

IMPLEMENTING AGREEMENT NO. 10
between
BURLINGTON NORTHERN RAILWAY
ATCHISON, TOPEKA AND SANTA FE RAILWAY
and
BROTHERHOOD OF LOCOMOTIVE ENGINEERS (BLE)

The purpose of this agreement is to provide for expedited changes in services, facilities, operations, seniority districts and existing collective bargaining agreements to effectuate the common control approved by the I.C.C in Finance Docket No 32549. The purpose is also to enable the company to be created by consummation of the merger proposed in that Finance Docket to be immediately operated in the most efficient manner as one completely integrated railroad.

IT IS AGREED:

Article I

- a. At Galesburg, Illinois, Burlington Northern yard engineers may be used to spot and pull empty mechanical cars from the Santa Fe intermodal facility and use adjacent tracks, as necessary, to switch and store empty mechanical cars.
- b. Burlington Northern yard engineers will not be used or required to handle cars other than mechanical reefers to and from the former Santa Fe intermodal facility. Burlington Northern crew will not be used or required to spot, pull or handle cars to any customer served by Santa Fe.
- c. In the event that a yard engine or a road switcher is assigned to perform general yard switching in the Santa Fe yard at Galesburg, the spotting, pulling and switching of empty mechanical cars at the Santa Fe intermodal facility and adjacent tracks will become the exclusive work of Santa Fe employees.

Article II

The parties recognize that some equity consideration may be asserted by former Santa Fe and/or former Burlington engineers after implementation of this agreement. Therefore, the parties agree that upon notice from either general chairman of the locomotive engineers (SF or BN) of a desire to arrange for equalization of miles, hours, or jobs resulting from the service provided for in this agreement, the parties will meet promptly to discuss and resolve the issue of equity.

Article III

Employees determined to be adversely effected as a result of this I.C.C. approved operational change will be protected under the terms of New York Dock as imposed by the I.C.C. in Finance Docket 32549.

Article IV

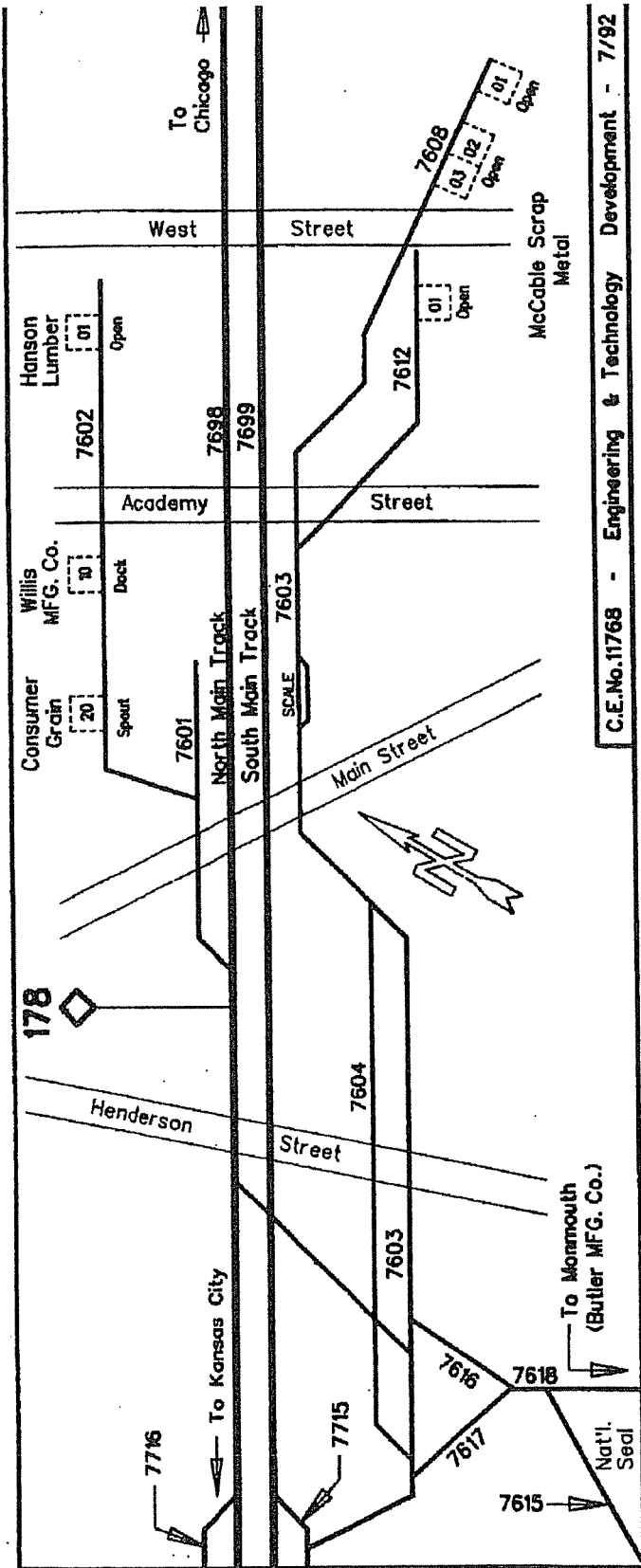
- a. This agreement does not change or amend existing agreements except as expressly provided herein.
- b. This implementing agreement is made pursuant to New York Dock conditions (Finance Docket No. 28250) which, by this reference, are incorporated here.
- c. Nothing in this implementing agreement shall be interpreted to expand or contract protective benefits provided in New York Dock conditions imposed by the Interstate Commerce Commission and incorporated here by paragraph B of this article.

AGREED:

D.L. McPherson
D.L. McPherson

James L. Hogan
James L. Hogan

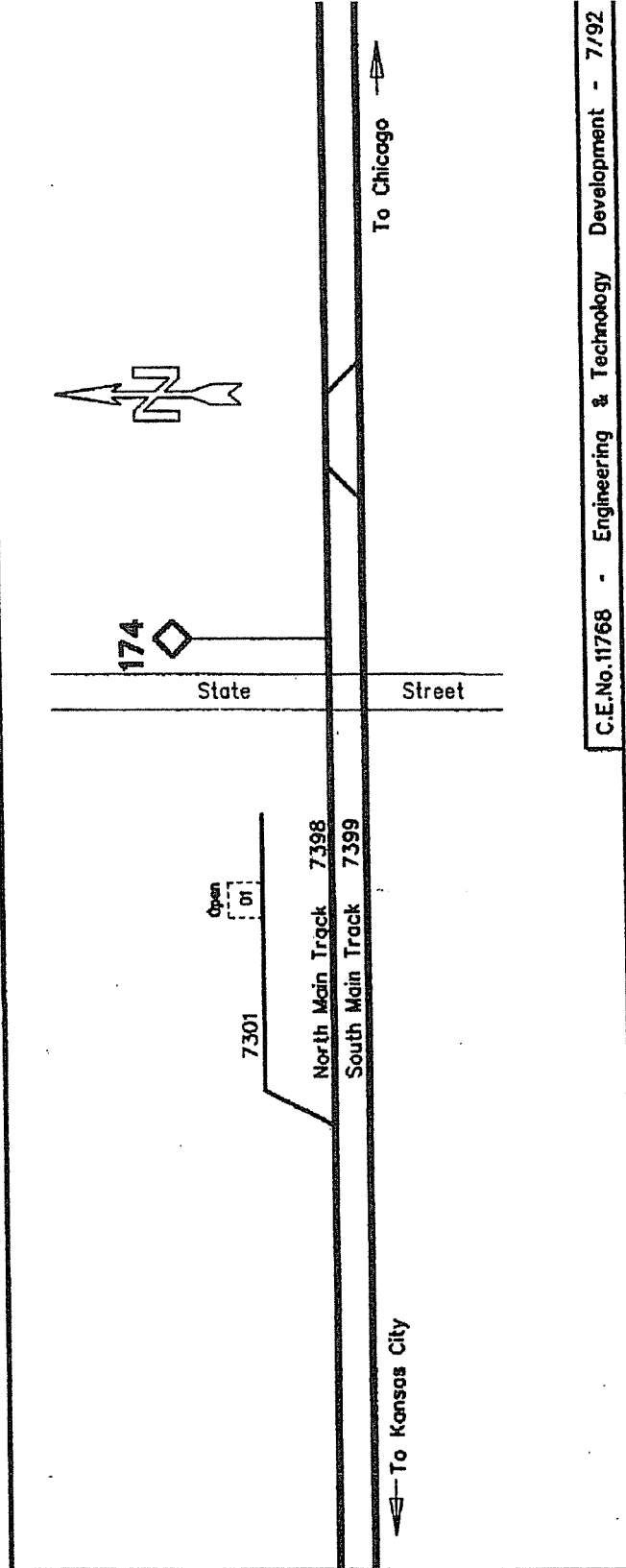
John J. Fleps
John J. Fleps
Daniel J. Kozak
Daniel J. Kozak
Wendell A. Bell
Wendell A. Bell
Milton H. Siegel, Jr.
Milton H. Siegel, Jr.



C.E.No.11768 - Engineering & Technology Development - 7/92

GALESBURG
(Station No. 65100)

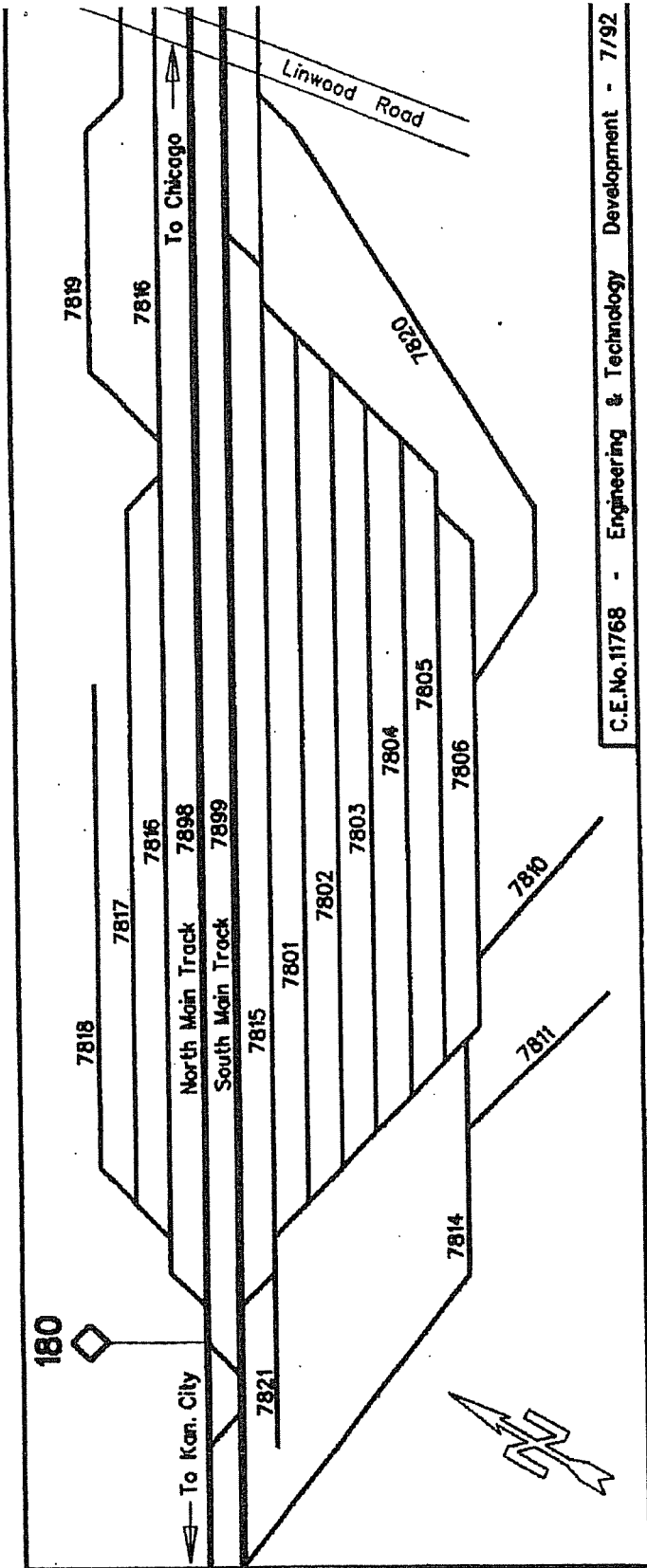
Zone 76



C.E.No.11768 - Engineering & Technology Development - 7/92

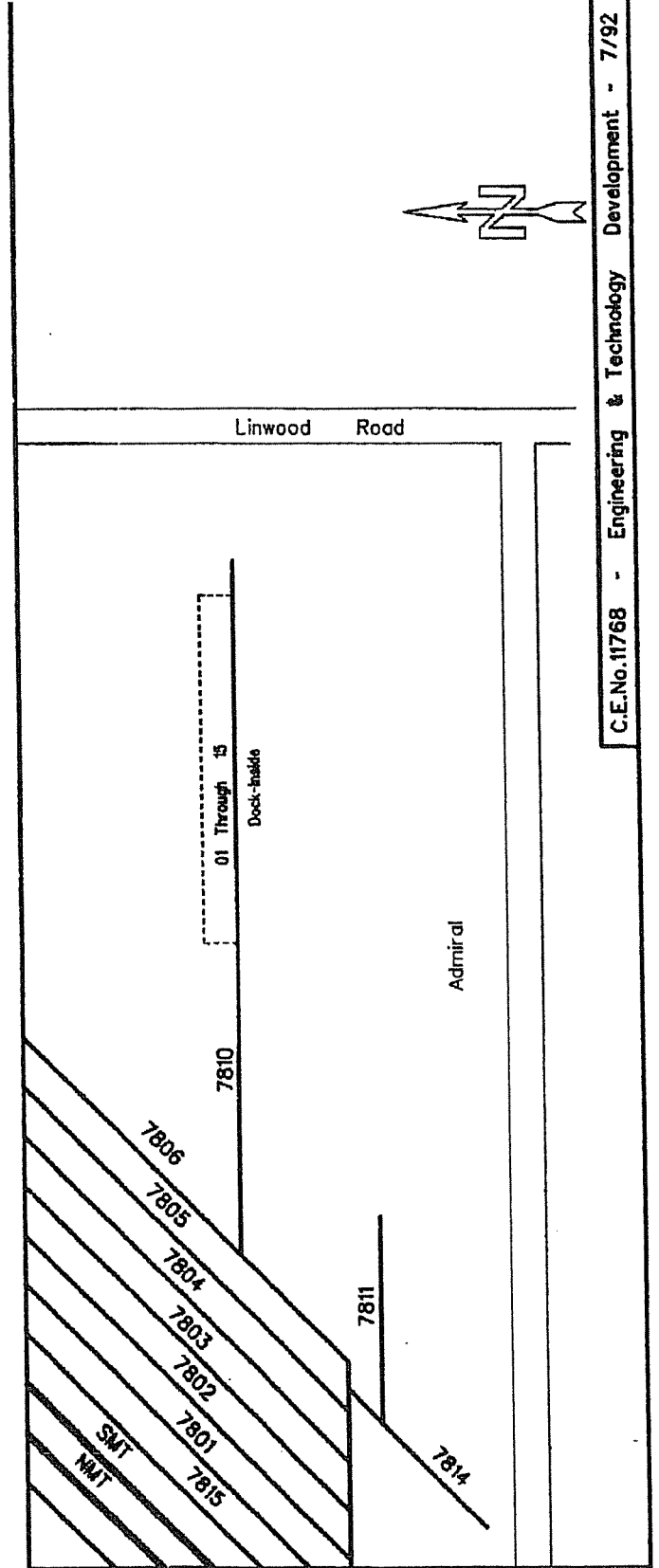
YOST
(Station No. 65130)

Zone 73



GALESBURG
(Station No. 65100)

Zone 78



GALESBURG
(Station No. 65100)

Zone 78

Length of Siding (Feet)	Station Nos.	Mile Post	Chillicothe Subdivision MAIN LINE STATIONS		Type of Oper.	Track Diagram	Miles to Next Str.
			Rule 4,3				
		59.0	MP 59.0				11.8
	65430	70.8	VERONA	X(2)			13.6
	65415	84.4	KERNAN	X(2)			5.4
		89.8	CR RRX	M			0.3
	65400	90.1	STREATOR	XP			1.4
		91.5	CR CONNECTION	X			1.3
	66280	96.8	ANCONA	X(2)			14.1
	65250	106.9	TOLUCA	X(2)			19.2
		129.1	EAST CHILLICOTHE	X	2MT CTC		0.9
	65200	130.0	CHILLICOTHE	P			1.9
		131.9	WEST CHILLICOTHE	X			6.2
	65190	138.1	EDELSTEIN	X(2)			20.3
N5,340	65150	158.4	WILLIAMSFIELD	X(2)			15.3
	65130	173.7	YOST	X(2)			3.7
	65100	177.5	GALESBURG	T			2.5
		180.0	GI	X(2)			4.4
		184.4	CP 1844	XJ			0.6
		185.0	CP 1850	XJ			6.9
	65080	191.9	ORMONDE	X(2)			17.0
	65090	209.9	STRONGHURST	X(2)			10.0
	63550	218.9	LOMAX	X(2)			12.0
	63625	230.7	NICTA	X(2)			0.9
		231.8	MISSISSIPPI RB	CM			2.2
		234.0	EAST FT. MADISON	X(2)			0.3
N10,490	63500	234.3	FT. MADISON	BPT			172.2

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EM-ER
MP 59.0 to Ft. Madison	36	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed—Maximum

MP 59.0 to Ft. Madison Passenger Freight
 55 MPH. *%
 * See System Special Instruction 1(B)

1(B). Speed—Permanent Restrictions

MP 88.2 to MP 89.3 50 MPH.
 MP 89.5 to MP 90.3 35 MPH.
 MP 131.8 to MP 132.1 60 MPH.
 MP 132.8 to MP 136.8 50 MPH.
 MP 161.8 to MP 166.9 65 MPH.
 MP 167.9 to MP 170.3 65 MPH.
 MP 175.5 to MP 175.7 65 MPH.
 MP 176.7 to MP 178.1 30 MPH.
 MP 230.7 to MP 231.2 40 MPH.
 MP 231.2 to MP 231.8 30 MPH. 20 MPH.
 MP 231.8 to MP 233.7 35 MPH. 30 MPH.
 MP 234.0 to MP 234.3 36 MPH. 25 MPH.

1(C). Speed—Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track, unless otherwise indicated.
 Verona, crossovers 40 MPH.
 Kernan, crossovers 40 MPH.
 Streator, crossover 30 MPH.
 CR Connection, crossover 40 MPH.
 Ancona, crossover 40 MPH.

Toluca, crossover	40 MPH.
East Chillicothe, crossover	40 MPH.
turnout yard lead	30 MPH.
West Chillicothe, turnout yard lead	30 MPH.
crossover	40 MPH.
Edelstein, crossovers	40 MPH.
Williamsfield, crossovers	40 MPH.
EE siding	20 MPH.
WE siding, spring switch	20 MPH.
Yost, crossovers	40 MPH.
G.I., WE auxiliary track	20 MPH.
crossovers	40 MPH.
tail track	15 MPH.
CP 1844 through turnout	40 MPH. 40 MPH.
CP 1844, crossover	40 MPH. 40 MPH.
CP 1850 through turnout	40 MPH. 40 MPH.
CP 1850, crossover	40 MPH. 40 MPH.
Ormonde, crossovers	40 MPH. 40 MPH.
Stronghurst, crossovers	40 MPH. 40 MPH.
Lomax, crossovers	40 MPH. 40 MPH.
turnout TP&W	20 MPH. 40 MPH.
Nicta, crossovers	40 MPH. 40 MPH.
East Ft. Madison, crossovers	25 MPH. 25 MPH.
EE siding	30 MPH. 30 MPH.
turnout yard lead	25 MPH. 25 MPH.
West Ft. Madison, crossovers	40 MPH. 40 MPH.
WE siding	30 MPH. 30 MPH.
turnout yard lead	30 MPH. 30 MPH.

1(D). Speed—Other

Temperature 100 degrees or above

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

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

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

2. Bridge and Equipment Weight Restrictions—None

3. Type of Operation

CTC—in effect:
 MP 59.0 to Ft. Madison, MP 234.3.
 On siding Ft. Madison.

Signals Not Conforming to Aspects and Indications Shown in Timetable

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

4. General Code of Operating Rules Items

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

- If two tracks, the track to the right as viewed from a westward or southward train is the North track, the track to the left is the South track.
- If three tracks, the farthest track to the right as viewed from a westward or southward train is the North track, the farthest track to the left is the South track and the track between the North and South tracks is the Middle track.

Length of Siding (Feet)	Station Nos.	Mile Post	Mendota Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.
	20001	41.0	MONTGOMERY	JX	2MT CTC		4.5
	20007	45.5	BRISTOL	X			6.0
	20013	51.5	PLANO				4.4
	20017	55.9	SANDWICH				3.3
	20021	59.2	SOMONAUK	X(2)			12.9
	20034	72.1	EARLVILLE	MX(2)			0.4
		72.5	UP XING	M			10.1
	20044	82.8	MENDOTA	BX(2)			12.7
	20057	95.3	ZEARING	JX(2)			8.9
	20066	104.2	PRINCETON				8.5
	20072	110.7	WYANET				5.9
	20078	116.6	BUDA	X(2)			14.5
	20093	131.1	KEWANEE	X(2)			8.2
	20101	139.3	GALVA	X(2)			7.4
	20108	148.7	ALTONA				4.1
	20112	150.8	ONEIDA				4.3
	20117	155.1	WATAGA				6.8
		161.9	C PLANT	MJ			0.9
		162.2	B PLANT	MX			0.2
	20125	162.4	GALESBURG	BMJTX			121.4

Radio Channel No. 85 in service.

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

Dispatchers' Phone Numbers-(817) 234-6025, Fax (817) 234-6062

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions

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

1(C). Speed—Switches and Turnouts

Through crossovers between Main Tracks at:
Bristol, Somonauk, Earlville, MP 80.4,
Zearing, Buda, East and West Kewanee,
Galva, and Wataga

35 MPH.	35 MPH.
Crossover MP 182.05 Pearl Street	30 MPH.
except loaded coal and taconite trains	25 MPH.

1(D). Speed—Other

Galesburg Terminal
All tracks other than main tracks 20 MPH.
Coach yard, Kansas City and Peoria wye track 10 MPH.
Bridge 106.58 and 110.26 cars heavier than 134 tons,
except coal & grain 10 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Montgomery to Galesburg 143 tons

35-ft. ore cars (BN 99000-99949, BN 98000-98189, BNSF 601090-601179) not permitted.

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

3. Type of Operation

CTC—in effect:

Montgomery to Galesburg MP 41.0 to MP 161.9

Multiple Main Track

Montgomery to Galesburg MP 41.0 to MP 161.9

4. General Code of Operating Rules Items

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

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

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

MP 54.96	Main 1	Sandwich
MP 55.88	Main 1	Sandwich
MP 83.4	Main 1	Mendota
MP 98.7	Main 1	West of Malden
MP 110.5	Main 2	Wyanet
MP 111.0	Main 1	Wyanet
MP 122.83	Main 2	Neponset
MP 123.47	Main 1	Neponset
MP 128.05	Main 2	East of Kewanee
MP 128.81	Main 2	Hyster Switch
MP 132.99	Main 1	Kewanee
MP 146.92	Main 1	Altona
MP 155.43	Main 1	West of Wataga

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other FED locations
 - MP 43.8—Recall Code 718
 - MP 56.9—Recall Code 748
 - MP 85.5—Recall Code 738
 - MP 110.9—Recall Code 798
 - MP 142.6—Recall Code 708

6. FRA Excepted Track—None

7. Special Conditions

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