.7					
			13.6	BOSWORTH				
			12.2	CARROLLTON				
		63300	386.4					
			2.2	W.B. JCT.				
			388.7					
			8.0	NORBORNE				
		63290	396.6					
			8.8	HARDIN				
			405.4					
			5.9	HENRIETTA				
		63240	411.3					
			6.9	C.A. JCT.				
			418.2					
			6.7	EAST SIBLEY				
			424.9					
			1.4	WEST SIBLEY				
			426.3					
			10.2	ETON				
		63219	436.5					
			7.7	CONGO				
			444.2					
			1.7	ARMCO RRX	M			
			445.9					
			0.4	KCS RRX	M			
			446.4	SHEFFIELD				
			4.8	KANSAS CITY, MO				
		63150	451.1					
				(AMTRAK STATION)	KCT Ry.			

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
West Ft. Madison to Congo	30	1	3	4	5&7	9
Congo to Santa Fe Jct. (KCT)	36	8	-	-	-	-
Santa Fe Jct. to Argentine	36	1	3	4	5&7	9

From MP 446.0 to Kansas City, MO is under the jurisdiction of the Kansas Division.

1. Speed Regulations

1(A). Speed - Maximum

	Passenger	Freight
Ft. Madison to W.B. Jct	90 MPH.	55 MPH.*%
W.B. Jct to C.A. Jct (NT)	79 MPH.	55 MPH.*%
Hardin to C.A. Jct (ST)	50 MPH.	50 MPH.
C.A. Jct to Hardin (MT)	79 MPH.	55 MPH.*%
Hardin to W.B. Jct (ST)	60 MPH.	55 MPH.+%
C.A. Jct to Bridge MP 425.0	90 MPH.	55 MPH.*%
Bridge 425.0 to Sheffield (BNSF)	79 MPH.	55 MPH.*%
Congo to Rock Creek Jct (UP)	30 MPH.	30 MPH.
Rock Creek Jct (0.18) to UP RRX (1.28) (KCT Tracks 2 & 3)	25 MPH.	25 MPH.
UP RRX (1.28) to Signal Bridge 19 (1.67) (KCT Tracks 2 & 3)	30 MPH.	30 MPH.
Signal Bridge 19 (1.67) to Signal Bridge 16 (4.57) (KCT Tracks 2 & 3)	40 MPH.	40 MPH.
Signal Bridge 16 (4.57) to Holmes Street (5.62) (KCT Tracks 2 & 3)	25 MPH.	25 MPH.
Signal Bridge 19 (1.67) to Cleveland Ave. (3.47) (KCT Track 4)	30 MPH.	30 MPH.
Holmes Street (5.62) to BNSF RRX (7.18) (KCT Tracks 2 & 3)	20 MPH.	20 MPH.
BNSF RRX (7.18) to Santa Fe Jct (7.52) (KCT Tracks 2 & 3)	15 MPH.	15 MPH.

* See System Special Instruction 1(B)
+ Trains qualifying under System Special Instruction 1 (B) in other territories may operate at a maximum speed of 60 MPH.

1(B). Speed - Permanent Restrictions

MP 242.1 to MP 242.8	85 MPH.	
MP 250.3 to MP 256.0 (ATS Inert Inductors)	50 MPH.	45 MPH.
MP 269.0 to MP 270.6	85 MPH.	
MP 277.2 to MP 288.7	85 MPH.	
MP 293.8 to MP 303.1	85 MPH.	
MP 309.2 to MP 316.9	85 MPH.	
MP 331.0 to MP 333.9 (ATS Inert Inductors)	55 MPH.	55 MPH.
MP 334.0 to MP 335.6 (ATS Inert Inductors)	55 MPH.	45 MPH.
MP 335.6 to MP 339.2	50 MPH.	45 MPH.
MP 339.4 to MP 339.7	70 MPH.	65 MPH.
MP 347.6 to MP 348.9 (NT)	60 MPH.	55 MPH.
MP 347.6 to MP 347.8 (ST)	50 MPH.	45 MPH.
MP 352.6 to MP 354.0	70 MPH.	65 MPH.
MP 372.0 to MP 372.7	70 MPH.	
MP 376.2 to MP 376.8	75 MPH.	
MP 382.4 to MP 384.5 (ST)	70 MPH.	
MP 384.3 to MP 384.5 (NT)	80 MPH.	
MP 388.5 to MP 388.8 (ST)	50 MPH.	50 MPH.
MP 405.6 to MP 406.0 (ST)	25 MPH.	25 MPH.
MP 416.7 to MP 419.1	55 MPH.	55 MPH.
MP 416.9 to MP 417.1 (ST)	40 MPH.	40 MPH.
MP 424.9 to MP 426.3 (ATS Inert Inductors)	30 MPH.	30 MPH.
MP 426.4 to MP 427.8	55 MPH.	50 MPH.
MP 434.9 to MP 436.9	75 MPH.	
MP 437.5 to MP 437.8 (ATS Inert Inductors)	40 MPH.	35 MPH.
MP 437.9 to MP 438.4 (ATS Inert Inductors)	50 MPH.	45 MPH.
MP 438.4 to MP 438.9	65 MPH.	60 MPH.
MP 442.5 to MP 443.6	70 MPH.	65 MPH.
MP 443.7 to MP 444.5 (ATS Inert Inductors)	40 MPH.	40 MPH.
MP 445.0 to MP 445.8	25 MPH.	25 MPH.
MP 445.9	20 MPH.	20 MPH.
MP 446.4		
KCT Tracks 2 & 3	25 MPH.	25 MPH.
KCT Track 4	15 MPH.	15 MPH.

1(C). Speed - Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track, unless otherwise indicated.		
East Ft. Madison, crossovers		25 MPH.
EE siding		30 MPH.
turnout yard lead		25 MPH.
West Ft. Madison, crossovers		40 MPH.

WE siding	30 MPH.
turnout yard lead	30 MPH.
Argyle, crossovers	50 MPH.
East & West Medill, crossovers	50 MPH.
Gorin, crossovers	50 MPH.
East & West Baring, crossovers	50 MPH.
La Plata, crossovers	50 MPH.
East & West Ethel, crossovers	50 MPH.
East Marceline, crossover	50 MPH.
West Marceline, yard lead switches	20 MPH.
crossover, MP 349.3	50 MPH.
Mendon & Bosworth, crossovers	50 MPH.
W.B. Jct, crossovers	50 MPH.
NS connection	50 MPH.
Hardin, crossovers & connection to South track	30 MPH.
C.A. Jct, crossovers	40 MPH.
NS connection	30 MPH.
East & West Sibley, end of 2 tracks	30 MPH.
Eton, crossovers	40 MPH.
UP connection	30 MPH.
Congo, West crossover	40 MPH.
East crossover & UP connection	30 MPH.

1(D). Speed - Other

Carrollton—Speed limit 5 MPH on Track 8702 north side between east end and 35 poles west MP 385.

Sibley—Speed limit 5 MPH on Track 2603.

Floyd—Speed limit 5 MPH on Track 2101.

Courtney—Maximum speed Courtney storage track (MP 439.4 and MP 440.8) is 5 MPH and derails protecting the siding have been installed with UP and BNSF (dual) locks. Trains using the siding must stop before fouling Courtney road and flag the crossing placing fuses on both sides of the crossing before proceeding into or out of the storage track.

Locomotive cranes/pile drivers, AT-199454 through AT-199468 and

Jordan spreaders
 45 MPH. |

Except between south track Hardin and C.A. Jct.

 20 MPH. |

Locomotive cranes/pile drivers must be handled in trains next to engine.

Pile drivers AT-199454 through AT-199468 may travel at Timetable prescribed speed until turned.

Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

Pile drivers AT-199454 through AT-199468 must not be humped or switched with.

Temperature 100 degrees or above—When air temperature meets the "threshold temperature", all trains must reduce speed to 40 MPH on main tracks through these limits unless a more restrictive speed is in effect.

If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted to 40 MPH.

Limits	Threshold Temperature	Speed
MP 250.7 to MP 255.9	100 degrees	40 MPH.
MP 337.0 to MP 338.3	100 degrees	40 MPH.
MP 437.5 to MP 438.4	100 degrees	40 MPH.

2. Bridge and Equipment Weight Restrictions—None

3. Method of Operation—

CTC—in effect:

Main tracks between Ft. Madison and Hardin

South track between Hardin and C.A. Jct.

Main tracks between C.A. Jct. and Congo

Main track between Congo and Sheffield

UP main track between Congo and Rock Creek Jct.

Siding Ft. Madison

Rule 9.14—in effect:

North and middle tracks (DT) between Hardin and C.A. Jct.

Permanent speed signs are not displayed for movements against the current of traffic.

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

Rule 9.15—Track permits are authorized on North and Middle tracks between Hardin (MP 405.5) and C.A. Jct. (MP 417.8).

Aspect	Name	Indication
Red over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply)	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.

4. General Code of Operating Rules Items—

Rule 6.26—Between Hardin and C.A. Jct. three main tracks designated South, Middle and North tracks. South track is NS track, Middle and North tracks are BNSF tracks. On North track, current of traffic is westward; on Middle track, current of traffic is eastward; and on South track, CTC is in effect.

Single track between MP 424.9 and MP 426.3 and between MP 444.3 and MP 446.0.

At Kansas City, between Santa Fe Jct. and Turner (MP 7.1), trains and engines will be governed by Emporia Subdivision Timetable and Special Instructions.

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

W.B. Jct. to Hardin—North track BNSF, south track NS, joint with NS.

Hardin to CA Jct.—North and middle tracks BNSF, south track NS, joint with NS.

C.A. Jct. to Congo—BNSF tracks, joint with NS.

Eton to Congo—BNSF tracks, joint with UP.

Congo to Rock Creek Jct.—UP main track, joint with NS and BNSF CTC and Yard Limits in effect. Maximum authorized speed 30 MPH.

Congo to Sheffield and Santa Fe Jct. to Kansas City—BNSF tracks, joint with NS.

Rock Creek Jct. or Sheffield to Santa Fe Jct.—BNSF trains and engines will use KCT Ry Co. tracks and be governed by BNSF rules and the Greater Kansas City Area Operating and Special Instructions and general orders.

5. Trackside Failed Equipment Detectors (FED)—

Location	Type	Locator & Signals Affected
MP 241.4, 257.9, 282.3, 306.4, 326.4, 344.5, 382.8, 401.9 (ST), 407.5, 415.4 (ST), 420.7, 432.0	Hot Box & Dragging Equip.	Radio communication
MP 366.5	Hot Box, Dragging Equip., & Shifted Load	Radio communication
MP 373.0	Shifted Load	Radio communication
MP 425.2	Shifted Load	Rotating light — MP 425.7, 426.0 & 426.3
MP 426.3	Shifted Load	Rotating light — MP 425.2, 425.7 & 426.0
Bridge 296.9	High Water	Eastward — Signals 2992 & 2994 Westward — Signals 2961 & 2963

6. FRA Excepted Track-

Ft. Madison

<u>Track No.</u>	<u>Track No.</u>	<u>Track No.</u>
113	205	404
114	207	406
115	210	407
116	211	408
120	212	409
121	213	410
122	219	411
124	302	412
133	303	

Argyle	08-01	
Revere	09-01	
Wyaconda	11-03	
Gorin	12-01	
Baring	90-04	House Track
	90-05	Fertilizer Track
Hurdland	91-02	Spur
Gibbs	92-02	Spur
LaPlata	93-05	CO-OP
	93-06	Oil Spur
	93-07	West House Track
	93-09	Bunk Car
Elmer	22-02	House
Bucklin	41-02	House
	41-03	Middle
Marceline	47-03	House
	47-04	Waycar Pocket
	47-05	East Leg Wye
	47-06	West Leg Wye
	47-07	Yard
	47-08	Yard
	47-11	Middle Pit
	47-12	North Pit
	47-13	North Rip
Rothville	54-02	North Spur
Mendon	60-03	Elevator
	60-04	House
Carrollton	87-04	Banquet Spur
	87-07	Bartlett & House
Norborne	96-02	Elevator
Hardin	95-02	House
Henrietta	98-02	Yard
	98-03	Yard US By-Products
	98-14	Elevator
Floyd	21-02	House
Sibley	26-04	Missouri Public Service
	26-05	Missouri Public Service
Atherton	34-02	House
Courtney	39-02	Bunk Car
	39-03	Stub

Cement City	42-02	Cement Plant
	42-03	Hill
	42-04	Runaround
	42-05	Cement Plant
	42-06	Cement Plant
	42-07	Cement Plant
	42-08	Cement Plant
	42-09	Cement Plant
	42-10	Cement Plant
	42-42	East Leg Wye
Sugar Creek	4397	North Spur
	4386	Amoco Oil Spur

7. Special Conditions—

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

Marceline Subdivision Signals Not Conforming to Aspects and Indications Shown in Timetable

W.B. Jct.—Eastward, 3 unit signal on South Track—Movement to BNSF governed by indication of top and middle units, per BNSF Rules 9.1.9, 9.1.12, 9.1.13 and 9.1.15. Movement to NS governed by indications on all 3 units.

Signal 2153—Eastward approach signal 2153 to WB Jct. South Track—If signal displays flashing green aspect. Proceed prepared to pass next signal not exceeding 50 MPH and to advance on diverging route.

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

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

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

Eton—Color light switch point indicator located at UP connection switch displays yellow when lined for UP and dark when lined for BNSF. Yellow over yellow aspect on eastward controlled signals at MP 439.3 indicates Eton lined for UP connection.

The use of 6-axle locomotives is restricted on the following tracks unless otherwise provided:

Marceline Subdivision—

Wyaconda	House track No. 1102 and Elevator track No. 1103
Baring	Track No. 9002
Marceline	Yard track 4707, between west switch 4708 and east switch 4707
Mendon	Elevator track No. 6003
Bosworth	House track No. 7404 and Elevator track No. 7403
Carrollton	Runaround track No. 8709, Bunk Car Spur track No. 8710, House track No. 8706 east of Main St., Ray Carroll County Grain Company track No. 8703
Henrietta	Yard track Nos. 9801, 9802, 9803 and Industrial Spur track 9896
Floyd	House tracks No. 2102 and Elevator track No. 2101
Sibley	House track No. 2601
Sugar Creek	Stub track No. 4384 and 4386
Ft. Madison	Wye tracks

Norfolk & Western Tracks—

Norborne	Elevator tracks 9605 and 9606
Hardin Yard	All tracks
Henrietta	Middle track 9817, Elevator tracks 9816 and 9818

8. Line Segments-

Yard Line Segments-

Line Segment Limits

7054 Ft. Madison Yard

Road Line Segments-

Line Segment Limits

7000 Ft. Madison to Kansas City

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity Feet	Switch Opens
Amax (ST)	239.3	Lead	East
Armour Dial (ST)	240.7	Lead	West
Revere (NT-ST)	256.0	900	NT-West ST-East
Wyaconda (NT-ST)	272.3	3800	Both
Rutledge Spur (NT-ST)	282.4	1000	East
Hurdland Spur (ST) (NT)	300.0	900	NT West ST East
Gibbs (NT)	306.4	1200	West
Elmer (NT-ST)	322.9	1400	NT-West ST-East
Buckin (NT)	341.5	3200	Both
Rothville (NT-ST)	354.6	1000	NT-West ST-East
Camden Spur (NT)	417.0	250	West
Floyd (NT-ST)	421.7	3500	NT-West ST-East
Atherton (NT-ST)	434.0	3800	Both
Courtney (NT)	439.4	8376	Both
Missouri Portland Cement Co.	440.8	Yard	Both
Sugar Creek (NT-ST)	442.6	Yard	Both

Division Operating Officers

S.E. OESTREICHER	Supt Operations	Galesburg	345-6221
L.C. GILE	Trainmaster	Centralia	533-4861
T.L. GREWE	Trainmaster	Beardstown	323-4802
R.F. FELDBERG	Trainmaster	W. Quincy	251-4015
D.B. HOOTEN	Trainmaster	Brookfield	258-8015
E.J. SADLOWSKY	Trainmaster	Galesburg	345-6225
B.L. HARDRICK	Trainmaster	Galesburg	345-6255
L.E. PIPER	Trainmaster	Galesburg	345-6258
R.E. WAGONER	Trainmaster	Galesburg	345-6259
W.N. LEAVERTON	Supt Operations	Ft. Madison	376-4223
S.L. JOHNSON	Road Foreman of Engines	Ft. Madison	376-4288
J.E. WILLIAMS	Road Foreman of Engines	Ft. Madison	376-4270
D.B. GRIGSBY	Asst. Trainmaster	Ft. Madison	367-4113
A.A. SATUNAS	Terminal Supt	Galesburg	345-6224
A.G. IPPOLITO	Terminal Manager	Galesburg	345-6443
M.D. GRADY	Trainmaster	Galesburg	345-6252
R.S. POWELL	Trainmaster	Galesburg	345-6252
G.F. LONG	Trainmaster	Galesburg	345-6252
J.M. PATTERSON	Trainmaster	Galesburg	345-6252
J.T. SEE	Trainmaster	Galesburg	345-6252
R.B. PAULSGROVE	Road Foreman of Engines	Galesburg	345-6139
W.R. RUTHERFORD	Road Foreman of Engines	Galesburg	345-6054