

W. A. SANDERS Trainmaster East St. Louis
 T. DANCY, JR. Asst. Trainmaster East St. Louis
 A. R. STRATMAN Asst. Trainmaster Kansas City
 N. L. WILLIAMSON Asst. Trainmaster—RFE Springfield
 A. L. HERING Chief Dispatcher Springfield
 J. L. MOORE Dispatcher Springfield
 S. W. EPPERSON Dispatcher Springfield
 L. L. BIRD Dispatcher Springfield
 D. L. DAVIS Dispatcher Springfield
 S. G. THOMASON Dispatcher Springfield

PUT SAFETY FIRST

COMMUNICATE SAFETY

MEMORIZE SAFETY

AND

WORK SAFELY

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



TIMETABLE NO.

2

**EFFECTIVE 12:01 AM
Sunday, May 15, 1988**

FOR THE GOVERNMENT OF EMPLOYEES ONLY

R. L. BATORY, Vice President and General Manager

J. R. McCARREN, General Superintendent-Transportation

TELEPHONE NUMBERS

COMMERCIAL TELEPHONES:

Train Dispatcher—(WATS)	1-800-426-2195
Train Dispatcher	217-788-5086
Chief Dispatcher	217-788-5087
CHEMTREC (Washington, D.C.)	1-800-424-9300

COMPANY TELEPHONES:

Train Dispatcher—	Access Code + 213
Chief Dispatcher—	Access Code + 214

South

ST. LOUIS DISTRICT

North

1

					SIDINGS			TIMETABLE NO. 2 Effective May 15, 1988		Miles from St. Louis						
21	821	305	303	311	Feet	Cars	Mile	STATIONS			300	302	822	22	312	304
Eagle	Eagle	State House	Ann Rutledge	The Loop						State House	State House	Eagle	Eagle	The Loop	Ann Rutledge	
Tu-F-Su	M-W Th-Sa	Except Saturday	Daily	Except Sunday						Except Sat. & Sun.	Saturday Only	Tu-Th F-Su	M-W-Sa	Except Sunday	Daily	
L 5 40PM	L 5 40PM	L 3 30PM	L 10 55AM	L 8 30AM				C°	CHICAGO		A 10 00AM	A 12 00AM	A 1 05PM	A 1 17PM	A 6 40PM	A 8 50PM
OPERATES ON ICG TRACKAGE																
LS 6 35PM	LS 6 30PM	LS 4 20PM	LS 11 45AM	LS 9 17AM			37.2	XMC°	JOLIET	244.9	As 9 10AM	As 11 10AM	As 12 07PM	As 12 22PM	As 5 53PM	As 8 00PM
VIA PEQUOT																
							38.5		SOUTH JOLIET	244.3						
							41.0	XR°	PLAINES	241.8						
							57.1	XR°	PEQUOT	225.7						
							58.5		COAL CITY	224.3						
							63.3		MAZONIA	219.5						
							38.5		SOUTH JOLIET	243.6						
							45.8		ELWOOD	236.3						
							52.5		WILMINGTON	229.6						
							62.6		MAZONIA	219.5						
		s 4 57		s 9 54	12,375	225	73.6	XR°	DWIGHT	208.5	s 8 32	s 10 32		s 5 14	st 7 17	
					12,760	232	81.7		ODELL	200.4						
s 7 31	s 7 25	s 5 16		s 10 13	11,770	214	91.9		PONTIAC	190.2	s 8 14	s 10 14	st 11 14	s 4 56		
							102.3	XR°	CHENOA	179.8						
					11,440	208	106.6		BALLARD	175.5						
		s 5 45		s 10 42			124.1	XR°	NORMAL	158.0				s 4 28	st 6 33	
s 8 12	s 8 03	s 5 52	s 1 11PM	s 10 48			126.6	XMC°	BLOOMINGTON	155.5	s 7 42	s 9 42	s 10 40	s 4 22	s 6 28	
					12,430	226	140.9		McLEAN	141.2						
							145.8	XR°	ATLANTA	136.3						
					10,010	182	155.7	XR°	ATHOL	126.4						
s 8 45	s 8 35	s 6 24	s 1 43	s 11 20			156.4		LINCOLN	125.7	s 7 08	s 9 08	s 10 06	s 10 14	s 3 48	s 5 54
							163.4		BROADWELL	118.7						
					9,625	175	167.3		ELKHART	114.8						
							177.6		SHERMAN	104.5						
					10,175	185	182.9	XMC°	RIDGELY	99.2						
s 9 30	s 9 18	s 7 07	s 2 21	A 12 03PM			185.1		SPRINGFIELD	97.0	s 6 37	s 8 37	s 9 36	s 9 41	L 3 20PM	s 5 23
							187.3	XMC°	ILES	94.8						
							187.8	XR°	K.C. JCT	94.3						
							189.5		HAZEL DELL	92.6						
					10,505	191	200.6		AUBURN	81.5						
							207.0		VIRDEN	75.1						
					9,625	175	210.8	XR°	GIRARD	71.3						
							214.5		NILWOOD	67.6						
s 10 11	s 9 57	s 7 46			17,490	318	223.8		CARLINVILLE	58.3	s 5 45	s 7 45	st 8 45			
					11,165	203	238.3		SHIPMAN	43.8						
							246.0		BRIGHTON	36.1						
					13,420	244	252.1	XR°	GODFREY	30.0						
s 10 46	s 10 31	s 8 20	s 3 30				257.2		ALTON	24.9	s 5 14	s 7 14	s 8 15	s 8 18		s 4 00
							262.1	XMC°	WANN	22.0						
Be governed by joint CONRAIL — ICG timetable																
							274.9	C°	GRANITE CITY	9.2						
							278.0		VENICE JCT	6.1						
							286.0		E. ST. LOUIS							
TRRA Route																
							274.9	C°	GRANITE CITY	9.2						
A 11 55PM	A 11 35PM	A 9 25PM	A 4 35PM				284.1		ST. LOUIS A.S.	0.0	L 4 30AM	L 6 30AM	L 7 30AM	L 7 30AM		L 3 15PM

*See key on page 2

†Stops Sunday only

‡Stops Friday and Sunday only

2 West SPRINGFIELD DISTRICT East				
SIDINGS		Mile	TIMETABLE NO. 2 Effective May 15, 1988	Miles from Mexico
Feet	Cars				STATIONS
		187.8	XR.....K.C. JCT..... 5.6	132.9
		193.4	.....COCKRELL..... 10.1	127.3
		203.5	.....PROUTY..... 6.4	117.2
2,805	51	209.9	.....YEOMANS.....	110.8
		212.7	.....REES..... 2.8	108.0
		216.1	.....CLEMENTS..... 3.4	104.6
		221.7	.....MURRAYVILLE..... 5.6	99.0
		232.4	.....MANCHESTER..... 5.6	93.4
		237.2	.....ROODHOUSE..... 4.8	88.6
		242.7	.....DRAKE..... 5.5	83.1
4,125	75	246.6	.....HILLVIEW..... 3.9	79.2
		251.2	XM.....PEARL..... 4.6	74.6
4,345	79	260.9	.....NEBO..... 9.7	64.9
		265.6	.....PLEASANT HILL..... 4.7	60.2
		273.8	.....QUINCY JUNCTION..... 8.2	52.0
3,300	60	275.1	XMA.....LOUISIANA..... 1.3	50.7
5,225	95	282.3	.....VERA..... 7.2	43.5
7,755	141	286.8	.....BOWLING GREEN..... 4.5	39.0
		293.9	.....CURRYVILLE..... 7.1	31.9
6,380	116	302.3	.....VANDALIA..... 8.4	23.5
		307.6	.....FARBER..... 5.3	18.2
5,445	99	311.8	.....LADDONIA..... 4.2	14.0
		316.7	.....RUSH HILL..... 4.9	9.1
3,025	55	322.8	.....ARTHUR..... 6.1	3.0
		325.8	.....MEXICO..... 3.0	0.0

West JACKSONVILLE BRANCH East				
SIDINGS		Mile	TIMETABLE NO. 2 Effective May 15, 1988	Miles from Murrayville
Feet	Cars				STATIONS
		216.3	.....JACKSONVILLE..... 7.6	11.0
2,365	43	223.4	.....WOODSON..... 3.4	3.4
1,540	28	226.8	.....MURRAYVILLE.....	0.0

South CARROLLTON DISTRICT North				
SIDINGS		Mile	TIMETABLE NO. 2 Effective May 15, 1988	Miles from Roodhouse
Feet	Cars				STATIONS
		67.9	.....ROODHOUSE..... 3.3	0.0
		64.6	.....WHITE HALL..... 9.4	3.3
		55.2	.....CARROLLTON..... 8.2	12.7
2,860	52	47.0	.....KANE..... 5.1	20.9
		41.9	.....JERSEYVILLE..... 6.2	26.0
		35.7	.....DELHI..... 7.7	32.2
		28.0	.....GODFREY.....	39.9

West KANSAS CITY DISTRICT East				
SIDINGS		Mile	TIMETABLE NO. 2 Effective May 15, 1988	Miles from Kansas City
Feet	Cars				STATIONS
		325.8	.....MEXICO..... 1.4	163.0
6,600	120	327.2	.....WEST SIDING..... 4.2	161.6
		331.4	.....THOMPSON..... 8.6	157.4
4,950	90	340.0	.....CENTRALIA..... 12.0	148.8
5,665	103	352.0	XA.....CLARK..... 14.2	136.8
5,335	97	366.2	.....YATES..... 6.2	122.6
		372.4	.....ARMSTRONG..... 4.2	116.4
		376.6	.....STEINMETZ..... 4.9	112.2
		381.5	.....GLASGOW..... 2.0	107.3
5,995	109	383.5	.....HARMONY..... 7.0	105.3
		390.5	.....GILLIAM.....	98.3
		393.6	.....SLATER..... 10.9	95.2
		404.5	.....MARSHALL..... 5.4	84.3
		409.9	.....SHACKELFORD..... 5.5	78.9
4,840	88	420.6	.....MT. LEONARD..... 5.2	73.4
		424.1	.....BLACKBURN..... 3.5	68.2
		424.1	.....ALMA..... 5.1	64.7
		429.2	.....CORDER..... 4.7	59.6
		433.9	.....HIGGINSVILLE..... 7.0	54.9
		440.9	.....MAYVIEW..... 7.5	47.9
5,280	96	448.4	.....ODESSA..... 6.9	40.4
		455.3	.....BATES CITY..... 3.5	33.5
		458.8	.....OAK GROVE..... 4.1	30.0
5,280	96	462.9	.....GRAIN VALLEY..... 4.7	25.9
		467.6	.....BLUE SPRINGS..... 4.6	21.2
		472.2	.....SELSA..... 6.2	16.6
		478.4	.....INDEPENDENCE..... 3.6	10.4
		482.0	XR...ROCK CREEK JCT.....	6.8
			KCT RR	
		487.6	.....K.C.S. CROSSING..... 1.2	1.2
		488.8	.....KANSAS CITY.....	0.0

South FULTON BRANCH North				
SIDINGS		Mile	TIMETABLE NO. 2 Effective May 15, 1988	Miles from Mexico
Feet	Cars				STATIONS
		325.8	.....MEXICO..... 0.2	0.0
		0.0	XM.SOUTH BRANCH JCT..... 11.1	0.2
		11.1	.....AUXVASSE..... 12.7	11.3
		23.8	.....FULTON.....	24.0

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 BN Target
 Locker room
 Ridgely Yard office
 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 caboosless 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 36.7 and Mile 40.5 via Wilmington
 MP 36.7 and MP 42 via Pequot
 E. St. Louis WR Tower and Church

All movements between WR Tower and Church are under the direction of Supervisor of Operations at E. St. Louis.

The manual interlocking (crossing and junctions) at Q Tower is controlled by TRRA Dispatcher at Madison.

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 Crossing

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

SPECIAL INSTRUCTIONS

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. In 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.

CARROLLTON DISTRICT

	<i>Freight Trains Including TOFC</i> MILES PER HOUR
Roodhouse and Godfrey	30

KANSAS CITY DISTRICT

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

SPRINGFIELD DISTRICT

	<i>Freight Trains Including TOFC</i> MILES PER HOUR
K.C. Jct. and Mexico	40
Jacksonville and Murrayville	10

ST. LOUIS DISTRICT

	<i>Passenger Trains</i>	<i>Freight Trains "A"</i>	<i>Freight Trains "B"</i>
	MILES PER HOUR		
Joliet and Wann	79	60	50

Freight trains may operate at the speeds shown for "freight trains A" when consist does not exceed 60 cars and all cars are equipped with roller bearings. Trains exceeding 60 cars in length and/or including friction bearing cars are restricted to speeds shown for "freight trains B". Trains including a block of 35 or more cars of grain or mineral freight will not exceed 40 MPH. Trains exceeding 10,000 tons will not exceed 40 MPH.

101(a). LOWER SPEEDS IN EFFECT:

CARROLLTON DISTRICT

	<i>Freight Trains Including TOFC</i> MILES PER HOUR
Roodhouse—south leg wye	5
Carrollton—Industrial lead	5
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

	<i>Freight Trains Including TOFC</i> 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

	<i>Freight Trains Including TOFC</i> 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	
Arthur (Kaiser Lead)	5	

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 CMW	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 123.8 and MP 126.3	40	25
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
No 1 Track WR to Q Tower	10	10
Southward Track, Q Tower to Valley Jct	10	10
Southward Track, Valley Jct. to Church	20	20
Northward Track, Church to Q Tower	10	10
No 2 Track, Q Tower to WR (Passenger trains not permitted)	—	10

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)

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 cars3 inches
- Freight cars5 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 1500-150645 MPH
- All other freight engines65 MPH
- Fixed cab pile drivers, boom leading or trailing, boom must
trail except while working25 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 end25 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 cars45 MPH
- Welded rail flat cars (must be handled on rear of train when
moving with other cars) and must not exceed:
When loaded30 MPH
- Cars containing panel rail30 MPH
- Cars containing lead slabs of 2,000 pounds or heavier40 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 tracks10 MPH
- Through all crossovers and turnouts, unless otherwise
authorized10 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:

<i>Southward</i>	<i>Northward</i>
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:

<i>Southward</i>	<i>Northward</i>
MP 63 to MP 62	MP 31 to MP 32

SPRINGFIELD DISTRICT:

<i>Westward</i>	<i>Eastward</i>
MP 190 to MP 191	MP 232 to MP 231
MP 247 to MP 248	MP 316 to MP 315

KANSAS CITY DISTRICT:

<i>Westward</i>	<i>Eastward</i>
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.

All train movements around the south wye at Roodhouse must be made under observation by an employe on the ground equipped with a radio until the entire train is on straight track.

Trains will not stop or start on the wye curve, and every effort will be made to maintain uniform speed while traversing the wye.

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:

Radio Alarm type detectors are in service at the following locations:

ST. LOUIS DISTRICT:

Mazonia (MP 62.8)
Ocoya (MP 96.6)
McLean (MP 141.9)
Broadwell (MP 163.4)
Junod (MP 191.1)
Nilwood (MP 214.6)
Shipman (MP 239.8)

SPRINGFIELD DISTRICT:

Pleasant Hill (MP 267.9)
Curryville (MP 293.8)

KANSAS CITY DISTRICT:

Thompson (MP 330.8)
Yates (MP 364.9)
Corder (MP 429.1)
Oak Grove (MP 460.5)

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

All detectors except Mazonia, Ocoya and Broadwell have dragging equipment detectors.

1. Train crews must monitor radio readout on Engine Channel 78 (Preprogrammed button 4), and they must be governed by the information conveyed immediately after the train has passed.
2. As the train is passing, a tone will sound when a defective wheel passes over the detector. A post-train message will convey voice directive.
3. Examples of radio read-out messages:
 - A. If an alarm tone has sounded:
 "Missouri Western Railway"
 "(detector location)"
 "Hot box detected (which side)
 from head end, axle No. ____".
 "Detector out".
 - B. If no alarms:
 "Missouri Western Railway"
 "(detector location)"
 "No defects".
 "Detector out".
 - C. If detector is not working:
 "Missouri Western Railway"
 "(detector location)"
 "Hotbox detector is not working".
 "Detector out".
4. If defective equipment has been detected, crew of train will be governed by Rule 111(e).
5. If the detector is not working, or no message is received from the detector location the train must be stopped within five (5) miles of the detector and inspection made per Rule 111(e). EXCEPTION—Passenger trains may proceed to the next detector; if that detector does not work or indicates a defect, train must be stopped immediately. If a station stop occurs prior to the next detector, train must be visually inspected at that location.
6. When a stop is made, the train dispatcher must be promptly notified.
7. 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 axles from head end. 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 axle must be checked.
8. 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.
9. 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, 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.

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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)

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:

<i>Location</i>	<i>Switches</i>	<i>Controlled by</i>
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
Hitt	Storage track—both ends	Approach locked
Dwight	Transfer track—both ends East Wye Standard Oil track	Approach locked Approach locked Approach locked
Odell	Elevator track—north end	Approach locked
Cayuga	Elevator track—both ends	Approach locked
Bunge	Wye switches	Approach locked
Pontiac	Wye switch No 1 track	Approach locked Approach locked
Ocoya	Elevator track—both ends	Approach locked
Chenoa	No 4 track—both ends	Approach locked
Lexington	Old siding—north end Elevator track—both ends	Approach locked Approach locked
Towanda	Elevator track—both ends	Approach locked
Normal	Yard—both ends Kerrick connection	Approach locked Train Dispatcher, Springfield
Bloomington	Freight House	Bloomington tower
	Nestle-Beich Candy	Approach locked
Funks Grove	Elevator track—both ends	Approach locked
McLean	Business track Monsanto Chem	Approach locked Approach locked
Atlanta	Hopkins Chemical	Approach locked
Lawndale	Storage track, both ends	Approach locked

279. ELECTRIC LOCK SWITCHES: (Continued)

ST. LOUIS DISTRICT: (Cont.)

<i>Location</i>	<i>Switches</i>	<i>Controlled by</i>
Athol.....	Storage track, both ends Crossover, main to storage	Approach locked Approach locked
Lincoln.....	No 15 track No 9 track Havana Branch	Approach locked Approach locked Approach locked
Fogarty.....	Elevator track	Approach locked
Broadwell.....	Industry track	Approach locked
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.....	East wye switch	Approach locked
K.C. Jct.....	Midstate	Approach locked
Auburn.....	Industry track	Approach locked
Virден.....	Storage track, north end	Approach locked
Girard.....	House track	Approach locked
Nilwood.....	Industry track	Approach locked
Carlinville.....	Cisco Steel QC lead	Approach locked Approach locked
Wann.....	Crossover, main to old main Crossover, main to yard	Approach locked 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.

<i>District</i>	<i>Affected Track</i>
Springfield	Kaiser lead Arthur
Springfield	Murrayville to Jacksonville
Carrollton	QC lead
St. Louis	Old Kerrick Branch—Normal
St. Louis	East industrial lead—Pontiac
St. Louis	Old Havana Branch

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.

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 one 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:

<i>Location</i>	<i>Control Station</i>
Pequot and Wann.....	Springfield

608. MANUAL INTERLOCKINGS:

<i>Location</i>	<i>Control Station</i>
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ST. LOUIS DISTRICT:

- *Joliet.....Railroad crossing
METRA.....Joliet
- Plaines.....ATSF.....Shopton, Iowa
- Pequot.....ATSF.....Shopton, Iowa
- *Dwight.....CR.....Springfield
- *Chenoa.....ATSF.....Springfield
- *Atlanta.....N&W.....Springfield
- *Athol.....ICG.....Springfield
- *Ridgely.....C&IM.....Ridgely tower
- *Iles.....N&W.....Iles tower

608. MANUAL INTERLOCKINGS: (Continued)

<i>Location</i>	<i>Control Station</i>
*K.C. Jct.....	ICG, CMW .....Springfield
*Girard.....	BN.....Springfield
*Godfrey.....	Carrollton District ....Springfield
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.

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.”

SALES OFFICE PHONES:

PEORIA	309-699-2004 1-800-843-7059 (ILL WATS) 1-800-537-1649 (Interstate WATS)
E. ST. LOUIS	1-618-271-0573 1-800-233-8755 (WATS)
CHICAGO	312-368-9721 (or 9720)

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							
<u>HUMP SWITCHING</u>								
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



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.

TYPE OF CAR	PLACARD APPLIED ON CAR	
	1	2
ANY CAR (INC. FLAT CARS CARRYING TRAILERS OR CONTAINERS)	EXPLOSIVES	
ANY CAR EXCEPT TANK CAR	POISON GAS	
TANK CAR	POISON GAS	
ANY CAR	RADIOACTIVE	
LOADED TANK CAR	ANY PLACARD EXCEPT POISON GAS OR COMBUSTIBLE	
TANK CAR	ANY RESIDUE PLACARD	
ANY CAR	COMBUSTIBLE OR COMBUSTIBLE RESIDUE	
ALL OTHER LOADED CARS	ANY PLACARDS	

POSITION IN TRAIN OF CARS CONTAINING EXPLOSIVES AND OTHER HAZARDOUS COMMODITIES

MUST NOT BE PLACED NEXT TO:

TYPE OF CAR	MUST NOT BE PLACED NEXT TO:															
	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
NO RESTRICTIONS																
ANY CAR (INC. FLAT CARS CARRYING TRAILERS OR CONTAINERS)																
ANY CAR EXCEPT TANK CAR																
TANK CAR																
ANY CAR																
LOADED TANK CAR																
TANK CAR																
ANY CAR																
ALL OTHER LOADED CARS																

3 No Restriction
 4 When Train Length Permits
 5 When Train Length Does Not Permit
 6 Engine or Caboose
 7 Loaded Flat Car
 8 Open Top Car When Lading Protrudes Beyond Car Ends Or When Lading Extending Above Car Ends Is Liable To Shift
 9 Any Car, Piggyback, Container, Or Other Unit Having Automatic Refrigeration Or Heating Internal Combustion Engine Operating: Lighted Heaters, Stoves Or Lanterns
 10 Occupied Caboose
 11 Occupied Caboose
 12 Occupied Caboose
 13 Explosives
 14 Poison Gas
 15 Radioactive
 16 Any Loaded Car Except Combustible

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.
 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.

