

Division Managers

Beardstown

R.S. MADDOX Roadmaster (217) 323-4807
D.R. RIGDON Trainmaster (217) 323-4802

Brookfield

D.B. HOOTEN Trainmaster (660) 258-8015
E.R. MILLER Roadmaster (660) 258-8016

Burlington

A.E. ALVAREZ Roadmaster (319) 758-5638

Centralia

J.P. QUINN Roadmaster (618) 533-4863
J.D. VERNE Road Foreman (618) 533-4861

Chariton

S.C. TURNBULL Roadmaster (515) 774-4283

Chillicothe

G.O. WISCHOVER Roadmaster (309) 274-4242

Ft. Madison

T.E. AUGER Road Foreman (319) 376-4288
W.S. SMITH Supt. Operations (319) 376-4223
T.D. SMUTZER Roadmaster (319) 376-4217
J.E. WILLIAMS Road Foreman (319) 376-4270

Galesburg

D.A. ADAMS Supt. Operations (309) 345-6221
R.D. BENNETT Roadmaster (309) 345-6239
M.C. BOYER Roadmaster (309) 345-6444
J.W. DAY Road Foreman (309) 345-6054
M.F. HEILLE Asst. Division Engineer (309) 345-6530
M.S. LINN Division Engineer (309) 345-6533
J.M. PATTERSON Trainmaster (309) 345-6259
R.B. PAULSGROVE Road Foreman (309) 345-6139
R.L. ROSKILLY Division Engineer (309) 345-6520
E.J. SADLOWSKY Trainmaster (309) 345-6255
C.D. SCHOONOVER Roadmaster (309) 345-6445

Galesburg Terminal

TERMINAL MANAGER DESK—24 HRS. (309) 345-6252
D.A. ANDERSEN Sr. General Foreman (309) 345-6379
D.M. BECKER Terminal Trainmaster (309) 345-6043
G.E. COCHRANE General Foreman (309) 345-6129
R.C. GILLESPIE Roadmaster (309) 345-6235
J.R. GOODING Terminal Superintendent (309) 345-6224
K.L. HINDS Terminal Trainmaster (309) 345-6044
K.M. JOHNSON Terminal Manager (309) 345-6368
J.K. OLIVER Terminal Trainmaster (309) 345-6041
L.E. PIPER Terminal Manager (309) 345-6366
J.T. SEE Terminal Trainmaster (309) 345-6045
T.D. STEWART Terminal Manager (309) 345-6367
R.E. WAGONER Terminal Manager (309) 345-6365

Ottumwa

..... Trainmaster (515) 758-5638

Sugar Creek

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

W. Quincy

D.W. GEORGE Roadmaster (217) 251-4016
R.F. FELDBERG Trainmaster (217) 251-4015
T.L. HEMMERLE Road Foreman (217) 251-4011

BNSF

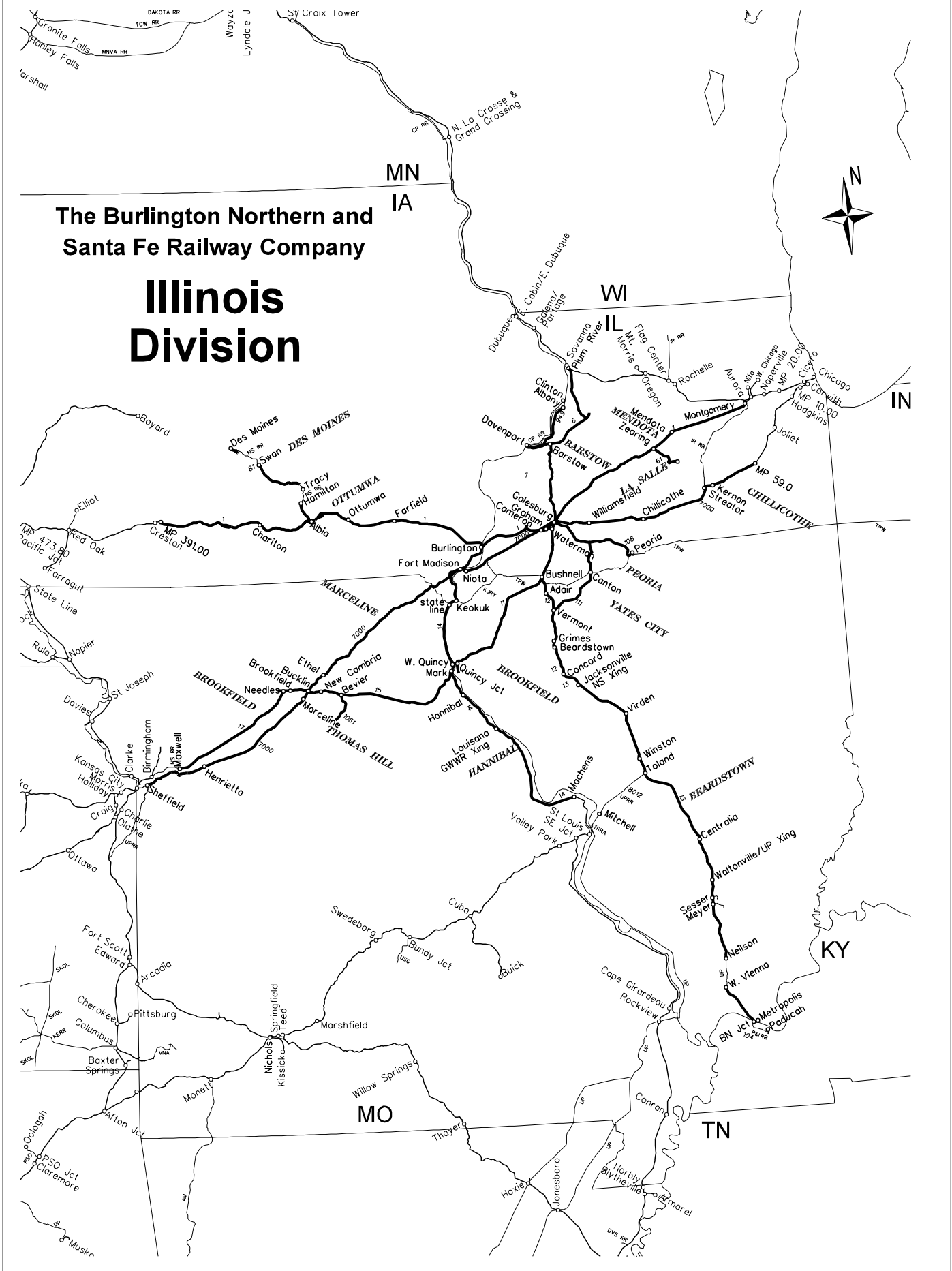


Illinois Division

Timetable No. 3

IN EFFECT AT 0001
Central Continental Time
Sunday July 9, 2000

Division Superintendent
D.C. Wolter
Galesburg, Illinois
(309) 345-6488



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Barstow Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EAST WARD
		20126	1.0	GALESBURG	BMJTX			2.4	
	10,639	22002	3.4	BOUHAN				2.9	
		22005	6.3	HENDERSON				6.7	
		22012	13.0	RIO				5.6	
	8,257	22018	18.6	ALPHA				4.4	
		22022	23.0	OPHIEM				3.3	
		22025	26.3	LYNN				4.2	
		22029	30.5	ORION				4.3	
	9,971	22034	34.8	WARNER				4.6	
		22039	39.4	BRIAR BLUFF		CTC	6	1.4	
		22040	40.8	COLONA	A			3.0	
	5,506	22043	43.8	BARSTOW	T			14.6	
	9,008	22057	58.4	HILLSDALE				3.7	
		22062	62.1	ERIE				6.2	
		22068	68.3	DENROCK				3.4	
	10,544	22071	71.7	FENTON				5.3	
		22076	77.0	SAM				9.6	
	10,543	22086	86.6	EBNER				10.1	
		96.7		PLUM RIVER	JX			95.7	

Radio Channel No. 87 in service.

Radio Call-In		
Alpha-50(X)	Barstow-51(X)	Savanna-52(X)
Emergency Call-911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Dispatcher Phone Numbers—(817) 234-6022, Fax (817) 234-6058

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Galesburg to Plum River	60 MPH.
MP 22 to MP 26, Eastward loaded unit trains	
100 TOB and over	50 MPH.

1(B). Speed—Permanent Restrictions

MP 1.0 to MP 1.5	35 MPH.
MP 12.6 to MP 13.0	25 MPH.
MP 13.0 to MP 32.0	50 MPH.
MP 32.0 to MP 36.7	40 MPH.
MP 36.7 to MP 40.6	30 MPH.
MP 40.6 to MP 40.9	25 MPH.
MP 40.9 to MP 43.0	30 MPH.
MP 43.0 to MP 43.7	25 MPH.
MP 43.7 to MP 44.0	10 MPH.
MP 47.8 to MP 48.5	25 MPH.
MP 61.5 to MP 63.0	40 MPH.
MP 68.0 to MP 68.4	25 MPH.
MP 81.0 to MP 81.3	40 MPH.
MP 96.3 to MP 96.7	35 MPH.

1(C). Speed—Switches and Turnouts

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

1(D). Speed—Other

Barstow and Crescent Bridge—MP 242 to MP 249.3 Rule 6.28 . 20 MPH.
 Crossing MP 245.2 (HER) 10 MPH.
 Crossing MP 245.5 (HER) 10 MPH.
 Siding Barstow 10 MPH.
 Loaded coal, ore, potash, grain and ballast trains
 through sidings 10 MPH.
 Crossing MP 253.0 17th St. Rock Island—Eastward (HER) 5 MPH.

(Galesburg Terminal—See 1(D) Ottumwa Subdivision.)

Temperature Speed Restrictions

When the outside air temperature meets the "critical ranges" listed below, all trains must comply with speed restrictions assigned to ambient temperature ranges and classification of train. If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted.

Critical Areas:

MP 21.0 to MP 24.0

MP 32.0 to MP 44.0

MP 47.5 to MP 48.5

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
100 to 110 degrees	Maximum 45 MPH.	Maximum 40 MPH.	Maximum 70 MPH.
110 degrees and over	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

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

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

Rock Island Illinois Oil Track
 All tracks lower yard

3. Type of Operation

CTC—in effect:

MP 1.0 to MP 96.7

4. General Code of Operating Rules Items

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

Rule 6.27—in effect:

On Iowa Interstate Main Track at Rock Island

Rule 6.28—Industrial track between:

Term. Jct. Rock Island and Barstow—11.0 miles

DRI Jct. to Albany

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

Rule 8.12—Crossover Switches Amendment:

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

Iowa Interstate Junction switch at 7th Street. East Moline and the crossover switch at 44th Street Rock Island may be left as last used if train exceeds 500 ft.

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

MP 51.54	Joslin	West Switch
MP 62.63	Erie	Main Street
MP 77.30	Sam	Peat Plant
MP 88.60	Thomson	
MP 91.10	East Sugar Plant	
MP 91.50	West Sugar Plant	

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Other Structures
MP 40.1 (DED only)—WWD only—Recall Code 517
- B. Other TWD locations
MP 29.6—Recall Code 508
MP 40.1 (DED Only)—EWD only—Recall Code 517
MP 52.0—Recall Code 527
MP 64.7—Recall Code 518
MP 89.3—Recall Code 528

6. FRA Excepted Track

DRI Jct. to Albany between MP 20.1 and MP 25.4

7. Special Conditions

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

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

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

Between MP 8.0 to MP 9.0

Between MP 92.0 to MP 93.0

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

Iowa Interstate Crossing—Interlocking MP 40.8.

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

Automatic interlocking and CTC Rules are in effect.

Barstow to Rock Island—Between Barstow and 7th Street East Moline, and between Crescent Bridge and 24th Street Rock Island, contact the Crescent Bridge Operator before leaving Barstow or Crescent Bridge on Radio Channel 87 or by phone 309-788-0941 to advise of any track condition that might cause an unsafe work condition.

Between East wye switch Davenport and Clinton—IMRL Timetable governs.

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

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

MP 5.0 to MP 10.0

MP 30.0 to MP 41.0

MP 71.0 to MP 82.0

8. Line Segments

Yard Line Segments

Line Segment Limits

814	.....	Barstow
815	.....	Terminal Jct. Rock Island
817	.....	Clinton
819	.....	Moline

Road Line Segments

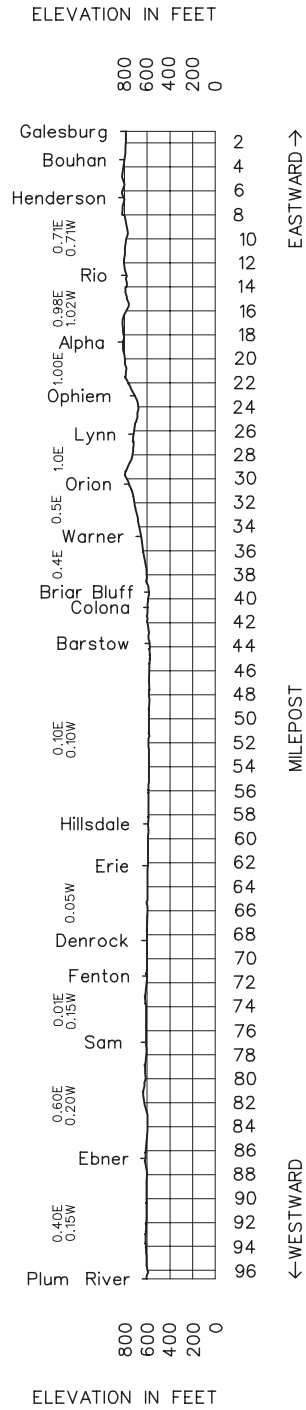
Line Segment Limits

7	.....	Barstow to Terminal Jct. Rock Island
949	.....	DRI—Jct. to Albany
6	.....	Galesburg to Plum River

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Feet	Switch Opens
22051 Joslin	7.9 west Barstow	500	East
22051 Thomson	2.0 west of Ebner	375	West
72204 Silvis Transfer	4.0 from Barstow	1,000	West
72205 East Moline	5.0 from Barstow	2,600	Both
72208 Moline	8.0 from Barstow	2,500	Both
72212 Rock Island	12.0 from Barstow	Yard	Both

10. Grade Charts



Westward ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Beardstown Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	Eastward ↑	
		25029	159.6X	WEST BUSHNELL	J	CTC	12	9.1		
	8,770	23008	151.3X	ADAIR		TWC		10.7		
	6,880	23019	140.6X	VERMONT	J			8.2		
	6,900	23027	129.0X	STEWART				9.7		
	7,850	23037	119.3X	GRIMES		CTC		2.2		
		117.1X		BEARDSTOWN BRIDGE	M			1.2		
		23040	115.9X	BEARDSTOWN	BR	2MT		5.7		
	10,037	23046	110.2X	HAGENER		CTC		8.1		
	7,353	23054	102.1X 0.0	CONCORD				10.2		
			10.2	NS XING	M	TWC	13	0.8		
	6,850	24010	11.0	JACKSONVILLE				24.0		
	8,600	24035	35.0	LOWDER				7.1		
		24040	42.1	VIRDEN				2.3		
			45.0	GIRARD-UP XING	M			8.7		
	7,426	24052	53.1	ATWATER				11.1		
	8,170	24063	64.2	LITCHFIELD				1.4		
			65.6	WINSTON-NS XING	M			CTC	0.6	
			66.2	NS JCT	J				7.8	
	11,234	24074	74.0	TOLAND	JT			TWC	3.8	
			77.8	SORENTO	J			CTC	7.3	
	6,801	24084	85.1	AYERS				TWC	8.1	
	7,894	24092	93.2	SMITHBORO-CXS XING	M	11.3				
	7,424	24103	104.5	KEYESPORT		10.4				
		24114	114.9	SHATTUC-CSX XING	AJ	TWC	6.1			
		24120	121.0	CENTRALIA	BJXR		CTC 2MT	1.3		
			122.3	CENTRALIA-IC XING	M			0.3		
			122.6	SOUTHERN RY JCT.	JMX			13.9		
	10,367	24135	136.5	WOODLAWN	J			0.1		
			136.6	WOODLAWN-CSX XING	A			8.0		
		24143	144.6	WALTONVILLE				0.1		
			144.7	WALTONVILLE-UP XING	A			1.5		
			146.2	WALTONVILLE-IC XING	A			1.3		
			147.5	REND LAKE MINE				5.7		
	16,830	24152	153.2	SESSER	T			8.4		
		24160	161.6	CHRISTOPHER-IC XING	A	3.4				
			165.0	ZIEGLER-UP XING	A	2.5				
	9,432	24166	167.5	CAMBON		5.5				
		24172	173.0	HERRIN		1.9				
			174.9	HERRIN JCT.		4.4				
			179.3	MARION		8.1				
	7,340	24186	187.4	NEILSON	JR		15.4			
Between Neilson and West Vienna UP RR timetable governs.							8009			
	6,840	24202	202.8	WEST VIENNA	J	TWC	13	15.8		
			218.6	JOPPA JCT.	J			2.9		
	6,719	24222	221.5	COOK				4.4		
		24224	225.9	BURLINGTON JCT.	JT	13.1				
Between Burlington Jct. and Paducah IC RR Rules, Timetable and Special Instructions govern.							104			
		24239	239.0	PADUCAH				296.8		

Radio Channel No. 85 in service Bushnell to Beardstown.

Radio Channel No. 66 Beardstown to Paducah.

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

Dispatchers' Phone Numbers

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

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

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

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

1(B). Speed—Permanent Restrictions

MP 159.6 to MP 159.2	35 MPH.
MP 146.1X to MP 145.6X	40 MPH.
MP 140.0X to MP 118.1X	40 MPH.
MP 118.1X to MP 116.3X	25 MPH.
MP 107.0X to MP 105.0X	
Eastward	30 MPH.
Westward	35 MPH.
MP 9.5 to MP 10.8	35 MPH.
MP 44.5 to MP 45.0—over UP crossing Girard	40 MPH.
MP 65.5 over crossing Winston	40 MPH.
MP 77.9	40 MPH.
MP 93.2—over CSX crossing Smithboro	40 MPH.
MP 114.9 over CSX crossing Shattuc	40 MPH.
Centralia—MP 121.5 to MP 122.6 (HER)	10 MPH.
West running track	Rule 6.28
IC crossing	30 MPH.
Eastward trains passing signal MP 123.4	30 MPH.
MP 136.6—over CSX crossing Woodlawn	40 MPH.
MP 144.6 to MP 146.2	40 MPH.
MP 161.0 to MP 161.6	30 MPH.
MP 165.0—over UP crossing Zeigler Jct.	40 MPH.
MP 173.0 to MP 173.3	30 MPH.
MP 186.7 to MP 187.3	30 MPH.
Joppa Jct. to Joppa	20 MPH.
Ohio River Bridge, Metropolis	10 MPH.

1(C). Speed—Switches and Turnouts

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

1(D). Speed—Other

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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Temperature Speed Restrictions

When the outside air temperature meets the "critical ranges" listed below, all trains must comply with speed restrictions assigned to ambient temperature ranges and classification of train. If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted.

Critical Areas:

MP 125.0X to MP 114.0X
MP 107.0X to MP 104.0X
MP 9.0 to MP 12.0
MP 119.0 to MP 123.0
MP 173.0 to MP 174.0
MP 186.5 to MP 187.5

(See table next page)

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
100 to 110 degrees	Maximum 45 MPH.	Maximum 40 MPH.	Maximum 70 MPH.
110 degrees and over	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Bushnell to Paducah 143 tons, Restriction C

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

Six-axle engines not allowed on:

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

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

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

3. Type of Operation

Restricted Limits—in effect:

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

CTC—in effect:

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

TWC—in effect:

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

4. General Code of Operating Rules Items

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

Rule 6.28—Industrial Track:

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

Rule 8.3—Beardstown and Centralia—Normal position of main track switches within Restricted Limits DOES NOT

APPLY. These switches may be left lined as last used; trains must approach these switches expecting to find them lined against movement.

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

Rule 8.11—Switches in sidings:

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

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

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

5. Trackside Warning Detectors (TWD)

A. Protecting Bridges, Tunnels or Other Structures

MP 121.5X (DED only)—WWD only—Recall Code 477
MP 112.2X (DED only)—EWD only—Recall Code 467

B. Other TWD locations

MP 133.8X—Recall Code 478
MP 121.5X (DED Only)—EWD only—Recall Code 477
MP 112.2X (DED Only)—WWD only—Recall Code 467
MP 3.7—Recall Code 428
MP 15.0—Recall Code 438
MP 37.5—Recall Code 548
MP 60.1—Recall Code 547
MP 81.7—Recall Code 468
MP 98.7—Recall Code 458
MP 149.2—Recall Code 488
MP 176.7—Recall Code 498
MP 213.6—Recall Code 428

6. FRA Excepted Track—None

7. Special Conditions

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

Manual Interlockings Not Controlled By BNSF

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

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

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

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

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

Between West Bushnell and Cook—TWC—Item 21 Protect Open Switch—All trains, except lite engine consists or trains with manned caboose, entering or leaving main track at sidings or junctions must have **Item 21** checked on their track warrant.

It is equally the responsibility of the engineer, conductor and train dispatcher to see that **Item 21** is checked before the "OK" is given for the track warrant issued.

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

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

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

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

To contact the NS dispatcher at Decatur to use Jacksonville interlocking. Engines equipped with 99 channel radios can turn to Channel No. 22. The NS dispatcher call 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 Union Pacific Timetables govern.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MP 18.0 to MP 22.0
MP 116.0X to MP 136.0X
MP 176.0 to MP 178.0

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

8. Line Segments

Yard Line Segments

Line Segment Limits

856 Beardstown
857 Centralia

Road Line Segments

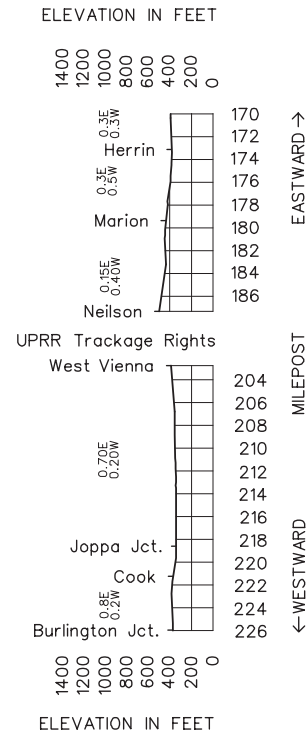
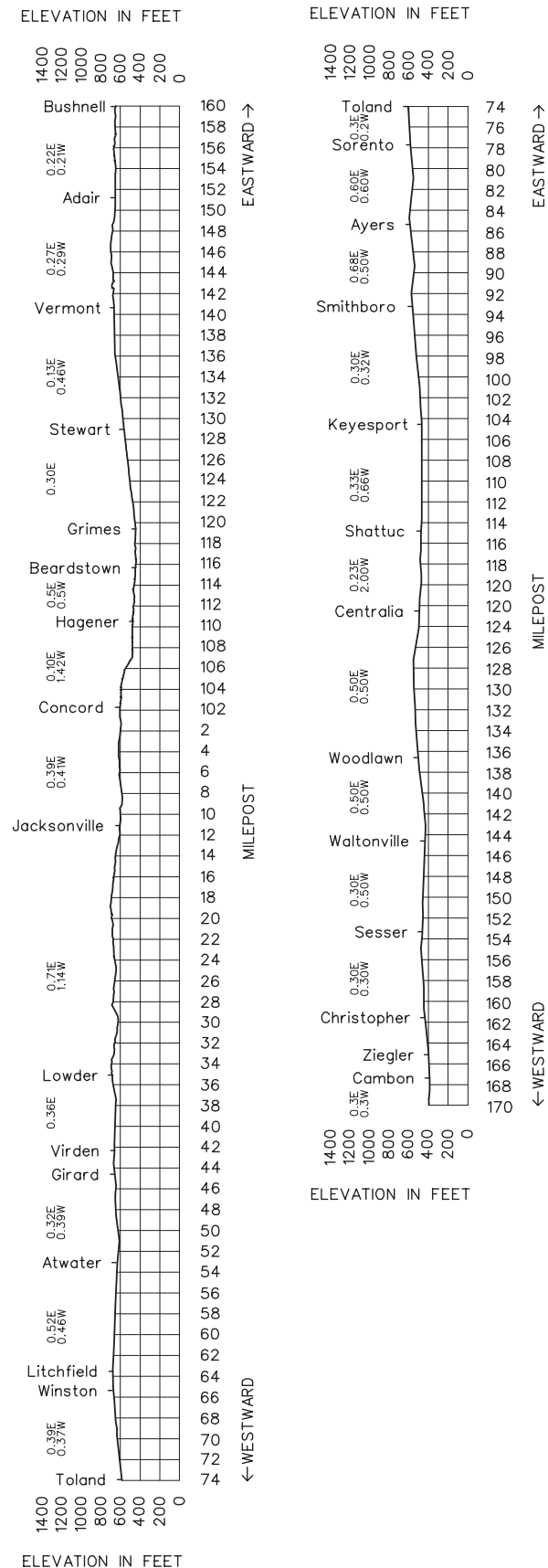
Line Segment Limits

13 Concord to Burlington Jct.
979 Sesser to Old Ben 21
981 Sesser to Old Ben 26
104 Metropolis to Paducah
12 Bushnell to Concord
13 Concord to Paducah

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Feet	Switch Opens
24017 Pisgah	7.1 west of Jacksonville	500	East
24023 Franklin	12.2 west of Jacksonville	610	West
24028 Waverly	6.2 west of Franklin	627	West
24057 Barnett	4.8 west of Atwater	300	West
24097 Hookdale	5.1 west of Smithboro	800	West
24225 Metropolis	1.0 from Burlington Jct.	1,410	Both
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	6,500	Loop
24144 Orient Mine 6	1.0 from Waltonville	8,730	Loop
Crown 2	2.0 from Virden	8,730	Loop
Forman	7.3 from West Vienna	575	East

10. Grade Charts



Length of Siding (Feet)	Station Nos.	Mile Post	Brookfield Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	20126	162.4X	GALESBURG	BMJTX			0.5
		162.9X	KNOX ST.	MJ			1.4
		164.3X	THIRWELL	XM			1.7
	25004	166.0X	WATERMAN	X(2)MJT			2.0
	25005	168.0X	SALUDA	M			6.0
11,081	25010	172.3X	ABINGDON		CTC		7.7
9,833	25020	182.8	AVON				7.2
		188.9	EAST BUSHNELL				2.6
		191.5	TP&W XING	M	2MT CTC		0.9
		192.4	WEST BUSHNELL	J			8.1
		200.5	CP 2005				1.8
7,130	25040	202.3	MACOMB				7.0
6,934	25047	209.3	COLCHESTER				15.7
7,300	25063	225.9	AUGUSTA		CTC		10.2
6,605	25073	235.2	GOLDEN				6.4
7,560	25078	240.9	CAMP POINT				12.9
6,890	25091	254.5	EWBANKS				4.0
		258.5	QUINCY				3.0
	73801	261.5	QUINCY JCT.				1.9
7,500	25101	263.4 136.9	WEST QUINCY	BJTX			2.8
Between West Quincy and Mark, operate on the Hannibal Subdivision.							
	25104	134.1 5.7	MARK	JT	CTC		1.1
		6.8	EAST NORTH RIVER	J	2MT CTC		1.7
	25107	8.5	WEST NORTH RIVER	T			6.0
7,352	25112	14.5	PALMYRA				18.3
7,201	25130	32.8	CARD				8.9
7,219	25139	41.7	LAKENAN				21.2
7,807	25161	62.9	ANABEL				7.5
	25168	70.4	MACON				5.8
	25173	76.2	BEVIER	J			2.7
8,310	25177	78.9	CALLAO				7.1
	25184	86.0	NEW CAMBRIA				7.9
7,680	25192	93.9	BUCKLIN				10.2
	25202	104.1	BROOKFIELD	B	CTC		0.7
9,606	25204	104.8	EAST NEEDLES				2.0
		106.8	WEST NEEDLES				9.7
7,206	25215	116.5	SUMNER				1.7
		118.2	WG RY XING	A			12.0
7,039	25227	130.2	HAMM				11.7
7,171	25239	141.9	AALBERG				11.6
7,059	25250	153.5	PERSONS				12.8
7,191	25263	166.3	THIEHOFF				10.7
7,006	25275	177.0	MAXWELL				0.7
		177.7	MAXWELL JCT	J			38.5
Between Maxwell Jct. and Birmingham NS RR Rules, Timetable and Special Instructions Govern							
	25291	216.2	BIRMINGHAM	J	2MT CTC		5.3
		221.5	BLOCK 222	X			2.5
		224.0	BLOCK 224	X(2)			2.0
		224.4	HARLEM	M			0.4
		224.6	USTICK TOWER	JT			322.7

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

Radio Channel No. 66 in service Galesburg to West Quincy and between Maxwell and Kansas City.

Radio Channel No. 85 in service West Quincy to Maxwell Jct.

Radio Channel No. 17 in service at West Quincy.

Radio Channel No. 17 in service at Brookfield.

Radio Call-In		
Bushnell-21(X)	Colchester-25(X)	Camp Point-23(X)
Quincy Jct.-24(X)	Palmyra-26(X)	Monroe City-27(X)
Shelbina-28(X)	Macon-29(X)	New Cambria-21(X)
Brookfield-20(X)	Hale-23(X)	Aalberg-24(X)
Thiehoff-25(X)	Kansas City-75(X)	
Emergency Call-911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Tone Call-In			
RADIO COMMUNICATION	CH	DS	EMER
Ustick Tower Dispatcher	66	1	9

Dispatchers' Telephone Numbers

Galesburg to West Quincy, (817) 234-6027, FAX (817) 234-6066
West Quincy to Maxwell Jct., (817) 234-6028, FAX (817) 234-6067
Ustick Tower Dispatcher, (816) 472-2268, FAX (816) 472-2305

Kansas City Terminal Railway (KCT)—Crews operating across Kansas City Terminal Railway Company trackage must have a current copy of The Greater Kansas City Area Operating and Special Instructions in their possession and review all Kansas City Terminal Railway Company General Notices and General Orders posted at specified locations. This will fulfill the requirements of Rule 6.2 of the General Code of Operating Rules. The Kansas City Terminal Railway Company does not issue track warrants or bulletins.

Trains and engines will use KCT Railway tracks between 5th St. (MP .46X) and 29th St. to access 19th St. Yard or BNSF Main Tracks 1 and 2 at 30th St.

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Galesburg to West Quincy	79 MPH.	60 MPH.
Loaded coal trains		50 MPH.
Empty coal trains		55 MPH.
West Quincy to Maxwell Jct.		60 MPH.
Loaded unit coal and grain trains between Needles MP 106.9 and Maxwell Jct. MP 177.7		30 MPH.
Birmingham to Kansas City		35 MPH.
Loaded unit coal and grain trains between Birmingham MP 216.2 and Kansas City MP 224.6		30 MPH.

1(B). Speed—Permanent Restrictions

MP 162.4X to MP 162.8X Quincy Main (including turnouts)	15 MPH.	10 MPH.
MP 162.8X to MP 163.0X Quincy Main	25 MPH.	10 MPH.
MP 163.0X to MP 167.0X Quincy Main	59 MPH.	50 MPH.
MP 191.4 to MP 191.5	40 MPH.	40 MPH.
MP 202.6 to MP 202.7	40 MPH.	40 MPH.
MP 240.0 to MP 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 (HER)		35 MPH.
MP 70.3 to MP 70.8		50 MPH.

MP 74.0 to MP 84.9	50 MPH.
MP 84.9 to MP 92.0	45 MPH.
MP 92.0 to MP 93.0	40 MPH.
MP 93.0 to MP 99.3	45 MPH.
MP 99.3 to MP 103.4	50 MPH.
MP 103.4 to MP 104.4	30 MPH.
MP 107 to MP 177.7	40 MPH.
MP 118.1—over crossing diamond WGRY XING	25 MPH.
MP 170.3 and MP 170.5 (HER)	25 MPH.
MP 221.5 to MP 224.4 (including turnouts)	
BNSF Main 1	20 MPH.
Birmingham to Liberty	20 MPH.
Liberty to Kearney	10 MPH.
Coburg Lead	10 MPH.

1(C). Speed—Switches and Turnouts

Trains departing off R&D lead after through	
all other turnouts, and engine	
through turnout MP 168.0 Saluda	35 MPH.
over 100 TOB	25 MPH.
Through turnout MP 188.9	35 MPH.
Through crossover MP 192.3	30 MPH.
Through crossover MP 192.4	35 MPH.
Through turnouts MP 263.2 to MP 263.4	25 MPH.
Through turnouts of controlled sidings unless	
otherwise indicated	
Through turnouts MP 6.7 to MP 8.6	20 MPH.
Through turnouts MP 6.7 to MP 8.6	35 MPH.
Eastbound BNSF trains on NS Main 1, from end NS DT to	
West Siding Switch Maxwell (HER)	10 MPH.
MP 218.9 Hand throw crossover Main 1 to Main 2	10 MPH.

1(D). Speed—Other

Bushnell on connection track to T.P.W. Railroad	5 MPH.
Sumner and Hale on elevator and interchange tracks	5 MPH.
Through sidings between West Quincy and Maxwell	10 MPH.
Exception—Callao Siding	20 MPH.
Loaded unit trains between Maxwell and Mark	
must not operate in Brookfield Yard and	
must not operate on sidings Palmyra, Anabel,	
Sumner, Hamm, Persons	
Bridge 82.54 Callao, cars heavier than 134 tons	25 MPH.

(Galesburg Terminal—See 1(D) Ottumwa Subdivision.)

Temperature Speed Restrictions

When the outside air temperature meets the “critical ranges” listed below, all trains must comply with speed restrictions assigned to ambient temperature ranges and classification of train. If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted.

Critical Areas:

MP 255.0 to MP 263.0

MP 9.0 to MP 15.0

MP 70.0 to MP 104.0

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
100 to 110 degrees	Maximum 45 MPH.	Maximum 40 MPH.	Maximum 70 MPH.
110 degrees and over	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.

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

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

Galesburg to Kansas City	143 tons, Restriction C
Birmingham to Kearney	143 tons, Restriction D
Needles to LaCleda	143 tons, Restriction D

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

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

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

Bushnell—Not more than one 6 axle locomotive or derrick permitted on TPW interchange track.
Quincy—Locomotives must not operate over 30 degree curve at east end of track at Calcium Carbonate Co. at MP 265.7.
Palmyra—industrial track

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

MP 167.9X to MP 263.4	Galesburg to West Quincy
MP 5.7 to MP 177.8	Mark to Maxwell Jct.
MP 216.2 to MP 224.0	Birmingham to Kansas City

Manual Interlockings not Controlled by BNSF

KCT Railway

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

KCT Railway

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

Kansas City—Trains operating on the Ft. Scott North Subdivision between Kansas City, (Murray Yard—Block 224) and Birmingham, MP 216.2 are under the jurisdiction of the Illinois Division, Kansas City train dispatcher, (817) 234-6028.

Trains operating on the Ft. Scott North Subdivision between Kansas City, (Murray Yard) and Clarke MP 7.9 are under the jurisdiction of the Nebraska Division, St Joseph Subdivision train dispatcher, Phone (817) 234-6043.

4. General Code of Operating Rules Items**Rule 6.19**—When flagging is required, distance will be 2 miles.**Rule 6.28**—Industrial Track between Needles and LaCleda, 2.2 miles.**Rule 8.10, Switch Point Indicator**—is modified as follows:

Aspect	Indication
Yellow	Switch points fit properly for normal movement
Red	Switch points fit properly for reverse movement
Dark	Stop and inspect switch points

When using either the East or West receiving leads, stop clear of crossing located just south of hump tower, communicate with hump lower yardmaster by radio and be governed according to instructions.

Rule 8.12—Crossover Switches Amendment:

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

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
MP 217.56X	Colmar		Shelbina
MP 232.63	La Prairie	MP 59.22	Clarence
MP 240.87	Camp Point	MP 93.79	House Track, Bucklin

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

Norfolk Southern Timetable and Operating Rules govern movements between westbound signal Birmingham and Maxwell. NS trains and engines using joint trackage between Birmingham and Block 224 must receive a current dispatcher bulletin addressed to their train issued by the NS train dispatcher. This will fulfill the requirements of Rule 6.2 from the General Code of Operating Rules.

UP KCT Subdivision—Northbound trains destined Armstrong Yard at 18th Street on Union Pacific KCT Subdivision must secure a track warrant at Springfield which will include track bulletins for movement on the KCT Subdivision. The UP train dispatcher can be reached at (816) 245-2344.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
MP 257.8 (DED only)—WWD only—Recall Code 248
- B. Other TWD locations
MP 187.4—Recall Code 218
MP 214.0—Recall Code 258
MP 230.8—Recall Code 257
MP 257.8 (DED Only)—EWD only—Recall Code 248
MP 36.1—Recall Code 278
MP 59.3—Recall Code 288
MP 77.9—Recall Code 298
MP 109.1—Recall Code 208
MP 135.2—Recall Code 248
MP 157.7—Recall Code 247

6. FRA Excepted Track—None**7. Special Conditions**

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

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

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

MP 176X to MP 177X..	between Abingdon and Avon
MP 238 to MP 239	between Golden and Camp Point
MP 20 to MP 21	between Palmyra and Card
MP 100 to MP 101	between Bucklin and Brookfield
MP 109 to MP 110	between Needles and Sumner
MP 173 to MP 174	between Thiehoff and Maxwell

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

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

Kansas City—Westbound trains or engines with cars operating between Block 224 and Block 222 must stop east of 10th St. if information for a continuous move through Ustick Tower or into Murray Yard has not been received from either the yardmaster at Murray or from the dispatcher at Ustick Tower. All inbound trains and transfers must receive instructions from Yardmaster Murray on the route to be used for delivery. All tracks in Murray Yard are used for receiving transfers of cars from connecting lines. The conductor or engine foreman will contact the yardmaster when ready to depart Murray.

Crews operating between Birmingham and Block 224 will promptly report to the BNSF and NS Division Superintendents any messages involving personal injury, train accident, defects in track, bridges, signals, or any unusual condition affecting the operation of the railroad.

Duplicate Mile Posts— Between the following locations "X" added to mile posts account duplicate mile posts exist elsewhere on the subdivision:

Between Galesburg and Avon—MP 162.0X to MP 177.0X
Between Colchester and Augusta—MP 216.0X to MP 224.0X

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
MP 5.7 to MP 14.8

MP 80.8 to MP 93.0

MP 116.7 to MP 118.0

MP 167.0 to MP 177.8

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

11	Galesburg to West Quincy
14	West Quincy to Mark
15	Mark to West Needles
15	West Needles to La Clede
17	Needles to Maxwell Jct.
18	Maxwell Jct. to Kansas City

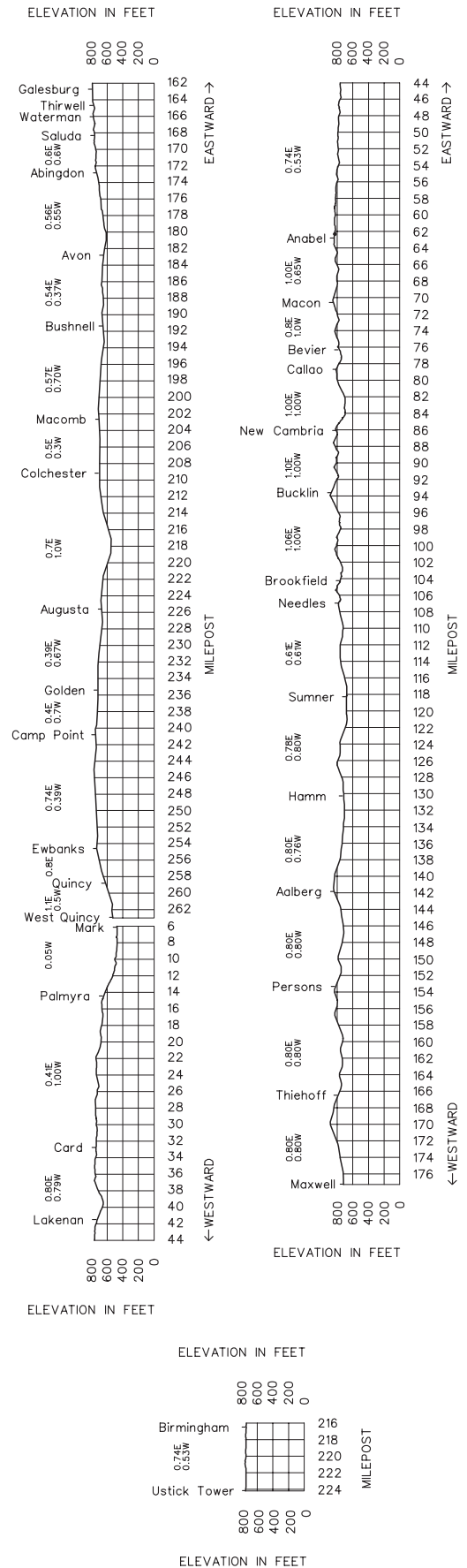
Yard Line Segments

465	Kansas City-Murray Yard
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9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Feet	Switch Opens
25023 Prairie City	2.7 west of Avon	395	East
25033 Bardolph	4.5 west of Bushnell	395	East
25049 Tennessee	2.4 west of Colchester	600	East
25055 Colmar	8.2 west of Colchester	400	West
25059 Plymouth	12.5 west of Colchester	800	East
25070 La Prairie	6.4 west of Augusta	395	West
25085 Paloma	7.3 west of Camp Point	500	East
25121 Ely	9.3 west of Palmyra	2,030	East
25128 Monroe City	15.7 west of Palmyra	2,856	Both
25135 Hunnewell	4.0 west of Card	1,220	Both
25144 Shelbina	4.9 west of Lakenan	2,667	Both
25157 Clarence	17.3 west of Lakenan	3,275	Both
25221 Hale	6.4 west of Sumner	660	Both
27002 LaCledé	2.2 from Needles	880	Both
25293 Randolph	2.6 west of Birmingham	78	Both
76406 Liberty			
76416 Kearney			
19th St. to BV Jct.			

10. Grade Charts



Length of Siding (Feet)	Station Nos.	Mile Post	Chillicothe Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
		57.2	PEQUOT	X(2)			13.6
	65430	70.8	VERONA	X(2)			13.6
	65415	84.4	KERNAN	X(2)			2.7
		87.1	CP 871				2.7
		89.8	NS RRX	M			0.3
	65400	90.1	STREATOR	XP			1.4
		91.5	NS CONNECTION	X			4.3
	65280	95.8	ANCONA	X(2)			14.1
	65250	109.9	TOLUCA	X(2)	2MT CTC		19.2
		129.1	EAST CHILICOTHE	X			0.9
	65200	130.0	CHILICOTHE	P			1.9
		131.9	WEST CHILICOTHE	X			6.2
	65190	138.1	EDELSTEIN	X(2)		7000	20.3
N5,340	65150	158.4	WILLIAMSFIELD	X(2)			15.3
	65130	173.7	YOST	X(2)			3.8
	65100	177.5	GALESBURG	T			2.5
		180.0	GI	X(2)			4.4
		184.4	CP 1844	XJ			0.6
		185.0	CP 1850	XJ			6.9
	65080	191.9	ORMONDE	X(2)			17.0
	65060	208.9	STRONGHURST	X(2)			10.0
	63550	218.9	LOMAX	X(2)			11.8
	63525	230.7	NIOTA	X(2)			1.1
		231.8	MISSISSIPPI RB	CM			2.2
		234.0	EAST FT. MADISON	X(2)			0.3
N10,490	63500	234.3	FT. MADISON	BPT			175.3

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

Dispatcher Phone Numbers

Pequot-Verona—(817) 234-2301, Fax (817) 234-2401

Verona-Ft. Madison—(817) 234-2325, Fax (817) 234-2425

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

	Passenger	Freight
Pequot to MP 185.0	55 MPH.*%	55 MPH.*%
MP 185.0 to Ft. Madison	79 MPH.	55 MPH.*%

* See System Special Instruction 1(B)

1(B). Speed—Permanent Restrictions

MP 88.2 to MP 89.3	50 MPH.
MP 89.5 to MP 90.3	35 MPH.
MP 131.6 to MP 132.1	60 MPH.
MP 132.6 to MP 136.8	50 MPH.
MP 161.6 to MP 166.9	65 MPH.
MP 167.9 to MP 170.3	65 MPH.
MP 175.5 to MP 175.7	65 MPH.
MP 176.7 to MP 178.1	30 MPH.
MP 230.7 to MP 231.2	45 MPH.
MP 231.2 to MP 231.8	30 MPH.
MP 231.2 to MP 231.8	20 MPH.
Except BNSF trains consisting entirely of intermodal equipment not exceeding 80 TOB	
MP 231.8 to MP 233.7	35 MPH.
MP 234.0 to MP 234.3	35 MPH.

1(C). Speed—Switches and Turnouts

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

Verona, crossovers	40 MPH.
Kernan, crossovers	40 MPH.
Streator, crossover	30 MPH.
NS Connection, crossover	40 MPH.
Ancona, crossover	40 MPH.
Toluca, crossover	40 MPH.
East Chillicothe, crossover	40 MPH.
turnout yard lead	30 MPH.
West Chillicothe, turnout yard lead	30 MPH.
crossover	40 MPH.
Edelstein, crossovers	40 MPH.
Williamsfield, crossovers	40 MPH.
EE siding	20 MPH.
WE siding, spring switch	20 MPH.
Yost, crossovers	40 MPH.
G.I., WE auxiliary track	20 MPH.
crossovers	40 MPH.
tail track	15 MPH.
CP 1844 through turnout	40 MPH.
CP 1844, crossover	40 MPH.
CP 1850 through turnout	40 MPH.
CP 1850, crossover	40 MPH.
Ormonde, crossovers	40 MPH.
Stronghurst, crossovers	40 MPH.
Lomax, crossovers	40 MPH.
turnout TP&W	20 MPH.
Niota, crossovers	40 MPH.
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.

1(D). Speed—Other**Temperature Speed Restrictions**

When the outside air temperature meets the "critical ranges" listed below, all trains must comply with speed restrictions assigned to ambient temperature ranges and classification of train. If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted.

Critical Areas:

MP 132.3 to MP 138.0

MP 230.1 to MP 234.0

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
100 to 110 degrees	Maximum 45 MPH.	Maximum 40 MPH.	Maximum 70 MPH.
110 degrees and over	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.

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

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

Pequot to Ft. Madison 143 tons, Restriction B

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

Pequot to Ft. Madison, MP 234.3.

On siding Ft. Madison.

Signals Not Conforming to Aspects and Indications Shown in Timetable

The following applies at CP 1844 and CP 1850:

Aspect	Name	Indication
Red over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply).	Proceed 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

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

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

Rule 6.32.4—In the state of Illinois, the last paragraph of Rule 6.32.4 is changed to read:

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

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

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

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

5. Trackside Warning Detectors (TWD)**A. Protecting bridge, tunnel or other structures**

MP 125.3—WWD only - Recall Code 8

MP 132.4—EWD only - Recall Code 0

MP 159.7 (Shifted Load Only), WWD only—Recall Code 0

MP 168.1—EWD only - Recall Code 8

B. Other TWD Locations

MP 68.3 - Recall Code 0

MP 85.9 - Recall Code 8

MP 100.2 - Recall Code 0

MP 125.3—EWD only - Recall Code 8

MP 132.4—WWD only - Recall Code 0

MP 146.0 - Recall Code 8

MP 159.7 (Shifted Load Only), EWD only—Recall Code 0

MP 168.1—WWD only - Recall Code 8

MP 188.3 - Recall Code 8

MP 211.8 - Recall Code 8

MP 226.9 - Recall Code 8

6. FRA Excepted Track—None**7. Special Conditions****Close clearances**

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

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

MP 120.0 to MP 126.5

MP 160.0 to MP 164.0

MP 176.0 to MP 177.0

MP 218.0 to MP 231.0

8. Line Segments**Yard Line Segments****Line Segment Limits**

7054 Ft. Madison

Road Line Segments**Line Segment Limits**

7000 MP 59.0 to Ft. Madison

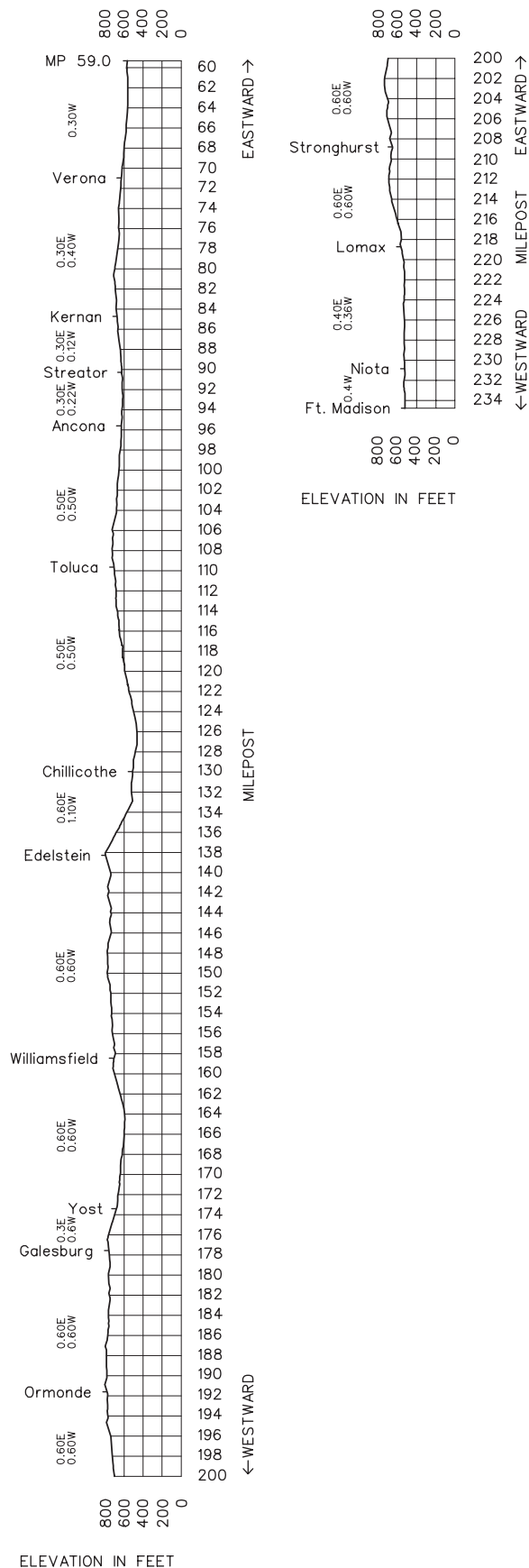
9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Mazon (Main 1 & Main 2)	66.1	3,300	East
Kinsman (Main 2)	74.8	300	East
Ransom (Main 1 & Main 2)	79.8	4,000	Both
Leeds (Main 1)	102.1	700	West
Wilbern (Main 2)	120.9	700	East
Princeville (Main 1 & Main 2)	144.7	2,800	Both
Monica (Main 1 & Main 2)	148.0	900	West
Laura (Main 2)	153.5	850	West
Spur (Main 2)	165.7	700	East
Stub (Main 1)	174.3	250	West
Transfer (Main 2)	178.3	Yard	East
Tail (Main 2)	180.5	Yard	West
Cameron (Main 2)	186.0	1,100	East
Smithshire (Main 1)	201.5	2,400	West
Media (Main 1)	204.6	800	West
Stub (Main 1)	210.0	1,320	West
Dallas City	224.8	1,600	West
Stub (Main 1)	230.5	1,546	West
Stub (Main 2)	230.5	2,740	West

10. Grade Charts

ELEVATION IN FEET

ELEVATION IN FEET



ELEVATION IN FEET

WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Des Moines Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
		20285	0.0	ALBIA	RJ	CTC		3.8	
	4,075	77504	3.8	SHEAHAN				5.3	
		77509	9.1	LOVILIA				2.5	
		77512	11.6	HAMILTON				2.3	
		77514	13.9	BUSSEY				5.3	
		77519	19.2	TRACY				5.5	
		77525	24.7	DURHAM			81	3.4	
		77528	28.1	FLAGLER				4.7	
	4,309	77533	32.8	KNOXVILLE		TWC		10.1	
	4,309	77543	42.9	PLEASANTVILLE				5.8	
		77549	48.7	SWAN				4.6	
	4,309	77553	53.3	RUNNELLS				14.5	
		77569	67.8	DES MOINES	BR			67.8	

Radio Channel No. 39 in service.

Radio Call-In	
Albia/Tracy-51(X)	Knoxville-52(X)
Emergency - Call 911	
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3	

Dispatchers' Phone Numbers

(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.
MP 7.0 to MP 10.5	25 MPH.
MP 10.5 to MP 18.6	25 MPH.
MP 23.3 to MP 23.7	25 MPH.
MP 31.5 to MP 35.0	25 MPH.
MP 47.6 to MP 63.1	25 MPH.

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

Maximum speed permitted at Des Moines within restricted limits:

On BNSF trackage	10 MPH.
On NS trackage	20 MPH.

Bridges 25.42, 29.43, 31.56, 40.0, 47.44, cars
heavier than 134 tons 25 MPH.

Temperature Speed Restrictions

When the outside air temperature meets the "critical ranges" listed below, all trains must comply with speed restrictions assigned to ambient temperature ranges and classification of train. If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted.

Critical Areas:

MP 0.0 to MP 67.0

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

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

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

Albia to Des Moines	143 tons, Restriction D
Bridge 0.89 Des Moines	131.5 tons, Restriction H

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

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

MP 0.0 to MP 1.0

MP 63.1 to Des Moines

TWC—in effect between:

MP 1.0 and MP 63.1

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

Speed Test Boards—Engineers shall test the speed of their trains passing the following point as compared with speed table:
Between MP 59.0 and MP 58.0.

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

MP 26.0 to MP 29.0

MP 44.0 to MP 46.0

8. Line Segments**Yard Line Segments****Line Segment Limits**

840 Des Moines

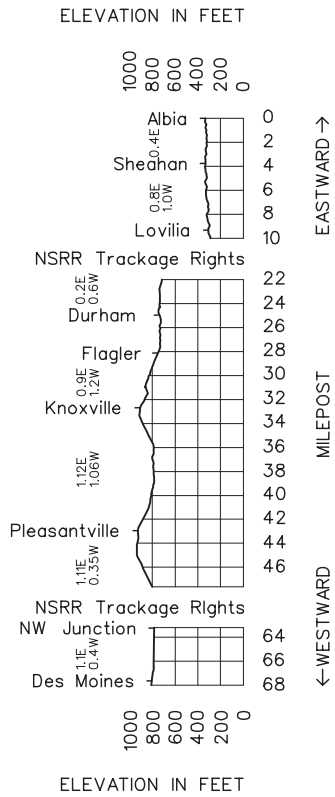
Road Line Segments**Line Segment Limits**

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	1,200	Both

10. Grade Charts



Length of Siding (Feet)	Station Nos.	Mile Post	Hannibal Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	20167	220.3	BURLINGTON	BJR			3.9
	26212	216.4	KEMPER				6.5
	26205	209.9	WEVER				2.2
6,257	26203	207.7	SINCLAIR SWITCH				7.7
	26198	200.0	FORT MADISON				10.7
7,900	26185	189.3	MONTROSE				3.8
	26180	185.5	GATEWAY				2.2
	26178	183.3	SANDUSKY				5.4
	26173	177.9	KEOKUK	BJR			11.3
8,056	26162	166.6	GREGORY				10.4
	26152	156.2	CANTON				6.1
	26146	150.1	LA GRANGE				2.0
8,517	26144	148.1	GRIFFITH				11.2
7,500	25101	136.9	WEST QUINCY	BJTR			2.8
	25104	134.1	MARK	J			2.6
7,176	26132	131.5	FALK	J			10.7
		120.8	NS XING	MX(2)			1.1
9,300	26119	119.7	HANNIBAL				3.0
		116.7	ILLASCO				12.4
8,603	26104	104.3	ASHBURN				10.2
	26094	94.1	LOUISIANA				0.5
		93.6	GWWR XING	A			7.2
6,205	26086	86.4	DUNDEE				18.2
10,237	26068	68.2	ELSBERRY				16.6
7,335	26052	51.6	OLD MONROE				7.2
7,009	26044	44.4	GIBBS				17.5
10,243	26027	26.9	MACHENS				1.8
		25.1	UNION ELECTRIC				4.7
10,620	26020	20.4	WEST ALTON				5.5
8,924	26015	14.9	SPANISH LAKE				5.5
	26009	9.4	BADEN	J			2.2
On TRRA Belt between Baden and Grand Ave., TRAA rules, timetable and Special Instructions govern.							
	26007	7.2	NORTH ST. LOUIS	BJT			0.9
		6.3	CP 63				2.1
	26004	4.2	NORTH MARKET	MJ			2.1
Between North Market and Grand Ave. TRRA rules, timetable and Special Instructions.							
		2.1	GRAND AVENUE	MJ			5.0
	92007	7.1X	LINDENWOOD	BMJ			224.6

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

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

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

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

Dispatchers' Phone Numbers

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

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

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Burlington to West Quincy	40 MPH.
West Quincy to North St. Louis	60 MPH.

1(B). Speed—Permanent Restrictions

Loaded unit trains, except intermodal, between	
Burlington and West Quincy	30 MPH.
Grand Ave. Interlocking	10 MPH.
MP 3.9 to MP 4.7	25 MPH.
MP 4.7 to MP 8.1	30 MPH.
MP 8.1 to MP 18.3	45 MPH.
MP 18.3 to MP 20.6 (over Missouri River Bridge)	25 MPH.
MP 30.3 to MP 61.9	60 MPH.
MP 77.9 to MP 79.6	45 MPH.
MP 79.6 to MP 80.0	30 MPH.
MP 80.0 to MP 84.4	45 MPH.
MP 84.4 to MP 85.3	40 MPH.
MP 85.3 to MP 93.4	45 MPH.
MP 93.4 to MP 96.5	30 MPH.
MP 96.5 to MP 119.0	45 MPH.
MP 102.0 to MP 116.0 Loaded unit coal trains	35 MPH.
MP 119.0 to MP 121.2	25 MPH.
MP 125.9 to MP 126.4	55 MPH.
MP 131.5 to MP 134.1	55 MPH.
MP 134.0 to MP 137.0	25 MPH.
End CTC MP 137.7 equals MP 141.8	
East leg of wye MP 141.8	10 MPH.
MP 144.3 to MP 152.6	25 MPH.
MP 157.0 to MP 170.0	25 MPH.
MP 171.0 to MP 172.9	25 MPH.
MP 174.6 to MP 175.0	25 MPH.
MP 176.5 Eastward trains over road crossing (HER)	5 MPH.
MP 180.1 to MP 180.2 (HER)	25 MPH.
MP 188.5 to MP 189.5	25 MPH.
MP 194.6 to MP 195.1	25 MPH.
MP 199.0 to MP 203.0	25 MPH.
MP 202.8 (HER)	10 MPH.
MP 203.0 to MP 203.3	30 MPH.
MP 205.1 to MP 209.7	25 MPH.
MP 214.9 to MP 211.2	30 MPH.
MP 216.7 to MP 218.8	25 MPH.

1(C). Speed—Switches and Turnouts

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

1(D). Speed—Other

Through controlled siding West Quincy	25 MPH.
Through controlled siding Gibbs, MP 43.7 to MP 45.1	10 MPH.
Track 1, West Quincy Yard	Rule 6.28
Machens—Union Electric Power tracks loaded trains	5 MPH.
At Keokuk on the Moar line	Rule 6.28
Over Johnson St. (HER)	10 MPH.
Siding Sinclair Switch	10 MPH.
Bridge 18.8 cars heavier than 131.5 tons	10 MPH.

Bridge 100.43—Loaded unit coal trains
 consisting of trough car equipment 25 MPH.
 Prospect Hill—Water Works Track 5 MPH.

Temperature Speed Restrictions

When the outside air temperature meets the "critical ranges" listed below, all trains must comply with speed restrictions assigned to ambient temperature ranges and classification of train. If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted.

Critical Areas:

MP 204.1 to MP 198.6
 MP 195.0 to MP 194.0
 MP 179.5 to MP 169.0
 MP 163.5 to MP 161.0
 MP 124.3 to MP 90.0
 MP 21.0 to MP 20.0

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Burlington to West Quincy 143 tons, Restriction D
 West Quincy to Mark 143 tons, Restriction C
 Mark to Lindenwood 143 tons, Restriction D

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

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

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

Keokuk—No unit coal trains allowed in Keokuk Yard.

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

Winfield—No more than one locomotive on pipe track.

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

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

3. Type of Operation

Restricted Limits—in effect:

West Quincy MP 144.0 to MP 137.7
 Burlington MP 220.3 to MP 218.8
 Keokuk MP 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, Burlington to West Quincy distance will be 1.5 miles. West Quincy to North St. Louis, distance will be 2 miles.

Rule 10.2—Switches not equipped with electric locks:

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

5. Trackside Warning Detector (TWD)

A. Protecting bridge, tunnel or other structures

MP 14.9—(DED only)—EWD only—Recall Code 327
 MP 22.7—(DED only)—WWD only—Recall Code 247
 MP 135.0 (DED only)—EWD only—Recall Code 247

B. Other TWD Locations

MP 14.9 (DED only)—WWD only—Recall Code 327
 MP 18.0—Recall Code 328
 MP 22.7 (DED only)—EWD only—Recall Code 247
 MP 42.2—Recall Code 398
 MP 55.3—Recall Code 248
 MP 72.8—Recall Code 388
 MP 101.9—Recall Code 378
 MP 128.6—Recall Code 368
 MP 135.0 (DED Only) - WWD only—Recall Code 247
 MP 159.6—Recall Code 367
 MP 192.5—Recall Code 318

6. FRA Excepted Track—None

7. Special Conditions

TWC—Item 21 Protect Open Switch—All trains, except lite engine consists or trains with manned cabooses, entering or leaving main track at sidings or junctions must have **Item 21** checked on their track warrant.

It is equally the responsibility of the engineer, conductor and train dispatcher to see that **Item 21** 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 MP 129 Falk and NS Crossing
 MP 35 to MP 36 Machens and Gibbs

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

Between Baden and Lindenwood—Do not sound crossing whistle signal as prescribed by Rule 5.8.2(11) unless emergency requires, except when passing, 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.

TRRA Railroad St. Louis—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 which include the use of hand throw switches must be authorized by TRRA Dispatchers.

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

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

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

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

Sinclair Switch—Track 2498

Montrose—Track 2198

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

Keokuk—Track 1801

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

MP 10.0 to MP 18.0

MP 40.0 to MP 68.0

MP 75.0 to MP 122.0

MP 126.0 to MP 135.0

MP 148.0 to MP 152.0

MP 168.0 to MP 175.0

MP 195.0 to MP 196.0

MP 201.5 to MP 207.0

MP 210.0 to MP 211.0

MP 215.0 to MP 218.8

8. Line Segments

Yard Line Segments

Line Segment Limits

850 Ft. Madison

851 Keokuk

852 West Quincy

853 Hannibal

Road Line Segments

Line Segment Limits

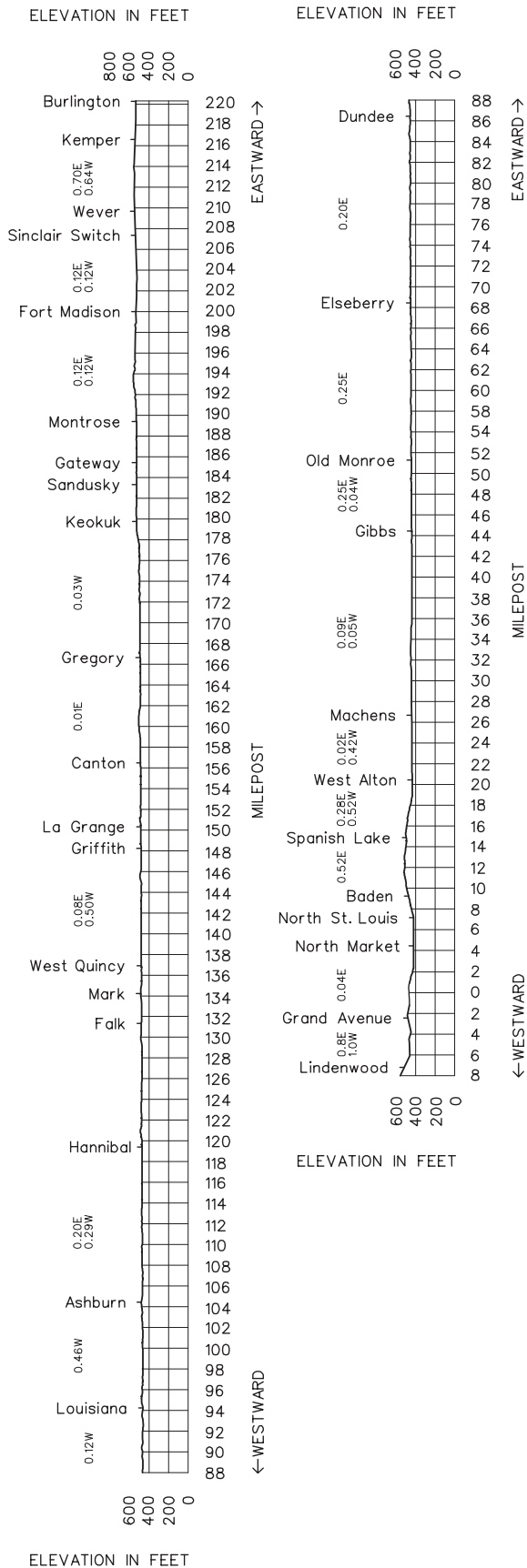
14 Burlington to North Market

1002 Grand Ave. to Lindenwood

9. Locations Not Shown as Stations

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

10. Grade Charts



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

Radio Channel No. 85 in service.

Radio Call-In
Ladd-23(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

Dispatchers' Phone Numbers-(817) 234-6025, Fax (817) 234-6062**1. Speed Regulations****1(A). Speed—Maximum**

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

1(B). Speed—Permanent Restrictions

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

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

When the outside air temperature meets the "critical ranges" listed below, all trains must comply with speed restrictions assigned to ambient temperature ranges and classification of train. If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted.

Critical Areas:

MP 25.7 to MP 44.1

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

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

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

La Salle to Zearing 131.5 tons, Restriction H

3. Type of Operation

TWC—in effect:

MP 25.7 La Salle to MP 44.1 Zearing

4. General Code of Operating Rules Items

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

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

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

Snow and Ice

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

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

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

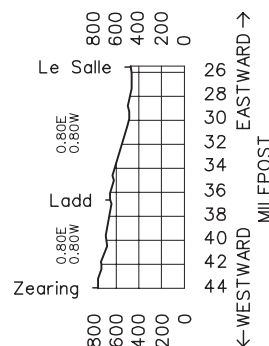
61 La Salle to Zearing

9. Locations Not Shown as Stations

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

10. Grade Charts

ELEVATION IN FEET



ELEVATION IN FEET

W U N T W A R D ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Marceline Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ E A S T W A R D ↑
	N10,490	63500	234.3	FT. MADISON	BPT	2MT CTC ATS	7000	2.0	
		236.3	WEST FT. MADISON	X(2)	9.9				
	63475	246.2	ARGYLE	X(2)	16.8				
		263.0	EAST MEDILL	X	1.8				
		264.8	WEST MEDILL	X	12.0				
	63455	276.8	GORIN	X(2)	13.2				
		290.0	EAST BARING	X	2.0				
		292.0	WEST BARING	X	18.3				
		310.3	CP 3103		2.9				
	63430	313.2	LA PLATA	X(2)	16.1				
		329.3	EAST ETHEL	X	1.6				
		330.9	WEST ETHEL	X	16.0				
		346.9	EAST MARCELINE	X	0.4				
	63400	347.3	MARCELINE	T	2.0				
		349.3	WEST MARCELINE	X(2)	11.4				
	63350	360.7	MENDON	X(2)	13.6				
	63325	374.3	BOSWORTH	X(2)	12.1				
	63300	386.4	CARROLLTON		2.3				
		388.7	W.B. JCT.	X(2)	7.9				
	63290	396.6	NORBORNE		2MT CTC			8.8	
	63280	405.4	HARDIN	X(2)	3MT ABS-DT CTC- Main 3	5.9			
	63240	411.3	HENRIETTA		2MT ATS CTC	6.9			
		418.2	C.A. JCT.	X(2)		6.7			
		424.9	EAST SIBLEY		CTC	1.4			
		426.3	WEST SIBLEY	X		10.2			
	63219	436.5	ETON	JX(2)	2MT CTC	2.9			
		439.4	COURTNEY			4.8			
	63175	444.2	CONGO	X(2)		209.9			

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	MC	FS	EMER	DSF
W. Ft. Madison to Congo	30	1	4	5&7	9	6
Congo to West Holliday	65	2	4	5&7	9	6

From MP 444.2 to Kansas City, Missouri, is under the jurisdiction of the Kansas City Division.

Dispatcher Phone Nos.—(817) 234-2302, Fax (817) 234-2402

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. (Main 1)	79 MPH.	55 MPH.*%
Hardin to C.A. Jct. (Main 3)	50 MPH.	50 MPH.
C.A. Jct. to Hardin (Main 2)	79 MPH.	55 MPH.*%
Hardin to W.B. Jct. (Main 2)	60 MPH.	55 MPH.*%
Trains qualifying under System Special Instruction 1(B) may operate at a maximum speed of 60 MPH.		
C.A. Jct. to Bridge MP 425.0	90 MPH.	55 MPH.*%
Bridge 425.0 to MP 445.9	79 MPH.	55 MPH.*%
Congo to Rock Creek Jct. (UP)	30 MPH.	30 MPH.
* See System Special Instruction 1(B)		

1(B). Speed—Permanent Restrictions

MP 242.1 to MP 242.8	85 MPH.
MP 250.3 to MP 256.0 (ATS Inert Inductors)	50 MPH. 45 MPH.
MP 269.0 to MP 270.6	85 MPH.

MP 277.2 to MP 288.7	85 MPH.
MP 293.8 to MP 303.1	85 MPH.
MP 309.2 to MP 316.9	85 MPH.
MP 331.0 to MP 333.9 (ATS Inert Inductors)	55 MPH. 55 MPH.
MP 334.0 to MP 335.6 (ATS Inert Inductors)	55 MPH. 45 MPH.
MP 335.6 to MP 339.2	50 MPH. 45 MPH.
MP 339.4 to MP 339.7	70 MPH. 65 MPH.
MP 347.6 to MP 348.9 (Main 1)	60 MPH. 55 MPH.
MP 347.6 to MP 347.8 (Main 2)	50 MPH. 45 MPH.
MP 352.6 to MP 354.0	70 MPH. 65 MPH.
MP 372.0 to MP 372.7	70 MPH.
MP 376.2 to MP 376.8	75 MPH.
MP 382.4 to MP 384.5 (Main 2)	70 MPH.
MP 384.3 to MP 384.5 (Main 1)	80 MPH.
MP 388.5 to MP 388.8 (Main 2)	40 MPH. 40 MPH.
MP 405.6 to MP 406.0 (Main 3)	25 MPH. 25 MPH.
MP 416.7 to MP 419.1	55 MPH. 55 MPH.
MP 416.9 to MP 417.1 (Main 3)	40 MPH. 40 MPH.
MP 424.9 to MP 426.7 (ATS Inert Inductors)	30 MPH. 30 MPH.
MP 426.7 to MP 427.8	55 MPH. 50 MPH.
MP 434.9 to MP 436.9	75 MPH.
MP 437.5 to MP 437.8 (ATS Inert Inductors)	35 MPH. 35 MPH.
MP 437.9 to MP 438.4 (ATS Inert Inductors)	50 MPH. 45 MPH.
MP 438.4 to MP 438.9	65 MPH. 60 MPH.
MP 442.5 to MP 443.6	70 MPH. 65 MPH.
MP 443.7 to MP 444.5 (ATS Inert Inductors)	40 MPH. 40 MPH.

1(C). Speed—Switches and Turnouts

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

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	40 MPH.
NS connection	40 MPH.
Hardin, crossovers	30 MPH.
Connection to Main 3	25 MPH.
C.A. Jct., crossovers	40 MPH.
NS connection	30 MPH.
East & West Sibley, end of 2 tracks	30 MPH.
Eton, crossovers	40 MPH.
UP connection	30 MPH.
Congo, West crossover	40 MPH.
East crossover & UP connection	30 MPH.

1(D). Speed—Other

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

When the outside air temperature meets the "critical ranges" listed below, all trains must comply with speed restrictions assigned to ambient temperature ranges and classification of train. If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted.

Critical Areas:	
MP 242.0 to MP 255.0	
MP 279.0 to MP 308.0	
MP 329.5 to MP 340.0	
MP 425.1 to MP 446.0	

Carrollton—Speed limit 5 MPH on Track 8702.

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.

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

**2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Cars—**

Ft. Madison to Kansas City 143 tons, Restrictions B

3. Type of Operation

CTC—in effect:

Main tracks between Ft. Madison and Hardin.

Main 3 between Hardin and C.A. Jct.

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

Main track between Congo and Sheffield.

UP main track between Congo and Rock Creek Jct.

Siding Ft. Madison.

ABS—in effect:

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

Rule 9.14—in effect:

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

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

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

4. General Code of Operating Rules Items

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

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

Single track between MP 424.9 and MP 426.3.

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—Main 1 BNSF, Main 2 NS, joint with NS.
- Hardin to CA Jct.—Main 1 and Main 2 BNSF, Main 3 NS, joint with NS.
- C.A. Jct. to Congo—BNSF tracks, joint with NS.
- Eton to Congo—BNSF tracks, joint with UP.
- Congo to Rock Creek Jct.—UP main track, joint with NS and BNSF CTC. Maximum authorized speed 30 MPH.
- Santa Fe Jct. to Kansas City—BNSF tracks, joint with NS.
- Congo 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. Between Congo MP 444.2 and Union Station, track and time will be authorized by the Kansas City Terminal Dispatcher.

5. Trackside Warning Detectors (TWD)

A. Protecting bridge, tunnel or other structures

MP 366.5—WWD only—Recall Code 0

MP 373.0 (Shifted load only)—EWD only—Recall Code 8

MP 425.2 (Shifted load only)—WWD only—Recall Code 8

MP 426.3 (Shifted load only)—EWD only—Recall Code 8

B. Other TWD Locations

MP 241.4—Recall Code 0

MP 257.9—Recall Code 0

MP 282.3—Recall Code 0

MP 306.4—Recall Code 0

MP 326.4—Recall Code 0

MP 344.5—Recall Code 0

MP 366.5—EWD only—Recall Code 0

MP 373.0 (Shifted load only)—WWD only—Recall Code 8

MP 382.8—Recall Code 0

MP 401.9—Main 2—NS MP 226.0

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

MP 415.4—Main 3—NS MP 239.7

MP 420.7—Recall Code 0

MP 425.2 (Shifted load only)—EWD only—Recall Code 8

MP 426.3 (Shifted load only)—WWD only—Recall Code 8

MP 432.0—Recall Code 0

C. Other Detectors

MP 296.9—High Water

EWD signals 2992 and 2994

WWD signals 2961 and 2963

6. FRA Excepted Track

	<u>Track No.</u>
Ft. Madison	120 through 122
	124
	302
Revere	0901
Wyaconda	1103
Baring	9004
	9005
Hurdland	9102
LaPlata	9305 through 9307
Elmer	2202
Bucklin	4102 and 4103
Marceline	4703 through 4708
	4711 through 4713
Rothville	5402
Mendon	6003 and 6004
Carrollton	8704
	8707
Norborne	9602
Hardin	9502
Henrietta	9802 and 9803
	9814
Floyd	2102
Sibley	2604 and 2605
Atherton	3402
Courtney	3902
Cement City	4202 through 4210
Sugar Creek	4397

7. Special Conditions

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

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

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

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

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

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

Wyaconda House track No. 1102 and Elevator track No. 1103
Baring Track No. 9002
Marceline All yard tracks, and wye tracks 4705 and 4706.
Mendon Elevator track No. 6003
Bosworth House track No. 7404 and Elevator track No. 7403
Carrollton Runaround track No. 8709, 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

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

MP 249.0 to MP 252.0
MP 298.0 to MP 311.0
MP 330.0 to MP 340.0
MP 350.0 to MP 360.0
MP 384.0 to MP 388.0
MP 419.0 to MP 424.0
MP 429.0 to MP 439.0

Locomotive Defect Reporting—In addition to locomotive defect reporting instructions contained in Air Brake and Train Handling Rules, the locomotive engineer is responsible for reporting any known inbound locomotive defect to the DSF at Argentine at least 50 miles prior to arrival at Argentine.

8. Line Segments**Yard Line Segments****Line Segment Limits**

7054 Ft. Madison Yard

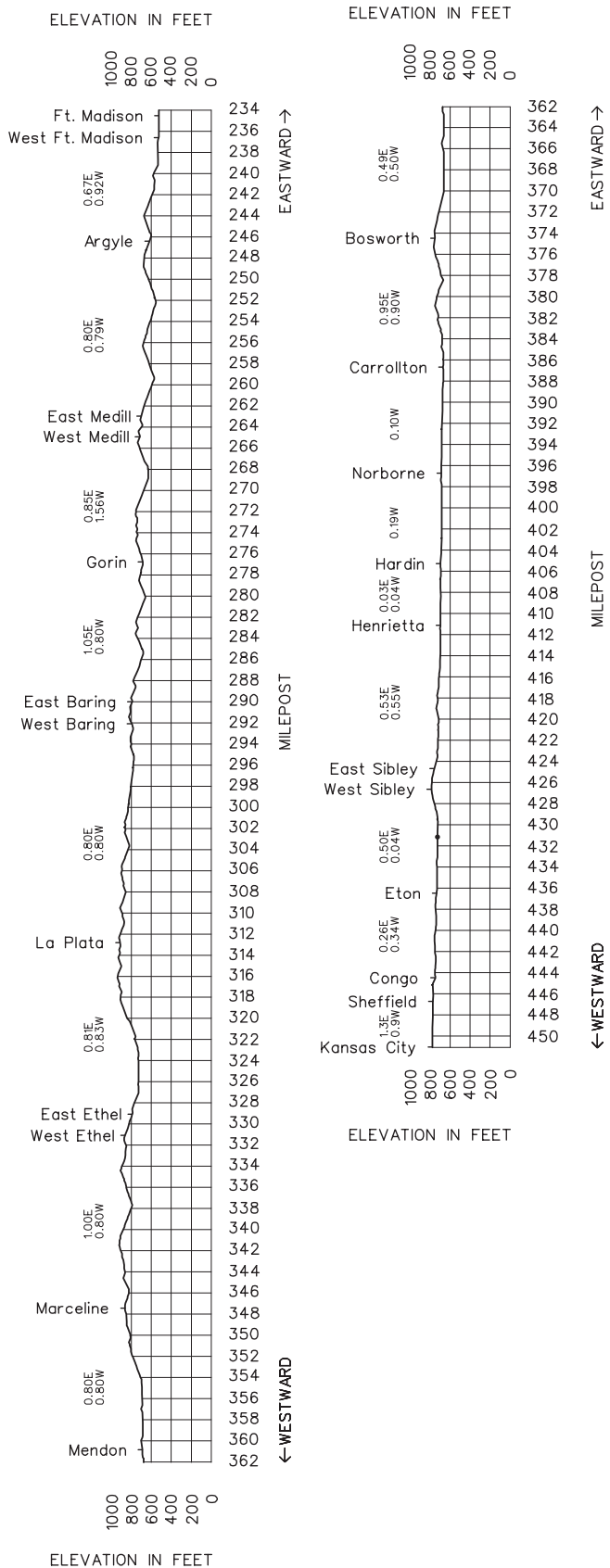
Road Line Segments**Line Segment Limits**

7000 Ft. Madison to Kansas City

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Amax (Main 2)	239.3	Lead	East
Armour Dial (Main 2)	240.7	Lead	West
Revere (Main 1 & 2)	256.0	900	M 1-West M 2-East
Wyaconda (Main 1)	272.3	3,000	East
Rutledge Spur (Main 1 & 2)	282.4	1,000	East
Hurdland Spur (Main 1 & 2)	300.0	900	East
Elmer (Main 1 & 2)	322.9	1,400	M 1-West M 2-East
Bucklin (Main 1)	341.5	3,200	East
Rothville (Main 1 & 2)	354.6	1,000	M 1-West M 2-East
Camden Spur (Main 1)	417.0	250	West
Floyd (Main 1 & 2)	421.7	3,500	M 1-West M 2-East
Atherton (Main 1 & 2)	434.0	3,800	Both
Courtney (Main 1)	439.4	8,376	Both
Missouri Portland Cement Co.	440.8	Yard	East
Sugar Creek (Main 1 & 2)	442.6	Yard	Both

10. Grade Charts



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Mendota Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
		20001	41.0	MONTGOMERY	JX			4.5	
		20007	45.5	BRISTOL	X			6.0	
		20013	51.5	PLANO				4.4	
		20017	55.9	SANDWICH				3.3	
		20021	59.2	SOMONAUK	X(2)			12.9	
		20034	72.1	EARLVILLE	MX(2)			8.4	
			80.5	ELECTRICS	X(2)			1.6	
			82.1	FIRST AVENUE				1.0	
		20044	83.1	WEST MENDOTA	B			12.2	
		20057	95.3	ZEARING	JX(2)			8.9	
		20066	104.2	PRINCETON		2MT CTC	1	6.5	
		20072	110.7	WYANET				5.9	
		20078	116.6	BUDA	X(2)			12.9	
		20093	129.5	EAST KEWANEE	X			3.8	
			133.3	WEST KEWANEE	X			6.0	
		20101	139.3	GALVA	X(2)			7.4	
		20108	146.7	ALTONA				4.1	
		20112	150.8	ONEIDA				4.3	
		20117	155.1	WATAGA	X			6.8	
			161.9	C PLANT	MJ			0.3	
			162.2	B PLANT	MX			0.2	
		20126	162.4	GALESBURG	BMJTX			121.4	

Radio Channel No. 85 in service.

Radio Call-In		
Montgomery-71(X)	Somonauk-74(X)	Mendota-73(X)
Wyanet-79(X)	Galva-70(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Dispatchers' Phone Numbers-

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

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

	Passenger	Freight
Montgomery to Galesburg	79 MPH.	60 MPH.
Loaded coal trains		50 MPH.
Empty coal trains		55 MPH.

1(B). Speed—Permanent Restrictions

MP 72.5 to MP 72.57	50 MPH.	40 MPH.
MP 82.0 to MP 83.4	35 MPH.	35 MPH.
MP 104.2 to MP 104.7		60 MPH.
MP 106.0 to MP 106.6		65 MPH.
MP 115.7 to MP 116.8		70 MPH.
MP 116.8 to MP 117.2		65 MPH.
MP 130.9 to MP 131.9	55 MPH.	55 MPH.
MP 161.7 to MP 162.4 Main 1		
Westward and Main 2 (HER)	30 MPH.	30 MPH.
MP 161.7 to MP 162.4 Main 1 Eastward (HER) ...	20 MPH.	10 MPH.

1(C). Speed—Switches and Turnouts

Through crossovers between Main Tracks at:

Bristol, Somonauk, Earlville, MP 80.4, Zearing, Buda, East and West Kewanee, Galva, and Wataga	35 MPH.	35 MPH.
Crossover MP 162.05 Pearl Street	30 MPH.	30 MPH.
except loaded coal and taconite trains		25 MPH.

1(D). Speed—OtherBridge 106.58 and 110.26 cars heavier than 134 tons,
except coal and grain trains 10 MPH.**Temperature Speed Restrictions—None**

(Galesburg Terminal—See 1(D) Ottumwa Subdivision.)

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

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

Montgomery to Galesburg 143 tons, Restriction C

Wataga—Only one four-axle unit allowed on FS Industry Track Southside and must provide flag protection on RT 34 Crossing.**3. Type of Operation****CTC**—in effect:

Montgomery to Galesburg MP 40.3 to MP 161.9

4. General Code of Operating Rules Items**Rule 6.19**—When flagging is required, distance will be 2 miles.**Rule 8.12**—Crossover Switches Amendment:Rule 8.12 of the General Code of Operating rules titled "Crossover Switches" **does not apply** to high/low crossovers from Running Track #2 through Receiving/Departure Track #4 in Galesburg Terminal.**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 122.83	Main 2	Neponset
MP 123.47	Main 1	Neponset
MP 128.05	Main 2	East of Kewanee
MP 128.81	Main 2	Hyster Switch
MP 132.99	Main 1	Kewanee
MP 146.92	Main 1	Altona
MP 155.43	Main 1	West of Wataga

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 43.8—Recall Code 718

MP 56.9—Recall Code 748

MP 85.5—Recall Code 738

MP 110.9—Recall Code 798

MP 125.9—Recall Code 707

MP 142.6—Recall Code 708

6. FRA Excepted Track—None**7. Special Conditions**

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

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

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

Between MP 49 to MP 50

Between MP 154 to MP 155

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

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

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

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

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

Flash Flood Warnings—None

8. Line Segments

Yard Line Segments

Line Segment Limits

809 Mendota
830 Galesburg Yard
97 West Waterman

Road Line Segments

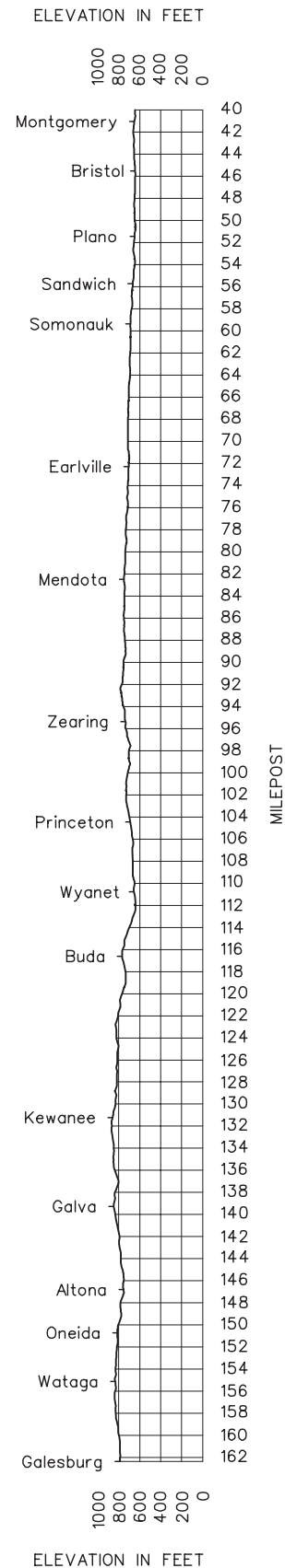
Line Segment Limits

1 Montgomery to Galesburg

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Feet	Switch Opens
20027 Leland	6.1 west of Somonauk	2,770	East
20040 Meriden	5.3 west of Earlville	1,100	West
20053 Arlington	8.8 west of Mendota	1,370	West
20060 Malden	3.1 west of Zearing	1,783	West
20085 Neponset	6.4 west of Buda	2,070	East

10. Grade Charts



Length of Siding (Feet)	Station Nos.	Mile Post	Ottumwa Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	20126	162.4	GALESBURG	BMJTX			0.1
		162.5	A PLANT EAST	M		1	0.1
		162.6	A PLANT WEST	M			0.1
		163.4	ACADEMY	M			0.8
		165.5	CLAY	M			2.9
West Waterman is located east of Graham on Graham Cut-Off Track							
		165.2	WEST WATERMAN	MX(2)			
	20130	168.4	GRAHAM	MJ		97	1.5
		169.9	CP 1699	XJ			0.6
<div> <div>CP 1850</div> <div>CP 1844</div> <div>Chillicothe Sub.</div> <div>Cameron Jct.</div> <div>CP 1705</div> <div>CP 1699</div> <div>Ottumwa Sub.</div> </div>							
CP 1705 to CP 1844 designated as Auxillary Main 2 CP 1699 to CP 1850 designated as Auxillary Main 1							
			CAMERON JCT.	J			
		170.5	CP 1705	XJ			7.8
	20141	178.3	MONMOUTH	X(2)	DT ABS TWC		6.7
	20146	185.0	KIRKWOOD	X			5.8
	20152	190.8	BIGGSVILLE	X	2MT ABS TWC		5.3
	20158	196.1	GLADSTONE	X			6.3
		202.4	CONNETT	X(2)			2.2
		204.6	BURLINGTON BRIDGE	M			0.5
		205.1	SOUTH STREET	BJX	2MT CTC		0.7
		205.8	AXLE TRACK (Main 2)				0.1
		205.9	MAIN STREET				0.7
		206.6	LUCAS STREET	X			3.5
	20171	210.1	W. BURLINGTON	X			2.4
	20174	212.5	DAYMAN	TX			6.0
	20180	218.5	DANVILLE	X			6.1
	20186	224.6	NEW LONDON	X(2)	DT ABS TWC		7.6
	20195	232.2	MT. PLEASANT	X		1	11.6
	20205	243.8	LOCKRIDGE	X			6.3
	20212	250.1	BECKWITH	X			5.3
	20217	255.4	FAIRFIELD	X(2)			10.7
	20228	266.1	BATAVIA	X			7.3
	20235	273.4	AGENCY CITY				6.2
	20241	279.6	OTTUMWA	X(2)	2MT ABS TWC		0.8
		280.4	IMRL RRX	MX			8.7
	20251	289.1	ISU SWITCH	X	DT ABS TWC		12.7
	20263	300.8	MAXON	X(2)			2.9
	20265	303.7	ALBIA	J	2MT CTC		6.0
	20269	309.7	HALPIN	X(2)			8.9
	20280	318.6	MELROSE	X			8.2
	20288	326.8	RUSSELL	X			7.5
	20296	334.3	CHARITON	TX	2MT ABS TWC		7.7
		342.0	SHANNON	X(2)			8.6
	20312	350.6	WOODBURN	X			9.3
	20321	359.9	OSCEOLA	X			10.5
	20332	370.4	MURRAY				5.6
	20337	376.0	THAYER	X			7.6
	20345	383.6	AFTON	X			9.3
	20355	392.9	CRESTON	BXY			230.5

Radio Channel No. 39 in service Galesburg to Halpin,
Radio Channel No. 66 in service Halpin to Creston.

Radio Call-In		
Kirkwood-70(X)	W. Burlington-72(X)	Mt. Pleasant-71(X)
Fairfield-73(X)	Ottumwa-74(X)	Albia/Tracy-51(X)
Halpin West-76(X)	Chariton-78(X)	Osceola-79(X)
Creston East-70(X)	Emergency - Call 911	
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

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

Dispatchers' Phone Numbers

Galesburg to Halpin—(817) 234-6029, FAX (817) 234-6068
Halpin to Creston—(817) 234-6028, Fax (817) 234-6067

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Galesburg to Creston	79 MPH.	60 MPH.
Loaded unit coal trains		50 MPH.
Empty coal trains		55 MPH.
Against the current of traffic on double track	59 MPH.	49 MPH.

1(B). Speed—Permanent Restrictions

MP 162.4 to MP 163.6 Main 1 and Main 2	30 MPH.	30 MPH.
MP 162.4 to MP 162.6 Main 1 Eastward	20 MPH.	10 MPH.
MP 162.4 to MP 162.5 Main 2 Westward	30 MPH.	30 MPH.
MP 163.6 to MP 164.0	75 MPH.	50 MPH.
West Waterman and Graham—Main 1 and		
Main 2	35 MPH.	35 MPH.
Graham cut-off track MP 165.2 to MP 164.3	10 MPH.	10 MPH.
MP 169.0, Main 2	70 MPH.	
MP 169.0, Main 1	50 MPH.	50 MPH.
CP 1699 on the Ottumwa Subdivision		
to CP 1850 on the Chillicothe Subdivision—		
Auxiliary Main 1	40 MPH.	40 MPH.
CP 1705 on the Ottumwa Subdivision		
to CP 1844 on the Chillicothe Subdivision—		
Auxiliary Main 2	40 MPH.	40 MPH.
MP 176.3 to MP 176.55	70 MPH.	
MP 177.4 to MP 178.5		50 MPH.
MP 178.5 to MP 179.5	40 MPH.	30 MPH.
MP 179.5 to MP 180.5, Main 2	60 MPH.	60 MPH.
MP 203.0 to MP 204.1	60 MPH.	60 MPH.
MP 204.1 to MP 204.8	40 MPH.	20 MPH.
MP 204.8 to MP 205.9	12 MPH.	12 MPH.
MP 205.9 to MP 206.8	20 MPH.	20 MPH.
MP 206.8 to MP 208.4	50 MPH.	40 MPH.
MP 208.4 to MP 209.0	70 MPH.	40 MPH.
MP 209.0 to MP 211.0		50 MPH.
MP 224.8, Main 2 (HER)		55 MPH.
MP 232.8 to MP 233.8 (HER)	60 MPH.	50 MPH.
MP 235.5, Main 1 (HER)		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	70 MPH.	50 MPH.
MP 277.6 to MP 279.0		40 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 (HER)	40 MPH.	40 MPH.
MP 304.4 to MP 306.9 Main 1	70 MPH.	40 MPH.
MP 315.0 to MP 321.5	65 MPH.	50 MPH.
MP 321.5 to MP 323.3	55 MPH.	50 MPH.
MP 324.2 to MP 324.6	70 MPH.	
MP 333.0 to MP 333.9	70 MPH.	

MP 333.9 to MP 334.5	40 MPH.	30 MPH.
MP 338.8 to MP 340.0, Main 1	50 MPH.	40 MPH.
MP 343.6 to MP 343.8	70 MPH.	
MP 351.5 to MP 352.8, Main 2	55 MPH.	45 MPH.
MP 352.8 to MP 354.8, Main 2	79 MPH.	45 MPH.
MP 353.3 to MP 353.5, Main 1	70 MPH.	

1(C). Speed—Switches and Turnouts

Through turnouts Graham	35 MPH.	35 MPH.
Through turnout Clay Switch MP 165.48	35 MPH.	35 MPH.
Through turnout and crossover CP 1699	40 MPH.	40 MPH.
Through turnouts Cameron Jct.	40 MPH.	40 MPH.
Through turnout and crossover CP 1705	40 MPH.	40 MPH.
Crossovers at following locations:		
MP 202.5	35 MPH.	35 MPH.
MP 300.8, crossovers	35 MPH.	35 MPH.
MP 309.9, crossovers	35 MPH.	35 MPH.
MP 333.2	35 MPH.	35 MPH.
MP 342.0	35 MPH.	35 MPH.
MP 357.9	35 MPH.	35 MPH.

1(D). Speed—Other

Galesburg Terminal		
All tracks other than main tracks	20 MPH.	
City Yard	10 MPH.	
Diesel Pit and Leads	5 MPH.	
Rail Yard	10 MPH.	
Rip Track	10 MPH.	
Santa Fe Transfer	10 MPH.	
Stock Yard	10 MPH.	
Storage Yard	10 MPH.	
Tie Plant	10 MPH.	
TOFC Yard	10 MPH.	
United Facility	10 MPH.	
Coach yard, Kansas City and Peoria wye tracks	10 MPH.	
Chillicothe—Forward or reverse movement		
through ISU Dump	3 MPH.	
Osceola—Old main track north yard	5 MPH.	
Cars heavier than 134 tons except coal & grain in C6 hoppers		
on the following bridges:		
204.66	10 MPH.	
284.12	10 MPH.	
379.51	25 MPH.	

Temperature Speed Restrictions

When the outside air temperature meets the "critical ranges" listed below, all trains must comply with speed restrictions assigned to ambient temperature ranges and classification of train. If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted.

Critical Areas:

MP 186.0 to MP 196.5
MP 204.0 to MP 210.0
MP 235.0 to MP 239.0
MP 273.0 to MP 281.0
MP 294.0 to MP 310.0
MP 335.0 to MP 342.0
MP 350.0 to MP 356.0

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
100 to 110 degrees	Maximum 45 MPH.	Maximum 40 MPH.	Maximum 70 MPH.
110 degrees and over	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.

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

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

Galesburg to Creston 143 tons, Restriction C

Burlington—No loaded unit coal trains allowed in Burlington Yard

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

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

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

Creston—MP 390.8 to MP 393.8

TWC—in effect:

CP 1705 to CTC Connett MP 202.4

CTC Lucas Street MP 206.7 to CTC Maxon MP 300.8

CTC Halpin MP 309.9 to Creston MP 391.0

CTC—in effect:

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

CP 1705 on the Ottumwa Subdivision to CP 1844 on the Chillicothe Subdivision is designated as Auxiliary Main 2.

MP 168.4 to MP 170.5 Graham to CP 1705

MP 202.4 to MP 206.7 Connett to Lucas Street

MP 300.8 to MP 309.9 Maxon to Halpin

ABS—in effect:

MP 170.5 to MP 202.4 CP 1705 to Connett

MP 206.7 to MP 300.8 Lucas Street to Maxon

MP 309.9 to MP 391.0 Halpin to Creston

Between MP 187.1 and MP 202.4, Kirkwood to Connett; between MP 262.0 and MP 280.4, Batavia to IMRL RR; and between MP 309.9 and MP 391.0, Halpin to Creston are signaled in both directions (no current of traffic).

Double Track

MP 170.5 to MP 187.1 CP 1705 to Kirkwood

MP 206.7 to MP 262.0 Lucas Street to Batavia

MP 280.4 to MP 300.8 IMRL RR to Maxon

4. General Code of Operating Rules Items

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

Rule 8.12—Crossover Switches Amendment:

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

Rule 10.2—Main Track Switches not Equipped with Electric Locks:

MP 164.8 Main 1 West of Academy

Rule 14.10—Report clear of track warrant limits by one of the following:

1. After entire train has cleared track warrant limits, report clear of the limits to train dispatcher using radio.
2. If unable to contact the train dispatcher via radio and train arrives the terminal, call the train dispatcher by telephone at 8-234-6028.
3. If unable to contact the train dispatcher via radio and train arrives the terminal, complete the "LIMITS REPORTED CLEAR AT _____ BY _____" section at the bottom of the track warrant and fax it to the train dispatcher at 8-234-6067.

4. If unable to contact the train dispatcher via radio and train arrives the terminal, complete the "LIMITS REPORTED CLEAR AT _____ BY _____" section at the bottom of the track warrant and deliver completed track warrant to Creston control operator who will then forward the information to the train dispatcher.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
 MP 199.8 (DED only)—WWD only—Recall Code 727
 MP 213.1—EWD only—Recall Code 728
- B. Other TWD locations
 MP 175.6—Recall Code 707
 MP 193.3—Recall Code 708
 MP 199.8 (DED only)—EWD only—Recall Code 727
 MP 213.1—WWD only—Recall Code 728
 MP 229.9—Recall Code 718
 MP 251.6—Recall Code 738
 MP 271.3—Recall Code 748
 MP 298.4, Main 1 only—Recall Code 758
 MP 298.9, Main 2 only—Recall Code 757
 MP 328.0—Recall Code 788
 MP 356.7, Main 1 only—Recall Code 798
 MP 357.8, Main 2 only—Recall Code 798
 MP 378.8—Recall Code 708

6. FRA Excepted Track—None

7. Special Conditions

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

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

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.

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

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

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

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

Burlington—Tracks 1317 and 1318.

West Burlington—Tracks 1361 and 1362.

New London—Track 996.

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

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

Maxon—Tracks 2496 and 2497.

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

MP 193.0 to MP 196.0

MP 206.0 to MP 209.0

MP 226.0 to MP 227.0

MP 234.0 to MP 236.0

MP 267.0 to MP 268.0

MP 315.5 to MP 317.0

MP 322.0 to MP 323.0

MP 345.0 to MP 347.0

8. Line Segments

Yard Line Segments

Line Segment Limits

834 Burlington

835 West Burlington

836 Ottumwa

837 Chariton

Road Line Segments

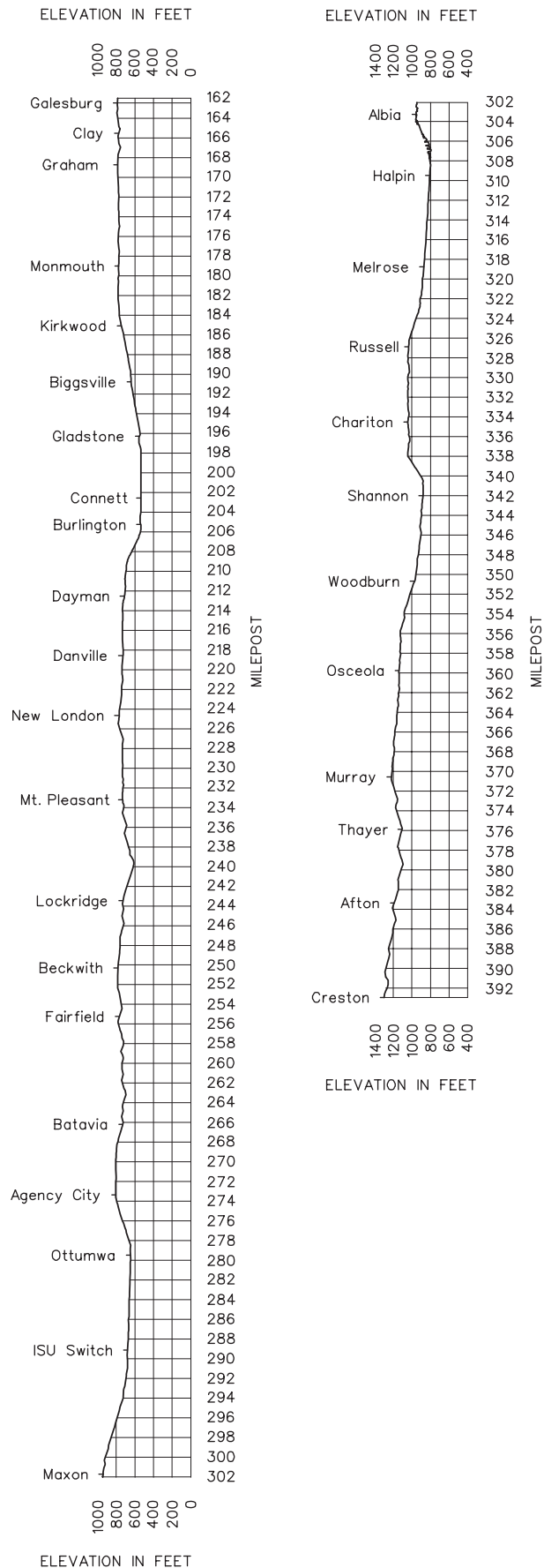
Line Segment Limits

97 Graham Cutoff

1 Galesburg to Creston

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Feet	Switch Opens
20133 Cameron	3.2 west of Graham	419	Both
20304 Lucas	1.1 west of Shannon	500	West

10. Grade Charts

WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Peoria Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
				EAST PEORIA				2.4	
Between Peoria and East Peoria P&PU rules, timetable and special instructions govern.									
		73200	52.3	PEORIA	AR			4.8	
			47.5	CNW	A			8.5	
	7,050	73214	39.0	EDWARDS				7.9	
		73222	31.1	OAK HILL				5.5	
		73228	25.6	ELMWOOD		TWC	108	2.8	
	3,250	73232	22.8	YATES CITY	JT			12.6	
	6,211	73241	10.2	GILSON				5.7	
		73237	4.5	KNOXVILLE				4.4	
			0.1	CHAMBER ST.	JR			0.1	
		20126	0.0	GALESBURG	BMJTXR			54.7	

Radio Channel No. 85 in service.

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

Dispatchers' Phone Numbers-(817) 234-6025, Fax (817) 234-6062**1. Speed Regulations****1(A). Speed—Maximum**

Freight

Peoria to Galesburg 40 MPH.

1(B). Speed—Permanent Restrictions

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

(Galesburg Terminal—See 1(D) Ottumwa Subdivision.)

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

Sidings: Edwards and Yates City 10 MPH.

Temperature Speed Restrictions

When the outside air temperature meets the "critical ranges" listed below, all trains must comply with speed restrictions assigned to ambient temperature ranges and classification of train. If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted.

Critical Areas:

MP 52.0 to MP 0.0

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

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

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

East Peoria to Galesburg 143 tons, Restriction B

Maquon—Locomotives not permitted over unloading pit at Farm Service.

Peoria—Six-axle locomotives and six-axle derricks not permitted on Alley track.

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

Peoria MP 52.3 to MP 46.0

Galesburg MP 3.8 to MP 0.1

TWC—in effect:

MP 3.8 to MP 46.0.

4. General Code of Operating Rules Items

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

Rule 8.12—Crossover Switches Amendment:

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

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

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

TWC—Item 21 Protect Open Switch—All trains, except lite engine consists or trains with manned caboose, entering or leaving main track at sidings or junctions must have **Item 21** checked on their track warrant.

It is equally the responsibility of the engineer, conductor and train dispatcher to see that **Item 21** is checked before the "OK" is given for the track warrant issued.

Peoria to East Peoria—Contact P&PU Dispatcher and be governed by verbal instructions.

Sidings Edward and Yates City—No loaded unit trains allowed.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
 MP 28.0 to MP 50.0

8. Line Segments**Yard Line Segments****Line Segment Limits**

855 Peoria

858 Yates City

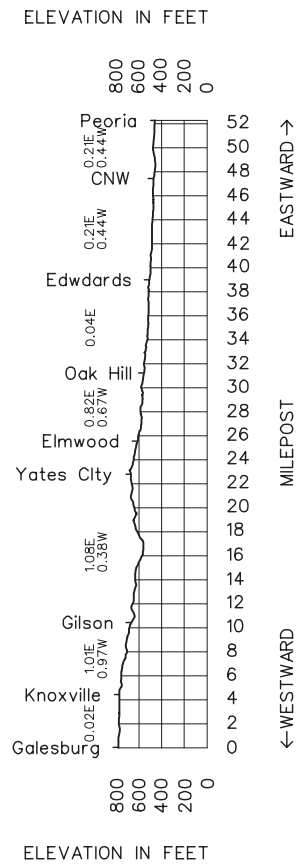
Road Line Segments**Line Segment Limits**

108 East Peoria to Galesburg

9. Locations Not Shown as Stations

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

10. Grade Charts



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Thomas Hill Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EAST WARD
		25170	16.0	THOMAS HILL			TWC	1061	6.1	
		25171	9.9	BINKLEY					9.9	
		25173	0.0	BEVIER	J				16.0	

Radio Channel No. 85 in service.

Radio Call-In
Macon-29(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

Dispatchers' Phone Number—(817) 234-6028, Fax (817) 234-6067**1. Speed Regulations****1(A). Speed—Maximum**

Freight

Thomas Hill to Bevier 25 MPH.

1(B). Speed—Permanent Restrictions—None**1(C). Speed—Switches and Turnouts—None****1(D). Speed—Other****Temperature Speed Restrictions**

When the outside air temperature meets the "critical ranges" listed below, all trains must comply with speed restrictions assigned to ambient temperature ranges and classification of train. If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted.

Critical Areas:

MP 16.0 to MP 0.0

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

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

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

Thomas Hill to Bevier 143 tons, Restriction A

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

MP 16.0 Thomas Hill to MP 0.0 Bevier

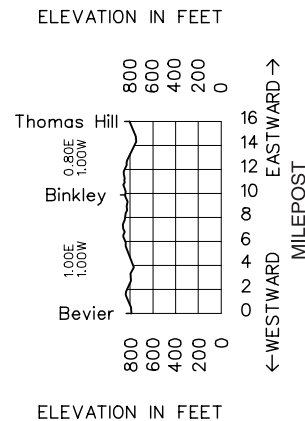
4. General Code of Operating Rules**Rule 6.19**—When flagging is required, distance will be 1 mile.**5. Trackside Warning Detectors (TWD)—None****6. FRA Excepted Track—None****7. Special Conditions**

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

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

Flash Flood Warnings—None**8. Line Segments****Road Line Segments****Line Segment Limits**

1061 Thomas Hill to Bevier

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

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Yates City Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn. ↑ EASTWARD
		73232	46.9	YATES CITY	JT			5.5
		73053	52.4	FARMINGTON				6.0
		73059	58.4	NORRIS				4.8
		73063	63.2	CANTON	G			3.5
		73067	66.7	DUNFERMLINE	T	TWC	111	1.7
		73069	68.4	ST DAVID				8.6
		73077	77.0	LEWISTOWN				10.4
		73088	87.4	IPAVA				6.9
		23019	94.3	VERMONT	J			47.4

Radio Channel No. 85 in service.

Radio Call-In		
Canton-61(X)	Ipava-41(X)	Yates City-94(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Dispatchers' Phone Number-(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****Temperature Speed Restrictions**

When the outside air temperature meets the "critical ranges" listed below, all trains must comply with speed restrictions assigned to ambient temperature ranges and classification of train. If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted.

Critical Areas:

MP 68.4 to MP 94.3

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

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

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

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

Yates City to Vermont 134 tons, Restriction G

Canton—Loaded coal trains must not use auxiliary track.

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

- Farmington—Illinois Sausage Co. and John Bologna Co.
- Norris—F&S Co.
- Dunfermline—East leg of wye.

3. Type of Operation

TWC—in effect:

MP 46.9 to MP 94.3

4. General Code of Operating Rules Items

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

Rule 6.28—Industrial Track:

Dunfermline to Buckheart Mine—2.5 miles

Buckheart Mine to Duck Creek—2.2 miles

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

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

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

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

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

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

Dunfermline—Position of west wye switch is for wye.

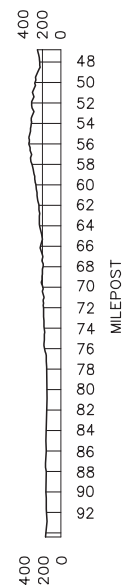
Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33: MP 78.0 to MP 84.0

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

111 Yates City to Vermont

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

ELEVATION IN FEET



ELEVATION IN FEET

GCOR and MWOR Rule 15.2A—Verbal Permission:

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

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

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

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

Unless otherwise restricted, the train may pass the red flag (or red light) at restricted speed without stopping.

2. To permit a train to proceed at other than restricted speed, add one of the following:

- “(Train) may proceed through the limits at ____ MPH (or at maximum authorized speed) (specifying track when necessary).”

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

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

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

3. To require the train to move at restricted speed, but less than 20 MPH, add the following:

- “(Train) must proceed at restricted speed but not exceeding ____ MPH (specifying distance and track when necessary).”

The above will apply when movement is to be made at restricted speed, but less than 20 MPH. Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified. restricted speed, but less than 20 MPH. Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.

Report Trespassers
1-800-832-5452

Speed Tables

SPEED TABLE								
Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
-	36	100	-	58	62.1	1	40	36.0
-	37	97.3	-	59	61.0	1	42	35.3
-	38	94.7	1	-	60.0	1	44	34.6
-	39	92.3	1	02	58.0	1	46	34.0
-	40	90.0	1	04	56.2	1	48	33.3
-	41	87.8	1	06	54.5	1	50	32.7
-	42	85.7	1	08	52.9	1	52	32.1
-	43	83.7	1	10	51.4	1	54	31.6
-	44	81.8	1	12	50.0	1	56	31.0
-	45	80.0	1	14	48.6	1	58	30.5
-	46	78.3	1	16	47.4	2	-	30.0
-	47	76.6	1	18	46.1	2	05	28.8
-	48	75.0	1	20	45.0	2	10	27.7
-	49	73.5	1	22	43.9	2	15	26.7
-	50	72.0	1	24	42.9	2	30	24.0
-	51	70.6	1	26	41.9	2	45	21.8
-	52	69.2	1	28	40.9	3	-	20.0
-	53	67.9	1	30	40.0	3	30	17.1
-	54	66.6	1	32	39.1	4	-	15.0
-	55	65.5	1	34	38.3	5	-	12.0
-	56	64.2	1	36	37.5	6	-	10.0
-	57	63.2	1	38	36.8	12	-	5.0

FEET	TENTHS OF A MILE
528	.1
1,056	.2
1,584	.3
2,112	.4
2,640	.5
3,168	.6
3,696	.7
4,224	.8
4,752	.9