



**NO JOB IS SO
IMPORTANT AND
NO SERVICE SO
URGENT THAT WE
CANNOT TAKE THE
TIME TO PERFORM
OUR WORK SAFELY.**



**GATEWAY WESTERN
RAILWAY**

TIMETABLE NO.

1

EFFECTIVE 12:01 AM

MARCH 19, 1993

SPEED TABLE

Time Per Mile			Miles Per Hour			Time Per Mile			Miles Per Hour			Time Per Mile			Miles Per Hour		
Mins.	Sec.	Hour	Mins.	Sec.	Hour	Mins.	Sec.	Hour	Mins.	Sec.	Hour	Mins.	Sec.	Hour	Mins.	Sec.	Hour
..	45	80.0	1	08	52.9	1	46	34.0									
..	46	78.3	1	10	51.4	1	48	33.3									
..	47	76.6	1	12	50.0	1	50	32.7									
..	48	76.0	1	14	48.6	1	52	32.1									
..	49	73.5	1	16	47.4	1	54	31.6									
..	50	72.0	1	18	46.1	1	56	31.0									
..	51	70.6	1	20	45.0	1	58	30.5									
..	52	69.2	1	22	43.9	2	..	30.0									
..	53	67.9	1	24	42.9	2	05	28.8									
..	54	66.6	1	26	41.9	2	10	27.7									
..	55	65.5	1	28	40.9	2	15	26.7									
..	56	64.2	1	30	40.0	2	24	25.0									
..	57	63.2	1	32	39.1	2	30	24.0									
..	58	62.6	1	34	38.3	2	45	21.8									
..	59	61.0	1	36	37.5	3	..	20.0									
1	..	60.0	1	38	36.8	3	30	17.1									
1	02	58.0	1	40	36.0	4	..	15.0									
1	04	56.2	1	42	35.3	5	..	12.0									
1	06	54.2	1	44	34.6	6	..	10.0									

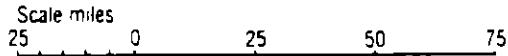
**SAFETY IS OF THE FIRST IMPORTANCE
IN THE DISCHARGE OF DUTY**

FOR THE GOVERNMENT OF EMPLOYEES ONLY

J. R. Mc CARREN, PRESIDENT



— Gateway Western — Other lines



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NEBRASKA
KANSAS

KANSAS
MISSOURI

IOWA
MISSOURI

MISSISSIPPI
ILLINOIS
MISSOURI

ILLINOIS RIVER

Argentine Yard
KANSAS CITY
Independence

Higginsville

Marshall
Slater

Glasgow

Higbee

Clark

Centralia

Mexico

Vandalia

Louisiana

Bowling Green

Hillview

Jacksonville

Murrayville

Roodhouse

Carrollton

Viridien

Girard

Carlinville

Auxvasse
Fulton

Jerseyville

Godfrey

Alton (Amtrak)

Wann

Granite City

Venice

East St. Louis

ST. LOUIS
(Amtrak)

SPCSL

Springfield

Lincoln

Bloomington

BN

SPCSL

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**TELEPHONE NUMBERS
AND
COMPANY OFFICIALS**

	COMMERCIAL	COMPANY
FAIRVIEW HEIGHTS, IL.	618-624-4700	700
J. R. Mc CARREN, PRESIDENT	618-624-4701	701
T. DANCY, JR. SUPERINTENDENT OF TRANSPORTATION	618-624-4702	702
D. L. DAVIS, CHIEF TRAIN DISPATCHER	618-624-4705	705
TRAIN DISPATCHER	618-624-4706 800-232-4997	706

DISPATCHER PHONES AND RADIOS ARE RECORDED
CONVERSATIONS.

EAST ST. LOUIS, IL.

W. L. CAMP, TRAINMASTER SPECIAL AGENT	618-624-4756	756
SUPERVISOR OF OPERATIONS	618-624-4757	757

KANSAS CITY, MO

W. A. HARRIS, TRAINMASTER- RD FOREMAN ENG. SPECIAL AGENT	816-842-1367	216
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CHIEF OPERATING AUTHORITY

The President is designated Chief Operating Officer and is the governing authority on the Railroad.

OPERATING RULES

1. The General Code of Operating Rules, Second Edition effective October 29, 1989, has been adopted by the Gateway Western Railway.
2. The General Code of Operating Rules may be modified by Special Instructions, General Orders, or Bulletin orders.
3. Operations over the system will be authorized by track warrant, under the direction and over the initials of the train dispatcher or under provision of Rule 93 & 94.
4. Gateway Western Railway operates over a joint facility with SPCSL Corporation from Godfrey to Wann and from Granite City to Church; a joint facility with CR & SPCSL between Wann and Granite City and will be under jurisdiction of said carrier operating rules and timetable.

LINE SEGMENT	OPERATING RULES
Godfrey - Wann	SPCSL
Wann - W R Tower	CR/SPCSL
W R Tower - Q Tower	SPCSL
Q Tower - Hole In Wall #1	TRRA
Q Tower - M & O Jct. #2	TRRA
Hole in Wall - Church #2	SPSCL
Church - M & O Jct. #1 Track	GWWR
Cockrell - Springfield	SPCSL
West of Rock Creek Jct.	GKCAOR

5. Trains using tracks of other railroads west of Rock Creek Jct. will be governed by General Code of Operating Rules except as modified by Greater Kansas City Area Operating Rules.
6. Freight trains will not be continuously operated at speeds between 12 MPH and 22 MPH. Such speed will be permissible only in acceleration or deceleration of movement. This restriction does not apply when the locomotive is operating at its maximum speed on an ascending grade or when the entire train is operating on continuous welded rail.

STANDARD CLOCKS

East St. Louis, IL	Yard Office
Fairview Heights, IL	Dispatchers Office

GATEWAY WESTERN RAILWAY RADIO CHANNELS

CHANNEL #	STATE
90 - 90	ILLINOIS
79 - 79	E. ST. LOUIS YD
78 - 78	MISSOURI
61 - 61	MECHANICAL ESTL
60 - 60	VENICE INTERMODAL
41 - 41	E. ST. LOUIS YD

TONE CALL-IN FOR DISPATCHER IS SET
TO #20 FOR BOTH STATES.

OTHER CARRIERS

44 - 44	ALS
36 - 36	ATSF ARGENTINE
72 - 72	CIM
72 - 72	IC SPRINGFIELD
60 - 60	KCT
76 - 76	NS
26 - 26	TRRA
22 - 22	N S MEXICO, MO

EAST ST. LOUIS TERMINAL

LINE SEGMENT	AUTHORITY
Track #2	
Church To Valley	SPCSL
Valley Jct To Hole In The Wall	SPCSL VALLEY BLOCK
Hole In The Wall To Q Tower	TRRA
Q Tower To Broadway (Venice)	SPCSL VENICE BLOCK
Venice To WR Tower	SPCSL GRANITE BLOCK
WR Tower To Wann	CONRAIL
Track #1	
Church To Valley	GWWR DISPATCHER
Valley To M&O Jct	GWWR DISPATCHER
M&O Jct To Q Tower	TRRA
Q Tower To WR Tower	SPCSL
WR Tower To Wann	CONRAIL
Q Connection	
Bridge Jct To Q Tower	GWWR DISPATCHER
K Connection	
Q Tower To K Crossing	GWWR DISPATCHER

SPECIAL INSTRUCTIONS

RULE 92 NEW RULE ADDED: FRA EXCEPTED TRACK

East St. Louis All Locomotive Facility Tracks

Tracks designated as "FRA Excepted Track" the following will govern:

1. Maximum speed must not exceed 10 MPH (except as otherwise restricted).
2. No passenger train shall be operated ; and
3. No train shall be operated that contains more than five cars required to be placarded by the Hazardous Materials Regulations.

RULE 93 YARD LIMITS

Q Connection between Bridge Junction and Q Tower
K Connection between Q Tower and K Crossing
M & O Junction to Church No. 1 Track

RULE 98 RAILROAD CROSSING

Crossing of K connection and Conrail at K crossing protected by stop boards. Trains must stop before any part of train or engine passes the stop sign and will not proceed until route is known to be clear.

ITEM 100

Q & K CONNECTIONS

Westward trains proceeding from the SPCSL/GWWR Springfield District Main Line to the Q & K Connections must not enter the connection switch at Bridge Jct. unless:

1. Permission has been obtained to proceed sufficiently far enough to clear Q Tower interlocking, or
2. After proceeding the train will clear the main track without entering Q Tower interlocking.

In all cases permission must be received from the GWWR Dispatcher to use the Q & K Connection.

Eastward trains proceeding from the K Connection to the Q Connection must not pass the home signal at Q Tower unless:

1. Permission has already been obtained to enter the Venice Block (SPCSL/GWWR Springfield District), or
2. After proceeding the train will clear Q Tower interlocking without entering the Venice Block.

ITEM 100 A

The manual interlocking at Q Tower is controlled by the TRRA Dispatcher at Madison.

ITEM 100 B

CSXT Connection at K-Tower - Cone Yard - E. St. Louis

This section of track from approximately 50 feet east of GWWR-CR crossing to home signal at Q Tower will be under the control of the GWWR. Movement on this track is governed by Rule 93 of the General Code of Operating Rules, and will be under the authority of the train dispatcher.

ITEM 101

A speed of 5 MPH must not be exceeded on tracks within limits of mechanical shop area.

ITEM 102

All GWWR crews working within the fenced areas of Big River Zinc and Ethyl Corp. are required to wear hard hats and safety goggles while in such areas.

All trainmen on assignments to work these facilities on a regular basis will be furnished this equipment to keep in their care, all extra trainmen working within these facilities are instructed to get the necessary equipment from the Supervisor of Operation on duty at the E. St. Louis Office and return the same at the end of their tour of duty.

ITEM 103

When operating over the NS Railroad in the St. Louis Terminal Area - it will be the responsibility of the crew to contact the NS operator at Luther to acquire permission to operate over the A&E Main between CNW yard at Madison and Bridge Junction.

Before entering the NS yard at Brooklyn - # 3 siding or the New Yard at Madison - crew must receive permission from the NS Operator at Luther.

The dial in numbers on radios for the NS Operators are 76-76. Only after several unsuccessful attempts, dial in 22-22 to contact the operator. The 22-22 is the NS road channel and should only be used when attempts on 76-76 are unsuccessful.

ITEM 104

YELLOW FLAGS AT VENICE INTERMODAL FACILITY

As a form of protection on tracks when ramp employees are loading and/or unloading, Yellow flags will be placed at both ends of track. These flags will be placed by an employee at the intermodal facility and can only be removed by authority of that facility. When trains and engines encounter a yellow flag on a track they are to contact the Venice Yard Office requesting instruction concerning that track. Under no circumstances are trains and engines to proceed beyond the flag unless authorized by an employee of the Venice facility or other proper authority.

SUBDIVISION NO. 1

SOUTHWARD DIRECTION

FEET	60 FT CARS	55 FT CARS	M.P.	STATIONS	MILES FROM ROODHOUSE
			68.2	ROODHOUSE	
				WEST WYE SW.	
			64.6	WHITE HALL	3.6
			55.2	CARROLLTON	13.0
3884	64	70	47.0	KANE *	21.2
			41.7	JERSEYVILLE	26.5
7523	125	137	37.7	SHERMAN	30.5
			35.7	DELHI	32.5
			28.0	GODFREY	40.2

* SIDING IS EQUIPPED AT BOTH ENDS WITH DERAILS

SUBDIVISION NO. 1

SPECIAL INSTRUCTIONS

RULE 93 YARD LIMIT

Roodhouse Subdivision 1 M.P. 67.0 And M.P. 68.2
 Roodhouse Subdivision 2 M.P. 237.2 AND M.P. 238.4
 Roodhouse Subdivision 6 M.P. 234.5 AND M.P. 237.2

RULE 103 C CLEAR OF CROSSING AND CIRCUIT

SHERMAN - Trains on either track at Sherman and not physically occupying the crossing at M.P. 37.8, waiting for passage of a train on the adjacent track, should remain at least 880 feet from the crossing to allow motorist stopping on either approach to the crossing to have adequate view of a train approaching the crossing in either direction on the adjacent track.

When it is not possible for a train on the siding to stop at least 880 feet from the crossing, a member of the train crew must go to the crossing and flag for train movement for either direction on the adjacent track. At night a light or fusee must be used to alert approaching motorist of the approaching train.

RULE 104 B MAIN TRACK SWITCH

Roodhouse Wye . . . Left as last used in yard limits lined & locked. Trains may not make couplings on south leg of the wye at Roodhouse. Trains may make controlled stops and starts on the south leg of the wye for the purpose of handling the south and west wye switches.

RULE 104 M SPRING SWITCH

SHERMAN SIDING - South Switch (MP 36.76) normal position is lined for main track.

RULE 106 A MAXIMUM SPEED FRT TRAINS PSGR TRAINS

M.P. 28.0 TO M.P. 56.0	40	49
M.P. 56.0 TO M.P. 67.0	49	49
M.P. 67.0 TO M.P. 67.9	40	49
M.P. 67.9 TO M.P. 68.2	10	10
South Wye Sw West Wye Sw		

RULE 637 ACCURACY OF SPEED INDICATORS

Following is added:

The following measured mile is designated as the mile where engineers must check the accuracy of locomotive speed indicators and when there is a slow order within the designation mile, the following mile will be the alternative designation but, in any event the speed indicator's accuracy should be measured to the closet mile to the designated mile while running at a steady rate of speed.

M.P. 38.0 TO M.P. 39.0
 M.P. 50.0 TO M.P. 51.0

ITEM 1000 LOWER SPEEDS IN EFFECT

GODFREY	M.P. 28.93	* HWY 67	35 MPH	
	M.P. 29.63	* INGRAM LANE	40 MPH	
	M.P. 31.05	* LANGEMAN LANE	40 MPH	
BETWEEN	M.P. 32.00	& M.P. 35.00	CURVES	40 MPH
DELHI	M.P. 36.00	* RANGE LINE RD	35 MPH	
SHERMAN	M.P. 36.76	** SIDING & TURNOUTS	25 MPH	
JERSEYVILLE	M.P. 40.90	* COUNTY ROAD	30 MPH	
	M.P. 41.66	* FRANKLIN ST.	35 MPH	
	M.P. 41.82	* PRAIRIE ST.	35 MPH	
	M.P. 41.94	* PEARL ST.	35 MPH	
	M.P. 42.00	* EXCHANGE ST.	35 MPH	
	M.P. 42.04	* SPRUCE ST.	35 MPH	
	M.P. 42.17	* SNEDEKER ST.	35 MPH	
	M.P. 42.30	* FREEMONT ST.	35 MPH	
	M.P. 42.41	* GIDDINGS ST.	35 MPH	
	M.P. 42.61	* FAIRGROUNDS	35 MPH	
	M.P. 43.40	* BERGMAN	35 MPH	
KANE	M.P. 46.85	* MILL ST.	30 MPH	
	M.P. 47.01	* JEFFERSON ST.	35 MPH	
	M.P. 47.70	CURVE	40 MPH	
	M.P. 47.80	CURVE	40 MPH	
	M.P. 48.70	CURVE	40 MPH	
	M.P. 54.00	CURVE	40 MPH	
CARROLLTON	M.P. 55.19	* ROUTE 108	25 MPH	
BERDAN	M.P. 59.53	* BACON ST.	40 MPH	
WHITEHALL	M.P. 64.52	* SHERMAN ST.	35 MPH	
	M.P. 64.70	* BRIDGEPORT ST.	35 MPH	
	M.P. 64.73	* ROSS ST.	35 MPH	
	M.P. 64.79	* LINCOLN ST.	35 MPH	
	M.P. 65.20	CURVE	40 MPH	
	M.P. 65.25	* HIGHWAY 267	40 MPH	
ROODHOUSE	SOUTH LEG OF WYE		10 MPH	
	ALL OTHER SIDINGS		10 MPH	
	& TURNOUTS**			

* Restrictions apply until after engine or lead car has passed limits of restriction.

** At sidings with grade crossing signals employee on engine or lead car must determine the signal has been operating for 20 seconds before proceeding across road. If crossing has gates, signals must be operating for 25 seconds.

ITEM 1001

SOUTHBOUND TRAINS: Do not foul Ingram Lane without train Dispatcher's permission, unless train will fit between RT. 111 and home signal at Godfrey, IL.

SUBDIVISION NO. 2

WESTWARD DIRECTION

FEET	60 FT CARS	55 FT CARS	M.P.	STATIONS	MILES FROM MEXICO
			237.2	ROODHOUSE	88.8
				WEST WYE SW.	
			242.7	DRAKE	83.3
4125	68	75	246.6	HILLVIEW	79.4
			251.2	PEARL***	74.8
			260.9	NEBO	65.1
8306	138	150	265.6	PLEASANT HILL	60.4
			273.8	QUINCY JCT	52.2
			275.1	LOUISIANA	50.9
			282.3	VERA	43.7
8271	137	150	286.8	BOWLING GRN.	39.2
			293.9	CURRYVILLE	32.1
			302.3	VANDALIA	23.7
5687	94	103	311.8	LADDONIA	14.2
			316.7	RUSH HILL	9.3
3136	52	57	322.8	ARTHUR*	3.2
			326.0	MEXICO**	0.0

*WEST END OF SIDING IS EQUIPPED WITH DERAIL

**EAST END OF SIDING (LOWER 4) EQUIPPED WITH DERAIL.

***EAST END OF PEARL BRIDGE EQUIPPED WITH DERAIL.

SUBDIVISION NO. 2

SPECIAL INSTRUCTIONS

RULE 92 NEW RULE ADDED: FRA EXCEPTED TRACK

KAISER LEAD

Tracks designated as "FRA Excepted Track" the following will govern:

1. Maximum speed must not exceed 10 MPH
2. No passenger train shall be operated; and
3. No train shall be operated that contains more than five cars required to be placarded by the Hazardous Materials Regulations.

RULE 93 YARD LIMITS

Roodhouse Subdivision 2 M.P. 237.2 AND M.P. 238.4

RULE 103 C CLEAR OF CROSSING

PLEASANT HILL

Trains on either track at Pleasant Hill and not physically occupying the crossing at Mile Post 265.0, waiting for passage of a train on the adjacent track, should remain at least 880 feet from the crossing to allow a motorist stopping on either approach to the crossing to have adequate view of a train approaching the crossing in either direction on the adjacent track.

When it is not possible for a train on either track to stop at least 880 feet from the crossing, or physically occupy the crossing, in accordance with the rules, a member of that train crew should go to the crossing and flag train movements from either direction on the adjacent track. At night, a light or fusee must be used to alert approaching motorist of the approaching train.

RULE 104 B MAIN TRACK SWITCHES

Roodhouse Wye . . . Left as last used in yard limits lined & locked.

RULE 104 M SPRING SWITCHES

PLEASANT HILL SIDING - West Switch (M.P. 265.82) normal position is lined for main track.

RULE 106 A MAXIMUM SPEED FRT TRAINS PSGR TRAINS

M.P. 237.2 TO M.P. 241.0	40	49
M.P. 241.0 TO M.P. 248.0	49	49
M.P. 248.0 TO M.P. 257.0	40	49
M.P. 257.0 TO M.P. 268.0	49	49
M.P. 268.0 TO M.P. 326.0	40	49

RULE 109 C TRACKSIDE DETECTORS

Radio alarm type detectors are in service at the following locations:

Hillview	M.P. 244.5
Pleasant Hill	M.P. 267.9
Curryville	M.P. 293.8

**RULE 315 A
HAND OPERATION OF DUAL CONTROL SWITCHES
AND DERAILS**

Pearl Movable Bridge M.P. 250.5

RULE 637 ACCURACY OF SPEED INDICATORS

Following is added:

The following measured miles are designated as the miles where engineers must check the accuracy of locomotive speed indicators and when there is a slow order within the designated mile, the following mile will be the alternate designation but, in any event the speed indicator's accuracy should be measured to the closest mile to the designated mile while running at a steady rate of speed.

M.P. 246.0 TO M.P. 247.0
M.P. 322.0 TO M.P. 323.0

ITEM 2000 LOWER SPEEDS IN EFFECT

ROODHOUSE	M.P. 239.29 * HWY 106	40 MPH
DRAKE	M.P. 242.62 * CITY HIGHWAY	40 MPH
PEARL ILLINOIS RIVER	MOVABLE BRIDGE	
	M.P. 250.5***	40 MPH
PLEASANT HILL	SIDING & TURNOUTS * & **	25 MPH
	M.P. 273.8 CURVE	25 MPH
EAST END LOUISIANA	MOVABLE BRIDGE TO	
	M.P. 275.50	10 MPH
	M.P. 274.69 * CLINTON ST.	10 MPH
	M.P. 275.10 * THIRD ST.	
	SIDING ONLY * & ** 5 MPH	
	M. P. 283.00 AND	
	M.P. 286.10 CURVES	40 MPH
CURRYVILLE	M.P. 294.00 * ROUTE M	45 MPH
VANDALIA	SIDING **	5 MPH
	M.P. 302.17 * MAIN ST.	20 MPH
	M.P. 302.29 * JEFFERSON ST.	20 MPH
	M.P. 302.40 * MAPLE ST.	20 MPH
LADDONIA	M.P. 311.83 * PINE ST.	40 MPH
RUSH HILL	M.P. 316.49 * ROUTE B	40 MPH
MEXICO	M.P. 325.64 * CALHOUN ST.	20 MPH
	M.P. 325.77 * JEFFERSON ST.	20 MPH
	ALL OTHER SIDINGS, CROSSOVERS	
	& TURNOUTS**	10 MPH
	YARDS & INDUSTRY TRACKS	5 MPH

* Restrictions apply until after engine or lead cars have passed limits of restriction.

** All sidings with grade crossing signals employee on engine or lead car must determine the signal has been operating for 20 seconds before proceeding across road. If crossing has gates, signals must be operating for 25 seconds.

*** East bound trains approach distant signal at 25 MPH. If clear, proceed at track speed.

ITEM 2001

MOVABLE BRIDGES

PEARL.....	M.P. 250.5	ILLINOIS RIVER
LOUISIANA.....	M.P. 274.4	MISSISSIPPI RIVER

ITEM 2002

AUTOMATIC INTERLOCKING

LOUISIANA..... CROSSING..... BN

SUBDIVISION NO. 3
WESTWARD DIRECTION

FEET	60 FT CARS	55 FT CARS	M.P.	STATIONS	MILES FROM ROCK CREEK JCT.
7405	123	134	326.0	MEXICO**	156.0
			331.4	THOMPSON	150.6
			340.0	CENTRALIA	142.0
5905	98	107	352.0	CLARK	130.0
			361.6	HIGBEE	120.4
5861	97	106	366.2	YATES	115.8
			372.4	ARMSTRONG	109.6
			376.6	STEINMETZ	105.4
			381.5	GLASGOW	100.5
6427	107	116	383.5	HARMONY	98.5
			390.5	GILLIAM	91.5
4700	78	85	393.6	SLATER NO. 1*	88.4
			404.5	MARSHALL	77.5
5334	88	96	409.9	SHACKELFORD	72.1
			415.4	MT. LEONARD	66.6
			420.6	BLACKBURN	61.4
			424.1	ALMA	57.9
			429.2	CORDER	52.8
5735	95	104	433.9	HIGGINSVILLE	48.1
			440.9	MAYVIEW	41.1
			448.4	ODESSA	33.6
			455.3	BATES CITY	26.7
5664	94	102	458.8	OAK GROVE	23.2
			462.9	GRAIN VALLEY	19.1
			467.6	BLUE SPRINGS	14.4
3120	52	56	472.2	SELSA	9.8
			478.4	INDEPENDENCE*	3.6
			482.0	ROCK CREEK JCT	0.0

*SIDING EQUIPPED AT BOTH ENDS WITH DERAILS

**WEST END OF SIDING EQUIPPED WITH DERAIL

SUBDIVISION 3

SPECIAL INSTRUCTIONS

RULE 103 A AUTOMATIC CROSSING DEVICES

CLARK

WESTBOUND trains taking siding at Clark to meet Eastbound train may proceed to east switch and take siding. Westbound crew must not open or trail through west spring switch until eastbound train has passed the westbound distant signal at M.P. 350.22. Westbound trains that depart Clark from west end of siding must stop and wait 20 seconds before occupying road crossing at Route P M.P. 351.76 to allow crossing protection to operate properly.

WESTBOUND trains that are to hold the main track at Clark to meet an Eastbound train must hold east of posted point east of M.P. 350.22 until Eastbound train is clear of main track at Clark.

RULE 103 C CLEAR OF CROSSING AND CIRCUIT

KENTUCKY AVENUE, INDEPENDENCE, MO

Westbound trains stopping at Kentucky Avenue should stop back 250 feet to allow the crossing timeout to work. If this cannot be done, then a crew member must be at the crossing to assist traffic.

RULE 104 K SCALE TRACK SWITCHES

Following is added:

When weighing cars on the Mexico track scale, handle both cars and scale equipment carefully in order to obtain accurate weights. Ensure scale tickets are filled out completely and gross and tare weight appear in a legible manner. Referring to the completed scale ticket, enter date, car initial and number, contents, gross and tare weights, and employee number and initials on the weighmaster report. After this is done, place scale ticket in the station file and fax the weighmaster report to GWWR's Centralized Agency in Fairview Heights. The fax number at the Centralized Agency is 618-624-4732 or 1-800-338-4997.

RULE 106 A MAXIMUM SPEED

FRT	PSGR	LDED
TRN	TRN	COAL

Mexico To Rock Creek Jct.	40	49	
Milepost 357 To Milepost 405			30
M.P. 439 To Rock Creek Jct.			30

RULE 109 C TRACKSIDE DETECTORS

Radio alarm type detectors are in service at the following locations:

Thompson	M.P. 330.8
Yates	M.P. 364.9
Harmony	M.P. 385.9
Corder	M.P. 429.2
Oak Grove	M.P. 460.5

RULE 616 HAZARDOUS MATERIAL

Following is added:

A member of train crew receiving train out of the ATSF Argentine Yards must inspect the first six (6) cars on train and ascertain that no hazardous material cars are in violation of the Hazardous Material Rules, before departing.

RULE 637 ACCURACY OF SPEED INDICATORS

Following is added:

The following measured miles are designated as the miles where engineers must check the accuracy of locomotive speed indicators and when there is a slow order within the designated mile, the following mile will be the alternate designation but, in any event the speed indicator's accuracy should be measured to the closest mile to the designated mile while running at a steady rate of speed. Check measured mile first location after relieving a crew or after leaving initial terminal.

- M.P. 330.0 TO M.P. 331.0
- M.P. 391.0 TO M.P. 392.0
- M.P. 395.0 TO M.P. 396.0
- M.P. 474.0 TO M.P. 475.0

ITEM 3000

LOWER SPEEDS IN EFFECT

MEXICO	M.P. 326.46 *	MORRIS ST	20 MPH
CENTRALIA	M.P. 339.41 *	HOWARD BURTON	40 MPH
	M.P. 339.68 *	JEFFERSON ST.	40 MPH
	M.P. 339.92 *	ALLEN ST.	30 MPH
STEINMETZ	M.P. 376.47 *	GOLDEN BELT	35 MPH
GLASGOW	M.P. 380.95 *	EIGHTH ST.	40 MPH
	M.P. 381.40 **	ROUTE 87	
		RIVER TRACK	5 MPH
		MISSOURI RIVER BRIDGE	40 MPH
SLATER	M.P. 393.35 *	JEFFERSON ST.	20 MPH
	M.P. 393.95 *	BROADWAY ST.	20 MPH
NORTON	M.P. 397.97 *	PETRA ST.	40 MPH
MARSHALL	M.P. 400.00 TO M.P. 405.03		25 MPH
	M.P. 409.10	CURVE	45 MPH
BLACKBURN	M.P. 420.54 *	MAIN ST.	35 MPH
HIGGINSVILLE	M.P. 433.85 *	MAIN ST.	45 MPH
MAYVIEW	M.P. 440.46 *	ROUTE E	40 MPH
	M.P. 440.76 *	LONG ST.	40 MPH
ODESSA	M.P. 448.33 *	SECOND ST.	35 MPH
	M.P. 448.54 *	MASON ST.	35 MPH
	M.P. 448.69 *	DRYDEN ST.	35 MPH
BATES CITY	M.P. 455.33 *	SECOND ST.	40 MPH
GRAIN VALLEY	M.P. 462.79 *	MAIN ST.	30 MPH
	M.P. 463.31 *	KIRBY ROAD	30 MPH
BLUE SPRINGS	M.P. 467.53 *	MAIN ST.	30 MPH
	M.P. 470.96 *	VALLEY VIEW RD.	40 MPH
SELSA	M.P. 472.00 *	39TH ST.	30 MPH
	M.P. 472.57 *	SELSA ROAD	35 MPH
INDEPENDENCE	M.P. 474.55 *	CRACKER NECK RD.	35 MPH
	M.P. 477.39 *	MC COY ST.	35 MPH
	M.P. 478.62 *	SCOTT ST.	35 MPH
	M.P. 479.09 *	HARVARD ST.	30 MPH
	M.P. 479.35 *	NORTHERN ST.	30 MPH
	M.P. 480.87 *	INDEPENDENCE AVENUE	35 MPH
	M.P. 481.40 TO 482.00	WESTBOUND ONLY	10 MPH
	M.P. 481.62 *	KENTUCKY AVE.	35 MPH
		YARD AND INDUSTRY TRACKS	5 MPH
		ALL OTHER SIDINGS & TURNOUTS**	10 MPH

* Restrictions apply until engine or lead car has passed limits of restriction.

** All sidings with grade crossing signals, employee on engine or lead car must determine the signal has been operating for 20 seconds before proceeding across road. If crossing has gates, signals must be operating for 25 seconds.

ITEM 3001

AUTOMATIC INTERLOCKING

CLARK . . . M.P. 351.9 CROSSING NS

Key Release Is Located On Relay Bungalow Near Crossing.

ITEM 3002

Leroy Spur M.P. 449.6 Only two 4 axle units

Grain Valley Travomatic M.P. 462.3 Only two 4 axle units

Stone Container M.P. 466.8 Only two 4 axle units

Slater No. 11 track single 4 axle unit only.

Glasgow River Lead west Old Hwy 87 single 4 axle unit only.
Engines are prohibited to operate north of loading dock on west side of government spur.

ITEM 3003

KANSAS CITY TERMINAL RADIO FREQUENCY

Trains operating into and out of the Greater Kansas City Terminal, via the Kansas City Terminal Railway, must monitor the Kansas City Terminal Railway radio channel frequency. This frequency is programmable into engine radios. The frequency is 60-60.

For the purpose of westbound trains reporting by Rock Creek Jct. or eastbound trains requesting track warrant it is permissible to use the GWWR channel. However, when conversation is complete with GWWR, return to KCT channel.

If anything occurs while traversing the KCT, in addition to contacting the GWWR, you must first contact KCT Traffic Control.

SUBDIVISION NO. 4

SOUTHWARD DIRECTION

FEET	60 FT CARS	55 FT CARS	M.P.	STATIONS	MILES FROM MURRAYVILLE
2400	40	43	216.3	JACKSONVILLE	10.6
			223.4	WOODSON	3.5
			226.9	MURRAYVILLE	0.0

SUBDIVISION NO. 4

SPECIAL INSTRUCTIONS

RULE 106 A MAXIMUM SPEED FRT TRAINS PSGR TRAINS

Jacksonville To		
Murrayville	10	10
Henry Street ** & ***	5	

** All sidings with grade crossing signals, employee on engine or lead car must determine the signal has been operating for 20 seconds before proceeding across road. If crossing has gates, signals must be operating for 25 seconds.

*** Crews are prohibited from setting cars within this circuit or within 160 feet from the crossing.

SUBDIVISION NO. 6

SPECIAL INSTRUCTIONS

RULE 93 YARD LIMIT RULE

Roodhouse Subdivision 6 M.P. 234.5 TO M.P. 237.2
Roodhouse Subdivision 2 M.P. 237.2 TO M.P. 238.4
Roodhouse Subdivision 1 M.P. 67.0 TO M.P. 68.2

RULE 104 B MAIN TRACK SWITCHES

Roodhouse Wye . . . Left as last used in yard limit lined & locked.

RULE 106 A MAXIMUM SPEED FRT TRAINS PSGR TRAINS

Roodhouse To Cockrell 40 40

RULE 637 ACCURACY OF SPEED INDICATORS

Following is added:

The following measured mile is designated as the mile where engineers must check the accuracy of locomotive speed indicators and when there is a slow order within the designation mile, the following mile will be the alternate designation but, in any event the speed indicator's accuracy should be measured to the closest mile to the designated mile while running at a steady rate of speed.

M.P. 230.0 TO M.P. 231.0

ITEM 6000 LOWER SPEEDS IN EFFECT

ROODHOUSE M.P. 236.9 PALM ST OLD MAIN ** 10 MPH
M.P. 236.9 PALM ST NEW MAIN ** 5 MPH
M.P. 234.5 TO M.P. 237.2 10 MPH
MURRAYVILLE M.P. 227.10 * MAIN ST 35 MPH
M.P. 227.01 * MASTER ST 35 MPH
M.P. 227.0 * MC DONALD ST 35 MPH
M.P. 226.8 * MICHIGAN ST 35 MPH
YARD AND INDUSTRY TRACKS 5 MPH
ALL OTHER SIDINGS ** 10 MPH

* Restrictions apply until engine or lead cars have passed limits of restriction.

** All sidings with grade crossing signals, employee on engine or lead car must determine the signal has been operating for 20 seconds before proceeding across road. If crossing has gates, signals must be operating for 25 seconds.

ITEM 6001

Six (6) axle units are not permitted in Curran Elevator Track. No cars with wheel base greater than that of a covered hopper are permitted in Consolidated Grain at Curran.

ITEM 6002

DTC Block (Airline) Cockrell to KC JCT under the control of the SPCSL Dispatcher.

SPECIAL INSTRUCTIONS

RULE D.

Following is added:

Any employee observing another employee's condition which would interfere with their ability to perform their assigned duties, must immediately inform their own supervisor, who will then report to proper authority.

RULE G.

Is revised to read:

The illegal use and/or possession of a drug, narcotic, or other controlled substance while on or off duty is prohibited. An employee will be removed from service if any evidence of alcohol, illegal drug, or other controlled substance is found in breath, blood, or urine.

Under Federal Railroad Administration (FRA) Safety Regulations, railroad employees involved in certain types of train accidents must provide both urine and blood samples. An employee who fails to provide both urine and blood samples must be disqualified from service for a period of nine (9) months. In addition, railroad employees may be required to provide a breathalyzer or urine sample at any time the Company reasonably suspects they are under the influence of, or impaired by alcohol, drugs, or other controlled substance while on duty. Because of its sensitivity, the urine test may reveal whether or not employees have used certain drugs within the recent past (in rare cases, up to sixty days before the sample is collected). As a general matter, the test can not distinguish between recent use on the job and current impairment. However, the Federal regulations provide that if only a urine test is available, a positive finding on that test will support a presumption the employee was impaired at the time the sample is taken.

Employees can avoid this presumption of impairment by demanding to provide a blood sample at the same time the urine sample is collected. The blood test will provide information pertinent to current impairment. Regardless of outcome of the blood test, if employee provides a blood sample there will be no presumption of impairment from a positive urine test.

If employees have used any drug off the job (other than a medication they possessed lawfully) in the prior sixty days, it may be in their interest to provide a blood sample. If employees have not made unauthorized use of any drug in the prior sixty days, they can expect the urine test will be negative and may not wish to provide a blood sample.

Employees are not required to provide a blood sample at any time, except in the case of certain accidents and incidents subject to Federal post-accident testing requirements (49 CFR Part 219, Subpart C.

A complete copy of the Federal regulations is available for employees review at the general office.

Employees subject to duty are prohibited from using intoxicants, narcotics, sedatives, stimulants, hallucinogens, or a derivative or combination of any of these, or any controlled substance or mood-altering substance, or any illegal drug, or drug paraphernalia. In addition, it is prohibited for an employee to use or possess any of these while on duty, while on company property, or while occupying facilities paid for or furnished by the company. The presence of any level of alcohol in the blood is a violation of this rule.

It is prohibited for an employee to possess, sell, or use any illegal drug or controlled substance while on or off duty.

RULE G. CONTINUED:

Employees must not report for duty under the influence of any medication, including those prescribed by a doctor, that adversely alter alertness, coordination, reaction, response, or safe performance of work. Further, employees shall not use such medication while on duty. Employees who are assigned to work subject to the Hours of Service Act during a tour of duty - whether they have previously performed or are currently performing or may be called to perform such service and any employees who regularly perform such service must consent to breath, urine and blood testing and the release of information required in connection with such testing, under the circumstances specified in Federal Regulations (FRA Regulations 49 CFR, Part 219). When there is evidence of a violation of this rule, the employee will be immediately removed from service.

In addition to the above requirements the GWWR Company Policy in the GWWR Policy Manual Section F must be observed.

RULE J. Third Paragraph

Is revised to read:

Employees must not exceed the hours of service laws without proper authority, except trains, engines or cars will not be left on the main track without protection as prescribed by Rule 99, unless relieved of such duty by the Dispatcher. Trains must be properly secured before exceeding the hours of service. Except as provided by this paragraph, a crew will then be considered relieved of all duties, but not released upon reaching hours of service limitation.

RULE Q. AUTHORIZED ABBREVIATIONS

Following is added:

- CTWS Computer Track Warrant System
- DYB Dynamic Brake
- ETD End of Train Device
- HED Head End Device
- HPT Horsepower Per Ton
- SUB Subdivision
- TRKBUL Track Bulletin
- TPOB Tons Per Operative Brake
- TWD Trackside Warning Detector

RULE 4 (C).

GENERAL ORDERS, CIRCULARS, BULLETINS & NOTICES:

The moment a new timetable takes effect, all general orders issued prior to the effective date of the new timetable are cancelled.

GWWR BULLETINS BOARD LOCATIONS

East St. Louis	Yard Office
Roodhouse	Depot
Mexico	Depot
Slater	Depot
Kansas City	Yard Office

RULE 19 (A). HIGHLY VISIBLE MARKERS

Amended as follows:

Each marking device displayed in compliance with this part shall be examined at each crew change point to assure the device (marker light) is in proper working condition. This may be accomplished by either (1) repositioning the activation switch, (2) covering the photoelectric cell or (3) when equipped with radio telemetry capability, by observing the information in the cab of the controlling locomotive demonstrating the light is functioning as required (in lieu of a visual observation).

When the examination is conducted as per item (1) or (2), it shall be made by the train crew or some other qualified person provided that person communicates his or her findings to the engineer of the new train crew.

Train consist will identify the end of train device used to protect the rear end of the train. Each device has been stenciled with a number. At points where train service employees install this device, the number of the device must be relayed to the Train Dispatcher.

When setting off the rear car(s) of caboosless trains, a member of the crew must remove the rear-end marking device from the cut of cars set out and install it on the rear of their train or place in locomotive cab if light engines.

Crews of trains meeting, passing or being passed by trains having starlight or telemetry devices as rear-end markers, and all employees whenever possible, must observe such passing trains and if equipped with radio must advise crew the condition of the train and of the marker. Employees must also advise train dispatcher the condition of the marker.

Conductors must report any failures of marker or telemetry device on their delay report, and by radio to the dispatcher or Supervisor of Operations prior to arrival at their final terminal. When the light fails enroute, the end of train device should continue to be used to the next emergency electrical repair location.

If the rear-end transmitting portion of the telemetry device fails and the train line is not broken or the train does not stop the crew may continue, notifying the dispatcher of the failure. If the train stops or the train line is broken the crew must confirm their entire train is intact before reporting clear or partially clear of the occupied block and be governed by instructions. The crew must advise all trains met in a non-block signal territory the telemetry device is inoperative and the passing train crew must observe the telemetry device on the rear of the train, before they may proceed. During hours of darkness, train speed must be reduced if necessary to enable crews on trains being met to observe the device.

RULE 101 B WATER ABOVE RAIL:

Is revised to read:

When trains are operated through water, speed must not exceed 3 MPH and maximum depth of water, over top of lower rail, through which equipment may be handled, except when greater depths are authorized by special instructions are:

Diesel engines, passenger cars and diesel truck transfer cars	3 inches
Freight cars	5 inches

RULE 102 (2)

EMERGENCY STOP OR SEVER SLACK ACTION

Is revised to read:

Trains not exceeding 5,000 tons must not proceed until it has been determined that it is safe to do so either by visual inspection of train or knowledge that the brake pipe pressure has been restored by observing caboos gauge, observing end of train device (ETD), or ascertaining that air pressure is present in the brake pipe by the following procedure:

A. After air brakes have a sufficient time to release following an emergency application, make a 20 PSI service reduction; and

B. After brake pipe exhaust ceases, places automatic brake valve cutout valve to the out position. If brake pipe pressure rapidly reduces to zero, entire train must be inspected. If air pressure is present in brake pipe, train may proceed.

If train exceeds 5,000 tons, visual inspection must be made on each side of all cars and units, and it must be known that equipment and track are in safe condition and all wheels are properly positioned on the rail before proceeding.

EXCEPTION: Inspection is not required when either a desired or undesired emergency application of the brakes is initiated at a speed above 30 MPH provided trains exceeds 5,000 tons, no unusual slack action is felt incidental to stopping, brake pipe continuity is not broken, and train **DOES NOT REQUIRE EXCESSIVE POWER AMPERAGE TO START**. When the train brake pipe pressure has been restored, items A. and B. above must be complied with.

Where bridges are involved, where crewman cannot cross over, train can be pulled across bridge, not exceeding 2 MPH, as long as wheels approaching bridge can be seen by crewman on the ground to assure that wheels are on the rail. If it is observed that wheels approaching bridge are not properly positioned on the rail movement must be stopped prior to wheels coming onto bridge deck until Engineer knows that a visual inspection is completed where required or brake pipe pressure has been restored when applicable. If any train experiences unusual slack action while stopping or **REQUIRE EXCESSIVE POWER AMPERAGE TO START**, then both sides of the entire train must be inspected.

Anytime a train experiences a desired or undesirable emergency application of the brakes, crew **MUST** notify the Train Dispatcher, who in turn will notify MW forces and will place a 10 MPH speed restriction on that section of track until MW inspects the track.

RULE 103 A AUTOMATIC CROSSING DEVICES:

Is revised to read:

When the train dispatcher is notified an automatic grade crossing warning device is not working properly, he will issue instructions to all trains and engines affected as follows:

"AUTOMATIC GRADE CROSSING WARNING DEVICE AT (STREET NAME OR HIGHWAY NUMBER) BETWEEN M.P. _____ AND M.P. _____ IS NOT WORKING PROPERLY. BE GOVERNED BY (EXAMPLE 1) OR, (EXAMPLE 2)."

EXAMPLE (1)

CROSSING PROTECTED BY FLAGMAN. DO NOT EXCEED A SPEED OF 25 MPH OVER THIS CROSSING UNTIL IT HAS BEEN OCCUPIED BY ENGINE OR LEAD CAR.

EXAMPLE (2)

TRAINS OR ENGINES MUST NOT PROCEED OVER THIS CROSSING UNTIL IT IS PROTECTED BY A MEMBER OF THE CREW. DO NOT EXCEED A SPEED OF 10 MPH OVER THIS CROSSING UNTIL IT HAS BEEN OCCUPIED BY ENGINE OR LEAD CAR.

RULE 103 L SECURING CARS OR ENGINES

Following is added:

Hand brakes must be applied in the following manner on cars left standing:

1 car	1 handbrake
2 cars	2 handbrakes
3 or more cars	A minimum of 2 brakes but, up to a sufficient number to keep cars from rolling.

Air brakes must not be relied upon for securing cars and engines left standing. A sufficient number of handbrakes must be applied.

Locomotives left unattended: Check consist to assure that hand brakes will hold. Set hand brake(s) then release independent brake momentarily to assure that hand brake(s) are sufficient to hold consist. If there is a problem and hand brake(s) do not hold consist, report this immediately to supervisor on duty. Chock the wheels.

1 Locomotive	1 effective handbrake
2 Locomotives	2 effective handbrakes
3 or More Locomotives	Sufficient number of effective handbrakes

RULE 103-0 CARS BEING LOADED OR UNLOADED:

Following is added:

Empty cars must not be pulled from an industry, team or interchange track until dunnage is removed and all top hatches and bottom outlets are closed and locked on cars so equipped.

RULE 104 B MAIN TRACK SWITCHES

Following is added:

By Track Warrant authority line 19, train crews may be authorized to leave main track switch open (in direction of movement at the first named location on line 2 of same track warrant.)

Trains or Track Cars that have line 11 checked on track warrant must expect to find main track switches to sidings in the areas of line 11 limits to be open and before making any moves must know the switches are lined for that movement.

Only designated main track switches governing entrance into designated siding can be left open by authority of the Dispatcher.

Employees must be on the look out for main track switches to sidings left open. If main track switches are found open employee must communicate with the Train Dispatcher and be governed by his instructions. If authorized to close main track switch employee must report to the Train Dispatcher when switch is lined and locked for main line.

RULE 106 RESPONSIBILITY OF TRAINMEN AND ENGINEMEN

Following is added:

(6) Crews entering yards will be responsible for their trains or engines until clear on designated track and equipment is properly secured, unless relieved by another crew.

RULE 106 A MAXIMUM SPEED

Following is added:

The following are maximum authorized speeds of engines and certain specialized equipment, except where timetable division speeds are lower, the lower speed will govern.

Fixed cab pile drivers, boom leading or trailing, boom must trail except while working	25 MPH
Air dump cars (should be handled in trains handling local work)	25 MPH
Jordan spreaders (wings must be properly secured and should be handled in trains performing local work)	30 MPH
Two axle scale test cars (must be handled on rear of train, next to but ahead of the caboose and preferably in trains performing local work)	30 MPH
Four axle scale test car	30 MPH
Ore cars with wheel based of 20 feet or less (measured between truck centers)	30 MPH
Trains handling revolving machinery on own wheels, boom trailing	25 MPH
Loaded welded rail flat cars (Must be handled on rear of train when moving with other cars)	30 MPH
Cars containing panel rail	30 MPH
Flat cars containing pipe that is 36 inches or larger in diameter	30 MPH
Wedge-type snowplows (all conditions). Must be handled in first five cars when not plowing and preparing to plow	35 MPH

RULE 109 A TRAIN INSPECTION:

Following is added:

When necessary to set out a bad order, prompt report must be made to train dispatcher stating nature of defect. If coupler is damaged, state whether "A" or "B" end; if wheel or journal is involved, state journal, number size and location by numeric system; state car initials and number, if loaded, show contents, route and destination.

It is the responsibility of train and enginemen to inspect cars to be picked up for safety appliance defects per FRA regulations, such as sill steps, and hand holds. If a defect is found, do not pick up cars. Notify dispatcher of car number and defect found.

RULE 109 C TRACKSIDE DETECTORS

Following is added:

All GWWR detectors have dragging equipment detectors.

1. Train crews must monitor radio readout on engine channel 78 for the State of Missouri and channel 90 for the State of Illinois and they must be governed by the information conveyed immediately after the train has passed.

2. As the train is passing a tone will sound when a defective wheel passes over the detector. A post-train message will convey directive.

3. Examples of radio read-out message:

- A. If an alarm has sounded:
"Gateway Western Railway
(detector location)
hot box detected (which side)
from head end, axle no. _____
detector out."
- B. If no alarm:
"Gateway Western Railway
(detector location)
no defects
detector out."
- C. If detector is not working:
"Gateway Western Railway
(detector location)
hot box detector not working
detector out."

4. If defective equipment has been detected, crew of train will be governed by Rule 109A.

5. If the detector is not working, or no message is received from the detector location the train must be stopped within five (5) miles of the detector and inspection made per Rule 109A.

6. When a stop is made, the train dispatcher must be promptly notified.

7. The train consist or wheel report must not be used for the purpose of identifying the car to be inspected. A member of the crew must count the number of axles from head end. If no defects are found on the car or diesel unit reported to be defective, the five cars or five diesel units on each side of the suspected axle must be checked.

8. If a car or diesel unit is stopped a second time for a suspected defect, the car or diesel unit must be set out regardless of a lack of evidence, unless the initial inspection revealed brakes were sticking and corrective action has been taken.

RULE 109 C CONTINUED:

9. After the suspected car or diesel unit has been inspected, a member of the crew must report to train dispatcher the location of car in train, the car or diesel unit initial and number, journal location, type of bearing, nature of defect, if any, and disposition of car, whether defective or not. If car is not set out, the same report must also be made in writing to connecting crew and passed on to each succeeding crew or to yard forces at final terminal.

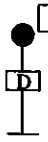
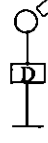
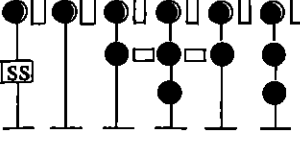
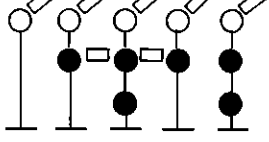
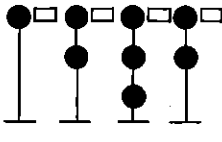

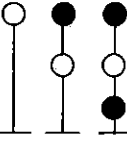
RULE 130 NEW RULE EMERGENCY BRAKE APPLICATION

All emergency brake applications, for whatever reason, must be reported to the train dispatcher so track can be slow ordered and then inspected by the Maintenance of Way Department.

DISTANT AND INTERLOCKING SIGNALS

NEW RULES 228, 229, 230, 236, 242, 248 A, 249

SEE ATTACHED SHEET PG 33

RULE	NAME	INDICATION	ASPECT OF COLOR LIGHT AND SEMAPHORE SIGNALS
228	DISTANT SIGNAL CLEAR	Proceed: If delayed between this signal & block, interlocking or spring switch signal proceed prepared to stop short of next signal.	 <p>GREEN, PLATE BEARING PREFIX D</p>
229	DISTANT SIGNAL APPROACH	Proceed: Approach next signal prepared to stop short of next signal.	 <p>YELLOW, PLATE BEARING PREFIX D</p>
230	CLEAR	Proceed. When S/S sign below signal head; this will identify spring switch.	 <p>GREEN OVER RED OR DARK</p>
236	APPROACH	Proceed prepared to stop at next signal. Train exceeding 30 mph must immediately reduce to that speed.	 <p>YELLOW, YELLOW OVER RED OR OVER DARK.</p>
242	STOP	Stop.	 <p>RED</p>
248A	STOP & INSPECT SWITCH	Stop and inspect switch. Test must be made by lining switch over and back by hand and examining the switch points to see that they fit properly. When switch is properly lined and locked for route to be used, movement may be made past stop indication.	 <p>RED</p>
249	RESTRICTING	Proceed at restricted speed, prepared to stop at next signal.	 <p>LUNAR</p>

INTERLOCKING RULES

RULE 235 NEW RULE

When a train or engine is stopped by an automatic interlocking signal and no immediate conflicting movement is evident, a crew member must operate the emergency release in accordance with the posted instruction in the release box at the interlocking.

RULE 236 A NEW RULE

When trains moving through an interlocking are stopped by the control operator, they must not move in either direction until they have received the proper signal or permission from control operator.

RULE 236 B NEW RULE

Trains and engines must not make a reverse movement, or a forward movement after making a reverse movement, without the proper interlocking signal indication or the control operator's permission.

RULE 236 C NEW RULE

When the signal for an open route conveys a stop indication but the manual interlocking station is closed or communication with the control operator is not possible, movement must not be made until (1) all the switches have been lined in the route to be used and (2) the train or engine has occupied the track within interlocking limits, clear of any conflicting route, for a period of 10 minutes. Such movement must be made at restricted speed, when interlocking signals or rules require movement at restricted speed, this speed must not be increased until the entire train has completely moved through interlocking.

The facts of this situation must be reported to the train dispatcher.

RULE 237 NEW RULE

When a train encounters a block or interlocking signal conveying a restrictive indication under circumstances that suggest a defect in track or signal apparatus, that fact must be reported to the train dispatcher.

RULE 238 NEW RULE

Trains at interlocker, moveable bridge or stopped by bridge tender must not move until authorized to do so.

RULE 239 NEW RULE

When track equipment is stopped by an automatic or manual interlocking signal unless it is known their equipment is insulated they must approach the interlocker prepared to follow the same instructions found in box at the interlocker.

RULE 315 HAND OPERATION OF DUAL CONTROL SWITCHES

Following is added:

(3) Position the switch points for the route to be used. Next line them against the route to be used. Finally, reposition them for the route to be used. After doing this, inspect the switch points. If they are properly lined, the movement may be made as provided by the rules. When a dual control switch is taken off power and put on hand operation, the employee operating the switch must make sure the hand throw lever is actually moving the points.

RULE 315 A DUAL CONTROL SWITCHES AND DERAILS

Last sentence of rule is replaced by:

Leave the switch in hand-control position for the entire movement of the train.

RULE 409 OCCUPYING SAME LIMITS

Following is added:

Train authorized to move in a specific direction and have line 11 checked on their track warrant must communicate with the Train Dispatcher to see what trains or engines they may expect within these limits, and receive specific instructions from the Train Dispatcher before acting upon such a track warrant.

Train or Track Equipment and those working on track must be on look out for main track switches to a siding left open. If main track switches are found open the crew must communicate with the Train Dispatcher and be governed by his instructions. When authorized to close main track switches, employee must report to the Train Dispatcher when switch is lined and locked for main track and give employee number of person closing the switch.

RULE 455 PROTECTION BY TRACK BULLETIN

Following is added instructions from the M of W Foreman named in a track bulletin form B to a train or engine may be relayed only by the train dispatcher.

RULE 455 B NEW RULE

HI-RAILS ONLY - While operating under a track warrant hi-rail vehicles will be allowed to make a reverse movement, within limits of track warrant except on track already released to dispatcher.

RULE 455 C NEW RULE

HI-RAILS AND M OF W ON TRACK EQUIPMENT ONLY - May enter the limits of a form B, within track warrant authority at restricted speed without permission from the Foreman on the form B. Hi-rails must be prepared to stop, expecting machinery to be on the track at any location within the form B.

RULE 456 EXCESSIVE DIMENSION EQUIPMENT:

Following is added:

In order to avoid improper routing of high-wide or restricted cars and the resulting possibility of damage or derailment due to restricted clearance, each conductor, immediately before leaving the initial terminal of his assignment, will check the consist and waybills to determine if there are any high-wide or otherwise restricted cars in his train and, if so, will check the routing on such car to determine it is properly blocked and should not be in the proper block, to move via the intermediate point or district as routed, he will promptly advise the train dispatcher and secure instructions as to its movement or disposition.

RULE 465 NEW RULE OPERATING OVER DISTURBED TRACK

When instructions are received containing the following wording: Between M.P. _____ and M.P. _____ do not exceed _____ MPH account of disturbed track the following instructions will govern.

Engineer must handle the train he is operating so that track and structures within the specified limits are subject to the minimum of train handling generated forces. As near as practicable the engineer will use train handling techniques that reduce adverse forces by making power and braking adjustments prior to or following the restriction, by carefully maintaining speed throughout the specified restriction.

RULE 500 A NEW RULES RADIOS

Company owned radios must not be taken off Company property under any circumstances without specific permission of a supervisor. Radios will be drawn from designated points and must be turned in at these points upon completion of trip or tour of duty. Conductors are responsible for reporting the numbers of all Company owned radios in their crew's possession on their delay report.

Radios should not be left unattended in Company trucks or Company automobiles or private automobiles used on company business, particularly when they can be seen by looking into a window. If a portable radio must be left in a vehicle unattended, it should be locked in the trunk.

When radios are left unattended in company buildings, they should be left in a secure location.

Necessary precautions must be taken to prevent damage or misuse of Company owned radios by all employees using them. Non-company use is prohibited.

RULE 520 LIEU OF HAND SIGNALS

Following is added:

When radio communication is used in lieu of hand signals in connection with switching, backing, shoving a train, engine or car(s) the engineer must require the following from the person directing the movement (1) direction of the movement, (2) distance in car lengths (car length = 50 feet) of the movement, and (3) additional instructions to make sure communication is still established.

When shoving cars or making a reverse movement, movement must be stopped in one-half the distance last specified unless additional distance is specified. When the distance specified is 5 cars or less the movement must be prepared to stop after moving one car length unless engineer has received additional signals.

RULE 520 CONT'D:

EXAMPLE: After establishing proper identification in accordance with the rules: Engine 2042, backup 12 cars to a coupling, 6 cars to a coupling 5-4-3-2-1-, 1/2 car, 15 feet, 10 - 5 feet, and that will do.

RULE 610 NOT PERMITTED ON TRAINS

Following is added:

Company Officers and Transportation Officials are authorized to ride the locomotives or cabooses of trains during the performance of their duties.

All others must have appropriate authorization from a Transportation Official.

FRA inspectors on GWWR property:

Title 49 Code of Federal Regulations, Part 217 and 218 give inspectors and supervisors of the Federal Railroad Administration authority to ride in cabs of locomotives while trains are being operated without requiring approval of the management of the railroad companies. When FRA personnel desire to ride in the cab of a locomotive, the inspector will present his credentials to the locomotive engineer or conductor. These credentials state, in part as follows:

"With authority to enter upon to inspect and examine lands building, equipment, and to inspect and copy records or papers."

When an FRA inspector presents the proper credentials, identifying himself as an FRA inspector, he will be permitted to ride in a locomotive, therefore it is not necessary for an accredited FRA inspector to purchase a ticket or sign a release.

Conductors and engineers must caution FRA inspectors of the hazard of personal injury to themselves if they are not alert in their activities in compliance with railroad rules and regulations.

Under no circumstances are FRA inspectors permitted to operate the locomotive or perform the duties of any member of the crew.

When an FRA inspector rides a train, the conductor or engineer is hereby instructed to notify his immediate supervisor as soon as possible through the train dispatcher.

RULE 616 HAZARDOUS MATERIALS

Following is added:

Every employee involved in the switching or position in train of hazardous material cars, both on line of road and in yards, must be familiar with and be governed by the instructions contained in the "switching and position in train" charts in back of the timetable. Persons having access to waybills or shipping instructions must see that concerned employees are notified when hazardous materials cars are to be handled.

Crew members of trains departing mechanized stations receive on their train consist copy, hazardous materials warning instructions for any such cars in their trains. They will be governed by these instructions should an incident occur involving these cars. Train and Enginemen will have a copy on their person, while on duty, of the DOT P 5800.5 Emergency Response Guide Book.

When loaded cars containing hazardous materials are picked up on line of road and there is no agent or clerical force on duty, the train crew must notify the train dispatcher that pick-up includes hazardous materials. No hazardous material will be handled without proper shipping papers.

RULE 616 CONTINUED:

Train and engine service employees, prior to departing their yard or terminal, industry facility, or interchange location, must check their paperwork to ascertain whether any hazmat shipments are included in their consist. If discovered in train without proper shipping papers cars must be set out at first available location.

Subpart C of Tariff BOE 6000 - series mandates certain information be presented on shipping documents when they are representative of a hazardous commodity. Hazardous commodities are defined in the same tariff, and their transportation is regulated by the Federal Government.

LOADED RAILCAR:

Hazardous commodities carry a 48 or 49 series commodity code. It must be shown on waybills and bills of lading. If the 48 or 49 series code is present, the document must also be stamped "DANGEROUS". The document must include the following information, as required under section 172, 172.202, and 172.203 of Subpart C, Tariff BOE 6000

1. PROPER SHIPPING NAME
2. HAZARD CLASS PRESCRIBED FOR THE MATERIAL
3. THE IDENTIFICATION NUMBER (PRECEDED BY "UN" OR "NA")
4. TOTAL QUANTITY BY WEIGHT (RQ)
5. PLACARD DESIGNATION

EXAMPLE: Gasoline
Flammable liquid
UN 1203
Placarded Flammable
RQ Volume in car

EMPTY RAIL CARS WHICH LAST CONTAINED HAZARDOUS MATERIAL

The description on the shipping paper for a car containing the residue of a hazardous material should include the words "RESIDUE": Last contained . . ." in association with the basic description of the hazardous material last contained in the car. The applicable sections of the BOE Tariff in this instance are 172.203 and 174.25(C) which require that the document must include the following:

1. Wording "RESIDUE: LAST CONTAINED . . ."
2. PROPER SHIPPING NAME (OF MATERIAL LAST CONTAINED IN THE CAR)
3. HAZARD CLASS PRESCRIBED FOR THE MATERIAL
4. THE IDENTIFICATION NUMBER (PRECEDED BY "UN" OR "NA")
5. PLACARD DESIGNATION

EXAMPLE: RESIDUE: LAST CONTAINED PETROLEUM NAPHTHA COMBUSTIBLE LIQUID UN 1255 PLACARDED: COMBUSTIBLE - RESIDUE

If proper paperwork for a hazardous commodity shipment in the consist of the train, industry cut, or interchange cut, is not available immediately notify proper authority.

RULE 616 CONTINUED:

As information, Title 49 United States Code, Chapter 27 - HAZARDOUS MATERIALS, Section 1809 (Penalties) states in part . . . "(A) (1) Any person (except an employee) who acts without knowledge, who is determined by the Secretary, after notice and which is a violation of a provision of this title or of a regulation issued under this chapter, shall be liable to the United States for a civil penalty. Whoever knowingly commits an act which is a violation of any regulation, applicable to any person who transports or causes to be transported or shipped hazardous materials, shall be subject to a civil penalty of not more than \$10,000. for each violation, and if any such violation is a continuing one, each day of violation constitutes a separate offense."

SUBJECT: HAZARDOUS MATERIAL ACCIDENT

In case of accident, safety is the first consideration. If hazardous material may be involved in a derailment do the following IF IT IS SAFE TO DO SO:

1. DETERMINE STATUS OF ALL CREW MEMBERS
2. RESCUE INJURED, remove them to a safe area, call for assistance.
3. IF FIRE OR VAPOR CLOUDS are visible, evaluate to 1/2 mile up wind of vapor cloud or fire. Before evaluating take all paperwork such as waybills, consist and emergency response information.
4. NOTIFY the Train Dispatcher by the quickest means possible. If Radio communications fail or are not available call 1-800-232-4997, or 618-624-4705.

TELL HIM:

- A. Name and title.
- B. Train identification symbol
- C. Specific location of the incident (station, milepost location, nearest street or highway crossing)
- D. If need for fire or medical response.

5. IF NO FIRE OR VAPOR CLOUDS are apparent.
 - A. EXTINGUISH smoking materials and caboose stove. Do not smoke in the vicinity of a hazardous material incident. DO NOT ignite fuses.
 - B. CHECK the train to determine what cars and commodities may be involved and where they are located on the train.
 - C. INSPECT the train to determine the condition of cars involved. Use a buddy system if possible. Tell crew members what products may be involved and what risk they may pose. Approach from upwind (wind from backside) or up hill side. Go no nearer than absolutely necessary to assess the condition of the cars. Use eyes, ears, and nose to detect any fire, vapor, or gas clouds, smoke, leak or unusual smells or noises. If these conditions are detected, DO NOT GO NEAR THE CARS, evacuate all crew members to a safe distance.

6. MUST PROVIDE without risk to personal safety the Train Dispatcher with as much of the following information as possible after the train has been inspected:

- A. Initial and number of cars involved.
- B. Location of Hazardous material in derailment.
- C. Condition of each car. Upright or turned over, intact; punctured or leaking; on fire or near fire; producing a vapor or gas cloud; unusual odor or unusual noise.

RULE 616 CONTINUED:

- D. Location of people, property, or public systems (roads, power lines, hospitals, etc.) which could be subject to damage.
 - E. Location of nearby stream, river, pond, lake or other body of water.
 - F. Location of access roads.
 - G. Any other information that will help the dispatcher understand the situation.
7. WARN people to stay away from the emergency area.
8. PERSONAL IDENTITY must be given to responding police or fire personnel. HELP them determine which cars and products are derailed or damaged. The conductor may provide waybill data, but should retain the waybills and switch list for delivery to a responding operating officer.
9. REMAIN at the scene at a safe distance until relieved by a railroad Operating Officer.

RULE 619 AVOIDING DELAYS

Following is added:

Any unanticipated delay must be immediately reported to the Train Dispatcher.

RULE 630 EXCESSIVE DIMENSION LOADS

Following is added:

Duly authorized riders have permission to ride as long as proper release is presented to accompany a high wide or valuable shipment.

Instructions in the permits require the releases be executed in duplicate, and a copy forwarded at the time of execution, to the General Office in Fairview Hts., IL. for file.

The instructions further provide that the original must be taken up by the last conductor handling and forwarded to the office named in the permit, where it will be forwarded to the General Office in Fairview Heights, IL. All releases should be signed and sent in by the conductor. The conductor should indicate who he turned the release over to and indicate on his timeslip the time he had the passenger.

Unauthorized riders are not permitted.

RULE 633 ENGINE OPERATION

The following is added:

No individual may operate the controls of a locomotive unless he or she has been qualified to operate said locomotive or locomotives pursuant to requirements established by the FRA contained in the Code of Federal Regulations 240; Engineer Certification.

At no time will an individual operate a locomotive without his or her certificate on their person.

RULE 651 NEW RULE RAIL SURVEILLANCE

The Department of the Army has instituted a requirement for Rail Surveillance Service (RSS) on certain shipments of military ordinance considered susceptible to theft.

RSS is designed as the observation and/or inspection of the rail car within one hour after it has been stopped at any location for any reason, and re-inspection at least once each hour when the rail car is not moving.

The waybill will have notation showing Rail Surveillance Service requested. Waybills should be checked and when this notation is found on a waybill for a car in the train, the conductor will be responsible to arrange for the inspection should the car be stopped for a period of one hour and for each hour thereafter.

In the event the inspection discovers the railcar has been opened an immediate report must be made to the dispatcher.

RULE 652 NEW RULE TANK SURVEILLANCE SERVICE

Tank Surveillance Service (TSS) is a transportation protective service performed by rail carriers which is applicable only to the movement M 1 Abrams tanks. Inspection includes external observation and/or inspection by "qualified railroad personnel of "each tank" within one hour after it has stopped at any location for any reason and reinspection at least once each hour during each stop. Tank inspection will be made to assure armor plate has not been penetrated, tiedowns and hatches are intact and all tank skirts are mounted and steel rods securing skirts have not been tampered with. Also, the accompanying equipment boxes will be inspected to assure their exterior integrity and tie downs are intact.

Please note external observation and or inspection can be accomplished by railroad personnel vs railway or local police.

RULE 653 NEW RULE INDUSTRY SERVICE REPORT

Conductor or engine foreman must record on Industry Service Report, (Form F 0033), all cars set out, picked up, placed in industry, released from industry, constructively placed, or when requested by customer to move car(s) from one location to another within the same plant. These reports must be submitted to Customer Service Representatives at the appropriate location.

RULE 654 NEW RULE COOLING SYSTEM

The following will govern locomotive cooling water level on diesel engines - EMD locomotives with engine idling, cooling system in full with water level at 1/2 glass. When engine system is full with water level at 1/2 glass. When engine is shut down, water level should be full or at top of glass.

Do not overfill diesel engine cooling system. Any engine may continue to operate with any water in sight glass.

When the temperature is 40 degrees fahrenheit or less or expected to drop below that temperature, the following applies:

1. It is absolutely essential all cab heaters be left on, on all locomotives in the consist.
2. An engineer in charge of any locomotive that dies on line of road and cannot be restarted, must drain that locomotive unless relieved of that responsibility by the train dispatcher.
3. If the engineer has no means of communication with the train dispatcher, he must drain the locomotive.

4. If a locomotive is shut down, the following cooling system drain valves should be open. The main engine drain valve, locomotive cab heaters, water cooler, fuel oil heater, water cooler, right water pump, and any other equipment which may contain water.

5. If the outside ambient temperature is below 20 degrees, locomotives which are set out on line must be left in throttle position Run 2, and have angle cocks on both ends of locomotive cracked open.

6. Crew must check fuel level, and inform dispatcher.

RULE 655 NEW RULE CREWS GOING ON DUTY AT OUTLYING POINTS

At the beginning of each tour of duty, crews on duty at Mexico, Slater, and Roodhouse will obtain their work message from the facsimile machine at the location. If these instructions are not on the machine they are to contact the Agency governing their work for instructions.

Upon completion of each tour of duty the Conductor is responsible for calling Train Dispatcher giving all information concerning placements, releases, etc. It is also the Conductor's responsibility to notify the dispatcher and the crew caller of tie-up time.

The office at outlying points must be secured when left unattended.

ITEM 7000 LOCOMOTIVE SERVICE FACILITIES

The following stations are equipped to furnish locomotives with fuel, and engine cooling water. Initials will indicate supplies available, F-fuel, S-sand, W-engine cooling water, FT-diesel fuel delivered by tank truck prearranged, Wye-track for turning engines or cars.

E. St. Louis	- F, S, W, WYE
Roodhouse	- FT, W, WYE
Mexico	- FT, W
Slater	- FT, W

AIR BRAKE SYSTEMS AND TRAIN HANDLING

SPECIAL INSTRUCTIONS

RULE 901 N NEW RULE

PRIOR TO STARTING LOCOMOTIVE

Test cocks are to be tightened more than "Hand Tight". Engine crews have been issued ten inch pipe wrenches for the purpose of "Blowing Down and Starting" engines. Test Cocks not sufficiently tightened can start leaking by combustion pressure and exhaust gases and in a short period of time, can burn the Test Cock stem into. When this condition occurs, many times the entire Power Assembly must be replaced.

If Cylinder Test Cocks are found leaking after "Blow Down" and "Start Up" of an engine, an attempt should be made to retighten Cock until leak stops. If unable to stop the leak, the Mechanical Department **MUST BE CONTACTED** for further handling.

RULE 933 MOVEMENT OF SWITCH ENGINE AND DEAD ENGINE:

Following is added:

ROAD ENGINES:

When picking up engines on line of road, engines will be connected in multiple unit (MU 'D) to road consist with all MU hoses properly connected and valves turned to the "ON" position. The following is the proper way to couple multiple unit hoses on diesel engines:

- Couple brake pipe hose to brake pipe hose
- Couple main reservoir hose to main reservoir hose
- Couple actuating hose to actuating hose
- Couple brake equalizing hose to brake equalizing hose
- Couple sander hose to sander hose (if equipped)

After engines are properly coupled in multiple unit (MU 'D) crew will then make a proper air test and assure engines are properly set up for movement, with cab controls set up for trailing position.

ROAD ENGINES: DEAD IN TRAIN

For the purpose of clarification, locomotive moving under the authority of a waybill will move "Dead in Train", and the following will govern:

When handling "Dead" engines in train, the engine must be shut down, and in freezing weather, the engine cooling water drained, and air compressor drained. The dead engine feature must be opened and the double heading cock closed, or placed in the "Dead" position.

The "Dead" diesel unit may be handled next to the working units. However, only the trainline brakepipe hose should be coupled and angle cocks opened for proper brake function. The trainline control cables should not be plugged in.

At maintenance shops or points on line where mechanical forces are available, the Mechanical Department will be responsible to prepare "Dead" units for shipment in a train, including a proper air test, prior to movement from point of interchange.

At outlying points where no mechanical forces are available operating department employees will be responsible to know that "Dead" engines are properly set up to handle in train, and brakes are properly functioning.

If there are any questions when picking up this type unit on line of road, contact the Train Dispatcher, and he will contact the necessary department officer.

RULE 933 CONTINUED

"Dead" engines in train may be handled anywhere in the first twenty (20) cars of a train, and when practical may be handled next to the working power. Crews will observe "Dead" units closely for any indication of sticking brakes or sliding wheels.

PREPARATION OF LOCOMOTIVES TO BE HANDLES "DEAD IN TRAIN"

Brake valve handles of the removable type shall be removed and stored in the proper place in the locomotive cab. Handles that are not of the removable type must be clamped or wired in the proper position to prevent movement.

Air brake equipment must be positioned in accordance with rule and safety control, and overspeed cut-out cocks must be closed.

It shall be known that the air brake equipment will operate properly, and after a brake application the brakes will move to the release position with a slow rise in the brake pipe pressure.

The brake system air pressure, including main reservoirs, shall be reduced to "O" PSI before locomotive is placed in train.

On arrival at terminal and before locomotive is moved under its own power, the brake devices and cut-out cocks shall be positioned for live locomotive, and tested as follows:

In all cases when locomotives have the air hoses coupled between units for multiple unit operation and the related cut-out cocks placed in "open" position on both sides, an air brake test must be made. The independent brake should be applied to see that all brakes in the consist apply. The independent brake should then be released to assure all brakes on all units released, then a full service reduction should be made with the automatic brake valve to see that all brakes apply in the consist. Depress the independent brake valve handle and determine brakes release on all units in the consist.

BL PROCEDURE

NO. 6 BL TYPE BRAKE EQUIPMENT

When unit is to be handled "Dead" in train with engine shut down, place handle of automatic brake valve in "Running" position, remove handle of independent brake valve in "Release" position. Move 3 position brake pipe cut-out cock to "Dead" position and open dead engine feature. If diesel engine is left running and is equipped with an underloader valve. It will be necessary to break seal and move 3 position unloader cock to "Dead position". This valve is located inside the engine room at the air compressor governor. The drain main reservoir. Before unit is put into service, it will be necessary to move the 3 position unloader cock to "Live" position, so the air compressor will operate.

NOTE: Automatic brake valve handle must be wired or prevented from moving during shipment.

24 RL BRAKE EQUIPMENT (CONTROL UNITS)

Place automatic brake valve handle in "Running" position, and independent brake valve handle in "Release" position.

Remove both brake valve handles.

Close the brake pipe cut-out cock (Double heading cock)

Place Rotair valve in "Pass" position.

Open dead engine cut-out cock located at service portion of D-24 control valve (cock handle over the word "Dead")

Open actuating and application and release pipe cut-out cocks located at both ends of the unit.

RULE 933 CONTINUED:

NO. 26 L BRAKE EQUIPMENT

Place the independent brake valve handle in "Release" position and the automatic brake valve handle in "Handle off" position, remove both brake valve handles and place in holder provided.

Depress the brake valve pilot cut off valve handle, and move to the "Out" position.

Depress the handle of the MU 2-A valve and move to "Lead" and or "Dead" position. The main reservoir must be drained before the dead engine feature cut-out cock is opened. The end cocks of the actuating and independent application and release pipes must be opened to atmosphere. If engine is left running and is equipped with a 3 position unloader cock, move the unloader cock to "Dead" position, then drain main reservoir pressures. Before unit is put into service, it will be necessary to move the 3 position unloader cock to "Live" position so the air compressor will operate.

When SW 1500 class engines are MU 'D, they must be positioned as follows:

1. No more than two will be MU 'D in any one consist.
2. When MU 'D with one road unit equipped with alignment control couplers, the road unit must be coupled against the train.
3. When one is MU 'D with two or more road units, they will be placed as second unit in the consist.
4. If necessary to make back-up movement with cars or train, lead unit MUST be isolated. Caution must be used to prevent jackknifing and track damage.

Any questions concerning these procedures, contact the Chief Mechanical Officer or his Mechanical personnel, and or Trainmaster/Road Foreman of Engines.

RULE 959 POWER AXLE LIMITATIONS WHEN OPERATING WITH MULTI-UNIT CONSIST

No more than twenty-eight (28) power axles, on the head end of any train, may be used in any combination of locomotives on Gateway Western. Pusher engines may be used in addition to the above restriction.

If a train stalls using 28 powered axles on the head end, then the train must be doubled.

RULE 968 HELPER SERVICE

Following is added:

If helper engine is placed behind rear car of train, not more than two six-axle operating units totaling not more than 179,400 pounds tractive effort, or not more than two four-axle operating units totaling not more than 135,600 pounds tractive effort, or a combination of one six-axle and one four-axle unit totaling not more than 157,600 pounds tractive effort will be used. Below is a list showing the weight, tractive effort and horsepower rating of units by class:

GWWR LOCOMOTIVES

CLASS	MAKE	TYPE	WEIGHT	TRACTIVE EFFORT	HORSE POWER	DYNAMIC BRAKE***
1500	EMD	SW1500	248,000	30,000	1500	NO
2000	EMD	GP 38	254,000	54,000	2000	4EF
2048	EMD	GP38AC	254,000	54,000	2000	NO
3000	EMD	GP 40	260,500	60,600	3000	4EF

ATSF LOCOMOTIVES

CLASS	MAKE	TYPE	WEIGHT	TRACTIVE EFFORT	HORSE POWER	DYNAMIC BRAKE***
90	EMD	SPDF45	399,000	68,006	3600	6ET
**100	EMD	GP60M	278,400	57,500	3800	4EF
*200	EMD	F40PH	259,500	38,240	3000	4BF
**325	EMD	GP60B	278,400	57,500	3800	4EF
**500	GE	B40-8W	288,000	69,200	4000	4EF
800	GE	8-40CW	394,000	103,400	3800	4EF
1310	EMD	GP7	249,000	41,000	1500	NO
1460	EMD	SWBLW	262,500	41,300	1500	NO
1556	EMD	SD39	389,000	82,284	2500	6EF
2000	EMD	GP7	249,000	41,300	1500	NO
2244	EMD	GP9	249,000	45,200	1720	NO
2300	EMD	GP38	262,500	55,460	2000	4ET
2370	EMD	GP38-2	260,800	55,400	2000	NO
2700	EMD	GP30	262,900	51,400	2500	4BT
2800	EMD	GP35	266,000	51,400	2500	4BT
3000	EMD	GP20	265,000	44,800	2000	4BT
3400	EMD	GP39-2	270,000	55,400	2300	4EF
3600	EMD	GP39-2	264,400	55,400	2300	4EF
3800	EMD	GP40X	264,400	62,685	3500	4EF
3810	EMD	GP50	271,663	64,200	3500	4EF
3840	EMD	GP50	273,120	64,200	3600	4EF
**4000	EMD	GP60	274,500	57,500	3800	4EF
5000	EMD	SD40	391,500	82,100	3000	6ET
5020	EMD	SD40-2	391,500	83,160	3000	6EF
5200	EMD	SD40-2	391,500	90,475	3000	6EF
5250	EMD	SDF-40-2	388,000	83,100	3000	6EF
5300	EMD	SD-45	391,500	72,286	3600	6ET
5501	EMD	SD45B	393,920	72,286	3600	6ET
5502	EMD	SD45B	392,860	82,100	3600	6EF
5510	EMD	SD45-2	395,500	83,100	3600	6EF
5705	EMD	SD45-2	391,500	73,650	3600	6EF
5800	EMD	SD45-2	395,500	83,100	3600	6EF
5950	EMD	SDF45	395,000	71,290	3600	6ET
6350	GE	B23-7	268,000	60,400	2250	4EF
6364	GE	B23-7	265,000	60,400	2250	4EF
6390	GE	B23-7	264,000	61,000	2250	4EF
6405	GE	B23-7	266,000	61,000	2250	4EF
**7400	GE	B39-8	285,940	68,100	3900	4EF
**7410	GE	B40-8	283,000	69,200	4000	4EF
8010	GE	C30-7	398,800	90,600	3000	6EF
8020	GE	C30-7	392,500	90,600	3000	6EF
8099	GE	C30-7	395,000	91,500	3000	6EF
8153	GE	C30-7	392,500	91,500	3000	6EF
8736	GE	U36C	391,500	90,600	3600	6EF
9500	GE	SP30C	391,500	91,500	3000	6EF

** For the purpose of calculating dynamic braking effort, Units 100-162, 325-347, 500-599, 4000-4039, and 7400-7449 must be considered as having six axles.

RULE 968 CONTINUED:

Information relating to dynamic brake is designated as follows:
 Number indicates number of axles
 Type is indicated by B-Basic, E-Extended Range
 System is indicated by F-Flat, T-Taper.

RULE 987 FUEL CONSERVATION

Following is added:

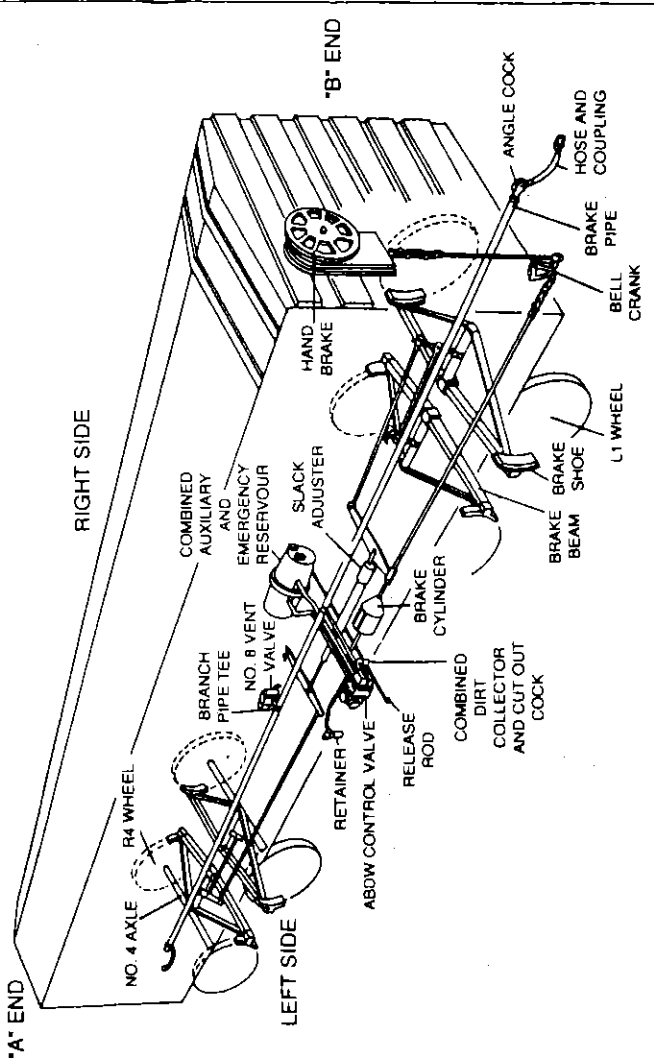
1. ISOLATE UNITS: In a consist when units are not needed to handle train consist.
2. SHUT DOWN: Units not in use, and in accordance with cold weather instructions. When this is done in remote areas, verify battery conditions before shutting down the units.

RULE 988 NEW RULE COLD WEATHER INSTRUCTIONS

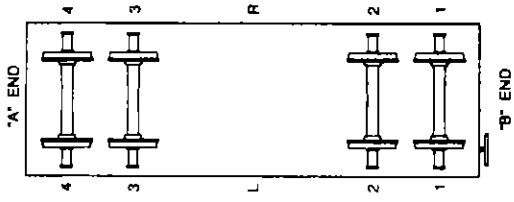
The following are instructions to handling a train during the cold weather months:

1. Proper initial and on line of road brake test.
2. Proper train starting procedures.
3. Full and proper use of dynamic brakes.
4. Proper cresting procedure.
5. Control train speed in undulating territory to permit controlling slack by throttle manipulation.
6. Concentrate on making planned stops without the use of air brakes where terrain permits.
7. After stopping, make a full service brake reduction, allowing exhaust to cease before release is attempted. Prior to detaching locomotive, or any angle cock is closed, Engineer should reduce brake pipe pressure to 20 PSI with the automatic brake valve.
8. Promptly report any engine malfunctions to the train dispatcher and complete prescribed forms
9. Proper throttle handling during acceleration and deceleration.

AIR BRAKE APPLIANCES AND FUNCTIONS
 CAR COMPONENT LOCATION AND IDENTIFICATION OF
 "A" OR "B" END AND RIGHT OR LEFT SIDE OF CAR.

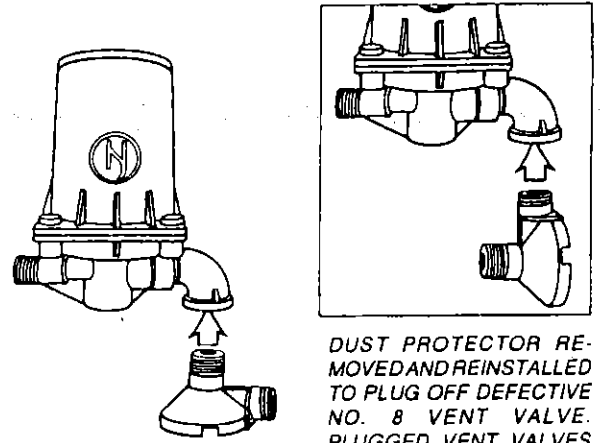


WHEN A CAR HAS A HAND BRAKE ON BOTH ENDS, THE "A" AND "B" ENDS WILL BE STENCILLED. THE RIGHT AND LEFT SIDES ARE DETERMINED BY LOOKING AT THE "B" END OF A CAR. THE 1ST AXLE IS ON THE "B" END OF A CAR.



NO. 8 VENT VALVE

NO. 8 VENT VALVE IS REQUIRED TO PROVIDE PROPER PROPAGATION OF EMERGENCY BRAKE APPLICATION ON CARS AND LOCOMOTIVES HAVING BRAKE PIPE LENGTHS OF 65 FEET OR LONGER.

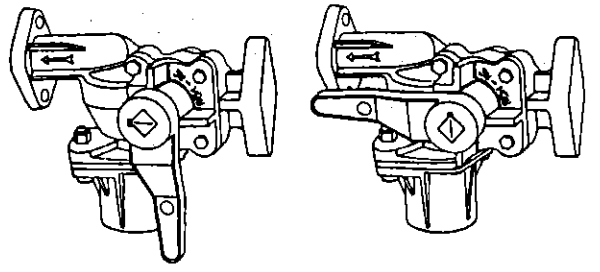


DUST PROTECTOR IN NORMAL POSITION

DUST PROTECTOR REMOVED AND REINSTALLED TO PLUG OFF DEFECTIVE NO. 8 VENT VALVE. PLUGGED VENT VALVES MUST BE REPORTED AT THE NEXT TERMINAL.

COMBINED DIRT COLLECTOR AND BALL-TYPE CUT-OUT COCK

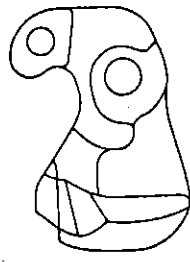
CUT-OUT COCK PROVIDES MEANS OF CUTTING-OUT BRAKE PIPE AIR FLOW TO THE CONTROL VALVE ON INDIVIDUAL CARS. ITS CENTRIFUGAL TYPE DIRT COLLECTOR IS AN EFFICIENT MEANS OF PREVENTING CONTAMINATION FROM ENTERING THE CONTROL VALVE. WHEN CUTTING OUT BRAKES ON FREIGHT CARS, CLOSE THE BRANCH PIPE CUT-OUT COCK AND DRAIN BOTH AUXILIARY AND EMERGENCY RESERVOIRS BY FULLY OPENING RELEASE VALVE.



THE HANDLE IS IN THE CUT-IN OR NORMAL POSITION.

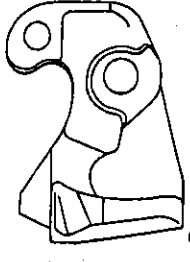
THE HANDLE IS IN THE CUT-OUT POSITION.

KNUCKLES ARE NOT INTERCHANGEABLE
 KNUCKLES MARKED "E 50" FIT "E" TYPE COUPLER
 KNUCKLES MARKED "F 51" FIT "F" TYPE COUPLER



ROUND CORNER

TYPE E



SHARP CORNER

TYPE F

Position in Train of Placarded Cars Containing Hazardous Materials

NOTE: Cars with same placards or from same placard column may be placed next to each other. If a van or container is placarded, the car must be entrained the same as if that placard was displayed on a box car. When determining placement of a placarded van or container on an articulated car, each platform is to be considered as one car.

Shippers may use either words or numbers on placards. Numbers shown are samples. Other numbers may appear on placards.













































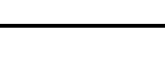

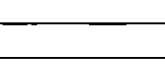

























HOW TO USE THIS CHART:

To determine where a placarded car can be placed in a train, follow these steps:

- Determine the type of placard applied to the car
- Determine the type of car
- Follow vertically down the chart and note which lines apply
- Restrictions are shown to the left of the symbol X under placard type

See footnotes for explanation

1	2	3	4	5	6	7	8
TANK CARS			OTHER THAN TANK CARS		ANY CARS		

  	             	            	                	             	          
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RESTRICTIONS

Must not be nearer than the sixth car from the engine, occupied caboose or passenger car. If total number of cars in train does not permit, must be placed as near the middle of train as possible, but not nearer than the second car from engine, occupied caboose or passenger car.

MUST NOT BE NEXT TO:

Engines, occupied caboose or psgr car	X	X	X	X	X	X	X
Car occupied by guard or escort	X(1)		X			X(1)	X
Loaded plain flat car	X		X			X	
Loaded bulkhead flat car	X(2)		X(2)			X(2)	
Loaded TOFC/COFC flat car	X(3)		X(3)			X(3)	
Flat car loaded with vehicles	X(4)		X(4)			X(4)	
Open top car with shiftable load	X		X			X	
Any rail car, transport vehicle or freight container with temperature control equipment or an internal combustion engine in operation	X		X			X	
Car placarded EXPLOSIVES A, 1.1 or 1.2 with square background on placard	X		X	X	X(5)	X	
Car placarded POISON GAS or POISON with square background on placard	X		X		X	X	
Car placarded RADIOACTIVE	X		X	X	X	X	
Any loaded placarded car, unless other car is placarded COMBUSTIBLE (CL), KEEP AWAY FROM FOOD (NF), CLASS 9 (N9), or only marked (MA) with an identification number on an orange panel or white square-on-point configuration.	X			X		X	X

NO RESTRICTIONS

(1) A placarded rail car must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car placarded Explosives A, 1.1 or 1.2.

(2) Restriction applies only when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

(3) Restriction applies only to open loads susceptible to shifting beyond the car ends.
 (4) Restriction does NOT apply to bilevel or trilevel auto carriers.
 (5) Cars placarded Explosives B and Blasting Agents may be entrained next to car placarded Explosives A, 1.1 or 1.2.

Below is a chart listing the Hazard Class, Division and the entrainment restrictions applicable. The "ENTRAINMENT RESTRICTIONS COLUMN" refers to the number shown at top of each column on "Position in Train of Placarded Cars Containing Hazardous Materials" chart on previous page. Where a choice is shown in the "Entrainment Restrictions Column" below, application is dependent upon whether commodity is loaded in a tank car or other type of car.

HAZARD CLASS	DIVISION	ENTRAINMENT RESTRICTIONS COLUMN
Explosives		
1	1.1	6
1	1.2	6
1	1.3	5
1	1.4	5
1	1.5	5
1	1.6	5
Gases		
2	2.1	3 or 5
2	2.2	3 or 5
2	2.3, (Poison Gas) Hazard Zone A	1 or 4
2	2.3, (Poison Gas) Hazard Zone B, C or D	3 or 5
2	2.4	3 or 5
Flammable Liquids		
3	PG-I	3 or 5
3	PG-II	3 or 5
3	PG-III (Flammable Liquid)	3 or 5
3	PG-III (Combustible Liquid)	8
Flammable Solids		
4	4.1	3 or 5
4	4.2	3 or 5
4	4.3	3 or 5
Oxidizers & Organic Peroxides		
5	5.1	3 or 5
5	5.2	3 or 5
Poisonous & Etiologic Materials		
6	6.1, PG-I, Hazard Zone A	1 or 4
6	6.1, PG-I, II or III, Hazard Zone B, C or D	1 or 4
6	6.2	NONE
Radioactive Materials		
7		7
Corrosives		
8		3 or 5
Miscellaneous Hazardous Material		
9		8
ALL TANK CARS WITH WORD "RESIDUE" ON PLACARD... 2		

TOPS HAZARD CLASS ABBREVIATIONS

XA - EXPLOSIVES A	OP - ORGANIC PEROXIDE
XB - EXPLOSIVES B	PA - POISON A
XC - EXPLOSIVES C	PB - POISON B
BA - BLASTING AGENT	EA - ETIOLOGIC AGENT
NG - NON-FLAMMABLE GAS	IR - IRRITATING MATERIAL
FG - FLAMMABLE GAS	RM - RADIOACTIVE MATERIAL
FL - FLAMMABLE LIQUID	CM - CORROSIVE MATERIAL
CL - COMBUSTIBLE LIQUID	OA - ORM-A
FS - FLAMMABLE SOLID	OB - ORM-B
OM - OXIDIZER	OE - ORM-E

SWITCHING RESTRICTIONS

THE FOLLOWING CARS MUST NOT BE CUT OFF IN MOTION, NOR BE IMPACTED BY CARS ROLLING UNDER THEIR OWN MOMENTUM

ANY CAR PLACARDED

EXPLOSIVES A

OR

POISON GAS



A TOFC OR COFC VEHICLE DISPLAYING ANY PLACARD

TANK CAR LOAD OF FLAMMABLE GAS



NUMBER 2
FLAMMABLE GAS



NUMBER 2.1
FLAMMABLE GAS

USE THE HAZARD CLASSIFICATION NUMBER IN THE LOWER CORNER OF THE PLACARDS TO DISTINGUISH TANK CARS PLACARDED FLAMMABLE GAS FROM FLAMMABLE OR COMBUSTIBLE



NUMBER 3
COMBUSTIBLE LIQUID



NUMBER 3
FLAMMABLE LIQUID

NO SWITCHING RESTRICTIONS APPLY

