

DIVISION OFFICERS

JAMES E. JOHNSON, Superintendent.....Carbondale
 H. C. HANEY, Term. Superintendent.....East St. Louis
 P. F. TURRELL, Asst. Superintendent.....Bloomington
 P. M. SEATON, Asst. Superintendent.....Carbondale
 E. L. PARKER, Asst. Supt.—Safety.....Carbondale
 J. R. HILLIGOSS, Master Mechanic.....Carbondale
 B. POST, Division Engineer.....Carbondale
 C. R. FERGUSON, Senior Trainmaster.....East St. Louis
 E. R. HARRISON, JR., Trainmaster.....Bloomington
 R. E. FOEHR, Trainmaster.....Springfield
 H. E. WATTS, Trainmaster.....East St. Louis
 D. E. SILL, Trainmaster—Traveling Engineer...East St. Louis
 J. L. ROBERTS, Trainmaster.....Centralia
 H. L. VAUGHTERS, Trainmaster.....Centralia
 T. M. KOLSTAD, Trainmaster.....Carbondale
 L. I. BURCH, Trainmaster.....Carbondale
 N. L. MEADOWS, Trainmaster.....Mexico
 T. E. USNICK, Trainmaster.....Slater
 C. W. RICHARDSON, Transportation Asst.Sparta
 W. A. HARRIS, Asst. Trainmaster.....Springfield
 R. L. ESTER, Asst. Trainmaster.....East St. Louis
 L. J. GRIFFIN, Asst. Trainmaster.....East St. Louis
 B. S. LYNN, Agent—Asst. Trainmaster.....Kansas City
 K. B. WEST, Traveling Engineer.....Bloomington
 J. H. DALE, Traveling Engineer.....Slater
 A. L. HERING, Chief Train Dispatcher.....Bloomington
 B. W. GRIFFIN, Chief Train Dispatcher.....Kansas City

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	240	15

Illinois Central Gulf Railroad

St. LOUIS - MISSOURI DIVISION

TIMETABLE NO.

5

EFFECTIVE 12:01 AM
Sunday, February 1, 1981

Superseding

St. Louis-Missouri Division Timetable

No. 4

Dated August 3, 1980

FOR the GOVERNMENT OF EMPLOYES ONLY

I. B. HALL, *Vice-President and Chief Transportation Officer*
 R. K. OSTERDOCK, *Asst. Vice President-Transportation*
 W. G. BUMPUS, *General Manager-Terminal Operations*
 J. E. MOSS, *Superintendent-Transportation*

Southward

NORMAL-PEQUOT DISTRICTS

Northward

3

FIRST CLASS				Siding Length In Feet	Siding, Standing Room, Cars With Engine.	Mile Posts	TIMETABLE NO. 5 Effective February 1, 1981	Miles From Bloomington	FIRST CLASS			
311	21	303	301						312	300	22	304
PRAIRIE MARKSMAN	INTER- AMERICAN	STATEHOUSE	ANN RUTLEDGE						PRAIRIE MARKSMAN	STATEHOUSE	INTER- AMERICAN	ANN RUTLEDGE
L 6 00PM	L 5 20PM	L 2 30PM	L 8 15AM				C UNION STATION (CHICAGO).....	126.6	A 9 55AM	A 10 10AM	A 2 05PM	A 9 20PM
Ls 6 43PM	Ls 6 03PM	Ls 3 13PM	Ls 8 58AM			37.2	JOLIET.....	89.4	Ls 8 52AM	Ls 9 03AM	Ls 12 57PM	Ls 8 12PM
Daily	Daily	Daily	Daily				SEE CHICAGO DIVISION					
							PEQUOT DISTRICT					
			L 9 03AM			38.5	1.3 C..SOUTH JOLIET...	88.8				
						41.0	2.5 PLAINES.....	86.3				
						46.0	5.0 MILLSDALE.....	81.3				
						48.1	2.1 DRUMMOND.....	79.2				
						52.7	4.6 LORENZO.....	74.6				
				1,375	25	57.1	4.4 PEQUOT.....	70.2				
						58.5	1.4 COAL CITY.....	68.8				
			A 9 23AM			63.3	4.8 MAZONIA.....	64.0				
							NORMAL DISTRICT					
L 6 48PM	L 6 08PM	L 3 18PM				38.5	1.3 C..SOUTH JOLIET...	88.1	A 8 47AM	A 8 58AM	A 12 52PM	A 8 07PM
				1,980	36	45.8	7.3 ELWOOD.....	80.8				
6 59	6 19	3 29				52.5	6.7 D..WILMINGTON...	74.1	8 31	8 47	12 41	7 56
				2,750	50	54.1	1.6 HITT SIDING.....	72.5				
				2,035	37	57.3	3.2 BRAIDWOOD.....	69.3				
7 08	6 28	3 38	L 9 23AM			62.6	5.3 MAZONIA.....	64.0	8 22	8 38	12 32	7 47
						64.5	1.9 GARDNER.....	62.1				
7 17	6 37	3 47	9 32	12,375	225	73.6	9.1 DWIGHT.....	53.0	8 13	8 29	12 23	7 38
				12,760	232	81.7	8.1 ODELL.....	44.9				
7 32	s 6 54	4 02	9 47	11,770	214	91.9	10.2 PONTIAC.....	34.7	7 58	s 8 14	12 09PM	7 24
A 7 55PM						102.3	10.4 CHENOA.....	24.3	L 7 45AM			
				11,440	208	106.6	4.3 BALLARD.....	20.0				
						110.3	3.7 LEXINGTON.....	16.3				
	7 20	4 28	10 13			124.1	13.8 NORMAL.....	2.5		7 47	11 44	6 59
	As 7 25PM	As 4 32PM	As 10 18AM			126.6	2.5 C..BLOOMINGTON..	0.0		Ls 7 43AM	Ls 11 40AM	Ls 6 55PM
									Daily	Daily	Daily	Daily

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Southward

ALTON DISTRICT

Northward

FIRST CLASS			Siding Length In Feet	Siding, Standing Room, Cars With Engine.	Mile Posts	TIMETABLE NO. 5 Effective February 1, 1981 STATIONS	Miles From St. Louis	FIRST CLASS		
21	303	301						300	22	304
INTER-AMERICAN	STATEHOUSE	ANN RUTLEDGE						STATEHOUSE	INTER-AMERICAN	ANN RUTLEDGE
Daily	Daily	Daily								
..... Ls 7 30PM	..... Ls 4 35PM	..... Ls 10 21AM	.....	.....	126.6	C. BLOOMINGTON...	155.5	As 7 40AM	As 11 37AM	As 6 52PM
.....	.....	.....	12,430	226	140.9	14.3 MCLEAN	141.2	.....	.....	.....
.....	.....	.....	4,235	77	145.8	4.9 ATLANTA	136.3	.....	.....	.....
..... s 7 57	..... s 5 04	..... s 10 50	10,010	182	156.4	10.6 LINCOLN	125.7	s 7 10	s 11 05	s 6 20
.....	.....	.....	.....	.....	163.4	7.0 BROADWELL	118.7	.....	.....	.....
.....	.....	.....	9,625	175	167.3	3.9 ELKHART	114.8	.....	.....	.....
..... 8 15	..... 5 25	..... 11 11	.....	.....	177.6	10.3 SHERMAN	104.5	.....	.....	.....
.....	.....	.....	10,175	185	182.9	5.3 C. RIDGELY	99.2	6 45	10 40	5 55
..... s 8 30	..... s 5 40	..... s 11 26	.....	.....	185.1	2.2 SPRINGFIELD	97.0	s 6 40	s 10 35	s 5 50
.....	.....	.....	.....	.....	187.3	2.2 C. ILES	94.8	6 30	10 27	5 42
.....	.....	.....	.....	.....	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 07	..... 6 15	..... 12 01PM	17,490	318	223.8	9.3 ... CARLINVILLE ...	58.3	s 6 00	9 58	5 13
.....	.....	.....	11,165	203	238.3	14.5 SHIPMAN	43.8	.....	.....	.....
.....	.....	.....	.....	.....	246.0	7.7 BRIGHTON	36.1	.....	.....	.....
..... 9 31	..... 6 37	..... 12 23	13,420	244	252.1	6.1 GODFREY	30.0	5 35	9 35	4 50
..... s 9 39	..... s 6 45	..... s 12 31	.....	.....	257.2	5.1 ALTON	24.9	s 5 30	s 9 30	s 4 45
..... A 9 43PM	..... A 6 49PM	..... A 12 35PM	.....	.....	262.1	2.9 C. WANN	22.0	L 5 25AM	L 9 25AM	L 4 40PM
.....	.....	.....	.....	.....	.....	BE GOVERNED BY JOINT CONRAIL— ICG TIMETABLE	.....	Daily	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 59PM	..... L 7 05PM	..... L 12 51PM	.....	.....	274.9	12.8 C. GRANITE CITY ..	9.2	L 5 10AM	L 9 10AM	L 4 25PM
..... A 10 45PM	..... A 7 50PM	..... A 1 35PM	.....	.....	284.1	9.2 ... ST. LOUIS A.S. ...	0.0	L 4 45AM	L 8 45AM	L 4 00PM

Southward		PONTIAC DISTRICT		Northward		Westward		JACKSONVILLE DISTRICT		Eastward 5							
		Mile Posts	TIMETABLE NO. 5	Miles From Flanagan					TIMETABLE NO. 5	Miles From Murrayville							
			Effective February 1, 1981						Effective February 1, 1981								
			STATIONS						STATIONS								
		106.0	PONTIAC	12.3				126.6	C... BLOOMINGTON	100.2							
			3.9						6.2								
		109.9	ROOK'S CREEK	8.4				132.8	COVEL	94.0							
			4.1						6.0								
		114.0	GRAYMONT	4.3		3,135	57	138.8	STANFORD	88.0							
			4.3						5.0								
		118.3	FLANAGAN	0.0		1,870	34	143.8	MINIER	83.0							
									5.3								
								149.1	HOPEDALE	77.7							
									3.8								
								152.9	BROWNWOOD	73.9							
									4.4								
									DELAVAN	69.5							
									5.0								
									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							
								173.0		53.8							
ABANDONED																	
								199.5		27.3							
									ASHLAND	26.5							
									2.7								
								203.0	PRENTICE	23.8							
									5.8								
								208.8	SINCLAIR	18.0							
									7.0								
								550	D... JACKSONVILLE	11.0							
									7.6								
						2,365	43	223.4	WOODSON	3.4							
									3.4								
						1,540	28	226.8	MURRAYVILLE	0.0							
Southward						MEXICO DISTRICT						Northward					
		Mile Posts	TIMETABLE NO. 5	Miles From Fulton													
			Effective February 1, 1981														
			STATIONS														
		0.0	SOUTH BRANCH JCT.	23.8													
			11.1														
		11.1	AUXVASSE	12.7													
			4.9														
		16.0	McCREDIE	7.8													
			3.5														
		19.5	CALLAWAY	4.3													
			4.3														
		23.8	FULTON	0.0													

6 Southward ST. LOUIS DISTRICT Northward

Siding Length in Feet	Siding, Standing Room, Cars With Engine.	Mile Posts	TIMETABLE NO. 5	
			Effective February 1, 1981	Miles From Du Quoin
STATIONS				
		3.9	C..... E. ST. LOUIS.....	67.0
		6.2	..... CHURCH.....	64.7
		14.0	..... BELLEVILLE.....	56.9
16,823	305	17.3	..... WILDERMAN.....	53.6
		21.5	..... FREEBURG.....	49.4
		25.0	..... LEMENTON.....	45.9
10,890	198	28.6	..... NEW ATHENS.....	42.3
		32.9	..... LENZBURG.....	38.0
		37.4	..... MARISSA.....	33.5
		42.0	..... TILDEN.....	28.9
13,017	236	46.5	..... COULTERVILLE.....	24.4
11,650	211	57.2	..... LAYFIELD.....	13.7
		61.1	..... PINCKNEYVILLE.....	9.8
		64.8	..... DENNY.....	6.1
6,075	110	69.3	..... GODDARD.....	1.6
		70.9	C..... DU QUOIN.....	0.0
		61.1	..... PINCKNEYVILLE.....	9.8
		66.3	..... PYATTS.....	15.0
		73.6	..... VERGENNES.....	22.3

Southward SPARTA DISTRICT Northward

SECOND CLASS	Siding Length in Feet	Siding, Standing Room, Cars With Engine.	Mile Posts	TIMETABLE NO. 5	
				Effective February 1, 1981	Miles From Tolson
STATIONS					
65					66
Dispatch					Dispatch
Daily					
L 12 05PM			642.6	..... TOLSON.....	0.0
12 15			638.1	..... EAST CARONDELET.....	4.5
12 25	7,041	128	633.3	..... BIXBY.....	9.4
			630.3	..... COLUMBIA.....	12.4
12 50	5,032	91	621.8	..... WATERLOO.....	20.9
A 12 59PM	8,975	163	616.5	..... BURKSVILLE.....	26.2
			608.3	..... RED BUD.....	34.4
	5,442	98	599.6	..... BALDWIN.....	43.1
	10,330	187	590.9	C..... SPARTA.....	51.8
	4,254	77	589.3	..... EDEN.....	53.4
	6,633	120	581.4	..... PERCY.....	61.3
	3,716	67	578.6	..... WILLISVILLE.....	64.1
	9,028	164	577.6	..... LEAHY.....	65.1
	3,934	71	569.7	..... AVA.....	72.9
	9,460	172	555.3	..... MURPHYSBORO.....	87.3
			554.1	..... CARBON LAKE.....	88.5
ABANDONED					
			517.3	..... ELCO.....	125.4
			512.5	..... TAMMS.....	130.2
	8,619	156	497.3 DAVIS.....	145.3
			496.8	C..... CAIRO.....	145.8
					Daily

Southward

CENTRALIA DISTRICT

Northward

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FIRST CLASS		Siding Length in Feet	Siding, Standing Room, Cars With Engine.	Mile Posts	TIMETABLE NO. 5 Effective February 1, 1981 STATIONS	Miles From Ballard	Siding Length in Feet	Siding, Standing Room, Cars With Engine.	FIRST CLASS	
59 Panama Limited Daily	391 Shawnee Daily								58 Panama Limited	392 Shawnee
L 8 44PM	L 1 02PM			250.0	BRANCH JCT.	114.5			A 5 50AM	A 4 57PM
s { 8 55 9 00	s { 1 08 1 13			252.4	C. 2.4 CENTRALIA	112.1			s { 5 46 5 41	s { 4 53 4 50
				258.7	6.3 IRVINGTON	105.8				
				262.8	4.1 RICHVIEW	101.7				
9 12	1 26	5,344	97	266.3	3.5 ASHLEY	98.2	4,669	84	5 24	4 36
				269.4	3.1 RADOM	95.1				
				273.8	4.4 BOIS	90.7	9,625	175		
9 23	1 38	4,712	85	279.8	6.0 TAMAROA	84.7	7,350	133		
9 31	1 47			288.6	8.8 C. DU QUOIN	75.9			5 06	4 18
		3,850	70	295.5	6.9 ELKVILLE	69.0	4,509	81		
9 43	2 00			301.9	6.4 DE SOTO	62.6				
				306.9	5.0 C. NORTH YARD	57.6				
s { 9 50 10 05	As 2 15PM			308.1	1.2 CARBONDALE	56.4			s { 4 50 4 35	L 4 00PM
				316.2	8.1 MAKANDA	48.3				
				323.4	7.2 COBDEN	41.1				
		5,166	93	328.7	5.3 ANNA	35.8	5,166	93		
				337.9	9.2 DONGOLA	26.6	5,249	95		
				340.8	2.9 WETAUG	23.7				
				342.7	1.9 QUARRY	21.8				
				344.6	1.9 ULLIN	19.9				
		5,496	99	349.1	4.5 PULASKI	15.4	5,496	99		
				353.1	4.0 VILLA RIDGE	11.4				
				356.3	3.2 MOUNDS	8.2				
s { 11 11 11 13				361.4	5.1 C. CAIRO	3.1			s { 3 29 3 27	
11 16				363.1	1.7 ILLINOIS	1.4			3 21	
A 11 21PM				364.5	1.4 BALLARD	0.0			L 3 17AM	
									Daily	Daily

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Southward

MURPHYSBORO DISTRICT

Northward

			Siding Length in Feet	Siding, Standing Room, Cars With Engine.	Mile Posts	TIMETABLE NO. 5		Miles From Grand Tower			
						Effective February 1, 1981					
					STATIONS						
					92.1	C.....	NORTH YARD.....	24.7			
							7.1				
			3,000	54	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

CARBONDALE DISTRICT

Northward

			Siding Length in Feet	Siding, Standing Room, Cars With Engine.	Mile Posts	TIMETABLE NO. 5		Miles From Christopher			
						Effective February 1, 1981					
					STATIONS						
					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				
			3,785	68	5.5		SEELY.....	17.8			
							5.0				
					0.5		EAST WYE.....	22.8			
							0.5				
					0.0	C.....	NORTH YARD.....	23.3			

Westward			AIRLINE DISTRICT				Eastward			9
SECOND CLASS			Siding Length In Feet	Siding, Standing Room, Cars With Engine.	Mile Posts	TIMETABLE NO. 5 Effective February 1, 1981 STATIONS	Miles From Roodhouse	SECOND CLASS		
	95							96		
	Daily									
					186.0	BRICKYARD.....	46.1			
	L 6 00AM				187.8	1.8 K. C. JCT.....	44.3	A 4 00AM		
					191.7	3.9 COCKRELL.....	40.4			
	6 33	2,695	49	203.5	11.8 PROUTY.....	28.6	3 27			
	6 45	2,805	51	209.9	6.4 YEOMANS.....	22.2	3 15			
					212.7	2.8 REES.....	19.4			
					216.1	3.4 CLEMENTS.....	16.0			
	7 10	2,695	49	221.7	5.6 MURRAYVILLE.....	10.4	2 50			
					232.4	5.6 MANCHESTER.....	4.8			
	A 7 30AM				237.2	4.8 D.....ROODHOUSE.....	0.0	L 2 30AM		
								Daily		

Southward			CARROLLTON DISTRICT				Northward			
SECOND CLASS			Siding Length In Feet	Siding, Standing Room, Cars With Engine.	Mile Posts	TIMETABLE NO. 5 Effective February 1, 1981 STATIONS	Miles From Roodhouse	SECOND CLASS		
	81							80		
	Daily									
	L 12 05AM				67.9	D.....ROODHOUSE.....	0.0	A 7 45AM		
	12 15	1,870	34	64.6	3.3 WHITE HALL.....	3.3	7 35			
	12 40	770	14	55.2	9.4 CARROLLTON.....	12.7	7 10			
	1 00	2,860	52	47.0	8.2 KANE.....	20.9	6 50			
	1 15	660	12	41.9	5.1 JERSEYVILLE.....	26.0	6 35			
	1 30	1,486	27	35.7	6.2 DELHI.....	32.2	6 20			
	A 1 50AM				7.7 GODFREY.....	39.9	L 6 00AM			
								Daily		

10		Westward				SLATER DISTRICT						Eastward			
SECOND CLASS				Siding Length In Feet	Siding, Standing Room, Cars With Engine.	Mile Posts	TIMETABLE NO. 5				Miles From Slater	SECOND CLASS			
97	95	93	91				Effective February 1, 1981					90	92	94	96
Daily	Daily	Daily	Daily					STATIONS							
L 6 31PM	L 12 45PM	L 6 31AM	L 12 45AM	.....	.....	237.2	D	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	1,375	25	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	2,255	41	251.2		4.6 PEARL	142.4	7 35	1 52	7 35	1 52		
7 18 94	1 35 92	7 18 90	1 35 96	4,345	79	260.9		9.7 NEBO	132.7	7 18 93	1 35 95	7 18 97	1 35 91		
				2,090	38	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	C	1.3 LOUISIANA	118.5	6 47	12 57	6 47	12 57		
				5,225	95	282.3		7.2 VERA	111.3						
8 05	2 24	8 05	2 24	7,755	141	286.8		4.5 BOWLING GREEN	106.8	6 23	12 30PM	6 23	12 30AM		
				2,475	45	293.9		7.1 CURRYVILLE	99.7						
8 32	2 51	8 32	2 51	6,380	116	302.3	D	8.4 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	D	1.8 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		
				2,255	41	331.4		4.2 THOMPSON	62.2						
9 38	3 57	9 38	3 57	4,950	90	340.0		8.6 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	2,000	36	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		
				1,320	24	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			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	C	3.1 SLATER	0.0	L 3 13AM	L 8 59AM	L 3 13PM	L 8 59PM		
										Daily	Daily	Daily	Daily		

Westward

KANSAS CITY DISTRICT

Eastward

11

SECOND CLASS				Siding Length In Feet	Siding, Standing Room, Cars With Engine.	Mile Posts	TIMETABLE NO. 5 Effective February 1, 1981	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..... SLATER.....	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	10.9 MARSHALL.....	84.3	2 56	8 35	2 56	8 35	
11 48	6 19	11 48	6 19	2,695	49	409.9	5.4 SHACKELFORD.....	78.9	2 47	8 26	2 47	8 26	
11 58	6 28	11 58	6 28	2,365	43	415.4	5.5 MT. LEONARD.....	73.4	2 38	8 17	2 38	8 17	
12 08AM	6 36	12 08PM	6 36	4,840	88	420.6	5.2 BLACKBURN.....	68.2	2 29	8 09	2 29	8 09	
12 14	6 42	12 14	6 42	.....	.....	424.1	3.5 ALMA.....	64.7	2 23	8 03	2 23	8 03	
12 23	6 50	12 23	6 50	.....	.....	429.2	5.1 CORDER.....	59.6	2 15	7 56	2 15	7 56	
12 31	6 58	12 31	6 58	4,235	77	433.9	4.7 HIGGINSVILLE.....	54.9	2 08	7 48	2 08	7 48	
12 42	7 09	12 42	7 09	3,135	57	440.9	7.0 MAYVIEW.....	47.9	1 57	7 37	1 57	7 37	
12 53	7 25 96	12 53	7 25 92	5,280	96	448.4	7.5 ODESSA.....	40.4	1 46	7 25 91	1 46	7 25 95	
1 03	7 36	1 03	7 36	.....	.....	455.3	6.9 BATES CITY.....	33.5	1 35	7 14	1 35	7 14	
1 10	7 41	1 10	7 41	2,255	41	458.8	3.5 OAK GROVE.....	30.0	1 29	7 08	1 29	7 08	
1 22 90	7 48	1 22 94	7 48	5,280	96	462.9	4.1 GRAIN VALLEY.....	25.9	1 22 97	7 00	1 22 93	7 00	
1 30	7 56	1 30	7 56	.....	.....	467.6	4.7 BLUE SPRINGS.....	21.2	1 12	6 51	1 12	6 51	
1 38	8 07	1 38	8 07	.....	.....	472.2	4.6 SELSA.....	18.6	1 03	6 42	1 03	6 42	
1 48	8 20	1 48	8 20	3,080	56	478.4	6.2 INDEPENDENCE.....	10.4	12 52	6 31	12 52	6 31	
A 2 00AM	A 8 32PM	A 2 00PM	A 8 32AM	.....	.....	482.0	3.6 C.. ROCK CREEK JCT....	6.8	L 12 38AM	L 6 19AM	L 12 38PM	L 6 19PM	
							KCT RR		Daily	Daily	Daily	Daily	
						483.1	1.1 BIG BLUE.....	5.7					
						486.0	2.9 EAST LYDIA AVE....	2.8					
						487.6	1.6 K. C. S. CROSSING...	1.2					
						488.8	1.2 KANSAS CITY.....	0.0					

M. Trainmen and enginemen are cautioned that there are structures alongside tracks at stations and elsewhere which do not provide clearance for a person on side of cars and they must familiarize themselves with 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 Mile 40.5 is under jurisdiction of Chicago Division Officers. St. Louis-Missouri Division Officers' jurisdiction extends from Bloomington to Mile 134.5 on the Bloomington District; from Mile 801.5 to MP 793 on the Amboy District; from MP 188 to MP 196 on the Springfield District; and from DuQuoin to Mile 87.6 on the Eldorado District.

2. STANDARD CLOCKS:

NORMAL DISTRICT

Chicago	Union Station
Glenn	Train Order Office
	Engine House
	Locker Room
South Joliet	Engine House
	Yard Office
Bloomington	Caller's Office
	Target
	Engine House
	Switchmen's Locker Room

ALTON DISTRICT

Bloomington	Caller's Office
	Target
	Engine House
	Switchmen's Locker Room
Ridgely	Yard Office
	Engine House
Wann	Locker Room
Venice	Yard Office
	Engine House
East St. Louis	Yard Office
	Engine House
St. Louis	Amtrak Station

JACKSONVILLE DISTRICT

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

ST. LOUIS DISTRICT

East St. Louis	Caller's Office
	Train Order Office

SPARTA DISTRICT

East St. Louis	Train Order Office
Venice	Yard Office
Cairo	Train Order Office

CENTRALIA DISTRICT

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

MURPHYSBORO AND CARBONDALE DISTRICTS

North Yard	Train Order Office
	Engine House

AIRLINE AND CARROLLTON DISTRICTS

Roodhouse	Train Order Office
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SLATER DISTRICT

Roodhouse	Train Order Office
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Mexico	Train Order Office
Slater	Train Order Office

KANSAS CITY DISTRICT

Slater	Train Order Office
Kansas City	Train Dispatcher's Office

4. 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 1212 of these special instructions.)

Between Wann and Bridge Junction, the tracks of the ICG and ConRail are jointly used. The movements of trains will be governed by the joint timetable of ConRail-ICG Railroads.

19 and 19(a). Electrified cabooses equipped with a Star Flasher Model 845F marking device are required to be displayed as follows:

The markers are to be illuminated from one (1) hour before sunset to one (1) hour after sunrise and any other time where the normal daylight visibility of the caboose is obscured by darkness, snow, rain-fall, smoke, etc.

Switches to operate the flasher model marking device are located in the vicinity of the front and rear door of the caboose. The lead marker light should not be displayed at any time.

Crewmen going on duty are required to inspect the marking device on the caboose on the rear of their train to assure that it is in proper operating condition. If the marking device is not in proper operating condition, a prompt report should be made to proper authority.

Whenever the marking device becomes inoperative enroute, the train may be moved to the next forward location where the marking device can be repaired or replaced.

Defective rolling equipment which, because of the nature of the defect, may be placed only at the rear of the train for movement to the next forward location at which repairs can be made need not be equipped with marking devices prescribed in this regulation.

When a portion of a train has derailed and a portable marking device is not available, the remainder of the train may be moved to the nearest terminal without being equipped with the marking device prescribed in this regulation.

20. Southward trains ordered to display green signals to Branch Junction or to Centralia will display same signals to "B" Yard, Centralia.

21. In multiple track territory or within CTC limits, the display of white lights on extras and work extras may be omitted, except on passenger trains running as extras.

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 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:

NORMAL DISTRICT

South Joliet	Trains originating and terminating
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ALTON DISTRICT

East St. Louis	Freight Trains
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ST. LOUIS DISTRICT

East St. Louis	Train Order Office
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SPARTA DISTRICT

Cairo Trains will register by register ticket

CENTRALIA DISTRICT

Centralia Passenger Station—Trains originating and terminating.
 "B" Yard—Trains originating and terminating.

North Yard Trains originating and terminating.
 Cairo Train Order Office

MURPHYSBORO DISTRICT

North Yard Train Order Office

CARROLLTON AND AIRLINE DISTRICTS

Roodhouse Train Order Office

SLATER DISTRICT

Roodhouse Train Order Office
 Slater Train Order Office

KANSAS CITY DISTRICT

Slater Train Order Office

91 and 99.

(1) Trains in the *same direction* on the Kansas City District and on the Slater District between Slater and Mexico will be spaced by an Absolute Block System established by instructions of the train dispatcher. Flag protection against following trains will not be required unless specifically instructed to do so. Opposing trains between these points will be governed by timetable and train orders.

NOTE: An Absolute Block is a block in which no train is permitted to enter while it is occupied by another train, except as provided in Paragraph (10) of these instructions.

(2) Instructions regarding the spacing of trains moving in the same direction will be issued by train dispatcher by Block Permit. Completed Block Permit will be delivered by operator to trains starting at Rock Creek Jct. and Slater and to westward trains at Mexico. Trains must not leave Rock Creek Jct. and Slater without Block Permit and westward trains must not leave Mexico without a Block Permit. Trains re-entering main track or originating at intermediate stations between Rock Creek Jct. and Slater and between Slater and Mexico must obtain Block Permit from an operator before entering the main track.

(3) Block Permit instructions are mandatory directives and, for trains at intermediate stations, will be issued by the train dispatcher to an operator who will relay those instructions by radio or any other means of communication to the conductor and engineer of the train affected. Conductor and engineer must copy these instructions, repeat them to the operator, and ensure that they are read and understood by other members of the crew before any action is taken. Block Permits once in effect continue so until fulfilled or annulled.

NOTE: Where the term "operator" is used in these instructions, it will include the train dispatcher when circumstances require. In emergencies or when communication fails, the train dispatcher may issue instructions directly to the conductor and engineer of the train affected. Under these circumstances, engineer will transmit reports required by Paragraph 8, or any other reports, directly to the train dispatcher.

(4) Radio instructions concerning the movement of trains must be kept simple and brief. **EXAMPLE:**

"ICG operator Slater calling engineer of ICG Extra 312 East, at (Station) _____ or "between (Station) _____ and (Station) _____."

After receiving acknowledgement from engineer:

"ICG Extra 312 East, you have Block Permit No. _____ of (Date) _____ and you may proceed from (Station) _____ to (Station) _____."

(5) When the train is instructed to proceed to an intermediate station, it must approach such station prepared to stop clear of the leaving switch of the siding unless it has received a Block Permit authorizing the train to proceed beyond that station or the train is required by train order to take siding at the entrance switch for an opposing train. Before re-entering the main track after having met, or having been passed by another train, Block Permit must be obtained.

(6) When radio communication fails enroute or instructions are not fully understood, train must not proceed beyond the last station authorized. Stop must be made as required and authority to proceed must be obtained by any alternate means of communication available.

(7) If there is any failure to stop the train at the station specified, the train must be stopped at once, and:

(a) Protection provided ahead immediately as prescribed by Rule 99.

(b) Communicate with the train dispatcher for authority before moving in either direction.

(8) Conductor or other member of the crew on rear of train will report to the engineer when rear of train has passed over the switch at the leaving end of the siding at stations specified on Line 3 of Block Permit. When radio communication fails, other means of voice communication or hand, flag or lantern signals may be used to convey information. Engineer will report to an operator when rear of train passes stations listed on Line 3 of Block Permit. The word "none" will be entered on Line 3 of Block Permit when no report of passing intermediate stations is required. Reporting stations are established at Rock Creek Jct., Grain Valley, Mayview, Blackburn, Marshall, Slater, Armstrong, Clark, Centralia and Mexico.

(9) When work extras are within the territory defined in Paragraph 1, train dispatcher will not permit other trains to enter the working limits unless the work extra is clear of the main track. Train entering the working limits must move prepared to stop within one-half the range of vision while moving through the working limits.

(10) The train dispatcher may not authorize more than one train movement in the same direction between two designated block stations except in emergency.

If it becomes necessary to authorize a second train into a block between two stations, train dispatcher may authorize the second train into the block after the preceding train has been given a train order to remain at a specific location (station or milepost) and provide flag protection against the following train. The following train should then be instructed on Line 3 of the Block Permit to proceed prepared to stop within one-half the range of vision.

(11) A train must not make a reverse movement in the territory defined by Paragraph 1, unless authorized to do so by Block Permit.

(12) Written record will be maintained on prescribed form by the operators and train dispatchers of all Block Permits and other instructions issued. Block Permits will be numbered consecutively, daily, beginning with No. 301 at 12:01 AM.

(13) Conductors and engineers will retain their copy of Block Permits and mail to their trainmaster at the completion of each trip.

93. YARD LIMITS:**AMBOY DISTRICT**

Bloomington—Mile 793.1 to MP 803 and extend to MP 135 on Bloomington District

NORMAL DISTRICT

South Joliet—Extends to Mile 40.5

PEQUOT DISTRICT

South Joliet—Extends to MP 42

PONTIAC DISTRICT

Pontiac—Extends to Flanagan

JACKSONVILLE DISTRICTBloomington—Extends to Mile 127.8
Murrayville—Extends to MP 225**ST. LOUIS DISTRICT**East St. Louis—Extends to Mile 6.1
Pinckneyville—Mile 60.3 to Mile 73.8 (Vergennes)
DuQuoin—Extends to Mile 67.5**SPARTA DISTRICT**Tolson—Extends to Mile 641.1
Murphysboro—Mile 552.6 to MP 558
Tamm—Mile 511.8 to MP 515
Cairo—Mile 496.8 to Mile 499.3**CENTRALIA DISTRICT**Centralia—MP 250 to MP 259
DuQuoin—MP 285 to MP 293
Carbondale—Mile 305.1 to MP 309
Cairo—Mile 355.7 to Mile 363.1**ELDORADO DISTRICT**

DuQuoin—Extends to MP 73

MURPHYSBORO DISTRICT

North Yard—Extends to MP 89

CARBONDALE DISTRICTHerrin—MP 88 to MP 9
North Yard—Extends to MP 1**AIRLINE DISTRICT**K. C. JCT.—Extends to Mile 188.4
Roodhouse—Extends to MP 220.**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 328.2
Slater—Extends to Mile 392.3**MEXICO DISTRICT**

Entire District

KANSAS CITY DISTRICTSlater—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.

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

At E. St. Louis, northward trains or engines must receive permission from "Q" Tower before leaving GM&O Junction or Trendley Avenue.

At Pinckneyville, trains or engines must obtain permission from the train dispatcher before entering that portion of track between Pinckneyville and Vergennes.

Northward trains or engines leaving that portion of track between Vergennes and Pinckneyville must report to the train dispatcher when arriving at Pinckneyville.

At Centralia, Missouri-Illinois Railroad trains or engines must not enter ICG main track at Branch Junction or Centralia until they receive permission from the operator at Centralia "B" Yard. M-I crews must report to "B" Yard operator when clear of ICG tracks.

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

Between Clark and Rock Creek Jct. on the Slater and Kansas City Districts, Rule 93 is revised to the extent that trains and engines must move at yard speed but not exceeding 20 MPH when a proceed indication is conveyed on an ABS signal.

At Roodhouse, eastward trains must secure permission from train dispatcher, through the operator, before leaving Roodhouse.

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

The fourth paragraph of Rule 93 is revised as follows: within yard limits, flag protection is not required against other trains or engines, but all trains or engines must move at YARD SPEED, not exceeding 20 MPH, unless the main track is known to be clear by block signal indication in ABS territory in accordance with Rule 281. When a main track is not known to be clear by block signal indication, trains or engines must be prepared to stop within one-half the range of vision, in addition to observing speed requirements of such block signal indication.

93 and 290. Between Illinois and Cairo, northward trains or engines may move against the current of traffic when home signal at Illinois displays "Proceed at Restricted Speed" indication and the route is properly lined. Train dispatcher will authorize such movement and will issue instructions to control operator at Cairo, and before authorizing such movement, he must know that there is no opposing movement. Control operator must establish manual block between stations.

98. Unless otherwise provided, trains or engines must stop at junctions and railroad crossings as follows:

Bloomington—N&W, CONRAIL, after stopping, train or engine movements will be governed by non-interlocked signals controlled by operator at Target as follows:

Color position light signal to or from Alton District.
Color light signal to or from Jacksonville District.

E. St. Louis: GM&O Junction	Crossing
Southern	Crossing
TRRA	Crossing
ICG	Crossing
Wiggins Ferry	Crossing

Branch Junction—Clinton District and MI trains Junction

DuQuoin: St. Louis District trains Junction
Eldorado District trains Junction

Christopher—Carbondale District trains Junction

North Yard—Murphysboro and Carbondale
District trains Junction

Carbon Lake—Murphysboro and Sparta District trains Crossing

Cairo: Sparta District trains Junction
One mile south of Cairo on Old Cairo

Main track—ConRail Crossing

between MP L-1 and L-2—MP Crossing

between MP L-3 and L-4—ConRail Crossing

98(a). Railroad Crossings Protected by Gates:

	Normal Position
Minier IT	Against IT
Mason City ICG	As last used
Ziegler Missouri Pacific	Against ICG
Tamm Missouri Pacific	Against ICG
Carrollton ICG	For Main Track

99(a). In the State of Illinois, crews of trains making an unscheduled stop or an unusual slowdown in ABS territory or 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.

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	TOFC Trains	Freight Trains	Trains Handling Revolving Machinery on Own Wheels (Boom Trailing When Practical)
	MILES PER HOUR			
Between:				
NORMAL DISTRICT				
South Joliet and Bloomington	79	60	50	25
PEQUOT DISTRICT				
South Joliet and Mazonia	79	60	50	25
Moving against current of traffic	55	40	40	25
PONTIAC DISTRICT				
Pontiac and Flanagan		10	10	10
BLOOMINGTON DISTRICT				
Normal Jct. and Barnes, MP 135			10	10
JACKSONVILLE DISTRICT				
Bloomington and Mason City			25	25
Ashland and Murrayville			25	25
ALTON DISTRICT				
Bloomington and Ridgely	79	60	50	25
Ridgely and Wann	79	50	50	25
ST. LOUIS DISTRICT				
Mile 2.7 and Church	20	20	20	20
Church and MP 12	40	40	40	25
MP 12 and north switch at Wilderman	30	30	30	25
North switch at Wilderman and DuQuoin	50	50	50	25
Pinckneyville and Vergennes			10	10
SPARTA DISTRICT				
Tolson and Carbon Lake	35	35	35	25
Elco and Cairo	35	35	35	25
CENTRALIA DISTRICT				
Branch Jct. and MP 311	79	60	50	25
MP 311 and Cobden	50	40	40	25
Cobden and Anna	60	40	40	25
Anna and Mile 339.2	50	40	40	25
Mile 339.2 and Cairo	79	60	50	25
Cairo and Illinois	40	40	40	25
Illinois and Ballard (Cairo Bridge)	20	20	20	20
Moving against current of traffic	55	40	40	25
MURPHYSBORO DISTRICT				
North Yard and Grand Tower	25	25	25	25
CARBONDALE DISTRICT				
Christopher and North Yard	25	25	25	25

(Continued on page 16)

Territory or Location	Passenger Trains	TOFC Trains	Freight Trains	Trains Handling Revolving Machinery on Own Wheels (Boom Trailing When Practical)
	MILES PER HOUR			
Between:				
AIRLINE DISTRICT				
Brickyard and K.C. Jct.	10	10	10	10
K.C. Jct. and Roodhouse.	35	35	35	25
CARROLLTON DISTRICT				
Roodhouse and Godfrey.	30	30	30	25
SLATER DISTRICT				
Roodhouse and MP 247.	35	35	35	25
MP 247 and Mile 265.8.	25	25	25	25
Mile 265.8 and Mexico.	35	35	35	25
Mexico and Slater.	40	40	40	25
MEXICO DISTRICT				
South Branch Jct. and Fulton.	10	10	10	10
KANSAS CITY DISTRICT				
Slater and Rock Creek Jct.	40	40	40	25

101(a). LOWER SPEEDS.

Territory or Location	Passenger Trains	Freight Trains Including TOFC	Trains Handling Revolving Machinery on Own Wheels (Boom Trailing When Practical)
	MILES PER HOUR		
NORMAL DISTRICT			
MP 39 to MP 40, just South of South Joliet (See Note C).			
Zarley's Hill, South of South Joliet, reverse curve.	60	40	25
Wilmington: Trains through town.	60	40	25
Kankakee River Bridge, cars with swivel couplers, when loaded.		25	
Pontiac: Curve at ICG Crossing.	60	40	25
MP 123 to MP 126, Cars with swivel couplers, when loaded.		10	
Normal Interlocking: North crossover.	10	10	10
Normal Interlocking to Market St., Bloomington.	40	25	25
Market St. to Mile 126.7.	20	20	20
PEQUOT DISTRICT			
South Joliet to Plaines.	60	30	25
Plaines: Trains through connection from ICG to AT&SF North Track.	25	20	20
Pequot: Trains from AT&SF North Track to ICG.	20	10	10
MP 38 to MP 39, South Joliet (See Note C).			
MP 40 to MP 42, Plaines (See Note C).			
Mile 43.3 to Mile 43.7, about two and one-half miles south of Plaines on Northward Track only (See Note C).			
Mile 58.2, Coal City, both tracks (See Note C).	65		
PONTIAC DISTRICT			
Pontiac: Old highway 66.	5	5	5

(Continued on page 17)

101(a). LOWER SPEEDS. (Continued)

Territory or Location	Passenger Trains	Freight Trains Including TOFC	Trains Handling Revolving Machinery on Own Wheels (Boom Trailing When Practical)
ALTON DISTRICT			
Lincoln: Between railroad crossings, Athol to South Lincoln.....	70	50	25
MP 181 to Ridgely Interlocking (See Note C).....			
Ridgely Interlocking:			
North Crossover.....	10	10	10
South Crossover.....	10	10	10
Ridgely Interlocking to Ridgely Ave., both tracks.....	35	25	25
Springfield: Ridgely Ave. to Carpenter St.....	25	25	10
Carpenter St. to Capital Ave.....	15	10	10
Capital Ave. to Laurel St.....	25	25	10
Iles: N&W Crossing.....	60	30	25
K.C. Jet: All Turnouts.....	10	10	10
Mile 226.8, Rinaker, to Mile 234.2, Plainview.....	70	40	25
Mile 227.6 to MP 229 (See Note C).....			
MP 233: First curve North and second curve South (See Note C).....			
Godfrey: Curve, Mile 252.3 (Also See Note C).....	60	40	25
Turnouts to Carrollton District.....	10	10	10
Mile 252.3 to College Avenue.....	70	40	25
Mile 258.3, Wood River Creek.....	25	25	25
Cars with swivel couplers, when loaded, are restricted as follows:			
Ridgely to Iles.....		10	
MP 254 to Pearl St., Godfrey.....		10	
Granite City to Venice.....		10	
JACKSONVILLE DISTRICT			
Minier: IT Crossing.....	20	20	20
Delavan: ICG Crossing.....	20	20	20
Mason City: ICG Crossing.....	20	20	20
Jacksonville: N&W Crossing.....	20	20	20
BN Crossing.....	20	20	20
ST. LOUIS DISTRICT			
Curve between ICG main track and TRRA connection at Valley Junction.....	10	10	10
Valley Junction, between MP 2 and Mile 2.9.....	20	20	20
Mile 0.5, subway, Trendley Avenue.....	5	5	5
E. St. Louis, curve, GM&O Junction.....	10	10	10
Mile 4.9, Long lead, until engine or lead car occupy crossing.....	5	5	5
MP 16, Old Northbound, over State Aid Route 4.....	5	5	5
MP 18 (See Note C).....			
Mile 19.5 (See Note C).....			
MP 20 to MP 21 (See Note C).....			
MP 25 to MP 27 (See Note C).....			
New Athens, street crossing MP 29.....	30	30	25
Marissa, Green Diamond road crossing, No. 2 Storage.....	5	5	5
Marissa, street crossing Mile 37.4.....	40	40	25
Mile 39.2 (See Note C).....			
Mile 44.2 (See Note C).....			
Coulterville, M-I crossing.....	30	30	25
MP 53 (See Note C).....			
MP 57 to MP 59 (See Note C).....			
Pinckneyville, Missouri Pacific crossing to Mile 61.1.....	35	35	25
Mile 61.9 (See Note C).....			
Mile 67.4 (See Note C).....			
MP 70, curves, north and south legs of Wye, DuQuoin.....	10	10	10
MP 70 to spring switch at Centralia District Junction.....	35	35	25
SPARTA DISTRICT			
Between Mile 641.8 and Venice, cars with swivel couplers, when loaded.....		10	
Mile 641.8, A&S crossing.....	20	20	20
Sparta, M-I crossing.....	25	25	25
Percy, Missouri Pacific crossing.....	25	25	25

(Continued on page 18)

101(a). LOWER SPEEDS. (Continued)

Territory or Location	Passenger Trains	Freight Trains Including TOFC	Trains Handling Revolving Machinery on Own Wheels (Boom Trailing When Practical)
SPARTA DISTRICT (Continued)			
Captain Mine Scale.....		5	5
Mile 566.6, Rock Cut.....	10	10	10
CENTRALIA DISTRICT			
Branch Junction to Fifth Street, Centralia.....	35	35	25
MP 253 to Mile 254.1, southward main track.....	40	40	25
BN Crossing, Mile 253.1.....	25	25	25
Orient No. 3 Mine Lead.....			
Bois to distant signal at Mile 7.5.....		25	10
Distant signal at Mile 7.5 to Missouri Pacific Crossing.....		20	10
Inland Steel Mine Scale.....		5	5
DuQuoin, between Park Street and Franklin Street.....	40	40	25
Between Park Street and Franklin Street, against current of traffic.....	10	10	10
Curve, north leg of wye to Eldorado Dist.....	20	20	20
MP 306 to MP 309, southward main track.....	35	35	25
North Yard, Dillinger's Road Crossing (See Note B).....	5	5	5
MP 309 to Mile 307.6, northward main track.....	25	25	25
Mile 307.6 to Mile 306.9, northward main track.....	35	35	25
Carbondale, Oak to Walnut Street (See Note A).....	10	10	10
MP 311 to Mile 326.1 (See Note C).....			
Mile 316.6 to Mile 318.4, curves.....	45		
MP 323, curves.....	45		
Mile 329.5 to MP 330 (See Note C).....			
MP 331 to MP 339 (See Note C).....			
MP 338, first curve north.....	45		
MP 342, curve south of Wetaug (See Note C).....	60		
MP 354, first curve north and first curve south (See Note C).....	65		
MURPHYSBORO DISTRICT			
North Yard, West Wye.....	10	10	10
MP 86 and MP 87, reverse curve.....	20	20	20
Bridge T-9-2, one mile south of Sand Ridge over drainage ditch.....	10	10	10
Missouri Pacific crossing, Gorham (See Note A).....	20	20	20
Between MP 12 and MP 15.....	10	10	10
CARBONDALE DISTRICT			
Lake Creek Line MP 0.0 and MP 8.....	25	25	25
Between MP 88 and MP 92.....	20	20	20
Allen Industries lead.....		5	5
Herrin Junction Wye.....	10	10	10
Between Mile 8.5 and a point three-tenths mile south of Cambria.....	10	10	10
Mile 2.2 located 4.6 miles south of Cambria.....	10	10	10
AIRLINE DISTRICT			
K. C. Jct. to Roodhouse, loaded unit coal trains.....		30	
K. C. Jct.: All turnouts.....	10	10	10
Mile 187.8 to MP 188.....	10	10	10
Murrayville: Switch to Jacksonville District.....	25	25	10
Roodhouse: Mile 234.7 to Palm Street.....	10	10	10
CARROLLTON DISTRICT			
White Hall: BN Crossing.....	20	20	20
Carrollton: ICG Crossing.....	25	25	25
Kane: Bridge G-509.....		10	10
SLATER DISTRICT			
Roodhouse to Slater, loaded unit coal trains.....		30	
Roodhouse: West switch to new main track and depot.....	5	5	5
Wye track.....	5	5	5
West Roodhouse: BN crossing.....	20	20	20

(Continued on page 19)

101(a). LOWER SPEEDS. (Continued)

Territory or Location	Passenger Trains	Freight Trains Including TOFC	Trains Handling Revolving Machinery on Own Wheels (Boom Trailing When Practical)
	MILES PER HOUR		
SLATER DISTRICT (Continued)			
Pearl: Illinois River drawbridge	5	5	5
Nebo: Bridge D-2610			10
Louisiana: East end Mississippi River drawbridge to Mile 275.1	10	10	10
Bowling Green Hill: MP 283 to Mile 286.8	25	25	25
Vandalia: Clark St. to Maple St.	25	25	25
Francis: BN Interlocking	20	20	20
Mexico: Calhoun St. to Morris St.	25	25	25
Centralia: Jefferson St. to Barr St.	25	25	25
Clark: N&W crossing (See Note A)	20	20	20
MP 355 to Signal 105, Westward trains only	35	35	25
MP 360 to Signal 111, Westward trains only	30	30	25
MP 361 to Signal 112, Eastward trains only	35	35	25
Steinmetz: East switch to siding to Signal 127, Westward trains only	35	35	25
Glasgow: Missouri River Bridge	10	10	10
MP 382 to Signal 133, Westward trains only	30	30	25
MP 383 to Signal 134, Eastward trains only	35	35	25
Gilliam: East switch to siding to Signal 140, Eastward trains only	35	35	25
MP 391 to Signal 141, Westward trains only	30	30	25
MP 392 to Signal 142, Eastward trains only	35	35	25
MEXICO DISTRICT			
Mexico Industrial Park: curve 500 feet from main track switch		5	5
KANSAS CITY DISTRICT			
Slater: Emerson St. to Broadway St.	20	20	20
Slater to Rock Creek Jet:			
Loaded unit coal trains		30	
MP 403 to Signal 153, Westward trains only	35	35	25
Marshall: between MP 404 and Miami Avenue	25	25	25
MP 405 to Signal 155, Westward trains only	35	35	25
MP 406 to Signal 156, Eastward trains only	35	35	25
Mile 408.4 to East switch at Siding, Shackelford	30	30	25
Shackelford: Siding	5	5	5
MP 413 to Signal 162, Eastward trains only	35	35	25
MP 417 to Signal 166, Eastward trains only	35	35	25
Higginsville: Between siding switches	25	25	25
Mile 447.5 to Mile 449.2	30	30	25
MP 450 to Signal 198, Eastward trains only	35	35	25
MP 451 to MP 453	30	30	25
MP 456 to MP 457	30	30	25
Grain Valley: Siding	5	5	5
MP 466 to Kentucky Avenue, Independence	30	30	25
Highland: Industrial Park lead and all tracks		5	5
Independence: Siding	5	5	5
Rock Creek Jet: KCT crossing	25	25	25
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
Through CTC turnouts and sidings, between Coal City and Godfrey, unless otherwise specified	30	30	10

(Continued on page 20)

101(a). LOWER SPEEDS. (Continued)

Territory or Location	Passenger Trains	Freight Trains Including TOFC	Trains Handling Revolving Machinery on Own Wheels (Boom Trailing When Practical)
	MILES PER HOUR		
Diverging Routes, Through Crossovers, Junctions, and Siding Switches: (Cont.)			
Branch Junction: { Facing point crossover, northward main to southward main.....	Cross- overs and turn- outs	25	25
Clinton District junction switch.....			
Carbondale: { Crossovers north of Oak Street, southward main to northward main, northward main to storage track and from northward freight main to northward main.....			
Crossover from northward main to southward main at College Street.....			
Cairo: { Crossover south of passenger station, southward main to northward main.....			
Illinois: { Junction Switch.....			
Following sidings and turnouts:			
Wilderman, New Athens, Coulterville, Layfield, north and south switches.....	25	25	10
Church—turnout from old Southbound.....	20	20	20
Through turnouts and crossovers at other locations.....	15	10	10

Note A—Trains or engines will not exceed speed as indicated until engine or lead car passes over last street or road crossing; or if an interlocking, when engine or lead car passes through interlocking limits.

Note B—Trains or engines entering northward main track through crossover will not exceed speed as indicated until engine or lead car passes over crossing.

Note C—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 400, or to Amtrak P30CH units which are in the 700 Series. Yellow triangular signs will not indicate these speed restrictions.

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.

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

Maximum authorized speed on tracks within limits of shop area signs is 5 MPH.

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.

All switch, road switch and transfer engines.....45 MPH

All other freight engines.....65 MPH

Diesel engines moving through water (must not exceed three inches over top of rail)..... 3 MPH

Diesel truck transfer car.....45 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, except ICG 100119, ICG 100120 and ICG 100121 (must be handled on rear of train next ahead of caboose and in trains performing local work).....30 MPH

Maxson scale test cars, ICG 100119, ICG 100120 and ICG 100121 (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 loaded30 MPH

When empty40 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

Unit TRT trains, loaded or empty.....50 MPH

Wedge type snowplows (when plowing).....40 MPH

Loaded unit grain trains and trains handling cars with swivel couplers, when loaded:

Through turnouts10 MPH

All main track movements.....40 MPH

All loaded unit freight trains are restricted to a maximum speed of 40 MPH in territory that otherwise permits a greater speed for freight trains.

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

NORMAL DISTRICT

Bloomington—Ralston Purina Plant: engines cannot go beyond west edge of scale on No. 4 track; it may be necessary to hold onto cars to avoid engine getting on scale.

PONTIAC DISTRICT

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

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. No more than one unit may be used beyond derail.

Devils Hole—no more than one unit may be used.

SPARTA DISTRICT

Leahy Mine—Cabooses must not be coupled to coal hoppers during in-motion loading.

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.

Ullin—Engines with 6 wheel trucks must not enter Fruit Shed track.

MURPHYSBORO DISTRICT

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

SLATER DISTRICT

Glasgow—Engines are prohibited to operate north of loading dock on west side of government spur.

Only four axle diesel units may be operated over the following tracks and only one (1) such unit at any one time:

Carrollton-Wye and lead to West Yard

Louisiana-Wye track

Glasgow-River lead west of old Highway 87

Highland-Lead and industry tracks, Mile 476.9

Only four axle diesel units may be operated over the following tracks and not more than two (2) such units at any one time:

Mexico District

Kaiser lead off of Arthur Siding

Vertagreen Spur, Mile 343.2

LeRoy Spur, Mile 449.6

101(b). On Pontiac District, Maintenance of Way Department yellow rectangular sign will be located one mile in advance of point where speed restriction applies.

103(d).

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.

Automatic grade crossing protection at Hoff Road on north leg of Wye leading to Gate 11 on east side of 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.

Train movements from Normal District through connection track to Amboy District at Normal will find a very short approach for grade crossing signals at Beaufort Street. To provide additional protection the signal department has installed a key box on South side of signal case located north of Beaufort Street. These signals may be actuated in advance of movement over crossing by use of a switch key.

Two trains must not cross Route 15 on River King mine lead at the same time.

All trains or engines using the house track at Pinckneyville shall stop before crossing Wilson Street and shall then proceed only under the protection of a flagman.

103(f). The standby electrical service for Amtrack equipment has been placed in service at Carbondale and is located immediately south of Block Signal 308-1 between the rock track and the northward main track.

Under no circumstances will couplings be made to Amtrack equipment on the rock track until it has been determined that the electrical connections have been disconnected.

The electrical cables must not be handled by anyone other than qualified electricians.

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
Branch Junction.....	For Centralia District
DuQuoin	For Centralia District
West Wye switch, DuQuoin.....	For South leg of St. Louis District Wye
East Wye switch, DuQuoin.....	For North leg of Eldorado District Wye
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
Christopher	For Eldorado District
Herrin Junction	For Carbondale District
Murrayville	For Airline District
Roodhouse Wye:	
North Switch—	For Slater District
West Switch—	For Carrollton District
South Switch—	For Slater District

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.

When dwarf signal displays yellow aspect, switches may be lined and movement made.

When dwarf signal displays red aspect, permission to operate switches must be obtained from the train dispatcher and movement then made in accordance with Rule 513.

105. Trains or engines must obtain permission from the train dispatcher before entering that portion of Orient 3 mine lead between Bois and spring switch at Missouri Pacific Junction.

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:

NORMAL DISTRICT

Chicago Union Station
 Brighton Park Engine House
 Glenn Yard Office and Engine House
 South Joliet Yard Office and Engine House
 Bloomington Crew Callers' Office, Engine House and
 Conductors Room at Depot

ALTON DISTRICT

Bloomington Crew Callers' Office, Engine House and
 Conductors Room at Depot
 Clinton Train Order Office and Engine House
 Ridgely Yard Office and Engine House
 Wann Locker Room
 Venice Yard Office and Engine House
 East St. Louis Yard Office and Engine House

ST. LOUIS DISTRICT

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

SPARTA DISTRICT

Venice Yard Office
 Red Bud Locker Room
 Cairo Train Order Office

CENTRALIA DISTRICT

Centralia "B" Yard Office, Passenger Station and
 Engine House
 Orient 3 Joint Yard Office
 DuQuoin Yard Office
 North Yard Yard Office and Engine House
 Cairo Train Order Office

MURPHYSBORO DISTRICT

North Yard Yard Office and Engine House

CARBONDALE DISTRICT

North Yard Yard Office and Engine House

AIRLINE AND CARROLLTON DISTRICTS

Roodhouse Train Order Office

SLATER DISTRICT

Roodhouse Train Order Office
 Mexico Train Order Office and Locker Room
 Slater Train Order Office

KANSAS CITY DISTRICT

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

111(e). Trains having hot boxes must be stopped before moving over Ohio River Bridge at Cairo, Illinois River Bridge at Pearl, Mississippi River Bridge at Louisiana, and Missouri River Bridge at Glasgow and proper attention should be given such boxes before proceeding.

Train Detector Centers as listed have radio communication with trains passing over the detectors at the following locations:

<i>Location</i>	<i>Monitor Station</i>
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NORMAL DISTRICT

Mazonia, IL (Mile 62.8)	Bloomington Dispatchers Office
Ocoya, IL (Mile 96.6)	Bloomington Dispatchers Office

ALTON DISTRICT

McLean, IL (Mile 141.9)	Bloomington Dispatchers Office
Broadwell, IL (Mile 163.4)	Bloomington Dispatchers Office
Junod, IL (Mile 191.1)	Bloomington Dispatchers Office
Nilwood, IL (Mile 214.6)	Bloomington Dispatchers Office
Shipman, IL (Mile 239.8)	Bloomington Dispatchers Office

ST. LOUIS DISTRICT

Freeburg, IL (MP 23)	Chicago Hot Box Center
Layfield, IL (Mile 51.4)	Chicago Hot Box Center

SPARTA DISTRICT

New Hanover, IL (Mile 625.5)	Chicago Hot Box Center
Baldwin, IL (Mile 605.1)	Chicago Hot Box Center

CENTRALIA DISTRICT

Bois, IL (Mile 273.6)	Chicago Hot Box Center
Wetaug, IL (Mile 340.3)	Chicago Hot Box Center

SLATER DISTRICT

Pleasant Hill, IL (Mile 267.9)	Kansas City Dispatchers Office
Curryville, MO (Mile 293.8)	Kansas City Dispatchers Office
Thompson, MO (Mile 330.8)	Kansas City Dispatchers Office
Yates, MO (Mile 364.9)	Kansas City Dispatchers Office

KANSAS CITY DISTRICT

Corder, MO (Mile 429.1)	Kansas City Dispatchers Office
Oak Grove, MO (Mile 460.5)	Kansas City Dispatchers Office

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 is identified by facing the handbrake end of the car. For cars having eight (8) wheels the journals are then identified as L-1, L-2, L-3 and L-4 on the left side of the car; R-1, R-2, R-3 and R-4 on the right side of the car. For cars having twelve (12) wheels the identification process would expand to L-5 and L-6 on the left side and R-5 and R-6 on the right side. For a diesel unit, the same would apply when facing the F "front" end of the unit, from the normal operating position of the engineer.

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 employees 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 employees 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.

M-151. TWO MAIN TRACKS:

PEQUOT DISTRICT

Pequot to Mile 59.3 (No. 1 West) (No. 2 East)

NORMAL DISTRICT

Mile 121.5 to Main St., Normal (No. 1 West) (No. 2 East)
Market St., Bloomington to Mile 128.7 (No. 1 West) (No. 2 East)

ALTON DISTRICT

Ridgely Interlocking to Ridgely South (No. 1 West) (No. 2 East)
K.C. Jct. to Hazel Dell (No. 1 West) (No. 2 East)

CENTRALIA DISTRICT

Branch Junction to Illinois

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

PEQUOT DISTRICT

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

Trains arriving South Joliet on the Joliet District enroute the Pequot District, and trains arriving South Joliet on the Pequot District 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.

NORMAL DISTRICT

When a regular train, scheduled via the Normal District between South Joliet and Mazonia, is run extra between these points via the Pequot District, 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 District, and trains arriving South Joliet on the Normal District 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.

Train No. 312 may leave Chenoa without a clearance, but must obtain clearance before leaving East Peoria yard.

ALTON DISTRICT

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

Yard engines may enter CTC at Wann without a clearance, but first must have permission from the train dispatcher or operator at Wann Tower.

ST. LOUIS DISTRICT

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

SPARTA DISTRICT

Trains may leave Tolson without a clearance, but must obtain a clearance before leaving East St. Louis.

Trains originating at Red Bud must obtain clearance from train dispatcher through operator at Sparta.

ICG northward trains originating at Leahy or Percy must obtain a clearance before leaving Sparta.

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

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.

Trains may leave Ballard without a clearance, but must obtain a clearance at Cairo.

MURPHYSBORO DISTRICT

Trains or engines may leave Grand Tower without a clearance. Sparta District trains may enter Murphysboro District at Carbon Lake without a clearance.

CARBONDALE DISTRICT

Trains entering Carbondale District at Christopher must obtain clearance at Benton or DuQuoin.

AIRLINE DISTRICT

Springfield District trains may enter Airline District at Brickyard 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.

Jacksonville District extras and work extras may leave Murrayville without a clearance.

CARROLLTON DISTRICT

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.

SLATER DISTRICT

Westward BN trains may leave Francis without a clearance.

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 a semaphore arm inclined upward instead of downward and display a green aspect instead of a yellow aspect.

251. Between Branch Junction and Illinois, 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 TOFC trains.

277(a). Dual control switches must not be operated by hand without authority from the control operator except when communication is not available. When necessary to operate a dual control switch by hand, the following will apply:

- (1) Place selector lever in "HAND" position.
- (2) Operate hand throw lever until switch points are seen to move with the movement of lever.
- (3) Position the switch points for the route to be used, then line them against the route to be used, and then reposition them for the route to be used. After doing this, switch points must be inspected and if properly lined, the movement may be made as provided by the rules.

(4) Leave switch in hand control position for the entire movement of train.

Exception: When necessary to perform switching over a dual control switch, selector lever must be left in "HAND" position until all movements over the switch have been completed. After final movement has been made over the switch, selector lever must be restored to "POWER" position and locked.

279: ELECTRIC LOCK SWITCHES:

Instructions governing use of electric lock switches are found on inside of door on electric lock or on post nearby.

Location	Switches	Controlled by
PEQUOT DISTRICT		
Pequot	Siding—both ends	Approach Locked
Coal City	Crossover—both ends	Approach Locked
Mazonia	Storage track— both ends	Approach Locked
NORMAL DISTRICT		
Wilmington	Storage track— both ends	Approach Locked
	Crossover—storage to Main & Celotex track	Approach Locked
Hitt Siding	Both ends	Approach Locked
Dwight	Transfer track— both ends	Approach Locked
	Industry lead— both ends	Approach Locked
	Crossover— Chippewa St.	Approach Locked
	Old Southbound siding— both ends	Approach Locked
	Crossover industry lead— Washington St.	Approach Locked
Odell	Elevator track— North end	Approach Locked
	House track	Approach Locked
Cayuga—MP 87	Elevator track— both ends	Approach Locked
Bunge—Mile 88.7	North & South Wye switches	Approach Locked
Pontiac	Pontiac District	Approach Locked
	Industry lead— both ends	Approach Locked
	No. 1 track	Approach Locked
	Old Northbound siding— both ends	Approach Locked
Ocoya—Mile 97.8	Elevator track— both ends	Approach Locked
Chenoa	No. 4 track—both ends	Approach Locked
	No. 3 track	Approach Locked
	No. 1 track	Approach Locked
	Old siding—both ends	Approach Locked
Lexington	Old siding—both ends	Approach Locked
	Elevator track— both ends	Approach Locked
Towanda—Mile 118.4	Elevator track— both ends	Approach Locked
Normal	Yard—both ends	Approach Locked
	Crossover— Normal Yard	Approach Locked
	North Crossover	Approach Locked
	Amboy District Connection	Approach Locked

Bloomington Crossover—Emerson St.—
 both ends Approach Locked
 Freight House Target
 Crossover—
 O'Hara St. Target
 Baumgart Target
 Beich's Candy Approach Locked

ALTON DISTRICT

Shirley—Mile 132.5 Stockyard track Approach Locked
 Funks Grove—Mile 136.3 Elevator track—
 both ends Approach Locked
 McLean Business track Approach Locked
 Atlanta Monsanto Approach Locked
 Storage—both ends Approach Locked
 Crossover—
 Main to storage Approach Locked
 Hopkins Chemical Approach Locked
 Lawndale—MP 150 Storage track—
 both ends Approach Locked
 Krueger—Mile 153.4 Elevator track Approach Locked
 Athol—Mile 155.5 Storage track—
 both ends Approach Locked
 Crossover—
 Main to storage Approach Locked
 Lincoln No. 15 track Approach Locked
 No. 9 track Approach Locked
 No. 8 track Approach Locked
 No. 3 track Approach Locked
 Fogarty—Mile 161.4 Elevator track Approach Locked
 Broadwell Industry track—
 both ends Approach Locked
 Elkhart Industry track—
 both ends Approach Locked
 Williamsville—Mile 173.3 Industry track Approach Locked
 Sherman Elevator track Approach Locked
 Ridgely Crossover—
 North end Approach Locked
 C&IM West Wye Approach Locked
 Iles West Wye Switch Approach Locked
 K.C. JCT.—Mile 189.9 Midstate Approach Locked
 Chatham—Mile 194.5 Industry track—
 both ends Approach Locked
 Auburn Industry track—
 both ends Approach Locked
 Virden Storage track—
 both ends Approach Locked
 Girard House track Approach Locked
 Nilwood Industry track Approach Locked
 Carlinville QC lead Approach Locked
 Crossover Approach Locked
 IT connection Approach Locked
 House track Approach Locked
 Plainview—Mile 234.3 House track Approach Locked
 Brighton Industry track Approach Locked
 Wann Crossover—Main to
 old main Approach Locked
 Crossover—Main
 to Yard Operator

ST. LOUIS DISTRICT

Belleville South switch of Richland
 storage Approach Locked

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

SPARTA DISTRICT

Red Bud Mill Track Approach Locked
 Siding—both ends Approach Locked
 Baldwin Power plant Approach Locked
 Sparta Siding—both ends Approach Locked
 New lead Approach Locked
 Storage track Approach Locked
 Nielsen lead Approach Locked
 Old Spur Approach Locked
 Front House track—
 both ends Approach Locked
 Back House track Approach Locked
 Eden Siding—both ends Approach Locked
 Percy Southwestern
 Ill. Coal Co. Approach Locked
 Siding—both ends Approach Locked
 Field Spur Approach Locked
 Streamline Wye—
 both switches Approach Locked
 Captain Wye—
 south end Approach Locked
 Willisville Siding—both ends Approach Locked

CENTRALIA DISTRICT

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

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 aspects 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.

AIRLINE AND JACKSONVILLE DISTRICTS

Murrayville Jacksonville District . . . Approach Locked

286. The following color light signals, which display aspects in accordance with Rule 281, will be considered as displaying aspects in accordance with Rule 286:

ST. LOUIS DISTRICT

Church Southward Home Signal from Yard

SPARTA DISTRICT

Baldwin Southward home signal from siding
 Percy Home signal from Captain Mine lead
 Leahy Home signal from Leahy Mine lead

CENTRALIA DISTRICT

Illinois Northward Home Signal

290. Signals displaying the following aspects will be considered as conforming to Rule 290:

SPARTA DISTRICT

Red over Red over Lunar
 Red over Lunar
 Lunar Dwarf

291. The automatic signals between 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.

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 the route is clear, 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 should display a restricting or a proceed 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, after lining

spring switch by hand and waiting five minutes as provided by Rule 513.

505. Automatic Block Signal System is in effect between:

PEQUOT DISTRICT

Plaines and Pequot

NORMAL DISTRICT

South Joliet and Mazonia

CENTRALIA DISTRICT

Branch Junction and Illinois

AIRLINE DISTRICT

Roodhouse and Murrayville.

SLATER DISTRICT

Clark and Slater

KANSAS CITY DISTRICT

Slater and Rock Creek Junction

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 DISTRICT

Pequot and Mazonia

NORMAL DISTRICT

Mazonia and Bloomington

ALTON DISTRICT

Bloomington and Wann

ST. LOUIS DISTRICT

Church and Goddard

SPARTA DISTRICT

Burksville and Leahy

CENTRALIA DISTRICT

Illinois and Ballard

AIRLINE DISTRICT

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	Switch	Normal Position
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ST. LOUIS DISTRICT

Wilderman—north wye, River King mine lead. For siding

DuQuoin—Junction Centralia District
 southward main track. For Centralia District

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 third rail. For northward main track

DuQuoin—Junction St. Louis District
 southward main track. For southward main track

* Equipped with lunar white marker

608. MANUAL CONTROL INTERLOCKINGS:

Control Station

PEQUOT DISTRICT

Plaines, AT&SF Jct. Shopton, Iowa
 Pequot, AT&SF Jct. Shopton, Iowa
 Mazonia Bloomington

NORMAL DISTRICT

Mazonia Bloomington
 Dwight, ConRail Bloomington
 Chenoa, TP&W Bloomington
 Normal, ICG Bloomington
 Bloomington, Market Street. Target Office

ALTON DISTRICT

Atlanta, IT Bloomington
 Athol, ICG Bloomington
 South Lincoln, ICG Bloomington
 Ridgely, C&IM Ridgely Tower
 Iles, N&W Iles Tower
 K.C. Jct. Bloomington
 Girard, BN Bloomington
 Brighton Bloomington
 Godfrey Jct. Bloomington
 Wann, ConRail Wann Operator
 Wood River, IT Wood River Tower
 Lenox, ConRail Lenox Tower

SPARTA DISTRICT

Bixby, Missouri Pacific Dupo Operator

CENTRALIA DISTRICT

Centralia, BN "B" Yard Operator

JACKSONVILLE DISTRICT

Jacksonville, N&W Jacksonville Tower

AIRLINE DISTRICT

K.C. Jct. Bloomington

SLATER DISTRICT

Louisiana, BN Louisiana Tower
 Francis, BN Mexico Operator
 Mexico, N&W Trainmen

KANSAS CITY DISTRICT

Rock Creek Junction, KCT. KCT

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 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:

SLATER DISTRICT

Pearl, Illinois River Bridgetender, Pearl
 Louisiana, Mississippi River Bridgetender, Louisiana

610. AUTOMATIC INTERLOCKINGS:

AMBOY DISTRICT

Bloomington, ConRail and N&W

NORMAL DISTRICT

Pontiac, ICG

ALTON DISTRICT

Springfield, B&O

JACKSONVILLE DISTRICT

Delavan, ICG
 Jacksonville, BN
 Murrayville, ICG

ST. LOUIS DISTRICT

*Coulterville, M-I
 Pinckneyville, Missouri Pacific

SPARTA DISTRICT

Tolson (MP 642), A&S
 Sparta, M-I
 *Percy, Missouri Pacific

CENTRALIA DISTRICT

Ashley, L&N
 Inland Steel Mine Lead, Orient No. 6, BN
 Orient No. 3 Mine Lead, Missouri Pacific
 Tamaroa, Missouri Pacific

MURPHYSBORO DISTRICT

Gorham, Missouri Pacific

AIRLINE DISTRICT

Murrayville, ICG

CARROLLTON DISTRICT

White Hall, BN

SLATER DISTRICT

West Roodhouse, BN
 Clark, N&W

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.

* When a train encounters signal conveying Stop indication in either direction, train must be governed by Rules 528 and 610.

**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 or 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.

876. The following radio base and wayside stations are identified by location, channel and times attended. Those stations controlled by train dispatcher and other remotely controlled stations are so noted; all others are locally controlled.

LOCATION	CHANNEL	TIMES ATTENDED	CONTROL POINT
Mazonia.....	F2	Continuous	Train Dispatcher—Bloomington
Ocoya.....	F2	Continuous	Train Dispatcher—Bloomington
Bloomington.....	F1, F2, Y1, Y2	7:00 a.m.—11:00 p.m.	Yardmaster—Bloomington
Bloomington.....	F2	Continuous	Train Dispatcher—Bloomington
Broadwell.....	F2	Continuous	Train Dispatcher—Bloomington
Ridgely.....	F2	Continuous	Train Dispatcher—Bloomington
Ridgely.....	F1, F2, Y1, Y2	Continuous	Ridgely Yard
Springfield.....	F1	Continuous	Operator—Avenue Tower
Nilwood.....	F2	Continuous	Train Dispatcher—Bloomington
Shipman.....	F2	Continuous	Train Dispatcher—Bloomington
Wood River.....	F1, F2	Continuous	Wood River
Venice.....	F1, F2, Y1	Continuous	Venice
East St. Louis.....	F1, F2, Y1, Y2	Continuous	East St. Louis
East St. Louis.....	F1, F2	Continuous	Train Dispatcher—Chicago
Freeburg.....	F1	Continuous	Train Dispatcher—Chicago
Coulterville.....	F1	Continuous	Train Dispatcher—Chicago
Burksville.....	F1, F2	Continuous	Train Dispatcher—Chicago
Percy.....	F1, F2	Continuous	Train Dispatcher—Chicago
Centralia.....	F1, Y1, Y2	Continuous	Centralia
Waltonville.....	F1, Y1, Y2	8:00 a.m.—11:59 p.m. Daily except Sunday	Orient #3 Office
Tamaroa.....	F1	Continuous	Train Dispatcher—Chicago
DuQuoin.....	F1, F2, Y1	Continuous	DuQuoin
Carbondale.....	F1, F2, Y1, Y2	Continuous	Carbondale
Carbondale.....	F1, F2	Continuous	Train Dispatcher—Chicago
Olmsted.....	F1, F2	Continuous	Train Dispatcher—Chicago
Cairo.....	F1, F2, Y1, Y2	Continuous	Cairo
Herrin.....	F1, Y1, Y2	8:00 a.m.—5:00 p.m. Daily except Sunday	Herrin
Roodhouse.....	F2	Continuous	Train Dispatcher—Kansas City
Roodhouse.....	F1, F2, Y1	Continuous except 3:00 p.m.—11:00 p.m. Sunday	Roodhouse
Pearl.....	F2	Continuous	Pearl
Louisiana.....	F1, F2, Y1	Continuous	Louisiana
Bowling Green.....	F2	Continuous	Train Dispatcher—Kansas City
Mexico.....	F2	Continuous	Train Dispatcher—Kansas City
Mexico.....	F1, F2, Y2	Continuous except 3:59 p.m.—11:59 p.m. Sunday	Mexico
Yates.....	F2	Continuous	Train Dispatcher—Kansas City
Slater.....	F2	Continuous	Train Dispatcher—Kansas City
Corder.....	F2	Continuous	Train Dispatcher—Kansas City
Oak Grove.....	F2	Continuous	Train Dispatcher—Kansas City
Independence.....	F2	Continuous	Train Dispatcher—Kansas City
Lydia Avenue.....	F2	Continuous	Train Dispatcher—Kansas City
Kansas City.....	F2	7:00 a.m.—11:00 p.m.	Kansas City

1200. Dead diesel units may be handled anywhere in the first 20 cars of a train and when practical they should be handled next to the units handling the train. Crews on engine should observe dead units closely for indications of sticking brakes and sliding wheels.

1201. Maximum depth of water, over top of lower rail, through which equipment may be handled is as follows, except when greater depths are authorized by special instructions:

Diesel locomotives and trains handling diesel truck transfer cars.....	3 inches
Streamlined passenger cars.....	5 inches
Office cars.....	5 inches
Conventional passenger cars.....	9 inches
Freight cars.....	5 inches

1202. Passenger equipment, handled in freight trains, must be placed next ahead of caboose unless otherwise instructed.

1203. Northward passenger trains departing Carbondale must have a tail hose.

1204. Trains using tracks of other railroads west of Rock Creek Jct. will be governed by ICG operating rules except as modified by "Greater Kansas City Area Operating Rules".

1205. HIGHWAY CROSSINGS

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

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

1206. RULES GOVERNING OPERATION OF JOINT ICG AND B&O TRACK BETWEEN AVENUE AND FOURTH STREET, SPRINGFIELD

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

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

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

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

The Junction switches at Avenue are controlled by control operator at Avenue Tower.

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

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

telephone with N&W dispatcher. Train or engine may then proceed on hand signal from trainman at crossing.

1207. SWITCHING RESTRICTION FOR HAZARDOUS MATERIAL

Loaded placarded cars containing "EXPLOSIVES A", "EXPLOSIVES B", "POISONOUS GAS", "FLAMMABLE GAS", "RADIO-ACTIVE MATERIAL" and all flat cars carrying placarded trailers or containers are restricted as follows:

- Must not be humped, kicked or allowed to roll free,
- Must not be coupled to another car with more force than necessary to make the coupling,
- Other free rolling cars must not be allowed to couple directly to these restricted cars.

Switch lists provided switching crews must clearly indicate the presence of these cars. At the beginning of each shift, switching crews must determine whether or not any of these cars are first out on each track to be switched. Before humping, kicking or allowing any car to roll free onto a track having a restricted car first out, a non-restricted car must be shoved to a coupling with the restricted car.

During switching operations, cars placarded "EXPLOSIVES A" must be separated from the engine by at least one (1) non-placarded car. Cars placarded "EXPLOSIVES A" must be placed so they will be safe from all probable danger of fire. They must not be placed under a bridge or overhead highway crossing, nor in or along side of passenger shed or station, except for loading or unloading purposes.

At specific locations, these instructions may be modified by Superintendent's Bulletin Order.

1208. Federal Regulations require that the train crew must have a document indicating the position in the train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a member of the train crew. A train consist may be used to meet this requirement.

Conductors will notify their engineer when placarded cars are in the train and advise him of their position in the train.

When placarded cars are picked up at intermediate points, conductors will notify their engineer and advise him of their position in the train.

These requirements are in addition to the "Notice of Cars Containing Explosives A or Poisonous Gas", Form F-0310.

1209. HANDLING GUIDELINES FOR ACCIDENT/INCIDENT-TRAIN CREWS HANDLING

- Notify Train Dispatcher (or other proper officer) immediately by radio or telephone.
- Determine from waybills and train consist the commodities involved.
- If Hazardous Materials are involved, advise the Train Dispatcher of these commodities first and inform him if they are leaking or if a fire is involved in the accident.
- If "CLASS A POISON" is involved, notify other crew members to stay clear of accident and await arrival of qualified response trouble shooters; KEEP ALL SPECTATORS AWAY.
- If fire or spill of Hazardous Materials pose a threat to nearby residents, train crew must alert residents to evacuate the area immediately.
- Conductor must be available to advise emergency response force (Fire & Police, etc.) concerning contents of cars involved, and will furnish copy of emergency response data, printed at end of train consist, if available.
- Conductor must remain near the scene to furnish any necessary information that may be requested by emergency response forces until relieved of the responsibility by the railroad transportation officer at the scene.

EMERGENCY TELEPHONE NUMBERS

Illinois Central Gulf Railroad
Superintendent of Transportation
(312) 565-1600 Ext. 2726

Bureau of Explosives
Washington, D.C.
(202) 293-4048

CHEMTREC

Washington, D.C.
(800) 424-9300

The Communicator at CHEMTREC will:

1. Receive details on the situation.
2. Furnish CHEMCARD information on action to take (i.e. stay away, evacuate, fire control, etc.)
3. If additional assistance is required he will contact member company or subscriber nearest scene of accident who will handle direct with caller to best resolve specific problems.

1210. HYDROCYANIC ACID, FLAMMABLE POISONOUS GAS

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 a HCN tank car, call the following number:

CHEMTREC
(800) 424-9300

SWITCHING:

Neither loaded nor empty HCN cars may 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.

1211. In order to provide on-board emergency information about hazardous materials, a copy of the Bureau of Explosives Book "Emergency Handling of Hazardous Materials in Surface Transportation" is being provided in each caboose. The book will be placed in a metal

container secured to the caboose wall above the conductor's desk and the container lid sealed with a car seal.

In the event of an incident involving hazardous materials, the conductor will provide on-scene emergency service personnel with the guidebook and any billing and consist information appropriate. Train crews are not expected to familiarize themselves with the contents of the guidebook, nor to become directly involved in handling hazardous materials incidents. The car seal must not be broken nor the book removed except under the circumstances involving hazardous materials incidents.

Because of the importance of the guides, any found missing from its container must be reported in order that it may be replaced.

It must be understood that the seal is to be broken and book removed only when hazardous materials incidents are involved. Employees breaking the seal or removing the books at other times will be subject to discipline.

1212. RULES GOVERNING OPERATION OF THE JOINT TRACKS OF AT&SF AND ICG PEQUOT DISTRICT

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

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

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

Definitions:

Limited Speed—A speed not exceeding 60 miles per hour.

Medium Speed—A speed not exceeding 40 miles per hour.

Reduced Speed—A speed that will permit stopping within half the range of vision.

Restricted Speed—A speed that will permit stopping within half the range of vision, but not exceeding 20 miles per hour.

Double Track (DT)—Two main tracks, upon one of which the current of traffic is in a specified direction, and upon the other in the opposite direction.

On double track, trains must keep to the right unless otherwise provided. The track to the right as viewed from a westward or southward train is designated North Track and the track to the left is designated South Track (Rule 151).

Except as otherwise provided, train movements against the current of traffic must be authorized by train order. (Rule 97(C))

2. Double Track (DT) with Automatic Block System (ABS) and Rule 251 in effect between Plaines and Pequot.

3. Trains must not use nor foul other main track until permission is received, after which train must be fully protected. (Rule 99(E))

4. Trains displaying classification signals will continue same over the joint track.

5. When going out to flag, flagman must take with him not less than 6 torpedoes and 6 fuses. (Rule 31(A))

Red fuses will be used in addition to other signals for protecting trains, or in any manner which any particular emergency may demand. (Rule 31(C))

A train finding a fusee burning on or near its track must stop and extinguish it or wait until it has burned out. The train may then proceed at reduced speed for one mile. (Rule 12)

The explosion of two torpedoes is a signal to immediately reduce speed and be on lookout for flagman or train ahead for one mile. The explosion of one torpedo will indicate the same as two, but the use of two is required. (Rule 13)

Torpedoes will be placed 100 feet apart on engineman's side of track to be protected. (Rule 31(B))

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 returned 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 MP 10 and MP 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.

1213. AUTO-MANUAL INTERLOCKING IS IN EFFECT BETWEEN MILE 324.0, BN JUNCTION SWITCH, FRANCIS, AND MILE 325.3, EAST OF MEXICO AND CONTROLLED BY MEXICO OPERATOR

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

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

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

When a train or engine is stopped by a stop indication and the cause is not apparent, a member of the train crew must communicate promptly with control operator, or if auto-manual interlocking station is closed, communicate with the train dispatcher for instructions. A home signal displaying stop indication must not be passed until permission is obtained from the control operator or train dispatcher. If auto-manual interlocking station is closed, or if means of communication fail, ICC train or engine only may proceed at restricted speed under flag protection through interlocking limits.

BN trains or engines will only move through the interlocking when a control operator or train dispatcher authorizes the movement.

Telephones are located near home signals for communication with control operator or train dispatcher.

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

1214. 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 been shut down, under no circumstances should water be added or engine started.

In the event of freezing weather, any remaining water must be drained; the main engine water drain valve, cab heater drain valves, and water cooler drain must be opened to properly drain the locomotive.

Enginemen must observe water flowing from these valves, to be sure that proper valves are open. Engines must not be moved until water has stopped flowing from these valves.

Units that cannot be drained properly due to faulty valves, missing handles or plugged pipes, etc., must be reported by engineers at first

open station, or by radio communication to Chief Train Dispatcher, giving reason proper draining procedures have not been complied with.

Units in locomotive consist that have isolation switch in "start" position account mechanical or electrical problems must be observed by engine crew at every opportunity for proper wheel rotation and to insure engine has not died.

1215. Journal boxes on streamlined cars having roller bearings are equipped with a cylinder of liquid gas sealed with a low melting point solder which is melted when journal is overheating, emitting an odor similar to a stench bomb. The odor enters car through the fresh air intake of the air-conditioning system, and can also be detected in vestibule, as well as in cars following. When the odor is detected, immediate action should be taken to stop the train for inspection. Report should be promptly made to the chief train dispatcher.

1216. At the present time, the Illinois Central Gulf Railroad has over 150 G.P. 8-10 locomotives equipped with high friction composition brake shoes. These locomotives are equipped with one brake shoe per wheel and 9" brake cylinders.

Tests performed at Woodcrest, Paducah and Jackson, Tennessee reveal that the braking ratio is comparable to and compatible with all other locomotives in our fleet using this type shoe.

Enginemen must familiarize themselves with the different characteristics of a composition brake shoe to operate safely. The composition shoe delivers a more constant retarding force than cast iron shoes, which are more influenced by speed.

The material in the composition brake shoe was developed to match the wheel to rail adhesion at all speeds. Thus, composition shoes produce very little grab at low speeds. Cast iron shoes, in contrast, have a characteristic which produces a wheel locking effect under 5 MPH. At higher speeds, 30 MPH and above, the retarding force with composition brake shoes is somewhat greater than that with cast iron brake shoes.

Engineers must also be aware that when weather conditions are conducive to the formation of snow and ice on the face of the brake shoes, the retarding action of all brake shoes is reduced considerably until this ice accumulation is removed. Removal of the ice buildup on the face of the composition shoe is slowed down due to the polished wheel treads typically produced by the action of the composition shoes.

Also, heat does not penetrate composition brake shoes and they cool much faster after brakes have been released. For safe operation under these conditions, it is very important, especially with composition brake shoes, that an engineer drag his brakes on the engine before cutting off his train and when switching to insure proper retarding action for safe operation.

One additional precaution (which is very important), particularly in mixed brake type locomotive consists, with different maximum independent brake cylinder pressures, the engineers must be aware that the Illinois Central Gulf Railroad locomotives operate with the following prescribed brake cylinder pressures for both freight and switching service.

Units equipped with cast iron brake shoes, the independent brake cylinder pressure must be 40 psi as read from the brake cylinder gauge.

Units equipped with high friction brake shoes, the independent brake cylinder pressure must be 64 psi as read from the brake cylinder gauge.

1217. INSTRUCTIONS GOVERNING USE OF FREEMAN 4 MINE ON CARBONDALE DISTRICT:

All ICG-Missouri Pacific crews wishing to enter Freeman 4 mine lead must register in register book in the telephone box at the entrance of Freeman 4 mine lead as follows:

Before entering Freeman 4 mine lead, register must be examined by conductor or engineer to determine that all movements that have registered in and left for Freeman 4 Mine have arrived back from Freeman 4 Mine and registered out, thus determining that track is clear.

Conductor or engineer must record date, engine number, time left for Freeman 4 Mine and sign name on the register before leaving for Freeman 4 Mine. When such movement has arrived back from Freeman 4 Mine, conductor or engineer will record date, engine number and time arrived back from Freeman 4 Mine and sign name.

If an engine desires to enter Freeman 4 mine lead but register shows another movement already occupies the track, conductor of second engine may contact conductor of first engine, and if conductor of first engine agrees to stay at Freeman 4 Mine for second engine, then second engine may proceed to Freeman 4 Mine.

A bell has been installed on a pole at Freeman 4 load yard. This bell is controlled by push button located on phone booth at entrance to Freeman 4 mine lead. Any member of a crew at Freeman 4 load yard hearing this bell ring must notify conductor, who will promptly answer the telephone located in the booth.

To operate this bell, hold push button down 10 seconds. If no answer, repeat at 10 minute intervals until contact is made.

All other rules governing movements of train and engines on yard and secondary tracks remain in force.

Stop signs have been installed at telephone box and all movements must stop and comply with above instructions before proceeding.

1218. INSTRUCTIONS GOVERNING USE OF CAPTAIN MINE ON SPARTA DISTRICT:

Signal protection is in service on Captain Mine Lead, Percy, between MP-ICG junction and a point 500 feet north of Captain Mine Yard.

ICG southward signal governing southward movements is located at clearance of MP-ICG junction; and MP southward signal governing southward MP movements is located at clearance of MP-ICG junction.

Signal governing northward movements for both MP and ICG movements is located 500 feet north of Captain Mine Yard.

The above signals will display aspects in accordance with Rules 281 and 292 but YARD SPEED must not be exceeded, regardless of signal aspect.

When any of those signals convey a Stop indication, movement may be made in accordance with the following instructions which are posted at signals:

INSTRUCTIONS TO ICG TRAINMEN

Before lining junction switch for ICG movement, determine that there is no conflicting or opposing movement evident on MP or the joint track. Switch has no normal position.

With switch lined for ICG, if signal is conveying Stop indication and no conflicting or opposing movement is evident, operate push button and hold five seconds before releasing.

If signal does not clear in three minutes, and no conflicting or opposing movement is evident, move train or engine forward until leading wheels are 100 feet past Stop signal, wait ten minutes, then proceed prepared to stop short of train, engine, obstruction, or switch not properly lined but not exceeding ten miles per hour.

When signal governing northward MP and ICG movements conveys a Stop indication, movement may be made in accordance with the following instructions, which are posted at the signal:

INSTRUCTIONS TO MP AND ICG TRAINMEN

If signal is displaying a Stop indication and no opposing movement is evident, operate push button for five seconds before releasing.

If signal does not change to a Proceed indication in three minutes and no opposing movement is evident, move train or engine forward until leading wheels are 100 feet past Stop signal, wait ten minutes, then proceed prepared to stop short of train, engine, obstruction, or switch not properly lined, but not exceeding ten miles per hour.

Facing point switch indicator is in service at MP-ICG junction. Switch point indicator will convey green aspect when switch point fits properly in either position and red aspect when switch point does not fit properly. If switch indicator does not display a red or green aspect, or if it continues to display a red aspect with switch lined, a thorough inspection must be made to see that points fit properly, after which movement may be made over the switch.

Signal governing movement across scale located 300 feet West of No. 1 load yard switch is in service. Signal will convey green, yellow or red aspect. Trains both loaded and empty must not exceed five miles per hour across scale for scale to operate. After moving over scale, trains or engine must wait 10 minutes for scale to reset before making another movement over scale to weigh cars. If train received a red aspect or dark signal while approaching scale or moving across scale, train will stop and be governed by instructions of employees of Southwestern Illinois Coal Company. Crew members will be at scale house to pass signals when loaded train leaves mine.

The crossover switch at the extreme east end of tracks 1 and 2 and the crossover between tracks 2 and 1 about 100 feet east of tipple have split point derails to protect cables. Split point derails must be examined before use to assure proper fit. Switches must be lined for complete movement through crossover before commencing movement and must not be relined until movement is completed.

When the loading device at the tipple is lowered it will not clear engine or cars. There are signals on the east and west side of the tipple which display the following aspects:

- Green—loading device in raised position
- Red —loading device in lowered position

When the signal aspect cannot be determined, cars must not be coupled into until it is known what position loading devices are in. Trainmen must be on lookout for sheaves and cables on top of ties in middle of tracks from tipple to extreme east end of tracks.

1219. Missouri law makes it unlawful to place immediately ahead of occupied caboose or immediately behind an occupied locomotive, a flat car on which are placed loads that shift or move, or bulkhead type flat car that is loaded above the top edge of the car or beyond the sides, or a gondola type car loaded above the edge with pipe, lumber or poles, or with freight or machinery which might shift or move. This restriction does not apply to switching movements.

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.

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 trainmaster 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 trainmaster will authorize such temporary reduction as may be necessary, but such reduction must not be kept in effect longer than 24 hours without authority from the superintendent.

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

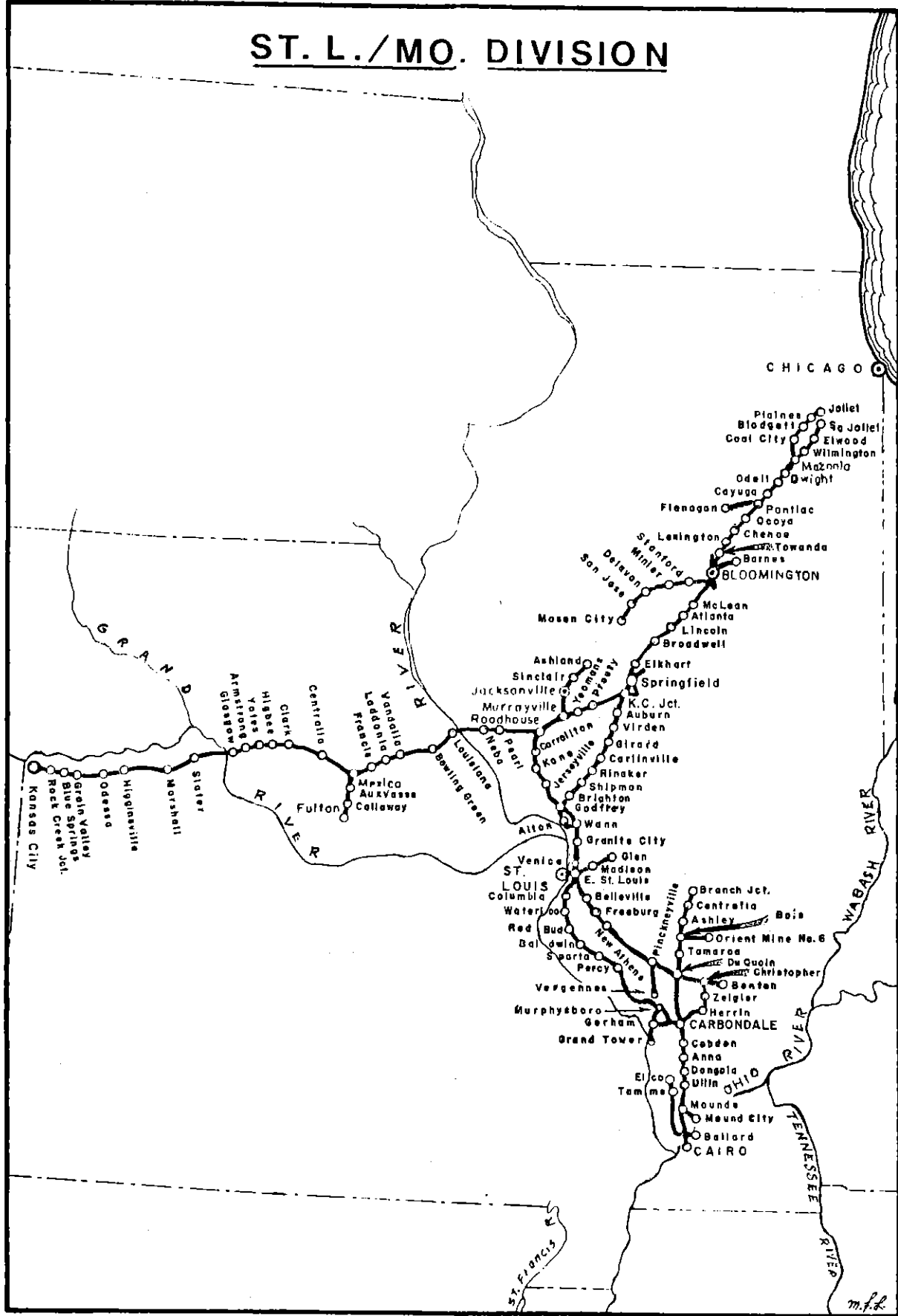
100% TONNAGE RATING

Factor	3	7	8	8	3	7	13
Diesel Horsepower	Pinckneyville to Belleville Northward Ruling Grade— Pinckneyville to Layfield	Belleville to Pinckneyville 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 Grand Tower Ruling Grade— Sand Ridge
1200	4705	4075	4850	4850	3070	2920	6220
1500	4850	4250	7635	6225	3490	3220	6455
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	

Factor	6	15	6	5	8	7
Diesel Horsepower	Centralia to Carbondale Southward Ruling Grade— Centralia to Irvington	Carbondale to Centralia Northward Ruling Grade— MP 285 to Tamaroa	Carbondale to Cairo Southward Ruling Grade— Makanda to Cobden	Cairo to Carbondale Northward Ruling Grade— Mounds to Villa Ridge and Dongola to MP 332	DuQuoin to Benton Southward	Benton to DuQuoin Northward
1500	5325	9525	3820	3750	3820	4950
1750	5645	10955	4050	3940	4120	5250
3000	10650	19050	7640	7500	7640	9900
3250	10970	20480	7870	7690	7940	10200
3500	11290	21910	8100	7880	8240	10500
4500	15975	28575	11460	11250	11460	14850
4750	16295	30005	11690	11440	11760	15150
5000	16615	31435	11920	11630	12060	15450
5250	16935	32865	12150	11820	12360	15750

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

ST. L./MO. DIVISION



CHICAGO

GRAND RIVER

MISSOURI RIVER

MISSOURI RIVER

WABASH RIVER

OHIO RIVER

TENNESSEE RIVER

ST. FRANCIS RIVER

m.f.d.

TRAIN DISPATCHERS TELEPHONE NUMBERS

BLOOMINGTON	COMMERCIAL	COMPANY	CHICAGO	EXTENSION/
Chief Train Dispatcher	1-309-829-8051	Access Code + 41	Chief Train Dispatcher	1-800-972-8385 Access Code + 2989
Train Dispatcher	1-309-829-9124	Access Code + 71	St. Louis and Carbondale Districts Dispatcher	1-800-972-8385 Access Code + 2893
KANSAS CITY			Sparta and Murphysboro Districts Dispatcher	1-800-972-8385 Access Code + 2979
Chief Train Dispatcher	1-816-842-6593	Access Code + 14	Centralia District Dispatcher	1-800-972-8385 Access Code + 2991
Train Dispatcher	1-816-842-5725	Access Code + 13		
CHICAGO — STANDARD TIME.	ACCESS CODE + 3471			



Amtrak Industries Company

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 column apply.
 - The symbol(s) indicates wording at top that applies.
 - See Appendix for explanation of reference symbols.

POSITION IN TRAIN OF CARS CONTAINING EXPLOSIVES AND OTHER HAZARDOUS COMMODITIES

MUST NOT BE PLACED NEXT TO:

TYPE OF CAR	PLACARD APPLIED ON CAR	MUST NOT BE PLACED NEXT TO:															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
ANY CAR (INC. FLAT CARS CARRYING TRAILERS OR CONTAINERS) EXCEPT TANK CAR	EXPLOSIVES A			X	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
ANY CAR	RADIOACTIVE			X	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	X
ANY CAR	COMBUSTIBLE OR EMPTY COMBUSTIBLE	X															
ALL OTHER LOADED CARS	ANY PLACARDS																

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

② Other than a specially equipped car in trailer-on-flat car or conditioner-flat car service or a flat car loaded with vehicle 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.