DIVISION OFFICERS

JAMES E. JOHNSON	Superintendent	Carbondale
H. C. HANEY	Term. Superintendent	East St. Louis
J. W. HARRELL	Asst. Superintendent	Carbondale
L. I. BURCH	Trainmaster	Carbondale
E. L. JONES	Trainmaster	Benton
M. E. LINGLE	Trainmaster	Centralia
R. J. PARKER	Trainmaster	East St. Louis
A. I. REID	Trainmaster	Union City
D. E. SILL	Trainmaster	East St. Louis
S. L. SULLIVAN	Trainmaster	East St. Louis
E. E. WALTERS	Trainmaster	Carbondale
H. E. WATTS	Trainmaster	East St. Louis
C. R. BODELL	Asst. Trainmaster	Cairo
T. DANCY, JR.	Asst. Trainmaster	East St. Louis
L. J. GRIFFIN	Asst. Trainmaster	East St. Louis
R. W. LEMBCKE	Traveling Engineer	Carbondale
D. L. WHITCHURCH	Traveling Engineer	Union City
C. W. RICHARDSON	Chief Dispatcher	Murphysboro

PUT SAFETY FIRST

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

TIMETABLE No. 3

Effective 12:01 A.M.

Sunday, April 25, 1976

Superseding

ST. LOUIS DIVISION
TIMETABLE No. 2

Dated Sunday, October 26, 1975

FOR THE GOVERNMENT OF EMPLOYES ONLY.

I. B. HALL, Chief Transportation Officer
R. K. OSTERDOCK, General Manager-Transportation
J. E. MOSS, Superintendent-Transportation

CON P. CURRAN PRINTING CO., ST. LOUIS, MO.

FIRST CLASS		Siding Capacity		Mile Posts	TIMETABLE No. 3 Effective APRIL 25, 1976 STATIONS	Miles From Cairo	Siding Capacity		FIRST CLASS	
59	391	Cars	Feet				Feet	Cars	58	392
Panama Limited	Shawnee								Panama Limited	Shawnee
Daily	Daily								Daily	Daily
L 10 44PM	L 1 09PM			250.0	BRANCH JCT.	111.4			A 5 20AM	A 4 59PM
					2.4					
s 10 55 / 11 00	s 1 20 / 1 25			252.4	C CENTRALIA	109.0			s 5 16 / 5 11	s 4 55 / 4 50
					6.3					
				258.7	IRVINGTON	102.7				
					4.1					
				262.8	RICHVIEW	98.6				
					3.5					
11 12	1 37	97	5344	266.3	ASHLEY	95.1	4669	84	4 54	4 36
					7.5					
				273.8	BOIS	87.6	9625	175		
					6.0					
11 23	1 48	85	4712	279.8	TAMAROA	81.6	7350	133		
					8.8					
11 31	1 56			288.6	C DU QUOIN	72.8			4 36	4 18
					6.9					
		70	3850	295.5	ELKVILLE	65.9	4509	81		
					6.4					
11 43	2 08			301.9	DE SOTO	59.5				
					5.0					
				306.9	C NORTH YARD	54.5				
					1.2					
s 11 50 / 12 05AM	As 2 30PM			308.1	CARBONDALE	53.3			s 4 20 / 4 05	L 4 00PM
					8.1					
				316.2	MAKANDA	45.2				
					7.2					
				323.4	COBDEN	38.0				
					5.3					
12 30		93	5166	328.7	ANNA	32.7	5166	93	3 35	
					9.2					
		95	5249	337.9	DONGOLA	23.5	5249	95		
					2.9					
				340.8	WETAUG	20.6				
					3.8					
12 47		104	5752	344.6	ULLIN	16.8			3 18	
					4.5					
		99	5496	349.1	PULASKI	12.3	5496	99		
					4.0					
				353.1	VILLA RIDGE	8.3				
					3.2					
12 56				356.3	MOUNDS	5.1				
					5.1					
As 1 03AM				361.4	C CAIRO	0.0			Ls 3 04AM	

SECOND CLASS		FIRST CLASS		Siding Capacity		Mile Posts	TIMETABLE No. 3 Effective APRIL 25, 1976 STATIONS	Miles From Frogmoor	FIRST CLASS		SECOND CLASS	
75	77		59						58		74	72
Dispatch	Dispatch		Panama Limited	Cars	Feet				Panama Limited		Dispatch	Dispatch
Daily	Daily		Daily									
.....	.....	.....	Ls 1 05AM	....	.....	361.4	C .....CAIRO.....	111.6	As 3 02AM	.....	.....	.....
							1.7					
.....	.....	.....	1 08	....	.....	363.1	.....ILLINOIS.....	109.9	2 56	.....	.....	.....
							1.4					
.....	.....	.....	1 13	....	.....	364.5	.....BALLARD.....	108.5	2 52	.....	.....	.....
							4.0					
.....	.....	.....	.....	....	.....	368.5	.....FILLMORE.....	104.5	.....	.....	.....	.....
							1.4					
.....	.....	.....	.....	....	.....	369.9	.....WICKLIFFE.....	103.1	.....	.....	.....	.....
							2.6					
.....	.....	.....	.....	....	.....	372.5	.....WESTVACO.....	100.5	.....	.....	.....	.....
							0.5					
.....	.....	.....	.....	....	.....	373.0	...WINFORD JUNCTION...	100.0	.....	.....	.....	.....
							5.1					
.....	.....	.....	.....	192	10564	378.1	.....BARDWELL.....	94.9	.....	.....	.....	.....
							5.8					
.....	.....	.....	.....	....	.....	383.9	.....ARLINGTON.....	89.1	.....	.....	.....	.....
							8.3					
.....	.....	.....	.....	191	10527	392.2	.....CLINTON.....	80.8	.....	.....	.....	.....
							10.4					
.....	.....	.....	1 44	....	.....	402.6	.....BUDA.....	70.4	2 16	.....	.....	.....
							3.4					
L 7 00PM	L 5 45AM	.....	As 2 00AM	....	.....	406.0	O.....FULTON.....	67.0	Ls 2 10AM	.....	A 5 45AM	A 11 55PM
							6.2					
.....	.....	.....	.....	....	.....	412.2	.....McCONNELL.....	60.8	.....	.....	.....	.....
							5.3					
7 25	6 00	.....	.....	118	6528	417.5	D.....MARTIN.....	55.5	.....	.....	5 23	11 31
							8.0					
.....	.....	.....	.....	....	.....	425.5	.....SHARON.....	47.5	.....	.....	.....	.....
							5.9					
7 50	6 20	.....	.....	64	3567	431.4	.....GREENFIELD.....	41.6	.....	.....	5 05	11 11
							5.5					
.....	.....	.....	.....	....	.....	436.9	.....BRADFORD.....	36.1	.....	.....	.....	.....
							7.4					
8 07	6 36	.....	.....	122	6745	444.3	.....CADES.....	28.7	.....	.....	4 42	10 47
							4.0					
8 15	6 42	.....	.....	101	5626	448.3	O.....MILAN.....	24.7	.....	.....	4 36	10 41
							5.6					
8 23	6 50	.....	.....	102	5659	453.9	.....WEST.....	19.1	.....	.....	4 26	10 32
							3.1					
.....	.....	.....	.....	....	.....	457.0	.....MEDINA.....	16.0	.....	.....	.....	.....
							11.1					
8 43	7 13	.....	.....	109	6041	468.1	.....LAWRENCE.....	4.9	.....	.....	4 07	10 12
							0.6					
A 8 45PM	A 7 15AM	.....	.....	....	.....	468.7	.....CONALCO.....	4.3	.....	.....	L 4 05AM	L 10 10PM
							1.7					
.....	.....	.....	.....	....	.....	470.4	.....JACKSON.....	2.6	.....	.....	.....	.....
							0.9					
.....	.....	.....	.....	....	.....	471.3	....CHESTER STREET....	1.7	.....	.....	.....	.....
							1.7					
.....	.....	.....	.....	....	.....	473.0	.....FROGMOOR.....	0.0	.....	.....	.....	.....
									Daily		Daily	Daily

Siding Capacity Cars	Siding Capacity Feet	Mile Posts	TIMETABLE No. 3 Effective APRIL 25, 1976 STATIONS	Miles From Du Quoin
		3.9	C E. ST. LOUIS	67.0
			2.3	
		6.2	CHURCH	64.7
			7.8	
		14.0	BELLEVILLE	56.9
			3.3	
305	16823	17.3	WILDERMAN	53.6
			4.2	
		21.5	FREEBURG	49.4
			3.5	
		25.0	LEMENTON	45.9
			3.6	
198	10890	28.6	NEW ATHENS	42.3
			4.3	
		32.9	LENZBURG	38.0
			4.5	
		37.4	MARISSA	33.5
			4.6	
		42.0	TILDEN	28.9
			4.5	
236	13017	46.5	COULTERVILLE	24.4
			10.7	
211	11650	57.2	LAYFIELD	13.7
			3.9	
		61.1	PINCKNEYVILLE	9.8
			3.7	
		64.8	DENNY	6.1
			4.5	
110	6075	69.3	GODDARD	1.6
			1.6	
		70.9	C DU QUOIN	0.0
			9.8	
		61.1	PINCKNEYVILLE	9.8
			12.5	
		73.6	VERGENNES	22.3

SECOND CLASS			Siding Capacity		Mile Posts	TIMETABLE No. 3 Effective APRIL 25, 1976 STATIONS	Miles From Tolson	SECOND CLASS		
	33	65	Cars	Feet				32	66	
	Dispatch	Dispatch						Dispatch	Dispatch	
	Daily	Daily								
						VENICE				
						via TRRA				
	L 12 25PM	L 12 05AM			642.6	C TOLSON	0.0	A 12 20PM	A 1 10PM	
	12 35	12 15	69	3814	638.1	4.5 EAST CARONDELET	4.5	11 57	1 01	
						4.9				
	12 50 ss	12 25	128	7041	633.3	BIXBY	9.4	11 47	12 50 ss	
					630.3	2.9 COLUMBIA	12.4			
	1 15	12 50	91	5032	621.8	8.5 WATERLOO	20.9	11 23	12 25	
	1 25	A 12 59AM	163	8975	616.5	5.3 BURKSVILLE	26.2	11 13	L 12 15PM	
						8.2				
			98	5442	608.3	RED BUD	34.4			
			187	10330	599.6	8.7 BALDWIN	43.1			
			77	4254	590.9	8.7 C SPARTA	51.8			
			120	6633	589.3	1.6 EDEN	53.4			
			67	3716	581.4	7.9 PERCY	61.3			
						2.8				
			164	9028	578.6	WILLISVILLE	64.1			
	2 33				577.6	1.0 LEAHY	65.1	9 51		
	2 48		71	3934	569.7	7.8 AVA	72.9	9 36		
	A 3 15PM		172	9460	555.3	14.4 C MURPHYSBORO	87.3	L 8 50AM		
					554.1	1.2 CARBON LAKE	88.5			
			91	5208	548.8	5.3 ETHERTON	93.8			
			113	6226	539.6	9.3 ALTO PASS	103.1			
					528.0	11.6 JONESBORO	114.7			
						1.6				
			132	7271	526.4	KING	116.3			
					512.5	13.9 TAMMS	130.2			
			156	8619	497.3	15.1 DAVIS	145.3			
					496.8	0.5 C CAIRO	145.8			
								Daily	Daily	

Siding Capacity		Mile Posts	TIMETABLE No. 3 Effective APRIL 25, 1976 STATIONS	Miles From Cairo
Cars	Feet			
		496.8	C CAIRO	0.0
			VIA CAIRO DISTRICT 11.8	
		485.00	WINFORD JUNCTION	11.8
			0.7	
134	7403	484.3	WINFORD	12.5
			14.0	
151	8317	470.3	COLUMBUS	26.5
			14.2	
110	6067	456.1	CAYCE	40.7
			9.5	
125	6880	446.6	D UNION CITY	50.2
			4.4	
103	5695	442.2	RIVES	54.6
			11.1	
104	5736	431.1	KENTON	65.7
			5.7	
62	3411	425.4	RUTHERFORD	71.4
			4.3	
64	3543	421.1	DYER	75.7
			6.9	
194	10709	414.3	TRENTON	82.6
			11.0	
106	5830	403.2	D HUMBOLDT	93.6
			9.7	
127	7023	393.5	CARROLL	103.3
			5.8	
		387.7	CONALCO	109.1
			1.6	
		386.1	JACKSON	110.7
			1.8	
		384.3	C ISELIN	112.5

Siding Capacity Cars	Siding Capacity Feet	Mile Posts	TIMETABLE No. 3 Effective APRIL 25, 1976 STATIONS	Miles From Fulton
		41.6	C BLUFORD	126.9
			2.7	
		44.3	FOSTER	124.2
			3.9	
		48.2	BELLE RIVE	120.3
			8.1	
198	10917	56.3	DIANA	112.2
			2.5	
		58.8	ODUM SPUR	109.7
			4.1	
		62.9	AKIN JUNCTION	105.6
			0.4	
		63.3	RUST JUNCTION	105.2
			1.0	
		64.3	RUST	104.2
			4.7	
198	10937	69.0	KEGLEY	99.5
			1.0	
		70.0	FERBER	98.5
			5.6	
		75.6	DROIT	92.9
			6.1	
		81.7	ALLENBY	86.8
			2.2	
		83.9	SAHARA	84.6
			1.5	
		85.4	DELTA	83.1
			2.0	
200	11053	87.4	SALINE	81.1
			3.9	
		91.3	LEWIS SPUR	77.2
			9.9	
		101.2	ROBBS	67.3
			9.3	
317	17477	110.5	REEVESVILLE	58.0
			9.1	
200	11033	119.6	SEDGWICK	48.9
			3.3	
		122.9	METROPOLIS JCT.	45.6
			via P & I RR	
			1.9	
115	5520		CHILES	
			1.2	
		0.0	CHILES JUNCTION	42.5
			2.2	
		2.2	MAXON	40.3
			12.3	
190	10451	14.5	LOWES	28.0
			7.4	
		21.9	FANCY FARM	20.6
			10.2	
139	7667	32.1	WATTS	10.4
			9.4	
125	6889	41.5	NORTH SIDING	1.0
			1.0	
		42.5	C FULTON	0.0

Southward — MURPHYSBORO DISTRICT — Northward

Siding Capacity Cars	Siding Capacity Feet	Mile Posts	TIMETABLE No. 3 Effective APRIL 25, 1976 STATIONS	Miles From Grand Tower
		92.1	C NORTH YARD	24.7
			7.1	
54	3000	0.0	TEXAS	17.6
			1.5	
		1.5	CARBON LAKE	16.1
			6.9	
		8.4	SAND RIDGE	9.2
			3.3	
		11.7	GORHAM	5.9
			4.1	
		15.8	CIPSCO	1.8
			1.8	
		17.6	GRAND TOWER	0.0

Southward — ELDORADO DISTRICT — Northward

Siding Capacity Cars	Siding Capacity Feet	Mile Posts	TIMETABLE No. 3 Effective APRIL 25, 1976 STATIONS	Miles From Eldorado
		70.9	C DU QUOIN	55.0
			11.1	
96	5280	82.0	CHRISTOPHER	43.9
			2.2	
		84.2	BUCKNER	41.7
			5.5	
		89.7	C BENTON	36.2
			3.4	
		93.1	GROAT	32.8
			6.1	
		99.2	BOOTHBY	26.7
			0.8	
		100.0	RUST JUNCTION	25.9
			7.2	
			...via BLUFORD DISTRICT...	
		70.0	FERBER	18.7
			18.7	
		125.9	ELDORADO	0.0
			0.1	
			ELDORADO JUNCTION PCRR	

Southward — GOLCONDA DISTRICT — Northward

Siding Capacity Cars	Siding Capacity Feet	Mile Posts	TIMETABLE No. 3 Effective APRIL 25, 1976 STATIONS	Miles From Reevesville
		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 — CARBONDALE DISTRICT — Northward

Siding Capacity Cars	Siding Capacity Feet	Mile Posts	TIMETABLE No. 3 Effective APRIL 25, 1976 STATIONS	Miles From Christopher
		82.0	CHRISTOPHER	0.0
			3.9	
		85.9	MITCHELL	3.9
			3.2	
		89.1	LAKE CREEK	7.1
			4.4	
		11.3	HERRIN JUNCTION	12.0
			4.5	
		6.8	CAMBRIA	16.5
			1.3	
68	3785	5.5	SEELY	17.8
			5.0	
		0.5	EAST WYE	22.8
			0.5	
		0.0	C NORTH YARD	23.3

Southward — MANDE DISTRICT — Northward

Siding Capacity Cars	Siding Capacity Feet	Mile Posts	TIMETABLE No. 3 Effective APRIL 25, 1976 STATIONS	Miles From Mande
		5.5	SEELY	13.5
			3.8	
		97.3	CARTERVILLE	9.7
			2.2	
		99.5	ORDILL	7.5
			6.5	
		106.0	MARION	1.0
			1.0	
		107.0	MANDE	0.0

98(a). Railroad Crossings Protected by Gates:

Marion	C&EI—normal position against ICG
Benton	C&EI—normal position against ICG
Ziegler	Missouri Pacific—normal position against ICG
Union City	L&N—normal position as last used
Fulton	Fulton-Cairo Districts—normal position as last used. Cairo-Bluford Districts—normal position against Bluford District.
Humboldt	L&N—normal position against ICG

Fulton, Cairo-Bluford Districts crossing is protected by a manually operated gate and color light signals. Normal position of gate is against Bluford District. Instructions for handling gate are posted on indicator box adjacent to operating lever at the gate.

Fulton, Fulton-Cairo Districts crossing is protected by gate and color light signals. Gate is manually operated and normal position is as last used. All trains and engines must approach crossing prepared to stop.

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 instructions which may require lower speed:

Territory or Location	Passenger Trains	Freight Trains	Trains Handling Revolving Machinery on Own Wheels
	Miles Per Hour		
Between:			
Centralia District			
Branch Junction and MP 311	79	60	25
MP 311 and Cobden	50	50	25
Cobden and Anna	60	50	25
Anna and Dongola	50	50	25
Dongola and Cairo	79	60	25
Cairo District			
Cairo and Illinois	79	60	25
Illinois and Ballard (Cairo Bridge)	20	20	10
Ballard and Fillmore, Track 1	70	40	25
Fillmore and MP 366, Track 2	60	50	25
MP 366 and Ballard, Track 2	40	40	25
Fillmore and Winford Junction	60	50	25
Winford Junction and Fulton	79	60	25
Fulton and Frogmoor	60	60	25
St. Louis District			
Mile 2.7 and Church	20	20	20
Church and MP 12	40	40	25
MP 12 and north switch at Wilderman	30	30	25
North switch at Wilderman and DuQuoin	50	50	25
Pinckneyville and Vergennes	.....	20	20

Between Branch Junction and Fulton in territory where the maximum district speed for freight trains is 60 miles per hour, the maximum authorized speed for trains handling multi-level equipment and/or piggyback loading exclusively is 65 miles per hour.

(Continued on page 13)

101. **Speed Restrictions:**—(Continued from page 12)

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 Trains	Freight Trains	Trains Handling Revolving Machinery on Own Wheels
	Miles Per Hour		
Between			
Sparta District			
Tolson and Murphysboro	35	35	25
Murphysboro and Jonesboro	25	25	25
Jonesboro and Davis	35	35	25
Davis and Cairo	20	20	20
Union City District			
Cairo and Winford Junction (See Cairo District).			
Winford Junction and Iselin	35	35	25
Bluford District			
Bluford and Metropolis Junction	40	40	25
Metropolis Junction and Chiles Junction (See Kentucky Division timetable).			
Chiles Junction and North Siding	40	40	25
Murphysboro District			
North Yard and Grand Tower	25	25	25
Eldorado District			
DuQuoin and Groat	25	25	25
Groat and Akin Junction	20	20	20
Ferber and Eldorado Junction	25	25	25
Golconda District			
Reevesville and Golconda	20	20	10
Golconda and Rosiclare	10	10	10
Carbondale District			
Christopher and Herrin Junction	25	25	15
Herrin Junction and Seely	25	25	25
Seely and North Yard	20	20	20
Lake Creek Line MP 0.0 to MP 8	25	25	15
Mande District			
Seely and Mande	20	20	20

(Continued on page 14)

SPECIAL INSTRUCTIONS (Continued from page 15)

Territory or Location	Passenger Trains	Freight Trains	Trains Handling Revolving Machinery on Own Wheels
101(a). Lower Speeds:	Miles Per Hour		
Diverging Routes, Through Crossovers, Junctions and Siding Switches:			
Through turnouts at spring switches unless otherwise authorized	25	25	25
On straight track at spring switches when springing points	40	40	25
Centralia — Outbound freight lead to northward main (Crossovers and turnouts)			
Centralia — Inbound freight lead from southward main (Crossovers and turnouts)			
Branch Junction: Facing point crossover, northward main to southward main (Crossovers and turnouts)			
Branch Junction: Clinton District junction switch (Crossovers and turnouts)			
Carbondale: Crossovers north of Oak Street, southward main to northward main, northward main to storage track and from northward freight main to northward main (Crossovers and turnouts)	25	25	25
Carbondale: Crossover from northward main to southward main at College Street (Crossovers and turnouts)			
Cairo: Crossover south of passenger station southward main to northward main (Crossovers and turnouts)			
Cairo: North switch crossover from northward main to Old Cairo Main (Crossovers and turnouts)			
Illinois: Junction Switch (Crossovers and turnouts)			
Fillmore: Track 1, turnout	40	40	25
Winford Junction: Union City Turnout	25	25	25
Buda: End of two main tracks turnout	40	40	25
Fulton: Passenger Station turnouts	10	10	10
Through turnouts other locations	15	10	10

In ABS or CTC, 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, or
c) one diesel unit and one car

45 MPH for: a) one diesel unit and two cars
b) two diesel units and one car, or
c) three diesel units

Freight trains must not be operated at speeds between 13 and 20 MPH except in acceleration or deceleration.

Maximum permissible speed for diesel units is as follows:

All switch, road switch and transfer engines....45 MPH
All other freight engines....65 MPH
FPA 3 (combination passenger-freight engines)....80 MPH
Diesel engines moving through water (must not exceed three inches over top of rail....3 MPH
Diesel truck transfer car....45 MPH
Revolving machinery on its own wheels (must have boom trailing when practical)....25 MPH
Fixed cab pile drivers with boom leading or trailing....25 MPH
Air dump cars (must be handled in trains performing local work)....25 MPH
Jordan Spreaders (wings must be properly secured and must be handled in trains performing local work)....25 MPH
Scale test cars (must be handled on rear of train next ahead of caboose and in trains performing local work)....30 MPH
Maxson Scale Test Car, ICG 100119 (can be located anywhere in freight train)....45 MPH
Ore cars with wheel base of 20 feet or less (measured between truck centers)....30 MPH

Welded rail flat cars must be handled on rear of train when moving and must not exceed:

When loaded....30 MPH
When empty....40 MPH
Cars containing panel rail....30 MPH
Cars containing lead slabs of 2000 pounds or heavier....40 MPH
36 inch (or larger) pipe on flat cars....30 MPH

Speed on any track other than sidings and main tracks must not exceed 10 MPH unless otherwise provided.

Restricted speed limitations are amended for passenger trains and trains handling piggyback cars only, as follows:

"Proceed prepared to stop short of train, obstruction, or switch not properly lined and look out for broken rail, but not exceeding 15 MPH."

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

Through turnouts....10 MPH
All main track movements....40 MPH

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

(Continued on page 17)

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

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

Centralia District

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

Anna—CIPS track, engines must not go beyond Ice Plant.

St. Louis District

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

Southern Connection—six axle engines must not use.

Bluford District

Odum Spur—engines must not cross lime pit.

Murphysboro District

Cipsco Park—engines must not use CIPS scale and pit track.

Golconda District

Revolving machinery on its own wheels.

ICG Series 54500-59 hoppers.

Cars exceeding a gross weight of 220,000 pounds.

Six axle diesels.

Cairo District

Westvaco Plant—not more than one unit will be operated on shaker.

Sparta District

Streamline Mine empty hill—engines must not go beyond clearance point.

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

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.

In the State of Tennessee the first paragraph of Operating Rule 103(d) is revised to read as follows:

Cars must not be allowed to run over a street or highway crossing without an engine attached. When cars are shoved over public grade crossing not protected by gates, the crossing must be protected by a member of the crew. Switching cars over such crossings shall be on signals of a member of the crew at the crossing.

In the State of Illinois it is unlawful for any railroad employe to willfully or intentionally permit any train, railroad car or engine to obstruct public travel at a railroad-highway grade crossing for a period in excess of ten minutes, except where such train, railroad car or engine cannot be moved by reason of circumstances over which the railroad employe has no control.

104. Normal Position of Switches:

Branch Junction	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 Murphysboro District
Christopher	For Eldorado District
Groat	For Eldorado District
Herrin Junction	For Carbondale District
Seely	For Carbondale District
Reevesville	For Bluford District
Eldorado Junction	For PC
West wye switch, Akin Junction	For north leg of Akin wye
Frogmoor	For Okolona District
South end Iselin	For yard lead
Chester Street Thoroughfare track	All switches except spring switch at south end must be lined for the thoroughfare track.

104(c). 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 crossover between the two main tracks.

Red aspect on dwarf signal indicates the presence of a train on southward main track between signal 285.5 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.

105. At North Siding (Fulton), unless otherwise directed, southward trains will use siding and northward trains will use main track.

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.

Trains or engines must not enter siding at Wilderman from River King One mine lead, except on proceed indication of block signal or permission from the train dispatcher.

109. Bulletin Boards

Centralia District

Centralia	"B" Yard Office Passenger Station Engine House
DuQuoin	Yard Office
North Yard	Yard Office Engine House
Cairo	Train Order Office

(Continued on page 18)

109. **Bulletin Boards—Continued**

Cairo District

Cairo	Train Order Office
Fulton	Engine House
	Switchmans Shanty
Chester Street	Callers Office

St. Louis District

E. St. Louis	Hump Office
	Callers Office
	"D" Tower
River King One	Trailer-locker room
DuQuoin	Yard Office

Sparta District

Venice	Yard Office
Cairo	Train Order Office

Union City District

Cairo	Train Order Office
Union City	Agents Office
Iselin	Engine House
	Yard Office

Bluford District

Bluford	Yard Office
Delta	Yard Office
Fulton	Engine House
	Switchmans Shanty

Murphysboro District

North Yard	Yard Office
	Engine House

Eldorado District

DuQuoin	Yard Office
Benton	Yard Office
	Engine House

Carbondale District

North Yard	Engine House
	Yard Office

111(e). 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.

Hot Box Detectors are located and monitored as follows:

Location	Monitor Station
Centralia District	
Bois, Ill. (Mile 273.6)	Chicago Hot Box Center
Wetaug, Ill. (Mile 340.3)	Chicago Hot Box Center
Cairo District	
Wickliffe, Ky. (Mile 370.3)	Chicago Hot Box Center
Oakfield, Tenn. (MP 464)	Iselin Yard Office
Sharon, Tenn. (Mile 425.5)	Chicago Hot Box Center
St. Louis District	
Freeburg, Ill. (MP 23)	Chicago Hot Box Center
Layfield, Ill. (Mile 51.4)	Chicago Hot Box Center

Hot Box Detectors are located and monitored as follows:

Location	Monitor Station
Sparta District	
New Hanover, Ill. (Mile 625.5)	Murphysboro
Baldwin, Ill. (Mile 605.1)	Murphysboro
Mt. Glen, Ill. (Mile 535.4)	Murphysboro
Union City District	
Fruitland, Tenn. (Mile 408.1)	Iselin Yard Office
Bluford District	
Jordan, Ill. (Mile 52.7)	Bluford Yard Office
Droit, Ill. (Mile 75.6)	Chicago Hot Box Center
Robbs, Ill. (Mile 101.9)	Chicago Hot Box Center
Fancy Farm, Ky. (Mile 21.9)	Chicago Hot Box Center

Trains passing over hot box detectors monitored by the Murphysboro Train Dispatcher and the hot box detector located at Fruitland, Tenn. monitored by Iselin Yard Office will be governed as follows:

Crews not hearing from hot box detector readout office within four minutes after passing any of the hot box detector locations, except northward trains at Mt. Glen must stop and inspect their train at once. Northward trains passing over Mt. Glen detector not hearing from readout office upon reaching Alto Pass must stop and inspect train.

Trains passing over hot box detectors monitored by Bluford Yard Office; Chicago Hot Box Center and the hot box detector located at Oakfield, Tenn. monitored by Iselin Yard Office will be governed as follows:

When a hot box, loose wheel or dragging equipment is detected, the employe will contact the appropriate train in the following manner:

Monitor Station: This is the (use the name of monitor station) calling the northbound (or southbound) train passing (city) (state) detector. Stop your train, you have a (loose wheel, hot box or dragging equipment).

Train Engineer Response: This is the engineer on the train (identity of train) passing (city) (state) detector. I am stopping my train.

If the above response is not received within ten seconds, employee at monitor station will repeat and wait another ten seconds then repeat a third time. If still no response, the employee will immediately notify the appropriate train dispatcher to have this train stopped.

After engineer responds, employe at monitor station will reply:

Monitor Station: 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 employe will notify the appropriate train dispatcher that a train is being stopped and that he should monitor the operation from this point on).

Monitor Station: This is (monitor station) calling engineer on train (identity of train).

Engineer Reply: This is engineer on train (identity of train).

(Continued on page 19)

Monitor Station: Engineer on train. . . . ., you have a (hot box, loose wheel or dragging equipment), located. . . . .cars from your (lead unit or caboose) on the (north or south) 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).

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.

At this point in the operations, the control of this train will be turned over to the train dispatcher for appropriate action and the monitor station will withdraw from further operation, except the employee at Iselin or Bluford will relay instructions and information between the dispatcher and the engineer of the train, if requested to do so.

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.

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

Train crew 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.

M-151. Two Main Tracks:

Centralia District

Branch Junction to Cairo

Cairo District

Cairo to Illinois
Fillmore to Ballard (No. 1 west) (No. 2 east)
Buda to Fulton

Bluford District

Spring Switch north end Bluford to Foster

200. Train orders issued by the train dispatcher at Murphysboro will be issued over the signature of the chief train dispatcher.

215. Centralia District

Trains may leave Branch Junction without a clearance but must obtain a 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.

Trains may leave Bois without a clearance after permission is received from the train dispatcher through the operator at DuQuoin or Centralia.

Trains originating at Carbondale may leave without a clearance but must obtain a clearance at North Yard.

Cairo District

Trains entering Cairo District from Westvaco or Winford Junction may leave without a clearance.

Trains must obtain clearance before leaving Fulton. Train order office at Fulton is located at Bluford District Crossing.

Trains may leave Conalco without a clearance but must obtain clearance before leaving Frogmoor or Iselin.

St. Louis District

Trains or engines may enter St. Louis District between Belleville and Goddard without a clearance.

Sparta District

ICG Northward trains originating at Leahy or Percy may leave without a clearance but must obtain a clearance before leaving Sparta. Trains on southward trip terminating at Leahy or Percy will retain all train orders relating to track condition or any other condition affecting the movement of their train between Leahy and Sparta.

Murphysboro District trains may enter Sparta District at Carbon Lake without a clearance but must obtain Sparta District clearance at North Yard.

Union City District

Trains may leave Conalco without a clearance but must obtain clearance before leaving Frogmoor or Iselin.

Bluford District

Trains or engines may enter or leave Bluford District between Foster and North Siding without a clearance.

Murphysboro District

Trains or engines originating North Yard and Carbondale must obtain clearance at North Yard.

Trains or engines may leave Grand Tower without a clearance.

Sparta District trains may enter Murphysboro District at Carbon Lake without a clearance.

Eldorado District

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

Trains or engines originating at Benton destined DuQuoin and/or beyond Akin Junction and Rust Junction must obtain a clearance before leaving Benton.

Other trains between Akin Junction and DuQuoin will require clearance at Benton, unless Benton office is closed, at which time movements will be directed by operator at DuQuoin.

221(d). Color light type flashing aspect train order signal at Martin will have signal displayed continuously.

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

Train crews must keep advised of and avoid delay to first class and piggyback trains.

279. Electric lock switches:

The following electric lock switches are controlled by trainmen. Instructions governing use are found on inside of door on electric lock or on post nearby:

Centralia District

Branch Junction	Junction of Clinton and Centralia Districts.
	Junction of M-I and Centralia District.
	North switch of north crossover.
	South switch of south crossover.

Cairo District

Wickliffe	House track—both ends.
Westvaco	West Virginia Pulp and Paper Company.
Bardwell	House track—both ends.
Arlington	House track—both ends.

St. Louis District

Belleville	South switch of Richland Storage.
	Old Southbound Spur.
	House Track Lead.
	Old PSL Runaround—both switches.
	Crossover—north end of Richland Storage.
Lementon	Storage Track—both ends.
New Athens	House Track—south switch.
Lenzburg	Storage Track—both ends.
Marissa	Storage Track—both ends.
Coulterville	M-I Interchange—both north switches and south switch.
Pinckneyville	Missouri Pacific Connection on Du-Quoin Main Route.
	New Storage Track—both ends.
	South switch to yard.
Denny	Mine Lead.

Sparta District

Burksville	Mill Track
Red Bud	Furnace Factory
	Mill Track
	Siding—both ends
Baldwin	Power plant
Sparta	Siding—both ends
	New lead
	Storage track
	Nielson Lead
	Old Spur
	Front House Track—both ends
	Back House Track
Eden	Siding—both ends
Percy	Siding—both ends
	Field Spur
	Wye—both switches
Willisville	Siding—both ends
Carbon Lake	Murphysboro District Connection
Mt. Glen	House Track
Jonesboro	House track—both ends
Elco	Silica Plant—both ends

Bluford District

Eads	Mine lead
Rust	Storage track—both ends
Rust Junction	Main to Storage crossover
Ferber	Eldorado District Junction
Amax (MP 80)	Mine lead
Sahara	Wye—both switches
Delta	Wye—both switches
Will Scarlet	Wye—both switches

At Branch Junction, 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:

Light	Indication
Red	Train approaching southward on Champaign District.
Yellow	No train approaching 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:

Train or Engine Movement	Indicator
Southward from Clinton District	When north indicator displays yellow light.
Southward from M-I	When north and south indicators both display yellow light.
Northward from Centralia District to Clinton District	When north indicator displays yellow light.

290. Southward trains or engines approaching Buda finding signal conveying Proceed at Restricted Speed indication, must obtain permission from the train dispatcher through the Bluford District Crossing operator or the Fulton Yardmaster before proceeding on northward track Buda to Fulton.

292. At Bois, dwarf signal governing movement from mine lead to northward main track is located 385 feet south of spring switch. 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 dwarf signal equipped with key controller. Instructions for use 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 287.9 (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 minutes the signal will display yellow or green indication. If proceed movement is not made within four minutes, the signal will again display Stop-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 flag protection in accordance with Rule 99.

505. Automatic Block Signal system is in effect between:

Centralia District

Branch Junction and Cairo

Cairo District

Cairo and Illinois
Buda and 3963 feet south of MP 405
Fulton-Cairo Districts Crossing and Frogmoor

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

525. Centralized Traffic Control is in effect between:

Cairo District

Illinois and Buda (on two tracks between Ballard and Fillmore)

St. Louis District

Church and Goddard

Sparta District

Burksville and Leahy
Murphysboro and Cairo

Bluford District

Foster and North Siding

Trains or engines operating on E. Cairo District (Kentucky Division) between CR Junction and Maxon will be governed by signal indication at CR Junction and at Maxon.

Movement of Sparta District trains or engines from the northward 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 the signal displays a stop indication, trains or engines, after being authorized by the control station to pass the signal, must move at restricted speed until entire train has passed end of track circuit (ETC) sign located approximately 14,000 feet north of the signal.

560. Spring Switches:

Location	Switch	Normal Position
Centralia District		
Centralia	South end No. 1 track "F" Yard, southward main track	For southward main track
Bois	North end mine lead	For northward main track
	*Orient No. 3 Mine lead—Missouri Pacific Junction	As last used
DuQuoin	north end northward siding	For northward main track
DuQuoin	Junction St. Louis District southward main track	For southward main track
Cairo District		
Cairo	Junction Sparta District Southward main track	For Cairo District
Fulton	south end track 16	For northward thoroughfare
	*Martin—north end siding	For main track
	*Greenfield—south end siding	
	*Cades—both ends siding	
	*Milan—North end siding	
	*West—north end siding	
	*Lawrence—north end siding	
	*Chester Street	For thoroughfare track
	*Frogmoor	For main track
St. Louis District		
E. St. Louis	south end long crossover at south end A yard	For movement through turnout
E. St. Louis	north end crossover track 29 on Hump Lead	For straight tracks
Wilderman	north wye River King mine lead	For Siding
DuQuoin	Junction Centralia District southward main track	For southward main track
Sparta District		
Cairo	Junction Cairo District southward main track	For Cairo District
Union City District		
Jackson	north end yard lead	For main track
Bluford District		
	*Bluford—north switch, north end	For southward main track
	*Foster	For northward main track
	*Diana—north end siding	For main track
	*Kegley—north end siding	
	*Saline—north end siding	
	*Reevesville—north end siding	
	*Sedgwick—north end siding	
	*Lowes—north end siding	
	*Watts—north end siding	
	*North Siding—north end	For siding

*Equipped with lunar white marker.

SPECIAL INSTRUCTIONS (Continued from page 23)

1214. The following instructions will apply to tank cars loaded with Hydrocyanic Acid (HCN), or an empty HCN Tank Car:

HAZARDS: HCN is extremely hazardous by inhalation, by contact with the skin, and by ingestion. Exposure to excessive concentration of vapor may result in instantaneous loss of consciousness and death without warning. In the event of a spill or leak of the liquid material, the area should be roped off and warning signs posted until decontamination has been completed by trained personnel.

Although HCN has a characteristic sweetish odor, like bitter almond, its toxic action at hazardous concentrations is so rapid that it is of no value as a warning.

SPECIAL PRECAUTIONS: In the event of a derailment, or other suspected leakage of an HCN tank car, the wind direction should be determined before an approach to the car is made, and the car should be approached from the upwind side. All persons should be kept away from the car. Police and fire-fighting forces should be instructed in the hazards of the lading. If the car is actually involved in a fire or if it is burning at the dome or from any other possible leak, it should be permitted to continue burning. If the car is not actually involved in a fire, IT MUST BE LEFT ALONE PENDING THE SHIPPER'S INSTRUCTIONS. A derailed HCN tank car shall not be rerailed, rigged for hoisting by crane, or other work done on it excepting as instructed by the shipper. It is most important that no flame cutting, welding or other hot work be performed on the car until the shipper's authorization is given by his representative at the scene.

NOTIFICATION: In the event of wreck, derailment, leakage, or other problem involving an HCN tank car, call the following number:

CHEMTREC
800-424-9300

SWITCHING: Both loaded and empty HCN cars shall not be cut off while in motion. No car moving under its own momentum shall be allowed to strike either a loaded or empty HCN car.

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 Transporation. 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
Diesel Horsepower (See Note E)	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 Rosiclaire 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.

 (Continued from page 24)

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	10350	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.

TRAIN DISPATCHERS TELEPHONE NUMBERS

Chicago Chief Train Dispatcher
(WATS) Intrastate 1-800-972-8385
Interstate 1-800-621-8248
Company Number—Access Code+2989

Chicago Train Dispatcher
Centralia District
Cairo District (South End)
Company Number—Access Code+2891

St. Louis District
Eldorado District
Bluford District
Cairo District (North End)
Company Number—Access Code+2893

Murphysboro Chief Train Dispatcher
1-618-684-2961
Company Number—Access Code+2021

Murphysboro Train Dispatcher
Sparta District
Union City District
Murphysboro District
Company Number—Access Code+2021

CHICAGO - STANDARD TIME - ACCESS CODE+3471

Illinois Central Gulf Railroad
an IC Industries company

POSITION IN FREIGHT OR MIXED TRAIN OF CARS CONTAINING EXPLOSIVES AND DANGEROUS COMMODITIES

HOW TO USE THIS CHART

To determine where a placarded car can be placed in a freight or mixed train follow these steps:
- Determine the type of placard that is applied to the car.
- Refer to column 2 on chart and locate same placard wording.
- Follow horizontally across chart and note which vertical columns apply.
- The symbol "X" indicates wording at top that applies. See footnotes for explanation of reference marks.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
			WHEN TRAIN LENGTH PERMITS		WHEN TRAIN LENGTH DOES NOT PERMIT		WHEN TRAIN CLASSIFIED	WHEN IN PICK-UP AND/OR SET OFF SERVICE	MUST NOT BE PLACED NEXT TO:											
TYPE OF CAR	PLACARD APPLIED ON CAR	NO RESTRICTIONS	Must Not Be Nearer Than 18th From Engine Or Occupied Caboose	Must Not Be Nearer Than 6th From Engine, Occupied Caboose Or Passenger Car	Must Be Near Middle Of Train	Must Not Be Nearer Than 2nd From Engine, Occupied Caboose Or Passenger Ca.	Must Be Near Middle Of Block But Not Nearer Than 6th Car From Engine Or Occupied Caboose	Must Not Be Nearer Than 2nd Car From Engine Or Occupied Caboose	ENGINE	Occupied CABOOSE	Occupied Passenger Or Combination Car	Occupied Car With Live Animals And Attendant	CAR PLACARDED: EXPLOSIVES	CAR PLACARDED: DANGEROUS	CAR PLACARDED: POISON GAS	CAR PLACARDED: Flammable Poison Gas	CAR PLACARDED: Dangerous Radioactive Material	Any Car, Piggyback, Container, Or Other Unit Having Automatic Refrigeration Or Heating Internal Combustion Engine Operating; Lighted Heaters, Stoves Or Lanterns	Any Loaded Flat Car (1)	Open Top Car When Lading Protrudes Beyond Car Ends Or When Lading Above Car Ends Is Liable To Shift
ANY CARS (inc. flat cars carrying trailers or containers)	"EXPLOSIVES"		X		X		X	X	X	X(2)	X(2)	X		X	X	X	X	X	X	X
TANK CAR	"DANGEROUS"			X		X		X	X(3)	X(3)	X	X	X		X	X		X(4)	X	X
OTHER THAN TANK CAR	DANGEROUS"												X		X	X				
TANK CAR	"POISON GAS"			X		X		X	X	X(4)	X(4)	X	X	X				X(4)	X	X
OTHER THAN TANK CAR	"POISON GAS"								X	X(4)	X(4)	X	X	X						
TANK CAR	"FLAMMABLE POISON GAS"			X		X		X	X	X(4)	X(4)	X	X	X				X(4)	X	X
OTHER THAN TANK CAR	"FLAMMABLE POISON GAS"								X	X(4)	X(4)	X	X	X						
ANY CAR	"DANGEROUS RADIO-ACTIVE MATERIAL"												X							
ANY CAR	"CAUTION RESIDUAL PHOSPHORUS"	X																		
EMPTY TANK	"DANGEROUS POISON GAS EMPTY"	X																		
EMPTY TANK	"DANG. FLAMMABLE POISON GAS EMPTY"	X																		
EMPTY TANK	"DANGEROUS EMPTY"	X																		

FOOTNOTES

(1) Permanent end bulkhead flats, piggyback and container flats, tri-level and bi-level cars, and any other flat car specially equipped with tie-down devices for handling vehicles are considered the same as an open top car (see Column 21).

(2) Except when caboose, etc. is occupied by authorized personnel accompanying shipment and it is not equipped with lighted heater, such occupied car must be next behind car placarded "Explosives". If equipped with lighted heater, it must be fourth behind car placarded "Explosives".

(3) Except when train consists only of placarded loaded tank cars.

(4) Except when car is occupied solely by gas handlers or authorized personnel accompanying shipment such occupied car must be next behind placarded car.

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