

ILLINOIS DIVISION

P. D. McKENNON, Trainmaster Chillicothe, Il
 R. A. HOLDAWAY, Trainmaster Ft. Madison, Ia
 B. R. HOWARD, Trainmaster Marceline, Mo
 W. R. HOPPER, Trainmaster E. Peoria, Il
 L. L. BARNARD, Asst. Trainmaster McCook, Il
 J. R. BROWN, Asst. Trainmaster McCook, Il
 J. FRIEDMANSKY, Asst. Trainmaster/Mgr. R.F.O. Hoosier Lift, In
 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
 H. L. LOVELADY, Chief Dispatcher Ft. Madison, Ia
 M. D. THOMPSON, Asst. Chief Dispr. Ft. Madison, Ia
 J. D. HUNTER, Asst. Chief Dispr. Ft. Madison, Ia
 E. M. CHADWICK, Asst. Chief Dispr. Ft. Madison, Ia

TRAIN DISPATCHERS—FT. MADISON

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

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. 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.

14

IN EFFECT

Sunday, April 29, 1984

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, V. G. NAIL
 Assistant General Managers
 Topeka, Kansas

ILLINOIS DIVISION

FIRST DISTRICT

3

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Fr.
Ft. Wayne Jct. and Bridgeport (ICG)	40	30
Bridgeport and Ash Street (ICG)	30	30
Bridgeport and Chillicothe (AT&SF) (Maximum authorized speed for Psg. trains between Nerska and Ancona, North Track— 60 MPH)	79	55*
Joliet U.S. and South Joliet (ICG)	35	10
South Joliet and Plainess (ICG)	60	30
Plainess 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:

70 MPH, except between Nerska and Ancona, North Track, provided:

- (1) Train does not contain empty car(s) (10-PACK cars, cabooses and flat cars loaded with empty trailers, containers or container chassis are considered loads).
- (2) Train does not exceed 5500 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 80 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTION - TONNAGE.

Maximum authorized speed for freight trains is:

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

(C) 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)	50
RR Crossing M.P. 7.3 (Interlocking)	40
2 Curves, M.P. 9.0 to 9.4	50
2 Curves and Bridge, M.P. 9.7 to 10.3	30
2 Curves, M.P. 10.7 to 12.9	60
RR Crossing M.P. 12.9 (Interlocking—Rule 321C)	50
Curve, M.P. 18.7 to 19.2	70
Curve, Bridge and 2 Curves, M.P. 23.9 to 25.4	40
2 Curves, M.P. 25.6 to 25.9	45
2 Curves, M.P. 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
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
Curve, M.P. 58.4 to 58.7 (North Track)	50
3 Curves, M.P. 88.2 to 89.3	50
2 Curves and RR Crossing M.P. 89.5 to 90.3 (Interlocking)	35
Curve, M.P. 95.7 to 96.5	75
3 Curves, M.P. 117.0 to 118.7	70

(D) 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
	I	East Switch to GM Yard	30
Willow Springs	I	Crossovers	40
	I	West Switch to GM Yard	30
Romeo	I	Crossovers	40
Joliet Yard	I	Eastward head-in switch	30
Joliet U.S.	I	Crossovers MP 37.2 to 37.9	15
Plainess	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	30
MP 91.5	I	CR Connection	10
	I	Crossover	40
Ancona	I	Crossovers	40
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	Length (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

4 SECOND DISTRICT

ILLINOIS DIVISION

WEST-WARD	Length of Siding in Feet	Ruling Grade Ascending	TIME TABLE	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
First Class			No. 14				First Class
3			April 29, 1984				4
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
PM 7.00		58.1	CHILlicothe		130.0	R C	PM 12.05
		31.7	8.0 EDELSTEIN	31.7	138.1		PM
		31.7	6.6 PRINCEVILLE	31.7	144.7		
		0	3.6 MONICA	23.2	148.3		
		13.5	5.2 LAURA	31.7	153.5		
	5340	31.7	4.9 WILLIAMSFIELD	19.3	158.4		
		31.7	15.3 YOST	31.7	173.7		
7.45		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		
		10.8	5.9 DALLAS CITY	18.0	224.8		
		0	6.1 NIOTA	14.5	230.9		
		21.1	3.4 FT. MADISON	23.9	234.3	T Y R C	10.25
8.40	10490		(104.2)				AM
PM							Leave Daily
62.5			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.
79	55*

Chillicothe and Ft. Madison

*Maximum authorized speed for freight trains is:

70 MPH provided:

- Train does not contain empty car(s) (10-PACK cars, cabooses and flat cars loaded with empty trailers, containers or container chassis are considered loads).
- Train does not exceed 5500 tons.
- Train does not exceed 90 cars.
- Train does not average more than 80 tons per car.
- Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTION - TONNAGE.

Maximum authorized speed for freight trains is:

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

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

(D) SPEED RESTRICTIONS—SWITCHES

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

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

"I"—Interlocked Switch.

"S"—Spring Switch.

Station	Type	Location	MPH
Chillicothe,	I	Crossover	40
East end yard	I	Turnout yard lead	30
Chillicothe,	I	Turnout yard lead	30
West end yard	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	Turnout Peoria District	20
Niota	I	Crossovers	40
Ft. Madison,	I	Crossovers	25
East end yard	I	East end siding	25
	I	Turnout yard lead	25
Ft. Madison,	I	Crossovers	40
West end yard	I	West end siding	30
	I	Turnout yard lead	30

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 176.6 | Railroad Viaduct

3. TRACKS BETWEEN STATIONS

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

ILLINOIS DIVISION

THIRD DISTRICT 5

WEST-WARD	Length of Siding in Feet	Ruling Grade Ascending	TIME TABLE	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
First Class							First Class
3			No. 14 April 29, 1984				4
Leave Daily	Feet Per Mile		STATIONS	Feet Per Mile			Arrive Daily
PM 8.43	10490	42.2	FT. MADISON 13.5	36.9	234.3	T Y R C	AM 10.22
		42.2	ARGYLE 8.0	42.2	248.0		
		42.2	REVERE 6.6	42.2	256.0		
	7093	42.2	MEDILL 9.0	42.2	263.1		
		17.5	WYACONDA 5.3	42.2	272.3		
		42.2	GORIN 13.0	42.2	277.6		
	8451	42.2	BARING 15.7	42.2	290.7		
		42.2	GIBBS 6.2	23.1	306.4		
		40.2	LA PLATA 10.1	42.9	312.7		9.10
		42.2	ELMER 6.7	0	322.9		
	6859	42.2	ETHEL 11.8	42.2	329.7		
		31.0	BUCKLIN 5.9	42.2	341.5		
10.25 PM			MARCELINE		347.3	Y R C	8.35 AM
Arrive Daily			(111.8)				Leave Daily
65.8			Average speed per hour				62.7

(C) SPEED RESTRICTIONS - CURVES, RR CROSSINGS, AND BRIDGES			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.

(D) 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. 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	Mile Post	Name
256.6	Highway Viaduct	307.6	Highway Viaduct
270.9	Highway Viaduct	312.5	Railroad Viaduct
274.5	Highway Viaduct	332.6	Highway Viaduct
293.3	Highway Viaduct		

3. TRACKS BETWEEN STATIONS

Name	Location	Length (Feet)
Amax (ST)	MP 239.3	lead
Fruehauf (ST)	MP 239.5	lead
Armour Dial (ST)	MP 240.7	lead
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

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

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.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

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

*Maximum authorized speed for freight trains is:

70 MPH provided:

- Train does not contain empty car(s) (10—PACK cars, cabooses and flat cars loaded with empty trailers, containers or container chassis are considered loads).
- Train does not exceed 5500 tons.
- Train does not exceed 90 cars.
- Train does not average more than 80 tons per car.
- Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTION - TONNAGE.

Maximum authorized speed for freight trains is:

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

6 FOURTH DISTRICT

ILLINOIS DIVISION

WEST-WARD	Length of Siding in Feet	Ruling Grade Ascending	TIME TABLE			Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
First Class			No. 14		First Class				
3			April 29, 1984		4				
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile				Arrive Daily	
PM 10.25		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			
10.57		3.7	W. B. JCT. 8.0	0	388.7			7.59	
	E 3046	4.8	NORBORNE 8.8	6.3	396.6				
11.10	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			
11.20		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				
		25.7	CONGO 1.7	42.2	444.2				
		14.8	Armo Crossing K.C.S. Crossing 0.4	0	445.9				
-AM-		43.9	SHEFFIELD 4.8	48.5	446.4				
12.15 12.30		0	KANSAS CITY Union Station 1.7	47.8	451.1	C s		6.55 6.40	
12.34 -AM-		0	SANTA FE JCT. 2.2	24.2	1.7	Y		6.17 -AM-	
		18.8	A. Y. TOWER 0.9	0	3.9	C R			
			ARGENTINE		4.8	T Y R			
Arrive Daily			(108.6)					Leave Daily	
56.6			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 signals at C.A. Jct. and Hardin interlockings 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

	MPH	
	Psg.	Frt.
BETWEEN:		
Marceline and W.B. Jct.	90	55*
W.B. Jct. and C.A. Jct. (North Track)	79	55*
Hardin and C.A. Jct. (South Track)	40	40
C.A. Jct. and Hardin (Middle Track)	79	55*
Hardin and W.B. Jct. (South Track)	60	55
C.A. Jct. and Bridge 425.0	90	55*
Bridge M.P. 425.0 and Sheffield (AT&SF)	79	55*
Congo and Rock Creek Jct. (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:

70 MPH, except between Hardin and W.B. Jct., South Track, provided:

- (1) Train does not contain empty car(s) (10-PACK cars, cabooses and flat cars loaded with empty trailers, containers or container chassis are considered loads).
- (2) Train does not exceed 5500 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 80 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTION - TONNAGE.

Maximum authorized speed for freight trains is:

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

(C) 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

(D) 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	"I"—Interlocked Switch		"S"—Spring Switch	
	Type	Location		MPH
Marceline, East end yard	I	Crossover (MP 346.7)		50
Marceline, West end yard	I	Yard lead switches		15
Mendon	I	Crossovers		50
Bosworth	I	Crossovers		50
W.B. Jct.	I	Crossovers		50
	I	N&W connection		50
Hardin	I	Crossovers and connection to South Track		30
Henrietta	I	West end eastward siding		20
	S	East end eastward siding		20
	I	East end westward siding		20
	S	West end westward siding		20
C.A. Jct.	I	Crossovers		40
	I	N&W connection		30
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
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	Length (Feet)
Spur (NT)	MP 417.0	250
Missouri Portland Cement Co.	MP 440.8	Yard

WESTWARD	Length of Sidings in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			No. 14	April 29, 1984				
		Feet Per Mile	STATIONS	Feet Per Mile				
			TCS	LOGANSPORT 6.1			C.R.	
				KENNETH 15.1	18.0	6.1E		
	1900	31.7		MONTICELLO L&N Crossing 6.0	15.8	21.2E		
	2174	24.8		REYNOLDS L&N-SBD Crossing 11.3	0	27.2E		
	5018	7.4		HOOSIER LIFT YL 3.1	16.3	38.5E	RC	
	1968	6.3		REMINGTON 7.5	34.9	41.6E		
	3487	15.8		GOODLAND 8.0	20.6	49.1E		
		8.5		KENTLAND CR Crossing 4.2	10.6	57.1E		
	6229	17.4		EFFNER YL 4.1	0	61.3E	RCY	
		35.4		WEBSTER YL 7.0		4.1		
	2900	8.5		KBSR Crossing 13.5	35.9	11.1		
	3951	16.9		WATSEKA MP-SBD Crossing 10.4	8.5	24.6		
	1868	9.0		GILMAN ICG Crossing 6.3	1.1	35.0		
		24.8		PIPER CITY 6.1	36.4	40.3		
		24.8		CHATSWORTH 0.6	36.4	46.4		
	2032	0		FORREST JCT. N&W Crossing 4.8	8.5	47.0		
	3487	0		FORREST 11.0	1.9	51.8		
		28.0	TWC	FAIRBURY ICG Crossing 4.4	21.1	62.8		
	1824	12.1		MEADOWS 4.0	3.2	67.2		
	1685	10.6		GRIDLEY 7.1	45.9	71.2		
	2433	0		EL PASO ICG Crossing 15.7	12.1	78.3		
	5402	52.8		CRUGER 3.5	47.5	94.0		
		19.0		PEKIN JCT. 10.5	14.3	97.5		
		0		EAST PEORIA YL 5.9	44.4	108.0	RCT	
		10.6		IOWA JCT YL 5.2	31.7	113.9		
	4970	21.1		SOMMER YL 2.4	4.2	119.1		
		7.4		KOLBE 15.3	5.8	121.5	RY	
	2703	68.6		RAWALTS 2.7	52.8	136.8		
	1599	12.1		CANTON BN Crossing 7.4	0.5	139.5		
	4798	24.3		U.E. SIDING 7.6	48.0	146.9		
	2600	5.8		SMITHFIELD 12.9	13.7	154.5		
		56.0		BLAIR JCT 3.5	68.1	167.4		
	1600	18.5		BUSHNELL BN Crossing 24.6	41.2	170.9		
		58.6		LA HARPE YL 10.5	61.3	195.5	Y	
		39.6		LOMAX YL (283.2)	43.8	206.0L		

TCS IN EFFECT:

Between Logansport and Kenneth.

TWC IN EFFECT:

Between Kenneth and Lomax.

RULE 151:

Trains and engines will use CR track between Logansport and Kenneth. Be governed by Special Rules 5 and 6.

Trains and engines may use N&W track between East Peoria and Crandall. Be governed by Special Rule 5.

Trains and engines will use P&PU tracks between East Peoria and Iowa Jct. Be governed by Special Rules 5 and 6.

Trains and engines will use C&NW track between Iowa Jct. and Sommer. Be governed by Special Rules 5 and 6.

INDUSTRIAL SPUR TRACKS:

Between Crandall and Morton 4.9 miles

Trains and engines must obtain authority from Supervisor of Operations (Yardmaster) before using this track.

Between La Harpe and Keokuk 28.4 miles

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

YARD LIMITS IN EFFECT:

Hoosier Lift -

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

Between Effner and Webster -

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

East Peoria -

M.P. 106.6 to Illinois River

Between Iowa Jct. and Sommer -

M.P. 113.9 to M.P. 120.5

La Harpe -

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

Lomax -

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

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

Detector Location	Type	Locator/Indicator Location
M.P. 31.0E	HotBox & Dragging Equipment	South Side M.P. 31.0E
M.P. 27.5	HotBox & Dragging Equipment	North Side M.P. 27.5
M.P. 86.5	HotBox & Dragging Equipment	North Side M.P. 86.5

JUNCTION SWITCHES (RULE 98(D))

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

MILE POSTS:

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

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

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

Trains originating at Hoosier Lift, Effner, East Peoria and Ft. Madison must secure clearance card.

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

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

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN	MPH Frt.*
Logansport and Kenneth (CR RR)	30
Kenneth and M.P. 21.2E	40
M.P. 21.2E and M.P. 35.8E	30
M.P. 35.8E and M.P. 39.3E	25
M.P. 39.3E and M.P. 49.0E	40
M.P. 49.0E and M.P. 54.0E	30
M.P. 54.0E and M.P. 57.2E	40
M.P. 57.2E and M.P. 60.8E	30
M.P. 60.8E and M.P. 4.1	20
M.P. 4.1 and M.P. 85.0	40
M.P. 85.0 and M.P. 106.6	35
M.P. 106.6 and M.P. 110.6	20
M.P. 110.6 and M.P. 113.9 (P&PU RR)	15
M.P. 113.9 and M.P. 119.1 (C&NW RR)	20
M.P. 119.1 and M.P. 155.2	40
M.P. 155.2 and M.P. 163.4	30
M.P. 163.4 and M.P. 206.0L	40
Morton Industrial spur	30
La Harpe Industrial spur	20
Except: M.P. 196.3 and M.P. 208.5 Warsaw industry track	10 5
* Maximum speed for all loaded coal and grain unit trains	30
* Except, between M.P. 21.2E and M.P. 39.3E	10

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

Location	MPH
RR Crossing M.P. 21.2E (Interlocking, Rule 321-C)	20
RR Crossing M.P. 27.2E (Interlocking, Rule 321-C)	20
RR Crossing M.P. 57.2E (Interlocking, Rule 321-C)	20
RR Crossing M.P. 4.1 (Interlocking, Rule 321-C)	20
RR Crossing M.P. 24.2 (Interlocking)	30
RR Crossing M.P. 46.2 (Interlocking)	25
RR Crossing M.P. 115.4, Rules 98-A, 98-B, 98-C, 98-E. Two manually operated gates govern movement over crossing. Gates are normally lined for A.T.&S.F. movement.	20
2 Curves M.P. 138.7 to 139.4	25
RR Crossing M.P. 139.5, Rules 98-A, 98-B, 98-C, 98-E. Two manually operated gates govern movement over crossing. Gates are normally lined for A.T.&S.F. movement. Color light signal displays: Red - Stop, gate across A.T.&S.F. Green - Proceed	20
44 Curves M.P. 155.2 to M.P. 163.4 and 1 Bridge M.P. 157.4	30
RR Crossing M.P. 170.8 (Interlocking) (Engine only)	20
RR Crossing M.P. 43.4M (Interlocking, Rule 321-C)	20
RR Crossing M.P. 45.8M, Rules 98-A, 98-B, 98-C, 98-E	20
1 Bridge M.P. 223.5 (Keokuk)	5

(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.

"S" - Spring Switch

Station	Type	Location	MPH
East Peoria	S	West end E Peoria Yard	10

2. TRACKS BETWEEN STATIONS

Name	M.P.	CLIC Track Numbers
Burnettsville	13.0E	6401 and 6402
Idaville	17.5E	6301
Wolcott	36.0E	6001 thru 6004
Perkins	54.0E	5701 and 5702
Sheldon	2.1	5401 thru 5412
Crescent City	17.4	5101 thru 5104
Leonard	20.8	5001
La Hogue	29.5	4901 thru 4905
Weston	57.9	4301 thru 4303
Enright	76.0	3901 and 3902
Secor	84.8	3701 thru 3703
Eureka	92.0	3601 thru 3603
Morton Industrial spur, M.P. 43.4M to M.P. 48.3M (4.9 miles)		
Crandall	43.4M	3301 and 3302
Morton	45.7M	2612 thru 2618
Washington	99.5	3401 and 3402
Collier Yard	115.0	0701 thru 0714
Mapleton	122.5	0401 thru 0457
Glasford	127.1	1001 and 1002
Cuba	149.2	1401 thru 1404
Seville	157.8	1601
Marietta	161.2	1701
New Philadelphia	165.5	1801
Good Hope	179.6	2001 and 2002
Sciota	183.4	2101 thru 2103
Blandinsville	189.4	2201
La Harpe Industrial spur, M.P. 195.5 to M.P. 223.9 (28.4 miles)		
Burnside	205.1	2701
Ferris	209.5	2801
McCall	211.5	2901
Elvaston	216.0	3001 and 3002
Hamilton	222.6	3101 thru 3114
Keokuk	223.9	3201 thru 3205
Disco	199.7L	2401

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—ROOSEVELT ROAD: Trains and engines will use Chicago Union Station Co. tracks and be governed by their rules and general orders.

ROOSEVELT ROAD—FT. WAYNE JCT.: Trains and engines will use Amtrak tracks, and in addition to AT&SF Rules and Instructions be governed by Amtrak Rules and Instructions as issued by Bulletins.

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. Col-orlite 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, obstruction, or switch not properly lined and lookout for broken rail, but not exceeding 10 MPH on freight trains or 20 MPH on passenger trains.

LOGANSFORT—KENNETH: CR Track, joint with CR.

CR RULES AND DEFINITIONS

Normal Speed—The maximum speed authorized by Time Table.

Limited Speed—Not exceeding 40 miles per hour.

Medium Speed—Not exceeding 30 miles per hour.

Slow Speed—Not exceeding 15 miles per hour.

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

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

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

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

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

Authority must be obtained from C&NW train dispatcher before operating switches to enter C&NW main tracks at Sommer, and must notify C&NW train dispatcher when clear and switches have been restored to normal position. Maximum speed 5 MPH, on C&NW CILCO runaround and Tuscarora siding at Sommer.

FAIRBURY—FORREST JCT.: AT&SF tracks, joint with N&W. N&W trains and engines will enter and leave AT&SF main track at Forrest Jct. or east switch of passing track Fairbury, and will use siding track for movements between Fairbury and junction of AT&SF and N&W track west of Fairbury. When necessary to use main track west of east switch of passing track, track warrant authority must be obtained from AT&SF dispatcher.

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

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

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

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

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

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

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

AMTRAK BLOCK AND INTERLOCKING SIGNALS
Roosevelt Road-Ft. Wayne Jct.

Aspect	Name	Indication
Green over Red over Red, or Green Over Red, or Green	Clear	Proceed
Yellow over Yellow over Red, or Yellow over Yellow	Approach Diverging	Proceed; Approaching next signal prepared to enter turnout at prescribed speed
Red over Green over Red, or Red over Green	Diverging Clear	Proceed on diverging route; not exceeding prescribed speed through turnout

Aspect	Name	Indication
Yellow over Red over Red, or Yellow over Red, or Yellow	Approach	Proceed prepared to stop before passing next signal
Red over Yellow over Red, or Red over Flashing Yellow	Diverging Approach	Proceed on Diverging Route through turnout at prescribed speed, prepared to stop before passing next signal
Red over Red over Yellow, or Red over Yellow	Restricting	Proceed at restricted speed
Red over Red over Red, or Red over Red, or Red	Stop	Stop signal

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 Green 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 movements 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.

CR BLOCK AND INTERLOCKING SIGNALS

Logansport-Kenneth

Aspect	Name	Indication
Diagonal Yellow over Vertical Yellow	Approach Medium	Proceed approaching next signal at medium speed
Diagonal Yellow	Approach	Proceed prepared to stop at next signal. Train exceeding medium speed must at once reduce to that speed.
Diagonal Yellow over Single Yellow	Approach to Stop	Proceed not exceeding medium speed prepared to stop at hand operated switches & at next signal. Reduction to medium speed must commence before engine passes approach to stop signal
Horizontal Red	Stop Signal	STOP
Horizontal Red over Vertical Yellow	Medium Clear	Proceed; Medium speed within interlocking limits.
Horizontal Red over Diagonal Flashing	Approach Medium	Proceed at medium speed preparing to stop at next signal.
Horizontal Red over Yellow	Stop and Proceed	Stop then proceed at restricted speed.
Horizontal Yellow over Diagonal Yellow or Diagonal White	Restricting	Proceed at restricted speed.

P&PU BLOCK AND INTERLOCKING SIGNALS:

All controlled signals are equipped with number plates.
Top or left unit green - Proceed per AT&SF Rule 281.
Yellow to right or middle - Proceed per AT&SF Rule 290.
Red on bottom or all red - Stop per AT&SF Rule 292.

Two unit signals:

Top unit yellow - Proceed per AT&SF Rule 290.
Bottom unit, red - Stop per AT&SF Rule 292.

Permanent stop signs on P&PU at Iowa Jct. to protect ADM Industry track. Rule 98-A, 98-B, 98-C and 98-E apply to through movements.

C&NW INTERLOCKING SIGNALS
SOMMER

Aspect	Name	Indication
Red	Stop & Proceed	Stop and Proceed per AT&SF Rule 291
Lunar	Restricting	Proceed per AT&SF Rule 290

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.

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 and Jordan Spreaders (MPH)	Locomotive Crane and Other Machines Including Pile Drivers (MPH)
First, Second, Third, and Fourth except South Track Hardin-C.A. Jct.	40	45	30
South Track Hardin-C.A. Jct.,	24	24	24
Peoria District	30	30	30

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

Locomotive Crane AT 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
Marceline	Station
Kansas City	Union Station (Room 125-L)
Argentine	AY Tower and Roundhouse
Hoosier Lift	Station
Effner	Station
East Peoria	Roundhouse
Kolbe	Station
Keokuk	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
Marceline	Station
Kansas City	Union Station (Room 125-L)
Argentine	Roundhouse
Hoosier Lift	Station
Effner	Station
East Peoria	Roundhouse
Kolbe	Station
Keokuk	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.
CAHILL JEWELRY, 507 Main	Keokuk, Ia.
LIDWELL JEWELRY, 52 E. Elm	Canton, Ill.
FOSTER JEWELRY	Washington, Ill.
LE BEAU JEWELERS, 224 N. 3rd	Kentland, Ind.
R. BURKE, 311-A Main St.	Peoria, Ill.

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 the detector, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted or an axle count is indicated on register, be governed by above instructions. If no lamps are lighted or counters have not registered, train may proceed at prescribed speed and must be observed closely en route.

Monitor Display Board Type:

The monitor display board is equipped with hotbox and dragging equipment indicator lights. The display board will be dark as train approaches detector and will remain in that condition in the absence of abnormal heat or dragging equipment. "000" will be displayed for 12 seconds after train exits detector. If abnormal heat or dragging equipment is detected, indicator lights will display flashing white aspect; immediately, numerical axle count will start at "001" and accumulate axle count on display board to the rear of train. Crew members on rear of train observing display board will be required to look back, in order to confirm axle count, after rear of train passes display board.

When any indicator light displays flashing white aspect, train must be stopped as soon as possible after rear of train has passed detector and inspection made to locate car(s) or unit with abnormal heat condition or dragging equipment.

All illuminated lights and numerals displayed will be automatically cancelled 90 seconds after entire train has passed detector, which is at same location as display board.

When rotating white light is actuated by train, and a numerical readout is not displayed on the display board, train must be stopped and entire train must be thoroughly inspected on both sides for abnormal heat condition and dragging equipment.

When rotating white light is displayed before train reaches detector, unless otherwise instructed by the train dispatcher, be governed as follows:

- (1) Train must be stopped and thoroughly inspected if numerical readout is displayed or indicator light(s) are illuminated as train passes the detector.
- (2) Train may proceed at prescribed speed and be observed closely en route if:
 - (a) numerical readout is displayed or indicator light(s) are illuminated before train reaches the detector, or
 - (b) no numerical readout is displayed or indicator light(s) are illuminated after train passes the detector.

Radio Readout (Reporter) Type:

As train approaches the detector location, the following message will be transmitted via radio:

"SANTA FE RAILROAD, (Site Location), SYSTEM WORKING."

This will alert crew to the fact that system is operational.

After train has passed the detector location, if no defects were noted, a subsequent message will be transmitted via radio:

"SANTA FE RAILROAD, (Site Location), NO DEFECTS."

If detector is actuated, a rotating white light will be illuminated at the detector location. In addition a message, or a 20-second audible tone, will be transmitted via radio to alert crew that defect(s) have been noted in their train. If this occurs, train must be stopped with rear end at least 300 feet beyond the detector. After the train has passed detector location, the identification of defect(s) by type and location in train will be transmitted via radio. All references to defect locations will be from rear of train. The "LEFT" or "RIGHT" side mentioned is always referenced to the Engineer's left or right in the direction of travel. The message will be repeated once to insure information is correctly copied. The following is a typical example of radio transmission that crews can expect to hear:

- (1) "SANTA FE RAILROAD, (Site Location), FIRST HOTBOX RIGHT SIDE, one seven eight."
- (2) "SECOND HOTBOX LEFT SIDE, one four three."
- (3) "SANTA FE RAILROAD, (Site Location), FIRST DRAGGING EQUIPMENT NEAR AXLE zero six eight."

This type detector has capability to store in it's memory the location of up to three (3) defective journals and three (3) dragging equipment alarms. Anytime three alarms of either type are reported, crew should inspect the remainder of their train for additional defects.

If, after head-end of train passes detector, the white rotating light becomes illuminated and no audible tone or message is received via radio, stop will be made with rear-end of train at least 300 feet beyond the detector and entire train thoroughly inspected.

If the white rotating light is illuminated before head-end of train reaches detector, the following message should be transmitted via the radio:
"SANTA FE RAILROAD, (Site Location), SYSTEM FAILURE."

However, be alert for the possible transmission of an audible alarm and message should an alarm occur during passage of the train. If no such alarm or message is received, train may proceed at prescribed speed and must be observed closely en route.

If, as train approaches and passes detector, no radio message is transmitted, nor does the rotating white light become illuminated, train may proceed at prescribed speed and must be observed closely en route.

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 three cars (or units) on either side of indicated equipment. If, still nothing is found wrong, or if entire train has been in-

spected, 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 point 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 than be set out.

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

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

When a train is stopped by 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 conductors 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; Corwith, Supervisor-Operations—312-890-5084

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 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.

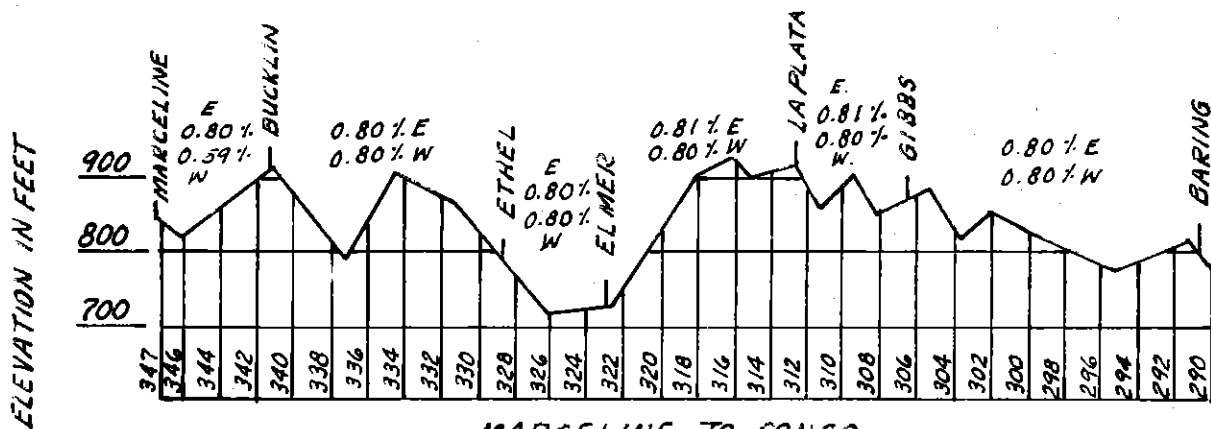
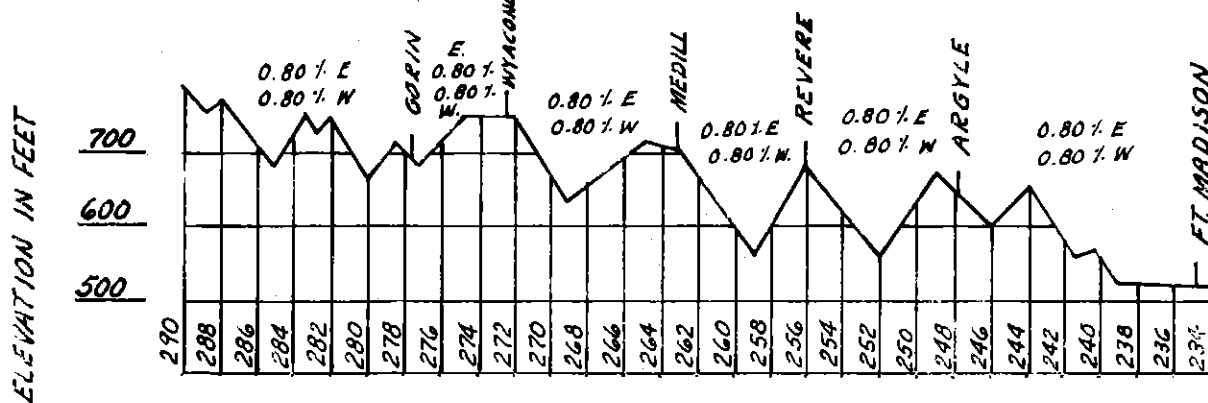
CR&I

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.

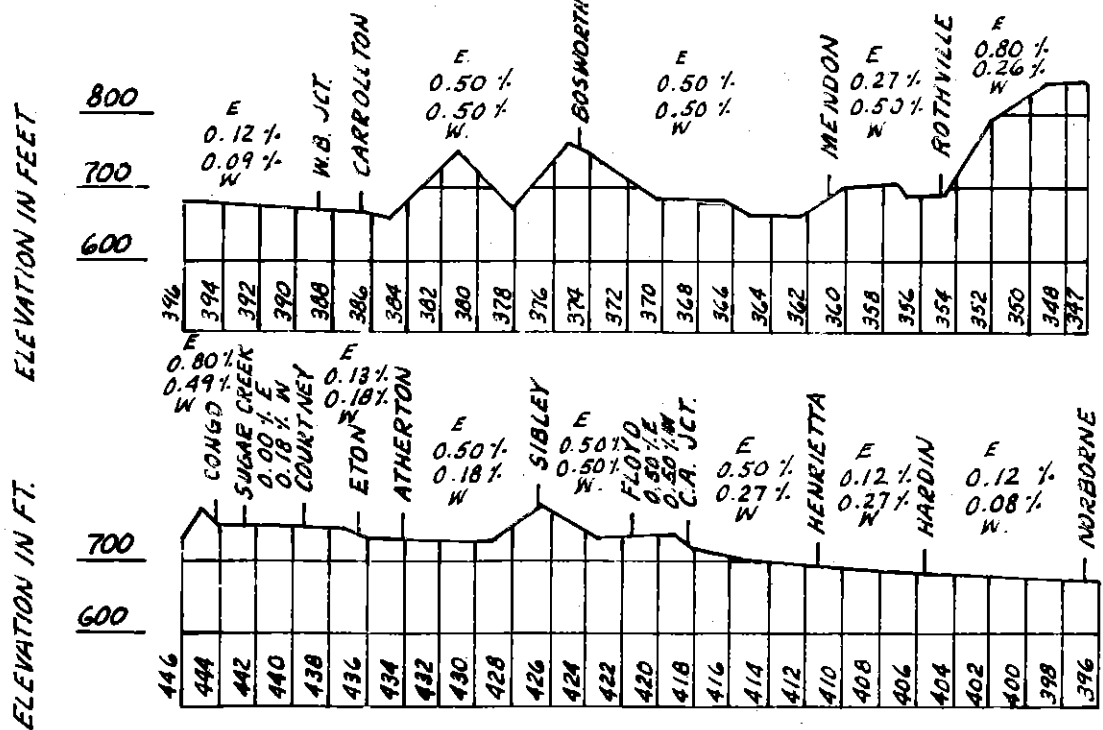
ICG GLENN YARD

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.

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

PLACARD APPLIED ON CAR		TYPE OF CAR							
		ANY CARS (for flat or container-caboose)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR
3	RESTRICTIONS								
4	WHEN TRAIN LENGTH PERMITS MUST NOT BE NEARER THAN 66 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	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	EXPLOSIVES A		✓	✓	✓	✓	✓		
16	POISON GAS	✓			✓	✓	✓		
17	LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD.	✓	✓	✓	✓				
18	RADIOACTIVE	✓	✓	✓		✓	✓		

MUST NOT BE PLACED NEXT TO

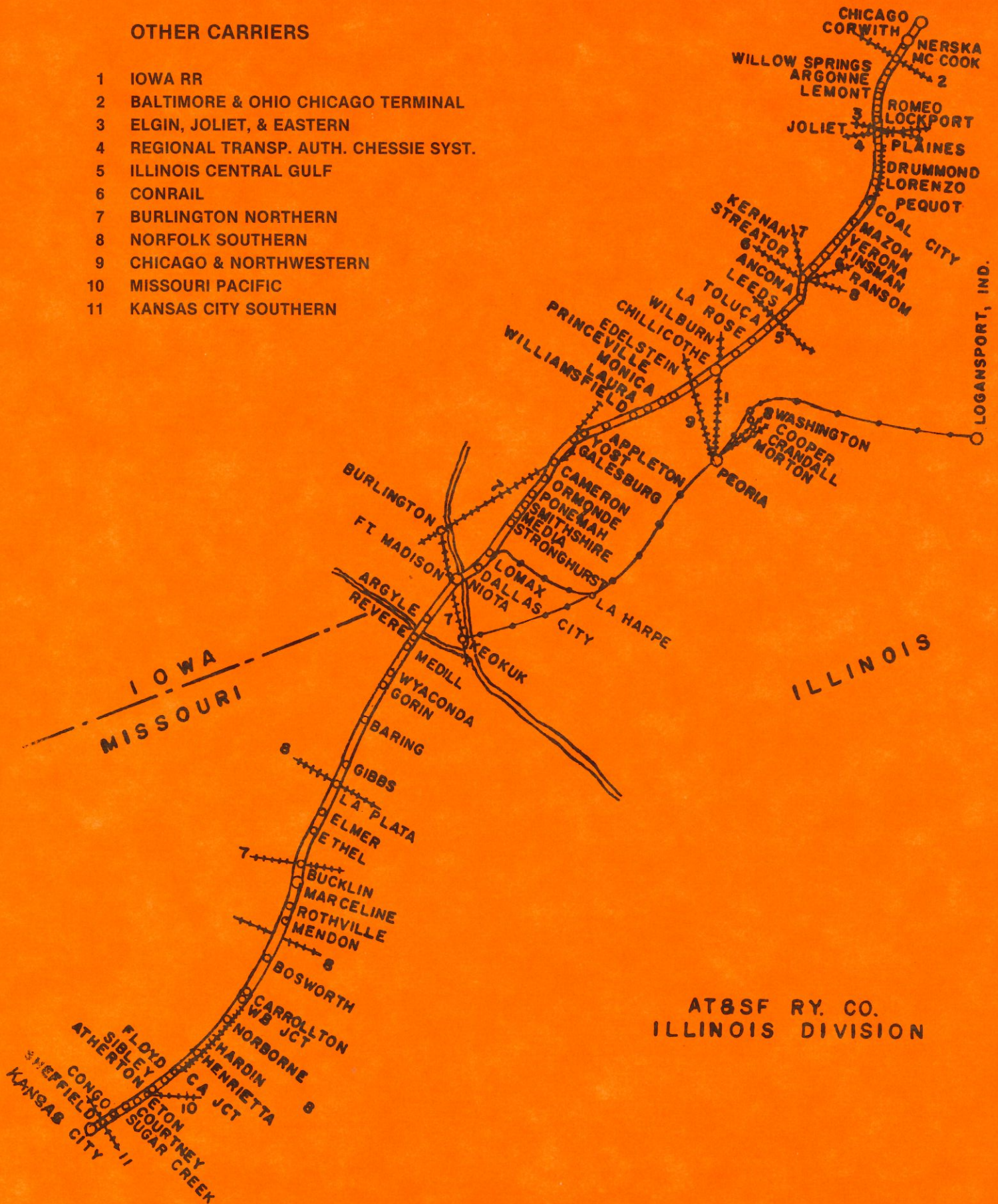
CAR PLACARDED

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 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 CARRIERS

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



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