

**RULE 455, VERBAL AUTHORIZATION
BY FOREMAN AND ENGINEER'S ACKNOWLEDGEMENT**

When train approaches limits specified by Track Bulletin Form B, the engineer must attempt to contact employe in charge by radio sufficiently in advance to avoid delay, advising his location and specifying track.

The following words will be used by foreman in properly identifying himself:

"Foreman _____ (of Gang No. _____) using Track Bulletin No. _____ Line No. _____ between MP _____ and MP _____ on _____ Subdivision."

In granting verbal authority for movement through limits of Track Bulletin Form B, the following alternatives will be used by foreman:

- (a) **Movement Beyond Red Flag**
To authorize train or engine to pass a red flag, or enter limits, without stopping, the following will be added:
" _____ (train) _____ may pass red flag located at MP _____ (or enter limits) without stopping."
Train or engine may pass red flag, or enter limits, without stopping, continuing to move at restricted speed and must stop short of men or equipment fouling track.
- (b) **Movement at Speed Greater Than Restricted Speed**
To authorize a train or engine to proceed at a speed greater than restricted speed, the following will be added:
" _____ (train) _____ may proceed through the limits at _____ MPH (or at "maximum authorized speed.")
Train may proceed through the limits at the prescribed speed unless otherwise restricted.
- (c) **Movement at Speed Less Than Restricted Speed**
To require train or engine to move at a speed less than restricted speed, the following will be added:
" _____ (train) _____ may proceed at restricted speed but not exceeding _____ MPH (adding if necessary "until reaching MP _____.")
Train must not exceed the prescribed speed and must be prepared to stop short of men or equipment fouling the track or a red flag to the right of the track.

The instructions issued by foreman under (a), (b), or (c) must be repeated by the engineer and "OK" received from foreman before they are acted upon.

When the word STOP is written in the Stop column, train or engine must not enter the limits until verbal authority is received from employe in charge as prescribed by example (a) above.

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
—	36	100	—	58	62.1	1	40	36.0
—	37	97.3	—	59	61.0	1	42	35.3
—	38	94.7	1	—	60.0	1	44	34.6
—	39	92.3	1	02	58.0	1	46	34.0
—	40	90.0	1	04	56.2	1	48	33.3
—	41	87.8	1	06	54.5	1	50	32.7
—	42	85.7	1	08	52.9	1	52	32.1
—	43	83.7	1	10	51.4	1	54	31.6
—	44	81.8	1	12	50.0	1	56	31.0
—	45	80.0	1	14	48.6	1	58	30.5
—	46	78.3	1	16	47.4	2	—	30.0
—	47	76.6	1	18	46.1	2	05	28.8
—	48	75.0	1	20	45.0	2	10	27.7
—	49	73.5	1	22	43.9	2	15	26.7
—	50	72.0	1	24	42.9	2	30	24.0
—	51	70.6	1	26	41.9	2	45	21.8
—	52	69.2	1	28	40.9	3	—	20.0
—	53	67.9	1	30	40.0	3	30	17.1
—	54	66.6	1	32	39.1	4	—	15.0
—	55	65.5	1	34	38.3	5	—	12.0
—	56	64.2	1	36	37.5	6	—	10.0
—	57	63.2	1	38	36.8	12	—	5.0



SANTA FE SAFETY FIRST



The
**Atchison, Topeka and Santa Fe
Railway Co.**

EASTERN REGION

ILLINOIS DIVISION

TIMETABLE No.

4

IN EFFECT

Sunday, October 25, 1987

**At 12:01 A.M.
Central Time**

**This Timetable is for the exclusive use
and guidance of employes.**

**D. G. McINNES,
General Manager
Topeka, Kansas**

**J. D. McPHERSON, C. L. HOLMAN, V. G. NAIL
Assistant General Managers
Topeka, Kansas**

**D. D. DIDIER
Superintendent
Ft. Madison, Iowa**

**F. S. KOWALCZYK
Terminal Superintendent
Corwith, Illinois**

TRAINMASTERS

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 K. R. HATFIELD Marceline, Mo
 G. J. HIGGINS Corwith, Il
 W. J. EPPERSON Corwith, Il
 B. R. HOWARD Corwith, Il
 J. C. POE Corwith, Il

ASSISTANT TRAINMASTERS

J. FRIEDMANSKY E. Peoria, Il
 L. D. KRONE Joliet, Il

ASSISTANT TRAINMASTERS—CORWITH

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 J. R. BROWN N. F. SCARDINA
 L. G. LUNN R. L. LANFORD
 F. B. DUFFY V. J. PETERSON
 J. J. STEC F. L. GORSKI

J. D. BROWN

ASSISTANT TRAINMASTERS—FT. MADISON

T. R. ADAMS D. B. GRIGSBY
 D. E. LIGGETT B. A. BRYANT

DIVISION MANAGER OF RULES

B. D. JOHNSTON Kansas City, Ks

SUPERVISOR OF AIR BRAKES

GENERAL ROAD FOREMAN OF ENGINES

B. R. TUCKER Topeka, Ks

ROAD FOREMEN OF ENGINES

L. E. REES Ft. Madison, Ia
 F. L. SPARKS Ft. Madison, Ia

DIVISION MANAGERS OF SAFETY

T. R. MATROS Corwith, Il
 M. F. PECK Ft. Madison, Ia

CHIEF DISPATCHER

R. D. LEDERER Ft. Madison, Ia

ASST. CHIEF DISPATCHERS—FT. MADISON

M. D. THOMPSON
 E. M. CHADWICK
 E. A. DENT

DISPATCHERS—FT. MADISON

R. J. ALEXANDER G. D. WYLIE J. L. HARTWIG
 J. T. SEVIER J. M. MUNOZ D. E. LEININGER
 J. L. AUSTIN B. L. SMETZER A. W. HEIKKILA
 C. M. GULLEY B. G. GREENIG G. L. SHEERMAN
 C. M. MATTA J. R. HARTLEY L. E. FRAIKES

AVOID DAMAGE —

**SWITCH CUSTOMERS' CARS CAREFULLY
 OVERSPEED Couplings are DAMAGING**

Damage to freight or car can be avoided by
 always keeping coupling speed within the safe
 range — NOT OVER 4 MILES PER HOUR —
 A BRISK WALK.

Handle freight carefully and keep our customers

IT'S EVERYBODY'S JOB ON THE SANTA FE

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EXPLANATION OF CHARACTERS

- A — Automatic Interlocking
- B — General Orders/Bulletins
- C — Office of Communication
- g — Gate, normally lined against conflicting route.
- G — Gate, normally lined against this subdivision
- Q — Gate, left lined in position last used
- M — Manual Interlocking
- MT — Main Tracks
- P — Telephone
- R — Radio Communication
- S — Crossing protected by stop sign
- T — Turning facility
- X — Crossover (DT)
- Y — Yard Limits

EXPLANATION OF ROADWAY SIGNS

- Temporary Restriction — Red, Yellow and Green flags or discs
- Permanent Speed Sign — Square or Rectangular in shape,
Yellow with numerals or Green
- Permanent Stop Sign — Rectangular in shape, Red
- Whistle Sign — Square in shape, White with letter "W"

WEST- WARD ↓		FIRST SUBDIVISION			↑ EAST- WARD		
First Class						First Class	
3						4	
Leave Daily	Station Numbers	Siding Feet	STATIONS		Mile Post	Arrive Daily	
PM			CHICAGO Union Station BCP	SEE SPL INST.		PM	
5.00	66000		1.6 ALTON JCT. (ICG)				3.15
			1.8 BRIDGEPORT			3.1	
			1.3 ASH STREET CRI-BOCT-CR Crossing M			4.4	
	66000		1.5 A.T.&S.F. Crossing M CORWITH BPRT			5.9	
	65970		1.4 NERSKA Chicago Belt Crossing M			7.3	
			5.6 B.&O. C. T. Crossing M			12.9	
	65580	6395	1.6 GM YARD		CTC 2MT	14.5	
	65570		2.5 WILLOW SPRINGS			17.0	
	65560		6.0 ARGONNE			23.0	
	65550		2.1 LEMONT	25.1			
	65530		4.2 ROMEO	29.3			
	65520		3.4 LOCKPORT	32.7			
	65500		3.5 JOLIET YARD BPT	36.2			
#5.50			1.3 JOLIET U.S. R. T. A. Crossing M			37.5	#1.55
5.53	65485		4.0 PLAINES	ABS DT		41.5	1.38
	65465		6.6 DRUMMOND			48.2	
	65455		4.6 LORENZO X		52.8		
6.05	65450		4.4 PEQUOT		57.2	1.26	
	65445		1.0 COAL CITY		58.2		
	65435		7.9 MAZON		66.1		
	65430		4.7 VERONA		70.8		
	65425		4.0 KINSMAN		74.8		
	65420		5.0 RANSOM		79.8		
	65415		4.6 KERNAN		84.4		
#6.35	65400		5.2 STREATOR BP	CTC 2MT	89.6	#1.01	
			0.2 CR Crossing M		89.8		
	65280		6.0 ANCONA		95.8		
	65270		6.3 LEEDS		102.1		
	65250		7.8 TOLUCA		109.9		
	65240		6.0 LA ROSE		116.0		
	65230		4.9 WILBERN		120.9		
#7.10 PM	65200		9.1 CHILLICOTHE BP			130.0	12.25 PM
Arrive Daily			(130.1)				Leave Daily

FIRST SUBDIVISION

Train and engine crews will leave track warrants, track bulletins and messages on engine and caboose of through trains at Chillicothe.

Rule 97. A proceed indication on controlled signal at Joliet U.S., Plaines or Pequot authorizes train movements with the current of traffic.

Rule 252. Track Permits are authorized between Joliet U.S. and Pequot.

CTC IN EFFECT:

Amtrak main tracks between Chicago Union Station and Alton Jct.; ICG Northward and Southward main tracks between Alton Jct. and Bridgeport; AT&SF main tracks between Bridgeport and Joliet U.S. and on siding GM Yard; Main tracks between Pequot and Chillicothe.

RULE 251 IN EFFECT:

ICG eastward and westward main tracks between Alton Jct. and Ash Street, ICG main tracks between Joliet U.S. and South Joliet, main tracks between Joliet U.S. and Pequot. Permanent speed signs are not displayed for movements against the current of traffic. Trains operating against the current of traffic must not exceed speed of 59 MPH for passenger trains, 49 MPH for freight trains.

RULE 153:

Between Alton Jct. and Bridgeport from the north, first and second tracks are ICG southward and northward main tracks. Third and fourth tracks are ICG westward and eastward main tracks. Tracks are numbered 1 through 4 from the north.

Between Bridgeport and Ash St. from the north, first and second tracks are ICG westward and eastward main tracks. Third and fourth tracks are A.T.&S.F. main tracks. Tracks are numbered 1 through 4 from the north.

Trains and engines may use Amtrak Tracks between Chicago Union Station and Alton Jct.; ICG Southward and Northward Main tracks between Alton Jct. and Bridgeport; ICG Eastward and Westward main tracks between Bridgeport and Ash Street; ICG Main tracks between Joliet U.S. and Plaines. Be governed by SPECIAL INSTRUCTIONS 10 and 11.

CONRAIL CONNECTION STREATOR—Manual block in effect on ConRail main track, flag protection not required. Use of ConRail running track (track extending from AT&SF connecting track to west end of ConRail siding) may be authorized verbally by ConRail operator or ConRail dispatcher. Use of main track must be authorized by block authority, and such authority must be written on ConRail Form CT-401 then repeated correctly. When radio communication not available use block telephone located in trailer. Crews must notify DOC Ft. Madison when clear of ConRail main or running track. Maximum speed 10 MPH.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Fr.
Alton Jct. and Bridgeport (ICG)	40	30
Bridgeport and Ash Street (ICG)	30	30
Bridgeport and Chillicothe (AT&SF)	79	55*
Joliet U.S. and South Joliet (ICG)	35	10
South Joliet and Plaines (ICG)	60	30

FIRST SUBDIVISION

(A) MAXIMUM AUTHORIZED SPEED (Continued)

*Maximum authorized speed for freight trains is:

70 MPH, provided:

- (1) Train does not contain empty car(s) (10-PACK cars, cabooses and flat cars loaded with empty trailers, containers or container chassis are considered loads).
- (2) Train does not exceed 5500 tons.
- (3) Train does not exceed 8500 feet.
- (4) Train does not average more than 80 tons per operative brake.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTIONS—TONNAGE

Maximum authorized speed for freight trains is:

45 MPH when averaging 90 tons or over per operative brake, or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS—VARIOUS

	MPH
Curves M.P. 2.1 (ICG)	25
Interlocking M.P. 3.1	10
2 Curves M.P. 3.2 to 4.0	35
RR Crossing M.P. 4.4 (Interlocking)	15
RR Crossing M.P. 5.9 (Interlocking)	50
RR Crossing M.P. 7.3 (Interlocking)	40
2 Curves M.P. 9.0 to 9.4	50
2 Curves and Bridge M.P. 9.7 to 10.3	30
2 Curves M.P. 10.7 to 12.9	60
RR Crossing M.P. 12.9 (Interlocking)	50
Curve M.P. 18.7 to 19.2	70
Curve, Bridge and 2 Curves M.P. 23.9 to 25.4	40
2 Curves M.P. 25.6 to 25.9	45
2 Curves M.P. 25.6 to 25.9	45
2 Curves M.P. 27.4 to 28.7	55
Curve M.P. 29.1 to 29.2	60
Curve M.P. 32.6 to 32.9	60
2 Curves M.P. 33.1 to 34.6	70
2 Curves M.P. 35.1 to 35.6 (North Track)	70
4 Curves M.P. 35.3 to 35.8 (South Track)	60
2 Curves M.P. 36.1 to 36.6 (South Track)	40
Curve M.P. 36.3 to 36.6 (North Track)	40
4 Curves M.P. 36.8 to 37.4	25
RR Crossing M.P. 37.5 (Interlocking)	25
Curve M.P. 37.8 to 37.9	45
Curve M.P. 38.3 to 38.9	50
Curve M.P. 39.4 to 39.6	70
8 Curves M.P. 40.6 to 45.0 (South Track)	50
4 Curves M.P. 40.6 to 43.4 (North Track)	75
Curve M.P. 43.5 to 44.6 (North Track)	70
3 Curves M.P. 44.8 to 46.0 (North Track)	75
3 Curves and RR Crossing M.P. 57.0 to 57.3 (South Track)	40
3 Curves M.P. 57.0 to 58.2 (North Track)	65
2 Curves M.P. 58.0 to 58.7 (South Track)	50
Curve M.P. 58.4 to 58.7 (North Track)	50
3 Curves M.P. 88.2 to 89.3	50
2 Curves and RR Crossing M.P. 89.5 to 90.3 (Interlocking)	35
Curve M.P. 95.7 to 96.5	75
3 Curves M.P. 117.0 to 118.7	70

FIRST SUBDIVISION

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

Station or MP	Type	Location		MPH
		"D"—Dual Control Switch	"S"—Spring Switch	
Alton Jct. (ICG)	D	Crossovers, turnouts and Bridge		10
Bridgeport	D	Crossovers, turnouts and Bridge		10
Corwith	D	East leg of wye		10
	D	Crossovers and turnouts east and west of AT&SF Crossing		10
Nerska	D	Crossover		15
GM Yard	D	Both ends siding		10
MP 14.2	D	Crossover		40
	D	East Switch to GM Yard		30
Willow Springs	D	Crossovers		40
	D	West Switch to GM Yard		30
Romeo	D	Crossovers		40
Joliet Yard	D	Eastward head-in switch		30
Joliet U.S.	D	Crossovers M.P. 37.2 to 37.9		15
Plaines	D	Turnout and Connection to ICG		40
	D	East end Crossover		30
	S	West end Crossover		30
Pequot	D	ICG Connection (North Track)		30
	D	ICG Connection (South Track)		40
	D	Crossovers		40
Verona	D	Crossovers		40
Kernan	D	Crossovers		40
MP 87.2	D	Turnout		10
Streator	D	Crossover and turnout		30
MP 91.5	D	CR Connection		10
	D	Crossover		40
Ancona	D	Crossovers		40
Toluca	D	Crossovers		40
Chillicothe,	D	Crossover		40
East end yard	D	Turnout yard lead		30
Chillicothe,	D	Turnout yard lead		30
West end yard	D	Crossover		40

2. TRACKS BETWEEN STATIONS

Name	Location	Length (Feet)
Waterways Terminal (ST)	MP 9.7	3,600
McCook	MP 12.8	Yard
Industry Spur ((ST)	MP 14.6	2,750
Thomas Steel (NT)	MP 26.0	Yard
Union Oil Co. (ST)	MP 27.8	Yard
Mobil Oil (NT)	MP 47.6	lead
Blodgett Ordinance (ST)	MP 50.3	lead
Industry Spur (NT)	MP 51.1	lead

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

(A) HOT BOX AND DRAGGING EQUIPMENT

Detector Location	Type
MP 32.5	Radio Readout (Reporter) Type
MP 68.3	Radio Readout (Reporter) Type
MP 100.2	Radio Readout (Reporter) Type
MP 125.3	Radio Readout (Reporter) Type

(B) SHIFTED LOAD DETECTORS

Detector Location	Type/Location
MP 125.3	Radio Readout (Reporter) Type

SECOND SUBDIVISION

	WEST- WARD ↓		SECOND SUBDIVISION		↑ EAST- WARD	
First Class						First Class
3						4
Leave Daily	Station Numbers	Siding Feet	STATIONS		Mile Post	Arrive Daily
PM 7.10	65200		CHILlicothe BP 3.0		130.0	PM #12.25
	65190		EDELSTEIN 6.6		138.1	PM
	65180		PRINCEVILLE 3.6		144.7	
	65170		MONICA 5.2		148.3	
	65160		LAURA 4.9		153.5	
	65150	5340	WILLIAMSFIELD 15.3		158.4	
	65130		YOST 3.7		173.7	
#7.55	65100		GALESBURG BP 2.5		177.5	#11.39
		6793	G. I. T 6.0		180.0	
	65090		CAMERON 5.9	CTC 2MT	186.0	
	65080		ORMONDE 5.2		191.9	
	65075		PONEMAH 4.4		197.1	
	65070		SMITHSHIRE 3.1		201.5	
	65065		MEDIA 4.3		204.6	
	65060		STRONGHURST 10.0		208.9	
	63550		LOMAX 5.9		218.9	
	63530		DALLAS CITY 6.1		224.8	
	63525		NIOTA 3.4		230.9	
#8.53 PM	63500	10490	FT. MADISON BPRT		234.3	10.46 AM
Arrive Daily			(104.2)			Leave Daily

CTC IN EFFECT:

Main tracks between Chillicothe and Ft. Madison, and on sidings G.I. and Ft. Madison.

Train and engine crews will leave track warrants, track bulletins and messages on engine and caboose of through trains at Chillicothe and Ft. Madison.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psgr.	Frt.
Chillicothe and Ft. Madison	79	55*

*Maximum authorized speed for freight trains is:

70 MPH provided:

- (1) Train does not contain empty car(s) (10-PACK cars, cabooses and flat cars loaded with empty trailers, containers or container chassis are considered loads).
- (2) Train does not exceed 5500 tons.
- (3) Train does not exceed 8500 feet.
- (4) Train does not average more than 80 tons per operative brake.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTION — TONNAGE

Maximum authorized speed for freight trains is:
45 MPH when averaging 90 tons or over per operative brake, or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS—VARIOUS

		MPH
2 Curves	M.P. 131.6 to 132.1	60
9 Curves	M.P. 132.6 to 136.8	50
Curve	M.P. 137.4 to 137.7	70
4 Curves	M.P. 157.9 to 160.9	70
10 Curves	M.P. 161.6 to 170.3	65
Curve	M.P. 175.5 to 175.7	65
4 Curves	M.P. 176.7 to 178.1	30
Curve	M.P. 178.6 to 178.8	75
Curve	M.P. 224.7 to 225.0	70
Curve	M.P. 226.3 to 226.5	75
Curve	M.P. 230.7 to 231.2	40
Bridge	M.P. 231.2 to 231.8 (Interlocking)	30
6 Curves	M.P. 231.8 to 233.7	30
2 Curves	M.P. 234.0 to 234.3	25

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

Station or MP	Type	Location		MPH
		"D"—Dual Control Switch	"S"—Spring Switch	
Chillicothe,	D	Crossover		40
East end yard	D	Turnout yard lead		30
Chillicothe,	D	Turnout yard lead		30
West end yard	D	Crossover		40
Edelstein	D	Crossovers		40
Williamsfield	D	Crossovers		40
	D	East end siding		20
	S	West end siding		20
Yost	D	Crossovers		40
G.I.	D	Both ends siding		30
	D	West end auxiliary track		20
	D	Crossovers		40
	D	Tail track		15
Ormonde	D	Crossovers		40
Stronghurst	D	Crossovers		40
Lomax	D	Crossovers		40
	D	Turnout Peoria Subdivision		20
Niota	D	Crossovers		40
Ft. Madison, East end yard	D	Crossovers		25
	D	East end siding		30
	D	Turnout yard lead		25
Ft. Madison, West end yard	D	Crossovers		40
	D	West end siding		30
	D	Turnout yard lead		30

2. TRACKS BETWEEN STATIONS

Spur (ST)	M.P. 165.7	Length 790 feet

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

(A) HOT BOX AND DRAGGING EQUIPMENT

Detector Location	Type
MP 146.7	Radio Readout (Reporter) Type
MP 168.1	Radio Readout (Reporter) Type
MP 197.1	Radio Readout (Reporter) Type
MP 226.9	Radio Readout (Reporter) Type

(B) SHIFTED LOAD DETECTORS

Detector Location	Type/Location
MP 159.7	Rotating Light—MP 159.7 and 160.9
MP 168.1	Radio Readout (Reporter) Type

THIRD SUBDIVISION

WEST- WARD ↓	THIRD SUBDIVISION				↑ EAST- WARD
First Class					First Class
3					4
Leave Daily	Station Numbers	Siding Feet	STATIONS	Mile Post	Arrive Daily
PM 8.53	63500	10490	FT. MADISON BPRT <small>13.5</small>	234.3	AM *10.46
	63475		ARGYLE <small>8.0</small>	248.0	
	63470		REVERE <small>6.6</small>	256.0	
	63465	7093	MEDILL <small>9.0</small>	263.1	
	63460		WYACONDA <small>5.3</small>	272.3	
	63455		GORIN <small>13.0</small>	277.6	
	63445	8451	BARING <small>15.7</small>	290.7	
	63435		GIBBS <small>6.2</small>	306.4	
*10.00	63430		LA PLATA <small>10.1</small>	312.7	*9.32
	63425		ELMER <small>6.7</small>	322.9	
	63420	6859	ETHEL <small>11.8</small>	329.7	
	63415		BUCKLIN <small>5.9</small>	341.5	
*10.35 PM	63400		MARCELINE BPT	347.3	8.58 AM
Arrive Daily			(111.8)		Leave Daily

CTC IN EFFECT:

Main tracks between Ft. Madison and Marceline and on sidings Ft. Madison, Medill, Baring and Ethel.

Train and engine crews will leave track warrants, track bulletins and messages on engine and caboose of through trains at Ft. Madison and Marceline.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psgr.	Frts.
Ft. Madison and Marceline.....	90	55*

*Maximum authorized speed for freight trains is:
70 MPH provided:

- (1) Train does not contain empty car(s) (10-PACK cars, cabooses and flat cars loaded with empty trailers, containers or container chassis are considered loads).
- (2) Train does not exceed 5500 tons.
- (3) Train does not exceed 8500 feet.
- (4) Train does not average more than 80 tons per operative brake.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTIONS — TONNAGE

Maximum authorized speed for freight trains is:
45 MPH when averaging 90 tons or over per operative brake, or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS—VARIOUS

		MPH
Curves	M.P. 235.8 to 236.2	80
9 Curves	M.P. 242.1 to 250.2	80
12 Curves	M.P. 250.3 to 256.0*	45
Curve	M.P. 256.4 to 256.6	75
5 Curves	M.P. 257.1 to 262.1	80
4 Curves	M.P. 266.0 to 270.6	80
16 Curves	M.P. 275.5 to 288.7	80
14 Curves	M.P. 291.6 to 304.9	80
14 Curves	M.P. 307.9 to 321.9	80
3 Curves	M.P. 327.9 to 330.4	80
6 Curves	M.P. 331.0 to 333.9*	55
11 Curves	M.P. 334.0 to 339.1*	45
2 Curves	M.P. 339.4 to 339.7	65
Road Crossing	M.P. 346.8 to 347.7	40

* Curves protected by ATS Inductors

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

Station or MP	Type	Location		MPH
		"D"—Dual Control Switch	"S"—Spring Switch	
Ft. Madison, East end yard	D	Crossovers		25
	D	East end siding		30
	D	Turnout yard lead		25
Ft. Madison, West end yard	D	Crossovers		40
	D	West end siding		30
	D	Turnout yard lead		30
MP 246.2	D	Crossovers		50
Medill	D	Crossovers		50
	D	Both ends siding		30
	D	Crossovers		50
Baring	D	Crossovers		50
	D	Both ends siding		30
La Plata	D	Crossovers		50
Ethel	D	Crossovers		50
	D	Both ends siding		30
	D	Crossover (MP 346.7)		50
East end yard	D	Yard lead switches		15
Marceline,	D	Yard lead switches		20
West end yard	D	Crossover (MP 349.3)		50

2. TRACKS BETWEEN STATIONS

Name	Location	Length (Feet)
Amax (ST)	MP 239.3	lead
Fruehauf (ST)	MP 239.5	lead
Armour Dial (ST)	MP 240.7	lead
Rutledge Spur (NT)	MP 282.4	430
Rutledge Spur (ST)	MP 282.4	400
Hurdland Spur (ST)	MP 300.0	1,250
Cardy Spur (ST)	MP 318.1	213
Cardy Spur (NT)	MP 318.2	1,000

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

(A) HOT BOX AND DRAGGING EQUIPMENT

Detector Location	Type
MP 257.9	Radio Readout (Reporter) Type
MP 287.3	Radio Readout (Reporter) Type
MP 315.8	Radio Readout (Reporter) Type
MP 344.5	Radio Readout (Reporter) Type

(C) HIGH WATER DETECTORS

Detector Location	Type/Location
Bridge 296.9	Eastward—Signals 2992 and 2994 Westward—Signals 2961 and 2963

WEST- WARD ↓		FOURTH SUBDIVISION			↑ EAST- WARD	
First Class						First Class
3						4
Leave Daily	Station Numbers	Siding Feet	STATIONS		Mile Post	Arrive Daily
PM 10.35	63400		MARCELINE BPT 7.2		347.3	AM *8.58
	63375		ROTHVILLE 6.1	CTC ATS 2MT	354.6	
	63350		MENDON 13.6		360.7	
	63325		BOSWORTH 12.2		374.3	
	63300		CARROLLTON 2.2		386.4	
11.05			W. B. JCT 8.0	CTC-NT ABS-ST 2MT	388.7	8.21
	63290	E3046	NORBORNE 8.8		396.6	
11.17	63280	E5258	HARDIN 5.9	CTC-ST ABS-DT 3MT	405.4	8.08
	63240	E11970 W7183	HENRIETTA T 6.9		411.3	
11.26			C.A. JCT. 3.5	CTC ATS 2MT	418.2	7.57
	63235		FLOYD 5.0		421.7	
	63230		SIBLEY 7.2		426.7	
	63225		ATHERTON 2.6	CTC 2MT	434.0	
	63220		ETON 2.8		436.5	
	63215		COURTNEY 3.2		439.4	
	63200		SUGAR CREEK 1.7		442.6	
	63175		CONGO 1.7		444.2	
			Armco Crossing M K.C.S. Crossing M 0.4	CTC	445.9	
AM			SHEFFIELD 4.8		446.4	
*12.30 12.45	63150		KANSAS CITY Antrak Station BP 1.7	KCT Ry.	451.1	7.20 *7.05
12.49			SANTA FE JCT. T 2.2	CTC 2MT	1.7	6.41
AM			A.Y. TOWER CR 0.9		3.9	AM
	62000		KANSAS CITY BRT (Argentine)	CTC	4.8	
Arrive Daily			(108.6)			Leave Daily

Train and engine crews will leave track warrants, track bulletins and messages on engine and caboose of through trains at Marceline.

Rule 97. A proceed indication on a controlled signal at W.B. Jct., Hardin and C.A. Jct. authorizes train movements with the current of traffic.

Rule 252. Track Permits are authorized between W.B. Jct. and C.A. Jct.

CTC IN EFFECT:

Main tracks between Marceline and W.B. Jct.; north track between W.B. Jct. and Hardin; south track between Hardin and C.A. Jct.; main tracks between C.A. Jct. and Congo; main track between Congo and Sheffield; UP main track between Congo and Rock Creek Jct.; main tracks between Santa Fe Jct. and A.Y. Tower; main track and running track between A.Y. Tower and Turner; track 57 between running track connection switch and 42nd St. viaduct; and track 58 between running track connection switch and West Bowl Yard Office. Authority to enter running track, track 57 or track 58 through hand throw switch must be obtained from Control Operator A.Y. Tower, EXCEPT authority to enter tracks 57 or 58 between spring switch and West Bowl yard office must be obtained from Assistant Trainmaster West Bowl.

FOURTH SUBDIVISION

RULE 251 IN EFFECT:

South track between Hardin and W.B. Jct., current of traffic eastward; north and middle tracks between Hardin and C.A. Jct. Permanent speed signs are not displayed for movements against the current of traffic.

Trains operating against the current of traffic must not exceed speed of 59 MPH for passenger trains, 49 MPH for freight trains.

RULE 153:

Between Hardin and C.A. Jct. three main tracks designated south, middle and north tracks. South track is N&W track, middle and north tracks are AT&SF tracks. On north track, current of traffic is westward; on middle track, current of traffic is eastward; and on south track, CTC is in effect.

AT&SF trains may use UP track between Congo and Rock Creek Jct. and be governed by Special Instruction 10.

AT&SF trains use K.C.T. Ry. Co. tracks between Rock Creek Jct. or Sheffield and Santa Fe Jct., and be governed by Special Instruction 10.

Single track between MP 424.9 and MP 426.3 and between MP 444.3 and MP 446.0.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psgr.	Fr.
Marceline and W.B. Jct.	90	55*
W.B. Jct. and C.A. Jct. (North Track)	79	55*
Hardin and C.A. Jct. (South Track)	40	40
C.A. Jct. and Hardin (Middle Track)	79	55*
Hardin and W.B. Jct. (South Track)	60	55
C.A. Jct. and Bridge 425.0	90	55*
Bridge M.P. 425.0 and Sheffield (AT&SF)	79	55*
Congo and Rock Creek Jct. (UP)	30	30
Rock Creek Jct. and Sheffield (KCT Tracks 2 and 3)	35	35
Sheffield and Brooklyn Avenue (KCT Tracks 1, 2 and 3)	45	45
Brooklyn Ave. and Holmes St. (KCT Tracks 1, 2 and 3)	30	30
Sheffield to Holmes Street (KCT Track 4)	30	30
Holmes Street and BN Crossing (KCT Tracks 1, 2 and 3)	20	20
BN Crossing and Santa Fe Jct. (KCT Tracks 1, 2 and 3)	15	15
Santa Fe Jct. and Turner	45	45
AY Tower and Turner (Running Track)	20	20

* Maximum authorized speed for freight trains is: 70 MPH, provided:

- (1) Train does not contain empty car(s) (10-PACK cars, cabooses and flat cars loaded with empty trailers, containers or container chassis are considered loads).
- (2) Train does not exceed 5500 tons.
- (3) Train does not exceed 8500 feet.
- (4) Train does not average more than 80 tons per operative brake.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTIONS—TONNAGE

Maximum authorized speed for freight trains is:

45 MPH when averaging 90 tons or over per operative brake, or when train exceeds 7000 tons.

FOURTH SUBDIVISION

(C) SPEED RESTRICTIONS—VARIOUS

		MPH
Road Crossing	M.P. 346.8 to 347.6	40
3 Curves	M.P. 347.6 to 348.9 (North Track)	55
2 Curves	M.P. 347.6 to 347.8 (South Track)	45
Curve	M.P. 348.3 to 348.8 (South Track)	80
Curve	M.P. 349.9 to 350.2	80
3 Curves	M.P. 352.6 to 354.0	65
Curve	M.P. 368.5 to 368.8	85
2 Curves	M.P. 372.0 to 372.7	70
2 Curves	M.P. 376.2 to 376.8	70
6 Curves	M.P. 377.1 to 381.8 (South Track)	80
9 Curves	M.P. 377.1 to 384.5 (North Track)	80
5 Curves	M.P. 382.4 to 384.5 (South Track)	70
Curve	M.P. 388.5 to 388.8 (South Track)	50
First 2 Curves	West of Hardin (South Track)	25
Curve	M.P. 415.5 to 415.7	70
5 Curves	M.P. 416.7 to 419.1	55
2 Curves and Bridge	M.P. 424.9 to 426.3*	30
3 Curves	M.P. 426.4 to 427.8	50
6 Curves	M.P. 428.0 to 431.2	70
3 Curves	M.P. 434.9 to 436.9	70
2 Curves	M.P. 437.5 to 437.8*	35
2 Curves	M.P. 437.9 to 438.4*	45
2 Curves	M.P. 438.5 to 438.9	60
2 Curves	M.P. 439.8 to 441.1	70
2 Curves	M.P. 442.5 to 443.6	65
3 Curves	M.P. 443.7 to 444.5*	40
4 Curves	M.P. 445.0 to 445.8	25
RR Crossing	M.P. 445.9 (Interlocking)	20
RR Crossing	M.P. 446.4 (Interlocking) KCT Tracks 2 and 3 KCT Tracks 1 and 4	30 15
Curve	M.P. 1.7	15
Curve	M.P. 3.5 to 3.7 (North Track)	25
* Curves protected by ATS Inductors		

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

Station or MP	"D"—Dual Control Switch		"S"—Spring Switch	
	Type	Location	Type	Location
Marceline,	D	Crossover (MP 346.7)		
East end yard	D	Yard lead switches		
Marceline,	D	Yard lead switches		
West end yard	D	Crossover (MP 349.3)		
Mendon	D	Crossovers		
Bosworth	D	Crossovers		
W.B. Jct.	D	Crossovers		
	D	N&W connection		
Hardin	D	Crossovers and connection to South Track		
Henrietta	D	West end eastward siding		
	S	East end eastward siding		
	D	East end westward siding		
	S	West end westward siding		
C.A. Jct.	D	Crossovers		
	D	N&W connection		
MP 424.9	D	End of two tracks		
MP 426.3	D	End of two tracks		
Eton	D	Crossovers		
	D	U.P. connection		
Congo	D	West crossover		
	D	East crossover and U.P. connection		

FOURTH SUBDIVISION

(D) SPEED RESTRICTIONS—SWITCHES (Con't)

			MPH
Santa Fe Jct.	D	Turnout to South Main Track West of Santa Fe Jct.	30
	D	Crossover 12th St.	15
AY Tower	D	Crossover east of Tower	15
	D	Turnout end of Two Tracks	40

2. TRACKS BETWEEN STATIONS

Name	Location	Length (Feet)
Camden Spur (NT)	MP 417.0	250
Missouri Portland Cement Co.	MP 440.8	Yard

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

(A) HOT BOX AND DRAGGING EQUIPMENT

Detector Location	Type
MP 366.5	Radio Readout (Reporter) Type
MP 382.8	Radio Readout (Reporter) Type
MP 414.4	Radio Readout (Reporter) Type
MP 432.0	Radio Readout (Reporter) Type

(B) SHIFTED LOAD DETECTORS

Detector Location	Type/Location
MP 366.5	Radio Readout (Reporter) Type
MP 373.0	Rotating Light—MP 373.0 and 371.5
MP 425.2	Rotating Light—MP 425.7, 426.0 and 426.3
MP 426.3	Rotating Light—MP 425.2, 425.7 and 426.0

PEORIA SUBDIVISION

WEST- WARD ↓	PEORIA SUBDIVISION	↑ EAST- WARD	
Station Numbers	Siding Feet	STATIONS	Mile Post
64765		LOGANSPORT	
64760		KENNETH	6.1E
64740	1900	MONTICELLO SBD Crossing A	21.2E
64735	2174	REYNOLDS SBD Crossing A	27.2E
64700	5018	HOOSIER LIFT BPRY	38.5E
64690	1968	REMINGTON	41.6E
64680	3487	GOODLAND	49.1E
64650		KENTLAND CR Crossing A	57.1E
64600	6229	EFFNER TY	61.3E
64550		WEBSTER Y KBSR Crossing A	4.1
64540	2900	WATSEKA UP-SBD Crossing M	11.1
64515	3951	GILMAN ICG Crossing M	24.6
64495	1868	PIPER CITY	35.0
64490		CHATSWORTH BSRRL Crossing A	40.3
		FORREST JCT. N&W Crossing M	46.4
64485	2032	FORREST	47.0
64480	3487	FAIRBURY	51.8
64465		CHENOA CMW Crossing A	62.8
64460	1824	MEADOWS	67.2
64455	1685	GRIDLEY	71.2
64445	2433	EL PASO	78.3
64430	5402	CRUGER	94.0
64427		PEKIN JCT.	97.5
64400		EAST PEORIA BPRTY	108.0
		P&PU JCT. Y	109.4
64340		IOWA JCT. Y	113.9
64320	4970	SOMMER Y	119.1
64310		KOLBE PT	121.5
64255	2703	RAWALTS	136.8
64245		CANTON BN Crossing g	139.5
64240	4798	U.E. SIDING	146.9
64225	2600	SMITHFIELD	154.5
64190		BLAIR JCT.	167.4
64180	1600	BUSHNELL BN Crossing M	170.9
64145		LA HARPE RTY	195.5
63550		LOMAX Y	206.0L
		(267.3)	

MANUAL BLOCK SIGNAL SYSTEM IN EFFECT:

Between Logansport and Kenneth.

TWC IN EFFECT:

Between Kenneth and Lomax.

Trains and engines will use CR track between Logansport and Kenneth. Be governed by Special Instructions 10 and 11.

Trains and engines may use N&W track between East Peoria and Crandall. Be governed by Special Instruction 10.

Trains and engines will use P&PU tracks between P&PU Jct. and Iowa Jct. Be governed by Special Instructions 10 and 11.

Trains and engines will use C&NW track between Iowa Jct. and Sommer. Be governed by Special Instructions 10 and 11.

Train and engine crews will leave track bulletins and messages on engine and caboose of through trains at East Peoria.

Train crews tying up at Logansport will retain all track bulletins, TCM's and messages for use on return trip, and notify dispatcher via radio of tie up time at Logansport.

INDUSTRIAL SPUR TRACKS:

Between Crandall and Morton 4.9 miles

Trains and engines must obtain authority from Train Dispatcher before using this track.

MILE POSTS:

M.P. number suffixed by "E", indicates between Logansport and Effner.

M.P. number suffixed by "M", indicates between Crandall and Morton.

M.P. number suffixed by "L", indicates between LaHarpe and Lomax.

JUNCTION SWITCHES

Location	Normal Position
Kenneth	CR RR
East Peoria (N&W R.R.)	AT&SF RR
Iowa Jct.	As Last Used
Sommer	AT&SF RR
M.P. 116.3	C&NW RR

YARD LIMITS IN EFFECT: (Rule 93)

Hoosier Lift—

M.P. 37.0E to M.P. 40.0E

Between Effner and Webster—

M.P. 60.8E to M.P. 4.0

East Peoria—

M.P. 106.6 to P&PU Jct.

Between P&PU Jct. and Sommer—

M.P. 109.4 to M.P. 120.5

La Harpe—

M.P. 193.3 to M.P. 196.5L

Lomax—

M.P. 204.9L to Second Subdivision connection track.

PEORIA SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
BETWEEN:	Frt.*
Logansport and Van (CR RR)	10
Van and Kenneth (CR RR)	25
Kenneth and M.P. 21.2E	40
M.P. 21.2E and M.P. 35.8E	30
M.P. 35.8E and M.P. 39.3E	25
M.P. 39.3E and M.P. 49.0E	40
M.P. 49.0E and M.P. 54.0E	30
M.P. 54.0E and M.P. 57.2E	40
M.P. 57.2E and M.P. 60.8E	30
M.P. 60.8E and M.P. 4.1	20
M.P. 4.1 and M.P. 95.0	40
M.P. 95.0 and M.P. 106.6	35
M.P. 106.6 and M.P. 110.6	20
M.P. 110.6 and M.P. 113.9 (P&PU RR)	15
M.P. 113.9 and M.P. 118.6 (C&NW RR)	20
M.P. 118.6 and M.P. 119.4	10
M.P. 119.4 and M.P. 155.2	40
M.P. 155.2 and M.P. 163.4	30
M.P. 163.4 and M.P. 206.0L	40
Morton Industrial spur	30
* Maximum speed for all loaded coal and grain unit trains	30
Except, between M.P. 21.2E and M.P. 39.3E	10

(C) SPEED RESTRICTIONS—VARIOUS

	MPH
RR Crossing M.P. 21.2E (Auto. Interlocking)	20
RR Crossing M.P. 27.2E (Auto. Interlocking)	20
RR Crossing M.P. 57.2E (Auto. Interlocking)	20
RR Crossing M.P. 4.1 (Auto. Interlocking)	20
RR Crossing M.P. 11.1 (Interlocking)	40
RR Crossing M.P. 24.6 (Interlocking)	30
RR Crossing M.P. 40.4 (Auto. Interlocking)	40
RR Crossing M.P. 46.2 (Interlocking)	25
RR Crossing M.P. 62.8 (Auto. Interlocking)	40
Highway Crossing, Bridge and 2 curves, M.P. 109.5 (ATSF) to Silver Street (P&PU RR)	10
2 Curves M.P. 138.7 to 139.4	25
RR Crossing M.P. 139.5, Rule 98. Two manually operated gates govern movement over crossing. Gates are normally lined for A.T.&S.F. movement. Color light signal displays: Red —Stop, gate across A.T.&S.F. Green—Proceed	20
RR Crossing M.P. 170.8 (Interlocking) (Engine only)	20
RR Crossing M.P. 43.4M Automatic Interlocking (Rule 312(3))	20
RR Crossing M.P. 45.8M, Stop Rule 98	20

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

PEORIA SUBDIVISION

2. TRACKS BETWEEN STATIONS

Name	M.P.	CLIC TRACK Numbers
Burnettsville	13.0E	6401 and 6402
Idaville	17.5E	6301
Luthy	20.0E	6208
Wolcott	36.0E	6001 thru 6004
Perkins	54.0E	5701 and 5702
Sheldon	2.1	5401 thru 5412
Crescent City	17.4	5101 thru 5104
Leonard	20.8	5001
La Hogue	29.5	4901 thru 4905
Weston	57.9	4301 thru 4303
Enright	76.0	3901 and 3902
Secor	84.8	3701 thru 3703
Eureka	92.0	3601 thru 3603
Morton Industrial spur, M.P. 43.4M to M.P. 48.3M (4.9 miles)		
Crandall	43.4M	3301 and 3302
Morton	45.7M	2612 thru 2618
Washington	99.5	3402
Collier Yard	115.0	0701 thru 0714
Mapleton	122.5	0401 thru 0457
Glasford	127.1	1001 and 1002
Cuba	149.2	1401 thru 1404
Seville	157.8	1601
Marietta	161.2	1701
New Philadelphia	165.5	1801
Good Hope	179.6	2001 and 2002
Sciota	183.4	2101 thru 2103
Blandinsville	189.4	2201
Disco	199.7L	2401

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

(A) HOT BOX AND DRAGGING EQUIPMENT

Detector Location	Type
MP 31.0E	Monitor Display Board
MP 27.5	Monitor Display Board
MP 86.5	Monitor Display Board
MP 178.5	Radio Readout (Reporter) Type

ALL SUBDIVISIONS Special Instructions

4. The General Code of Operating Rules, effective October 27, 1985, is supplemented, modified or amended as follows:

Rule 1 supplemented by adding: When electric clocks are incorrect, they must be set to correct time. Any variation from correct time, up to nine seconds fast or slow, will be indicated by placard on mercury pendulum standard clocks.

Rule 2 supplemented by adding: While on duty, employees governed by the General Code of Operating Rules, except those employed in an office where a standard clock is located, must have and use a reliable watch capable of indicating time in hours, minutes and seconds.

Rule 3 supplemented by adding: Time may be compared by dialing Extension 600, Topeka.

Rule 10 sixth paragraph amended to read: On tracks where there is a current of traffic, when yellow flag is to be placed in advance of a temporary speed restriction or track condition, yellow flags and green flags will be placed only for trains moving with the current of traffic.

Rule 19 sixth paragraph amended to read: The marker must be inspected at the initial terminal and each crew change point to see that it is properly displayed and functioning. Inspection will be made at crew change point, either by observation of marker at rear of train or readout information displayed in the cab of the controlling locomotive indicating that marker light is functioning if rear car equipped with an operative end of train device. If observed from rear of train condition of marker must be communicated to outbound locomotive engineer.

Rule 26 last paragraph page 30 amended to read: Testing does not include visual observations made by an employee positioned inside or alongside a caboose, engine or passenger car; or inspection task to ascertain that a rear end marker is in proper operating condition on a train standing on a main track.

Rule 26 last paragraph page 32 amended to read: ON A MAIN TRACK—A blue signal must be displayed at each end of the rolling stock except such is not required for marker inspection task involving repositioning the activation switch or covering the photo electric cell. In lieu of blue signals the employee performing the marker inspection task may afford protection by personally contacting the employee at the controls of the engine and being advised by that person that the train is and will remain secure against movement until the inspection is completed.

Rule 97(4) amended to read: Verbal authority from the train dispatcher within APB limits; or to run with the current of traffic within TWC limits or where Rule 251 is in effect.

Rule 99 supplemented by adding: When necessary to provide protection against following trains, a crew member must go back at least the distance prescribed below:

Where Maximum Authorized Timetable Speed is	Distance
35MPH or less	1 mile
36 MPH to 49 MPH	1 ½ miles
50 MPH or over	2 miles

Rule 102(2) amended to read: The train involved must not proceed until it has been determined that it is safe to do so either by visual inspection of train or knowledge that the train brake pipe pressure has been restored by observing caboose gauge, end of train device (ETD) or by making a brake pipe leakage test. Train must not proceed, nor flagman be recalled, until engineer knows that visual inspection is completed or brake pipe pressure has been restored.

Rule 103(A) supplemented by adding: When movement is made on an auxiliary track included in the circuit of crossing warning devices, the circuit should be fouled and movement delayed, or stopped if "STOP" sign is displayed for train, until warning devices known to have been operating for 20 seconds.

Rule 104(M) first paragraph amended to read: Spring switches are identified by letters "S" or "SS", special targets, signs and/or lights. Facing point movements over spring switches will be protected by signals or indicators where required. Spring switch must not be trailed through unless switch is in normal position, or has been lined for the movement.

Rule 153 supplemented by adding: Where two or more main tracks are in service, they will be designated as follows:

1. If two tracks, the track to the right as viewed from a Westward or Southward train is the North track, and the track to the left is the South track.
2. If three tracks, the farthest track to the right as viewed from a Westward or Southward train is the North track, the farthest track to the left is the South track and the track between the North and South tracks is the Middle track.

ALL SUBDIVISIONS Special Instructions

SPECIAL INSTRUCTIONS 4 (Continued)

3. If four or more tracks, the farthest track to the left as viewed from a Westward or Southward train is No. 1 track and the tracks to the right thereof are No. 2, No. 3, No. 4, etc., respectively.

Rules 230 through 242 modified as shown on pages 42 and 43. Rule 317(2) does not apply.

Rule 404 first paragraph amended to read: In track warrants and track bulletins, regular trains will be designated by number, as No. 10 adding engine number when necessary; extras by engine number and direction.

Rule 405 supplemented by adding:

Track warrants and track bulletins may be transmitted mechanically to any location. Prescribed form for track warrant is shown on page 168 and pre-printed pads of this form will be in the format shown. The form for mechanical transmission is changed, with Items (5) and (14) omitted, (16) revised, (18) and (19) added.

Mechanically transmitted track warrants must indicate total number of track bulletins (Item 16), track condition messages (Item 18) and items checked (Item 19). In items (16) and (18), if none, show 'no'. Employees receiving copies must assure that the correct number of track bulletins and track condition messages are received, and that 'items marked' correspond with those indicated in Item 19.

Rule 450 supplemented by adding:

Forms for track bulletins Form A and Form B have been revised. Form C will be used for mechanical transmission only, to permit issuance of additional "other conditions" when space in Line 11 of Form A is insufficient.

Mechanically transmitted track bulletins must indicate in space provided, the total number of lines used. Employees receiving copies must assure that the lines used correspond with the number indicated.

Rule 607 supplemented by adding: Any act of hostility, misconduct or willful disregard or negligence affecting the interests of the Company is sufficient cause for dismissal and must be reported.

Indifference to duty, or to the performance of duty, will not be condoned.

Courteous deportment is required of all employees in their dealings with the public, their subordinates and each other.

Boisterous, profane or vulgar language is forbidden.

Rule 623 amended to read: Employees whose duties are in any way affected by them, must have and comply with Air Brake Rules 901 through 926. Engineers, firemen and hostlers must have and comply with Air Brake and Train Handling Rules, Form 2501 Standard.

Rule 907 first paragraph amended to read: Prior to performing an air brake test the rear of the train must be charged to within 15 psi of the feed or regulating valve setting, except when the setting on the engine is at 70 psi the pressure at the rear of the train must not be less than 60 psi. With an operative End-Of-Train device, except when performing initial terminal air brake inspection and test, brake pipe pressure displayed on control head console of the engine may be used to determine brake pipe pressure at the rear of train.

Rule 912 second paragraph item (2) amended to read: (2) Determine that brakes on rear car of train apply and release. As indicated by an operative End-Of-Train device, at least a 5 psi reduction in brake pipe pressure when brakes are applied and at least a 5 psi increase in brake pipe pressure when brakes are released may be used in lieu of observing that brakes on rear car of train apply and release.

Rule 914 first paragraph item (2) amended to read: (2) it must be determined the brakes on each of the cars added, and on rear car of train, apply and release. An operative End-Of-Train device may be used as prescribed by Rule 912 to determine that brakes on rear car of train apply and release.

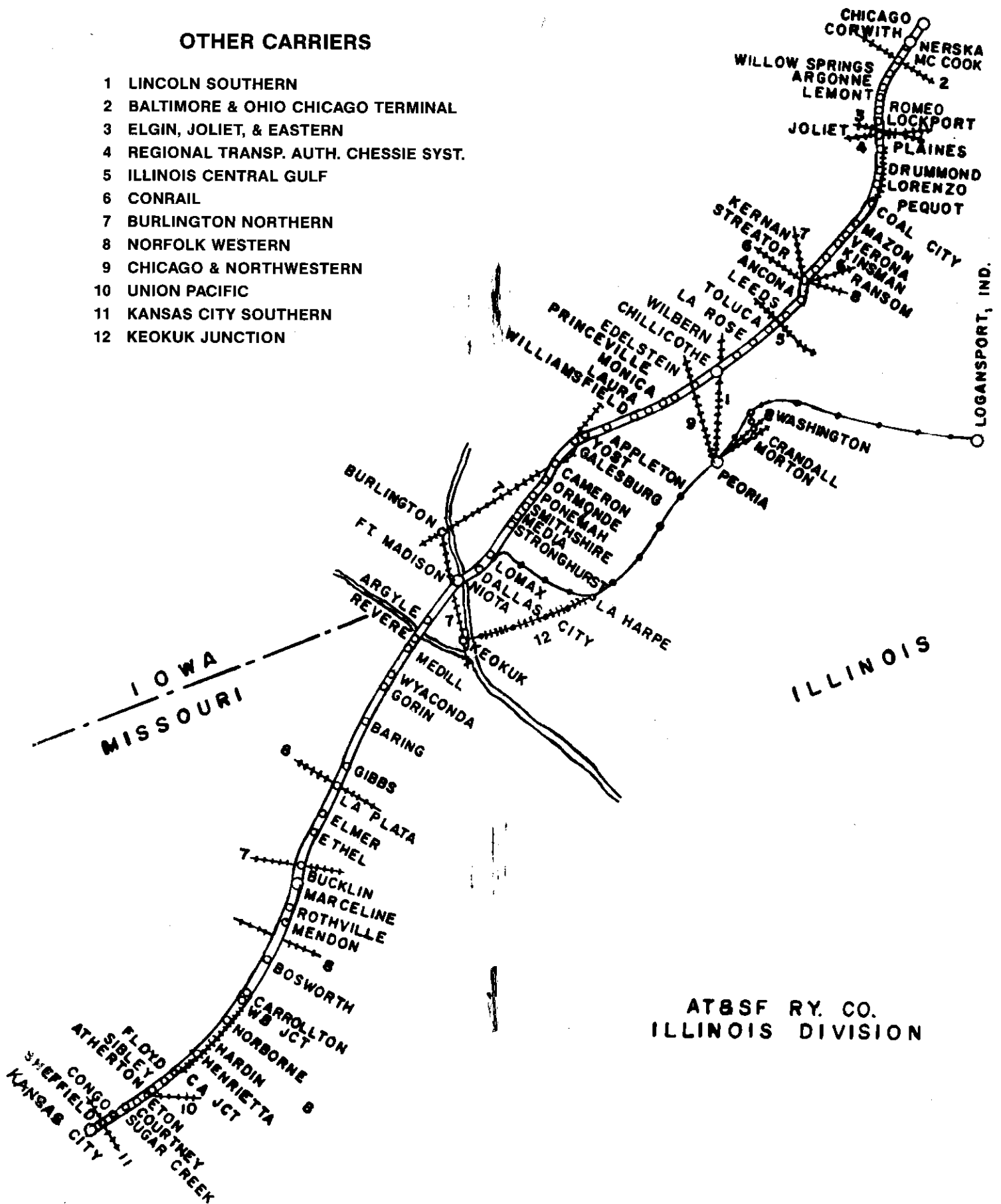
Rule 923 third paragraph amended to read: When a remote consist is moved in a train, and its use as a remote consist is not required because of train tonnage or length, it should be placed immediately behind the lead consist. RCE may be energized and operating, with feed valve cut out.

Rule 926 new rule added to read: At points where End-Of-Train device is installed, it must be tested as follows:

- (1) Upon installation of End-Of-Train device, the permanent unique identification code of the End-Of-Train device must be entered into the control head console of the engine.
- (2) After air brake system has been charged as prescribed by Rule 907, a person at rear of train must ascertain the brake pipe pressure displayed on the control head console of the engine and compare with the pressure displayed on End-Of-Train device. The End-Of-Train device must not be used if the difference between the two pressure readings exceeds 3 psi.

OTHER CARRIERS

- 1 LINCOLN SOUTHERN
- 2 BALTIMORE & OHIO CHICAGO TERMINAL
- 3 ELGIN, JOLIET, & EASTERN
- 4 REGIONAL TRANSP. AUTH. CHESSIE SYST.
- 5 ILLINOIS CENTRAL GULF
- 6 CONRAIL
- 7 BURLINGTON NORTHERN
- 8 NORFOLK WESTERN
- 9 CHICAGO & NORTHWESTERN
- 10 UNION PACIFIC
- 11 KANSAS CITY SOUTHERN
- 12 KEOKUK JUNCTION



AT&SF RY. CO.
ILLINOIS DIVISION

ALL SUBDIVISIONS

SPECIAL INSTRUCTIONS

5. DESIGNATED SPEED:

(A) AUXILIARY TRACKS

Trains and engines using auxiliary tracks must not exceed turnout speed for that track, unless indicated otherwise in Special Instruction 1(A).

(B) STREET CROSSINGS

Speed restrictions over street or highway crossing listed in Special Instruction 1(C) apply only while head-end of train is passing over such crossing.

6. MAXIMUM SPEED OF ENGINES

Engines	Forward or Dead In Train (MPH)	When not Controlled From Leading Unit (MPH)
AMTRAK 100-799; 5990-5998	90*	45
1215-1245#, 1453#, 1460#, Slug Units 120-121	45	45
ALL OTHER CLASSES	70	45

Forward speed applies when lead unit of train is controlling and is in backing position. EXCEPTION: When such unit is car body type, maximum authorized speed 45 MPH.

*Engine without cars must not exceed 70 MPH.

#When used as controlling unit, maximum authorized speed is 20 MPH.

7. MAXIMUM DEPTH OF WATER THROUGH WHICH ENGINES MAY BE OPERATED AND MAXIMUM SPEED IN SUCH OPERATION.

	Maximum depth (Inches)	Maximum speed (MPH)
All Classes except Amtrak	3	5
Amtrak	2	2

8. DERRICKS, CRANES, PILE DRIVERS

Derricks, cranes, pile drivers, spreaders and similar machinery moving on their own running gear, must not be moved in trains except on authority of Trainmaster, and trains or engines handling such equipment must not exceed speeds indicated below:

Subdivision	Wrecking Derricks (MPH)	Pile Drivers AT 199454 AT 199455 AT 199457 AT 199458 AT 199459 AT 199460 AT 199461 AT 199462 AT 199463 AT 199464 AT 199465 AT 199466 and Jordon Spreaders (MPH)	Locomotive Crane AT 199600 and Other Machines (MPH)
First, Second, Third and Fourth except South Track Hardin-C.A. Jct.	40	45	30
South Track Hardin-C.A. Jct.	24	24	24
Peoria Subdivision	30	30	30

Trains or engines handling wrecking derricks, cranes, pile drivers, Jordan Spreaders and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

Locomotive Crane AT 199600, AT 199720 and pile drivers must be handled in trains next to engine.

ALL SUBDIVISIONS Special Instructions

9. TRACKSIDE WARNING DEVICES

(A) HOTBOX AND DRAGGING EQUIPMENT DETECTORS

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motors or suspension bearings will actuate trackside indicators. Dragging equipment and wide or shifted loads will also actuate trackside indicators at locations so equipped.

INSTRUCTIONS APPLICABLE TO ALL TYPES:

(1) To locate defects indicated by a detector, crew must count axles. If defect(s) indicated is for a hotbox or hot wheel, train may be rolled by crew member on ground. If defect(s) is for other than a hotbox or hot wheel, train must stop and crew member walk to location of such equipment.

(2) If an overheated journal is found, the car or unit must be set out. If heat caused by sticking brakes and condition is corrected, train may proceed at prescribed speed. If an overheated condition on indicated journal is not found, make close inspection of 12 journals ahead of and behind the indicated journal. If nothing found wrong (or entire train has been inspected) train may proceed at prescribed speed for the next 30 miles where it must stop for an identical inspection unless train was checked by an intervening detector or is delivered to a terminal where mechanical inspection is made.

Mechanical forces at the terminal, or relieving crew at crew change point where mechanical inspection is not made, must be informed of these conditions.

If abnormal heat is detected on same car by an intervening detector or during a stop for inspection, the car or unit must then be set out. Exception: Train crew must request and be governed by instructions from Chief Dispatcher concerning further handling of ten-pack equipment after second detector stop.

(3) When making inspection for hotbox, give particular attention to heat of journals and hub of wheels; observing for smoke, sluffing or melting of bearing surface, or metallic cuttings in Journal box of friction type bearings.

(4) When inspecting indicated journals, or journals ahead of and behind indicated journals or equipment, if the bare hand cannot be held on a roller bearing housing for a few seconds, the bearing should be considered as overheated. WARNING: CAUTION AND GOOD JUDGMENT SHOULD BE EXERCISED AS DEFECTIVE COMPONENTS CAN BECOME EXTREMELY HOT AND COULD CAUSE PERSONAL INJURY.

Use yellow crayon marker to write the date and letter "X" above each journal indicated or found to be overheated, and the date and letter "W" above each wheel indicated, found to be defective, or overheated.

(5) Any detector failure or malfunction observed must be reported to the train dispatcher as promptly as practicable.

Train dispatchers must not instruct trains to disregard detector indications and proceed without stopping for required inspection, unless they have been informed by a signalman that the detector is actually inoperative.

When a train is stopped by a detector, information required by Revised Form 1571 Std. must be transmitted verbally to train dispatcher's office.

(6) Trains must not exceed 30 MPH while moving over hotbox detectors (scanners) when:

(A) It is snowing or sleeting; or,

(B) There is snow on ground which can be agitated by a moving train.

ALL SUBDIVISIONS Special Instructions

INSTRUCTIONS APPLICABLE TO RADIO READOUT (REPORTER) TYPE:

- (1) After train passes the detector:
 - A. If no defects were noted, a message stating "NO DEFECTS" will be transmitted via radio and train may proceed at prescribed speed.
 - B. If no radio message is transmitted, or if no message or audible tone (see Item 4) is received, train may proceed at prescribed speed and must be observed closely enroute.
- (2) If rotating white light is illuminated before head-end of train reaches the detector, a message stating "SYSTEM FAILURE" is transmitted via radio, crew must be alert for possible radio transmission of a message or audible tone (see Item 4) should an alarm occur during passage of the train.
 - A. If such message or tone is not received, train may proceed at prescribed speed.
 - B. If such message or tone is received, train must be governed by Item 4.
- (3) If rotating white light becomes illuminated as train passes the detector but a message or audible tone IS NOT transmitted via radio, entire train must be inspected for defects.
- (4) If defects are noted as train passes the detector, a rotating white light will become illuminated, and:
 - A. A message stating "YOU HAVE A DEFECT" will be transmitted via radio; or,
 - B. An audible tone will be transmitted via radio. The tone will be (a) a fast beep if on North track, (b) a slow beep if on Middle or South track, or (c) a continuous tone if two trains are passing detector at the same time and defects are noted in each train.

When these warnings are received, train must immediately reduce to 20 MPH. When rear-end is 300 feet beyond the detector, identification of defects noted, by type and location in train, will be transmitted via radio and proper inspection must be made. The radio transmission will be repeated one time. References to defect locations will be from HEAD-END of train and references to "LEFT" or "RIGHT" side are to the engineer's left or right side in the direction of travel.

- (5) If a train receives 4 defective car* alarms, 3 or more hotbox alarms, 2 or more dragging equipment alarms or 1 wide load alarm—remainder of train must be inspected for additional defects.

*DEFECTIVE CAR alarm indicates more than three defects on a particular car. Inspection must be made of all journals and wheels on that car, also on 3 cars or units ahead of and behind that car.

INSTRUCTIONS APPLICABLE TO LOCATOR (READOUT) TYPE:

- (1) When actuated by a condition on a train, a rotating white light will illuminate at detector and locator locations. Train must immediately reduce speed to not exceeding 20 MPH and stop must be made with head-end at locator, if possible; readout observed and instructions in the locator cabinet complied with. Counters will indicate accumulated axle count between defective axle and rear of train. If counters fail to show location of defective equipment, or if rear car of train is indicated as location of defective equipment and no defect(s) found on that car, the entire train must be thoroughly inspected for hot journals, wheels, bearings or dragging equipment.
- (2) When rotating white light is illuminated before train reaches the detector, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted, or an axle count is indicated on register, be governed by above instructions. If no lamps are lighted, or counters have not registered, train may proceed at prescribed speed and must be observed closely enroute.

ALL SUBDIVISIONS Special Instructions

INSTRUCTIONS APPLICABLE TO MONITOR DISPLAY BOARD TYPE:

- (1) The monitor display board is equipped with hotbox and dragging equipment indicator lights. The display board will be dark as train approaches detector and will remain in that condition in the absence of abnormal heat or dragging equipment. "000" will be displayed for 12 seconds after train exits detector. If abnormal heat or dragging equipment is detected, indicator lights will display flashing white aspect; immediately, numerical axle count will start at "001" and accumulate axle count on display board to the rear of train. Crew members on rear of train observing display board will be required to look back in order to confirm axle count, after rear of train passes display board. If rear car of train is indicated as location of defective equipment and no defect(s) found on that car, the entire train must be thoroughly inspected for hot journals, wheels, bearings or dragging equipment.
- (2) When any indicator light displays flashing white aspect, train must be stopped as soon as possible after rear of train has passed detector and inspection made to locate car(s) or unit with abnormal heat condition or dragging equipment.
- (3) All illuminated lights and numerals displayed will be automatically cancelled 90 seconds after entire train has passed detector, which is at same location as display board.
- (4) When rotating white light is actuated by train, and a numerical readout IS NOT displayed on the display board, train must be stopped and entire train be thoroughly inspected on both sides for abnormal heat condition and dragging equipment.
- (5) When rotating white light is displayed before train reaches detector, unless otherwise instructed by the train dispatcher, be governed as follows:
 - (A) Train must be stopped and thoroughly inspected if numerical readout is displayed or indicator light(s) are illuminated as train passes the detector.
 - (B) Train may proceed at prescribed speed and be observed closely enroute if:
 - (1) numerical readout is displayed or indicator light(s) are illuminated before train reaches detector, or
 - (2) no numerical readout is displayed or indicator light(s) are illuminated after train passes the detector.

(B) SHIFTED LOAD DETECTORS

All members of crew must be alert to observe indicators. When a train actuates indicators, they will display rotating light and train must stop immediately. Inspection must be made of both sides of train for shifted load and protruding objects. Dispatcher must be advised promptly by radio or telephone result of inspection.

When indicators display rotating white light before engine reaches detector, fixed signals indicate other than stop, and communication is established between head and rear ends of train with understanding indicators were actuated before engine reached indicator, train may without stopping proceed not to exceed 15 MPH until entire train has passed over bridge.

Two rotating white lights are located at the following detector and indicator locations:

Detector M.P. 125.3	Indicators M.P. 127.5
Detector M.P. 168.1	Indicators M.P. 165.9
Detector M.P. 366.5	Indicators M.P. 363.9 and 368.6

The rotating light nearest the track is for shifted load detector and the light to the field side is for the hot box and dragging equipment detector.

Shifted load detectors will not clear man on side of car.

(C) HIGH WATER DETECTORS

High water detectors have been placed under certain bridges and in certain areas where high water might occur. These detectors when actuated by high water set adjacent block signals in stop position. When adjacent block signals are red trains must not proceed until thorough examination has been made to determine that bridge or track has not been weakened by high water. Crews should promptly communicate with train dispatcher and every precaution for safety should be taken.

ALL SUBDIVISIONS Special Instructions

10. JOINT TRACK FACILITIES

AT&SF rules and instructions apply on joint track facilities except as noted:

CHICAGO—ALTON JCT.: Amtrak tracks. Trains and engines may use Amtrak tracks and be governed by AT&SF and Amtrak Rules and Instructions.

ALTON JCT.—ASH STREET: ICG main tracks, ICG Rule 93 in effect.

JOLIET U.S.—PLAINES: ICG main tracks, ICG Rule 93 in effect. Movements against current of traffic between Joliet U.S. and South Joliet may be authorized by control signals. Between South Joliet and Plaines single track ABS, signals supersede superiority of trains. Colorlite train order signal at South Joliet displays; flashing green-proceed, flashing red-stop unless clearance card received.

ICG RULES AND DEFINITIONS

Rule 93. Within yard limits, the main track may be used without authority conferred by Time Table schedule, train order or clearance.

Within yard limits, trains or engines must not be moved against the current of traffic unless authorized by person in charge of yard who will make provision for protection of the movement, and such movement will be made at YARD SPEED, not exceeding 20 MPH. Within yard limits established by train order, trains or engines must have copy of such train order with a clearance.

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. 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 restrictions of such block signal indication.

Within yard limits, trains or engines will keep informed of expected time of arrival of first class trains to avoid delaying them.

Yard Speed—A speed prepared to stop within one-half the range of vision.

Restricted Speed—A Speed that will permit stopping within one-half the range of vision, short of train, obstruction, or switch not properly lined and lookout for broken rail, but not exceeding 10 MPH on freight trains or 20 MPH on passenger trains.

LOGANSPORT—KENNETH: CR Track, joint with CR.

CONRAIL RULES AND DEFINITIONS

Normal Speed—The maximum speed authorized by Time Table.

Limited Speed—Not exceeding 40 miles per hour.

Medium Speed—Not exceeding 30 miles per hour.

Slow Speed—Not exceeding 15 miles per hour.

Restricted Speed—A speed which will result in stopping short of train, obstruction or switch improperly lined, looking out for broken rail and not exceeding 15 miles per hour.

Yard Speed—A speed which will enable a train to stop within one-half the range of vision, not exceeding 15 miles per hour.

Torpedoes—The explosion of two torpedoes is a signal to proceed at restricted speed for a distance of one mile. The explosion of one torpedo will indicate the same as two, but the use of two is required.

Manual Block Signal System—A block system in which the use of each block is governed by verbal block authority.

Block-Limit Station—A place where a block-limit signal is displayed.

A train must not foul the main track, enter a block, pass a block-limit station or make a movement in reverse direction without verbal authority of the train dispatcher. Such authority may be obtained by contacting ConRail dispatcher at Indianapolis using wayside telephone at Kenneth, Van or Yard A and such authority must be written on ConRail Form CT-401 then repeated correctly. Forms CT-401 will be turned in to Trainmaster's office at East Peoria. When a train clears the main track crew member must report clear to the dispatcher at which time authority previously obtained is annulled. Flag protection to the rear is not required.

ALL SUBDIVISIONS Special Instructions

Normal position for switch at west leg of Frankfort secondary track wye at Van is lined for Logansport secondary. Normal position for switch at east leg of this wye is lined for Frankfort secondary.

Signal 1990 governing approach to automatic interlocking at N&W Railroad crossing, M.P. 197.1, between Logansport and Van has been relocated to a point at M.P. 198 and renumbered signal 1980. Unless signal 1980 displays an aspect more favorable than stop and proceed, do not pass the signal without specific instructions from train dispatcher. If signal governing the automatic interlocking at N&W Railroad crossing M.P. 197.1 displays other than proceed, follow instructions posted.

EAST PEORIA—P&PU JCT.: AT&SF track joint with N&W, CR. Yard limits in effect. Trains and engines must obtain authority from AT&SF dispatcher before occupying track and must report when limits clear.

P&PU JCT.—IOWA JCT.: P&PU tracks, Yard Limits in effect, be governed by AT&SF Rules and P&PU Rules and instructions. 15 MPH through all P&PU main track crossovers and turnouts.

Unless otherwise instructed AT&SF trains will use N&W running track P&PU Washington St. to Wesley Jct. Signal indication will govern movements westbound from Wesley Jct. to BJ Tower and from Sanger St. to Wesley Jct. eastbound. AT&SF trains will use 91 Pocket track at the south end of 91 yard and the eastbound main.

IOWA JCT.—SOMMER: C&NW tracks joint with C&NW, yard limits in effect. Trains and engines must obtain authority from AT&SF dispatcher before occupying main track between Iowa Jct. and Sommer.

Authority must be obtained from C&NW train dispatcher before operating switches to enter C&NW main tracks at Sommer and direct traffic control (DTC) Rule 480 through 487 of the General Code of Operating Rules, govern movements over C&NW main track.

FAIRBURY—FORREST JCT.: AT&SF Tracks joint with N&W. N&W trains and engines must secure track warrant authority from the AT&SF Dispatcher at Ft. Madison before entering or fouling limits. N&W operating rights extend eastward from Forrest Jct. to MP 44.7 and westward to the east siding switch at Fairbury. Access to N&W trackage west of Fairbury will be thru the siding at Fairbury.

CANTON: Trains and engines using BN tracks must obtain authority from BN before occupying tracks. Rule 93 in effect. No regular trains scheduled in or out of Canton on BN.

LAHARPE: AT&SF tracks joint with KJ, yard limits in effect. KJ operating rights extend from a point 2,000 ft. east of east wye switch to a point 2,000 ft. west of west wye switch. AT&SF operating rights extend 2000 feet west on KJ main track. KJ trains and engines must obtain authority from AT&SF dispatcher before fouling or occupying AT&SF main track and must report when clear and switches have been restored to normal position.

EAST PEORIA—CRANDALL: N&W track, joint with N&W. Trains and engines may use N&W main track between East Peoria and Crandall. Rule 93 in effect. Authority must be obtained from AT&SF Dispatcher before occupying this track, and report when clear. Use west siding switch Crandall to enter N&W main track at Crandall. No regular trains scheduled between East Peoria and Crandall.

WB JCT.—HARDIN: North track AT&SF, south track N&W, joint with N&W.

HARDIN—C.A. JCT.: North and middle tracks AT&SF, south track N&W, joint with N&W.

C.A. JCT.—CONGO: AT&SF tracks, joint with N&W.

ETON—CONGO: AT&SF tracks, joint with U.P.

CONGO—ROCK CREEK JCT.: U.P. main track, joint with N&W and AT&SF. CTC in effect. Maximum authorized speed 30 MPH.

CONGO—SHEFFIELD AND SANTA FE JCT.—KANSAS CITY: AT&SF tracks, joint with N&W.

ROCK CREEK JCT./SHEFFIELD—SANTA FE JCT.: AT&SF trains and engines may use KCT Ry. Co tracks and be governed by AT&SF rules and the Greater Kansas City Area rules and general orders.

ALL SUBDIVISIONS Special Instructions

11. SIGNALS NOT CONFORMING TO ASPECTS AND INDICATIONS SHOWN IN RULES AS "FIXED SIGNALS".

ICG BLOCK AND INTERLOCKING SIGNALS Alton Jct.-Ash St. and Joliet U.S.-Plaines

Aspect	Name	Indication
Green, or Green over Red, or White over Green	Clear	Proceed. (ICG Rule 281)
Yellow over Green	Approach Limited	Proceed; approach next signal prepared to enter turnout at prescribed speed, but not exceeding 40 MPH. (ICG Rule 283)
Red over Green, or Red over Green over Red, or Green over White	Diverging Clear	Proceed on diverging route; not exceeding prescribed speed through turnout. (ICG Rule 286)
Yellow, or Yellow over Red, or White over Diagonal Yellow	Approach	Proceed; prepared to stop at next signal. Train exceeding 30 MPH must at once reduce to that speed.* (ICG Rule 285)
Red over Yellow over Red, or Diagonal Yellow over White	Diverging Approach	Proceed on diverging route; through turnout at prescribed speed; prepared to stop at next signal, but not exceeding 30 MPH. (ICG Rule 287)
Diagonal Lunar over White	Restricting Diverging Main Route	Proceed at restricted speed. (ICG Rule 290(B))
Red over Yellow, or Diagonal Lunar	Restricting	Proceed at restricted speed. (ICG Rule 290)
Red (With number plate), or White over Red	Restricted Proceed	Proceed at restricted speed. (ICG Rule 291)
Red over Red, or Horizontal Red	Stop	Stop. (ICG Rule 292)

*At interlockings Bridgeport and Joliet U.S., a fixed signal displaying single yellow aspect indicates "proceed prepared to enter turnout or stop short of train or obstruction."

BRIDGEPORT—INTERLOCKING

4 unit signals are 4 separate and single color light signals for movements in both directions. Each signal governs a specific route for movement through the interlocking as follows:

EASTWARD—4 UNIT SIGNAL

1st or top unit—governs movement to Track 2 and displays aspect in accordance with ICG Rules 281, 285 and 292.

2nd unit—normal indication red.

3rd unit—governs movement with the current of traffic on Track 4, and displays aspect in accordance with ICG Rules 281, 285 and 292.

4th unit—governs movement against the current of traffic on Track 3 and route to Track 1 and displays aspect in accordance with ICG Rules 290 and 292.

WESTWARD—2 UNIT SIGNAL

1st or top unit—A.T.&S.F.
Lower unit—ICG main tracks

WESTWARD—4 UNIT SIGNAL

1st or top unit—governs movements to ICG main track on the Joliet District and displays aspects in accordance with ICG Rules 281, 285 and 292.

2nd unit—governs movements to A.T.&S.F. tracks.

3rd unit—governs movements with the current of traffic on Track 1 and displays aspects in accordance with ICG Rules 281, 285 and 292.

ALL SUBDIVISIONS Special Instructions

4th unit—governs movements against the current of traffic on Track 2 and ICG main track on the Joliet District and displays aspects in accordance with ICG Rules 290 and 292.

JOLIET U.S.—1, 2 AND 3 UNIT SIGNALS:

Proceed indication on 1st or top unit—A.T.&S.F. tracks.
Proceed indication on lower units—ICG tracks.

Dwarf signal located near base of mast is the 3rd unit of a 3 unit signal.

PLAINES—EASTWARD CONTROLLED SIGNAL

Green, white light below Proceed per ICG Rule 286

Yellow, white light below Proceed per ICG Rule 287

Red Stop per ICG Rule 292

PEQUOT—

Westward ICG approach signal No. 541

Yellow over green Proceed per ICG Rule 283

Westward controlled signal

Red over yellow Proceed per ICG Rule 290

CR BLOCK AND INTERLOCKING SIGNALS

Logansport-Kenneth

Aspect	Name	Indication
Vertical Yellow	Clear	Proceed (CR Rule 281)
Diagonal Yellow	Approach	Proceed not exceeding medium speed prepared to stop at next signal. Reduction to medium speed must commence before engine passes approach signal. (CR Rule 285)
Yellow Light Over Letter A On Mast	Approach Restricting	Proceed not exceeding medium speed to stop at next signal. Reduction to medium speed must commence before engine passes approach restricting signal. (CR Rule 285(B))
	NOTE: Inoperative signal does not convey track information.	
Vertical Lunar	Slow Clear	Proceed; slow speed within interlocking limits and through turnouts. (CR Rule 287)
Horizontal Red W/Number Plate or Horizontal Red Over Yellow	Stop and proceed	Stop; then proceed at restricted speed. (CR Rule 291)
Horizontal Red	Stop Signal	Stop. (CR Rule 292)
Horizontal Rectangular fixed Sign Yellow to Left, Red to Right Over Vertical Fixed Sign Displaying Station Name.	Block-Limit	Limit of the block. (CR Rule 293)
	NOTE: Does not convey track information.	
Vertical Rectangular Fixed Sign, Black Letters ABL on Yellow Background.	Approach Block-Limit	Proceed not exceeding medium speed prepared to stop at next block-limit signal. Reduction to medium speed must commence before engine passes approach block-limit signal. (CR Rule 293(A))

NOTE: Does not convey track information.

P&PU BLOCK AND INTERLOCKING SIGNALS:

All controlled signals are equipped with number plates.

Top or left unit green - Proceed.

Yellow to right or middle - Proceed at Restricted speed.

Red on bottom or all red - Stop.

Two unit signals:

Top unit yellow - Proceed at Restricted speed.

Bottom unit, red - Stop.

Permanent stop signs on P&PU at Iowa Jct. to protect ADM Industry track. AT&SF Rule 98.

C&NW INTERLOCKING SIGNALS

Sommer

Aspect	Name	Indication
Red	Stop & Proceed	Stop and Proceed
Lunar	Restricting	Proceed at Restricted speed

ALL SUBDIVISIONS Special Instructions

W.B. JCT

EASTWARD, 3 UNIT SIGNAL ON SOUTH TRACK:
Movement to A.T.&S.F. governed by indication of top and middle units, per A.T.&S.F. Rules 237, 238, 240 and 242. Movement to N&W governed by indications on all 3 units.

EASTWARD, 2 UNIT SIGNAL ON NORTH TRACK:
Movement to A.T.&S.F. governed by indications in accordance with A.T.&S.F. Rules 230, 234, 236, 237, 238, 240 and 242; to N&W, Red over Green aspect is authority to use crossover at prescribed speed; Red over Yellow aspect is authority to enter N&W siding or approach next signal on main track prepared to stop.

SIGNAL 2149

EASTWARD APPROACH SIGNAL 2149 TO W.B. JCT. SOUTH TRACK: If signal displays flashing green aspect, comply with Rule 232, as amended.

C.A. JCT.

WESTWARD, 2 UNIT SIGNAL ON SOUTH TRACK:
Movement to A.T.&S.F. governed by indications per A.T.&S.F. Rules 237, 238, 240 and 242; to N&W, Green over Red, Yellow over Red and Red over Red.

WESTWARD, 3 UNIT SIGNAL ON NORTH TRACK:
Movement to A.T.&S.F. governed by indication of top and middle units, per A.T.&S.F. Rules 237, 238, 240 and 242; to N&W governed by indications on all 3 units.

ETON

Color light switch point indicator located at UP connection switch displays yellow when lined for UP and dark when lined for A.T.&S.F. Yellow over yellow aspect on eastward controlled signals at M.P. 439.3 indicates Eton interlocking is lined for UP connection.

12. FOLLOWING INSTRUCTIONS GOVERN TRANSFERS AND INTERCHANGES TO AND FROM CORWITH:

B&O/B&OCT BARR YARD

Train and engine crews using B&O/B&OCT tracks will be governed by the Chessie System Chicago Terminal Division Timetable and Special Instructions. B&O Rule 251 in effect between Ash Street and Barr Yard, and B&O Rule 151 in effect between ETC sign opposite signal N-127, 79th Street Junction and Blue Island Junction. All movements against current of traffic between Blue Island Junction and 79th Street Junction, and all movements with the current of traffic between ETC sign opposite Signal 160 and ETC sign opposite Signal N-127 will be made at a speed that will permit stopping short of train ahead.

Maximum authorized speed between:

Ash Street and 79th Street	35 MPH
79th Street and Blue Island Junction	20 MPH
Blue Island Junction and Harvey Junction	30 MPH
Harvey Junction and Barr Yard	10 MPH

Trains or engines must have Form CF-814, Detour Order Authority, to run against the current of traffic.

Contact Ash Street Towerman before leaving Corwith. Upon arrival at Barr Yard, secure track number to pull train. After train is in clear, line the switch back to normal position. If Track Nos. 7, 8, or 9 are used to yard train, notify the B&OCT Dispatcher when in the clear, in addition to lining switch to normal position.

Prior to fouling lead at the east end of Barr Yard, contact the B&OCT Yardmaster for instruction. (If transfer is more than 20 car lengths long and a yellow indication is received at 127th Street, the transfer should be stopped and the headman must contact Blue Island). When ready to depart Barr Yard, before trains foul the main track at spring switches, conductor or engineer must secure permission from the B&O train dispatcher, regardless of signal aspect displayed.

BRC CLEARING YARD

AT&SF Rules apply except as affected by the following BRC Rules: All tracks are designated "within yard limits." Trains and engines must keep to the right except that the Train Dispatcher only may authorize movement of trains or engines against the current of traffic. Movements against the current of traffic between 55th Street Interlocking and 63rd Street at Harlem Avenue and between 55th Street Interlocking and Pullman Junction must be authorized by BRC Form 3300, except movements made between Western Avenue and Hayford.

Engine Foreman or conductor will contact the Belt Dispatcher prior to departure from Corwith Yard unless otherwise instructed by Asst. Trainmaster No. 1. All trains arriving at the BRC Clearing Yard on No. 2 Southward Main Track will yard their train on the track as displayed on the track indicator board located south of 67th Street. If no track is shown on the track indicator board, crew must stop at West Sub Office for instructions, and be governed by switchtender located at West Sub Office. A white flag by day or a white light by night from the switchtender is an indication that route is lined for the proper track. All AT&SF crews proceeding by video cameras will operate at restricted speed. Pull the transfer delivery to the east end of the Belt Yard. Contact the Belt Yardmaster prior to fouling the lead at the east end of the yard, and be governed by his instructions.

ALL SUBDIVISIONS Special Instructions

Before departing BRC Clearing Yard, secure verbal clearance from the BRC Dispatcher for movement with current of traffic, or BRC Form 3300 for movement against the current of traffic.

Maximum authorized speeds from AT&SF R. R. Corwith Yard to the Belt Railway Company Clearing Yard via Elsdon Branch:

AT&SF R. R. Corwith Yard to Kostner Ave.	10 MPH
Kostner Ave. to 55th St. Interlocking	20 MPH
55th Street interlocking to end of ABS Signal 500 feet south of 65th Street	30 MPH
Within the limits of the 55th Street interlocking	25 MPH
Diverging movement through interlocked switches ..	15 MPH
Non-interlocked	10 MPH
West end Clearing Yard NON ABS	Restricted Speed

CR&I

CR&I tracks are within yard limits and all movements must be made at restricted speed. Contact the CR&I Yardmaster, and be governed by his instructions.

ICG GLENN YARD

Prior to fouling the ICG work lead, STOP, contact the ICG Yardmaster, and be governed by his instructions before entering and departing the ICG Glenn Yard. ICG Rules 251 and 93 in effect.

13. Maximum Authorized Speeds—Various Cars

- (A) Trains handling continuous welded or jointed rail, excluding twin loads of 73-ft. rail. 40 MPH*
*except 25 MPH on curves of 6 degrees or more.
- (B) Trains handling tank cars numbered:
ACFX 17451 thru 17495 and
NATX 10841 thru 10865. 45 MPH
- (C) Trains handling gondolas numbered:
CR 598500 thru 598999
PC 598500 thru 598999
SP 345000 thru 345699. 45 MPH
- (D) Trains handling ATSF tank and work equipment cars numbered:
ATSF 100301 thru 101099
ATSF 189000 thru 189999
ATSF 192770 thru 192875
ATSF 199880 thru 199899
ATSF 202750 thru 202999
ATSF 209000 thru 209999. 45 MPH
- (E) Trains handling the following tank cars numbered:
DVLX 4001 thru 4190. 40 MPH
UTLX 76517
UTLX 76539
UTLX 76556, 76558
UTLX 76568
UTLX 76595
UTLX 76649
UTLX 76656
UTLX 76696
UTLX 76733
UTLX 76736 thru 76738
UTLX 76742 thru 76751 (except 76746 and 76749)
UTLX 78256 thru 78269
UTLX 78272
UTLX 78274
UTLX 78278
UTLX 78281
UTLX 78285 thru 78293 (except 78286)
UTLX 78326 thru 78333 (except 78327)
UTLX 78336 thru 78344 (except 78341 and 78342)
UTLX 78347 thru 78350 (except 78349)
UTLX 78353. 40 MPH
- (F) Trains handling EMPTY "Schnabel" type cars numbered:
APWX 1004 GEX 40010, 80002, 80003
BBCX 1000 GPIX 100
CAPX 1000 HEPX 200
CEBX 100, 101 KWUX 10
CPOX 820 WECX 101, 102, 200-203, 301
CWEX 1016. 40 MPH
All cars listed must be handled on or near the rear end of trains not exceeding 100 cars in length, must NOT be handled in trains requiring pusher service and must NOT be humped or switched with motive power detached.
- (G) Trains handling LOADED "Schnabel" type cars listed in (F) also CEBX 800 LOADED & EMPTY, must be governed by special instructions issued for each individual movement.
- (H) Trains handling solid consist of military equipment. 55 MPH
- (I) Trains handling EMPTY gondolas numbered:
KCS 801011 thru 802930. 45 MPH
- (J) Trains handling foreign line scale test cars. 50 MPH
All foreign line scale test cars must be handled immediately ahead of caboose.

ALL SUBDIVISIONS Special Instructions

14. When helper engine is placed behind a caboose, not more than two six-axle operating units totaling not more than 179,400 pounds tractive effort, or not more than two four-axle operating units totaling not more than 135,600 pounds tractive effort or a combination of one six-axle and one four-axle unit totaling not more than 157,600 pounds tractive effort will be used. Below is a list showing the weight, tractive effort and horsepower rating of units by class:

CLASS	MAKE	TYPE	WEIGHT	TRACTIVE EFFORT	HORSE-POWER	DYNAMIC BRAKE***
*200	EMD	F40PH	259,500	38,240	3000	4BF
1310	EMD	GP7	249,000	41,300	1500	No
1460	EMD	SWBLW	262,500	41,300	1500	No
1556	EMD	SD39	389,000	82,284	2500	6EF
2000	EMD	GP7	249,000	41,300	1500	No
2244	EMD	GP9	249,000	45,200	1750	No
2300	EMD	GP38	262,500	55,460	2000	4ET
2370	EMD	GP38-2	260,800	55,400	2000	No
2700	EMD	GP30	262,900	51,400	2500	4BT
2800	EMD	GP35	266,000	51,400	2500	4BT
3000	EMD	GP20	265,000	44,800	2000	4BT
3400	EMD	GP39-2	270,000	55,400	2300	4EF
3600	EMD	GP39-2	264,400	55,400	2300	4EF
3800	EMD	GP40X	264,400	62,685	3500	4EF
3810	EMD	GP50	271,663	64,200	3500	4EF
3840	EMD	GP50	273,120	64,200	3500	4EF
5000	EMD	SD40	391,500	82,100	3000	6ET
5020	EMD	SD40-2	391,500	83,160	3000	6EF
5200	EMD	SD40-2	391,500	90,475	3000	6EF
5250	EMD	SDF40-2	388,000	83,100	3000	6EF
5300	EMD	SD45	391,500	72,286	3600	6ET
5381	EMD	SD45	391,500	72,286	3600	6EF
5426	EMD	SD45	389,500	72,286	3500	6ET
5501	EMD	SD45B	393,920	72,286	3600	6ET
5502	EMD	SD45B	392,860	82,100	3600	6EF
5510	EMD	SD45-2B	395,500	83,100	3600	6EF
5625	EMD	SD45-2	395,500	73,650	3600	6EF
5662	EMD	SD45-2	391,500	73,650	3600	6EF
5800	EMD	SD45-2	395,500	83,100	3600	6EF
5950	EMD	SDF45	395,000	71,290	3600	6ET
5990	EMD	SDFP45	399,000	68,006	3600	6ET
6300	GE	U23B	262,500	60,400	2250	4EF
6350	GE	B23-7	268,000	60,400	2250	4EF
6364	GE	B23-7	265,000	60,400	2250	4EF
6390	GE	B23-7	264,000	61,000	2250	4EF
6405	GE	B23-7	266,000	61,000	2250	4EF
7200	GE	SF30-B	285,150	71,200	3000	4EF
**7400	GE	B39-8	285,940	68,100	3900	4EF
**7484	GE	B36-7	274,500	64,600	3600	4EF
8010	GE	C30-7	398,800	90,600	3000	6EF
8020	GE	C30-7	392,500	90,600	3000	6EF
8099	GE	C30-7	395,000	91,500	3000	6EF
8153	GE	C30-7	392,500	91,500	3000	6EF
8736	GE	U36C	391,500	90,600	3600	6EF
9500	GE	SF30C	391,500	91,500	3000	6EF

* Amtrak passenger units.

** For the purpose of calculating dynamic braking effort, Units 7400-7402 and 7484-7499 must be considered as having six axles.

*** Information relating to dynamic brake is designated as follows:
Number indicates number of axles.
Type is indicated by B-Basic, E-Extended Range.
System is indicated by F-Flat, T-Taper.

15. Rule 82(A) Clearances not required on Illinois Division.

16. Rule 450 Track bulletins are authorized on all subdivisions.

17. An incorrect engine number shown on address of a track warrant must be reported by crew member; and, if verbally authorized by the train dispatcher, may be changed to show the correct engine number.

18. Track Warrants with only boxes 13, 14 or 17 marked requiring speed or other restriction must be retained and complied with during the tour of duty on which they were received.

19. In the application of GCOR Rule 104(B)(5), trains operating without a caboose must NOT leave siding switch used to enter siding lined and locked for the siding unless authorized by the train dispatcher.

20. In the application of GCOR Rule 26, the appropriate measures that must be taken to protect an employe performing emergency work under the provisions of item (4) are:

- (1) Engineer, or employe at the control of the engine, must make a 20 PSI service air brake application; and,
- (2) Reverser lever must be removed and placed in charge of employe performing such work.

ALL SUBDIVISIONS

HAZARDOUS MATERIAL

IN CASE OF ACCIDENT, your safety is the first consideration. If you suspect hazardous material may be involved in a derailment, do the following IF IT IS SAFE TO DO SO:

- A. DETERMINE STATUS OF ALL CREW MEMBERS.
- B. RESCUE INJURED, remove them to a safe area, and call for assistance.
- C. IF FIRE OR VAPOR CLOUDS are visible, evacuate to 1/2 mile upwind of vapor cloud or fire. Before evacuating take all paperwork such as waybills, consist and emergency response information with you.
- D. NOTIFY the Chief Dispatcher by the quickest means possible. If Railroad communications fail or is not available, call long distance collect - (319) 376-4211. Tell him:
 - (1) Your name and title.
 - (2) Train identification symbol.
 - (3) Specific location of the incident (station, milepost location, nearest street or highway crossing).
 - (4) If you need fire or medical response.
- E. IF NO FIRE OR VAPOR CLOUDS are apparent,
 - (1) EXTINGUISH smoking materials and caboose stove. Do not smoke in the vicinity of a hazardous material incident. Do not ignite fusee(s).
 - (2) CHECK the train consist and shipping papers to determine what cars and commodities may be involved and where they are located on the train.
 - (3) INSPECT the train to determine the condition of cars involved. Use a buddy system if possible. Tell crew members what products may be involved and what risk they may pose. Approach from upwind (wind at your back) or uphill side. Go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any fire, vapor or gas clouds, smoke, leak or unusual smells or noises. If you detect these conditions, DO NOT GO NEAR THE CARS, evacuate all crew members to a safe distance.
- F. PROVIDE the Chief Dispatcher with as much of the following information as possible after you have inspected the train.
 - (1) Initial and number of cars involved.
 - (2) Location of hazardous material in derailment.
 - (3) Description of hazardous materials from shipping papers.
 - (4) Condition of each car. Upright or turned over, intact; punctured or leaking; on fire or near fire; producing a vapor or gas cloud; unusual odor or unusual noise.
 - (5) Location of people, property, or public systems (roads, power lines, hospitals, etc.) which could be subject to damage.
 - (6) Location of nearby stream, river, pond, lake or other body of water.
 - (7) Location of access roads.
 - (8) Any other information that will help the dispatcher understand the situation.
- G. WARN people to stay away from the emergency area.
- H. IDENTIFY yourselves to responding police or fire personnel. GIVE them your train consist and hazardous materials emergency response printout. HELP them determine which cars and products are derailed or damaged. The conductor may provide waybill data, but should retain the waybills for delivery to a responding operating officer.
- I. REMAIN at the scene at a safe distance until relieved by a railroad Operating Officer.

Position in train of placarded cars containing hazardous materials

NOTE: Cars with same placards may be placed next to each other.

Shippers may use either words or numbers on placards. Numbers shown are samples. Other numbers may appear on placards.

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 applied to the car.
- Determine the type of car.
- Follow vertically down the chart and note which lines apply.
- The symbol X indicates the wording at the side that applies.

See footnotes for explanation.

RESTRICTIONS

Must not be nearer than the sixth car from the engine, occupied caboose or passenger car. If total number of cars in train does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car.

MUST NOT BE NEXT TO:	Loaded cars placarded:	Loaded cars placarded:	Loaded cars placarded:	Loaded tank cars placarded:	Empty tank cars placarded:	Loaded cars other than tank cars placarded:	Loaded cars placarded:
					RESIDUE* Corrosive Poison Chlorine Organic Peroxide Oxidizer Oxygen Flammable Flammable Solid Flammable Solid W Non Flammable Gas Flammable Gas Poison Gas	 	
Engine, occupied caboose or passenger car	X	X	X	X	X		
Car occupied by guard or escort	X (1)	X (1)		X (1)			
Loaded plain flat car	X	X		X			
Loaded bulkhead flat car	X (2)	X (2)		X (2)			
Loaded TOFC/COFC flat car	X	X (3)		X (4)			
Flat Car loaded with vehicles	X	X		X (5)			
Open top car with shiftable load	X (2)	X (2)		X (2)			
Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern	X	X		X			
Car placarded EXPLOSIVES A	X		X	X		X	
Car placarded POISON GAS		X	X	X		X	
Car placarded RADIOACTIVE	X	X		X		X	
Any loaded placarded car (other than COMBUSTIBLE or same placard)	X	X	X				

NO RESTRICTIONS

(1) A placarded rail car 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 placarded EXPLOSIVES A.

(2) Restriction applies only 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.

(3) Cars placarded EXPLOSIVES A may be placed next to each other.

(4) Restriction applies only to loaded flatbed or opentop trucks and trailers and to loaded trucks and trailers without securely closed doors.

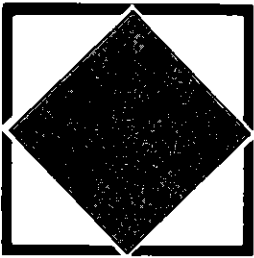
(5) Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car end of a type generally accepted for handling in interchange between railroads.

* Examples of Residue Placards are shown on following page.

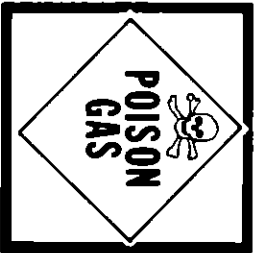
SWITCHING RESTRICTIONS

THE FOLLOWING CARS MUST NOT BE:
CUT OFF IN MOTION, NOR BE
IMPACTED BY CARS ROLLING UNDER
THEIR OWN MOMENTUM

ANY CAR PLACARDED
EXPLOSIVES A OR POISON GAS



OR

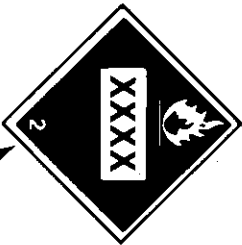


A TOFC OR COFC VEHICLE
DISPLAYING ANY PLACARD

OR

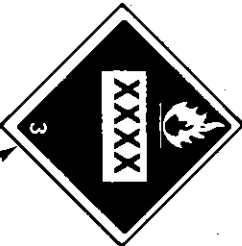
DOT CLASS 113
TANK CAR LOAD OF FLAMMABLE GAS

USE THE NUMBERED
PLACARDS TO DISTINGUISH TANK
CARS PLACARDED FLAMMABLE GAS
FROM FLAMMABLE FROM COMBUSTIBLE



NUMBER 2

FLAMMABLE GAS



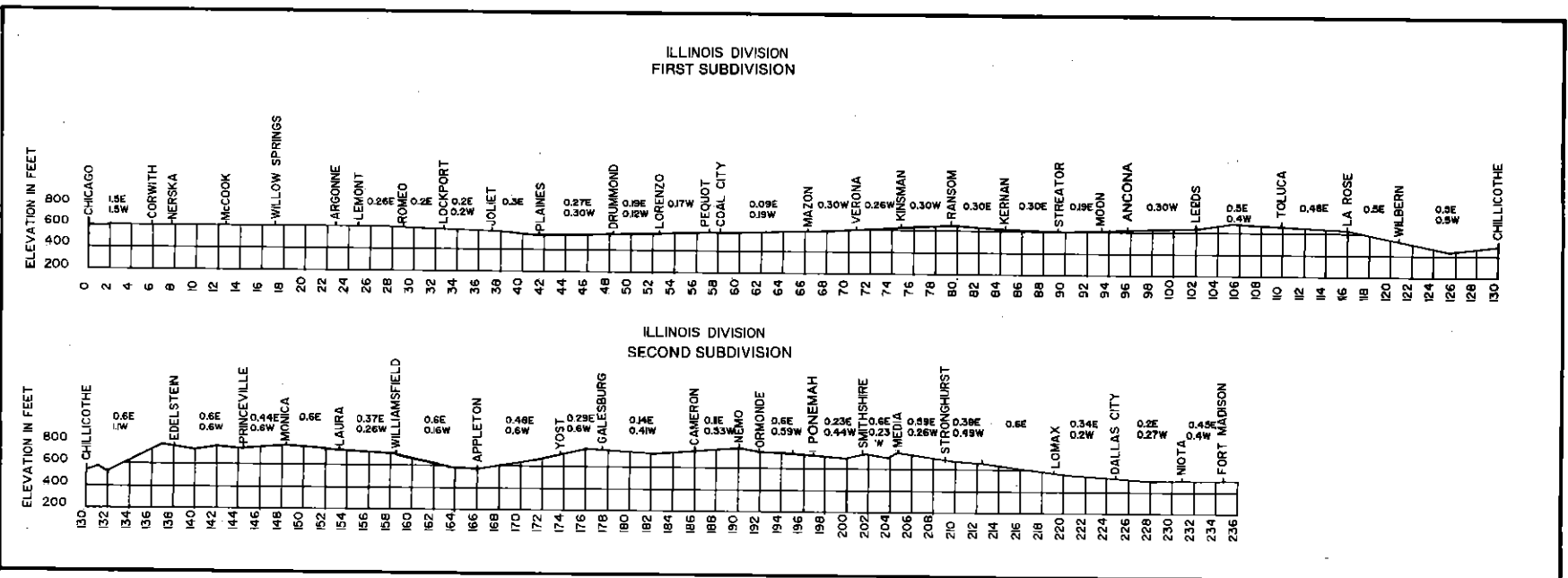
NUMBER 3

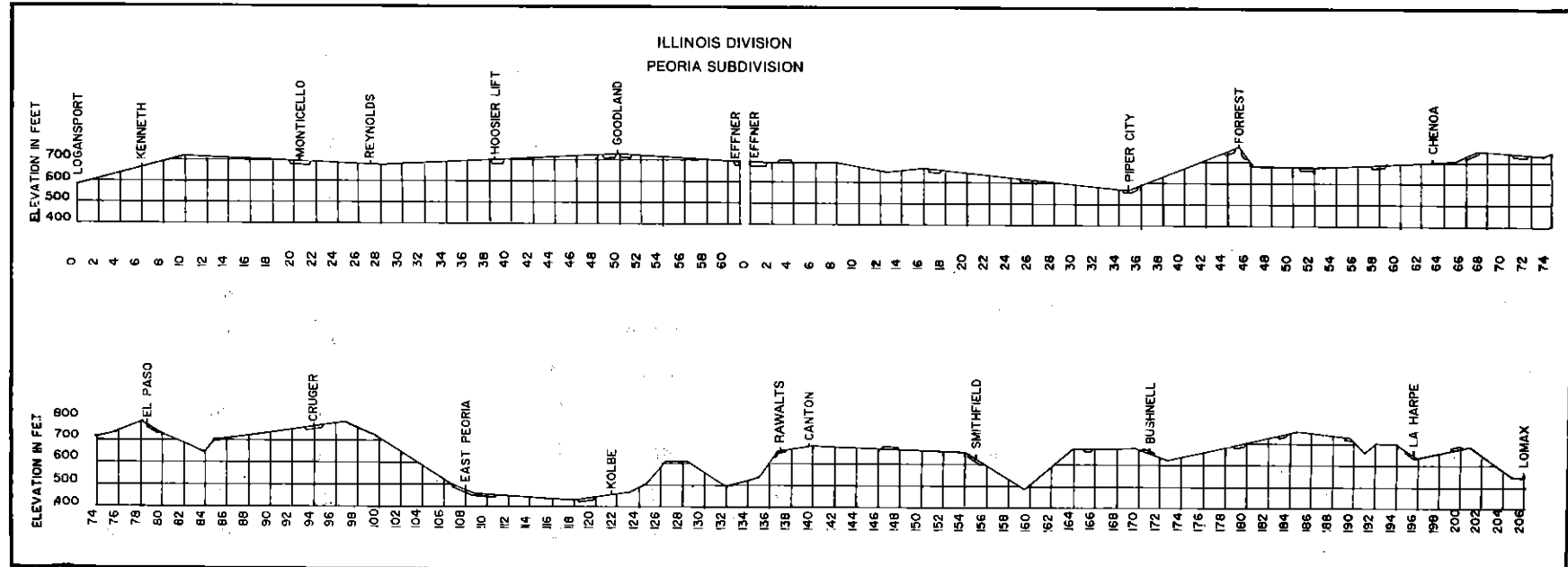
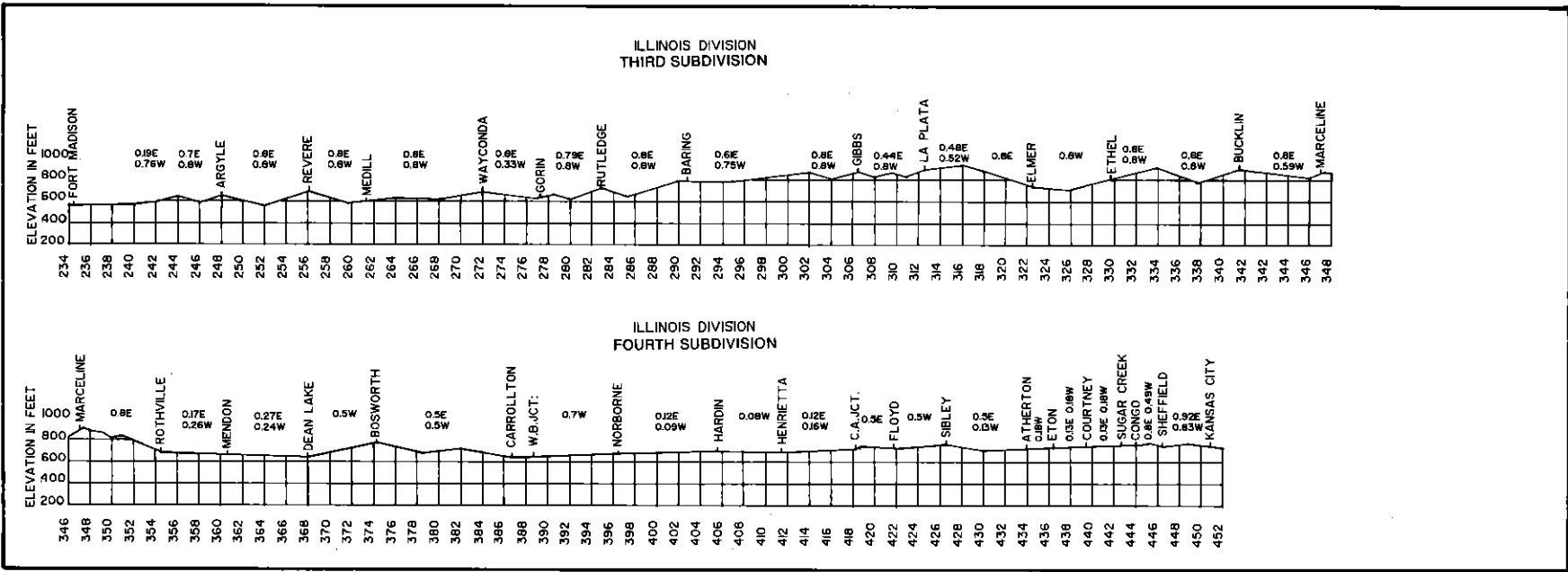
FLAMMABLE LIQUID

USE BOTTOM WHITE TRIANGLE
TO IDENTIFY COMBUSTIBLE PLACARDS
NO SWITCHING RESTRICTIONS APPLY

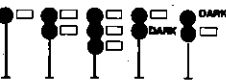
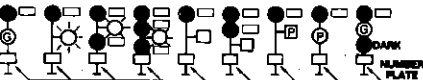
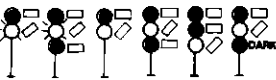


Examples of Residue Placards





**ASPECTS OF
COLOR LIGHT
AND SEMAPHORE SIGNALS**



RULE	NAME	INDICATION
230	CLEAR	Proceed
231	APPROACH LIMITED	Proceed prepared to pass next signal not exceeding 60 MPH and to advance on diverging route.
232	ADVANCE APPROACH	Proceed prepared to pass next signal not exceeding 50 MPH and to advance on diverging route.
233		
234	APPROACH MEDIUM	Proceed; approach next signal not exceeding 40 MPH and be prepared to enter diverging route at prescribed speed.
235	APPROACH RESTRICTING	Proceed prepared to pass next signal at restricted speed.
236	APPROACH	Proceed prepared to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed.
237	DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout.
238	DIVERGING APPROACH	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.
239		
240	RESTRICTING	Proceed at restricted speed.
241	STOP AND PROCEED	Stop, then proceed at restricted speed.
242	STOP	Stop