

## CHESTER SUBDIVISION (0060)

| Mile Post | Rule 6.3   | CP #'s     | Radio Display:<br>Valley Jct. to Charleston Jct. -9696 |                        | Sta. #'s | Siding Feet |      |
|-----------|------------|------------|--|------------------------|----------|-------------|------|
|           |            |            | SOUTH<br>▼ STATIONS                                    | NORTH<br>▲             |          |             |      |
| 0.0       | CTC<br>2MT | D000       | VALLEY JCT.<br>(1.4)                                   | X<br>(X)TRRA(M)        | C 002    |             |      |
| 1.4       |            | D001       | AIRPORT<br>(0.5)                                       | X                      |          |             |      |
| 1.9       |            | D002       | PARKS<br>(2.5)   | X                      | C 010    |             |      |
| 4.4       |            | D004       | NORTH DUPO<br>(1.8)                                    | X                      | C 013    |             |      |
| 6.2       |            | D006       | DUPO<br>(1.3)  | X                      | C 015    |             |      |
| 7.5       |            | D008       | SOUTH DUPO<br>(1.9)                                    |                        | C 015S   |             |      |
| 9.4       |            | D009       | CP D009<br>(11.3)                                      | X                      |          |             |      |
| 20.7      |            | D021       | VAL<br>(13.1)  | X                      | C 029    |             |      |
| 33.8      |            | D034       | FULTS<br>(13.9)  | X                      | C 042    |             |      |
| 47.7      |            | D047       | KIDD<br>(1.8)  | X                      | C 056    |             |      |
| 48.3      |            | D048       |  |                        |          |             |      |
| 49.5      |            | D049       | FLINTON<br>(2.5)                                       | X                      | C 058    | Yard        |      |
| 52.0      |            | D053       | GAGE JCT.<br>(3.8)                                     | X                      | C 060    |             |      |
| 55.8      |            | D056       | REILY<br>(5.2)   | X                      | C 063    |             |      |
| 61.0      |            | CTC        | D061   | MENARD JCT.<br>(1.8)   |          | C 069       |      |
| 62.8      |            |            | D063   | CHESTER<br>(1.6)       | T        | C 070       | 7663 |
| 64.4      |            |            | D064   | FORD<br>(5.9)          |          | C 073       | 6459 |
| 65.7      |            |            | D066   |                        |          |             |      |
| 70.3      |            | CTC<br>2MT | D070   | ROCKWOOD JCT.<br>(1.4) |          | C 077       |      |
| 71.7      |            |            | D071   | CORA<br>(1.3)          |          |             |      |
| 73.0      |            | CTC        | D073   | CORA JCT.<br>(3.4)     |          | C 081       |      |
| 76.4      | CTC<br>2MT | D077       | RADDLE JCT.<br>(5.0)                                   |                        | C 085    |             |      |
| 81.4      |            | D081       | JACOB<br>(3.2)   | X                      | C 090    |             |      |
| 83.8      | D084       |            |  |                        |          |             |      |
| 84.6      |            |            | GORHAM<br>(0.2)  | T                      | C 093    | Yard        |      |
| 84.8      |            | D085       | CHAP<br>(5.7)  | XT                     | C 094    |             |      |
| 90.5      | CTC        | D090       | HOWARDTON JCT.<br>(4.5)                                |                        | C 100    |             |      |
| 95.0      | CTC<br>2MT | D095       | HALSEY JCT.<br>(13.1)                                  |                        | C 104    |             |      |
| 108.1     |            | D108       | POTTS<br>(7.6)   | X                      | C 117    |             |      |
| 115.7     |            | D116       | NILE<br>(4.0)  | X                      | C 125    |             |      |
| 119.7     |            | D120       | SIMBCO<br>(3.0)  | X                      | C 129    |             |      |
| 122.7     |            | D122       | CAPEDEAU JCT.<br>(1.0)                                 |                        | C 132    |             |      |
| 123.7     |            | D124       | ILLMO<br>(2.2)   |                        | C 133    |             |      |
| 125.9     |            | D126       | ANCELL<br>(3.2)  |                        | C 135    |             |      |

|       |            |            |                       |                        |        |       |  |
|-------|------------|------------|-----------------------|------------------------|--------|-------|--|
| 129.1 | CTC        | D129       | QUARRY<br>(2.2)       | !                      | C 138  | 10280 |  |
| 131.2 |            | D131       |                       |                        |        |       |  |
| 131.3 |            |            |                       | ROCKVIEW JCT.<br>(0.1) |        |       |  |
| 131.4 |            |            |                       | BNSF CROSSING<br>(4.1) | (X)(A) |       |  |
| 135.5 |            | D135       | DELTA<br>(5.3)        | (G)!                   | D 074  | 12762 |  |
| 138.0 |            | D138       |                       |                        |        |       |  |
| 140.8 |            | D141       | RANDLES<br>(6.1)      | !                      | C 149  | 12384 |  |
| 143.2 |            | D143       |                       |                        |        |       |  |
| 146.9 |            | D147       | MESLER<br>(5.7)       | !                      | C 154  | 7315  |  |
| 148.4 |            | D148       |                       |                        |        |       |  |
| 152.6 |            | D153       | ARDEOLA<br>(3.9)      | !                      | C 159  | 6365  |  |
| 153.7 |            | D154       |                       |                        |        |       |  |
| 156.5 |            | D157       | AVERT<br>(8.1)        | !                      | C 164  | 11405 |  |
| 158.8 |            | D159       |                       |                        |        |       |  |
| 164.6 |            | CTC<br>2MT | D165                  | IDALIA<br>(3.3)        |        |       |  |
| 167.9 | CTC<br>2MT | D168       | NORTH DEXTER<br>(2.0) |                        | C 174  |       |  |
| 169.9 | CTC<br>3MT | D170       | MO JCT.<br>(0.9)      |                        | C 179  |       |  |
| 170.8 | CTC<br>2MT | D171       | DEXTER JCT.<br>(1.1)  |                        | XD026  |       |  |
| 171.9 |            | Y141       | CHARLESTON JCT.       |                        | XD025  |       |  |
| 141.0 |            |            |                       |                        |        |       |  |

(171.9)

### SI-01 MAIN TRACK AUTHORITY

**CTC between:** Valley Jct. and Charleston Jct.

### SI-02 MAXIMUM SPEED TABLE

| Maximum Speed                | MPH |
|------------------------------|-----|
| <b>Between Mileposts</b>     |     |
| <b>0.0 and 119.2</b>         |     |
| (Except as Below) .....      | 70  |
| Valley Jct Interlocking..... | 10  |
| 0.0 and 7.5.....             | 30  |
| 7.5 and 9.4.....             | 60  |
| 67.7 and 68.9.....           | 60  |
| 85.0 and 85.4.....           | 60  |
| 93.7 and 94.7.....           | 60  |
| 94.7 and 95.0.....           | 25  |
| 95.0 and 99.3.....           | 60  |
| 109.0 and 111.7.....         | 60  |
| 117.6 and 119.2.....         | 40  |
| <b>Between Mileposts</b>     |     |
| <b>119.2 and 171.9</b>       |     |
| (Except as Below) .....      | 60  |
| 119.2 and 119.5.....         | 30  |
| 119.5 and 123.7.....         | 40  |
| 123.7 and 125.9.....         | 50  |
| 131.4 - BNSF Crossing.....   | 25  |
| 136.8 and 137.6.....         | 40  |
| 138.1 SWD only**.....        | 50+ |
| 144.6 and 145.6.....         | 55  |
| 150.9 and 151.1.....         | 50  |
| 156.2 and 156.5.....         | 50  |
| 167.3 and 167.9.....         | 40  |
| 169.5 SWD only**.....        | 50+ |
| 169.6 and 171.9 Trk1.....    | 35  |
| 168.0 and 170.8 Trk2.....    | 50  |
| 170.8 and 171.9 Trk2.....    | 30  |

\*\*Applies to SWD trains over 80 TPOB when signal at speed restriction displays other than Clear.

# CHESTER SUBDIVISION (0060)

| <b>SI-03 OTHER SPEED RESTRICTIONS</b>  |     |
|--|-----|
| Maximum Speed  | MPH |
| <b>1. Thru Sidings &amp; Turnouts (No Exceptions.)</b>   |     |
| <b>2. Dual Control Switch Turnouts</b>   |     |
| CP D061, CP D070, CP D073, CP D077,<br>CP D090, CP D095, CP D126, CP D165<br>and CP D168 .....             | 40  |
| CP D000, CP D001, CP D004 CP D006,<br>Bothends of Flinton Yard, (CP D048 and<br>CP D049), and CP D064..... | 15  |
| <b>3. Misc. Speed Restrictions</b>   |     |
| Both legs Wye Chester.....   | 10  |
| Mt. Vernon Sub. Connection North leg<br>of wye connection Chester Sub.....                                 | 10  |
| South leg of wye connection Chap.....  | 20  |

| <b>SI-04 MAIN TRACK DESIGNATIONS</b>   |
|--|
| <b>Two main tracks between</b> CP D000 and CP D061;<br>CP D070 and CP D073;<br>CP D077 and CP D090;<br>CP D095 and CP D126;<br>CP D165 and CP Y141 except 3 main tracks between<br>CP D170 and CP D171 with the west track NO 1, the<br>center track NO 3 and the east track NO 2. |

| <b>SI-05 MILEPOST EQUATIONS</b>        |
|--|
| MP 171.9 = MP 141.0 Hoxie Subdivision. |

| <b>SI-06 DTC BLOCK LIMITS - None.</b> |
|---------------------------------------|
|                                       |

| <b>SI-07 ITEM 13 TRAIN DEFECT DETECTORS</b> |     |       |
|---|-----|-------|
| (#) 15.1                                    | &   | 119.8 |
| (#) 28.0                                    | &   | 123.7 |
| (#) 42.5                                    | (#) | 128.0 |
| (#) 56.5                                    | %   | 133.6 |
| (#) 69.5                                    | (#) | 141.6 |
| (#) 81.1                                    | %   | 154.9 |
| (#) 92.7                                    | (#) | 162.0 |
| (#) 104.7                                   |     |       |
| (#) 117.0                                   |     |       |

| <b>SI-08 RULES ITEMS</b>   |
|--|
| <b>Rule 6.32.6</b> The requirements of rule 6.32.6<br>Blocking Public Crossings longer than 10 minutes,<br>will not apply at Airport Road CP D001 (MP 1.3).  |
| <b>Rule 8.3</b> Normal position of North Wye switch on<br>Chester siding to Pickneyville Sub. is for<br>movement to Pickneyville Sub.  |
| <b>Rule 9.2.3</b> Between MP 3.3 and MP 50.1 the<br>indication of signal Rule 9.2.3 as shown in System<br>Special Instructions is revised to read:<br>"PROCEED PREPARED TO STOP AT SECOND SIGNAL AND BE<br>PREPARED TO ADVANCE ON DIVERGING ROUTE AT NEXT<br>SIGNAL AT PRESCRIBED SPEED THROUGH TURNOUT. UNLESS<br>THE NEXT SIGNAL DISPLAY DISPLAYS AN ASPECT MORE<br>FAVORABLE THAN DIVERGING APPROACH OR APPROACH. |

| <b>SI-09 FRA EXCEPTED TRACKS</b>                |
|---|
| <b>Illmo:</b> Engine Track, Trk. 11 and Trk. 20 |

| <b>SI-10 BUSINESS TRACKS</b> |       |          |
|------------------------------|-------|----------|
| Track Name                   | MP    | STA. #'S |
| Warnock S Trk 1.....         | 15.1  | C 024    |
| Fults N Trk 2.....           | 33.5  | C 042    |
| Jacob S Trk 1.....           | 81.2  | C 090    |
| Powder Plant N Trk 2.....    | 98.6  | C 098    |
| Ware S Trk 1.....            | 104.0 | C 113    |
| McClure S Trk 1.....         | 113.0 | C 122    |
| Heagy S.....                 | 149.2 | C 156    |
| Lozeta N.....                | 154.0 | C 162    |

| <b>SI-11 INDUSTRIAL LEADS</b>   |
|---|
| <b>Cape Girardeau Industrial Lead:</b> Extends from<br>Capedeau Jct. (MP 122.8) 5.7 miles to Rush Jct.<br>MP 128.5. Operated by Southeast Missouri Regional<br>Port Authority (SEMO) entire length. |

|   |
|---|
| <b>Kellogg Industrial Lead:</b> Extends from Flinton 2.8<br>miles to Kellogg (Sta. MI082) |
|---|

| <b>SI-12 TONNAGE RESTRICTIONS/TPOB</b> |                         |                       |
|--|-------------------------|-----------------------|
| <b>Maximum gross weight:</b>           |                         |                       |
| Valley Jct to Illmo 143 Tons.          |                         |                       |
| Illmo to Charleston Jct. 158 tons.     |                         |                       |
| <b>Between MP 61.0 and MP 65.7</b>     |                         |                       |
| <b>Tons Per</b>                        | <b>Tons Per Dynamic</b> | <b>Maximum Speed:</b> |
| <b>Operative Brake:</b>                | <b>Brake Axle:</b>      |                       |
| 90+ to 100                             |                         | 55                    |
| 100+                                   |                         | 50                    |

| <b>SI-13 TRAIN MAKE-UP RESTRICTIONS - None.</b> |
|---|
|   |

| <b>SI-14 MISC. INSTRUCTIONS</b>   |
|---|
| <b>Close Clearance:</b> MP 145.1 Bridge.  |
| <b>Southward trains</b> must obtain permission from both<br>UP dispatchers before occupying main track<br>between dual control switch Dexter Jct. and<br>Charleston Jct.  |
| <b>Six-axle locomotives prohibited:</b> Heagy - Spur<br>Track; Mesler - Spur Track; Dexter - House Tracks.  |
| <b>Chester:</b> Before occupying siding from either<br>Pickneyville or Chester Subdivision Authority<br>must be obtained from Chester Subdivision<br>Dispatcher who may authorize such movement by<br>signal indication.  |
| <b>Cora Dock:</b> When leaving train, pull train down to<br>crossover between No. 1 and No. 2 tracks just<br>east of the dumper building unless instructed<br>otherwise by Cora Dock personnel.   |
| After Cora Dock has unloaded the first two cars<br>and they tell the crew they have control and<br>charge of the train, it will be permissible to<br>leave the automatic and independent brakes<br>released. The engineer must center the reverser<br>and remove the handle, open the generator field<br>switch and isolate the unit. Do not set hand<br>brakes unless instructed to do so. |
| It will be necessary for the conductor to call<br>the dispatcher or corridor manager for<br>instructions on where to tie up, relieve another<br>crew, take an empty train back to Dupo/Flinton or<br>taxi back to Dupo in combined service.   |
| When a CNW unit in the series 8543 thru 8577 is<br>the lead unit, set the air brake controls on that<br>unit for trailing operations and the brake<br>controls on the rear or middle unit for lead<br>brake operation.  |
| Speed Restrictions: Track 1 .....5 MPH<br>Track 2 (from the inside loop switch to<br>the dumper) ..... 5 MPH  |