

DIVISION OFFICERS

A. H. BURTON, Superintendent.....Bloomington
 P. F. TURRELL, Asst. Superintendent.....Bloomington
 J. J. KROLL, Asst. Supt.—Safety.....Chicago
 D. G. DEBERG, Division Engineer.....Bloomington
 R. W. PADDOCK, Master Mechanic.....Bloomington
 J. E. McNEELY, Asst. to Superintendent.....Bloomington
 E. R. HARRISON, JR., Trainmaster.....Bloomington
 R. E. FOEHR, Trainmaster.....Springfield
 A. L. PHIPPS, Trainmaster.....Mexico
 T. E. USNICK, Trainmaster.....Slater
 T. R. McCLARTY, JR., Traveling Engineer.....Bloomington
 J. H. DALE, Traveling Engineer.....Slater
 W. A. HARRIS, Asst. Trainmaster.....Springfield
 E. E. LUCAS, Asst. Trainmaster.....Roodhouse
 C. L. MOAK, Agent—Asst. Trainmaster.....Kansas City
 D. R. SMITH, Asst. Trainmaster.....Kansas City
 B. W. GRIFFIN, Chief Train Dispatcher.....Kansas City
 A. L. HERING, Chief Train Dispatcher.....Bloomington
 W. F. THILKING, Night Chief Train Dispatcher....Bloomington



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	240	15

Illinois Central Gulf Railroad

MISSOURI DIVISION

TIMETABLE NO.

7

Effective 12:01 AM
 Sunday, January 8, 1978

Superseding
 Missouri Division Timetable
 No. 6
 Dated October 30, 1977

FOR the GOVERNMENT of EMPLOYES ONLY

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

2		Southward		AMBOY DISTRICT				Northward					
THIRD CLASS		SECOND CLASS		Siding Length In Feet	Siding, Standing Room, Cars With Engine.	Mile Posts	TIMETABLE NO. 7		Miles From Freepoint	SECOND CLASS		THIRD CLASS	
83		73					Effective January 8, 1978			74		84	
Local		Dispatch WC1				STATIONS		Dispatch CW2		Local			
						C..... WALLACE.....							
						2.1							
						SEE IOWA DIVISION							
L 6 25AM		L 10 00AM				934.2		0.9		A 12 10PM		A 11 05AM	
6 36		10 11		4,730		86 930.9		4.2		12 01PM		10 55	
6 53		10 33 84		3,520		64 922.6		12.5		11 43		10 33 73	
						912.8		22.3					
7 26		11 11 74		7,755		141 905.7		28.4		11 11 73		9 56	
7 41		11 26		3,850		70 899.3		35.8		10 51		9 41	
7 53		11 38				899.3		41.8		10 39		9 29	
8 05		11 50		5,610		102 887.6		47.5		10 27		9 17	
A 8 40AM		12 23PM		6,820		124 871.7		63.4		9 55		L 8 45AM	
						864.2		70.9					
		12 47		9,625		175 859.9		75.2		9 25			
		1 03				855.9		79.2		9 10			
		1 13				852.7		82.4		8 52			
		1 25		9,625		175 846.8		88.3		8 40			
		1 35				841.8		93.3		8 30			
						835.6		99.5					
		2 10		5,775		105 825.1		110.0		7 56			
						823.5		111.6					
						813.8		121.3					
		2 51				804.8		130.3		7 15			
		3 05				797.9		137.2		7 01			
						797.3		137.8					
		3 11		6,875		125 795.8		139.3		6 55			
		3 34				784.4		150.7		6 32			
						777.9		157.2					
		A 4 01PM				773.3		161.8		L 6 05AM			
										Daily Except Sunday		Daily Except Sunday	

No. 84 wait at Mendota for No. 83.

Southward

NORMAL-PEQUOT DISTRICTS

Northward

3

FIRST CLASS			Siding Length In Feet	Siding, Standing Room, Cars With Engine.	Mile Posts	TIMETABLE NO. 7 Effective January 8, 1978 STATIONS	Miles From Bloomington	FIRST CLASS			
303	21	301						300	308	22	304
STATEHOUSE	INTER-AMERICAN	ANN RUTLEDGE					STATEHOUSE	STATEHOUSE	INTER-AMERICAN	ANN RUTLEDGE	
L 5 15PM	L 11 15AM	L 8 35AM				C UNION STATION (CHICAGO).....	126.6	A 10 05AM	A 12 15PM	A 2 15PM	A 9 30PM
LS 5 58PM	LS 11 58AM	LS 9 18AM			37.2	JOLIET.....	89.4	LS 8 58AM	LS 11 08AM	LS 1 07PM	LS 8 22PM
Daily	Daily	Daily				SEE CHICAGO DIVISION					
						PEQUOT DISTRICT					
					38.5	1.3 C. SOUTH JOLIET...	88.8			A 1 02PM	
					41.0	2.5 PLAINES.....	86.3				
					46.0	5.0 MILLSDALE.....	81.3				
					52.7	6.7 LORENZO.....	74.6				
			1,375	25	57.1	4.4 PEQUOT.....	70.2				
					68.5	1.4 COAL CITY.....	68.8				
					63.3	4.8 MAZONIA.....	64.0			L 12 42PM	
						NORMAL DISTRICT					
L 6 03PM	L 12 03PM	L 9 23AM			38.6	1.3 C. SOUTH JOLIET...	88.1	A 8 53AM	A 11 03AM		A 8 17PM
			1,980	36	45.8	7.3 ELWOOD.....	80.8				
6 14	12 14	9 34			52.5	6.7 D. WILMINGTON...	74.1	8 42	10 52		8 06
			2,750	50	54.1	1.6 HITT SIDING....	72.5				
			2,035	37	57.3	3.2 BRAIDWOOD.....	69.3				
6 23	12 23	9 43			62.6	5.3 MAZONIA.....	64.0	8 33	10 43	A 12 42PM	7 57
					64.5	1.9 GARDNER.....	62.1				
6 32	12 32	9 52	12,375	225	73.6	9.1 D. DWIGHT.....	63.0	8 24	10 34	12 33	7 48
			12,760	232	81.7	8.1 ODELL.....	44.9				
S 6 49	12 47	10 07	11,770	214	91.9	10.2 PONTIAC.....	34.7	S 8 09	S 10 19	12 19PM	7 34
					102.3	10.4 CHENOA.....	24.3				
			11,440	208	106.6	4.3 BALLARD.....	20.0				
					110.3	3.7 LEXINGTON.....	16.3				
7 15	1 13	10 33			124.1	13.8 NORMAL.....	2.5	7 42	9 52	11 54	7 09
As 7 20PM	As 1 18PM	As 10 38AM			126.6	2.5 C. BLOOMINGTON..	0.0	LS 7 38AM	LS 9 48AM	LS 11 50AM	LS 7 05PM
								Daily Except Sunday	Sunday Only	Daily	Daily

4 Southward				ALTON DISTRICT				Northward			
FIRST CLASS			Siding Length In Feet	Siding, Standing Room, Cars With Engine.	Mile Posts	TIMETABLE NO. 7 Effective January 8, 1978	Miles From St. Louis	FIRST CLASS			
303	21	301						300	308	22	304
STATEHOUSE	INTER-AMERICAN	ANN RUTLEDGE					STATEHOUSE	STATEHOUSE	INTER-AMERICAN	ANN RUTLEDGE	
Daily	Daily	Daily									
..... Ls 7 25PM	Ls 1 21PM	Ls 10 41AM	.....	.....	126.6	C. BLOOMINGTON ...	155.5	As 7 35AM	As 9 45AM	As 11 47AM	As 7 02PM
.....	.....	.....	12,430	226	140.9	14.3 McLEAN	141.2	.....	.....	.....	.....
.....	.....	.....	4,235	77	145.8	4.9 ATLANTA	136.3	.....	.....	.....	.....
..... s 7 52	1 48	11 08	10,010	182	156.4	10.6 LINCOLN	125.7	s 7 05	s 9 15	11 18	6 33
.....	.....	.....	.....	.....	163.4	7.0 BROADWELL	118.7	.....	.....	.....	.....
.....	.....	.....	9,625	175	167.3	3.9 ELKHART	114.8	.....	.....	.....	.....
..... 8 10	2 06	11 26	.....	.....	177.6	10.3 SHERMAN	104.5	.....	.....	.....	.....
.....	.....	.....	.....	.....	182.9	5.3 C. ... RIDGELY	99.2	6 40	8 50	10 55	6 10
..... s 8 25	s 2 21	s 11 41	.....	.....	185.1	2.2 SPRINGFIELD ...	97.0	s 6 35	s 8 45	s 10 50	s 6 05
.....	.....	.....	.....	.....	187.3	2.2 C. ... ILES	94.8	6 25	8 35	10 42	5 57
.....	.....	.....	.....	.....	187.8	0.5 K. C. JCT.	94.3	.....	.....	.....	.....
.....	.....	.....	.....	.....	189.5	1.7 HAZEL DELL	92.6	.....	.....	.....	.....
.....	.....	.....	10,505	191	200.6	11.1 AUBURN	81.5	.....	.....	.....	.....
.....	.....	.....	5,830	106	207.0	6.4 VIRDEN	75.1	.....	.....	.....	.....
.....	.....	.....	9,625	175	210.8	3.8 GIRARD	71.3	.....	.....	.....	.....
.....	.....	.....	.....	.....	214.5	3.7 NILWOOD	67.6	.....	.....	.....	.....
..... s 9 02	2 56	12 16PM	17,490	318	223.8	9.3 CARLINVILLE ...	58.3	s 5 55	s 8 05	10 13	5 28
.....	.....	.....	11,165	203	238.3	14.5 SHIPMAN	43.8	.....	.....	.....	.....
.....	.....	.....	.....	.....	246.0	7.7 BRIGHTON	36.1	.....	.....	.....	.....
..... 9 26	3 18	12 38	13,420	244	252.1	6.1 GODFREY	30.0	5 30	7 40	9 50	5 05
..... s 9 34	s 3 26	s 12 46	.....	.....	257.2	5.1 ALTON	24.9	s 5 25	s 7 35	s 9 45	s 5 00
..... A 9 38PM	A 3 30PM	A 12 50PM	.....	.....	262.1	2.9 C. ... WANN	22.0	L 5 20AM	L 7 30AM	L 9 40AM	L 4 55PM
.....	.....	.....	.....	.....	.....	BE GOVERNED BY JOINT CON RAIL- ICG TIMETABLE	.....	Daily Except Sunday	Sunday Only	Daily	Daily
.....	.....	.....	.....	.....	274.9	12.8 C. GRANITE CITY ..	9.2	.....	.....	.....	.....
.....	.....	.....	.....	.....	278.0	3.1 VENICE JCT.	6.1	.....	.....	.....	.....
.....	.....	.....	.....	.....	280.0	2.0 BRIDGE JCT.	4.1	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	TERRA ROUTE	.....	.....	.....	.....	.....
..... L 9 54PM	L 3 46PM	L 1 06PM	.....	.....	274.9	12.8 C. GRANITE CITY ..	9.2	L 5 05AM	L 7 15AM	L 9 25AM	L 4 40PM
..... A 10 45PM	A 4 35PM	A 1 55PM	.....	.....	284.1	9.2 ... ST. LOUIS U.S. ...	0.0	L 4 40AM	L 6 50AM	L 9 00AM	L 4 15PM

Southward DWIGHT DISTRICT Northward

		TIMETABLE NO. 7			
		Effective January 8, 1978			
Mile Posts			Miles From Washington		
STATIONS					
73.6	D.....	DWIGHT.....	69.7		
		6.6			
80.2		NEVADA.....	63.1		
		7.3			
87.5		BLACKSTONE.....	55.8		
		5.9			
93.4		CON RAIL 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		
		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. 7			
		Effective January 8, 1978			
Siding Length In Feet	Siding, Standing Room, Cars With Engine,	Mile Posts		Miles From Murrayville	
STATIONS					
		126.6	C.....	BLOOMINGTON.....	100.2
				6.2	
		132.8		COVEL.....	94.0
				6.0	
3,135	57	138.8		STANFORD.....	88.0
				5.0	
2,200	40	148.8		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	
1,540	28	163.0		SAN JOSE.....	63.8
				2.7	
		165.7		NATRONA.....	61.1
				5.8	
2,915	53	171.5		MASON CITY.....	55.3
				8.4	
		179.9		GREENVIEW.....	46.9
				3.2	
		183.1		CURTIS.....	43.7
				4.6	
990	18	187.7		PETERSBURG.....	39.1
				7.2	
2,090	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	
550	10	215.8	D.....	JACKSONVILLE.....	11.0
				7.6	
2,365	43	223.4		WOODSON.....	3.4
				3.4	
1,540	28	226.8		MURRAYVILLE.....	0.0

6

Westward

AIRLINE DISTRICT

Eastward

SECOND CLASS		Siding Length In Feet	Siding, Standing Room, Cars With Engine.	Mile Posts	TIMETABLE NO. 7 Effective January 8, 1978 STATIONS	Miles From Roodhouse	SECOND CLASS			
97	93						90	94		
Daily	Daily									
				186.0	BRICKYARD.....	46.1				
L 4 10PM	L 4 10AM			187.8	1.8 K. C. JCT.....	44.3	A 9 30AM	A 10 00PM		
				191.7	3.9 COCKRELL.....	40.4				
4 43	4 43	2,695	49	203.5	11.8 PROUTY.....	28.6	8 57	9 27		
4 55	4 55	2,805	51	209.9	6.4 YEOMANS.....	22.2	8 45	9 15		
				212.7	2.8 REES.....	19.4				
				216.1	3.4 CLEMENTS.....	16.0				
5 38	5 38	2,695	49	221.7	5.6 MURRAYVILLE.....	10.4	8 20	8 50		
				232.4	5.6 MANCHESTER.....	4.8				
A 6 00PM	A 6 00AM			237.2	4.8 C..... ROODHOUSE.....	0.0	L 8 00AM	L 8 30PM		
							Daily	Daily		

Southward

CARROLLTON DISTRICT

Northward

SECOND CLASS		Siding Length In Feet	Siding, Standing Room, Cars With Engine.	Mile Posts	TIMETABLE NO. 7 Effective January 8, 1978 STATIONS	Miles From Roodhouse	SECOND CLASS			
87	81						80	88		
Daily	Daily									
L 2 00PM	L 1 00AM			67.9	C..... ROODHOUSE.....	0.0	A 9 45AM	A 7 45PM		
2 10	1 10	1,870	34	64.6	3.3 WHITE HALL.....	3.3	9 35	7 35		
2 35	1 35	770	14	65.2	9.4 CARROLLTON.....	12.7	9 10	7 10		
2 55	1 55	2,860	52	47.0	8.2 KANE.....	20.9	8 50	6 50		
3 10	2 10	660	12	41.9	5.1 JERSEYVILLE.....	26.0	8 35	6 35		
3 25	2 25	1,485	27	35.7	6.2 DELHI.....	32.2	8 20	6 20		
A 3 45PM	A 2 45AM			28.0	7.7 GODFREY.....	39.9	L 8 00AM	L 6 00PM		
							Daily	Daily		

Southward

P & N DISTRICT

Northward

7

	Mile Posts	TIMETABLE NO. 7 Effective January 8, 1978 STATIONS	Miles From Sherman	
.....	160.1	..... GROVE.....	50.7	.....
.....	163.9	..... PEKIN..... 3.8	46.9	.....
.....	175.1	..... GREEN VALLEY..... 11.2	35.7	.....
.....	182.1	..... P & N JUNCTION..... 7.0	28.7	.....
.....	182.5	..... SAN JOSE..... 0.4	28.3	.....
.....	190.9	..... NEW HOLLAND..... 8.4	19.9	.....
.....	197.0	..... MIDDLETOWN..... 6.1	13.8	.....
.....	200.3	..... CROFT..... 3.3	10.5	.....
.....	203.9	..... FANCY PRAIRIE..... 3.6	6.9	.....
.....	206.5	..... VAN WOOD..... 2.6	4.3	.....
.....	210.8	..... SHERMAN..... 4.3	0.0	.....

Southward

MEXICO DISTRICT

Northward

	Mile Posts	TIMETABLE NO. 7 Effective January 8, 1978 STATIONS	Miles From Fulton	
.....	0.0	.. SOUTH BRANCH JCT... 11.1	23.8	.....
.....	11.1	..... AUXVASSE..... 4.9	12.7	.....
.....	16.0	..... McCREIDIE..... 3.5	7.8	.....
.....	19.5	..... CALLAWAY..... 4.3	4.3	.....
.....	23.8	..... FULTON..... 4.3	0.0	.....

8 Westward				SLATER DISTRICT				Eastward					
SECOND CLASS				Siding Length In Feet	Siding, Standing Room, Cars With Engines.	Mile Posts	TIMETABLE NO. 7 Effective January 8, 1978	Miles From Slater	SECOND CLASS				
97	95	93	91						90	92	94	96	
Daily	Daily	Daily	Daily										
L 6 31PM	L 12 45PM	L 6 31AM	L 12 45AM	.....	.....	237.2	C.....ROODHOUSE.....	156.4	A 8 00AM	A 2 17PM	A 8 00PM	A 2 17AM	
				.....	.....	238.7	1.5 .. WEST ROODHOUSE ..	154.9					
6 41	12 58	6 41	12 58	.....	.....	242.7	4.0 DRAKE	150.9	7 50	2 07	7 50	2 07	
6 48	1 05	6 48	1 05	4,125	75	246.6	3.9 HILLVIEW	147.0	7 43	2 00	7 43	2 00	
6 56	1 13	6 56	1 13	.....	.....	251.2	4.6 PEARL	142.4	7 35	1 52	7 35	1 52	
7 18 04	1 35 92	7 18 90	1 35 96	4,785	87	260.9	9.7 NEBO	132.7	7 18 93	1 35 95	7 18 97	1 35 91	
				.....	.....	265.6	4.7 PLEASANT HILL	128.0					
7 41	1 59	7 41	1 59	2,255	41	273.8	8.2 .. QUINCY JUNCTION ..	119.8	6 52	1 04	6 52	1 04	
7 45	2 02	7 45	2 02	3,300	60	275.1	1.3 C.....LOUISIANA.....	118.5	6 47	12 57	6 47	12 57	
				.....	.....	282.3	7.2 VERA	111.3					
8 05	2 24	8 05	2 24	7,755	141	285.8	4.5 ... BOWLING GREEN ...	106.8	6 23	12 30PM	6 23	12 30AM	
				.....	.....	293.9	7.1 ... CURRYVILLE	99.7					
8 32	2 51	8 32	2 51	6,380	116	302.3	8.4 D.....VANDALIA.....	91.3	5 55	11 55	5 55	11 55	
				.....	.....	307.6	5.3 ... FARBER	86.0					
8 49	3 08	8 49	3 08	5,445	99	311.8	4.2 ... LADDONIA	81.8	5 37	11 33	5 37	11 33	
				.....	.....	316.7	4.9 ... RUSH HILL	76.9					
9 08	3 27	9 08	3 27	3,025	55	322.8	6.1 ... ARTHUR	70.8	5 17	11 10	5 17	11 10	
9 11	3 30	9 11	3 30	.....	.....	324.0	1.2 ... FRANCIS	69.6	5 13	11 04	5 13	11 04	
9 15	3 34	9 15	3 34	.....	.....	325.8	1.8 D.....MEXICO.....	67.8	5 08	11 00	5 08	11 00	
9 18	3 37	9 18	3 37	6,600	120	327.2	1.4 ... WEST SIDING	66.4	5 03	10 43	5 03	10 43	
				.....	.....	331.4	4.2 ... THOMPSON	62.2					
9 38	3 57	9 38	3 57	4,950	90	340.0	8.5 ... CENTRALIA	53.6	4 39	10 23	4 39	10 23	
10 05 96	4 20 94	10 05 92	4 20 90	5,665	103	352.0	12.0 ... CLARK	41.6	4 20 91	10 05 93	4 20 95	10 05 97	
				.....	.....	361.5	9.5 ... HIGBEE	32.1					
10 27	4 42	10 27	4 42	5,335	97	366.2	4.7 ... YATES	27.4	3 58	9 43	3 58	9 43	
10 37	4 52	10 37	4 52	2,420	44	372.4	6.2 ... ARMSTRONG	21.2	3 48	9 33	3 48	9 33	
10 44	4 59	10 44	4 59	3,355	61	376.6	4.2 ... STEINMETZ	17.0	3 41	9 26	3 41	9 26	
				.....	.....	381.5	4.9 ... GLASGOW	12.1					
11 00	5 10	11 00	5 10	5,995	109	383.5	2.0 ... HARMONY	10.1	3 30	9 15	3 30	9 15	
11 15	5 21	11 15	5 21	2,695	49	390.5	7.0 ... GILLIAM	3.1	3 19	9 04	3 19	9 04	
A 11 23PM	A 5 27PM	A 11 23AM	A 5 27AM	.....	.....	393.6	3.1 C.....SLATER.....	0.0	L 3 13AM	L 8 59AM	L 3 13PM	L 8 59PM	
									Daily	Daily	Daily	Daily	

Westward

KANSAS CITY DISTRICT

Eastward

9

SECOND CLASS

TIMETABLE NO. 7

SECOND CLASS

SECOND CLASS				Siding Length In Feet	Siding, Standing Room, Cars With Engine.	Mile Posts	TIMETABLE NO. 7 Effective January 8, 1978	Miles From Kansas City	SECOND CLASS			
97	95	93	91						90	92	94	96
Daily	Daily	Daily	Daily									
L 11 23PM	L 5 55PM	L 11 23AM	L 5 55AM	.....	.....	393.6	C.....	95.2	A 3 13AM	A 8 55AM	A 3 13PM	A 8 55PM
11 39	6 10	11 39	6 10	2,640	48	404.5	.....	84.3	2 56	8 35	2 56	8 35
11 48	6 19	11 48	6 19	2,695	49	409.9	.....	78.9	2 47	8 26	2 47	8 26
11 58	6 28	11 58	6 28	.....	.....	415.4	.....	73.4	2 38	8 17	2 38	8 17
12 08AM	6 36	12 08PM	6 36	4,840	88	420.6	.....	68.2	2 29	8 09	2 29	8 09
12 23	6 50	12 23	6 50	.....	.....	429.2	.....	59.6	2 15	7 56	2 15	7 56
12 31	6 58	12 31	6 58	4,235	77	433.9	.....	54.9	2 08	7 48	2 08	7 48
12 42	7 09	12 42	7 09	.....	.....	440.9	.....	47.9	1 57	7 37	1 57	7 37
12 53	7 25 ⁹⁸	12 53	7 25 ⁹²	5,280	96	448.4	.....	40.4	1 46	7 25 ⁸¹	1 46	7 25 ⁹⁵
1 03	7 36	1 03	7 36	.....	.....	455.3	.....	33.5	1 35	7 14	1 35	7 14
1 10	7 41	1 10	7 41	.....	.....	458.8	.....	30.0	1 29	7 08	1 29	7 08
1 22 ⁹⁰	7 48	1 22 ⁸⁴	7 48	5,280	96	462.9	.....	25.9	1 22 ⁸⁷	7 00	1 22 ⁸³	7 00
1 30	7 56	1 30	7 56	.....	.....	467.6	.....	21.2	1 12	6 51	1 12	6 51
1 48	8 20	1 48	8 20	3,080	56	478.4	.....	10.4	12 52	6 31	12 52	6 31
A 2 00AM	A 8 32PM	A 2 00PM	A 8 32AM	.....	.....	482.0	C.....	6.8	L 12 38AM	L 6 19AM	L 12 38PM	L 6 19PM
							KCT RR		Daily	Daily	Daily	Daily
						483.1	.....	5.7				
						486.0	.....	2.8				
						487.6	.....	1.2				
						488.8	.....	0.0				

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

N. That portion of the Pequot District between South Joliet and MP 42 and that portion of the Normal District between South Joliet and MP 40.5, is under jurisdiction of Chicago Division Officers, From MP 278 to E. St. Louis is under jurisdiction of St. Louis Division Officers.

RESTRICTED SPEED: On Missouri Division for passenger trains only, the definition of RESTRICTED SPEED is amended to read 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.

2. Standard clocks:

Wallace—Engine House
Yard Office

Dixon—Telegraph Office

La Salle—Telegraph Office

Clinton—Yard Office, Telegraph Office,
Engine House

Chicago—Union Station

Glenn—Telegraph Office
Engine House and Locker Room

South Joliet—Engine House and Yard Office

Bloomington—Caller's Office
Target
Engine House
Switchmen's Locker Room

Ridgely—Yard Office and Engine House

Wann—Locker Room

Venice—Yard Office and Engine House

E. St. Louis—Yard Office and Engine House

St. Louis—Union Station

Roodhouse—Telegraph Office
North Yard Office

Mexico—Telegraph Office

Slater—Telegraph Office

Kansas City—Train Dispatcher's Office

14(l). Rule 14(l) is revised to read as follows: Approaching public crossings at grade. Signal must begin at least twenty seconds before reaching crossing. To be prolonged or repeated until crossing is occupied. When whistle sign is displayed, signal must begin before reaching sign. Where whistle sign governs more than one crossing, numeral on sign will indicate the number of crossings governed.

This signal must also be frequently sounded to warn trackmen and other employes when view is restricted by weather, obscure curves, or other unusual conditions, and when approaching tunnels.

26. As used in this rule, the following definitions apply:

Workmen—Railroad employes assigned to inspect, test, repair or service railroad rolling equipment or components including brake systems. Train and yard crews are excluded, except when assigned to perform such work on railroad rolling equipment that is not part of the train or yard movement they have been called to operate.

Rolling Equipment—Engines, railroad cars, and one or more engines coupled to one or more cars.

Blue Signal—A clearly distinguishable blue flag or blue light by day and a blue light at night.

Effective Locking Device—When used in relation to a manually operated switch or a derail, a lock which can be locked and unlocked only by the class or group of workmen applying the lock.

(a) A blue signal indicates that workmen are on, under, or between rolling equipment and that the equipment must not be coupled to or moved except as provided in paragraphs (h) and (i). Other rolling equipment must not be placed on the same track so as to block or reduce the view of the blue signals except on engine servicing tracks or when a derail is used to divide a track into separate working areas.

(b) When a blue signal is displayed at the entrance to a track, rolling equipment must not enter that track.

(c) When workmen are on, under, or between an engine or rolling equipment coupled to an engine, a blue signal must be attached to the controlling unit at a location where it is readily visible to the engineman or operator at the controls of that engine.

(d) Blue signals must be displayed and effective locking devices must be applied by each class or group of workmen; they may be removed only by the same class or group.

(e) When emergency repair work is to be done on, under, or between an engine or rolling equipment coupled to an engine, and a blue signal is not available, the engineman or operator at the controls of the engine must be notified and appropriate measures must be taken to protect the employes making the repairs.

(f) An engine must not enter an engine servicing track unless blue signal protection governing entry is removed. The engine must stop short of coupling to another engine.

(g) An engine must not leave an engine servicing track unless blue signal protection is removed from that engine and from the track in the direction of movement.

(h) On an engine servicing track protected by blue signals and under exclusive control of mechanical forces, an engine may be repositioned under the direction of employe in charge of the workmen, after blue signal has been removed from the controlling unit and workmen on the track have been warned of the movement.

(i) On a shop or repair track protected by blue signals, rolling equipment may be repositioned with a car mover, under the direction of the employe in charge of the workmen, after the workmen have been warned of the movement.

(j) When workmen are on, under, or between rolling equipment on any track, one or more of the following forms of protection must be provided:

(1) Each manually-operated switch providing access to the track must be lined against movement to that track and secured by an effective locking device. A blue signal must be placed at or near each such switch.

(2) A derail capable of restricting access to the portion of track where work will be performed, must be locked in derailing position with an effective locking device, and:

—Positioned at least 150 feet from the rolling equipment to be protected; or

—Positioned at least 50 feet from the end of an engine on an engine servicing track where speed is limited to 5 MPH.

A blue signal must be displayed at each derail.

(3) Where remotely-controlled switches provide access to the track, the person in charge of the workmen must arrange for protection of those switches by the control operator. The control operator must line each such switch against movement to that track and secure the controls in that position, maintaining this protection until notified by the person in charge of the workmen that it may be removed.

The control operator must record:

—Date, time, name and craft of person requesting the protection;

- Number or designation of track involved;
- Date and time he provided the protection;
- Date, time, name and craft of person authorizing removal of the protection.

These records must be maintained for 30 days.

(k) Whenever one switch of a crossover is located beneath rolling equipment which is under blue signal protection, the other switch of the crossover must be lined and locked against movement through that crossover. A blue signal need not be displayed at either crossover switch.

31. 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 whistle and bell and be in position to operate emergency brake valve if necessary to avoid an accident.

S-71. Eastward and northward regular trains are superior to regular trains of the same class in the opposite direction.

83. TRAIN REGISTERS:

Wallace—Telegraph Office
 Dixon } Telegraph Office
 La Salle } trains originating and terminating
 Clinton—Telegraph Office
 South Joliet—Trains originating and terminating
 Venice—Freight Trains
 E. St. Louis—Freight Trains
 St. Louis—Union Station (Passenger Trains)
 Roodhouse
 Slater

93. YARD LIMITS:

Amboy District
 Dixon—Mile 898.3 to MP 903
 Mendota—Mile 869.1 to Mile 873.9
 La Salle—MP 851 to MP 865
 Minonk—MP 823 to Mile 826.8
 Bloomington—Mile 793.1 to MP 803 and extend to MP 135 on Bloomington District.

Normal District
 South Joliet—Extends to Mile 40.5
 Bloomington—Extends to Mile 121.2

Pequot District
 South Joliet—Extends to MP 42

Dwight District
 Dwight—Extends to MP 75

Alton District
 Bloomington—Extends to Mile 129.7
 Springfield-Alton Dist.—Mile 176.5 to Mile 188.3
 Springfield Dist.—MP 188 to 194
 Godfrey—Mile 250.5 to and including Wann yard

Jacksonville District
 Bloomington—Extends to Mile 127.8

Airline District
 K.C. JCT.—Extends to Mile 188.4
 Roodhouse—Extends north of Murrayville to MP 220 on Airline District and to MP 225 on Jacksonville District

Carrollton District
 Roodhouse—Extends to Mile 66.7
 Godfrey—Extends to Mile 29.3

Slater District
 Roodhouse—Extends to Mile 238.4
 Louisiana—Mile 273.1 to Mile 277.6
 Mexico—Mile 321.5 to Mile 327.5
 Slater—Extends to Mile 392.9

Mexico District
 Entire District

Kansas City District
 Slater—Extends to Mile 395.2
 Rock Creek Jct.—Extends to Mile 481.5

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.

Eastward trains must secure permission from train dispatcher, through the operator at Roodhouse, before leaving Roodhouse.

Westward trains must secure permission from train dispatcher, through the operator at Roodhouse, before leaving Murrayville.

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.

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.

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

Railroad Crossings Protected by Stop Signs:

Ashland ICG, B&O
 Streator ICG, BN

98(a). Railroad Crossings Protected by Gates:

	Normal Position
Wenona ICG	Against Dwight District
Washington TP&W	Against ICG
New Holland ICG	Against P&N District
Minier IT	Against IT
Carrollton ICG	For Main Track
Carlinville (Q.C. Lead) ICG, IT	Against ICG

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

When communication with such following trains is not established as outlined, a crew member shall station himself at the rear of the stopped or slowing train, 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.

Between Rock Creek Jct. and Clark, Missouri flag protection is required against following movements on the same track.

100. On Dwight District at Washington, Illinois, main track west of the TP&W Railroad crossing is out of service.

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
	MILES PER HOUR	
Between South Joliet and Wann.....	79	50
Between South Joliet and Mazonia via Pequot District.....	79	50
Between Dwight and Washington.....	25	25
Between Varna and Lacon.....	10	10
Between Normal Jct. and Barnes, MP 135, Bloomington District.....	10	10
Between Sherman and Grove.....	10	10
Between Bloomington and Murrayville via Jacksonville District.....	25	25
Between Brickyard and K.C. JCT.....	10	10
Between K.C. JCT. and Roodhouse.....	35	35
Between Roodhouse and Godfrey.....	30	30
Between Roodhouse and MP 247.....	35	35
Between MP 247 and West Storage Track Switch, Pleasant Hill, Mile 265.8.....	25	25
Between Mile 265.8 and Mexico.....	35	35
Between Mexico and Fulton.....	25	25
Between Mexico and Rock Creek JCT.....	40	40
Between East JCT and MP 902, north of Dixon.....	30	30
Between MP 902, (north of Dixon) and Clinton.....	25	25
Through CTC turnouts, Coal City to Godfrey.....	40	10
Through all other turnouts, crossovers, in and out of sidings unless otherwise authorized.....	10	10
Trains moving against current of traffic.....	55	40
Trains moving against current of traffic through villages.....	30	30

Piggy-Back Trains will not exceed 60 MPH between South Joliet and Ridgely and 50 MPH between Iles and Wann.

101(a). LOWER SPEEDS.

AMBOY DISTRICT		
East Junction—crossovers and turnouts.....	25	25
Amboy: BN crossing, between home signals until engine or lead car occupies crossing.....	20	20
Mendota: BN interlocking, Southward trains between Southward approach and Southward home signal.....	25	25
BN crossing, between home signals until engine or lead car occupies crossing.....	20	20
Dimmick: CNW crossing, between home signals until engine or lead car occupies crossing.....	20	20
Between MP 852 and MP 857 plus 1,800 ft.....	10	10
Wenona: ICG crossing between home signals until engine or lead car occupies crossing.....	20	20
Minopk: AT&SF crossing, between home signals until engine or lead car occupies crossing.....	20	20
El Paso: TP&W crossing, between home signals until engine or lead car occupies crossing.....	20	20
Between MP 795 and MP 799.....	20	20
NORMAL DISTRICT		
Between MP 39 and MP 40, just south of Joliet (See Note A).....	40	40
Zarley's Hill, south of Joliet, reverse curve.....	60	40
Wilmington: Trains through town.....	60	40
CWEX, IPLX or similar type cars, (swivel couplers) loaded are restricted over Kankakee River bridge as follows:.....	..	25
Pontiac: Curve at ICG crossing.....	60	40
Between MP 123, Normal, and MP 126, Bloomington, CWEX, IPLX or similar type cars, (swivel couplers) loaded, are restricted.....	..	10
Between Normal interlocking and Market Street, Bloomington.....	40	25
Between Market St. and Mile 127.1, Bloomington.....	20	20
PEQUOT DISTRICT		
Between South Joliet and Plaines.....	60	30
Plaines: Trains moving through connection from ICG to AT&SF North track.....	25	20
Pequot: Trains moving from AT&SF North track to ICG.....	25	10
Between MP 38 and MP 39, South Joliet (See Note A).....	40	40
Between MP 40 and MP 42, Plaines (See Note A).....	40	40
Between Mile 43.3 and Mile 43.7, located about two and one-half miles south of Plaines, northward track only (See Note A).....	40	40
Just south of MP 58, Coal City, on both tracks (See Note A).....	40	40

Note A—When six-axle units are in engine consist, in both freight and passenger service, reduce speed to 40 MPH, with engines only, around the curves. These speed restrictions will not apply to E8 and E9 units, which are in series 300-400. Yellow triangular signs will not indicate these speed restrictions.

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101(a). LOWER SPEEDS. (Continued)

Territory or Location	Passenger Trains	Freight Trains
	MILES PER HOUR	
DWIGHT DISTRICT		
Streator: CON RAIL crossing north of town.....	10	10
Park & Bloomington Streets.....	5	5
AT&SF—BN crossings.....	20	10
Munster: Grade crossing at Mile 99.99.....	5	5
Varna: Between MP 118 and MP 122.....	10	10
Washburn: Between MP 127 and MP 128.....	10	10
Parkside Street.....	5	5
Lowpoint: Clark Street.....	5	5
Washington: Between MP 135 and Washington.....	10	10
Main Street.....	5	5
ALTON DISTRICT		
Lincoln: Between Railroad Crossings, Athol to South Lincoln.....	70	50
Sherman, to and from P&N District.....	10	10
Between MP 181, about four miles north of Springfield, and MP 183 (See Note A).....	40	40
MP 181 to Ridgely, Southward Main Track.....	60	40
Ridgely, south end of yard through interlocking limits.....	35	25
Springfield: Between Ridgely Avenue and Carpenter Street.....	25	20
Between Carpenter Street and Capital Avenue.....	15	10
Between Capital Avenue and Laurel Street.....	25	20
Between Ridgely Avenue and Laurel Street against current of traffic.....	10	10
Between Avenue Yard Office and South switch of St. Louis Wye.....	10	10
Iles (Interlocking): To and from Northward Main Track.....	30	10
N&W crossing.....	60	50
K.C. JCT.: All turnouts.....	10	10
Mile 226.8, Rinaker, to Mile 234.2, Plainview.....	70	40
Between Mile 227.6 about three and one-half miles south of Carlinville, and MP 229 (See Note A).....	40	40
First curve north and second curve south of MP 233, about six miles north of Shipman (See Note A).....	40	40
Godfrey: Curve, Mile 252.3.....	60	40
Through turnout to and from Carrollton District.....	30	10
Mile 252.3 to College Avenue.....	70	40
At Mile 252.3, about one-half mile south of Godfrey (See Note A).....	40	40
Wood River Creek, Mile 258.3.....	25	25
CWEX, IPLX or similar type cars, (swivel couplers) loaded, are restricted on Alton District as follows:		
Between Ridgely and Iles.....	..	10
Between MP 254 and Pearl Street, Godfrey.....	..	10
Between Granite City and Venice.....	..	10
JACKSONVILLE DISTRICT		
Minier: IT crossing, between home signals until engine or lead car occupies crossing.....	20	20
Delavan: ICG crossing.....	20	20
Mason City: ICG crossing.....	20	20
Ashland: B&O crossing.....	20	20
Jacksonville: N&W crossing.....	20	20
BN crossing.....	20	20
P & N DISTRICT		
All Bridges.....	5	5
AIRLINE DISTRICT		
Between K.C. JCT. and Roodhouse, loaded or empty unit coal trains.....	..	30
Murrayville: Over switch leading to Jacksonville District.....	25	25
K.C. JCT.: All turnouts.....	10	10
K.C. JCT.: Mile 187.8 to MP 188.....	10	10

Note A—When six-axle units are in engine consist, in both freight and passenger service, reduce speed to 40 MPH, with engines only, around the curves. These speed restrictions will not apply to E8 and E9 units, which are in series 300-400. Yellow triangular signs will not indicate these speed restrictions.

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101(a). LOWER SPEEDS. (Continued)

Territory or Location		Passenger Trains	Freight Trains
		MILES PER HOUR	
CARROLLTON DISTRICT			
White Hall:	BN crossing.....	20	20
Carrollton:	ICG crossing.....	25	25
Kane:	Bridge G—509—Revolving machinery on own wheels.....	..	10
SLATER DISTRICT			
Between Roodhouse and Louisiana, loaded or empty unit coal trains.....		..	30
Roodhouse:	Palm Street.....	10	10
West Roodhouse:	BN crossing.....	20	20
Pearl:	Illinois River drawbridge.....	5	5
Nebo:	Bridge D—2610—Revolving machinery on own wheels.....	..	10
Between Mile 262.5 and Mile 263.4.....		20	20
Louisiana:	East end of Mississippi River drawbridge to Mile 275.1.....	10	10
Bowling Green Hill:	Between MP 283 and Mile 286.8.....	20	20
Vandalia:	Clark St. to Maple St.....	20	20
Francis:	BN interlocking.....	20	20
Mexico:	Calhoun St. to Morris St.....	20	20
Centralia:	Jefferson St. to Columbia St.....	25	25
Clark:	N&W crossing, between home signals until engine or lead car occupies crossing.....	20	20
Glasgow:	Missouri River Bridge.....	10	10
Slater:	Margrove St. to Broadway St.....	20	20
MEXICO DISTRICT			
Trains handling cars in excess of 240,000 but not to exceed 263,000 pounds.....		20	20
South Branch Jct.:	N&W crossing.....	20	20
KANSAS CITY DISTRICT			
Marshall:	Slater St. to Miami St.....	10	10
Higginsville:	Shelby St. to Brand St.....	25	25
Highland:	Industrial Park lead and all tracks.....	..	5
Independence:	McCoy St. to Kentucky Avenue.....	30	30
Rock Creek Jct.:	KCT crossing.....	25	20

(Continued on page 15)

101(a). LOWER SPEEDS. (Continued)

In automatic block system and CTC 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 in CTC territory.

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

Following are maximum authorized speeds on engines and certain specialized equipment, except that where timetable district speeds are lower, then the lower speed will govern.

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

All switch, road switch, and transfer engines.....	45 MPH
All other freight engines.....	65 MPH
FPA-3 (combination passenger-freight engines).....	80 MPH
Revolving machinery on its own wheels (must have boom trailing, when practical).....	25 MPH
Fixed cab pile drivers (boom either 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
Russell snowplow X8030.....	25 MPH
Wedge type snowplows (when plowing).....	40 MPH
Scale test cars, except scale test cars ICC 100119, 100120, and 100121, (must be handled on rear of train next ahead of the caboose and in trains performing local work).....	30 MPH
Scale test cars ICC 100119, 100120, and 100121 can be in any freight train in any location.....	45 MPH
Ore cars with wheel base of 20 feet or less (measured between truck centers).....	30 MPH
Diesel engines moving through water (must not exceed three inches over top of rail).....	3 MPH
Diesel truck transfer cars.....	45 MPH
Welded rail flat cars must be handled on rear of train when moving with other cars and must not exceed:	
(when loaded).....	30 MPH
(when empty).....	40 MPH
Cars containing panel rail.....	30 MPH
Cars containing lead slabs of 2,000 pounds or heavier.....	40 MPH
36 inch (or larger) pipe on flat cars.....	30 MPH
Unit freight trains handling loaded or empty 100-ton cars exclusively (caboose excepted) are restricted to.....	35 MPH

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.

Trains handling revolving machinery on its own wheels 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.

103(d). 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.

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.

At Grove, on P&N District, main track is out of service north of Highway 29.

Automatic grade crossing protection at Hoff Road on north leg of Wye leading to Gate 11 on east side Elwood Arsenal, Normal District, out of service. Trains or engines must not proceed over this crossing until it is protected by member of the crew. Do not exceed speed of ten (10) MPH over this crossing until it has been occupied by engine or lead car.

103(e). Every effort must be made to keep coupling speed of diesel engines to 3 MPH or less; however, when a heavy impact is made by a diesel engine and damage is indicated, it must immediately be shut down and inspected by a member of the Mechanical Department before it is restarted. Such cases must be reported by the quickest available means of communications to the Train Dispatcher, or when they occur in a yard, to the Yardmaster or other employe in charge of the yard.

103(g). 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.

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(c). Derails and stop signs are located on main track, ten (10) car lengths north of north switch at Evans, Illinois on the Dwight District, and one (1) car length south of crossing at Evans, Illinois.

All trains must stop at stop signs and crew determine that derail is removed from the derailing position before proceeding.

109. Bulletin Boards:

Wallace—	Yard Office and Engine House.
Dixon—	Freight Office.
La Salle—	Freight Office.
Clinton—	Telegraph Office and Engine House.
Chicago—	Union Station.
Glenn—	Yard Office and Engine House.
South Joliet—	Yard Office and Engine House.
Bloomington—	Crew Caller's Office, Engine House and Conductors Room at Depot.
Ridgely—	Yard Office and Engine House.
Wann—	Locker Room.
Venice—	Yard Office and Engine House.
East St. Louis—	Yard Office and Engine House.
Roodhouse—	Telegraph Office.
Mexico—	Telegraph Office & Locker Room.
Slater—	Telegraph Office.
Lydia Avenue—	Train Dispatcher's Office and Yard Office.
Kansas City—	12th Street Locker Room.

111(e). Hotbox Detectors

Train Detector Centers have radio communication with trains passing over the detectors at the following locations: Mazonia, Ocoya, McLean, Broadwell, Junod, Nilwood, Shipman, Pleasant Hill, Curryville, Thompson, Yates, Corder and Oak Grove.

In order to have a uniform procedure and understanding for the handling of hot journals, loose wheels, dragging equipment or sticking

brakes after having been notified by a Train Detector Center, the crew of the train so notified will take the following action:

1. When a hotbox, loose wheel or dragging equipment is detected, the Train Detector Center operator will contact the appropriate train in the following manner:

Train Detector Center: This is the (ICG location/name Train Detector Center calling the northward (or southward) ICG train passing (station name) detector. Stop your train. You have a (hotbox, loose wheel, dragging equipment or sticking brakes).

2. **Train Engineer Response:**

This is the engineer on (ICG train number) passing (station name) detector. I am stopping my train. The engineer must immediately use a service reduction of the automatic air brake system to bring his train to a stop in a safe manner to avoid injury to persons or damage to lading and equipment.

If the above response is not received within ten (10) seconds, the Train Detector Center will repeat and wait another ten (10) seconds and then repeat the instruction to stop the train and wait another ten (10) seconds. After this procedure has been repeated a third time, if still no response is received from the engineer, the Train Detector Center operator will immediately notify the appropriate train dispatcher to have this train stopped.

After the engineer responds to the Train Detector Center, the Detector Center operator will reply: I will give you the location of the car after your train is stopped.

3. During the time the engineer is stopping his train, the Train Detector Center operator will notify the appropriate train dispatcher that the train is being stopped. The train dispatcher must monitor the procedure from this point on.
4. When the train is brought to a stop, the engineer will notify the Train Detector Center operator by radio, identifying train and telling the Train Detector Center operator that the train is stopped.

The Train Detector Center operator will then notify the engineer on the train (by proper identification) that there is a (hotbox, loose wheel, dragging equipment or sticking brakes) located (state the number of cars) from the (lead unit or caboose) on the (north, east, south, west) rail and that it is the (leading or trailing) truck, (leading or trailing) wheel. Engineer will repeat information received back to Train Detector Center.

5. When there is more than one diesel unit or caboose in the train consist, they will be counted as a car. All rails will be identified in relation to timetable direction or track number, (i.e., timetable direction north or south, identify rails as east or west). The train consist or wheel report must not be used for the purpose of identifying the car to be inspected. The only acceptable way of identifying the car is for a trainman to count the number of cars from either the lead unit or caboose.
6. An on-the-ground thermal inspection must be made by a member of the crew of the car or diesel unit reported to be defective and if the defect is not found, the two (2) cars or two (2) diesel units in each direction from the car or diesel unit reported must be checked by feeling each box lid for friction type bearings; for roller bearing wheels the under side of the journal and the adapter block located immediately under the truck side and above the bearing must be felt for the reported defect, and wheels, axles and brake rigging examined for defects.

Care must be used in touching a journal box or end of the journal because of the hazard of injury from intense heat or flame. The employe should approach the journal box cautiously with hand before touching. When the lid of the journal box is opened, it must be done using a tool, if possible, because of the hazard of combustion as result of air rushing into the box. If heat is present, arrangements must be made to set the car or diesel unit out at the first available track. If this track is a siding, permission should be received from the train dispatcher before blocking the siding.

If the defect is a cracked or broken wheel or brake rigging

dragging, extraordinary precaution must be taken to remove car or diesel unit from the train with these defects. It may be necessary to leave the car or diesel unit standing until assistance can be received from the mechanical department. The train dispatcher should be notified of this condition.

The journal box of a car or diesel unit is identified by facing the handbrake end of the car or diesel unit. The journals are then identified as L-1, L-2, L-3, and L-4 on the left side of the car or diesel unit; R-1, R-2, R-3, and R-4 on the right side of the car or diesel unit.

7. A member of the crew must report to the train dispatcher upon completion of inspection of the train, the car or diesel unit initial, number, wheel, type of bearing (friction or roller), nature of defect (if any), including hotboxes, loose wheels, dragging equipment or brakes sticking and disposition of the car or diesel unit whether defective or not so that a record of the stop may be maintained.

If the crew is unable to talk directly to the train dispatcher over the radio, a message containing the above information must be addressed to the train dispatcher and the Train Detector Center and dropped off at the next open train order office, where an operator is on duty. The operator will have the responsibility of relaying the information to those addressed, marking the time and name of the party notified and filing the same.

When it is necessary to throw off a message of this nature, notation should be made on the conductor's delay report advising the name of the office the message was delivered to.

Whether defective or not, a report must be made to the train dispatcher as well as connecting crew or yard forces at the final terminal, furnishing car or diesel unit initial, number, wheel and type of bearing.

8. Train crews will be notified when detectors are out of service. The train must be stopped at a location within five miles on either side of the out-of-service detector to make a visual inspection of their train unless authorized by the train dispatcher that other employes will make the inspection of both sides of the train as it passes the out-of-service detector. If this exception is made, the speed of the train must be reduced to ten miles per hour to permit the other employes to make the inspection. The employes so designated to make the inspection will notify the crew upon the completion of the inspection of the results. If this notification is not received, the train must be stopped immediately for inspection by the train crew.

In non CTC 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.

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.

M-151. Two Main Tracks:

Between Plaines and Coal City—Mile 59.3.
Between Mile 121.5 and Main St. Normal.
Between Market St. Bloomington and Mile 128.7.
Between MP181 and Iles.
Between K.C. JCT. and Hazel Dell.

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 1215 of these special instructions.)

Between Wann and Bridge Junction the tracks of the ICG and the CON RAIL are jointly used, and the movement of trains will be governed by the joint timetable of the CON RAIL-ICG Railroads.

200. Except on Amboy District, Rule 200 is modified to the extent that train orders will continue to be issued over the signature of the Chief Train Dispatcher, regardless of the title on Form 19.

215. Amboy District trains may leave East Jct. without a clearance but must obtain a clearance before leaving Wallace Yard.

Amboy District trains originating at Normal may leave without clearance but must obtain clearance from Bloomington Target Office.

Northward trains Mazonia to South Joliet via Pequot District, may leave Mazonia without clearance.

Springfield District trains may enter Airline District at Brickyard and Alton District at K.C. JCT. without clearance but must receive clearance at Starnes.

Alton District trains may enter Airline District at K.C. JCT. without clearance but westward trains must secure clearance before leaving Iles.

Airline District trains may enter Alton District at K.C. JCT. without clearance.

Regular trains may assume schedule and extras and work extras may leave Godfrey without clearance, but northward Carrollton District trains must secure clearance before leaving Wann.

Extras and work extras may leave Murrayville and P&N Jct. without a clearance.

Westward BN trains may leave Francis without a clearance.

Extras and work extras may originate within CTC territory without a clearance.

Regular 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 or clearance.

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

Trains arriving South Joliet on the Joliet District enroute the Normal-Pequot Districts, and trains arriving South Joliet on the Normal-Pequot Districts enroute the Joliet District may leave South Joliet with same identity without a clearance if train order signal conveys a proceed indication. These trains will not register at South Joliet. All other trains that originate at South Joliet must obtain clearance before leaving South Joliet.

221(a). Train order signals at some locations will have semaphore arm inclined upward instead of downward as shown in Rule 298-A, when signal indicates proceed.

221(b). At an interlocking train order office where semaphore type train order signal is used, as shown in Rule 298-B, such signal may have semaphore arm inclined upward instead of downward and display a green aspect instead of yellow aspect.

221(d). Train order signal at Dwight has color light, but will not flash as shown in Rule 297-B and 298-C, and aspect will be displayed continuously.

277(a). In the event that a line-up for a control point of CTC system and the power switch machine fails to correspond with the control machine indication:

- (1) The switch at the control point should be restored to the same position from which it was, before attempting to make a new line-up.
- (2) At this time, the train crew should be instructed by the control operator to operate this switch by using the manual control. In order to use the manual control, throw the power-off lever on the switch machine from power to hand control.
- (3) This move automatically makes the operation of this switch manual. The trainman will operate switch level a minimum of two times in each direction or as many additional times as necessary to make sure that switch points are being thrown and locked in direction of his movement.
- (4) Leave switch in hand control position for the entire movement of train.

279. Electric Lock Switches:

Location	Switches	Controlled by
Pequot	Siding—both ends	Trainmen
Coal City	Crossover—both ends	Trainmen
Mazonia	Storage track—both ends	Trainmen
Wilmington	Storage track—both ends	Trainmen
	Crossover—storage to Main & Celotex track	"

Hitt Siding	Both ends	Trainmen
Dwight	Transfer track—both ends	Trainmen
	Industry lead—both ends	"
	Crossover—Chippewa St.	"
	Storage to Dwight District—both ends	"
	Crossover industry lead—Washington St.	"
	South switch to Dwight District	"
Odell	Elevator track—North end	Trainmen
	House track	"
Cayuga—MP 87	Elevator track—both ends	Trainmen
Bunge—Mile 88.7	North & South Wye switches	Trainmen
Pontiac	Pontiac District	Trainmen
	Industry lead—both ends	"
	No. 1 track	"
	Old Northbound siding—both ends	"
Ocoya—Mile 97.8	Elevator track—both ends	Trainmen
Chenoa	No. 4 track—both ends	Trainmen
	No. 3 track	"
	No. 1 track	"
	Old siding—both ends	"
Lexington	Old siding—both ends	Trainmen
	Elevator track—both ends	"
Towanda—Mile 118.4	Elevator track—both ends	Trainmen
Normal	Yard—both ends	Trainmen
	Crossover—Normal—yard	"
	North crossover	"
	Bakery switch	"
	Amboy District connection	"
Bloomington	Crossover—Emerson St.—both ends	Trainmen
	Freight house	Target
	Crossover—O'Hara St.	Target
	Baumgart	Target
	Stockyard	Trainmen
	Beich's Candy	"
Shirley—Mile 132.5	Stockyard track	Trainmen
	Elevator	"
Funks Grove—Mile 136.3	Elevator track—both ends	Trainmen
McLean	Business track—both ends	Trainmen
Atlanta	Monsanto	Trainmen
	Storage—both ends	"
	Crossover—Main to storage	"
	Diamond Shamrock	"
	IT connection	"
Lawndale—MP 150	Storage track—both ends	Trainmen
Krueger—Mile 153.4	Elevator track	Trainmen
Athol—Mile 155.5	Storage track—both ends	Trainmen
	Crossover—Main to storage	"
Lincoln	No. 15 track	Trainmen
	No. 9 track	"
	No. 8 track	"
	No. 3 track	"
Fogarty—Mile 161.4	Elevator track	Trainmen
Broadwell	Industry track—both ends	Trainmen
Elkhart	Industry track—both ends	Trainmen
Williamsville—Mile 173.3	Industry track	Trainmen

Sherman	P&N District	Trainmen
	Elevator track	"
Ridgely	Zinc works	Trainmen
	Crossover—both ends	"
	North yard lead	"
Iles	Crossover	Trainmen
K.C. JCT.—Mile 189.9	Midstate	Trainmen
Chatham—Mile 194.5	Industry track—both ends	Trainmen
Auburn	Industry track—both ends	Trainmen
Virden	Storage track—both ends	Trainmen
	House track	"
Girard	House track	Trainmen
Nilwood	Industry track	Trainmen
Carlinville	QC lead	Trainmen
	Crossover	"
	House track—both ends	"
Plainview—Mile 234.3	House track	Trainmen
Brighton	BN transfer	Trainmen
	Industry track	"
Wann	Crossover—Main to old main	Trainmen
	Crossover—Main to yard	Operator
Murrayville	Jacksonville District	Trainmen

291. The automatic signals between Godfrey and Roodhouse and Roodhouse and Clark are for curve and station protection.

When block signals between Rock Creek Jct. and Clark convey indication to proceed at RESTRICTED SPEED, trains must STOP and then proceed at RESTRICTED SPEED.

505. Automatic Block Signal System is in effect between:

South Joliet and Mazonia via Normal District
 Plaines and Pequot, via Pequot District
 Ridgely and Iles
 Roodhouse and Murrayville
 Rock Creek Jct. and Clark

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

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

525. Centralized Traffic Control System is in Effect Between:

Pequot and Ridgely }
 Iles and Wann } Controlled by Train Dispatcher at Bloomington

Centralized Traffic Control System in effect between K.C. JCT. and Brickyard, is controlled by Train Dispatcher at Bloomington. Brickyard Switch is controlled by Control Operator at Avenue Tower who must obtain permission from Train Dispatcher at Bloomington before permitting westward trains to enter Airline District.

560. Spring Switches:

LOCATION	NORMAL POSITION
Mendota: Siding South Switch	For main track

Mendota spring switch is protected by reflectorized sign located 5000 feet in advance of facing point switch and trains must approach prepared to stop unless signal at switch indicates proceed.

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.

608. MANUAL CONTROL INTERLOCKINGS:

CONTROL STATION

Plaines, AT&SF Jct.	Shopton, Iowa
Pequot, AT&SF Jct.	Shopton, Iowa
Dwight, CON RAIL	Bloomington
Chenoa, TP&W	Bloomington
Normal, ICG	Bloomington
Mendota, BN	Mendota
Bloomington, Market Street	Target Office
Atlanta, IT	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, CON RAIL	Wann Operator
Wood River, IT	Wood River Tower
Lenox, CON RAIL	Lenox Tower
Grove, P&PU	Peoria
Jacksonville, N&W	Jacksonville Tower
Louisiana, BN	Louisiana Tower
Francis, BN	Mexico Operator
Mexico, N&W	Trainmen
Rock Creek Jct., KCT	KCT
Streator, AT&SF	Streator Tower
Avenue (Springfield) B&O, ICG, CIM	Avenue Tower

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.

DRAWBRIDGES INTERLOCKED:

Pearl, Illinois River.
 Louisiana, Mississippi River.

610. AUTOMATIC INTERLOCKINGS:

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

At automatic interlockings, where the instructions for operation of emergency release refer to former Rule 672, the following will apply:

If signal continues to convey "STOP" indication after complying with posted instructions, train must occupy track within interlocking limits, but clear of any conflicting route, for ten minutes.

After complying with the preceding paragraph, if there is no train on conflicting route, train may proceed at restricted speed on hand signal from a member of the crew.

If a train or engine is approaching on conflicting route, proceed hand signal must not be given until such movement is stopped. If a train or engine is standing between the home signals on conflicting route, proceed hand signal must not be given until an understanding is reached with the crew of the train or engine on the conflicting route.

When it has been necessary to use the emergency release, trainmen will notify train dispatcher at first opportunity.

701. 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.

**782. CONDUCTORS, TRAINMEN AND YARDMEN
INSTRUCTIONS FOR SAFETY INSPECTION
FRA RULE 215.23 APPENDIX 2**

Each car placed in train where personnel are not on duty for the primary purpose of inspecting freight cars may be moved after receiving safety inspection in accordance with the following standards:

1. A freight car with any defect that makes it unsafe for movements shall be corrected or set out of train.
2. No part of the freight car nor anything attached to the car may be hanging low enough to foul a road crossing or track structure.
3. Open top loads including trailers and containers on flat cars must be safely loaded.
4. Where width or height appears close to clearance lines it must be known that the movement has been cleared with the proper authority.
5. Freight cars carrying bad order tags that are safe for movement, may be taken in train to the point where repairs are to be made.

787. Caboose are valuable and necessary for use of trainmen in road and yard transfer service. To prevent vandalism and pilferage, on arrival at any yard, or when leaving caboose unattended while on duty in yard or on line of road, windows must be secured, doors locked, stove heat reduced to prevent overheating and electric lights extinguished.

Caboose found not equipped with locks must be reported promptly to proper authority.

840. Employees sustaining injuries while on duty or off duty but on company property, will, before going off duty or leaving the property, report same to proper authority, such as, trainmaster, chief train dispatcher, etc.

Personal Injury Form 475 must be prepared by injured person and all witnesses and same submitted to company official handling injured person to doctor's office or hospital for prompt medical attention.

850. Springfield District trains having two channel radio sets will monitor former GM&O channel while operating on Alton District, except for making periodic checks with conductor when caboose is not equipped with GM&O channel.

1200. Engines and other equipment designated below must not be operated over following locations:

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

Locomotives are prohibited to operate north of loading dock on west side of government spur at Glasgow, Mo.

Not more than one (1) diesel unit may be operated over following tracks:

Dixon—Joint ICG-CNW Lead

Pike's Spur—Mile 273.7

Louisiana—Wye Track

Glasgow—River Lead west of Highway 87

Highland, Lead and Industry Tracks, Mile 476.9

Not more than two (2) diesel units may be operated in consist over following tracks:

Dwight, P&N and Mexico Districts

Kaiser Lead off of Arthur Siding

Verta Green Spur, Mile 343.2

LeRoy Spur, Mile 449.6

1201. 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.

For the purpose of these instructions, a "dead diesel unit is any diesel unit that because of mechanical failure, is incapable of producing power, either as a single unit or as a unit in a multiple unit consist."

When handling "DEAD" diesel units in a train, *the engine must be shut down, and IN FREEZING WEATHER, THE ENGINE COOLING WATER, CAB HEATERS AND WATER COOLER DRAINED.* The dead engine fixture must be opened, and the double heading cock closed, or placed in "DEAD" position. *OBSERVE AIR BRAKE INSTRUCTIONS IN CAB.*

The "DEAD" diesel unit may be handled next to the consist; *however, only the trainline brakepipe hose coupled and angle cocks open for proper train brake function. The trainline control cable must not be plugged in.*

At maintenance shops or points on line where mechanical forces are employed for maintenance and/or inspection of locomotives, the Mechanical Department will be responsible to prepare "DEAD" diesel units for shipment in a train, *including a proper brake test.*

At outlying points where no mechanical forces are employed, or when units are set out or picked up on line of road, Operating Department forces will be responsible to know that "DEAD" diesel units are properly set up to handle dead in train, and when picked up, that brakes apply and release.

CAUTION: When diesel units are set out on line of road for mechanical trouble, inspection by mechanical forces may be required or desirable before the unit is picked up in a train. **NOTIFY THE TRAIN DISPATCHER.**

Any diesel unit that develops trouble on line of road and it is necessary to shut the engine down or take it off the line (place the isolation switch in START position), that unit may remain in the consist until the train reaches the next maintenance shop *only.*

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 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.

to insure full protection, placing two torpedoes and, when necessary, in addition, displaying lighted red fuses. When stopped within a block system, with protection of at least two block signals to the rear, a sufficient distance to insure full protection is the distance necessary to insure full protection against a following train or engine approaching at restricted speed.

When recalled and safety to the train or engine will permit, the flagman will promptly return.

When conditions require, he will leave the torpedoes and, at proper intervals, a lighted red fuse.

A train or engine must be fully protected in either direction when necessary. (Rule 99)

Work equipment, such as rail detectors, cranes, ballast agitators, weed burners, and similar "on track" equipment cannot be depended upon to actuate block signals, interlocking signals, or highway crossing signals, and must not be considered as being under the protection of such signals. (Rule 99(D))

6. West end connection ICG to AT&SF at Plaines equipped with spring switch.

Trailing movement may be made through a spring switch when points are in normal position, except during snow storms, ice storms, or other conditions that may cause the spring switch to not function properly. When practicable, trainmen should ascertain that switch has returned to normal position after trailing through switch. (Rule 124 (B))

If necessary to spike a spring switch, it must be protected and train dispatcher notified. (Rule 124(E))

Manual sanding is not permitted over spring switches. (Rule 124 (F))

7. Plaines and Pequot are remotely controlled interlockings. Proceed indication on ICG interlocking signal at Pequot authorizes an ICG train to run extra with the current of traffic Pequot to Plaines. Proceed indication on westward ICG interlocking signal at Plaines authorizes an 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:

(a) At a controlled signal, if no conflicting movement is evident, member of crew must immediately communicate with, and be governed by instructions received from control station. Permission to pass such signal may be given verbally, or where signal is in the immediate vicinity of control station, by proceed signal given with yellow flag or yellow light.

If authorized to proceed beyond a signal governing movement over interlocked switches or derails, member of crew must precede the movement, examine each interlocked switch and derail affecting the move before moving over them, and continue to observe such interlocked switches and derails until after the interlocking limits have been fouled.

(b) At a controlled signal, if unable to communicate with control station by any means of communication, train must not proceed until movement is authorized by control station, or signal displays a proceed indication. (Rule 321(B))

Before operating a dual control switch by hand, permission must be obtained from control station, after which selector lever must be placed in "hand" position and switch lever operated sufficiently to determine that lever is rigidly engaged with the switch points.

With selector lever in "hand" position, signals governing movements over the switch will display "Stop" indication and will be superseded by hand signals. When switching is to be done over dual control switches, limits and time such authority expires must be specified by control station. After placing selector lever in "hand" position, it must not again be placed in "motor" position until switching has been completed. Control station must be notified when selector lever is returned to "motor" position. The limits must be cleared and selector lever re-

turned to "motor" position before expiration of time specified by control station. (Rule 324)

Manual sanding is not permitted within interlocking limits. (Rule 329(B))

8. Block and Interlocking Signals:

Aspect	Name	Indication
Green	Clear	Proceed. (Rule 281)
Yellow over green or flashing green	Approach-Limited	Proceed; approach next signal not exceeding limited speed, and be prepared to enter diverging route at prescribed speed. (Rule 281(A))
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. (Rule 282)
Red over green	Diverging-Clear	Proceed through diverging route; prescribed speed through turnout. (Rule 283)
Yellow over lunar	Approach-Restricted	Proceed prepared to pass next signal at restricted speed, and to enter diverging route at prescribed speed; if exceeding medium speed, immediately reduce to medium speed. (Rule 284)
Yellow	Approach	Proceed preparing to stop at next signal; if exceeding medium speed, immediately reduce to medium speed. (Rule 285)
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. (Rule 286)
Flashing red or red over yellow	Restricting	Proceed at restricted speed. (Rule 290)
Red with number plate	Stop and Proceed	Stop, then proceed at restricted speed. (Rule 291)
Red	Stop	Stop. (Rule 292)

Trainmen and enginemen must, when practicable, observe whether signals passed by their train assume proper indication. (Rule 314)

When a train passes a signal which fails to assume its proper 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 block. (Rule 314(B))

9. Temporary slow signals (yellow flag, disc or light) will be displayed not less than two miles, when practicable, in advance of locations where a reduction in speed is required, or where train order Form U(2) requires trains to approach prepared to stop, and stop short of men and machines occupying or fouling track. Temporary resume speed signals (green disc) will be displayed to indicate the end of such areas.

When temporary slow signals are displayed, trains must not exceed speed specified by train order or special instructions until rear of train has passed temporary resume speed signal or train has cleared the restricted limits.

When temporary slow signals are displayed and train has not been restricted by train order or special instructions, two miles beyond the temporary slow signal, train will proceed prepared to stop short of a flagman, obstruction, temporary stop signals or men and machines

fouling track, not exceeding 10 miles per hour for a distance of two miles or until rear of train has passed a temporary resume speed signal.

When temporary slow or resume speed signals are displayed, and train has no train order or special instructions concerning reason for their display, the conductor will notify the train dispatcher as promptly as possible and make a wire report to the Trainmaster.

When a series of locations requiring reduced speeds are so closely spaced that the resume speed signal will overlap a temporary slow signal, a temporary slow signal will be placed in advance of each location. Only one resume speed signal will be placed at the leaving end of the last location. (Rule 10)

Example of Santa Fe Form U(2) Train Order:

Eight naught one 8 01 A M until five naught one 5 01 P M approach (gang No. _____) between 15 poles west of M P 10 and M P 11 between D and E prepared to stop short of men and machines fouling track until proper proceed signal received or notified verbally by (title and name of employe in charge and gang number) that track is clear of men and machines.

Trains and engines, within the limits of this order, must approach gangs prepared to stop, and stop short of men and machines occupying or fouling track. If proper proceed signal, given with yellow flag or yellow light, is received; or, if notified verbally by employe named in the order that track is clear of men and machines, train or engine is

released from requirement of moving prepared to stop short of men and machines.


If it is considered necessary to have a slow order passing men and machines, this will be covered in a separate order. In the slow order, if it is only needed between specific times, those times may be added to the slow order.

1216. When operating the locomotive at speeds exceeding 25 MPH, reduce the throttle to RUN 4 position at least eight seconds before the locomotive reaches a rail crossing. If the locomotive is operating in RUN 4 position or lower, or running less than 25 MPH, allow the same interval and place the throttle in the next lower position. Advance the throttle after all units of the consist have passed over the crossing. This procedure is necessary to insure decay of motor and generator voltage to a safe level before the mechanical shock that occurs at rail crossings is transmitted to the motor brushes.

1217. Due to recent locomotive engine damage, because of water leaks, the following instructions will apply:

If locomotive engine shuts down for any reason, on line of road, and there is less than one-half glass of radiator cooling water after engine has shut down, under no circumstances should water be added or engine started.

In the event of freezing weather, any remaining water must be drained.

 <p>HOW TO USE THIS CHART To determine where a placarded car can be placed in a train follow these steps: - Determine the type of placard that is applied to the car. - Refer to column 2 on chart and locate same placard wording. - Follow horizontally across chart and note which vertical columns apply. - The symbol "X" indicates wording at top that applies. See footnotes for explanation of reference marks.</p>		<p align="center">POSITION IN TRAIN OF CARS CONTAINING EXPLOSIVES AND OTHER HAZARDOUS COMMODITIES</p>															
		3	4	5	6	7	8	9	10	11	12	13	14	15	16		
<p>TYPE OF CAR</p>	<p>PLACARD APPLIED ON CAR</p>	<p align="center">MUST NOT BE PLACED NEXT TO:</p>															
		<p>When Train Length Permits</p>	<p>When Train Length Does Not Permit</p>	<p>No Restriction</p>	<p>Must Not Be Nearer Than Sixth Car From Engine or Occupied Caboose</p>	<p>Must Be Placed Near Middle of Train But Not Nearer Than Second Car From Engine or Occupied Caboose</p>	<p>E N G I N E</p>	<p>Loaded Flat Car</p>	<p>Open Top Car When Leading Profiles Beyond Car Ends Or When Leading Extending Above Car Ends Is Liable To Shift</p>	<p>Any Car, Piggyback, Container, Or Other Unit Having Automatic Refrigeration Or Heating Internal Combustion Engine Operating; Lighted Heaters, Stoves Or Lanterns</p>	<p>O C C U P I E D Car</p>	<p>O C C U P I E D Caboose</p>	<p>E X P L O S I V E S A</p>	<p>P O I S O N G A S</p>	<p>R A D I O A C T I V E</p>	<p>U N D E R L O A D E D Film</p>	<p>Any Loaded Car Except Combustible</p>
ANY CAR (INC. FLAT CARS CARRYING TRAILERS OR CONTAINERS)	EXPLOSIVES A	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
ANY CAR EXCEPT TANK CAR	POISON GAS			X	X	X	X	X	X	X	X	X	X	X	X	X	
TANK CAR	POISON GAS	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
ANY CAR	RADIOACTIVE			X	X	X	X	X	X	X	X	X	X	X	X	X	
LOADED TANK CAR	ANY PLACARD EXCEPT POISON GAS OR COMBUSTIBLE	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
EMPTY TANK CAR	ANY EMPTY PLACARD EXCEPT EMPTY COMBUSTIBLE			X	X	X	X	X	X	X	X	X	X	X	X	X	
ANY CAR	COMBUSTIBLE OR EMPTY COMBUSTIBLE	X															
ALL OTHER LOADED CARS	ANY PLACARDS											X	X	X			

① A flat car equipped with permanently attached ends of rigid construction is considered to be an open-top car.

② Other than a specially equipped car is trailer-on-flat car or container-on-flat car service or a flat car loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flat car, and of a type generally accepted for handling in interchange between railroads.
This exception for cars in trailer-on-flat car service does not apply to loaded flat-bed trucks, loaded flat-bed trailers, loaded open-top trailers or loaded trucks or trailers without securely closed doors.

③ A rail car placarded "Explosives A" or "Poison Gas" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "Explosives A" placards.

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 and 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 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.

FIRST