

**YOU**

*can't*

**WIN**

**TAKING CHANCES  
AROUND**

**MOVING  
EQUIPMENT**

**KEEP CLEAR  
AND PROVIDE A  
MARGIN FOR  
SAFETY**

**TOLEDO, PEORIA & WESTERN  
RAILROAD COMPANY**



**Special  
Instructions  
No. 1**

**Takes Effect Sunday,  
May 20, 1973  
at 12:01 a.m.**

**For the Information and Government of Em-  
ployees only.**

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A. W. POLICH  
General Manager & Chief Engineer  
R. SOSAMON  
Superintendent  
J. R. BROWN  
Assistant Superintendent  
E. C. FRANKS  
Trainmaster

## RULES REVISIONS

### 1. RULES.

Transportation Rules as revised July 1, 1960 will govern movement of trains on the time table unless superseded by time table rules, or special instructions or orders issued by proper authority.

Each employee whose duties are in any way affected by the Timetable or Special Instructions must always have a copy of the current Timetable and current Special Instructions with him while on duty.

#### (a) TRANSPORTATION RULE REVISIONS:

Rule No. 2 is amended to show the following:

Train Dispatchers	Yardmen
Conductors	Roadmasters
Flagmen	Section Foremen
Brakemen	Bridge Foremen
Enginemen	Signal Maintainers
Hostlers	Telegraph Line Foremen
Yardmasters	Track Car Operators
Engine Foremen	Self-Propelled Crane Opr.
Agents & Operators	Self-Propelled Crane
Machine Oprs.	Opr-Hlpr

#### RULES 19, 19(a), 20, 21 and 23 AMENDED AS FOLLOWS:

19. **MARKERS.** The following signal will be displayed to the rear of every train, as markers, to indicate rear of train.

- (1) By day, marker lamps not lighted, or reflectorized markers showing yellow to the front and red to the rear, in places provided.
- (2) By night, marker lamps lighted showing red to the rear and yellow to the front, or reflectorized markers showing yellow to the front and red to the rear in the places provided.

Trains, the rear end of which are not equipped to display markers will display a red flag by day and a light by night on the rear of trains.

Transfer cuts with or without a caboose will display red flag by day and a light by night on the rear of train unless equipped to display reflectorized markers.

19(a). When a train is clear of main track, to be passed by following train, lighted markers must be turned to show yellow to the front and to the rear, reflectorized markers on the main line side must be removed, but before main track is again fouled, must be restored to display red to the rear. When such markers display red to the rear, following train must move at restricted speed until main line is seen to be clear.

20. All sections except the last will display two green lights by day and by night in the places provided for that purpose on the front of engines.

21. Extra trains will display two white lights by day and by night in the places provided for that purpose on the front of engines.

23. One light displayed where, in Rules 19, 20 and 21 two are prescribed, will indicate the same as two, but the proper display of all train signals is required.

#### RULES AMENDED TO SHOW NEW RULE 35(b):

"Fusees will be used in addition to other signals for protecting trains, or in any manner which any particular emergency may demand."

"On single track they should be placed on outside of rail on engineman's side, except between siding switches they should be placed on field side. On two or more tracks on the outside or field side, or if no field side they should be placed between the rails of the track to be protected. Fusees must not be placed nor thrown where fire from same may endanger rolling stock, buildings, bridges, tunnels, or other property."

**RULE 83(d) AMENDED AS FOLLOWS:**

Train Register will not be accepted as evidence that an extra train has arrived at a meeting or waiting point unless instructed to check register for extra train by train order.

**RULE 85(d) AMENDED AS FOLLOWS:**

A Section of a schedule, which leaves the Main Track must not permit a following section to pass, unless Rule 85(b) has been complied with.

**RULE 93 AMENDED AS FOLLOWS:**

Third paragraph is deleted.

**RULE 104(d) AMENDED AS FOLLOWS:**

Last sentence now reads — "The targets and lights on all other switches will show Green, Yellow or White."

**RULE 203 AMENDED AS FOLLOWS:**

"Train orders, except orders relating to track conditions, structures, equipment and bad footing, must be numbered consecutively each day beginning at midnight."

**RULE 209(a) AMENDED BY ADDITION AS FOLLOWS:**

When necessary to make additional copies of a train order relating to track conditions, structures, equipment and bad footing, the order may be recopied in manifold.

When an order is recopied, operator after repeating the new copy to train dispatcher must sign his own name on the new copies.

One of the new copies along with copy from which made will be filed by the operator, showing thereon the date and time repeated.

Train dispatcher will record in his order book the time repeated and the operator repeating the order. The additional copies must bear the same date and time complete, as the original copies.

When the recopied order is held by two or more offices, the train dispatcher will, when practicable, require an additional operator to check the repetition with him, making a proper record.

**RULE 209(b):** Train Dispatchers are authorized to issue Form 19A Trains Orders as well as Form 19 Train Orders.

Form 19A Train Orders will be accepted only from the Train Dispatcher.

Form 19A Train Orders will be in the same form as standard Form 19 Train Orders but will show Form 19A at the top of order and will be printed on pale green bond paper using an approved duplicating machine.

An approved duplicating machine for duplicating Form 19A Train Orders has been placed in service in the Train Dispatcher's Office, East Peoria, Illinois.

**RULE 211 AMENDED AS FOLLOWS:**

"When a "19" train order has been transmitted, operators must, unless otherwise directed, repeat it at once from the manifold copy in the succession in which the several offices have been addressed. Each operator receiving the order should observe whether the others repeat correctly. When the order has been repeated correctly by an operator, the response "complete" and the time, with the initials of the train dispatcher, will be given by the train dispatcher."

When the train orders are transmitted to more than one (1) station the response "complete" and the time, with the initials of train dispatcher, will not be given by the train dispatcher until all stations addressed have repeated the train order.

The operator receiving this response will then write on each copy the word "complete" the time, and his last name in full and deliver a copy to each person addressed without taking his signature. But when delivery to engineman will take the operator from the immediate vicinity of his office, the engineman's copy will be delivered by a trainman.

**RULE 216 REVISED AS FOLLOWS:**

When the Train Dispatcher issues a train order that is to be delivered to a train by the dispatcher, a carbon impression must be made on a Form 19A train order form at the time the order is written in the train order book. The Train Dispatcher will then make the number of copies needed for delivery on an approved duplicating machine using Form 19A as the original.

If the order is to be sent to other offices it will be transmitted from the order in the book, but Form 19A must be removed from the book before it is underscored as the other offices repeat it.

In the event the duplicating machine is out of service the Train Dispatcher will make carbon impression on standard Form 19 Train Order in manifold at the same time the order is written in the book.

The requirements for delivery are the same as at other offices.

**FORM H TRAIN ORDER LAST PARAGRAPH REVISED AS FOLLOWS:**

All trains run over working limits must be given a copy of the order sent to the work extra when practicable. Should the working order instruct a work extra to not protect against extra trains in one or both directions, extra trains must protect against the work extra; If the order indicated that the work extra is protecting itself against other trains they will run expecting to find the work extra protecting itself.

**RULE 706 AMENDED BY ADDITION OF RULES 706(b) AND 706(c) AS FOLLOWS:**

Rule 706(b) — Employees will not ride top or side of cars at points where close clearance signs are in place.

Rule 706(c) — Employees must not ride or walk on roof of any moving cars, except when necessary during switching operations, but must not cross from roof of one car to another while cars are in motion.

**TPW TRANSPORTATION RULES AMENDED TO SHOW FOLLOWING UNDER "TRAIN ORDERS"**

**TRAIN ORDER FORM "P":**

Insert the word "order" in the last line of last paragraph between the words 'superseding' and 'unless'.

**FORM "U": RESTRICTED SPEED ORDERS**

All trains proceed at restricted speed between MP\_\_\_\_\_ and MP\_\_\_\_\_ from\_\_\_\_\_ until\_\_\_\_\_m.

All trains receiving this order must proceed at restricted speed between the points named and the times stated.

Between locations specified in this Form "U" train order, trains are not required to provide flag protection.

When Form "U" Train Order is required, foreman in charge of work must notify Chief Dispatcher in writing, furnishing location, time and date or dates such protection is desired. After train order has been issued to all trains, dispatcher will furnish copy of order to foreman in charge. In the event the foreman is unable to obtain a copy of order, or work is not finished by time specified in order, flag protection must be afforded in accordance with Rule 99.

This order will remain in effect for the time and dates specified unless cancellation is received by the Chief Dispatcher from the foreman.

At locations specified in this Form "U" Train Order, Maintenance of Way employees are not required to provide flag protection for roadway equipment or track.

Form "U" Train Order, unless annulled, must be retained and observed during a continuous trip or tour of duty.

#### FORM "Y" PROTECTION ORDER

(1) Eastward trains except No. 24 (or extra 900 East) wait at A until 10:15 a.m.

This order relieves No. 24 (or extra 900 east) from protecting against Eastward trains until the time specified in the order.

(2) Westward extra trains wait at A until 10:15 a.m.

This order relieves regular trains receiving the order from protecting against Westward Extra Trains until the time specified in the order.

(3) Westward Extra Trains except Extra 401 west wait at A until 10:15 a. m.

This order relieves Extra 401 West from protecting against Westward Extra Trains until the time specified in the order.

Form "Y" train orders do not afford protection against Work Extras within their limits or following movements within joint track territories as specified by Timetable nor following westbound movements between Pekin Junction and East Peoria Yard.

When not practicable to give trains copies of work orders within work train limits this exception must be made in Form "Y" train orders by adding the following:

This order affords no flag protection against work extra 401 between A and D after 7:01 a.m.

When it is desired to limit the protection to a portion of a subdivision, example (1), (2), and (3) may be prefaced by the words "between A and C".

Examples (1), (2), and (3) do not authorize train movements in the opposite direction.

Train Dispatcher must not permit movement of a following extra train within the limits of the order until expiration of time or times stated in such order.

#### RULE 1110 IS REVISED TO READ AS FOLLOWS:

Employees shall identify the radio station from which they are calling by prefacing their call with the railroad name, for example, "TP&W Caboose Train 92 calling Engine", "TP&W Caboose Train 92 calling Engine Train 89", "TP&W Engine 547 calling Caboose 1402", "TP&W Yardmaster calling Engine 303", "TP&W Yardmaster calling Caboose 506", "TP&W Kolbe calling Engine 303", "TP&W Kolbe calling Caboose 506", or "TP&W Operator-Kolbe calling Engine 205", or "TP&W Operator-Kolbe calling Caboose 505".

#### RULE 1114 IS REVISED AS FOLLOWS:

"Except in cases of emergency, or when conditions preclude the use of hand signals, crews are prohibited from using radio for general switching. All other use of radio may be continued subject to transportation rules 1100 through 1114.

When radio communication is being used in connection with a train or yard movement, in lieu of hand signals, proper identification and continuous contact must be maintained. Should contact be lost with employee directing the movement immediate stop must be made until communication is restored or other signals are used to complete the movement."

#### RULE 1124 IS AMENDED BY ADDITION OF THE FOLLOWING:

If a member of a crew is injured it is the duty of the Conductor or Engine Foreman to notify the Superintendent's office IMMEDIATELY by wire, furnishing information required by Rule 1124. Wire will be sent thru open office if possible. When offices are closed you will give information direct to Dispatcher.

Engine Foreman will notify Yardmaster immediately and furnish required information.

Yardmaster must arrange for inspection of equipment involved and notify Trainmaster or Chief Special Agent.

#### RULES AMENDED TO INCLUDE RULES 1150 THROUGH 1158. RULES FOR OPERATION OF LOCOMOTIVE BRAKE EQUIPMENT.

1150. SAFETY DEVICES — GENERAL: Diesel locomotives are equipped with safety devices to stop locomotive or train if engineman becomes incapacitated. These devices are (1) Safety Control Pedal and (2) Electronic Alertness Control.

Safety devices should be operative and cut-out cocks must be cut in at all times, where prescribed, unless device is defective.

Engineman will report all cases of safety devices being inoperative and arrange to inspect seals on cut-out cocks to determine if properly sealed and report them when found broken.

When defects exist and repairs cannot be made enroute making it necessary to cut out a safety device to continue the locomotive in service, the seal should be broken on the defective device, cut-out cock only, and the cock cut out. The locomotive should continue its run to first available maintenance point where repairs can be made.

1151. SAFETY CONTROL PEDAL: The safety control pedal must be cut in, sealed and operative at all times, unless defective.

The cutout cock for this device is identified by metal tag stenciled "Safety Control Pedal" and may be found in the cab nose compartment of the "Car Body" type locomotives, under the cab deck of "Road Switcher" type locomotives, or in some cases, in the cab directly in front of the foot pedal.

The use of a weight or stick to hold down the safety control pedal or defeating any safety control device other than by proper acknowledgment or suppression is prohibited. When locomotive is standing an independent brake application of 25 pounds will hold this feature from applying.

1152. ELECTRONIC ALERTNESS CONTROL (E.A.C.): The E.A.C. is a safety device that will stop a locomotive or train by a penalty air brake application if the engineman becomes incapacitated or fails to acknowledge.

When the locomotive brakes are released the E.A.C. becomes operative. When operative, the device may remain silent zero to 25 seconds, after which a warning light begins to flash and an audible warning will be heard which indicates beginning of the warning period. This warning period will last from 10 to 12 seconds. A penalty brake application will occur if proper acknowledgement is not made during the warning period. When acknowledged the device remains silent 20 to 25 seconds after which the warning period starts again.

Acknowledgement is made by touching any of the locomotive controls, sounding the horn or by depressing the "button" of the positive acknowledgement switch (located near warning light).

Acknowledgement is also made by removing hand or hands from any of the locomotive controls they may be touching when the warning period begins.

If the warning period elapses without acknowledgement, "line 10" will be vented to the atmosphere allowing the application valve to actuate and a penalty brake application will occur.

To obtain a release after an E.A.C. application the engineman must place the automatic brake valve in "lap" position and wait until "line 10" (application pipe pressure indicated by red hand on suppression gauge) is restored to approximately main reservoir pressure. This restores the application valve to "Release" position and the brakes may then be released.

With 26-L brake equipment it will be necessary to move the automatic brake valve handle to full service or suppression position until "line 10" is restored.

The E.A.C. (Alertor) device must be cut-in and sealed pneumatically and electrically. Seals on cut out cocks and electrical apparatus must not be broken unless failure is experienced. Failures and/or broken seals must be reported from the first available office of Communication.

When a failure occurs the wire seal on the pneumatic cut out cock must be broken and cut out cock closed. It is not necessary to cut out the equipment electrically.

1154. INDEPENDENT BRAKE VALVE: The blocking of the independent brake valve or its bail in a position that prevents an automatic brake application of the locomotive brakes is prohibited.

1155. HANDLING OF DIESEL LOCOMOTIVES WITHIN THE MECHANICAL DEPARTMENT TRACKS: The following instructions cover movement of diesel power on roundhouse or shop:

1. Before moving Diesel locomotives, see that air pressure is properly built up, sound whistle for direction of movement and have bell ringing. Make test of engine brakes by applying and releasing same and check brake cylinder pistons to see if they operate as the brake cylinder gauge line may be connected so gauge will register even though the brakes may be cut out on each truck.
2. When coupling two or more units, "test" coupling joint on each unit added to see knuckle lock block is in lock position.
3. Do not attempt to move on or off the turntable without signals from the turntable operator or an authorized person. The table must be properly locked in position and the signal to move on or off the turntable must be given from the end of the table at which the move is being made. Speed must not exceed 1 mph going on or off turntable.
4. When making movement of Diesel power into the roundhouse or shop, stop should be made about ten to fifteen feet before reaching end of stall and then move on to end of stall at a speed not to exceed 1 mph. Final move to spot position must be made very carefully to avoid damage and it is the operator's responsibility to make this move safely. If there is any question in his mind he should stop, get out of the locomotive and make a personal inspection and if necessary, call for assistance in order to provide proper protection in making movements. After the Diesel locomotive is placed in final position in the roundhouse or shop, all light switches should be opened.

1157. (26-L) TO CHANGE CONTROL FROM ONE UNIT TO ANOTHER IN MU OPERATION: To change control of air brakes from one unit to another with 26-L brake equipment, proceed as follows, in sequence as outlined:

- (1) On the unit being cut out, make a full service brake pipe reduction.
- (2) Move the cutout valve (double-heading cock) to OUT position.
- (3) Place automatic brake valve handle in HANDLE OFF position and remove the handle.
- (4) Move MU-2A valve to TRAIL position.
- (5) Place the independent brake valve handle in release position. Do NOT remove the handle.
- (6) Proceed to unit to be cut in and place independent brake valve handle in full application position.
- (7) Move MU-2A valve to LEAD position.
- (8) Replace automatic brake valve handle on brake valve and move it to full service position.
- (9) Slowly move cutout valve (double-heading cock) to "IN" position.
- (10) Move automatic brake valve handle to release position and note that brake pipe pressure increases.
- (11) Make the required air brake test.

1158. WORK REPORTS: Engineman, after tour of duty on locomotive which cutoff and go to roundhouse or shop, or lay over at terminals will make report on Form 1226-A Standard, "Diesel Electric Locomotive Inspection Report", using that portion of form designated as engineer's report. Known repairs needed and trouble encountered will be reported. Report will also include any use of hot box fire extinguishers, first aid kits, or any other supplies. When fire extinguishers on locomotives are partially or completely discharged they must be reported, giving reason therefore.

This report will be rendered by engineman in his own handwriting and signed by him in space provided for that purpose.

In cases where engineman is not required to render Form 1226-A Standard, he will make verbal report of known repairs needed and trouble encountered upon arrival at final terminal.

In cases where locomotives are on through runs and require repairs or supplies as much advance information as possible should be furnished the next terminal in order that they can be prepared to handle with the least possible delay.

#### RULE P AMENDED BY ADDITION OF RULE P 1:

P1: Employees must not engage in outside employment or business that in any way interferes with the proper performance of their regular duties with the Railroad without permission of the proper officer.

#### OPERATING ON FOREIGN TRACKS:

Trains and engines will be governed by rules and regulations of the P&PU on their tracks between P&PU Junction and Iowa Junction; by the rules and regulations of the P.T. on their tracks between Iowa Junction and Hollis; by the rules and regulations of the Keokuk Municipal Bridge Co. on the tracks and bridge owned by that company between Hamilton and Keokuk; the rules and regulations of the BN on their tracks at Keokuk and by the rules and regulations of the ATSF on their tracks between Lomax and Fort Madison.

#### A. OPERATIONS OVER P&PU TRACKAGE BETWEEN P&PU JUNCTION AND IOWA JUNCTION:

In addition to applicable TP&W Transportation rules and Special Instructions the following P&PU Transportation Rules and Instructions will apply while operating over P&PU Trackage. TP&W employees are not required to provide themselves with a copy of P&PU Transportation Rule Book.

**DEFINITIONS:**

**AUTOMATIC BLOCK SYSTEM** — A series of consecutive blocks governed by block signals, cab signals, or both, activated by a train or engine by certain conditions affecting the use of a block.

**AUTOMATIC SWITCH** — A Switch equipped with a spring mechanism arranged to cause the points to remain in the position last used after having been trailed through.

**BLOCK** — A length of track of defined limits, the use of which by trains and engines is governed by block signals, cab signals, or both.

**BLOCK OR HOME SIGNALS** — A fixed signal at the entrance to a route or block to govern trains and engines entering and using that route or block.

**BLOCK STATION** — A place from which block signals are operated.

**BLOCK SYSTEM** — A series of consecutive blocks.

**CENTRALIZED TRAFFIC CONTROL SYSTEM (CTC)** — A term applied to a system of railroad operation by means of which the movement of trains or engines over routes and through blocks on a designated section of track or tracks is directed by signals controlled from a designated point, superseding timetable superiority of trains and without requiring the use of train orders.

**CONTROL OPERATOR** — An employee assigned to operate a CTC Control Machine.

**DUAL CONTROL SWITCH** — A power operated switch that is also equipped for hand operation.

**DWARF SIGNAL** — A low signal.

**MANUAL BLOCK SYSTEM** — A series of consecutive blocks, governed by block signals operated manually upon information by telephone, telegraph or other means of communication.

**REMOTE CONTROL** — A method of operating outlying signal appliances from a designated point.

**RESTRICTED SPEED** — Proceed prepared to stop short of train, obstruction, switch not properly lined, or anything that may require the speed of a train or engine to be reduced.

Where automatic block signal rules, interlocking rules, or signal indications require movement at RESTRICTED SPEED, such movement must be made prepared to stop short of train, obstruction, or switch not properly lined and be on the lookout for broken rail or anything that may require the speed of a train or engine to be reduced, but a speed of fifteen (15) MPH must not be exceeded.

**SIDING** — A track auxiliary to the main track.

**SIGNAL ASPECT** — The appearance of a fixed signal conveying an indication as viewed from the direction of an approaching train or engine, or the appearance of a cab signal conveying an indication as viewed by an observer in the cab.

**SLOW SPEED** — Not exceeding ten (10) mph.

**SPRING SWITCH** — A switch equipped with a spring mechanism arranged to restore the switch points to original position after having been trailed through.

**PEORIA AND PEKIN UNION RAILWAY COMPANY TRANSPORTATION RULES:**

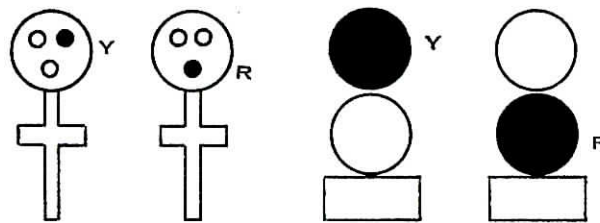
28(a) — Imperfectly displayed signals must be promptly report to dispatcher or yardmaster.

104(c) — Automatic switches are identified by letter (A) on the switch stand target.

161 — A yellow flag and, in addition, a yellow light by night, placed on enginemens side of the track, indicates that the track about 3,000 feet distant is in condition for a speed of but ten (10) mph, unless otherwise specified by train order, bulletin, or black numerals on a yellow disc displayed by the foreman at the point where slow track begins. A green flag and, in addition a green light by night, placed on the enginemens side will indicate end of slow track.

**281 to 291 — FIXED SIGNALS OF COLOR LIGHT TYPE:**

R - RED  
Y - YELLOW



RESTRICTED STOP RESTRICTED STOP

537 — When necessary to operate a dual control switch by use of hand throw lever, permission must be obtained from Train Dispatcher to so operate switch before placing selector lever in hand operating position.

538 — A power operated switch known or thought to be out of order must be reported to Train Dispatcher from first available point of communication.

539 — When through with use of switch, selector lever must be locked to power operating position and so reported promptly to Train Dispatcher.

702 — Employes must not, and Yardmaster, Conductor and Engine Foreman must see that they do not: Step upon or alight from leading footboard of a moving engine from or to a position between the rails.

Ride upon leading footboard of engine, except when necessary to make cut between engine and cars that are being pushed.

Go between moving cars or engines to uncouple, open, close or adjust knuckles of couplers. (If lever is inoperative and it is necessary to adjust knuckles by other means, proper understanding must be had and full protection afforded before doing so).

Step in front of moving cars or engines to adjust knuckle.

Go between cars for any purpose without protection or knowing that cars are not coming in from either end of track.

Use feet to change alignment of drawbar.

Remove any of the safety appliances of an engine or car for convenience in switching which would endanger the safety of themselves or others. Alter, nullify, change design of, or in any way restrict or interfere with the normal intended function of any device or equipment on engines, cars or other railroad property without proper authority, except in case of emergency in which case full report must be made to the Chief Operating Officer.

Ride upon coupler, sills and pilot beams of locomotives. Ride on dead-woods, drawbars, brakebeams, brakewheels, end ladders and on end of car containing load that may shift.

Stand near the end of freight cars except when operating handbrakes or backup hose.

Sit on footboard or pilot beam of engine when engine is standing still.

Walk or step on rail, frog, switch, guardrail, interlocking machinery of connection when crossing tracks.

Sit or stand on rail, except when necessary for the proper performance of duty.

509 — If, after block or home signal has been called in clear indication the train or engine stops, or is delayed before the signal is reached, the employees must again call to each other the indication of such signal before it is passed.

515 — A train or engine having passed beyond the limits of a block must not back into that block except under protection as prescribed by Rule 99 or authority of Dispatcher.

517 — If any part of a train or engine overruns a STOP indication, front of train or engine must be protected immediately as prescribed by Rule 99 and member of crew must communicate with the Train Dispatcher and be governed by his instructions. The facts must be promptly reported to the Chief Operating Officer by the first available means of communication.

518 — When a block signal indicates STOP one or more of the following conditions may exist:

- (a) Train or other obstruction in the block.
- (b) Main track switch open.
- (c) Car on siding within fouling distance of main track.
- (d) Broken rail.
- (e) Failure of the system.

519 — A signal indicating STOP, which is evidently out of order, must be reported to Train Dispatcher from the first available point of communication.

520 — An absolute STOP signal must not be passed until permission to pass signal is obtained from Train Dispatcher. If the means of communication have failed train or engine may then proceed under flag protection to the next signal displaying a green light or a yellow light, expecting to find one or more of the conditions mentioned in P&PU Rule 518.

521 — When a train or engine has been stopped by a STOP indication, if no conflicting movement is evident, a member of the crew must immediately communicate with Train Dispatcher, identify himself, his train and location, and be governed by instructions received.

522 — Telephones will be located at such signal locations or other points as may be necessary for transmitting and receiving instructions or information, which crew members will use when necessary to facilitate the movement of trains or engines.

523 — To avoid misunderstanding, instructions given by the dispatcher over the telephone must be repeated by the party receiving same and shall not be considered complete until the Dispatcher replies "All Right".

530 — When two or more trains or engines have been coupled and so move past a signal, if separated within block signal limits, Train Dispatcher must be notified.

Unless otherwise instructed TP&W trains will use N&W running track from P&PU Washington Street, to Wesley Junction, Signal indications will govern movements westbound from Wesley Jct. to B J Tower and from Sanger Street to Wesley Jct. eastbound. TP&W trains will use 91 pocket track at the south end of 91 yard and the eastbound main.

TP&W crews on westbound trains will contact P&PU Operator at Washington Street, NF Tower, on telephone located at West End of TP&W East Peoria Yard after air test has been made and train is ready to proceed. If operator informs you P&PU can not handle your train you will wait at East Peoria Yard until P&PU can handle, unless train size permits you to wait on double track to clear street crossings and flasher circuits.

If proceed indication is not displayed on signal governing movements into P&PU Yard on your arrival at P&PU jct., you will again contact this operator, using telephone located at P&PU Jct.

TP&W trains making eastbound movements through P&PU Yards MUST STOP AT IOWA JUNCTION and contact P&PU Dispatcher on telephone located at Iowa Jct., before entering P&PU tracks.

TP&W crews making deliveries to BN and CRIP will leave P&PU trackage from southbound main at P&PU-BN Jct. located just west of South St. and use BN main line from this junction through BN yard to Franklin Street and there enter CRIP main track for movement to CRIP Yard.

On return movement, before fouling any P&PU trackage, P&PU Dispatcher must be contacted from phone located at South Street and be governed by his instructions.

## B. OPERATION OVER PT TRACKAGE BETWEEN IOWA JUNCTION AND HOLLIS:

Yard limits are established between Iowa Junction and Pekin. The use of train orders for the movement of trains and engines between Iowa Junction and Hollis will be discontinued and all trains and engines will operate under provisions of Rule 93, Yard Limit Rule of the Uniform Code of Operating Rules.

Between Iowa Junction and Hollis, train and engine movements will be made only on the authority of the CRI&P Yardmaster at Peoria. Westward trains and engines will not leave Iowa Junction and eastward trains and engines will not leave Hollis until permission has been granted by CRI&P Yardmaster. Permission may be granted by radio communication when practicable or by telephone located in boxes at Hollis, Iowa Junction, and Collier Yard.

Train or engine movements authorized only to Collier Yard or to any other point between Iowa Junction and Hollis must not leave that point in either direction until authority has been received from the CRI&P Yardmaster.

All trains and engines operating on the Peoria Terminal Company will be governed by (a) Uniform Code of Operating Rules (b) CRI&P Railroad Company Speed Restrictions and Special Instructions No. S-8 (c) CRI&P Railroad Company Yardmaster's Bulletins (d) General Orders.

No. 1 track (adjacent to main track) Collier Yard must be kept clear for meeting and passing of trains unless authorized by CRI&P Yardmaster to block with cars.

Eastward P.T.C. and Eastward TP&W trains will approach Hollis at not to exceed ten (10) miles per hour. Eastward TP&W trains must stop before fouling clearance with P.T.C. track unless junction switch is properly lined and track is clear. Eastward P.T.C. trains will stop before fouling clearance with TP&W track.

Eastbound TP&W Trains not given permission for movement between Hollis and Iowa Junction may, after receiving permission from CRI&P Yardmaster foul PT Main in order to pick up off Sommer Pocket Track

## MINIMUM CLEARANCE OF BRIDGES, ETC.:

Height 20 feet, 4 inches; width 12 feet, 2 inches.

All employees are hereby notified that it is dangerous to stand erect upon cars, and especially cars of extraordinary height, while passing over, through, or under the following named bridges or viaducts:



Mile Post	Kind of Structure
164.7	Bridge (Kickapoo Creek)
165.0	Overhead (C&NW Ry)

## C. RULES AND SPECIAL INSTRUCTIONS GOVERNING TP&W TRAIN AND ENGINE OPERATION ON C&NW MAIN TRACK AT SOMMER, ILLINOIS:

Before operating switches to enter C&NW main track a member of the TP&W crew must communicate with C&NW train dispatcher for authority to enter C&NW main track. When movement by TP&W train or engine is completed and clear of C&NW main track and switches

restored to normal position and locked, a member of the crew must report main track clear to C&NW train dispatcher.

The eastward absolute signal at PT crossing will govern, in addition to movements over PT crossing, all eastward movements on the C&NW main track. The aspects displayed by this signal are as prescribed by Rule 240A and 240N of the Consolidated Code of Operating Rules. These Rules are quoted below:

Rule	Aspect	Name	Indication
240A		Stop	Stop before any part of train or engine passes the signal.
240N		Restricting	Proceed at restricted speed.

R — Red

L — Lunar

**Definition of Restricted Speed:** "Proceed prepared to stop short of train, engine, obstruction, or switch not properly lined, looking out for broken rail or anything that may require the speed of a train or engine to be reduced, but not exceeding 20 MPH."

PT CROSSING.....SOMMER

When a train has been stopped by the absolute signal and no conflicting movement is evident, a member of the crew must proceed to the crossing and if gate is not in position for movement on C&NW Ry., must place it across the PT track. Train may then proceed on hand signal from a member of the crew at the crossing if there is no train or engine approaching on conflicting route.

If a train or engine is approaching on a conflicting route, hand proceed signal must not be given until such movement has been completed over the crossing, or has come to a stop at the governing signal.

If a train or engine is standing between the absolute signals on a conflicting route, the proceed signal must not be given until after a thorough understanding has been had with the crew of the train or engine on the conflicting route.

Eastward train and engine movements stopped at absolute signal governing movements over PT crossing will be governed by the preceding instructions and, in addition, if signal does not change to a more favorable aspect after gate has been placed over PT track a member of the crew must communicate with the train dispatcher for authority to proceed beyond the interlocking limits.

The restrictions imposed by the aspects displayed by eastward absolute signal at PT crossing, Sommer, govern eastward trains and engines between PT crossing and westward absolute signal located at MP 3.75.

Between PT crossing Sommer, and MP 3.75 all trains and engines must proceed at Restricted Speed.

D. OPERATION OVER BN TRACKAGE,  
KEOKUK, IOWA; CANTON, ILL. & PEORIA, ILL.

TP&W crews operating into Keokuk over BN trackage will be governed by Rule 93 of the Consolidated Code of Operating Rules, Edition of 1967, which states:

Yard limits will be indicated by yard limit signs. Within yard limits the main track may be used, clearing first class trains when due to leave the last station where time is shown. Protection against second and third class trains, extra trains and engines is not required.

In ABS territory, information issued by the train dispatcher, either verbally or by message, may be used to determine when delayed first class trains are due to leave the last station where time is shown.

In Non-ABS territory, in case of failure to clear the time of first class trains, protection must be provided as prescribed by Rule 99.

Second and third class trains, extra trains and engines must move within yard limits at reduced speed unless the main track is known to be clear.

Within yard limits when running against the current of traffic or on a portion of double or three or more tracks used as single track, all trains and engines must move at reduced speed.

Note.—Where ABS System rules are in effect, "known to be clear" includes when track is known to be clear by signal indication.

Reduce speed as defined in the Consolidated Code of Operating Rules, Edition of 1967:

"Proceed prepared to stop short of train, engine or obstruction."

All movements between Keokuk Municipal Bridge Track and Johnson Street at the north end of Keokuk Union Depot tracks will be governed by STOP boards and made at restricted speed.

Restricted Speed as defined in the Consolidated Code of Operating Rules, Edition of 1967:

**RESTRICTED SPEED.**—Proceed prepared to stop short of train, engine, obstruction, or switch not properly lined, looking out for broken rail or anything that may require the speed of a train or engine to be reduced, but not exceeding 20 MPH.

Main track switches, Keokuk to be lined and locked for Depot Track No. 1. TP&W Crews will not use BN Main at Keokuk south of Track 5 Switch, except to make delivery to BN on Track No. 5.

Trains must be made up from north end of Keokuk Yard. There is approximately 875 feet of BN Main Line from point of switch to Keokuk Bridge extending northward to Milepost 178.10 that may be used to make up trains.

Before fouling East Wye, Canton, Illinois a member of crew must contact BN Operator at Canton by using BN block phone. If unable to contact BN Operator, crew will contact BN Dispatcher at Hannibal and be governed by their instructions. If unable to contact BN Operator or Dispatcher, contact TP&W Operator at Canton or TP&W Dispatcher for instructions.

TP&W trackage rights extends 3600 feet south of south Gorman Track Switch.

When shoving cars over Cedar Street, Peoria, a member of the crew must be on the ground a sufficient length of time before crossing is occupied.

Employees are prohibited from occupying sides of car on Yard Tracks Nos. 11, 12, 13 and 14 BN Yard, Peoria, Illinois while cars are in motion.



## SPEED RESTRICTIONS IN BN PEORIA YARD

Between Edmund Street and Burlington Elevator,  
Peoria - 10 mph

Between 150 feet east of Edmund St. and Edmund Street,  
Peoria - 5 mph

Over Cedar Street, Peoria - 5 mph

BN Trackage, Keokuk, Canton, and Peoria, used by  
TP& W Trains and Engines are within Yard Limits.

No first class trains scheduled in or out of Keokuk,  
Canton, or Peoria.

## E. OPERATIONS OVER CRI&P-KEOKUK, KUD AND KEOKUK MUNICIPAL BRIDGE:

Eastbound trains making movement from the CRI&P  
Yard to Keokuk Municipal Bridge Track must contact the  
bridge signalman and have his assurance that he will have  
the bridge signal lined before the train starts from the  
CRI&P Yard.

Trains having more cars to Keokuk for the BN than  
Track 5 will hold, or more cars to the CRI&P than Track  
4 will hold, will use Track 3 for the overflow except  
WHEN N&W IS OPERATING IN AND OUT OF KEOKUK ON  
TURN AROUND BASIS. KUD operator must be contacted in  
advance to determine if N&W is operating. If operator  
on duty he must be informed where overflow is yarded.

The following rules and regulations govern the operation  
of trains and engines upon the tracks and bridge of the  
Keokuk Municipal Bridge.

All movements must be made under full control and  
on no occasion shall speed exceed 10 miles per hour.

Call for bridge must be made by telephone.

Trains or engines must not leave depot until call has  
been acknowledged by draw operator and must be prepared  
to use bridge within ten minutes after acknowledgement.

A light must be displayed to the front and rear of all  
trains, cuts, and engines by night.

Westbound crews must stop at stop board located just  
east of the draw and have clear indication of color light  
signal located on right side of track opposite draw house  
before proceeding.

Eastbound crews must have clear indication of color  
light signal located at west end of bridge before proceeding.

A yellow light is installed approximately 95 feet west  
of eastbound color light signal and indicates to eastbound  
movements that draw span is in operation. Trains and  
engines finding a yellow signal displayed must stop and  
may proceed to eastbound color light signal.

Making up of trains and switching is not permitted on  
the bridge, except after an understanding with the draw  
bridge operators. The final double of eastbound trains  
may be made on the bridge, however engines will not be  
reversed if drivers are on mitre rails. Engines must move  
forward until drivers are clear of mitre rails before making  
reverse movement.

## F. OPERATION OVER AT&SF TRACKAGE LOMAX TO FT. MADISON, IOWA:

Interlocked and dual control connection switch leading  
from TP&W Main Track to AT&SF No. 1 or eastward  
main track, located just west of Carman Road, Lomax,  
AT&SF MP 218.7. Interlocked home signal governing  
westward TP&W trains and engines from TP&W to  
AT&SF is located between connection switch and Carman  
Road.

Automatic approach signal No. 2051 governing westward  
trains and engines is located 3,343 feet east of new  
westward home signal.

Signals will display ASPECT and INDICATION per  
AT&SF Rules 281 to 292, inclusive.

Westward trains stopping east of Carman Road Crossing  
must not foul gate circuit (indicated by ties painted  
orange) until home signal displays other than STOP indication.

Indications of other than STOP on westward interlocked  
home signals governing TP&W movements to AT&SF  
main track at Lomax authorizes movement of TP&W  
train or engine to Ft. Madison as an Extra. If home signal  
indicates STOP, AT&SF main track must not be fouled  
unless authorized by control station (See AT&SF Rule  
321(a)).

If unable to communicate, further movement is prohibited  
until communication is established (See AT&SF Rule  
321(b)).

New TP&W-AT&SF connection track switch is dual  
controlled as are interlocked crossover switches between  
AT&SF main tracks Lomax (See AT&SF Rule 323).

Maximum authorized speed over new connection track  
switch is 30 miles per hour.

Eastward TPW Trains must not accept other than signal  
aspect to comply with AT&SF Rule 290 at Lomax Interlocking.  
If eastward home signal indicates other than Rule  
290 aspect, stop must be made before fouling interlocking  
and control station notified.

Control Station Telephones are located at:

WESTWARD:— Signal House just north of AT&SF  
Main Track west of Carman Road.

EASTWARD:— On pole north of AT&SF main tracks,  
just east of eastward home signals.

On arrival Lomax and before entering AT&SF Main  
Line you will change Radio Channel to AT&SF frequency  
by changing toggle switch from TPW-F1 to AT&SF-F2.

Enginemen will notify conductor when this change is  
to be made and after changeover is complete, engineman  
and conductor must verify that radio is working properly.

TP&W crews will be governed by AT&SF Timetable  
and Operating Department Rules as revised April 24, 1966,  
and all crews operating over AT&SF trackage must provide  
themselves with a copy.

The following instructions in addition to Timetable and  
Operating Rules must be followed:

### LOMAX TO FORT MADISON:

1. Train orders affecting TP&W trains on AT&SF  
trackage will be issued by TP&W Dispatcher on  
TP&W Clearance Card and Train Order Forms.
2. Proceed indication on TP&W interlocking signal at  
Lomax authorizes a TP&W train to run Extra  
Lomax to Fort Madison. AT&SF Numbered Clearance  
Card is not required at Lomax.
3. Crews will yard their trains at Fort Madison on  
instructions from AT&SF Yardmasters.
4. All TP&W trains must register on AT&SF Register  
Book in Register Room in New Station Building.

### FORT MADISON TO LOMAX:

1. Eastbound TP&W trains will receive AT&SF Clearance  
Card at Ft. Madison and will have to be cleared  
on TP&W at Lomax.
2. All TP&W trains must register on AT&SF Register  
Book in Register Room in New Station Building.

## FORT MADISON YARD:

Switches leading from inbound and outbound leads, and crossovers between these leads will be left lined for movement on these leads east of Dry Creek.

Freight crews ready to depart Ft. Madison Yard will advise Yardmasters and secure his permission before departure.

Fire Road Crossings must not be left blocked.

Telephone boxes and booth doors must be closed after being used.

Road crews will not make change in consist of trains at Ft. Madison.

When a car is set out between terminals account Bad Order, it should, if possible, be left where it can be driven to by truck for making repairs.

## ON ATSF RAILS — DALLAS CITY:

Switch key controllers for crossing gates at Oak (Main) street located at Oak street in cast iron box on south side of relay case. Controllers stencilled "Lower Gates" and "Raise Gates" provide for controlling gates when eastward main track is occupied.

In complying with ATSF Operating Department Rule 316, in addition to radio or telephone reporting, you will make wire report joint with Signal Supervisor at Shopton and Trainmaster on which territory the signal irregularity is found, from first open telegraph office.

## SIGNALLING AND INTERLOCKING GOVERNING OPERATIONS OVER RAILROAD CROSSINGS AT GRADE:

### SHELDON:

Automatic Interlocking Plant with search light type home signals govern the movement over the TP&W and the PC Railroad Crossing.

Home signals will display "RED" or "GREEN" indications.

"RED" indication denotes "STOP".

"GREEN" indication denotes "PROCEED NOT TO EXCEED 20 MILES PER HOUR".

If "GREEN" indication is received and more than six (6) minutes are used on the approach, the signal will automatically revert to "RED".

A release section 300 feet long in advance of the signal must be occupied to again get the "GREEN" indication.

If signal does not assume "GREEN" indication when release section is occupied, emergency release at crossing must be operated. After move is made over crossing, emergency release must be operated to obtain "PROCEED" indication for return.

Release box located in northeast quadrant of crossing.

TP&W trains stopped by red aspect of home signal with no visible movement on conflicting route will after five (5) minutes comply with the following:

1. Observe Yellow indication light in emergency release box. When lighted, PC signals are indicating "STOP", and push button may be operated to obtain TP&W signal.
2. If Yellow indication light is not lighted, this indicates PC signal may be green. Wait four and one-half (4½) minutes and if there are no PC trains in sight, push button may be operated.

When Yellow light is lighted and push button operated, a Green indicator lamp when lighted will indicate that TP&W signals are clear.

If after operating push button the signal does not clear, wait four and one-half (4½) minutes, then lighted fusee will be displayed on each side of crossing and proceed on hand signal from trainmen or enginemen located at crossing.

3. If it has been necessary to use the push button, or hand signals, notify Superintendent at First Open Office.
4. Emergency release box must be locked after use.

### WEBSTER:

A Semi-automatic interlocking plant with searchlight type home and distant signals governs movement over the TP&W-CMSTP&P Railroad Crossing.

Eastbound and Westbound home signals are located about 150 feet in advance of crossing and display "RED" or "GREEN" aspects.

Eastbound and Westbound distant signals are located about 7,000 feet in advance of home signals with approximate approach circuit of 2,500 feet, and display "YELLOW" or "GREEN" aspects.

TPW trains stopped by red aspect of home signal with no visible movement on conflicting route, or finding CMSTP&P train standing outside of CMSTP&P home signal with no immediate intent to use crossing will operate manual push button marked TP&W PB located in phone box on east side of control building. Pushbutton must be held until indicator light above button lights up. Button may then be released and 4 minutes and 20 seconds later TP&W home signal should display "GREEN" aspect.

If push button operation fails to cause home signal to display green aspect, train will proceed over crossing **UNDER PROPER FLAG PROTECTION.**

NOTE: When part of train is left standing in the circuit outside home signal, and movement is made over crossing, home signal will display red on return movement and push button operation referred to will not function. **THEREFORE RETURN MOVEMENT IN SUCH CASES MUST ALWAYS BE MADE UNDER PROPER FLAG PROTECTION.**

### WATSEKA:

Standard Interlocking Plant with searchlight type home and distant signals is in service governing movements over crossing of TP&W with C&EI Railroad.

Signals are controlled by an operator located in Depot at crossing. Home signals display "RED", "RED OVER YELLOW" or "GREEN" aspects.

Distant Signals display "RED", "YELLOW" or "GREEN" aspects.

### GILMAN:

Standard Interlocking Plant with searchlight type home and distant signals is in service governing movements over two crossings of TP&W with ICG Railroad.

Signals are controlled by an operator located in ICG Depot between the two crossings.

Home Signals display "RED", "RED over YELLOW" or "GREEN" aspects.

Distant Signals display "RED", "YELLOW" or "GREEN" aspects.

An electric lock is provided on the wye main line switch with an unlock track section 300 feet long in advance of switch. Occupancy of this section releases electric lock on switch.

Emergency key for electric lock is in box on west side of instrument case at eastbound home signal. After use key must be returned.

Derails are installed on both wye tracks, pipe connected to and operated by wye switch. Wye switch must not be returned to normal until last car of train clears the derails.

#### CHATSWORTH:

Crossing signaling governing approach and movement over crossing of TP&W with ICG RR is in service.

TP&W signals are of color light type.

HOME SIGNALS display "RED" or "GREEN" aspects.

DISTANT SIGNALS display "YELLOW" or "GREEN" aspects.

TP&W trains stopped by RED aspect of home signal, with no visible movement on the ICG will proceed over crossing UNDER PROPER FLAG PROTECTION.

#### FORREST:

Standard Interlocking Plant governs movements over crossing of TP&W with N&W railroad. TPW signals are of searchlight type and are controlled by operator in N.&W. Depot at crossing.

Home Signals display "RED", "RED OVER YELLOW" or "GREEN" aspects.

Distant Signals display "RED", "YELLOW" or "GREEN" aspects.

An Electric Switch Lock equipped with a three minute time release is provided on west wye main line switch with a 300 foot unlock section in advance of switch. Occupancy of this 300 foot section will permit use of west wye main line switch without time penalty. If switch lock unit fails an emergency key will be obtained from operator, which must be returned to operator.

Derails are installed on both west tracks, pipe connected to, and operated by wye switch, therefore west wye main line switch must not be returned to normal until last car of train clears derails.

#### CHENOA:

Interlocking Plant in service at Chenoa, Illinois governing movements over crossings of TP&W with ICG Railroad. Interlocking is controlled remotely from ICG control office at Bloomington, Illinois.

Home and Distant Signals of TP&W are of searchlight type. Home Signals display "RED", "RED over YELLOW" or "GREEN" aspects. Distant Signals display "RED", "YELLOW" or "GREEN" aspects.

A telephone has been provided at the release box at the crossing to communicate with Bloomington Control Office.

When interlocking signal displays stop indication, member of train crew will call control office for instructions. In case of failure of communication, or if a proceed signal cannot be displayed, member of train crew must operate emergency release before proceeding over crossing on hand signals.

THE ONLY TIME THE RELEASE BUTTON IS TO BE USED IS IN CASE OF COMMUNICATION FAILURE OR, IF DIRECTED TO USE IT BY THE ICG DISPATCHER.

Operation of emergency release is governed by the following instructions:

1. Trainmen before operating emergency push release must observe that no immediate conflicting train movement is evident.
2. To operate the emergency push release, depress push button, hold momentarily, and then release.
3. When indicator lamp in release box illuminates, train or engine may proceed on proper hand signal from a member of train crew.
4. If indicator lamp fails to light after interval of five (5) minutes, proper flag protection for movement of train over crossing must be provided.
5. Door of release box must be closed and locked with standard switch lock.

Crews performing work at Chenoa will immediately go to telephone located at crossing and inform ICG Dispatcher of moves expected to be made across the plant, if any, and the approximate length of time they will be working at Chenoa. Crews will not hold this plant to do work unless authorized by ICG Dispatcher.

#### EL PASO:

Automatic Interlocking Plant in service at El Paso governs movements over crossing of TP&W with ICG Railroad.

TP&W signals are of searchlight type.

Home signals display "RED", "RED OVER YELLOW" or "GREEN" aspects.

Distant Signals display "RED", "YELLOW" or "GREEN" aspects.

When a TP&W train is on approach circuit to distant signal, and there is no conflicting movement, TP&W home and distant signals will display a green aspect for 5 minutes, after which distant signal will display yellow aspect and home signal will display a red over yellow aspect.

Should any switches within interlocking plant be operated, distant signal for that route will immediately display a red aspect, and the home signal as red over yellow aspect, regardless of time limit.

Occupancy by ICG train for more than five minutes on their approach circuits, or operation of ICG switches within interlocking plant, will cause ICG home signal to display a red over yellow aspect and indication for TP&W movements over crossing can only be obtained by operation of TP&W key release located on a short mast at crossing.

TP&W trains stopping for red indication of home signal, with no visible conflicting movement will operate TP&W key release to obtain indication for movement over crossing. If this method fails to display more favorable aspect of home signal, train will proceed over crossing under proper flag protection.

Unnecessary occupancy of track between home signals is prohibited.

When through movement is being made on green aspect of home signal, the operation of any TP&W switch within the interlocking plant is prohibited until after movement has passed home signal.

No movement within one-half mile of either side of crossing may exceed 35 miles per hour.

Graph recorder provides permanent record of all movements through this interlocking plant.

## EUREKA:

Station signaling is in service between milepost 91+2673 feet and milepost 93+2928 feet, however this does not supersede superiority of trains, nor dispense with compliance of all rules, special instructions and schedules.

Station signaling is made up of a distant signal, two home signals, automatic electric lock units which apply to all main line switches, two "END OF STATION SIGNALING SIGNS" and a dwarf signal and pipe connected derailed located 270 feet east of Streator Junction on Streator Branch of ATSF railroad.

Eastward trains are governed by signaling from Distant Signal No. 938 to "End of Station Signaling Sign" at milepost 91+2673 feet.

Westward trains on TP&W are governed by signaling from westward home signal to "End of Station Signaling Sign" at milepost 92+2391 feet.

ATSF Westward trains from Streator Branch are governed by dwarf signal 270 feet east of junction switch to "End of Station Signaling Sign" at milepost 92+2391 feet.

DWARF SIGNAL displays Red and Yellow aspect.

"RED" indicates STOP (If after 2½ minute interval, signal does not display a less restrictive aspect train will proceed westward at restricted speed to end of station signaling sign under proper flag protection).

"YELLOW" indicates PROCEED AT RESTRICTED SPEED TO END OF STATION SIGNALING SIGN.

Eastward Distant Signal No. 938 displays "RED", "YELLOW" or "GREEN" aspects.

Eastward Home Signal displays "RED", "RED OVER YELLOW" or "GREEN" aspects.

"RED" indicates STOP. (If after 2½ minute interval signal does not display a less restrictive aspect, train will proceed eastward at restricted speed to "end of station signaling sign" under proper flag protection).

"RED OVER YELLOW" indicates PROCEED AT RESTRICTED SPEED THROUGH STATION SIGNALING LIMITS.

"GREEN" indicates PROCEED AT AUTHORIZED SPEED.

Westward Home Signal displays "RED", "RED OVER YELLOW" or "GREEN" aspects.

"RED" indicates STOP (If after 2½ minute interval signal does not display a less restrictive aspect, train will proceed westward at restricted speed to "End of Station Signaling Sign" under proper flag protection).

"RED OVER YELLOW" indicates PROCEED AT RESTRICTED SPEED THROUGH STATION SIGNALING LIMITS.

"GREEN" indicates PROCEED AT AUTHORIZED SPEED.

The forward end of train having passed a home signal indicating "PROCEED" must reach "End of Station Signaling" sign within two and one-half minutes or be operating at restricted speed.

Electric lock units are normally unlocked and will become locked when either of home signals display a Green aspect.

Two and one-half minutes after removal of station signaling switch padlock, or two and one half minutes after forward end of train has passed a home signal displaying a green aspect, electric locks will become unlocked.

Due caution must be exercised in operating or unlocking a station signaling switch when it is known that a through movement is entering, or is due to enter, or is within station signaling limits.

Trains clearing main track for superior trains must restore switch padlocks in order that train being cleared will receive proper signal indication.

Movements from side tracks to main line must not foul circuits before switch is lined for movement.

A 200 foot unlock section is provided in advance of east passing track switch. Occupancy of this section will permit use of this switch without time penalty.

ATSF trains may not enter TP&W tracks at Streator Junction without obtaining permission from operator at Eureka, after which entry may be made by reversal of Streator Junction Switch.

If a switch lock unit fails, emergency release key will be obtained from train register box at Eureka Depot, or the telephone booth at Streator Junction. Seal must be broken to obtain key, and after use, key must immediately be restored to its proper location and report of this must be left with Agent at Eureka.

Emergency key will be inserted in emergency release port on side of lock unit (cover is red).

## WASHINGTON:

Crossing protection is in service protecting crossing of TP&W with ICG, and consists of a "GATE" normally lined against ICG which operates in conjunction with signals on TP&W.

Gate is equipped with STOP board and a red light indicating STOP when gate is lined against movement.

Eastward TP&W trains are governed by a home signal 220 feet west of the crossing.

Eastward Home Signal displays "RED" or "GREEN" aspects.

Westward TP&W Trains are governed by:

1. A distant signal located 2660 feet east of crossing which displays YELLOW or GREEN aspects.

2. A Home Signal 160 feet east of crossing which displays a RED or GREEN aspect.

On westbound movements a train passing distant signal on green aspect must reach home signal within three (3) minutes or be operating at restricted speed at home signal.

Speed of eastbound movements over this crossing will not exceed 20 miles per hour.

A TP&W train stopped by a red aspect of home signal, with no ICG movement occupying the crossing will examine gate and see that all levers are in normal position, after which, if a more favorable indication is not obtained, movement will then be made over crossing under proper flag protection.

Signals indicate only the position of ICG crossing gate and do not protect switch and track conditions through this territory.

## EAST PEORIA:

An automatic interlocking plant governing movements over the crossing of the TP&W with N&W railroad is in service at East Peoria Yard.

Dwarf signals governing westward movements from Tracks 21 and 22 are of color light type, all other home signals are of searchlight type.

An inoperative eastward approach signal is located 2300 feet west of crossing.

All TP&W Home and Dwarf signals display RED or GREEN aspects.

"RED" aspect indicates STOP.

"GREEN" indicates PROCEED AT AUTHORIZED SPEED.

Dwarf signals governing westward movements from Tracks 21 and 22 will clear only when the west main line switch of Track 21 is lined to enter main track, and west switch of Track 22 is properly lined, and there are no conflicting movements within limits of interlocking plant on either the N&W or the TP&W. The west main line switch of Track 21 must not be changed from normal position until it is ascertained no conflicting movements are approaching on either railroad.

Westward trains using tracks 21 or 22 must not pass dwarf signal unless signal indicates proceed, or proper flag protection is provided.

All other signals on TP&W will clear automatically upon entering their respective approaches provided there are no conflicting movements within the limits of the interlocking plant on either railroad.

There are two key releases, one marked "EM" (Eastward Main) and the other "WM" (Westward Main) mounted on mast of eastward home signal.

A TP&W westward movement from the yard, moving beyond eastbound home signal, making a reverse movement, will operate release governing track over which movement is made by inserting switch key in applicable key release and turn to right as far as possible holding for two seconds and then remove key after which, if a more favorable indication is not obtained, reverse movement will then be made over crossing under proper flag protection.

Authorized speed over this crossing is not to exceed 15 miles per hour.

TP&W movement entering approach section to eastward home signal for right hand main causes signal to display a green aspect, and if such movement occupies that section while a movement enters the approach section to the eastward home signal for the left hand main, the left hand home signal will display a red aspect until key release "WM" is operated. The operation of key release will cause the right hand main home signal to display a red aspect and cause left hand main home signal to display a green aspect.

The same procedure applies when movements are reversed as to tracks occupied, except that "EM" key release will be operated.

Key releases must not be operated until it is ascertained that no conflicting movements are approaching on either railroad.

If a green aspect is not obtained by key release method, movement will be made over crossing under proper flag protection.

Movements in either direction stopped by a red aspect of home signal will operate TP&W key release on east end of control case at crossing. This key release operation is the same as operation of key release at eastward home signal, except after key is removed about one minute will elapse until signal displays green aspect.

Key release must not be operated until it is ascertained no conflicting movement is approaching on either railroad.

If green aspect is not obtained by key release method, movement will be made over crossing under proper flag protection.

Unnecessary occupancy of any segment of this interlocker is prohibited.

Graph recorder provides permanent record of all movements through this interlocking plant.

#### SPRING SWITCHES:

A Spring switch is in service at West End of East Peoria Yard and at East end of double track at East Peoria Yard.

Home Signals of TP&W-N&W interlocker govern facing point movements through spring switch at west end East Peoria Yard and at east end of double track.

Excessive gaping of switch points on TP&W spring switches will cause signal governing movement through these switches to display a red aspect, therefore in all cases of movement under flag protection over TP&W-N&W crossing, flagmen must examine facing points of spring switches and know they are in proper position.

Facing point movements through spring switch located at west end double track is governed by a color light dwarf signal which displays RED or GREEN aspects.

RED indicates STOP AND ASCERTAIN IF SWITCH POINTS ARE IN PROPER POSITION FOR FACING POINT MOVEMENT.

GREEN indicates PROCEED AT AUTHORIZED SPEED.

#### CUBA:

Manually operated crossing gate with inoperative distant signals is in service at Cuba, and governs movements over TP&W-BN crossing. Gate is normally lined for TP&W movements.

Color light signal on gate displays RED or GREEN aspects.

RED indicates STOP-GATE ACROSS TP&W.

GREEN indicates PROCEED AT AUTHORIZED SPEED.

Authorized speed over crossing not to exceed 20 miles per hour.

#### BUSHNELL:

Standard Interlocking plant with searchlight type home and inoperative distant signals, governs movements over two crossing of TP&W-BN.

This plant is remotely controlled by BN dispatchers located at Hannibal, Missouri. Home signals display RED or GREEN aspects.

Telephone connected to BN dispatcher are located at home signals. TP&W movements stopped by red aspect of home signal must call BN Dispatcher.

In event of communication failure movement will proceed over crossing under proper flag protection.

Authorized speed not to exceed 20 miles per hour.

SIGNAL ASPECTS AND THEIR APPLICATION IN SERVICE ON THE TP&W RAILROAD IN GOVERNING OPERATIONS OVER RAILROAD CROSSINGS ARE AS FOLLOWS:

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HOME SIGNALS

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ASPECT	INDICATION
RED .....	STOP
RED OVER YELLOW....	PROCEED AT RESTRICTED SPEED OBSTRUCTED TRACK OR DIVERGING ROUTE
GREEN .....	PROCEED AT AUTHORIZED SPEED

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DISTANT SIGNALS

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ASPECT	INDICATION
RED .....	STOP THEN PROCEED AT RE- STRICTED SPEED TO HOME SIGNAL AND BE GOVERNED BY INDICATION OF HOME SIGNAL.
YELLOW .....	PROCEED AT RESTRICTED SPEED TO HOME SIGNAL & BE GOVERNED BY INDICA- TION OF HOME SIGNAL.
GREEN .....	PROCEED AT AUTHORIZED SPEED.

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COLOR LIGHT TRAIN ORDER SIGNAL-KOLBE MAIN

Color Light Train Order Signal is on existing train order mast at Kolbe and governs train and engine movements from Kolbe Yard Main to Second Subdivision Main Line. This train order signal displays RED and GREEN aspects.

RED indicates STOP before fouling Second Subdivision Main Track from either east or west leg of wye — Proceed after clearance Card Form "A" is received.

GREEN indicates proceed if Form 19 Train Orders are held authorizing right of Second Subdivision Main Track.

**MUST NOT BE INTERPRETED AS AUTHORITY TO  
HOLD SECOND SUBDIVISION MAIN TRACK  
UNLESS AUTHORIZED TO DO SO BY TRAIN ORDER**

EXAMINATION OF JOURNALS FOR WHICH HOT  
BOX HAS BEEN DETECTED BY HOT BOX DETECTOR:

1. STOP THE TRAIN: Comply with operating rules and locate indicated journal. Journal location will be indicated by signals and digital display board at detector site.

2. VISUALLY inspect entire truck for obvious mechanical defects such as broken bolster, truck side, loose wheel, fouled brake rigging, etc.

3. FEEL journal box, or roller bearing adapter WITH GLOVED HAND (to prevent burn). If it is noticeably hotter than adjacent boxes or adapters — SET OUT THE CAR.

4. FOR FRICTION BEARINGS if box is noticeably hotter, open lid and inspect journal end for heat. If journal end is hotter than adjacent journal ends SET OUT THE CAR.

5. IF no unusual heat has been found, feel hub of wheel with gloved hand. If hub is noticeably hotter than adjacent hubs check for fouled brake riggings, or defective brake parts. If cause of overheating can not be found or corrected, then SET OUT THE CAR. If hub is not noticeably hotter when felt with a gloved hand, feel hub carefully with bare hand.

6. IF no unusual heat has been found by the previous steps, make the same check for the two cars in front of and the two cars behind original car.

7. EVEN if no indication of heat has been found, the car should be watched carefully if left in the train. The detector is sensitive enough to catch trouble which is just beginning and which may not be found by the above steps.