

ILLINOIS DIVISION

P. D. McKENNON, Trainmaster	Chillicothe, Il
R. A. HOLDAWAY, Trainmaster	Ft. Madison, Ia
B. R. HOWARD, Trainmaster	Marceline, Mo
H. L. LOVELADY, Chief Dispatcher	Ft. Madison, Ia
L. L. BARNARD, Asst. Trainmaster	McCook, Il
W. D. JOHNSON, Asst. Trainmaster	McCook, Il
L. E. REES, Road Foreman of Engines	Ft. Madison, Ia
M. D. SMITH, Road Foreman of Engines	Argentine, Ks
D. S. HYDER, Rules Instructor	Ft. Madison, Ia
G. A. EARNSHAW, Safety Supervisor	Ft. Madison, Ia
M. D. THOMPSON, Asst. Chief Dispr.	Ft. Madison, Ia
R. J. SANFORD, Asst. Chief Dispr.	Ft. Madison, Ia
E. M. CHADWICK, Asst. Chief Dispr.	Ft. Madison, Ia

TRAIN DISPATCHERS—FT. MADISON

R. G. BUCKINGHAM	C. M. GULLEY	B. GREENIG
J. D. HUNTER	C. M. MATTA	S. C. SHOTTS
R. J. ALEXANDER	G. D. WYLIE	J. R. HARTLEY
E. A. DENT	J. M. MUNOZ	J. L. HARTWIG
J. T. SEVIER	J. C. ANDREWS	S. E. ENGELHARD
J. L. AUSTIN	B. L. SMETZER	D. E. LEININGER

EASTERN LINES

B. R. TUCKER, Supvr. of Air Brakes—Gen. RFOFE . . . Argentine, Ks

CHICAGO TERMINAL DIVISION

F. S. KOWALCZYK, Asst. Superintendent	Corwith, Il
G. J. HIGGINS, Trainmaster	Corwith, Il
W. J. EPPERSON, Trainmaster	Corwith, Il
H. H. PLUMER, Trainmaster	Corwith, Il
T. A. BAHAM, Trainmaster	Corwith, Il
L. D. KRONE, Asst. Trainmaster	Corwith, Il
J. C. POE, Asst. Trainmaster	Corwith, Il
T. R. MATROS, Safety Supervisor	Corwith, Il

KANSAS CITY DIVISION

D. E. PARSONS, Asst. Superintendent	Argentine, Ks
J. L. SULLIVAN, Asst. Superintendent	Argentine, Ks
N. A. WELLS, Trainmaster	Argentine, Ks
B. D. JOHNSTON, Trainmaster	Argentine, Ks
W. H. PITTS, Trainmaster	Argentine, Ks
T. R. ADAMS, Asst. Trainmaster	Argentine, Ks
H. J. RAWLINGS, Asst. Trainmaster	Argentine, Ks
J. D. JOHNSON, Asst. Trainmaster	Argentine, Ks
R. L. GIBSON, Asst. Trainmaster	Argentine, Ks
R. L. DECANEY, Asst. Trainmaster	Argentine, Ks
G. T. HARDCASTLE, Asst. Trainmaster	Argentine, Ks
W. F. MCGINN, Asst. Trainmaster	Argentine, Ks
G. A. CHANDLER, Asst. Trainmaster	Argentine, Ks
L. E. BASKIN, Safety Supervisor	Argentine, Ks

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 AND CHICAGO TERMINAL
DIVISIONS**

TIME TABLE NO.

13

IN EFFECT

Sunday, April 24, 1983

At 12:01 A. M.

Central Time

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

D. H. GILL
Ft. Madison, Iowa

P. V. NASH
Corwith, Illinois

M. F. SMITH
Argentine, Kansas
Superintendents

R. L. BANION
General Manager
Topeka, Kansas

J. D. McPHERSON, C. L. HOLMAN, R. H. BERRY
Assistant General Managers
Topeka, Kansas

WEST-WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 13 April 24, 1983	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways	EAST-WARD
First Class							First Class
3							4
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
PM 5.45			CHICAGO Union Station			C	PM 3.00
			1.6 Ft. Wayne Jct. (ICG)		1.3		
			0.8				
			Halsted St. (ICG)		2.1		
			1.0 Bridgeport		3.1		
		26.4	1.3 Ash Street CRI-BOCT-CR Crossing	26.4	4.4		
		35.8	1.5 A.T.&S.F. Crossing	0			
		0	CORWITH 1.4	0	5.9	Y R C	
		0	NERSKA Chicago Belt Crossing	0	7.3		
	8395	0	5.5 McCOOK	0	12.8	R C	
		0	0.1 B. & O. C. T. Crossing	0	12.9		
		0	4.5 WILLOW SPRINGS	0	17.4		
		0	5.6 ARGONNE	0	23.0		
		0	2.1 LEMONT	0	25.1		
		0	4.2 ROMEO	13.7	29.3		
		0	3.4 LOCKPORT	10.6	32.7		
		10.6	3.5 JOLIET YARD	10.6	36.2	T R C	
		10.6	1.3 JOLIET U.S. R. T. A. Crossing	10.6	37.5		1.45
6.35		0	4.0 PLAINES	15.8	41.5		1.29
6.39		15.8	6.6 DRUMMOND	14.5	48.2		
		6.1	4.6 LORENZO	9.9	52.8		
		9.1	4.4	0			
6.52		8.7	PEQUOT 1.0	0	57.2		1.13
		10.2	7.9 COAL CITY	4.7	58.2		
		15.8	4.7 MAZON	0	66.1		
		13.7	4.0 VERONA	0	70.8		
		15.8	5.0 KINSMAN	0	74.8		
		0	4.6 RANSOM	15.8	79.8		
		0	5.2 KERNAN	15.8	84.4		
7.20		0	STREATOR 0.2	15.8	89.6	T R C	12.45
		0	CR Crossing	0	89.8		
		0	0.4 N. & W. Crossing	10.1	90.2		
		0	5.6 ANCONA	0	96.8		
		0	6.3 LEEDS	0	102.1		
		15.8	7.8 TOLUCA	21.1	109.9		
		26.4	6.0 LA ROSE	25.2	116.0		
		0	4.9 WILBERN	26.4	120.9		
		26.4	CHILlicothe 9.1	26.4			
7.55 PM			(130.1)		130.0	T R C	12.05 PM
Arrive Daily							Leave Daily
60.0			Average speed per hour				44.6

TCS IN EFFECT:

ICG northward and southward main tracks between Ft. Wayne Jct. and Bridgeport; AT&SF main tracks between Bridgeport and Joliet U.S.; main tracks between Pequot and Chillicothe.

RULE 251 IN EFFECT:

ICG eastward and westward main tracks between Ft. Wayne Jct. and Ash Street, ICG main tracks between Joliet U.S. and South Joliet, main tracks between Joliet U.S. and Pequot. Permanent slow and resume speed signs are not displayed for movements against the current of traffic.

RULE 151:

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

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

Trains and engines may use Chicago Union Station Company tracks between Union Station and Ft. Wayne Jct., ICG southward and northward main tracks between Ft. Wayne Jct. and Bridgeport; ICG eastward and westward main tracks between Bridgeport and Ash Street; ICG main tracks between Joliet U.S. and Plaines. Be governed by Special Rules 5 and 6.

CONRAIL CONNECTION STREATOR—Manual block in effect on ConRail main track, flag protection not required. Use of ConRail main track to and from siding may be authorized verbally by ConRail operator or ConRail dispatcher. When radio communication not available use block telephone located in box near westend switch. Crews must notify operator when clear of ConRail main track. Maximum speed 15 MPH.

N&W RR Crossing on ConRail Connection track. Gate normally against N&W RR. Approach prepared to stop. If gate is normal, proceed not to exceed 10 MPH over crossing.

Between Willow Springs and Romeo and between Pequot and Chillicothe, all block signals equipped with number plates and all controlled signals at interlockings Willow Springs and MP 91.5, are located on field side of track they govern.

TRACK SIDE WARNING DETECTORS (Rule 105(A))
(see special rule 13)

Detector Location	Type	Locator/Indicator Location
MP 32.5	Hot Box and Dragging Equipment	Eastward—MP 29.4 Westward—MP 34.1
MP 68.3	Hot Box and Dragging Equipment	Eastward—MP 66.5 Westward—MP 70.6
MP 100.2	Hot Box (Servo) and Dragging Equipment	Eastward—MP 98.0 Westward—MP 102.2
MP 125.3	Hot Box and Dragging Equipment	Eastward—MP 123.6 Westward—MP 127.5
MP 125.3	Shifted Load	MP 125.3 and MP 127.5

Trains originating Chicago, Corwith, Joliet Yard, Streator and Chillicothe must secure clearance card.

Train and engine crews will leave clearance cards, train orders and messages on engine and caboose of through trains at Chillicothe.

Relieving crews will, prior to boarding train, check with operator Chillicothe for clearance cards, train orders and messages to be observed in addition to those left by crew being relieved.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psgr.	Frnt.*
Ft. Wayne Jct. and Bridgeport (ICG)	40	30
Bridgeport and Ash Street (ICG)	30	30
Bridgeport and Chillicothe (AT&SF)	79	60
Joliet U.S. and South Joliet (ICG)	35	10
South Joliet and Plaines (ICG)	60	30
Plaines and Pequot (ICG)		
(Solid TOFC/COFC trains—60 MPH)	79	40
Joliet U.S. and Pequot		
(Against Current of Traffic)	55	40

*Maximum authorized speed for freight trains is:

(a) 70 MPH provided:

- (1) Maximum district 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) 55 MPH when handling one or more empty cars, including flat cars loaded with 24 ft. or shorter bogies or container chassis (10-PACK cars, cabooses and cars loaded with empty trailers or empty containers are considered loads).

(c) 45 MPH when averaging 90 tons or over per car, or total consist exceeds 5,000 tons.

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

	MPH
Curves, Halstead St. (ICG)	25
Interlocking M.P. 3.1	20
2 Curves, M.P. 3.2 to 4.0	35
RR Crossing M.P. 4.4 (Interlocking)	15
RR Crossing M.P. 5.9 (Interlocking)	60
RR Crossing M.P. 7.3 (Interlocking)	40
2 Curves, M.P. 9.0 to 9.4	50
2 Curves and Bridge, M.P. 9.7 to 10.3	30
2 Curves, M.P. 10.7 to 12.9	60
RR Crossing M.P. 12.9 (Interlocking—Rule 321C)	60
Curve, M.P. 18.7 to 19.2	70
Curve, Bridge and 2 Curves, M.P. 23.9 to 25.4	40
2 Curves, M.P. 25.6 to 25.9	45
2 Curves, M.P. 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
4 Curves, M.P. 40.6 to 43.4 (North Track)	75
1 Curve, M.P. 43.5 to 44.6 (North Track)	70
3 Curves, M.P. 44.8 to 46.0 (North Track)	75
Curve, M.P. 41.7 to 41.8 (South Track)	50
Curve, M.P. 43.6 to 44.7 (South Track)	50
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 RR Crossing M.P. 89.5 to 90.3 (Interlocking)	35
Curve, M.P. 95.7 to 96.5	75
3 Curves, M.P. 117.0 to 118.7	70

(C) SPEED RESTRICTIONS—SWITCHES

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

Trains and engines using other than main track must not exceed turnout speed for that track.

Station or MP	Type	Location	MPH
Ft. Wayne Jct. (ICG)	I	Crossovers, turnouts and Bridge	10
Bridgeport	I	Crossovers, turnouts and Bridge	15
Corwith	I	East leg of wye	10
	I	Crossovers and turnouts east and west of AT&SF Crossing	10
Nerska	I	Crossover	15
McCook	I	Both ends 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
Joliet U.S.	I	Crossovers MP 37.2 to 37.9	15
Plaines	I	ICG to AT&SF	30
	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	10
Streator	I	Crossover and turnout, N&W Crossing	30
MP 91.5	I	CR Connection	20
	I	Crossover	40
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
1.5 to 5.3	18 Bridges
35.4	Railroad Viaduct

3. TRACKS BETWEEN STATIONS

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

WEST-WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 13 April 24, 1983	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
First Class							First Class
3							4
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
PM 7.55		58.1	CHILlicothe		130.0	T R C	PM 12.05
			8.0 EDELSTEIN	31.7	138.1		PM
		31.7	6.6 PRINCEVILLE	31.7	144.7		
		31.7	3.6 MONICA BN Crossing	23.2	148.3		
		0	5.2 LAURA	31.7	153.5		
	5340	13.5	4.9 WILLIAMSFIELD	19.3	158.4		
		31.7	15.3 YOST	31.7	173.7		
8.40		31.7	3.7 GALESBURG	15.3	177.5	R	11.20
	6793	21.9	2.5 G. I.	7.4	180.0	Y	
		21.9	6.0 CAMERON	7.4	186.0		
		28.2	5.9 ORMONDE	31.3	191.9		
		0	5.2 PONEMAH	31.2	197.1		
		23.2	4.4 SMITHSHIRE	12.1	201.5		
		12.1	3.1 MEDIA	31.7	204.6		
		13.5	4.3 STRONGHURST	31.2	208.9		
		26.1	10.0 LOMAX	31.7	218.9		
		10.6	5.9 DALLAS CITY	18.0	224.8		
		0	6.1 NIOTA	14.5	230.9		
		21.1	3.4 FT. MADISON	23.9		T Y R C	10.25
9.35	10490				234.3		AM
PM			(104.2)				Leave Daily
Arrive Daily			Average speed per hour				62.5

TCS IN EFFECT:

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

All trains must secure clearance card at Ft. Madison, and originating trains at Chillicothe.

Train and engine crews will leave clearance cards, train orders and messages on engine and caboose of through trains at Chillicothe. Relieving crews will, prior to boarding train, check with operator Chillicothe for clearance cards, train orders and messages to be observed in addition to those left by crew being relieved.

Between Chillicothe and Ft. Madison, all block signals equipped with number plates and controlled signals for Mississippi River Bridge MP 231.2 to MP 231.8 and for eastward movement at Niota, are located on field side of track they govern.

TRACK SIDE WARNING DETECTORS (Rule 105 (A))
(see special rule 13)

Detector Location	Type	Locator/Indicator Location
MP 159.7	Shifted Load	M.P. 159.7 and 160.9
MP 168.1	Hot Box (Servo) and Dragging Equipment	Eastward—MP 165.9 Westward—MP 170.6
MP 168.1	Shifted Load	MP 165.9 and MP 168.1
MP 197.1	Hot Box and Dragging Equipment	Eastward at Signal 1942 Westward—MP 199.8
MP 226.9	Hot Box and Dragging Equipment	Eastward—MP 225.1 Westward—MP 229.4

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Fr.*
Chillicothe and Ft. Madison	79	60

*Maximum authorized speed for freight trains is:

- (a) 70 MPH provided:
- (1) Maximum district 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) 55 MPH when handling one or more empty cars, including flat cars loaded with 24 ft. or shorter bogies or container chassis (10-PACK cars, cabooses and cars loaded with empty trailers or empty containers are considered loads).
- (c) 45 MPH when averaging 90 tons or over per car, or total consist exceeds 5,000 tons.

(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-- Rule 321C)	60
4 Curves, M.P. 157.9 to 160.9	70
10 Curves, M.P. 161.6 to 170.3	65
Curve, M.P. 175.5 to 175.7	65
4 Curves, M.P. 176.7 to 178.1	30
Curve, M.P. 178.6 to 178.8	75
Curve, M.P. 224.7 to 225.0	70
Curve, M.P. 226.3 to 226.5	75
Curve, M.P. 230.7 to 231.2	40
Bridge M.P. 231.2 to 231.8 (Interlocking)	30
6 Curves, M.P. 231.8 to 233.7	30
2 Curves, M.P. 234.0 to 234.3	25

(C) SPEED RESTRICTIONS--SWITCHES

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

Trains and engines using other than main track must not exceed turnout speed for that track.

"I"--Interlocked Switch.
 "S"--Spring Switch.

Station or MP	Type	Location	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	Crossovers	40
Stronghurst	I	Crossovers	40
Lomax	I	Crossovers	40
	I	TP&W Connection Track	30
Niota	I	Crossovers	40
Ft. Madison, East end yard	I	Crossovers	25
	I	East end siding	25
	I	Turnout yard lead	25
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
176.6	Railroad Viaduct

3. TRACKS BETWEEN STATIONS

Name	Location	Capacity (Feet)
Spur (ST)	MP 165.7	790

WEST- WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 13 April 24, 1983				Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
First Class										First Class
3										4
Leave Daily		Feet Per Mile	STATIONS				Feet Per Mile		Arrive Daily	
PM 9.38	10490	42.2	<div style="display: flex; justify-content: space-between;"> TCS TWO TRACKS </div> FT. MADISON 13.5 ARGYLE 8.0 REVERE 6.6 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 RC	AM 10.22
		42.2					42.2	248.0		
		42.2					42.2	256.0		
	7093	42.2					42.2	263.1		
		17.5					42.2	272.3		
		42.2					42.2	277.6		
	8451	42.2					42.2	290.7		
		42.2					23.1	306.4		
s10.43		40.2					42.9	312.7		s 9.10
		42.2					0	322.9		
	6859	42.2					42.2	329.7		
		31.0					42.2	341.5		
s11.20 PM							42.2	347.3	Y RC	8.35 AM
Arrive Daily			(111.8)					Leave Daily		
65.8			Average speed per hour					62.7		

TCS IN EFFECT:

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

All trains must secure clearance card at Ft. Madison, and originating trains at Marceline.

Train and engine crews will leave clearance cards, train orders and messages on engine and caboose of through trains at Marceline. Relieving crews will, prior to boarding train, check with operator Marceline for clearance cards, train orders and messages to be observed in addition to those left by crew being relieved.

TRACK SIDE WARNING DETECTORS (Rule 105(A))
(see special rule 13.)

Detector Location	Type	Locator/Indicator Location
MP 257.9	Hot Box and Dragging Equipment	Eastward—MP 256.0 Westward—MP 259.9
MP 287.3	Hot Box and Dragging Equipment	Eastward—MP 284.3 Westward—MP 289.9
MP 315.8	Hot Box and Dragging Equipment	Eastward—MP 313.3 Westward—MP 318.3
MP 344.5	Hot Box and Dragging Equipment	Eastward—MP 342.5 Westward—MP 346.9

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 is:

- (a) 70 MPH provided:
 - (1) Maximum district 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) 55 MPH when handling one or more empty cars, including flat cars loaded with 24 ft. or shorter bogies or container chassis (10-PACK cars, cabooses and cars loaded with empty trailers or empty containers are considered loads).
- (c) 45 MPH when averaging 90 tons or over per car, or total consist exceeds 5,000 tons.

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

Curve,	M.P.	MPH
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*	45
Curve,	M.P. 256.4 to 256.6	75
5 Curves,	M.P. 257.1 to 262.1	80
4 Curves,	M.P. 266.0 to 270.6	80
16 Curves,	M.P. 275.5 to 288.7	80
14 Curves,	M.P. 291.6 to 304.9	80
14 Curves,	M.P. 307.9 to 321.9	80
3 Curves,	M.P. 327.9 to 330.4	80
6 Curves,	M.P. 331.0 to 333.9*	55
11 Curves,	M.P. 334.0 to 339.1*	45
2 Curves,	M.P. 339.4 to 339.7	65

*Curves protected by ATS Inductors.

(C) SPEED RESTRICTIONS—SWITCHES

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

Trains and engines using other than main track must not exceed turnout speed for that track.

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

Station or MP	Type	Location	MPH
Ft. Madison, East end yard	I	Crossovers	25
	I	East end siding	25
	I	Turnout yard lead	25
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	20
Gorin	I	Crossovers	50
Baring	I	Crossovers	50
	I	Siding switches	10
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	20
	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
307.6	Highway Viaduct
312.5	Railroad Viaduct
332.6	Highway Viaduct

3. TRACKS BETWEEN STATIONS

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

8 FOURTH DISTRICT

ILLINOIS DIVISION

WEST-WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
First Class			No. 13					First Class
3			April 24, 1983					4
Leave Daily		Feet Per Mile	STATIONS		Feet Per Mile			Arrive Daily
PM 11.20		0	MARCELINE 7.2		42.2	347.3	Y R C s	AM 8.35
		13.7	ROTHVILLE 6.1		8.9	354.6		
		26.4	MENDON 13.6		14.2	360.7		
		26.4	BOSWORTH 12.2		26.4	374.3		
		0	CARROLLTON 2.2		0	386.4	R	
11.52		3.7	W. B. JCT. 8.0		0	388.7		7.59
AM E 3046		4.8	NORBORNE 8.8		6.3	396.6		
12.05	E 5258	4.2	HARDIN 5.9		0	405.4		7.46
	E 11970 W 7183	14.2	HENRIETTA 6.9		6.6	411.3	Y	
12.15		13.2	C.A. JCT. 3.5		26.4	418.2		7.35
		26.4	FLOYD 5.0		0	421.7		
		6.7	SIBLEY 7.2		26.4	426.7		
		9.7	ATHERTON 2.6		0	434.0		
		9.4	ETON 2.8		7.0	436.5		
		9.4	COURTNEY 3.2		0	439.4		
		4.9	SUGAR CREEK 1.7		0	442.6	C	
		25.7	CONGO 1.7		42.2	444.2		
		14.8	Armo Crossing K.C.S. Crossing 0.4		0	445.9		
		43.9	SHEFFIELD 4.8		48.5	446.4		
s 1.10 1.25		0	KANSAS CITY Union Station 1.7		47.8	451.1	C s	6.55 6.40
1.29 AM		0	SANTA FE JCT. 2.2		24.2	1.7	Y	6.25 AM
		18.8	A.Y. TOWER 0.9		0	3.9	C R	
			ARGENTINE			4.8	T Y R	
Arrive Daily			(108.8)					Leave Daily
56.8			Average speed per hour					62.3

TCS IN EFFECT:

Main tracks between Marceline and W.B. Jct.; north track between W.B. Jct. and Hardin; south track between Hardin and C.A. Jct.; main tracks between C.A. Jct. and Congo; main track between Congo and Sheffield; main tracks between Santa Fe Jct. and A.Y. Tower; main track and running track between A.Y. Tower and Turner.

RULE 251 IN EFFECT:

South track between Hardin and W.B. Jct.; north and middle tracks between Hardin and C.A. Jct.; MoPac tracks between Congo and Rock Creek Jct. Permanent slow and resume speed signs are not displayed for movements against the current of traffic.

RULE 151:

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

Between Congo and Rock Creek Jct., three main tracks designated south, middle and north tracks. South and middle tracks are MoPac tracks; north track is AT&SF track. AT&SF trains may use MoPac south and middle tracks, be governed by Special Rule 5.

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

Single track between M.P. 424.9 and M.P. 426.3.

TRACK SIDE WARNING DETECTORS (Rule 105(A)) (See Special Rule 13)

Detector Location	Type	Locator/Indicator Location
M.P. 366.5	Hot Box (Servo) and Dragging Equipment	Eastward—M.P. 363.9 Westward—M.P. 368.6
M.P. 366.5	Shifted Load	M.P. 363.9, 366.5 and 368.6
M.P. 373.0	Shifted Load	M.P. 373.0 and 371.5
M.P. 382.8	Hot Box and Dragging Equipment	Eastward—M.P. 381.3 Westward—M.P. 384.9
M.P. 414.5	Hot Box (Servo) and Dragging Equipment	Eastward—M.P. 412.7 Westward—M.P. 416.8
M.P. 425.2	Shifted Load	M.P. 425.7 and 426.0
M.P. 426.3	Shifted Load	M.P. 425.2 and 426.0
M.P. 432.0	Hot Box and Dragging Equipment	Eastward—M.P. 429.4 Westward—M.P. 433.9

Trains originating Marceline, Kansas City, and Argentine must secure clearance card.

Train and engine crews will leave clearance cards, train orders and messages on engine and caboose of through trains at Marceline. Relieving crews will, prior to boarding train, check with operator Marceline for clearance cards, train orders and messages to be observed in addition to those left by crew being relieved.

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.

On North Track, eastward controlled signal at Hardin interlocking and all block signals equipped with number plates between Hardin and W.B. Jct are located on field side of track they govern.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

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

*Maximum authorized speed for freight trains is:

(a) 70 MPH provided:

- (1) Maximum district 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) 55 MPH when handling one or more empty cars, including flat cars loaded with 24 ft. or shorter bogies or container chassis (10-PACK cars, cabooses and cars loaded with empty trailers or empty containers are considered loads).

(c) 45 MPH when averaging 90 tons or over per car, or total consist exceeds 5,000 tons.

(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
5 Curves, 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*	35
2 Curves, M.P. 437.9 to 438.4*	45
2 Curves, M.P. 438.5 to 438.9	60
2 Curves, M.P. 439.8 to 441.1	70
2 Curves, M.P. 442.5 to 443.6	65
3 Curves, M.P. 443.7 to 444.5*	40
R.R. Crossing M.P. 445.1 (Rock Creek Jct. Interlocking)	10
4 Curves, M.P. 445.0 to 445.8	30
RR Crossing M.P. 445.9 (Interlocking)	20
R.R. Crossing M.P. 446.4 (Interlocking)	
KCT Tracks 2 and 3	30
KCT Tracks 1 and 4	15
Curve, M.P. 1.7	15

*Curves protected by ATS Inductors

(C) SPEED RESTRICTIONS—SWITCHES

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

Trains and engines using other than main track must not exceed turnout speed for that track, unless provided otherwise in Time Table Special Rule 1(A).

Station or MP	Type	Location	MPH
Marceline, East end yard	I	Crossover (MP 346.7)	50
Marceline, West end yard	I	Yard lead switches	15
Mendon	I	Yard lead switches	20
Bosworth	I	Crossover (MP 349.3)	50
W.B. Jct.	I	Crossovers	50
Hardin	I	N&W connection	50
Henrietta	I	Crossovers and connection to South Track	20
	S	West end eastward siding	20
	I	East end eastward siding	20
	I	East end westward siding	20
	S	West end westward siding	20
C.A. Jct.	I	Crossovers	40
MP 424.9	I	N&W connection	30
MP 426.3	I	End of two tracks	30
Eton	I	End of two tracks	30
	I	Crossovers	40
Congo	I	Mo. Pac. connection	30
	I	West crossover	40
	I	East crossover and Mo. Pac. conn.	30
Rock Creek Jct.	I	MoPac-KCT connection	10
Santa Fe Jct.	I	Second crossover west of Santa Fe Jct.	30
	I	Crossover east of 12th St.	15
AY Tower	I	Crossover east of Tower	40
	I	Turnout end of Two Tracks	40

2. OVERHEAD AND SIDE OBSTRUCTION (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 (NT)	MP 417.0	250
Missouri Portland Cement Co.	MP 440.8	Yard

WESTWARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways	EASTWARD
			No. 13					
			April 24, 1983					
		Feet Per Mile	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		23.8	MINONK		13.2	13.0		
959		0	BENSON		32.7	19.0		
		783	ROANOKE		47.5	24.5		
		0	STREATOR JCT	TP&W R.R.	0	30.7		
		47.5	EUREKA		0	31.1		
5402		0	CRUGER		0	33.1		
		26.4	PEKIN JCT.		0	36.6		
		31.7	WASHINGTON		31.7	38.0		
537		31.7	COOPER		52.8	41.0		
		0	CRANDALL N & W Crossing	YL	29.0	43.4		
1207		0	MORTON	YL	0	45.7	R C	
		42.2	IT Crossing		81.8	45.8		
2518		0	EAST YARDS	YL	82.9	56.8	T	
			PEKIN	YL		57.7	C	
			(57.9)					

Between Streator Jct. and Pekin Jct. be governed by AT&SF Operating Rules except TP&W definitions and rules listed below:

TP&W DEFINITIONS

MANUAL BLOCK—A length of main track with defined limits the use of which by trains and engines is governed by authority obtained from the control station. A train or engine must not be allowed to enter a manual block while it is occupied by another train or engine, unless some emergency or unusual condition exists and then only as prescribed by the rules. Manual block limits will be designated by block limit signs and their locations designated in the timetable or by General Order. (Eureka block in effect between Streator Jct. and Pekin Jct.)

BLOCK LIMIT SIGN—A sign naming the block, that is placed at the designated limits of each block. They may be placed on either side of the main track. The absence of the Block Limit Sign will not affect the limits of the block which have been established.

CONTROL STATION—A place from which instructions governing movements into and through manual blocks are issued under the direction of the train dispatcher.

TP&W RULES

Radio Control Block System

130-A. OPERATION WITHIN LIMITS OF BLOCKS—Trains will not enter the limits of a block without authority from the control station, obtained by members of the crew.

B. Block clearance authority received via radio must be copied on the prescribed form by members of the train crew and then repeated to the control operator with each party giving his name to the other before the train may enter a block. Conductor and engineman are both responsible for knowing that authority has been obtained before entering the block.

C. Authority received from control station to occupy a block will supersede the superiority of trains and will take the place of train orders except Form Q, UA and 19B orders. Except at originating stations or anytime Form 19 train orders are delivered by an operator, clearance card Form A will not be required to use a block.

D. After train or engine clears the block, conductor or engineman will immediately report "Clear" to control station. If main track is cleared at an intermediate point within the block, "Clear" must not be reported until switch has been secured in normal position. Train or engine must not re-enter the block after reporting "Clear" until authority is again secured from control station.

E. In case of failure of all communications, train or engine may enter and move through the block at restricted speed only when preceded by a flagman at full flagging distance and flag protection to the rear must be provided. Except when moving under flag protection as a result of failure of all communications, flag protection as prescribed by Rule 99 will not be required within the block.

F. If a train is instructed to enter a siding at a block limit station and because of train length it is impossible to clear the main track for the opposing train without entering the block occupied by the opposing train, in order to double over into another track, the train dispatcher may authorize the movement to do so as follows:

After both trains have stopped within their respective blocks the train dispatcher will instruct both trains to protect against each other while the train that is clearing moves into the block occupied by the opposing train, to clear the main track. After these instructions have been issued by the train dispatcher, the engineman of both trains must have a proper understanding between them before the train that is clearing occupies the opposing train's block to clear the main track. Under these conditions all movements must be made at restricted speed.

G. Should a train become disabled in a block and assistance from another train or engine is required, the train dispatcher may allow the relief train or engine to enter the block occupied by the disabled train after meeting all of the following requirements:

1. The train dispatcher must obtain the exact location of the disabled train.
2. He must instruct the crew on the disabled train to provide flag protection in accordance with Rule 99 in the direction from which the relief train or engine is entering the block.
3. After the dispatcher has ascertained flag protection has been afforded he may give relief train or engine authority to enter block at restricted speed informing relief train or engine of the exact location of disabled train.
4. Relief train or engine must not exceed restricted speed until disabled train has been met.

H. If, after opposing trains have met within a block, the dispatcher desires for the train in the siding to occupy the block in order to continue, or to do station work before opposing train releases the block, he may authorize the movement after issuing the following restrictions to both trains:

YARD LIMITS IN EFFECT:

- Ancona (Pekin Dist. only)
- Crandall to Morton
- East Yards
- Pekin

Between East Yards, M.P. 56.8 and Pekin, M.P. 57.7, AT&SF trains and engines may use ConRail main track in accordance with Rule 93. Maximum authorized speed 15 MPH. Before fouling or opening switch to ConRail main track at Pekin or East Yards, authority must be obtained from operator at P&PU Tower. Trains or engines, after using ConRail track, must report clear promptly after actually in the clear. City phone in box on pole, south side, and about 150 feet east of junction switch at M.P. 56.8 and in phone box at depot. P&PU Tower phone number posted in boxes.

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

On P&PU tracks at Pekin, TCS Rules in effect except 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. See Special Rule 6.

After (train designation) clears (east or west) switch of (track designation) track at (station) (train designation) may occupy (block name) block. Neither train may make reverse movement in this block without flag protection.

131. It will not be necessary for the train to be stopped to receive the instructions, but the conductor and engineer are both responsible for knowing authority has been obtained before entering the block. Authority must not be acted upon until both the conductor and engineer have a written copy and have made certain that it has been read and understood by other members of the crew. Form 1789, TP&W Railroad Company Radio Controlled Block Clearance, will be used to record block authority granted, and conductor will mail all block authority forms used to the trainmaster at the completion of each trip.

132. To cancel block authority, the dispatcher must contact the train, determine that the train has not entered the block and know that both engineer and conductor understand the block authority is cancelled. Time of the cancellation will be recorded by the train dispatcher.

133. Train will operate at normal speed within the limits of a block system. Unless otherwise restricted, conductor or engineer must contact the control operator prior to reaching the end of their block for authority to enter the next block.

134. At meeting points, trains will take siding as directed by the train dispatcher.

135. If any part of a train overruns the limits of a block, it must be protected in advance as prescribed by Rule 99, and conductor or engineer must communicate with the dispatcher and inform him of the location of the train and be governed by his instructions.

Signals

11. The explosion of two torpedoes is a signal to reduce speed to restricted speed and proceed at restricted speed for a distance that is the minimum distance a flagman is required to go back in accordance with Rule 99. The explosion of one torpedo will indicate the same as two, but the use of two is required.

Movement of Trains and Engines

128. Advance speed restriction signs (a rectangular yellow sign) will be displayed one and one-half miles in advance of a location where reduction in the speed of a train is required. Speed restriction signs (a yellow disc) will be displayed at the point of restriction. Resume speed signs (a green disc) will be displayed at the end of the speed restriction. These signs will be placed on the engineman's side of the track when practicable.

Advance speed restriction signs require that, before reaching the point of restriction, the speed of the train be reduced to that specified by train order or by black numerals on the advance sign. A train must not exceed the specified speed until the rear of the train has passed the resume speed sign.

When advance speed restriction signs are displayed and train has not been restricted by train order or by black numbers on the advance sign, speed must be reduced to 10 miles per hour at the speed restriction sign and must not exceed 10 MPH for one and one-half miles or until rear of train has passed a resume speed sign.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Ancona and MP 25	30
MP 25 and Streator Jct.	40
Streator Jct. and Pekin Jct. (TP&W)	35
Pekin Jct. and East Yards	30
Pekin, P&PU Ry.	10

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

	MPH
2 Curves, Ancona to MP 0.2	20
RR Crossing MP 12.9 (Automatic Interlocking Rule 321C)	10
RR Crossing MP 43.4 (Automatic Interlocking Rule 321C)	20
RR Crossing MP 48.5 (Stop, Rules 98(A), 98(B), 98(C), 98(E))	30
Interlocking Pekin P&PU, MP 57.9	10

(C) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

3. TRACKS BETWEEN STATIONS

Name	Location	Capacity (Feet)
Sinclair Oil Corporation	MP 3.0	350
Swift	MP 20.6	350
Cilco (spur)	MP 51.7	1,250

JUNCTION SWITCHES (RULE 98(D))

Location	Normal Position
Streator Jct.	TP&W R.R.
Pekin Jct.	TP&W R.R.
M.P. 56.8	ConRail
M.P. 57.6	ConRail

4. REGISTER STATIONS (Rule 83 (B))

STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED:

Station	Designated Trains
Chicago	First Class
Corwith	All except first class
Chillicothe	All except first class
Ft. Madison	All trains
Marceline	All except first class
Kansas City	First Class
Argentine	All except first class

5. JOINT TRACK FACILITIES

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

CHICAGO—FT. WAYNE JCT.: Trains and engines may use Chicago Union Station Co. tracks and be governed by their rules and general orders.

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

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

PLAINES—PEQUOT: North track AT&SF, south track ICG, joint with ICG.

ICG RULES AND DEFINITIONS

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

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

Within yard limits, flag protection is not required against other trains or engines, but all trains or engines must move at YARD SPEED, not exceeding 20 MPH, unless the main track is known to be clear by block signal indication in ABS territory. When a main track is not known to be clear by block signal indication, trains or engines must be prepared to stop within one-half the range of vision, in addition to observing speed restrictions of such block signal indication.

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

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

Restricted Speed—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. (Passenger trains not to exceed 15 MPH).

LOMAX—FT. MADISON: AT&SF tracks, joint with TP&W.

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

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

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

ETON—CONGO: AT&SF tracks: joint with MoPac.

CONGO—ROCK CREEK JCT.: North track AT&SF, middle and south track MoPac, joint with N&W and MoPac. Yard limits, Rule 93, in effect on MoPac middle and south tracks—all movements must be made at restricted speed. Movements against current of traffic may be authorized by control signals at Congo and Rock Creek Jct.

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

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

STREATOR JCT.—PEKIN JCT.: TP&W tracks, be governed by AT&SF rules, instructions and TP&W rules and instructions for Pekin District.

EAST YARDS—PEKIN: ConRail track, yard limits, Rule 93 in effect. Maximum speed 15 MPH.

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

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

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

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

BRIDGEPORT—INTERLOCKING

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

EASTWARD—4 UNIT SIGNAL

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

2nd unit—normal indication red.

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

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

WESTWARD—2 UNIT SIGNAL

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

WESTWARD—4 UNIT SIGNAL

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

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

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

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

JOLIET U.S.—1, 2 AND 3 UNIT SIGNALS:

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

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

PLAINES—EASTWARD CONTROLLED SIGNAL

Green, white light below Proceed per A.T.&S.F. Rule 283
Yellow, white light below Proceed per A.T.&S.F. Rule 286
Red Stop per A.T.&S.F. Rule 292

M.P. 43.2—EASTWARD AUTOMATIC SIGNAL A-8

Green, yellow light left Proceed per A.T.&S.F. Rule 282
Yellow, white light above Proceed per A.T.&S.F. Rule 285
Red Stop per A.T.&S.F. Rule 291
Other than red, no white light Proceed per A.T.&S.F. 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 ON SOUTH TRACK:

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

EASTWARD, 2 UNIT SIGNAL ON NORTH TRACK:

Movement to A.T.&S.F. governed by indications in accordance with A.T.&S.F. Rules 281, 282, 283, 285, 286, 290 and 292; to N&W, Red over Green aspect is authority to use crossover at prescribed speed; Red over Yellow aspect is authority to enter N&W siding or approach next signal on main track prepared to stop.

C.A. JCT.

WESTWARD, 2 UNIT SIGNAL ON SOUTH TRACK:

Movement to A.T.&S.F. governed by indications per A.T.&S.F. Rules 283, 286, 290 and 292; to N&W, Green over Red, Yellow over Red and Red over Red.

WESTWARD, 3 UNIT SIGNAL ON NORTH TRACK:

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

ETON

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

PEKIN, P&PU RY.

All controlled signals are equipped with number plates.

Top or Left Unit Green—Proceed Per A.T.&S.F. Rule 281
Yellow to Right or Middle—Proceed Per A.T.&S.F. Rule 290
Red on Bottom or All Red—Stop Per A.T.&S.F. Rule 292
2 Unit Signal:

Top Unit, Yellow—Proceed Per A.T.&S.F. Rule 290
Bottom Unit, Red—Stop Per A.T.&S.F. Rule 292

7. MAXIMUM SPEED OF ENGINES.

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

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

*Engine without cars must not exceed 70 MPH.

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

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 except Amtrak	4	5
Amtrak	2	2

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 AT 199460 AT 199461 AT 199462 AT 199463 and Jordan Spreaders (MPH)	Locomotive Crane AT 199720 and 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 District	24	24	24

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

Locomotive Crane AT 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.

10. Trains or engines must not foul nor enter main tracks through hand throw switches where Rule 251 is in effect, until authority to do so has been obtained from the train dispatcher. Movement must be made as prescribed by Rules 99(E) and 319(A).

11. BULLETIN BOOKS AND SPECIAL INSTRUCTIONS (Rule 80)

Chicago	Union Station
Corwith	Station and Roundhouse
General Motors Yard	Yard Office
Joliet Yard	Station
Streator	Station
Chillicothe	Station
Galesburg	Station
Ft. Madison	Station, Roundhouse and Yardmen's Locker Room
Marceline	Station
Sugar Creek	Station
Kansas City	Union Station (Room 125-L)
Argentine	YMCA and Roundhouse
Morton	Station
Pekin	Station

12. STANDARD CLOCKS (Rule 1)

Chicago	Union Station
Corwith	Station and Roundhouse
General Motors Yard	Yard Office
Joliet Yard	Station
Streator	Station
Chillicothe	Station
Ft. Madison	Station and Roundhouse
Marceline	Station
Kansas City	Union Station (Room 125-L)
Argentine	Roundhouse
Morton	Station

**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

R. N. Crow, General Watch Inspector Topeka

LOCAL TIME INSPECTORS

- J. J. HUNT, 3153 W. 63rd Chicago
- P. J. SKURATOWICZ, 7639 W. 63rd St. Argo, Ill.
- R. S. KERR Streator
- R. M. Walker Chillicothe
- M. G. DUNLAP Chillicothe
- R. J. ALLISON Fort Madison
- A. L. YOCUM Marceline
- J. E. POINTER Richmond
- L. M. CONNOR, 3120 Strong Kansas City, Kans.
- ROSS LENTZ, 3221 Strong Kansas City, Kans.
- H. M. FAERBER, 821 N. 7th Kansas City, Kans.
- J. F. GAMBRILL, 709 Central Kansas City, Kans.

13. TRACK SIDE WARNING DETECTORS (Rule 105(A))
HOT BOX AND DRAGGING EQUIPMENT DETECTORS

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

Locator (Readout) type:

When actuated by a condition on a train, a rotating white light will illuminate at detector and locator locations. Train must immediately reduce speed to not exceeding 20 MPH and stop must be made with head-end at locator, if possible; readout observed and instructions in the locator cabinet complied with.

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

When rotating white light is illuminated before train reaches detector, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted or an axle count is indicated on register, be governed by above instructions. If no lamps are lighted, or counter has not registered, train may proceed at prescribed speed and must be observed closely enroute.

Instructions applicable to ALL types Hotbox and Dragging Equipment detectors:

When making inspection, give particular attention to heat of journals and hub of wheels. If heat caused by sticking brakes and condition corrected, train may proceed at prescribed speed. If an overheated condition is not found on equipment indicated by detector or locator, close inspection must be made on 3 cars (or units) on either side of indicated equipment. If, still nothing is found wrong, or if entire train has been inspected, the train may proceed at prescribed speed for the next 30 miles where it must stop for an identical inspection unless train is checked by an intervening hotbox detector, or is delivered to a terminal where mechanical inspection is made.

Mechanical forces at the terminal, and relieving crew at crew change points where mechanical inspection is not made, must be informed of existing conditions.

If abnormal heat is detected on same car by intervening detector, or during a stop for inspection, car must then be set out.

Any detector failure or malfunction observed must be reported to the train dispatcher promptly.

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

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

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

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

SHIFTED LOAD DETECTORS

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

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

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

Detector MP 125.3	Indicators MP 127.5
Detector MP 168.1	Indicators MP 165.9
Detector MP 366.5	Indicators MP 363.9 and 368.6

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

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

49. HAZARDOUS MATERIALS.

I. It is the conductor's responsibility to determine the identity and location of hazardous material shipments in the train. The conductor will communicate the information to members of the train and engine crew. Hazardous material shipments can be identified by checking:

Waybill The train crew is required to have a shipping paper (waybill) for each hazardous material shipment in the train. A shipping paper is also required for certain empty tank cars last containing hazardous materials. Essential information included on the shipping paper is the proper shipping name, hazard class, quantity, identification number and -RQ- notation when applicable, and placards applied.

Wheel Reports The train crew is required to have a wheel report, consist, switch list or other document indicating the position in the train of each loaded placarded car.

Placards Certain cars, trailers, and containers loaded with hazardous materials are required to be placarded. Certain empty tank cars which last contained a hazardous material are required to be placarded.

Commodity Codes The commodity code will be shown on the waybill and the wheel report. Commodity codes starting with "49" indicate a hazardous material.

II. In the event of an incident involving hazardous materials, your safety is the first consideration. The following will apply, IF IT IS SAFE TO DO SO:

A. Notify the Chief Dispatcher by the quickest means possible. If railroad communications fail or are not available, call long distance to the telephone number listed: Ft. Madison, Ia.—319-372-8711

B. Determine the location in the train of cars involved in the incident. Approach from the upwind (wind at your back) side and go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any vapor or gas clouds, fire, smoke, unusual smells or noises, leaking material, etc. If any are present, DO NOT GO NEAR THE CARS. Smoking is prohibited in the vicinity of a hazardous material incident.

C. Assist injured. Call for medical assistance if needed.

D. The Chief Dispatcher will be furnished as much of the following information as possible:

- (1) Train identification, symbol, employee name and position.
- (2) Specific location of the incident (station, milepost location, nearest street or highway crossing.)
- (3) Nature of the incident—number of cars involved, if upright or turned over, if ruptured or leaking, on fire or near fire, vapor or gas cloud, unusual odor or noise, etc.
- (4) Waybill Information:

(a) Car number	(d) Shipper and consignee
(b) Proper shipping name of contents	(e) Standard Transportation Commodity Code (49 Series number).
(c) Hazard class of material	
- (5) Weather conditions (wind direction and intensity, temperature, if raining, snowing, foggy, etc.).
- (6) Location of roads, buildings, people or property subject to harm or damage from the emergency.
- (7) Location of access roads.
- (8) Location of nearby stream, rivers, ponds, lakes or other bodies of water.
- (9) Any other information that will help the dispatcher understand the situation.

E. Warn people to stay away from the emergency area.

F. Contact emergency response personnel upon their arrival (police, sheriff, fire department, etc.) and provide the person in charge with information off shipping papers. DO NOT SURRENDER DOCUMENTS TO ANYONE OTHER THAN AUTHORIZED RAILROAD PERSONNEL.

G. Remain at the scene at a safe distance until relieved by a railroad Operating Department officer.

50. FOLLOWING IN EFFECT GOVERNING TRANSFERS/INTERCHANGES FROM CORWITH:

B&O/B&OCT BARR YARD

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

Maximum authorized speed between:

Ash Street and 79th Street	40 MPH
79th Street and Blue Island Junction	20 MPH
Blue Island Junction and Harvey Junction	30 MPH
Harvey Junction and Barr Yard	10 MPH

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

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

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

BRC CLEARING YARD

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

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

(Continued on page 16)

(Continued from page 15)

speed. Pull the transfer delivery to the east end of the Belt Yard. Contact the Belt Yardmaster prior to fouling the lead at the east end of the yard, and be governed by his instructions.

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

GTW ELSDON YARD

AT&SF Rules apply except as affected by GTW rules and special instructions.

Stop at "STOP BOARD" prior to entering GTW Tracks. Contact the GTW Yardmaster by talk-back speaker, and be governed by his instructions.

RULES 93 and 251—in effect from 51st Street to 71st Street.

ABS—in effect from 55th Street to 71st Street.

SPEED LIMIT in ABS TERRITORY WITHIN YARD LIMITS—Slow Speed.

SLOW SPEED—A speed not exceeding 15 MPH.

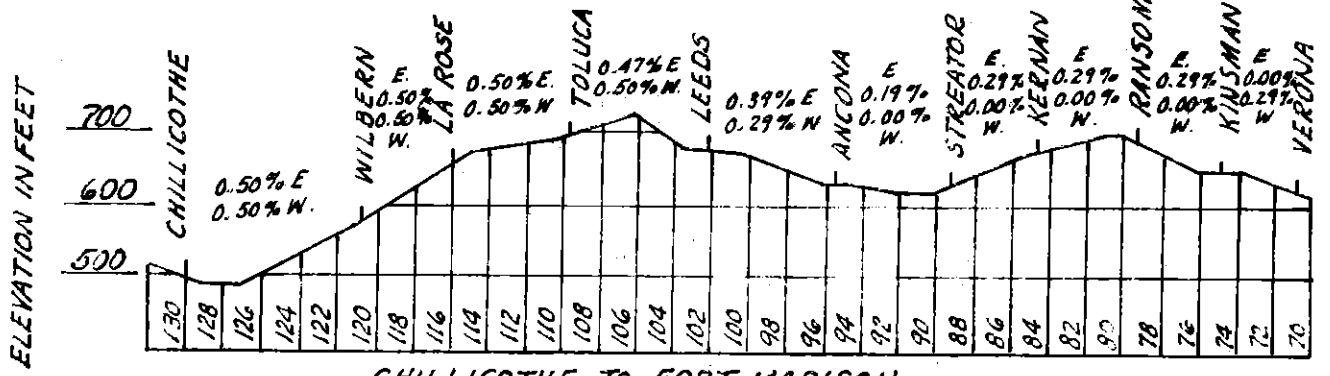
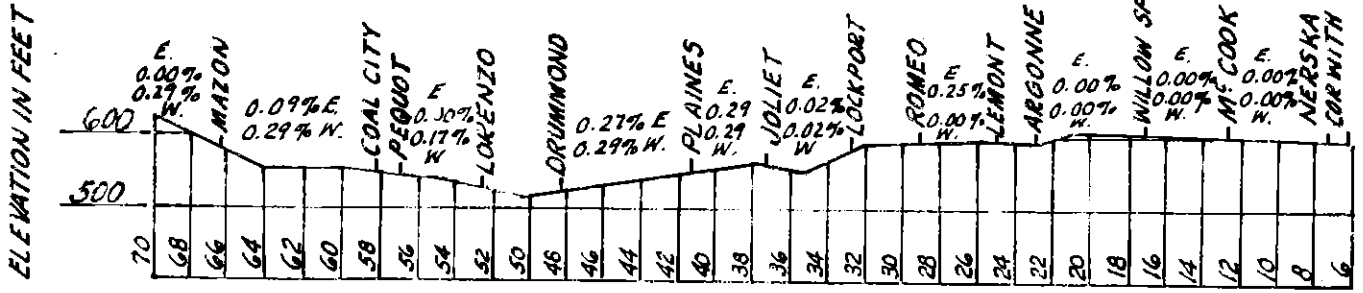
CR&I

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

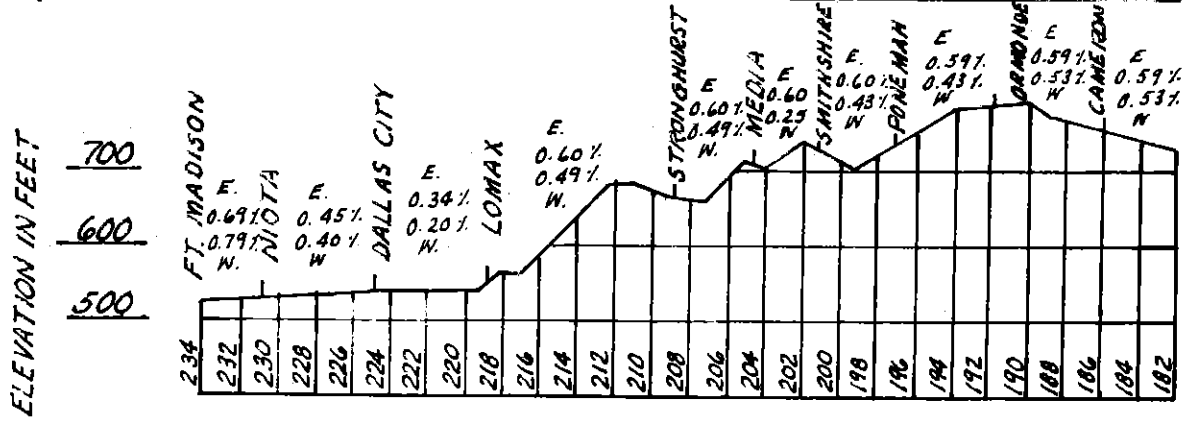
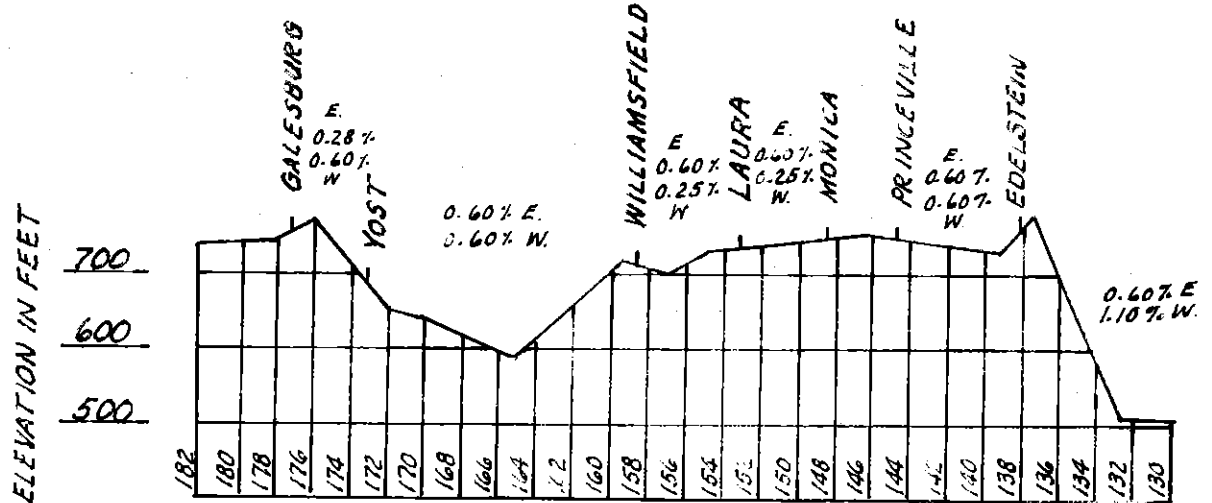
ICG GLENN YARD

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

CORWITH JCT. TO CHILLICOTHE
FIRST DISTRICT

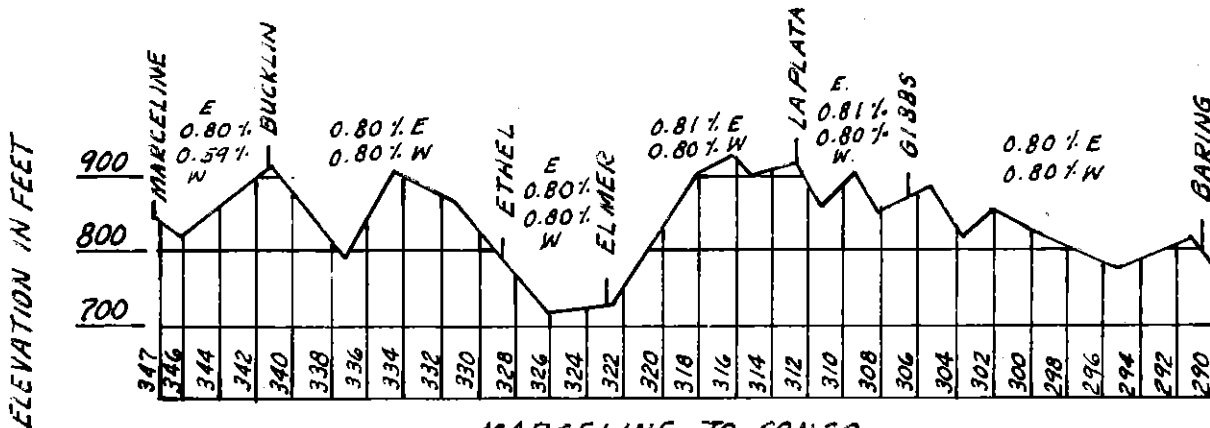
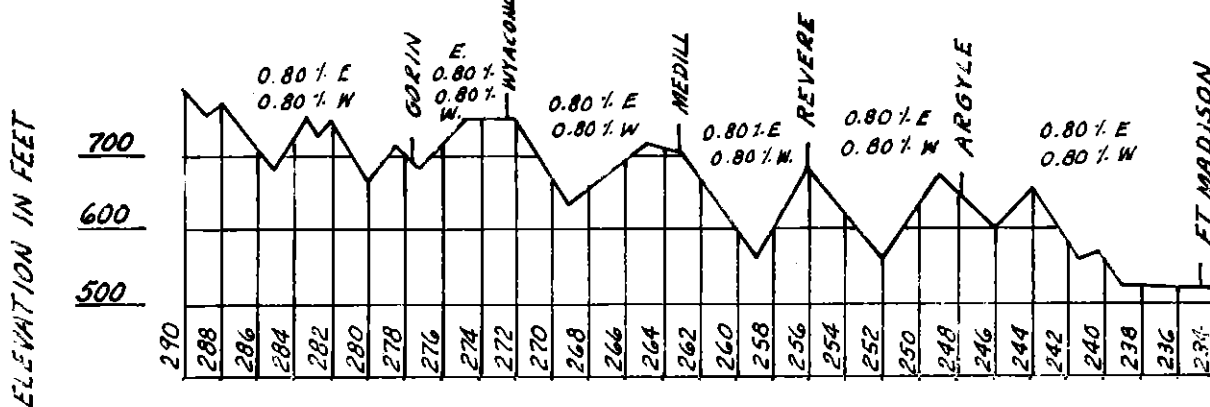


CHILLICOTHE TO FORT MADISON
SECOND DISTRICT



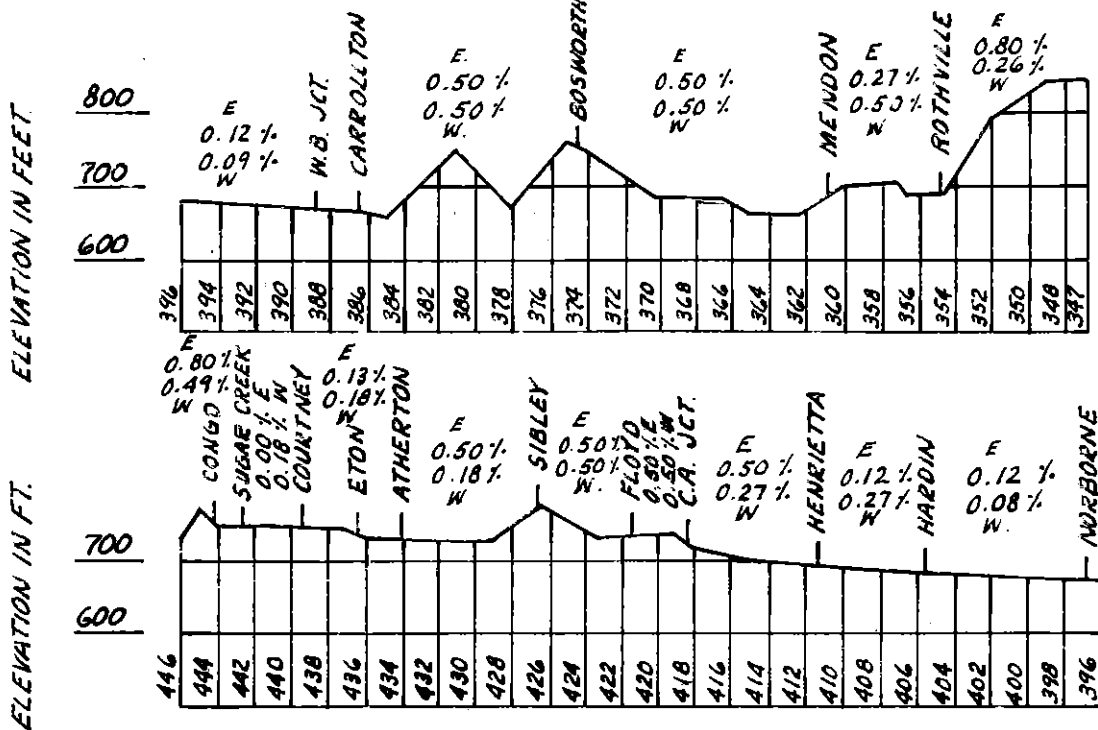
FORT MADISON TO MARCELINE

THIRD DISTRICT



MARCELINE TO CONGO

FOURTH DISTRICT



HOW TO USE THIS CHART:

To determine where a placarded car can be placed in a train follow these steps:
 -Determine the type of placard that is applied to the car. From Line 1.
 -Determine the type of car to which the placard is applied from, Line 2.
 -Follow vertically down the chart and note which lines apply.
 -The symbol "X" indicates wording at the side that applies.
 -See footnotes for explanation.

POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS

1		PLACARD APPLIED ON CAR	2											
			ANY CARS (Use for cars, trailers or combinations)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR	PLACARDED EXCEPT COMBUSTIBLE	COMBUSTIBLE		
3	RESTRICTIONS													
4	WHEN TRAIN LENGTH PERMITS	MUST NOT BE NEARER THAN 6th FROM ENGINE, OCCUPIED CABOOSE OR PASSENGER CAR.	✓	✓					✓					
5	WHEN TRAIN LENGTH DOES NOT PERMIT	MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2nd FROM ENGINE, OCCUPIED CABOOSE.	✓	✓					✓					
6	MUST NOT BE PLACED NEXT TO	LOADED FLAT CAR, A FLAT CAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN-TOP CAR.	✓ ^①	✓	✓				✓ ^②					
7		AN OPEN-TOP CAR WHEN ANY OF THE LADING PROTRUDES BEYOND THE CAR ENDS OR WHEN ANY OF THE LADING EXTENDING ABOVE THE CAR ENDS IS LIABLE TO SHIFT SO AS TO PROTRUDE BEYOND THE CAR ENDS.	✓	✓	✓				✓					
8		ENGINE	✓	✓	✓	✓	✓	✓	✓			✓		
9		EXCEPT AS PROVIDED IN LINES 10 AND 11, A CAR OCCUPIED BY ANY PERSON OR A PASSENGER CAR OR COMBINATION CAR THAT MAY BE OCCUPIED.	✓ ^③	✓ ^③	✓ ^③	✓	✓	✓	✓	✓ ^④	✓			
10		OCCUPIED CABOOSE	✓ ^③	✓ ^③	✓ ^③	✓	✓	✓	✓		✓			
11		OCCUPIED GUARD CAR	✓ ^③	✓ ^③	✓ ^③				✓					
12		UNDEVELOPED FILM						✓						
13		A CAR WITH AUTOMATIC REFRIGERATION OR HEATING APPARATUS IN OPERATION, OR A CAR WITH OPEN-FLAME APPARATUS IN SERVICE, OR WITH AN INTERNAL COMBUSTION ENGINE IN OPERATION.	✓	✓	✓				✓					
14		A CAR CONTAINING LIGHTED HEATERS, STOVES, OR LANTERNS.	✓	✓	✓									
15		CAR PLACARDED	EXPLOSIVES A		✓	✓	✓	✓	✓	✓				
16	POISON GAS		✓				✓	✓	✓					
17	LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD.		✓	✓	✓	✓	✓							
18	RADIOACTIVE		✓	✓	✓				✓	✓				

FOOTNOTES:
 ① Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.
 ② A specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads may be placed next to these placarded loaded tank cars subject to the following: this exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors.
 ③ A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.
 ④ Applies only in mixed train service, see section 174.87.

OTHER COMPANIES

- 1 BALTIMORE & OHIO CHICAGO TERMINAL
- 2 ELGIN, JOLIET & EASTERN
- 3 REGIONAL TRANSIT AUTHORITY
- 4 ILLINOIS CENTRAL GULF
- 5 CONRAIL
- 6 BURLINGTON NORTHERN
- 7 NORFOLK & WESTERN
- 8 ILLINOIS TERMINAL
- 9 KANSAS CITY SOUTHERN
- 10 MISSOURI PACIFIC
- 11 CHICAGO & NORTHWESTERN
- 12 TOLEDO, PEORIA & WESTERN

