J. E. McNEELY .....Admin. Asst. to Gen. Mgr.....Springfield
B. W. STRADTNER ..Trainmaster .....Michigan City
K. B. WEST.....Trainmaster—R.F.E.....Bloomington
W. A. SANDERS .....Trainmaster .....East St. Louis
J. H. DALE .....Trainmaster—R.F.E. .....Slater
G. R. SLIDER.....Asst. Trainmaster—R.F.E. ...Springfield
T. DANCY, JR. .....Asst. Trainmaster .....East St. Louis
A. R. STRATMAN....Asst. Trainmaster .....Kansas City
A. L. HERING .....Chief Dispatcher .....Chicago
L. L. BIRD .....Dispatcher .....Chicago
J. P. CYPLIK.....Dispatcher .....Chicago
D. L. DAVIS .....Dispatcher .....Chicago
S. W. EPPERSON ....Dispatcher .....Chicago
R. D. FONTANA.....Dispatcher .....Chicago
J. L. MOORE .....Dispatcher .....Chicago
M. D. SCOTT.....Dispatcher .....Chicago
S. G. THOMASON ...Dispatcher .....Chicago
H .C. CHRISTIE .....Chief Mech. Officer .....Michigan City
W. E. VAN HOOK ...Chief Engineer .....Springfield
D. A. BANKS .....Supt. Sta. Opns.....Michigan City
J. M. COMPAGNO ...Mgr. of Intermodal .....Venice

PUT SAFETY FIRST

TABLE OF TRAIN SPEEDS

This is not for authorized speed but for information only.

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
45	80	63	57.1
46	78.3	64	56.3
47	76.6	65	55.4
48	75	66	54.5
49	73.5	67	53.7
50	72	68	52.9
51	70.6	69	52.2
52	69.2	70	51.4
53	67.9	75	48
54	66.7	80	45
55	65.5	85	42.4
56	64.3	90	40
57	63.2	100	36
58	62.1	120	30
59	61	144	25
60	60	180	20
61	59	240	15
62	58.1	360	10

CHICAGO MISSOURI AND WESTERN RAILWAY

TIMETABLE NO.

1

EFFECTIVE 12:01 AM
Sunday, May 17, 1987

FOR THE GOVERNMENT OF EMPLOYES ONLY

M. W. FRANKE, Vice President of Operations
W. N. HULL, General Superintendent-Transportation

COMMERCIAL TELEPHONES:

Dispatcher—(WATS)	1-800-332-2269
ICG PBX Operator, Chicago	1-312-819-7500
CHEMTREC (Washington, D.C.)	1-800-424-9300

COMPANY TELEPHONES:

Train Dispatcher—

St. Louis District	Access Code + 7445
Springfield—Carrollton—Kansas City Districts	Access Code + 7446

Chief Dispatcher— Access Code + 7447

All dispatchers can be reached by direct dialing (312) 819-7445 or (312) 819-7446.

Standard Time may be obtained by dialing on company telephone extensions as follows:

Chicago ..... Access Code + 8062

TIMETABLE NO. 1
Effective May 17, 1987

21	305	303	311	SIDINGS			STATIONS		Miles from St. Louis	300	302	22	312	304
Eagle	State House	Ann Rutledge	The Loop	Feet	Cars	Mile				State House	State House	Eagle	The Loop	Ann Rutledge
Daily	Except Saturday	Daily	Except Sunday							Except Sat. & Sun.	Saturday Only	Daily	Except Sunday	Daily
Ls 5 58PM	Ls 4 13PM	Ls 12 18PM	Ls 8 56AM			37.2	XM° JOLIET	C*	246.9	As 9 00AM	As 11 00AM	As 12 14PM	As 5 39PM	As 7 07PM
6 01	4 16	12 21	8 59			38.5	1.3 SOUTH JOLIET	ABS	245.6	8 55	10 50	12 09	5 34	7 02
							VIA PEQUOT							
						38.5	1.3 SOUTH JOLIET		244.3					
						41.0	2.5 XR° PLAINES	ABS	241.8					
						57.1	16.1 XR° PEQUOT		225.7					
						58.5	1.4 COAL CITY	CTC	224.3					
						63.3	4.8 MAZONIA		219.5					
6 01	4 16	12 21	8 59			38.5	SOUTH JOLIET		243.6	8 55	10 50	12 09	5 34	7 02
						45.8	7.3 ELWOOD	ABS	236.3					
6 13	4 29	12 34	9 11			52.5	6.7 WILMINGTON		229.6	8 45	10 40	11 58	5 24	6 52
6 21	4 37	12 42	9 19			62.6	10.1 MAZONIA		219.5	8 36	10 31	11 49	5 15	6 43
	s 4 48		s 9 30	12,375	225	73.6	11.0 XR° DWIGHT		208.5	s 8 25	s 10 25		s 5 03	s† 6 36
				12,760	232	81.7	8.1 ODELL		200.4					
s 6 44	s 5 03	1 05	s 9 47	11,770	214	91.9	10.2 PONTIAC		190.2	s 8 08	s 10 08	s† 11 25	s 4 46	6 19
						102.3	10.4 XR° CHENOA		179.8					
				11,440	208	106.6	4.3 BALLARD		175.5					
	s‡ 5 36		s 10 16			124.1	17.5 XR° NORMAL		158.0				s 4 21	s‡ 5 54
s 7 25	s 5 46	s 1 41	s 10 23			126.6	2.5 XM° BLOOMINGTON	C*	155.5	s 7 36	s 9 36	s 10 57	s 4 16	s 5 51
				12,430	226	140.9	14.3 McLEAN		141.2					
						145.8	4.9 XR° ATLANTA		136.3					
				10,010	182	155.7	9.9 XR° ATHOL		126.4					
s 7 51	s 6 12	s 2 07	s 10 47			156.4	0.7 LINCOLN		125.7	s 7 08	s 9 08	s 10 29	s 3 48	s 5 23
						163.4	7.0 BROADWELL	CTC	118.7					
				9,625	175	167.3	3.9 ELKHART		114.8					
						177.6	10.3 SHERMAN		104.5					
				10,175	185	182.9	5.3 XM° RIDGELY	C*	99.2					
s 8 34	s 6 55	s 2 50	A 11 30AM			185.1	2.2 SPRINGFIELD		97.0	s 6 40	s 8 40	s 10 01	L 3 20PM	s 4 55
						187.3	2.2 XM° ILES	C*	94.8					
						187.8	0.5 XR° K.C. JCT		94.3					
						189.5	1.7 HAZEL DELL		92.6					
				10,505	191	200.6	11.1 AUBURN		81.5					
						207.0	6.4 VIRDEN		75.1					
				9,625	175	210.8	3.8 XR° GIRARD		71.3					
						214.5	3.7 NILWOOD		67.6					
s 9 08	s 7 29	3 22		17,490	318	223.8	9.3 CARLINVILLE		58.3	s 5 50	s 7 50	s† 9 12		4 07
				11,165	203	238.3	14.5 SHIPMAN		43.8					
						246.0	7.7 BRIGHTON		36.1					
9 29	7 53	3 46		13,420	244	252.1	6.1 XR° GODFREY		30.0	5 25		8 50		3 45
s 9 36	s 7 59	s 3 52				257.2	5.1 ALTON		24.9	s 5 20	s 7 20	s 8 45		s 3 40
9 39PM	8 02PM	3 55PM				262.1	2.9 XM° WANN	C*	22.0	5 14AM	7 14AM	8 39AM		3 34PM
							Be governed by joint CONRAIL — ICG timetable							
						274.9	12.8 GRANITE CITY	C*	9.2					
						278.0	3.1 VENICE JCT		6.1					
						280.0	2.0 BRIDGE JCT		4.1					
							TRRA Route							
						274.9	12.8 GRANITE CITY	C*	9.2					
A 10 40PM	A 8 50PM	A 4 45PM				284.1	9.2 ST. LOUIS A.S.		0.0	L 4 40AM	L 6 40AM	L 8 05AM		L 3 00PM

°See key on page 2 †Stops Sunday only ‡Stops Friday and Sunday only

2 West SPRINGFIELD DISTRICT East

SIDINGS Feet	SIDINGS Cars	Mile	TIMETABLE NO. 1 Effective May 17, 1987 STATIONS	Miles from Mexico
		187.8	XR.....K.C. JCT	132.9
			5.6	
		193.4	.....COCKRELL	127.3
			10.1	
		203.5	.....PROUTY	117.2
			6.4	
2,805	51	209.9	.....YEOMANS	110.8
			2.8	
		212.7	.....REES	108.0
			3.4	
		216.1	.....CLEMENTS	104.6
			5.6	
		221.7	.....MURRAYVILLE	99.0
			5.6	
		232.4	.....MANCHESTER	93.4
			4.8	
		237.2	.....ROODHOUSE	88.6
			5.5	
		242.7	.....DRAKE	83.1
			3.9	
4,125	75	246.6	.....HILLVIEW	79.2
			4.6	
		251.2	XM.....PEARL	74.6
			9.7	
4,345	79	260.9	.....NEBO	64.9
			4.7	
		265.6	.....PLEASANT HILL	60.2
			8.2	
		273.8	.....QUINCY JUNCTION	52.0
			1.3	
3,300	60	275.1	XMA.....LOUISIANA	50.7
			7.2	
5,225	95	282.3	.....VERA	43.5
			4.5	
7,755	141	286.8	.....BOWLING GREEN	39.0
			7.1	
		293.9	.....CURRYVILLE	31.9
			8.4	
6,380	116	302.3	.....VANDALIA	23.5
			5.3	
		307.6	.....FARBER	18.2
			4.2	
5,445	99	311.8	.....LADDONIA	14.0
			4.9	
		316.7	.....RUSH HILL	9.1
			6.1	
3,025	55	322.8	.....ARTHUR	3.0
			3.0	
		325.8	.....MEXICO	0.0

West JACKSONVILLE BRANCH East

SIDINGS Feet	SIDINGS Cars	Mile	TIMETABLE NO. 1 Effective May 17, 1987 STATIONS	Miles from Murrayville
		216.3	.....JACKSONVILLE	11.0
			7.6	
2,365	43	223.4	.....WOODSON	3.4
			3.4	
1,540	28	226.8	.....MURRAYVILLE	0.0

South CARROLLTON DISTRICT North

SIDINGS Feet	SIDINGS Cars	Mile	TIMETABLE NO. 1 Effective May 17, 1987 STATIONS	Miles from Roodhouse
		67.9	.....ROODHOUSE	0.0
			3.3	
		64.6	.....WHITE HALL	3.3
			9.4	
		55.2	.....CARROLLTON	12.7
			8.2	
2,860	52	47.0	.....KANE	20.9
			5.1	
		41.9	.....JERSEYVILLE	26.0
			6.2	
		35.7	.....DELHI	32.2
			7.7	
		28.0	.....GODFREY	39.9

West KANSAS CITY DISTRICT East

SIDINGS Feet	SIDINGS Cars	Mile	TIMETABLE NO. 1 Effective May 17, 1987 STATIONS	Miles from Kansas City
		325.8	.....MEXICO	163.0
			1.4	
6,600	120	327.2	.....WEST SIDING	161.6
			4.2	
		321.4	.....THOMPSON	157.4
			8.6	
4,950	90	340.0	.....CENTRALIA	148.8
			12.0	
5,665	103	352.0	XA.....CLARK	136.8
			14.2	
5,335	97	366.2	.....YATES	122.6
			6.2	
		372.4	.....ARMSTRONG	116.4
			4.2	
		376.6	.....STEINMETZ	112.2
			4.9	
		381.5	.....GLASGOW	107.3
			2.0	
5,995	109	383.5	.....HARMONY	105.3
			7.0	
		390.5	.....GILLIAM	98.3
			3.1	
		393.6	.....SLATER	95.2
			10.9	
		404.5	.....MARSHALL	84.3
			5.4	
		409.9	.....SHACKELFORD	78.9
			5.5	
		415.4	.....MT. LEONARD	73.4
			5.2	
4,840	88	420.6	.....BLACKBURN	68.2
			3.5	
		424.1	.....ALMA	64.7
			5.1	
		429.2	.....CORDER	59.6
			4.7	
		433.9	.....HIGGINSVILLE	54.9
			7.0	
		440.9	.....MAYVIEW	47.9
			7.5	
5,280	96	448.4	.....ODESSA	40.4
			6.9	
		455.3	.....BATES CITY	33.5
			3.5	
		458.8	.....OAK GROVE	30.0
			4.1	
5,280	96	462.9	.....GRAIN VALLEY	25.9
			4.7	
		467.6	.....BLUE SPRINGS	21.2
			4.6	
		472.2	.....SELSA	16.6
			6.2	
		478.4	.....INDEPENDENCE	10.4
			3.6	
		482.0	XR...ROCK CREEK JCT.	6.8
			KCT RR	
			5.6	
		487.6	.....K.C.S. CROSSING	1.2
			1.2	
		488.8	.....KANSAS CITY	0.0

South FULTON BRANCH North

SIDINGS Feet	SIDINGS Cars	Mile	TIMETABLE NO. 1 Effective May 17, 1987 STATIONS	Miles from Mexico
		325.8	.....MEXICO	163.0
			0.2	
		0.0	XM.SOUTH BRANCH JCT	0.2
			11.1	
		11.1	.....AUXVASSE	11.3
			12.7	
		23.8	.....FULTON	14.0

KEY

C—Denotes continuous station operation
X—Denotes interlocking
A—Denotes automatic interlocking
M—Denotes manually controlled interlocking
R—Denotes remotely controlled interlocking

2. STANDARD CLOCKS:

ST. LOUIS DISTRICT:

South Joliet .....Yard office
Bloomington .....Bloomington Tower
Locker room
Ridgely.....Yard office
Engine house
Wann .....Locker room
Venice .....Yard office
East St. Louis .....Yard office

CARROLLTON DISTRICT:

Roodhouse.....Yard office

SPRINGFIELD DISTRICT:

Roodhouse.....Yard office
Mexico .....Yard office

KANSAS CITY DISTRICT:

Mexico .....Yard office
Slater .....Yard office
12th Street .....Yard office

19. TELEMETRY DEVICES:

FRA 49 CFR Part 221 (Rear End Marking Devices), as covered by Rule 19(a), is amended as follows:

Each marking device displayed in compliance with this part shall be examined at each crew change point to assure that the device (marker light) is in proper working condition. This may be accomplished by either (1) repositioning the activation switch, (2) covering the photoelectric cell, or (3) when equipped with radio telemetry capability, by observing the readout information in the cab of the controlling locomotive demonstrating that the light is functioning as required (in lieu of a visual observation).

When the examination is conducted as per item (1) or (2), it shall be made by the train crew or *some other qualified person* provided that person communicates his or her findings to the engineer of the new train crew.

SUBJECT: END-OF-TRAIN MARKERS/COMPUTER INPUT, train consists will identify the starlight device used to protect the rear end of the train. Each device has been stenciled with a number. At points where train service employes install this device, the number of the device must be relayed to the Agent and/or Operator's Office for entry into the computer.

When setting off the rear car(s) of cabooseless trains, a member of the crew must remove the rear-end marking device from the cut of cars set out and install it on the rear of their train or place in locomotive cab if light engines.

Crews of trains meeting, passing or being passed by trains having starlight or telemetry devices as rear end markers, and all employes whenever possible, must observe such passing trains and if equipped with radio must advise crew the condition of the train and of the marker. Employes must also advise the train dispatcher the condition of the marker.

Conductors must report any failures of marker or telemetry device on their delay report, and by radio to the Dispatcher or Supervisor of Operations prior to arrival at their final terminal. When the light fails enroute, the starlight device should continue to be used to the next emergency electrical repair location for cabooses.

If the rear end transmitting portion of the telemetry device fails in non-block signal territory, the crew must stop the train, inspect the device, report the failure to the train dispatcher immediately, and be governed by instructions. The crew must advise all trains met in a non-block signal territory that the telemetry device is inoperative and that the passing train crew must observe the telemetry device on the rear of train before they may proceed. During hours of darkness, train speed must be reduced if necessary to enable crews on trains being met to observe the device.

93. YARD LIMITS:

Between:

ST. LOUIS DISTRICT:

Joliet-South Joliet.....MP 35 and Mile 40.5 via Wilmington
MP 35 and MP 42 via Pequot

SPRINGFIELD DISTRICT:

K.C. Jct.....Mile 187.8 and Mile 188.4
Jacksonville Branch ....Murrayville (Mile 0.0) to Jacksonville (MP 11)
Roodhouse.....MP 220 and Mile 238.4

Eastward trains must obtain permission from train dispatcher before leaving Roodhouse. Westward trains must obtain permission from train dispatcher before leaving Murrayville.

Louisiana .....Mile 273.1 and Mile 277.6
Mexico .....Mile 321.5 and Mile 325.8

CARROLLTON DISTRICT:

Roodhouse.....Mile 67.9 and Mile 66.7
Godfrey .....MP 28 and Mile 29.3

KANSAS CITY DISTRICT:

Mexico .....Mile 325.8 and Mile 328.2
Fulton Branch Jct. .....MP 0 and Mile 1.5
Slater .....Mile 392.3 and Mile 395.2
Marshall.....MP 403 and MP 409
Rock Creek Jct. .....MP 482 and MP 480

Conditional Yard Limits are in effect at Marshall between MP 403 and MP 409 between the hours of 10:01 a.m. and 6:01 p.m. Monday through Friday.

98. RAILROAD CROSSINGS, JUNCTIONS AND DRAWBRIDGES NOT INTERLOCKED:

Unless otherwise provided, trains or engines must stop as follows:

ST. LOUIS DISTRICT:

Bloomington N&W, CR Crossings

After stopping, train or engine movement will be governed by non-interlocked signal controlled by the employe at Bloomington Tower.

98(a). RAILROAD CROSSINGS PROTECTED BY GATES:

		NORMAL POSITION:
Carrollton	Industrial lead	For main track

99(a). In the State of Illinois, crews of trains making an unscheduled stop or an unusual slowdown in ABS territory or CTC territory must communicate with any following train entering or moving in the same block, directly or through the train dispatcher or other qualified and responsible railroad employe, advising as to presence and location of their train ahead.

When communication with such following trains is not established as outlined, a crew member shall station himself at the rear of the stopped or slowing train and maintain a vigilant lookout to flag against any following train entering or moving within the same block.

These instructions shall not apply within interlocking and yard limits.

101. MAXIMUM SPEEDS:

Speeds shown are maximum authorized between points named but do not modify any rule or special instructions which may require lower speed. On districts where no passenger train speeds are shown, passenger trains will be governed by maximum authorized district speeds shown for freight trains, subject to additional speed restrictions.

Between:

CARROLLTON DISTRICT

	Freight Trains Including TOFC MILES PER HOUR
Roodhouse and Godfrey	30

KANSAS CITY DISTRICT

	Freight Trains Including TOFC MILES PER HOUR
Mexico and Rock Creek Jct.	40
South Branch Jct. and Fulton	25

SPRINGFIELD DISTRICT

	Freight Trains Including TOFC MILES PER HOUR
K.C. Jct. and Mexico	35
Jacksonville and Murrayville	10

ST. LOUIS DISTRICT

	Passenger Trains	*TOFC Trains*	*Freight Trains*
	MILES PER HOUR		
Joliet and Ridgely	79	60	50
Ridgely and Wann	79	50	50

101(a). LOWER SPEEDS IN EFFECT:

CARROLLTON DISTRICT

	Freight Trains Including TOFC MILES PER HOUR
Roodhouse—south leg wye	5
Carrollton—Industrial lead	25
Kane—bridge 509	25

Trains handling revolving machinery on own wheels must not exceed 10 MPH at following locations:

Kane—bridge 509

KANSAS CITY DISTRICT

	Freight Trains Including TOFC MILES PER HOUR
Mexico and Rock Creek Jct.—loaded unit coal train	30
South Branch Jct. and Fulton:	
Mexico Industrial Park—curve 500 ft. from main track switch	5
MP 0.0 and Mile 1.5	10
MP 14 and Mile 14.8	10
MP 24 and MP 25	10
Centralia—Jefferson St. (Mile 339.6) and Barr St. (Mile 340.05)	25
Clark—N&W crossing (See Note A)	20
Higbee—Randolph Street (Mile 361.5)	25
Higbee—State Route B (Mile 361.6)	25
Glasgow—Missouri River bridge	10
Slater—Escue Wood Preserving Company Inc.	5
Slater—Emerson St. (Mile 393.26) and Broadway St. (Mile 393.97)	20
MP 400 and MP 404	30
Marshall—MP 404 and Miami Avenue (Mile 405.03)	25
Mile 408.4 and east switch to storage track Shackelford	30
Shackelford—storage track	5
Higginsville—between siding switches	25
Mile 447.5 and Mile 449.2	30
MP 451 and MP 453	30
MP 456 and MP 457	30
MP 466 and Mile 481.1	30
Highland—Industrial Park, all tracks	5
Mile 481.5 and MP 483	10

NOTE A—Restriction applies until engine or lead car has passed opposing home signal if an interlocking, or crossing if not interlocked.

Trains handling revolving machinery on own wheels must not exceed 20 MPH at following locations:

MP 400 and MP 404

SPRINGFIELD DISTRICT

	Freight Trains Including TOFC MILES PER HOUR
K.C. Jct. and Mexico—loaded unit coal trains	30
K.C. Jct and Brickyard	10
Mile 187.8 and MP 188	10

101(a). LOWER SPEEDS IN EFFECT: (Continued)

	Freight Trains Including TOFC
	MILES PER HOUR
Cockrell—Louis Dreyfuss tracks	5
Roodhouse—Mile 234.7 and Palm Street (MP 237)	10
Roodhouse—south leg wye	5
MP 247 and Mile 265.8	25
Pearl—Illinois River drawbridge	10
Louisiana—East end of Mississippi River drawbridge to Mile 275.1	10
MP 283 and Mile 286.8	25
Vandalia—Clark St. (Mile 302.1) and Maple St. (Mile 302.3)	25

Trains handling revolving machinery on own wheels must not exceed 10 MPH at following locations:

Murrayville—over switch to Jacksonville Branch
Nebo—bridge D2610

ST. LOUIS DISTRICT

	Passenger Trains	*Freight Trains Including TOFC*
	MILES PER HOUR	
Joliet—METRA interlocking	20	10
METRA—interlocking and Mile 38.5 at South Joliet	35	10
VIA PEQUOT		
South Joliet and Plaines	60	30
Plaines—trains through connection from ICG to ATSF	30	30
Pequot—trains from ATSF to ICG	20	10
Mile 58.2—curve both tracks	65	—
MP 39 and MP 40—curves	60	40
Wilmington—trains through town	60	40
Wilmington—Kankakee river bridge, cars with swivel couplers, when loaded	—	25
Pontiac—curve	60	40
MP 123 and MP 126—cars with swivel couplers, when loaded	—	10
Market St. (Mile 126.3) and Bloomington	20	20
Mile 145.7 and MP 146	60	40
Athol and Mile 156.8	70	50
Mile 181.8—curve	70	50
Mile 182.1—curve	70	50
Ridgely—interlocking and Ridgely Ave. (Mile 183.4)	35	25
Springfield:		
Ridgely Ave. (Mile 183.4) and Carpenter St. (Mile 184.7)	25	25
Carpenter St. (Mile 184.7) and Capitol Ave. (Mile 185.4)	15	10
Capitol Ave. (Mile 185.4) and Laurel St. (Mile 186.5)	25	25
Laurel St. (Mile 186.5) and K.C. Jct.	50	30
K.C. Jct.—all turnouts	10	10
Rinaker (Mile 226.8) and Plainview (Mile 234.3)	70	40
Mile 252.3—curve	60	40
Godfrey—turnouts to Carrollton Dist.	10	10
Mile 252.6 and College Ave. (Mile 256.05)	70	40
Cars with swivel couplers, when loaded, are restricted as follows:		
Ridgely and Iles	—	10
MP 254 and Pearl St. (Mile 252.08) Godfrey	—	10
Granite City and Venice Jct.	—	10
Through CTC turnouts and sidings, unless otherwise specified	30	30

Trains handling revolving machinery on own wheels must not exceed 10 MPH at following locations:

CTC turnouts and sidings.
Springfield
Ridgely Ave. (Mile 183.4) and Carpenter St. (Mile 184.7)
Capitol Ave. (Mile 185.4) and Laurel St. (Mile 186.5)

TOFC trains may operate at maximum authorized speed permitted by timetable when loading consists of other than TOFC loading, except for empty TRT cars. Empty TRT cars are restricted to maximum speed of 50 MPH.

° ° °

Freight trains will not be continuously operated at speeds between 13 MPH and 19 MPH. Such speed will be permissible only in acceleration or deceleration of movement. This restriction does not apply when the locomotive is operating at its maximum on an ascending grade or when the *entire* train is operating on continuous welded rail.

° ° °

A speed of 5 MPH must not be exceeded on tracks within limits of mechanical shop area signs.

° ° °

When trains are operated through water, speed must not exceed 3 MPH and maximum depth of water, over top of lower rail, through which equipment may be handled, except when greater depths are authorized by special instruction is:

Diesel engines, passenger cars and diesel truck transfer cars .....3 inches
Freight cars .....5 inches

The following are maximum authorized speeds of engines and certain specialized equipment, except that where timetable district speeds are lower, then the lower speed will govern:

All SW type engines, except CMW 1500-1506 .....45 MPH
All other freight engines .....65 MPH
Fixed cab pile drivers, boom leading or trailing, boom must trail except while working .....25 MPH
Air dump cars (should be handled in trains performing local work) .....25 MPH
Jordan Spreaders (wings must be properly secured and should be handled in trains performing local work) .....25 MPH
All shoving movements when caboose is on leading end .....25 MPH
Scale test cars (must be handled on rear of train next ahead of the caboose and preferably in trains performing local work) .....30 MPH
Ore cars with wheel base of 20 feet or less (measured between truck centers) .....30 MPH
Diesel truck transfer cars .....45 MPH
Welded rail flat cars (must be handled on rear of train when moving with other cars) and must not exceed:
When loaded .....30 MPH
Cars containing panel rail .....30 MPH
Cars containing lead slabs of 2,000 pounds or heavier .....40 MPH
Flat cars containing pipe that is 36 inches or larger in diameter ..30 MPH
Wedge-type snowplows (when plowing). Must be handled in first five cars when not plowing or preparing to plow. .....40 MPH
Trains handling revolving machinery on own wheels, boom trailing. .....25 MPH
Trains handling revolving machinery on own wheels, through all crossovers, turnouts and connection tracks .....10 MPH
Through all crossovers and turnouts, unless otherwise authorized .....10 MPH

101(a). LOWER SPEEDS IN EFFECT: (Continued)

MEASURED MILE LOCATIONS

The following measured miles are designated as the miles where engineers must check the accuracy of locomotive speed indicators and when there is a slow order within the designated mile, then the following mile will be the alternate designation but, in any event, the speed indicator's accuracy should be measured to the closest mile to the designated mile while running at a steady rate of speed:

ST. LOUIS DISTRICT:

Southward	*Northward*
MP 43 to MP 44	MP 117 to MP 116
MP 131 to MP 132	MP 249 to MP 248
MP 191 to MP 192	MP 178 to MP 177

CARROLLTON DISTRICT:

Southward	*Northward*
MP 63 to MP 62	MP 31 to MP 32

SPRINGFIELD DISTRICT:

Westward	*Eastward*
MP 190 to MP 191	MP 232 to MP 231
MP 247 to MP 248	MP 316 to MP 315

KANSAS CITY DISTRICT:

Westward	*Eastward*
MP 398 to MP 399	MP 386 to MP 385
MP 4 to MP 5	MP 473 to MP 472

SPECIAL HANDLING INSTRUCTIONS

In ABS and CTC territory, on both single and multiple track, speed of trains or engines is restricted, as follows:

(a) One diesel unit,
(b) Two diesel units, — 25 MPH
(c) One diesel unit and one car

(a) One diesel unit and two cars,
(b) Two diesel units and one car, — 45 MPH
(c) Three diesel units

EXCEPTION: Passenger trains with one unit and two passenger coaches may operate at maximum authorized timetable speed for passenger trains.

° ° °

Loaded unit freight trains are restricted to a maximum speed of 40 MPH in territory that otherwise permits a greater speed for freight trains.

° ° °

103(d). Train movements from St. Louis District through connection track to Kerrick at Normal will find a very short approach for grade crossing signals at Beaufort Street. To provide additional protection the signal department has installed a key box on south side of signal case located north of Beaufort Street. These signals must be actuated in advance of movement over crossing by use of a switch key.

103(e). Locomotive prime mover cars must not be cut off while in motion but must be shoved to rest when making coupling with other cars. Free rolling cars must not be allowed to couple directly to these restricted cars. These cars must be handled in train next behind engine or next ahead of caboose at all times.

104. NORMAL POSITION OF SWITCHES:

SPRINGFIELD DISTRICT:

Murrayville.....Jacksonville Branch switch must be lined for Springfield District.

109. BULLETIN BOARDS:

Chicago.....Amtrak station in GB office
Room 204, 14th St. Sign-up room

ST. LOUIS DISTRICT:

South Joliet.....Yard office
Bloomington .....Yard office
Ridgely .....Yard office
Wann.....Locker room
Venice.....Yard office
East St. Louis .....Caller's office
Engine house
St. Louis .....Amtrak station in Crew room

CARROLLTON DISTRICT:

Roodhouse .....Yard office

SPRINGFIELD DISTRICT:

Roodhouse .....Yard office
Mexico .....Locker room

KANSAS CITY DISTRICT:

Mexico .....Locker room
Slater.....Yard office
Kansas City .....12th St. locker room
Yard office

111(e). DEFECTIVE EQUIPMENT DETECTORS:

Detector Centers have radio communication with trains passing defective equipment detectors at the following locations:

Locations	*Detector Center*
ST. LOUIS DISTRICT:	
Mazonia (Mile 62.8)	Chicago
Ocoya (Mile 96.6)	Chicago
McLean (Mile 141.9)	Chicago
Broadwell (Mile 163.4)	Chicago
Junod (Mile 191.1)	Chicago
Nilwood (Mile 214.6)	Chicago
Shipman (Mile 239.8)	Chicago
SPRINGFIELD DISTRICT:	
Pleasant Hill (Mile 267.9)	Chicago
Curryville (Mile 293.8)	Chicago

111(e). DEFECTIVE EQUIPMENT DETECTORS: (Continued)

Locations	*Detector Center*
KANSAS CITY DISTRICT:	
Thompson (Mile 330.8)	Chicago
Yates (Mile 364.9)	Chicago
Corder (Mile 429.1)	Chicago
Oak Grove (Mile 460.5)	Chicago

1. When a defect is detected, the detector center will notify the train to stop.
2. The engineer of such train will respond by giving his train identification, location of detector being passed and that he is stopping his train. The engineer must immediately use a service reduction of the automatic air brake system to bring train to a stop in a safe manner.

   If the engineer does not respond within ten seconds that he is stopping the train, the detector center will repeat the instructions a second and third time at ten second intervals. If there is still no response from the engineer, the detector center will immediately notify the appropriate train dispatcher to have this train stopped.

   If the engineer has responded within ten seconds, the detector center will then notify the appropriate train dispatcher that this train is being stopped.
3. While the engineer is stopping his train, the detector center will notify the engineer of the location of the defect (number of cars) from lead unit (or caboose) on the (north, south, east, west) rail and whether the leading (or trailing) truck, leading (or trailing) wheel. The engineer will repeat this information to the detector center.
4. If footing along track or terrain makes it impossible or hazardous for a member of crew to walk to the suspected car, the train may be pulled FORWARD, but not to exceed FIVE MILES PER HOUR, to a point where the member of crew on ground can inspect the suspected car. Such move MUST NOT be made if it would result in moving the suspected car over a facing point switch. Reverse movement must not be made until the suspected car has been inspected and found safe to move.
5. When there is more than one diesel unit or caboose in the train consist, they will be counted as a car. All rails will be identified in relation to timetable direction or track number. The train consist or wheel report must NOT BE USED for the purpose of identifying the car to be inspected. A member of crew must count the number of cars from either the LEAD UNIT or caboose.
6. An on-the-ground inspection by a crew member must be made of the suspected car or diesel unit.

   On friction bearing cars, if there is no visual evidence of a hotbox, the lids of all the journal boxes must be opened (using a tool, if possible) on the reported side of the suspected car and feel the edge of the collar of the journal near the point that contacts the journal bearing. If journal end is noticeably hotter than adjacent journal ends, set out the car.

   On roller bearing cars, check all journal bearings on the reported side of the suspected car or diesel unit with hand for excessive heat. Feel the underside of the journal and the adapter block located immediately under the truck side and above the bearing for the reported defect. If noticeably hotter than adjacent boxes or adapters, set out the car.

   If the defect is sticking brakes, be sure the handbrake is in full release and retainer valve in direct release. It may be necessary to cut out air brakes on the suspected car.

   If the defect is a cracked or broken wheel, brake rigging dragging or wheel with bad flat spots, extraordinary precaution must be taken to remove car or diesel unit from the train. It may be necessary to leave the car or diesel unit standing until assistance can be received from the Mechanical Department. The train dispatcher must be notified of this condition.

   If no defect is found on the car or diesel unit reported to be defective, the five cars or five diesel units on each side of the suspected car or diesel unit must be checked in the same manner as described above.

   If a car or diesel unit is stopped a second time for a suspected defect, the car or diesel unit must be set out regardless of a lack of evidence, unless the initial inspection revealed brakes were sticking and corrective action had been taken.
7. After the suspected car or diesel unit has been inspected, a member of crew must report to train dispatcher the location of car in train, the car or diesel unit initial and number, journal location, type of bearing (friction or roller), nature of defect, if any, and disposition of car, whether defective or not. If car is not set out, the same report must also be made in writing to connecting crew and passed on to each succeeding crew or to yard forces at final terminal.

   If radio communication is not available with the train dispatcher, a message containing the above information must be addressed to the train dispatcher and to the detector center and left at the next available point of communication. In addition, the conductor will note on his delay report the name of the office where message was left.
8. Train crews will be notified when detectors are out of service. The train must be stopped within five miles on either side of the out-of-service detector to make a visual inspection of their train unless authorized by the train dispatcher that other employes will make the inspection of both sides of the train as it passes the vicinity of the out-of-service detector. If this exception is made, the speed of the train must not exceed TEN MILES PER HOUR to permit the other employes to make the inspection. Such employes will notify the crew upon completion of the inspection of the results. If this notification is not received, the train must be stopped immediately for inspection by the train crew.

   EXCEPTION FOR PASSENGER TRAINS ONLY: When the crew of a passenger train has been notified that a hot box detector is out of service or when the detector center fails to get a reading on all or part of a passenger train, the train will proceed to the next regular station stop for a visual inspection.
9. When a bad order car is set out from train, a message addressed to trainmaster, chief dispatcher and mechanical supervisor, must be left at the next available point of communication containing the following information:

   A. Train identity and engine number.

   B. Delayed at *(station) (time in and out).*

   C. Set out *(car initial, number and contents).*

   D. Nature of defect *(hotbox, brake rigging down, shifted load, etc.).*

   E. If hotbox or wheel defect, which wheel.

   F. Shipper, destination and consignee.

   G. Station waybill left at.

In addition, the conductor will note on his delay report, the name of the office where message was left.

° ° °

M-151. TWO MAIN TRACKS:

ST. LOUIS DISTRICT:

Between:

Pequot Mile 56.8 and Mile 59.3 (No. 1 West) (No. 2 East)

Mile 121.5 and (Mile 124.9) (No. 1 West) (No. 2 East)

M-151. TWO MAIN TRACKS: (Continued)

Mile 126.3 and Mile 128.7 (No. 1 West) (No. 2 East)
Mile 182.8 and Mile 183.3 (No. 1 West) (No. 2 East)
Mile 187.8 and Mile 189.5 (No. 1 West) (No. 2 East)

230. Exceptions: Within CTC limits on the St. Louis District, at the following locations, a terminal freight assignment may occupy the main track, without a Track Permit after obtaining verbal authority from train dispatcher:

Between: MP 121 and MP 129
MP 181 and MP 190
MP 251 and Mile 262.1

279. ELECTRIC LOCK SWITCHES:

ST. LOUIS DISTRICT:

Location	*Switches*	*Controlled by*
Pequot	Storage track—both ends	Approach locked
Coal City	Crossover—both ends	Approach locked
Mazonia	Storage track—both ends	Approach locked
Wilmington	Storage track—both ends	
	Crossover—storage to Main	Approach locked
Mile 54.1—(Hitt)	Storage track—both ends	Approach locked
Dwight	Transfer track—both ends	Approach locked
	East Wye	Approach locked
	Standard Oil track	Approach locked
Odell	Elevator track—north end	Approach locked
MP 87-(Cayuga)	Elevator track—both ends	Approach locked
Mile 88.7 (Bunge)	Wye switches	Approach locked
Pontiac	Wye switch	Approach locked
	No 1 track	Approach locked
Mile 97.8 (Ocoya)	Elevator track—both ends	Approach locked
Chenoa	No 4 track—both ends	Approach locked
Mile 110.3 (Lexington)	Old siding—north end	Approach locked
	Elevator track—both ends	Approach locked
Mile 118.4 (Towanda)	Elevator track—both ends	Approach locked
Normal	Yard—both ends	Approach locked
	Kerrick connection	Train Dispatcher, Chicago
Bloomington	Freight House	Bloomington tower
	Nestle-Beich Candy	Approach locked
Mile 136.3	Funks Grove elevator track, both ends	Approach locked
McLean	Business track	Approach locked
	Monsanto Chem	Approach locked
Atlanta	Hopkins Chemical	Approach locked
MP 150	Lawndale storage track, both ends	Approach locked
Athol	Storage track, both ends	Approach locked
	Crossover, main to storage	Approach locked
Lincoln	No 15 track	Approach locked
	No 9 track	Approach locked
	Mile 156.8	Approach locked
Mile 161.4	Fogarty elevator track	Approach locked
Broadwell	Industry track, both ends	Approach locked
Mile 173.3	Williamsville industry track	Approach locked
Sherman	Elevator track	Approach locked
Ridgely	C&IM west wye	Approach locked
Springfield	Main track switches at Mile 184.8, 184.9 and 185.0	Approach locked
Iles	West wye switch	Approach locked
Iles—Mile 187.7	NS connection	Approach locked
K.C. Jct.	Midstate	Approach locked
Auburn	Industry track, south end	Approach locked
Virden	Storage track, north end	Approach locked
Girard	House track	Approach locked
Nilwood	Industry track	Approach locked
Carlinville	Cisco Steel	Approach locked
	QC lead	Approach locked
	House track	Approach locked
Wann	Crossover, main to old main	Approach locked
	Crossover, main to yard	Wann tower

301. The following tracks on the CM&W have been identified as ***Excepted Track*** under the FRA track safety standard Rule 213.4 which restricts operating speed to a maximum of 10 MPH and prohibits revenue passenger trains and trains or engines containing more than five (5) cars containing hazardous commodities placarded by hazardous material regulation.

District	*Affected Track*
St. Louis	East industrial lead—Pontiac
Springfield	Murrayville to Jacksonville

ENGINES AND OTHER EQUIPMENT DESIGNATED BELOW MUST NOT BE OPERATED OVER THE FOLLOWING LOCATIONS:

KANSAS CITY DISTRICT:

Only four axle diesel units may be operated over the following tracks and not more than two (2) units at any one time:

LeRoy Spur (Mile 449.6)
Grain Valley-Travomatic (Mile 462.3)
Alton Box Board Co. (Mile 466.8)
Between South Branch Jct. and Fulton
Vertagreen Spur (Mile 343.2)

Only four axle diesel units may be operated over the following tracks and only one (1) such unit at any one time:

Highland-Lead and Industry tracks (Mile 476.9)
Slater—No. 11 track
Glasgow—River lead west of old Highway 87
Glasgow—Engines are prohibited to operate north of loading dock on west side of government spur.

301. (Continued)

SPRINGFIELD DISTRICT:

Only four axle diesel units may be operated over the following tracks:

Cockrell Elevator track

Only four axle diesel units may be operated over the following tracks and not more than two (2) such units at any one time:

Kaiser lead, Arthur siding

Only four axle diesel units may be operated over the following tracks and only one (1) such unit at any time:

Louisiana—Wye track

CARROLLTON DISTRICT:

Only four axle diesel units may be operated over the following tracks and only one (1) such unit at any one time:

Carrollton—Wye and lead to West Yard

505. ABS IS IN EFFECT:

Between:

Joliet and Mazonia (via Wilmington)
South Joliet and Pequot
The main tracks between METRA interlocking at Joliet and South Joliet are signaled in both directions on each track.

515. A train carrying passengers in the State of Illinois is prohibited from backing into a block after once having passed beyond its limits. If unforeseen emergency should require, such movement can only be made after receiving positive authorization from the train dispatcher.

525. CTC IS IN EFFECT:

Between:

Location	*Control Station*
Pequot and Wann	Chicago

608. MANUAL INTERLOCKINGS:

Location		*Control Station*
ST. LOUIS DISTRICT:		
°Joliet	Railroad crossing METRA	Joliet
Plaines	ATSF	Shopton, Iowa
Pequot	ATSF	Shopton, Iowa
°Dwight	CR	Chicago
°Chenoa	ATSF	Chicago
°Normal	CMW crossover	Chicago
°Bloomington	CMW crossover	Bloomington
°Atlanta	N&W	Chicago
°Athol	ICG	Chicago
°Ridgely	C&IM	Ridgely tower
°Iles	N&W	Iles tower
°K.C. Jct.	ICG, CMW	Chicago
°Girard	BN	Chicago
°Godfrey	Carrollton District	Chicago
Wann	CR	Wann
KANSAS CITY DISTRICT:		
Pearl	Illinois River drawbridge	Pearl
Louisiana	Mississippi River drawbridge	Louisiana
†South Branch Jct.	N&W	Trainman
Rock Creek Jct.	KCT	Kansas City

°Control operators are authorized to use Paragraph (2) of Operating Rule 608 to permit the movement of trains or engines past the interlocking signal indicating Stop. Where it is known that route is properly lined and locked by an indication of the interlocking equipment, crew should be so informed when permission is granted. If it is not known that the route is properly lined and locked, a member of the crew must be directed to examine the route and operate switches by hand before the train proceeds through the interlocking. When authorizing movements of a foreign railroad across CM&W track through the interlocking, the applicable operating rules of the foreign railroad (if different than ICG Rule 608) must be complied with.

† Electric lock switch with pipe connected derails and home signals are installed at CM&W crossing of N&W track. Trains or engines using crossover switches for movement over N&W must stop at home signals conveying Stop indication and be governed by instructions posted on instrument case at switches.

610. AUTOMATIC INTERLOCKINGS:

KANSAS CITY DISTRICT:

Louisiana	Crossing	BN
Clark	Crossing	N&W

707. RIDING OF TRAINS:

Officers of the company are authorized to ride the locomotive or caboose of trains during the performance of their duties provided that a head end pass and identification are shown.

All others must have appropriate authorization from the General Manager or Gen. Supt.-Trans. before they are permitted to ride in the locomotive or caboose of any train.

FRA Inspectors on CM&W Property:

Title 49 Code of Federal Regulation, Parts 217 and 218 give inspectors and supervisors of the Federal Railroad Administration authority to ride in cabs of locomotives while trains are being operated without requiring approval of the management of the railroad companies. When FRA personnel desire to ride in the cab of a locomotive, the inspector will present his credentials to the locomotive engineer or conductor. These credentials state, in part, as follows:

> "With authority to enter upon to inspect and examine lands, building, equipment, and to inspect and copy records and paper."

When an FRA inspector presents the proper credentials, identifying himself as an FRA inspector, he will be permitted to ride in a locomotive, therefore it is not necessary for an accredited FRA inspector to purchase a ticket or sign a release.

Conductors and enginemen must caution FRA inspectors of the hazard of personal injury to themselves if they are not alert in their activities in compliance with railroad rules and regulations.

707. RIDING OF TRAINS: (Continued)

Under no circumstances are FRA inspectors permitted to operate the locomotive or perform the duties of any member of the crew.

When an FRA inspector rides a train, the conductor or engineman is hereby instructed to notify his immediate supervisor as soon as possible through the train dispatchers.

1001. WHEN IT IS NECESSARY TO:

(a) Operate a train not shown on the line-up in effect, or

(b) Operate a train against the current of traffic on the line-up then in effect, or

(c) Operate a train ahead of the time shown for that train on the line-up then in effect;

The train dispatcher will issue instructions to such trains to be governed by Example (a), (b) or (c) as shown below:

"YOUR TRAIN IS NOT SHOWN ON TRACK CAR OPERATORS LINE-UP BETWEEN (station) AND (station) EXPIRING AT (time). BE GOVERNED BY TIMETABLE SPECIAL INSTRUCTIONS 1001 EXAMPLE (A, B OR C)."

EXAMPLE A

"PROCEED PREPARED TO STOP SHORT OF TRAIN OR OBSTRUCTION AND SOUND WHISTLE FREQUENTLY UNTIL (time line-up expires). KEEP CAREFUL LOOKOUT FOR HY-RAIL VEHICLES AND SELF PROPELLED WORK EQUIPMENT AT ALL TIMES."

EXAMPLE B

"WHILE MOVING AGAINST THE CURRENT OF TRAFFIC PROCEED PREPARED TO STOP SHORT OF TRAIN OR OBSTRUCTION AND SOUND WHISTLE FREQUENTLY UNTIL (time line-up expires). KEEP CAREFUL LOOKOUT FOR HY-RAIL VEHICLES AND SELF PROPELLED WORK EQUIPMENT AT ALL TIMES."

EXAMPLE C

"YOUR TRAIN IS AHEAD OF THE TIME SHOWN ON LINE-UP FOR TRACK CAR OPERATORS. PROCEED PREPARED TO STOP SHORT OF TRAIN OR OBSTRUCTION AND SOUND WHISTLE FREQUENTLY UNTIL (time line-up expires). KEEP CAREFUL LOOKOUT FOR HY-RAIL VEHICLES AND SELF PROPELLED WORK EQUIPMENT AT ALL TIMES."

1002. AUTOMATIC GRADE CROSSING WARNING DEVICE:

When the train dispatcher is notified that an automatic grade crossing warning device is not working properly, he will issue instructions to all trains and engines affected, as follows:

"AUTOMATIC GRADE CROSSING WARNING DEVICE AT (street name or highway number) between MP _____ and MP_____ IS NOT WORKING PROPERLY. BE GOVERNED BY EXAMPLE (1) or, EXAMPLE (2) OF TIMETABLE SPECIAL INSTRUCTIONS 1002."

EXAMPLE (1)

CROSSING IS PROTECTED BY FLAGMAN. DO NOT EXCEED A SPEED OF 25 MPH OVER THIS CROSSING UNTIL IT HAS BEEN OCCUPIED BY ENGINE OR LEAD CAR.

EXAMPLE (2)

TRAINS OR ENGINES MUST NOT PROCEED OVER THIS CROSSING UNTIL IT IS PROTECTED BY A MEMBER OF THE CREW. DO NOT EXCEED A SPEED OF 10 MPH OVER THIS CROSSING UNTIL IT HAS BEEN OCCUPIED BY ENGINE OR LEAD CAR.

1100. The following stations are equipped to furnish locomotives with fuel, sand and engine cooling water. Initials will indicate supplies available. F—Fuel, S—Sand, W—Engine cooling water, Ft—Diesel fuel delivered by tank truck prearranged by phone call. WYE—Track for turning engines and cars. TT—Turntable.

Bloomington—F, S, W, WYE.
Springfield—F, S, W, WYE.
Godfrey—WYE.
Wann—F, S, W.
E. St. Louis—F, S, W.
Roodhouse—W, Ft., WYE.
Mexico—F, S, W, WYE.
Slater—W, Ft.
Kansas City—F, S, W, TT.
Louisiana—WYE.

1201. Between Wann and Bridge Jct. the tracks of the CM&W and Conrail are jointly used as multiple tracks and governed by the joint timetable of Conrail—ICG.

1202. Trains using the ATSF tracks between Plaines and Pequot will be governed by rules issued in Superintendent-Transportation's bulletin order.

1203. Trains using tracks of other railroads west of Rock Creek Jct. will be governed by ICG operating rules except as modified by "Greater Kansas City Area Operating Rules."

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HAZARDOUS MATERIALS SWITCHING CHART

TYPE OF CAR	Any Car	Any Car	Tank Car	Tank Car	Tank Car	Tank Car	Loaded Tank Car	COFC TOFC
PLACARD APPLIED	Explosives A	Poison Gas	Poison Gas Empty	Flammable Gas	Chlorine 1017	+Special Commodity	Other Placard	Any Placard
Shall not be cut off in motion or struck by a free moving car	X	X	X	X	X	X		X
Shall be separated from engine by one non-placarded car	X							
HUMP SWITCHING Only cut off single cars and only single cut cars may strike car							X	
When hand brakes are used preceding cars must clear ladder before cut off—Try brakes first							X	
Couple to or into with no more force than necessary to make coupling	X	X	X	X	X	X	X	X
Must not be placed under bridges or highways	X							

	Name	Placarded	UN Number	Name	Placarded	UN Number
+Special Commodity	Phosphorous	Flammable Solid	1381	Ethylene Oxide	Flammable Liquid	1040
	Ethyleneimine	Flammable Liquid	1185	Propylene Oxide	Flammable Liquid	1280
	Acrylonitrile	Flammable Liquid	1093	Epichlorohydrin	Flammable Liquid	2023

CHICAGO MISSOURI AND WESTERN RAILWAY

POSITION IN TRAIN OF CARS CONTAINING EXPLOSIVES AND OTHER HAZARDOUS COMMODITIES

HOW TO USE THIS CHART

To determine where a placarded car can be placed in a train follow these steps:

- Determine the type of placard that is applied to the car.
- Refer to column 2 on chart and locate same placard wording.
- Follow horizontally across chart and note which vertical columns apply.
- The symbol "X" indicates wording at top that applies. See footnotes for explanation of reference marks.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
			WHEN TRAIN LENGTH PERMITS	WHEN TRAIN LENGTH DOES NOT PERMIT	MUST NOT BE PLACED NEXT TO:										
TYPE OF CAR	PLACARD APPLIED ON CAR	No Restrictions	Must Not Be Nearer Than Sixth Car From Engine or Occupied Caboose	Must Be Placed Near Middle of Train But Not Nearer Than Second Car From Engine or Occupied Caboose	Engine	Loaded Flat Car (1)	Open Top Car When Lading Protrudes Beyond Car Ends Or When Lading Extending Above Car Ends Is Liable To Shift	Any Car, Piggyback, Container, Or Other Unit Having Automatic Refrigeration Or Heating Internal Combustion Engine Operating: Lighted Heaters, Stoves Or Lanterns	Occupied Car (3)	Occupied Caboose (3)	Explosives A	Poison Gas	Radioactive	Undeveloped Film	Any Loaded Placarded Car Except Combustible
ANY CAR (INC. FLAT CARS CARRYING TRAILERS OR CONTAINERS)	EXPLOSIVES		X	X	X	X	X	X	X(3)	X(3)		X	X		X
ANY CAR EXCEPT TANK CAR	POISON GAS				X	X	X	X	X(3)	X(3)	X		X		X
TANK CAR	POISON GAS		X	X	X	X	X	X	X(3)	X(3)	X		X		X
ANY CAR	RADIOACTIVE				X					X	X	X		X	X
LOADED TANK CAR	ANY PLACARD EXCEPT POISON GAS OR COMBUSTIBLE		X	X	X	X(2)	X	X	X	X	X	X	X		
TANK CAR	ANY RESIDUE PLACARD				X					X					
ANY CAR	COMBUSTIBLE OR COMBUSTIBLE RESIDUE	X													
ALL OTHER LOADED CARS	ANY PLACARDS										X	X	X		

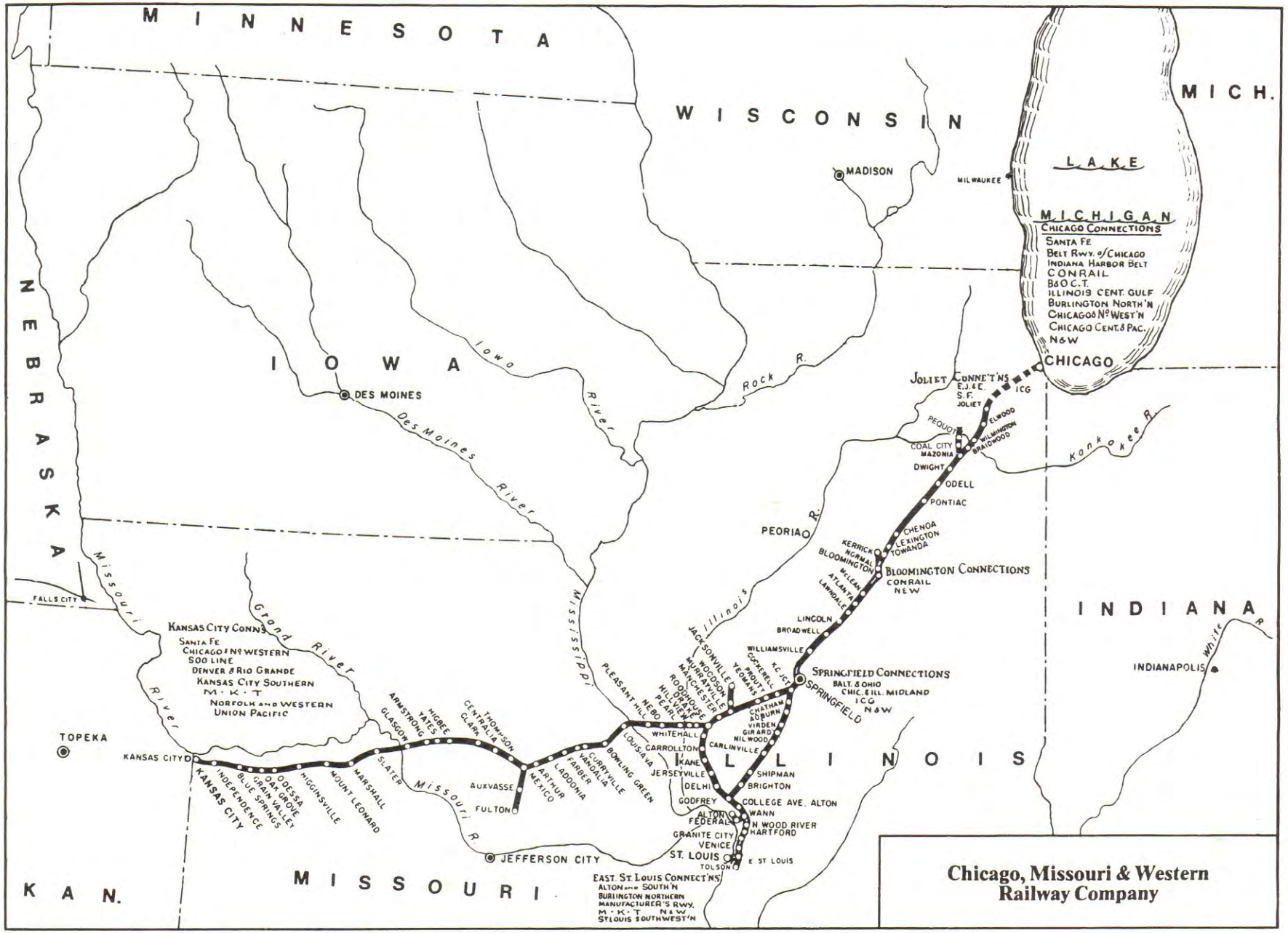
(1) A flat car equipped with permanently attached ends of rigid construction is considered to be an open-top car.

(2) Other than a specially equipped car in trailer-on-flat car or container-on-flat car service or a flat car loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flat car, and of a type generally accepted for handling in interchange between railroads.

This exception for cars in trailer-on-flat car service does not apply to loaded flat-bed trucks, loaded flat-bed trailers, loaded open-top trailers or loaded trucks or trailers without securely closed doors.

(3) A rail car placarded "Explosives A" or "Poison Gas" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "Explosives A" placards.

REVISED OCTOBER 1, 1986


MINNESOTA
WISCONSIN
MICH.
NEBRASKA
IOWA
ILLINOIS
INDIANA
MISSOURI
KAN.
LAKE
MICHIGAN
CHICAGO CONNECTIONS
SANTA FE
BELT RWY. of CHICAGO
INDIANA HARBOR BELT
CONRAIL
B&O C.T.
ILLINOIS CENT. GULF
BURLINGTON NORTH'N
CHICAGO Nº WEST'N
CHICAGO CENT. & PAC.
N&W
MADISON
MILWAUKEE
CHICAGO
DES MOINES
Iowa River
Des Moines River
Rock R.
Kankakee R.
Illinois R.
Mississippi
Missouri River
Grand River
Missouri R.
White R.
PEORIA
JOLIET CONNE'TNS
E.J.&E.
S.F.
JOLIET
ICG
PEQUOT
ELWOOD
WILMINGTON
BRAIDWOOD
COAL CITY
MAZONIA
DWIGHT
ODELL
PONTIAC
CHENOA
LEXINGTON
TOWANDA
KERRICK
NORMAL
BLOOMINGTON
McLEAN
ATLANTA
LAWNDALE
BLOOMINGTON CONNECTIONS
CONRAIL
NEW
LINCOLN
BROADWELL
WILLIAMSVILLE
SPRINGFIELD CONNECTIONS
BALT. & OHIO
CHIC. & ILL. MIDLAND
ICG
N&W
SPRINGFIELD
K.C. JCT.
COOKERELL
PROUTY
YEOMAN
JACKSONVILLE
WOODSON
MURRAYVILLE
MANCHESTER
ROODHOUSE
HILLVIEW
PEARL
PLEASANT HILL
NEBO
WHITEHALL
CARROLLTON
CARLINVILLE
CHATHAM
AUBURN
VIRDEN
GIRARD
NILWOOD
KANE
JERSEYVILLE
DELHI
SHIPMAN
BRIGHTON
GODFREY
COLLEGE AVE. ALTON
ALTON
WANN
FEDERAL
N WOOD RIVER
HARTFORD
GRANITE CITY
VENICE
ST. LOUIS
TOLSON
E ST LOUIS
LOUISIANA
BOWLING GREEN
CURRYVILLE
VANDALIA
FARBER
LADDONIA
ARTHUR
MEXICO
AUXVASSE
FULTON
JEFFERSON CITY
CENTRALIA
CLARK
THOMSON
HIGBEE
YATES
ARMSTRONG
GLASGOW
SLATER
MARSHALL
MOUNT LEONARD
HIGGINSVILLE
ODESSA
OAK GROVE
GRAIN VALLEY
BLUE SPRINGS
INDEPENDENCE
KANSAS CITY
KANSAS CITY
TOPEKA
FALLS CITY
INDIANAPOLIS
KANSAS CITY CONNS
SANTA FE
CHICAGO & Nº WESTERN
SOO LINE
DENVER & RIO GRANDE
KANSAS CITY SOUTHERN
M-K-T
NORFOLK and WESTERN
UNION PACIFIC
EAST ST. LOUIS CONNECT'NS
ALTON and SOUTH'N
BURLINGTON NORTHERN
MANUFACTURER'S RWY.
M-K-T N&W
STLOUIS SOUTHWEST'N
Chicago, Missouri & Western
Railway Company