

SAFETY

**IS OF THE FIRST IMPORTANCE
IN THE DISCHARGE OF DUTY**

CHIEF MEDICAL OFFICER

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Dispatchers

T.P.W. Form 1662

TOLEDO, PEORIA & WESTERN RAILROAD COMPANY



TIME TABLE No. 3

**Takes Effect Sunday,
July 13, 1980 .
at 12:01 a.m. .**

Superseding Time Table No. 2

**For the Information and
Government of Employees only.**

R. E. MC MILLAN
President

R. D. MATHES
Superintendent

W. R. HOPPER
Assistant Superintendent

J. R. BROWN
Trainmaster — Rules Examiner

J. FRIEDMANSKY
Assistant Trainmaster —
Station Supervisor

Make Safety A Habit



TEE PEE WILLIE says, *"It's a known fact that most injuries which happen are caused directly by the injured person. Only a small per cent are caused by defective equipment or devices. Because of this, each person must be primarily responsible for his own safety."*

WESTWARD

FIRST SUBDIVISION

EASTWARD

SECOND CLASS		FIRST CLASS	MILE POST	STATION NUMBERS	TIME TABLE No. 3 STATIONS	CAPACITY OF PASSING SIDINGS IN FEET	TRAIN ORDER STATIONS	SYMBOLS	FIRST CLASS	SECOND CLASS	
25	21	311							312	20	24
	223	PRAIRIE MARKSMAN							PRAIRIE MARKSMAN	322	LOCAL
Daily Ex. Mon.	Daily	Daily							Daily	Daily	Daily Ex. Sun.
	VIA CONRAIL			0E	LOGANSFORT		N	K.R.B. Y. YD.		VIA CONRAIL	
	10:47 pm		6.1E	6E	CON-RAIL 6.1 JCT. KENNETH			R		6:09 am	
	10:58		12.4E	12E	BURNETTSTVILLE					6:00	
	11:07		18.9E	19E	LUTHY	7627				5:51	
	11:10		21.2E	21E	L & N 2.3 CROSSING MONTICELLO	1900				5:48	
	11:19		27.2E	27E	L & N 6.0 CROSSING REYNOLDS	2174				5:39	
	11:35		36.0E	36E	WOLCOTT	2332				5:23	
	11:43		41.6E	42E	REMINGTON	1968	D	K.B.Q1		5:15	
	11:53		49.1E	49E	GOODLAND	3487				5:05	
	12:05 am		57.1E	57E	CON-RAIL 8.0 CROSSING KENTLAND					4:53	
	12:11		61.3E	0	EFFNER		N	R.B.Y. K. YD.		4:47	
	12:17		2.1	2	CR 2.1 CROSSING SHELDON			YD.		4:41	
6:25 am	12:23		4.1	4	WEBSTER			YD.		4:35	9:50 am
6:37	12:32		11.1	11	MP 7.0 CROSSING WATSEKA		N	Q1.		4:26	9:38
6:45	12:40		17.4	17	CRESCENT CITY					4:18	9:30
6:50	12:45		20.8	21	LEONARD					4:13	9:25
6:55	12:50		24.6	25	I. C. G. 3.8 CROSSING GILMAN	3951	D	Q1.		4:08	9:20
7:01	12:56		29.5	30	LA HOGUE	1687				4:02	9:14
7:08	1:03		35.0	35	PIPER CITY	1868				3:55	9:07
7:15	1:10		40.3	40	I. C. G. 5.3 CROSSING CHATSWORTH					3:48	9:00
7:23	1:18		46.4		N&W 6.1 CROSSING FORREST JUNCTION					3:40	8:52
7:24	1:19		47.0	46	FORREST	2032	N	R.B.K.		3:39	8:51
7:30	1:25		51.8	52	FAIRBURY	3487	D	R.Q1.		3:33	8:45
7:42	1:33	★	57.9	58	WESTON	2288			★	3:25	8:37
7:48	1:39	7:45 pm	62.8	63	I. C. G. 4.9 CROSSING CHENOA			R	7:18 am	3:19	8:31
7:54	1:45		67.2	67	MEADOWS					3:13	8:25
7:59	1:50		71.2	71	GRIDLEY	1685				3:08	8:20
8:08 ²⁴	2:02	8:00	78.3	78	I. C. G. 7.1 CROSSING EL PASO	2433	D	Q1.	7:01	2:56	8:08 ²⁵
8:19	2:13		84.8	85	SECOR					2:45	7:57
8:31	2:25	8:18	91.6		STREATOR JCT.			R	6:43	2:33	7:45
8:32	2:26		92.0	92	EUREKA		D			2:32	7:44
8:35	2:29 ²⁰		94.0	94	CRUGER	5402				2:29 ²¹	7:41
8:39	2:35	8:26	97.5		PEKIN JCT.			R	6:35	2:23	7:35
8:42	2:38		99.5	100	WASHINGTON	1752				2:20	7:32
9:01 am	2:58 am		108.0	108	EAST PEORIA YARD		N	C.R.B.T. K.O. YD. Q1-Q2		2:00 am	7:12 am
		8:46 pm	108.7	109	AMTRAK STATION (170)				6:15 am		

★ TRAINS 311 AND 312 WILL ENTER AND LEAVE TP&W MAIN TRACK CHENOA AT WEST WYE SWITCH.

WESTWARD

SECOND SUBDIVISION

EASTWARD

SECOND CLASS			MILE POST	STATION NUMBERS	TIME TABLE No. 3 STATIONS	CAPACITY OF PASSING SIDINGS IN FEET	TRAIN ORDER STATIONS	SYMBOLS	SECOND CLASS		
123	121								120	122	
Local	223								Local	322	
Daily Ex. Sat.	Daily								Daily Ex. Sun.	Daily	
	9:00 pm	12:30 pm	108	108	EAST PEORIA YARD		N	C.R.B. T.K.O.YD. Q1 & 2 YD.	6:29 pm	9:36 pm	
VIA P. & P.U.			114.9		N&W 4.1 CROSSING						VIA P. & P.U.
					IOWA JCT.						
	10:09	1:39	119.6	119	7.5 HOLLIS	4970		R. YD. Q1 & 2 Y.B.K.	5:20	8:27	
	10:13	1:42	121.5	122	2.9 KOLBE		N		5:16	8:24	
	10:14	1:43	122.5	123	1.0 MAPLETON				5:15	8:23	
	10:21	1:50	127.1	127	4.6 GLASFORD	1743			5:08	8:16	
	10:34	2:03	136.8	137	9.7 RAWALTS	2703			4:55	8:03	
	10:41	2:10	139.5	140	BN 2.7 CROSSING CANTON				4:48	7:56	
	10:51	2:20	146.9	147	7.4 U E SIDING	4798			4:38	7:46	
	10:54	2:23	149.2	149	2.3 CUBA				4:35	7:43	
	11:01	2:30	154.5	155	5.3 SMITHFIELD	3611			4:28	7:36	
	11:06	2:35	157.8	158	3.3 SEVILLE				4:23	7:31	
	11:11	2:40	161.2	161	3.4 MARIETTA				4:18	7:26	
	11:19	2:48	165.5	166	4.3 NEW PHILADELPHIA				4:10	7:18	
	11:22	2:51	167.4	167	1.9 BLAIR JUNCTION			R	4:07	7:15	
	11:26	2:55	170.9	171	BN 3.5 CROSSING BUSHNELL				4:03	7:11	
	11:32	3:01	175.4	175	4.5 SCOTTSBURG				3:57	7:05	
	11:38	3:07	179.6	180	4.2 GOOD HOPE	1704			3:51	6:59	
	11:43	3:12	183.4	183	3.8 SCIOTA	1696			3:46	6:54	
	11:51	3:20	189.4	189	6.0 BLANDINSVILLE				3:38	6:46	
	11:59 pm	3:28	195.5	196	6.1 LA HARPE		N	R.B.Y. YD. Q1	3:30 pm	6:38	
			199.7L	199	4.2 DISCO						
		3:46 pm	206.0L	206	ATSF 6.3 INTERLOCK LOMAX			R. YD.		6:20 pm	
VIA A.T.S.F.				222	15.9 FT. MADISON						VIA A.T.S.F.
	123	121			113.9				120	122	

WESTWARD

THIRD SUBDIVISION

EASTWARD

SECOND CLASS		MILE POST	STATION NUMBERS	TIME TABLE		TRAIN ORDER STATION	SYMBOLS	SECOND CLASS	
	123			No. 2				120	
	Local			STATIONS				Local	
	Daily Ex. Sat.							Daily Ex. Sun.	
	11:59 pm	195.5	196	LA HARPE	N	R.B.Y. YD. Q1	3:30 pm		
	12:12 am	200.1	200K	4.6 LA CROSSE			3:17		
	12:27	205.1	205K	5.0 BURNSIDE			3:02		
	12:39	209.5	210K	4.4 FERRIS			2:50		
	12:45	211.5	212K	2.0 McCALL			2:44		
	12:53	216	216K	4.5 ELVASTON			2:36		
	1:04 am	221.7		5.7 TABERS		YD.	2:25 pm		
		222.6	223K	.9 HAMILTON		Y. YD.			
		223.9	225K	1.3 KEOKUK	D	R.B.K.			
	123			(28.4)		YD. Q1	120		

STATION NUMBERS of Stations
not shown on Time Table:

53—Honegger
112—P. & P.U., Peoria
114—B. N., Peoria
115—M. & S.T.L. P. & P.U.
118—Collier YD.
120—Sommer
222—A. T. S. F., Fort Madison
224—B.N., Keokuk

SYMBOLS

The following symbols indicate:

"B"—Bulletin Board
"C"—Fuel
"K"—Standard Clock
"O"—Track Scales
"R"—Register
"T"—Turntable
"Y"—Wye
"Yd"—Yard Limits
"D"—Daytime Train Order
Station
"N"—24 hour Train Order
Station
"Q"—Radio Base Station
"1"—Radio Channel No. 1
"2"—Radio Channel No. 2
"S"—Station Stop
"F"—Flag Stop

MILEAGE:

E. Point Switch of Wye at
Kolbe to Coal Track Switch
Kingston Terminal . 2.25 mi.
Switch between TP&W Main
Track and ATSF No. 1 at
Lomax to Fort
Madison 15.9 mi.
Kenneth, end of TP&W
Ownership, to Race Tower
7.2 miles

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS

Maximum authorized speed over any subdivision:

Passenger Train — 55 MPH

Freight Train — 40 MPH

1. SUPERIORITY OF TRAINS:

On single track, eastward trains are superior to westward trains of the same class.

2. REGISTER STATIONS:

First Class trains must register at East Peoria Yard and Chenoa. Other trains register at Chenoa when instructed to do so.

All trains will register at Effner, Forrest, East Peoria Yard, Hollis, LaHarpe and Keokuk. Trains will not register at Kenneth, Fairbury, Streator Jct., Pekin Jct., Blair Jct., or Lomax unless instructed to do so.

When Operator is on duty at Effner, Forrest or LaHarpe trains may register by O.S. Form 96.

3. CLEARANCE CARD FORM A:

Trains originating at Effner or Webster will require Clearance Card Form A at Effner.

Train No. 311 must not enter TP&W Main Track at Chenoa until clearance card Form A is received.

Eastward trains and Westward trains, operating beyond Hollis, originating at East Peoria Yard, must secure Clearance Card Form A from Operations Center.

Trains operating between East Peoria Yard and Peoria will not require Clearance Card Form A.

Eastward Trains originating at Lomax will require Clearance Card Form A at Lomax.

Third Subdivision trains originating at LaHarpe or Tabers will require Clearance Card Form A at LaHarpe or Keokuk.

Trains originating at Kenneth will require Clearance Card Form A at CR Van Tower, Logansport.

4. YARD LIMITS:

Yard limits exist at the following locations and all trains will be governed by Rule 93 in these yard limits. Yard limit boards are in place.

Between MP 57.29E and MP 58.03E Kentland.

Between MP 60.80E East of Effner and MP 4.84 West of Webster.

Between MP 106.66 East of East Peoria Yard and the end of double track East of the Illinois River, East Peoria.

Between MP 119.6 Hollis and MP 120.47 west of Sommer.

Between MP 121.5 Kolbe and MP 123.7 on Kolbe Main to Kingston Terminal.

Between MP 193.89 East of LaHarpe and MP 196.31 West of LaHarpe (3rd Sub.)

Between MP 193.89 East of LaHarpe and MP 196.49L West of LaHarpe (2nd Sub.).

Between MP 221.34 East of Tabers and Keokuk.

Between MP 204.98L and ATSF Connecting switch at Lomax.

5. JOINT TRACK FACILITIES:

A. N&W trains will enter and leave T.P.&W main track at east switch of passing siding at Fairbury, and will use passing siding for movements between Fairbury and junction of T.P.&W. and N&W track west of Fairbury. If necessary to use main track west of east switch of passing siding, N&W trains must protect in accordance with Rule 99 and in the event of accident N&W trains will be held responsible.

B. Westward ATSF trains, when clear at Pekin Junction, must report Clear to TP&W Dispatcher by telephone.

6. HOT BOX-DRAGGING EQUIPMENT DETECTORS

Hot Box detectors located at:

MP 27.50 on North Side of Track

MP 86.50 on North Side of Track

Dragging equipment detector works in conjunction with these hot box detectors.

EXAMINATION OF JOURNALS FOR WHICH HOT BOX HAS BEEN DETECTED BY HOT BOX DETECTOR:

A. STOP THE TRAIN: Comply with operating rules and locate indicated journal. Journal location will be indicated by signals and digital display board at detector site.

B. VISUALLY inspect entire truck for obvious mechanical defects such as broken bolster, truck side, loose wheel, fouled brake rigging, etc.

C. FEEL journal box, or roller bearing adapter WITH GLOVED HAND (to prevent burn). If it is noticeably hotter than adjacent boxes or adapters — SET OUT THE CAR.

D. FOR FRICTION BEARINGS if box is noticeably hotter, open lid and inspect journal end for heat. If journal end is hotter than adjacent journal ends SET OUT THE CAR.

E. IF no unusual heat has been noticed, feel hub of wheel with gloved hand. If hub is noticeably hotter than adjacent hubs check for fouled brake riggings, or defective brake parts. If cause of overheating can not be found or corrected, then SET OUT THE CAR. If hub is not noticeably hotter when felt with a gloved hand, feel hub carefully with bare hand.

F. IF no unusual heat has been found by the previous steps, make the same check for the two cars in front of and the two cars behind original car.

G. Even if no indication of heat has been found, the car should be watched carefully if left in the train. The detector is sensitive enough to catch trouble which is just beginning and which may not be found by the above steps.

7. MOTIVE POWER RESTRICTIONS:

A. Keokuk Municipal Bridge, Keokuk, Iowa and Slew Bridge 222.89 just east of Keokuk Municipal Bridge restricted to 4 unit diesel power, provided such units do not exceed 3000 HP each. All other bridges are good for multiple unit diesel power, provided such units do not exceed 3600 HP each.

B. Engines 102-103 coupled together or engines 1850 HP or more may not operate beyond East Frog of House Track and inside East Wye Watseka.

C. When engine consist, consists of more than three (3) units coupled and MU'D, before starting back up movement all units except the 3 units next to train must be isolated to prevent jackknifing.

D. Engines will not move over, or onto, the weigh rails of scales on:

"K" track Gridley

East Peoria Yard

Track "3" at Sherex Chemical Company, Kolbe.

Not more than one locomotive unit will be moved over scale at Missouri Portland Cement Sommer and speed will not exceed 3 miles per hour.

8. TRACK OPERATIONS:

A. East Peoria Yard includes all tracks from yard limit board Milepost 106 plus 3508 feet to end of double track just east of Illinois River.

Double track extends from Mile Post 108.65 just west of N&W crossing to Mile Post 110.75 just east of Illinois River Bridge.

In operating over double track, all trains and engines will use the right hand track, unless necessary to use the opposite track to avoid delay.

When necessary to use opposite track in making extended movements, permission must be obtained from Yardmaster.

B. At Main Street crossing, P.&P.U. Junction, East Peoria, because of multiple tracks, only one movement at a time will be permitted over this crossing. In the event crossing is occupied, any movement on adjacent TP&W or N&W tracks will stop to clear crossing, wait until movement on adjacent track has cleared crossing and full visibility has been restored to highway traffic before proceeding. In the execution of this order, eastbound movements will have precedence over westbound movements.

Switch and signals at P.&P.U. Junction between N&W and T.P.&W. are operated by remote control from P.&P.U. operators' office at West Washington Street. In case of switch failure, a member of the crew must call P.&P.U. operator at West Washington Street for instructions.

C. At N&W interchange track, East Peoria, derails must be left in derailing position and east and west switches normally lined for N&W.

D. Derail and connecting target is in place on west end No. 1 track, East Peoria Yard, about 15 feet west of switch point of west thoroughfare track. This derail must be kept on the rail at all times that section of No. 1 track is not in use.

E. West yard lead switch out of main track at East Peoria Yard is equipped with a spring switch normally lined for the main track.

F. Normal position for P&PU Junction switch between eastbound main and P&PU connection is lined for P&PU, and must be restored to that position after being used for conflicting route.

G. IOWA JUNCTION AND HOLLIS: Yard limits exist between Iowa Junction and Hollis. All trains and engines will operate under provisions of Rule 93, Yard Limit Rule.

Between Iowa Junction and Hollis, train and engine movements will be made only on the authority of the TP&W Train Dispatcher, East Peoria. Westward trains and engines will not leave Iowa Junction and eastward trains and engines will not leave Hollis until permission has been granted.

H. Sand must not be used over spring, remote control or interlocked switches.

9. MINIMUM DISTANCE FLAGMAN MUST GO OUT TO AFFORD PROTECTION:

Location	Distance
1st Subdivision (except	1½ miles
Between MP 79 and MP 85	2 miles
Between MP 100 and MP 107	2 miles
2nd Subdivision (except	1½ miles
Between MP 123 and MP 137	2 miles
Between MP 155 and MP 166	2 miles
Between MP 196 and MP 205	2 miles
3rd Subdivision (except	1½ miles
Between MP 205 and MP 210	2 miles
Between MP 216 and MP 222	2 miles

10. HANDLING EQUIPMENT:

A. EXPLOSIVES: Cars loaded with inflammable articles, acids, dynamite, powder and other explosives and placarded loaded tanks must be handled in accordance with Bureau of Explosives Tariff and supplements thereto (SEE CHART — BACK COVER PAGE).

Tank cars, transporting flammable compressed gas requiring dangerous placards shall not be cut off in motion.

No car moving under its own momentum shall be allowed to strike any tank car containing flammable compressed gas placarded dangerous, nor shall any such car be coupled into with more force than is necessary to complete coupling.

Chief Yard Clerk will notify Yardmaster of any cars of flammable compressed gas carrying dangerous placards.

Yardmaster will notify yard crews and switch list must be marked accordingly. Yard clerks must show on consist to Conductor.

These requirements shall also apply to trains on the road which are required to perform switching operations at intermediate stops.

B. Special Equipment and extra dimensional loads must be inspected for safe side and top clearance and proper blocking before being moved in trains.

C. Trains handling derricks, pile drivers, clam shells, cranes, shovels and other special equipment on its own wheels must not exceed speed of twenty (20) miles per hour, except trains handling locomotive crane No. 99 must not exceed speed of thirty (30) miles per hour.

D. Dead engines must be placed as near the forward end of trains as conditions and rules governing bridge restrictions will permit.

11. PUSHER SERVICE:

The following procedure will govern with respect to handling of pusher engines:

Engineer on train being pushed will take slack out of train at the beginning of grade and before pusher engine starts to push train.

Pusher engine force will not exceed 400 amps. as indicated by the ammeter, until train being pushed gets on the main line when full throttle and normal operation may be resumed.

The conductor of the train being pushed will be responsible for the cutting off of pusher engine, and where it will be cut off. He will not close angle cock on pusher engine.

Angle cock on pusher engine will remain open until pusher engine is cut off and brought to a complete stop.

Attention is called to the importance of moving the handle on the auxiliary angle cock on caboose platform to the closed position before proceeding with any other part of the performance, as failure to close this angle cock will cause the air in train which is being pushed to go into emergency. Under no circumstances will pusher be cut off if either engine is approaching within 800 feet of a road crossing.

Between East Peoria Yard and Washington the Helper Engine, when assisting a train over Washington Hill has the rights of the train to which it is coupled.

The Helper Engine has the authority to return from Washington to East Peoria Yard ahead of second class trains.

The Helper Engine is authorized to return to East Peoria Yard against Eastward second class and inferior trains under the protection of a flag to be left at East Peoria

Yard for that purpose. A member of the crew, preferable the field man, will be left at East Peoria Yard to hold second class and inferior trains until the return of the Helper Engine.

Engines in pusher service between East Peoria Yard and Pekin Junction under this provision must advise dispatcher before departure and report their arrival back at East Peoria Yard to the Train Dispatcher.

Engines working between East Peoria Yard and Pekin Junction on Form "H" Train Orders will return both Conductor's and Engineer's copy of orders back to Train Dispatcher when they arrive back at East Peoria Yard and their work is completed.

12. OPERATING ON FOREIGN TRACKS:

A. OPERATIONS OVER P&PU TRACKAGE BETWEEN P&PU JUNCTION AND IOWA JUNCTION:

In addition to applicable TP&W Transportation rules and Special Instructions the following P&PU Transportation Rules and Instructions will apply while operating over P&PU Trackage. TP&W employees are not required to provide themselves with a copy of P&PU Transportation Rule Book.

DEFINITIONS:

AUTOMATIC BLOCK SYSTEM — A series of consecutive blocks governed by block signals, cab signals, or both, activated by a train or engine by certain conditions affecting the use of a block.

AUTOMATIC SWITCH — A Switch equipped with a spring mechanism arranged to cause the points to remain in the position last used after having been trailed through.

BLOCK — A length of track of defined limits, the use of which by trains and engines is governed by block signals, cab signals, or both.

BLOCK OR HOME SIGNALS — A fixed signal at the entrance to a route or block to govern trains and engines entering and using that route or block.

BLOCK STATION — A place from which block signals are operated.

BLOCK SYSTEM — A series of consecutive blocks.

CENTRALIZED TRAFFIC CONTROL SYSTEM (CTC) — A term applied to a system of railroad operation by means of which the movement of trains or engines over routes and through blocks on a designated section of track or tracks is directed by signals controlled from a designated point, superseding timetable superiority of trains and without requiring the use of train orders.

CONTROL OPERATOR — An employee assigned to operate a CTC Control Machine.

DUAL CONTROL SWITCH — A power operated switch that is also equipped for hand operation.

DWARF SIGNAL — A low signal.

MANUAL BLOCK SYSTEM — A series of consecutive blocks, governed by block signals operated manually upon information by telephone, telegraph or other means of communication.

REMOTE CONTROL — A method of operating outlying signal appliances from a designated point.

RESTRICTED SPEED — Proceed prepared to stop short of train, obstruction, switch not properly lined, or anything that may require the speed of a train or engine to be reduced.

Where automatic block signal rules, interlocking rules, or signal indications require movement at **RESTRICTED SPEED**, such movement must be made prepared to stop short of train, obstruction, or switch not properly lined and be on the lookout for broken rail or anything that may require the speed of a train or engine to be reduced, but a speed of fifteen (15) MPH must not be exceeded.

SIDING — A track auxiliary to the main track.

SIGNAL ASPECT — The appearance of a fixed signal conveying an indication as viewed from the direction of an approaching train or engine, or the appearance of a cab signal conveying an indication as viewed by an observer in the cab.

SLOW SPEED — Not exceeding ten (10) mph.

SPRING SWITCH — A switch equipped with a spring mechanism arranged to restore the switch points to original position after having been trailed through.

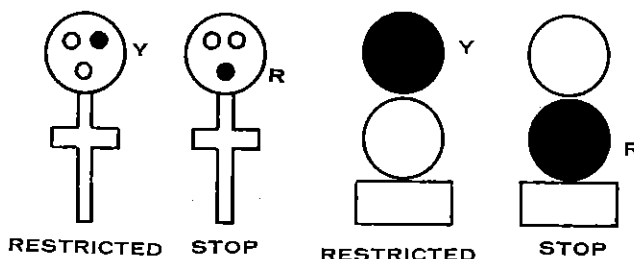
PEORIA AND PEKIN UNION RAILWAY COMPANY TRANSPORTATION RULES:

28(a) — Imperfectly displayed signals must be promptly report to dispatcher or yardmaster.

104(c) — Automatic switches are identified by letter (A) on the switch stand target.

161 — A yellow flag and, in addition, a yellow light by night, placed on enginemens side of the track, indicates that the track about 3,000 feet distant is in condition for a speed of but ten (10) mph, unless otherwise specified by train order, bulletin, or black numerals on a yellow disc displayed by the foreman at the point where slow track begins. A green flag and, in addition a green light by night, placed on the enginemens side will indicate end of slow track.

281 to 291 — **FIXED SIGNALS OF COLOR LIGHT TYPE:**
R - RED
Y - YELLOW



537 — When necessary to operate a dual control switch by use of hand throw lever, permission must be obtained from Train Dispatcher to so operate switch before placing selector lever in hand operating position.

538 — A power operated switch known or thought to be out of order must be reported to Train Dispatcher from first available point of communication.

539 — When through with use of switch, selector lever must be locked to power operating position and so reported promptly to Train Dispatcher.

702 — Employees must not, and Yardmaster, Conductor and Engine Foreman must see that they do not: Step upon or alight from leading footboard of a moving engine from or to a position between the rails.

Ride upon leading footboard of engine, except when necessary to make cut between engine and cars that are being pushed.

Go between moving cars or engines to uncouple, open, close or adjust knuckles of couplers. (If lever is inoperative and it is necessary to adjust knuckles by other means, proper understanding must be had and full protection afforded before doing so).

Step in front of moving cars or engines to adjust knuckle.

Go between cars for any purpose without protection or knowing that cars are not coming in from either end of track.

Use feet to change alignment of drawbar.

Remove any of the safety appliances of an engine or car for convenience in switching which would endanger the safety of themselves or others. Alter, nullify, change design of, or in any way restrict or interfere with the normal intended function of any device or equipment on engines, cars or other railroad property without proper authority, except in case of emergency in which case full report must be made to the Chief Operating Officer.

Ride upon coupler, sills and pilot beams of locomotives.

Ride on dead-woods, drawbars, brakebeams, brakewheels, end ladders and on end of car containing load that may shift.

Stand near the end of freight cars except when operating handbrakes or backup hose.

Sit on footboard or pilot beam of engine when engine is standing still.

Walk or step on rail, frog, switch, guardrail, interlocking machinery of connection when crossing tracks.

Sit or stand on rail, except when necessary for the proper performance of duty.

509 — If, after block or home signal has been called in clear indication the train or engine stops, or is delayed before the signal is reached, the employees must again call to each other the indication of such signal before it is passed.

515 — A train or engine having passed beyond the limits of a block must not back into that block except under protection as prescribed by Rule 99 or authority of Dispatcher.

517 — If any part of a train or engine overruns a STOP indication, front of train or engine must be protected immediately as prescribed by Rule 99 and member of crew must communicate with the Train Dispatcher and be governed by his instructions. The facts must be promptly reported to the Chief Operating Officer by the first available means of communication.

518 — When a block signal indicates STOP one or more of the following conditions may exist:

- (a) Train or other obstruction in the block.
- (b) Main track switch open.
- (c) Car on siding within fouling distance of main track.
- (d) Broken rail.
- (e) Failure of the system.

519 — A signal indicating STOP, which is evidently out of order, must be reported to Train Dispatcher from the first available point of communication.

520 — An absolute STOP signal must not be passed until permission to pass signal is obtained from Train Dispatcher. If the means of communication have failed train or engine may then proceed under flag protection to the next signal displaying a green light or a yellow light, expecting to find one or more of the conditions mentioned in P&PU Rule 518.

521 — When a train or engine has been stopped by a STOP indication, if no conflicting movement is evident, a member of the crew must immediately communicate with Train Dispatcher, identify himself, his train and location, and be governed by instructions received.

522 — Telephones will be located at such signal locations or other points as may be necessary for transmitting and receiving instructions or information, which crew members will use when necessary to facilitate the movement of trains or engines.

523 — To avoid misunderstanding, instructions given by the dispatcher over the telephone must be repeated by the party receiving same and shall not be considered complete until the Dispatcher replies "All Right".

530 — When two or more trains or engines have been coupled and so move past a signal, if separated within block signal limits, Train Dispatcher must be notified.

Unless otherwise instructed TP&W trains will use N&W running track from P&PU Washington Street, to Wesley Junction, Signal indications will govern movements westbound from Wesley Jct. to B J Tower and from Sanger Street to Wesley Jct. eastbound. TP&W trains will use 91 pocket track at the south end of 91 yard and the eastbound main.

TP&W crews on Westbound trains will contact P&PU Dispatcher via radio or TP&W Yardmaster, if unable to communicate with P&PU Dispatcher, after air test has been made at East Peoria Yard and train is ready to proceed. If informed P&PU cannot handle your train, you will wait at East Peoria Yard until P&PU can handle, unless train size permits you to wait on double track to clear street crossings and flasher circuits.

If proceed indications are not displayed on signal-governing movements into P&PU Yard on your arrival at P&PU Junction, you will again contact P&PU Dispatcher or TP&W Yardmaster via radio.

TP&W trains making Eastbound movements through P&PU Yards MUST STOP AT IOWA JUNCTION and contact P&PU Dispatcher via radio or telephone located at Iowa Junction and have permission before entering P&PU tracks.



TP&W crews making deliveries to BN will leave P&PU trackage from southbound main at P&PU-BN Jct. located just west of South St. and use BN main line from this junction through BN yard.

On return movement, before fouling any P&PU trackage, P&PU Dispatcher must be contacted from phone located at South Street and be governed by his instructions.

B. RULES AND SPECIAL INSTRUCTIONS GOVERNING TP&W TRAIN AND ENGINE OPERATION ON C&NW MAIN TRACK AT SOMMER, ILLINOIS:

Before operating switches to enter C&NW main track a member of the TP&W crew must communicate with C&NW train dispatcher for authority to enter C&NW main track. When movement by TP&W train or engine is completed and clear of C&NW main track and switches restored to normal position and locked, a member of the crew must report main track clear to C&NW train dispatcher.

The eastward absolute signal at PT crossing will govern, in addition to movements over PT crossing, all eastward movements on the C&NW main track. The aspects displayed by this signal are as prescribed by Rule 240A and 240N of the Consolidated Code of Operating Rules. These Rules are

Rule	Aspect	Name	Indication
240A		Stop	Stop before any part of train or engine passes the signal.
240N		Restricting	Proceed at restricted speed.

R — Red

L — Lunar

Definition of Restricted Speed: "Proceed prepared to stop short of train, engine, obstruction, or switch not properly lined, looking out for broken rail or anything that may require the speed of a train or engine to be reduced, but not exceeding 20 MPH."

C. OPERATION OVER BN TRACKAGE:

All movements over BN trackage will be governed by the Consolidated Code of Operating Rules 1967 edition.

BN Trackage Keokuk, Canton, and Peoria, used by TP&W Trains and Engines are within Yard Limits.

No first class trains scheduled in or out of Keokuk, Canton, or Peoria on BN.

KEOKUK:

Main track switches Keokuk to be lined and locked for Track #5. TP&W crews will not use BN Main at Keokuk south of Track #5 switch, except to make delivery to BN on Track #6. If necessary to use Track #6 at Keokuk, permission must be received from BN operator in KUD.

BUSHNELL TO BLAIR JUNCTION

Crossover connecting TP&W Second Subdivision main track and BN 6th Subdivision track at Blair Junction MP 167.4 is in service for operation of unit trains only. TP&W end of crossover is locked with TP&W switch locks. BN end of crossover is equipped with dual controlled power switch. TP&W trains may not enter BN trackage from TP&W without authority of BN Dispatcher and proper signal indication. Trains may not enter TP&W trackage from BN without clearance card Form A and train order permitting it to occupy TP&W Main track.

CANTON

Before fouling East Wye, Canton, Illinois a member of crew must contact BN operator at Canton by using BN block phone. If unable to contact BN Operator or Dispatcher, contact TP&W Operator at Canton or TP&W Dispatcher for instructions.

TP&W trackage rights extends 3600 feet south of south Gorman Track Switch.

PEORIA

When shoving cars over Cedar Street, Peoria, a member of the crew must be on the ground a sufficient length of time before crossing is occupied.

Employees are prohibited from occupying sides of car on Yard Tracks Nos. 11, 12, 13 and 14 BN Yard, Peoria, Illinois while cars are in motion.

SPEED RESTRICTIONS IN BN PEORIA YARD

Between Edmund Street and Burlington Elevator, Peoria - 10 mph

Between 150 feet east of Edmund St. and Edmund Street, Peoria - 5 mph

Over Cedar Street, Peoria - 5 mph

D. OPERATIONS OVER KUD YARDS AND KEOKUK MUNICIPAL BRIDGE:

Eastbound trains making movement from the Yard to Keokuk Municipal Bridge Track must contact the bridge signalman and have his assurance that he can handle movement before fouling BN Main Track. Movement must be made within ten (10) minutes after acknowledgement.

The following rules and regulations govern the operation of trains and engines upon the tracks and bridge of the Keokuk Municipal Bridge.

All movements must be made under full control and on no occasion shall speed exceed 10 miles per hour.

A light must be displayed to the front and rear of all trains, cuts, and engines by night.

Westbound crews must stop at stop board located just east of the draw and have clear indication of color light signal located on right side of track opposite draw house before proceeding.

Eastbound crews must have clear indication of color light signal located at west end of bridge before proceeding.

A yellow light is installed approximately 95 feet west of eastbound color light signal and indicates to eastbound movements that draw span is in operation. Trains and engines finding a yellow signal displayed must stop and may proceed to eastbound color light signal.

Making up of trains and switching is not permitted on the bridge, except after an understanding with the draw bridge operators. The final double of eastbound trains may be made on the bridge, however engines will not be reversed if drivers are on mitre rails. Engines must move forward until drivers are clear of mitre rails before making reverse movement.

E. OPERATION OVER AT&SF TRACKAGE LOMAX TO FT. MADISON:

On arrival Lomax and before entering AT&SF Main Line you will change Radio Channel to AT&SF frequency by changing toggle switch from TPW-F1 to AT&SF-F2.

Enginemen will notify conductor when this change is to be made and after changeover is complete, engineman and conductor must verify that radio is working properly.

TP&W crews will be governed by AT&SF Timetable and Operating Department Rules as revised January 5, 1975 and all crews operating over AT&SF trackage must provide themselves with a copy.

The following instructions in addition to Timetable and Operating Rules must be followed.

LOMAX TO FORT MADISON:

1. Train orders affecting TP&W trains on AT&SF trackage will be issued by TP&W Dispatcher on TP&W Clearance Card and Train Order Forms.

2. Proceed indication on TP&W interlocking signal at Lomax authorizes a TP&W train to run Extra Lomax to Fort Madison. AT&SF Numbered Clearance Card is not required at Lomax.
3. Crews will yard their trains at Fort Madison on instructions from AT&SF Yardmasters.
4. All TP&W trains must register on AT&SF Register Book in Register Room in New Station Building.

FORT MADISON TO LOMAX:

1. Eastbound TP&W trains will receive AT&SF Clearance Card at Ft. Madison and will have to be cleared on TP&W at Lomax.
2. All TP&W trains must register on AT&SF Register Book in Register Room in New Station Building.

FORT MADISON YARD:

Switches leading from inbound and outbound leads, and crossovers between these leads will be left lined for movement on these leads east of Dry Creek.

Freight crews ready to depart Ft. Madison Yard will advise Yardmasters and secure his permission before departure.

Fire Road Crossings must not be left blocked.

Telephone boxes and booth doors must be closed after being used.

Road crews will not make change in consist of trains at Ft. Madison.

When a car is set out between terminals account Bad Order, it should, if possible, be left where it can be driven to by truck for making repairs.

DALLAS CITY

Switch key controllers for crossing gates at Oak (Main) street located at Oak street in cast iron box on south side of relay case. Controllers stencilled "Lower Gates" and "Raise Gates" provide for controlling gates when eastward main track is occupied.

In complying with ATSF Operating Department Rule 316, in addition to radio or telephone reporting, you will make wire report joint with Signal Supervisor at Shopton and Trainmaster on which territory the signal irregularity is found. from first open telegraph office.

F. OPERATION OVER CR TRACKAGE LOGANS-PORT TO KENNETH:

All operations between Logansport and Kenneth will be governed by CR rules for conducting transportation, special instructions and timetable.

13. RAILROAD CROSSINGS AT GRADE

Monticello — LN — Automatic Interlocking.

Speed restriction 20 MPH

Reynolds — LN — Automatic Interlocking.

Speed restriction 20 MPH

Kentland — CR — Automatic Interlocking.

Speed restriction 20 MPH

Sheldon — CR — Automatic Interlocking Plant

Speed restriction 20 MPH

Watseka — MP — Standard Interlocking Plant

Gilman — ICG — Standard Interlocking Plant

Chatsworth — ICG — Railroad crossing signalling

Forrest — NW — Standard Interlocking Plant

Chenoa — ICG — Remote Controlled Interlocking Plant

El Paso — ICG — Automatic Interlocking Plant

Speed restriction 35 MPH

East Peoria Yard — NW — Automatic Interlocking Plant.

Speed restriction 10 MPH.

Canton — BN — Unprotected STOP




Bushnell — BN — Crossings. Remote controlled Interlocking Plant. Speed restriction 20 MPH.

14. SIGNALLING AND INTERLOCKING GOVERNING OPERATIONS OVER RAILROAD CROSSINGS AT GRADE AND CONNECTING TRACKS:




a. KENNETH:

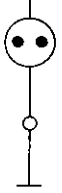
Remote controlled interlocking, controlled from Van Tower. Power controlled switch connects TP&W 1st Sub-division main track with CONRAIL Columbus to Chicago main track.

Distance signal is located 6000 feet west of Home Signal and is of the position light type. Distance Signal may display the following aspects.

Aspect	CONRAIL Rule & Name	Indication
	Approach Medium	Proceed approaching next signal at medium speed.
	Rule 282 Approach Rule 285	Proceed prepared to stop at next signal. Train exceeding medium speed must at once reduce to that speed.
	Caution Rule 285A	Train exceeding medium speed must at once reduce to that speed. Approach next signal prepared to stop.

Home signal is located 664 feet West of TPW-CONRAIL connecting switch and is of the position light type and may display the following aspects.

Aspect	CONRAIL Rule & Name	Indication
	Stop signal ConRail Rule 292	STOP
	Medium clear ConRail Rule 283 Fig AA	Proceed: Medium speed within interlocking limits
	Medium approach ConRail Rule 286 Fig AA	Proceed at medium speed preparing to stop at next signal

Aspect	CONRAIL Rule & Name	Indication
	Stop & proceed ConRail Rule 291 Fig AA	Stop and then proceed at restricted speed
●	Indicates "Red light"	
○	Indicates "Yellow light"	
○	Indicates "Flashing yellow light"	

DEFINITIONS:

(Medium Speed) Not exceeding 30 MPH

(Restricted Speed) Proceed prepared to stop short of train, obstruction or switch not properly lined, looking out for broken rail, not exceeding 15 MPH.

b. MONTICELLO:

Automatic Interlocking governs movements over L&N Crossing with Dwarf Searchlight Type Home Signal and inoperative Distance Signals.

Distance Signals are of the Semaphore type, fixed in the diagonal position, and are located 6000 feet east and 6000 feet west of L&N Crossing. Indication of signal — Proceed prepared to stop at Home Signal and be governed by Aspect of Home Signal.

Home signals are located 250 feet East and 250 feet West of L&N Crossing and may display Red or Green Aspects.

Aspect	Indication
Red	Stop
Green	Proceed at authorized speed

c. REYNOLDS:

Automatic Interlocking governs movements over L&N Crossing with Dwarf Searchlight Type Home Signals and inoperative Distance Signals.

Distance Signals are of the Semaphore type fixed in the diagonal position and are located 5800 feet East and 5800 feet West of L&N Crossing. Indication of signal — Proceed prepared to stop at Home Signal and be governed by aspect of Home Signal.

Home Signals are located 400 feet East and 200 feet West of L&N Crossing and may display Red or Green Aspects.

Aspect	Indication
Red	Stop
Green	Proceed at authorized speed


If proceed aspect is not received and no conflicting movement is observed on L&N Track a member of crew must operate emergency release located at crossing and be governed by instructions located in the emergency release box before movement is made over crossing.


d. KENTLAND:

Automatic Interlocking governs movements over CONRAIL crossing with position light type Home Signals and inoperative Distance Signals.

Distance Signals are of the Semaphore type fixed in the diagonal position and are located 4171 feet East of Westbound Home Signal and 4171 feet West of Eastbound Home Signals. Indication of Signal, proceed prepared to stop at Home Signals and be governed by aspect of Home Signal.

Home Signals are located 400 feet East and 500 feet West of CONRAIL Crossing and may display STOP or PROCEED aspect.

Aspect  — Indication STOP

Aspect  — Indication PROCEED AT AUTHORIZED SPEED

If proceed aspect is not received and no conflicting movement is observed on CONRAIL track, a member of the crew must operate emergency release located at crossing and be governed by instruction located in the emergency release box before movement is made over crossing.

e. SHELDON:

Automatic Interlocking Plant with search light type home signals govern the movement over the TP&W, CR Railroad Crossing.

Home signals will display "RED" or "GREEN" indications.

"RED" indication denotes "STOP".

"GREEN" indication denotes "PROCEED NOT TO EXCEED 20 MILES PER HOUR".

If "GREEN" indication is received and more than six (6) minutes are used on the approach, the signal will automatically revert to "RED".

A release section 300 feet long in advance of the signal must be occupied to again get the "GREEN" indication.

If signal does not assume "GREEN" indication when release section is occupied, emergency release at crossing must be operated. After move is made over crossing, emergency release must be operated to obtain "PROCEED" indication for return.

Release box located in northeast quadrant of crossing.

TP&W trains stopped by red aspect of home signal with no visible movement on conflicting route will after five (5) minutes comply with the following:

1. Observe Yellow indication light in emergency release box. When lighted, CR signals are indicating "STOP", and push button may be operated to obtain TP&W signal.
2. If Yellow indication light is not lighted, this indicates CR signal may be green. Wait four and one-half (4½) minutes and if there are no CR trains in sight, push button may be operated.

When Yellow light is lighted and push button operated, a Green indicator lamp when lighted will indicate that TP&W signals are clear.

If after operating push button the signal does not clear, wait four and one-half (4½) minutes, then lighted fusee will be displayed on each side of crossing and proceed on hand signal from trainmen or enginemen located at crossing.

3. If it has been necessary to use the push button, or hand signals, notify Superintendent at First Open Office.

4. Emergency release box must be locked after use.

f. WATSEKA:

Standard Interlocking Plant with searchlight type home and distant signals is in service governing movements over crossing of TP&W with MP Railroad.

Signals are controlled by an operator located in Depot at crossing. Home signals display "RED", "RED OVER YELLOW" or "GREEN" aspects.

Distant Signals display "RED", "YELLOW" or "GREEN" aspects.

g. GILMAN:

Standard Interlocking Plant with searchlight type home and distant signals is in service governing movements over two crossings of TP&W with ICG Railroad.

Signals are controlled by an operator located in ICG Depot between the two crossings.

Home Signals display "RED", "RED over YELLOW" or "GREEN" aspects.

Distant Signals display "RED", "YELLOW" or "GREEN" aspects.

An electric lock is provided on the wye main line switch with an unlock track section 300 feet long in advance of switch. Occupancy of this section releases electric lock on switch.

Emergency key for electric lock is in box on west side of instrument case at eastbound home signal. After use key must be returned.

Derails are installed on both wye tracks, electronic controlled and operated by wye switch. Wye switch must not be returned to normal until last car of train clears the derails.

h. CHATSWORTH:

Crossing signaling governing approach and movement over crossing of TP&W with ICG RR.

TP&W signals are of color light type.

HOME SIGNALS display "RED" or "GREEN" aspects.

DISTANT SIGNALS display "YELLOW" or "GREEN" aspects.

TP&W trains stopped by RED aspect of home signal, with no visible movement on the ICG will proceed over crossing UNDER PROPER FLAG PROTECTION.

i. FORREST:

Standard Interlocking Plant governs movements over crossing of TP&W with N&W railroad. TPW signals are of searchlight type and are controlled by operator in N&W. Depot at crossing.

Home Signals display "RED", "RED OVER YELLOW" or "GREEN" aspects.

Distant Signals display "RED", "YELLOW" or "GREEN" aspects.

An Electric Switch Lock equipped with a three minute time release is provided on west wye main line switch with a 300 foot unlock section in advance of switch. Occupancy of this 300 foot section will permit use of west wye main line switch without time penalty. If switch lock unit fails an emergency key will be obtained from operator, which must be returned to operator.

Derails are installed on both west tracks, pipe connected to, and operated by wye switch, therefore west wye main line switch must not be returned to normal until last car of train clears derails.

j. CHENOA:

Interlocking Plant in service at Chenoa, Illinois governing movements over crossings of TP&W with ICG Railroad. Interlocking is controlled remotely from ICG control office at Bloomington, Illinois.

Home and Distant Signals of TP&W are of searchlight type. Home Signals display "RED", "RED over YELLOW" or "GREEN" aspects. Distant Signals display "RED", "YELLOW" or "GREEN" aspects.

A telephone has been provided at the release box at the crossing to communicate with Bloomington Control Office.

When interlocking signal displays stop indication, member of train crew will call control office for instructions. In case of failure of communication, or if a proceed signal cannot be displayed, member of train crew must operate emergency release before proceeding over crossing on hand signals.

THE ONLY TIME THE RELEASE BUTTON IS TO BE USED IS IN CASE OF COMMUNICATION FAILURE OR, IF DIRECTED TO USE IT BY THE ICG DISPATCHER.

Operation of emergency release is governed by the following instructions:

1. Trainmen before operating emergency push release must observe that no immediate conflicting train movement is evident.
2. To operate the emergency push release, depress push button, hold momentarily, and then release.
3. When indicator lamp in release box illuminates, train or engine may proceed on proper hand signal from a member of train crew.
4. If indicator lamp fails to light after interval of five (5) minutes, proper flag protection for movement of train over crossing must be provided.
5. Door of release box must be closed and locked with standard switch lock.

Crews performing work at Chenoa will immediately go to telephone located at crossing and inform ICG Dispatcher of moves expected to be made across the plant, if any, and the approximate length of time they will be working at Chenoa. Crews will not hold this plant to do work unless authorized by ICG Dispatcher.

k. EL PASO:

Automatic Interlocking Plant in service at El Paso governs movements over crossing of TP&W with ICG Railroad.

TP&W signals are of searchlight type.

Home signals display "RED", "RED OVER YELLOW" or "GREEN" aspects.

Distant Signals display "RED", "YELLOW" or "GREEN" aspects.

When a TP&W train is on approach circuit to distant signal, and there is no conflicting movement, TP&W home and distant signals will display a green aspect for 5 minutes, after which distant signal will display yellow aspect and home signal will display a red over yellow aspect.

Should any switches within interlocking plant be operated, distant signal for that route will immediately display a red aspect, and the home signal as red over yellow aspect, regardless of time limit.

Occupancy by ICG train for more than five minutes on their approach circuits will cause ICG home signal to display a red over yellow aspect and indication for TP&W movement over crossing can only be obtained by operation of TP&W key release located on a short mast at crossing.

TP&W trains stopping for red indication of home signal, with no visible conflicting movement will operate TP&W key release to obtain indication for movement over crossing. If this method fails to display more favorable aspect of home signal, train will proceed over crossing under proper flag protection.

Unnecessary occupancy of track between home signals is prohibited.

When through movement is being made on green aspect of home signal, the operation of any TP&W switch within the interlocking plant is prohibited until after movement has passed home signal.

No movement within one-half mile of either side of crossing may exceed 35 miles per hour.

Graph recorder provides permanent record of all movements through this interlocking plant.

1. EUREKA:

Station signaling is in service between milepost 91+2673 feet and milepost 93+2928 feet, however this does not supersede superiority of trains, nor dispense with compliance of all rules, special instructions and schedules.

Station signaling is made up of a distant signal, two home signals, automatic electric lock units which apply to all main line switches, two "END OF STATION SIGNALING SIGNS" and a dwarf signal and pipe connected derail located 270 feet east of Streator Junction on Streator Branch of ATSF railroad.

Eastward trains are governed by signaling from Distant Signal No. 938 to "End of Station Signaling Sign" at milepost 91+2673 feet.

Westward trains on TP&W are governed by signaling from westward home signal to "End of Station Signaling Sign" at milepost 92+2391 feet.

ATSF Westward trains from Streator Branch are governed by dwarf signal 270 feet east of junction switch to "End of Station Signaling Sign" at milepost 92+2391 feet.

DWARF SIGNAL displays Red and Yellow aspect.

"RED" indicates STOP (If after 2½ minute interval, signal does not display a less restrictive aspect train will proceed westward at restricted speed to end of station signaling sign under proper flag protection).

"YELLOW" indicates PROCEED AT RESTRICTED SPEED TO END OF STATION SIGNALING SIGN.

Eastward Distant Signal No. 938 displays "RED", "YELLOW" or "GREEN" aspects.

Eastward Home Signal displays "RED", "RED OVER YELLOW" or "GREEN" aspects.

"RED" indicates STOP. (If after 2½ minute interval signal does not display a less restrictive aspect, train will proceed eastward at restricted speed to "end of station signaling sign" under proper flag protection).

"RED OVER YELLOW" indicates PROCEED AT RESTRICTED SPEED THROUGH STATION SIGNALING LIMITS.

"GREEN" indicates PROCEED AT AUTHORIZED SPEED.

Westward Home Signal displays "RED", "RED OVER YELLOW" or "GREEN" aspects.

"RED" indicates STOP (If after 2½ minute interval signal does not display a less restrictive aspect, train will proceed westward at restricted speed to "End of Station Signaling Sign" under proper flag protection).

"RED OVER YELLOW" indicates PROCEED AT RESTRICTED SPEED THROUGH STATION SIGNALING LIMITS.

"GREEN" indicates PROCEED AT AUTHORIZED SPEED.

The forward end of train having passed a home signal indicating "PROCEED" must reach "End of Station Signaling" sign within two and one-half minutes or be operating at restricted speed.

Electric lock units are normally unlocked and will become locked when either of home signals display a Green aspect.

Two and one-half minutes after removal of station signaling switch padlock, or two and one half minutes after forward end of train has passed a home signal displaying a green aspect, electric locks will become unlocked.

Due caution must be exercised in operating or unlocking a station signaling switch when it is known that a through movement is entering, or is due to enter, or is within station signaling limits.

Trains clearing main track for superior trains must restore switch padlocks in order that train being cleared will receive proper signal indication.

Movements from side tracks to main line must not foul circuits before switch is lined for movement.

ATSF trains may not enter TP&W tracks at Streator Junction without obtaining permission from operator at Eureka, after which entry may be made by reversal of Streator Junction Switch.

If a switch lock unit fails, emergency release key will be obtained from train waybill box at Eureka Depot, or the telephone booth at Streator Junction. Seal must be broken to obtain key, and after use, key must immediately be restored to its proper location and report of this must be left with Agent at Eureka.

Emergency key will be inserted in emergency release port on side of lock unit (cover is red).

m. EAST PEORIA:

An automatic interlocking plant governing movements over the crossing of the TP&W with N&W railroad is in service at East Peoria Yard.

Home signals are of searchlight type.

An inoperative eastward approach signal is located 2300 feet west of crossing.

All TP&W Home signals display RED or GREEN aspects.

"RED" aspect indicates STOP.

"GREEN" indicates PROCEED AT AUTHORIZED SPEED.

All signals on TP&W will clear automatically upon entering their respective approaches provided there are no conflicting movements within the limits of the interlocking plant on either railroad.

There are two key releases, one marked "EM" (Eastward Main) and the other "WM" (Westward Main) mounted on mast of eastward home signal.

A TP&W westward movement from the yard, moving beyond eastbound home signal, making a reverse movement, will operate release governing track over which movement is made by inserting switch key in applicable key release and turn to right as far as possible holding for two seconds and then remove key after which, if a more favorable indication is not obtained, reverse movement will then be made over crossing under proper flag protection.

Authorized speed over this crossing is not to exceed 10 miles per hour.

TP&W movement entering approach section to eastward home signal for right hand main causes signal to display a green aspect, and if such movement occupies that section while a movement enters the approach section to the eastward home signal for the left hand main, the left hand home signal will display a red aspect until key release "WM" is operated. The operation of key release will cause the right hand main home signal to display a red aspect and cause left hand main home signal to display a green aspect.

The same procedure applies when movements are reversed as to tracks occupied, except that "EM" key release will be operated.

Key releases must not be operated until it is ascertained that no conflicting movements are approaching on either railroad.

If a green aspect is not obtained by key release method, movement will be made over crossing under proper flag protection.

Movements in either direction stopped by a red aspect of home signal will operate TP&W key release on east end of control case at crossing. This key release operation is the same as operation of key release at eastward home signal, except after key is removed about one minute will elapse until signal displays green aspect.

Key release must not be operated until it is ascertained no conflicting movement is approaching on either railroad.

If green aspect is not obtained by key release method, movement will be made over crossing under proper flag protection.

Unnecessary occupancy of any segment of this interlocker is prohibited.

Graph recorder provides permanent record of all movements through this interlocking plant.

n. BUSHNELL:

Standard Interlocking plant with searchlight type home and inoperative distant signals, governs movements over two crossing of TP&W-BN.

This plant is remotely controlled by BN dispatchers located at Hannibal, Missouri. Home signals display RED or GREEN aspects.

Telephone connected to BN dispatcher are located at home signals. TP&W movements stopped by red aspect of home signal must call BN Dispatcher.

In event of communication failure movement will proceed over crossing under proper flag protection.

Authorized speed not to exceed 20 miles per hour.

o. LOMAX:

Interlocked and dual control connection switch leading from TP&W Main Track to AT&SF south track, located just west of Carman Road, Lomax, AT&SF MP 218.7. Interlocked home signal governing westward TP&W trains and

engines from TP&W to AT&SF is located between connection switch and Carman Road.

Automatic approach signal No. 2051 governing westward trains and engines is located 3,343 feet east of westward home signal.

Signals will display ASPECT and INDICATION per AT&SF Rules 281 to 292, inclusive.

Westward trains stopping east of Carman Road Crossing must not foul gate circuit (indicated by ties painted orange) until home signal displays other than STOP indication.

Indications of other than STOP on westward interlocked home signals governing TP&W movements to AT&SF main track at Lomax authorizes movement of TP&W train or engine to Ft. Madison as an Extra. If home signal indicates STOP, AT&SF main track must not be fouled unless authorized by control station (See AT&SF Rule 321 (A)).

If unable to communicate, further movement is prohibited until communication is established (See AT&SF Rule 321 (B)).

TP&W-AT&SF connection track switch is dual controlled as are interlocked crossover switches between AT&SF main tracks Lomax (See AT&SF Rule 324).

Maximum authorized speed over connection track switch is 30 miles per hour.

Eastward TPW trains must not accept other than signal aspect to comply with AT&SF Rule 290 at Lomax Interlocking. If eastward home signal indicates other than Rule 290 aspect, stop must be made before fouling interlocking and control station notified.

Control station Telephones are located at:

WESTWARD: — Signal House just north of AT&SF Main Track west of Carman Road.

EASTWARD: — On pole north of AT&SF main tracks, just east of eastward home signals.

15. COLOR LIGHT SIGNAL ASPECTS AND THEIR APPLICATION IN SERVICE ON THE TP&W RAILROAD IN GOVERNING OPERATIONS OVER RAILROAD CROSSINGS ARE FOLLOWS:

HOME SIGNALS	
ASPECT	INDICATION
RED	STOP
RED OVER YELLOW.....	PROCEED AT RESTRICTED SPEED OBSTRUCTED TRACK OR DIVERGING ROUTE
GREEN	PROCEED AT AUTHORIZED SPEED
DISTANT SIGNALS	
ASPECT	INDICATION
RED	STOP THEN PROCEED AT RESTRICTED SPEED TO HOME SIGNAL AND BE GOVERNED BY INDICATION OF HOME SIGNAL.
YELLOW	PROCEED AT RESTRICTED SPEED TO HOME SIGNAL & BE GOVERNED BY INDICATION OF HOME SIGNAL.
GREEN	PROCEED AT AUTHORIZED SPEED.

**16. COLOR LIGHT TRAIN ORDER SIGNAL—KOLBE
MAIN**

A Color Light Train Order Signal located on train order mast at Kolbe governs train and engine movements from Kolbe Yard Main to Second Subdivision Main Line. This train order signal displays RED and GREEN aspects.

RED indicates STOP before fouling Second Subdivision Main Track from either east or west leg of wye — Proceed after clearance Card Form "A" is received.

GREEN indicates proceed if Form 19 Train Orders are held authorizing right to Second Subdivision Main Track.

**MUST NOT BE INTERPRETED AS AUTHORITY TO
HOLD SECOND SUBDIVISION MAIN TRACK
UNLESS AUTHORIZED TO DO SO BY TRAIN ORDER**

17. SPRING SWITCHES:

A Spring switch is in service at West End of East Peoria Yard and at East End of double track at East Peoria Yard and West End Crossover P&PU Jct.

Home Signals of TP&W-N&W interlocker govern facing point movements through spring switch at west end East Peoria Yard and at east end of double track.

Excessive gapping of switch points on TP&W spring switches will cause signal governing movement through these switches to display a red aspect, therefore in all cases of movement under flag protection over TP&W-N&W crossing, flagmen must examine facing points of spring switches and know they are in proper position.

Facing point movements through spring switch located at west end crossover P&PU Jct. is governed by a color light dwarf signal which displays RED or GREEN aspects.

RED indicates STOP AND ASCERTAIN IF SWITCH
POINTS ARE IN PROPER POSITION FOR
FACING POINT MOVEMENT.

GREEN indicates PROCEED AT AUTHORIZED SPEED.

**WARNING: To minimize FIRE HAZARD crews will
use extreme care when dropping or discarding fuses and
other objects which might cause fire.**

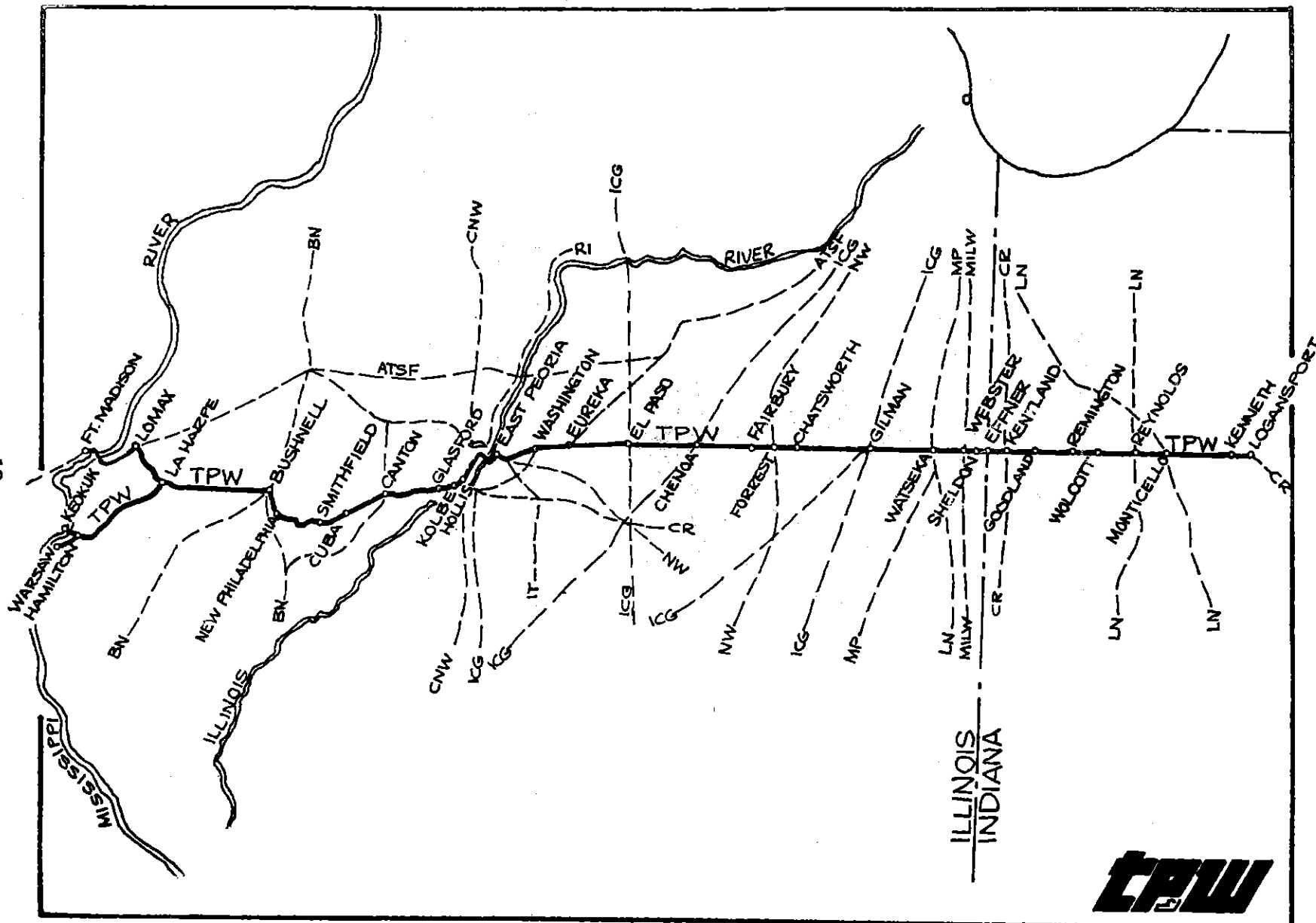
SPEED TABLE			
Time Speed 1 Mile Per Hr.		Time Speed 1 Mile Per Hr.	
Min. Sec. Miles		Min. Sec. Miles	
1—0	60	2—0	30
1—5	55	2—24	25
1—12	50	3—0	20
1—20	45	4—0	15
1—30	40	6—0	10
1—43	35	12—0	5

Make Safety A Habit



TEE PEE WILLIE says, *"Each of us should try to develop a 'Safety Conscience' by thinking a few minutes every day about the details of our work where we could get hurt."*

For our own safety, the safety of those who work with us, and the security of our families, let's concentrate on job problems when at work, and work to sharpen our 'Safety Conscience' today."



CPW

POSITION IN FREIGHT TRAIN OF PLACARDED CARS

PLACARD APPLIED ON CAR		EXPLOSIVES - A	POISON GAS	LOADED PLACARDED TANK CARS (EXCEPT TANK PLACARDED POISON GAS OR COMBUSTIBLE)	EMPTY PLACARDED TANK CARS (EXCEPT COMBUSTIBLE)	RADIOACTIVE	COMBUSTIBLE	ALL OTHER PLACARDED CARS
RESTRICTIONS								
MUST NOT BE NEARER THAN THE SIXTH CAR FROM ENGINE OR CABOOSE. HOWEVER WHEN LENGTH OF TRAIN WILL NOT PERMIT CAR TO BE SO PLACED IT MUST BE PLACED NEAR MIDDLE OF TRAIN.		X	X	X				
PLACARDED CAR MUST NOT BE PLACED NEXT TO	ENGINE	X	X	X	X	X		
	OCCUPIED CABOOSE	X ^④	X ^④	X	X	X		
	LOADED FLAT CARS ^①	X	X	X ^②				
	OPEN TOP CARS ^③	X	X	X				
	CARS WITH ANY OF THE FOLLOWING OPERATING: AN ENGINE LIGHTED HEATERS STOVES OR LAMPS AUTOMATIC REFRIG- ERATION UNITS	X	X	X				
	OCCUPIED CAR	X ^④	X ^④	X				
	EXPLOSIVES - A		X	X		X		X
	POISON GAS	X		X		X		X
	RADIOACTIVE	X	X	X				X
	UNDEVELOPED FILM					X		
	EMPTY PLACARDED TANK CARS							
	ANY LOADED PLACARDED CAR (EXCEPT COMBUSTIBLE)	X	X			X		
		<p>HOW TO USE THIS CHART</p> <p>To determine the type of placard applied to car—follow vertical line down and note which lines apply by "X" shown in box</p> <p>... NOTE ...</p> <p>Cars with same placards may be placed next to each other.</p>						

FOOTNOTES:

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

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

③ An open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

④ 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.