

SURGEONS AND PHYSICIANS

Astoria, Ill.....	Dr. H. T. BAXTER.....	Surgeon.
Beardstown, Ill.....	Dr. D. E. HAWORTH.....	Examiner.
Beardstown, Ill.....	Dr. B. A. DeSULIS.....	Surgeon and Examiner.
Beardstown, Ill.....	Dr. T. G. CHARLES.....	Surgeon.
Beardstown, Ill.....	Dr. R. D. BURLEY.....	Surgeon.
Bushnell, Ill.....	Dr. J. C. GRIFFITH.....	Surgeon.
Bushnell, Ill.....	Dr. B. ROAN.....	Surgeon.
Centralia, Ill.....	Dr. A. P. HELLER.....	Examiner.
Centralia, Ill.....	Dr. J. CARL HALL.....	Surgeon.
Centralia, Ill.....	Dr. W. F. PLASSMAN.....	Eye Specialist.
Christopher, Ill.....	Dr. W. W. SHEERER.....	Surgeon.
Christopher, Ill.....	Dr. L. L. LOVE.....	Surgeon.
E. St. Louis, Ill.....	Dr. O. J. CULBERTSON.....	Surgeon.
Girard, Ill.....	Dr. H. A. FINNEY.....	Surgeon.
Herrin, Ill.....	Dr. W. R. GARDNER.....	Surgeon.
Herrin, Ill.....	Dr. F. C. MURRAH.....	Surgeon and Examiner.
Jacksonville, Ill.....	Dr. F. A. NORRIS.....	Surgeon.
Jacksonville, Ill.....	Dr. A. G. SCHULTZ.....	Eye Specialist.
Litchfield, Ill.....	Dr. C. H. SIHLER.....	Surgeon.
Litchfield, Ill.....	Dr. G. A. SIHLER, JR.....	Surgeon.
Metropolis, Ill.....	Dr. G. F. CUMMINS.....	Surgeon.
Monmouth, Ill.....	Dr. H. G. EBERSOLE.....	Surgeon.
Monmouth, Ill.....	Dr. J. L. SHERRICK.....	Surgeon.
Paducah, Ky.....	Dr. W. P. SIGHTS.....	Surgeon and Examiner
St. Louis, Mo.....	Dr. R. A. SUTTER.....	Divn. Surgeon and Examiner.
St. Louis, Mo.....	Dr. PETER HEINBECKER.....	Surgeon.
St. Louis, Mo.....	Dr. E. R. RICE.....	Surgeon.
St. Louis, Mo.....	Dr. R. E. MASON.....	Eye Specialist.
Valier, Ill.....	Dr. L. L. LOVE.....	Surgeon.
Virden, Ill.....	Dr. F. E. ANSPAUGH.....	Surgeon.
Waverly, Ill.....	Dr. W. H. ALLYN.....	Surgeon.
Waverly, Ill.....	Dr. P. R. ALLYN.....	Surgeon.
West Frankfort.....	Dr. C. H. WILLIAMS.....	Surgeon.
Whitehall, Ill.....	Dr. F. McLAREN.....	Surgeon.

Whenever any person other than a trespasser sustains injuries on Company property, requiring immediate medical attention, the nearest Company Surgeon should be summoned by the officer or employe of highest rank present.

In case of emergency when the attendance of the Company Surgeon cannot be had at once, the most available surgical aid should be called to serve until the Company Surgeon arrives. No important surgical operation should be made previous to the arrival of the Company Surgeon, except such as may be required for the immediate safety of the patient.

In case of injury to trespassers, a physician—the Company Surgeon when available—should be summoned only in case the injury renders the patient incapable of seeking medical attention himself. An injured trespasser should not, except in emergency, be removed from the county in which the injury occurs, but arrangements should be made to turn the patient over to the county authorities in case he cannot provide for his own care after emergency service has been rendered.

Dr. O. H. HORRALL
Chief Surgeon
Chicago, Illinois

Dr. R. B. KEPNER
Chief Medical Officer
Chicago, Illinois

J. C. GRISINGER, General Manager, Chicago, Ill.
H. E. HINSHAW, General Superintendent, Galesburg, Ill.
A. E. STOLL, Superintendent, Galesburg, Ill.
F. L. GOODMAN, Assistant Superintendent, Centralia, Ill.
F. E. SPERRY, General Superintendent of Transportation, Chicago, Ill.

Chicago, Burlington & Quincy Railroad Company

LINES EAST OF THE MISSOURI RIVER

TIME TABLE

OF THE
**BEARDSTOWN
DIVISION**
OF THE
EASTERN DISTRICT
No. 9

EFFECTIVE AT 12:01 A. M.
CENTRAL STANDARD TIME

SUNDAY, NOVEMBER 2, 1947

DESTROY ALL TIME TABLES OF PREVIOUS DATE

This Time Table is for the exclusive use and guidance of the employes concerned, who must carry in addition thereto the book of rules of the operating department.

Rio and Beardstown—Sub-division.

BEARDSTOWN DIVISION.

TIME TABLE No. 9.

EFFECTIVE NOV. 2, 1947.

FOOTNOTES

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

Rules D-251, D-252, D-254 and 318-B in effect between Bushnell and Vermont.

Rule 318-B in effect between Rio and Bushnell; Vermont and Bader; Browning and Beardstown and on West track between Beardstown and Vermont.

Automatic Block System in effect between Bader and Browning.

Double Track: Bushnell to cross over at Vermont depot; 350 feet south of Illinois River Bridge to Beardstown Yard.

Between Vermont and Illinois River Bridge, Beardstown, there are two main tracks.

East track will be used by Nos. 47, 51, 48, 52 and northward local way freights and southward freight trains.

West track will be used by northward freight trains by signal indication. Southward trains will use West track by train order only.

Southward trains will cross over to East track at Vermont just north of depot.

Rule 221(a) is in effect at all train order offices Vermont to Beardstown, inclusive, and is modified to include both freight and passenger trains.

Rule 907 in effect between Rio and Bushnell, and will apply to northward trains on East track (Old Line) from north yard limit board Beardstown to south yard limit board Vermont.

Register station Vermont for Nos. 47, 48, 51, 52, 190, 191.

Stewart Siding on West track at M. P. 129, capacity 77 cars.

Trains may register by ticket at Bushnell.

Register station Beardstown Depot for passenger trains.

Register station at Beardstown Yard for all trains other than passenger trains.

Normal position of spring switch at the end of double track 350 feet south of Illinois River Bridge, Beardstown, is for southward trains.

Drawbridge 117.35 over Illinois River at Beardstown, interlocked.

The movement of trains over Illinois River Bridge, Beardstown, will be governed in either direction by signal indication, regardless of superiority.

No train order signal Bushnell governing trains northward on Rio and Beardstown Sub-division, Conductors and Enginemen must have Clearance Form A.

No train order signal Rio governing trains southward on Rio and Beardstown Sub-division, Conductors and Enginemen must have Clearance Form A.

No train order signal Monmouth governing trains on Rio and Beardstown Sub-division, Conductors and Enginemen must have Clearance Form A.

Local extra leaves Rio about 8:30 a. m., Tuesday, Thursday and Saturday for Beardstown. Carries passengers Rio to Monmouth.

Local extra leaves Beardstown about 7:00 a. m., Monday, Wednesday and Friday for Rio. Carries passengers Monmouth to Rio.

No. 77 Leaves Beardstown Yard daily, 10:15 a. m. via West track.
Arrives Bushnell 1:00 p. m.

No. 73 Leaves Beardstown Yard daily, 6:45 p. m. via West track.
Arrives Bushnell 8:15 p. m.

No. 70 Leaves Bushnell 6:45 a. m. via East track from Vermont.
Arrives Beardstown 8:15 a. m.

No. 80 Leaves Bushnell 5:15 p. m. East track from Vermont.
Arrives Beardstown 7:15 p. m.

Beardstown and St. Louis—Sub-division.

BEARDSTOWN DIVISION.

TIME TABLE No. 9.

EFFECTIVE NOV. 2, 1947.

FOOTNOTES

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

Rules D-251, D-252, D-254 and 318-B, in effect between Beardstown and Frazier; Gibbs and Concord.

Rule 318-B in effect between Concord and East Alton.

Double Track: Beardstown to Frazier; Gibbs to Concord.

Centralized Traffic Control in effect between Frazier and Gibbs.

Rule 221(a) is in effect at all train order offices Concord to East Alton, inclusive, and is modified to include both freight and passenger trains.

Rule 907 in effect between Concord and East Alton, not including Concord Station.

No train order signal at East Alton. Conductors and Enginemen of Northward trains must have Clearance Form A when operator on duty. Between 2:00 p. m. and 3:00 p. m., and between 11:00 p. m. and 6:00 a. m. Clearance Form A must be obtained at Wann.

Register station Beardstown depot for passenger trains.

Register station Beardstown Yard and East St. Louis for all trains other than passenger trains.

Spring switch located at south end Beardstown empty yard, M. P. 114.2.

Trains may register by ticket at Concord.

Normal position of main track switch at Concord is for Concord and Centralia Sub-division.

Northward trains approaching Concord from Beardstown and St. Louis Sub-division will be governed by Rule 98.

No. 51 will stop at Piasa, Kemper and Riggston to discharge passengers from St. Louis, East St. Louis and East Alton only.

Local extra leaves Concord 8:00 a. m. Monday, Wednesday and Friday for East St. Louis.

Local extra leaves E. St. Louis 7:00 a. m. Tuesday, Thursday and Saturday for Concord.

OFFICE OPEN SUNDAYS:

Beardstown, Concord, Chapin, Brighton and St. Louis, continuous.

Whitehall 8:00 a. m. to 4:00 p. m., 9:00 p. m. to 5:00 a. m.

No. 70 leaves Beardstown Yard daily, 8:45 a. m.
Arrives Concord 9:10 a. m.

No. 73 Leaves Concord daily, 5:35 p. m.
Arrives Beardstown Yard 6:00 p. m.

Beardstown and St. Louis—Sub-division

BEARDSTOWN DIVISION.

TIME TABLE No. 9.

EFFECTIVE NOV. 2, 1947.

SOUTHWARD					STATIONS	Capacity of	NORTHWARD									
SECOND CLASS		FIRST CLASS					M. P. Location	FIRST CLASS			SECOND CLASS					
Daily Mdse.	Daily Mdse.	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger				Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Mdse.	Daily Mdse.				
80	62	48	12	52	Signs	Distance from Beardstown	M. P. Location	Sidings	Other Tracks	Office Open Week Days	47	11	51	61	77	
		P.M. L 2.12	A.M. L 6.45	A.M. L 2.20	B.C.K. R.T. W.Yd.		..... BEARDSTOWN.....	116.94	Yd.	Yd.	Continuous	P.M. A 12.01	P.M. A 6.45	A.M. A 1.00		
					B.K.O. R.Yd.	1.00	..... BEARDSTOWN YARD.....	115.94	Yd.	Yd.	No Office				P.M. A 5.50	A.M. A 6.30
P.M. L 8.00	A.M. L 9.00				F.	6.72	..... HAGENER.....	110.23		12	No Office	f 11.49		12.46		
		f 2.19	f 6.56	f 2.32		8.77	..... FRAZIER.....	108.18			No Office					
			s 2.24	s 7.04		10.32	..... ARENZVILLE.....	106.62		41	7:00 a.m. to 4:00 p.m.	s 11.43	s 6.25	f 12.40		
						12.84	..... GIBBS.....	104.99			No Office					
8.45	9.30	s 2.34	A 7.13 A.M.	s 2.50	B.R. W.Y.Yd.	14.84	..... CONCORD.....	102.10	34	Yd.	Continuous	s 11.36	L 6.17 P.M.	f 12.32	5.28	5.55
					Y.	19.03	..... CHAPIN.....	97.97	31	48	Continuous	s 11.29		s 12.24	5.19	5.40
					F.	22.72	..... MERRITT.....	94.23		14	No Office	f 11.20		f 12.16		
		f 2.47		f 3.07		24.17	..... RIGGSTON.....	92.77	18	22	8:30 a.m. to 5:30 p.m.	s 11.16		12.13	5.08	5.15
9.30	9.50	s 2.51		f 3.11		29.21	..... WINCHESTER.....	87.73	24	45	8:00 a.m. to 5:00 p.m.	s 11.08		s 12.03 A.M.	4.58	5.00
9.55	9.59	s 2.59		s 3.21		35.26	..... ALSEY.....	81.76	26	28	8:30 a.m. to 5:30 p.m.	s 10.57		f 11.54	4.48	4.40
10.15	10.10	s 3.10		f 3.33		39.65	..... BARROW.....	77.29			No Office	f 10.49		f 11.47		
		f 3.16		f 3.42		41.07	..... WEST ROODHOUSE.....	75.90			No Office	s 10.46		s 11.44	4.38	4.20
		s 3.19		s 3.45		41.70	GM&O Crossing (Auto. Interl.)	75.27								
						43.61	GM&O Crossing (Auto. Interl.)	73.33								
11.00	10.39	s 3.26		s 3.57	W.	44.24	..... WHITEHALL.....	72.70	31	52	8:00 a.m. to 4:00 p.m. 9:00 p.m. to 5:00 a.m.	s 10.39		s 11.36	4.28	3.57
					F.	51.49	..... WRIGHTS.....	65.45	19	15	No Office	s 10.26		f 11.23	4.15	3.25
						56.30	..... GREENFIELD.....	60.64	29	55	8:30 a.m. to 5:30 p.m.	s 10.18		s 11.15	4.04	3.05
					C.W.	61.41	..... ROCKBRIDGE.....	55.53	26	30	8:30 a.m. to 5:30 p.m.	s 10.07		f 11.05	3.52	2.45
					F.	65.86	..... KEMPER.....	51.08		14	No Office	s 9.58		10.55		
		s 3.59		f 4.43		68.99	..... MEDORA.....	47.95	25	29	8:30 a.m. to 5:30 p.m.	s 9.52		s 10.50	3.17	2.20
1.15	11.45	s 4.05		s 4.52		73.17	..... PIASA.....	43.74		4	No Office	s 9.43		10.42		
		s 4.12		f 5.01		78.33	GM&O Crossing (Interlocked)	38.61								
						78.45	..... BRIGHTON.....	38.49	25	27	Continuous	s 9.34		f 10.34	2.50	1.50
1.50	12.05	s 4.20		f 5.13	F.W.Y. Yd.	88.65	..... ALTON HOSPITAL.....	28.28	28	Yd.	No Office	f 9.17		10.18	2.05	1.05
						90.21	..... N. Y. C. Crossing (Grade).....	26.73								
					B.R. Y.Yd.	90.31	..... EAST ALTON.....	26.63	Yd.		6:00 a.m. to 2:00 p.m. 3:00 p.m. to 11:00 p.m.	s 9.13		s 10.15	1.50	12.50

Trains between East Alton and Bridge Jct. are governed by joint time table of NYCRR and The GM&O R. R.

A 3.30 A.M.	A 1.15 P.M.	s 5.16		s 6.42	B.C. K.O.R. T.W.Yd.	109.96 EAST ST. LOUIS.....		Yd.	Yd.	No Office	s 8.39		s 9.40	L 1.00 P.M.	L 12.01 A.M.
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Trains between Bridge Jct. and Union Station, St. Louis, are governed by Rules of The Terminal Railroad Association.

		A 5.45 P.M.		A 7.04 A.M.	B.K.R. Yd.	113.17	..... ST. LOUIS.....				Continuous	L 8.25 A.M.		L 9.26 P.M.		
Daily	Daily	Daily	Daily Ex. Sunday	Daily								Daily	Daily Ex. Sunday	Daily	Daily	Daily
7:30 14.7	4:15 25.9	3:33 31.9	0:28 31.7	4:44 23.9			..... SCHEDULED TIME.....					3:36 31.4	0:28 31.7	3:34 31.7	4:50 24.2	6:29 17.0
							..... AVERAGE MILES AN HOUR.....									

FOOTNOTES ON PAGE 3.

Concord and Centralia—Sub-division

BEARDSTOWN DIVISION.

TIME TABLE No. 9.

EFFECTIVE NOV. 2, 1947.

SOUTHWARD			Office Open Week Days	Signs	Distance from Concord	STATIONS	M. P. Location	Capacity of		Office Open Sundays	NORTHWARD						
SECOND CLASS		FIRST CLASS						Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger		Daily Mds.	Daily Mds.	Siding	Other Tracks	Daily Ex. Sunday Passenger	Daily Mds.	Daily Mds.
Daily Mds.	Daily Mds.	12																11	73	73-A
70-A	70	12				..... CONCORD 4 53		40	Yard	Continuous	P.M. s 6.16	P.M. A 5.35				
	L 9.10	L 7.14	Continuous	B.R.W. Y.Yd.	4.53	..... JOY PRAIRIE 5 76	4.44			No Office	f 6.10					
		f 7.20	No Office		10.29	Wabash Crossing (Interlocked) 0 20	10.15										
	9.30	s 7.32	Continuous	Yd.	10.49	..... JACKSONVILLE 0 10	10.25	140	Yard	Continuous	s 6.01	5.20				
		f 7.42	No Office		10.59	GM&O Crossing (Interlocked). 6 31	10.36										
	9.50	s 7.50	7:30 a.m. to 4:30 p.m.	W.	22.59	..... PISGAH 5 19	17.32	19		No Office	f 5.47	5.05				
	10.00	s 7.59	7:00 a.m. to 11:00 p.m.		28.46	..... FRANKLIN 5 37	22.53	135	45	No Office	s 5.39	4.51				
	10.10	s 8.07	7:00 a.m. to 4:00 p.m.		34.88	..... WAVERLY 6 42	28.76		44	No Office	s 5.30	4.45				
	10.20	s 8.15	8:00 a.m. to 5:00 p.m.	C.W. Yd.	39.79	..... LOWDER 4 91	35.38		27	No Office	s 5.18	4.35				
					42.08	..... VIRDEN 2 23	40.19	Yard	Yard	No Office	s 5.10	4.25				
					43.48	I. T. Crossing (Auto. Interl.). 1 40	42.48		15								
	10.32	s 8.25	Continuous		43.68	GM&O Crossing (Interlocked). 0 20	44.47			Continuous	s 5.01	4.15					
	10.46	s 8.38	No Office	F.	52.08	..... GIRARD 8 40	44.67		65	Continuous	s 4.47	4.00				
		f 8.48	No Office	F.	56.98	..... ATWATER 4 90	53.08	149		No Office	f 4.40					
	11.01	s 9.00	7:00 a.m. to 11:00 p.m.	B.K. T.W.Yd.	63.27	..... BARNETT 6 23	57.96		9	No Office	s 4.30	3.40				
					63.47	..... LITCHFIELD 0 20	64.25	150	Yard	No Office						
					64.47	N. Y. C. Crossing (Interl.)... 1 00	65.25										
	11.18	s 9.12	No Office	F.	71.18	Wab. and I. C. Crossing (Interl.) 6 71	65.35			No Office	s 4.17	3.20					
					76.98	..... WALSHVILLE 5 80	72.06	140	15	No Office	s 4.10	3.10				
	11.30	s 9.22	Continuous		80.73	N.Y.C. & St.L. Crossing (Interl.) 3 75	77.96	160	50	Continuous	s 4.01	2.50					
		s 9.28	No Office	F.	84.07	..... SORENTO 3 34	81.80		14	No Office	f 3.56	2.35				
	11.48	f 9.34	No Office	C.F.W.	91.99	..... RENO 7 92	85.13	133	8	No Office	s 3.45	2.20				
					97.10	P. R. R. Crossing (Interlocked) 5 11	93.19	156	31	Continuous	s 3.35	2.05					
	P.M. 12.07	s 9.45	Continuous	F.	101.11	..... SMITHBORO 4 01	98.29		19	No Office	s 3.30	2.05				
		s 9.54	No Office	F.	103.33	..... HOOKDALE 2 22	102.81		8	No Office	s 3.26	2.05				
		s 10.01	No Office	F.	107.57	..... TAMALCO 4 24	104.54	146	22	No Office	s 3.19	1.45	P.M. 2.55			
	12.23	s 10.05	7:45 a.m. to 4:45 p.m.	W.	113.72	..... KEYSPORT 6 15	108.78		11	No Office	s 3.10	1.30	P.M. 2.30			
		s 10.12	No Office	F.	119.82	..... BOULDER 6 15	114.92		26	Continuous	L 2.55 P.M.	L 2.30 P.M.				
	A.M. L 11.35	12.43	Continuous		120.22	..... SHATTUC 6 10	120.96	Yard	Yard	Continuous						
					120.22	B. & O. Crossing (Interlocked). 0 40	121.42	Yard	Yard	No Office							
	A.M. A 11.55	A 1.00	Continuous	B.C.K. R.O.T. W.Yd.		..... CENTRALIA YARD Southern Ry. Jct.				Continuous						
		s 10.30	No Office	B.K. Yd.		..... CENTRALIA 0 40				No Office						
		A 10.35 A.M.															
Daily	Daily	Daily Ex. Sunday				..... SCHEDULED TIME AVERAGE MILES AN HOUR					Daily Ex. Sunday	Daily	Daily			
0:20 18.3	3:50 31.3	3:21 35.8									3:21 35.9	4:05 29.3	0:25 16.6				

FOOTNOTES ON PAGE 6.

SPEED RESTRICTIONS.

1. When a distant signal is displaying a restricting indication, trains must reduce speed at once and move at restricted speed until the indication of the next governing signal can be determined.

Clear indication of block signals does not modify the requirements of Rule 93. When running against the current of traffic all trains and engines must move within yard limits at restricted speed.

2. Enginemen handling light engines must approach all hazardous road crossings where view is obscured prepared to stop; and when advised by train dispatcher that maintenance men have no advice of the movement, also when making movement against the current of traffic, must run at restricted speed on curves and where view is obscured and use extreme care to avoid striking motor cars.

Light engines may operate at maximum speed authorized for freight trains, except must not exceed 35 miles an hour.

Passenger trains handled by single-engine-truck freight engines must not exceed maximum speed authorized for freight trains unless otherwise provided in sub-division speed restrictions or by train order.

Passenger trains handling freight equipment must not exceed maximum speed authorized for freight trains unless otherwise provided.

Gas-electric motor cars may operate on the various sub-divisions at maximum speed authorized for passenger trains, but must not exceed 50 miles an hour. On Branch lines when steam is substituted for motor service speed must be reduced 10 miles an hour below authorized speed for motor trains.

Gas-electric motor cars running backward must not exceed a speed of 10 miles an hour above the speed authorized for engines running backward on that subdivision.

Diesel-electric power units running light must not exceed 60 miles an hour.

To prevent damage to traction motors, when handling electrically operated power units dead in train the maximum speed must not exceed:

- Gas-electric motor cars..... 60 M. P. H.
- Diesel-electric power units..... 75 M. P. H.
- Diesel-electric switch engines..... 40 M. P. H.

Where subdivision maximum speeds are less they will govern.

Diesel and Gas-electric motor trains and engines must not pass through water if the water is more than three inches above top of rail and when passing through water, speed must not exceed 3 miles an hour to prevent damage to traction motors.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUB-DIVISIONS		
On sidings.....	Restricted speed 10	Restricted speed 10
All crossovers and turnouts not otherwise specified		
Handling clam shells, pile drivers, steam shovels:		
Main line.....		30
Branch line.....		20
Handling steam derricks:		
Main line.....		25
Branch line.....		20
(See Special Instructions 6.)		
Handling scale test cars (must be handled next to way car with air coupled):		
Main line.....		25
Branch line.....		15
20 yard air dump cars in 202650-202799 series, loaded or empty, in rear of train when possible		25
Loaded 30 yard air dump cars in 202800-202849 series, in rear of train when possible: Main Line.....		35
Engines with driving boxes blocked up:		
B, S-4, S-4-A, O-5-A, M-2, M-2-A, M-4-A:		
No. 1 or No. 5 driving box.....	20	20
No. 2, 3 or 4 driving box.....	25	25
O-1, O-1-A, O-3, R-4-5:		
Front or rear driving box.....	25	25
Middle driving box.....	30	30
P-2, P-6, P-6-A:		
Either driving box.....	35	35
Engines under steam disconnected on one side with main rod down:		
Main line.....	25	25
Branch line.....	20	20

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
RIO AND BEARDSTOWN SUB-DIVISION		
Maximum speed:		
Rio-Bushnell.....	35	20
Bushnell-Beardstown.....	45	40
M-2 engines.....		30
M-2-A engines.....		35
Loaded tank cars and loaded 30 yard air dump cars in 202800-202849 series.....		20
Over all street crossings at Monmouth.....	8	8
Over street crossings Vermont.....		15
Through crossovers Vermont.....		20
Over crossings at Browning.....		8
Southward Bader to Browning.....	30	20
Over Illinois River Bridge Beardstown.....	15	15
On West track Beardstown and Vermont between MP 130.75 and MP 131.10.....		25
Wrecking Derrick 204376 between Bushnell and Beardstown.....		25
Steam engines running backward:		
Rio-Bushnell.....	10	10
Bushnell-Beardstown.....	20	20
BEARDSTOWN AND ST. LOUIS SUB-DIVISION		
Maximum speed:		
Beardstown-MP 70.50.....	45	40
MP 70.50-MP 40.00.....	55	45
MP 40.00-East Alton.....	45	40
Beardstown-Concord, M-2 engines.....		30
Beardstown-Concord, M-2-A engines.....		35
Through turnouts, end of double track Frazier and Gibbs.....	25	25
Between Beardstown Depot and south end Beardstown yard.....	30	
Over switches Beardstown yard office.....	20	
Northward Gibbs to Arenzville.....	30	15
Through turnout from East Alton line at Concord.....	25	25
Between home signals Chapin.....	20	20
Between MP 95.25 and MP 96.25.....	30	30
Southward on reverse curves between MP 84.20 and MP 83.35.....	30	30
Northward on reverse curves between MP 83.35 and MP 84.20.....	30	15
Head end of trains over the two G. M. & O. crossings between West Roodhouse and White Hall.....	20	20
Through White Hall.....	20	20
Around curve Plaza station.....	25	25
Over G. M. & O. crossing, MP 38.61.....	20	20
On N.Y.C. tracks north of N.Y.C. Wye at East Alton.....	5	5
Wrecking Derrick 204376 between Beardstown and Concord.....		25
Wrecking Derrick 204376 between Concord and East Alton.....		25
Steam engines running backward.....	20	20
CONCORD AND CENTRALIA SUB-DIVISION		
Maximum speed.....	45	40
M-2 engines.....		30
M-2-A engines.....		35
Trailing movements through spring switch, M. P. 1.44.....	15	15
G. M. & O. and Wabash crossings, Jacksonville.....	10	10
Engines must be moved carefully on Jacksonville house and industry tracks.....		4
Over spring switch, end of double track, Waverly, in both directions.....	25	25
Over public street crossings just south of Waverly Depot.....	20	15
Head end of trains over I. T. Crossing, MP 42.48.....	20	20
N.Y.C. crossing Litchfield.....	25	25
Wabash and Illinois Central crossings, Litchfield.....	40	30
M engines using Wabash Connection at Litchfield and stock track Virden will do so at slow speed.....		
Northward trains using siding at Ayers; head end of train between north switch of siding and highway crossing, 165 ft. north.....	5	5
Over three street crossings at Keyesport.....	20	20
Wrecking Derrick 204376.....		25
Steam engines running backward.....	20	20

SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.	LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
CENTRALIA AND HERRIN SUB-DIVISION			HERRIN JCT. AND PADUCAH SUB-DIVISION		
Maximum speed.....	45	40	Maximum speed.....	45	45
M-2 engines.....		30	M-1 and M-2 Engines.....		30
M-2-A engines.....		35	Around curve at wye connection with P. & I. R. R....	8	8
Illinois Central Crossing, Centralia.....	30	30	Over Ohio River Bridge, Metropolis.....	20	20
O-1 or larger engines on mine spurs and in mine yards.....		10	Head end of trains over N. Y. C. Crossing, Forman....	20	20
Through spring switch end of double track, Zeigler Jct.:			Wrecking Derrick 204376.....	20	20
Facing point movement.....	25	25	Steam engines running backward.....	20	20
Trailing movement.....	15	15			
Through spring switch north end of siding Cambon:					
Facing point movement.....	25	25			
Trailing movement.....	10	10			
Northward trains through east wye switch at Horton.	10	10			
Head end of trains over Mo. Pac. Crossing, MP 165.....	20	20			
Wrecking Derrick 204376.....		25			
Steam engines running backward.....	20	20			
ZEIGLER JCT. AND ZEIGLER SPUR			SPEED OF TRAINS		
Maximum speed.....	Restricted speed	Restricted Speed			
O-1 or larger engines on mine spurs and in mine yards.....		10			
HORTON AND WEST FRANKFORT SPUR					
Maximum speed.....	Restricted Speed	Restricted Speed			
O-1 or larger engines on mine spurs and in mine yards.....		10			

SPECIAL INSTRUCTIONS

Master Mechanic.....C. E. Plott, Beardstown.
 Road Foreman of Engines.....L. G. Standley, Beardstown
 Trainmaster.....A. E. Way, Centralia
 Trainmaster.....M. I. Swennes, Beardstown
 Chief Dispatcher.....A. D. Haist, Beardstown

TRAIN DISPATCHERS

E. C. Garnier A. R. Connell
 R. S. Best S. C. Ortman
 J. H. Phillips C. Faletti
 P. B. Holland

1. Where manual or controlled manual block system rules are in effect light engines will be handled the same as passenger trains.

Freight trains carrying passengers or caretakers will be handled the same as passenger trains, except where otherwise stated in footnotes, or on sub-divisions where Rule 907 is in effect. Conductors will advise train dispatcher when passengers or caretakers on their train.

Under Rule 93, trains handling occupied outfit cars or carrying caretakers must be protected as prescribed by Rule 99.

Where Rules D-251, D-252 and D-254 are in effect, freight trains stopped by train order signal at stations where sidings are located on or near schedule of first class trains will clear the main track at once unless otherwise advised by signalman. Conductors must advise promptly when clear of main track and receive permission from signalman before they can return to main track.

Rule 374 in Book of Rules of Operating Department is modified to read as follows:

"When a train is passed by a passenger train at a non-communicating station, except in automatic block signal territory, the train passed must wait ten minutes and then proceed at restricted speed to the next available point of communication."

Under Rule 318-B positive block must be maintained behind passenger and troop trains. Freight trains must not move to a non-communicating station to be passed by a passenger or troop train except in case of emergency.

2. Train order signal must indicate "Stop" in both directions at end of reverse movement, and Clearance Form A with copy of train order must be delivered to the train completing reverse movement, unless movement is controlled by signal indication.

A train authorized by train order to move against the current of traffic must approach all interlocking and Centralized Traffic Control at restricted speed, where distant signals are not provided for such movements.

3. USE OF TRACK. Where there are two sidings for meeting or passing trains the right-hand track must be used unless otherwise provided.

When necessary to take siding, advance track at end of double track must be used only by trains leaving double track unless otherwise provided.

Trains between Shattuc and East St. Louis and North St. Louis are governed by rules and timetables of B. & O. R. R., T. R. R. Assn., N. Y. C. R. R. and G. M. & O. R. R., Illinois Terminal R. R., and Hannibal Division.

At Shattuc, train and enginemen must have permission from operator at Tower before handling switches leading to or from either main track to B. & O. R. R. connection.

Southern Railway trains and engines will use C. B. & Q. tracks between Southern Ry. Jct. at Centralia Yard and Southern Ry. Jct. at MP 122.70. Between these points time-table superiority of trains is abolished, and all trains and engines must move at restricted speed.

Normal position of Southern Railway Junction switch, Centralia Yard, is for Southern Railway main track. C. B. & Q. southward trains and Southern Railway eastward trains must stop before passing this switch.

Normal position of switch at end of double track at MP 121.33, Centralia Yard, is for freight yard lead.

SPECIAL INSTRUCTIONS—Continued

Mo. Pac. R. R., I. C. R. R. and Mine Co. engines will use C. B. & Q. tracks between south end of lead and Zeigler station. All movements must be made at restricted speed.

Track between I. C. R. R. yards and C. B. & Q. Jct., Metropolis, is used by I. C. R. R. trains and engines as prescribed by Rule 93.

Engines heavier than O-1-A must not pass elevator on house track, Piasa.

M-4-A engines must not go beyond loading dock on Wabash transfer, Jacksonville.

Account sharp curvature off the Metropolis main track, M engines entering Herrin Jct. yard from south must use the Herrin main track as a lead.

M-4-A engines must not use:

Bushnell, Swift's track, must not go beyond frog.

Adair, elevator spur.

Table Grove, all house and industry tracks except stock track.

Vermont, P. R. Johnston Mill track.

Astoria, storage track beyond clearance point.

Arenzville, elevator track.

Jacksonville, house tracks 1 and 2.

Lowder, elevator track.

Sorento Interchange track good for 450 feet from point of switch.

M-4-A engines must not go beyond white post adjacent to following tracks:

Adair, house track.

Arenzville, house track.

Barnett, house track.

Freight and passenger Diesel engines may operate on any track where O-1-A engines operate.

G. M. & O. crossings between West Roodhouse and Whitehall; I. T. crossing south of Virden; N. Y. C. crossing, Forman and Mo. Pac. crossing, Zeigler Jct. are protected by automatic interlocking signals.

Normal indication of home signal is stop. Distant signal indicates restricted speed. When a train is stopped by home signal and no conflicting train movement is evident, a trainman shall proceed to the crossing and operate release marked C. B. & Q. located at crossing.

After time interval has elapsed, signal will clear automatically. In case the operation of the release does not clear the signal, trains may proceed over crossing under protection.

4. Trains must be identified at meeting or waiting points.

5. When a train is to be advanced as prescribed by Rule 925, the engineman will, in acknowledgment of the signal, sound two long blasts of the whistle, as provided in Rule 14 (b).

6. Derricks, pile drivers, steam shovels, clamshells and other similar equipment moved in trains other than work trains, upon their own wheels, leads must be lowered and securely fastened, booms disconnected, boom end and leads trailing, and boom loaded so as to be entirely free of swinging features. They must be inspected for safe side and top clearance, and should be separated from the engines by at least two cars when practicable. Company service steam wrecking derricks having specially designed idler cars are excepted.

Derricks, steam shovels, ditchers, draglines, rail loaders and other similar equipment loaded on flat cars or other open-top cars with booms connected and handled in trains must have booms trailing and securely fastened. Cars loaded with such equipment, when picked up at intermediate stations or junctions and not properly turned, must be turned at first point where facilities are available to effect trailing position of booms.

Spreaders to be handled in trains other than work trains must have all movable parts properly secured and when practicable must be turned in the direction in which they are normally operated.

7. Conductors must report by wire storms or conditions that may render track unsafe and will tie up their trains when in their judgment it is unsafe to proceed.

8. Rule 914 of the Book of Rules of the Operating Department is modified to read as follows:

A yellow signal on the right of the track indicates that the track one mile distant is safe for a speed of but 10 miles an hour, unless otherwise directed by train order. Where the one mile requirement will place the yellow signal between the switches of a siding, the signal will be carried back in advance of the siding switch.

A green signal on the right of the track signifies that the slow track has been passed, and the usual speed may be resumed. Enginemen must maintain slow speed until proceed signal is received from rear end.

Under Rule 914, on trains equipped with communicating signal system, the proceed signal will be given by one short sound of the communicating signal.

9. Rule 908 applies to all mine spurs and mine tracks regardless of whether or not they are in yard limits as crews are liable to find cars on these spurs or tracks and they must proceed only as the way is seen and known to be clear.

10. Spring Switches are designated by a round target bearing the letter S. Facing point movements over spring switches are protected by automatic home signal. When signal indicates "Stop," trains may proceed on hand signal after switch has been examined and points found to fit properly. Trains trailing through switch may do so without opening or closing it. When sand or snow is blowing the switch points must be cleared before trailing move is made through switch. When trailing through switch and train is stopped before movement is complete, backward movement must not be made until switch is set and secured in proper position. When switch is opened by hand it must be closed by hand. Sand must not be used over spring switches. Drop switch will not be made over spring switches unless specifically authorized.

Employees handling spring switch hand throw levers must keep body in clear of lever until it has reached the center position when releasing the latch on hand throw lever.

Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts or between route signals which govern the movements through an interlocking.

11. When under Rule 951 operators are instructed to handle switches for a train they must be available immediately to do so. They will maintain a position where they may be seen by the conductor and will advise him of their intention to handle switches for his train. After so advising the conductor, the operator will be responsible for the return of switches to normal position after train has passed.

12. Train orders addressed to motor trains handling trailer, and two car branch line steam passenger trains handling blind baggage cars, must be delivered by Operator to Baggage man in addition to Conductor and Engineman.

13. When occupied outfit cars are set out of a train at a station, or on a track between stations; or when moved from one track to another at a station, the conductor must notify the Chief Dispatcher from the first available point of communication, giving information as to the track on which the occupied outfit cars were left.

Under Rule 908, trains will be notified of occupied Company service cars when such cars occupy sidings or station tracks used as sidings.

14. Under Rule 103, when cars are pushed by an engine over public crossings at grade, not protected by a watchman or gates, a member of the crew must protect the crossing, unless the move is made under Rule 1012.

Should train or enginemen observe that highway crossing signals or gates are not operating properly, the fact should be reported promptly by wire to the Superintendent and Chief Dispatcher.

SPECIAL INSTRUCTIONS—Concluded

15. Grade signals changed from the aspects and instructions shown on pages 88 and 89 of Rules of the Operating Department by replacing the yellow roundels in semaphores with red roundels, the blades red and white instead of yellow and black, and in color light signals one yellow roundel changed to red. Trains may pass grade signal displaying restrictive indication at ten miles an hour instead of five, and be governed by Rule 508-A or 509-B.

16. The use of cupola lights has been discontinued and that part of Rule D-19 of Rules of the Operating Department reading, "A red light to the rear and a green light to the front must be displayed in cupola of cabooses while on main track," is abolished.

17. Rule 919 is modified to permit the use of a white electric lantern; the red lantern must be oil burning.

18. High or wide loads which are moving in train with restrictions on account of limited overhead or side clearance, must be handled next to engine when practicable.

19. Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts or between route signals which govern the movements through an interlocking.

20. Night signals to be used under Rule 906 are modified as follows:

Hot Journals Stop signal followed by lamp swung in small vertical circle.

Brakes sticking Stop signal followed by lamp in sliding movement out from body.

21. Rule 1314 in Book of Rules of Operating Department is modified as follows:

"On passenger trains, at points where only the engine crew or train crew is changed, but no angle cock turned, the incoming engineman must apply the train brakes with a fifteen pound brake pipe reduction immediately after stopping and without waiting for a signal; the outgoing engineman will release the brakes upon receiving the proper release signal. Trainman must see that the brakes are applied on the rear car, then signal the engineman to release with the communicating signal from the rear car; after the brakes on the rear car are seen to be released, he will signal the engineman with one blast of the communicating signal."

22. When it is necessary for track cars to be operated during night hours, the track car operator must, when practicable, obtain an accurate lineup; and where it can be done, all trains and engines entering the territory in which the cars are being operated will be notified of such track cars. When so notified, enginemen will keep a sharp lookout for track cars and use the whistle freely.

23. Modifying the first paragraph of Rule 959, the standard flagging equipment for an engine or motor will be one red flag, one white lantern, one red lantern, four fuses, six torpedoes. The lanterns to be lighted and ready for immediate use after dark. The fuses and torpedoes to be carried in a rack in cab of steam engines and in a container in cab of Diesel-electric motors.

On Gas-electric motor operated trains, flagging equipment will be carried in the baggage compartment instead of in the motor room.

This modifies the second paragraph of Rule 919 so far as it applies to flagging equipment on engines or motors and that part of the tenth paragraph of Rule 920 reading "Normal supply for engines, 3 fuses and 6 torpedoes."

In freight and mixed train service the front brakeman is responsible with the engineer for knowing that in the cab of engine or motor, there is the prescribed flagging equipment.

24. Conductors in all classes of service will, when practicable, personally contact and compare time with their engineers before trains are cleared from initial terminals on the sub-division.

25. Rule 916 in Book of Rules of Operating Department is abolished.

26. Rule 1078 of the Book of Rules of the Operating Department is modified as follows:

"Be thoroughly familiar with all signal rules, the arrangement of tracks where switching is required, and the movements and rights of trains using them. Be constantly on the watch for approaching trains, and be sure that the proper signal is shown to each, switchtenders using yellow flag by day and yellow light by night."

27. Rule 1047 of the Book of Rules of the Operating Department is modified as follows:

"Assist passengers, especially women, children and infirm persons, in entering and leaving the cars, or in passing from one car to another, giving special attention to their safety. Direct them on which side to leave the train, and see that platform gates and vestibule doors are open and closed, as convenience and safety require. Do not leave the gates or car platforms until train has cleared the station platform. While the train is waiting at a station, remain at the car steps unless relieved by the conductor or train porter or when required to assume flagging duties. Use step boxes where necessary."

28. The headlight of diesel and gas-electric engines must be burned dim during daylight hours when in road service.

29. Red fuses will be used only in complying with the requirements of Rule 99 or for emergency stop signal. Yellow fuses will be used in giving signals as prescribed by Rules 12 (a) to 12 (g) inclusive, when weather conditions, or length of train make it impracticable to pass hand or lamp signals.

30. On single track, unless movement is made from siding on signal indication, protection must be provided as prescribed by Rule 99, before switch is operated or main track fouled. This applies to both hand operated and spring switches.

31. OSCILLATING EMERGENCY RED HEADLIGHTS. Enginemen operating engines equipped with oscillating emergency red headlights will be governed by the following:

When a train is disabled or stopped suddenly by an emergency application of the air brakes or when the engineman or conductor finds it necessary to stop train due to some defect or under circumstances which might cause derailment, fouling of adjacent track, the emergency red headlight must immediately be displayed. The red headlight is displayed and the white headlight extinguished automatically by an emergency application of the air brakes. Should the automatic feature fail to function, the engineman must display the red light manually. When safety and the rules will permit the light will be extinguished manually.

The OSCILLATING EMERGENCY RED REAR END LIGHT will be displayed automatically by an emergency application of the air brakes. Should the automatic feature fail to function from an emergency application of the air brakes a trainman will display the light manually but under no circumstances will he permit the manual operation of the light to delay complying with Rules 99 and 102. When displayed, and safety and the rules will permit, the light will be extinguished manually.

Engineman on an approaching train, observing the emergency red light displayed, must stop immediately and must not pass the red light until it has been ascertained that track is safe and clear for the movement of train.

This rule is in effect at all hours.

THE USE OF THE EMERGENCY RED HEADLIGHT AND REAR END LIGHT DOES NOT IN ANY WAY RELIEVE ENGINEMEN AND TRAINMEN FROM FULL COMPLIANCE WITH RULES 99 AND 102.

Where switching is to be done, cars or engines must not be coupled to the end of a car to which a portable emergency red rear end light is applied unless it is known positively that there is ample clearance to avoid damage to the light.

Enginemen and trainmen on trains or engines equipped with oscillating emergency red lights must familiarize themselves with the operation of the lights.

SPECIAL INSTRUCTIONS—CENTRALIZED TRAFFIC CONTROL

CENTRALIZED TRAFFIC CONTROL—An automatic block system upon which is superimposed manual control of certain signals and switches, which manual control is exercised by train dispatcher, or operator acting upon authority of train dispatcher.

DUAL-CONTROL SWITCH—A switch equipped with a dual-controlled switch mechanism which is provided with a hand-throw lever and a selector so arranged that when selector lever is operated, the control of switch will be transferred from the power-operated switch machine to the hand-throw lever, or from the hand-throw lever to the power-operated switch machine.

STOP SIGNAL—A fixed signal at the entrance to a route or block which is controlled both manually and automatically, and designated by the absence of a number plate.

TAKE-SIDING SIGNAL—A fixed signal located on and near the base of the signal mast, authorizing movement to siding.

LEAVE-SIDING SIGNAL—A low fixed signal, located near clearance point of siding, authorizing movement to main track and indicating condition of block.

CONTROLLED ELECTRIC SWITCH LOCK—A controlled, electrically operated mechanism with indicator that locks a switch in its normal position until released from the CENTRALIZED TRAFFIC CONTROL office.

AUTOMATIC ELECTRIC SWITCH LOCK—An automatic, electrically operated mechanism with indicator that locks a switch in its normal position when block conditions on main track are such that it would be unsafe to reverse or use switch.

CONTROLLED SIDING—A siding having a dual-controlled switch at each end, protected by Stop or Take-siding signal, all of which are under control of the train dispatcher.

CENTRALIZED TRAFFIC CONTROL is in effect on portions of the road so specified in timetable or bulletin. Limits of CENTRALIZED TRAFFIC CONTROL are further identified by roadway signs located at the entrance to or passage from that portion of the road on which the system is in effect.

515. Within CENTRALIZED TRAFFIC CONTROL limits, signals will govern the use of blocks and movement over controlled switches; and, unless otherwise provided, their indications supersede timetable superiority and take the place of train orders. They do not dispense with the use or observance of other signals whenever or wherever they may be required.

516. AUTOMATIC INTERMEDIATE BLOCK SIGNALS govern the use of intermediate blocks between controlled sidings and may be stop-and-proceed, or grade signals. Automatic block system rules are in effect for intermediate blocks governed by such signals. Stop-and-proceed signals are designated by number plate, and grade signals by purple marker.

517. Enginemen and trainmen must comply with the signal indications and also with the instructions of the train dispatcher, in all movements made within CENTRALIZED TRAFFIC CONTROL limits.

518. When a train is delayed at a stop signal and cause is unknown, or in case of any unusual delay, conductor or engineman must notify train dispatcher at once.

519. When a train is stopped by a stop-signal it must stay until authorized to proceed.

520. When a stop-signal does not clear and it is possible to communicate with the train dispatcher and the train dispatcher knows that there is no opposing train in the block, instructions may be issued to proceed under authority of Clearance Form F.

521. When a train or engine is authorized to pass a stop-signal, which fails to clear, with a Clearance Form F, trainman or engineman must examine the switch points and observe them until leading truck of engine or car has passed the signal 50 feet.

522. Trains stopped or delayed after having passed intermediate signal displaying a clear indication, must approach the next signal at restricted speed until indication of governing signal can be determined.

523. The main track and controlled sidings must not be entered or fouled unless the movement is authorized by a signal indication, or by permission from the train dispatcher.

524. CONTROLLED SIDINGS are not protected by signals between clearance points. Trains must move at restricted speed, not exceeding speed authorized by timetable through turnouts and on sidings.

525. When trains meet within CENTRALIZED TRAFFIC CONTROL limits, and it is not necessary to stop for opposing train, headlight will be dimmed instead of extinguished when on siding, and opposing train may pass same, and be governed by signal indication.

526. When stopping at a signal, no part of train or engine should pass the signal.

527. A train or engine entering a block between signals, on authority of train dispatcher, must be protected as required by the rules and must proceed at restricted speed to the next governing signal.

528. A train or engine or cars on sidings or other tracks must stand clear of insulated joints placed in the track at the clearance point. When a train or engine enters a siding or other track, the main track switch must be kept open until the entire train has passed the insulated joints at the clearance point.

Trains or engines proceeding from sidings or other tracks, must remain clear of insulated joints at the clearance points on such tracks until the main track switch has been opened.

529. A train or engine having passed beyond the limits of a block must not back into that block, except by permission from the train dispatcher.

530. In foggy or stormy weather, enginemen must approach all signals with great care, prepared to comply with the indication displayed.

531. When a work extra is authorized within CENTRALIZED TRAFFIC CONTROL limits, the train dispatcher will instruct conductor either the time and place the work extra must be clear for other trains or the time to call on telephone for further instructions.

The levers controlling signals and switches at each end of the working limits must be blocked and no other train or engine permitted to enter the working limits until the work extra is clear.

Flag protection will not be required within the working limits except on two or more tracks where other tracks may be obstructed.

532. To operate a dual-control switch by hand, or to make any switch movements over a dual-control switch, trainman or engineman must secure permission from the train dispatcher. When permission (including time and working limits) is granted, engineman must be notified and switch must be operated by hand in the following manner.

1. Unlock switch lock on dual-selector lever.
2. Move dual-selector lever from position marked "POWER" to position marked "HAND."
3. In addition to above, when necessary to reverse the switch points, throw switch in regular manner with lever provided for that purpose.

If additional time is required, permission must be secured from the train dispatcher before the time limit has expired.

When time limit has expired or work is completed, switch must be restored to position in which originally found, and engineman notified. Train dispatcher must be advised of the location of train or engine, and the next movement desired.

When a dual-control switch is being operated by hand, or dual-selector lever is on position marked "HAND", signal indications governing movements over such switch are suspended.

The permission granted by the train dispatcher to operate a dual-control switch by hand does not authorize any part of the train or engine to move beyond the designated working limits, nor does it authorize movement over such switch except on hand signal from trainman or engineman stationed at the switch.

The selector and hand-throw lever must not be forced. They will move easily when in mesh, although some manipulation of first one and then the other may be necessary to get them in proper mesh. If the switch was lined for the siding when hand operation started, it must be again lined for siding before selector lever is restored to "POWER" position.

533. When hand-operated switches are equipped with electric locks, trainman or engineman must obtain permission from the train dispatcher before using. Switches must then be operated as follows:

1. Unlock and open door of case.
2. If the indicator shows the word "UNLOCKED", turn crank to the left until it is against its stop block, then throw switch.

When finished using switch, proceed as follows:

1. Place the switch in its normal position and lock.
2. Turn the crank of electric lock to the right until it is against its stop block.
3. Close and lock door of case.
4. Call the train dispatcher and report the completion of movement and that switch is properly locked.

534. When a train or engine is occupying the main track and has permission to operate a switch equipped with Automatic Electric Switch Lock, the leading truck of engine or car must be less than one rail length ahead of switch before Electric Switch Lock can be operated.

535. When a train or engine is using a hand-operated switch equipped with Electric Switch Lock, and the head end of train has entered the siding and portion of train is left on the main track, the Electric Switch Lock Lever MUST BE LEFT REVERSED until the head end of train has again returned to the main track. It must return to the main track through the same switch, as Electric Switch Lock on opposite end of track cannot be operated under these conditions. This applies to either Controlled or Automatic Electric Switch Lock.

536. Drop switches must not be made over power-operated switches.

537. Enginemen must not permit ash pans or front end of engines to be cleaned on the tracks and switches over which movements are governed by signal indication except at points designated by the Superintendent. Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts of controlled switches or between the signals which govern the movements, in either direction, over these switches.