ILLINOIS DIVISION

G. B. LUNDAY, Trainmaster ..... Chillicothe
J. M. MARTIN, Trainmaster ..... Ft. Madison
W. D. JOHNSON, Asst. Trainmaster ..... McCook
R. E. CLEMENTS, Road Foreman of Engines ..... Corwith
R. M. BLOOMER, Road Foreman of Engines ..... Marceline
D. S. HYDER, Rules Examiner ..... Ft. Madison
R. A. WEAKLEY, Safety Supervisor ..... Ft. Madison
R. D. MATHES, Chief Dispatcher ..... Ft. Madison
R. G. BUCKINGHAM, Asst. Chief Dispatcher ..... Ft. Madison
J. W. FISHER, Asst. Chief Dispatcher ..... Ft. Madison
M. D. THOMPSON, Asst. Chief Dispatcher ..... Ft. Madison

CHICAGO TERMINAL DIVISION

F. S. KOWALCZYK, Trainmaster ..... Corwith
N. A. WELLS, Trainmaster ..... Corwith
B. R. DAVIS, Trainmaster ..... Corwith
W. J. EPPERSON, Trainmaster ..... Corwith
A. J. TISKEVICH, Trainmaster-Amtrak ..... Chicago
G. J. HIGGINS, Asst. Trainmaster ..... Corwith
D. H. JOHNSTON, 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, Asst. Superintendent ..... Argentine
R. A. KURTZ, Trainmaster ..... Argentine
J. QUIROZ, Road Foreman of Engines ..... Argentine
J. L. SULLIVAN, Asst. Trainmaster ..... Argentine
J. E. HUTCHINSON, Asst. Trainmaster ..... Argentine
W. H. PITTS, Asst. Trainmaster ..... Argentine
L. L. BARNARD, Asst. Trainmaster ..... Argentine
T. A. BAHAM, Asst. Trainmaster ..... Argentine
C. S. FORBES, Asst. Trainmaster ..... Argentine
R. PEDROZA, Safety Supervisor ..... Argentine

EASTERN LINES

M. D. SMITH, Supervisor of Air Brakes-
General Road Foreman of Engines ..... Argentine
W. J. McMEANS, Trainmaster-
Road Foreman of Engines Amtrak ..... Argentine

TRAIN DISPATCHERS—FT. MADISON

J. D. HUNTER — J. L. AUSTIN — R. J. SANFORD
R. J. ALEXANDER — C. M. GULLEY — C. D. McCAUSLIN
E. A. DENT — E. M. CHADWICK — G. D. WYLIE
J. T. SEVIER — C. M. MATTA — J. M. MUNOZ
J. L. CARRELL

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.

4

IN EFFECT

Sunday, October 31, 1976

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

J. T. GROUNDWATER
C. L. HOLMAN
H. L. HAWKINS
Asst. General Managers
Topeka, Kansas

E. O. CHADDOCK
Ft. Madison, Iowa
M. F. SMITH
Corwith, Illinois
W. C. SPANN
Argentine, Kansas
Superintendents

Hall 10 76 7M 9135

WEST-WARD First Class 3	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 4 October 31, 1976	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD First Class 4
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
PM 5.00			**CHICAGO** Union Station — C.U.S.C.			C	PM 2.35
			1.6 — Ft. Wayne Jct. (ICG) — C.U.S.C.				
			A. T. & S. F. Jct. — ICG		1.3		
			0.1 — CR-C&WI Cros. — ICG		1.4		
			0.7 — Halsted St. (ICG) — ICG		2.1		
			1.0 — Bridgeport — ICG		3.1		
		26.4	1.3 — Ash Street CRI-BOCT-CR Crossing — TWO TRACKS	26.4	4.4		
		35.8	1.5 — I.N. Crossing **CORWITH** — TWO TRACKS	0	5.9	Y R C	
		0	1.4 — NERSKA Chicago Belt Crossing — TWO TRACKS TCS	0	7.3		
5.15		0	5.5 — McCOOK B. & O. C. T. Crossing — TWO TRACKS	0	12.8	R C	
5.21	6466	0	4.6 — WILLOW SPRINGS — TWO TRACKS	0	17.4		
5.26		0	5.6 — ARGONNE — TWO TRACKS	0	23.0		
		0	2.1 — LEMONT — TWO TRACKS	0	25.1	C	
		0	4.2 — ROMEO — TWO TRACKS	13.7	29.3		
5.37		0	3.4 — LOCKPORT — TWO TRACKS	10.6	32.7	C	
		10.6	3.5 — JOLIET YARD — TWO TRACKS	10.6	36.2	T R C	
		10.6	1.3 — JOLIET U.S. C. R. I. & P. Crossing — DT	10.6	37.5	C	s 1.25
s 5.50		0	4.0 — PLAINES — DT ABS	15.8	41.5		1.08
5.55		15.8	6.6 — DRUMMOND — DT	14.5	48.2		
		6.1	4.6 — LORENZO — DT	9.9	52.8		
		9.1	4.4 — PEQUOT — TWO TRACKS	0	57.2		12.53
6.08		8.7	1.0 — COAL CITY — TWO TRACKS	0	58.2		
		10.2	7.9 — MAZON — TWO TRACKS	4.7	66.1		
		15.8	4.7 — VERONA — TWO TRACKS	0	70.8		12.42
6.20		13.7	4.0 — KINSMAN — TWO TRACKS	0	74.8		
		15.8	5.0 — RANSOM — TWO TRACKS	0	79.8		
		0	4.6 — KERNAN — TWO TRACKS	15.8	84.4		
		0	5.2 — STREATOR — TWO TRACKS TCS	15.8	89.6	T R C	s12.25
s 6.40		0	0.2 — ICG & CR Crs'g. — TWO TRACKS	0	89.8		
		0	0.4 — N. & W. Crossing — TWO TRACKS	10.1	90.2		
		0	5.6 — ANCONA — TWO TRACKS	0	95.8		12.15
6.47		0	6.3 — LEEDS — TWO TRACKS	0	102.1		
		15.8	7.8 — TOLUCA — TWO TRACKS	21.1	109.9		12.04 PM
6.58		26.4	6.0 — LA ROSE — TWO TRACKS	25.2	116.0		
		0	4.9 — WILBERN — TWO TRACKS	26.4	120.9		
		26.4	9.1 — **CHILLICOTHE** — TWO TRACKS	26.4	130.0	T R C	11.45 AM
s 7.20 PM			(130.1)				
Arrive Daily							Leave Daily
55.7			Average speed per hour				45.9

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., 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 Con-Rail, and Chillicothe, except first class trains at Chillicothe, must secure clearance card.

Between Pequot and Chillicothe, all block signals equipped with number plates are located on field side of track they govern.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH Psgr.	MPH Frt.
Ft. Wayne Jct. and Bridgeport (ICG)	40	30
AT&SF Jct. and Bridgeport (AT&SF)	10	10
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 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
Maximum authorized speed of freight trains handling one or more empty cars (Cabooses and cars loaded with empty trailers or empty containers are considered loads) . . . . . 55 MPH

Freight trains may observe passenger train speed but not to exceed 70 MPH, except eastward between Pequot and Plaines, 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 75 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
RR Crossing	M.P. 1.4 (Interlocking)	20
Curves,	Halsted St. (ICG)	25
Interlocking	M.P. 3.1	20
RR Crossing	M.P. 4.4 (Interlocking)	15
RR Crossing	M.P. 5.9 (Interlocking)	60
RR Crossing	M.P. 7.3 (Interlocking)	60
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 12.3	60
RR Crossing	M.P. 12.8 (Interlocking)	79
Curve,	M.P. 18.7 to 19.2	70
Curve,	M.P. 23.9 to 24.7	50
Bridge and Curve,	M.P. 24.7 to 25.1	40
3 Curves,	M.P. 25.2 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
Curve,	M.P. 40.6 to 41.1 (South Track)	50
8 Curves,	M.P. 40.6 to 46.0 (North Track)	75
Curve,	M.P. 43.6 to 44.7 (South Track)	70
3 Curves,	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
Curves,	M.P. 58.4 to 58.7 (North Track)	50
3 Curves,	M.P. 88.2 to 89.3	50
2 Curves and 2 RR Crossings	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

(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.

Maximum speed on sidings:

Siding	MPH
McCook	20

"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	20
MP 14.2	I	Crossover	40
MP 14.5	I	Switch to GM Yard	30
Willow Springs	I	Crossovers	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
Kernan	I	Crossovers	40
MP 87.2	I	Turnout	40
Streator	I	Crossovers and turnout, N&W Crossing	30
	S	CR Connection MP 91.5	20
Ancona	I	Crossovers	40
	I	Turnout Pekin District	30
Toluca	I	Crossovers	40
Chillicothe, East end yard	I	Crossover	40
	I	Turnout yard lead	30
Chillicothe, West end yard	I	Turnout yard lead	30
	I	Crossover	40

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

Mile Post	Name
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

WEST-WARD First Class 3	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 4 October 31, 1976	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD First Class 4
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
PM 7.20			CHILLICOTHE		130.0	T R C	AM s11.45
		58.1	8.0	31.7			
7.29			EDELSTEIN		138.1		11.31
		31.7	6.6	31.7			
			PRINCEVILLE		144.7		
		31.7	3.6	23.2			
			MONICA BN Crossing				
7.37			5.2		148.3		11.23
		0	LAURA	31.7	153.5		
			4.9				
7.45	5557	13.5	WILLIAMSFIELD	19.3	158.4		11.15
		8.4	7.6	31.7			
			APPLETON		166.0		
		31.7	7.8	0			
			YOST		173.7		
		31.7	3.7	15.3			
s 8.10			GALESBURG		177.5	R C	s10.55
		21.9	2.5	7.4			
	7066		G. I.		180.0	Y	
		21.9	6.0	7.4			
			CAMERON		186.0		
		28.2	5.9	31.3			
8.22	5375		ORMONDE		191.9		10.37
		0	5.2	31.2			
			PONEMAH		197.1		
		23.2	4.4	12.1			
			SMITHSHIRE		201.5		
		12.1	3.1	31.7			
			MEDIA		204.6		
		13.5	4.3	31.2			
8.35			STRONGHURST		208.9		10.23
		26.1	10.0	31.7			
8.43			LOMAX		218.9		10.15
		10.6	5.9	18.0			
			DALLAS CITY		224.8		
		0	6.1	14.5			
			NIOTA		230.9		
		21.1	3.4	23.9			
s 9.15 PM	10580		FT. MADISON		234.3	T Y R C	9.55 AM
Arrive Daily			(104.2)				Leave Daily
54.4			Average speed per hour				56.8

TCS — TWO TRACKS

TCS IN EFFECT:

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

Between Chillicothe and Niota, all block signals equipped with number plates are located on field side of track they govern.

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.

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.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH Psgr.	MPH Frt.
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.

Maximum authorized speed of freight trains handling one or more empty cars (Cabooses and cars loaded with empty trailers or empty containers are considered loads) .....55 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 75 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
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
RR Crossing	M.P. 148.3 (Interlocking)	79
If governing signal indicates "Stop", after communicating with control station, follow instructions posted in phone box.		
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 231.1	40
Bridge	M.P. 231.5 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

(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.

Maximum speed on sidings:

Siding	MPH
Williamsfield	20
G.I.	20
Ormonde	20
Ft. Madison	30

"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	20
	S	West end siding	20
Yost	I	Crossovers	40
G.I.	I	Both ends siding	20
	I	West end auxiliary track	40
	I	Crossovers	40
	I	Tail track	15
Ormonde	I	West end siding	20
	S	East end siding	20
	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	East end siding	30
	I	Turnout yard lead	30
Ft. Madison, West end yard	I	Crossovers	40
	I	West end siding	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

WESTWARD First Class 3	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 4 October 31, 1976	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD First Class 4
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
PM 9.25	10580	42.2	**FT. MADISON**	36.9	234.3	T Y R C	s AM 9.45
			13.5				
9.35		42.2	ARGYLE	42.2	248.0		9.28
			8.0				
		42.2	REVERE	42.2	256.0		
			6.6				
			BN Crossing				
9.49	7694	42.2	MEDILL	42.2	263.1		9.15
			9.0				
		17.5	WYACONDA	42.2	272.3		
			5.3				
9.59		42.2	GORIN	42.2	277.6		9.05
			13.0				
10.09	9158	42.2	BARING	42.2	290.7		8.55
			15.7				
		42.2	GIBBS	23.1	306.4		
			6.2				
s10.30		40.2	LA PLATA	42.9	312.7	R C	s 8.35
			10.1				
		42.2	ELMER	0	322.9		
			6.7				
10.43	7563	42.2	ETHEL	42.2	329.7		8.21
			11.8				
		31.0	BUCKLIN	42.2	341.5		
			5.9				
s11.10 PM			**MARCELINE**		347.3	Y R C	8.05 AM
Arrive Daily			(111.8)				Leave Daily
63.9			Average speed per hour				67.8

ATS TCS — TWO TRACKS

TCS IN EFFECT:

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

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

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 and Locator locations.

Dragging equipment will also actuate alarms.

See Special Rule 13.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH Psgr.	MPH Frt.
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.

Maximum authorized speed for freight trains handling one or more empty cars (Cabooses and cars loaded with empty trailers or empty containers are considered loads) .....55 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 75 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
Curve,	M.P. 236.1 to 236.2 (Siding)	30
Curve,	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	50
Curve,	M.P. 256.4 to 256.6	75
5 Curves,	M.P. 257.1 to 262.1	80
RR Crossing	M.P. 263.1 (Interlocking)	90
If governing signal indicates "Stop", after communicating with control station, follow instructions posted in phone box.		
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	50
2 Curves,	M.P. 339.4 to 339.7	65

(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.

Maximum speed on sidings:

Siding	MPH
Ft. Madison	30
Medill	5
Baring	20
Ethel	20

"I"—Interlocked Switch.
"S"—Spring Switch.

Station or MP	Type	Switches and Turnouts	MPH
Ft. Madison, East end yard	I	Crossovers	30
	I	East end siding	30
	I	Turnout yard lead	30
Ft. Madison, West end yard	I	Crossovers	40
	I	West end siding	30
	I	Turnout yard lead	30
MP 246.2	I	Crossovers	50
Medill	I	Crossovers	50
	I	Siding switches	5
Gorin	I	Crossovers	50
Baring	I	Crossovers	50
	I	Siding switches	20
La Plata	I	Crossovers	50
Ethel	I	Crossovers	50
	I	Siding switches	20
Marceline, East end yard	I	Crossover (MP 346.7)	50
	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

WESTWARD First Class 3	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 4 October 31, 1976	Track	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD First Class 4
Leave Daily		Feet Per Mile	STATIONS		Feet Per Mile			Arrive Daily
PM 11.10		0	MARCELINE — 7.2	TCS ATS; TWO TRACKS	42.2	347.3	Y R C	s AM 8.05
		13.7	ROTHVILLE — 6.1		8.9	354.6		
11.20		26.4	MENDON — 13.6		14.2	360.7		7.49
		26.4	BOSWORTH — 12.2		26.4	374.3		
s11.45		0	CARROLLTON — 2.2		0	386.4	R C	s 7.30
11.47		3.7	W. B. JCT. — 8.0		0	388.7		7.23
	E 3036 W 6139	4.8	NORBORNE — 8.8	ABS; DT	6.3	396.6		
11.59	E 5436	4.2	HARDIN — 5.9	3 Tracks	0	405.4		7.10
—AM—	E 11983 W 7183	14.2	HENRIETTA — 6.9		6.6	411.3	Y R C	
12.10		13.2	C.A. JCT. — 3.5	ATS; 2 Tracks	26.4	418.2		6.59
		26.4	FLOYD — 5.0		0	421.7		
12.20		6.7	SIBLEY — 7.2	TCS; TWO TRACKS	26.4	426.7		6.50
		9.7	ATHERTON — 2.6		0	434.0		
12.28		9.4	ETON — 2.8		7.0	436.5		6.42
		9.4	COURTNEY — 3.2		0	439.4		
		4.9	SUGAR CREEK — 1.7		0	442.6	C	
12.37		25.7	CONGO — 1.7		42.2	444.2		6.33
		14.8	K.C.S. Crossing — 0.4		0	445.9		
12.40		43.9	SHEFFIELD — 4.8	K.C.T. Ry.	48.5	446.4		6.30
s 1.15 AM			KANSAS CITY Union Station			451.1	C	6.20 AM
Arrive Daily			(103.8)					Leave Daily
49.8			Average speed per hour					59.3

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.

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

Single track between MP 424.9 and MP 426.3.

Within TCS limits, where maximum speed exceeds 20 MPH, a train or engine must not clear the main track through a hand throw switch, not electrically locked, for the purpose of meeting, passing, or being passed by another train or engine. Tracks where such switches are located are:

Atherton—Stock track spur.

TRACK SIDE WARNING DETECTORS
HOT BOX DETECTORS

Detector location	Locator location
MP 366.5	Eastward MP 363.9 Westward MP 368.6

Two rotating white lights at detector and locators, light nearest track-shifted load detector, light to field side-hot box detector.

Detector location	Locator location
MP 382.8	Eastward, MP 381.3 Westward, MP 384.9
MP 414.5	Eastward, MP 412.7 Westward, MP 416.8
MP 432	Eastward, MP 429.4 Westward, MP 433.9

When detectors MP 382.8, 414.5 and 432 actuated will display rotating white light on field side at Detector and Locator locations.

Dragging equipment will also actuate alarms.

See Special Rule 13.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH Psgr.	MPH 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.

Maximum authorized speed for freight trains handling one or more empty cars (Cabooses and cars loaded with empty trailers or empty containers are considered loads) .....55 MPH

Freight trains may observe passenger train speed but not to exceed 70 MPH, except eastward, 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 75 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
3 Curves,	M.P. 347.5 to 348.9 (North Track)	55
2 Curves,	M.P. 347.5 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
Curve,	M.P. 382.4 to 384.5 (South Track)	70
Curve,	M.P. 388.5 to 388.8 (South Track)	50
Curve,	M.P. 404.3 to 404.9 (South Track)	70
First 2 Curves	West of Hardin (South Track)	15
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	40
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
Congo to Rock Creek Jct. via Mo. Pac		Restricted Speed
4 Curves,	M.P. 445.0 to 445.8	30
RR Crossing	M.P. 445.9 (Interlocking)	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.

Maximum speed on sidings.

Siding	MPH
Norborne	20
Hardin	20
Henrietta	20

"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	20
	S	East end siding	20
Henrietta	I	West end eastward siding	20
	S	East end eastward siding	20
	I	East end westward siding	20
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
385.0	Highway Viaduct
385.4	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	MP 373 and MP 371.5
Westward, MP 366.5	MP 363.9, 366.5 and 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 hot box detector.

Missouri River Bridge	
Eastward, MP 426.3	MP 426 and MP 425.2
Westward, 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.

WESTWARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 4 October 31, 1976	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
		Feet Per Mile	STATIONS	Feet Per Mile			
			ANCONA YL				
		0	2.7	0			
			LONG POINT		2.5		
		15.3	4.6	0			
	1273		DANA		7.1		
		31.7	5.8	0			
			ICG Crossing		12.9		
		0	0.1	0			
	1317		MINONK		13.0		
		23.8	6.0	13.2			
	959		BENSON		19.0		
		0	5.5	32.7			
	783		ROANOKE		24.5		
		41.2	6.2	47.5			
			STREATOR JCT (T.P.&W.R.R.)		30.7		
		0	0.4	0			
	2105		EUREKA		31.1	C	
		47.5	5.6	26.4			
			PEKIN JCT.		36.7		
		26.4	1.3	0			
			WASHINGTON		38.0		
		31.7	3.0	31.7			
	537		COOPER		41.0		
		31.7	2.4	52.8			
			CRANDALL N & W Crossing		43.4		
		0	2.3	29.0			
	1207		MORTON YL		45.7	R C	
		0	0.1	0			
			IT Crossing		45.8		
		42.2	11.0	81.8			
			EAST YARDS YL ICG Crossing		56.8	T	
	2518	0	0.9	82.9			
			PEKIN YL		57.7	C	
			(57.9)				

YARD LIMITS IN EFFECT:
Ancona (Pekin Dist. only)
Morton
East Yards
Pekin

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 may use ConRail 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.

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.

On P&PU tracks at Pekin, all trains and engines must move prepared to stop and expecting to find tracks occupied. In addition to other rules for protection of trains or engines, it is required of men in charge of trains or engines occupying main tracks that they protect their trains or engines during fogs, storms and other bad conditions as well as where curvature is sharp or view obstructed.

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
Pekin, P&PU Ry.	10

(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 MP 57.9	10

*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	ConRail
MP 57.6	ConRail

WESTWARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 4 October 31, 1976	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
		Feet Per Mile	STATIONS	Feet Per Mile			
			HENRIETTA YL			Y R C	
		69.2	4.9	0			
	1241		RICHMOND YL		5.1		
		47.7	19.7	57.4			
			LAWSON YL		24.8		
		60.2	10.9	58.6			
			LATHROP YL		35.7		
		62.3	8.1	58.1			
	1453		PLATTSBURG YL		43.8	R C	
		61.2	9.1	61.1			
			GOWER YL		52.9		
		59.3	12.3	60.0			
			B. C. JCT.		65.2		
		59.5	6.4	60.5			
			C.R.I. & P. Crossing		71.6		
		0	0.5	36.6			
			BN Crossing		72.1		
		0	0.2	48.8			
			C.R.I. & P. Crossing BN Crossing M.K. JCT.		72.3		
		0	0.5	0			
			ST. JOSEPH YL **TERMINAL YARD**		72.8	T C	
			(72.6)				

TCS IN EFFECT:

Between B. C. Jct. and MP 70.8.

YARD LIMITS IN EFFECT:

Henrietta to B. C. Jct. and Terminal Yard.

RULE 94 IN EFFECT:

Between MP 70.8 and Terminal Yard.

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

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

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	Restricted Speed

(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).	Restricted Speed

(B) SPEED RESTRICTIONS—(Con't.)

	MPH
RR Crossing MP 72.1 (Stop. Rules 98 (A), 98 (B), 98 (C), 98 (E))	Restricted Speed
RR Crossing MP 72.3 (Stop. Rules 98 (A), 98 (B), 98 (C), 98 (E))	Restricted Speed

(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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

Mile Post	Name
24.9	Railroad Viaduct

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
Ft. Madison	Originating or terminating
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.

Automatic block signal system (ABS) extends between Joliet U.S. and South Joliet on double track (DT) and between South Joliet and Plaines on single track.

Movement against current of traffic from South Joliet to interlocking Joliet U.S. may be made on proceed indication displayed by Eastward home signal located at Mile Post 38 plus 3186 feet or by verbal authority of Yardmaster at South Joliet. ICG Rule 93 in effect.

Movement against current of traffic from interlocking Joliet U.S. to South Joliet may be made on proper proceed interlocking signal at Joliet U.S. ICG Rule 93 in effect.

Colorlight type train order signal installed at South Joliet displays either flashing red or flashing green aspect. Flashing red indicates—Stop; unless clearance received. Flashing green indicates—Proceed.

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.

Home Signal—A block or interlocking signal, designated by the absence of either a number plate or a marker light, at the entrance of a route or block to govern trains or engines entering and using that route or block.

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 A.T.& S.F. Rules in ICG Time Table.

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.

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 A.T.& S.F. 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 A.T.& S.F. Rules in Mo. Pac. Time Table.

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

ROCK CREEK JCT., SHEFFIELD-SANTA FE JCT. A.T.& S.F. trains use tracks of K.C.T. Ry. Co. and be governed by A.T.& S.F. rules and greater Kansas City area Operating Rules.

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

EAST YARDS—PEKIN. Trains will use ConRail Track.

PEKIN—Trains may use P&PU tracks, rules applicable within TCS limits are in effect.

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. Rules in C.N.W. Time Table.

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

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 CR-C&WI crossing
Red over Red—Stop
Red over Lunar—Proceed to next signal

ICG Track—First signal west of CR-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 CR-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 CR-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.

Route signals located near base of masts indicates route only.
Red—Normal
Yellow—Diverging route

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."

PLAINES—EASTWARD CONTROLLED 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 controlled signal displays red over yellow.

W.B. JCT.—Eastward, 3 Unit Signal. Movement to A.T.& S.F. governed by indication of top and middle units, per Rules 283, 286, 290 and 292. Movement 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. governed by indications per Rules 283, 286, 290 and 292; to N.& W., green over red, yellow over red and red over red.

North Track, westward, 3 Unit Signal. Movement to A.T.& S.F. governed by indication of top and middle units, per Rules 283, 286, 290 and 292. Movement to N&W governed by indication on all 3 units.

ETON—Color light switch point indicator located at Mo. Pac. connection switch displays yellow when lined for Mo.Pac 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.

Pekin, P&PU Ry.—All signals are equipped with number plates and are controlled signals
Top or Left Unit Green—Proceed per Rule 281
Yellow to Right or Middle—Proceed per Rule 290
Yellow over Red over Red—Proceed per Rule 290
Red over Red over Yellow —Proceed per Rule 290
Red on Bottom or All Red—Stop
2 Unit Signal: Top Unit, Yellow—Proceed per Rule 290
Bottom Unit Red—Stop

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

7. MAXIMUM SPEED OF ENGINES.

Engines	Forward or Dead In Train (MPH)	When not Controlled From Leading Unit (MPH)
AMTRAK 100-799 5940-5948	90*	45
1153, 1160, 1215-1260 1416-1441, 1550-1536 2326-2390	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.

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

	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, 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 199453 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.

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

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 Office
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)
Sugar Creek	Station
Kansas City	Room 125-L, 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-L, Union Station
Argentine	Roundhouse Office
Morton	Station
Terminal Yard	Yard Office

R. W. WELLS, General Watch Inspector ..... Topeka

LOCAL TIME INSPECTORS

J. J. HUNT, 3153 W. 63rd	Chicago
J. E. HESS, 1536 W. 47th	Chicago
S. BURK, 203 North Chicago St.	Joliet, Ill.
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 382.8	Both	Eastward MP 381.3 Westward MP 384.9	Field	MP 381.3, MP 382.8, MP 384.9
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), overheated journals, traction motor or suspension bearings, will actuate track side indicators causing rotating white light on field side of associated track to illuminate at detector (scanner) and locator locations. Dragging equipment will also actuate track side indicators.

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 track side indicators are actuated by a train, stop must be made with head end at locator, if possible, readout observed and instructions in locator cabinet complied with. If abnormal heat or dragging equipment is not found on equipment indicated by locator, close inspection must be made on three cars (or units) on either side of indicated equipment.

If lamp or counters fail to show location of overheated equipment, the entire train must be thoroughly inspected for hot journals, wheels, bearings, or dragging equipment.

On inspections required above, give particular attention to heat of journals and hub of wheels. If nothing found wrong, train may proceed at prescribed speed, but must make two stops within next sixty miles at approximately thirty mile intervals for thorough inspection of train, unless train 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 made, inbound crew will inform relieving crew of existing condition.

When track side indicator is illuminated before train reaches scanner, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted, be governed by above instructions. If no lamps are lighted, train may proceed at prescribed speed and must be observed closely enroute.

When suspected journal on freight equipment indicated by locator is a roller bearing journal, the car must be set out unless cause found to be sticking brakes and condition corrected.

When a train is stopped by detector, Form 1572 Standard must be filed at first office of communication.

Trains must not exceed speed of 30 MPH while moving over hot box detectors (scanners) when:

(a) it is snowing or sleeting; or,

(b) there is snow on ground which can be agitated by a moving train.

SANTA FE SAFETY FIRST

Every employe should promptly report any unsafe condition or practice to his supervisor.

CONDENSED SCHEDULES OF THROUGH FREIGHT TRAINS

WESTWARD

		102	113	114	118	119	123	128	129	138	178
		AM	PM	PM	PM	AM	AM	PM	PM	AM	AM
Corwith	LV	1201	1100	330	130	1000	600	1100	1159	500	700
Chillicothe	LV	630	145	630	440	105	1145	205	315	820	950
Ft. Madison	LV	100	405	900	710	335	215	440	535	1055	1159
Marceline	LV	(AR)	630	1120	935	600	500	700	800	135	205
Argentine	AR		1000	200	1215	830	830	945	1030	445	425
		PM	AM	AM	AM	PM	PM	AM	AM	PM	PM

		188	189	193	199	213	223	233	263	273
		AM	PM	PM	PM	AM	PM	PM	AM	AM
Corwith	LV	1201	1100	900	415					
Streator	LV							300	1100	1115
Chillicothe	LV	250	135	1155	650			520	120	135
Ft. Madison	LV	500	335	215	905	145	700	800	400	415
Marceline	LV	705	555	430	1125	530	945	1045	645	700
Argentine	AR	925	830	700	145	930	1255	155	955	1000
		AM	AM	AM	AM	AM	AM	AM	PM	PM

EASTWARD

		301	311	321	322	331	341	351	362	371
		AM	AM	AM	AM	AM	PM	PM	PM	AM
Argentine	LV	100	230	1030	1000	1159	100	900	700	1130
Marceline	LV				125				1005	235
Ft. Madison	LV	730	1159	500	340	630	730	330	1250	520
Chillicothe	LV				(AR)				310	750
Streator	AR								420	
Corwith	AR	200	800	1130		100	200	1000		1105
		PM	PM	PM	PM	AM	AM	AM	AM	PM

		372	741	801	811	821	841	881	901	991
		AM	AM	AM	PM	PM	AM	PM	PM	AM
Argentine	LV	700	900	405	1205	805	900	940	315	155
Marceline	LV	1005	100	720	320	1120	1130	1215	605	425
Ft. Madison	LV	1250	430	940	540	140	330	215	845	620
Chillicothe	LV	310	700	1215	815	405	600	420	1120	820
Streator	AR	420								
Corwith	AR		1130	330	1130	730	1100	700	245	1100
		PM	PM	PM	PM	AM	PM	AM	AM	AM

Note: The above schedules are shown for information only and confer no time table authority.