

BNSF Railway Safety Vision

We believe every accident or injury is preventable. Our vision is that BNSF Railway will operate free of accidents and injuries. BNSF Railway will achieve this vision through:

A culture that makes safety our highest priority and provides continuous self-examination as to the effectiveness of our safety process and performance ...

A work environment, including the resources and tools, that is safe and accident-free where all known hazards will be eliminated or safeguarded ...

Work practices and training for all employees that make safety essential to the tasks we perform ...

An empowered work force, including all employees, that takes responsibility for personal safety, the safety of fellow employees, and the communities in which we serve.



Chicago Division

Timetable No. 7

IN EFFECT AT 0800
Central Continental Time

September 8, 2010

Division General Manager

Matthew J. Igoe
Chicago, Illinois
(773) 579-5000

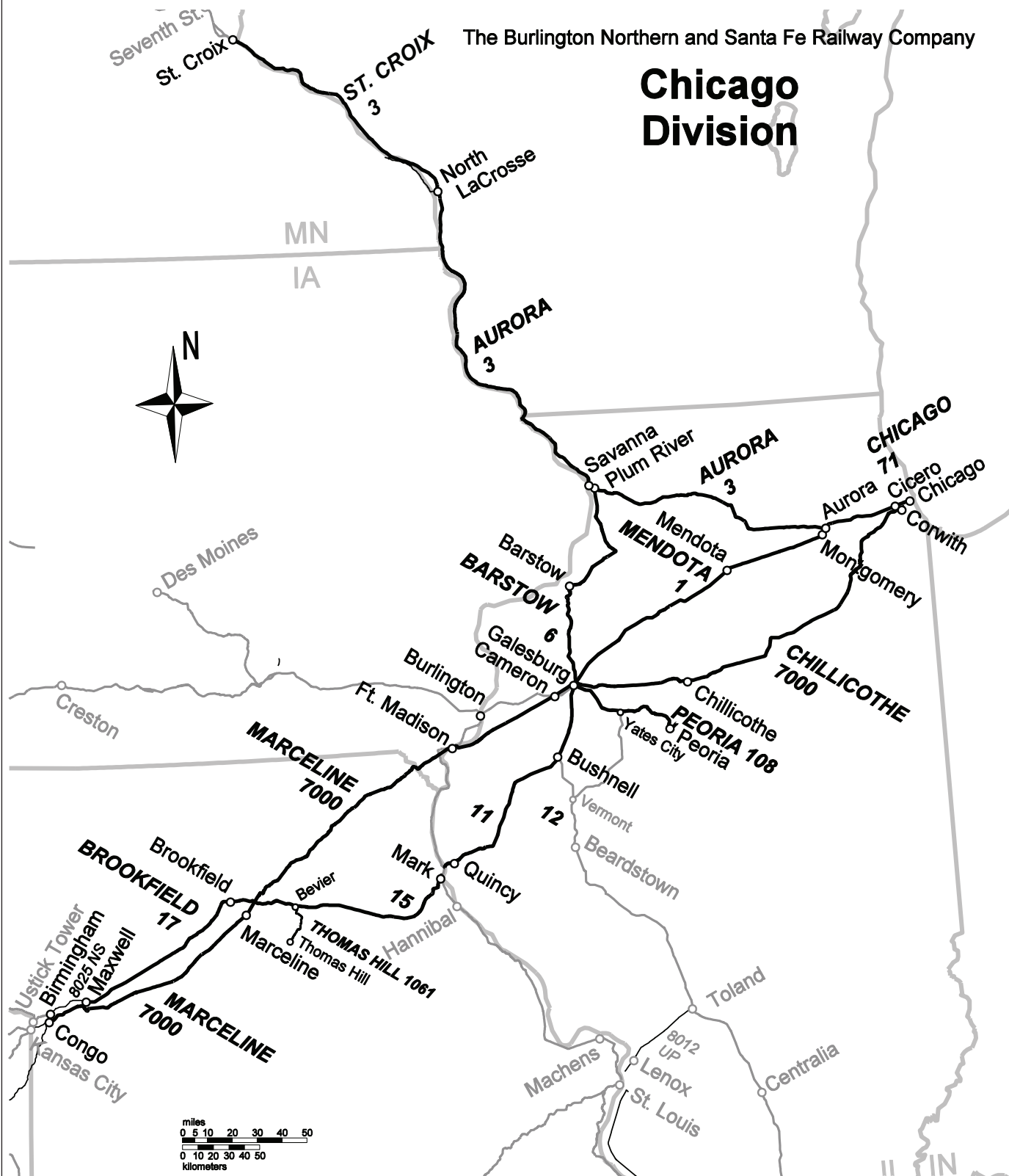
General Director Transportation

David L. Davenport
Chicago, Illinois
(773) 579-5100

(This timetable includes the Ottumwa Subdivision from the Nebraska Division Timetable No. 7. All amendments to this subdivision will be issued on Nebraska Division General Orders.)

The Burlington Northern and Santa Fe Railway Company

Chicago Division



Division Managers

Aurora

Suburban Trainmaster On Duty..... (630) 692-6240

Barstow

J.H. Blakeman..... Trainmaster..... (309) 345-6259

Brookfield

R.L. Grogan..... Signal Supervisor..... (573) 769-5430
S. Tweet..... Trainmaster..... (660) 268-2715

Chicago

T.J. Fisher..... Trainmaster..... (630) 692-6240
C.S. Johnson..... Terminal Manager..... (312) 850-5682
D.P. Leahy..... Term. Mgr. Suburban Oper... (312) 850-5683
T. Leppert..... Trainmaster..... (312) 850-5688
D.A. Moreno..... Supt. Operations..... (312) 850-5614
C.P. Motley..... Trainmaster..... (312) 850-5684

Cicero

A. Brooks..... Signal Supervisor..... (708) 924-5432
J.M. Frank..... Gen. Foreman Locomotive .. (773) 579-5455
D.G. Galloway..... Trainmaster..... (708) 924-5545
J.W. Gregory..... Trainmaster..... (708) 924-5545
B. Hildebrandt..... Roadmaster..... (708) 924-5419
M.A. James..... Trainmaster..... (708) 924-5545
T. MacLean..... Trainmaster..... (708) 924-5409
W.E. Merrill..... Terminal Engineer..... (708) 924-5424
T. Merriweather..... Terminal Superintendent..... (708) 924-5471
T.W. O'Dowd..... Trainmaster..... (708) 924-5409
D. Podgorny..... Trainmaster..... (708) 924-5545
K. Rainey..... Terminal Manager..... (708) 924-6729
W.R. Reckling..... Structures Supervisor..... (708) 924-5598
S. Towns..... Trainmaster..... (708) 924-5545

Corwith

Command Center..... (773) 579-5363
G.D. Allison..... Supt. Field Operations..... (773) 579-5106
M.E. Colesby..... Gen. Car Foreman..... (773) 579-5290
R.A. Della-Pietra..... Road Foreman..... (773) 579-5079
T. Evans..... Trainmaster..... (773) 579-5084
K.L. Fezekas..... Manager Signals..... (773) 579-5131
F. Griffin..... Trainmaster..... (773) 579-5084
J. Harris..... Trainmaster..... (773) 579-5099
J. Kirschinger..... Trainmaster..... (773) 579-5193
R. L. McMahan..... Terminal Superintendent..... (773) 579-5101
R.L. Mohorn..... Terminal Manager..... (773) 579-5001
A.D. Pennington..... Trainmaster..... (773) 579-5084
J.A. Peterson..... Asst. Trainmaster..... (773) 579-5084
G. Sims..... Mgr. Field Training..... (773) 579-5078
D.B. Stevenson..... Trainmaster..... (773) 579-5083
J.N. Thomas..... Mgr. Field Training..... (773) 579-5121
R. Thompson..... Trainmaster..... (773) 579-5099
L. Traylor..... Roadmaster..... (773) 579-5130
A. Trepanier..... Manager of Safety..... (773) 579-5108
J.M. Walker..... Trainmaster..... (773) 579-5084

Eola

J. Bond..... Trainmaster..... (630) 692-6258
M.S. Cook..... Road Foreman..... (630) 692-6333
B. Edwards..... Trainmaster..... (630) 692-6256
S.A. Hendrickson..... Supt. Operations..... (630) 692-6363
D.L. Jewett..... Trainmaster..... (630) 692-6256
W. Lauderdale..... Asst. Roadmaster..... (630) 692-6257
E. Partridge..... Division Trainmaster..... (630) 692-6485
J. Robinson..... Roadmaster..... (630) 692-6257

Ft. Madison

J.B. Boulware..... Signal Supervisor..... (319) 376-4114
M.A. James..... Trainmaster..... (319) 376-4115
W.E. Lovelace..... B&b Supervisor..... (319) 376-4272
M.J. McKelvey..... Road Foreman..... (319) 376-4288
P.M. McVey..... Supt. Operations..... (319) 376-4223
K.W. Miller..... Roadmaster..... (319) 376-4217
J. Montgomery..... Trainmaster..... (319) 376-4113
J.E. Williams..... Road Foreman..... (319) 376-4270

Galesburg

E.J. Sadlowsky..... Trainmaster..... (309) 345-6255
M.A. Scheffert..... Road Foreman..... (309) 345-6054
C.D. Schoonover..... Roadmaster..... (309) 345-6445
D. Walleck..... Signal Supervisor..... (309) 345-6230
N. Waller..... Division Engineer West..... (309) 345-6520

Galesburg Terminal

Terminal Planning Desk—24 Hrs..... (309) 345-6252
Locomotive Service Track—24hrs..... (309) 345-6286
Locomotive Shop—24hrs..... (309) 345-6050
D.A. Anderson..... Gen. Foreman Locomotive .. (309) 345-6379
S.J. Atteberry..... Signal Supervisor..... (309) 345-6424
K.M. Bethurem..... Terminal Trainmaster..... (309) 345-6044
W.S. Brewster..... Terminal Trainmaster..... (309) 345-6041
A. Casey..... Terminal Trainmaster..... (309) 345-6049
A.B. Crawford..... Mech. Supervisor..... (309) 345-6136
R.L. Danielson..... Terminal Superintendent..... (309) 345-6224
D.L. Deffebaugh..... Terminal Trainmaster..... (309) 345-6046
D.W. Downey..... Mech. Supervisor..... (309) 345-6295
T. Erikson..... Trainmaster..... (309) 345-6368
B. Halouska..... Gen. Foreman Locomotive .. (309) 345-6547
R.C. Henness..... Mech. Supervisor..... (309) 345-6295
D. Henry..... Road Foreman..... (309) 345-6139
J.A. Malburg..... Mech. Supervisor..... (309) 345-6136
D.R. McKelvey..... Terminal Trainmaster..... (309) 345-6093
J.M. Patterson..... Terminal Trainmaster..... (309) 345-6047
K.R. Pickens..... Roadmaster..... (309) 345-6444
E. Rodriguez..... Gen. Car Foreman..... (309) 345-6129
C. Thurman..... Terminal Trainmaster..... (309) 345-6039
B.M. Webb..... Asst. General Car Foreman..... (309) 345-6196
L.D. Welte..... B&B Supervisor..... (309) 345-6103
..... Terminal Trainmaster..... (309) 345-6367

Golden

T.L. Dearwester..... Roadmaster..... (217) 696-2711

Henrietta

K. Bristow..... Roadmaster..... (913) 551-4420
T. Poor..... Signal Supervisor..... (913) 551-4422

Joliet

R.J. Clevenger..... Trainmaster..... (773) 579-5441

LaCrosse

W.J. Barbee..... Roadmaster..... (608) 781-7438
R.P. Fisher..... Road Foreman..... (608) 781-7435
K. Gunderson..... Trainmaster..... (608) 781-7417
R.J. Kremer..... Trainmaster..... (608) 781-7413
M.L. Veitz..... Roadmaster..... (608) 781-7437

Logistics Park Chicago

J.D. Graves..... Trainmaster (815) 424-2221
M. Hendricks..... Trainmaster (815) 424-2221
J.H. Jaeb Trainmaster (815) 424-2221
D.D. McCalley..... Trainmaster (815) 424-2221
C. Ousley, Jr. Trainmaster (815) 424-2221
J.A. Russell..... Trainmaster (815) 424-2221
R. Slayton Trainmaster (815) 424-2221
C.J. Terry Trainmaster (815) 424-2221
W.A. Wazny Asst. Term. Superintendent.. (815) 424-2202
S.D. Williams Signal Supervisor..... (708) 924-5392

Marceline

R.D. Edgar..... Roadmaster (660) 551-3968

Rochelle

G.A. Goy..... Roadmaster (815) 561-2250

Savanna

Z. Allen..... Trainmaster (309) 345-6159

Streator

J.M. Savage..... Roadmaster (815) 673-3048

Willow Springs

K.J. Coughlin Trainmaster (708) 482-5298
N.R. Kelly..... Trainmaster (708) 482-5298
T. LeSure Terminal Manager (708) 482-5181
T.A. Schneider Trainmaster (708) 482-5177
J. Schroeder Trainmaster (708) 482-5177
V. Shields..... Trainmaster (708) 482-5298

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Aurora Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
	5,035	00037	38.4	AURORA	JX	CTC		6.3	
	5,700	00045	44.7	SUGAR GROVE				5.5	
	7,150	00050	50.2	BIG ROCK				4.9	
		00055	55.1	HINCKLEY				2.9	
	8,900	00058	58.0	MORED				4.1	
		00062	62.1	WATERMAN				2.8	
			64.9	(UP) BX XING	M			2.2	
	10,825	00067	67.1	SHABBONA				10.2	
		00077	77.3	STEWARD				2.9	
			80.2	CP 800	X			3.0	
		00083	83.2	ROCHELLE	BX(2)	2 MT CTC		0.5	
			83.7	(UP) NX XING	A			0.7	
			84.4	CP 844	X			1.9	
		00086	86.3	FLAG CENTER	JT	CTC		6.1	
	7,045	00092	92.4	CHANA				6.0	
	10,700	00098	98.4	OREGON	J			9.0	
	7,260	00107	107.4	STRATFORD				8.6	
	6,720	00114	116.0	CARTER				6.5	
	6,980	00122	122.5	MILLEDGEVILLE				6.9	
	7,035	00129	129.4	CHADWICK				9.1	
	6,950	00138	138.5	BURKE				3.8	
			142.3	PLUM RIVER	JX			1.4	
		00143	143.7	SAVANNA	X			2 MT CTC	
			144.8	IMRL XING	A	1.4			
			146.2	CP 1462		DT ABS TWC		10.7	
		00156	156.9	ROBINSON SPUR	X			1.2	
			158.1	WHITTON	X			13.5	
	C5,000	00170	171.6	GALENA		CTC		0.6	
		00171	172.2	PORTAGE	JX(2)			5.0	
			177.2	MENOMINEE		2 MT CTC		3.1	
			180.3	BUDD	X(2)			2.9	
			183.2	MURPHY				1.4	
			184.6	EAST CABIN	JX			0.6	
	C6,435	00184	185.2	EAST DUBUQUE	MX	DT ABS TWC		14.8	
		00198	200.0	POTOSI	X			13.0	
		00212	213.0	CASSVILLE	X(2)			9.8	
		00222	222.8	GLEN HAVEN	X			5.6	
		00227	228.4	BAGLEY	X			3.6	
		00231	232.0	WYALUSING				3.6	
		00235	235.6	PORTS				1.4	
		00236	237.0	CRAWFORD	M			2.7	
		00239	239.7	PRAIRIE du CHIEN				14.7	
		00254	254.4	LYNXVILLE	X			7.8	
		00261	262.2	FERRYVILLE	X(2)	DT ABS TWC		7.9	
		00269	270.1	DE SOTO	X			4.7	
			274.8	VICTORY	X			5.9	

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Aurora Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
		00280	280.7	GENOA	X	3		6.0	
		00286	286.7	STODDARD				9.6	
		00285	296.3	GRAF				3.6	
			299.9	GRAND CROSSING	MY			0.3	
		00299	300.2	NORTH LACROSSE	BY			261.8	

Radio Call-In		
Radio Channel 70 in service Aurora to CP 1462		
Hinckley - 51(X)	Rochelle - 52(X)	Carter - 53(X)
Savanna E - 54(X) Controlling DS 41(X) Adjacent DS		
Radio Channel 51 in service at Rochelle Yard and Eola W. Yard		
Rochelle Yard - 31(X)		
Radio Channel 77 in service Eola E. Yard		
Radio Channel 66 in service CP 1462 to LaCrosse		
Savanna W - 41(X) Controlling DS 34(X) Adjacent DS	Galena - 56(X)	Cassville - 42(X)
Prairie du Chien - 43(X)	DeSoto - 44(X)	Genoa - 48(X)
Radio Channel 70 in service at LaCrosse Yard		
Emergency - Call 911		
DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5		

Dispatcher Information
 Chief Dispatcher—(817) 234-6016
 Corridor Superintendent—(817) 234-2359
 C&I Dispatcher—Aurora to CP1462:
 (817) 867-7040, Fax (817) 234-6058
 LaCrosse Dispatcher—CP 1462 to North LaCrosse:
 (817) 234-6021, Fax (817) 234-6057

- 1. Speed Regulations**
- 1(A). Speed—Maximum**
- | | |
|---|----------------|
| | Freight |
| MP 38.4 to MP 300.2 | 60 MPH. |
| Against current of traffic on double track | 49 MPH. |
| Trains consisting entirely of loaded double
stack equipment, not exceeding 105 TOB | 60 MPH. |
- 1(B). Speed—Permanent Restrictions**
- | | |
|--|---------|
| MP 38.44, Jct. Switch, Aurora | 35 MPH. |
| MP 38.44 to MP 40.0 | 40 MPH. |
| MP 77.4 to MP 77.9 | 40 MPH. |
| MP 82.2 to MP 83.7 | 45 MPH. |
| MP 83.7 to MP 83.9 | 35 MPH. |
| MP 83.9 to MP 84.4 | 45 MPH. |
| MP 95.8 to MP 102.3 | 45 MPH. |
| MP 142.0 to MP 144.5 | 35 MPH. |
| MP 144.5 to MP 145.6 | 25 MPH. |
| MP 171.4 to MP 172.2 | 35 MPH. |
| MP 175.5 to MP 175.8, Main Track 1 | 40 MPH. |
| MP 180.7 to MP 181.1, Main Track 1 | 40 MPH. |
| MP 184.2 to MP 184.9, Both Tracks | 25 MPH. |
| MP 184.9 to MP 185.5 | 30 MPH. |
| MP 185.5 to MP 186.9 | 55 MPH. |
| MP 235.5 to MP 240.0 | 50 MPH. |
| MP 296.2 to MP 299.8 | 45 MPH. |
| MP 299.8 to MP 299.9 | 20 MPH. |
| Exception: Less than 20 axles | 3 MPH. |
| MP 300.1 to MP 303.3 | 35 MPH. |

1(C). Speed—Switches and Turnouts

	Freight
MP 77.9, turnout	35 MPH.
MP 80.2, turnouts	35 MPH.
MP 82.25, handthrow crossover	10 MPH.
MP 84.4, turnouts	35 MPH.
MP 86.3 Flag Center, turnout.....	35 MPH.
MP 142.36, crossover	35 MPH.
MP 143.3, turnout	35 MPH.
Robinson Spur, crossover and turnouts.....	10 MPH.
Whitton, crossover and turnouts	10 MPH.
Portage, crossover and turnouts	35 MPH.
Galena Jct., turnout.....	35 MPH.
Galena, center and siding turnout.....	10 MPH.
Budd, crossovers and turnouts	35 MPH.
East Cabin, crossover.....	25 MPH.
MP 184.7, turnout Main 1.....	25 MPH.
East Dubuque, crossover.....	30 MPH.
MP 235.6, turnouts	50 MPH.
MP 237.0, turnouts	35 MPH.
MP 274.8, turnouts and crossovers	10 MPH.
MP 296.3, turnouts	35 MPH.

1(D). Speed—Other

Mored, through sidings and turnouts	35 MPH.
Controlled sidings, Aurora to Savanna	
Except Mored and Oregon	25 MPH.
Oregon, all loaded ore cars except series	
BN 99000-BN 99949 over Bridge 98.2.....	20 MPH.
Oregon, main to siding through turnouts.....	35 MPH.
Galena, center siding.....	10 MPH.
Menominee Phoenix Lead	5 MPH.
East Cabin, center siding.....	10 MPH.
LaCrosse Running Track	20 MPH.
LaCrosse Yard, turnout off EE track 113.....	5 MPH.
CPRR Connecting Track at Grand Crossing.....	5 MPH.
IMRL Connecting Track at MP 144.8	5 MPH.

See Items 1 and 33 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car	
Aurora to North LaCrosse	143 tons, Restriction C
Aurora Industry Track from	
controlled siding	131.5 tons, Restriction H

Six-axle locomotives are not permitted on:

Waterman	Industry Track, Waterman Farm Service, MP 62.46.
Milledgeville	Industry Tracks.
Prairie du Chien	House Track.
North LaCrosse	City Track.

Six-axle locomotives and six-axle derricks are not permitted on:

Oregon to Mt. Morris	beyond the FS switch.
East Cabin	EE Banana Track.
LaCrosse	City Track.

Six-axle locomotives, six-axle derricks, and loaded equipment are not permitted on:

Savanna	track 5415, except on the west 1000 feet.
	track 5421.

No more than 2 six-axle locomotives are allowed in the consist on:

Menominee	House Track (3001), MP 177.39.
East Dubuque	track 4405, MP 184.7.

3. Type of Operation

CTC—in effect:

- MP 38.4 to MP 146.2
- MP 171.5 to MP 185.3
- MP 235.4 to MP 239.8
- MP 296.3 to MP 299.8

Multiple Main Tracks—in effect:

2 MT:

- MP 77.9 to MP 86.2
- MP 142.5 to MP 146.2
- MP 172.3 to MP 185.3
- MP 236.9 to MP 239.8

TWC—in effect:

- MP 146.2 to MP 171.5
- MP 185.3 to MP 235.4
- MP 239.8 to MP 296.3

ABS—in effect:

- MP 146.2 to MP 171.5
- MP 185.3 to MP 235.4
- MP 239.8 to MP 296.3
- MP 299.8 to MP 302.8

Double Track—in effect:

- MP 146.2 to MP 171.5
- MP 185.3 to MP 235.4
- MP 239.8 to MP 296.3

Yard Limits—in effect:

- MP 299.5 to MP 303.8

4. General Code of Operating Rules Items

Rule 5.8.4, Whistle Quiet Zone—Whistle signal 5.8.2 (7) is not required at the following crossing locations. All other whistle requirements remain in effect.

Location	Milepost	Crossing Name
W Aurora	MP 39.41	Terry Ave.
	MP 40.24	Edgelawn Ave.
	MP 41.41	Prairie St.
	MP 42.00	Barnes Rd.
Sugar Grove	MP 44.76	Main St.
	MP 47.19	Dugan Rd.
Crawford to	MP 237.7 to	
	Prairie du Chien MP 240.7	All - in effect 2200 to 0600
LaCrosse	MP 292.0 to	
	MP 299.5	All (MT only)
	City track	All - in effect 2200 to 0600 (former track 76)

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

Rule 6.28—Rule 6.28 is in effect at the Crawford FS Plant, 1.9 miles; on the Industrial Track between Aurora and Nifa; and on the Industrial Track between Aurora and West Chicago.

Rule 6.32.4—In the state of Illinois, the last paragraph of Rule 6.32.4 is changed to read: When practical, cars or engines must not be left standing nearer than 500 feet to road crossing when there is an adjacent track.

Rule 6.32.4—In the state of Wisconsin, the last paragraph of Rule 6.32.4 is changed to read: When practical, cars or engines must not be left standing nearer than 330 feet to road crossing when there is an adjacent track.

Rule 8.3—The normal position of main track switches does not apply at the following main track switches in LaCrosse yard:

- Yard lead track switch
- Track 115 (Icehouse track) switch

These switches may be left lined as last used, however they must be locked. Trains and engines must approach these switches expecting to find them lined against their movement.

Rule 9.9.1—At automatic interlocking at IC&E, MP 144.8, the following will govern:

A train must proceed prepared to stop at the interlocking signal when:

- Moving below 20 MPH and passing a signal displaying an indication more favorable than Approach that governs the approach to the interlocking.
- Speed is reduced to below 20 MPH after passing a signal displaying an indication more favorable than Approach that governs the approach to the interlocking.

The train must continue to move prepared to stop at the interlocking signal until the train reaches a point approximately 1,000 feet from that signal. If the interlocking signal then indicates proceed, the train may resume speed.

Rule 9.12.3—Signals governing movements over the UP crossing at Rochelle also govern the block. Rule 9.12.3 must be complied with. Movement through the UP interlocking must be made completely through the plant before a reverse move is made. Under no conditions should equipment be left standing or unattended in the plant.

5. Trackside Warning Detectors (TWD)

- Protecting bridges, tunnels or other structures
MP 47.1—EWD only—Recall Code 328
- Other TWD locations
MP 47.1—WWD only—Recall Code 328
MP 71.3—Recall Code 318
MP 95.5—Recall Code 307
MP 111.3—Recall Code 308
MP 132.3—Recall Code 347
MP 148.0—Recall Code 418
MP 169.1—Recall Code 568
MP 182.3—Main 1—Recall Code 407
MP 182.4—Main 2—Recall Code 407
MP 197.5—Recall Code 427
MP 210.4—Recall Code 426
MP 222.9—Recall Code 428
MP 244.1—Recall Code 438
MP 267.1—Recall Code 448
MP 289.2—Recall Code 488

6. FRA Excepted Track—None

7. Special Conditions

Chicago Terminal Instructions—Refer to the Chicago Division General Notice, "Chicago Terminal Instructions", for operating instructions within the metropolitan Chicago area.

Cicero—Westward trains received in interchange from the CSXT, NS and CN must have the fuel level checked in all engines before departing Cicero. Trains toward LaCrosse must have at least 1500 gallons. Trains toward Lincoln must have at least 2000 gallons. Crews must check the fuel levels and report any with insufficient fuel to the Dispatcher as soon as possible.

(UP) NX XING Rochelle—In order to minimize blocking of road crossings in the city of Rochelle, westward trains, not working at Rochelle, are to be governed by the following instructions: When the signal at MP 82.0 displays a less than clear aspect, trains are to remain east of the Steamplant Road Crossing (MP 81.9), and will proceed to the UP diamond after receiving instructions from the train dispatcher.

Savanna—Tracks 5401, 5402, 5404 and 5415 are the only tracks in service.

If the outbound crew is on duty when their train arrives, the inbound crew will provide a roll-by inspection upon departure.

When making any westward movements at Savanna, ascertain that the train will comply with GCOR Rule 6.32.4 (clear of crossings and signal circuits). Any train setting out or picking up must not block any street crossing in excess of 10 minutes. If necessary, setout and switch from the east end of Savanna Yard. Notify the dispatcher if unable to comply with these instructions.

If the indication of signal 146.2 is anything other than clear, eastward trains must handle their trains, consistent with good train handling, to avoid blocking any crossings. After receiving a clear indication, eastward trains may then proceed on signal indication through Savanna.

Menominee—Movements with six axle locomotives between industry switch MP 177.7 and derail must be preceded by a walking visual inspection.

Stopping at Frenress Lake Road near MP 182—Trains must not stop within 300 feet of the TWDs at MP 182.3 and MP 182.4 unless immediately changing crews at Frenress Lake Road.

East Dubuque—Crews must advise the Dispatcher of their fuel readings when leaving East Dubuque with a train received in interchange from the CN.

Prairie du Chien—When using side tracks, a crew member must protect movement over Frederick Street until the gates are down. A member of the crew must protect movement over Marquette Road (Highway 35), Washington Street, Hayden Street, and Ohio Street before occupying road crossings, while using the city track.

LaCrosse—Permission must be obtained from the LaCrosse yardmaster before occupying the main or running track. All Conductors, including short turn-arounds, are required to report to the Yardmaster on duty no more than 5 minutes after their on-duty time for instructions and to comply with Safety Rule S-1.1. All short turn-around crews are required to check with the Dispatcher and the Yardmaster prior to being relieved of duty at LaCrosse.

Eastward trains that are departing LaCrosse Yard must not block the private crossing located at MP 300.1, in front of the yard office, until a signal to proceed is received through the Grand Crossing interlocking.

Engineers of westward trains whose engines will require inspection must notify the Yardmaster when calling for yarding instructions in order to minimize delay and increase velocity. Westward trains that are notified by the Dispatcher or the Yardmaster that conditions exist to prevent prompt arrival into LaCrosse Yard must not pull past the Goose Island crossing, MP 291.7, until information is received allowing the train to move continuously into LaCrosse Yard.

Eastbound departures must notify the LaCrosse yardmaster that the switches are lined and locked for eastward movement and that both the CPRS and BNSF signal are favorable for departure.

At North LaCrosse Yard no switching or setting out (Head Room) is allowed with multiple unit consists other than switch engine moves toward track 9939 (CPRS Interchange Track) due to excessive curvature of the track, however six-axle engines are permitted to deliver to the CPRS yard interchange.

All short turn-around crews, including all deadheads, are required to check in with the dispatcher and the yardmaster prior to departing or being relieved of duty at LaCrosse. All additional information regarding deadheading, crews in the LaCrosse to Aurora, LaCrosse to Galesburg and Northtown pools must call 817-234-2357, or company line 8-234-2357.

Roll-by inspection of trains departing North LaCrosse is required by the inbound crew unless otherwise instructed by the yardmaster, trainmaster, or road foreman.

On the city track at South Avenue and Sims Place, a color light type indicator will govern movement over the crossing. A right-hand indicator will govern westward movements and a left-hand indicator will govern eastward movements. When

a flashing red indicator is displayed, movement may be made over both crossings. When the indicator is red or dark, stop before occupying the crossing. If after 5 minutes, the crossing protection is not working and after a crew member is on the ground at the crossing to warn highway traffic, proceed over the crossing on hand signals from that crew member. Employees who work the ground on the City Track industries are required to wear reflective vests.

Remote Control Operations—Signs located at MP 299.5 (Aurora Subdivision) and MP 303.8 (St. Croix Subdivision), designate the Remote Control Area at LaCrosse.

Chicago Division RCO Airbrake Requirements	
Tons Being Handled	Number of cars with airbrakes charged
2000 and less	0
2000 - 4000	3
4000 - 7500	6
7500 and greater	10

The RCO lead switch at the east end of the North LaCrosse Yard has indicator lights added that follow the target on the switch. A green light indicates the switch is lined for the yard lead. A yellow light indicates the switch is lined for the "RCO LEAD". Both lights flashing indicates the switch is not properly lined.

Mechanical Setout Locations—When setting out bad order equipment on sidings and back tracks, be sure to spot the equipment on the jacking pads if at all possible.

ETD and ETD Battery Procedures—Spare ETDs and ETD batteries are available at Rochelle, Savanna, E. Dubuque and Prairie du Chien. Notify the Dispatcher if ETDs and ETD batteries are not available. Crews must tag failed ETDs and ETD batteries and must move them to Cicero, Galesburg or LaCrosse. On arrival, crews must notify the ATM, Yardmaster or Trainmaster so this failed equipment can be removed from their train. Terminals will hold this failed equipment for the Communication Team.

Fuel Levels on All Trains—All engineers on trains toward LaCrosse must check the fuel level on all working locomotives on their train at the crew change point. Report to the Dispatcher if the fuel level is 1000 gallons or less. Westward trains will report their fuel readings to the LaCrosse Dispatcher on the Aurora Subdivision at Savanna, MP 143.7.

Regarding stations with crossovers indicated in station column—

Robinson Spur, Bagley and Victory—facing point only.
Cassville and Ferryville—facing and trailing point.
All other stations—trailing point only.

Close Clearances—Do not ride the side of equipment at the following locations due to close clearance:

Aurora	Berry Plastics	3835	buildings
		3836	unloading equip, silos
Rochelle	MT 2	MP 81.75.	Track 101 switch
Potosi	W Biz Track	4301	retaining wall
Prairie Du Chien	Prairie Sand and Gravel	3607	structures
		3608	structures
Stoddard	Chaseburg		
	COOP	3001	building
LaCrosse	Trane	406	entrance & material
	Katz Ind. Metals	406	entrance & material
	Badger		
	Corrugating	308,309,310	lumber, building, gate
	City Brewing	301thru307	building, entrance, poles, steps
	Reload Lumber	118	lumber, building, dock poles

Test Miles

- WWD—MP 52.0 - MP 53.0
- WWD—MP 73.0 - MP 74.0
- WWD—MP 158.0 - MP 159.0
- WWD—MP 192.0 - MP 193.0
- WWD—MP 285.0 - MP 286.0
- EWD—MP 286.0 - MP 285.0
- EWD—MP 245.0 - MP 244.0
- EWD—MP 193.0 - MP 192.0
- EWD—MP 106.0 - MP 105.0

Long/Short Mile Locations—

- MP 39.0 to MP 40.0 is 4656 ft.
- MP 99.0 to MP 100.0 is 2650 ft.
- MP 135.0 to MP 136.0 is 4858 ft.
- MP 269.0 to MP 270.0 is 4105 ft.
- MP 300.0 to MP 302.0 is 4394 ft.

(There is no mile post sign for MP 301.0)

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Aurora Subdivision.

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 40.25
- MP 41.5 to MP 41.8
- MP 47.4 to MP 47.8
- MP 48.5 to MP 49.0
- MP 55.9
- MP 72.25
- MP 76.33
- MP 79.78
- MP 84.92
- MP 104.4
- MP 113.4

In the event of significant rain (5+ inches) the entire territory from MP 300 to MP 140 can develop high water problems from the Mississippi River; however, 1 to 3 inches of localized heavy rains do not present any problem.

8. **Line Segments**

Yard Line Segments

Line Segment	Limits
810	Savanna
829	Prairie Du Chien
811	North LaCrosse
820	Oregon
821	Rochelle
827	Dubuque

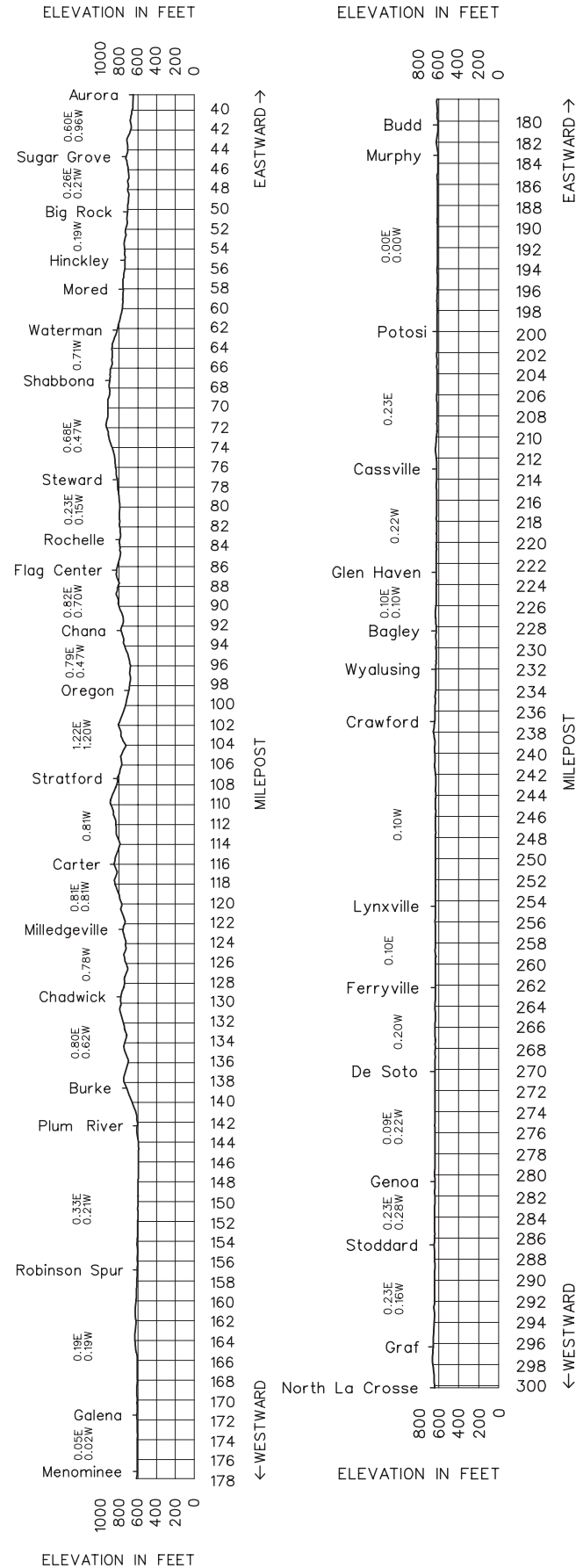
Road Line Segments

Line Segment	Limits
66	Oregon to Mt. Morris
72	East Dubuque
3	Aurora to North LaCrosse

9. **Other Location Information**

Name	Miles - Location	Capacity Cars	Switch Opens
00111 Polo	4.5 west of Stratford	56	West
00163 Blanding	6.9 west of Robinson Spur	12	West
71402 Dubuque	1.0 from East Dubuque	Yard	Both
00246 Charme	7.7 west of Prairie du Chien	4	West

10. Grade Charts



10 CHICAGO DIVISION—No. 7—September 8, 2010—Barstow Subdivision

WESTWARD ↓	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.	EASTWARD ↑
		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	J					3.0	
5,506	22043	43.8	BARSTOW	T					12.6	
9,008	22057	56.4	HILLSDALE						5.7	
	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 Call-In		
Radio Channel 87 in service Galesburg to Plum River		
Alpha - 50(X)	Barstow - 51(X)	Plum River - 52(X) Controlling DS 41(X) Adjacent DS
Emergency Call-911		
DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5		

Dispatcher Information

C&I Dispatcher—(817) 867-7040, Fax (817) 234-6058

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 1.0 to MP 96.7	60 MPH.
MP 22 to MP 26, EWD 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 13.1	25 MPH.
MP 13.1 to MP 32.0	50 MPH.
MP 32.0 to MP 36.7	40 MPH.
MP 36.7 to MP 43.7	30 MPH.
MP 43.7 to MP 44.0	25 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 96.3 to MP 96.7	35 MPH.

1(C). Speed—Switches and Turnouts

MP 1.0, turnout, under 100 TOB	30 MPH.
100 TOB and over	25 MPH.
MP 40.95, turnout IAIS connection	10 MPH.
MP 96.7, crossover	35 MPH.
Turnouts—all sidings except Barstow.....	20 MPH.

1(D). Speed—Other

MP 242 to MP 249.3, Barstow and Crescent Bridge, Rule 6.28 ..	10 MPH.
MP 245.2, crossing (HER)	10 MPH.
MP 245.5, crossing (HER)	10 MPH.
Siding Barstow	10 MPH.

Freight

Loaded coal, ore, potash, grain and ballast trains through sidings 10 MPH.
MP 253.0, Crossing 17th St. Rock Island, EWD(HER)..... 5 MPH.

(Galesburg Terminal—See 1(D) Nebraska Division, Ottumwa Subdivision.)

Temperature Speed Restrictions

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

Critical Areas:

MP 21.0 to MP 24.0

MP 32.0 to MP 44.0

MP 47.5 to MP 48.5

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

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car

Galesburg to Plum River 143 tons, Restriction A

Barstow to Rock Island..... 143 tons, Restriction D

Rock Island to Davenport..... 131.5 tons, Restriction H

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

Rock Island..... Illinois Oil Track

All tracks lower yard

3. Type of Operation

CTC—in effect:

MP 1.0 to MP 96.7

4. General Code of Operating Rules Items

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

Rule 6.27—in effect:

On Iowa Interstate Main Track at Rock Island

Rule 6.28—In effect:

Industrial track between:

East Wye Switch Davenport and Barstow

DRI Jct. and Albany

Iowa Interstate siding, Rock Island

BNSF track, Barstow to Crescent Bridge Rock Island.

Rule 6.32.2—Movement over the crossing at MP 1.9 on the Industrial Track between DRI Jct. and Albany must be protected even if the crossing devices are seen to be working.

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

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

Rule 8.12—The 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 the train exceeds 500 ft.

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

6. **FRA Excepted Track**
DRI Jct. to Albany between MP 20.3 and MP 25.4

7. **Special Conditions**
Iowa Interstate—Joint trackage BNSF all movements between 7th Street, East Moline and 17th Street, Rock Island will be coordinated through the Iowa Interstate Dispatcher, Radio Channel 74, telephone number 1-800-321-3891.

Barstow Yard—Conductors of trains who have done switching or left cars in the yard must advise the C&I dispatcher whether track 2206 or 2299 is clear. Kicking or dropping of cars is prohibited on tracks 2201 thru 2206 and tracks 2212 thru 2220.

ETDs and ETD batteries are to be stored in the storage shed on the north side of the depot. If none are available, or if you use the last ETD, you must notify the dispatcher.

Barstow to Rock Island—Between Barstow and 7th Street, East Moline and between the Crescent Bridge and 24th Street, Rock Island, contact the Crescent Bridge Operator before leaving Barstow or the 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.

All track condition messages (TCM) pertaining to the industrial track between Barstow and Rock Island will be communicated on GTBs under the station name Barstow.

Rock River Bridge— Employees will not walk across the Rock River Bridge at MP 43.17 because there is no walkway. If your train experiences any problems on this bridge, you must use the next train, a taxi, or another means to determine the condition of your train on the other side of the bridge. After assessing the situation, if it is determined that the problem is on the bridge, contact the C & I dispatcher and they will notify the Structures Supervisor who will dispatch qualified personnel.

Between East Wye switch Davenport and Clinton—The DM&E Timetable governs.

Remote Control Operations—Signs located at MP 5.0 (Barstow Subdivision), MP 171.8X (Brookfield Subdivision), MP 159.0 (Mendota Subdivision), MP 171.0 and Cameron Jct. (Ottumwa Subdivision) and MP 2.0 (Peoria Subdivision) designate the Remote Control Area at Galesburg.

Chicago Division RCO Airbrake Requirements	
Tons Being Handled	Number of cars with airbrakes charged
2000 and less	0
2000 - 4000	3
4000 - 7500	6
7500 and greater	10

Remote Control Zone—The Hump Lead (Track 2071) between the 30 switch (Olys Pocket switch) and the 10 switch designate the Remote Control Zone (RCZ) at Galesburg Yard.

Activation/Deactivation Procedure—The Remote Control Operator will protect Southward movements until the rear car has cleared the 30 Switch (Olys Pocket Switch). The Remote Control Operator will then contact Yard Control and request that RCZ protection be established. Yard Control will line the 30 switch (Olys Pocket switch) for the Hump Lead and provide switch blocking on the 10 switch and the 30 switch. Yard Control will then notify the Remote Control Operator that the RCZ has been activated. The RCZ will remain activated until the Remote Control Operator has requested that the RCZ be deactivated. Before the RCZ can be fouled or occupied, Yard Control must be contacted to determine if the RCZ has been activated.

Mechanical Setout Locations—When setting out bad order equipment on sidings and back tracks, be sure to spot the equipment on the jacking pads if at all possible.

Taconite Trains-ABTH Rule 104.3.1 Exception—Crews operating the EP 60 Electric Train in Pneumatic Brake Mode or a train consisting of 50% or more of series BNSF 601180 through 601399, must make an initial 10 pound brake reduction to slow or control train speed. An initial brake pipe reduction of less than 10 psi may result in an undesired release of the train's brakes.

Insufficient Bridge Clearance—See System Special Instructions, Item 46 (Special Car Handling Instructions) for prohibition of M3F (Articulated Hi Tri-Levels) at the Crescent Bridge.

Close Clearances—Do not ride the side of equipment at the following locations due to close clearance:

Lynn	Darling Intl. Ind	MP 26.15	Steel Structure
Joslin	IBP Ind.	MP 51.7	Building
Thompson	Danico Ind.	MP 91.2	Building
Rock Island	Dohrn Ind.	MP 253.1	Building

Test Miles

- MP 8.0 to MP 9.0
- MP 92.0 to MP 93.0

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Barstow Subdivision.

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

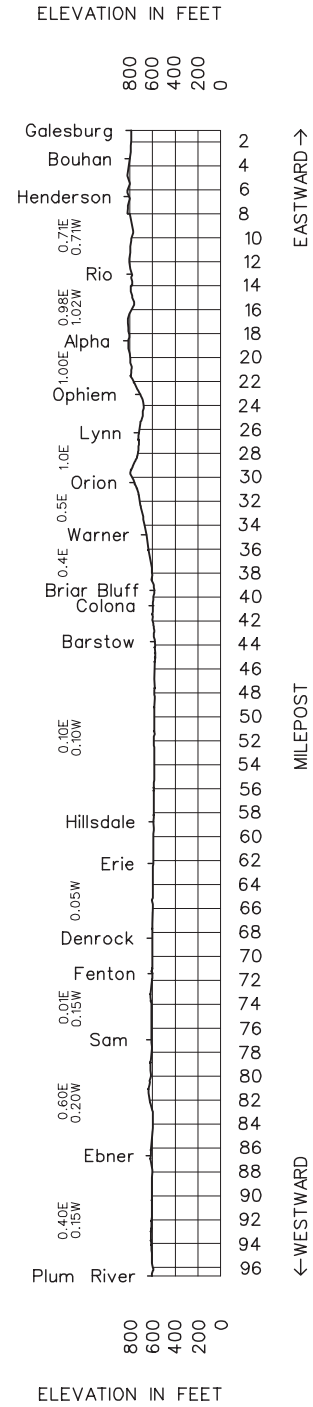
Line Segment	Limits
7	..... Barstow to Terminal Jct. Rock Island
949	..... DRI—Jct. to Albany
6	..... Galesburg to Plum River

12 CHICAGO DIVISION—No. 7—September 8, 2010—Barstow Subdivision

9. Other Location Information

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	Brookfield Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		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				4.3	
	11,081	25010	172.3X	ABINGDON			CTC		10.5	
	9,833	25020	182.8	AVON					6.2	
			189.0	EAST BUSHNELL					2.5	
			191.5	TP&W XING	M		2MT CTC		0.9	
			192.4	WEST BUSHNELL	JX(2)				8.1	
			200.5	CP 2005					1.8	
	7,024	25040	202.3	MACOMB					7.0	
	6,850	25047	209.3	COLCHESTER					16.6	
	7,150	25063	225.9	AUGUSTA					9.3	
	6,605	25073	235.2	GOLDEN			CTC		5.7	
	7,560	25078	240.9	CAMP POINT					13.6	
	6,626	25091	254.5	EWBANKS					4.0	
			258.5	QUINCY					3.0	
		73801	261.5	QUINCY JCT.					1.9	
	7,500	25101	263.4 137.0	WEST QUINCY	BJTX				2.8	
Between West Quincy and Mark, operate on the Hannibal Subdivision.										
		25104	134.1 5.7	MARK	JT				2.0	
	8,600	25107	7.7	NORTH RIVER					6.8	
	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			CTC		10.2	
		25202	104.1	BROOKFIELD	B				0.7	
	9,606	25204	104.8	EAST NEEDLES					2.0	
			106.8	WEST NEEDLES					9.7	
	6,950	25215	116.5	SUMNER					13.7	
	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				5.3	
			221.5	BLOCK 222	X				2.5	
			224.0	BLOCK 224	X(2)		2MT CTC		0.4	
			224.4	HARLEM	M				0.2	
			224.6	USTICK TOWER	JT				322.7	

MP 216.0 to and including MP 224.6 is part of and under the jurisdiction of the Nebraska Division.

Radio Call-In		
Radio Channel 51 in service at Galesburg Yard		
Radio Channel 47 in service Galesburg to West Quincy		
Bushnell-21(X)	Colchester-25(X)	Camp Point-23(X)
Quincy Jct.-24(X)		
Radio Channel 58 in service at West Quincy		
Radio Channel 85 in service West Quincy to Maxwell Jct.		
Palmyra-26(X)	Monroe City-27(X)	Shelbina-28(X)
Macon-29(X)	New Cambria-21(X)	Brookfield-20(X)
Hale-23(X)	Aalberg-24(X)	Thiehoff-25(X)
Maxwell-15(X)		
Radio Channel 66 in service Maxwell to Kansas City		
Kansas City-75(X)		
Emergency Call-911		
DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5		

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

Dispatcher Information
 Galesburg to Block 224:
 Kansas City District (DS 48) (817) 867-7048, Fax (817) 234-6067
 West Quincy to Mark:
 K-Line District (DS 43) (817) 867-7043, Fax (817) 234-6066
 Ustick Tower Dispatcher(913) 551-2365, Fax (913) 551-2395

Kansas City Terminal Railway (KCT)—Crews operating across Kansas City Terminal Railway Company trackage must have a current copy of the Greater Kansas City Area Operating and Special Instructions in their possession and review all Kansas City Terminal Railway Company General Notices and General Orders before each day's work or trip. This will fulfill the requirements of Rule 6.2 of the General Code of Operating Rules. The Kansas City Terminal Railway Company does not issue track warrants or bulletins. All modifications to the Greater Kansas City Area Operating and Special Instructions are made in the aforementioned General Notices and General Orders.

Trains and engines will use KCT Railway tracks between 5th St. (MP 0.46X) 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
MP 162.4X to MP 263.4	79 MPH	60 MPH
Loaded coal trains		50 MPH
Empty coal trains		55 MPH
MP 5.7 to MP 105.0		60 MPH
MP 105.0 to MP 177.7		40 MPH
Loaded unit coal and grain trains		30 MPH
MP 216.2 to MP 224.6		35 MPH
Loaded unit coal and grain trains		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

	Passenger	Freight
MP 240.0 to MP 243.3	70 MPH.	
MP 243.3 to MP 244.6	55 MPH.	50 MPH.
MP 252.9 to MP 253.4	60 MPH.	40 MPH.
MP 258.0 to MP 260.0	40 MPH.	40 MPH.
MP 260.0 to MP 263.4	30 MPH.	25 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 73.9 to MP 84.9		50 MPH.
MP 84.9 to MP 91.8		45 MPH.
MP 91.8 to MP 93.1		40 MPH.
MP 93.1 to MP 99.5		45 MPH.
MP 99.5 to MP 103.4		50 MPH.
MP 103.4 to MP 104.6		30 MPH.
MP 170.0 and MP 170.8 (HER)		25 MPH.
MP 221.5 to MP 224.0, BNSF Main 1		20 MPH.
MP 224.0 to 224.6, BNSF Main 1		10 MPH.
Birmingham to Kearney		10 MPH.
Coburg Lead		10 MPH.

1(C). Speed—Switches and Turnouts

Through all turnouts of controlled sidings unless otherwise indicated	20 MPH.
MP 168.0 Saluda, Trains departing off R&D lead after through all other turnouts, and engine through turnout	35 MPH.
over 100 TOB	25 MPH.
MP 188.9, turnout	35 MPH.
MP 192.3, crossover	30 MPH.
MP 192.4, crossover	35 MPH.
MP 263.2 to MP 263.4, turnouts	30 MPH.
MP 263.2 to MP 263.4, turnouts	25 MPH.
MP 6.7 to MP 8.6, turnouts	35 MPH.
MP 76.2, turnout	25 MPH.
Eastward 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.
MP 1.6, Ustick turnouts and crossovers	10 MPH.

1(D). Speed—Other

Sidings Colchester and Ewbanks	10 MPH.
(Coal Trains must hold the main at Ewbanks unless meeting Amtrak).	
Sumner and Hale on elevator and interchange tracks	5 MPH.
Through sidings between West Quincy and Maxwell	10 MPH.
Loaded unit trains between Maxwell and Mark must not operate in Brookfield Yard and must not operate on sidings Palmyra, Anabel, Sumner, Hamm, Persons	

(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
Needles to LaClede	143 tons, Restriction D

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

Abingdon—Pottery Track

Bushnell—Roseville Lead, Archer Daniel Midland, TPW interchange track

Macomb—FS Fertilizer

Brookfield—North Pit 3207 Track and Back Lead east of 3204 Track switch.

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

Bushnell—TPW interchange track

Palmyra—industrial track

3. Type of Operation

CTC—in effect:

MP 167.9X to MP 263.4

MP 5.7 to MP 177.8

MP 216.2 to MP 224.0

Multiple Main Tracks—in effect:

2 MT:

MP 189.0 to MP 192.48

MP 216.2 to MP 224.6

Manual Interlocking—

MP 162.4X to MP 167.9X - Controlled by the Galesburg Yard Control Operator.

Manual Interlockings not Controlled by BNSF—MP 224.4, controlled by the KCT Railway.

Kansas City Terminal Railway: All tracks designated in The Greater Kansas City Area Operating and Special Instructions.

4. General Code of Operating Rules Items

Rule 6.2—The General Code of Operating Rules and the BNSF Timetable govern movement between Birmingham, MP 216.2 and Block 224, MP 224.0. Signal aspects are controlled by the KN operator and will display BNSF aspects between Birmingham and Kansas City. NS trains and engines using the joint trackage between Birmingham and Block 224 must receive a current dispatcher bulletin addressed to their train issued by the NS train dispatcher.

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

Rule 6.28—in effect:

Industrial Track between Needles and LaClede, 2.2 miles.

Rule 6.32.4—In the state of Illinois, the last paragraph is changed to read: When practical, cars or engines must not be left standing nearer than 500 feet to road crossing.

Rule 8.10—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 the crossing located just south of the hump tower, communicate with the hump lower yardmaster by radio and be governed by instructions.

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

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
MP 257.8 (DED only)—WWD only—Recall Code 248
- B. Other TWD locations
MP 187.4—Recall Code 218
MP 214.0—Recall Code 258
MP 230.8—Recall Code 257
MP 257.8 (DED Only)—EWD only—Recall Code 248
MP 36.1—Recall Code 278
MP 59.3—Recall Code 288
MP 77.9—Recall Code 298
MP 109.1—Recall Code 208
MP 137.2—Recall Code 248
MP 157.7—Recall Code 247

6. FRA Exempted Track—None

7. Special Conditions

Galesburg—All eastward Amtrak trains coming off the Brookfield Subdivision must switch from radio channel 47 to 51 when approaching Saluda, MP 168.1X, to discuss routing and blocking needs with Galesburg Yard Control.

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

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

Kansas City—Westward 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 the Murray Yardmaster on the route to be used for delivery. All tracks in Murray Yard are used for receiving transfers of cars from connecting lines. The conductor or engine foreman will contact the yardmaster when ready to depart Murray.

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

Remote Control Operations—Signs located at MP 216.2 (Brookfield Subdivision), MP 1.7 and 15.0 (Emporia Subdivision), MP 4.0 (Fort Scott Subdivision) and MP 8.0 (St. Joseph Subdivision) designate the Remote Control Area at Argentine and Murray yards.

Signs located at MP 5.0 (Barstow Subdivision), MP 171.8X (Brookfield Subdivision), MP 159.0 (Mendota Subdivision), MP 171.0 and Cameron Jct. (Ottumwa Subdivision) and MP 2.0 (Peoria Subdivision) designate the Remote Control Area at Galesburg.

Chicago Division RCO Airbrake Requirements	
Tons Being Handled	Number of cars with airbrakes charged
2000 and less	0
2000 - 4000	3
4000 - 7500	6
7500 and greater	10

Remote Control Zone—The Hump Lead (Track 2071) between the 30 switch (Olys Pocket switch) and the 10 switch designate the Remote Control Zone (RCZ) at Galesburg Yard.

Activation/Deactivation Procedure—The Remote Control Operator will protect Southward movements until the rear car has cleared the 30 Switch (Olys Pocket Switch). The Remote Control Operator will then contact Yard Control and request that RCZ protection be established. Yard Control will line the 30 switch (Olys Pocket switch) for the Hump Lead and provide switch blocking on the 10 switch and the 30 switch. Yard Control will then notify the Remote Control Operator that the RCZ has been activated. The RCZ will remain activated until the Remote Control Operator has requested that the RCZ be deactivated. Before the RCZ can be fouled or occupied Yard Control must be contacted to determine if the RCZ has been activated.

Mechanical Setout Locations—When setting out bad order equipment on sidings and back tracks, be sure to spot the equipment on the jacking pads if at all possible.

Taconite Trains-ABTH Rule 103.3,A Exception—Crews operating the EP 60 Electric Train in Pneumatic Brake Mode or a train consisting of 50% or more of series BNSF 601180 through 601399, must make an initial 10 pound brake reduction to slow or control train speed. An initial brake pipe reduction of less than 10 psi may result in an undesired release of the train's brakes.

Close Clearances—Do not ride the side of equipment at the following locations due to close clearance:

Macomb Cooper Spur	6517	MP 201.6	Building
Macomb FS Spur	6512	MP 203.29	Building
Mississippi River Main		MP 262.56	Bridge
Monroe City	8503	MP 30.2	Building
Macon	7104	MP 70.4	Building
Bucklin	3398(Siding)	MP 94.2	Bridge
Shelbina	8108	MP 43.73	Old Platform

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

- Between Galesburg and Avon—MP 162.0X to MP 177.8X
- Between Colchester and Augusta—MP 216.0X to MP 224.6X

Test Miles

- MP 176.0X to MP 177.0X
- MP 238.0 to MP 239.0
- MP 20.0 to MP 21.0
- MP 100.0 to MP 101.0
- MP 109.0 to MP 110.0
- MP 173.0 to MP 174.0

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Brookfield Subdivision.

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 214.5 to MP 215.2
- MP 220.8X to MP 221.5X
- MP 9.0 to MP 10.0
- MP 13.0 to MP 15.0
- MP 70.0 to MP 75.0
- MP 86.5 to MP 88.0
- MP 94.2
- 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 LaCledé
- 17 Needles to Maxwell Jct.
- 18 Maxwell Jct. to Kansas City

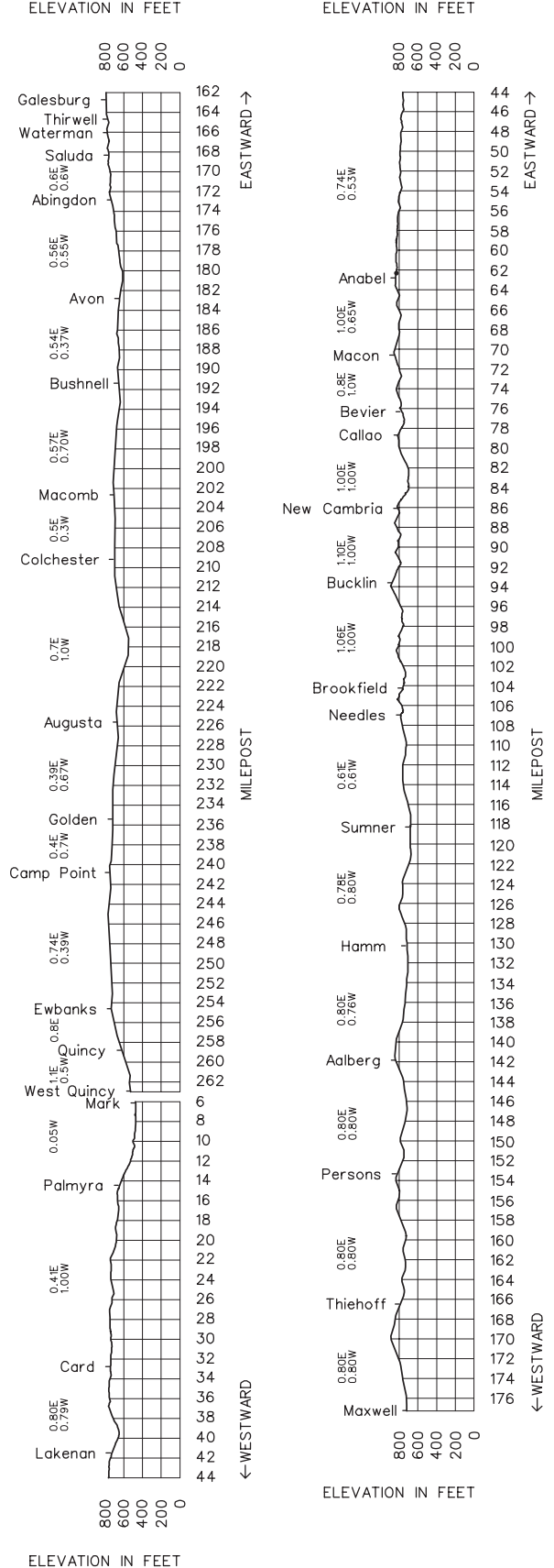
Yard Line Segments

- 465 Kansas City-Murray Yard

9. Other Location Information

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	400	West
25144 Shelbina	4.9 west of Lakenan	2,667	Both
25157 Clarence	17.3 west of Lakenan	400	West
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

10. Grade Charts



W E S T W A R D ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Chicago Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ E A S T W A R D
		00001	0.0	CHICAGO UNION STA		BM			0.8	
			0.8	ROOSEVELT ROAD		M			0.9	
		00002	1.7	UNION AVE		X(2)			0.1	
			1.8	HALSTED STREET			4MT CTC		1.9	
		00004	3.7	WESTERN AVE		X			3.3	
		00007	7.0	CICERO		BTX(2)			2.0	
		00009	9.0	LAVERGNE		X(2)			0.6	
		00010	9.6	BERWYN		X			0.4	
			10.0	HARLEM AVENUE					1.0	
		00011	11.0	RIVERSIDE					0.7	
			11.7	HOLLYWOOD					0.6	
		00012	12.3	BROOKFIELD					0.7	
		00013	13.0	CONGRESS PARK		X(2)			0.7	
		00014	13.7	LA GRANGE					0.4	
			14.1	STONE AVE					1.3	
		00015	15.4	WESTERN SPRINGS				71	0.9	
		00016	16.3	HIGHLANDS		X(2)			0.5	
		00017	16.8	HINSDALE			3MT CTC		1.0	
			17.8	WEST HINSDALE		X(2)			0.4	
		00018	18.2	CLARENDON HILLS					1.2	
		00019	19.4	WESTMONT					0.9	
		00020	20.3	FAIRVIEW AVE		X(2)			0.8	
		00021	21.1	DOWNERS GROVE		X(2)			1.7	
		00023	22.8	BELMONT					1.6	
		00024	24.4	LISLE		X(2)			4.0	
		00028	28.4	NAPERVILLE		X(2)			3.2	
			31.6	ROUTE 59		T			1.8	
		00033	33.4	EOLA		BTX(2)			1.9	
		00035	35.3	WEST EOLA		BX(2)			3.1	
		00037	38.4	AURORA		JX(2)			2.6	
		20001	41.0	MONTGOMERY		JX			41.0	

Schedules for regular Suburban passenger trains are shown in BNSF's Suburban service passenger timetable and times shown therein will indicate a regular stop. Continental time will not be authorized in Suburban timetable. Employees whose duties are in any way affected by Suburban trains must have a copy of the current Suburban timetable in their possession while on duty.

Radio Call-in		
Radio Channel 70 in service at Cicero Yard		
Radio Channel 66 in service Chicago Union Stn. to Aurora Bridge		
Call-in not available to contact DS on Channel 66 Radios		
Chicago - 81(X)	Cicero - 82(X)	Downer's Grove - 84(X)
Eola - 85(X)		
Radio Channel 15 - Mechanical & Roundhouse		
Radio Channel 77 in service at Eola E. Yard		
Radio Channel 51 in service at Eola W. Yard		
Radio Channel 85 in service Aurora Bridge to Montgomery		
Montgomery - 71(X)		
Emergency - Call 911		
DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5		

Dispatcher Information

0600 - 2200, M - F
 —Chicago Union Station to LaVergne
 (817) 234-6023, Fax (817) 234-7033
 —LaVergne to Aurora Bridge
 (817) 234-6024, Fax (817) 234-6061
 2200 - 0600, M - Th and 2200 F - 0600 M
 —Chicago Union Station to Aurora Bridge
 (817) 234-6024, Fax (817) 234-6061
 All times
 —Aurora Bridge to Montgomery
 (817) 867-7042, Fax (817) 234-6062

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 0.0 to MP 38.4	70 MPH	50 MPH
MP 38.4 to MP 41.0	79 MPH	60 MPH
Loaded ore trains		35 MPH

1(B). Speed—Permanent Restrictions

Main Track 4		
MP 1.4 to MP 2.2	10 MPH	10 MPH
MP 2.2 to MP 3.2	40 MPH	30 MPH
MP 3.2 to MP 6.3	40 MPH	35 MPH
MP 6.3 to MP 6.8	25 MPH	15 MPH
Main Track 5		
MP 6.3 to MP 7.2	10 MPH	10 MPH
Main Tracks 1, 2 and 3		
MP 0.8 to MP 1.4	25 MPH	10 MPH
MP 1.4 to MP 1.8	35 MPH	10 MPH
MP 1.8 to MP 2.3	40 MPH	20 MPH
MP 2.3 to MP 2.8	60 MPH	20 MPH
MP 2.8 to MP 4.0	60 MPH	25 MPH
MP 4.0 to MP 5.7	70 MPH	25 MPH
MP 5.7 to MP 9.6	70 MPH	40 MPH
MP 9.6 to MP 21.7	70 MPH	45 MPH
MP 35.0 to MP 38.1	55 MPH	40 MPH
Trains over 100 TOB MP 35.1 to MP 38.1		
MP 38.0 to MP 38.9 including turnouts	35 MPH	35 MPH
MP 38.9 to MP 40.4	79 MPH	50 MPH
Empty Coal Trains MP 40.4 to MP 41.0		
Main 1 and 2		60 MPH
Begin CTC Hill West North and South		
Leads to West Eola Plant	35 MPH	20 MPH
Over North Lead Hill West Switch	30 MPH	10 MPH

1(C). Speed—Switches and Turnouts

Crossover Speed Restrictions		
Union Avenue "B" MP 1.4 to MP 1.8	10 MPH	10 MPH
Except Westward Main 2 to Main 1	35 MPH	
Union Avenue "A" MP 1.8 to MP 2.5	35 MPH	20 MPH
Western Avenue MP 4.2, Crossover	10 MPH	10 MPH
Kedzie Ave. MP 4.8	25 MPH	25 MPH
Cicero "B" MP 6.3 to MP 7.0		
Between Mains 1, 2 and 3	35 MPH	35 MPH
Between Mains 3 and 4	25 MPH	25 MPH
Cicero "A" MP 7.2 to MP 7.5	12 MPH	12 MPH
LaVergne MP 8.5 to MP 9.2	30 MPH	30 MPH
Berwyn, crossover Main 1 to Main 2	50 MPH	50 MPH
Berwyn, crossover Main 2 to Main 3	40 MPH	40 MPH
Congress Park	50 MPH	50 MPH
Highlands, West Hinsdale, Fairview Ave., Downers Grove, East Lisle, East Naperville, and West Naperville		
MP 23.4, East Lisle	35 MPH	35 MPH
Lisle MP 25.2 to MP 25.6	50 MPH	50 MPH
Eola and West Eola	30 MPH	30 MPH
Hill East and Hill West	10 MPH	10 MPH

1(D). Speed—Other

All tracks within 14th Street Yard	5 MPH
All tracks within Hill Yard	5 MPH
Aurora to West Chicago MP 0.1 to MP 1.5 (HER)	10 MPH
Aurora to West Chicago MP 1.5 to MP 12	20 MPH
Crossings at Broadway Ave., Illinois Ave., and Route 38 (HER)	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.

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB and Over	Passenger Trains
100 to 109 Degrees	45 MPH.	40 MPH.	60 MPH.
110 Degrees and Over	40 MPH.	35 MPH.	50 MPH.

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

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

Chicago Union Station to Cicero 143 tons, Restriction D
 Cicero to Montgomery 143 tons, Restriction A
 Aurora to West Chicago 143 tons, Restriction D
 Aurora to Nifa 143 tons, Restriction D
 Chicago Lumber District 143 tons, Restriction D

Six-axle locomotives are not permitted on the following tracks: industry tracks between Aurora and West Chicago, Lumber District, Congress Park Yard, West Chicago Branch, Nifa Branch, Burlington Junction Railway (BJRY), and Montgomery Yard.

3. Type of Operation

CTC—in effect:

MP 0.8 to MP 41.0
 Main 5, MP 6.3 to MP 7.2
 Track 6, MP 6.8 to MP 6.9
 Hill Yard North and South Leads between Hill West and West Eola.

Multiple Main Tracks—in effect:

2 MT:
 MP 0.85 to MP 1.3
 MP 35.3 to MP 41.0
3 MT:
 MP 7.2 to MP 35.3
4 MT:
 MP 1.3 to MP 6.3
5 MT:
 MP 6.3 to MP 7.2

General Track Bulletin (GTB) Instructions—All crews going on duty between Chicago Union Station and Montgomery must receive a new GTB unless otherwise instructed by the Train Dispatcher.

GTBs received at Aurora by conductor and engineer for Trains 1200, 1202, 1204, 1206, 1208, 1210, 1212, 1214, 1216, 1218, 1220, 1224, and 1226 continue in effect for Trains 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1371, 1219, 1221, 1223, 1225, then for Trains 1222, 1232, 1234, 1238, 1244, 1248, 1250, 1252, 1254, 1256, 1258, 1370, 1260, and 1262.

GTBs received at Aurora by conductor and engineer for Trains 1268, 1272, 1280, and 1288 remain in effect for entire tour of duty.

GTBs received at Aurora by conductor and engineer for Saturday Trains 1300, 1302, 1304, 1308, 1312, 1318, 1320, and 1326 remain in effect for entire tour of duty.

GTBs received at Aurora by conductor and engineer for Sunday Trains 1302, 1306, 1316, 1318, and 1320 remain in effect for entire tour of duty.

GTBs received at Chicago by conductor and engineer for Trains 1227 and 1233 continue in effect for Trains 1264 and 1270.

GTBs received at Chicago by conductor and engineer for Trains 1237, 1239, 1245, 1249, 1255, and 1265 continue in effect for Trains 1274, 1276, 1278, 1282, 1284, 1290, and 1372, then trains 1273, 1275, 1279, 1283, 1373, 1287, and 1291.

4. General Code of Operating Rules Items

Rule 1.3.1—Rules, Regulations, and Instructions, the following is added: Chicago Suburban Operations—Employees whose duties are affected by the Manual of Instructions for Suburban Operations Employees, must have a copy of these instructions while on duty. They must be familiar with and obey these rules, instructions, and policies.

Rule 5.4.2(A), Less Than Two Miles Ahead of Restricted—is changed to read on the Chicago Subdivision only:

When the restricted area is close to a terminal, junction, control point, crossover or another area, employees will display the yellow flag less than 2 miles before the restricted area only on the track affected. This information will also be included in the track bulletin, track warrant, or general order.

Rule 5.4.3(A), Less Than Two Miles Ahead of Restricted—is changed to read on the Chicago Subdivision only:

When the restricted area is close to a terminal, junction, control point, crossover or another area, employees will display the yellow/red less than 2 miles before the restricted area only on the track affected. This information will also be included in the track bulletin, track warrant, or general order.

Rule 5.4.8, Flag Location—is changed to read on the Chicago Subdivision only:

When a condition in multiple main track territory is covered by track bulletin or general order, track flags will be displayed only on the track affected.

Rule 5.8.1—The engine bell must be rung when approaching and passing through all station platforms, pedestrian, and street crossings on all tracks.

Rule 5.8.4, Whistle Quiet Zone—Whistle signal 5.8.2 (7) is not required at the following crossing locations. All other whistle requirements remain in effect.

Location	Milepost	Crossing Name
Chicago Union Sta to Montgomery	MP 0.0 to MP 41.0	All

Exception: When trains are approaching or passing suburban or Amtrak passenger trains stopped at station platforms, trains will sound whistle signal GCOR 5.8.2 (7) regardless of any whistle prohibition. All other whistle requirements remain in effect.

At 26th street crossing, all trains going to or coming from the Belt Railway must sound the proper Whistle signal per rule 5.8.2 over the 26th street highway grade crossing.

Rule 6.17—The normal position for the EJE switch at the east end of West Yard Eola and the east end of the East Yard at Eola will be lined for the EJE.

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

Rule 6.28— Rule 6.28 is in effect on the Industrial Track between Aurora and Nifa; and on the Industrial Track between Aurora and West Chicago.

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

Rule 7.1—The following is added to Rule 7.1, Switching Safely and Effectively: Except cars will be left in the foul at the South End of A Yard in the 14th St. Yard due to capacity. Employees switching at the south end of A yard must be aware of this.

Rule 7.6—To secure a train or portion of a train in compliance with GCOR Rule 7.6 and ABTH Rules 102.1 and 104.14 the following grades apply to determine the minimum number of hand brakes to apply. All locations between MP 0.0 and MP 41.0 between Chicago and Montgomery are considered 0.1 - 0.5% grade except for the following locations:

Location	Grade
MP 0.0 to MP 1.6	1.1 - 1.5%
MP 3.6 to MP 4.4	0.6 - 1.0%
MP 8.3 to MP 8.5	0.6 - 1.0%
MP 11.3 to MP 11.8	0.6 - 1.0%
MP 16.2 to MP 19.2	0.6 - 1.0%
MP 25.7 to MP 28.1	0.6 - 1.0%
MP 31.8 to MP 32	0.6 - 1.0%

In Western Avenue, Cicero, and Eola yards, unless otherwise advised, the following will be considered an adequate number of hand brakes:

- On cuts of less than 60 cars - 3 hand brakes
- On cuts of more than 60 cars - 5 hand brakes

Rule 8.20—A derail is located on the lead at the west end of the west yard at West Eola.

Rule 9.1—The speed portion of the following signal indications as shown in the System Special Instructions are amended:

- For freight trains operating between Aurora and Union Avenue:
- Rule 9.1.6 Approach Medium 30 MPH.
- Rule 9.1.11 Diverging Approach Medium 30 MPH.

- For Chicago Division Suburban Commuter and Amtrak Trains:
- Rule 9.1.11 Diverging Approach Medium 40 MPH.

Rule 15.2, Protection by Track Bulletin Form B—Add the following:

Track Bulletin Form B may be used on the North and South Leads between West Eola and End of Track Aurora.

MWOR Rule 8.12—Crossover Switches, the following paragraph is added on the Chicago Subdivision:

At signaled locations identified in the timetable/general orders as having individually controlled crossover switches (ICS), MW employees may ask the control operator for permission to operate one end of the crossover for maintenance or testing purposes only. Trains, engines, and on-track equipment must not be used or allowed within the defined working limits of the individual switch involved during such operations. The individually controlled crossover switch must be left lined and secured in the normal position prior to reporting clear of the working limits.

MWOR Rule 8.14—Conflicting Movements Approaching Switch, the 2nd paragraph is changed to read as follows only on the Chicago Subdivision:

Crossover Switches, other than individually controlled crossover switches with control operator's permission, must not be unlocked or lined for crossover movement when another movement is approaching or passing over either switch.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures—None
- B. Other TWD locations
 - MP 27.2—Recall Code none
 - MP 10.4—DED—Main 1 and 2—Exception Reporting

Plug Door Detectors

- Pan Handle Bridge—Western Ave. MP 3.99 Main 3 and 4. California Ave.—MP 4.35 Mains 2, 3 and 4. Albany Ave.—MP 4.74 Main 3 and 4.
- These detectors detect open plug doors on Westward movements on Main 3 and 4, Western Ave. to MP 4.8.

6. FRA Excepted Track—None

7. Special Conditions

Chicago Terminal Instructions—Refer to the Chicago Division General Notice, "Chicago Terminal Instructions", for operating instructions within the metropolitan Chicago area.

BNSF Chicago Division Suburban Service Timetable 25—is in effect 04/01/07.

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

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

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

Cicero Yard—A member of the crew must protect shoving movements from the ground over the following crossings: No. 1 Lead at the Clyde Yard Office to the No. 1 Lead at the West End of the Clyde Diesel Shop and the TOFC crossings. The Bell should be sounded for all head end movements at these locations until movement over the crossing has been completed.

Trains to be Held out of Cicero Terminal—When trains are to be held out of Cicero Terminal near Lisle, the train must be stopped at MP 23.4. The dispatcher will advise crews in advance that their train is to be held. Trains will not proceed past MP 23.4 without authority of the train dispatcher.

Clyde Diesel Shop—Stop signs have been installed at the Clyde Diesel Shop indicating the limits of the power derail at the entrance to the diesel shop. All movements must stop before calling the diesel shop foreman who has direct control of the derail. TY&E personnel must identify themselves and their train I D., or unit number, to the diesel shop foreman. They will be given permission to pass the derail, and they will be told on what specific track to leave their engines. These instructions must be repeated to the foreman immediately. Persons receiving permission to enter the diesel shop area must report when they are clear of the derail so protection can be restored. This is an insulated track derail which will not operate if engines are beyond the stop signs. Do not couple into other equipment within the diesel shop area for any reason.

Eola East Yard—Do not kick or allow equipment to roll freely on either end of the East Yard. All equipment movement in the Eola East Yard will be handled to a stop and secured against further uncontrolled movement.

Aurora—A member of the crew must protect movements from the ground over Prairie Street, Pierce Street, Sullivan Road, and Aurora Avenue on the Nifa Branch.

Remote Control Operations—Signs located at MP 0.0 and MP 10.0 (Chicago Subdivision) designate the Remote Control Area at Cicero Yard.

Chicago Division RCO Airbrake Requirements	
Tons Being Handled	Number of cars with airbrakes charged
2000 and less	0
2000 - 4000	3
4000 - 7500	6
7500 and greater	10

Suburban Train Operations

Main Track Two Operations—Standard routings for suburban trains will allow a suburban train to make scheduled station stops with an adjacent platform. Track work, emergencies, and other special circumstances, may require that trains operate off of MT2, across other live tracks.

When making station stops on MT 2, additional safeguards are required to ensure everyone is protected while boarding and exiting the train. In the application of GCOR 6.30, at stations, other than Western Avenue, Cicero, Congress Park, Lisle, and Route 59, trains will work towards the normal unloading side, unless otherwise directed by the train dispatcher.

Eastward and westward trains working MT2 will communicate with the dispatcher before unloading and loading across a live main track to assure that proper protection is in place. The dispatcher may grant permission to unload across the main track at multiple stations in the same conversation, when necessary.

Eastward and Westward Trains Working an ADA Car—Work an ADA car at road crossings, or pedestrian crossings nearest to the station. The location spotted should be level and should permit the use of the ADA lift if necessary. When operating on MT2, to minimize station dwell, make announcements directing passengers to the car that will be used for unloading. The use of the car number in these announcements is recommended to simplify the process for the passengers.

At Cicero, Congress Park, Lisle, and Route 59 only:

- The inner-track fencing in place only allows for a train to unload across MT3. Before unloading at these stations, communication must be established with the dispatcher to insure that proper protection is provided for the passengers on the south side of the train.
- The Route 59 Station is equipped with three 8-foot crosswalks that allow for a three car spot while working MT2. The inner track fencing only allows for unloading across MT3.

Aurora Station Instructions—Except in an emergency, passenger trains unloading off the North Lead at the Aurora Transportation Center must unload toward the north side of the train only.

Instructions for Locomotive Engineers on Suburban Trains

Engineer Location—Engineers are expected to be in the cab of their locomotive or control car no less than five (5) minutes prior to departure to insure an on-time departure. Engineers are expected to proceed to the opposite end of the train without delay when arriving at Chicago and Aurora to change ends. Air tests and a power check must be done as soon as possible. It is not permissible to wait until shortly before departure time to make an air test and power check.

Guest Riders on Suburban Locomotives and Control Cars

—Guest riders must have specific permission from a Suburban Operations Manager to occupy locomotive cabs and control compartments on both revenue and equipment trains. If the guest rider is not a BNSF employee, Metra Transportation Officer, or an FRA inspector they must be accompanied on their ride by a BNSF Suburban Operations Manager.

Locomotive and Control Car Cab Defects—Engineers noting defects on locomotives or control cars must note the defect on the Locomotive Defect Report for correction. Engineers are responsible for the completion of one Locomotive Defect Report for each locomotive in their engine consist during their tour of duty.

TLC Switches—Before operating a TLC switch in an attempt to restore head end power on a suburban train, the entire train crew must be notified. Trains arriving at 14th Street Coach Yard or the Hill Yard must arrange to notify the yardmaster or the mechanical foreman that the TLC switch has been activated on the equipment.

Control Car Parking Brakes—Control car parking brakes must not be used to slow or stop a suburban train under any circumstances.

Control Car Operating Compartment Doors—Control car operating compartment doors must be kept closed and locked unless in immediate use by a crew member or left open for the training of a student engineer. Control compartment doors must be kept locked when not in use. Defective control car operating compartment locks of the control car involved must be reported on the Locomotive Defect Report for correction.

Unattended Items on Suburban Trains and Platforms—Any employee who observes unattended items, such as packages, shopping bags, boxes, luggage, etc., or who observes suspicious activity or individuals must immediately contact the BNSF Resource Operations Center at (800) 832-5452. In addition, employees must notify their immediate supervisor by the quickest available means. In Chicago Union Station, Amtrak Police must be notified at (312) 656-9103.

Communicating Signals—All assigned suburban equipment is equipped with a communicating signal system. This system must be connected to the locomotive while the train is in service. In addition, working radio communication is required between the conductor and the engineer. Communicating signals will not be used to initiate train movement. Communicating Signals are defined as “0” for short sounds, and “—” for long sounds.

Sound Indication

- 00 When running, stop
- Running test completed, or when running, look back for hand signals. When standing, apply or release airbrakes

Chicago Union Station (CUS) Instructions—All movements on the wye tracks at Canal Street will be governed by Amtrak signal indications. Amtrak Rules and the Amtrak Chicago Terminal Timetable govern the movement of trains and engines between Chicago Union Station and Roosevelt Road, MP 0.8.

Amtrak Rules and the Amtrak Chicago Terminal Timetable govern movement of trains and engines between Roosevelt Road and the South End of the South Branch Bridge on Amtrak trackage. The Amtrak CUS South Train Director is the control operator on this territory.

Tracks in Chicago Union Station are designated as main tracks and are under the control of the Amtrak CUS South Train Director. Trains experiencing problems within the limits of Amtrak territory must contact Amtrak on AAR 13-13. If unable to contact Amtrak immediately, try contacting them on BNSF

Channel AAR 66-66. If unable to contact Amtrak immediately contact the Trainmaster on duty. In the event that a train is routed into the wrong track, the engineer will immediately notify the conductor, who will have a designated crew member go to the rear of the train immediately in the event that a shoving movement becomes necessary to clear up the situation.

Employees in suburban service must carry the current Amtrak Chicago Terminal Timetable, or the Amtrak section of the CORA book with them when operating trains on Amtrak property.

The crew member who accompanies the train from the yard to CUS must arrange to board the south car, or the locomotive, after the last yard switch is lined for the train's movement out of the yard onto Track 0, or one of the main tracks. This allows for a reverse movement to be made in the event that the train is misrouted into CUS. Another member of the crew must meet the train upon arrival at CUS to assist in making a prompt Class II air test.

Conductors on suburban assignments will insure that crew members are in place on station platforms in advance of their leaving time to direct passengers and monitor passenger boarding. Trains must be available for passenger boarding no less than 20 minutes prior to the schedule departure time. Unless occupied with other job related tasks, crew members are expected to be on the platform when their train is loading.

Conductors must insure that crew members are spaced on the platform to monitor passenger boarding/detraining and provide assistance as needed. Crew members should not cluster at any one location when loading a train except for job briefing purposes.

Shore Power at Chicago Union Station—Suburban trains equipped with control cars METX 8401-8479 and METX 8500-8699 must have HEP on when departing the 14th Street Coach Yard to assure proper operation of the equipment.

Suburban Trains Spotting in Chicago Union Station—Suburban trains handling consists of six (6) cars that are not going to plug into shore power must arrange to stop back one (1) car length short of the bumping post to reduce emissions in the train shed. Green markers with the number six (6) on them are provided to assist with the spotting of six car trains. Note: This does not apply if the train will be plugged into shore power.

Departure Procedure at Chicago Union Station—At departure time, the designated crew member will close the doors on the train. This crew member will then inform the engineer that the doors on the train are closed. The engineer will then communicate with the utility employee for that particular track to have the train removed from shore power. Once this is accomplished, the train will proceed based on communication between the conductor and engineer.

Once this process has begun, it is imperative that no further boarding or detraining of passengers or employees takes place. In the event of an emergency during the process which will require the train to remain stopped, the conductor must immediately communicate this to the engineer. The engineer will not move the train until directed by the conductor.

After releasing the utility employee, the engineer may cut in the head end power from the locomotive immediately or as the train is departing CUS. **IMPORTANT**—Crew members must insure that the doors are not reopened after their initial closure at departure time except in the case of an emergency.

Inbound Trains Connecting to Shore Power—Inbound trains will connect to shore power immediately upon arrival unless otherwise instructed by the suburban trainmaster or the mechanical foreman.

Mechanical Department personnel will turn off the HEP at the locomotive only when advised by a crew member that all unloading has ceased.

Changing Controlling Ends at Chicago Union Station—Upon arrival at Chicago Union Station, and after the train has been connected to shore power if applicable, the engineer must immediately change ends, make a power check, and, with the aid of a crew member, perform a Class II air test. This process must be done without delay. Do not wait to change ends and make a power check shortly before departure time.

On Duty Times for Suburban Trains—Suburban crews on weekday layovers who deadhead between Aurora and Chicago must be in place at 14th Street Coach Yard and CUS no less than 60 minutes prior to their job's scheduled departure time from CUS. This includes all members of the crew without exception. If an emergency arises and you will not be able to comply with these instructions, you must immediately notify a suburban officer.

Delivery of Track Bulletins and General Track Bulletins—Monday thru Friday, from 0530 to 0930 and from 1530 to 1900, track condition messages and speed restrictions may be issued to suburban trains verbally when GTBs or Track Bulletins cannot be delivered prior to departing the initial station.

Standby Service for Suburban Passenger Equipment—480-volt electrical standby service for suburban passenger equipment is located in "A" and "B" yard at 14th Street Coach Yard Chicago and at Hill Yard, Aurora. Light indications over each track on the electrical bridge indicate the following:

Green—Charging lines not plugged in.

Flashing Amber—Charging line plugged in but circuit breaker tripped.

Red—Charging line plugged in.

When either the red or flashing amber light is on, the equipment on that track must not be moved. Engines or cars may be coupled onto equipment which have a red or flashing amber light and it is the responsibility of the switchman or pilot to provide protection against movement of such standing equipment. It is the electrician's ultimate responsibility to remove the standby if further movement is to be made.

GCOR Modifications for Suburban Trains on the Chicago Subdivision

Rule 1.10, Games, Reading, or Electronic Devices—Add the following:

The use of cellular phones, including those provided by Metra, is prohibited in the locomotive or cab car when the train is moving. A phone may not be used when the train is stopped unless the requirements of GCOR 1.10 are complied with.

Conductors on suburban trains are expected to have the assigned Metra phone on their person while on duty. This phone must be on in the event of an emergency. These phones must be secured in the designated location in the Hill Yard prior to leaving the property unless authorized by a Suburban Transportation Officer.

Rule 1.47, Duties of Crew Members—Add the following under Section A, Conductor Responsibilities: Suburban Train Delay Reporting: Conductors on suburban trains must complete a Suburban Train Performance Report for their assignment. Assignment specific reports are available at the Hill Yard Crew Room. Any extra trains must be shown in addition to regular trains operated on an assignment. ADA lifts must be shown, with stations handled to and from listed in the remarks section. Reports are to be faxed upon completion of the tour of duty without exception. A programmed delay button, entitled

DELAYS, is in place on the fax machine at the Hill Yard Crew Room. The original should then be turned into the delay report box at the Hill Yard.

In addition, Conductors who have any revenue train in their assignment that is more than six (6) minutes late at the last passenger stop must also arrange to leave a voice message identifying the following at 8-692-6399:

- Train Number
- Minutes Late on Arrival at Last Passenger Stop
- Reason for Delay

This requirement is in addition to the completion and faxing of the Suburban Train Performance Report.

Delay reporting must be completed prior to departing the property after a tour of duty.

Add the following under Section C (2)—For commuter trains the ACS system fulfills the communication requirement of this rule. Crews must communicate the indication of all signals that require either:

- (1) the train to be prepared to stop before the next signal, or
- (2) the train be prepared to pass the next signal at restricted speed, where the maximum track speed is greater than 30 MPH and ACS is not in operation.

The Engineer and Conductor of Commuter trains must communicate orally all signals at the following locations:

- Eastward—Hill West, Hill East, Union Ave. A Plant, and Union Ave. B Plant.
- Westward—Union Ave. B Plant, Union Ave. A Plant, MP 36.1, Hill East, and Hill West.

In the event of Cab Signal failure (cut out cab signals) a crew member must occupy the control cab with the Engineer for the purpose of calling signals and completing the signal awareness form. A crew member must also occupy the control cab with the Engineer if the Alerter fails.

Rule 5.8.1, Ringing Engine Bell—Add the following: The engine bell must be sounded at all times when moving within the 14th Street Coach Yard, the Hill Yard, and the Chicago Union Station.

Rule 5.10, Markers—Add the following: All suburban locomotives and control cars are equipped with red markers, which must be displayed whenever the locomotive or car is in the trailing position. Intermediate cars or locomotives must not have marker lights displayed. If both marker lights fail, a dim headlight must be used as a marker.

Rule 5.11, Engine Identifying Number—Add the following: On General Track Bulletins (GTB) suburban trains may be identified by train symbol.

Rule 6.5, Handling Cars Ahead of Engine—Add the following: Suburban trains turning at intermediate points will make movements in accordance with this rule. The expectation is that a qualified employee will occupy the control cab to protect the movement to be made. This employee will turn on the headlights and bell prior to the movement taking place and will operate the whistle when necessary.

Rule 6.32.2, Automatic Crossing Warning Devices—Add the following:

- Westmont—Eastward suburban trains must place a car on the Cass Avenue crossing, MP 19.39, when stopping
- Downers Grove—Eastward suburban trains must place a car on the Washington Street crossing, MP 21.03, in accordance with Illinois Commerce Commission Instructions

- Belmont—Eastward suburban trains must place a car on the Belmont Road crossing, MP 22.61, when stopping
- LaGrange Road—Eastward suburban trains must place a car on the LaGrange Road crossing, MP 13.73, when stopping.

Rule 7.6, Securing Cars or Engines—Add the following:

At the 14th Street Coach Yard, any hand brakes used to secure equipment must be applied at the south end of the equipment.

Equipment left unattended on layovers at the Aurora Transportation Center and at the Chicago Union Station must be secured and the doors kept closed until ready to begin the loading of passengers. Loading of passengers must begin no later than 20 minutes prior to the scheduled departure.

Rule 9.9, Train Delayed Within a Block (B)—Suburban trains must not exceed 30 MPH when governed by this rule.

Rule 13.0, Rules Applicable Only in Automatic Cab Signal Systems (ACS) Territory—Automatic Cab Signal territory is in effect between Union Avenue and Aurora for suburban trains only.

Rule 13.3.3, Movement with an Inoperative Cab Signal Device—Add the following: A crew member must occupy the control cab of a suburban train with the engineer for the purpose of calling signals whenever the cab signals or the alerter fail.

Rule 15.1, Track Bulletins—Add the following: GTBs received at Aurora for extra suburban trains must be verified with the train dispatcher prior to making a subsequent trip unless otherwise directed by the train dispatcher.

Air Brake and Train Handling (ABTH) Rule Modifications for Suburban Trains

Rule 101.3, Defects Other Than Non-Complying

Conditions—Report these defects on suburban equipment to the 14th Street Yardmaster or the Hill Yard mechanical foremen. A report to the Fort Worth NOC Mechanical Desk is not necessary.

Rule 101.7, Standard Air Pressures—For Metra trains only, the 3rd bullet, Brake pipe pressure, b. is changed to read: Trains consisting entirely of business cars or passenger equipment: 90 psi.

Rule 101.19, Changing Ends—Engineers on suburban trains arriving at intermediate points, including Chicago Union Station, must immediately change ends and make a Class II Air Test and a power check.

Rule 102.8, Reporting Flat Spots—Engineers on suburban trains must report flat spots on locomotives and equipment to the train dispatcher. The 14th Street yardmaster, the trainmaster and the Mechanical Department must also be notified.

TY&E Safety Supplement Modifications for Suburban Trains:

Rule S-13.1.1, Going between Cars and Locomotives or

Locomotives coupled to Locomotives—At 14th Street Coach Yard only, If the radio fails between the crew member and the locomotive engineer, the engineer must give the required hand signal in lieu of sounding the locomotive whistle, after fully applying the independent brake and centering the reverser, before allowing the crew member to go between or work on the end of rail equipment. The required hand signal for the engineer acknowledging crew member that the train is set and centered in this situation, would be the index finger straight-up away from the equipment, and thumb at a 90 degree angle pointing to the equipment.

Setting the Control Car Parking Brake to the fully applied position can be used to comply with the independent brake provisions of this rule when required to secure the equipment to protect an employee going between or working on the end of a suburban train.

SSI - Switch Control/Monitoring Systems—

ICS—in effect:

- Cicero 'A'
- LaVergne
- Berwyn
- Congress Park
- Lisle

(*) Denotes all switches within the Control Point are ICS.

Mechanical Setout Locations—When setting out bad order equipment on sidings and back tracks, be sure to spot the equipment on the jacking pads if at all possible.

Excessive Exhaust Emissions—From MP 9 to MP 11.7, locomotives on westward trains will be operated in the proper throttle positions to prevent excessive exhaust emissions. Unless necessary, do not exceed throttle position 4 and pause at least 30 seconds between throttle increases within these limits.

CN Trains with Special Handling Code CTC R-32791—The Special Handling Code of CTC R-32791 restricting special dangerous cars to 35 MPH does not apply to traffic handled in the United States. CN train consists with this Special Handling Code are not speed restricted. Normal track speed is authorized.

Grade Crossing Protection—Under Rule 6.32.2 warning devices must have been operational for at least 20 seconds before occupying crossings. The following instructions apply: At Downers Grove, eastward freight trains required to stop by signal indication on Main 1, 2, or 3 must stop short of the signal restart sign located at MP 23.2.

Power-Operated Switches Not Equipped For Hand Operation—Before granting authority to proceed over a power operated switch, the control operator must know the switch is lined and locked for the route to be taken. The control operator will instruct a member of the crew to proceed at restricted speed.

If the control operator cannot determine that power operated switches are lined and locked for the route to be used, the control operator will instruct a member of the crew to proceed at restricted speed, stop short of the switches in the route to be used, and examine the switches from the ground. If properly lined, a crew member will observe the switches until the leading wheels of the movement are on the switch points, then proceed at restricted speed to the next signal. If the switches are not properly lined, this must be reported to the control operator. It will be necessary for the signal maintainer to line these switches.

Plug Doors—Freight trains handling cars with plug doors will not operate on Main 3 or Main 4 from MP 4 to MP 6 (Western Ave. to Cicero) Monday through Friday, 0600 to 0830 and from 1600 to 1830 during the suburban rush. If a train is within these limits during the times stated, the train will be held until the suburban rush is over. During non-rush hours, suburban trains will operate on Main 1 and Main 2 only between MP 4 and MP 6 except in case of emergency.

System Special Instructions, Item 11, Movements Consisting of Less Than 12 Axles—does not apply on the Chicago Subdivision.

Close Clearances—Do not ride the side of equipment at the following locations due to close clearance:

14th Street	Service Track NE 5 A Yard NE & SE 4 A Yard SE 3 A Yard SE 2 A Yard SE 1 A Yard 1 B Yard 12 A Yard		Building Building Building Building Building Shore Power Shore Power Bridge Railing
Union Ave.	EWD,WWD Airline	MP 0.36	
Roosevelt Rd	1	MP 0.86	Bridge Pier
Union Ave.	2	MP 1.28	Bridge Pier
	Coach Yd. Lead #3 SW to EWD, WWD Airline	MP 1.38-1.66 MP 1.69	Concrete Poles Hot Air Blower
Union Ave. B Plant	1, 2	MP 1.75	Hot Air Blower
Western Ave.	1 1, 2 1,2,3,4,Lead	MP 3.0 MP 3.72 MP 3.99	Mile Post Inner Track Fence Bridge
Chicago	3, 4 1,2,3,4 1,2,3,4 1,2,3,4 1,2,3,4 1,2,3,4 1,2,3,4 1,2,3,4 1,2,3,4 1,2,3,4 1,2,3,4 1,2,3,4 1,2,3,4 1,2,3,4 1,2,3,4 1,2,3,4 3, 4 1,2,3,4 1 4	MP 4.1 MP 4.35 MP 4.53 MP 4.74 MP 4.87 MP 5.0 MP 5.18 MP 5.35 MP 5.39 MP 5.46 MP 5.52 MP 5.59 MP 5.65 MP 5.92 MP 5.95 MP 6.18 MP 6.43 MP 6.73	AEI Readers Bridge Bridge Bridge Bridge Bridge Bridge Bridge Bridge Bridge Bridge Bridge Bridge AEI Reader Bridge Bridge Railing MJ & BRC Bridges
Cicero	1,2 3	MP 6.95-7.15 MP 7.0-7.05	Inner Track Fence Cicero Depot
Cicero A Plant	1 Lbr. Lead, EE Ceco	MP 7.36 MP 7.36	Hot Air Blower Hot Air Blower
Cicero	Fence Trk	Along Truck Entrance	Guard Railing
	Van Guard Dist. CoMat'l Track 3	685,687,688 681,682 MP 7.5-7.55	docks & buildings docks & buildings Signal House & Guide Wires
LaVergne	1,2 3	MP 8.5-8.55 MP 8.65	Inner Track Fence Hot Air Blower
	1,3	MP 9.0	CN/IC Bridge
Berwyn	1,2	MP 9.07-9.1	Inner Track Fence
Riverside	1,2	MP 9.32-10.13 MP 10.85-11.2	Inner Track Fence Inner Track Fence
Brookfield	1,3 1,2 1,2,3 1,2 1,2 1,3	MP 11.52 MP 11.65-11.85 MP 11.98 MP 12.1-12.4 MP 12.2 MP 12.19	1st Ave.Bridge Railing Inner Track Fence AEI Readers Inner Track Fence Inner Track Fence Inner Track Fence Salt Creek Bridge Railing
Congress Park	1,2,3 1,3	MP 13.44 MP 13.55	IHB Bridge Ogden Ave. Bridge
LaGrange	Transload Spec.	1401,1402,1403	docks & buildings
Western Springs	1,2	MP 14.26-14.77	Inner Track Fence
Highlands	1,2 1,3	MP 15.29-15.47 MP 16.3-16.4 MP 16.45	Inner Track Fence Inner Track Fence Oak St. Bridge
Hinsdale	1,2	MP 16.83-17.0	Inner Track Fence
Clarendon Hills	1,2	MP 17.75-18.32	Inner Track Fence
Westmont	1,2	MP 19.38-19.57	Inner Track Fence
Fairview Ave.	1,2	MP 20.2-20.4	Inner Track Fence
Downers Grove	1,2 Pepperidge Farm2001	MP 21.05-21.3	Inner Track Fence unloading equip. & building SS
Belmont	Hines Lbr. 2,3	2203 MP 22.6-22.8	fence gate Inner Track Fence
Lisle	2,3	MP 24.3-24.5	Inner Track Fence

Naperville	1,2	MP 28.3-28.6	Inner Track Fence
	Midwest Whse	3007	building SS
	Weyerhaeuser	3101	gate,dock,building
	Kraft Foods	3083.3084	fence, unloading
			equip, building
	Phoenix Closure	3006	unloading equip,silos
	84 Lumber	3008	gate, dock, building
Ogden Ave.	1	MP 30.5-30.6	Bridge Railing
Route 59	1,2	MP 31.5-32.15	Inner Track Fence
Eola	3	MP 32.9-33.0	Bridge Head Wall
	Partners Dim Srv	3430	buildings
		3431	buildings & dock
Aurora Trans. Center			South Platform,
			Pedestrian Fence
Aurora	Weyerhaeuser	3201	dock & building
North Aurora	Castrol	82021	building & unloading
			equip & dock
Batavia	Proex	8707	fence W of Proex sw
			unload eqp, building
	Ball Corp.	8501,8502	silos, dock
	Portola Pkg	8701	unloading eqp, silos
	Millard Refrig	8702	building
	Candle Corp.	8705,8706	building, unload. eqp.
	PPG	8703	building, pit, fence
	Suncast	8704	unload eqp,silos,
			building
West Chicago	General Mills	9033,9034	building

Close Track Centers—Do not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:

Aurora	Hill Yard	1 thru 17
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Overhead Clearances—The maximum height of any on-rail equipment or shipments to be handled from 16th and Canal Street Overpass, Chicago to Montgomery must not exceed the following measurements from the top of rail at the locations and on the tracks designated:

16th and Canal Bridge MP 1.38

*Main 1	16 feet 6 inches
*Main 2	16 feet 3 inches
*South leg of south wye (B-1)	19 feet 10 inches
*North leg of south wye (B-2)	17 feet 6 inches
*North leg of wye (B-3)	17 feet 7 inches

CTA Overpass MP 2.95

Main 1	20 feet 5 inches
*Main 2	20 feet 1 inches
Main 3	20 feet 9 inches
Main 4	20 feet 11 inches
*Western Ave. Yard Tracks	17 feet 8 inches

CTA Overpass MP 4.6

Main 1	20 feet 8 inches
Main 2	20 feet 6 inches
Main 3	20 feet 6 inches
Main 4	20 feet 4 inches

BRC Overpass MP 6.7

* †† Main 1 including crossover	18 feet 10 inches
* †† Main 2	18 feet 8 inches
* †† Main 3 including crossover	19 feet 2 inches
Main 4	22 feet 6 inches
Main 5	22 feet 10 inches

MJ Overpass MP 6.73

*Main 1	19 feet 4 inches
*Main 2	19 feet 3 inches
*Main 3	19 feet 7 inches
Main 4	22 feet 11 inches
Main 5	22 feet 10 inches
26th Curve to Belt	21 feet 1 inch

Laramie Avenue Overpass MP 7.49

Main 1	21 feet 0 inches
Main 2	21 feet 6 inches
Main 3	22 feet 4 inches
601, 602	21 feet 4 inches
603, 604, 605, 606	20 feet 7 inches

CN/IC Overpass MP 8.99

Main 1	20 feet 3 inches
Main 2	20 feet 3 inches
Main 3	20 feet 3 inches
Yard Lead	20 feet 3 inches

Highlands Overpass MP 16.44

Main 1	20 feet 6 inches
Main 2	20 feet 5 inches
Main 3	20 feet 5 inches

CN Overpass MP 32.96

Main 1	20 feet 10 inches
Main 2	21 feet 0 inches
Main 3	20 feet 8 inches

Ohio Street Overpass MP 36.09

Main 1	20 feet 10 inches
Main 2	20 feet 7 inches

Wood Street Overpass MP 36.31

Main 1	20 feet 9 inches
Main 2	20 feet 9 inches

*—Autoracks, loaded doublestack equipment, and other height-restricted cars will not clear bridges at these locations.

††—Intermodal equipment loaded with vans or containers will not clear bridges at these locations.

Test Miles

WWD—MP 15.0 to MP 16.0.
WWD—MP 31.0 to MP 32.0.
EWD—MP 32.0 to MP 31.0.

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Chicago Subdivision.

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

MP 6.5 to MP 7.0	Tracks 4 & 5
MP 11.0 to MP 11.3	All Tracks
MP 12.1	All Tracks
MP 26.4 to MP 26.8	Main 1
MP 27.8 to MP 28.1	Main 1
MP 35.4 to MP 35.7	North Lead & Main 1

8. Line Segments

Chicago Terminal Line Segments

Line Segment	Limits
800	Cicero
801	14th Street Coach
802	Western Ave
803	Congress Park
804	Clyde Diesel Shop
825	Lumber District

Yard Line Segments

Line Segment	Limits
806	Eola
807	Aurora—Includes Montgomery Industrial Park
808	Hill Yard

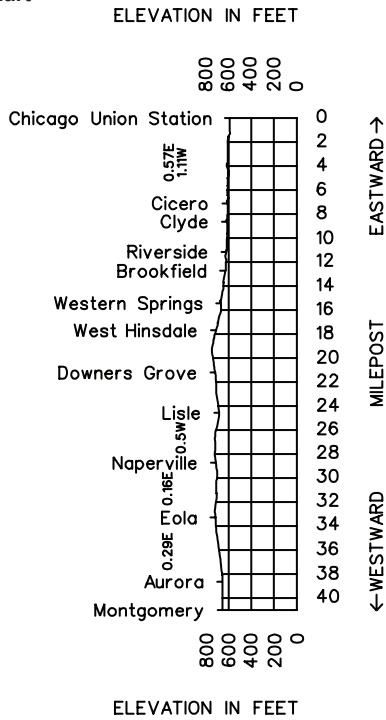
Road Line Segments

Line Segment	Limits	Mileposts
64	Aurora to Nifa	0.0 to 3.5
65	Aurora to W. Chicago	0.0 to 12.2
71	CUS to Montgomery	0.0 to 38.4

9. Other Location Information

Name	Miles - Location	Capacity Cars	Switch Opens
71012 West Chicago	13.3 from Aurora	Yard	Both

10. Grade Chart



WESTWARD ↓	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.	EASTWARD ↑
			4.6	CP 46					1.2	
			5.8	CALIFORNIA	X				0.1	
		66000	5.9	CORWITH	BCMPTX				1.4	
			6.1	PULASKI	X(2)				1.2	
		65970	7.3	NERSKA (BRC RRX)	XM				5.6	
			12.9	BOCT RRX	M				0.5	
			13.4	CP 134					1.0	
(M2)6,395			14.4	HARBOR					0.7	
			15.1	CP 151	X(2)				0.4	
			15.5	CP 155					1.5	
		65570	17.0	WILLOW SPRINGS	BCP				0.3	
			17.3	CP 173					0.3	
			17.6	CP 176	X(2)				1.1	
			18.7	CP 187					10.6	
		65530	29.3	ROMEO	X(2)				6.9	
		65500	36.2	JOLIET YARD	BPT				1.3	
			37.5	JOLIET US (METRA RRX)	CM			MT1-8.5 MT2-4.0		
		65485	41.5	PLAINES (Main 2)					4.5	
5,524			46.0	CP 460	X(2)				1.2	
			47.2	CP 472					1.0	
2,232			48.2	CP 482	X(2)			MT 1-9.0 MT2-1.4		
7,765			49.6	CP 496 (Main 2)					7.6	
		65450	57.2	PEQUOT	X(2)				13.6	
		65430	70.8	VERONA	X(2)				13.6	
		65415	84.4	KERNAN	X(2)		2MT CTC		5.4	7000
			89.8	NS RRX	M				0.3	
			91.5	CP 915	JX				4.3	
		65280	95.8	ANCONA	X(2)				14.1	
		65250	109.9	TOLUCA	X(2)				9.7	
			119.6	WILBERN	X(2)				9.5	
			129.1	EAST CHILlicothe	X				0.9	
		65200	130.0	CHILlicothe	P				1.9	
			131.9	WEST CHILlicothe	X				6.2	
		65190	138.1	EDELSTEIN	X(2)				1.4	
			139.5	CP 1395	JX				10.0	
			149.5	MONICA	X(2)				8.9	
		65150	158.4	WILLIAMSFIELD	X(2)				15.3	
		65130	173.7	YOST	X(2)				4.8	
		65100	178.5	GALESBURG	T				1.5	
			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)				8.8	
			200.7	SMITHSHIRE	X(2)				8.2	
		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	
(M1)10,203	63500	234.3	FT. MADISON	BPT					229.7	

Radio Call-In		
Radio Channel 85 in service CP 46 to MP 12.9 (BOCT I/C)		
Corwith - 12(X)		
Radio Channel 59 in service at Hodgkins Yard		
Willow Springs 59 - 13(X)		
Radio Channel 48 in service at Willow Springs		
Willow Springs 48 - 13(X)		
Radio Channel 36 in service MP 12.9 (BOCT I/C) to Williamsfield		
Corwith - 12(X)	Willow Springs - 13(X)	Romeo - E. DS - 14(X) W. DS - 31(X)
Logistics Park - 15(X)	Pequot - 20(X)	Kernan - 21(X)
Toluca - 23(X)	Chillicothe - 24(X)	Monica - 25(X)
Galesburg - 30(X)		
Radio Channel 51 in service at Galesburg Yard		
Radio Channel 18 in service Williamsfield to Ft. Madison		
Williamsfield - 25(X)	Galesburg - 30(X)	Smithshire - 31(X)
Lomax - 32(X)	Ft. Madison - 33(X)	
Radio Channel 33 in service at Ft. Madison		
Emergency - Call 911		
DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5		

Dispatcher Information

Chief Dispatcher—(817) 234-1718, Fax (817) 234-2433
 CP 46 to Romeo—(817) 867-7001, Fax (817) 234-7029
 Romeo to Williamsfield—(817) 867-7025, Fax (817) 234-7056
 Williamsfield to Ft. Madison—(817) 867-7126, Fax (817) 234-1217

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 4.6 to MP 6.2		25 MPH.
MP 6.2 to MP 10.3		30 MPH.
MP 10.3 to MP 37.3, including trains		
100 TOB and over		55 MPH.
MP 37.3 to MP 185.0, including trains		
100 TOB and over	70 MPH	55 MPH.
MP 185.0 to MP 234.3, including trains		
100 TOB and over	79 MPH	55 MPH.
Unless otherwise restricted, between MP 37.3 and MP 234.3, the maximum speed for freight trains is 70 MPH provided:		
1. Train does not contain empty car(s). Refer to SSI 1(C) for determining speed for multi-platform, intermodal equipment.		
2. Train does not exceed 8,500 feet. Exception: Trains operating with distributed power equipment with remote DP automatic brake valve cut in may operate at 70 MPH up to 10,000 feet in length.		
3. Train does not average more than 80 TOB. Exception: Trains consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination or both may operate at 70 MPH with tons per operative brake as great as 90, and; Trains consisting entirely of double-stack equipment may operate at 70 MPH with tons per operative brake as great as 105.		
4. Engineer can control speed to 70 MPH without use of air brakes. (If unable to control speed to 70 MPH on long descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade.)		

Trains operating with solid double stack equipment only, may use a maximum of 32 axles of dynamic braking per engine consist.

1(B). Speed—Permanent Restrictions

MP 12.9	30 MPH.
MP 23.9 to MP 25.9	40 MPH.
MP 36.1 to MP 36.6 (Main 2)	30 MPH.
MP 36.3 to MP 36.6 (Main 1)	40 MPH.
MP 36.6 to MP 37.5	25 MPH. 25 MPH.
MP 37.8 to MP 37.9	50 MPH. 45 MPH.
MP 38.3 to MP 38.9	55 MPH. 50 MPH.
MP 40.6 to MP 41.1 (Main 2)	50 MPH. 50 MPH.
MP 41.9 to MP 44.7 (Main 2)	70 MPH. 55 MPH.

	Passenger	Freight
MP 57.0 to MP 57.3 (Main 1).....		55 MPH.
MP 57.4 to MP 58.2 (Main 1).....		65 MPH.
MP 58.0 to MP 58.7 (Main 2).....		50 MPH.
MP 58.4 to MP 58.7 (Main 1).....		50 MPH.
MP 88.2 to MP 89.5.....		50 MPH.
MP 89.5 to MP 90.3.....		35 MPH.
MP 131.6 to MP 132.6.....		60 MPH.
MP 132.6 to MP 136.8.....		50 MPH.
MP 161.6 to MP 170.3.....		65 MPH.
MP 176.7 to MP 178.1.....		30 MPH.
MP 230.7 to MP 231.2.....	45 MPH.	40 MPH.
MP 231.2 to MP 231.8.....	30 MPH.	20 MPH.
Trains consisting entirely of intermodal equipment not exceeding 80 TOB.....		30 MPH.
MP 231.8 to MP 234.3.....	35 MPH.	30 MPH.

1(C). Speed—Switches and Turnouts

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

California.....		10 MPH.
Corwith.....		10 MPH.
Pulaski.....		30 MPH.
Nerska, crossover.....		15 MPH.
CP 134.....		25 MPH.
Harbor, crossover.....		40 MPH.
Harbor, turnout to GM yard.....		30 MPH.
Harbor, crossover Main 1 to East Running Track turnout to Harbor Lead and Harbor Running Track.....		10 MPH. 25 MPH.
CP 151, crossovers & turnout.....		40 MPH.
CP 155, turnout.....		40 MPH.
CP 173, crossover.....		40 MPH.
turnout west lead.....		30 MPH.
CP 176, crossover & turnout.....		40 MPH.
CP 187, turnout.....		40 MPH.
Romeo, crossovers.....		40 MPH.
MP 37.2 to MP 37.9, crossovers.....	10 MPH.	10 MPH.
Plaines, turnout to CN/IC.....	10 MPH.	10 MPH.
connection to CN/IC.....	30 MPH.	30 MPH.
EE crossover.....	30 MPH.	30 MPH.
MP 46.0, turnouts and crossover		
Less than 100 TOB.....	50 MPH.	50 MPH.
100 TOB and over.....	40 MPH.	40 MPH.
MP 47.2, turnout to Leg "A" (East Leg of Wye).....		20 MPH.
CP 482, crossovers		
Less than 100 TOB.....	50 MPH.	50 MPH.
100 TOB and over.....	40 MPH.	40 MPH.
CP 482, turnout to Leg "B" and "C" (Middle and West Leg of Wye).....		20 MPH.
MP 49.6, turnout from Main 2		
Less than 100 TOB.....	50 MPH.	50 MPH.
100 TOB and over.....	40 MPH.	40 MPH.
Pequot, UP Connection (Main 2).....	20 MPH.	20 MPH.
crossovers.....	40 MPH.	40 MPH.
Verona, crossovers.....		40 MPH.
Kernan, crossovers.....		40 MPH.
Streator, crossover.....		30 MPH.
CP 915 Connection, crossover.....		40 MPH.
Ancona, crossover.....		40 MPH.
Toluca, crossover.....		40 MPH.
Wilbern, crossovers.....		50 MPH.
East Chillicothe, crossover.....		40 MPH.
turnout yard lead.....		30 MPH.
West Chillicothe, turnout yard lead crossover.....		30 MPH. 40 MPH.
Edelstein, crossovers.....		40 MPH.
CP 1395.....		50 MPH.
Monica, crossovers.....		50 MPH.
Williamsfield, crossovers.....		40 MPH.
EE track 5802.....		20 MPH.
WE track 5802.....		15 MPH.
Yost, crossovers.....		40 MPH.
G.I., WE auxiliary track.....		20 MPH.
crossovers.....		40 MPH.
tail track.....		15 MPH.
CP 1844, through turnout.....	40 MPH.	40 MPH.
CP 1844, crossover.....	40 MPH.	40 MPH.
CP 1850, through turnout.....	40 MPH.	40 MPH.
CP 1850, crossover.....	40 MPH.	40 MPH.

	Passenger	Freight
Ormonde, crossovers.....	40 MPH.	40 MPH.
Smithshire, crossovers.....	50 MPH.	50 MPH.
Stronghurst, crossovers.....	40 MPH.	40 MPH.
Lomax, crossovers.....	40 MPH.	40 MPH.
turnout TP&W.....	20 MPH.	20 MPH.
Niota, crossovers.....	40 MPH.	40 MPH.
East Ft. Madison, crossovers.....	25 MPH.	25 MPH.
EE siding.....	30 MPH.	30 MPH.
turnout yard lead.....	25 MPH.	25 MPH.

1(D). Speed—Other

Corwith, Strip Tracks 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911; TOFC Lead; and Hump Tail Track.....	5 MPH.
GMO Wye.....	10 MPH.
MP 13.1 to MP 14.3, IHB Runner track between Harbor and McCook.....	25 MPH.
Harbor, on the East Lead GM Yard.....	10 MPH.
Willow Springs, on all yard tracks and auxiliary tracks.....	10 MPH.
MP 14.4 to CP 151, Harbor on East running Track.....	10 MPH.
CP 173 to CP 187 on West Running Track.....	30 MPH.
EXCEPTIONS: Westward trains departing tracks at the west end of Willow Springs must insure that yard switches are lined for their departure and must not exceed 5 MPH until the lead locomotive has passed the WBCS at CP 173. Westward trains having a lead locomotive unit and consisting entirely of intermodal equipment which are departing from tracks 1700, 1701, 1702, 1703, 1704 and 1698 may, after the lead locomotive has passed the signal at CP 173, operate at the speed authorized by the signal indication, but not exceeding 30 MPH. Eastward trains entering these same tracks at CP 173 must operate at a maximum of 10 MPH.	

East Logistics Park, CP 482, West Logistics Park, sidings.....	50 MPH.
Logistics Park Chicago	
CP 472 to Arsenal CP on Leg "A" (East Leg of Wye).....	20 MPH.
CP 482 to Arsenal CP on Leg "B" and "C" (Middle and West Leg of Wye).....	20 MPH.
Arsenal CP over all switches.....	20 MPH.
Arsenal CP to Baseline Rd. overpass, Loop 1.....	20 MPH.
Lemont, on track 2591.....	5 MPH.
Fort Madison, siding.....	30 MPH.

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

Critical Areas:

MP 132.3 to MP 138.0
MP 230.1 to MP 234.0

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
100 to 109 degrees	Maximum 45 MPH.	Maximum 40 MPH.	Maximum 70 MPH.
110 degrees and over	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.		

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

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

Corwith to Ft. Madison..... 143 tons, Restriction B

Six-axle locomotives are not allowed on the following tracks unless otherwise provided:

McCook.....	All Industry tracks
Hodgkins.....	All Industry tracks
Argonne.....	All tracks
Lemont.....	All industry tracks

Noramco.....Auxiliary track, north side track No.
2524
Univen Spur.....MP 27, track no. 2537
Lockport.....All industry and siding tracks

3. Type of Operation

CTC—in effect:

MP 4.6 to MP 234.3

MP 13.1 to MP 14.3, IHB Runner Track

MP 14.3 to MP 15.1, East running track

MP 17.3 to MP 18.7, West running track

Logistics Park Chicago:

Leg “A” (East Leg of Wye) from CP 472 to Arsenal CP

Leg “B” (Middle Leg of Wye) from CP 482 to Arsenal CP

Leg “C” (West Leg of Wye) from CP 482 to Arsenal CP

Multiple Main Tracks—in effect:

2 MT:

MP 4.6 to MP 234.3

4. General Code of Operating Rules Items

Rule 5.8.2—An Automated Horn System (AHS) has been installed at Madison St., MP 20.49. The AHS is activated by an approaching train which sounds a warning in conjunction with the automatic crossing devices. When the crossing signals are activated the AHS will automatically sound the horn at the crossing.

To confirm the AHS is functioning, an indicator flashes at the crossing. After the indicator is observed to be flashing, whistle signal Rule 5.8.2 (7) is no longer required.

The train horn must be sounded if the wayside horn indicator is not visible approaching the crossing or if the wayside horn indicator, or an equivalent system, indicates that the system is not operating as intended.

A locomotive engineer may sound the train horn to provide warning to animals, vehicle operators, pedestrians, trespassers or crews on other trains in an emergency situation if the locomotive engineer believes such action is appropriate in order to prevent imminent injury, death or property damage.

- Train crews are not restricted from sounding the horn when:
- There is an emergency situation.
- The wayside horn is malfunctioning.
- The active grade crossing warning devices malfunction.
- The grade crossing warning systems are out of service.
- Supplemental or alternative safety measures are not compliant.
- Required for purposes other than highway-rail crossing safety, for example, to announce the approach of a train to roadway workers.

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

Rule 6.28—in effect:

Logistics Park Chicago yard tracks

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

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

MWOR Rule 8.12, Hand Operated Crossover Switches—The following paragraph is added only on the Chillicothe Subdivision: At signaled locations identified in the timetable/general orders as having individually controlled crossover switches (ICS), MW employees may ask the control operator for permission to operate one end of the crossover for maintenance or testing purposes only. Trains, engines, and on-track equipment must

not be used or allowed within the defined working limits of the individual switch involved during such operations. The individually controlled crossover switch must be left lined and secured in the normal position prior to reporting clear of the working limits.

MWOR Rule 8.14, Conflicting Movements Approaching Switch—The 2nd paragraph is changed to read as follows only on the Chillicothe Subdivision: Crossover Switches, other than individually controlled crossover switches with control operator’s permission, must not be unlocked or lined for crossover movement when another movement is approaching or passing over either switch.

CORA—The Chicago Operating Rules Association Operating Guide is in effect on all 11 railroads operating within the Chicago Terminal District. This district is defined as the trackage inside the circumference of the Elgin, Joliet and Eastern Railroad (EJE).

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

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

Plaines to MP 46—The CN will use BNSF Main 2 between Plains and MP 46 and be governed by Special Instructions.

Form D Control System (DCS)—A block system, signaled or non-signaled, 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. A clear block must be indicated verbally or by a hand signal to proceed with a green flag or a green light or by a fixed manual block signal or on movement Permit Form D, line 13. When a 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 the 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 the authority previously obtained is annulled. Flag protection to the rear is not required.

DCS at CP 915 on the NS—DCS is in effect at CP 915 on the NS main track. Flag protection is not required. Use of the NS running track (track extending from the BNSF connection track to the Miss/Begin Block Limit Station located 310 ft. west of the clearance point of the east siding switch Streater) may be authorized verbally by the NS dispatcher. Use of the main track must be authorized by block authority, and such authority must be written on an NS Movement Permit Form D, then repeated correctly. When radio communication is not available, use the block telephone located in the trailer. Crews must notify the BNSF Dispatcher when clear of the NS main or running track. Maximum speed 10 MPH.

Lomax—Ft. Madison—Keokuk Jct. will use BNSF tracks and be governed by BNSF Timetable and Special Instructions.

Manual Interlockings Not Using Track and Time (Rule 10.3) to Protect MW Employees—MW employees may occupy the manual interlocking on verbal authority from the Mississippi RB Operator. The Mississippi RB Operator must provide protection for movement until the protected employees have reported clear of the limits.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridge, tunnel or other structures
 - MP 125.3—WWD—Recall Code 8
 - MP 132.4—EWD—Recall Code 7
 - MP 159.7 Shifted Load—WWD—Recall Code 7 (Broadcasts on channels 18 and 36)
 - MP 168.1—EWD—Recall Code 8
- B. Other TWD Locations
 - MP 1.0 (Arsenal CP)—DED/Exception Reporting
 - MP 22.9—Recall Code 8—Exception Reporting
 - MP 43.6—DED/Exception Reporting
 - MP 47.1, Siding—Exception Reporting
 - MP 47.3—Recall Code 8—Exception Reporting
 - MP 50.7—DED/Exception Reporting
 - MP 68.3—Recall Code 7—Exception Reporting
 - MP 85.9—Recall Code 8—Exception Reporting
 - MP 100.2—Recall Code 7—Exception Reporting
 - MP 125.3—EWD—Recall Code 8
 - MP 132.4—WWD—Recall Code 7
 - MP 146.7—Recall Code 8—Exception Reporting
 - MP 159.7 Shifted Load—EWD—Recall Code 7 (Broadcasts on channels 18 and 36)
 - MP 168.1—WWD—Recall Code 8
 - MP 188.3—Recall Code 8—Exception Reporting
 - MP 211.8—Recall Code 8—Exception Reporting
 - MP 226.9—Recall Code 8—Exception Reporting

6. FRA Exempted Track

Location	Track No.	Track Name
Chicago	801	I.N. Siding
	900	CIRY Main
McCook	1319	Lead
	1320	UOP
	1321	UOP
	1322	UOP
	1324	US Ink
	1325	Midwest Scrap
	1326	Midwest Scrap
	1327	
	1328	
	1329	
	1330	
	1331	
	1332	
	1333	
	1334	
	1335	
1336		
Hodgkins Yard	1515	Arnold Logistics
	1517	Fresh Logistics
	1518	ARRO
	1519	Seal Air
	1566	Bakery Lead
	1567	Interstate Brands
	1568	Interstate Brands
	1571	Carlson Lead
	1573	Carson Plywood
	1574	Partners Warehouse
	1575	Partners Warehouse
	1582	Silbrico

Hodgkins Yard	1586	Silbrico	
	1593	Reconserve	
	1594	Industrial Steel	
	Argonne Spur	2305	Argonne Lead
		2306	Runaround Lead
		2319	Central American #2
		2320	Perlman Roque
		2322	Russell Stanley
		2323	Graham Packaging Co.
		2324	Midwest Warehouse
		2325	Midwest Warehouse
		2340	Dywidag
		2345	Polly-One
	2346	Polly-One	
2347	Johnson Brothers		
2350	Argonne West Lead		
2351	Diagio runaround track		
2352	Diagio Warehouse		
2354	Champion Packaging		
2355	Central American Warehouse		
Lockport	3303	House Track	
	3304	Track No. 3	
	3305	Sonoco Plastic Drum	

7. Special Conditions

Chicago Terminal Instructions—Refer to the Chicago Division General Notice, "Chicago Terminal Instructions", for operating instructions within the metropolitan Chicago area.

Corwith Diesel Shop—Stop signs located at the Corwith Diesel Shop indicate the limits of the power derails at both the north and south entrances to the diesel shop facility. All movements must stop short of the stop signs before calling the diesel shop foreman who has direct control of the derails. Communication with the foreman will be on channel 45. TY&E personnel must identify themselves and their train I.D., or unit number, to the diesel shop foreman. They will be given permission to pass the stop sign and derail, and will be told on what specific track to leave their engines.

All movements over the power derails at either entrance to the facility must be protected from the ground position until the leading wheels have passed over the derail. A crew member must determine, from a ground position that the derail is in the off position before proceeding. The derail will be protected by a blue flag and/or blue strobe light when in the derailing position.

Persons receiving permission to enter or leave the diesel shop area must repeat the instructions to the foreman immediately and report when they are clear of the derail so protection can be restored. This is an insulated track derail which will not operate if engines are beyond the stop signs. Do not couple into other equipment within the diesel shop area for any reason unless instructed by diesel shop foreman.

Corwith, Protecting Shoves—Responsibilities and Procedures for Protecting Shove Movements between MP 4.6 and MP 59.0 on the Chillicothe Subdivision:

- A crew member rides the cars into the track.
- A crew member walks ahead of the movement.
- When RCO zones are activated, protection is not required within the established zone.
- When conditions permit, swing wide to maintain visual contact with the end of the rail cars at all times.
- Request assistance from the herder if available.

- The employee protecting the shove movement must maintain visual contact at all times. It is permissible for one employee to hand off protection to another member of their crew, or to the herder after communicating the move to be made through a proper job briefing.
- Cameras are not allowed to protect shoves.

McCook—Track 1301 must remain clear to be used as a running track.

BRC-BOCT Procedures—When stopped by a signal, at Nerska or the BOCT, the train will be governed as follows to minimize train delays:

- A crew member must immediately contact the control operator, obtain the approximate time the train will be handled, and then inform the BNSF Chillicothe Subdivision Dispatcher.
- When any conflicting movements clear and the train does not have a line-up, immediately contact the control operator for a line-up.
- If no conflicting movements are evident, and you are unsuccessful in obtaining an immediate line-up, contact the Chillicothe Subdivision Dispatcher for assistance.
- Eastward trains should contact Corwith Tower upon arrival at Nerska.

To contact the appropriate control operator, use the following radio information:

	AAR Channel	Tone Call-In
BRC North Dispatcher	39-39	-
IHB Dispatcher	58-58	5
BNSF Dispatcher	36-36	2
MP 4.6 to BOCT	85-85	-

Every effort must be made to minimize train delays.

Logistics Park (LPC), Station Number 65495—Train crews must contact the LPC Herder on channel 59 before arriving at CP Arsenal to receive instructions about train movement within LPC.

It is required that all cars spotted on tracks 4101, 4102, 4103, 4111, 4112 and 4113 located on the Auto Ramp must have all hand brakes applied after cars have been spotted.

Tracks 4197 and 4198 are considered Service Tracks. Unattended Locomotives must have hand brakes applied at all times.

A Handbrake will be left applied from both ends of cars left unattended on tracks 4801-4804 and 4811-4814.

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

Remote Control Operations—Signs located at MP 9.0 (Chillicothe Subdivision) designate the Remote Control Area at Corwith yard (includes all BNSF trackage east of MP 9.0 (Canal Bank Rd).

Signs located at MP 12.9 and MP 19.0 (Chillicothe Subdivision) designate the Remote Control Area at Willow Springs.

Signs located at MP 29.3 and MP 37.2 (Chillicothe Subdivision) designate the Remote Control Area at Joliet.

Signs located at MP 46.0 and MP 49.6 (Chillicothe Subdivision) designate the Remote Control Area at Logistics Park (LPC).

Signs located at MP 232.0 and MP 239.5 (Marceline Subdivision) designate the Remote Control Area at Fort Madison.

Tons Being Handled	Number of cars with airbrakes charged
2000 and less	0
2000 - 4000	3
4000 - 7500	6
7500 and greater	10

Logistics Park Chicago Remote Control Zones—

4000 ZONE - begins at the 4000 RCZ Gate Stop Sign/Derail located at the distant signal on Loop 1 through and including all of Loop 1 (tracks 4010, 4011, and 4012) to the 4800/43XO switch on Loop 1. The zone length is 11,910 feet.

4100 ZONE - begins at the 4100 RCZ Gate Stop Sign/Derail located at the 4100/Loop 2 switch through and including the south auto lead (track 4121) and all of tracks 4111, 4101, 4112, 4102, 4113, and 4103 to the gate at the north end of the auto facility on each track.

4200 ZONE - begins at the 4200 RCZ Gate Stop Sign/Derail located at the Loop 1/Loop 2 switch on Loop 2 through and including all of Loop 2 (tracks 4021 and 4022) and 4200 Crossover, to the 4201 switch at the south end of yard. The zone length is 6,593 feet.

4300 ZONE - begins at the 4300 RCZ Gate Stop Sign/Derail located at CP Arsenal overhead signal mast on lead 1 through and including Lead 1 through the power crossover switch to Lead 2 to the 4200/4300 crossover switch. The zone length is 3,582 feet.

Activation/Deactivation Procedure—The Remote Control Operator will contact the RCO Herder and request that the RCZ be activated. The RCO Herder or the Remote Control Operator will close and lock the RCZ Gate across the rail and line and lock the derail in the derailing position. After the gate and derail are lined, the RCO Herder will notify the Remote Control Operator that the RCZ is activated. The RCZ will remain activated until the Remote Control Operator has notified the RCO Herder that the RCZ may be deactivated. The RCO Herder must be notified that the gate has been secured in the open position and the derail has been lined in the non-derailing position. Before an RCZ can be fouled or occupied the RCO Herder must be contacted to determine if the RCZ has been activated.

SSI - Switch Control/Monitoring Systems—ICS—in effect:

- California—MP 5.8
- Corwith—MP 5.9
- Pulaski—MP 6.1
- CP 134—MP 13.4
- CP 482—MP 48.2
- Kernan—MP 84.4
- CP 915—MP 91.5
- Wilbern—MP 119.6
- Monica—MP 149.5
- Smithshire—MP 200.7

(*) Denotes all switches within the Control Point are ICS.

Mechanical Setout Locations—When setting out bad order equipment on sidings and back tracks, be sure to spot the equipment on the jacking pads if at all possible.

Riding Equipment on Paved Surfaces—The following instructions are in effect at Intermodal Facilities on the Chillicothe Subdivision to provide a safer work place. Riding equipment on any paved surface is prohibited on the following tracks:

Corwith Tracks

101/901	107/907	121
102/902	108/908	122
103/903	109/908	
104/904	109/909	
105/905	110/910	
106/906	111/911	

Willow Springs

1700/1710
1701/1711
1702/1712
1703/1713
1704/1714

Automotive Facility Logistics Park Chicago

4101/4111
4102/4112
4103/4113

Intermodal Facility Logistics Park Chicago

4801/4811
4802/4812
4803/4813
4804/4814

Exception: A crew member may ride the Upper Deck of locomotives. Crews may contact the ATM, Trainmaster, or Yardmaster to obtain a vehicle so they can protect their movement in the intermodal facility.

Isolate Excess Horsepower—Westward trains and light engine consists operating between Corwith and Willow Springs are exempt from the requirements to shut down excess horsepower. The requirements to isolate excess horsepower remain in effect.

Eastward trains and light engine consists operating between Willow Springs and Corwith will isolate excess locomotives when instructed by the train dispatcher. When so instructed, excess locomotives must only be isolated.

Crossing Protection—A member of the crew must protect movements over crossings at the following locations:

1. Lockport—Trains or engines using the House Track no. 3303 must stop before crossing Ninth Street and be protected by a member of the crew on the ground over Ninth Street crossing.
2. Argonne Lead—Movements over Orchard Road and Mormon Drive must be protected by a member of the crew on ground ahead.
3. At MP 51.1 on the Industrial Lead, Blodgett Road, the crossing must be protected by a member of the crew on the ground.
4. At MP 52.76, Lorenzo Road, movement on the siding over the road crossing must be protected by a crew member because the crossing gates cannot be relied upon to stay down.
5. When the Joliet yard engine is switching on the east end of Joliet Yard, the two inside crossover switches on the switching lead will be locked with a normal switch lock. All trains performing work on the east end of the yard must, without fail, contact the yard engine on duty to gain permission to use the crossover switches. When there is no yard engine on duty, the inside crossover switches may be used.
6. At the West end Hodgkin's yard, movements over 75th street must be protected by a crew member on the ground ahead of the movement. The crew member must have highly reflective PPE on at all times.

Close Clearances—Do not ride the side of equipment at the following locations due to close clearance:

	MT1,2	MP 10.0	Canal Bridge 10.0
	MT2	MP 10.8	Bridge 10.8
McCook	MT1,1301	MP 12.5-12.6	Whistle Board
	MT1	MP 21.2	Bridge 21.18
	MT1,2	MP 24.7	Canal Bridge 24.7
	MT1,2	MP 24.9	Stevens St. Bridge 24.9
	MT1,2530	MP 27.8	Thomas Steel barbed wire fence
	MT1,2	MP 35.4	EJ&E Bridge
Joliet	MT2	MP 36.4	Derail EE Joliet Yard
	MT1,2	MP 36.4	Basin Bridge
	MT1,2	MP 36.8	Elevation Bridges: 36.8, 36.9, 37.0
	MT1	MP 37.3	Elevation Bridge37.27
	MT1	MP 37.5	Elevation Bridge37.54
	MT1,2	MP 38.0	Bridge 38.0
	MT1,2	MP 38.2	Bridge 38.2
	MT1,2	MP 38.6	Bridge 38.6
Hodgkins	1574,1575	(Partners Warehouse)	Concrete Ledge
	1594		Material
Streator	8916	MP 89.3	
	4443,4444	MP 90.9	
Illinois River	MT1,2	MP 128.2	Bridge
Princeville	4406	MP 144.32	
Spoon River	MT1,2	MP 163.0	Bridge
Mississippi River	MT1,2	MP 231.9	Bridge
Ft. Madison	301,302	MP 233.9	

Close Track Centers—Do not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:

Corwith	233 thru 243 SE
	506 thru 508 NE
Hodgkins	1515 thru 1519

Overhead Clearances—

MT1,2	MP 10.0	Canal Bridge 10.0
MT1,2	MP 24.7	Canal Bridge 24.7
MT1,2	MP 33.29	16th Street, Lockport
MT1,2	MP 35.4	EJ&E Bridge
MT1,2	MP 36.4	Basin Bridge Joliet
MT2	MP 50.51	I-55

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Chillicothe Subdivision.

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

MP 6.4 to MP 6.8	MP 11.2 to MP 13.0
MP 19.4 to MP 25.0	MP 28.5 to MP 36.0
MP 39.0 to MP 40.0	MP 41.0 to MP 47.2
MP 49.4 to MP 52.2	MP 120.0 to MP 126.5
MP 160.0 to MP 164.0	MP 174.0 to MP 178.0

8. Line Segments

Yard Line Segments

Line Segment	Limits
7050	.....Nerska
7051	.....Corwith
7052	.....Willow Springs
7053	.....Joliet
7065	.....Logistics Park Chicago (LPC)
705	.....Ft. Madison

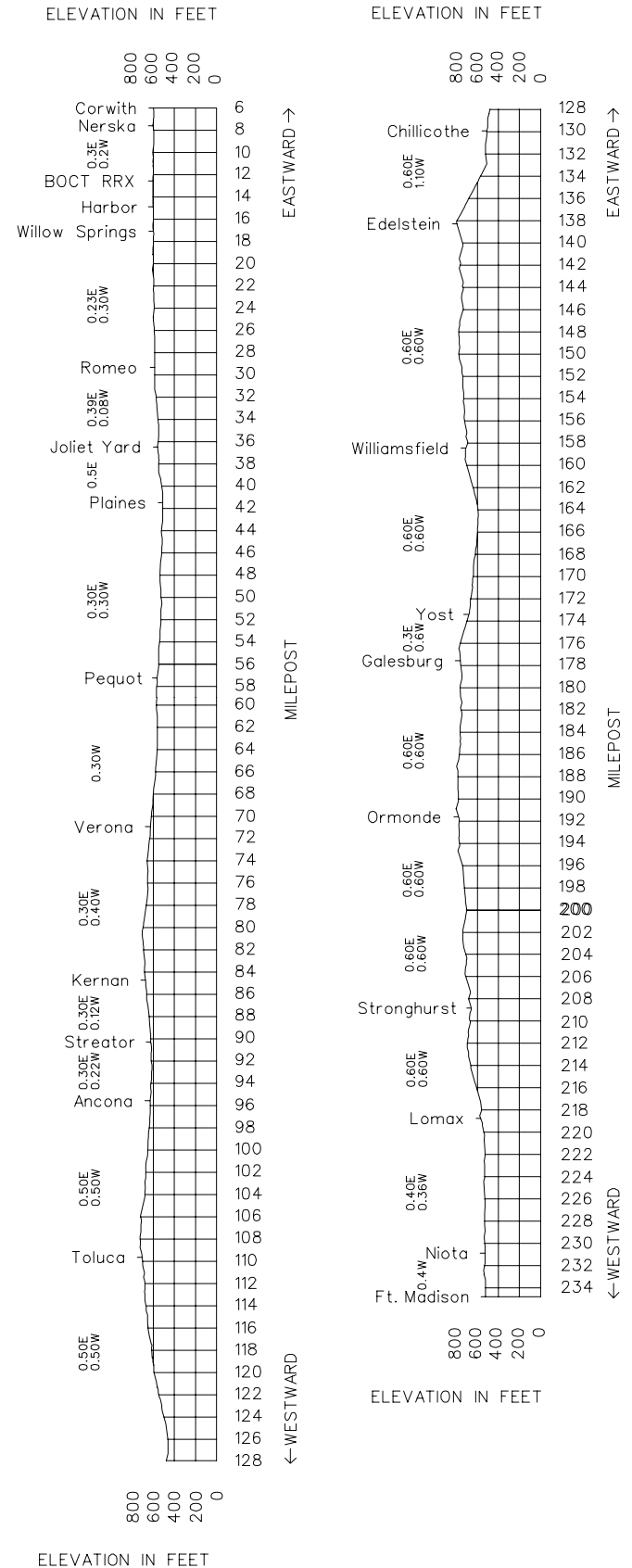
Road Line Segments

Line Segment	Limits
7000	.....Corwith to Ft. Madison

9. Other Location Information

Name	Mile Post Location	Capacity Feet	Switch Opens
McCook (Main 1 & 2)	12.8	Yard	Both
Industry Spur (Main 2)	14.6	2750	West
GM Yard	15.1 to 17.1	Yard	East
Lemont (Main 1 & 2)	25.1	Yard	West
Thomas Steel (Main 1)	26.0	Yard	East
Union Oil Co. (Main 2)	27.8	Yard	Both
Lockport (Main 2)	32.7	Yard	Both
Logistics Park Chicago(LPC)	47.0	Yard	Both
Mobile Oil (Main 1)	47.6	Lead	West
Drummond (Main 1)	48.2	2000	Both
Industry Spur	51.1	Lead	West
Coal City (Main 2)	58.2	1000	East
Mazon (Main 1 & Main 2)	66.1	3,300	East
Kinsman (Main 2)	74.8	300	East
Ransom (Main 1)	79.33	7,260	East
Ransom (Main 1)	79.47	7,260	West
Ransom (Main 1 & Main 2)	79.8	4,000	East
Streator Yard	88.7	Yard	East
Leeds (Main 1)	102.1	700	West
Ruff Bros. Grain Loop (Main 2)	106.49	7,800	Both
Princeville (Main 1 & Main 2)	144.7	2,800	Both
Monica (Main 1 & Main 2)	148.0	900	West
Williamsfield (Main 1)	158.4	5,430	Both
Spur (Main 2)	165.7	700	East
Stub (Main 1)	174.3	250	West
Transfer (Main 2)	178.3	Yard	East
Tail (Main 2)	180.5	Yard	West
Ormonde (Main 2)	191.6	1,300	West
Smithshire (Main 1)	201.5	2,400	West
Stub (Main 1)	210.0	1,320	West
Stub (Main 1)	230.5	1,546	West
Stub (Main 2)	230.5	2,740	West

10. Grade Charts



WESTWARD ↓	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.	EASTWARD ↑
	(M1) 10,203	63500	234.3	FT. MADISON	BPT				2.0	
			236.3	WEST FT. MADISON	X(2)				9.9	
		63475	246.2	ARGYLE	X(2)				16.8	
			263.0	EAST MEDILL	X				1.8	
			264.8	WEST MEDILL	X				12.0	
		63455	276.8	GORIN	X(2)				13.2	
			290.0	EAST BARING	X				2.0	
			292.0	WEST BARING	X				8.3	
			300.3	HURDLAND	X(2)				12.9	
		63430	313.2	LA PLATA	X(2)		2MT CTC ATS		16.1	
			329.3	EAST ETHEL	X				1.6	
			330.9	WEST ETHEL	X				16.0	
			346.9	EAST MARCELINE	X				0.4	
		63400	347.3	MARCELINE	T			7000	2.0	
			349.3	WEST MARCELINE	X(2)				11.4	
		63350	360.7	MENDON	X(2)				13.6	
		63325	374.3	BOSWORTH	X(2)				12.1	
		63300	386.4	CARROLLTON					2.3	
			388.7	W.B. JCT.	X(2)				7.9	
		63290	396.6	NORBORNE			2MT CTC		8.8	
		63280	405.4	HARDIN	X(2)				5.9	
		63240	411.3	HENRIETTA			3MT CTC		6.9	
			418.2	C.A. JCT.	X(2)				6.7	
			424.9	EAST SIBLEY			2MT CTC ATS		1.4	
			426.3	WEST SIBLEY	X		CTC		10.2	
		63219	436.5	ETON	JX(2)		2MT CTC		4.2	
			440.7	CEMENT CITY	X(2)				3.5	
		63175	444.2	CONGO	X(2)		3MT CTC		209.9	

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

Radio Call-in		
Radio Channel 18 in service Ft. Madison to Hurdland		
Ft. Madison - 33(X)	Argyle - 34(X)	Medill - 35(X)
Baring - 40(X)	La Plata - 41(X)	
Radio Channel 30 in service Hurdland to Congo		
Baring - 40(X)	La Plata - 41(X)	Ethel - 42(X)
Marceline - 43(X)	Carrollton - 45(X)	Henrietta - 50(X)
Congo - 51(X)		
BNSF DS from NS Railway - Channel 22		
Carrollton - 45(X)	Henrietta - 50(X)	
Emergency - Call 911		
DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5		

Dispatcher Information

Chicago West Chief Dispatcher—(817) 234-1718,
 Fax (817) 234-2433
 Ft. Madison West Dispatcher (DS 126)—Ft. Madison to Hurdland:
 (817) 867-7126, Fax (817) 234-1217
 Marceline Dispatcher (DS 2)—Hurdland to Congo:
 (817) 867-7002, Fax (817) 234-7043

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 234.3 to MP 388.7, including trains		
100 TOB and over	90 MPH.	55 MPH.*
MP 388.7 to MP 418.2 (Main 1), including trains		
100 TOB and over	79 MPH.	55 MPH.*
MP 405.4 to MP 418.2 (Main 3)	50 MPH.	50 MPH.
MP 388.7 to MP 405.4 (Main 2), including trains		
100 TOB and over	60 MPH.	55 MPH.
(Trains qualifying under System Special Instruction 1(B) may operate at a maximum speed of 60 MPH.)		
MP 405.4 to MP 418.2 (Main 2), including trains		
100 TOB and over	79 MPH.	55 MPH.*
MP 418.2 to MP 425.0, including trains		
100 TOB and over	90 MPH.	55 MPH.*
MP 425.0 to MP 444.2, including trains		
100 TOB and over	79 MPH.	55 MPH.*
MP 444.2 to Rock Creek Jct. (UP)	30 MPH.	30 MPH.

- * Unless otherwise restricted, the maximum speed for freight trains is 70 MPH (from Hardin to W.B. Jct., Main 2 is 60 MPH) provided:
1. Train does not contain empty car(s). Refer to SSI 1(C) for determining speed for multi-platform, intermodal equipment.
 2. Train does not exceed 8,500 feet. Exception: Trains operating with distributed power equipment with remote DP automatic brake valve cut in may operate at 70 MPH up to 10,000 feet in length.
 3. Train does not average more than 80 TOB. Exception: Trains consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination or both may operate at 70 MPH with tons per operative brake as great as 90, and; Trains consisting entirely of double-stack equipment may operate at 70 MPH with tons per operative brake as great as 105.
 4. Engineer can control speed to 70 MPH without use of air brakes. (If unable to control speed to 70 MPH on long descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade.)

Trains operating with solid double stack equipment only, may use a maximum of 32 axles of dynamic braking per engine consist.

1(B). Speed—Permanent Restrictions

MP 242.1 to MP 242.8	85 MPH.
MP 250.3 to MP 256.0 (ATS Inert Inductors)	50 MPH. 45 MPH.
MP 269.0 to MP 270.6	85 MPH.
MP 277.2 to MP 288.7	85 MPH.
MP 293.8 to MP 303.1	85 MPH.
MP 309.2 to MP 316.9	85 MPH.
MP 331.0 to MP 334.0 (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 339.2 to MP 339.7	70 MPH. 65 MPH.
MP 347.5 to MP 348.9 (Main 1)	60 MPH. 55 MPH.
MP 347.5 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 372.9	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 437.8 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 443.7	70 MPH. 65 MPH.
MP 443.7 to MP 444.5 (ATS Inert Inductors)	40 MPH. 40 MPH.

1(C). Speed—Switches and Turnouts

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

West Ft. Madison, crossovers	40 MPH.
WE siding	30 MPH.
turnout yard lead	30 MPH.
Argyle, crossovers	50 MPH.

	Passenger	Freight
East & West Medill, crossovers		50 MPH.
Gorin, crossovers		50 MPH.
East & West Baring, crossovers		50 MPH.
Hurdland, 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, crossovers		40 MPH.
UP connection		30 MPH.
East and West Cement City, crossovers and turnout, MT1 to MT1		40 MPH.

1(D). Speed—Other

Ft. Madison, siding	30 MPH.
MP 263.0 to MP 264.8, Medill storage track	10 MPH.
MP 290.0 to MP 292.0, Baring storage track	10 MPH.
MP 329.3 to MP 330.9, Ethel storage track	10 MPH.
Carrollton, on track 8702	5 MPH.
MP 405.4 to MP 418.2, Main 3, locomotive cranes/pile drivers, AT 199454 through AT 199468 and Jordan spreaders	20 MPH.
Sibley, on track 2603	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 242.0 to MP 255.0
- MP 279.0 to MP 308.0
- MP 329.5 to MP 340.0
- MP 425.1 to MP 446.0

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
100 to 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.		

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
Six-axle locomotives are not permitted on the following tracks unless otherwise provided:

- Ft. Madison: Wye tracks unless authorized by supervisor
- Wyaconda: House track 1102 & Elevator track 1103
- Baring: Track 9002
- La Plata: Track 9307 (6-axle allowed on E 760 feet - sign is posted)
- Marceline: All yard tracks, and wye tracks 4705 and 4706 unless authorized by supervisor.
- Mendon: Elevator track 6003

- Bosworth: House track 7404 & Elevator track 7403
- Carrollton: Runaround track 8709
- Henrietta: Yard tracks 9801, 9802, and 9803
- Floyd: House track 2102
- Sibley: House track 2601

3. Type of Operation

CTC—in effect:

- Ft. Madison Siding
- MP 234.3 to MP 444.2
- MP 444.2 to Rock Creek, UP main track

Multiple Main Tracks—in effect

2 MT:

- MP 234.3 to MP 405.4
- MP 418.2 to MP 424.9
- MP 426.3 to MP 440.7

3 MT:

- MP 405.4 to MP 418.2
- MP 440.7 to MP 444.2

Rule 12.0—Automatic Train Stop (ATS) in effect;

- MP 234.3 to MP 388.7
- MP 418.2 to MP 424.9

4. General Code of Operating Rules Items

Rule 1.14—BNSF rules and instructions apply on joint track facilities with the following exceptions:

- 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.

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

Rule 6.26—Between Hardin and C.A. Jct. there are three main tracks designated Main 1, Main 2, and Main 3. Main 1 and Main 2 are BNSF tracks and Main 3 is an NS track.

Rule 9.1—At Hardin the Westward, 3-unit signal on Main 2 governs movement as follows:

Movement to the BNSF is governed by the indication of the top and middle units, per BNSF Rules 9.1.3, 9.1.6, 9.1.8, 9.1.9, 9.1.11, 9.1.12, 9.1.13 and 9.1.15. Movement to the NS is governed by the indication of all three units: Red over Green over Red (Rule 9.1.9) and Red over Yellow over Red (Rule 9.1.12).

At C.A. Jct. the Westward, 2-unit signal on Main 2 governs movement as follows:

Movement to the BNSF is governed by the indications per BNSF Rules 9.1.3, 9.1.8, 9.1.9, 9.1.12, 9.1.13 and 9.1.15. Movement to the NS is governed by: Dark over Flashing Red, Red over Red, Red over Yellow and Red over Green.

At C.A. Jct. the Westward, 3-unit signal on Main 1 governs movement as follows:

Movement to the BNSF is governed by the indication of the top and middle units per BNSF Rules 9.1.9, 9.1.12, 9.1.13 and 9.1.15. Movement to the NS is governed by the indications on all 3 units.

At MP 439.3 a yellow over yellow aspect on the eastward controlled signal indicates lined for the UP connection at Eton.

MWOR Rule 8.12—At signaled locations identified in the timetable or in a general order as having independently

controlled switches (ICS), Maintenance of Way employees may ask the control operator for permission to operate one end of the crossover for maintenance or testing purposes only. Trains, engines, and on-track equipment must not be used or allowed within the defined working limits of the individual switch involved during such operations. The independently controlled switch must be left lined and secured in the normal position prior to reporting clear of the working limits.

MWOR Rule 8.14—Crossover switches, other than independently controlled switches with control operator's permission, must not be unlocked or lined for crossover movement when another movement is approaching or passing over either switch.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridge, tunnel or other structures
 - MP 366.5 Shifted load and DED—WWD—Recall Code 7
 - MP 373.6 Shifted load—EWD —Recall Code 8
 - MP 425.2 Shifted load and DED—WWD—Recall Code 8
 - MP 426.3 Shifted load and DED—EWD—Recall Code 8
- B. Other TWD Locations
 - MP 241.4—Recall Code 7—Exception Reporting
 - MP 248.0—DED—Exception Reporting
 - MP 252.3—DED—Exception Reporting
 - MP 257.9—Recall Code 8—Exception Reporting
 - MP 282.3—Recall Code 8—Exception Reporting
 - MP 306.4—Recall Code 7—Exception Reporting
 - MP 326.4—Recall Code 8—Exception Reporting
 - MP 333.1—DED—Exception Reporting
 - MP 339.8—DED—Exception Reporting
 - MP 344.5—Recall Code 8—Exception Reporting
 - MP 366.5—EWD—Recall Code 7
 - MP 373.6 Shifted load—WWD—Recall Code 8
 - MP 382.8—Recall Code 8—Exception Reporting
 - MP 401.9—Main 2—NS MP 226.0
 - MP 407.5—Main 1, Main 2—Recall Code 7—Exception Reporting
 - MP 415.4—Main 3—NS MP 239.7
 - MP 420.7—Recall Code 8—Exception Reporting
 - MP 425.2 Shifted load and DED—EWD—Recall Code 8
 - MP 426.3 Shifted load and DED—WWD—Recall Code 8
 - MP 432.0—Recall Code 7—Exception Reporting
 - MP 436.8—DED—Exception Reporting
 - MP 440.5—DED—Exception Reporting
 - MP 444.1—DED—Exception Reporting

6. FRA Exempted Track

Location	Track No.
Ft. Madison	124 and 302
Revere	0901
Wyaconda	1103
Baring	9004
Hurdland	9102
La Plata	9307 and 9309
Elmer	2202
Bucklin	4101 and 4102
Marceline	4701 through 4711
Rothville	5402
Mendon	6003 and 6004
Norborne	9602
Hardin	9502
Henrietta	9802, 9803 and 9814
Floyd	2102
Sugar Creek	4397

7. Special Conditions

TWD Protecting the Bridge at MP 366.5—Because there are

no walkways on the overflow bridges from MP 366.5 to MP 368.8, comply with the following:

- After stopping, comply with SSI, Item 8(D).
- A crew member will walk as much of the train as possible before encountering an obstruction that prevents further inspection.
- The crew may then pull the train by at no more than 5 MPH to complete the inspection.

Bosworth—Operations of locomotives on the Elevator Track 7403 is restricted to 500 ft. west of Baker Street.

Kansas City Terminal Railway (KCT)—Crews operating across Kansas City Terminal Railway Company trackage must have a current copy of the Greater Kansas City Area Operating and Special Instructions in their possession and review all Kansas City Terminal Railway Company General Notices and General Orders before each day's work or trip. This will fulfill the requirements of Rule 6.2 of the General Code of Operating Rules. The Kansas City Terminal Railway Company does not issue track warrants or bulletins. All modifications to the Greater Kansas City Area Operating and Special Instructions are made in the aforementioned General Notices and General Orders.

SSI - Switch Control/Monitoring Systems—

ICS—in effect:

- Hurdland
- MP 440.2, Cement City
- Congo

Mechanical Setout Locations—When setting out bad order equipment on sidings and back tracks, be sure to spot the equipment on the jacking pads if at all possible.

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.

Close Clearances—Do not ride the side of equipment at the following locations due to close clearance:

Ft. Madison	Devils Creek	MP 238.8	Bridge
Elmer	Chariton River	MP 323.8	Bridge
Bosworth	Grand River	MP 369.9	Bridge
Carrollton	Wakenda River	MP 386.6	Bridge
Norborne	9602	MP 396.6	Building
Hardin	Crooked River	MP 406.7	Bridge
Henrietta	9803	MP 411.0	Building
Sibley	Missouri River	MP 425.2	Bridge
Atherton	Little Blue River	MP 431.6	Bridge

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Marceline Subdivision.

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:

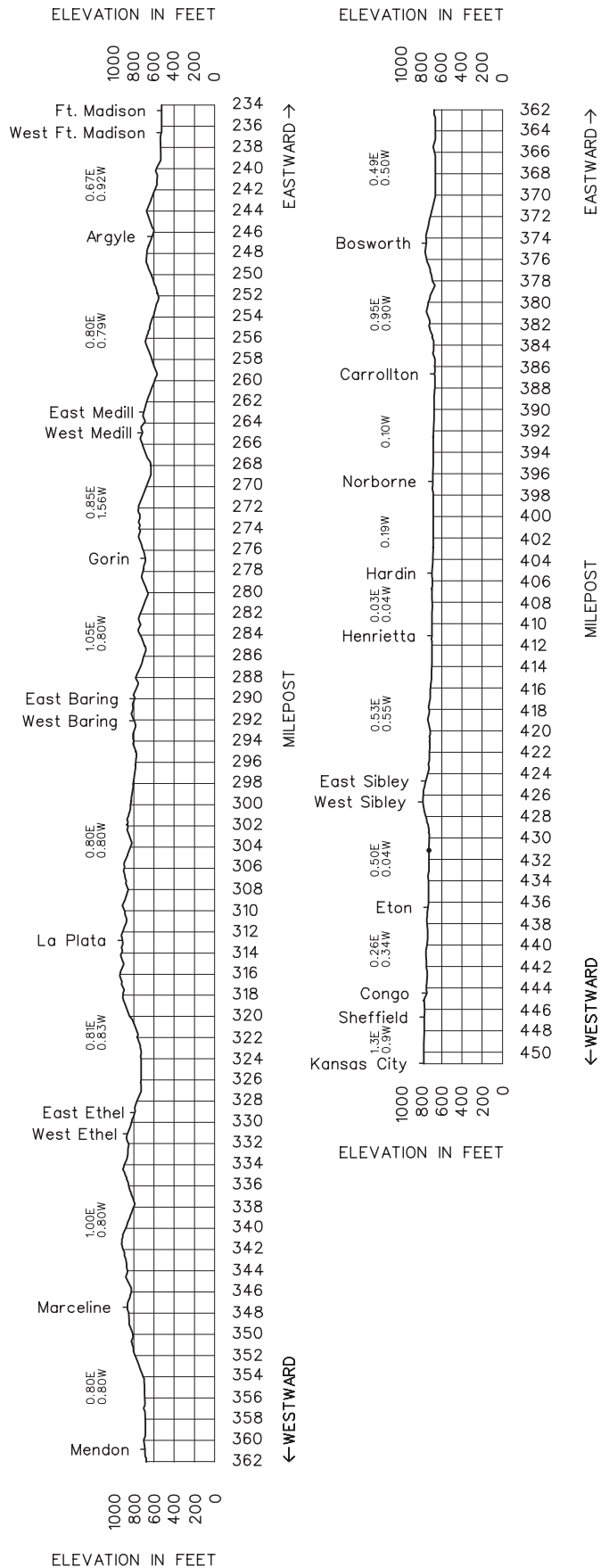
- MP 249.0 to MP 252.0
- MP 294.8 to MP 311.0
- MP 333.0 to MP 340.0
- MP 350.0 to MP 360.0
- MP 384.0 to MP 388.0
- MP 419.0 to MP 424.0
- MP 429.0 to MP 439.0

- 8. Line Segments**
Yard Line Segments
Line Segment Limits
 7054 Ft. Madison Yard
- Road Line Segments**
Line Segment Limits
 7000 Ft. Madison to Congo

9. Other Location Information

Name	Mile Post Location	Capacity Feet	Switch Opens
Amax (Main 2)	239.3	Lead	East
Revere (Main 1 & 2)	256.0	900	M 1-West M 2-East
Medill Storage (Main 2)	263.0 to 264.8	5,600	Both
Wyaconda (Main 1)	273.3	2,000	East
Rutledge Spur (Main 1 & 2)	282.4	1,000	East
Baring Storage (Main 2)	290.0 to 292.0	7,227	Both
Hurdland Spur (Main 1 & 2)	300.0	900	East
Elmer (Main 1 & 2)	322.9	1,400	M 1-West M 2-East
Ethel Storage (Main 2)	329.3 to 330.9	6,592	Both
Bucklin (Main 1)	341.5	3,200	East
Rothville (Main 1 & 2)	354.6	1,000	M 1-West M 2-East
Floyd (Main 1)	421.7	1,500	M 1-West
Atherton (Main 1 & 2)	434.0	2,500	M 1-West M 2-East
La Farge (Main 1)	442.2	Yard	M 1-West
Sugar Creek (Main 1)	442.6	670	West
Sugar Creek (Main 3)	442.6	3,636	Both
Sugar Creek (Main 1 & 2)	442.6	Yard	Both

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Mendota Subdivision		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				MAIN LINE STATIONS	Rule 4.3				
		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		ZMT 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 Call-In		
Radio Channel 77 in service at Eola E. Yard		
Radio Channel 51 in service at Eola W. Yard		
Radio Channel 85 in service Montgomery to Galesburg		
Montgomery-71(X)	Somonauk-74(X)	Mendota-73(X)
Wyanet-79(X)	Galva-70(X)	
Radio Channel 51 in service at Galesburg Yard		
Emergency - Call 911		
DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5		

Dispatcher Information
(817) 867-7042, Fax (817) 234-6062

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 41.0 to MP 162.4	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 (HER)	50 MPH.	50 MPH.
MP 82.0 to MP 83.4	35 MPH.	35 MPH.
MP 104.0 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 and Main 2		
Westward (HER)	30 MPH.	30 MPH.
MP 161.7 to MP 162.6 Main 1 Eastward (HER)	20 MPH.	10 MPH.

1(C). Speed—Switches and Turnouts

Freight

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 Street30 MPH.30 MPH.
except loaded coal and taconite trains.....25 MPH.

1(D). Speed—Other

Bridge 106.58 and 110.26 cars heavier than 134 tons,
except coal and grain trains 10 MPH.

Temperature Speed Restrictions—None
(Galesburg Terminal—See 1(D) Ottumwa Subdivision.)

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

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

Montgomery to Galesburg..... 143 tons, Restriction C

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

3. Type of Operation

CTC—in effect:
MP 41.0 to MP 162.4
MP 80.4 to MP 82.1, Mendota Advance Track

Multiple Main Track—in effect:
2 MT:
MP 41.0 to MP 162.4

4. General Code of Operating Rules Items

Rule 5.8.4, Whistle Quiet Zone—Whistle signal 5.8.2 (7) is not required at the following crossing locations. All other whistle requirements remain in effect.

Location	Milepost	Crossing Name
Bristol to	MP 48.96	Eldamain Rd
Plano	MP 50.51	Needham Rd

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

Rule 6.32.4—In the state of Illinois, the last paragraph is changed to read:
When practical, cars or engines must not be left standing nearer than 500 feet to road crossing.

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

Chicago Terminal Instructions—Refer to the Chicago Division General Notice, "Chicago Terminal Instructions", for operating instructions within the metropolitan Chicago area.

Plano—The highway circuit sign at MP 50.40 governs westward switching movements on track 2 at Hale Street. When cutting away from the train, the rear of the train must be left east of the Highway Circuit sign. Crossing protection will not activate until the Island Circuits at the crossing are occupied when leaving westward. The Island Circuit is very close to the crossing. Westward trains stopping to perform switching must pull down to

occupy the Island Circuit at Hale Street to activate the "Release" to unlock the electric locks. The Island Circuit is very close to the crossing.

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

Galesburg—All westward Amtrak trains coming off the Mendota Subdivision must switch from radio channel 85 to 51 when approaching MP 162.0, B Plant, to discuss routing and blocking needs with Galesburg Yard Control.

Remote Control Operations—Signs located at MP 5.0 (Barstow Subdivision), MP 171.8X (Brookfield Subdivision), MP 159.0 (Mendota Subdivision), MP 171.0 and Cameron Jct. (Ottumwa Subdivision) and MP 2.0 (Peoria Subdivision) designate the Remote Control Area at Galesburg.

Remote Control Zone—The Hump Lead (Track 2071) between the 30 switch (Olys Pocket switch) and the 10 switch designate the Remote Control Zone (RCZ) at Galesburg Yard.

Chicago Division RCO Airbrake Requirements	
Tons Being Handled	Number of cars with airbrakes charged
2000 and less	0
2000 - 4000	3
4000 - 7500	6
7500 and greater	10

Activation/Deactivation Procedure—The Remote Control Operator will protect Southward movements until the rear car has cleared the 30 Switch (Olys Pocket Switch). The Remote Control Operator will then contact Yard Control and request that RCZ protection be established. Yard Control will line the 30 switch (Olys Pocket switch) for the Hump Lead and provide switch blocking on the 10 switch and the 30 switch. Yard Control will then notify the Remote Control Operator that the RCZ has been activated. The RCZ will remain activated until the Remote Control Operator has requested that the RCZ be deactivated. Before the RCZ can be fouled or occupied Yard Control must be contacted to determine if the RCZ has been activated.

Mechanical Setout Locations—When setting out bad order equipment on sidings and back tracks, be sure to spot the equipment on the jacking pads if at all possible.

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

Close Clearances—Do not ride the side of equipment at the following locations due to close clearance:

Montgomery	Caterpillar	4003	building,dock,gate,
		4112	fence
		4113	
	Sheep Yard	3904	docks, fence
Bristol	Pro Build	7450	dock, building
Plano	Plano Molding	7501	unload equip., bldg.
	Menards	7502	dock, building
Sandwich	Plano Building	7601	unload equip., bldg., silo

Test Miles

MP 46.0 to MP 47.0
MP 154.0 to MP 155.0

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Mendota Subdivision.

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:
None

8. Line Segments

Yard Line Segments

Line Segment Limits

809 Mendota
830 Galesburg Yard
97 West Waterman

Road Line Segments

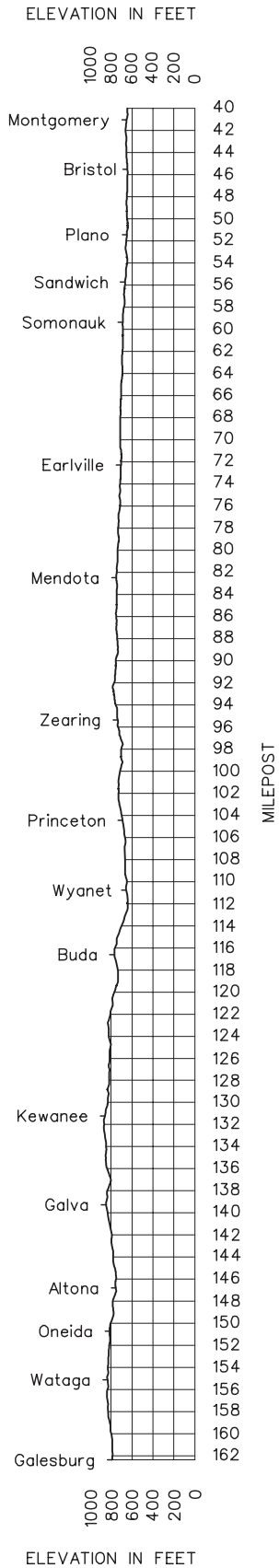
Line Segment Limits

1 Montgomery to Galesburg

9. Other Location Information

Name	Miles - Location	Capacity Feet	Switch Opens
Com Ed	3.2 west of Bristol	2,800	West
20027 Leland	6.1 west of Somonauk	2,770	East
20040 Meriden	5.3 west of Earlville	1,100	West
Greenwood Grain Loop	1.42 east of Electrics	7,500	East
Greenwood Grain Loop	1.19 east of Electrics	7,500	West
ADE Pipe	0.4 east of Electrics	1,070	East
20053 Arlington	8.8 west of Mendota	1,370	West
20060 Malden	3.1 west of Zearing	1,783	West
20085 Neponset	6.4 west of Buda	2,070	East

10. Grade Chart



40 NEBRASKA DIVISION—No. 7—May 12, 2010—Ottumwa Subdivision

NOTE: The Ottumwa Subdivision is being provided for information purposes only. See the current Nebraska Division, Ottumwa Subdivision Timetable and General Orders for the most recent amendments.

WESTWARD ↓	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.	EASTWARD ↑
		20126	162.4	GALESBURG	BMJTX			1	0.1	
			162.5	A PLANT EAST	M				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)			97		
		20130	168.4	GRAHAM	MJ				1.5	
			169.9	CP 1699	XJ				0.6	
				CAMERON JCT.	J		2MT CTC			
			170.5	CP 1705	XJ				7.8	
		20141	178.3	MONMOUTH	X		2MT ABS TWC		6.7	
		20146	185.0	KIRKWOOD	X				17.4	
			189.6	CP 1896	X(2)				12.8	
			202.4	CONNETT	X(2)				2.2	
			204.6	BURLINGTON BRIDGE	M		2MT CTC		0.5	
			205.1	SOUTH STREET	BJX				0.8	
			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				7.6	
		20195	232.2	MT. PLEASANT	X(2)				11.6	
		20205	243.8	LOCKRIDGE	X		2MT ABS TWC		6.3	
		20212	250.1	BECKWITH	X				5.3	
		20217	255.4	FAIRFIELD	X(2)				10.7	
		20228	266.1	BATAVIA	X			1	7.3	
		20235	273.4	AGENCY CITY					6.2	
		20241	279.6	OTTUMWA	X(2)				0.8	
			280.4	IC&E RRX	JMX		ctc		8.7	
		20251	289.1	ISU SWITCH	X		DT ABS TWC		4.5	
			293.6	CARGILL SPUR					7.8	
		20263	300.8	MAXON	X(2)				2.9	
		20265	303.7	ALBIA	J		2MT CTC		6.0	
		20269	309.7	HALPIN	X(2)				8.9	
		20280	318.6	MELROSE	X				8.2	
		20288	326.8	RUSSELL	X				7.5	
		20296	334.3	CHARITON	TX				7.7	
			342.0	SHANNON	X(2)				8.6	
		20312	350.6	WOODBURN	X		2MT ABS TWC		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	

Galesburg to CP 1705 is part of and under the jurisdiction of the Chicago Division.

Radio Call-In		
Radio Channel 39 in service Galesburg to ICE RRX		
Kirkwood-70(X)	W. Burlington-72(X)	Mt. Pleasant-71(X)
Fairfield-73(X)	Ottumwa-74(X)	
Cameron Connection, Channel 39		
Kirkwood - 31(X)		
Radio Channel 66 in service ICE RRX to Creston		
Ottumwa-74(X)	Albia/Tracy-51(X)	Halpin West-76(X)
Chariton-78(X)	Osceola-79(X)	Creston East-70(X)
Emergency - Call 911		
DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5		

Dispatcher Information

Galesburg to ICE RRX (except Cameron Connection):
(817) 867-7044, Fax (817) 234-6068

Cameron Connection;
(817) 867-7126, Fax (817) 234-1217

ICE RRX to Creston:
(817) 867-7144, Fax (817) 234-6411

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 162.4 to MP 392.9	79 MPH.	60 MPH.
Trains 100 TOB and over		50 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	50 MPH.	40 MPH.
MP 195.9 to MP 196.4	55 MPH.	45 MPH.
MP 203.0 to MP 204.1	60 MPH.	50 MPH.
MP 204.1 to MP 204.4	40 MPH.	20 MPH.
MP 204.4 to MP 205.0	10 MPH.	10 MPH.
MP 205.0 to MP 205.9	12 MPH.	12 MPH.
MP 205.9 to MP 206.8	20 MPH.	20 MPH.
MP 206.8 to MP 209.0	50 MPH.	40 MPH.
MP 232.8 to MP 233.8	60 MPH.	50 MPH.
MP 276.5 to MP 277.6	70 MPH.	50 MPH.
MP 277.6 to MP 280.4	40 MPH.	40 MPH.
MP 280.4 to MP 280.7	30 MPH.	30 MPH.
MP 280.7 to MP 281.3	45 MPH.	35 MPH.
MP 301.9 to MP 303.6 Main 1	70 MPH.	50 MPH.
MP 301.9 to MP 305.3 Main 2	50 MPH.	45 MPH.
MP 303.6 and MP 304.4 Main 1	40 MPH.	40 MPH.
MP 304.4 to MP 306.9 Main 1	70 MPH.	40 MPH.
MP 305.3 to MP 308.1 Main 2	60 MPH.	55 MPH.
MP 305.3 to MP 315.0, EWD loaded coal trains, Main 2		55 MPH.
MP 315.0 to MP 316.4	65 MPH.	50 MPH.
MP 316.4 to MP 316.9	55 MPH.	50 MPH.
MP 316.9 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.	

	Passenger	Freight
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 165.5	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.
Through turnout and crossover CP 1896		
100 TOB or less	40 MPH.	40 MPH.
Over 100 TOB	25 MPH.	
Crossovers at following locations:		
MP 202.5, MP 300.8, MP 309.9,		
MP 333.2, MP 342.0, MP 357.9	40 MPH.	40 MPH.
Trains over 100 TOB.....	25 MPH.	25 MPH.

1(D). Speed—Other

Galesburg Terminal		
All tracks other than main tracks	20 MPH.	
City Yard, Rail Yard, Rip Track, Santa Fe Transfer, Stock Yard, Storage Yard, Tie Plant, TOFC Yard, United Facility.....	10 MPH.	
Diesel Pit and Leads	5 MPH.	
Coach yard, Kansas City and Peoria wye tracks	10 MPH.	
Ottumwa		
Ottumwa - Rosekrans, Winger, Gas House, COE, Excell, Roberts-Dybdhal.....	5 MPH.	
ISU Plant, on the lead, MT1 switch to Loop track switch	5 MPH.	
within plant	10 MPH.	
forward or reverse movement through dump	3 MPH.	
Albia—All yard tracks.....	5 MPH.	
Chariton—All yard tracks	5 MPH.	
Osceola—Old main track north yard.....	5 MPH.	
Cars heavier than 134 tons		
except coal & grain in C6 hoppers on bridge 379.51	25 MPH.	

Hot Weather—When the temperature is 95 degrees Fahrenheit or warmer, do not exceed the following speeds:

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	
Trains 100 TOB and over.....	40 MPH.
Trains under 100 TOB	50 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

All tracks, other than the main track and those listed below, are out of service for unit coal, grain, and ore trains, or any portion of these trains, except for bad order cars, unless authorized by the roadmaster.

- Burlington—1317 and 1318.
- West Burlington—1361 and 1362.
- New London—996.
- Ottumwa—The connecting track to the IC&E main track.
- ISU Switch—Tracks leading to and from the dumping facility and the ISU Plant.
- Maxon—2496 and 2497.

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

Six-axle locomotives are not permitted 500 ft. beyond the South Wye Switch inside the Dayman Ordinance Plant.

Locomotives are not permitted inside the unloading station at the ISU generating Station at Kemper.

No more than one four-axle locomotive is permitted on the Chariton industry track.

3. Type of Operation

CTC—in effect:

- MP 168.4 to MP 170.5
- MP 189.6 to MP 206.7
- MP 280.52 to MP 280.83 (ICE RRX)
- MP 300.8 to MP 309.9

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.

TWC—in effect:

- MP 170.5 to MP 189.6
- MP 206.7 to MP 280.52
- MP 280.83 to MP 300.8
- MP 309.9 to MP 392.9

ABS—in effect:

- MP 170.5 to MP 189.6
- MP 206.7 to MP 280.52
- MP 280.83 to MP 300.8
- MP 309.9 to MP 392.9

Multiple Main Tracks—in effect:

- 2 MT:**
- MP 168.4 to MP 280.8
- MP 300.8 to MP 392.9

Double Track—in effect:

- MP 280.83 to MP 300.8

The following locations in ABS are signaled in both directions:

- MP 170.5 to MP 189.6
- MP 206.7 to MP 280.52
- MP 309.9 to MP 392.9

Yard Limits—in effect:

- MP 390.8 to MP 393.8

4. General Code of Operating Rules Items

Rule 5.8.4, Whistle Quiet Zone—Whistle signal 5.8.2 (7) is not required at the following crossing locations. All other whistle requirements remain in effect.

Location	Milepost	Crossing Name
Burlington, IA.	205.09	South Street
	205.74	Main Street
	205.80	3rd Street
	205.86	4th Street
	205.93	5th Street
	206.06	7th Street
	206.08	Valley Street
	206.13	8th Street
	206.21	Jefferson St/Hawkeye St
	206.63	Lucas Street

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

Rule 6.32.4—In the state of Illinois, the last paragraph of this rule is changed to read: When it can be avoided, cars or engines must be left standing no nearer than 500 feet from a road crossing.

Rule 8.12—This rule does not apply to the high/low crossovers from Running Track #2 through Receiving/Departure Track #4 in Galesburg Terminal.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
 - MP 199.8—DED—Recall Code 727—WWD only
 - MP 213.1—Recall Code 728—EWD only
- B. Other TWD locations
 - MP 175.6—Recall Code 707
 - MP 194.5—Recall Code 708
 - MP 199.8—DED—Recall Code 727—EWD only
 - MP 213.1—Recall Code 728—WWD only
 - MP 229.9—Recall Code 718
 - MP 251.6—Recall Code 738
 - MP 271.3—Recall Code 748
 - MP 298.4—Recall Code 758—Main 1
 - MP 298.9—Recall Code 757—Main 2
 - MP 303.8—DED-Exception Reporting - Main 2
 - MP 308.0—DED-Exception Reporting - Main 2
 - MP 314.1—DED-Exception Reporting
 - MP 328.0—Recall Code 788
 - MP 356.7—Recall Code 798—Main 1
 - MP 357.8—Recall Code 798—Main 2
 - MP 378.8—Recall Code 708

6. FRA Excepted Track—None

7. Special Conditions

Ottumwa—An indicator light has been installed on the east end of the crossing bungalow at Iowa Ave. in Ottumwa to indicate when the dispatcher has made the lineup to proceed westward at the ICE CTC plant. This is not a signal aspect and applies only to trains on Main Track 1.

Cargill Spur—Trains entering Cargill Spur must contact the Rail Serve on AAR Channel 66 before proceeding past the first road crossing on the Cargill Spur.

Creston—Westward trains arriving Creston must contact the Creston clerk at Afton for instructions on yarding their trains.

Bridges 204.66 and 379.5—The adjacent track must be clear of traffic while loaded ore trains or loaded trough cars pass over these bridges.

Remote Control Operations—Signs located at MP 171.0 and Cameron Jct. (Ottumwa Subdivision) designate the Remote Control Area at Galesburg.

Remote Control Zone—The Hump Lead (Track 2071) between the 30 switch (Olys Pocket switch) and the 10 switch designate the Remote Control Zone (RCZ) at Galesburg Yard.

Activation/Deactivation Procedure—The Remote Control Operator will protect Southward movements until the rear car has cleared the 30 Switch (Olys Pocket Switch). The Remote Control Operator will then contact Yard Control and request that RCZ protection be established. Yard Control will line the 30 switch (Olys Pocket switch) for the Hump Lead and provide switch blocking on the 10 switch and the 30 switch. Yard Control will then notify the Remote Control Operator that the RCZ has been activated. The RCZ will remain activated until the Remote Control Operator has requested that the RCZ be deactivated. Before the RCZ can be fouled or occupied, Yard Control must be contacted to determine if the RCZ has been activated.

SSI - Switch Control/Monitoring Systems—

- ICS**—in effect:
 - MP 189.6 (CP 1896)
 - MP 202.4 (Connet Crossover)
 - MP 280.4 (IC&E RRX)

Close Clearances—Do not ride the side of equipment at the following locations due to close clearance:

Burlington	MP206.3-206.6	MT1-MT2	overpass
Ottumwa	Rosemans	2011	building
	RobertsDybdahl	2021	building
Cargill Spur	Cargill	2320	building
Albia	Smith Feed	2503	building
	Smith Feed	2593	building
Melrose	Vigoro	2737	building
Osceola	Farmers COOP	3203	building
Afton	Farmers COOP	3541	building

Close Track Centers—Do not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:

Burlington	Yard Tracks	1304 thru 1312
		1315 thru 1317

Duplicate Mile Posts—Between the following locations an “A” has been added to the mile post because a duplicate mile post exists on the subdivision:

Between Albia and Halpin, MT2—MP 308A followed by MP 308

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Ottumwa Subdivision.

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 285.0 to MP 286.0
- MP 291.0 to MP 292.0
- 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

- 46 North Yard, Osceola
- 834 Burlington
- 835 West Burlington
- 836 Ottumwa
- 837 Chariton

Road Line Segments

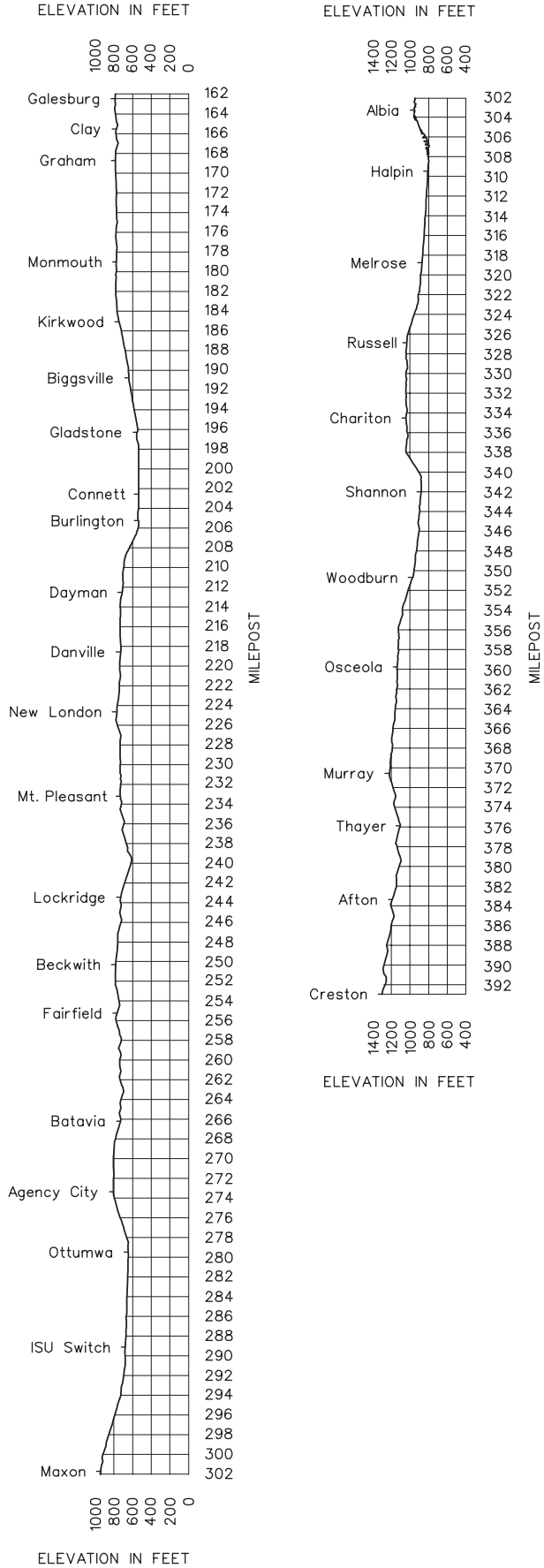
Line Segment Limits

- 97 Graham Cutoff
- 1 Galesburg to Creston

9. Other Location Information

Name	Miles - Location	Capacity Feet	Switch Opens
20133 Cameron	3.2 west of Graham	419	MT1-East MT2-West
20152 Biggsville	1.1 west of CP 1896	700	West
20158 Gladstone	5.6 east of Connett	4,100	West

10. Grade Charts



WESTWARD ↓	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.	EASTWARD ↑
				EAST PEORIA						
East Peoria to Peoria TZPR rules, timetable, and special instructions govern.										
		73200	52.3	PEORIA	AR				13.3	
	7,102	73214	39.0	EDWARDS			TWC	108	7.9	
		73222	31.1	OAK HILL					5.5	
		73228	25.6	ELMWOOD					2.8	
	3,004	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 Call-In		
Radio Channel 85 in service		
Peoria-93(X)	Edwards-92(X)	Yates City-94(X)
Emergency - Call 911		
DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5		

Dispatcher Information
(817) 867-7042, Fax (817) 234-6062

1. Speed Regulations

1(A). Speed—Maximum

Freight

MP 52.3 to MP 0.040 MPH.

1(B). Speed—Permanent Restrictions

MP 52.3 to MP 50.0 10 MPH.
 MP 50.0 to MP 22.8, Loaded unit trains except intermodal 30 MPH.
 MP 39.6 to MP 33.1 35 MPH.
 MP 33.1 to MP 26.0 30 MPH.
 MP 8.3 to MP 3.8 25 MPH.
 Trains handling derricks 25 MPH.
 Item 1A of the System Special Instructions applies from MP 23.0 to MP 10.0.

(Galesburg Terminal—See 1(D) Nebraska Division, Ottumwa Subdivision.)

1(C). Speed—Switches and Turnouts

Yates City through crossover, east and west legs of wye 10 MPH.

1(D). Speed—Other

Edwards and Yates City, sidings 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.	

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

Loaded unit trains are not allowed on the sidings at Edwards and Yates City.

Six-axle locomotives or six-axle derricks are not permitted on the Alley track at Peoria.

Locomotives are not permitted over the unloading pit at Farm Service at Maquon.

3. Type of Operation

Restricted Limits—in effect:

MP 52.3 to MP 46.0

MP 3.8 to MP 0.1

TWC—in effect:

MP 46.0 to MP 3.8

Manual Interlocking—

MP 0.0 to MP 0.1 - Controlled by the Galesburg Yard Control Operator.

4. General Code of Operating Rules Items

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

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

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Peoria to East Peoria—Contact the TZPR Dispatcher and be governed by verbal instructions.

Illinois Midland Railroad (I&M)—Interchange with the I&M will be governed by the I&M rules, timetable, and special instructions while operating between IC Jct. (MP 10 PPU) and South Powerton Yard Limits (MP 15.1). Crews must not proceed beyond IC Jct. without permission from the I&M Dispatcher (Channel 56/56).

Remote Control Operations—Signs located at MP 5.0 (Barstow Subdivision), MP 171.8X (Brookfield Subdivision), MP 159.0 (Mendota Subdivision), MP 171.0 and Cameron Jct. (Ottumwa Subdivision) and MP 2.0 (Peoria Subdivision) designate the Remote Control Area at Galesburg.

Chicago Division RCO Airbrake Requirements	
Tons Being Handled	Number of cars with airbrakes charged
2000 and less	0
2000 - 4000	3
4000 - 7500	6
7500 and greater	10

Remote Control Zone—The Hump Lead (Track 2071) between the 30 switch (Olys Pocket switch) and the 10 switch designate the Remote Control Zone (RCZ) at Galesburg Yard.

Activation/Deactivation Procedure—The Remote Control Operator will protect Southward movements until the rear car has cleared the 30 Switch (Olys Pocket Switch). The Remote Control Operator will then contact Yard Control and request that RCZ protection be established. Yard Control will line the 30 switch (Olys Pocket switch) for the Hump Lead and provide switch blocking on the 10 switch and the 30 switch. Yard Control

will then notify the Remote Control Operator that the RCZ has been activated. The RCZ will remain activated until the Remote Control Operator has requested that the RCZ be deactivated. Before the RCZ can be fouled or occupied Yard Control must be contacted to determine if the RCZ has been activated.

SSI - Switch Control/Monitoring Systems—
POS—in effect.

Mechanical Setout Locations—When setting out bad order equipment on sidings and back tracks, be sure to spot the equipment on the jacking pads if at all possible.

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Peoria Subdivision.

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

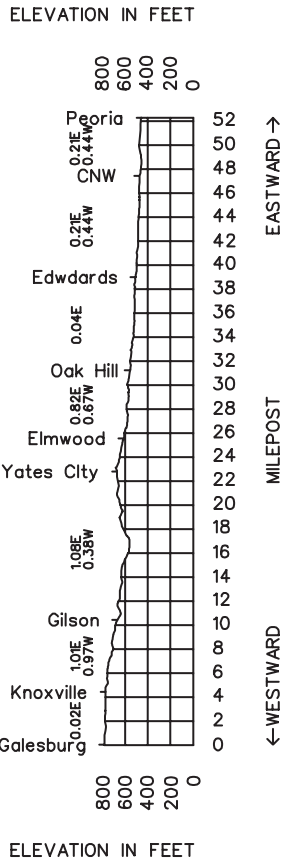
Road Line Segments

Line Segment Limits
 108 East Peoria to Galesburg

9. Other Location Information

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

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	St. Croix Subdivision		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				MAIN LINE STATIONS						
		00299	300.2	NORTH LACROSSE	BY		ABS	3	2.9	
		00301	303.1	SULLIVAN	Y		CTC		14.3	
		00315	317.4	TREMPEALEAU	X		DT ABS TWC		5.2	
			323.6	CP 3236					2.1	
10,145	00324	325.7	EAST WINONA				CTC		2.5	
	00326	328.2	WINONA JCT.						5.7	
	00332	333.9	FOUNTAIN CITY	X					9.2	
	00341	343.1	COCHRANE	X			DT ABS TWC		8.2	
	00349	351.3	ALMA	X(2)					7.4	
	00356	358.7	NELSON						3.4	
	00360	362.1	TREVINO				CTC		0.8	
	00361	362.9	MEARS						3.3	
	00364	366.2	PEPIN	X			DT ABS TWC		12.5	
	00377	378.7	MAIDEN ROCK						7.5	
	00384	386.2	BAY CITY	X(2)			2MT/CTC		4.8	
	00389	391.0	HAGER				DT ABS TWC		5.3	
	00394	396.3	DIAMOND BLUFF						11.3	
	00405	407.6	PRESCOTT				CTC	0.2		
	00407	407.8	BURNS					2.7		
	00409	410.5 CPRS MP 392.1	ST. CROIX	JX			2MT CTC	110.3		

MP 410.1 to MP 410.5 is part of and under the jurisdiction of the Twin Cities Division.

Radio Call-In		
Radio Channel 70 in service at LaCrosse Yard		
Radio Channel 39 in service LaCrosse to Prescott		
LaCrosse - 45(X)	Nelson - 46(X)	Bay City - 47(X)
St Croix - 49(X)		
Radio Channel 76 in service Prescott to St. Croix		
St. Croix - 10(X)		
Emergency - Call 911		
DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5		

Dispatcher Information

North LaCrosse to Prescott:
 0700 - 2300, M - Sa and 0700 - 1500 Su
 — St. Croix DS (817) 234-6018, Fax (817) 234-6065
 2300 - 0700, Daily and 1500 - 2300 Su
 —LaCrosse DS (817) 234-6021, Fax (817) 234-6057
 Prescott to St. Croix
 —East Hump DS (817) 867-7084, Fax (817) 234-6493

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 300.2 to MP 410.5	60 MPH.
Against the current of traffic on double track	49 MPH.
Trains consisting entirely of loaded double stack equipment, not exceeding 105 TOB	60 MPH

1(B). Speed—Permanent Restrictions

MP 300.1 to MP 303.3	35 MPH.
MP 327.9 to MP 328.0	35 MPH.
MP 364.5 to MP 366.1	40 MPH.

	Freight
MP 407.4 to MP 408.1	25 MPH.
MP 410.2 to MP 410.5	35 MPH.
MP 410.4—CP Rail main track connection switch from Main 2 to St. Croix.....	35 MPH.

1(C). Speed—Switches and Turnouts

MP 303.1, through crossovers	35 MPH.
MP 325.7 to MP 323.6, controlled siding and turnouts	20 MPH.
MP 386.2, through crossovers	40 MPH.
Through turnouts at the following locations:	
MP 323.6	35 MPH.
MP 362.1	35 MPH.
MP 362.9	35 MPH.
MP 410.4, through West crossover.....	25 MPH.

1(D). Speed—Other

All loaded unit trains (except intermodal) through sidings	10 MPH.
LaCrosse running track.....	20 MPH.
LaCrosse Yard, turnout off EE track 113.....	5 MPH.
East Winona, on controlled siding.....	20 MPH.
Until rear of empty coal trains leaving Dairyland Power Cooperative have passed MP 351.0	
	10 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
 North LaCrosse to St. Croix 143 tons, Restriction C

3. Type of Operation

Yard Limits—in effect:
 MP 299.5 to MP 303.8

CTC—in effect:

MP 302.6 to MP 303.3, West High Yard Lead to Sullivan
 MP 302.8 to MP 303.3
 MP 323.6 to MP 328.2
 MP 361.9 to MP 363.1
 MP 386.2 to MP 386.4
 MP 407.5 to MP 410.5

Multiple Main Tracks—in effect:

2 MT:
 MP 386.2 to MP 386.4
 MP 407.8 to MP 410.5

TWC—in effect:

MP 303.3 to MP 323.6
 MP 328.2 to MP 361.9
 MP 363.1 to MP 386.2
 MP 386.4 to MP 407.5

ABS—in effect:

MP 299.8 to MP 302.8
 MP 303.3 to MP 323.6
 MP 328.2 to MP 361.9
 MP 363.1 to MP 386.2
 MP 386.4 to MP 407.5

Double Track—in effect:

MP 303.3 to MP 323.6
 MP 328.2 to MP 361.9
 MP 363.1 to MP 386.2
 MP 386.4 to MP 407.5

General Track Bulletins (GTB)—Eastward trains departing

Northtown for LaCrosse and westward trains departing LaCrosse for Northtown will receive a GTB from the LaCrosse/St. Croix dispatcher with all of the applicable restrictions for movement between LaCrosse and Northtown.

4. General Code of Operating Rules Items

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

Rule 6.32.4—In the state of Wisconsin, the last paragraph of Rule 6.32.4 is changed to read:
When practical, cars or engines must not be left standing nearer than 330 feet to road crossing when there is an adjacent track.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
 - MP 307.2—Recall Code 458
 - MP 327.5—Recall Code 457
 - MP 345.0—Recall Code 468
 - MP 362.5—Recall Code 467
 - MP 372.7—Recall Code 468
 - MP 391.0—Recall Code 478
 - MP 405.0—Recall Code 498

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

LaCrosse—A push-button actuated, power derail has been installed on the yard lead at the East end of the Yard. A red target will be displayed and an amber light will be flashing when the derail is in the derailing position. To operate the derail for movement, the movement must stop before passing signs located on either side of the derail and push the button on the pole at the derail. If necessary to operate the derail by hand, follow the instructions posted on the end of the derail machine.

A power switch controls movement into track 130 (Bunny Trail) on the East end of the yard. To line the switch for movement, the movement must stop before passing signs located on either side of the switch and push the button on the pole at the switch. If necessary to operate the switch by hand, follow the instructions posted on the end of the switch machine.

A shove light is located on the east end of the Yard next to the yard lead and it governs movement on track 130 (Bunny Trail) only. The shove light displays Green/Yellow/Red indications. Track 130 is approximately 880 feet long from clearance point to the end of the track. When a movement reaches 437 feet from the end of the track, the Green indication will drop off. When the movement reaches 193 feet from the end of the track, the Yellow indication will drop off and the movement must be stopped.

Tracks 101 through 114 are required to have a minimum of two (2) hand brakes on the west end of each track when tracks are occupied by rail cars. Refer to ABTH Rule 104.14 Determining Number of Hand Brakes for further instructions. LaCrosse yard has a .25 percent grade. When switch crews kick cars into tracks 101 through 114, the last 1,000 feet of the track must be protected by the utility person or a crew member.

When road crews setout at LaCrosse yard they must notify the Yardmaster on duty as to which track they setout on and from which end. All conductors, including short turn-arounds, are required to report to the Yardmaster on duty no less than 5 minutes after their on-duty time for instructions and to comply with Safety Rule S-1.1. Each crew that received a less than minimal call to make their on-duty time at LaCrosse must report to the Yardmaster on duty upon arrival at the yard office. All Short turn-around crews are required to check with the Dispatcher and Yardmaster prior to being relieved of duty at LaCrosse. For information regarding deadheading, crews in the LaCrosse to Aurora, the LaCrosse to Galesburg, and the Northtown pools must call 817-234-6016, or company line 8-234-6016.

Upon arrival at LaCrosse, it is the conductor's responsibility to contact the train dispatcher in Ft. Worth, Texas, via radio to give up the authority given to his train—track warrant, track and time, etc. If the conductor cannot reach the dispatcher via radio, he must contact the dispatcher via the dispatcher console or telephone in the yard office before going off duty.

Eastward arriving trains being held at Sullivan must not pass the Yard Limits sign at MP 303.8 until the St. Croix Dispatcher gives permission to proceed.

Engineers of eastward trains whose engines will require inspection must notify the Yardmaster when calling for yarding instructions in order to minimize delay and increase velocity.

The inbound crew is required to perform a roll-by inspection of the outbound train departing North LaCrosse unless otherwise instructed by a yardmaster, trainmaster or road foreman. All crews are required to stay on Main Line Channel 66 until receiving a roll-by verification from the inbound crew. When road crews setout at LaCrosse yard, they must notify the Yardmaster on duty what track the setout was made on and to which end.

Trains consisting of less than 20 axles must make movement through the Grand Crossing Interlocking, MP 299.9, at walking speed (3 MPH) until the entire train is through the interlocking.

All trains, engines and yard engines are required to ring the engine bell when crossing the private crossing located at MP 300.2 in front of the LaCrosse Yard Office. This includes the main track and all Yard Tracks.

Due to curvature and tie conditions; track 119, the rip lead and track 118 are restricted to 4-axle units.

Cars 80 feet or greater can not be coupled to cars 60 feet or shorter and be shoved around the 18 degree curve on the east end of track 118 at LaCrosse. Cars 80 feet or longer must be handled on an individual basis.

Trains Blocking Crossings—Eastward trains that are departing LaCrosse Yard must ensure that they do not block the private crossing located at MP 300.2, in front of the yard office, until a signal to proceed through the Grand Crossing interlocking is received.

Fuel Levels on All Trains—All engineers on trains toward LaCrosse must check the fuel level on all working locomotives on their train at the crew change point. Report to the Dispatcher if the fuel level is 1000 gallons or less. Eastward trains will report their fuel readings to the St. Croix Dispatcher on the St. Croix Subdivision at St. Croix, MP 410.5.

North LaCrosse—Permission must be obtained from the LaCrosse yardmaster before occupying the main or running track.

LaCrosse to Sullivan—Eastward trains between the signals at MP 301.8 and MP 300.1 must move at restricted speed because the most favorable aspect which can be displayed by the signal at MP 301.8 is yellow (Approach).

Winona Jct.—Eastbound U (Unit Tac), C (Coal), H (High-priority manifest), M (Normal-priority manifest), and G (Grain) trains must stop at Winona Jct, MP 328.2, until the St. Croix Dispatcher notifies the train that they have an all clear from the WILD (Wheel Impact Detector) site at Cochrane, WI. If advised that a car or cars must be set out of their train, they will be setout on the east end of track 801 for the Local to bring into LaCrosse.

Alma—At Dairyland Power, all trains must contact Dairyland Power personnel on BNSF Radio Channel 39 before entering the plant. No BNSF personnel will enter the dumper without first notifying the train dumping crew. While on the plant loop

do not perform an Intermediate Brake Test (Class 1A Brake Test) which requires an inspection from the ground under any circumstances.

Remote Control Operations—Signs located at MP 299.5 (Aurora Subdivision) and MP 303.8 (St. Croix Subdivision), designate the Remote Control Area at LaCrosse.

Remote Control Zone (RCZ)—The RCZ has been extended from the Sign located 850 feet west of track 130 to and including the east Switch Track 111 on the high side of the yard and East Switch Track 102 on the low side of the yard. The sign for the track 102 switch is located on the east side of the track.

Activation/Deactivation Procedure—The remote control operator must qualify the RCZ by moving the engine lite through the entire RCZ before notifying the LaCrosse yardmaster that the RCZ is activated. The remote control operator will notify the LaCrosse yardmaster when the RCZ is activated or deactivated.

Mechanical Setout Locations—When setting out bad order equipment on sidings and back tracks, be sure to spot the equipment on the jacking pads if at all possible.

Break-In-Two Reports—Break-in-two reports are to be called in to (608) 781-7435 or faxed to (608) 781-7412.

Regarding stations with crossovers indicated in the station column—

Alma and Bay City—facing and trailing point
All other stations—trailing point only

Close Clearances—Do not ride the side of equipment at the following locations due to close clearance:

LaCrosse	Beaver Builders 117	fence, signs
	Industrial Team 118	dock, lumber, poles, building
	Warming Trends 119	dock, lumber
	Watco Transload 118	dock, lumber, poles
	123	dock, lumber, poles
	Wisc. Builders 201	entrance, buildings
	Weyerhaeuser 203	building
	Dairyland Power 204	dock, lumber, poles
Cochrane	LaCrosse Milling 1101	building
	1103	building
Alma	Dairyland Power 1203	building, gate
	1206	building, gate
Maiden Rock	Wisc. Ind. Sand 1801	structure
Bay City	East Biz Trk 1902	building
Hager	Wisc. Ind. Sand 2002	structure
	2010	structure
	2011	structure

Test Miles

- WWD—MP 315.0 - MP 316.0
- WWD—MP 339.0 - MP 340.0
- EWD—MP 381.0 - MP 380.0
- EWD—MP 401.0 - MP 400.0

Long/Short Mile Locations—

MP 300.0 to MP 302.0 is 4394 ft.
(There is no mile post sign for MP 301.0)

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the St. Croix Subdivision.

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 400.0

In the event of significant rain (5+ inches), the entire territory from MP 300.2 to MP 410.5 can develop high water problems from the Mississippi River, however, 1 to 3 inches localized heavy rains do not present any problem.

8. Line Segments

Yard Line Segments

Line Segment Limits

- 811 North LaCrosse
- 826 Winona

Road Line Segments

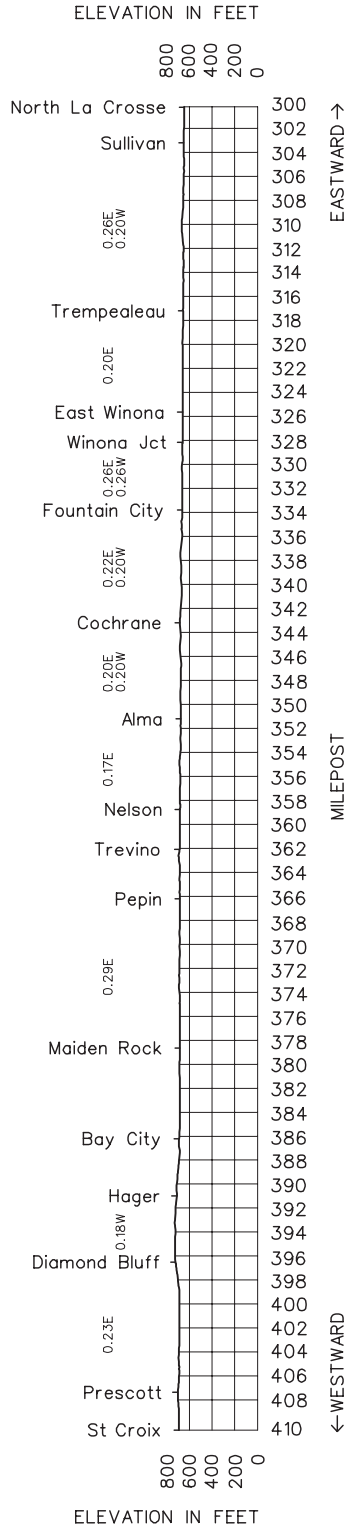
Line Segments Limits

- 3 North LaCrosse to St. Croix

9. Other Location Information

Name	Miles - Location	Capacity Cars	Switch Opens
00310 Lytle (Eastward)	6.2 east of Trempealeau	4	East
00310 Lytle (Westward)	6.2 east of Trempealeau	4	West

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					6.1	
		25171	9.9	BINKLEY			TWC	1061	9.9	
		25173	0.0	BEVIER	J				16.0	

Radio Call-In
Radio Channel 85 in service
Macon-29(X)
Emergency - Call 911
DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5

Dispatcher Information
(817) 867-7048, Fax (817) 234-6067

1. Speed Regulations

1(A). Speed—Maximum

Freight

MP 16.0 to MP 0.025 MPH.

1(B). Speed—Permanent Restrictions—None

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

1(D). Speed—Other

Temperature 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.	

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

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

MP 16.0 to MP 0.0..... 143 tons, Restriction A

At Thomas Hill, six-axle locomotives are not permitted on the Industrial Track south of the Loop Track switch.

3. Type of Operation

TWC—in effect:
MP 16.0 to MP 0.0

4. General Code of Operating Rules

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

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures—None
- B. Other TWD locations
 - MP 4.2—DED—Exception Reporting
 - MP 10.5—DED—Exception Reporting

6. FRA Excepted Track—None

7. Special Conditions

Thomas Hill—Tracks beyond MP 16.0 are other than main track. Rule 6.28 applies.

Mechanical Setout Locations—When setting out bad order equipment on sidings and back tracks, be sure to spot the equipment on the jacking pads if at all possible.

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 0.0 to MP 15.4

8. Line Segments

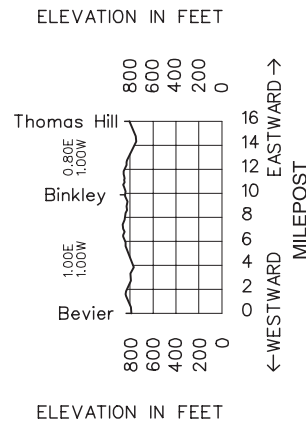
Road Line Segments

Line Segment Limits

1061 Thomas Hill to Bevier

9. Other Location Information—None

10. Grade Chart



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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

TERMSDXO

- T - Trains
- E - Engines
- R - Railroad cars
- M - Men & equipment fouling track
- S - Stop signal
- D - Derail or switch lined improperly
- X - Crossings at grade
- O - Other crew movements

Remember "TERMSDXO" when shoving cars

To assist in determining where to start sounding the whistle as described in Whistle Signal 7, use the following:
 At the speed indicated in the left column, wait the time indicated in the right column before sounding the whistle.

Train Speed	Delay to Sound Whistle
40 MPH	3 seconds
35 MPH	6 seconds
30 MPH	10 seconds
25 MPH	16 seconds
20 MPH	25 seconds
15 MPH	40 seconds
10 MPH	1 minute 10 seconds