

SAFETY FIRST



**THE ALTON & SOUTHERN
RAILWAY COMPANY**

**TIMETABLE
No. 2**

Effective 12:01 a.m. Sunday

NOVEMBER 1, 1988

CENTRAL STANDARD TIME

**FOR THE GOVERNMENT OF
EMPLOYEES CONCERNED**

**The Railway Company Reserves the Right to Vary
Therefrom as Circumstances May Require.**

K. A. MOORE, Vice President-General Manager

F. E. COOPER, Superintendent

C. E. MILLER, Assistant Superintendent

M. E. WORS, Trainmaster

THE ALTON & SOUTHERN RY. CO.

Miles		South	North	CONNECTIONS		
		↓	↑			
STATIONS						
21.0		LENNOX TOWER	⊗ N&S-UP	Ⓜ Ⓟ	.....	.....
		0.3				
20.7		MITCHELL YARD	.....		UP-N&S-BN	Yd.
		4.0				
16.7		AA SIDING	.....		C&NW	5510
		1.5				
14.7		⊗ N&S-C&NW	Ⓜ		N&S-C&NW	.....
		0.1				
14.6		NKP SIDING	.....			1900
		0.5				
14.2					
		1.2				
13.6		DOUBLE TRACK JCT	.....		
		2.9				
10.5		LONG SIDING	.....			3770
		0.1				
9.8		HN CABIN X	B&O-CR M B		B&O-CR	.....
		3.2				
6.8		⊗ L&N	Ⓜ		L&N	.....
		2.2				
4.5		⊗ N&S	Ⓜ		N&S	.....
		0.5				
4.0		GATEWAY YARD (North End)	.....		MRS-ICG-TRRA-UP-SSW	Yd.
		1.8				
2.2		⊗ VALLEY JCT	TRRA-ICG	Ⓜ Ⓟ	UP-SSW	.....
		0.4				
1.8		VIA TRRA	MP 2.2 TO MP 1.8	.....	
		1.0				
0.8		⊗ CONOLOGUE TRRA	Ⓜ			
		0.6				
0.0		RIVER YARD	.....		INDUSTRY	.....

*Gateway Yard to St. Louis 3.5 miles via St. Louis Municipal Bridge Railway System—UP—MRS—BN—N&S—SSW.

Two main tracks between Hwy. 3, MP 1.1 and Falling Springs Rd., MP 1.6; between Gateway Yard MP 4.0 and Double Track Jct. MP 13.6.

East track designated as east track for normal northward movement; west track designated as west track for normal southward movement; Crest Yardmaster will designate train movement on east or west track.

Explanation of characters:

- | | |
|--------------------------|------------------------------|
| Ⓜ Automatic Interlocking | ⊗ Railroad Crossing at Grade |
| Ⓟ Radio Base Station | Ⓢ Stop Sign |
| Ⓜ Manual Interlocking | Ⓢ Gate-Normal position |
| Ⓢ Yard Limits | Ⓢ against conflicting route |

Maximum Speed 30 MPH Except	MPH	Location Hand throw Crossovers Between Main tracks:	MP
MP 0.0 to MP 1.1	10	Forest Blvd.	9.1
MP 1.1 to MP 1.6 East Track	10	Hillbrick	7.0
MP 1.1 to MP 1.6 West Track	5	Lake Drive	5.8
Thru Valley Jct.			
Interlocking Limits	10		
MP 2.25 to MP 10.0	20		
MP 13.6 to MP 14.7	20		
MP 14.7 to MP 14.9	10		
MP 14.9 to MP 16.1	20		
Flagging Distance	1 Mile		

Other Restrictions:

1. Ten miles per hour when pulling cuts of cars into Gateway Yard when it is known that Yard Clerks are checking cars.

2. Block indicators located at MP 7.2—MP 9.0 No. 1-2-3-4. Aspect green—proceed. Aspect red—stop and proceed at restricted speed.

Through all main track Crossovers, Turnouts and Switches 10 MPH. Except Double Track Junction MP 13.6 20 MPH.

When entering absolute block, speed may be increased to 30 MPH once lead locomotive has entered absolute block.

SPECIAL INSTRUCTIONS

Item 1. The following switches are dual control, operated and controlled by Bowl Yardmaster.

- a. AB Crossover, 11 Crossover and 13 Crossover.
- b. West end of receiving yard tracks 133 through 006.
- c. Gateway Yard MP 3.4 west end of 119 track and Old Main Track are protected by switch indicator 119 and switch indicator OM. Switch indicator 119 governs facing point movement from 119 track to Old Main. Switch indicator OM governs facing point movement from Old Main to 119 track.
- d. MP 2.3 #1 and #2 Lead switch protected by switch indicator 1-2. Switch indicator 1-2 governs facing point movement from #1 Lead to #2 Lead.

ASPECT	INDICATION
Yellow	Proceed
Lunar	Proceed—via diverging route
Red	Stop and proceed— be governed by Rule 315(A).

- e. MP 2.2 Perimeter Lead Switch protected by Switch indicator #3A governs facing point movement from #3 Lead to #1 Perimeter.

ASPECT	INDICATION
Yellow	Proceed
Lunar	Proceed—via diverging route
Red	Stop and proceed— be governed by Rule 315(A).

- f. 3 Lead to Cotton Belt Horn.

Item 2. The following switches are dual control, operated and controlled by Crest Yardmaster.

- a. East end of Receiving Yard Tracks 133 through 136 and 001 through 006.
- b. Inbound.
- c. Crossovers Golden Dipt MP 4.
- d. East End of Old Main.
- e. Madison Lead, inbound, Hump Crossover, and St. Louis Connection switches.
- f. MP 4 switches are protected by switch indicators as follows: Switch Indicator Number 9 governs the facing point movement from Number 4 Lead to the St. Louis Connection. Switch Indicator Number 10 governs the facing point movement from Number 4 Lead to Number 2 Lead. Switch Indicator Number 11 governs the facing point movement from Number 4 Lead to Number 3 Lead. Switch Indicator Number 12 governs the facing point movement from Number 2 Lead to Number 4 Lead.
- g. Norfolk & Southern Connection MP 4.5.
- h. Double Track Jct. MP 13.6.

ASPECT	INDICATION
Yellow	Proceed
Lunar	Proceed—via diverging route
Red	Stop and proceed— be governed by Rule 315(A).

Item 3. Train and engine movements between stations on main tracks north of Gateway Yard must not be made until authorized by Crest Yardmaster at Gateway Yard, who will issue instructions for the performance of work and for the safe and efficient movement of trains and engines.

- Item 4. Yard Limits—MP 0.0 to MP 10.0
MP 13.6 to MP 16.4

- Item 5. Absolute Blocks in effect:
Mitchell Yard MP 20.9 (absolute signal to Lennox Interlocking) and MP 16.4
Double Track Jct. MP 13.6 East Track and HN Cabin
MP 10.0 East Track (absolute signal HN Interlocking)
Double Track Jct. MP 13.6 West Track and HN Cabin
MP 10.0 West Track (absolute signal HN Interlocking)

Trains or engines must not enter these blocks without authority of Crest Yardmaster. Crews must report promptly to Crest Yardmaster when entire train has cleared any of these absolute blocks, or when in clear on siding and switches restored to normal position. Proper identification of trains is required.

Item 6. ABSOLUTE BLOCK: Absolute blocks will be designated in timetable or by General Order specifying exact limits and the employee who is authorized to grant occupancy.

Absolute block may be occupied only upon authority of the designated employee in words, "(Train, engine or employee) at (location) granted block on (track) between (limits of block, or blocks) A.B.C."

Authority must be repeated including the initials of employee who grants authority and "OK" received. Movement may then be made within the block without timetable or train order authority or flag protection.

No following or opposing movements may be permitted through the block or authorized to enter the block, except that track car or maintenance of way employee may be authorized within the block behind the train or engine when such train or engine has been notified. When so notified, train or engine must not make reverse movement without protecting against track car or maintenance of way employee.

When a block is not occupied by a train or engine, more than one track car or maintenance of way employee may be granted authority to occupy the block.

Before granting authority for movement into the block the designated employee must know that no other movement is in the block or authorized to enter the block.

In the event a train or engine which has been granted occupancy of a block becomes disabled and it is necessary to operate a relief train or engine, the relief crew may be granted permission to enter the block after they have reached an understanding with the conductor or with permission from the Crest Yardmaster of the location of the disabled train and as to the movement to be made. Movements by either crew must be made at Restricted Speed until one crew has given notice that they are clear of the block.

Item 7. Conductors of crews delayed outside Gateway Yard more than five minutes must call crest yardmaster and will show delay on time slip.

Item 8. Switching of industries must be done by switch list or switch order and list turned in with time slip.

Item 9. Conductor must show time all cars are placed on and pulled from connections.

Item 10. Trains moving over public crossings where there are two main tracks will not move over crossing as the rear of the opposite train clears crossing, but will wait until street traffic is clear. It will be permissible for the train to proceed providing the opposing train has crossing obstructed.

Item 11. Standard clock, General Order and General Notice Books are located in Locker Room, Crest, Bowl Yardmasters' Towers, and General Yardmasters office.

Item 12. When shoving 20 or more cars when 4 or more units are in engine consist, power must be used only on the three units next to the cars, and all other units must be taken off line.

Item 13. Effective April 24, 1986, crossing gate position indicators located approximately 50 feet north and south of State Street crossing will display the following indications.

When train comes on approach located approximately 800 feet north and south of State Street crossing, the low yellow indicator will illuminate to indicate that the crossing warning devices are activated.

When crossing gates have dropped to their lower position, the high yellow indicator will illuminate.

Both yellow indicators must be lit before train occupies crossing. Failure of these lights will require member of train crew to protect crossing, unless it is ascertained that crossing gates are functioning properly.

Item 14. When engines are moved from mechanical facility to train or vice versa, the controls will be handled from the lead unit when practicable. This will not apply when making short backup movements.

Item 15. Sand must not be used over IL Route 3 crossing for a distance of 150 feet on either side of crossing.

Item 16. Employees must provide themselves with the following Rules and Instructions:

- a. General Code of Operating Rules.
- b. Safety, Radio and General Rules for all employees.
- c. Air Brake and Train Handling Instructions.
- d. Form 8620—Instructions for handling hazardous materials.
- e. All books must contain current rules and latest revised pages in proper page sequence.

Item 17. Reference rules contained in Safety, Radio and General Rules for all employees and General Code of Operating Rules.

When Train Dispatcher is referred to in the above rule books, employees are to refer to the Crest Yardmaster when operating on the Alton & Southern Railway Company.

Item 18. GENERAL CODE OF OPERATING RULE CHANGES

1. RULE G: Changed to read:

“The use of alcoholic beverages by employees subject to duty, when on duty or on Company property is prohibited.

The illegal use of any drug, narcotic or controlled substance is prohibited at any time, either on duty or off duty. Employees are expected to know those drugs, narcotics, or controlled substances which are illegal to use.

Employees must not report for duty or be on Company property under the influence of, or use while on duty, or have in their possession while on Company property, any alcoholic beverage or illegally obtained drug, narcotic or other substance.

Employees must not report or duty or be on Company property under the influence of, or use while on duty, any over-the-counter or prescription drug or medication which will in any way adversely affect their alertness, coordination, reaction, response, or safety. If an employee is in doubt as to whether an over-the-counter or prescription drug may have an adverse effect on his alertness, coordination, reaction, response, or safety, he should make sure that the following steps are taken:

1. A physician or dentist licensed or otherwise authorized to practice by a state of the United States or a physician designated by the Railroad makes a good faith judgment, in writing, with notice of the employee's assigned duties and on the basis of the available medical history, that use of the substance by the employee at the prescribed or authorized dosage applicable is consistent with the safe performance of the employee's duties; and
 2. The substance is used at the dosage prescribed or authorized; and
 3. The employee notifies the Railroad, in writing, prior to use on duty (a) of his need to use the prescribed or authorized drug or medication and (b) of the medical practitioner's judgment, as set out above; and
 4. The Railroad gives approval in writing to the employee for use on duty of the drug or medication.”
2. RULE 2—Add:

Officers and employees whose duties are prescribed by and who are examined on the rules must use watches that have been authorized by general notice.

(3) Rule 7—Rear view mirrors must not be used for observing hand signals or conditions when making coupling or back-up movements.

(4) Rule 1005 of the Air Brake and Train Handling Rule is revised by deleting Rule 1005(A)3.

Item 19. Safety, Radios and General Rules for all Employees Changes

1. Rule 4070—Add: (a) Adjusting couplers (drawbars): Before adjusting coupler, employee must ascertain that coupler will move easily, if not, employee must obtain assistance. When adjusting coupler, employee must face coupler and carefully follow the procedures set forth in Rule 4008 (A) and when applicable Rule 4008 (B).
2. Rule 4074—Add: as first, second, fifth and sixth paragraphs: Before attempting to align switch, employee must ascertain that switch is not damaged, locked or spiked and that points are not fouled by ballast or other material.

When operating switch lever, employee must not twist or jerk and upon moving lever one-half the distance of travel, must change position of body so as to be in a better position to complete the move.

If the switch is equipped with a foot latch, employee must keep foot on latch until lever is moved to the one-half position.

Employees must be familiar with the type of switch they are operating, keep constantly in mind that no two switches operate exactly alike and always expect switches to be difficult to operate.

Item 20. Rule 102 of the General Code of Operating Rules is revised by deleting (1)(C), (2); and Rule 1109(A) of the Air Brake and Train Handling Rules is deleted.

Item 21. Rule 10D is in effect on the Alton & Southern Railway.

Item 22. Rule 312(3) (Automatic Interlocking). In absence of favorable signal indication and illuminated indicator light after working time release, it may be determined that signals on the conflicting route indicate stop as follows:

Crew member will observe absolute signals on conflicting routes and after determining that protection is afforded on conflicting routes, may return to crossing and give proceed signal directly to Engineer, and will remain at crossing until conflicting route is fouled by their train.

If signals or derails are not known to be in position to provide protection on conflicting routes, flag protection per Rule 99 must be provided on such routes.

Item 23. Dual Control Switches governing movement into B&O Connection, CR-Exermtont Yard, and crossovers between main tracks immediately south of HN Cabin are controlled by Operator at HN Cabin. Switch position indicator Nos. 91, 92, 94, 95, 96 and 98 govern movements and are equipped to display the following aspects:

ASPECT	INDICATION
Yellow	Proceed
Lunar	Proceed—via diverging route.
Red	Stop and proceed— be governed by Rule 315(A).

Item 24. Crossover at Conrail Exermtont Yard from CR Main to Controlled Siding and Controlled Siding switch are power switches. The following signals govern movement to and from Conrail Exermtont Yard;

Absolute signal controlling northward movement over B&O main track, located 390 feet south of crossing. Signal is of color light type equipped to display the following aspects:

ASPECT	INDICATION
Red over Red	Stop - per CR Rule 292
Red over Yellow	Proceed at restricted speed per CR Rule 290
Red over Green	Proceed, slow speed within Interlocking limits per CR Rule 287

NOTICE

TO ALL HOURS OF SERVICE EMPLOYES

Under Federal Railroad Administration (FRA) safety regulations, you may be required to provide a urine sample after certain accidents and incidents or at any time the Company reasonably suspects that you are under the influence of, or impaired by, drugs while on duty. If you refuse to take this test, the Company will initiate a disciplinary investigation against you.

If you take the test and it is positive for drugs, you may be subject to discipline under Rule G of General Code of Operating Rules, Maintenance of Way Rules or Safety, Radio and General Rules for all Employes which prohibits the illegal use of any drug, narcotic or controlled substance at any time, either on-duty or off-duty. You are expected to know those drugs, narcotics or controlled substances which are illegal to use.

If you take the urine test, because of its sensitivity, the test may reveal whether or not you have used certain drugs within the recent past (in a rare case, up to sixty days before the sample is collected). As a general matter, the test cannot distinguish between recent use off the job and current impairment. However, the Federal regulations provide that if only the urine test is available, a positive finding on that test will support a presumption that you were impaired at the time the sample was taken.

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

If you have used any drug off the job (other than a medication that you can prove that you possessed lawfully and that would not in any way adversely affect your alertness, coordination, reaction, response or safety on the job) in the prior sixty days, it may be in your interest to provide a blood sample. If you have not made unauthorized use of any drug in the prior sixty days, you can expect that the urine test will be negative; and you may not wish to provide a blood sample.

You should be aware that the Company may initiate a disciplinary investigation if your urine or blood tests positive for illegal drugs, even if a blood sample shows that illegal drugs were used off-duty but not on-duty.

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

A complete copy of this Federal Regulation is available for your review at the Superintendent's office.

Absolute signal controlling southward movement from Exermont Yard Tracks No. 1, 2 and 3 is of position type equipped to display the following aspects:

Aspects governing A&S Movement	Indication
Two lunar lights - horizontal	Stop - per CR Rule 292
Two lunar lights - diagonal Top left - lower right	Proceed at restricted speed per CR Rule 290

Aspects governing CR Movement	Indication
Two lunar lights - diagonal Top rights - lower left	Slow - approach
Two lunar lights - vertical	Slow - clear

Absolute signal controlling southward movement from Controlled Siding, Conrail Exermont, is of position type equipped to display the following aspects:

Aspects governing A&S Movement	Indication
Two red lights - horizontal	Stop - per CR Rule 292
Two red lights - horizontal and Top left to bottom right	Proceed at Restricted Speed - per CR Rule 292

Aspect governing CR Movement	Indication
Three yellow lights - diagonal Top right - bottom left	Approach
Three yellow lights - diagonal Top right - bottom left and three yellow lights - vertical	Approach medium
Three yellow lights - vertical	Clear

Absolute signal controlling southward movement from Conrail Eastward Main, Exermont, is of position type equipped to display the following aspects:

Aspect governing A&S Movement	Indication
Two lunar lights - horizontal	Stop - per CR Rule 292
Two lunar lights - diagonal Top left - lower right	Proceed at Restricted Speed - per CR Rule 290

Aspect governing CR Movement	Indication
Two lunar lights - diagonal Top right - lower left	Slow - approach
Two lunar lights - vertical	Slow - clear

Conrail definition of Restricted Speed:

Proceed prepared to stop short of train, obstruction or switch not properly lined, looking out for broken rail, not exceeding 15 miles per hour.

Conrail definition of Slow Speed:

Not exceeding 15 miles per hour.

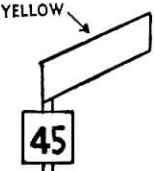
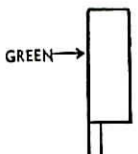
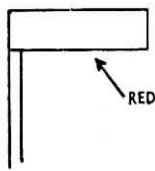
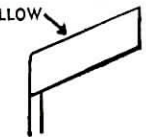

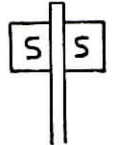



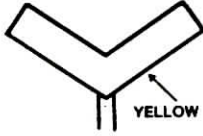
Track assignments, Exermont, will be received from Operator at HN Cabin.

Business Tracks Located At

ADM — MP-18.25

Roberts Dybal — MP-20.7

ROADWAY SIGNS

 <p>PERMANENT SPEED RESTRICTION SIGN</p>	 <p>PERMANENT RESUME SPEED SIGN</p>	 <p>STOP SIGN</p>	
 <p>APPROACH SIGN</p>	 <p>WHISTLE SIGN NUMERAL, WHEN ATTACHED, DENOTES NUMBER OF CROSSINGS</p>	 <p>SPRING SWITCH SIGN</p>	
 <p>TEMPORARY SPEED RESTRICTION SIGN.</p>	 <p>TEMPORARY RESUME SPEED SIGN.</p>	 <p>STOP SIGN. PER RULE 10</p>	 <p>YARD LIMIT SIGN.</p>