

DIVISION OFFICERS

H. R. STOCKUM, Superintendent.....Bloomington
 R. L. WARREN, Asst. Superintendent.....Bloomington
 T. D. HANCOCK, Asst. Superintendent.....Mexico
 E. E. WALTERS, Trainmaster.....Bloomington
 R. E. FOEHR, Trainmaster.....Bloomington
 E. E. LUCAS, Asst. Trainmaster.....Bloomington
 T. R. McCLARTY, JR., Traveling Engineer.....Bloomington
 G. M. WILKINSON, JR., Trainmaster.....Mexico
 T. E. USNICK, Asst. Trainmaster.....Mexico
 T. M. KOLSTAD, JR., Trainmaster.....Kansas City
 J. A. ADREON, Traveling Engineer.....Kansas City
 J. R. CALLANS, Asst. Trainmaster.....Joliet
 W. A. HARRIS, Asst. Trainmaster.....Alton
 A. L. HERING, Chief Train Dispatcher.....Bloomington
 W. F. THILKING, Night Chief Train Dispatcher...Bloomington
 J. A. JONES, Train Dispatcher.....Bloomington
 W. J. ONEY, JR., Train Dispatcher.....Bloomington
 J. V. MONTAGUE, Train Dispatcher.....Bloomington
 W. K. DUNBAR, Train Dispatcher.....Bloomington
 J. L. MOORE, Train Dispatcher.....Bloomington
 R. W. RYBERG, Train Dispatcher.....Bloomington
 G. F. STEWART, Train Dispatcher.....Bloomington
 B. W. GRIFFIN, Chief Train Dispatcher.....Kansas City
 C. HEWLETT, Train Dispatcher.....Kansas City
 C. G. MOORE, Train Dispatcher.....Kansas City
 D. E. ADAMS, Train Dispatcher.....Kansas City
 F. W. RAY, Train Dispatcher.....Kansas City



SPEED TIME

This is not for authorized speed but for information only.

| Seconds per Mile | Miles per Hour | Seconds per Mile | Miles per Hour |
|------------------|----------------|------------------|----------------|
| 36 | 100 | | |
| 38 | 95 | 65 | 55 |
| 40 | 90 | 72 | 50 |
| 43 | 85 | 80 | 45 |
| 45 | 80 | 90 | 40 |
| 46 | 79 | 103 | 35 |
| 48 | 75 | 120 | 30 |
| 52 | 70 | 144 | 25 |
| 55 | 65 | 180 | 20 |
| 60 | 60 | 240 | 15 |

Illinois Central Gulf Railroad

MISSOURI DIVISION

TIMETABLE NO.

1

Taking Effect 12:01 A.M.
 Thursday, February 14, 1974

Superseding

Illinois Central Railroad
 Iowa Division Timetable No. 8
 Dated December 6, 1970
 For Amboy District Only

and

Gulf Mobile & Ohio RR
 Western Division Timetable No. 8
 Dated May 14, 1972

and

Gulf Mobile & Ohio RR
 Eastern Division Timetable No. 30
 Dated May 1, 1971

For the Government of Employes Only

H. L. WILLIAMS, Chief Transportation Officer
 R. K. OSTERDOCK, General Superintendent-Terminals
 I. B. HALL, General Superintendent-Transportation
 J. E. MOSS, Superintendent-Transportation

2

Southward

AMBOY DISTRICT

Northward

| THIRD CLASS | | | SECOND CLASS | Siding, Standing Room, Cars With Engine. | Mile Posts | TIMETABLE NO. 1 Taking Effect February 14, 1974 | Miles From Freepoint | SECOND CLASS | THIRD CLASS | | |
|-------------|---------------------|---------------------|-----------------------|--|------------|---|----------------------|---------------------|---------------------|--|--|
| 85 | 83 | 73 | 74 | | | | | 84 | 86 | | |
| Local | Local | Dispatch WC1 | Dispatch CW2 | | | | | Local | Local | | |
| | L 6 30AM | L 10 10AM | | | C..... | WALLACE 2.1 | A 12 01PM | A 11 10AM | | | |
| | Daily Except Sunday | Daily Except Sunday | Daily Except Saturday | | | SEE IOWA DIVISION | | | | | |
| | L 6 40AM | L 10 20AM | | 934.2 | | EAST JUNCTION 3.3 | A 11 51AM | A 11 02AM | | | |
| | 6 46 | 10 26 | | 86 930.9 | | DUNBAR 8.3 | 11 46 | 10 57 | | | |
| | 6 59 | 10 39 | 84 64 | 922.6 | | FORRESTON 9.8 | 11 33 | 10 39 | 73 | | |
| | | | | 912.8 | | POLO 6.1 | | | | | |
| | 7 25 | 11 09 | 74 141 | 906.7 | | WOOSUNG 7.4 | 11 09 | 73 10 07 | | | |
| | 7 40 | 11 21 | 70 | 899.3 | D..... | DIXON 6.0 | 10 56 | 9 51 | | | |
| | 7 52 | 11 33 | | 893.3 | | ELDENA 6.7 | 10 44 | 9 39 | | | |
| | 8 05 | 11 45 | 102 | 887.6 | | AMBOY 15.9 | 10 32 | 9 27 | | | |
| | A 8 40AM | 12 18PM | 124 | 871.7 | C..... | MENDOTA 7.5 | 10 00 | L 8 55AM | | | |
| | | | | 864.2 | | DIMMICK 4.3 | | | | | |
| | | 12 42 | 175 | 859.9 | | MIDWAY 4.0 | 9 30 | | | | |
| L 9 30AM | | 12 58 | | 855.9 | D..... | LA SALLE 3.2 | 9 15 | | A 7 50AM | | |
| 9 40 | | 1 08 | | 852.7 | | OGLESBY 5.9 | 8 57 | | 7 36 | | |
| 9 52 | | 1 20 | 175 | 846.8 | | TONICA 5.0 | 8 45 | | 7 24 | | |
| 10 02 | | 1 30 | | 841.8 | | LOSTANT 6.2 | 8 35 | | 7 14 | | |
| 10 15 | | | | 835.6 | | WENONA 10.5 | | | 7 01 | | |
| 10 45 | | 2 05 | 105 | 825.1 | | MINONK 1.6 | 8 01 | | 6 40 | | |
| 10 50 | | | | 823.5 | | MINONK JCT. 9.7 | | | 6 35 | | |
| 11 10 | | | | 813.8 | | EL PASO 9.0 | | | 6 15 | | |
| 11 40 | | 2 46 | | 804.8 | | HUDSON 6.9 | 7 20 | | 5 45 | | |
| A 11 55AM | | 3 00 | | 797.9 | | NORMAL 0.6 | 7 06 | | L 5 30AM | | |
| | | | | 797.3 | | NORMAL JCT. 1.5 | | | | | |
| | | 3 06 | 125 | 795.8 | | BLOOMINGTON 11.4 | 7 00 | | | | |
| | | 3 29 | 83 | 784.4 | | HEYWORTH 6.5 | 6 37 | | | | |
| | | | | 777.9 | | WAPPELLA 4.6 | | | | | |
| | | A 3 55PM | | 773.3 | C..... | CLINTON | L 6 10AM | | | | |
| | | | | | | | Daily Except Sunday | Daily Except Sunday | Daily Except Sunday | | |

No. 84 wait at Mendota for No. 83.

Southward

NORMAL-PEQUOT DISTRICTS

Northward

3

| FIRST CLASS | | | | Miles From Bloomington | Mile Posts | TIMETABLE NO. 1 Taking Effect February 14, 1974 | FIRST CLASS | | | | |
|-------------|-----------------------------|-------------------|------------------------------|--|----------------------------|---|--------------------------------------|---------------------------|------------------------------|-------------------|----------|
| 305 | 303 | 307 | 301 | | | | 300 | 308 | 302 | 304 | 306 |
| STATEHOUSE | TURBO | WEEKENDER | TURBO | Stiding, Standing Room, Cars With Engine. | STATIONS | STATEHOUSE | STATEHOUSE | TURBO | TURBO | WEEKENDER | |
| L 6 15PM | L 5 10PM | L 8 10AM | L 8 10AM | | | 37.2 | C UNION STATION (CHICAGO) 37.2 | A 10 20AM | A 12 20PM | A 12 24PM | A 9 24PM | A 10 05PM |
| Ls 6 58PM | Ls 5 53PM | Ls 8 53AM | Ls 8 53AM | 37.2 | JOLIET | Ls 9 33AM | Ls 11 33AM | Ls 11 35AM | Ls 8 35PM | Ls 9 14PM | |
| Daily | Daily Except Saturday | Sat & Sun Only | Daily Except Sat & Sun | | SEE CHICAGO DIVISION | | | | | | |
| | | | | | PEQUOT DISTRICT | | | | | | |
| | | | | 38.5 | 1.3 C. SOUTH JOLIET | A 9 26AM | | A 11 29AM | | | |
| | | | | 41.0 | 2.5 PLAINES | | | | | | |
| | | | | 46.0 | 5.0 MILLSDALE | | | | | | |
| | | | | 52.7 | 6.7 LORENZO | | | | | | |
| | | | | 57.1 | 4.4 PEQUOT | 9 09 | | 11 15 | | | |
| | | | | 58.5 | 1.4 COAL CITY | | | | | | |
| | | | | 63.3 | 4.8 MAZONIA | L 9 03AM | | L 11 10AM | | | |
| | | | | | NORMAL DISTRICT | | | | | | |
| L 7 03PM | L 5 58PM | L 8 58AM | L 8 58AM | 38.5 | 1.3 C. SOUTH JOLIET | | A 11 24AM | | A 8 29PM | A 9 07PM | |
| | | | | 36 | 7.3 ELWOOD | | | | | | |
| 7 15 | 6 09 | 9 09 | 9 09 | 63 | 6.7 D. WILMINGTON | | 11 13 | | 8 18 | 8 56 | |
| | | | | 50 | 1.6 HITT SIDING | | | | | | |
| | | | | 37 | 3.2 BRAIDWOOD | | | | | | |
| | | | | 60.5 | 3.2 MULLINS | | | | | | |
| 7 24 | 6 17 | 9 18 | 9 17 | 62.6 | 2.1 MAZONIA | A 9 03AM | 11 03 | A 11 10AM | 8 10 | 8 46 | |
| | | | | 64.5 | 1.9 GARDNER | | | | | | |
| 7 33 | 6 26 | 9 27 | 9 26 | 225 | 9.1 D. DWIGHT | 8 52 | 10 52 | 11 01 | 8 01 | 8 37 | |
| | | | | 232 | 8.1 ODELL | | | | | | |
| s 7 50 | 6 41 | s 9 44 | 9 41 | 214 | 10.2 D. PONTIAC | s 8 35 | s 10 35 | 10 46 | 7 46 | s 8 20 | |
| | | | | 102.3 | 10.4 CHENOA | | | | | | |
| | | | | 208 | 4.3 BALLARD | | | | | | |
| | | | | 110.3 | 3.7 LEXINGTON | | | | | | |
| 8 20 | 7 06 | 10 12 | 10 06 | 124.1 | 13.8 NORMAL | 8 09 | 10 09 | 10 21 | 7 21 | 7 53 | |
| As 8 30PM | As 7 10PM | As 10 17AM | As 10 10AM | 126.6 | 2.5 C. BLOOMINGTON | Ls 8 05AM | Ls 10 05AM | Ls 10 17AM | Ls 7 17PM | Ls 7 49PM | |
| | | | | | | Daily Except Sunday | Sunday Only | Daily Except Sunday | Daily Except Sat & Sun | Sat & Sun Only | |

| 4 Southward | | | | ALTON DISTRICT | | | | | Northward | | | | |
|-------------|-----------------------------|-------------------|------------------------------|---|---|---|---------------------------|----------------|---------------------------|------------------------------|-------------------|-----------|--|
| FIRST CLASS | | | | Siding, Standing Room, Cars With Engine. | Mile Posts | TIMETABLE NO. 1 Taking Effect February 14, 1974 | Miles From St. Louis | FIRST CLASS | | | | | |
| 305 | 303 | 307 | 301 | | | | | 300 | 308 | 302 | 304 | 306 | |
| STATEHOUSE | TURBO | WEEKENDER | TURBO | | | | | STATEHOUSE | STATEHOUSE | TURBO | TURBO | WEEKENDER | |
| Daily | Daily Except Saturday | Sat & Sun Only | Daily Except Sat & Sun | | | | | | | | | | |
| Ls 8 35PM | Ls 7 13PM | Ls 10 24AM | Ls 10 13AM | 126.6 | C. BLOOMINGTON | 155.5 | As 8 00AM | As 10 00AM | As 10 14AM | As 7 14PM | As 7 43PM | | |
| | | | | 226 | 14.3 McLEAN | 141.2 | | | | | | | |
| | | | | 77 | 4.9 ATLANTA | 136.3 | | | | | | | |
| s 9 02 | 7 38 | s 10 53 | 10 38 | 162 | 10.6 LINCOLN | 125.7 | s 7 30 | s 9 30 | 9 44 | 6 44 | s 7 06 | | |
| | | | | | 7.0 BROADWELL | 118.7 | | | | | | | |
| | | | | 175 | 3.9 ELKHART | 114.8 | | | | | | | |
| | | | | | 5.7 WILLIAMSVILLE | 109.1 | | | | | | | |
| 9 20 | 7 55 | 11 11 | 10 55 | 177.6 | 4.6 SHERMAN | 104.5 | | | | | | | |
| | | | | | 5.3 C. RIDGELY | 99.2 | 7 05 | 9 05 | 9 21 | 6 21 | 6 42 | | |
| s 9 35 | s 8 10 | s 11 30 | s 11 10 | 185.1 | 2.2 SPRINGFIELD | 97.0 | s 7 00 | s 9 00 | s 9 16 | s 6 16 | s 6 37 | | |
| | | | | | 2.2 C. ILES | 94.8 | 6 47 | 8 47 | 9 06 | 6 06 | 6 25 | | |
| | | | | | 7.2 CHATHAM | 87.6 | | | | | | | |
| | | | | 191 | 6.1 AUBURN | 81.5 | | | | | | | |
| | | | | 106 | 6.4 VIRDEN | 75.1 | | | | | | | |
| | | | | 175 | 3.8 GIRARD | 71.3 | | | | | | | |
| | | | | | 3.7 NILWOOD | 67.6 | | | | | | | |
| s 10 11 | 8 44 | s 12 06PM | 11 44 | 318 | 9.3 CARLINVILLE | 58.3 | s 6 18 | s 8 18 | 8 37 | 5 37 | s 5 56 | | |
| | | | | 203 | 14.5 SHIPMAN | 43.8 | | | | | | | |
| | | | | | 7.7 BRIGHTON | 36.1 | | | | | | | |
| | | | | | 6.1 GODFREY | 30.0 | 5 54 | 7 54 | 8 15 | 5 15 | 5 29 | | |
| s 10 51 | s 9 16 | s 12 43 | s 12 16 | 257.2 | 5.1 ALTON | 24.9 | s 5 48 | s 7 48 | s 8 10 | s 5 10 | s 5 24 | | |
| A 10 55PM | A 9 20PM | A 12 47PM | A 12 20PM | 262.1 | 2.9 C. WANN | 22.0 | L 5 44AM | L 7 44AM | L 8 05AM | L 5 05PM | L 5 17PM | | |
| | | | | | BE GOVERNED BY JOINT PC—GM&O TIMETABLE | | Daily Except Sunday | Sunday Only | Daily Except Sunday | Daily Except Sat & Sun | Sat & Sun Only | | |
| | | | | 274.9 | 12.8 C. GRANITE CITY | 9.2 | | | | | | | |
| | | | | 278.0 | 3.1 C. VENICE | 6.1 | | | | | | | |
| | | | | 280.0 | 2.0 BRIDGE JUNCTION | 4.1 | | | | | | | |
| | | | | | TRRA ROUTE | | | | | | | | |
| L 11 15PM | L 9 36PM | L 1 04PM | L 12 36PM | 274.9 | 12.8 GRANITE CITY | 9.2 | L 5 30AM | L 7 30AM | L 7 50AM | L 4 50PM | L 5 00PM | | |
| A 11 50PM | A 10 09PM | A 1 40PM | A 1 09PM | | 9.2 C. ST. LOUIS U.S. | 0.0 | L 5 00AM | L 7 00AM | L 7 25AM | L 4 25PM | L 4 30PM | | |

Southward DWIGHT DISTRICT Northward

| | | TIMETABLE NO. 1 | | | |
|------------|----------------|------------------------------------|--------------------------|--|--|
| | | Taking Effect February 14, 1974 | | | |
| | | STATIONS | | | |
| Mile Posts | | | Miles From Washington | | |
| 73.6 | D. DWIGHT | | 69.7 | | |
| | 6.6 | | | | |
| 80.2 | NEVADA | | 63.1 | | |
| | 7.3 | | | | |
| 87.5 | BLACKSTONE | | 55.8 | | |
| | 5.9 | | | | |
| 93.4 | P. C. CROSSING | | 49.9 | | |
| | 2.3 | | | | |
| 95.7 | STREATOR | | 47.6 | | |
| | 4.2 | | | | |
| 99.9 | MUNSTER | | 43.4 | | |
| | 3.2 | | | | |
| 103.1 | GARFIELD | | 40.2 | | |
| | 5.4 | | | | |
| 108.5 | WENONA | | 34.8 | | |
| | 3.0 | | | | |
| 111.5 | EVANS | | 31.8 | | |
| | 6.5 | | | | |
| 118.0 | VARNA | | 25.3 | | |
| | | | | | |
| | VARNA | | | | |
| | 10.0 | | | | |
| 128.0 | LACON | | | | |
| | | | | | |
| | 4.0 | | | | |
| 122.0 | LA ROSE | | 21.3 | | |
| | 5.3 | | | | |
| 127.3 | WASHBURN | | 16.0 | | |
| | 3.3 | | | | |
| 130.6 | LOW POINT | | 12.7 | | |
| | 1.8 | | | | |
| 132.4 | CAZENOVIA | | 10.9 | | |
| | 4.4 | | | | |
| 136.8 | METAMORA | | 6.5 | | |
| | 6.5 | | | | |
| 143.3 | WASHINGTON | | 0.0 | | |

Westward JACKSONVILLE DISTRICT Eastward 5

| | | TIMETABLE NO. 1 | | | |
|---|------------|------------------------------------|---------------------------|--|--|
| | | Taking Effect February 14, 1974 | | | |
| | | STATIONS | | | |
| Siding, Standing Room, Cars With Engine. | Mile Posts | | Miles From Murrayville | | |
| | 126.6 | C. BLOOMINGTON | 100.2 | | |
| | | 6.2 | | | |
| | 132.8 | COVEL | 94.0 | | |
| | | 6.0 | | | |
| 57 | 138.8 | STANFORD | 88.0 | | |
| | | 5.0 | | | |
| 40 | 143.8 | MINIER | 83.0 | | |
| | | 5.3 | | | |
| | 149.1 | HOPEDALE | 77.7 | | |
| | | 3.8 | | | |
| | 152.9 | BROWNWOOD | 73.9 | | |
| | | 4.4 | | | |
| | 157.3 | DELAVAN | 69.5 | | |
| | | 5.0 | | | |
| | 162.3 | P. & N. JUNCTION | 64.5 | | |
| | | 0.7 | | | |
| 28 | 163.0 | SAN JOSE | 63.8 | | |
| | | 2.7 | | | |
| | 165.7 | NATRONA | 61.1 | | |
| | | 5.8 | | | |
| 53 | 171.5 | D. MASON CITY | 55.3 | | |
| | | 8.4 | | | |
| | 179.9 | GREENVIEW | 46.9 | | |
| | | 3.2 | | | |
| | 183.1 | CURTIS | 43.7 | | |
| | | 4.6 | | | |
| 18 | 187.7 | PETERSBURG | 39.1 | | |
| | | 7.2 | | | |
| 38 | 194.9 | TALLULA | 31.9 | | |
| | | 5.4 | | | |
| | 200.3 | ASHLAND | 26.5 | | |
| | | 2.7 | | | |
| | 203.0 | PRENTICE | 23.8 | | |
| | | 5.8 | | | |
| | 208.8 | SINCLAIR | 18.0 | | |
| | | 7.0 | | | |
| 10 | 215.8 | D. JACKSONVILLE | 11.0 | | |
| | | 7.6 | | | |
| 43 | 223.4 | WOODSON | 3.4 | | |
| | | 3.4 | | | |
| 28 | 226.8 | MURRAYVILLE | 0.0 | | |

| 6 | | Westward | | | AIRLINE DISTRICT | | | | Eastward | | | |
|--------------|--------|----------|--------|---|------------------|------------------------------------|------|-------------------------|--------------|-------|--------|--|
| SECOND CLASS | | | | Siding, Standing Room, Cars With Engine. | Mile Posts | TIMETABLE NO. 1 | | Miles From Roodhouse | SECOND CLASS | | | |
| 97 | | 93 | | | | Taking Effect February 14, 1974 | | | STATIONS | | 90 |  | 94 |
| Daily | | Daily | | | | | | Daily | | Daily | | |
| L | 3 00PM | L | 3 00AM | 187.3 | C | ILES | 44.8 | A | 9 55AM | A | 9 55PM | |
| | | | | 191.7 | | 4.4 COCKRELL | 40.4 | | | | | |
| | 3 28 | | 3 28 | 49 | 203.5 | 11.8 PROUTY | 28.6 | | 9 27 | | 9 27 | |
| | 3 40 | | 3 40 | 51 | 209.9 | 6.4 YEOMANS | 22.2 | | 9 15 | | 9 15 | |
| | | | | | 212.7 | 2.8 REES | 19.4 | | | | | |
| | | | | | 216.1 | 3.4 CLEMENTS | 16.0 | | | | | |
| | 4 03 | | 4 03 | 49 | 221.7 | 5.6 MURRAYVILLE | 10.4 | | 8 50 | | 8 50 | |
| | | | | | 232.4 | 5.6 MANCHESTER | 4.8 | | | | | |
| A | 4 25PM | A | 4 25AM | 237.2 | C | 4.8 ROODHOUSE | 0.0 | L | 8 30AM | L | 8 30PM | |

| Southward | | CARROLLTON DISTRICT | | | | Northward | | | | | | |
|--------------|--------|---------------------|--------|---|------------|------------------------------------|------|-------------------------|--------------|-------|---------|--|
| SECOND CLASS | | | | Siding, Standing Room, Cars With Engine. | Mile Posts | TIMETABLE NO. 1 | | Miles From Roodhouse | SECOND CLASS | | | |
| 193 | | 131 | | | | Taking Effect February 14, 1974 | | | STATIONS | | 194 |  | 128 |
| Daily | | Daily | | | | | | Daily | | Daily | | |
| L | 3 00PM | L | 3 00AM | 67.9 | C | ROODHOUSE | 39.9 | A | 10 45AM | A | 10 45PM | |
| | 3 10 | | 3 10 | 34 | 64.6 | 3.3 WHITE HALL | 3.3 | | 10 35 | | 10 35 | |
| | 3 35 | | 3 35 | 14 | 55.2 | 9.4 CARROLLTON | 12.7 | | 10 10 | | 10 10 | |
| | 3 55 | | 3 55 | 52 | 47.0 | 8.2 KANE | 20.9 | | 9 50 | | 9 50 | |
| | 4 10 | | 4 10 | 12 | 41.9 | 5.1 JERSEYVILLE | 26.0 | | 9 35 | | 9 35 | |
| | 4 25 | | 4 25 | 27 | 35.7 | 6.2 DELHI | 32.2 | | 9 20 | | 9 20 | |
| A | 4 45PM | A | 4 45AM | 28.0 | | 7.7 GODFREY | 39.9 | L | 9 00AM | L | 9 00PM | |

Southward

P & N DISTRICT

Northward

7

| | Mile Posts | TIMETABLE NO. 1 Taking Effect February 14, 1974 STATIONS | Miles From Sherman |
|-------|------------|---|-----------------------|
| ..... | 160.1 | GROVE..... | 50.7 |
| ..... | 163.9 | 3.8 PEKIN..... | 46.9 |
| ..... | 175.1 | 11.2 GREEN VALLEY..... | 35.7 |
| ..... | 182.1 | 7.0 P. & N. JUNCTION..... | 28.7 |
| ..... | 182.5 | 0.4 SAN JOSE..... | 28.3 |
| ..... | 190.9 | 8.4 NEW HOLLAND..... | 19.9 |
| ..... | 197.0 | 6.1 MIDDLETOWN..... | 13.8 |
| ..... | 200.3 | 3.3 CROFT..... | 10.5 |
| ..... | 203.9 | 3.6 FANCY PRAIRIE..... | 6.9 |
| ..... | 206.5 | 2.6 VAN WOOD..... | 4.3 |
| ..... | 210.8 | 4.3 SHERMAN..... | 0.0 |

Southward

MEXICO DISTRICT

Northward

| | Miles From South Branch Jct. | TIMETABLE NO. 1 Taking Effect February 14, 1974 STATIONS | Miles From Fulton |
|-------|---------------------------------|---|----------------------|
| ..... |  | ..... SOUTH BRANCH JCT..... | 23.8 |
| ..... | 11.1 | 11.1 AUXVASSE..... | 12.7 |
| ..... | 16.0 | 4.9 McCREDIE..... | 7.8 |
| ..... | 19.5 | 3.5 CALLAWAY..... | 4.3 |
| ..... | 23.8 | 4.3 FULTON..... | 0.0 |

| | Siding, Standing Room, Cars With Engine. | Mile Posts | TIMETABLE NO. 1 | | SECOND CLASS | | | | | |
|--|---|------------|------------------------------------|-----------------------------|--------------------|--------------------|---------------------|---------------------|--------------------|---------------------|
| | | | Taking Effect February 14, 1974 | | 65 | 91 | 93 | 63 | 95 | 97 |
| | | | STATIONS | | BN Daily | Daily | Daily | BN Daily | Daily | Daily |
| | | 237.2 | C..... | ROODHOUSE..... | | L 12 45AM | L 6 31AM | | L 12 45PM | L 6 31PM |
| | | 238.7 | | 1.5 WEST ROODHOUSE..... | | | | | | |
| | | 242.7 | | 4.0 DRAKE..... | | 12 58 | 6 41 | | 12 58 | 6 41 |
| | 75 | 246.6 | | 3.9 HILLVIEW..... | | 1 05 | 6 48 | | 1 05 | 6 48 |
| | | 251.2 | | 4.6 PEARL..... | | 1 13 | 6 56 | | 1 13 | 6 56 |
| | 87 | 260.9 | | 9.7 NEBO..... | | 1 35 ⁹⁶ | 7 18 ⁹⁰ | | 1 35 ⁹² | 7 18 ⁹⁴ |
| | | 265.6 | | 4.7 PLEASANT HILL..... | | | | | | |
| | 41 | 273.8 | | 8.2 QUINCY JUNCTION..... | | 1 59 | 7 41 | | 1 59 | 7 41 |
| | 60 | 275.1 | C..... | 1.3 LOUISIANA..... | | 2 02 | 7 45 | | 2 02 | 7 45 |
| | 95 | 282.3 | | 7.2 VERA..... | | | | | | |
| | 141 | 286.8 | | 4.5 BOWLING GREEN..... | | 2 30 | 8 11 | | 2 30 | 8 11 |
| | | 293.9 | | 7.1 CURRYVILLE..... | | | | | | |
| | 116 | 302.3 | D..... | 8.4 VANDALIA..... | | 2 57 | 8 38 | | 2 57 | 8 38 |
| | | 307.6 | | 5.3 FARBER..... | | | | | | |
| | 99 | 311.8 | | 4.2 LADDONIA..... | | 3 14 | 8 55 | | 3 14 | 8 55 |
| | | 316.7 | | 4.9 RUSH HILL..... | | | | | | |
| | 55 | 322.8 | | 6.1 ARTHUR..... | | 3 32 | 9 13 | | 3 32 | 9 13 |
| | | 324.0 | | 1.2 FRANCIS..... | L 1 44AM | 3 35 | 9 16 | L 12 10PM | 3 35 | 9 16 |
| | | 325.8 | C..... | 1.8 MEXICO..... | 1 51 | 3 39 | 9 20 | 12 15 | 3 39 | 9 20 |
| | 120 | 327.2 | | 1.4 WEST SIDING..... | 1 54 | 3 42 | 9 23 | 12 20 | 3 42 | 9 23 |
| | 41 | 331.4 | | 4.2 THOMPSON..... | 2 03 | | | 12 32 ⁶⁴ | | |
| | 90 | 340.0 | | 8.6 CENTRALIA..... | 2 16 | 4 02 | 9 43 | 12 45 | 4 02 | 9 43 |
| | 103 | 352.0 | | 12.0 CLARK..... | 2 34 | 4 20 ⁹⁰ | 10 05 ⁹² | 1 05 | 4 20 ⁹⁴ | 10 05 ⁹⁶ |
| | | 361.5 | | 9.5 HIGBEE..... | | | | | | |
| | 97 | 366.2 | | 4.7 YATES..... | 2 57 | 4 42 | 10 27 | 1 27 | 4 42 | 10 27 |
| | 44 | 372.4 | | 6.2 ARMSTRONG..... | 3 07 | 4 52 | 10 37 | 1 37 | 4 52 | 10 37 |
| | 61 | 376.6 | | 4.2 STEINMETZ..... | 3 14 | 4 59 | 10 44 | 1 43 | 4 59 | 10 44 |
| | | 381.5 | D..... | 4.9 GLASGOW..... | | | | | | |
| | 109 | 383.5 | | 2.0 HARMONY..... | 3 30 ⁹⁰ | 5 10 | 11 00 ⁶⁴ | 1 54 | 5 10 | 11 00 ⁶⁰ |
| | 49 | 390.5 | | 7.0 GILLIAM..... | 3 43 | 5 21 | 11 15 | 2 04 | 5 21 | 11 15 |
| | | 393.6 | C..... | 3.1 SLATER..... | A 3 49AM | A 5 27AM | A 11 23AM | A 2 11PM | A 5 27PM | A 11 23PM |

SLATER DISTRICT

Eastward

| Siding, Standing Room, Cars With Engine. | Miles From Slater | TIMETABLE NO. 1 Taking Effect February 14, 1974 STATIONS | SECOND CLASS | | | | | |
|---|----------------------|---|--------------|----------|-------------|----------|----------|-------------|
| | | | 90 | 92 | 64 | 94 | 96 | 60 |
| | 156.4 | C.....ROODHOUSE..... | A 8 00AM | A 2 17PM | | A 8 00PM | A 2 17AM | |
| | 154.9 | 1.5.....WEST ROODHOUSE..... | | | | | | |
| | 150.9 | 4.0.....DRAKE..... | 7 50 | 2 07 | | 7 50 | 2 07 | |
| 75 | 147.0 | 3.9.....HILLVIEW..... | 7 43 | 2 00 | | 7 43 | 2 00 | |
| | 142.4 | 4.6.....PEARL..... | 7 35 | 1 52 | | 7 35 | 1 52 | |
| | | 9.7.....NEBO..... | 7 18 93 | 1 35 95 | | 7 18 97 | 1 35 91 | |
| | 128.0 | 4.7.....PLEASANT HILL..... | | | | | | |
| 41 | 119.8 | 8.2.....QUINCY JUNCTION..... | 6 52 | 1 04 | | 6 52 | 1 04 | |
| 60 | 118.5 | 1.3 C.....LOUISIANA..... | 6 47 | 12 57 | | 6 47 | 12 57 | |
| 95 | 111.3 | 7.2.....VERA..... | | | | | | |
| | | 4.5.....BOWLING GREEN..... | 6 23 | 12 30PM | | 6 23 | 12 30AM | |
| | 99.7 | 7.1.....CURRYVILLE..... | | | | | | |
| 116 | 91.3 | 8.4 D.....VANDALIA..... | 5 55 | 11 55 | | 5 55 | 11 55 | |
| | 86.0 | 5.3.....FARBER..... | | | | | | |
| 99 | 81.8 | 4.2.....LADDONIA..... | 5 37 | 11 33 | | 5 37 | 11 33 | |
| | 76.9 | 4.9.....RUSH HILL..... | | | | | | |
| 55 | 70.8 | 6.1.....ARTHUR..... | 5 17 | 11 10 | | 5 17 | 11 10 | |
| | 69.6 | 1.2.....FRANCIS..... | 5 13 | 11 04 | A 12 45PM | 5 13 | 11 04 | A 12 45AM |
| | 67.8 | 1.8 C.....MEXICO..... | 5 08 | 11 00 | 12 42 | 5 08 | 11 00 | 12 42 |
| 120 | 66.4 | 1.4.....WEST SIDING..... | 5 03 | 10 43 | 12 39 | 5 03 | 10 43 | 12 39 |
| | | 4.2.....THOMPSON..... | | | 12 32 63 | | | 12 32 |
| 90 | 53.6 | 8.6.....CENTRALIA..... | 4 39 | 10 23 | 12 18PM | 4 39 | 10 23 | 12 18AM |
| 103 | 41.6 | 12.0.....CLARK..... | 4 20 91 | 10 05 93 | 11 58 | 4 20 95 | 10 05 97 | 11 58 |
| | 32.1 | 9.5.....HIGBEE..... | | | | | | |
| 97 | 27.4 | 4.7.....YATES..... | 3 58 | 9 43 | 11 36 | 3 58 | 9 43 | 11 36 |
| 44 | 21.2 | 6.2.....ARMSTRONG..... | 3 48 | 9 33 | 11 26 | 3 48 | 9 33 | 11 26 |
| 61 | 17.0 | 4.2.....STEINMETZ..... | 3 41 | 9 26 | 11 18 | 3 41 | 9 26 | 11 18 |
| | 12.1 | 4.9 D.....GLASGOW..... | | | | | | |
| 109 | 10.1 | 2.0.....HARMONY..... | 3 30 65 | 9 15 | 11 00 93 | 3 30 | 9 15 | 11 00 97 |
| 49 | 3.1 | 7.0.....GILLIAM..... | 3 19 | 9 04 | 10 41 | 3 19 | 9 04 | 10 41 |
| | 0.0 | 3.1 C.....SLATER..... | L 3 13AM | L 8 59AM | L 10 36AM | L 3 13PM | L 8 59PM | L 10 36PM |
| | | | Daily | Daily | BN Daily | Daily | Daily | BN Daily |

M. Train and enginemen are cautioned that there are structures along-side tracks at stations and elsewhere which do not provide clearance for a man to ride on top or sides of cars and they must familiarize themselves with the location of such structures.

Q. (GM&O). Station, train and yard operation Chicago to Plaines, is under jurisdiction of Chicago Division Officers; from Lenox to St. Louis is under jurisdiction of St. Louis Division Officers.

Restricted Speed. (GM&O). Restricted Speed limitations are amended as follows: Proceed prepared to stop short of train, engine, obstruction, or switch not properly lined and look out for broken rail.

Freight—not exceeding 10 MPH

Passenger—not exceeding 15 MPH

2. Watch certificate in prescribed form must be renewed during April of each year.

3. Standard clocks:

Wallace—Engine House
Yard Office

La Salle—Telegraph Office

Clinton—Yard Office, Telegraph Office,
Engine House

Chicago—Union Station

Glenn—Telegraph Office
Roundhouse and Locker Room

South Joliet—Tower, Roundhouse and Yard Office

Dwight—Depot

Bloomington—Crew Dispatcher's Office
Target
Enginehouse
Switchmen's Locker Room

Ridgely—Yard Office and Engine House

Wann—Locker Room

Venice—Yard Office and Roundhouse

St. Louis—Union Station

Roodhouse—Telegraph Office
North Yard Office

Mexico—Telegraph Office

Slater—Telegraph Office

Kansas City—Train Dispatcher's Office
Locker Room, 12th Street
Lydia Avenue Yard Office
BN (Murray Yard)

4. First Class trains operated via AT&SF between Joliet and Plaines may leave Plaines without a clearance and may assume original schedule at Mazonia without train order authority.

When a regular train, scheduled via the Normal District between South Joliet and Mazonia, is run extra between these points, such train may assume its original schedule at Mazonia without train order authority.

6. When placed in station column the following indicates location and time train order offices are open:

C.—continuous;

D.—time specified by special instructions.

8(a). 628, 629. Operator-Levenmen are authorized to use electric lanterns with yellow bulbs for signaling purposes.

10(g). Maintenance of way department yellow rectangular sign will be located one and one-half miles in advance of point where speed restriction applies.

14. Following code of whistle signals will be used in calling for interlocking signals.

Approaching Iles westward trains via Airline District will give two short and one long sound (00—) of the whistle.

19. (GM&O). This rule is modified to the extent that reflectorized metal plates may be used to replace red bullseye light and/or lighted markers to indicate rear of train.

20. (GM&O). This rule is modified to provide that all sections except the last will display two green lights in the places provided for that purpose on the front of the engine.

21. (GM&O). This rule is modified to provide that extra trains will display two white lights in the places provided for that purpose on the front of the engine.

35. (GM&O). This rule is modified to the extent that a red light and a white light will no longer be required as night signals.

S-72. Eastward and northward trains are superior to trains of the same class in the opposite direction.

83. TRAIN REGISTERS:

Wallace—Telegraph Office
Clinton—Telegraph Office
Chicago—Union Station (Passenger Trains)
Glenn—Freight Trains
South Joliet—Originating and terminating Trains only.
Bloomington—Target and Yard Office
Iles—Airline District Trains
Venice—Freight Trains
St. Louis—Union Station (Passenger Trains)
Roodhouse
Slater—BN trains will register by register ticket.
Kansas City—Train Dispatcher's Office.

83(a). (IC). Amboy District trains may leave East Jct. without a clearance but must obtain a clearance before leaving Wallace.

83(b). (IC). Bloomington District trains will not enter the Amboy District until they receive permission from the yardmaster at Bloomington yard. Yardmaster is equipped with former IC and GM&O radio channels.

Pontiac District trains may enter Amboy District at Minonk Jct. under Rule 93 for purpose of turning equipment. Such trains will keep advised of and avoid delay to Amboy District trains.

Amboy District trains will obtain permission from train dispatcher, Bloomington, before entering running track at Normal.

83(d). (GM&O). Airline District trains may enter Alton District at Iles without clearance.

Regular trains may assume schedule and extra trains may leave Godfrey without clearance, but must secure clearance before leaving Wann.

Extra trains may leave Murrayville and P&N Jct. without a clearance.

Trains originating at St. Louis Union Station *must* secure clearance before leaving St. Louis Union Station.

Westward BN trains may leave Francis without clearance but will obtain clearance before leaving Mexico.

Extra trains may originate within TCS territory without a clearance.

93. Yard Limits:

Dixon.
 Amboy.
 Mendota.
 La Salle (Extends to Oglesby and Dimmick)
 Minonk.
 South Joliet.
 Dwight (Extends to Lacon and Washington)
 Bloomington (Extends North to Kerrick on Amboy District and to Barnes on Bloomington District)
 Springfield (Ridgely to Iles)
 Wann.
 Roodhouse.
 Louisiana.
 Mexico (Extends to Fulton on Mexico District)
 Slater.

A clear block signal indication within yard limits does not modify the requirements of Rule 93, except for trains moving with the current of traffic between the following points:

Laurel St., Springfield, and Iles Interlocking.

98. Trains and engines must stop at junctions and railroad crossings as follows:

Mendota—Southward train and engine movements over Milw Jct. switch, Mendota, will be governed by color light signal located 340 feet north of switch. Approach distant signal is located 2,060 feet north of junction switch.

Bloomington—Target (not Interlocked) N&W, PC, color position light to and from Alton District, semaphore to and from Jacksonville District.

Streator (grade) PC.

Kansas City (grade) KCS, Gillis Street.

Railroad Crossings Protected by Gates:

| | Normal Position |
|----------------------------|-------------------------|
| Streator..... PC, BN.....* | Against ICG |
| Wenona..... ICG..... | Against Dwight District |
| Washington..... TP&W..... | Against ICG |
| New Holland..... ICG..... | Against P&N District |
| Minier..... PC..... | Against PC |
| Higbee..... MKT..... | Against MKT |

Restrictions 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 engineer 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.]

Extract from Missouri State Laws

"All trains in the State of Missouri shall be brought to a full stop at crossings at grade with other railroad lines, unless such crossings are protected by interlocking plants, gates or other devices which have been approved by the Missouri Public Service Commission, stop to be made before reaching crossing and within 800 feet therefrom, and proceed only after the way is seen and known to be clear."

99. (GM&O). This rule is revised as follows: Within traffic control system limits, flag protection is not required against following movements on same track.

Within automatic block signal system limits, flag protection is not required against following movements on same track or when running with the current of traffic.

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

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

These instructions shall not apply within interlocking and yard limits.

101. SPEED RESTRICTIONS. SPEEDS SHOWN ARE MAXIMUM AUTHORIZED BETWEEN POINTS NAMED, BUT DO NOT MODIFY ANY RULE OR SPECIAL INSTRUCTIONS WHICH MAY REQUIRE LOWER SPEED.

| Territory or Location | NRPC Turboliner | Passenger and Express Trains, Passenger Engines | Passenger and Express Trains, GP Type Engines | Freight Trains, Passenger or GP Type Engines |
|---|--------------------|--|--|---|
| | | | | |
| Between South Joliet and Wann | 79 | 75 | 65 | 40 |
| Between South Joliet and Mazonia via Pequot | 79 | 75 | 65 | 40 |
| Between Dwight and Washington | 25 | 25 | 25 | 25 |
| Between Varna and Lacon | 20 | 20 | 20 | 20 |
| Between Sherman and Peoria | 25 | 25 | 25 | 25 |
| Between Bloomington and Murrayville Via Jacksonville District | 25 | 25 | 25 | 25 |
| Between Iles and Roodhouse | 35 | 35 | 35 | 35 |
| Between Roodhouse and Godfrey | 25 | 25 | 25 | 25 |
| Between Roodhouse and Mexico | 35 | 35 | 35 | 35 |
| Between Mexico and Fulton | 25 | 25 | 25 | 25 |
| Between Mexico and Kansas City | 40 | 40 | 40 | 40 |
| Between East Junction and MP 902, north of Dixon | 40 | 40 | 40 | 40 |
| Between MP 902, north of Dixon and Clinton | 30 | 30 | 30 | 30 |
| Through TCS turnouts, Coal City to Godfrey | 40 | 40 | 10 | 10 |
| Through all other turnouts, crossovers, in and out of sidings unless otherwise authorized | 10 | 10 | 10 | 10 |
| Trains moving against current of traffic | 50 | 50 | 50 | 35 |
| Trains moving against current of traffic through villages | 30 | 30 | 30 | 30 |
| Trains moving against the current of traffic over facing point spring switches and facing point switches not interlocked | 25 | 25 | 25 | 25 |

101(b). LOWER SPEEDS.

| AMBOY DISTRICT | | | | |
|--|----|----|----|----|
| East Junction—crossovers and turnouts | 25 | 25 | 25 | 25 |
| Amboy: BN crossing, between home signals until engine or lead car occupies crossing | 20 | 20 | 20 | 20 |
| Mendota: BN interlocking, Southward trains between Southward approach and Southward home signal | 25 | 25 | 25 | 25 |
| BN crossing, between home signals until engine or lead car occupies crossing | 20 | 20 | 20 | 20 |
| Dimmick: CNW crossing, between home signals until engine or lead car occupies crossing | 20 | 20 | 20 | 20 |
| Between MP 853 and MP 857 plus 1,800 ft. | 10 | 10 | 10 | 10 |
| Wenona: ICG crossing between home signals until engine or lead car occupies crossing | 20 | 20 | 20 | 20 |
| Minonk: AT&SF crossing, between home signals until engine or lead car occupies crossing | 20 | 20 | 20 | 20 |
| El Paso: TP&W crossing, between home signals until engine or lead car occupies crossing | 20 | 20 | 20 | 20 |
| Between MP 795 and MP 799 | 25 | 25 | 25 | 25 |
| NORMAL DISTRICT | | | | |
| Zarley's Hill, south of Joliet, reverse curve | 60 | 60 | 60 | 40 |
| Wilmington: Trains through town | 60 | 60 | 60 | 40 |
| CWEX, IPLX, AOCX or similar type cars loaded are restricted over Kankakee River bridge as follows: | .. | .. | .. | 25 |
| Pontiac: Curve at N&W—ICG crossings | 60 | 60 | 60 | 40 |
| Between MP 123, Normal, and MP 126, Bloomington, CWEX, IPLX, AOCX or similar type cars, loaded, are restricted | .. | .. | .. | 10 |
| Between Normal interlocking and Market Street, Bloomington | 40 | 40 | 40 | 25 |
| Between Market St. and MP 127.1, Bloomington | 20 | 20 | 20 | 10 |

(Continued on page 15)

101(b). LOWER SPEEDS. (Continued)

| Territory or Location | NRPC Turboliner | Passenger and Express Trains, Passenger Engines | Passenger and Express Trains, GP Type Engines | Freight Trains, Passenger or GP Type Engines | MILES PER HOUR | | | | |
|---|--------------------|--|--|---|----------------|--|--|--|--|
| | | | | | | | | | |
| PEQUOT DISTRICT | | | | | | | | | |
| Between South Joliet and Plaines | 60 | 60 | 60 | 30 | | | | | |
| Plaines: Trains moving through connection from ICG to AT&SF No. 2 track | 25 | 25 | 25 | 20 | | | | | |
| Pequot: Trains moving from AT&SF No. 2 track to ICG | 25 | 25 | 25 | 10 | | | | | |
| DWIGHT DISTRICT | | | | | | | | | |
| Streator: PC crossing north of town | 10 | 10 | 10 | 10 | | | | | |
| Park & Bloomington Streets | 5 | 5 | 5 | 5 | | | | | |
| AT&SF—BN crossings | 20 | 20 | 20 | 10 | | | | | |
| Munster: Grade crossing at MP 99.99 | 5 | 5 | 5 | 5 | | | | | |
| Washburn: Parkside Street | 5 | 5 | 5 | 5 | | | | | |
| Lowpoint: Clark Street | 5 | 5 | 5 | 5 | | | | | |
| Washington: Main Street | 5 | 5 | 5 | 5 | | | | | |
| ALTON DISTRICT | | | | | | | | | |
| Sherman, to and from P&N District | 10 | 10 | 10 | 10 | | | | | |
| MP 181 to Ridgely, both main tracks | 60 | 60 | 60 | 40 | | | | | |
| Ridgely, south end of yard through interlocking limits | 35 | 35 | 35 | 25 | | | | | |
| Springfield: Between Ridgely Avenue and Carpenter Street | 25 | 25 | 25 | 20 | | | | | |
| Between Carpenter Street and Capital Avenue | 15 | 15 | 15 | 10 | | | | | |
| Between Capital Avenue and Laurel Street | 25 | 25 | 25 | 20 | | | | | |
| Between Ridgely Avenue and Laurel Street against current of traffic | 10 | 10 | 10 | 10 | | | | | |
| Iles: N&W crossing | 60 | 60 | 60 | 40 | | | | | |
| To and from Airline District | 30 | 30 | 30 | 10 | | | | | |
| North interlocking crossover | 30 | 30 | 30 | 10 | | | | | |
| South interlocking crossover | 10 | 10 | 10 | 10 | | | | | |
| MP 226.8, Rinaker, to MP 234.2, Plainview | 70 | 70 | 65 | 40 | | | | | |
| Godfrey: Curve, MP 252.3 | 60 | 60 | 60 | 40 | | | | | |
| To and from Carrollton District | 30 | 30 | 30 | 10 | | | | | |
| MP 252.3 to College Avenue | 70 | 70 | 65 | 40 | | | | | |
| Wann: Northward trains through interlocking limits | 30 | 30 | 30 | 10 | | | | | |
| Wood River: IT crossing | 40 | 40 | 40 | 40 | | | | | |
| Lenox: Through interlocking limits | 35 | 35 | 35 | 25 | | | | | |
| Via diverging routes through puzzle switches | 5 | 5 | 5 | 5 | | | | | |
| Granite City: Through interlocking limits via joint tracks, under control, not to exceed | 30 | 30 | 30 | 30 | | | | | |
| Granite City: Through interlocking limits via St. Louis Merchants Bridge Terminal | 20 | 20 | 20 | 10 | | | | | |
| Between Granite City and Bridge Junction | 35 | 35 | 35 | 25 | | | | | |
| CWEX, IPLX, AOCX or similar type cars, loaded, are restricted on Alton District as follows: | | | | | | | | | |
| Between Ridgely and Iles | .. | .. | .. | 10 | | | | | |
| Between MP 254 and Pearl Street, Godfrey | .. | .. | .. | 10 | | | | | |
| JACKSONVILLE DISTRICT | | | | | | | | | |
| Minier: PC crossing, between home signals until engine or lead car occupies crossing | 20 | 20 | 20 | 20 | | | | | |
| Delavan: ICG crossing | 20 | 20 | 20 | 20 | | | | | |
| Mason City: ICG crossing | 20 | 20 | 20 | 20 | | | | | |
| Ashland: B&O crossing | 20 | 20 | 20 | 20 | | | | | |
| Jacksonville: N&W crossing | 20 | 20 | 20 | 20 | | | | | |
| BN crossing | 20 | 20 | 20 | 20 | | | | | |

(Continued on page 16)

101(b). LOWER SPEEDS. (Continued)

| Territory or Location | NRPC Turboliner | Passenger and Express Trains, Passenger Engines | Passenger and Express Trains, GP Type Engines | Freight Trains, Passenger or GP Type Engines |
|--|--------------------|--|--|---|
| | | | | |
| P & N DISTRICT | | | | |
| Pekin: PC crossing..... | 20 | 20 | 20 | 20 |
| Green Valley: Bridge B—1725 two miles north of Green Valley..... | 10 | 10 | 10 | 10 |
| ICG crossing..... | 10 | 10 | 10 | 10 |
| Bridge B—195.1, 1.7 miles north of Middletown..... | 10 | 10 | 10 | 10 |
| AIRLINE DISTRICT | | | | |
| Murrayville: Over switch leading to Jacksonville District..... | 25 | 25 | 25 | 25 |
| CARROLLTON DISTRICT | | | | |
| White Hall: BN crossing..... | 20 | 20 | 20 | 20 |
| Carrollton: ICG crossing..... | 10 | 10 | 10 | 10 |
| Kane: Speed of derricks, steam shovels, locomotive cranes and similar type equipment on own trucks with boom trailing over Bridge G—509..... | .. | .. | .. | 10 |
| SLATER DISTRICT | | | | |
| Roodhouse: Palm Street..... | 10 | 10 | 10 | 10 |
| West Roodhouse: BN crossing..... | 20 | 20 | 20 | 20 |
| Pearl: Illinois River drawbridge..... | 5 | 5 | 5 | 5 |
| Nebo: Bridge D—2610, derricks, steamshovel, piledriver, locomotive crane and similar equipment on own trucks with booms trailing, except as otherwise authorized..... | 10 | 10 | 10 | 10 |
| Between MP 262.5 and MP 263.4..... | 20 | 20 | 20 | 20 |
| Louisiana: Mississippi River drawbridge..... | 10 | 10 | 10 | 10 |
| BN crossing..... | 10 | 10 | 10 | 10 |
| Curve at station platform..... | 25 | 25 | 25 | 25 |
| Bowling Green Hill: Between MP 283 and MP 286.8..... | 20 | 20 | 20 | 20 |
| Vandalia: Clark St. to Maple St..... | 20 | 20 | 20 | 20 |
| Francis: BN interlocking..... | 20 | 20 | 20 | 20 |
| Mexico: Calhoun St. to Morris St..... | 20 | 20 | 20 | 20 |
| Centralia: Jefferson St. to Columbia St..... | 25 | 25 | 25 | 25 |
| Clark: N&W crossing, between home signals until engine or lead car occupies crossing..... | 20 | 20 | 20 | 20 |
| Higbee: MKT crossing..... | 20 | 20 | 20 | 20 |
| Glasgow: Missouri River Bridge..... | 10 | 10 | 10 | 10 |
| Slater: Margrove St. to Broadway St..... | 20 | 20 | 20 | 20 |
| MEXICO DISTRICT | | | | |
| Trains handling cars in excess of 240,000 but not to exceed 263,000 pounds..... | 20 | 20 | 20 | 20 |
| South Branch Jct: N&W crossing..... | 20 | 20 | 20 | 20 |
| Fulton: Tracks south of MP 24..... | 10 | 10 | 10 | 10 |
| KANSAS CITY DISTRICT | | | | |
| Marshall: Slater St. to Miami St..... | 15 | 15 | 15 | 10 |
| Higginsville: Shelby St. to Brand St..... | 15 | 15 | 15 | 10 |
| Independence: McCoy St. to Kentucky Avenue..... | 30 | 30 | 30 | 30 |
| Rock Creek Jct.: KCT crossing..... | 25 | 25 | 25 | 20 |
| Kansas City: KCS & MP crossings..... | 25 | 25 | 25 | 20 |

(Continued on page 17)

101(b). Lower Speeds (Continued)

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

25 MPH for: (a) one diesel unit, (b) two diesel units, (c) one diesel unit and one car, or (d) one RDC Budd unit.

45 MPH for: (a) one diesel unit and two cars, (b) two diesel units and one car, (c) three diesel units, or (d) 2-car RDC Budd train.

A speed of 10 mph must not be exceeded on all tracks, except main track and sidings.

Any rule, special instructions, sign or signal requiring lower speeds must be observed.

All trains moving flat cars, carrying panel rail, will have a maximum authorized speed of 30 miles per hour and cars must be kept under observation while in movement.

Trains handling welded rail flat cars are restricted to a maximum speed of 30 miles per hour when cars are loaded and 40 miles per hour when cars are empty. Such cars must always be placed at rear when moving with other cars.

Trains handling truck cars X2297, X2663, X2664, X2666, X2668, X2669, X2789, X2812, X2885 must not exceed a speed of 40 miles per hour.

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

Not more than two (2) diesel units may be operated in consist over Dwight, P&N and Mexico Districts.

Any car with gross weight in excess of 220,000 pounds must not be operated over the Dwight District.

Trains handling wrecking derricks must not exceed speed of 25 mph on straight and level track and light curves and grades and 20 mph on heavy curves and grades. Derrick 100416, located at Bloomington, must be separated from the engine by not less than three (3) cars. It must not be operated over the Dwight, P&N and Mexico Districts.

Trains handling loaded CWEX, IPLX or AOCX cars will not exceed 30 miles per hour.

Trains handling Jordan Spreader, with wings properly secured, scale test cars, engine tanks used in maintenance of way service, air dump cars, derrick cars, pile drivers and similar pivoted machinery as well as pivoted machines on their own wheels will not exceed 25 miles per hour unless given special instructions by the dispatcher.

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.

Trains handling 36" pipe on flat cars must not exceed a speed of 30 miles per hour.

Trains handling short wheel base ore cars, loaded or empty, must not exceed a speed of 25 miles per hour.

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.

Maximum permissible speed for diesel units is as follows:

| | |
|--|--------|
| Switch and transfer units..... | 30 MPH |
| GP-30 and GP-35..... | 63 MPH |
| GP-38 series 700-754..... | 65 MPH |
| F-3..... | 65 MPH |
| F-P..... | 83 MPH |
| GP-7, GP-8, GP-9, GP-10, GP-18, and GP-28 units..... | 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 6000-6005, 900-950..... | 65 MPH |
| SD-40-A series 6006-6023..... | 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 series 7000..... | 76 MPH |

All Freight Trains:

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

Reduced speed orders affecting movement of freight trains should not require movement at 13 to 20 mph.

If movement on grade causes speed to drop to 20 mph throttle should be adjusted to cause speed to be reduced below 13 mph.

103. (GM&O). Trains and engines will stop and crew member will flag Highway 17 grade crossing at Blackstone on Dwight District.

Trains and engines will stop and crew member will flag Highway 4 on QC lead, Carlinville.

104. Normal Position of Switches:

| | |
|-------------------------|----------------------|
| Normal Junction | For Amboy District |
| Minonk Junction | For Amboy District |
| Mendota, Milw Jct | For ICG |
| Sherman | For Alton District |
| Murrayville | For Airline District |

Roodhouse Wye:

| | |
|---------------|--------------------------|
| North Switch— | For Slater District. |
| West Switch— | For Carrollton District. |
| South Switch— | For Slater District. |

104(g). Spring Switches:

| LOCATION | NORMAL POSITION |
|----------|-----------------|
|----------|-----------------|

East Junction:

East crossover from Amboy District to Freeport District:

| | |
|------------------------------------|----------------|
| East Switch | For Crossover |
| West Switch | For main track |
| East Switch of West Crossover..... | For main track |

Mendota: Siding South Switch

Plaines:..... For AT&SF No. 2 main track

Following spring switches are protected by reflectorized sign located 5,000 feet in advance of facing point switch and trains must approach prepared to stop unless signal at switch indicates proceed:

Mendota (Siding South Switch)

Clinton (North Switch North Yard for Amboy District)

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.

109. Bulletin Boards:

Wallace—Yard Office and Enginehouse.

Dixon—Telegraph Office.

La Salle—Freight Office.

Clinton—Telegraph Office and Enginehouse.

Chicago—Union Station.

Glenn—Yard Office and Roundhouse Office.

South Joliet—Yard Office and Roundhouse.

Dwight—Depot.

Bloomington—Crew Dispatcher's Office, Target, Enginehouse and Enginemen's Locker Room at Depot.

Ridgely—Yard Office and Roundhouse.

Wann—Locker Room.

Venice—Yard Office and Roundhouse.

Roodhouse—Telegraph Office and North Yard Office.

Mexico—Telegraph Office and Locker Room.

Slater—Telegraph Office.

Kansas City—Train Dispatcher's Office, Locker Room, 12th St. and Lydia Avenue Yard Office.

BN:

Mexico—BN (Telegraph Office)

Kansas City—BN (Murray Yard)

Brookfield.

Hannibal.

East St. Louis.

111(a). (IC).—819 (GM&O). When car with hot box is found in train, or such car is setout, unusual care must be taken to prevent possibility of fire spreading to the body of the car or lading. Packing or pad must be pulled from the blazing box and all fire thoroughly extinguished and inspection made to know that no danger of fire exists.

D-151. Two Main Tracks:

Between Plaines and Pequot.
Between Ridgely and Iles.

Between Wann and Bridge Jct.

Between Plaines and Pequot the tracks of ICG and the AT&SF are jointly used as multiple tracks and the movement of trains will be governed by special rules. (See Rule 1222 of these special instructions.)

Between Ridgely and Iles second class and extra trains may run ahead of first class trains being governed by signal indication.

Between Wann and Bridge Junction the tracks of the ICG and the PC are jointly used as double track, and the movement of trains will be governed by the joint timetable of the PC-GM&O Railroads.

170. Freight trains arriving at Terminals, Transfer and Yard cuts where air is used, where facilities are available and at which special instructions provide for immediate brake inspection and repairs shall be left with air brakes applied by full service brake pipe reduction so the inspectors can obtain a proper check of the piston travel. Trainmen will not close any angle cock or cut the locomotives off until a full service reduction has been made. The angle cock on the train must then be closed to avoid emergency application of train brakes. Close angle cock on train first, then close on engine.

On trains equipped with ABD brake equipment, in addition after uncoupling, slowly open angle cock on cars left standing until brake pipe air is heard exhausting at hose.

Do not make emergency application, leave angle cock open so as to deplete the brake pipe air from the standing cut of cars.

201. (IC). Where "director of train dispatching" is used in the rules and regulations of the operating department and on train order form 19 it is changed to "superintendent transportation".

MANUAL BLOCK SYSTEM is in effect between:

Granite City and Bridge Junction on ICG Southward main. Superiority of trains conferred by timetable between these points are void, and all train movements will be governed by signal indication.

509(a). (GM&O). This rule is modified as follows between Rock Creek Jct. and Clark, and between Roodhouse and Murrayville:

When a train or engine is stopped by a "stop and proceed" signal it may:

On single track, proceed when a "proceed" indication is displayed. If a "proceed" indication is not displayed, the train or engine, after waiting 5 minutes, may proceed at restricted speed, not exceeding 10 miles per hour, through the block, prepared to stop short of train, engine, obstruction or switch not properly lined and to look out for broken rail.

When a train or engine is stopped by a "stop and proceed" signal and it is definitely known that a train is preceding it through the block, the train or engine may proceed at once at restricted speed, not exceeding 10 MPH, through the block, prepared to stop short of the preceding train.

The automatic signals between Godfrey and Roodhouse, and Roodhouse and Clark are for curve and station protection. When automatic signal displays "stop" indication, trains or engines, after stopping, may proceed at once through the block, at restricted speed, not exceeding 10 MPH.

505. Automatic Block System is in effect between:

South Joliet and Mazonia via main line
Plaines and Pequot, via Pequot Line
Ridgely and Iles
Wann and Granite City on southward main
Wann and Bridge Junction on northward main
Roodhouse and Murrayville
Rock Creek Jct. and Clark

END OF TRACK CIRCUIT SIGN. A sign reading "ETC" vertically, denotes a point beyond which a train does not cause an automatic block signal to display its most restrictive indication.

525. Traffic Control System is in effect between:

Pequot and Bloomington, Control Station Bloomington.
Bloomington and Ridgely, Control Station Bloomington.
Iles and Wann, Control Station Bloomington.

Within traffic control limits, Rule 93 will not apply.

Before trains or engines at west end of South Joliet yard enter the main track, a member of the crew must communicate with control station to clear the signal.

Telephones located adjacent to absolute signals and main track switches may be used to communicate with control station.

When in emergency it is necessary to operate dual control switch by hand, crews of trains or engines must be governed by Rule 534.

605. At railroad crossings at grade protected by signals (interlocking), 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.

629. Wenona: Interlocking is normally lined against train and engine movements on the Dwight District. When Amboy District train or engine is stopped by stop indication, and no conflicting Dwight District movement is evident and gates on Dwight District track are in stop position, movement over the crossing may be made on hand signal given from the crossing.

Mendota: Trains or engines may pass stop indication on southward Milwaukee junction signal, after stopping and ascertaining that switches are properly lined and the way is clear to southward home signal. This movement will be made at restricted speed.

629. (IC).—663. (GM&O). MANUAL CONTROL INTERLOCKING:

CONTROL STATION

| | |
|---|--------------------|
| South Joliet, ICG..... | South Joliet Tower |
| Plaines, AT&SF Jct..... | Shopton, Iowa |
| Pequot, AT&SF Jct..... | Shopton, Iowa |
| Mazonia Jct..... | Bloomington |
| Dwight, PC..... | Bloomington |
| Pontiac, ICG, N&W..... | Pontiac |
| Chenoa, TP&W..... | Bloomington |
| Normal, ICG..... | Bloomington |
| Bloomington, Market Street..... | Target Office |
| Atlanta, PC..... | Bloomington |
| Athol, ICG, IT..... | Bloomington |
| South Lincoln, ICG..... | Bloomington |
| Ridgely, CIM..... | Ridgely Tower |
| Iles, N&W..... | Iles Tower |
| Girard, BN..... | Bloomington |
| Brighton, BN..... | Bloomington |
| Godfrey Jct..... | Bloomington |
| Wann, PC..... | Wann Operator |
| Wood River, IT..... | Wood River Tower |
| Lenox, PC..... | Lenox Tower |
| Ashland, B&O..... | Ashland Operator |
| Jacksonville, N&W..... | Jacksonville Tower |
| Louisiana, BN..... | Louisiana Tower |
| Francis, BN..... | Mexico Operator |
| Mexico, N&W..... | Trainmen |
| Rock Creek Jct., KCT..... | KCT |
| Kansas City, KCS, MP (Big Blue)..... | KCT |
| Streator, AT&SF..... | Streator Tower |
| Avenue (Springfield) B&O, ICG, CIM..... | Avenue Tower |

DRAWBRIDGES INTERLOCKED:

Pearl, Illinois River.
Louisiana, Mississippi River.

672. AUTOMATIC INTERLOCKINGS:

LOCATION:

Amboy, B&N
Dimmick, C&NW
Lstant, PC
Minonk, AT&SF
El Paso, TP&W
Bloomington (Amboy District) PC and N&W
Streator Jct., PC
Delavan, ICG
Green Valley, ICG
Pekin, PC
Mason City, ICG
Jacksonville, BN
Springfield, B&O
West Roodhouse, BN
Clark, N&W
White Hall, BN

By night, when the light in an absolute interlocking signal of the semaphore type is absent, trains or engines must stop before accepting the day proceed indication of the signal as provided in Rules 27 and 294.

The normal position of signals at South Branch Cabin interlocking, Mexico, will display proceed indication for movement of N&W trains over crossing, when not in use by ICG trains. The interlocking is operated by ICG trainmen, as per instructions posted in the signal cabin. When the signals display "STOP" indication against the movement of N&W trains, the door to signal cabin locks automatically and cannot be opened until signals are changed to display "PROCEED" indication for movement of N&W trains over the crossing. Care must be exercised in the operation of this interlocking, the route not to be taken away from N&W trains that are approaching the crossing.

808. (IC). The following applies to entire Missouri Division: 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. Crews on engine should observe dead units closely for indications of sticking brakes and sliding wheels.

1201. Where reference is made to "transportation engineer" and "road foreman of engines" in the rules and regulations of the operating department or special instructions, it should be changed to "traveling engineer".

1202. Maximum depth of water, over top of rail, through which equipment may be handled is as follows, except when greater depths are authorized by special instructions:

| | |
|-----------------------------|-----------|
| Diesel locomotives | 3 inches |
| Diesel truck transfer cars | 4 inches |
| Streamlined passenger cars | 5 inches |
| Office cars | 5 inches |
| Conventional passenger cars | 9 inches |
| Freight cars | 25 inches |

When trains are operated through water, a maximum speed of 3 MPH must not be exceeded. If authority is given to operate air conditioned passenger cars through a depth greater than 9 inches, proper inspection should be made to ascertain if the apparatus requires cleaning and drying.

1203. Siding capacity is based on cars with average length of 55 feet and allows for four diesel units and caboose. Trains made up of cars less than 55 feet in length may be able to get more cars in sidings than shown in station column.

The equivalent car length of a train for siding occupancy shall be determined by counting each car as one (1), and in addition, one (1) car is to be added for each car in the train having a length of 85 feet, or more. For example, a 175 car train, of which 25 are long cars, will have an equivalent car length of 200 cars.

1204. 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 |
| — | | Actuating pipe | to | Actuating pipe |
| BC equalizing pipe | to | BC equalizing pipe | to | Indep. applic. & ref. pipe |
| Sanding pipe | to | Sanding pipe | to | Sanding pipe |

1205. 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.

1206. When making a backward movement with more than three (3) CP-type diesel units in multiple, there is danger of jack-knife action of the units which may result in rail turning over under engine. Before making a backward movement, shoving cars or taking slack (movement of light engine excluded), the leading units must be isolated and only the rear three (3) units allowed to work power. Engineers must see that these instructions are strictly observed.

1207. When operating diesel locomotive over railroad crossing, throttle must be reduced to at least 5th notch on all road switchers and switcher locomotives and 3rd notch on all passenger power. If throttle is not notched, reduce to about half throttle. Throttle must be kept reduced until rear drivers have cleared crossing. Diesel locomotives must never be allowed to come to a standstill with throttle open so as to avoid standstill burns on traction motor commutators.

1208. Trains will use the tracks of the P&PU between Grove and Peoria, and be governed by rules and regulations of that Company.

Telephones have been provided at signal bridge on P&PU tracks in accordance with Bulletin issued by that Company to be used by trainmen in conferring with dispatcher in case of delay or trouble.

1209. Trains using the KCT tracks between Rock Creek Jct. and 12th Street Yard, Rock Creek Jct. and AT&SF Jct., AT&SF tracks between AT&SF Jct. and AT&SF Argentine Yard and BN tracks between Bridge Jct. and St. Louis Avenue will be governed by the rules of those companies.

1210. Highway Crossings

Rule 501 of Illinois Commerce Commission, General Order No. 138 provides:

"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."

1211. Accidents

Employees who witness or have any knowledge whatever of an accident involving the public, must not give information of the same to attorneys, the injured persons or anyone else except this company's officers and claim agents, unless required. Persons seeking information as to any accidents should be referred to the claim agent.

An employee served with subpoena to report to any court or officer must at once notify superior official and act under his direction.

Accidents or personal injury must be reported to proper authority as quickly as possible and in all instances before going off duty.

1212. Standard passenger and freight train delay report F-0106 must be completed in their entirety covering each leg of trip regardless of whether or not delays are encountered. If no delays are encountered enroute, the conductor must record other information required and write "no delays" on the report. Upon arrival final terminal, delay report must be turned in to operator or person designated to handle same, who will send wire report to chief train dispatcher at Bloomington or Kansas City and forward original report to trainmaster concerned.

1213. Trains having hot boxes must be stopped before moving over Illinois River Bridge at Pearl, Mississippi River Bridge at Louisiana and Missouri River Bridge at Glasgow.

1214. Eight wheel locomotive cranes on their own wheels must be handled next ahead of caboose in tonnage or local freight trains during daylight hours and must have boom trailing when connected.

1215. 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.

1216. Passenger equipment, handled in freight trains, must be placed next ahead of caboose unless otherwise instructed.

1217. Camp cars or cabooses must not be switched with, kicked into track against other cars, nor are cars to be kicked into track against camp cars or cabooses.

1218. RULES GOVERNING OPERATION OF JOINT ICG AND B&O MULTIPLE TRACK BETWEEN AVENUE AND FOURTH STREET, SPRINGFIELD.

The speed of trains or engines must not exceed 10 MPH.

Avenue to Fourth Street, Springfield: All trains and engines must move prepared to stop unless the main track is seen or known to be clear. In case of accident, the responsibility rests with the approaching train or engine.

Trains and engines occupying the main track within yard limits must be protected by flagman during fogs, storms, or other unfavorable conditions; also, where the view of an approaching train is obstructed by curvature or other conditions. Trainmen and yardmen will be held responsible for any failure to exercise reasonable precaution in protecting their trains and engines under such conditions.

Railroad Crossings: — Avenue — ICG; B&O; C&IM Tenth St. — N&W (Automatic).

The Junction switches at Avenue are controlled by operator-leverman.

When home signal cannot be cleared after derails are closed, engineer may, after coming to a stop, accept yellow hand signal from operator-leverman on the ground.

Automatic interlocking is in operation over N&W-ICG-B&O crossing 10th and Madison Sts., Springfield. Trains and engines reduce speed to 5 MPH approaching this crossing, this speed not to be exceeded until engine or first car passes over crossing. Color light dwarf home signals are located 75 feet from each side of crossing. Indications: Red—Stop, Yellow—Proceed. Normal indication is red. If crossing is clear, indication will change to yellow when approaching train reaches a point 270 feet from signal. When signal gives Stop-indication without apparent cause, manual cut-out switch located in box on southwest angle of crossing should be operated, and contact made by telephone with N&W dispatcher. Train or engine may then proceed on hand signal from trainman at crossing.

Following code of signals will govern movements over interlocking at Avenue:

| | | | |
|---|---|---|---------|
| ICG from north, from main for joint main track..... | - | 0 | 0 |
| ICG from siding for joint main track..... | - | 0 | 0 |
| ICG from siding for joint main track against current of traffic..... | - | 0 | 0 0 0 |
| ICG from south, from main for P&N yard..... | 0 | 0 | 0 0 0 |
| ICG from north for Springfield District main..... | 0 | 0 | 0 0 0 |
| ICG from siding for Springfield District main..... | - | - | - 0 |
| B&O St. Louis Division to or from joint main track..... | - | - | - |
| B&O Indianapolis Division to or from joint main track.. | 0 | 0 | - 0 - 0 |
| C&M main to or from Springfield District..... | 0 | - | 0 - 0 |
| C&M main to or from joint main track..... | - | - | - |
| C&M main to or from St. Louis Division..... | - | - | 0 0 |
| C&M main to or from Indianapolis Division..... | - | - | 0 0 0 |
| P&N yard to or from St. Louis Division..... | - | - | 0 |
| P&N yard to or from Indianapolis Division..... | - | - | 0 0 |
| P&N yard to or from joint main track..... | - | - | - |
| Trains or engines desiring to use B&O wy from either direction..... | - | - | 0 0 0 0 |
| Trains or engines desiring to use joint track in reverse direction will add..... | - | - | 0 |

1219. On portions of the railroad where trains are governed by block signals in accordance with Rule 261 or Rule 525 train dispatchers or levermen operators must be advised of proposed movement of Rail Detector Cars, Joint Oilers, Weed Burners, and other such heavy equipment which cannot readily be removed from the track but which nevertheless may not positively shunt the track. An opposing train must not be permitted to enter a block occupied by such equipment.

Such equipment must not be operated over highway grade crossings which are provided with automatic protection, except by hand flagging, unless it is known that the automatic protection is operating.

Such equipment will come to a stop at railroad crossings where automatic interlocking is in use, and must not proceed over crossings until instructions covering emergency use of such crossings have been followed. (See Rule 672).

Levermen operators must not operate any switches or derails in the route lined for this equipment while it remains within interlocking limits.

In TCS territory deadhead movements of this equipment will be authorized and made according to existing Timetable Special Instructions, except that train dispatchers will arrange for clear block between open stations both in advance of and in the rear of this equipment.

1220. Train or engine with or without cars moving on sidings, house tracks or auxiliary track over public crossing protected by automatic devices will not obstruct crossing until protective device is operating a sufficient time to protect the crossing or the movement is protected by a member of the crew. If train or engine with or without cars moving on main track over public crossing protected by automatic devices

stops within the limits of the track circuits which actuate the automatic device, train or engine with or without cars will proceed at reduced speed and will not foul crossing until automatic device is operating a sufficient time to protect crossing or the movement is protected by a member of the crew. Under no circumstances will any portion of a car be spotted, or set out between the crossing and insulated rail joint nearest the crossing on that track. Trains, engines and cars must not be left standing within operating circuits of public crossing signals and gates. Trains or engines proceeding in accordance with Rule 509(a), will also proceed expecting to find crossing protection devices not working properly.

1221. Hot Box Detectors

Hot box detectors are located as follows: Mazonia, Ocoya, McLean, Broadwell, Junod, Nilwood, Shipman, Pleasant Hill, Curryville, Thompson, Yates, Corder and Oak Grove.

When a hot box, dragging equipment or loose wheel is detected, Dispatchers' Office will contact the appropriate train in the following manner: Monitor Station: This is the (*Dispatcher's Office*) calling the train passing (*City*) (*State*) detector. Stop your train; you have a (*hot box, dragging equipment or a loose wheel*). Train Engineer Response: This is the Engineer on the train (*Identity of train*) passing (*City*) (*State*) detector. I am stopping my train.

If the response is not received within ten (10) seconds, monitor station will repeat and wait another ten (10) seconds, then repeat a third time. If still no response the train dispatcher will arrange to have this train stopped.

After engineer responds, employee at monitor station will reply: I will give you location of the car after you have your train stopped. Monitor Station: This is (*Dispatcher's Office*) calling engineer on train (*identity of train*). Monitor Station: Engineer on train (*identity of train*) you have a (*hot box, dragging equipment or a loose wheel*), located (*number of*) cars from your (*engines or caboose*) on the (*North or South*) rail. It is the (*lead or trailing*) truck, (*lead or trailing*) wheel.

All rails will be identified in relation to the timetable direction, (i.e., 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 of the car reported to be defective and 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 reported hot box defect, and examining wheels and axles or brake rigging for other reported defects.

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 connection crew so that car may be kept under observation or report made to yard forces at final terminal.

If unable to talk direct to the train dispatcher via radio a message containing the above information must be addressed to the chief dispatcher and dropped off at the next open telegraph office where the operator on duty will report same to the train dispatcher recording time and party notified and file same.

Train crews will be notified when hot box detectors are out of service and will make careful running inspection of their trains. When two consecutive detectors are out of service, crews must stop their train in the vicinity of the last inoperative detector, and make an on-the-ground visual inspection of both sides of train.

In non TCS territory if the crew does not hear from or is unable to contact the monitoring station by radio they will assume the detector just passed is out of service and provided this is the second consecutive detector passed which is out of service they will make an on-the-ground visual inspection of both sides of train.

1222. RULES GOVERNING OPERATION OF THE JOINT TRACKS OF AT&SF AND ICG PEQUOT DISTRICT

1. The movement of trains will be supervised by AT&SF train dispatcher, who will issue instructions as may be required.

Train dispatcher must be notified of any known conditions that will delay train or prevent it from making usual speed, or reason for any unusual delay encountered.

Except as affected by the following rules, all block signal and train rules of the ICG remain in force.

2. Two Main Tracks, designated as No. 1 Eastward and No. 2 Westward, and Automatic Block System, between Plaines and Pequot.

Trains must keep to the right, unless otherwise provided, and will run with the current of traffic by block signals whose indications will supersede the superiority of trains.

Movement against the current of traffic must be controlled by train order.

Trains moving against the current of traffic must approach interlockings and facing point spring switches prepared to stop, unless track is clear, switches are properly lined and signals indicate "Proceed." Movement around curves where view is obscured must be made at restricted speed and one extra long and short blast of engine whistle sounded frequently.

Trains must not use nor foul other main track until permission is received, after which train must be fully protected.

3. Trains displaying classification signals will continue same over the joint track. The display of green signals on a train of either line will indicate that following section is of same line.

4. RESTRICTED SPEED. A speed that will permit stopping short of another train, obstruction, or switch not properly lined, but not exceeding 15 miles per hour.

TWO OR MORE TRACKS. Two or more main tracks upon any of which the current of traffic may be in either specified direction.

5. When going out to flag, flagman must take with him not less than 8 torpedoes and 6 fuses.

Fuses will be used in addition to other signals for protecting trains, or in any manner which any particular emergency may demand.

A train finding a fusee burning on or near its track must stop and extinguish it or wait until it has burned out. The train may then proceed prepared to stop short of train, obstruction or switch not properly lined, for one mile.

The explosion of two torpedoes is a signal to be on the lookout for flagman, obstruction or train ahead for one mile. Speed must be reduced immediately where view is not clear ahead for one mile. The explosion of one torpedo will indicate the same as two, but the use of two is required.

Torpedoes will be placed eighty feet apart on engineman's side of track to be protected.

When a train or engine stops under circumstances in which it may be overtaken by another train or engine, the flagman must go back immediately with flagman's signals a sufficient distance to insure full protection, placing two torpedoes and, when necessary, in addition, displaying lighted fuses.

When trains or engines are under the protection of an automatic block system, a sufficient distance to insure full protection is the distance necessary to insure full protection against following train or engine approaching at restricted speed.

6. When a train is clear of main track to be met or passed by another train, employe attending the switch will not go nearer the

switch than the clearance point until the expected train has been met or passed.

When a train is on the main track, to be met or passed by another train, employe attending the switch will, after lining and locking it, immediately return to the clearance point and remain back of that point until expected train clears the main track.

When necessary to go beyond the switch in flagging, the flagman must remain at least 150 feet away from the switch while approaching train is passing over it.

The conductor or engineman must have an oral understanding with the employe attending the switch as to the required handling under the rule.

Employees using switches must observe whether switch points fit properly after switch is lined, and must grasp the lock and pull it to insure that it is securely fastened.

Crews of trains which are clear of main track must not give "proceed" signals to approaching trains.

7. Spring switches will be designated by the letter "S" painted on the switch stand.

West end westward siding and west end connection ICG: to AT&SF at Plaines, equipped with spring switch.

Trains or engines moving against the points of spring switches must not exceed twenty-five miles per hour.

Passenger trains must not exceed twenty-five miles per hour and freight trains twenty miles per hour when trailing through spring switches.

Trailing movements through spring switches must not be reversed until switch has been properly lined.

If signal protecting facing point movement over a spring switch is in stop position, examine switch points to see that they are properly closed.

If necessary to spike a spring switch it must be protected and train dispatcher notified.

Sand must not be used or center blow-off cocks operated over spring switches.

8. Plaines and Pequot are remotely controlled interlockings. Proceed indication on ICG interlocking signal at Pequot authorizes a ICG train to run extra with current of traffic Pequot to Plaines.

Proceed indication on westward ICG interlocking signal at Plaines authorizes a ICG train to run extra with the current of traffic Plaines to Pequot.

When a train is stopped by a "stop" signal, it will be governed as follows: Where a control station is not in the immediate vicinity of the signal, member of crew must communicate with control station. If authorized to proceed, member of crew must examine all switches and derails before moving over them and flag over railroad crossings within the limits. In complying with this rule, after permission is given to pass a signal in "stop" position, the interlocking limits will, when practicable, be fouled before a member of the crew precedes the movement.

In operating dual controlled switches by hand, when selector lever is moved from "motor" to "hand" positions, the hand-throw lever must be operated sufficiently to determine that the lever is rigidly engaged with the switch points before hand signal is given for movement over the switch points.

9. Block Signals:

| Aspect | Name | Indication |
|---------------------------------------|-------------------------|--|
| Red | Stop | Stop |
| Red with Number plate | Stop and Proceed | Stop; then proceed at restricted speed. |
| Flashing Red or Red over Yellow | Restricting | Proceed at restricted speed. |
| Red over flashing Yellow | Diverging Approach | Proceed through diverging route prescribed speed through turnout; approach next signal preparing to stop. If exceeding medium speed, immediately reduce to medium speed. |
| Yellow | Approach | Proceed preparing to stop at next signal; if exceeding medium speed, immediately reduce to medium speed. |
| Red over Green | Diverging Clear | Proceed through diverging route prescribed speed through turnout. |
| Flashing Yellow or Yellow over Yellow | Approach-Medium | Proceed, approach next signal not exceeding medium speed and be prepared to enter diverging route at prescribed speed. |
| Yellow over Green | Limited Approach-Medium | Proceed approaching next signal at medium speed. Trains exceeding limited speed must reduce to that speed. |
| Green | Clear | Proceed. |

Note: Medium speed is a speed not exceeding 30 MPH.

Trainmen and enginemen will, when practicable, observe whether signals passed by their trains or engines assume proper indication.

When a train or engine passes a signal which fails to assume its most restrictive indication, it will proceed at restricted speed to the end of that block with rear end protected by flagman until entire train has passed out of that block.

1223. AUTO-MANUAL INTERLOCKING IS IN EFFECT BETWEEN MP 324.0, BN JUNCTION SWITCH, FRANCIS, AND MP 325.3, EAST OF MEXICO AND CONTROLLED BY MEXICO OPERATOR

The dwarf signal governing westward train movements from the BN at Francis will display aspect Red over "S" marker, which will be authority for member of train crew to line the junction switch for BN track. After switch has been lined, dwarf signal will display green aspect.

Eastward BN trains will stop short of absolute signal governing eastward train movements over BN junction switch, Francis, line switch for BN track, after which the absolute signal will display aspect Red over Green, authorizing movement to BN tracks.

After BN train movement through junction switch has been completed, the switch will be lined for ICG track and locked with standard switch padlock.

When a train or engine is stopped by a stop indication and the cause is not apparent, a member of the train crew must communicate

10. The headlight will be displayed to the front of every train by day and night. It must be extinguished when a train turns out to meet another train but not until train has stopped clear of main track.

It must be dimmed while standing to meet a train at a junction or at end of two or more tracks and may be dimmed when approaching a train in the opposite direction.

11. Maximum Authorized Speed:

Temporary slow signals, yellow flag, disc or light, will be displayed not less than one mile (when practicable) in advance of locations where the speed of trains must be reduced, or where train orders require trains to stop. Temporary resume speed signals, green flag, disc or light, will be displayed to indicate the end of such areas.

Temporary stop signals, red flag, disc or light will be displayed at locations where trains must stop as required by train order. Trains must not pass temporary stop signals until notified by foreman or supervisor in charge. When so notified, trains must not exceed the speed specified by such foreman or supervisor through the restricted area.

Note: Where maximum authorized speed exceeds 59 MPH, temporary slow signals will be displayed not less than one and one-half miles in advance of restricted area.

Permanent slow signs, yellow with numerals, will be located not less than 2500 feet (when practicable) in advance of locations where speed of trains must be reduced. The numerals thereon nearest the track, or those at the top of the sign, indicate the maximum speed for passenger trains, and other numbers the maximum speed of freight trains. Where only one numeral is shown it shall govern the speed of both passenger and freight trains. Indicated speeds must not be exceeded until rear of train has passed a permanent green resume speed sign.

There may be more than one permanent slow sign in advance of a permanent resume speed sign, in which case the reduced speed shown on each permanent slow sign must be observed in succession until rear of train has passed the permanent resume speed sign.

promptly with control office, or if control office is closed, communicate with the train dispatcher for instructions. An absolute signal displaying a stop indication must not be passed until permission is obtained from the control office or train dispatcher. If control office is closed, or if means of communication fail, ICG train or engine only may proceed at restricted speed under flag protection through interlocking limits.

BN train or engine will only move through the interlocking when an operator is on duty at Mexico station to authorize the movement and to issue necessary orders and clearance.

Telephones are located near absolute signals for communication with control office or train dispatcher.

Any failure of interlocking to operate properly must be reported to the control office or to the train dispatcher.

SAFETY

SAFETY PRECAUTIONS

Bear in mind that Eternal Vigilance is the price of SAFETY and that SAFETY must have first consideration in the operation of this property.

Rules are the result of past experiences. A wise man does not pit his judgment against them. Observe all rules and be safe.

The time to prevent an accident is before it occurs.

Conductors and engineers! be sure you understand your orders. Read them twice, and check Nos. against clearance.

Don't fail to ring bell or blow whistle at dangerous places.

Don't stand on end of a car without having a secure hold.

Don't sit on brake wheels of cars.

Don't go between cars to make a coupling.

Don't attempt to adjust couplers on moving cars.

Don't kick drawbars or open knuckles with the feet.

Don't walk on frogs, switches, guard rails or interlocking machinery or connections.

Don't cut air in too abruptly; use sufficient time and avoid sticking brakes.

Avoid coupling to or going against standing engine-motor on or around inspection pit tracks, until assured no one is working on or about them.

When using jacks under rails, place outside if possible.

Loose ties and rails should be kept six feet back from the track to give trainmen sufficient clearance.

Remove motor cars from track when they are not in use.

Stand back at a safe distance when cars pass to avoid being struck by protruding objects.

Agents and operators should note condition of trains as they pass their stations. This denotes efficiency.

Handle telephone receivers, during lightning storm, in such a manner as not to cause contact with any metallic substance.

Employees must not ride on the forward footboard of yard engines on long moves or transfers in yard and are forbidden to ride on pilots of locomotives between stations.

FIRST