

ILLINOIS DIVISION

G. B. LUNDAY, Trainmaster Chillicothe
 J. M. MARTIN, Trainmaster Ft. Madison
 W. D. JOHNSON, Asst. Trainmaster McCook
 J. W. ELLIOTT, Road Foreman of Engines Ft. Madison
 W. J. McMEANS, Road Foreman of Engines Argentine
 P. M. BUCKINGHAM, Rules Examiner Ft. Madison
 R. A. WEAKLEY, Safety Supervisor Ft. Madison
 R. D. MATHES, Chief Dispatcher Ft. Madison
 G. M. HOBACK, Asst. Chief Dispatcher Ft. Madison
 J. W. FISHER, Asst. Chief Dispatcher Ft. Madison
 J. L. AUSTIN, Asst. Chief Dispatcher Ft. Madison

CHICAGO TERMINAL DIVISION

F. S. KOWALCZYK, Trainmaster Corwith
 N. A. WELLS, Trainmaster Corwith
 B. R. DAVIS, Trainmaster Corwith
 W. F. KILPATRICK, Trainmaster Corwith
 A. J. TISKEVICH, Trainmaster-Amtrak Chicago
 G. J. HIGGINS, Asst. Trainmaster Corwith
 J. F. WAGNER, Safety Supervisor Corwith

KANSAS CITY DIVISION

D. W. TEEL, Asst. Superintendent Argentine
 J. A. CARRIER, Asst. Superintendent Argentine
 D. E. PARSONS, Asst. Superintendent Argentine
 A. A. CATRON, Trainmaster Argentine
 R. A. KURTZ, Trainmaster Argentine
 C. W. SMITH, Trainmaster-RF of E-Amtrak Argentine
 J. L. SULLIVAN, Asst. Trainmaster Argentine
 J. E. HUTCHINSON, Asst. Trainmaster Argentine
 B. LEVIN, Asst. Trainmaster Argentine
 W. J. EPPERSON, Asst. Trainmaster Argentine
 G. E. GUTHRIE, Road Foreman of Engines Argentine
 L. G. SALTS, Safety Supervisor Argentine
 R. PEDROSA, Safety Supervisor Argentine
 M. D. SMITH, Supervisor of Air Brakes-
 General Road Foreman of Engines Argentine

TRAIN DISPATCHERS—FT. MADISON

C. R. MACHEN E. A. DENT C. M. GULLEY
 R. G. BUCKINGHAM J. T. SEVIER E. M. CHADWICK
 J. D. HUNTER R. F. BIEGLER C. M. MATTA
 R. J. ALEXANDER M. D. THOMPSON R. J. SANFORD

**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!

SPEED TABLE

Table of speeds (minutes and seconds per mile, in terms of
 miles per hour).

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
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	4 30	13.3
56	64.2	1 36	37.5	5	12.0
57	63.2	1 38	36.8	6	10.0

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

EASTERN LINES

ILLINOIS DIVISION

TIME TABLE NO.

1

IN EFFECT

Sunday, January 5, 1975

At 12:01 A. M.

Central Standard Time

**This Time Table is for the exclusive use and
 guidance of employes**

**H. J. BRISCOE
 General Manager
 Topeka, Kansas**

**C. R. ROSE
 C. L. HOLMAN
 H. L. HAWKINS
 Asst. General Managers
 Topeka, Kansas**

**E. O. CHADDOCK
 Ft. Madison, Iowa
 W. E. BRACK
 Corwith, Illinois
 H. L. ROGERS
 Argentine, Kansas
 Superintendents**

2 FIRST DISTRICT

ILLINOIS DIVISION

WESTWARD		Capacity of Sidings in Feet	Railing Grade Ascending	TIME TABLE No. 1 January 5, 1975	Railing Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
First Class								First Class	
3	15							16	4
Leave Daily	Leave Daily	Feet Per Mile	STATIONS	Feet Per Mile	Arrive Daily	Arrive Daily			
PM 6.30	PM 5.00		CHICAGO Union Station 1.6		PM 12.45	PM 1.35	C		
			Ft. Wayne Jct. (ICG) 0.1						
			A. T. & S. F. Jct. 0.1		1.3				
			PC-C&WI Cros. 0.7		1.4				
			Halsted St. (ICG) 1.0						
		26.4	Bridgeport 1.3	26.4	3.1				
			Ash Street CRI-BOCT-PC Crossing 1.5		4.4				
		35.8	I.N. Crossing CORWITH 1.4	0	5.9		Y R C		
6.45	5.16	0	NERSKA Chicago Belt Crossing 5.5	0	7.3	12.15	1.06		
6.51	5.22	6466	McCOOK 4.5	0	12.8	12.08	12.59	R C	
6.56	5.27	0	B. & O. C. T. Crossing 4.5	0	17.4	12.03 PM	12.54		
		0	WILLOW SPRINGS 5.6	0	23.0				
		0	ARGONNE 2.1	0	25.1			C	
		0	LEMONT 4.2	13.7	29.3	11.49	12.39		
7.07	5.38	0	ROMEO 3.4	10.6	32.7			C	
		10.6	LOCKPORT 3.5	10.6	36.2			TR C	
		10.6	JOLIET YARD 1.3	10.6	37.5	11.35	12.25	C	
7.20	5.53	0	JOLIET U.S. YL C. R. I. & P. Crossing 4.0	15.8	41.5	11.28	12.18		
7.24	5.57	15.8	PLAINES 6.6	14.5	48.2				
		6.1	DRUMMOND 4.6	9.9	52.8				
		9.1	LORENZO 4.4	0	57.2	11.13	12.03 PM		
7.37	6.10	8.7	PEQUOT 1.0	0	58.2				
		10.2	COAL CITY 7.9	4.7	66.1				
		15.8	MAZON 4.7	0	70.8	11.02	11.52		
7.48	6.21	13.7	VERONA 4.0	0	74.8				
		15.8	KINSMAN 5.0	0	79.8				
		0	RANSOM 4.6	15.8	84.4				
		0	KERNAN 5.2	15.8	89.6	10.45	11.35	TR C	
8.05	6.38	0	STREATOR 0.2	0	89.8				
		0	ICG & PC Crs'g. 0.4	10.1	90.2				
		0	N. & W. Crossing 3.7	0	93.9				
		0	MOON 1.9	0	95.8	10.35	11.25		
8.12	6.45	15.8	ANCONA 6.3	0	102.1				
		26.4	LEEDS 7.8	21.1	109.9	10.24	11.14		
8.23	6.56	0	TOLUCA 6.0	25.2	116.0				
		0	LA ROSE 4.9	26.4	120.9				
		26.4	WILBERN 9.1	26.4	130.0	10.05	10.55	TR C	
8.40	7.14		CHILlicothe (130.1)			AM Leave Daily	AM Leave Daily		
60.0	58.3		Average speed per hour			48.8	48.8		

RULE 251 IN EFFECT:

ICG eastward and westward main tracks between AT&SF Jct. and Ash Street, ICG main tracks between Joliet U.S. and South Joliet, Main tracks between Joliet U.S. and Pequot.

TCS IN EFFECT:

Main track between AT&SF Jct. and Bridgeport, ICG northward and southward main tracks between Ft. Wayne Jct. and Bridgeport, Main tracks between Bridgeport and Joliet U.S., ICG main track between South Joliet and Plaines, Main tracks between Pequot and Chillicothe.

Between AT&SF Jct. and Bridgeport from the south, first track is AT&SF main track, second and third tracks are ICG eastward and westward main tracks and fourth and fifth tracks are ICG northward and southward main tracks. Tracks are numbered 1 through 5 from the south.

Between Bridgeport and Ash Street from the south, first and second tracks are AT&SF main tracks, third and fourth tracks are ICG eastward and westward main tracks. Tracks are numbered 1 through 4 from the south.

AT&SF psgr trains use Chicago Union Station Company tracks between Chicago Union Station and Ft. Wayne Jct. and be governed by Chicago Union Station Rules and Instructions and use ICG northward and southward main tracks between Ft. Wayne Jct. and Bridgeport and be governed by provisions Special Rule 5.

AT&SF trains or engines may use ICG main tracks between Ft. Wayne Jct.-AT&SF Jct. and Ash Street and be governed by provisions Special Rule 5.

Movement through slip switches east of Ash Street may be made only on hand signal from switchtender with yellow flag or yellow light.

AT&SF trains may use ICG main tracks between Joliet U.S. and Plaines when authorized by train order or by control station and be governed by provisions Special Rule 5.

Proceed indication on westward ICG interlocking signal at Plaines authorizes an ICG train to run extra Plaines to Pequot.

Proceed indication on eastward ICG interlocking signal at Pequot authorizes an ICG train to run extra Pequot to Plaines.

TRACK SIDE WARNING DETECTORS

HOT BOX DETECTORS

Detector location	Locator location
MP 32.5	Eastward MP 29.4 Westward MP 34.1
MP 68.3	Eastward MP 66.5 Westward MP 70.6
MP 100.2	Eastward MP 98 Westward MP 102.2
MP 125.3	Eastward MP 123.6 Westward MP 127.5

When detector actuated will display rotating white light on field side at Detector and Locator locations. Dragging equipment will also actuate alarms.

See Special Rule 13.

Trains originating Chicago, Corwith, Joliet Yard, Streator including trains from Penn Central RR, and Chillicothe, except first class trains at Chillicothe, must secure clearance card before leaving.

Between Pequot and Chillicothe, block signals between interlockings are located on field side of track they govern.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psgt.	Frt.
Ft. Wayne Jct. and Bridgeport (ICG)	40	30
AT&SF Jct. and Bridgeport (AT&SF)	30	30
AT&SF Jct. and Ash Street (ICG)	30	30
Bridgeport and Chillicothe	79	60*
Joliet U.S. and South Joliet (ICG)	30	10
South Joliet, interlocking limits (ICG)	35	10
South Joliet and Plaines (ICG)	60	30

*Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 5,000 tons total. . . . 45 MPH
Freight trains may observe passenger train speed but not to exceed 70 MPH, provided:

- (1) Maximum authorized speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTIONS - CURVES, RR CROSSINGS, AND BRIDGES

	MPH	
	Psgt.	Frt.
RR Crossing MP 1.4 (Interlocking)	20	20
Curves, Halsted St. (ICG)	25	25
MP 3.1 (Interlocking)	20	15
RR Crossing MP 4.4 (Interlocking)	20	20
RR Crossing MP 5.9 (Interlocking)	79	70
RR Crossing MP 7.3 (Interlocking)	79	70
2 Curves, MP 9.0 to 9.4	70	70
2 Curves, MP 9.7 to 10.3	30	30
Bridge, MP 9.9 to 10.0	30	30
2 Curves, MP 10.7 to 12.3	60	60
RR Crossing MP 12.8 (Interlocking)	79	70
Curve, MP 24.0 to 24.7	70	70
Bridge, MP 24.7 to 24.8	40	40
4 Curves, MP 24.8 to 25.9	50	50
2 Curves, MP 27.4 to 28.7	55	55
Curve, MP 29.1 to 29.2	65	65
3 Curves, MP 32.6 to 34.6	70	70
2 Curves, MP 35.1 to 35.6 (North Track)	70	70
4 Curves, MP 35.3 to 35.8 (South Track)	60	60
2 Curves, MP 36.1 to 36.6 (South Track)	40	40
Curve, MP 36.3 to 36.6 (North Track)	40	40
4 Curves, MP 36.8 to 37.4	25	25
RR Crossing MP 37.5 (Interlocking)	25	25
Curve, MP 37.8 to 37.9	45	45
Curve, MP 38.3 to 38.9	70	70
Curve, MP 40.6 to 41.1 (South Track)	50	50
Curve, MP 43.6 to 44.7 (South Track)	70	70
3 Curves, MP 57.0 to 57.3 (South Track)	40	40
2 Curves, MP 57.0 to 57.4 (North Track)	70	70
Curve, MP 58.0 to 58.2	70	70
Curve, MP 58.4 to 58.7	55	55
3 Curves, MP 88.2 to 89.3	55	55
2 Curves, MP 89.5 to 90.3	40	40
RR Crossing MP 89.8 (Interlocking)	40	40
RR Crossing MP 90.2 (Interlocking)	40	40

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches, 10 MPH; main track switches, except those listed below, 15 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

"I"—Interlocked Switch.

"S"—Spring Switch.

Station or MP	Type	Switches and Turnouts	MPH
AT&SF Jct. (AT&SF)	I	Crossovers and turnouts	10
Ft. Wayne Jct. (ICG)	I	Turnouts and Bridge	10
Bridgeport	I	Crossovers, turnouts and Bridge	20
Corwith	I	East leg of wye	10
	I	Crossovers and turnouts west of IN Crossing	30
Nerska	I	Crossover	15
McCook	I	West end siding	40
MP 14.2	I	Crossover	40
MP 14.5	I	Switch to GM Yard	30
MP 16.5	I	Switch to GM Yard	30
Willow Springs	I	Crossovers	40
	I	East end auxiliary track	40
Romeo	I	Crossovers	40
Joliet Yard	I	Eastward head-in switch	30
	S	Head-out switch MP 36.4	30
Joliet U.S.	I	Crossovers MP 37.2 to 37.9	15
Plaines	I	ICG to AT&SF	40
	S	West end connection ICG to AT&SF	30
Pequot	I	AT&SF to ICG	40
	I	Crossovers	40
Verona	I	Crossovers	40
	I	West end auxiliary track	40
	S	East end auxiliary track	30
Kernan	I	Crossovers	40
MP 87.2	I	Turnout	40
Streator	I	Crossovers and turnout, N&W Crossing	30
	S	PC Connection MP 91.5	20
Ancona	I	Crossovers	40
	I	Turnout Pekin District	30
Toluca	I	Crossovers	40
Chillicothe,	I	Crossover	40
East end yard	I	Turnout yard lead	30
Chillicothe,	I	Turnout yard lead	30
West end yard	I	Crossover	40

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

35.4	Railroad Viaduct
116.9	Railroad Viaduct

3. TRACKS BETWEEN STATIONS

Name	Location	Capacity (Feet)
Waterways Terminal	MP 9.7	3,600
General Motors Yard	MP 14.5	East Lead
Industry Spur	MP 14.6	2,750
General Motors Yard	MP 16.5	West Lead
Lemont Manufacturing (Ceco)	MP 26.0	Yard
Union Oil Co.	MP 27.8	Yard
Millsdale Spur	MP 46.1	350
Mobil Oil	MP 47.6	lead
Blodgett Ordnance	MP 50.3	lead
Industry Spur	MP 51.1	lead
Gorman Spur	MP 61.9	350

WESTWARD		Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
First Class								First Class	
3	15							16	4
Leave Daily	Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily
PM 8.40	PM 7.14		58.1	CHILlicothe 8.0	31.7	130.0	R T C s	AM 10.05	AM 10.55
8.49	7.23		31.7	EDELSTEIN 6.5	31.7	138.1		9.52	10.46
			31.7	PRINCEVILLE 3.6	23.2	144.7			
8.57	7.31		0	MONICA BN Crossing 5.2	31.7	148.3		9.43	10.37
			13.5	LAURA 4.9	19.3	153.5			
9.05	7.39	5557	8.4	WILLIAMSFIELD 7.6	31.7	158.4		9.35	10.29
			31.7	APPLETON 7.8	0	166.0			
			31.7	YOST 3.7	15.3	173.7			
9.25	8.00		21.9	GALESBURG 2.5	7.4	177.5	R C s	9.15	10.10
		7066	21.9	G. I. 6.0	7.4	180.0	Y		
			28.2	CAMERON 4.2	5.7	186.0			
			0	NEMO 1.7	31.3	190.2			
9.39	8.15	5375	0	ORMONDE 5.2	31.2	191.9		9.02	9.57
			23.2	PONEMAH 4.4	12.1	197.1			
			12.1	SMITHSHIRE 3.1	31.7	201.5			
			13.5	MEDIA 4.3	31.2	204.6			
9.53	8.30		26.1	STRONGHURST 10.0	31.7	208.9		8.48	9.43
10.02	8.39		10.6	LOMAX 5.9	18.0	218.9		8.39	9.34
			0	DALLAS CITY 6.1	14.5	224.8			
			21.1	NIOTA 3.4	23.9	230.9			
10.25	9.05			FT. MADISON		234.3	T Y R C	8.20	9.15
PM	PM			(104.2)				AM	AM
Arrive Daily	Arrive Daily			Average speed per hour				Leave Daily	Leave Daily
59.5	56.3							59.5	62.5

Trains must secure clearance card at Chillicothe and Ft. Madison, except first class trains at Chillicothe.

Proceed indication on TP&W interlocking signal at Lomax authorizes a TP&W train to run extra Lomax to Ft. Madison.

Between interlocking east end and interlocking west end Ft. Madison, three main tracks.

Between Chillicothe and Niota block signals between interlockings are located on field side of track they govern.

TCS IN EFFECT:

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

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psgr.	Frts.
Chillicothe and Ft. Madison	79	60*

*Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 5,000 tons total 45 MPH.

Freight trains may observe passenger train speed but not to exceed 70 MPH, provided:

- (1) Maximum authorized speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTIONS - CURVES, RR CROSSINGS, AND BRIDGES

		MPH	
		Psgr.	Frts.
2 Curves,	MP 131.6 to 132.1	65	65
9 Curves,	MP 132.6 to 136.8	50	50
RR Crossing	MP 148.3 (Interlocking)**	79	70
10 Curves,	MP 161.6 to 170.3	70	70
Curve,	MP 175.5 to 175.7	70	70
4 Curves,	MP 176.7 to 178.1	30	30
Curve,	MP 224.7 to 225.0	70	70
Curve,	MP 230.7 to 231.1	40	40
Bridge,	MP 231.5 to 231.8 (Interlocking)	30	30
8 Curves,	MP 231.8 to 234.3	30	30

**If governing signal indicates "Stop", after communicating with control station, follow instructions posted in phone box.

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches, 10 MPH; main track switches, except those listed below, 15 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

"I"—Interlocked Switch.

"S"—Spring Switch.

Station or MP	Type	Switches and Turnouts	MPH
Chillicothe, East end yard	I	Crossover	40
	I	Turnout yard lead	30
Chillicothe, West end yard	I	Turnout yard lead	30
	I	Crossover	40
Edelstein	I	Crossovers	40
Williamsfield	I	Crossovers	40
	I	East end siding	40
	S	West end siding	30
Yost	I	Crossovers	40
G.I.	I	Both ends siding	30
	I	West end auxiliary track	40
	I	Crossovers	40
	I	Tail track	15
Ormonde	I	West end siding	40
	S	East end siding	30
	I	Crossovers	40
Stronghurst	I	Crossovers	40
Lomax	I	Crossovers	40
	I	TP&W Connection Track	30
Niota	I	Crossovers	40
	I	West end auxiliary track	20
Ft. Madison, East end yard	I	Crossovers	30
	I	Turnout yard lead	30
	I	East end north track	30
Ft. Madison, West end yard	I	Crossovers	40
	I	West end north track	30
	I	Turnout yard lead	30

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

Mile Post	Name
136.1	Highway Viaduct
176.1	Highway Viaduct
176.6	Railroad Viaduct

TRACK SIDE WARNING DETECTORS

HOT BOX DETECTORS

Detector location	Locator location
MP 168.1	Eastward, MP 165.9
	Westward, MP 170.6
MP 197.1	Eastward, at Signal 1942
	Westward, MP 199.8
MP 226.9	Eastward, MP 225.1
	Westward, MP 229.4

When detector actuated will display rotating white light on field side at Detector and Locator locations. Dragging equipment will also actuate alarms.

See Special Rule 13.

WESTWARD		Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
First Class								First Class	
3	15							16	4
Leave Daily	Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily
PM 10.30	PM 9.10		42.2	FT. MADISON 13.5 ARGYLE 8.0 REVERE 6.6 BN Crossing MEDILL 9.0 WYACONDA 5.3 GORIN 13.0 BARING 15.7 GIBBS 6.2 LA PLATA 10.1 ELMER 6.7 ETHEL 11.8 BUCKLIN 5.9 MARCELINE	36.9	234.3	TY R C s	AM 8.15 s	AM 9.10
10.42	9.23		42.2		42.2	248.0		7.58	8.53
			42.2		42.2	256.0			
10.56	9.37	7694	42.2		42.2	263.1		7.45	8.40
			17.5		42.2	272.3			
11.07	9.49		42.2		42.2	277.6		7.35	8.30
11.17	10.00	9158	42.2		42.2	290.7		7.25	8.21
			42.2		23.1	306.4			
11.35 s	10.20		40.2		42.9	312.7	R C s	7.05	8.04
			42.2		0	322.9			
11.48	10.32	7563	42.2		42.2	329.7		6.53	7.48
AM			31.0		42.2	341.5			
12.06 s	10.53				42.2	347.3	Y R C	6.35 AM	7.30 AM
Arrive Daily	Arrive Daily			(111.8)			Leave Daily	Leave Daily	
89.9	65.1			Average speed per hour			67.1	67.1	

Trains must secure clearance card at Ft. Madison and Marceline, except first class trains at Marceline.

Between interlocking west end and interlocking east end Ft. Madison, three main tracks.

TCS IN EFFECT:

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

ILLINOIS DIVISION

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Fr.
Ft. Madison and Marceline	90	60*

*Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 5,000 tons total. . . . 45 MPH.

Freight trains may observe passenger train speed but not to exceed 70 MPH, provided:

- (1) Maximum authorized speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTIONS - CURVES, RR CROSSINGS, AND BRIDGES

		MPH	
		Psg.	Fr.
Curve,	MP 236.1 to 236.2 (North Track)	30	30
12 Curves,	MP 250.3 to 256.0	50	50
RR Crossing	MP 263.1 (Interlocking)**	90	70
6 Curves,	MP 281.8 to 286.3 (South Track)	85	60
Curve,	MP 292.2 to 292.4 (South Track)	85	60
3 Curves,	MP 293.8 to 296.3	85	60
Curve,	MP 296.6 to 296.8 (South Track)	85	60
6 Curves,	MP 298.5 to 303.1	85	60
Curve,	MP 309.2 to 309.7	85	60
2 Curves,	MP 311.6 to 312.5	85	60
Curve,	MP 314.4 to 314.7	85	60
2 Curves,	MP 316.5 to 317.9	85	60
3 Curves,	MP 318.9 to 322.0 (South Track)	85	60
8 Curves,	MP 331.0 to 335.1	55	55
9 Curves,	MP 335.6 to 339.1	50	50
2 Curves,	MP 339.4 to 339.7	65	65

**If governing signal indicates "Stop", after communicating with control station, follow instructions posted in phone box.

TRACK SIDE WARNING DETECTORS

HOT BOX DETECTORS

Detector location	Locator location
MP 257.9	Eastward MP 256 Westward MP 259.9
MP 287.3	Eastward MP 284.7 Westward MP 289.9
MP 315.8	Eastward MP 313.3 Westward MP 318.3
MP 344.5	Eastward MP 342.5 Westward MP 346.9

When detector actuated will display rotating white light on field side at Detector location.

Dragging equipment will also actuate alarms.

See Special Rule 13.

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches, 10 MPH; main track switches, except those listed below, 15 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

"I"—Interlocked Switch.

"S"—Spring Switch.

Station or MP	Type	Switches and Turnouts	MPH
Ft. Madison, East end yard	I	Crossovers	30
	I	Turnout yard lead	30
	I	East end (north track)	30
Ft. Madison, West end yard	I	Crossovers	40
	I	West end (north track)	30
	I	Turnout yard lead	30
MP 246.2	I	Crossovers	50
Medill	I	Crossovers	50
	I	Siding switches	40
Gorin	I	Crossovers	50
	I	Crossovers	50
Baring	I	Crossovers	50
	I	Siding switches	40
La Plata	I	Crossovers	50
Ethel	I	Crossovers	50
	I	Siding switches	40
Marceline, East end yard	I	Crossover (MP 346.7)	60
	I	Yard lead switches	15
Marceline, West end yard	I	Yard lead switches	30
	I	Crossover (MP 349.3)	50

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

Mile Post	Name
256.6	Highway Viaduct
270.9	Highway Viaduct
274.5	Highway Viaduct
293.3	Highway Viaduct
300.7	Railroad Viaduct
306.2	Highway Viaduct
307.6	Highway Viaduct
312.5	Railroad Viaduct
332.6	Highway Viaduct

3. TRACKS BETWEEN STATIONS

Name	Location	Capacity (Feet)
Amax	MP 239.3	lead
Fruehauf	MP 239.5	lead
Armour Dial	MP 240.7	lead
Spur	MP 281.7	1,000
Spur	MP 300.0	1,250
Spur	MP 318.2	1,000

8 FOURTH DISTRICT

ILLINOIS DIVISION

WESTWARD		Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 1		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
First Class				No. 1					First Class	
15	3			16	4					
Leave Daily	Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily	
PM 10.53	AM 12.06		0	MARCELINE 7.2	42.2	347.8	Y R C s	AM 6.35	AM 7.30	
			13.7	ROTHVILLE 6.1	8.9	354.6				
11.03	12.16		26.4	MENDON 13.6	14.2	360.7		6.19	7.17	
			26.4	BOSWORTH 12.2	26.4	374.3				
11.23	12.36		0	CARROLLTON 2.2	0	386.4	R C s	6.00	6.58	
11.25	12.38		3.7	W. B. JCT. 8.0	0	388.7		5.56	6.55	
		E 3036 W 6139	4.8	NORBORNE 8.8	6.3	396.6				
11.38	12.51	E 5436	4.2	HARDIN 5.9	0	405.4		5.43	6.42	
		E 11983 W 7183	14.2	HENRIETTA 6.9	6.6	411.3	Y R C			
11.49	1.02		13.2	C. A. JCT. 3.5	26.4	418.2		5.32	6.32	
			26.4	FLOYD 5.0	0	421.7				
11.59	1.12		6.7	SIBLEY 7.2	26.4	426.7		5.22	6.22	
AM			9.7	ATHERTON 2.6	0	434.0				
12.07	1.20		9.4	ETON 2.8	7.0	436.5		5.13	6.13	
			9.4	COURTNEY 3.2	0	439.4				
			4.9	SUGAR CREEK 1.7	0	442.6	C			
12.16	1.29		25.7	CONGO 1.7	42.2	444.2		5.04	6.04	
			14.8	K.C.S. Crossing 0.4	0	445.9				
12.19	1.32		43.9	SHEFFIELD 4.8	48.5	446.4		5.00	6.00	
12.45	2.00			KANSAS CITY Union Station		451.1	C	4.50	5.50	
AM	AM			(103.8)				AM	AM	
Arrive Daily	Arrive Daily			Average speed per hour				Leave Daily	Leave Daily	
55.6	54.6							59.3	62.3	

RULE 251 IN EFFECT:

Main tracks between W. B. Jct. and Hardin, north track and middle track between Hardin and C. A. Jct.

TCS IN EFFECT:

Main tracks between Marceline and W. B. Jct., south track between Hardin and C. A. Jct., main tracks between C. A. Jct. and Sheffield and on Mo. Pac. tracks between Congo and Rock Creek Jct.

Proceed indication on westward N&W interlocking signal at W. B. Jct. authorizes an N&W train to run extra W. B. Jct. to C. A. Jct.

Proceed indication on eastward N&W interlocking signal at C. A. Jct. authorizes an N&W train to run extra C. A. Jct. to W. B. Jct.

Proceed indication on westward interlocking signal at C. A. Jct. for N&W train operating via AT&SF authorizes N&W train to run extra to Argentine. At Argentine proceed indication on eastward interlocking signal at AY Tower authorizes N&W train to run extra to W. B. Jct.

Proceed indication on westward Mo. Pac. interlocking signal at Eton authorizes a Mo. Pac. train to run extra Eton to Congo.

Proceed indication on eastward Mo. Pac. interlocking signal at Congo authorizes a Mo. Pac. train to run extra Congo to Eton.

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

Between Congo and Sheffield, three main tracks designated south track, middle track and north track. South track and middle track are Mo. Pac.-K.C.T. Ry. tracks, north track is AT&SF track.

Between Congo and Rock Creek Jct. AT&SF trains may use Mo. Pac. two main tracks. All movements must be made at restricted speed. Speed limit 10 MPH through Mo. Pac. turnout Rock Creek Jct. interlocking.

AT&SF trains use K.C.T. Ry. Co. tracks between Sheffield or Rock Creek Jct. and Santa Fe Jct. and be governed by provisions Special Rule 5.

Between Santa Fe Jct. and AY Tower, two south tracks are main tracks and between AY Tower and Turner south track is a main track upon which TCS in effect.

TCS in effect on running track between AY Tower interlocking and Turner interlocking. Maximum authorized speed 30 MPH. Authority to enter this track through a hand throw switch must be obtained from operator at AY Tower.

TRACK SIDE WARNING DETECTORS HOT BOX DETECTORS

Detector location	Locator location
MP 366.5	Eastward MP 363.9 Westward MP 368.6
MP 389.5 (North Track)	Dispatcher
MP 414.5	Eastward, MP 412.7 Westward, MP 416.8
MP 432	Eastward, MP 429.4 Westward, MP 433.9

When detector MP 389.5, MP 414.5, MP 432 actuated will display rotating white light on field side at Detector location. Dragging equipment will also actuate alarms. See Special Rule 13.

Trains originating Marceline, Kansas City, and Argentine except first class trains at Marceline and N&W trains at Argentine, must secure clearance card before leaving.

Single track between MP 424.9 and MP 426.3.

Atherton—Stock track spur must not be used by train or engine to clear another train or engine.

Armco Steel Plant, MP 445.5—Armco track must not be used by train or engine to clear another train or engine.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Frt.
Marceline and W.B. Jct.	90	60*
W.B. Jct. and C.A. Jct. (North Track)	79	60*
Hardin and C.A. Jct. (South Track)	40	40
C.A. Jct. and Hardin (Middle Track), Hardin and W.B. Jct. (South Track)	79	60*
C.A. Jct. and Bridge MP 425.0	90	60*
Bridge MP 425.0 and Sheffield	79	60*
Rock Creek and Sheffield (Tracks 2 and 3)	35	35
Sheffield and Brooklyn Avenue (Tracks 1, 2 and 3)	45	45
Sheffield and Grand Avenue (Track 4)	30	30
Brooklyn Avenue and Frisco Crossing (Tracks 1, 2 and 3)	30	30
Broadway and Frisco Crossing (Track 4)	30	30
Frisco Crossing and Santa Fe Jct. (Tracks 3 and 4)	15	15

*Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 5,000 tons total . . . 45 MPH.

Freight trains may observe passenger train speed but not to exceed 70 MPH, except eastbound, MP 415 to MP 402, provided:

- (1) Maximum authorized speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTIONS - CURVES, RR CROSSINGS, AND BRIDGES

	MPH	
	Psg.	Frt.
3 Curves, MP 347.5 to 348.9 (North Track)	55	55
2 Curves, MP 347.5 to 347.8 (South Track)	50	50
3 Curves, MP 352.6 to 354.0	65	65
2 Curves, MP 372.0 to 372.7	70	70
2 Curves, MP 376.2 to 376.8	70	70
5 Curves, MP 382.4 to 384.5 (South Track)	70	70
Curve, MP 388.6 to 388.8 (South Track)	50	50
First 2 Curves west of Hardin (South Track)	15	15
5 Curves, MP 416.7 to 419.1	60	60
2 Curves, MP 424.9 to 426.3 and Bridge MP 425.0 to 426.0	30	30
3 Curves, MP 426.4 to 427.8	55	55
2 Curves, MP 437.5 to 437.8	40	40
2 Curves, MP 437.9 to 438.4	45	45
2 Curves, MP 438.5 to 438.9	60	60
2 Curves, MP 442.5 to 443.6	65	65
3 Curves, MP 443.7 to 444.5	45	45
Congo to Rock Creek Jct. via Mo. Pac.	20	20
4 Curves, MP 445.0 to 445.8	30	30
RR Crossing MP 445.9 (Interlocking)	25	20

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches, 10 MPH; main track switches, except those listed below, 15 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

"I"—Interlocked Switch.

"S"—Spring Switch.

Station or MP	Type	Switches and Turnouts	MPH
Marceline,	I	Crossover (MP 346.7)	50
East end yard	I	Yard lead switches	15
Marceline,	I	Yard lead switches	30
West end yard	I	Crossover (MP 349.3)	50
Mendon	I	Crossovers	50
Bosworth	I	Crossovers	50
W.B. Jct.	I	Crossovers	50
Hardin	I	West end siding, crossovers, and connection to South Track	30
	S	East end siding	30
Henrietta	I	West end eastward siding	40
	S	East end eastward siding	30
	I	East end westward siding	30
	S	West end westward siding	30
C.A. Jct.	I	Crossovers	40
MP 424.9	I	End of two tracks	30
MP 426.3	I	End of two tracks	30
Eton	I	Crossovers	40
	I	Mo. Pac. connection	30
Congo	I	West crossover	40
	I	East crossover and Mo. Pac. conn.	30

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

Mile Post	Name
347.5	Gracia St. Viaduct
351.1	Highway Viaduct
427.2	Highway Viaduct
427.8	Highway Viaduct

3. TRACKS BETWEEN STATIONS

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

TRACK SIDE WARNING DETECTORS

SHIFTED LOAD DETECTORS

Detector location	Indicator location
Grand River Bridge Eastward, MP 373 Westward, MP 366.5	MP 373 and MP 371.5 MP 363.9 and 366.5, 368.6

Two rotating white lights at detector MP 366.5 and locators MP 363.9 and MP 368.6. Light nearest track is for shifted load detector. Light to field side is for box detector.

Missouri River Bridge Eastward, MP 426.3 Westward, MP 425.2	MP 426 and MP 425.2 MP 425.7 and MP 426
---	--

Rotating white light at indicator locations.

Detectors will not clear man on side of car.

See Special Rule 13.

10 PEKIN DISTRICT

ILLINOIS DIVISION

WESTWARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			STATIONS	Feet Per Mile				
		0	ANCONA YL	0				
		15.3	LONG POINT	0	2.5			
	1273	31.7	DANA	0	7.1			
		0	ICG Crossing	0	12.9			
	1317	0	MIMONK	0	13.0			
	959	23.8	BENSON	13.2	19.0			
		0		32.7				
	783	41.2	ROANOKE	47.5	24.5			
		0	STREATOR JCT.	0	30.7			
	2105	47.5	EUREKA	26.4	31.1	C		
		26.4	PEKIN JCT.	0	36.7			
	1063	31.7	WASHINGTON	31.7	38.0			
	537	31.7	COOPER	52.8	41.0			
		0	CRANDALL N & W Crossing	29.0	43.4			
	1207	0	MORTON YL	0	45.7	R C		
		42.2	PC Crossing	81.8	45.8			
	2518	0	EAST YARDS YL	82.9	56.8	T		
			ICG Crossing					
			PEKIN YL		57.7	C		
			(57.9)					

TP&W Rule 15. The explosion of two torpedoes is a signal to proceed at restricted speed. The explosion of one torpedo will indicate the same as two, but two are required.

TP&W Rule 221. COLOR LIGHT TRAIN ORDER SIGNALS MAY DISPLAY:

ASPECT	NAME	INDICATION
Green	Clear train order signal	Proceed-no orders.
Red	Stop train order signal	Positive stop at train order signal.
Flashing Red	Flashing Red train order signal	Advance at authorized speed to train order signal and proceed if clearance received. MUST NOT BE interpreted as "calling on" signal and cannot confer authority to occupy main line without flag protection, if such authority has not been conferred by time table or train order.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Ancona and MP 25	30
MP 25 and Streator Jct.	40
Pekin Jct. and East Yards	30

(B) SPEED RESTRICTIONS—CURVES, RR CROSSINGS AND BRIDGES

	MPH
2 Curves, Ancona to MP 0.2	20
RR Crossing MP 12.9 (Automatic Interlocking)	20*
RR Crossing MP 43.4 (Automatic Interlocking)	20*
RR Crossing MP 45.8 (Stop, Rules 98(A), 98(B), 98(C), 98(E))	30
RR Crossing MP 56.8 (Automatic Interlocking)	Yard
Pekin P&PU Interlocking	6

*Speed shown applies only until head end of train is through interlocking limits.

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches, 10 MPH; main track switches, 15 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

3. TRACKS BETWEEN STATIONS

Name	Location	Capacity (Feet)
Sinclair Oil Corporation	MP 3.0	350
Swift	MP 20.6	350
Cilco (spur)	MP 51.6	1,250

JUNCTION SWITCHES (RULE 98(D))

Location	Normal Position
Streator Jct.	TP&W R.R.
Pekin Jct.	TP&W R.R.
MP 56.8	P&E Ry.
MP 57.6	P&E Ry.

Trains must secure TP&W clearance card Form "A" westward at Eureka and at Pekin Jct. eastward.

When train order signal at Eureka indicates other than "clear", secure AT&SF and TP&W clearance cards.

Authority must be obtained from TP&W operator at Eureka before entering TP&W main track at Streator Jct.

Between East Yards, M.P. 56.8 and Pekin, M.P. 57.6, AT&SF trains and engines will use P&E Railway main track in accordance with Rule 93. Maximum authorized speed 15 MPH.

No switch lights on Pekin District, except between Streator Jct. and Pekin Jct.

Between Streator Jct. and Pekin Jct., be governed by TP&W time table, and AT&SF Operating Rules, except TP&W Rules 161, 15 and 221 will govern in lieu of AT&SF Rules 10, 13, and 224:

TP&W Rule 161. A yellow flag placed on the engineman's side of the track indicates that the track about 6500 feet distance is in condition for speed of but 10 MPH, unless otherwise specified by train order, bulletin, or black numerals on a yellow disc displayed by the foreman at the point where slow track begins. A green flag placed on the engineman's side will indicate end of slow track.

WESTWARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			No. 1					
			January 5, 1975					
		Feet Per Mile	STATIONS		Feet Per Mile			
↓	1241	69.2	HENRIETTA YL	0		Y		
			4.9				R	
	47.7	RICHMOND YL	57.4	5.1				
		19.7						
	60.2	LAWSON YL	58.6	24.8				
		10.9						
		62.3	LATHROP YL	58.1	35.7			
	1453		8.1					
		61.2	PLATTSBURG YL	61.1	43.8	R	C	
			9.1					
		59.3	GOWER YL	60.0	52.9			
			12.3					
		59.5	B. C. JCT.	60.5	65.2			
			6.4					
	0	C.R.I. & P. Crossing	60.6	71.6				
		0.5						
	0	BN Crossing	48.8	72.1				
		0.2						
		C.R.I. & P. Crossing		72.3				
		BN Crossing	0					
	0	M.K. JCT.						
		0.5						
		ST. JOSEPH YL		72.8	T	C		
		TERMINAL YARD						
		(72.6)						



Trains must receive clearance card before leaving Henrietta and Terminal Yard.

TCS in effect between B.C. Jct. and MP 70.8.

Rule 94 in effect between MP 70.8 and Terminal Yard.

No switch lights St. Joseph District except at Terminal Yard.

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches, 10 MPH; main track switches, 15 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while head end of train is passing crossings at cities and towns named below:

STATION	BETWEEN:	MPH
Richmond	MP 4.5 and MP 5.5	10

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Henrietta and MP 50	25
MP 50 and B.C. Jct.	30
B.C. Jct. and MP 70.8	40
MP 70.8 and Terminal Yard	20

(B) SPEED RESTRICTIONS—CURVES, RR CROSSINGS AND BRIDGES

	MPH
3 curves, MP 4.5 to 5.3	20
3 curves, MP 43.2 to 44.2	15
B.C. Jct. MP 65.2 Within Interlocking Limits	15
RR Crossing MP 71.6 (Gate normally across CRI&P track. Approach prepared to stop. When gate normal, proceed at restricted speed).	20
RR Crossing MP 72.1 (Stop. Rules 98 (A), 98 (B), 98 (C), 98 (E))	20
RR Crossing MP 72.3 (Stop. Rules 98 (A), 98 (B), 98 (C), 98 (E))	20

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

Mile Post	Name
24.9	Railroad Viaduct

JUNCTION SWITCHES (RULE 98(D))

Location	Normal Position
M.K. Jct.	Illinois Division

4. REGISTER STATIONS (Rule 83 (B))
STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED:

Station	Designated Trains
Corwith	Originating or terminating
Chillicothe	All except first class
Marceline	All except first class
Kansas City	Originating or terminating

5. JOINT TRACK FACILITIES

CHICAGO—FT. WAYNE JCT.—AT&SF psgr. trains will use Chicago Union Station Company tracks between Chicago Union Station and Ft. Wayne Jct. and be governed by Chicago Union Station Company Rules and Instructions.

FT. WAYNE JCT.—BRIDGEPORT—AT&SF psgr. trains will use and AT&SF trains and engines may use ICG northward and southward main tracks between Ft. Wayne Jct. and Bridgeport. ICG Rule 93 in effect.

AT&SF JCT.—ASH STREET—AT&SF trains and engines may use ICG eastward and westward main tracks between AT&SF Jct. and Ash Street. Movements against the current of traffic between AT&SF Jct. and Bridgeport Interlockings may be made on proper proceed interlocking signal at AT&SF Jct. or Bridgeport.

Movements against the current of traffic between Bridgeport and Ash Street Interlockings may be made on proper proceed interlocking signal at Bridgeport and proper hand signal from switchtender at Ash Street. ICG Rule 93 in effect.

Joliet U.S.—Plaines—AT&SF trains may use ICG main tracks between Joliet U.S. and Plaines when authorized by train order or by control station. Eastward trains secure clearance card at South Joliet.

Movements against the current of traffic between Joliet U.S. and South Joliet Interlockings may be made on proper proceed interlocking signal at Joliet U.S. or South Joliet. ICG Rule 93 in effect.

Between Ft. Wayne Jct.—AT&SF Jct. and Ash Street and between Joliet U.S. and Plaines on ICG main tracks, AT&SF Rules apply except as affected by the following ICG Rules:

93. Within yard limits, the main track may be used without authority conferred by timetable, train order or clearance, and without flag protection against other trains or engines.

Within yard limits, all trains or engines must move at YARD SPEED, except in ABS territory movements will be governed by block signal indication.

Note: Movements against current of traffic between AT&SF Jct. and Ash Street and between Joliet U.S. and South Joliet must be made at YARD SPEED.

Definitions: Restricted Speed:—Proceed prepared to stop short of train, engine, obstruction, or switch not properly lined and to lookout for broken rail, but not exceeding 10 MPH.

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

BLOCK AND INTERLOCKING SIGNALS

Aspect	Name	Indication
Green, or Green over Red, or White over Green	Clear	Proceed.
Yellow over Green	Approach Limited	Proceed; approach next signal prepared to enter turnout at prescribed speed, but not exceeding 40 MPH.
Red over Green	Diverging Clear	Proceed on diverging route; not exceeding prescribed speed through turnout.
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.

Red over Yellow	Diverging Approach	Proceed on diverging route; through turnout at prescribed speed; prepared to stop at next signal, but not exceeding 30 MPH.
Diagonal Lunar over White	Restricting Diverging Main Route	Proceed at Restricted speed.
Diagonal Lunar	Restricting Indication	Proceed at Restricted speed.
Red (With number plate)	Restricted Proceed	Proceed at Restricted speed.
Red over Red, or Red Horizontal	Stop	Stop.

PLAINES-PEQUOT—A.T.&S.F. and ICG. The movement of ICG trains will be governed by rules in ICG Time Table.

W.B. JCT.—SHEFFIELD AND SANTA FE JCT.—ARGENTINE—A.T.&S.F. and N.&W. The movement of N.&W. trains will be governed by rules in N.&W. Time Table.

ETON-CONGO—A.T.&S.F. and Mo. Pac. The movement of Mo. Pac. trains will be governed by rules in Mo. Pac. time table.

CONGO-ROCK CREEK JCT. A.T.&S.F. trains may use Mo. Pac. tracks.

ROCK CREEK JCT., SHEFFIELD-K.C.T. Santa Fe Jct. A.T.&S.F. trains use tracks of K.C.T. Ry. Co. and be governed by K.C.T. Ry. Co. Operating Rules.

STREATOR JCT.—PEKIN JCT. Trains will use T.P.&W. track.

EAST YARDS—PEKIN. Trains will use P&E Track.

B. C. JCT.—M.K. JCT. C.N.W. trains use A.T.&S.F. tracks and will be governed by A.T.&S.F. Time Table and Rules in C.N.W. Time Table.

TERMINAL YARD—M.K. JCT. Trains use St. Joseph Terminal Ry. Co. tracks.

LOMAX—FT. MADISON. TP&W trains use AT&SF tracks between Lomax and Ft. Madison and are governed by AT&SF Time Table and Rules.

6. SIGNALS NOT CONFORMING TO THE ASPECTS AND INDICATIONS SHOWN IN "FIXED SIGNALS" IN RULES. (Rule 311)

CHICAGO—INTERLOCKING AT&SF JCT. EASTWARD WITH CURRENT OF TRAFFIC

A.T.&S.F. Track—First signal west of PC-C&WI crossing
Red over Red—Stop
Red over Lunar—Proceed to next signal

ICG Track—First signal west of PC-C&WI crossing
Red over Red—Stop
Yellow over Red—Proceed to next signal
Red over Yellow—Diverging route

EASTWARD AGAINST CURRENT OF TRAFFIC

A.T.&S.F.—ICG Tracks—First signal west of PC-C&WI crossing
Red—Stop
Lunar—Proceed to coach yard and other routes

EASTWARD WITH CURRENT OF TRAFFIC

A.T.&S.F.—ICG Tracks—First signal east of PC-C&WI crossing

Red over Red over Red—Stop
Yellow over Red over Red—To ICG Track
Red over Yellow over Red—To C.&W.I. track
Red over Red over Yellow—To coach yard and other routes

BRIDGEPORT—INTERLOCKING

EASTWARD—4 UNIT SIGNAL

1st. or top unit—ICG
2nd. unit—A.T.&S.F.
3rd. unit—ICG
4th. or lower unit—Against traffic

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—ICG
2nd. unit—A.T.& S.F.
3rd. unit—ICG main tracks
4th. or lower unit—Against traffic

JOLIET U.S.—Top unit indicates movement to AT&SF, lower unit indicates movement to ICG.

PLAINES—EASTWARD HOME SIGNAL

Green, white light below Proceed per Rule 283
Yellow, white light below Proceed per Rule 286
Red Stop per Rule 292

MP 43.2—EASTWARD AUTOMATIC SIGNAL A-8

Green, yellow light left Proceed per Rule 282
Yellow, white light above Proceed per Rule 285
Red Stop per Rule 291
Other than red, no white light Proceed per Rule 285

PEQUOT—Westward to ICG approach signal No. 541 displays yellow over green and westward home signal displays red over yellow.

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

W.B. JCT.—Eastward, 3 Unit Signal. Movement to A.T.& S.F. track governed by indication of top and middle units, per Rules 288, 286, 290 and 292. All movements to N.& W. governed by indication on all 3 units.

C.A. JCT.—South Track, westward, 2 Unit Signal. Movement to A.T.& S.F. track governed by indications of Rules 283, 286, 290 and 292; to N.& W. track, green over red, yellow over red and red over red.

ETON—Color light switch point indicator located at Mo. Pac. connection switch displays yellow when lined for Mo.Pac track and dark when lined for A.T.& S.F. Yellow over yellow aspect on eastward approach signal MP 439.3 indicates Eton interlocking is lined for Mo.Pac.

B.C. JCT.—Eastward, 2 Unit signal. Green on top unit governs movement to A.T.& S.F. track. Red over yellow governs movement to C.N.W. track.

7. MAXIMUM SPEED OF ENGINES.

Engines	Forward or Dead In Train (MPH)	Backing or When not Controlled From Leading Unit (MPH)
AMTRAK 500-539 5687-5714 5930-5948*	90**	45
1150, 1218, 1260, 1418-1441, 1500-1537 2322, 2394	45	45
ALL OTHER CLASSES	70	45

*Units 5930, 5931, 5935, 5938 restricted to 70 MPH until gear ratio changed to 59:18.

**Engines without cars must not exceed 70 MPH.

8. MAXIMUM DEPTH OF WATER THROUGH WHICH ENGINES MAY BE OPERATED

Equipment listed below must not be moved through water above top of rail greater than the depth and not in excess of the speed shown:

Engines	Maximum depth (Inches)	Maximum speed (MPH)
All Classes	4	5

9. DERRICKS, CRANES, SCALE TEST CARS

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

District	Wrecking Derricks MPH	Pile Drivers AT 199454 AT 199455 AT 199457 AT 199458 AT 199459 Locomotive Crane AT 199720 and Jordan Spreaders MPH	Other Machines Including Pile Drivers AT 199452 AT 199456 MPH
First, Second, Third, and Fourth except South Track Hardin-C.A. Jct.	40	45	30
South Track Hardin-C.A. Jct., and Pekin & St. Joseph Districts	24	24	24

Locomotive Crane AT 199720 and pile drivers must be handled in trains next to engine with the boom or leads trailing.

All foreign line scale test cars must be handled in trains immediately ahead of caboose at speed not exceeding 50 MPH.

10. YARD LIMITS

Joliet U.S. (Between Interlocking Joliet U.S. and MP 39.3)
Ancona (Pekin District Only)
Morton (Includes East Yards)
Pekin (St. Joseph District only, extends Henrietta to B.C. Jct.)
Henrietta
Terminal Yard

11. BULLETIN BOOKS (Rule 80)

Chicago	Union Station, Telegraph Office
Corwith	Telegraph, Roundhouse, and Yardmen's Locker Facilities
General Motors	Yard Office
Joliet Yard	Yard Office
Streator	Yard and Roundhouse Offices
Chillicothe	Station (Register Room)
Galesburg	Yardmen's Locker Room
Ft. Madison	Station (Register room), Roundhouse Office and Yardmen's Locker Room
Marceline	Station (Register Room)
Carrollton	Telegraph Office
Kansas City	Room 125, Union Station
Argentine	YMCA and Roundhouse Office
Morton	Station
Pekin	Station

12. STANDARD CLOCKS

Chicago	Union Station, Telegraph Office
Corwith	Telegraph and Roundhouse Offices
General Motors Yard	Yard Office
Joliet Yard	Yard Office
Streator	Yard Office
Chillicothe	Station (Register Room)
Ft. Madison	Station (Register room) and Roundhouse Office
Marceline	Station (Register Room)
Kansas City	Room 125, Union Station
Argentine	Roundhouse Office
Morton	Station
Terminal Yard	Yard Office

R. W. WELLS, General Watch Inspector Topeka

LOCAL TIME INSPECTORS

J. J. HUNT, 3142 W. 63rd	Chicago
J. E. HESS, 1536 W. 47th	Chicago
SAM LINZER, 5 So. Wabash	Chicago
J. W. RICE	Joliet
R. S. KERR	Streator
R. M. WALKER	Chillicothe
M. G. DUNLAP	Chillicothe
BERL NORD	Galesburg
R. H. MINER	Fort Madison
G. C. MAXWELL	Marceline
J. E. POINTER	Richmond
W. G. HARDEN	St. Joseph
L. M. CONNOR, 3120 Strong	Kansas City, Kans.
ROSS LENTZ, 3221 Strong	Kansas City, Kans.
N. C. SCHELBAR, Union Station	Kansas City
H. M. FAERBER, 821 N. 7th	Kansas City, Kans.
J. F. GAMBRILL, 709 Central	Kansas City, Kans.

13. TRACK SIDE WARNING DETECTORS

SHIFTED LOAD DETECTORS

Shifted load detectors and indicators for protection of movements across Grand River Bridge at MP 369.9 located as follows:

Eastward—Detector MP 373; Indicators MP 373 and 371.5 both tracks.

Westward—Detector MP 366.5; Indicators MP 363.9 and 368.6 both tracks.

Two rotating white lights at detector MP 366.5 and locators MP 363.9 and MP 368.6. The rotating light nearest the track is for the shifted load detector and the light to the field side is for the hot box and dragging equipment detector.

Shifted load detectors and indicators for protection of movements across Missouri River Bridge, Sibley, located as follows:

Eastward—Detector MP 426.3; Indicators MP 426 and MP 425.2.

Westward—Detector MP 425.2; Indicators MP 425.7 and MP 426.

Rotating white light at indicator locations.

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 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.

Detectors are 7 feet from center of track and will not clear man on side of car.

13. TRACK SIDE WARNING DETECTORS (Cont'd).

HOT BOX DETECTORS

Detector Location	Track	Locator Location	Type of Read-out	Wayside Alarms
MP 32.5	Both	Eastward MP 29.4 Westward MP 34.1	Field	MP 29.4, MP 32.5, MP 34.1
MP 68.3	Both	Eastward MP 66.5 Westward MP 70.6	Field	MP 66.5, MP 68.3, MP 70.6
MP 100.2	Both	Eastward MP 98 Westward MP 102.2	Field	MP 98, MP 100.2, MP 102.2
MP 125.3	Both	Eastward MP 123.6 Westward MP 127.5	Field	MP 123.6, MP 125.3, MP 127.5
MP 168.1	Both	Eastward MP 165.9 Westward MP 170.6	Field	MP 166, MP 168.1, MP 170.6
MP 197.1	Both	Eastward, At Signal 1942 Westward MP 199.8	Field	MP 197.1, Signal 1942, MP 199.8
MP 226.9	Both	Eastward MP 225.1 Westward MP 229.4	Field	MP 225.1, MP 226.9, MP 229.4
MP 257.9	Both	Eastward MP 256 Westward MP 259.9	Field	MP 256, MP 257.9, MP 259.9
MP 287.3	Both	Eastward MP 284.7 Westward MP 289.9	Field	MP 284.7, MP 287.3, MP 289.9
MP 315.8	Both	Eastward MP 313.3 Westward MP 318.3	Field	MP 313.3, MP 315.8, MP 318.3
MP 344.5	Both	Eastward MP 342.5 Westward MP 346.9	Field	MP 342.5, MP 344.5, MP 346.9
MP 366.5	Both	Eastward MP 363.9 Westward MP 368.6	Field	MP 363.9, MP 366.5, MP 368.5
MP 389.5	North	Dispatcher Office	Dispr.	MP 389.5
MP 414.5	Both	Eastward MP 412.7 Westward MP 416.8	Field	MP 412.7, MP 414.5, MP 416.8
MP 432	Both	Eastward MP 429.4 Westward MP 433.9	Field	MP 429.4, MP 432, MP 433.9

Abnormal heat from hot wheels (sticking brakes) or overheated journals will actuate wayside alarms causing rotating white lights on field side of associated track to illuminate. Dragging equipment will also actuate wayside alarms.

Westward trains being stopped by detector MP 125.3 should, after stopping and securing readout, make movement over highway crossing not to exceed 5 miles per hour but stop short of Illinois River Bridge before making inspection.

Two rotating white lights at detector MP 366.5 and locators MP 363.9 and MP 368.6. The rotating light nearest the track is for the shifted load detector and the light to the field side is for the hot box and dragging equipment detector.

When wayside alarm is actuated at MP 389.5, train must be stopped immediately and dispatcher contacted for information regarding location in train of overheated journal or dragging equipment.

When other wayside alarms are actuated, train must be stopped and readout at locator observed. Be governed by instructions in locator cabinet.

Journal of cars designated by locator, or dispatcher, and three cars on either side must be inspected by placing hand on hub of wheel and/or journal if necessary.

On trains stopped by wayside alarms and crew is unable to determine location of suspected abnormal journal from readout at locator or from dispatcher, entire train must be thoroughly inspected for hot journals, wheels, and dragging equipment; if nothing found, may proceed at normal speed but must make two stops within the next sixty (60) miles at approximately 30-mile intervals for thorough inspection of train unless passes an intervening hot box detector or train is delivered to terminal where mechanical inspection is made. At crew change points where mechanical inspections are not normally made, inbound crew will inform relieving crew of existing condition and where train last inspected.

Freight trains stopped by wayside alarms and the suspected abnormal journal indicated by locator or by dispatcher is a roller bearing journal, the car must be set out and dispatcher notified, unless cause found to be sticking brakes and condition is corrected.

When a train is stopped by wayside alarms and after conclusion of inspection, dispatcher must be verbally informed as soon as practicable of condition found, car number, and size of journal if hot box involved.

When a train is stopped by wayside alarms, Form 1572 Std. must be filed at first office of communication whether or not hot box is found.

Trains should not exceed speed of 30 MPH while moving over hot box detectors when:

- (a) it is snowing or sleeting; or,
- (b) there is snow on ground which can be agitated by a moving train.

Trains are not required to stop if wayside alarms are illuminated before reaching the detector (scanner) or immediately after train has passed over the detector, unless directed to do so by the dispatcher.

