

Missouri Pacific Railroad Company

ILLINOIS DIVISION

SPECIAL INSTRUCTIONS No. 8

EFFECTIVE JANUARY 1, 1949

**Superseding Special Instructions No. 7, dated
Dec. 15, 1946 and all Supplements thereto**

SUPPLEMENTARY TO THE UNIFORM CODE OF OPERATING RULES

DATED NOVEMBER 1, 1940

**C. W. EXLINE
Superintendent**

1. SUPERIORITY OF TRAINS:

See Time-table.

2. MAXIMUM SPEED:

See Time-table.

3. SPEED RESTRICTIONS:

See Time-table.

4. STANDARD CLOCKS:

St. Louis Union Station.
Valley Junction.
StLSW Telegraph Office
StLSW Roundhouse
Dupo:
South Yard Office.
Round House.
Chester.

Gorham.
Gale.
Pinckneyville.
Mt. Vernon.
Bush:
Telegraph Office.
Round House.

5. WATCH INSPECTORS:

Location	Name	Street Address
East St. Louis...	Zerweck Jewelry Co.	210 Collinsville
Dupo.....	W. G. Foerste.....	115 N. Second
Chester.....	DeRousse Jeweler...	609 State
Gale.....	Asst. Trainmaster...	Yard Office
Poplar Bluff...	Gift Chest Jewelers...	115 N. Main
Paragould.....	M. R. Arnold.....	220 S. Pruett
Mt. Vernon.....	W. R. Price.....	119 South 10th
Pinckneyville...	Chas. Geumally.....	W 7 North
Bush.....	Div. Trainmaster...	Trainmaster's Office
Herrin.....	Robert Moore.....	106 E. Cherry
Marion.....	L. H. Bainbridge.....	800 Public Square
Cape Girardeau	H. A. Lang.....	128 North Main

Rule 2(a) is modified to extent that employes must submit their watches for monthly inspection, but not less than 20 days, nor more than 30 days, shall elapse between each inspection.

6. TRAIN REGISTERS:

Stations at which train registers are located are designated in full-faced type on the time-table.

Trains designated as follows may register by ticket at stations shown below and omit checking train register, except when necessary to check against superior trains or ascertain whether or not signals have been displayed for following sections:

- No. 336 at Gorham
- No. 831 and No. 832 at Pinckneyville
- No. 905 and No. 906 at Gale

6. TRAIN REGISTERS:—Concluded

Valley Junction and Dupo are register stations for trains originating or terminating at these points.

Gorham is register station on Chester Subdiv. for first-class trains only.

Gale is a register station for first-class trains and trains originating and terminating at that point.

Chester is register station for Mt. Vernon Subdiv. trains only. Southward Mt. Vernon Subdiv. trains must obtain Clearance, Form C, before leaving Chester, which will fulfill requirements of eighth paragraph of Rule 83 (a) at MV Jct.

Northward trains passing North Jct. will receive Clearance, Form C, at Gale instead of North Jct.

Johnston City and J. S. W. Connection are register stations for first-class trains only.

At initial stations shown below, when train order signal indicates "Proceed" and no operator on duty, or where there is no train order signal and no operator on duty, it will not be necessary for a regular train to have a Clearance, Form C, as required by Rule 83(a). This will also apply to an extra train holding train orders authorizing its movement, or when movement is authorized by signal indication, beyond such initial station:

Pinckneyville
MV Junction
Mt. Vernon
Marion
Thebes Junction

Cairo
Cape Deau Junction
Cape Girardeau
Benton

7. BULLETIN BOOKS:

Valley Junction:
StLSW Yard Office
StLSW Roundhouse
Dupo:
South Yard Office
Roundhouse
Chester
Gorham
Gale
Illmo:
StLSW Yard Office
StLSW Roundhouse

Poplar Bluff
Paragould
Cairo Roundhouse
Pinckneyville:
Telegraph Office
Roundhouse
Mt. Vernon
Bush:
Telegraph Office
Roundhouse
Marion

8. MAIL CRANES BETWEEN STATIONS:

BLANK.

9. MAXIMUM PERMISSIBLE COOPER'S CLASSIFICATION OF ENGINES AND WORK EQUIPMENT TO BE OPERATED, AND MAXIMUM PERMISSIBLE GROSS WEIGHT OF CAR AND LADING TO BE HANDLED:

Between	Engines and Work Equipment	Gross Weight of Car and Lading
G. M. & O. Crossing and North Junction.....	E-64	240,000 lbs.
North Junction and Paragould (St L S W).....	E-64	240,000 lbs.
Gorham and Benton..... Engines classifying over E-50 must not be operated on Buckner mine lead; they must not cross Bridge 3 on Orient Mine lead at speed of more than 10 miles per hour.	E-60	240,000 lbs.
Bush and Johnston City.....	E-52	240,000 lbs.
Johnston City and Marion.... Engines classifying over E-45 must not be operated over Bridge 1, Marion, at speed of more than 15 miles per hour.	E-52	240,000 lbs.
Chalk Junction and Sincerity-Energy.....	E-45	210,000 lbs.
West Virginia Wye and Orchard-New Bruce.....	E-45	210,000 lbs.
Thebes Junction and Cairo...	E-58	240,000 lbs.
Cape Deau Junction and Cape Girardeau..... Engines classifying over E-50 must not be operated over Bridge 3, Mile Post 126-01 at speed of more than 10 miles per hour.	E-60	240,000 lbs.
M. V. Jct. and Pinckneyville.	E-60	240,000 lbs.
Pinckneyville and Mt. Vernon.	E-52	240,000 lbs.

9. Continued.

Explanation of Cooper's Classification:

Classification	Engine Numbers	Work Equipment
E-30....	(D) 800-811, (G) 600, (G) 625-629, (G) 650-654, 2638-2651.....	Pile Drivers X-165, X-170, X-171. Wrecking Derricks X-100, X-108.
E-35....	(G) 660-661, 2313-2398, (D) 7000-7003, (D) 7100, (D) 9000-9012.....	Bridge Erection Crane X-1025, Bridge Erection Derrick X-245. Locomotive Cranes X-1004, X-1005, X-1006, X-1026 & X-1031, Locomotive Ditcher X-202. Wrecking Derricks X-101 to X-107, Inc. and X-109.
E-40....	402-486, 6501-6516, 9527, (D) 7004-7017.....	
E-45....	1-173, (D) 301-320, (D) 501-576, 1803-1817, (D) 4100-4111, 6401-6444, (D) 9102-9122, 9301-9320, 9406-9475.	Bridge Erection Cranes X-1027, X-1028-X-1032, Bridge Erection Derrick X-247. Bridge Derrick-Pile Driver X-172. Wrecking Derricks X-110 to X-114-inc.
E-50....	6601-6605, 6606, 6608, 6610, 6616, 6617, 6628.....	
E-52....	1151-1155, 1201-1280, 1301-1325, 5308-5316, 6001, 9601-9604, 9701-9785.....	
E-54....	1156-1161, 6607, 6609, 6611-6615, 6618-6627, 6629.....	

9. Concluded.

Explanation of Cooper's Classification:—Concluded.

Classification	Engine Numbers	Work Equipment
E-56....	1401, 1402, 1404-1407, 1409, 1410, 1412-1415, 1417, 1423, 1453, 1485, 1487, 1489, 1493, 1495-1497, 1501, 1502, 1504, 1508, 1510, 1511, 1515, 1525, 1528, 1529, 1532-1537, 1539-1542, 1546, 1548, 1551, 1552, 1555, 1557-1560, 1562-1565, 1569, 1571, 5335-5344.....	
E-58....	1111-1120, 1403, 1408, 1411, 1416, 1418-1422, 1430, 1432, 1464, 1482, 1488, 1490-1492, 1494, 1498-1500, 1503, 1505, 1506, 1507, 1509, 1526, 1527, 1530, 1531, 1538, 1543, 1544, 1545, 1547, 1549, 1550, 1553, 1554, 1556, 1561, 1566, 1567, 1568, 1570, 1701, 1703-1708, 1710-1714, 5321-5327.....	
E-60....	1424-1428, 1431, 1433-1436, 1438-1452, 1454-1463, 1465-1477, 1479-1481, 1484, 1486, 1512, 1513, 1514, 1516-1524.	
E-62....	1702, 1709, 1715-1719, 2101-2125.....	
E-64....	1121-1125, 1720-1729, 2201-2215.....	

(D)—Diesel Electric.

(G)—Gas Electric.

Diesel engines, when composed of multiple units:—Identifying number is number on the lead unit.

All other Work Equipment mounted on two standard four-wheel trucks and weighing not more than 150,000 pounds classifies E-30 or less.

9-A. Engine Restrictions:

Name of Track or Location	MP	Pole	Restrictions
Chester Subdiv.: Dupo-Freight Diesel Engine Inspection Pit.....	6	0	Steam engines must not operate over pit.
Valmeyer - Columbia QuarryScaleTrack	22	10	Engines must not operate over track scale.
Valmeyer-Mill Track.....	22	26	Engine must not operate over track scales.
Prairie du Rocher - Cole Mill Track..	41	25	Engines must not operate over track scale.
Chester-Cole Milling Co. Track.....	62	15	Engines must not operate over bridge, or wheat pit.
Wolf Lake-Powder Plant	98	19	Engines or cars must not be moved onto bridge.
Mt. Vernon Subdiv.: New Wilson-New Wilson Mine.....	83	21	Engines must not operate beyond engine restriction sign.
Pinckneyville-Mine No. 6..	92	23	Engines must not operate over bridge.
Pinckneyville-Martin Oil Track.....	92	27	Engines must not operate over bridge.
Mt. Vernon-Int. Shoe Track..	124	4	Engines must not operate over bridge.
Mt. Vernon-Anchor Coal Co. Track.....	124	7	Engines must not operate over bridge.
Benton Subdiv.: Buckner-Old Ben 14 Mine.	....	....	Engines must not operate into storage tracks.
Benton-West Team Track..	124	3	Engines must not operate beyond engine restriction sign.

10. RAILROAD CROSSINGS AT GRADE:

Subdiv.	MP Pole	Other Railroad	Senior Line	Type of Protection
Chester.....	9 15	GM&O	GM&O	Manual Interlocking
Chester.....	49 7	Mo-IHRR	Mo-IHRR	Manual Interlocking
Chester.....	84 30	IC	IC	Automatic Interlocking
Mt. Vernon.....	79 16	GM&O	GM&O	Automatic Interlocking
Mt. Vernon.....	92 19	IC	IC	Controlled Electric Interlocking
Mt. Vernon.....	102 19	IC	IC	Manual Interlocking
Mt. Vernon.....	114 26	CB&Q	MoPac	Automatic Interlocking
Mt. Vernon.....	124 33	L&N	L&N	Interlocked Gate against MoPac.
East and West.....	114 6	IC	MoPac	None
East and West.....	114 37	CB&Q	MoPac	None
East and West.....	127 13	IC	IC	Automatic Interlocking
Benton.....	115 13	CZ&G	MoPac	None
Benton.....	115 14	IC	IC	None
Benton.....	115 16	CZ&G	MoPac	None
Benton.....	117 3	CB&Q	CB&Q	Automatic Interlocking
Cairo.....	125 24	C&EI	C&EI	Gate against MoPac
Cairo.....	142 31	GM&O	GM&O	Interlocked Gate against MoPac.
Cairo.....	144 10	CCC&StL	CCC&StL	None
Cape Girardeau.....	127 19	MCMCo	MCMCo	None
Cape Girardeau.....	128 20	SLSF	SLSF	Electric Locked Gate against MoPac.
Cape Girardeau.....	129 13	SLSF	SLSF	Gate against SLSF
Cape Girardeau.....	129 14	SLSF	SLSF	Gate against SLSF
Cape Girardeau.....	129 18	SLSF	SLSF	Gate against SLSF

When first and inferior class trains simultaneously approach a railroad crossing at grade, trains of the first-class shall have precedence. As between trains of the same class, senior line shall have the right to cross first.

INSTRUCTIONS GOVERNING OPERATION OVER CROSSINGS:

10-A. Automatic Interlockings:

(See Rule 672.)

Subdiv.	Location	MP Pole	Other Railroad
Chester.....	Gorham.....	84 30	IC
Mt. Vernon.....	Percy.....	79 16	GM&O
Mt. Vernon.....	Waltonville.....	114 26	CB&Q
East and West.....	Marion.....	127 13	IC
Benton.....	Zeigler.....	117 3	CB&Q

10-A. Automatic Interlockings:—Continued.

(See Rule 672)

Distance of Home and Approach Signals from Crossings:

	Northward		Southward	
	Home Signal	Approach Signal	Home Signal	Approach Signal
Gorham....	682 ft.	7178 ft.	555 ft.	5255 ft.
Percy.....	375 ft.	5000 ft.	190 ft.	4630 ft.
Waltonville.	200 ft.	2943 ft.	200 ft.	2790 ft.
Marion....	500 ft.	875 ft.	500 ft.	1070 ft.
Zeigler....	350 ft.	3000 ft.	350 ft.	3000 ft.

Normal indication of Home Signals—"Stop."

Normal indication of approach Signals:

At Gorham— $\left\{ \begin{array}{l} \text{Southward—"Proceed at Low Speed".} \\ \text{Northward—"Proceed, immediately reducing to medium speed, or slower, if necessary, prepared to stop before leading wheels pass next signal."} \end{array} \right.$

At Percy, Marion, Zeigler and Waltonville—Approach signals are restricted speed signs. Restricted speed at this location shall not exceed 20 miles per hour from approach signal until crossing is occupied.

MOVEMENT OF TRAINS:

At Gorham, when train nears approach signal, if block is clear, and there is no train within the interlocking limits, or on approach circuits on conflicting routes, the indication of approach and home signals will change from "Stop" to "Proceed."

At Percy, Marion, Zeigler and Waltonville, when train approaches home signal, if there is no train within interlocking limits or on approach circuits on conflicting routes, home signal will change from "Stop" to "Proceed."

MOVEMENT OF TRAINS WHEN SIGNALS DO NOT CLEAR ON THEIR APPROACH: When home signal indicates "Stop," per signal indication Rule 292, and no conflicting movement is being made, a trainman shall proceed to the crossing and operate hand release, marked "Missouri Pacific" in box near the crossing.

10-A. Automatic Interlockings:—Continued.

If, after operating hand release, at Gorham, Marion and Zeigler, Home signal continues to indicate "Stop," flagman will observe indications of home signals on conflicting route.

At Percy, indicator lamp is located on right side of relay cabin door and is controlled by a push button.

If lamp lights when button is pushed, it indicates that home signals on conflicting route display Stop Indication.

At Waltonville, indicator lamp at top of hand release will light when home signals on conflicting route display Stop indication, after release is operated.

If indications of home signals on conflicting route indicate "Stop", train will be governed by hand signal from the crossing given by a member of its own crew. Such hand signal must not be given for at least one minute after release has run down and trainman will remain at crossing until forward end of his train reaches crossing.

If either of the home signals on conflicting route does not indicate "Stop," flagman must proceed a sufficient distance on conflicting route to afford protection as prescribed by Rule 99 against trains which may approach such home signal on conflicting route.

If neither home signal on conflicting route indicates "Stop", a flagman must be sent in each direction on conflicting route in manner prescribed above.

At Gorham, northward approach signal can display indications per Rules 281, 285 and 291. The movement of trains over the crossing from East and West Subdiv. and against the current of traffic, will be governed by indication of dwarf signals as per signal indication Rules 292 and 290. If signals do not clear after switches are properly lined, trainman will operate time release and perform as noted above. To clear signals on or to the southward main track, trainman will operate time release No. 1 and to clear signals on or to the northward main track, will operate time release No. 2. The indication of these signals do not relieve enginemen and trainmen from protecting their trains as required by the rules.

At Marion, movement out of siding within interlocking will be governed by indication of dwarf signal, per Signal Indication Rules 292 and 290. If signal fails to clear, after switch is thrown, trainman will operate time release and perform in manner outlined above.

10-A. Automatic Interlocking:—Concluded.

At all interlockings mentioned above, except when operating with current of traffic at Gorham, the speed of all trains approaching the crossing, when home signal indicates "Proceed," must not exceed 20 miles per hour by the time the engine or forward car reaches the home signal and higher speed must not be resumed until after the engine or forward car passes over the crossing.

At all Automatic Interlockings:

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

10-B. Interlockings With Controlled Electric Signals:

Subdiv.	Location	MP Pole	Other Railroad
Mt. Vernon.....	Pinckneyville..	92 19	IC

Interlocking is not equipped with derrails.

Southward home signal is located 250 ft. from crossing.

Northward home signal is located 202 ft. from crossing.

Southward approach signal is located 4400 ft. from crossing.

Northward approach signal is located 3035 ft. from crossing.

Normal indication of Home Signals—"Stop."

Approach signals at this location are restricted speed signs. Restricted speed at this location shall not exceed 20 miles per hour to apply from approach signal until crossing is occupied.

10-C. Standard Manual Interlockings:

Subdiv.	Location	MP Pole	Other Railroad
Chester.....	GM&OCrossing	9 15	GM&O
Chester.....	Flinton.....	49 7	Mo-III
Mt. Vernon.....	Tamaroa.....	102 19	IC

10-C. Standard Manual Interlockings:—Concluded.

Rules 281 to 292 (a), 605 to 671, inc., and other rules applicable, will govern.

Signal Aspects at Tamaroa interlocking, which do not conform to The Uniform Code of Operating Rules, will govern, as shown below:

Home Signals:

Day Aspect	Night Aspect	Indication
Red arm—horizontal	Red Light	Stop
Red arm { 60 degree Lower Quadrant	Green Light	Proceed

At Tamaroa, the approach signals are restricted speed signs. Restricted speed at this location shall not exceed 20 miles per hour, to apply from approach signal until crossing is occupied.

10-D. Cabin Interlockings:

BLANK.

10-E. Interlocked Gates:

Subdiv.	Location	MP Pole	Other Railroad
Mt. Vernon.....	Mt. Vernon.....	124 33	L&N
Cairo.....	Cairo.....	142 31	GM&O

Gates set normally against the Mo. Pac. and equipped with manual interlocking. When a Mo. Pac. train is to use the crossing, a member of the train crew will operate levers at crossing and turn gate. Instruction chart is on outside of door of iron box immediately in rear of levers.

Within at least 2500 ft. north of crossing there is a restricted speed sign. Restricted speed at this location shall not exceed 20 miles per hour, to apply from this signal until crossing is occupied. See Rule 98(a).

10-F. Standard Gates:

Subdiv.	Location	MP Pole	Other Railroad
Cairo.....	Fayetteville.....	125 24	C&EI
Cape Girardeau.....	Cape Girardeau	129 13	SLSF
Cape Girardeau.....	Cape Girardeau	129 14	SLSF
Cape Girardeau.....	Cape Girardeau	129 18	SLSF

Within 4000 ft. and not less than 2500 ft. of each side of crossings shown above, there is a restricted speed sign. Restricted speed at these locations shall not exceed 20 miles per hour, to apply from this signal until crossing is occupied.

See Rule 98(a).

Where there are other more restrictive conditions they will be observed.

10-G. Standard Gates with Electric Locking Devices:

Subdiv.	Location	MP Pole	Other Railroad
Cape Girardeau.....	SLSF Crossing	128 20	SLSF

Within 4000 ft. and not less than 2500 ft., of each side of crossing, which is gated and electrically-locked against Missouri Pacific, there is a restricted speed sign. Restricted speed at this location shall not exceed 20 miles per hour, to apply from the signal until crossing is occupied. Where there are other more restrictive conditions, they will be observed.

Missouri Pacific trains must be stopped short of standard stop signs, which are located 200 feet on each side of crossing, after which a member of the crew will proceed to the gate and operate it in accordance with instructions posted in release box.

Trainmen must not operate gate lock or permit track between stop sign and gate to be occupied when SLSF trains are approaching.

10-H. Flagging of Unprotected Railroad Crossings at Grade in Yard Limits, Where View is Obstructed:

Where the main track crosses the main track of another railroad, at grade, within yard limits, and there is no type of crossing protection, if the view of such other railroad is not clear for at least five hundred (500) feet from the point of crossing, all trains and engines will stop, and, in addition a member of crew will flag the crossing and give signal therefrom if safe to proceed.

10-H. Flagging of Unprotected Railroad Crossings at Grade in Yard Limits, Where View is Obstructed:—Continued.

This rule is applicable at following points:

Location of Crossing	MP	Foreign Pole Railroad	Direction in which view is obstructed and necessary to flag
Cairo	144	10 CCC&StL.	Southward
Herrin	114	06 IC	Northward
Herrin	114	37 CB&Q	Both

11. INTERLOCKINGS AT JUNCTIONS:

Subdiv.	Location	MP	Pole	Junction
Chester	Halsey	95	03	End two main tracks
Chester	North Junction	119	13	SI&MPCo. and C&EI

HALSEY

Rules 281, 285, 291, 292(a), 505 to 518, inc., (except 509(b)), and 605 to 671, inc., govern.

NORTH JUNCTION, CONTROLLED ELECTRIC INTERLOCKING:

The Interlocking Home Signals operate in conjunction with Automatic block signals, governing northward movements onto Missouri Pacific and C&EI tracks, and governing southward movements with the current traffic only on Bridge Company tracks.

The indication of signals for southward movements against the current of traffic on Bridge Company's tracks will not relieve trains and engines from complying with Rule 1(b), on Page 6, of S. I. & M. B. Special Instructions No. 1, effective Sept. 1, 1947.

Remotely Controlled Switches and Home Signals at North Junction are controlled by Control Operator at Gale. Telephones for communicating with the Control Operator are located adjacent to Home Signals.

Rules 281 to 292-A, inclusive, 505 to 519, inclusive, (except 509(b), 605, 605(a) to 605(d), inclusive, 607, and 661 to 671, inclusive, and other rules applicable, in the Uniform Code of Operating Rules, are effective.

11. INTERLOCKINGS AT JUNCTIONS:—Concluded.

Rule 536 in Supplement to the Uniform Code, dated May 1, 1945, governs operation of Remotely Controlled Switches by hand.

Movements through turnouts to and from Bridge Company's single track, through Junction Switch, must not exceed 10 miles per hour.

Movements through crossover switches at North Junction must not exceed 10 miles per hour

12. YARD LIMITS:

	FROM		TO	
	MP	Pole	MP	Pole
Chester Subdiv.:				
North Dupo-GM&OCrossing	4	6	9	32
PrDuRocher (Southward Track)	40	0	41	33
PrDuRocher (Northward Track)	41	10	43	28
Gorham (Southward Track) ..	82	20	85	1
Gorham (Northward Track) ..	82	20	85	20
Gale (Southward Track)	115	6	118	4
Gale (Northward Track)	115	6	119	15
Mt. Vernon Subdiv.:				
Pinckneyville	90	0	93	18
Tamaroa	101	31	103	20
Mt. Vernon	121	0	End of track.	
Cape Girardeau Subdiv.:				
Cape Girardeau	125	20	End of track.	
Cairo Subdiv.:				
Thebes Jct.	120	26	121	30
Cairo	142	32	End of track.	
East and West Subdiv.:				
Gorham	84	9	85	37
Bush	106	0	Benton, Marion, Pittsburg, New Bruce, Pollard, Energy and Old Ben Mine No. 9.	

13. SWITCHES:

13-A. Spring Switches:

Subdiv.	Type of Switch	Location	Normal Position
Chester....	No. 10.	Gorham (North lead switch).....	For northward main track.
Chester....	No. 10.	Gale.....	For southward main track.
Mt. Vernon.	No. 10.	Pickneyville.....	For main track.
East and West....	No. 20.	G. C. Junction.....	For northward main track.
East and West....	No. 10.	Bush.....	For main track.

See Rule 535, and Section 3 of Special Instructions in Time-table governing speed restrictions.

GALE:

When Signal No. 1175-L governing trailing point movement from yard to southward main track indicates "Stop", per Rule 292, train or engine must be stopped in clear and trainmen must observe whether a southward train or engine is approaching. If a southward train or engine is approaching, movement onto the southward main track must not be made until such train or engine has passed the switch, or has been stopped clear of the switch. The signal indication does not modify the requirements of Rule 93. After stopping for this signal indicating "Stop" the requirements of Rule 509 will have been complied with by a yard or other engine making a movement **within yard limits only**, when the requirements of Rule 93 are complied with.

13-B. Remotely Controlled Switches:

Subdiv.	Location	Type of Switch	Operated from
Chester....	Flinton. South end siding.....	No. 20	Chester
Chester....	Reily Lake. North Siding switch.....	No. 20	Chester
Chester....	Reily Lake. South Siding switch.....	No. 20	Chester
Chester....	Menard. North Siding switch.....	No. 20	Chester
Chester....	Menard. Both switches south siding cross over.....	No. 10	Chester
Chester....	Chester. Both switches north siding crossover.....	No. 10	Chester
Chester....	Chester. South siding switch.....	No. 10	Chester

13-B. Remotely Controlled Switches:—Concluded.

Subdiv.	Location	Type of Switch	Operated from
Chester....	M. V. Junction. Junction switch.....	No. 20	Chester
Chester....	Ford. Both switches north siding.....	No. 20	Chester
Chester....	Ford. Both switches south siding.....	No. 20	Chester
Chester....	Cora. Both switches north siding.....	No. 20	Chester
Chester....	Cora. Both switches south siding.....	No. 20	Chester
Chester....	Raddle Junction. End two main tracks.	Equilateral No. 20	Chester
Chester....	Raddle Junction. North switch siding between two main tracks.....	No. 10	Chester
Chester....	Raddle. Three switches south end of siding between two main tracks....	No. 10	Chester
Chester....	Howardton. End two main tracks....	No. 20	Halsey
Chester....	Gale. North crossover switch from southward main track to Drill track.	No. 10	Gale
Chester....	Gale. Both switches of Crossover No. 1	No. 10	Gale

(See Rule 536.)

13-C. Normal Position of Switches Other than Spring or Remotely Controlled:

Subdiv.	Location	Normal Position
Chester....	Roots — (Position of crotch switch north end interior siding).	For Flinton Siding.
Chester....	Gale—(South crossover switch from drill track to southward main track).	For southward track.
E&W.....	Gorham—(Switch at intersection of south leg of Wye and northward siding).	For south leg of Wye.
E&W.....	Gorham—Switch at intersection of northward main track and north lead at Gorham Yard.	For northward track.

13-D. Interlocked Switches:

Subdiv.	Location	Type of Switch	Operated From
Chester.....	GM&O Crossing..... (Cross-over between two main tracks.)	No. 10 trailing.....	GM&O Crossing
Chester.....	Flinton..... (Crossover between two main tracks.)	No. 10 trailing.....	Flinton
Chester.....	Flinton..... (End of two main tracks.)	No. 20.....	Flinton
Chester.....	Halsey..... (End of two main tracks.)	No. 20 equilateral turnout.....	Halsey
Chester.....	Halsey..... (North switch of siding fac- ing point from southward main track.)	No. 10.....	Halsey

See Section No. 3 of Special Instructions in Time-table covering Speed Restrictions.

13-E. Handling of Switches by Operators or Switch-tenders:

BLANK.

13-F. Bolt-locked Switches:

BLANK.

13-G. Hand Operated Switch Equipped with Electric Locking Devices:

Subdiv.	Location	Controlled by Signalman at
Chester....	Sand Pit..... (MP 63 Pole 01)	Chester
Chester....	Gorham..... (I. C. Crossover—both switches). (Northward siding—Southswitch).	
Chester....	Gale..... (South crossover switch from Drill track to southward main track.	Gale
Chester....	Gale..... (Switch from team track to southward main track.	Gale

Instructions for handling at Gale and Sand Pit:

TO OPERATE SWITCH FOR MOVEMENT FROM MAIN TRACK TO NON-SIGNALED TRACK:

Some part of engine or cars must occupy the track between the rail joints which are painted white.

Open door of iron box near the switch and follow instructions posted inside.

TO OPERATE SWITCH FOR MOVEMENT ONTO ANY MAIN TRACK:

Secure authority, including track and time limits, from Control Operator, per Rule 531.

After authority is obtained, open door of iron box near the switch and follow instructions posted inside.

Note: To operate switch for movement on Drill track at Gale secure authority from control operator. After authority is obtained, operate switch in usual manner and be governed by signal indication.

Instructions for handling at Gorham:

Open door of iron box near the switch and be governed by instructions posted inside.

14. LOCATION OF CROSSOVERS BETWEEN MAIN TRACKS:

Subdiv.	Location	MP	Pole	Facing or Trailing Point
Chester	Fountain	17	30	Trailing
Chester	Valmeyer	22	13	Facing
Chester	Maeystown	28	4	Trailing
Chester	Fults	33	25	Trailing
Chester	Renault	37	1	Trailing
Chester	Prairie du Rocher	41	13	Facing
		41	29	Trailing
Chester	Modoc	45	31	Trailing
Chester	Flinton	49	6	Trailing
Chester	Jacob	80	30	Trailing
Chester	Gorham	83	29	Facing
Chester	I. C. Crossover	84	31	Trailing
Chester	Powder Plant	98	19	Trailing
Chester	Wolf Lake	99	26	Trailing
Chester	McClure	113	15	Facing
Chester	McClure	113	16	Trailing
Chester	Gale (Crossover No. 3)	115	30	Trailing
Chester	Gale (Crossover No. 2)	117	18	Facing
Chester	Gale (Crossover No. 1)	117	20	Trailing
		118	3	Trailing
East & West	Gorham	84	21	Facing
East & West	Gorham	85	10	Trailing

14-A. Designation of Crossovers Between Main Track and Sidings for Purpose of Identification in Train Orders:

GORHAM:

Switch located at MP 83, Pole 30, Gorham, leading from East and West Subdiv. to northward main track is designated as "NORTH LEAD SWITCH, GORHAM."

BUSH:

Crossover located at MP 108, Pole 23, leading from East and West Subdiv. main track to train yard at Bush is designated as "Train Yard Crossover, Bush."

The specific locations quoted above to be used for identification in train orders.

15. FLASHING LIGHT TRAIN ORDER SIGNALS:

Train order signals at following locations are equipped with flashing lights to distinguish them from other signals:

Subdiv.	Location
Chester	G. M. & O. Crossing
Chester	Flinton
Chester	Chester
Chester	Halsey

16. SIDINGS:

16-A. Sidings of Assigned Direction (See second paragraph Rule 105):

GORHAM:

Siding north of depot between two main tracks is designated as siding for southward trains. Siding south of depot and east of northward main track is designated as siding for northward trains.

16-B. Designation of Sidings:

Chester Subdiv.:

CHESTER:

South end of Menard siding is connected to north end of Chester siding so that both sidings may be used as one siding entrance to, and movement out of which is governed by signal indication. Remotely controlled crossovers are provided at south end of Menard siding and north end of Chester siding for movements from either siding to main track.

Location of switches designated as entrances to yards:

Subdiv.	Station	MILE POST LOCATION OF SWITCHES			
		North		South	
		MP	Pole	MP	Pole
Chester	Gale	116	16	117	18
Mt. Vernon	Pinckneyville	91	22		
Mt. Vernon	Mt. Vernon	123	26		
East & West	Bush	107	06	108	37
East & West	Herrin	114	11	114	37
Benton	Bush			109	10
Cairo	Cairo	144	12		
Cape Girardeau	Cape Girardeau	130	02		

16-C. Sidings in Advance of Train Order Signals: BLANK.

16-D. Sidings Permitted to be used as Team and Storage Tracks, modifying Rule 105(a):

Chester Subdiv.:

Gorham (Southward siding).

Cairo Subdiv.:

Thebes Junction.

Miller City.

Mt. Vernon Subdiv.:

Steeleville.

East and West Subdiv.:

Grimsby.

16-E. Sidings Equipped with Spring Switches for Right Hand Running:

BLANK.

17. BLOCK SIGNALS:

17-A. Automatic Block System:

Subdiv.	Between
Chester.....	MP 49, Pole 3, north of Flinton and MP 78, Pole 1, south of Raddle.
Chester.....	Northward track MP 86, Pole 5, south of Gorham, and MP 83, Pole 30, at north lead switch, Gorham, SIGNALED FOR NORTHWARD MOVEMENT ONLY).
Chester.....	AA Jet. and BB Jet.
Chester.....	North Jet. and Crossover No. 1 at Gale.
Chester.....	Signal No. 1153, MP 115, Pole 9, north end of Gale Yard, and Signal 1181-R, MP 118, Pole 4, at Crossover No. 1, Gale, southward track (SIGNALED FOR SOUTHWARD MOVEMENT ONLY).

Rules 281 to 292-A, and 505 to 519, inclusive, (except Rule 509(b)), and other rules applicable, will govern.

Clearance, Form C, is required before proceeding from a Stop-indication under the provisions of the first paragraph of Rule 509.

17-A. Automatic Block System:—Concluded

APPROACH SIGNALS:

Approach signals to Automatic Block System, displaying only two indications, namely, "Proceed," per Rule 281, and "Proceed at Low Speed" per Rule 285A, are located as follows:

Direction	Signal Number	Location	MP	Pole
Northward...	94D	South of GM&O crossing	10	20
Southward...	481D	South of Modoc.....	46	33
Northward...	780DR	South of Raddle.....	79	7
		(Northward Track)		
Northward...	780DL	South of Raddle.....	79	7
		(Southward Track)		
Southward...	891D	North of Howardton....	88	0

CHESTER:

When Signal No. 615-L at south end of siding at Chester displays stop indication with Letter "S", illuminated it authorizes operation of handthrow switch and movement to yard. Movement from yard to siding must not be made without first securing authority from Control Operator.

GORHAM:

Signal No. 840 is an absolute signal governing movement thru north lead spring switch to Northward Main Track. When this signal indicates "Stop," the requirements of Rule 509 will have been complied with by protection by flag to the "End of Block" sign about 100 ft. north of switch. When this signal indicates "Stop," main track must not be fouled, if a northward train or engine is approaching, until such train or engine has passed the switch, or has stopped clear of the switch. The signal indication does not modify the requirements of Rule 93.

17-B. Operation by Signal Indication, Opposing and Following Movements:

Subdiv.	Between	Control Operation Located at:
Chester....	Flinton and Raddle.	Chester
Chester....	AA Jet. and BB Jet.	Halsey
Chester....	Crossover No. 1 at Gale and North Junction (WEST TRACK ONLY).	Gale

17-B. Operation by Signal Indication, Opposing and Following Movements:—Concluded.

Two main tracks are designated "West Track" and "East Track".

Rules 525 to 551, inc., and other rules applicable, will govern.

HOWARDTON:

Indication of southward Absolute Signal No. 905-L located just north of Junction of two main tracks at Howardton, does not relieve train and enginemen of the duty of protecting movement of their train out of siding onto northward main track and to signal, as prescribed by Rules 99 and D-152. If signal does not clear after siding switch is opened, trainman will communicate with signalman.

GALE:

Between Signal No. 1194-L North Jct., and Signal No. 1181-R at Gale, the provisions of Rule 534 (b) apply. (West Track Only.)

17-C. Operation by Signal Indication with the Current of Traffic:

Subdiv. Between

Chester. Between signal No. 1194-R, at North Junction, and signal No. 1182-R, at Crossover No. 1, Gale. (NORTHWARD TRACK ONLY).

Rules 580 to 583, inc., and other rules applicable, will govern.

Movements against the current of traffic will be authorized by train order only.

Train orders must designate Junctions, Crossovers or Switches of Sidings between which movements against current of traffic are authorized.

Train orders will be issued to work extras, giving them working limits.

18. SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS AND ENGINES OUTSIDE AUTOMATIC BLOCK SIGNAL TERRITORY:

BETWEEN G. M. & O. CROSSING AND FLINTON, BETWEEN RADDLE AND AA JCT. AND BETWEEN BB JCT. AND CROSSOVER No. 1, GALE, trains may run with the current of traffic without train orders, but must not cross over and move against the current of traffic, unless authorized by Train Order, Form D-R, except in emergency under flag protection after securing permission from Train Dispatcher. Second Class and Extra trains must receive Clearance, Form C at G. M. & O. Crossing and Gale. (See Section No. 6 of these instructions). Trains started at other than initial stations mentioned above, except as provided in Section 6, must have Clearance, Form C, or permission from train dispatcher before proceeding. Work trains in this territory will be authorized only by Train Orders, Form D-H.

18. Concluded

WITHIN YARD LIMITS BOUNDED BY BUSH, BENTON, MARION, PITTSBURG, ENERGY AND OLD BEN MINE No. 9:

Authority for movement of engines or trains other than first-class trains is Movement Card, Form CF, issued over the signature of train dispatcher. It must not contain any information or instructions not essential to such movement. It must be brief and clear, in the prescribed form when applicable. Foreign engines must be specified by initials and numbers on Movement Cards.

Each Movement Card must be written in full on Movement Card Sheet, Form 6716-A, by the train dispatcher, with the time complete and train dispatcher's initials.

Enginemen and firemen, and when practicable, head brakeman, must read Movement Cards, and have a definite and proper understanding of their requirements. Engine foremen or conductors and when practicable, trainmen, must read Movement Cards, and have a definite and proper understanding of their requirements.

Upon arrival at a meeting point, if train or engine to be met has not arrived or when Movement Card is necessary for further movement of their train, engine foremen or conductors must report promptly to train dispatcher for instructions.

Upon arrival at point where Movement Card expires or when leaving main track to perform work, engine foremen or conductors must report at once, their arrival to train dispatcher.

19. DOUBLE HEADING TRAINS:

When double heading, the smaller engine will be used as lead engine, and, in passenger service, such lead engine shall be manned by regular engine crew. This does not apply to double heading in helper service.

Note: Following engines are considered as of the same size under these instructions:

1100, 1200, 1300, 1400, 1500, 1700, 2100, 2200, 5300, 6400 and 6600 classes.

The following 6500 class engines, account equipped with standard draft gear and 6x8 inch shank couplers at rear of tenders, can be used as the second engine when double-headed:

6501, 6506, 6509, 6512.

The following one class engines have been equipped with standard draft gear and 6x8 shank couplers at rear of tender and may be used (non-stokers should be used) as the second

19. DOUBLE HEADING TRAINS:—Concluded

engine when doubleheading in freight service and may be used as second engine in passenger service, when equipped with steam heat and air signal equipment, viz.:

Engine Number	Coal or Oil	Hand Fire or Stoker	Engine Number	Coal or Oil	Hand Fire or Stoker
6	Coal	BK	100	Coal	BK
8	Oil	.....	101	Coal	BK
9	Coal	BK	102	Coal	BK
10	Oil	.....	105	Coal	BK
11	Coal	BK	108	Coal	BK
12	Coal	BK	112	Coal	BK
13	Coal	BK	113	Coal	BK
14	Coal	BK	114	Coal	BK
15	Coal	BK	117	Coal	BK
17	Coal	BK	118	Coal	BK
21	Coal	BK	121	Coal	BK
22	Coal	BK	122	Coal	BK
28	Coal	BK	123	Coal	BK
30	Coal	BK	124	Coal	BK
31	Coal	BK	125	Coal	BK
34	Coal	BK	127	Coal	BK
36	Coal	BK	128	Coal	Hand
37	Coal	BK	129	Coal	BK
38	Coal	BK	131	Coal	BK
40	Coal	BK	135	Coal	Hand
43	Coal	BK	136	Coal	BK
46	Coal	BK	139	Coal	BK
48	Coal	BK	143	Coal	BK
57	Coal	BK	146	Coal	BK
59	Coal	BK	147	Coal	BK
60	Coal	BK	150	Coal	BK
64	Coal	BK	152	Coal	BK
65	Coal	BK	153	Coal	BK
66	Coal	Hand	155	Coal	BK
67	Oil	.....	157	Coal	Hand
71	Coal	BK	162	Oil	.....
72	Coal	BK	164	Oil	.....
73	Oil	.....	165	Coal	BK
74	Coal	BK	167	Coal	BK
76	Coal	BK	168	Coal	BK
77	Coal	BK	170	Coal	BK
88	Coal	BK	171	Coal	BK
89	Coal	BK	173	Oil	.....

20. HELPER AND PUSHER SERVICE:

20-A. Helper Service:

Helper engine must not occupy main track until after the train to be helped has been stopped.

After train is stopped a full service brake pipe reduction must be made, then doubleheading cock closed on "train-engine."

The helper engine must be coupled ahead, brake pipe and air signal hose coupled, and test of train brake made to know that brakes are operating by brake valve of lead engine.

After helper move has been completed, train must be brought to stop and brakes applied with full service reduction before helper engine is cut off. After helper engine is uncoupled, doubleheading cock on "train-engine" will be opened and test made to know that brakes are operating by brake valve of the "train-engine." (See Section 6, Brown Book.)

On passenger trains, after starting, engineman handling train will make a running brake test. (See Section 8, Rule 806, Brown Book.)

20-B. Pusher Service:

In pushing trains out of yard where pusher engine does not go beyond the main track switch, it will be permissible to do so without coupling air, but if pusher engine goes out on main track, air must be coupled through the pusher engine in rear, and double-heading cock under brake valve on pusher engine in rear closed, to avoid overcharging rear end or pumping off brakes when applied by "train-engine." (See Section 6, Brown Book.)

21. BRIDGES OVER NAVIGABLE STREAMS:

Subdivision	Name	MP	Pole
Chester.....	Okaw River Bridge 69...	52	12

This bridge contains movable span which can be opened for occasional passage of boat. Track rails are continuous and movable span is not interlocked.

The opening of the span is covered by special regulations of the War Department and advance notice must be given by boat operators when desiring to move boats through the bridge. Movable span must not be opened for passage of boat or otherwise until flagman with stop signals have been sent out a sufficient distance in both directions, to insure full protection, as prescribed by M. of W. Rule 99-e.

22. OPERATION OVER FOREIGN LINES:

(a)—Between St. Louis Union Station and Valley Jct., use of Terminal R. R. Assn. and St. Louis Municipal Bridge Railway tracks;

Train and enginemen using these tracks will be governed by Terminal R. R. Assn. and St. Louis Municipal Bridge Railway Rules and Special Instructions, provide themselves with copies thereof and be conversant therewith.

(b)—Between North Junction and Illmo, via Southern Illinois & Missouri Bridge Company tracks:

Train and enginemen using these tracks will be governed by SI&MBCo Special Instructions No. 1, provide themselves with copies thereof and be conversant therewith.

(c)—Between North Junction and Bridge Junction (Single Track), signaled for traffic in both directions, via S. I. & M. B. Company tracks:

Train and enginemen using these tracks will be governed by SI&MBCo Special Instructions No. 1, provide themselves with copies thereof and be conversant therewith.

(d)—Between Pinckneyville and Pyatt: —Use of Illinois Central tracks:

Train and enginemen will be governed by Illinois Central RR Time-tables, Rules and Special Instructions, provide themselves with copies thereof and be conversant therewith.

(e)—Between Illmo and Paragould, use of St. L. S. W. tracks:

Train and enginemen will be governed by The Uniform Code of Operating Rules, St. L. S. W. Time-tables, Special Instructions and Bulletin Orders, provide themselves with copies thereof and be conversant therewith.

(f)—Between south lead of C. B. & Q. yard and depot at Zeigler; C. B. & Q. leads at Old Ben 9 and Old Ben 14 Mines—use of C. B. & Q. tracks:

Trains and engines will be governed by C. B. & Q. Rule 908, reading:

"Engines and cars must be moved on yard tracks only as such tracks are seen or known to be clear. Before moving cars on station or industry tracks, train and yard men must know that the cars can be moved with safety."

22-A. Operation in Terminals on Connecting Divisions:

ST. LOUIS TERMINAL DIVISION.

St. Louis Terminal Division Special Instructions and Bulletin Orders govern.

22-B. Operation of Foreign Line Trains over Missouri Pacific Tracks:

(a)—BETWEEN NORTH JUNCTION AND VALLEY JUNCTION—use of Mo. Pac. tracks by StLSW.

StLSW train and enginemen will be governed by The Uniform Code of Operating Rules, MoPac Time-tables, Special Instructions and Bulletin Orders, provide themselves with copies thereof and be conversant therewith.

(b)—BETWEEN I. C. CONNECTION AND BUCKHORN LEAD—use of Mo. Pac. tracks (within yard limits) by I. C.

I. C. train and enginemen will be governed by Mo. Pac. time-table, Uniform Code of Operating Rules and Special Instructions supplementary thereto.

Before I. C. trains or engines enter Mo. Pac. main track, authority to occupy main track under provisions of Rule 93, must be received from Train Dispatcher at Bush and entered on Movement Card, Form CF.

Before issuing movement card, Form CF, train dispatcher must know that first-class trains due at I. C. Connection and Buckhorn Lead, have arrived and left.

(c)—BETWEEN C. B. & Q. CONNECTION ZEIGLER AND ROYALTON JCT.—use of Mo. Pac. tracks (within yard limits) by C. B. & Q.

C. B. & Q. train and enginemen will be governed by Mo. Pac. time-table, Uniform Code of Operating Rules and Special Instructions supplementary thereto.

Before C. B. & Q. trains or engines enter Mo. Pac. main track, authority to occupy main track under provisions of Rule 93, must be received from Train Dispatcher at Bush and entered on Movement Card, Form CF.

(d)—BETWEEN C. B. & Q. CONNECTION VIA NORTH LEG OF WYE, MAIN TRACK, AND SOUTH END OF EMPTY YARD, HERRIN—use of Mo. Pac. tracks (within yard limits) by C. B. & Q.

22-B. Operation of Foreign Line Trains over Missouri Pacific Tracks:—Concluded.

C. B. & Q. train and enginemen will be governed by Mo. Pac. time-table, Uniform Code of Operating Rules and Special Instructions supplementary thereto.

Before C. B. & Q. trains or engines enter Mo. Pac. main track thru north leg of wye, authority to occupy main track under provisions of Rule 93 must be received from Train Dispatcher at Bush and entered on Movement Card Form CF.

Before issuing movement card, Form CF, train dispatcher must know that first class trains due at Herrin and Chalk Jct., have arrived and left.

(e)—BETWEEN SOUTHERN RAILWAY CONNECTION TRACK AND MT. VERNON CAR MANUFACTURING COMPANY CONNECTION TRACK AT MT. VERNON—use of Mo. Pac. tracks (within yard limits) by Southern Railway.

Southern Railway train and enginemen will be governed by Mo. Pac. time-table, Uniform Code of Operating Rules and Special Instructions supplementary thereto.

23. FREIGHT TRAINS HANDLING PASSENGERS: BLANK.

24. TRAIN ORDER DELIVERY DEVICES:

Subdiv.	Station	Location
Chester	GM&O	Crossing... West side of Southward track for Southward trains opposite interlocking tower.
Chester	Flinton	East side of Northward and West side of Southward tracks at interlocking tower.
Chester	Chester	West side of main track at telegraph office.
Chester	Gorham	East side of Northward track for Northward trains at telegraph office.
Chester	Gale	East side of Northward and West side of Southward tracks at telegraph office.

24. TRAIN ORDER DELIVERY DEVICES:—Concluded.

Passenger Trains:—Enginemen will receive orders from top fork, conductors from middle fork and rear trainmen from bottom fork.

Passenger Trains Double-Heading:—Enginemen on lead engine will receive orders from top fork, enginemen on second engine from middle fork, conductors from bottom fork and Operator will hand up orders to rear trainmen.

Freight Trains:—Enginemen will receive orders from top fork and rear trainmen from bottom fork.

Freight Trains Double-heading:—Enginemen on lead engine will receive orders from top fork, enginemen on second engine from middle fork and rear trainmen from bottom fork.

25. MOTOR CARS:

Following instructions will govern movement of motor cars dead in tow:

(a) Motor Cars or Motor Trailer Cars must not be moved or coupled between other cars in train movement or switching.

(b) Remove handle from engineer's brake valve, except on cars having ET Brake Equipment which must have automatic brake valve cut out, "dead man" feature cut out, and "dead engine" feature cut in.

(c) Remove controller handle.

(d) In cold weather, put up front radiator shields; drain radiator, engine cylinders and water circulating pump; and drain Arcola car heater and radiating coils or maintain fire in heater, making certain that valves connecting engine cooling system and heating system are closed and not leaking.

(e) Shut air valve to gasoline fuel tank.

(f) Open main battery switch.

25-A. Use of sand in operation of Single-Unit Motor Cars, or Steam or Diesel Engines moving light:

In the operation of a Single-Unit Motor Car, or a Steam or Diesel Engine moving light, in automatic block signal territory, only sufficient sand will be used to insure safe operation.

If necessary to use sand to stop, move the engine or motor car a sufficient distance to clear sanded portion of rails immediately after stopping, to insure proper operation of block signals.

26. QUALIFICATIONS OF LOCOMOTIVE ENGINEER:

For Passenger Service, an engineer must have had two years' service as road engineer, and must have made a trip as engineer or fireman, in either passenger or freight service, over the subdivision during the preceding 150 days. Having made such a trip as fireman, but not as engineer, he may qualify by making this fact known to his conductor and, before starting trip, the two of them thoroughly discuss and arrive at a mutual understanding of all bulletin orders issued on said subdivision during such 150 day period. Not having had such service as either engineer or fireman, he may qualify by making a round trip over said subdivision either as engineer or fireman in freight service, or as a student to familiarize himself with changed conditions.

For Freight Service, an engineer must have made a road trip over the subdivision as engineer or fireman during the preceding twelve months. Not having had such service, he may qualify by making a round trip over said subdivision as a student to familiarize himself with changed conditions. An engineer who qualifies under these provisions but has not made road trip as engineer during the preceding 150 days, will make this fact known to his conductor and, before starting the trip, the two of them will thoroughly discuss and arrive at a mutual understanding of all bulletin orders issued on said subdivision during such 150 day period.

Qualifications for engineers in this paragraph will also apply to engineers handling Troop trains.

The following Subdiv's. are excepted from the provisions of instructions under this section:

Cape Girardeau Subdiv. Cairo Subdiv.
Benton Subdiv.

27. MANNER OF PROTECTING OBSTRUCTED TRACK ON LIGHT TRAFFIC SUBDIVISIONS, BY TRAIN ORDER AND SIGNALS PLACED BY MAINTENANCE OF WAY EMPLOYEES:

Rules and regulations for Maintenance of Way and Structures, effective September 1, 1941, includes rule 99 (f), affecting train movement, which is repeated below for information and guidance of employes affected thereby:

"99 (f), Protection by Train Order.—Protection required by Rule 99 (e) may be given by train order on such light train subdivisions as may be designated by the Superintendent.

Request for "X-S" train order protection shall be made by wire to the Train Dispatcher, using symbol "X-S" to identify the message. The request must clearly specify period of time protection required, naming each day; the location, mile post and pole; time limits, and any additional information that may be needed by the Train Dispatcher.

27. Continued

After Train Dispatcher has acknowledged receipt of the symbol "X-S" message and has advised the foreman or man in charge that train order protection has been or will be provided as requested, a red flag must be placed 400 feet in each direction in advance of structure or track being protected. Yellow restricting signals shall be placed 3500 feet in advance of the red flags; and two torpedoes shall be placed on rail 300 feet in advance of the yellow restricting signals (see diagram below).

Red flags shall be not less than 2 feet by 3 feet in size and supported on two staffs placed astride the rail on engineman's side so they are plainly visible. Yellow restricting signals must be placed not more than 8 feet from rail and torpedoes must be placed on the rail on engineman's side for approaching trains.

Trains will stop before passing the red flag and be governed by verbal instructions from the foreman or man in charge. If work is not completed and track or structure not restored for normal use within time limit specified by the train order, full protection shall be provided as required by Rule 99 (e).

The following form "X-S" train order will be used, copy of which will be furnished to trains in both directions and to foreman or man in charge, when practicable:

"701 AM until 4 01 PM stop before passing over bridge 54 MP 198 Pole 10 between Holly Grove and Clarendon and do not proceed until verbally authorized by foreman in charge."

"10 01 AM until 4 01 PM stop before passing over track MP 135 to MP 135 Pole 20 between Amity and Glenwood and do not proceed until verbally authorized by foreman in charge."

The maximum length of track that can be protected by form "X-S" train order is one mile.

Only the foreman or man in charge is permitted to place and remove the red flags.

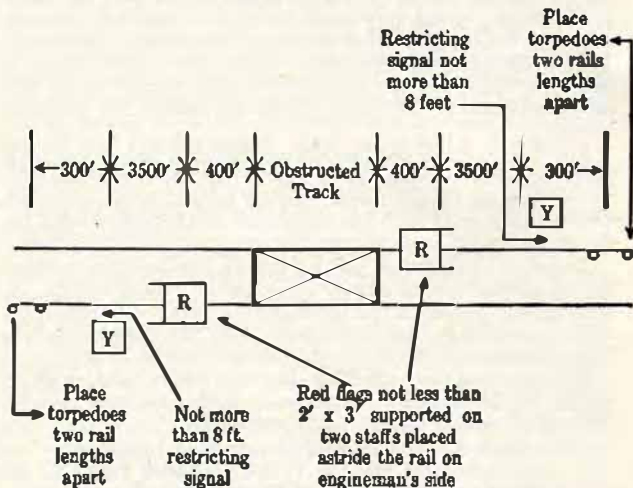
Form "X-S" train orders shall not be used between sunset and sunrise or during stormy and foggy weather, when signals cannot be plainly seen."

The following light traffic subdivisions are designated as territory where the provisions of this rule will apply:

CAIRO	EAST AND WEST
CAPE GIRARDEAU	(Between Bush and Marion, including mine leads and territory between Chalk Jct. and Energy.)
BENTON	MT. VERNON
(including mine leads)	(Between Pinckneyville and Mt. Vernon.)

27. Concluded

Chart for placing stop signals when train order from "X-S" is used for protection light traffic lines:



28. MOVEMENT OF TRAINS THROUGH TUNNELS; BLANK.

29. BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE:

Name	Station Number	Miles from Valley Jct.	Capacity Cars
Chester Subdiv.:			
Kise.....	C22	13.34	6
Roots.....	C59	50.55	5
Fort Gage.....	C64	55.51	3
Sand Pit.....	C71	63.02	5
Rockwood.....	C79	70.44	5
Jones Ridge.....	C83	74.63	5
Hogans Pit.....	C83	74.63	7
Johns.....	C96	87.56	2
Munz.....	C102	93.60	10
La Rue.....	C105	96.56	6
Wolf Lake (Powder Plant)	C107A	98.56	20
Potts.....	C115	106.75	6

29. BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE:—Concluded

Name	Station Number	Miles from Valley Jct.	Capacity Cars
Mt. Vernon Subdiv.:			
Clores.....	CA4	65.84	5
Poland.....	CA7	68.66	4
Dugan.....	CA8	70.00	25
S. I. C. C. Spur.....	CA18	77.87	100
Kampenville.....	CA18B	80.31	10
Derrick.....	CA36	97.63	3
Miller.....	CA38	99.38	1
Isline.....	CA47	108.76	5
Ryder.....	CA56	117.04	3
Arthur.....	CA62	123.51	6
East and West Subdiv.:			
Charco.....	CD7	91.12	10
Bartle.....	CD14	98.42	2
Hallidayboro.....	CD18A	102.05	50
Benton Subdiv.:			
Sohio.....	CD39	123.35	12
Cairo Subdiv.:			
Clay.....	CG3	122.26	2
Shasta.....	CG8	128.39	3
Alfalfa.....	CG20	140.45	5
Cape Girardeau Subdiv.:			
Beck.....	CF2	124.06	4

30. SPECIAL INSTRUCTIONS COVERING SOUNDING OF LOCOMOTIVE WHISTLE AND BELL AT PUBLIC CROSSINGS, ETC., SUPPLEMENTING OR MODIFYING RULES 30, 31, 31(a) AND 32; REPEATED BELOW:

"Rule 14(1). Whistle signal — — o — — (two long, one short and one long) Approaching public crossings at grade. To be prolonged or repeated until crossing is occupied by engine or car. (See Rules 31 and 31(a).)"

"Rule 30. Except where the momentary stop and start, forward or backward, are a continuous switching movement, the engine bell must be rung when an engine is about to move, and while approaching and passing public crossings at grade, stations, through tunnels and snow sheds."

30. Concluded

"Rule 31. The whistle must be sounded where required by rule or law.

"In case of whistle failure, speed must be reduced and the bell rung continuously when approaching and passing through stations, yards, over highway crossings, and around curves."

"Rule 31 (a). Engineman must sound whistle signal as prescribed by Rule 14 (l) approaching tunnels and snow sheds, and, when view is restricted by weather, obscure curves, or other unusual conditions, should frequently sound the whistle to warn trackmen and others."

"Rule 32. The unnecessary use of either the whistle or the bell is prohibited."

MENARD:

Whistle signal 14(l) will not be sounded approaching highway crossing, MP 60, Pole 13 at Power House of Southern Illinois Penitentiary at Menard, except as a warning where person or vehicle is on or approaching the crossing oblivious to approach of the train and whose attention cannot be attracted by ringing of bell. Watchman and gate have been placed at this crossing.

31. SPECIAL INSTRUCTIONS GOVERNING PROTECTION OF PUBLIC CROSSINGS, SUPPLEMENTING RULE 103:

At public crossings at grade shown below, trains and engines must be stopped and proceed over the crossing only after a member of the crew has protected the crossing:

Subdiv.	Location	Crossing
Chester	Chester	Concrete slab between Cole's mill and water tank on yard track to Cole's Mill.
Mt. Vernon	Percy	Two public crossings on GM&O connection.
Mt. Vernon	Pinckneyville	Public crossings on each leg of Wye.
Mt. Vernon	J.S.W. Connection	Concrete slab on connection
Mt. Vernon	Mt. Vernon	12th Street, 10th Street, Shawnee and Perkins Ave.
East & West	Marion	Court Street and North Market Street
Cairo	Cairo	Walnut Street
Cape Girardeau	Cape Girardeau	Williams Street
Cape Girardeau	Cape Girardeau	Giboney Street

32. SPECIAL INSTRUCTIONS RELATING TO OPERATION OF DIESEL ENGINES AND "EAGLE" TRAINS:

1. USE OF PUSH BUTTON BELL:

Supplementing Rule 14 (m): Mail apartment cars of "Eagle" trains are equipped with bells operated by push-button from the Diesel engine. Enginemen will sound this bell approaching mail cranes.

2. USE OF OSCILLATING WHITE HEADLIGHT ON DIESEL ENGINES:

Certain Diesel engines are equipped with both a straight beam and a white oscillating headlight. The straight beam headlight will be displayed in conformity with Rules 17 and 17 (a), of the Uniform Code of Operating Rules. The white oscillating headlight will be displayed continuously at night while engine equipped with such headlight is being operated on main track in road service, except it must be extinguished:

- (1) while passing through yards where yard engines are employed;
- (2) approaching stations at which stops are to be made or where trains are receiving or discharging passengers;
- (3) approaching train order signals, junctions, terminals, meeting points, or while standing on main track at meeting points;
- (4) on two or more tracks when approaching train in the opposite direction;
- (5) when standing or running backward in yards where other engines are employed.

The oscillating headlight will also be extinguished when train has turned out to meet another train and has stopped clear of the main track.

3. USE OF RED OSCILLATING HEADLIGHT ON DIESEL ENGINES:

The following will govern use of oscillating red headlight:

When train becomes disabled or makes sudden stop due to unusual occurrence, or when an adjacent track is obstructed or there is possibility of it being obstructed, if red headlight is not set in motion automatically, engineer must immediately set it in motion by manual operation, and then extinguish white headlight.

A train on adjacent track must stop before passing red headlight ascertain the cause and be governed by conditions.

When head end protection is required, engineer will immediately display red headlight, then extinguish white headlight. When occupying main track in meeting an opposing

32. SPECIAL INSTRUCTIONS RELATING TO OPERATION OF DIESEL ENGINES AND "EAGLE" TRAINS: —Continued

train, red headlight will be displayed until opposing train dims its headlight in accordance with Rule 17, after which, if switch is lined to permit opposing train to enter siding, red headlight will be extinguished.

Engineer finding red headlight displayed by opposing train, must stop before passing headlight, ascertain the cause and be governed by conditions.

Display of red headlight does not relieve enginemen nor trainmen from protecting front of train in accordance with Rule 99, when required.

If red headlight has been set in motion automatically and necessity no longer exists, engineer must extinguish it.

When standing at terminals and red headlight is not required, it must be extinguished.

Note: Diesel Engines 7005 to 7017, inclusive, are equipped with oscillating red headlights.

4. USE OF STANDARD HEADLIGHT ON DIESEL ENGINES:

Supplementing Rule 17 of the Uniform Code of Operating Rules:

Standard headlight will be displayed brightly to the front of every diesel-powered train by day and will be dimmed or extinguished as prescribed by Rule 17.

5. INSTRUCTIONS RELATING TO EMPLOYEES IN CAB OF DIESEL ENGINES:

On Diesel Engines on high-speed streamlined or main line through passenger trains, two men must be in the cab at all times when the train is in motion.

Engineers and firemen employed on such Diesel Engines must arrange for patrol of the engine room during the time station work is being performed, or when train is stopped a sufficient length of time for any other reason.

During all the stops referred to, firemen must patrol engine room, check gauges, adjust shutter, give necessary attention to purulator, and make general observation of condition of all equipment.

If the alarm sounds while the train is in motion, stop will be made, cause ascertained, and such corrective measures taken as conditions may require.

32. SPECIAL INSTRUCTIONS RELATING TO OPERATION OF DIESEL ENGINES AND "EAGLE" TRAINS: —Concluded

6. IDENTIFYING NUMBERS ON DIESEL ENGINES:

The identifying numbers on the operating control units of Diesel Engines must be displayed and the identifying numbers on the non-operating control units must be concealed, while in road service.

33. RULES AND INSTRUCTIONS WITH WHICH EMPLOYEES SHOULD PROVIDE THEMSELVES:

Employee must provide themselves with a copy of and be conversant with all rules and instructions applicable to their duties, including:

The Uniform Code of Operating Rules.

Circular 33, Safety Rules.

Maintenance and Operation of Air Brake, Air Signal, Steam Heat and Air-Conditioning Equipment, and Train Handling Instructions.

Circular 81, Rules and Instructions for The Government and Protection of Employee, whose Duties Require them to go between, under or about Engines or Cars.

Association of American Railroads' (MCB) Rules Governing Condition and Interchange of Cars.

Loading Rules.

I. C. C. Regulations for the Transportation of Explosives, Inflammables and other Dangerous Articles.

Instructions covering the Routing and Carling of Road Haul Cars.

Freight Train Classification.

Red Ball System.

Car Service Rules.

Instructions covering the handling of Live Stock.

Such instructions as are issued by accounting and traffic officers, and instructions for the handling of mail, baggage, express, perishable freight, car demurrage and storage, diversion and reconsignment of freight and other instructions pertaining to their duties.

34. TABLE OF SPEEDS:

Miles Per Hour	One Mile In	
	Minutes	Seconds
5.....	12	0
8.....	7	30
10.....	6	0
12.....	5	0
15.....	4	0
18.....	3	20
20.....	3	0
25.....	2	24
30.....	2	0
35.....	1	43
40.....	1	30
45.....	1	20
49.....	1	14
50.....	1	12
55.....	1	5
59.....	1	2

35. CAPACITY OF PASSENGER ENGINES IN ACTUAL TONS (Passenger Service):

Between	Engines									
	5335 to 5339	5340 to 5344	5321 to 5327	5308 to 5316	1156 to 1161	6601 to 6629	6421 to 6444	6401 to 6420	6501 to 6521	5502 to 5540
St. Louis and North Jct.....	1655	1630	1550	1355	1190	1220	1070	975	660	590

36. OPERATION OF RIVER TRANSFERS:

BLANK.

37. TELEPHONES:

Location of telephones in booths and other buildings, other than telegraph offices, connected with dispatching circuit:

Location	MP	Pole	Booth or Building in which located
Chester Subdiv.:			
Dupo.....	6	27	South Yard Office
Warnock.....	15	6	Booth
Fountain.....	17	22	Booth

37. TELEPHONES:—Continued

Location	MP	Pole	Booth or Building in which located
Chester Subdiv.—Continued			
Valmeyer.....	22	20	Booth
Valmeyer.....	23	25	Booth
Maeystown.....	28	1	Booth
Fults.....	33	24	Booth
Renault.....	37	6	Booth
Danley.....	39	17	Booth
Danley.....	40	16	Booth
Prairie du Rocher.....	41	25	Booth
Modoc.....	45	28	Booth
Roots.....	50	31	Booth
Roots.....	51	0	Booth
Reily Lake.....	53	3	Booth
Reily Lake.....	53	8	Booth
Reily Lake.....	54	12	Booth
Reily Lake.....	54	18	Booth
Menard.....	59	7	Booth
Menard.....	59	28	Booth
Menard.....	60	11	Booth
Chester.....	60	17	Booth
Chester.....	61	37	Booth
Sand Pit.....	63	1	Booth
MV Junction.....	63	24	Booth
MV Junction.....	63	30	Booth
Ford.....	64	11	Booth
Ford.....	64	18	Booth
Ford.....	65	7	Booth
Ford.....	65	24	Booth
Ford.....	65	27	Booth
Ford.....	66	31	Booth
Ford.....	67	1	Booth
Cora.....	70	10	Booth
Cora.....	70	14	Booth
Cora.....	71	17	Booth
Cora.....	71	23	Booth
Cora.....	72	31	Booth
Cora.....	73	0	Booth
Jones Ridge.....	74	24	Booth
Raddle Junction.....	76	13	Booth
Raddle Junction.....	76	20	Booth
Raddle.....	77	7	Booth
Raddle.....	77	34	Booth
Jacob.....	..	..	Cabinet in depot
Gorham.....	82	33	Booth
Gorham.....	84	4	Depot—Reg. Room
Gorham.....	84	29	Booth

37. TELEPHONES:—Continued.

Location	MP	Pole	Booth or Building in which located
Chester Subdiv.:—Concluded			
Howardton.....	89	2	Booth
Howardton.....	90	16	Booth
Howardton.....	..	..	Section Foreman's residence
Halsey.....	96	7	Booth
Powder Plant (Crossover).....	98	19	Booth
Wolf Lake.....	99	23	Booth
Ware.....	104	3	Booth
Reynoldsville.....	109	28	Booth
Reynoldsville.....	110	33	Booth
McClure.....	113	15	Booth
Gale.....	115	32	Booth
Gale.....	116	14	Booth
Gale.....	116	16	Booth
Gale.....	117	19	Yardmaster's Office
Gale.....	117	30	Section House
Gale.....	118	3	Booth
Gale.....	118	7	Booth
Gale.....	118	20	Booth
North Junction.....	119	13	Booth
North Junction.....	119	21	Booth
Cairo Subdiv.:			
Thebes Jct.....	120	0	Booth
Thebes Jct.....	120	28	Booth
Miller City.....	130	34	Booth
Cairo.....	..	..	Car Inspector's Cabin
Cape Girardeau Subdiv.:			
Cape Deau Jct.....	122	32	Booth
Marquette.....	127	18	Booth
Cape Girardeau.....	130	10	Booth on Freight Platform

37. TELEPHONES:—Continued

Location	MP	Pole	Booth or Building in which located
East and West Subdiv.:			
GG Jct.....	85	36	Booth
Grimsby.....	86	17	Booth
Grimsby.....	87	25	Booth
Murphysboro.....	..	..	Conductors Room in depot
ND-Bond.....	100	29	Booth
ND-Bond.....	102	2	Booth
Bush.....	107	4	Booth
Bush.....	108	10	Trainmen's Room in Depot
Clifford.....	111	35	Booth
I. C. Interchange Track.....	114	0	Booth
Herrin.....	114	33	Booth
Herrin Empty Yard.....	115	15	Booth
Chalk Junction.....	116	10	Booth
I. C. Connection.....	116	24	Booth
B-H Jct.....	116	28	Booth
Freeman Spur.....	118	2	Booth
Berry Yard.....	119	22	Booth
McClintock Wye.....	121	0	Booth
West Virginia.....	123	19	Booth
Marion.....	126	10	Booth
Marion.....	..	..	Cabinet in depot
Johnston City.....	House	Trk Sw	Booth
Benton Subdiv.:			
Royalton Jct.....	110	9	Booth
Weir.....	112	18	Booth
Zeigler.....	115	15	Booth
Buckner Lead.....	117	34	Booth
Orient Wye.....	118	26	Booth
Benton.....	124	13	Cabinet in depot
Mt. Vernon Subdiv.:			
Welge.....	71	25	Booth
Steeleville.....	..	..	Cabinet in Freight Room

37. TELEPHONES:—Concluded.

Location	MP	Pole	Booth or Building in which located
Mt. Vernon Subdiv.:—Concluded			
Steeleville.....	78	2	Booth
New Wilson.....	83	21	Booth
Conant.....	87	17	Booth
Pinckneyville.....	91	23	Booth
Pinckneyville.....	91	23	Agent—Yard-master's Office
Scheller.....	111	7	Booth
Waltonville.....	114	17	Booth
J. S. W. Connection.....	121	30	Booth

38. INSTRUCTIONS GOVERNING RESTRICTION OF USE OF PASSENGER EQUIPMENT:

- 1. Occupying wooden passenger carrying equipment** will not be accepted for movement. If necessary to move such cars, they will be handled only when unoccupied and then only on rear of train.
- 2. Occupied steel underframe passenger carrying cars** will not be handled. If necessary to move such cars, they may be handled only when unoccupied and then only when there is an all steel unoccupied car next between them and an occupied car.
- 3. Wooden or steel underframe baggage cars** must not be used as "kitchen" cars in troop trains, as kitchen cars are occupied cars.
- 4. Steel underframe baggage, express or storage mail cars** when unoccupied may be handled between steel or steel underframe cars, or between the engine and steel or steel underframe cars. However, when operating between St. Louis and Texarkana and between Memphis and Little Rock, such unoccupied steel underframe cars may be handled only when there is an unoccupied all steel constructed car between such a steel underframe car and any occupied all steel car.

38. INSTRUCTIONS GOVERNING RESTRICTION OF USE OF PASSENGER EQUIPMENT:—Concluded

- 5. Light-weight streamlined cars** shall not be handled in our passenger trains, unless cars are constructed to meet the latest A. A. R. specifications. All Missouri Pacific light-weight streamlined "Eagle" cars are constructed to meet the latest A. A. R. specifications.

39. CLEARANCES:

In the absence of any regulations whatever, or of uniform clearance regulations, in the various States through which this railroad operates, after detailed field investigation, the appended "Minimum Safe Clearance Diagram for Transportation Employes" has been adopted for wire lines and structures (such as bridges, building platforms, poles, fences, etc.), along or over the tracks. Additionally, it has been decided that tracks should, as a general proposition, be spaced not less than 13 feet from center to center.

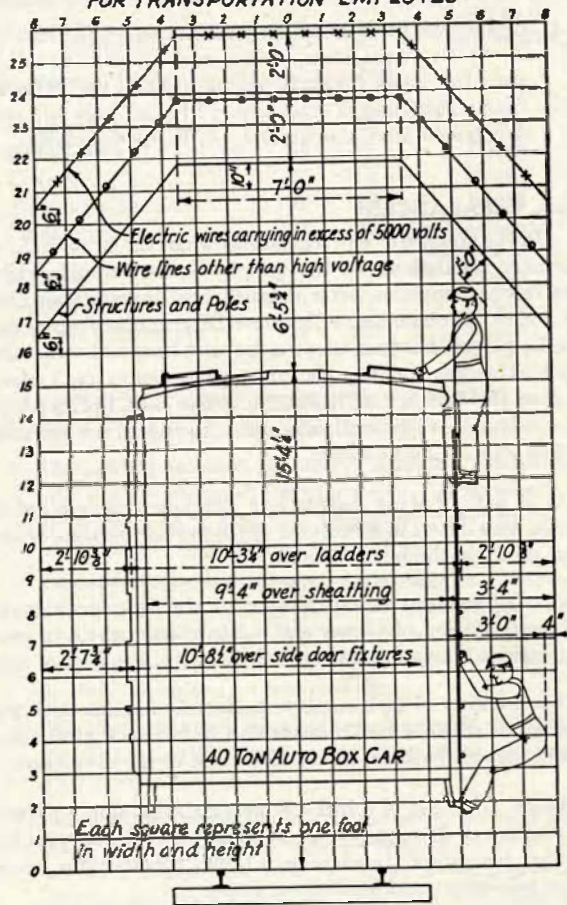
As of date of these instructions the following is a list of tracks, wire lines and structures which provide clearances less than shown in these instructions.

This list does not include low switch stands, dwarf signals, passenger station platforms and cattle guards which in general provide limited clearance immediately above base of rail.

It is the duty of each employe to become familiar with the location of all these obstructions and to use such precaution as will prevent personal injury to himself or his co-workers.

Note: This list is subject to change from time to time. Employes will keep posted at all times on such changes, including temporary restrictions during construction work which will be covered by Bulletin Order.

MINIMUM SAFE CLEARANCE DIAGRAM FOR TRANSPORTATION EMPLOYEES



Increase in horizontal clearance required account curvature

	Inside of Curve	Outside of Curve
For tracks not used by passenger cars... used	1/2° per degree curve	1/3° per degree curve

Adjacent to super-elevated track, increase in horizontal clearance on inside of curve to be three times the super-elevation.

Revised Jan, 1940

39. CLEARANCES:—Continued

Limited Side Clearances Affecting Main Tracks and Sidings

Location	Track	Structure
Chester Subdiv.:		
GM&O		
Crossing..	Both Main Tracks...	Steel Bridges 11 and 11-A
Fountain..	Both Main Tracks...	Steel Bridges 24 and 24-A
Prairie du Rocher..	Both Main Tracks...	Water Column and Coal Chute
Okaw River..	Main Track.....	Steel Bridge 69
Marys River...	Main Track.....	Steel Bridge 94
Ford.....	Southward Siding...	Water Tank Spout
Raddle....	Main Track.....	Steel Bridge 111
Jacob....	Southward Main Trk.	Grain Elevator
Gorham....	Both Main Tracks...	Water Column
Big Muddy River...	Main Track.....	Steel Bridge 130
Gale.....	Both Main Tracks...	Walkway Railings Bridge 146
Gale.....	Both Main Tracks...	Water Column
Mt. Vernon Subdiv.:		
Welge....	Main Track.....	Steel Bridge 19
Steelville..	Main Track.....	Water Tank Spout
Pinckneyville....	Main Track.....	Water Crane
Scheller...	Main Track.....	Water Tank and Spout
East & West Subdiv.:		
Gorham...	Northward Main (8° curve).....	Southward Main
Gorham...	Southward Main (8° curve).....	Northward Main

39. CLEARANCES:—Continued

Limited Side Clearances Affecting Main Tracks and Sidings—Continued

Location	Track	Structure
East & West Subdiv.:— Cont.		
Murphys- boro....	Main Track.....	Overhead Highway Bridge
Murphys- boro....	Main Track.....	Steel Bridge 12
De Soto....	Main Track.....	Steel Bridge 20
Bush.....	Main Track.....	Water Tank and Spout
Cbalk Jet....	Main Track.....	Steel Bridge 62
Berry Yard	Main Track.....	Water Tank and Spout
McClin- tock Wye	Main Track.....	Steel Bridge 2
Marion....	Main Track.....	Water Tank and Spout
Marion....	Main Track.....	Stock Track
Benton Subdiv.:		
Zeigler....	Main Track.....	Steel Bridge 30
Big Muddy River...	Main Track.....	Steel Bridge 31
Orient Junction	Main Track.....	Water Tank Spout
Cairo Subdiv.:		
None.		
Cape Girar- deau Subdiv.:		
Diversion Canal...	Main Track.....	Steel Bridge 3
Marquette.	Main Track.....	Water Tank Spout
SLSF Crossing.	Main Track.....	Rock cut MP 128-28
Cape Girar- ardeau, Morgan Oak St...	Main Track.....	Concrete Arch

39. CLEARANCES:—Continued

Limited Side Clearances Affecting Main Tracks and Sidings—Concluded

Location	Track	Structure
Cape Girar- deau Subdiv.:— Cont.		
Cape Girar- ardeau, between Morgan Oak & Good Hope Sts.	Main Track.....	Retaining Walls
Cape Girar- ardeau, Good Hope St.	Main Track.....	Concrete Arch

Limited Side Clearances Affecting other than Main Tracks & Sidings

Chester Subdiv.:		
Fountain..	Team Track.....	Elevator
Valmeyer..	New Mill Track....	Elevator
Valmeyer..	Columbia Quarry Co. Tracks.....	Rock Crusher Tipple & Bins
Valmeyer..	House Track.....	Auto Platform, Water Column and Oil Rack
Valmeyer..	Team Track.....	Unloading Conveyor and Pit
Valmeyer..	Mill Track.....	Mill and Elevator
Macystown	Team Track.....	Elevator
Fults....	Team Track.....	Elevator
Renault...	Team Track.....	Elevator
Dunley....	Columbia Quarry Co. Tracks.....	Rock Crusher and Load- ing Bins.
Prairie du Rocher..	Coal Chute Track....	Coal Chute
Prairie du Rocher..	Elevator and Team Track.....	Elevator

39. CLEARANCES:—Continued

Limited Side Clearances Affecting
other than Main Tracks & Sidings—Continued

Location	Track	Structure
Chester Subdiv.: Cont.		
Prairie du Rocher..	Cole Milling Co. Tracks.....	Stock Pen and Mill
Menard...	Outside Quarry Track	Wirefence at gate
Menard...	All Tracks So. Ill. Penitentiary.....	Penitentiary Buildings
Chester....	Team Track.....	Freight Platform
Chester...	M-I Connection.....	Platform
Chester...	M-I Turntable Track.....	Ice Plant
Chester...	Sinclair Track.....	Ice Plant
Chester...	Retail Track.....	Warehouse, Unloading Conveyor and Pit
Chester...	Hoist Track.....	Coal Conveyor and Pit
Chester...	Engine House Track.....	Coal Conveyor
Chester...	Yard Track to Cole's Mill.....	Water Tank Spout
Chester...	Cole Milling Co. Trk.	Mill Building and Retaining Wall
Jones Ridge	Elevator Track.....	Elevator
Raddle....	Team Track.....	Elevator
Jacob.....	Team Track.....	Grain Loading Spout
Jacob.....	Team Track.....	Unloading Conveyor and Pit
Gorham...	Team Track.....	Freight Platform
Gorham...	North Lead Track...	Water Column
Gorham...	Short Wye Track....	Rack
Gorham...	M of W Track.....	Rack
Wolf Lake.	Altas Powder Co. Track.....	Supply Shed-Soda Mill—Powder Dock
McClure..	Team Track.....	Unloading Platform
McClure..	Cannery Track.....	Coal Bin at Western Alfalfa Mill Co.
McClure..	Cannery Track.....	Alfalfa Meal Mill and Platform
Gale.....	Engine Supply Track.	Sand Storage Bin & Water Column

39. CLEARANCES:—Continued

Limited Side Clearances Affecting
other than Main Tracks & Sidings—Continued

Location	Track	Structure
Chester Subdiv.: Cont.		
Gale.....	Two Pit Tracks.....	Water Crane, Elevated Sand Bin, Sand Storage Bin and Coal Bins
Gale.....	Stock Pen Track....	Stock Pen.
Gale.....	Eng. Supply Track..	Coal and Sand Bins
Gale.....	West Coal Track....	Coal Chute
Mt. Vernon Subdiv.:		
Welge.....	Team Track.....	Stock Chute
Steeleville.	Gilster Milling Co. Tracks.....	Mill Buildings and Plfm.
Steeleville.	International Shoe Co. Track.....	Shoe Factory Platform
Steeleville.	House Track.....	Freight Platform, Unloading Conveyor and Pit
Cutler....	Team Track.....	Unloading Conveyor and Pit
New Wil-son....	All Tipple Tracks....	Mine Tipple
Conant Mine....	All Tracks.....	Mine Tipple
Pinckneyville...	All Tracks Mine No.6	Mine Tipple
Pinckneyville....	All Tracks Pyramid Coal Co.....	Mine Tipple
Pinckneyville....	All Trks. Pyatt Mine.	Mine Tipple
Pinckneyville....	Engine Tracks.....	Coal Chute, Cinder Conveyor, Sand Bin and Water Crane.
Pinckneyville....	Engine Track Lead..	Blow-off Tank
Pinckneyville....	House Track.....	Depot Freight Plfm.
Pinckneyville....	Tipple Trk. Mine #45.	Mine Tipple

39. CLEARANCES:—Continued

Limited Side Clearances Affecting
other than Main Tracks & Sidings—Continued

Location	Track	Structure
Mt. Vernon Subdiv.: Cont. Pinckneyville.....	Martin Oil Spur.....	Unloading Rack
Scheller...	Team Track.....	Unloading Conveyor and Pit
Waltonville	Team Track.....	Unloading Conveyor and Pit
Mt. Vernon	International Shoe Co. Track.....	Factory Building
Mt. Vernon	Anchor Coal Co. Trk.	Coal Hopper
Mt. Vernon	Saw Mill Track.....	Coal Bin
Mt. Vernon	Illinois Knitting Mill Track.....	Warehouse and Old Main Track
Mt. Vernon	Old Main Track.....	Illinois Knitting Mill Track
Mt. Vernon	Pollack Lbr. Co. Trk.	Sand Bin
Mt. Vernon	Old Main Track adjacent to Pollack Trk.	Stock Track
Mt. Vernon	Stock Track.....	Old Main Track adjacent to Pollack Track
Mt. Vernon	Illinois-Iowa Power Co. Track.....	Plant Building
Mt. Vernon	Howard-Casey Track	Warehouses
Mt. Vernon	G. E. Willis & Co. Track.....	Warehouse
Mt. Vernon	Rip Track.....	Sand Bin and Warehouse
Mt. Vernon	Bennet Coal Co. Trk.	Hopper Track (Main Track) & Fence
Mt. Vernon	Hopper Track (Main Track).....	Bennet Coal Co. Track
Mt. Vernon	L&N Interchange Track.....	L&N Water Tank
Mt. Vernon	All Tracks, Mt. Vernon Car Mfg. Co....	Factory Buildings.
Mt. Vernon	Old Passing Track.....	Unloading Pit
Mt. Vernon	Pollock Track.....	Two Unloading Pits
Mt. Vernon	Arthur Track.....	Buildings
East & West Subdiv.: Gorham...	Pit Track.....	North Lead

39. CLEARANCES:—Continued

Limited Side Clearances Affecting
other than Main Tracks & Sidings—Continued

Location	Track	Structure
East & West Subdiv.: Cont. Grimsby...	Team Track.....	Elevator
Murphysboro...	Team Track.....	Warehouse and Auto Platform
Murphysboro...	Old GM&O Conn...	Conveyor and Pit
Bush.....	Cinder Pit Track...	Cinder Conveyor
Bush.....	Store Room Track...	Platform
Bush.....	Outbound Engine Track.....	Blow-off Tanks
Bush.....	Coal Chute Track...	Blow-off Tank
Bush.....	Water Track.....	Material Platform
Bush.....	Train Yard Track #6	Train Yard Track #7
Bush.....	Train Yard Track #7	Train Yard Track #6
Bush.....	Train Yard Track #2	Train Yard Track #3
Bush.....	Train Yard Track #3	Train Yard Track #2
Herrin...	Lindsey Track.....	Platform
Johnston City...	House Track.....	Platform
Marion...	Team Track No. 2...	Unloading Conveyor, Open Pit and Joiner Bros. Track
Marion...	Joiner Bros. Track...	Warehouse and Team Track #2
Marion...	North End of Passing Track.....	Unloading Conveyor and Pit
Marion...	House Track No. 1..	Depot
Marion...	House Track No. 2..	Auto Platform
Marion...	Fairgrounds Track..	M&E Lead
Marion...	M&E Lead.....	Five Loading Ramps
Power	Egyptian Powder Co. Tracks.....	Plant Bldgs. and Fence
All Coal	All Tipple and Supply Tracks.....	Mine Tipples and Bldgs.
Pittsburg..	Main Lead.....	Loading Ramp
Pittsburg..	Orchard Mine Lead..	Loading Ramp
Pittsburg..	Team Track.....	Unloading Conveyor and Pit

39. CLEARANCES:—Continued

Limited Side Clearances Affecting other than Main Tracks and Sidings—Concluded

Location	Track	Structure
Benton Subdiv.:		
Royalton..	Team Track.....	Unloading Conveyor and Pit
Zeigler....	Automobile Track...	Platform
Zeigler....	Team Track.....	Ramp
Big Muddy River.....	Orient Mine Lead...	Steel Bridge 3
Benton....	House Track.....	Auto Platform and Ramp
Benton....	West Team Track Spurs.....	Unloading Conveyors and Pits
Benton....	Sunflower Track.....	Oil Loading Racks
Benton....	Sohio Track.....	Oil Loading Racks
Cairo Subdiv.:		
Cairo....	Louisiana Lbr. Co. Track.....	Lumber Sheds
Cairo....	Track "A".....	Unloading Rack
Cairo....	Track "B".....	Wash House
Cairo....	Rip Track No. 1.....	Water Tank—Round House
Cairo....	All Freight House Tracks.....	Plfms. and Frt. House Platforms
Cairo....	Track #8.....	
Cape Girardeau Subdiv.:		
Marquette.	All tracks Marquette Cement Mfg. Co. . .	Buildings
Cape Girardeau..	Standard Oil Co. Track.....	Loading Racks
Cape Girardeau..	Shell Pet. Co. Track.	Loading Racks
Cape Girardeau..	Cape Egg and Feed Co. Track.....	Buildings
Cape Girardeau..	Freight House Track.	Freight House Plfm.
Cape Girardeau..	No. 4 Track.....	Conveyor and Pit
Cape Girardeau..	Shell Oil Co. Track..	Platform
Cape Girardeau..	Federal Mat'l Track.	Ramp

39. CLEARANCES:—Continued.

Limited Side Clearances Affecting Other than Main Tracks and Sidings—Concluded

Location	Track	Structure
Cape Girardeau Subdiv.:		
Concl'd.		
Cape Girardeau, Clark St.	Pollack Track.....	Stock Platform
Cape Girardeau, Clark St.	Airline Track.....	Shed
Cape Girardeau, W. End Blvd....	Coal Track.....	Coal Unloading Trestles
Limited Overhead Clearances Affecting Main Tracks and Sidings		
Chester Subdiv.:		
Prairie du Rocher..	Both Main Tracks...	Coal Chute Pocket when Down
Gale.....	Southward Main Trk.	Coal Chute Pocket when Down
Mt. Vernon Subdiv.:		
Scheller....	Main Track.....	Telephone Wires
East & West Subdiv.:		
Harrison....	Main Track.....	Steel Girder, IC Overhead Bridge
Benton Subdiv.:		
Big Muddy River.....	Main Track.....	Steel Bridge 31
Cairo Subdiv.:		
None		
Cape Girardeau Subdiv.:		
Cape Girardeau, Morgan Oak St...	Main Track.....	Concrete Arch

39. CLEARANCES:—Continued

**Limited Overhead Clearances Affecting
Main Tracks and Sidings—Concluded**

Location	Track	Structure
Cape Girardeau Subdiv.: Concl'd.		
Cape Girardeau, Good Hope St.	Main Track.....	Concrete Arch
Cape Girardeau, Depot to West End.....	Main Track.....	Overhead Wires

**Limited Overhead Clearances Affecting
other than Main Tracks and Sidings**

Chester Subdiv.: Valmeyer..	Columbia Quarry Co. Tracks.....	Quarry Tipple
Danley....	Columbia Quarry Co. Tracks.....	Loading Bins
Prairie du Rocher..	Monroe Co. Milling Co. Track.....	Mill Roof
Prairie du Rocher..	Coal Chute Track...	Shed Roof
Menard...	Penitentiary Lead...	Prison Gate
Chester....	Retail Track.....	Warehouse
Chester....	Engine House Track.	Conveyor
Chester....	Cole Milling Co. Trk.	Platform Canopy
Gale.....	East Pit Track.....	Coal Bin Aprons
Gale.....	West Pit Track.....	Coal Bin and Aprons
Mt. Vernon Subdiv.: New Wilson Constant Mine....	All Tipple Tracks....	Mine Tipple
Pinckneyville.....	All Tipple Tracks.... Tipple Track—Mine No. 45.....	Mine Tipple Mine Tipple and Telephone Wires

39. CLEARANCES:—Concluded

**Limited Overhead Clearances Affecting Other
Than Main Tracks and Sidings—Concluded**

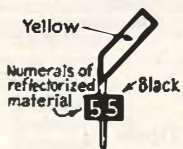
Location	Track	Structure
Mt. Vernon Subdiv.: Concl'd.		
Pinckneyville.....	All Tracks—Pyramid Coal Co.....	Mine Tipple
Pinckneyville.....	All Trks. Pyatt Mine.	Mine Tipple
Pinckneyville....	Pit Track.....	Sand Spout
Pinckneyville....	Tipple Tracks—Mine No. 6.....	Mine Tipple
East & West Subdiv.: Bush.....	Cinder Pit Track....	Cinder Conveyor
All Coal Mines..	All Coal Mine Tracks.	Mine Tipples, Wires and Bldgs.
Benton Subdiv.: All Coal Mines..	All Coal Mine Tracks.	Mine Tipples, Wires and Bldgs.
Cairo Subdiv.: None		
Cape Girardeau Subdiv.: Marquette.	All Tracks Marquette Cement Mfg. Co...	Plant Buildings
Cape Girardeau, Depot to West End.....	All Tracks.....	Overhead Wires

Account limited side and overhead clearance at coal tipple of Southwestern Illinois Coal Corp., located between Steeleville and Percy on Mt. Vernon Subdiv., trainmen are prohibited from occupying the tops or sides of cars that are handled on tipple, and engines must not be operated under this tipple.

40. USE OF GREEN FUSEES:

Under the provisions of Rule 10 (c), five-minute green fusees may be used for giving hand signals prescribed by Rule 12, when signals given by a white lighted lantern cannot be plainly seen due to the distance signal is to be conveyed at night or during adverse weather conditions.

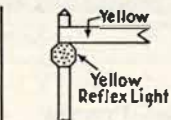
STANDARD SIGNS



PERMANENT SPEED

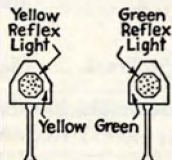
RESTRICTION SIGN

See Rule 101(a) and Timetable Special Instructions, Section N#3



RESTRICTED SPEED SIGN

See definition of Restricted Speed and Special Instructions supplementary to Operating Rules



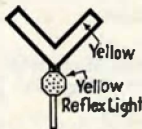
SLOW SIGNAL

To be used per chart on Page 155, Uniform Code of Operating Rules
See Rule 101 (a)

PROCEED SIGNAL



RESUME SPEED SIGN
Used in connection with Permanent Speed Restriction Sign



YARD LIMIT SIGN

See Rule 93



HIGHWAY GRADE CROSSING

WHISTLE SIGN

1320 feet from Crossing where speed is 60 m.p.h. or less and 1850 feet where speed is over 60 m.p.h.

See Rule 14-L



RAILROAD CROSSING - JUNCTION-DRAW BRIDGE ONE MILE SIGN

See Rule 98



STOP SIGN

At point where stop required 200 ft. from Railroad Crossing or at certain other points where stop required



SWITCHING LIMIT SIGN

Used to designate Switching Limits in signal indication territory where Rule 93 does not apply



STATION ONE MILE SIGN

See Rules 14-M and S-90