

## DIVISION OFFICERS

H. D. GRANBERRY, JR., Superintendent..... Carbondale  
 J. W. HARRELL..... Asst. Superintendent..... Carbondale  
 R. A. STEPHENS..... Term. Superintendent... East St. Louis  
 T. D. HANCOCK..... Asst. Superintendent... East St. Louis  
 B. S. BEARD..... Trainmaster..... Murphysboro  
 D. G. BLASINGAME..... Trainmaster..... Centralia  
 J. D. DUFF..... Trainmaster..... East St. Louis  
 E. L. JONES..... Trainmaster..... Benton  
 C. H. RANDALL..... Trainmaster..... Carbondale  
 W. M. ROGAN..... Trainmaster..... East St. Louis  
 J. W. TERRY..... Trainmaster..... East St. Louis  
 J. L. TURNLUND..... Trainmaster..... Jackson  
 C. R. BODELL..... Asst. Trainmaster..... Cairo  
 J. M. JENNINGS..... Asst. Trainmaster..... Belleville  
 L. I. BURCH..... Asst. Trainmaster..... DuQuoin  
 A. I. REID..... Asst. Trainmaster..... Union City  
 S. L. SULLIVAN..... Asst. Trainmaster..... Centralia  
 M. H. TUCKER..... Asst. Trainmaster..... East St. Louis  
 R. W. LEMBCKE..... Traveling Engineer..... Carbondale  
 D. E. SILL..... Traveling Engineer..... Jackson  
 D. L. WHITCHURCH... Traveling Engineer..... Benton

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**PUT SAFETY FIRST**

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## SPEED TABLE

This is not for authorized speed  
 but for information only.

Seconds Per Mile	Miles Per Hour	Seconds Per Mile	Miles Per Hour
46	79	80	45
48	75	90	40
52	70	103	35
55	65	120	30
60	60	144	25
65	55	180	20
72	50		

# Illinois Central Gulf Railroad

## ST. LOUIS DIVISION

### TIME TABLE No.

# 1

Taking Effect at 12:01 A.M.

**Sunday, October 29, 1972**

Superseding

**ST. LOUIS DIVISION  
TIME TABLE No. 4**

of the former

**ILLINOIS CENTRAL RAILROAD**  
(Except Birmingham District)

Dated Sunday, April 30, 1972

and

**NORTHERN DIVISION  
TIME TABLE No. 46**

of the former

**G. M. & O. RAILROAD**  
(Except Okolona District)

Dated Sunday December 17, 1967

### FOR THE GOVERNMENT OF EMPLOYEES ONLY.

J. C. HUMBERT, Vice President-Operations.

H. L. WILLIAMS, Asst. Vice President-Operations.

R. K. OSTERDOCK, General Superintendent-Terminals.

A. M. DICKERSON, General Supt.-Transportation.

J. E. MOSS, Superintendent-Transportation.

FIRST CLASS			Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 1 Taking Effect OCTOBER 29, 1972 STATIONS	Miles From Cairo	Siding, Standing Room, Cars with Engine.	FIRST CLASS		
51	59	391						58	392	50
Piggy Back	Panama Limited	Shawnee						Panama Limited	Shawnee	Piggy Back
Daily	Daily	Daily								
L 10 40PM	L 10 24PM	L 1 14PM	250.0	BRANCH JCT.	111.3	A 4 58AM	A 5 01PM	A 11 55PM		
11 05	s { 10 35 10 40	s { 1 25 1 31	252.4	2.4 CENTRALIA	108.9	s { 4 54 4 47	s { 4 57 4 50	11 50		
			258.7	6.3 IRVINGTON	102.6					
			262.8	4.1 RICHVIEW	98.5					
11 17	10 51	1 43	84 266.3	3.5 ASHLEY	95.0	73 4 32	4 36	11 33		
			273.8	7.5 BOIS	87.5	275				
11 29	11 02	1 55	73 279.8	6.0 TAMAROA	81.5	121				
11 37	11 11	2 03	288.6	8.8 DU QUOIN	72.7	98 4 14	4 18	11 13		
			70 295.5	6.9 ELKVILLE	65.8	70		11 07		
11 49	11 22	2 15	301.9	6.4 DE SOTO	59.4					
			306.9	5.0 NORTH YARD	54.4					
12 05AM	s { 11 30 11 45	As 2 30PM	308.1	1.2 CARBONDALE	53.2	s { 3 57 3 42	L 4 00PM	10 55		
			316.2	8.1 MAKANDA	45.1					
			323.4	7.2 COBDEN	37.9					
	12 10AM		81 328.7	5.3 ANNA	32.6	81 3 12				
			83 337.9	9.2 DONGOLA	23.4	83				
			340.8	2.9 WETAUG	20.5					
	12 22		92 344.6	3.8 ULLIN	16.8		2 55			
			87 349.1	4.5 PULASKI	12.3	87				
			353.1	4.0 VILLA RIDGE	8.3					
	12 32		356.3	3.2 MOUNDS	5.1					
A 1 05AM	As 12 43AM		361.4	5.1 CAIRO	0.0		Ls 2 42AM	L 9 50PM		
							Daily	Daily	Daily	

Note:—Train Order Office Centralia is located Centralia B Yard Office.

Southward

CAIRO DISTRICT

Northward

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SECOND CLASS		FIRST CLASS		Siding, Standing Room, Carr with Engine.	Mile Posts	TIME TABLE No. 1 Taking Effect OCTOBER 29, 1972 STATIONS	Miles From Frogmoor	FIRST CLASS		SECOND CLASS	
75	77	51	59					58	50	74	72
Dispatch	Dispatch	Piggy Back	Panama Limited					Panama Limited	Piggy Back	Dispatch	Dispatch
Daily	Daily	Daily	Daily								
		L 1 05AM	Ls12 45AM		361.4	C.....CAIRO.....	111.7	As 2 40AM	A 9 48PM		
		1 08	12 48		363.1	1.7 .....ILLINOIS.....	110.0	2 36	9 46		
		1 14	12 53		364.5	1.5 .....BALLARD.....	108.5	2 32	9 40		
					368.5	4.0 .....FILLMORE.....	104.5				
					369.9	1.4 .....WICKLIFFE.....	103.1				
					372.5	2.6 .....WESTVACO.....	100.5				
					373.0	0.5 .....WINFORD JCT.....	100.0				
						5.1					
				195	378.1	.....BARDWELL.....	94.9				
					383.9	5.8 .....ARLINGTON.....	89.1				
				191	392.2	3.3 .....CLYNTON.....	80.8				
		1 50	1 29		402.6	10.4 .....BUDA.....	70.4	1 58	9 05		
L 7 00PM	L 5 45AM	A 1 55AM	As 1 35AM		406.0	3.4 C.....FULTON.....	67.0	Ls 1 52AM	L 9 00PM	A 5 45AM	A 11 55PM
						6.2					
					412.2	.....McCONNELL.....	60.8				
7 25	6 00			106	417.5	5.3 .....MARTIN.....	55.5			5 23	11 31
						8.0					
					425.5	.....SHARON.....	47.5				
						5.9					
7 50	6 20			58	431.4	.....GREENFIELD.....	41.6			5 05	11 11
						5.5					
					436.9	.....BRADFORD.....	36.1				
						7.4					
8 07	6 36			127	444.3	.....CADES.....	28.7			4 42	10 47
						4.0					
8 15	6 42			96	448.3	C.....MILAN.....	24.7			4 36	10 41
						5.6					
					453.9	.....WEST.....	19.1			4 26	10 32
						3.1					
					457.0	.....MEDINA.....	16.0				
						11.1					
8 43	7 10			107	468.1	.....LAWRENCE.....	4.9			4 07	10 12
						3.2					
8 53	7 20				471.3	.....JACKSON.....	1.7			4 00	10 02
						1.7					
A 9 00PM	A 7 30AM				473.0	C.....FROGMOOR.....	0.0			L 3 50AM	L 10 01PM
								Daily	Daily	Daily	Daily

				Mile Posts	TIME TABLE No. 1 Taking Effect OCTOBER 29, 1972 STATIONS	Miles From Du Quoin				
Siding, Standing Room, Cars with Engine.										
				3.9	E. ST. LOUIS.....	67.0				
				6.2	2.3 CHURCH.....	64.7				
				14.0	7.8 BELLEVILLE.....	56.9				
			289	17.3	3.3 WILDERMAN.....	53.6				
				21.5	4.2 FREEBURG.....	49.4				
				25.0	3.5 LEMENTON.....	45.9				
			198	28.6	3.6 NEW ATHENS.....	42.3				
				32.9	4.3 LENZBURG.....	38.0				
				37.4	4.5 MARISSA.....	33.5				
				42.0	4.6 TILDEN.....	28.9				
			218	46.5	4.5 COULTERVILLE.....	24.4				
			197	57.2	10.7 LAYFIELD.....	13.7				
				61.1	3.9 PINCKNEYVILLE.....	9.8				
				64.8	3.7 DENNY.....	6.1				
			96	69.3	4.5 GODDARD.....	1.6				
				70.9	1.6 C. DU QUOIN.....	0.0				
				61.1	9.8 PINCKNEYVILLE.....	9.8				
				73.6	12.5 VERGENNES.....	22.3				

## Southward—BLUFORD DISTRICT—Northward

Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 1 Taking Effect OCTOBER 29, 1972 STATIONS	Miles From Fulton
	41.6	C. .... BLUFORD 2.7	126.9
	44.3	..... FOSTER 12.0	124.2
182	56.3	..... DIANA 6.6	112.2
	62.9	..... AKIN JCT. 0.2	105.6
	63.1	..... RUST JCT. 0.6	105.4
	63.7	..... RUST 5.3	104.8
182	69.0	..... KEGLEY 16.7	99.5
	85.7	..... DELTA 1.7	82.8
184	87.4	..... SALINE 22.4	81.1
230	109.8	..... REEVESVILLE 9.8	58.7
	119.6	..... SEDGWICK 3.3	48.9
	122.9	..... METROPOLIS JCT. 1.2	45.6
		<b>P. &amp; I. R. E.</b> 1.9	
96		..... CHILES 1.2	
	0.0	..... CHILES JCT. 2.3	42.5
	2.3	..... MAXON 12.2	40.2
177	14.5	..... LOWES 7.4	28.0
	21.9	..... FANCY FARM 10.2	20.6
127	32.1	..... WATTS 9.4	10.4
	41.5	..... NORTH SIDING 1.0	1.0
	42.5	C. .... FULTON 0.0	0.0

## Southward—MURPHYSBORO DISTRICT—Northward

Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 1 Taking Effect OCTOBER 29, 1972 STATIONS	Miles From McClure
	82.5	..... PHELPS DODGE LEAD 1.5	44.2
	84.0	..... MURPHYSBORO 1.0	42.7
41	85.0	..... TEXAS 7.1	41.7
		C. .... NORTH YARD 7.1	48.8
	92.1	..... TEXAS 8.4	41.7
57	0.0	..... SAND RIDGE 3.3	33.3
6	8.4	..... GOREHAM 4.1	30.0
14	11.7	..... OIPSOO PARK 1.8	25.9
	15.8	..... GRAND TOWER 9.8	24.1
25	17.6	..... WOLF LAKE 4.6	14.3
29	27.4	..... WARE 9.7	9.7
15	32.0	..... McCLURE 0.0	0.0
31	41.7		

## Southward—ELDORADO DISTRICT—Northward

Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 1 Taking Effect OCTOBER 29, 1972 STATIONS	Miles From Eldorado
	70.9	C. .... DU QUOIN 11.1	55.0
	82.0	..... CHRISTOPHER 2.2	43.9
	84.2	..... BUCKNER 5.5	41.7
	89.7	C. .... BENTON 3.4	36.2
	93.1	..... GROAT 6.1	32.8
	99.2	..... BOOTHBY 0.8	26.7
		<b>BLUFORD DISTRICT</b>	
	100.0	..... RUST JCT. 7.0	25.9
	107.2	..... FERBER 18.7	18.7
	125.9	..... ELDORADO 0.1	0.0
		<b>ELDORADO JCT. P. C. R. E.</b>	

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## Southward—GOLCONDA DISTRICT—Northward

Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 1	Miles From Reevesville
		Taking Effect OCTOBER 29, 1972	
STATIONS			
	14 164.1	..... ROSICLARE .....	25.4
		10.2	
	153.9	..... GOLCONDA .....	15.2
		4.9	
	149.0	..... HOMBERG .....	10.3
		10.3	
	138.7	..... REEVESVILLE .....	0.0

## Southward—ZEIGLER DISTRICT—Northward

Mile Posts	TIME TABLE No. 1	Miles From Herrin
	Taking Effect OCTOBER 29, 1972	
STATIONS		
82.0	..... CHRISTOPHER .....	12.7
	3.7	
85.7	..... ZEIGLER YARD .....	9.0
	3.1	
88.8	..... LAKE CREEK .....	5.9
	2.0	
90.8	..... WEAVER .....	3.9
	3.2	
94.0	..... HERRIN JCT. ....	0.7
	0.7	
94.7	..... HERRIN .....	0.0

## Southward—CARBONDALE DISTRICT—Northward

Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 1	Miles From Mande
		Taking Effect OCTOBER 29, 1972	
STATIONS			
		C .....	
		NORTH YARD .....	18.7
		0.5	
	0.5	..... EAST WYE .....	18.2
		5.0	
	5.5	..... SEELY .....	13.2
		3.8	
	97.3	..... CARTERVILLE .....	9.7
		2.2	
	99.5	..... ORDILL .....	7.5
		6.5	
	75 106.0	..... MARION .....	1.0
		1.0	
	107.0	..... MANDE .....	0.0

## BROOKPORT BRANCH

## Southward—METROPOLIS TO BROOKPORT—Northward

Mile Posts	TIME TABLE No. 1	Miles From Metropolis
	Taking Effect OCTOBER 29, 1972	
STATIONS		
	9.3	..... BROOKPORT .....
		7.4
	1.9	..... METROPOLIS .....
		0.0

## Southward—JOHNSTON CITY DISTRICT—Northward

Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 1	Miles From Herrin
		Taking Effect OCTOBER 29, 1972	
STATIONS			
	56	5.5	..... SEELY .....
		1.3	
	7	6.8	..... OAMBRIA .....
		4.5	
		11.3	..... HERRIN JCT. ....
		0.7	
		12.0	..... HERRIN .....
			0.0

## SPECIAL INSTRUCTIONS

**M.** Trainmen and enginemen are cautioned that there are structures alongside tracks at stations and elsewhere which do not provide clearance for a person to ride on side of cars and they must familiarize themselves with location of such structures.

2. Watch inspection certificate in prescribed form must be renewed and filed with the superintendent during April of each year.

### 3. Standard Clocks:

Centralia ("B" yard office, passenger station and engine house),  
DuQuoin (yard office),  
North Yard, engine house,  
Cairo (ticket office),  
East St. Louis (telegraph office and engine house),  
Benton (yard office and engine house),  
Bluford (yard office),  
Paducah (yard office and engine house),  
Fulton (Engine house and telegraph office),  
Jackson (passenger station),  
Frogmoor Yard (yard office),

19. Union City and Sparta District trains will display yellow and red markers.

20. Southward first-class trains ordered to display signals to Branch Junction or to Centralia will display same signals to "B" yard, Centralia.

21(a). Between Branch Jct. and Illinois, the display of white lights will be omitted on all extra trains, except passenger extras. Within CTC limits the display of white lights on all extra trains will be omitted.

S-72. Northward trains are superior to trains of same class in the opposite direction.

### 83. Train Registers:

Centralia—(Passenger station and "B" Yard) trains originating and terminating.

Cairo.

North Yard—Trains originating, terminating and first class trains.

First class trains may register by Form 905.

East St. Louis.

Bluford.

Fulton.

Frogmoor—Yard office.

Paducah—Telegraph office.

Southward Cairo District trains, tying up at Jackson, may register with the operator at Frogmoor by telephone.

83(a). **At Centralia**, All southward first-class trains and southward passenger extras, when crew change is made at Centralia passenger station, must obtain clearance at "B" yard, Centralia. All northward first-class trains and northward passenger extras, and any other northward train, when crew change is made at Centralia passenger station, must obtain clearance at "B" yard, Centralia. Conductor and engineer of each northward train must deliver clearance and train orders (if any) received at "B" yard, Centralia, to connecting conductor and engineer at Centralia passenger station.

All trains must obtain a clearance before leaving Frogmoor.

When train and engine crews of northward trains are changed at Jackson, such trains will register at Frogmoor by Form 905. The arrival and departure of overdue superior trains at Frogmoor will be furnished by train order Form V. Clearance, and train orders if any, will be delivered to Birmingham District crew at Frogmoor and this crew will deliver clearance, and train orders if any, to connecting Cairo District crew at point where crew change is made.

Trains must obtain clearance before leaving Fulton (Bluford District crossing).

Missouri-Illinois Railroad trains and engines must not enter Illinois Central Gulf Railroad main track Branch Jct. or Centralia until they receive permission from operator at Centralia "B" Yard. M-I crews must report to "B" Yard operator when clear of I. C. G. tracks.

Clinton District trains and engines must not enter Centralia District nor cross from northward main to Clinton District, Branch Jct., until they receive permission from operator at Centralia "B" Yard.

Trains must not enter main track at Bois or Mounds until permission is received from the train dispatcher through operator DuQuoin or Cairo, after which trains may depart without a clearance.

Trains and engines must not enter siding at Wilderman from River King Mine Lead except on proper signal indication, or permission from train dispatcher, through the operator at DuQuoin.

**At Cairo**, Sparta District trains will not enter Cairo District main track until permission is received from Cairo District operator.

St. Louis District trains may leave East St. Louis without a clearance.

Trains must obtain clearance before leaving Centralia.

Trains may leave Texas, Branch Jct., McClure, Rosiclare, or Eldorado Jct. without a clearance.

Trains entering St. Louis District from River King No. 1 may depart Wilderman without a clearance.

Trains entering the Eldorado District at DuQuoin must first obtain a clearance at DuQuoin and be governed by instructions from the operators at Benton or DuQuoin.

Zeigler District trains or engines may not enter the Eldorado District main track at Christopher without permission from the operator at Benton or DuQuoin. All trains or engines leaving the Eldorado District at Christopher must notify the operator at Benton or DuQuoin when clear of the Eldorado District.

Unless otherwise provided, before entering Eldorado District main track at or between C&EI Railroad crossing, Benton, and the junction switch at Groat, trains and engines must obtain permission from the operator at Benton or DuQuoin and must notify one of those offices when leaving such territory.

Upon receipt of proper signal or permission, trains or engines may enter or leave Bluford District between Foster and North Siding without a clearance.

Northward Centralia and Murphysboro District trains originating North Yard and Carbondale must obtain clearance at North Yard.

83(b). When information is required regarding overdue first class trains at Carbondale, it will be obtained from the operator at North Yard or DuQuoin.

(Continued on page 8)

(83(b)—Continued from page 7)

At end of CTC southward on St. Louis District, signal GE67.7 is equipped with a lunar white overdue train indicator controlled by dispatcher. When lunar white is displayed, this indicates all overdue superior southward Centralia District trains have either arrived or left and trains may pass signal GE 67.7 and proceed to Centralia District at DuQuoin. If indication is not displayed trains and engines may proceed to south end of Goddard Siding, stopping to clear south end of siding, and permission must be obtained from train dispatcher before proceeding.

### 93. Yards.

Centralia (Extend Branch Jct. to Irvington),  
 DuQuoin (Extend to Dowell),  
 Cairo (Extend from Mounds to Illinois),  
 East St. Louis,  
 River King Mine Lead,  
 Fulton,  
 Martin,  
 Jackson (Extend to MP 476 north of Perry),  
 Benton (Extend to Rust Jct., Akin Jct., and DuQuoin),  
 Ferber (Extend to Eldorado Jct.),  
 Carbondale (Extend to: Christopher via Herrin; Mandé, McClure, Murphysboro),  
 Pinckneyville (Extend to Vergennes),  
 Metropolis (Extend to Brookport),  
 Rosiclare (Extend to Reevesville),  
 Bluford (Extend to Foster),

At East St. Louis, Broadway Ave. to G. M. & O. Jct., main tracks are used by Illinois Central Gulf and Terminal Railroad Association trains and engines. Trains and engines moving over these tracks will be governed by Rules and Special Instructions of Terminal R. R. Assn.

Illinois Central Gulf engines will use B. N. R. R. mine spur from Illinois Central Gulf connection on the Zeigler District, leading to Bobby Dick and B. N. R. R. Connection; and track between the south lead of B. N. R. R. yard and the depot at Zeigler.

At Metropolis, Illinois Central Gulf trains and engines will use B. N. R. R. tracks from north wye switch to a point near Ferry Street, where B. N. R. R. track connects with Illinois Central Gulf tracks in Metropolis Yard.

Illinois Central Gulf trains and engines using these tracks will be governed by B. N. R. R. Rule 105, which reads:

Trains and engines using a siding or any track other than a main track must move at reduced speed and be prepared to stop short of a switch not properly lined.

Crews using P. C. R. R. lead and interchange tracks at Eldorado may do so without receiving permission from P. C. R. R.

### Rules 93 and 290

Between Illinois and Cairo, northward trains and engines may move against the current of traffic when home signal at Illinois displays indication, "proceed at restricted speed" and the route is properly lined. Train dispatcher will authorize such movement and will issue instructions to operator-leverman at Cairo, and before authorizing such movement, he must know that there is no opposing movement. Operator-leverman must establish manual block between stations. Rules 93 and 290 must be observed.

98. Trains and engines must stop at junctions, railroad crossings and drawbridges as follows, unless otherwise provided;

Branch Jct., Clinton District and M.-I. R. R. trains..... Jct.  
 Centralia, M.-I. R. R. trains..... Jct.  
 DuQuoin, St. Louis District trains..... Jct.  
 Carbondale, Murphysboro District trains..... Jct.  
 Cairo, Sparta District trains..... Jct.  
 One mile south of Cairo on old Cairo main track,  
 P. C. R. R..... Crossing  
 North Yard, trains from northwest wye, and  
 Carbondale District..... Jct.  
 Texas, trains from Murphysboro..... Jct.  
 East St. Louis..... {Island Lead..... }  
                                   {Southern Ry..... } Crossings  
                                   {G. M. & O. Jct..... }  
 DuQuoin, Eldorado District trains..... Jct.  
 Eldorado Jct., P. C. R. R..... Jct.  
 Seely, trains from Carterville..... Jct.  
 Reevesville, Golconda District trains..... Jct.  
 Maxon..... Bluford District Crossing  
 Christopher, Zeigler District trains..... Jct.  
 Groat, trains and engines entering Eldorado District..... Jct.  
 Ferber, trains on Eldorado District..... Jct.  
 Groat, all trains and engines..... Crossing  
 Zeigler, B. N. R. R..... Crossing  
 Herrin Jct. (one mile north on Zeigler District), Mo.  
 Pac. Ry..... Crossing  
 Marion, Mo. Pac. Ry..... Crossing

98(a). Island Lead crossing is protected by gates. When gates are lined for main tracks, trains will not be required to stop, but must not exceed a speed of 5 MPH over crossings.

Cairo-Bluford Districts crossing at Fulton is protected by gate and color light signals. Normal position of gate is against Bluford District and is manually operated. Bluford District trains and engines must obtain permission from yardmaster, Fulton, before lining gate and crossing Cairo District. Gate must be returned to normal position after being used unless otherwise directed by yardmaster.

Fulton-Cairo Districts: crossing is protected by gate and color light signals. Gate is manually operated. Normal position as last used. All trains must obtain permission from yardmaster, Fulton, before using crossing.

In the event the gate at the Cairo-Bluford Districts crossing should be lined against Cairo District trains, permission must be obtained from the yardmaster to line the gate and use the crossing and the gate may be left as last used. Instructions for handling gate are posted on indicator box adjacent to operating lever at the gate.

The Illinois Central Gulf-C&EI Railroad crossing at Marion is protected by a gate. Normal position of gate is against the Illinois Central Gulf Railroad.



## SPECIAL INSTRUCTIONS (Continued from page 8)

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The Illinois Central Gulf-C&EI Railroad crossing at Benton is protected by a gate, normal position of which is against Illinois Central Gulf Railroad.

The Illinois Central Gulf-Missouri Pacific Railroad crossing at Zeigler is protected by a gate, normal position of which is against Illinois Central Gulf.

### Rule 99

Crews of trains making an unscheduled stop or an unusual slow-down in automatic block signal territory and centralized traffic control territory in the State of Illinois 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 employee, 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, 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.

99(c). Detailed instructions governing operation and use of rear end oscillating red light are posted in electric locker and selector switch is located near electric locker inside of car. Conductors and trainmen on trains equipped with rear end oscillating red light must be familiar with its operation and use, and comply with posted instructions.

### 101. Speed Restrictions:—

Speeds shown are maximum authorized between points named but do not modify any rule or special instruction which may require lower speed.

Territory or Location	Passenger and express trains: passenger engines	Passenger and express trains: G.P. type engines	Freight trains: passenger or G.P. type engines	All Trains: switcher or transfer engines	Trains handling wrecking derricks or locomotive cranes
	Miles per Hour				
Between:					
Valley Jct. and Church.....	20	20	20	20	20
Church and MP 12.....	40	40	40	40	25
MP 12 and Wilderman.....	35	35	35	35	25
Wilderman and DuQuoin.....	55	55	55	45	25
Pinckneyville and Vergennes.....	20	20	20	20	25
Branch Jct. and Carbondale.....	79	65	60	45	25
Carbondale and Cobden.....	50	50	50	45	25
Cobden and Anna.....	60	60	50	45	25
Anna and Dongola.....	50	50	50	45	25
Dongola and Illinois.....	79	65	60	45	25
Illinois and Ballard (Cairo Bridge).....	20	20	20	20	10
Ballard and Fillmore, Track 1.....	70	65	40	40	25
Fillmore and MP 366, Track 2.....	60	60	50	45	25
MP 366 and Ballard, Track 2.....	40	40	40	40	25
Winford Junction and Fillmore.....	60	60	50	45	25
Winford Jct. and Fulton.....	79	65	60	45	25
Fulton and Frogmoor.....	75	65	60	45	25
Texas and McClure.....	25	25	25	25	25
North yard, Texas and Phelps Dodge lead.....	20	20	20	20	20
DuQuoin and Buckner.....	25	25	25	25	25
Buckner and Groat.....	25	25	25	25	25
Groat and Akin Jct.....	20	20	20	20	20
Ferber and Eldorado Jct.....	—	—	25	25	25
Christopher and Herrin.....	25	25	25	25	15
Lake Creek Line MP 0.0 to MP 8.....	25	25	25	25	15
Herrin and Seely.....	25	25	25	25	25
Carbondale and Mande.....	20	20	20	20	20
Metropolis and Brookport.....	—	—	20	20	10
Reevesville and Golconda (Northward).....	—	—	20	20	10
Golconda and Rosiclare.....	—	—	10	10	10
Golconda and Top of hill, Homberg (Southward).....	—	—	30	20	10
Homberg and Reevesville, (Southward).....	—	—	20	20	10
Bluford and Metropolis Jct.....	40	40	40	40	25
Chiles Jct. and North Siding.....	40	40	40	40	25

(Continued on page 10)

## 101. Speed Restrictions:—(Continued from page 10)

Speeds shown are maximum authorized between points named but do not modify any rule or special instruction which may require lower speed.

Territory or Location	Passenger and express trains: passenger engines	Passenger and express trains: G.P. type engines	Freight trains: passenger or G.P. type engines	All Trains: switcher or transfer engines	Trains handling wrecking derricks or locomotive cranes
	Miles per Hour				
<b>Diverging routes through crossovers, junctions and siding switches:</b>					
Turnouts at spring switches unless otherwise authorized . . . . .	25	25	25	25	25
On straight track at spring switches when springing points . . . . .	40	40	40	40	25
Centralia: Outbound freight lead to northward main, turnout . . . . .	30	30	30	30	25
Branch Jct.: Facing point crossover, northward main to southward main. Clinton District junction switch.	25	25	25	25	25
Centralia: Inbound freight lead from southward main. Goddard: Siding switches.					
Carbondale: Crossovers north of Oak Street, southward main to northward main, northward main to storage track, and from northward freight main to northward main. Crossover from northward main to southward main, College street . . . . .	25	25	25	25	25
Cairo: Crossover south of passenger station southward main to northward main. Sparta District Junction switch. North switch crossover from northward main to old Cairo main.					
Illinois: Junction switch.					
Turnouts south end of Anna siding both main tracks; turnouts south end of Dongola siding both main tracks . . . . .	10	10	10	10	10
Fillmore, track 1, turnout . . . . .	40	40	40	40	25
Winford Jct., Union City District, turnout . . . . .	25	25	25	25	25
Buda, end of two main tracks, turnout . . . . .	40	40	40	40	25
Fulton, passenger station all turnouts . . . . .	10	10	10	10	10
Through turnouts other locations . . . . .	15	15	15	15	10

Trains handling roller-bearing multi-level and or piggy-back equipment exclusively, are express trains.

**SPECIAL INSTRUCTIONS** (Continued from page 10)

Territory or Location	Passenger and express trains: passenger engines	Passenger and express trains: G.P. type engines	Freight trains: passenger or G.P. type engines	All Trains: switcher or transfer engines	Trains handling wrecking derricks or locomotive cranes
	Miles per Hour				
<b>101 (b). Lower Speeds:</b>					
<b>LOWER SPEEDS</b>					
<b>Centralia District</b>					
Branch Jct. to Fifth Street Centralia.....	35	35	35	35	25
BN Crossing both main tracks.....	25	25	25	25	25
Centralia—MP 255 to "B" Yard Office.....	50	50	50	45	25
Curve at MP 318, also first curve north of MP 318.....	45	45	45	45	25
MP 339 curve south end Dongola siding.....	60	60	.....	45	25
Curve MP 342 south of Wetaug.....	60	60	.....	45	25
First curve north and first curve south of MP 354 south of Villa Ridge.....	65	65	.....	45	25
First curve north of Illinois MP 363.....	40	40	40	40	25
DuQuoin north wye Eldorado District.....	20	20	20	20	20
Orient No. 3 Mine lead, MoPac Crossing to Bois.....	.....	.....	20	20	10
Inland Steel Mine lead.....	.....	.....	10	10	10
Inland Steel Mine scale.....	.....	.....	5	5	5
<b>St. Louis District</b>					
Municipal Bridge St. Louis.....	5	5	5	5	5
Curve between I. C. G. main track and Terminal R. R. Association connection at Valley Jct.....	10	10	10	10	10
East St. Louis, subway Trendley Ave.....	5	5	5	5	5
East St. Louis, curve G. M. & O. Jct.....	10	10	10	10	10
State Aid Route #4 old northward track.....	5	5	5	5	5
Green Diamond Road Crossing #2 storage track—Marissa.....	5	5	5	5	5
M & I Crossing, Coulterville.....	30	30	30	30	25
MOP Crossing to depot Pinckneyville.....	35	35	35	35	25
DuQuoin, curve, MP 70.....	10	10	10	10	10
DuQuoin, MP 70 to spring switch (Jct. Centralia District).....	35	35	35	35	25
<b>Cairo District</b>					
Curve, Mile 371.....	40	40	40	40	25
Cut, Mile 371.3.....	40	40	40	40	25
Curve, Mile 373.....	60	60	45	45	25
Curve, Mile 378.5.....	70	65	50	45	25
Curves, Mile 379.5 to Mile 381.2.....	50	50	45	45	25
Curve, north of Mile 382.....	70	65	50	45	25
Curves, Mile 390.5 to Mile 398.3.....	70	65	50	25	25
Mile 404.5 to Mile 407 both tracks.....	20	20	20	20	20
Bluford District Crossing—Fulton.....	20	20	20	20	20
Martin and Milan, railroad crossings.....	40	40	40	40	25
Martin all public road crossings, engine or lead car.....	25	25	25	25	25
Curves, between Mile 426 and Mile 428.....	60	60	45	45	25
Medina Mile 456.5 to Mile 457.5.....	30	30	30	30	25
Mile 468.5 to Mile 469.5.....	30	30	30	30	25
Mile 469.5 to Mile 472.....	20	20	20	20	20

(Continued on page 12)

Territory or Location	Passenger and express trains: passenger engines	Passenger and express trains: G.P. type engines	Freight trains: passenger or G.P. type engines	All Trains: switcher or transfer engines	Trains handling wrecking derricks or locomotive cranes
	Miles per Hour				
<b>Murphysboro District</b>					
MP 84, all curves and bridges between Murphysboro and Texas and Texas Bridge and curve.....	10	10	10	10	10
Sparta District crossing.....	15	15	15	15	15
Bridge T 9-2, one mile south of Sand Ridge over drainage ditch.....	15	15	15	15	15
Gorham, Mo. Pac. R. R. crossing.....	15	15	15	15	15
Aldridge fill.....	10	10	10	10	10
Bridge T 22-9.....	20	20	20	20	20
Between MP 12 and 15.....	10	10	10	10	10
Ware State Route 146.....	20	20	20	20	20
<b>Bluford District</b>					
Tunnel No. 1, 2 and 3.....	40	40	40	40	25
Ohio River Bridge, at Metropolis Jct.....	20	20	20	20	20
Maxon wye track.....	20	20	20	20	20
Railroad crossing at Maxon.....	25	25	25	25	25
<b>Eldorado District</b>					
Curve—North Leg Wye—DuQuoin.....	20	20	20	20	20
Street Crossing, So. Main St., Benton, engine or leading car.....	10	10	10	10	10
One-half mile north of Groat Jct. between 1st and 5th R.R. Bridges.....	10	10	10	10	10
South Leg—Akin Wye.....	10	10	10	10	10
All curves, Ferber to Eldorado Jct.....	10	10	10	10	10
<b>Zeigler District</b>					
Between MP 88 and 92.....	15	15	15	15	15
Lake Creek Line, between 1200 feet east and 1200 feet west of BN overhead and between 750 feet east and 750 feet west of C&EI overhead.....	15	15	15	15	15
<b>Johnston City District</b>					
Street crossings, 13th, 14th, 15th, 16th sts. and Monroe St., Herrin..	10	10	10	10	10
<b>Carbondale District</b>					
Fairgrounds crossing, Marion.....	10	10	10	10	10
R. R. crossing, Mo. Pac., Marion.....	15	15	15	15	15
<b>Golconda District</b>					
Bridge GR 161-2, three miles south of Rosiclare.....	10	10	10	10	10
Curve at Stony Point, ¼ mile south of Grand Pierre Creek, Mile 160..	10	10	10	10	10
Mile Post 160 to a point 800 feet north.....	10	10	10	10	10
Mile Post 159-8 to a point 400 feet north.....	10	10	10	10	10
Curve MP 156.....	10	10	10	10	10
Bridge GR 154-2, Bridge GR 140-1, Bridge GR 139-3.....	10	10	10	10	10
½ mile north of Mile Post 152 to a point 1000 feet north.....	—	—	5	5	5
From a point ¾ mile north of Golconda to a point 300 north.....	—	—	5	5	5
<b>Brookport Branch</b>					
From Mile Post 3 to a point ¼ mile north.....	—	—	5	5	5

Maximum permissible speed for diesel units is as follows:

Switch and transfer units.....	45 MPH
GP-7, GP-8, GP-9, GP-10, GP-18 and GP-28 units.....	65 MPH
GP-30 series 500 — 503.....	65 MPH
GP-35 series 601 — 647.....	65 MPH
GP-38 series 700 — 754.....	65 MPH
GP-38 series 9500 — 9519.....	76 MPH
GP-40 series 3000 — 3059.....	65 MPH
GP-40 series 3060 — 3075.....	76 MPH
SD-40 series 901 — 921 and 950.....	65 MPH
SD-40 series 6000 — 6005.....	65 MPH
SD-40 (A) series 8006 — 6023.....	76 MPH
U-30 (B) series 5000 — 5005.....	75 MPH
U-33 (C) series 5050 — 5059.....	71 MPH
C-636 series 1100 — 1105.....	70 MPH
SD-45 Unit 7000.....	76 MPH

These are maximum authorized speeds and do not modify any rules or special instructions requiring lower speeds.

On single track controlled by block signal, speed of trains handled by single unit diesel engine is restricted as follows:

Single unit diesel light or with one car (may be coach or caboose) 25 MPH.

Single unit diesel with two cars (one of which may be coach or caboose) 45 MPH.

Speed is restricted to 10 MPH on all mine leads, unless otherwise provided.

Not more than one unit will be operated on Shaker at Westvaco Plant.

Trains moving with the current of traffic must not exceed a speed of 40 MPH through DuQuoin Park St. to Franklin St.; others, 10 MPH.

Trains must not exceed a speed of 10 MPH until engine passes over Main, Jackson, and Oak St. crossings Carbondale.

(Continued on page 13)

101(b).—(Continued from page 12)

Trains and engines must not exceed a maximum speed of 20 MPH between Mounds and Mound City.

Trains and engines must not exceed a maximum speed of 20 MPH when moving over Valley Jct. Interlocking.

Trains handling 36-inch pipe on flat cars must not exceed a speed of 30 MPH.

All trains moving flat cars carrying panel rail will have maximum authorized speed of 30 MPH and cars should be kept under observation while in movement.

Trains and engines must not exceed a speed of 5 MPH around curve north of Metropolis depot and while using Bending Works track at Metropolis.

Trains must not exceed a speed of 10 MPH between Highway No. 45 crossing at Metropolis and a point 2000 feet south.

Engines must not go beyond clearance point of empty tracks at coal mines, except in case of emergency, at which time permission will be obtained from proper authority.

Cars loaded with lead slabs of 2,000 pounds are restricted from dispatch trains and are not to be handled in trains at a speed in excess of 40 MPH.

Trains handling loaded WEPX hoppers of coal must observe the following speed restrictions:

Mine leads, yard tracks and turnouts.....10 MPH.

All main track movements.....40 MPH.

All Freight Trains:

Freight trains will not be continuously operated at speed between 13 and 20 MPH. Such speeds will be permissible only in acceleration or deceleration of movement.

**Engines and other equipment designated below must not be operated over the following locations:**

**CENTRALIA DISTRICT**

Engines with six wheel trucks must not use three-way switch, except for straight track, at Orient No. 3 mine near Bols.

Anna—Central Ill. Public Service Co. track beyond Ice Plant } All engines.

**ST. LOUIS DISTRICT**

Belleville	{	Alley	} All engines may		
		Yoch, beyond Alley track switch		move with care	
		Reichert Milling Co.			minimum distance
		Gas Company			
Karr Stove Works	crossings.				

Eagle Range Manufacturing building will not clear man on side of car or box car of excessive height.

Six axle diesels must not use Southern connection track or Illinois Power Company connection at Belleville.

New Athens	{	Auto Stove Foundry Track—Engines must not go beyond frog.
		Mound City Brewing Co.—Engines must not go beyond point of switch.

Lementon Hercules Chemical Spur—Six axle diesels.

Granite City Steel six axle engines must not enter coke plant.

**BLUFORD DISTRICT**

Odum Spur—Engines must not cross lime pit.

Bluford—Engines must not cross pit in rip tracks, Nos. 3 and 4.

**MURPHYSBORO DISTRICT**

Cipsco Park—Central Illinois Public Service Co. scale } All track and pit track } engines.

**GOLCONDA DISTRICT**

Wrecking derricks.  
I. C. G. Series 54500-59 hoppers.  
Cars exceeding a gross weight of 220,000 pounds.  
Six axle diesels.

**BROOKPORT BRANCH**

Diesel units may be operated as single units only.  
Trains and engines must not exceed a speed of five (5) MPH passing over bridge MJ 4-3, Massac Creek.  
Wrecking derricks, over Massac Creek, Bridge MJ 4-3.  
Cars exceeding a gross weight of 160,000 pounds.  
Six axle diesels.

103(b). Trains arriving Fulton will set sufficient hand brakes on south end of train or cuts of cars yarded, to prevent cars from rolling out and fouling other tracks. This applies to main tracks and yard tracks. Yardmen must know cars are properly secured before commencing to switch trains.

When Piggy-Back flat cars are spotted for loading or unloading they must be spotted flush with the ramp and then held there by setting sufficient hand brakes to be certain the car or cars do not move.

Trains departing Fulton will not release hand brakes until road engine is on train and train line fully charged. This to prevent cars from rolling out and fouling other tracks. This applies to main and yard tracks.

103(d). Two trains must not cross Route 460-13 on River King mine lead at the same time.

**104(a). Normal position of switches:**

Branch Jct.....	For Centralia District.
DuQuoin.....	For Centralia District.
Carbondale.....	For Centralia District.
West Wye Switch	
Carbondale....	For north leg of Murphysboro District wye.
East Wye Switch	
Carbondale....	For north leg of Carbondale District wye.
Cairo.....	For Centralia District.
Texas.....	For Sand Ridge Route.
Christopher.....	For Eldorado District.
BNRR connection	
Christopher....	For Zeigler District.
Groat.....	For Eldorado District.
Herrin Jct.....	For Zeigler District.
Seely.....	For Johnston City District.
Reevesville.....	For Bluford District.
Eldorado Jct.....	For P. C. R. R.
West Wye Switch	
Akin Jct.....	For north leg of Akin wye.
Frogmoor.....	For Birmingham District.
Jackson	
Thoroughfare	
track.....	All switches except spring switch at south end must be lined for the thoroughfare track.

104(b).

**At DuQuoin**, northward trains desiring to cross southward main track to St. Louis District will observe indication of dwarf signal located between tracks at south end of Main to Main crossover.

Red aspect on dwarf signal indicates the presence of a train on southward main track between signal 2855 and dwarf signal.

If necessary to make movement from northward main track or cross southward main track, when dwarf signal displays red aspect, movement must be protected in accordance with rules.

104(g). Spring Switches:

Location	Switch	Normal Position
E. St. Louis—South end long cross-over at south end A yard	.....	For movement through turnout
E. St. Louis—North end crossovers, Tracks D-1, D-2, D-3, and D-4, on Hump Lead	.....	For straight tracks
Wilderman—North Wye River King Lead	.....	For siding
Centralia—South end No. 1 track F yard, southward main track	.....	For southward main track
Bois—North end siding	.....	For northward main track
Bois—North end New Mine Lead	.....	For mine lead
*Orient No. 3 Mine Lead—Mo. P. Jct.	.....	As last used.
DuQuoin—north end northward siding	.....	For northward main track
DuQuoin—Junction—St. Louis District—Southward main track	.....	For southward main track
*Bluford—North switch, north end	.....	For southward main track.
*Foster	.....	For main track.
*Diana: North end siding	.....	For main track.
*Kegley: North end siding	.....	For main track.
*Saline: North end siding	.....	For main track.
*Reevesville: North end siding	.....	For main track
*Sedgwick: North end siding	.....	For main track
*Loves: North end siding	.....	For main track
*Watts: North end siding	.....	For main track
*North Siding—North end	.....	For siding.
Fulton—South end track 16	.....	For northward thoroughfare.
*Martin—North end siding	.....	For main track.
*Greenfield—South end siding	.....	For main track.
*Cades—Both ends siding	.....	For main track.
*Milan—North end siding	.....	For main track.
*West—North end siding	.....	For main track.
*Lawrence—North end siding	.....	For main track.
*Jackson	.....	For thoroughfare track.
*Frogmoor	.....	For main track.
*Equipped with lunar white marker.		

Movement through spring switches equipped with key operated time release on single track, block signal territory, will be governed as follows: If signal displays Stop indication and it is known route ahead on main track is unoccupied and another train or engine is not approaching on adjacent track, trainmen will insert switch key in the release box mounted on signal case or instrument case near dwarf signal, turn key clock-wise and remove key after five seconds from release box. Movement may then be made in accordance with rules. If signal does not clear in prescribed time, as shown in instructions located by key release, Rule 509 will govern.

104(i). Electrically locked hand throw switches:

Trainmen desiring to use main track electrically locked switches at the following locations will be governed by the instructions on inside of door on electric lock, or on post nearby:

Electrically locked switches:

Location	Switch	Controlled By
Branch Jct.	Junction of Clinton and Centralia Districts	Trainmen
Branch Jct.	Junction of M-I R.R. and Centralia District	Trainmen
Branch Jct.	North switch of north crossover	Trainmen
Branch Jct.	South switch of south crossover	Trainmen
Eads	Mine Lead	Trainmen
Rust	North and South switches to storage track	Trainmen
Rust Jct.	Main to Storage crossover	Trainmen
Ferber	Eldorado District Junction	Trainmen
Sahara	North and South Legs of Wye	Trainmen
Delta	North and South Wye switches	Trainmen
Will Scarlet	North and South Legs of Wye	Trainmen
Wickliffe	House Track both ends	Trainmen
Westvaco	West Virginia Pulp and Paper Company	Trainmen
Bardwell	House track north end	Trainmen
Arlington	House track both ends	Trainmen
Belleville	South switch of Richland Storage	Trainmen
Belleville	Old southbound Spur	Trainmen
Belleville	House track lead	Trainmen
Belleville	PSL north and south switches	Trainmen
Belleville	Crossover north end Richland	Trainmen
Lementon	North and south switches storage tracks	Trainmen
New Athens	North and south switches house track	Trainmen
Lenzburg	North and south switches storage track	Trainmen
Marissa	North and south switches storage track	Trainmen
Coulterville	North and south switches to M. & I. Interchange	Trainmen
Pinckneyville	MoPac connection DuQuoin Route Main	Trainmen
Pinckneyville	North and south switches New storage track	Trainmen
Pinckneyville	South switch to yard	Trainmen
Denny	North and south switches to Wye	Trainmen

**At Branch Jct.** Color light indicators will indicate when trains are approaching on main tracks. North indicator located on southward signal north of junction of Clinton and Centralia districts will display:

<b>Light</b>	<b>Indication</b>
Red.....	Train approaching southward on Champaign District.
Yellow....	No train approaching southward on Champaign District.
South indicator located on northward signal south of the south crossover will display:	
Red.....	Train approaching northward on Centralia District.
Yellow....	No train approaching northward on Centralia District.

Electric switch locks may be unlocked and switches thrown when indicators display indications as follows:

<b>Train or Engine Movement</b>	<b>Indicator</b>
Southward from Clinton District.....	When north indicator displays yellow light.
Southward from Missouri-Illinois Railroad.....	When north and south indicators both display yellow light.
Northward from Centralia District to Clinton District..	When north indicator displays yellow light.

**At Cairo,** dwarf signal is located on northerly side of crossover 226 feet from switch on northward main track governing train and engine movements entering northward main track through crossover leading from old Cairo main track to northward main track.

Train and engine movements northward through crossover will be governed as follows:

<b>Signal Light</b>	<b>Indication</b>	<b>Rule</b>
Red	Stop	292 When signal displays White light with letter "S" trainmen may line switch for movement to main track.
Yellow	Proceed (restricting)	290 Route lined and track clear for movement to main track.

**105.** Southward trains will use siding between North Siding and Fulton unless otherwise directed.

Unless otherwise directed by yardmaster, northward trains will use track No. 1 and southward trains will use track No. 2 at passenger station, Fulton.

**109. Bulletin Boards:**

- Centralia....."B" yard, passenger station and engine house.
- DuQuoin.....Yard office.
- North Yard.....Yard office and engine house.
- Cairo.....Station.
- East St. Louis..Hump office, locker room, "D" tower and caller's office.
- River King  
No. 1 Mine....Trailer-Locker room.
- Herrin.....Yard office.
- Benton.....Yard office and engine house.
- Delta.....Yard Office
- Bluford.....Yard office.
- Fulton.....Engine house, and switchman's shanty.
- Jackson.....Passenger station.
- Frogmoor.....Yard office.
- Paducah.....Telegraph office and callers office.

**111(f).** Trains having hot boxes must be stopped before moving over Ohio River bridge at Cairo and proper attention should be given such boxes before proceeding. Trains must not move over bridge with car doors swinging.

Chicago Train Detector Center has radio communication ability with trains passing the H.B.D. Scanners located at the following locations:

- Freeburg, Illinois
- Wetaug, Illinois
- Wickliffe, Kentucky

When a hot box, loose wheel, or dragging equipment is detected by the H.B.D. Scanner, the communicator in Chicago will communicate with the crew of the appropriate train in the following manner:

**TRAIN DETECTOR CONTROL CENTER:** This is the Chicago Train Detector Center calling the northbound (or southbound) train passing (station named), detector. Stop your train. You have a (hot box, loose wheel, or dragging equipment).

**TRAIN ENGINEER RESPONSE:** This is the engineer on (train number) , passing (station named), detector. I am stopping my train.

If the above response is not received within ten (10) seconds, Chicago Train Detector Center will repeat and wait another ten (10) seconds and then repeat a third time. If still no response, the communicator will immediately notify the appropriate train dispatcher to have this train stopped.

After engineer responds, CHICAGO TRAIN DETECTOR CENTER will reply: I will give you location of the car after you have your train stopped.

During the time that the engineer is stopping his train, the communicator will notify the appropriate train dispatcher that a train is being stopped and that he should monitor the operation from this point on.

**CHICAGO TRAIN DETECTOR CENTER:** This is Chicago Train Detector Center calling engineer on (train number).

**ENGINEER REPLY:** This is engineer on (train number).

**CHICAGO TRAIN DETECTOR CENTER:** Engineer on (train number), you have a (hot box, loose wheel, dragging equipment) located (#) cars from your (lead engine or caboose) on the (north, east, south, west) rail. It is the (lead or trailing) truck, (lead or trailing) wheel.

When there is more than one diesel unit or caboose in the consist, they will be counted as a car. All rails will be identified in relation to the timetable direction, (i.e. timetable direction north or south, identify rails as east or west, timetable direction east or west, identify rails as north or south).

An on-the-ground thermal inspection must be made by a member of the crew. If defect is not found, the two (2) cars in each direction from the car reported must be checked by feeling each box lid for the reported defect.

At this point in the operations, the control of this train will be turned over to the train dispatcher for appropriate action and the Chicago Train Detector Center will withdraw from further operation.

A member of the crew must report to the train dispatcher upon completion of inspection of the train, the car initial, number, wheel, nature of defect (if any), and disposition of the car, so that a record of stops may be maintained.

If defect is not found, report must be made to connecting crew so that car may be kept under observation, or report made to yard forces at final terminal.

#### D-151. Two tracks:

Branch Jct. to Illinois.

Fillmore to Ballard.

No.	Location	Use
1	West	Southward or northward
2	East	Northward or southward

Buda to Fulton.

Spring Switch north end Bluford to Foster.

164. Trains handling short wheel base ore cars must not exceed 30 MPH.

251. Between Fulton and Buda, and Illinois and Cairo, trains will run with reference to other trains in the same direction by block signals whose indications will supersede the superiority of trains.

290. Southward trains and engines approaching Buda finding signal aspect displaying restricting indication, must obtain permission before proceeding on northward track Buda to Fulton.

505. Automatic block system extends from:

Branch Jct. to Illinois,

Buda to 3963 feet south of MP 405—Fulton district and Cairo district crossing to Frogmoor.

506. Automatic block signal G 35.2 on the St. Louis District is located to the left of the main track.

**At Bois,** Dwarf signal governing movement from siding to northward main track and from New Mine Lead to siding is located 385 feet south of spring switch at north end of siding. Movement from New Mine Lead through the spring switch at the north end of New Mine Lead and junction with siding, must be made in accordance with Rule 105 and it must be known there is no conflicting movement on siding. Instructions for clearing signal when found in Stop-Indication are posted on side of signal instrument case.

**At Centralia,** south end No. 1 track, F Yard, southward movement is governed by color light dwarf signal equipped with emergency switch key controller. Instructions for use of trainmen are attached to controller.

**At DuQuoin,** Dwarf signal governing movement from third rail to northward main track is located 410 feet south of spring switch. Instructions for clearing signal when found in Stop-Indication are posted on side of signal instrument case.

**At St. Louis-Centralia Districts junction at DuQuoin,** When train or engine is stopped by Stop-indication and when it is known that route is clear and that train on Centralia District southward main track has stopped north of signal 2879 (1650 feet north of spring switch), trainman will insert switch key in release box located near the switch, turn key and then remove it from release box. In approximately two (2) minutes the signal will display yellow or green indication. If proceed movement is not made within four (4) minutes the signal will again display red indication and key release operation must be repeated. If signal does not change to Proceed indication after switch key operation the train or engine may then enter southward Centralia District main track under full flag protection in accordance with Rule 99.

525 — 556.

CTC extends from Foster to North Siding, Illinois to Buda and Church to Goddard.

Trains and engines operating between CR Jct. and Maxon will be governed by signal indication at CR Jct. and at Maxon.

536(a).

The following switches are not equipped with electric lock:

#### Bluford District:

Belle Rive house track, both ends.

Odum Spur.

Allenby house track, both ends.

Lewis Spur Mile E91.3.

Equipment Spur for Tunnel No. 2 Mile E97.8.

Robbs Spur.

Equipment Spur for Tunnel No. 3 Mile E103.5.

Lowes house track, both ends.

Fancy Farm house track, both ends.

#### Cairo District:

Crutchfield Spur track.

East Cairo spur track #1

East Cairo spur track #2

Crutchfield Ashby Veneer track

Moormans Mill Spur

#### St. Louis District:

##### At Belleville:

Mon-Clair spur

Gas Works spur

Eagle Range north and south switch

Liese Lumber Company spur

Stadium spur

Southern connection track

South leg Carondelet wye.

##### At Freeburg:

Mill Track

House Track

##### At Mile 40.9:

Shell Oil Spur

##### At Tilden:

Spur Track



**605.** At railroad crossings at grade protected by signals (interlockings), trains, engines or cars must not be left standing between the extreme home signals unless length of consist extends beyond one of the extreme home signals.

Remote control interlocking at B. N. Crossing, Centralia, is handled by operator at "B" yard office.

**672. Automatic Interlockings:**

- Ashley — L & N Crossing
- Tamaroa — Mo. P. Crossing
- Coulterville — M-I Crossing
- Carbon Lake — Murphysboro and Sparta Districts Crossing
- Gorham — Mo. P. Crossing
- Inland Steel
- Mine Lead — BN Crossing
- Orient No. 3
- Mine Lead — Mo. P. Crossing
- Christopher — BN Crossing
- Martin — L&N Crossing
- Jackson — Royal Street Crossing

Trains and engines will not exceed speeds as indicated at the following automatic interlockings until engine or leading car passes crossing:

- Orient No. 3 — 10 MPH
- Carbon Lake — 15 MPH
- Gorham — 15 MPH
- Christopher — Northward trains will not exceed a speed of 30 MPH between northward approach and northward home signals; southward trains will not exceed a speed of 15 MPH between southward approach and southward home signals.
- Jackson — 20 MPH

A train in either direction stopping at Coulterville to do work over M. & I. interlocking and leaving train on one side of crossing must afford flag protection over crossing when returning to train after having once passed over crossing with engine or cars. Trainmen in making return move must confer with train dispatcher before making this move to ascertain if M. & I. track occupancy light is lighted to prevent throwing red home signal against M. & I. trains.

**807.** Scale test cars are restricted to a speed not to exceed 30 MPH.

**808.** Dead diesel units may be handled anywhere in the first 20 cars of a train, and when practical they should be handled next to the units handling the train.

**1201.** Trains handling covered hoppers containing calcium carbide are prohibited from moving such loading through flooded territory when water is over top of rail.

**1202.** When necessary to operate multiple diesel units in reverse direction for any great distance over territory where road crossings will be encountered, arrange to operate engine from the leading cab. Where this is impractical a member of the crew must ride leading cab to operate horn and bell and be in position to operate emergency brake valve if necessary to avoid an accident.

**1203.** Journal boxes on streamline cars having roller bearings are equipped with a cylinder of liquid gas sealed with a low melting point solder which is melted when journal is overheating, emitting an odor similar to a stench bomb. The odor enters car through the fresh air intake of the air-conditioning system, and can also be detected in vestibule, as well as in cars following. When the odor is detected, immediate action should be taken to stop the train for inspection. Report should be promptly made to the chief train dispatcher.

**1204.** All trains or engines using the house track at Pinckneyville shall stop before entering Wilson Street and shall then proceed thereover only under the protection of a flagman on the ground.

**1205.** When diesel engine is stopped inside of any tunnel, for any reason, for a period in excess of (15) minutes, such diesel engine or engines should be shut down and restarted when ready to proceed.

**1206.** Following is length of storage tracks listed. Distance shown is point of clearance to point of clearance.

Groat.....	4643 ft.	Lenzburg.....	6225 ft.
Rust.....	5833 ft.	New Athens.....	4431 ft.
Rust Pocket.....	695 ft.	Christopher — 3.....	1603 ft.
Boothby.....	4980 ft.	1.....	2866 ft.
Buckner — North.....	3300 ft.	Freeburg Old Pass.....	2664 ft.
South.....	2400 ft.	Freeburg Storage.....	1216 ft.
Marissa.....	5340 ft.		

**1207.** When four or more than four GP type diesel units are operated handling train, when making an independent release of the brakes after an automatic brake application, the brakes on units back of the third unit will be considerably slower in releasing which may result in brakes sticking on these units.

**1208.** In Rules and Regulations of the Operating Department, effective September 1, 1970, the following corrections should be made:

Where "director of train dispatching" is used and on Train Order Form 19, it is changed to "superintendent transportation."

Where "transportation engineer" is used, it is changed to "traveling engineer."

**1209.** Passenger diesels 4004-4043 inclusive, have been equipped for "B" operation. When these diesels are used as "B" units, use of the access door in the nose of these units is prohibited while train is moving, and to make inspections the train must be stopped.

**1210.** When operating diesel engines over railroad crossing, throttle must be reduced to at least 5th notch on all GP-type and switcher engines and to at least 3rd notch on all passenger engines sufficiently in advance so as to allow generators and/or alternators time to dissipate excessive current.

**1211.** Passenger equipment, handled in freight trains, must be placed next ahead of caboose, unless otherwise instructed.

**1212.** Passenger trains 392 and 58 daily must have, without fail, a tail hose departing Carbondale.

## SPECIAL INSTRUCTIONS (Continued from page 17)

1213. Chart below indicates proper connections between diesel units.

6BL	26L	24RL
Brake pipe	to Brake pipe	to Brake pipe
MR equalizing pipe	to MR equalizing pipe	to MR equalizing pipe
—	to Actuating pipe	to Actuating pipe
BC equalizing pipe	to BC equalizing pipe	to Indep. applic. & rel. pipe
Sanding pipe	to Sanding pipe	to Sanding pipe

### ADJUSTED TONNAGE RULES AND RATINGS

1. The tonnage ratings shown herein include the adjustment factor.

2. In computing tonnage of train the adjustment factor should be added to the gross weight of each car in the train, whether loaded or empty. For example, tonnage for a 75 car train might be—

Weight of cars and lading (including caboose).....	5,000 tons.
Adjustment factor (75 x 10).....	750 tons.
Adjusted tonnage of train.....	5,750 tons.

When the sum of the gross weight of all cars plus adjustment factor equals the tonnage rating for the district, the locomotive has its full rating.

3. Conductors shall show actual gross tonnage in spaces provided therefor on wheel reports.

4. When dead locomotives are hauled in trains the adjustment factor shall be added for each 35 tons weight of locomotive and tender.

5. Ratings apply over ruling grades. Additional tonnage may be handled over other portions of the rating section.

6. When necessary to reduce the train load to maintain fast schedules with perishable, livestock, etc., the train master shall designate the rating to be used.

7. When, on account of low temperature, snow, or other causes, it is not practicable to haul 100% rating, the train master will authorize such temporary reduction as may be necessary, but such reduction must not be kept in effect longer than 24 hours without authority from the superintendent.

8. The tonnage ratings shown herein must be used by districts on this division and no reduction shall be made without the approval of the Superintendent of Transportation. If tonnage ratings are increased, a prompt report of the new ratings shall be made to the Superintendent of Transportation.

#### 100% TONNAGE RATING

Factor	3	7	8	8	3	7	13	0
<b>Diesel Horsepower (See Note E)</b>	Pickneyville to Belleville Northward Ruling Grade— Pinckneyville to Layfield	Belleville to Pickneyville Southward Ruling Grade— Wilderman to Freeburg	DuQuoin to Pinckneyville Northward	Pinckneyville to DuQuoin Southward	Belleville to Church Northward	Church to Belleville Southward	Between Carbondale and McClure Ruling Grade— Sand Ridge	Reevesville to Rostclair North and South
1200	4705	4075	4850	4850	3070	2920	6220	2500
1500	4850	4250	7635	6225	3490	3220	6455	2800
1750	4995	4550	8245	6725	3595	3445	6690	
3000	9700	8500	15270	12450	6980	6440	12910	
3250	9845	8800	15880	12950	7085	6665	13230	
3500	9990	9100	16490	13450	7190	6890	13390	
4500	14550	12750	22905	18675	10470	9660		
4750	14695	13050	23515	19175	10575	9885		
5000	14840	13350	24125	19675	10680	10110		
5250	14985	13650	24735	20175	10785	10335		

Note E—GP40 and GE U-30B diesel units develop 2100 HP for tonnage rating purposes.

## SPECIAL INSTRUCTIONS—Concluded

(Continued from page 18)

19

### 100% TONNAGE RATING

Factor	6	15	6	5				
Diesel Horsepower (See Note E)	Centralia to Carbondale Southward Ruling Grade— Centralia to Irvington	Carbondale to Centralia Northward Ruling Grade— Sunfield to Tamaroa	Carbondale to Cairo Southward Ruling Grade— Makanda to Cobden	Cairo to Carbondale Northward Ruling Grade— Mounds to Villa Ridge and Dongola to Balcom				
1500	5325	9525	3820	3750				
1750	5645	10955	4050	3940				
3000	10650	19050	7640	7500				
3250	10970	20480	7870	7690				
3500	11290	21910	8100	7880				
4500	15975	28575	11460	11250				
4750	16295	30005	11690	11440				
5000	16615	31435	11920	11630				
5250	16935	32865	12150	11820				
Factor	5	5	5	5				
Diesel Horse Power	Martin to Fulton	Fulton to Martin	Martin to Frogmoor	Frogmoor to Martin				
1500	5050	5900	3100	3150				
1750	5300	6200	3400	3450				
3000	10100	11800	6200	6300				
3250	10850	12100	6500	6600				
3500	10600	12400	6800	6900				
4500	15150	17700	9300	9450				
4750	15400	18000	9600	9750				
5000	15650	18300	9900	10050				
5250	15900	18600	10200	10350				
Factor			5	5	15	8	7	15
Diesel Horsepower (See Note E)			Cairo to Fulton	Fulton to Cairo	Between Bluford and Fulton North and South	DuQuoin to Benton Southward	Benton to DuQuoin Northward	Akin Jct. to Benton Northward
1500			3800	3850	6800	3820	4950	3550
1750			4100	4150	7100	4120	5250	3750
3000			7600	7700	14630	7640	9900	7100
3250			7900	8000	14930	7940	10200	7300
3500			8200	8300	15500	8240	10500	7500
4500			11400	11500	19950	11460	14850	10600
4750			11700	11850	20615	11760	15150	10800
5000			12000	12150	22150	12060	15450	11000
5250			12300	12450	23050	12360	15750	11200

Note E—GP40 and GE U-30B diesel units develop 2100 HP for tonnage rating purposes.

Southward—PADUCAH AND ILLINOIS R.R.—Northward

				Siding Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 1		Miles From Paducah			
						Taking Effect OCTOBER 29, 1972					
						STATIONS					
					0.0	.....	BURLINGTON JCT.....	14.9			
					0.6	.....	RIVER JCT.....	14.3			
					1.0	.....	METROPOLIS JCT.....	13.9			
				96	2.9	.....	CHILES.....	12.0			
					4.1	.....	CHILES JCT.....	10.8			
				96	9.4	.....	C. R. JCT.....	5.5			
					12.5	.....	SOUTH YARD JCT.....	2.4			
					14.0	.....	P. & I. JCT.....	0.9			
					14.9	C.....	PADUCAH.....	0.0			

Illinois Central Gulf Railroad Operating Department Rules will govern the operation of the Paducah and Illinois Railroad.

21(a). The display of white lights on all extra trains will be omitted.

83(a). Trains may leave Metropolis Jct., CR Jct., Chiles Jct., and Burlington Jct. without obtaining a clearance.

Illinois Central Gulf trains must obtain a clearance at Paducah before entering Paducah and Illinois Railroad.

93. Yards:

Metropolis Jct. Extends to Burlington Jct.

101. Speed Restrictions:

Speeds shown are maximum authorized between points named but do not modify any rule or special instruction which may require lower speed.

Territory or Location	All Trains MPH
Burlington Jct. to Paducah.....	45

101(b). Lower Speeds:

Territory or Location	All Trains MPH
Diverging route, cross-overs, siding switches and power operated switches.....	20
Through hand operated switches.....	10
Ohio River bridge, Metropolis.....	20
Wye connection, River Jct.....	10
Wrecking derricks and locomotive cranes.....	25
Curve north of P&I Jct.....	10

On single track controlled by block signals, speed of trains handled by single unit diesel is restricted as follows:

- Single unit diesel light or with one car (may be coach or caboose)..... 25 MPH
- Single unit diesel with two cars (one of which may be coach or caboose)..... 45 MPH

104(i). Electrically locked switch is located at south end of house track at Metropolis Jct. Instructions covering its operation are posted inside telephone cabinet at the switch.

111(f). Trains having hot boxes must be stopped before moving over Ohio River Bridge at Metropolis and proper attention should be given such boxes before proceeding. Trains must not move over bridge with car doors swinging.

164. Trains handling high ore cars, with a short wheel base, loaded or empty, must not exceed a speed of 30 MPH.

Trains handling ditchers, spreaders, or air dump cars, loaded or empty, must not exceed a speed of 25 MPH.

167. Where it is not possible to handle pile driving derricks with the boom in trailing position, a speed of 20 MPH will not be exceeded.

525-556. Centralized Traffic Control:

CTC extends between Metropolis Jct. and Paducah and is controlled by I.C.G. train dispatcher, Chicago.

Yard engines must not enter limits of CTC without first obtaining permission from Train Dispatcher.

Where home signals are not provided to govern movements into or out of tracks, such tracks must not be used to meet or pass trains.

806-807. Eight-wheel locomotive cranes on their own wheels must be handled next ahead of caboose in tonnage or local freight trains, during daylight hours.

Southward

## SPARTA DISTRICT

Northward

21

SECOND CLASS				Capacity of Sidings In Cars	Miles From Mobile	TIME TABLE No. 1 Taking Effect OCTOBER 29, 1972 STATIONS	Station Numbers	SECOND CLASS					
31	33	29	65					28	32	66	30		
Manifest Freight	Manifest Freight	Manifest Freight	Coal Freight					Manifest Freight	Manifest Freight	Coal Freight	Manifest Freight		
Daily	Daily	Daily	Daily										
L 7 10PM	L 12 30PM	L 12 45AM	L 12 05AM	Yd.	648.70	..... ST. LOUIS (Union Station) .....	649						
7 20	12 40	12 55	12 15	72	645.58	..... E. ST. LOUIS (Relay Depot) .....	646						
7 30	12 50 <sup>66</sup>	1 05	12 25	112	642.68	DN..... TOLSON ..... (T. X.S.)	642	A 7 00AM	A 12 20PM	A 1 10PM	A 10 25PM		
7 55	1 15	1 30	12 50	90	638.11	TB..... EAST CARONDELET..... 4.86	638	6 41	11 57	1 01	10 05		
8 05	1 25	1 40	12 59	153	633.25	TB..... BIXBY ..... X. 2.96	633	6 31	11 47	12 50 <sup>37</sup>	9 55		
8 20	1 40	1 55	1 15	102	630.29	TB..... COLUMBIA ..... 8.52	630						
8 40 <sup>30</sup>	1 55	2 10	1 30	190	621.77	D..... WATERLOO..... 5.26	622	6 02	11 23	12 25	9 26		
8 55	2 10	2 25	1 45	75	616.51	TB..... BURKSVILLE..... 8.18	617	5 52	11 13	12 15	9 16		
9 00	2 13	2 29	1 50	113	608.33	D..... RED BUD..... 8.74	608	5 34	10 55	11 55	8 58		
9 13	2 26	2 42	A 2 05AM	65	599.59	TB..... BALDWIN..... 8.69	600	5 16	10 36	11 37	8 40 <sup>37</sup>		
9 18	2 31	2 47		158	590.90	DN..... SPARTA ..... X. 1.59	591	4 58	10 18	11 19	8 22		
9 35	2 48	3 04		70	589.31	TB..... EDEN..... 7.88	589	4 54	10 14	11 14	8 18		
10 00	3 13	3 30 <sup>28</sup>		Yd.	581.43	D..... PERCY..... Y.X. 2.78	581	4 40	10 01	L 11 01AM	8 05		
10 12	3 25	3 42		90	578.65	TB..... WILLISVILLE..... 1.0	579	4 33	9 54		7 58		
10 32	3 45	4 00		101	577.59	TB..... LEAHY..... 7.8	578						
11 00	4 13	4 30		120	569.75	TB..... AVA..... 14.43	570	4 15	9 36		7 36		
{ 11 25 12 05	{ 4 45 5 30 <sup>30</sup>	{ 5 00 6 30 <sup>32</sup>		Yd.	555.32	DN..... MURPHYSBORO..... Y.X. 8.55	555	3 30 <sup>29</sup>	8 56		6 51		
12 35 <sup>28</sup>	6 00	7 00		158	548.77	TB..... ETHELTON..... 9.13	549	3 15	8 36		6 31		
A 12 40AM	A 6 05PM	A 7 05AM		101	539.64	TB..... ALTO PASS..... 11.64	540	2 56	8 16		6 11		
				120	528.00	TB..... JONESBORO..... 1.63	528						
				Yd.	526.37	TB..... KING..... 13.90	526	2 17	7 37		5 32		
				158	512.47	DN..... TAMMS..... (W.F.T. Y.X.)	512	{ 1 45 1 15	{ 7 05 6 30 <sup>29</sup>		{ 5 00 3 55 <sup>33</sup>		
				158	497.33	TB..... DAVIS..... Y. 0.54	497	12 35 <sup>31</sup>	5 50		3 15		
					496.79	DN..... NORTH CAIRO.....	496	L 12 25AM	L 5 45AM		L 3 10PM		
								Daily	Daily	Daily	Daily		

No. 65's schedule will terminate at Captain Mine Track Switch at Percy.  
No. 66's schedule will originate at Captain Mine Track Switch at Percy.

SECOND CLASS			Capacity of Sidings In Cars	Miles From Mobile	TIME TABLE No. 1 Taking Effect OCTOBER 29, 1972 STATIONS	Station Numbers	SECOND CLASS		
33	29	31					28	32	30
Manifest Freight	Manifest Freight	Manifest Freight				Manifest Freight	Manifest Freight	Manifest Freight	
Daily	Daily	Daily							
L 6 05PM	L 7 05AM	L 12 40AM		496.79	DN..... NORTH CAIRO.....	496	A 12 25AM	A 5 45AM	A 3 10PM
VIA CAIRO DISTRICT 11.79									
6 34	7 34	1 09	.....	485.00	..... WINFORD JUNCTION.....	485	11 53	5 15	2 40
6 35	7 35	1 10	135	484.33	TB..... WINFORD.....	484	11 52	5 14	2 39
7 01	8 03	1 36	155	470.34	TB..... COLUMBUS.....	470	11 23	4 45	2 10
7 27	8 30	2 02	113	456.15	TB..... CAYCE.....	456	10 50	4 18	1 38
7 48	8 50	2 33	128	446.65	D..... UNION CITY..... Y.X.	447	10 30	3 50	1 15
7 58	9 05	2 55	104	442.21	N..... RIVES..... X.	442	9 50	3 35	12 55
8 18	9 25	3 15 32	104	431.07	TB..... KENTON.....	431	9 27	3 15 31	12 35
8 28	9 35	3 25	60	425.38	TB..... RUTHERFORD.....	426	9 17	3 01	12 25
8 36	9 45	3 33	63	421.15	TB..... DYER.....	421	9 07	2 53	12 15
8 52 28	10 02	3 45	200	414.26	TB..... TRENTON.....	414	8 52 33	2 41	12 03
9 15	10 40	4 10	108	403.21	D..... HUMBOLDT..... Y.X.	403	8 30	2 20	11 35
9 35	11 00 30	4 30	128	393.50	TB..... CARROLL.....	394	8 00	2 00	11 00 29
9 55	11 15	4 45	Yd.	386.06	..... JACKSON..... X.	386	7 45	1 45	10 45
A 10 10PM	A 11 30AM	A 5 00AM	Yd.	384.26	DN..... ISELIN..... W.F. Y.S.	384	L 7 30PM	L 1 30AM	L 10 30AM
							Daily	Daily	Daily

**SPECIAL INSTRUCTIONS  
ST. LOUIS DIVISION**

1. All trains must secure clearance before leaving Tamms. MP trains operating between Percy and Leahy will not require clearance at Percy or Leahy.

2. Northward trains are superior to trains of the same class in the opposite direction.

3. All trains between St. Louis Union Station and East St. Louis will be governed by the rules of the Terminal Railroad Association and Union Depot Company.

Northward trains before proceeding to Relay Depot over Conologue track must obtain authority from "Q" tower.

4. Unless otherwise provided, southward trains taking siding at Iselin will use crossover just North of Magnolia Street.

Northward train leaving Iselin to meet southward train in Jackson Yard will not pass Madison Street until the southward train arrives.

Normal position of main track switch at south end of Iselin will be lined for Yard Lead.

**5. Train Registers:**

Venice	North Cairo
Tolson	Iselin
Tamms	

All trains will register at Tolson and North Cairo, by Form 9.

**6. Yards:**

E. St. Louis-Tolson	Davis-Cairo
Percy	Union City
Murphysboro	Humboldt
Tamms	Jackson-Iselin

**7. Railroad Crossings:**

Interlocked:

	Time Release Interval	Maximum Speed Passenger	Freight
A. & S. —Mile 642	3 mins	35	25
M. P. —Bixby		45	35
M. I. —Sparta	2 mins	40	25
M. P. —Percy	4¼ mins	35	25
I. C. G. —Murphysboro	1 min	25	25
C. & E. I.—Tamms	4 mins	35	20
I. C. G. —Rives	5½ mins	45	20

Non-operative approach signals:

Union City District—Jackson	1¼ mins	20	20
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Not Interlocked:

Terminal R. R.—E. St. Louis	
I. C. G. —E. St. Louis	
Wiggins Ferry —E. St. Louis	
Southern —E. St. Louis	
M. P. —Between M P L-1 and L-2	
P. C. —Between M P L-3 and L-4	
L. & N. —Humboldt	

**7. Railroad Crossings:—Continued**

Gates:

L. & N.—Union City. No normal position.

Maximum speeds prescribed must not be exceeded through interlocking limits (that is, between absolute Signals), and do not relieve employes from complying with Rule 93 and special instructions.

**Restriction at Railroad Crossings and Drawbridges**

**Extract from Illinois State Laws**

"All trains running on any railroad in this State when approaching a crossing with another railroad upon the same level, or when approaching a swing or drawbridge, in use as such, shall be brought to a full stop before reaching the same, and within eight hundred (800) feet therefrom, and the engineman or other person in charge of the engine attached to the train shall positively ascertain that the way is clear and that the train can safely resume its course before proceeding to pass the bridge or crossing." (This law does not apply to crossings or drawbridges protected by an interlocking system of signals, approved by the Illinois Commerce Commission.)

**8. Bulletin Boards:**

Venice, Yard Office	Union City Agents Office
Venice, Roundhouse	Iselin Yard Office
Tamms Yard Office	Iselin Round House

**9. Standard Clocks:**

Venice	North Cairo
Tolson-Yard Office	Union City Agents Office
Murphysboro	Iselin Yard Office
Tamms Yard Office	Iselin Round House

**10. Maximum Speed Restrictions:**

Between E. St. Louis and Jackson	Passenger	55 MHP
	Freight	35 MPH

**Exceptions:**

Between Winford Jct. and Fillmore.	Passenger	60 MPH
	Freight	50 MPH
Between Fillmore and MP 366, Track No. 2.	Passenger	60 MPH
	Freight	50 MPH
Between MP 366 and Ballard, Track No. 2.	Passenger	40 MPH
	Freight	40 MPH
Between Ballard and Fillmore, Track No. 1.	Passenger	70 MPH
	Freight	40 MPH

Note.—Track No. 1 is the former southward and Track No. 2 is the former northward main track.

Between Percy and Leahy (MP Train)	30 MPH
Through Rock Cut 2000 feet south of MP 567 all trains	10 MPH

Between north and south siding switches at Murphysboro.	Trains and Engines	20 MPH
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Between MP 555-528 freight train	25 MPH
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(Continued on page 24)

**10. Maximum Speed Restrictions:—Continued**

Between north switch  
Davis and North } Trains and Engines..... 20 MPH  
Cairo.

Between Illinois and  
Ballard, over Ohio } Trains and Engines..... 20 MPH  
River Bridge.

Trains having hot boxes must be stopped before moving on Ohio River Bridge and proper attention given to such boxes before proceeding.

Through turnouts ..... 10 MPH

Passenger trains must consume 8 minutes going down Alto Pass Hill.

Freight trains must consume 12 minutes going down Alto Pass Hill.

Trains Handling Koppel Air Dump Cars ..... 25 MPH

Derricks ..... 25 MPH

Scale Test Cars..... 25 MPH

Trains handling Jordan Spreader with wings trailing... 25 MPH

Steam Shovels, Hoisting Derricks, Pile Drivers, Locomotive Cranes, and Asphalt or similar paving plants, on own trucks..... 25 MPH

Operating or towing standard switchers..... 25 MPH

Diesel-electric engines and passenger cars must not be operated, either by towing or using power through water having a greater depth over rail, or at a greater speed, than that shown in the following table:

	Depth of Water	Speed
Electro-Motive Freight Diesel Engines....	4"	5 MPH
Alco Freight & Switching Diesel Engines..	4"	5 MPH
Passenger Cars with Roller Bearings.....	8"	5 MPH
Passenger Cars, Standard Friction Bearings.....	12"	5 MPH

All trains will observe speed restrictions indicated by Diamond Boards.

**11. Warning:**

All employees are warned that it is dangerous to ride on tops or sides of cars, or to lean out from engines or cars while passing such as platforms, coal houses, engine houses, freight houses, ice houses, storage houses, warehouses, mail cranes, stock pens, nearby fences and telephone poles, crossing gates, cotton platforms, cottonseed houses, log derricks, piles of lumber, and similar buildings and structures.

**12. Signals Approaching Highway Crossings:**

Attention is particularly directed to the laws of Illinois, Kentucky and Tennessee, which require that the crossing signal, by whistle, shall be continuously repeated, or that the bell shall be continuously rung, from whistle board to each highway crossing. In Tennessee, the law also requires that the whistle should be blown or the bell rung at a distance of one mile before reaching the corporate limits of any city or town.

**Illinois Commerce Commission General Order No. 138**

"Rule 501. In addition to warnings by whistle or bell as required by statute, every railroad train shall give warning by prolonged or repeated whistling when passing or meeting or about to pass or meet a train, at or in the immediate vicinity of a grade crossing, under such circumstances that the second train will obscure, in whole or in part, the view of the first mentioned train to persons who may be about to use the crossing."

**13. Business Tracks not shown as Stations on face of Time Table:**

Station No.	Name	Mile Post	Car Capacity	Opens
632	Millstadt Jct.....	631.86	28	North
623	Henke Spur.....	623.01	9	South
587	Ritter.....	586.50	25	North
574	Campbell Hill.....	574.18	12	North
544	Pomona.....	543.99	10	South
535	Mountain Glen.....	535.19	15	North
517	Elco.....	517.22	12	South
480	Laketon.....	479.88	10	North
475	Berkeley.....	475.13	14	Double
464	Oakton.....	464.19	35	Double
459	Moscow.....	459.40	12	Double
452	Jordan.....	452.37	30	Double
408	Fruitland.....	408.14	16	Double
391	Gilmore.....	391.07	10	Double

**14. Authorized Diesel Operation:**

Following diesel units will not be operated between:

St. Louis Union Station and E. St. Louis via  
Eads Bridge..... 807A-810A

Not more than 2 units of other classes of diesels may be operated in multiple between St. Louis Union Station and E. St. Louis via Eads Bridge.

**15. Signal Systems:****SPARTA DISTRICT—NORTH CAIRO—TOLSON**

Traffic Control System—Rules 525 to 540, inclusive—is in effect between North Cairo and Murphysboro and between Leahy and Baldwin.

Crews of northward trains, taking service at North Cairo, must approach the next signal in advance at restricted speed, and be governed by indication displayed by that signal.

Movement of trains and engines from the northward absolute signal at the north end of the siding at Murphysboro will be governed by the indication of that signal, if there are no train order or timetable restrictions affecting their movement. If

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the signal displays a red aspect, trains and engines, after being authorized by the control station to pass the signal, must move at restricted speed until entire train has passed "ETC" sign located approximately 14,000 feet north of the signal. Telephone located adjacent to absolute signals at north siding switch may be used to communicate with control station.

All main track switches between the north and the south siding switches at Murphysboro are hand operated and Rule 513 must be observed in their operation and use. All derrails are equipped with switch circuit controllers requiring that the derrails be on the rail in derailing position when not in use. Inside switch of crossover between main track and siding at Walnut Street also is equipped with switch circuit controller requiring that inside switch of this crossover be normally lined for movement on the siding.

When control station authorizes use of switch equipped with electric lock, the switch must be operated as follows:

1. Unlock and open door of electric lock case.
2. If indicator is in "CLEAR" position, turn crank to the left until it is against stop block, then operate switch in the usual manner.
3. If electric switch lock fails to release, trainman must secure authority to operate emergency release. Instructions for operating emergency release are posted inside of electric lock case.

When a train or engine is occupying main track, the leading truck of engine or car must be less than one car length ahead of switch before the electric lock can be operated.

After movements over the switch have been completed, restore switch to normal position and lock it, turn crank to the right until it is against stop block, close and lock door of electric lock case and notify control station.

MOP-ICG Interlocking at Bixby is remotely controlled by operator at South "A" Dupo. Telephone to control operator is located in booth at crossing.

Trains handling loaded AOCK hoppers of ore must not exceed a maximum speed of 30 MPH.

All trains handling AOCK ore cars and CWEX coal cars both loaded and empty must not exceed 10 MPH between A&S crossing mile 641.8 and Venice.

All trains using track No. 1 siding at Tolson between A&S crossing mile 641.8 and Southern crossing mile 644 must not exceed 10 MPH.

Speed of trains and engines is restricted to 10 MPH on Power Plant tracks at Baldwin.

All trains using tracks to and from Captain Mine and over M. P. R. R. crossing at Percy will not exceed a speed of 10 MPH for entire length of train.

Speed of trains and engines over Leahy Mine tracks must not exceed 10 MPH.

Northward trains approaching Alton & Southern crossing, south of Tolson, destined East St. Louis, using main track, will be governed by upper signal, 800 feet south of crossing. Trains destined to head in Tolson Yard will be governed by lower signal.

Southward trains on main track will be governed by the absolute signal located 800 feet north of crossing.

Southward trains moving out of Tolson Yard will be governed by dwarf signal located 300 feet north of the crossing between siding and main track.

#### **16. Air Brakes and Hand Brakes:**

When a locomotive is to be cut off a freight train or train is to be separated, engineman will make a twenty-pound brake pipe reduction. When the brake pipe exhaust has ceased to blow indicating completion of such a reduction, the engineman will give one short blast of the whistle to inform the trainmen they may close the angle cocks and cut off the locomotive or cars.

Furthermore, sufficient hand brakes should be applied to this cut of cars as a further precaution in the event the air supply becomes depleted.

#### **17. Spring Switches.**

Spring switch is in use at north end yard lead Jackson.

Before train leaves siding to enter main track, a member of train crew must insert switch key in release box, turning key clockwise to full right, and if semaphore indicator displays "CLEAR", and operating rules are complied with, train may proceed through spring switch.

If the indicator displays "STOP", after waiting three (3) minutes and complying with operating rules, train may proceed through spring switch.

Spring switches must not be thrown by hand while cars are holding switch points open, except in emergency and then extreme care must be used in operating switch stand to avoid injury.

All trains using track No. 1 siding at Murphysboro must not exceed 10 MPH.

Trains or engines with or without cars moving on sidings, house tracks, business or auxiliary tracks, over public crossing which is protected by any type of automatic device will not move on to the crossing until the automatic device is known to be operating or the movement is protected by a member of the crew.

Trains handling loaded CWEX hoppers of coal must not exceed 30 MPH except between MP 603 and 619.

When operating diesel engines over railroad crossing, throttle must be reduced to at least 5th notch on all GP-type and switcher engines and to at least 3rd notch on all passenger engines sufficiently in advance so as to allow generators and/or alternators time to dissipate excessive current.

