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
F. L. SPARKS, Road Foreman of Engines ..... Marceline, Mo
D. S. HYDER, Rules Instructor ..... Ft. Madison, Ia
R. D. JACKSON, 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. ANDREWS	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 .... Topeka, 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
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
R. E. CLEMENTS, Road Foreman of Engines ..... 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.

15

IN EFFECT

Sunday, October 28, 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

WEST-WARD First Class 3	Length of Siding in Feet	TIME TABLE No. 15 October 28, 1984	Mile Post	Communications Turn Tables and Wyes	EAST-WARD First Class 4
Leave Daily		STATIONS			Arrive Daily
PM 4.40		**CHICAGO** Union Station		C	PM 3.10
		0.7			
		Roosevelt Road			
		0.9			
		Ft. Wayne Jct. (ICG)	1.3		
		0.8			
		Halsted St. (ICG)	2.1		
		1.0			
		Bridgeport	3.1		
		1.3			
		Ash Street CRI-BOCT-CR Crossing	4.4		
		1.5			
		A.T.&S.F. Crossing **CORWITH**	5.9	Y R C	
		1.4			
		NERSKA Chicago Belt Crossing	7.3		
	6395	5.5 McCOOK	12.8	R C	
		0.1			
		B. & O. C. T. Crossing	12.9		
		4.5			
		WILLOW SPRINGS	17.4		
		5.6			
		ARGONNE	23.0		
		2.1			
		LEMONT	25.1		
		4.2			
		ROMEO	29.3		
		3.4			
		LOCKPORT	32.7		
		3.5			
		JOLIET YARD	36.2	T R C	
		1.3			
s 5.30		JOLIET U.S. R. T. A. Crossing	37.5		s 1.50
5.34		4.0 PLAINES	41.5		1.35
		6.6			
		DRUMMOND	48.2		
		4.6			
		LORENZO	52.8		
		4.4			
5.47		PEQUOT	57.2		1.21
		1.0			
		COAL CITY	58.2		
		7.9			
		MAZON	66.1		
		4.7			
		VERONA	70.8		
		4.0			
		KINSMAN	74.8		
		5.0			
		RANSOM	79.8		
		4.6			
		KERNAN	84.4		
		5.2			
s 6.15		STREATOR	89.6	R C	s12.56
		0.2			
		CR Crossing	89.8		
		6.0			
		ANCONA	95.8		
		6.3			
		LEEDS	102.1		
		7.8			
		TOLUCA	109.9		
		6.0			
		LA ROSE	116.0		
		4.9			
		WILBERN	120.9		
		9.1			
s 6.50 PM		**CHILLICOTHE**	130.0	R C	12.19 PM
Arrive Daily		(130.1)			Leave Daily
60.0		Average speed per hour			45.6

C.U.S.C.Amtrak ICG — TCS TWO TRACKS — ABS DT — TCS TWO TRACKS

TCS IN EFFECT:

Amtrak main tracks between Roosevelt Road and Ft. Wayne Jct.; 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 Roosevelt Road; Amtrak tracks between Roosevelt Road 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 betwen Joliet U.S. and Plaines. Be governed by Special Rules 14 and 15.

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.

Hand throw switches in TCS limits:
Joliet — M.P. 31.7 North Track, CLIC 37-23 Werden Buck Industry Spur. (See Special Rule 5)

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH Psgr.	MPH Frt.
Ft. Wayne Jct. and Bridgeport (ICG)	40	30
Bridgeport and Ash Street (ICG)	30	30
Bridgeport and Chillicothe (AT&SF) (Maximum authorized speed for Psgr. trains between Nerska and Ancona, North Track—60 MPH)	79	55*
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)	60	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.

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.

FIRST DISTRICT ELEVATION PROFILE ON PAGE 16.

(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 - VARIOUS

		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.

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

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 I	East leg of wye Crossovers and turnouts east and west of AT&SF Crossing	10 10
Nerska	I	Crossover	15
McCook	I	Both ends siding	20
MP 14.2	I I	Crossover East Switch to GM Yard	40 30
Willow Springs	I I	Crossovers West Switch to GM Yard	40 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
Plaines	I S	ICG to AT&SF West end connection ICG to AT&SF	30 30
Pequot	I I	AT&SF to ICG Crossovers	40 40
Verona	I	Crossovers	40
Kernan	I	Crossovers	40
MP 87.2	I	Turnout	10
Streator	I	Crossover and turnout	30
MP 91.5	I I	CR Connection Crossover	10 40
Ancona	I	Crossovers	40
Toluca	I	Crossovers	40
Chillicothe, East end yard	I I	Crossover Turnout yard lead	40 30
Chillicothe, West end yard	I I	Turnout yard lead Crossover	30 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. TRACK SIDE WARNING DEVICES (Rule 105(A))
(see special rule 10)

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

WEST-WARD First Class 3	Length of Siding in Feet	TIME TABLE No. 15 October 28, 1984	Mile Post	Communications Turn Tables and Wyes	EAST-WARD First Class 4
Leave Daily		STATIONS			Arrive Daily
PM 6.50		CHILLICOTHE	130.0	R C	PM s12.19
		8.0 EDELSTEIN	138.1		—PM—
		6.6 PRINCEVILLE	144.7		
		3.6 MONICA	148.3		
		5.2 LAURA	153.5		
	5340	4.9 WILLIAMSFIELD	158.4		
		15.3 YOST	173.7		
s 7.35		3.7 GALESBURG	177.5	R	s11.33
	6793	2.5 G. I.	180.0	Y	
		6.0 CAMERON	186.0		
		5.9 ORMONDE	191.9		
		5.2 PONEMAH	197.1		
		4.4 SMITHSHIRE	201.5		
		3.1 MEDIA	204.6		
		4.3 STRONGHURST	208.9		
		10.0 LOMAX	218.9		
		5.9 DALLAS CITY	224.8		
		6.1 NIOTA	230.9		
		3.4			
s 8.30 PM	10490	FT. MADISON	234.3	T Y R C	10.38 AM
Arrive Daily		(104.2)			Leave Daily
62.5		Average speed per hour			61.9

TCS — TWO TRACKS

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.

SECOND DISTRICT ELEVATION PROFILE ON PAGE 16.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

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

*Maximum authorized speed for freight trains is:
70 MPH provided:
(1) Train does not contain empty car(s) (10-PACK cars, cabooses and flat cars loaded with empty trailers, containers or container chassis are considered loads).
(2) Train does not exceed 5500 tons.
(3) Train does not exceed 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 -VARIOUS

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

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.
"I"—Interlocked Switch. "S"—Spring Switch.

Station	Type	Location	MPH
Chillicothe, East end yard	I I	Crossover Turnout yard lead	40 30
Chillicothe, West end yard	I I	Turnout yard lead Crossover	30 40
Edelstein	I	Crossovers	40
Williamsfield	I I S	Crossovers East end siding West end siding	40 20 20
Yost	I	Crossovers	40
G.I.	I I I I	Both ends siding West end auxiliary track Crossovers Tail track	20 40 40 15
Ormonde	I	Crossovers	40
Stronghurst	I	Crossovers	40
Lomax	I I	Crossovers Turnout Peoria District	40 20
Niota	I	Crossovers	40
Ft. Madison, East end yard	I I I	Crossovers East end siding Turnout yard lead	25 25 25
Ft. Madison, West end yard	I I I	Crossovers West end siding Turnout yard lead	40 30 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

4. TRACK SIDE WARNING DEVICES (Rule 105 (A)) (see special rule 10)

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

WEST-WARD First Class 3	Length of Siding in Feet	TIME TABLE No. 15 October 28, 1984	Mile Post	Communications Turn Tables and Wyes	EAST-WARD First Class 4
Leave Daily		STATIONS			Arrive Daily
PM 8.33	10490	**FT. MADISON** 13.5	234.3	T Y R C	AM s10.35
		ARGYLE 8.0	248.0		
		REVERE 6.6	256.0		
	7093	MEDILL 9.0	263.1		
		WYACONDA 5.3	272.3		
		GORIN 13.0	277.6		
	8451	BARING 15.7	290.7		
		GIBBS 6.2	306.4		
s 9.38		LA PLATA 10.1	312.7		s 9.23
		ELMER 6.7	322.9		
	6859	ETHEL 11.8	329.7		
		BUCKLIN 5.9	341.5		
s10.15 PM		**MARCELINE**	347.3	Y R C	8.48 AM
Arrive Daily		(111.8)			Leave Daily
65.8		Average speed per hour			62.7

ATS TCS — TWO TRACKS

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.

THIRD DISTRICT ELEVATION PROFILE ON PAGE 17.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

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

*Maximum authorized speed for freight trains is:
70 MPH provided:
(1) Train does not contain empty car(s) (10—PACK cars, cabooses and flat cars loaded with empty trailers, containers or container chassis are considered loads).
(2) Train does not exceed 5500 tons.
(3) Train does not exceed 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 - VARIOUS

		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.

"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	Both ends siding	20
Gorin	I	Crossovers	50
Baring	I	Crossovers	50
	I	Both ends siding	10
La Plata	I	Crossovers	50
Ethel	I	Crossovers	50
	I	Both ends siding	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

4. TRACK SIDE WARNING DEVICES (Rule 105(A))
(see special rule 10.)

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

WEST-WARD First Class 3	Length of Siding in Feet	TIME TABLE No. 15 October 28, 1984		Mile Post	Communications Turn Tables and Wyes	EAST-WARD First Class 4
Leave Daily		STATIONS				Arrive Daily
PM 10.15		MARCELINE		347.3	Y R C	s AM 8.48
		7.2				
		ROTHVILLE		354.6		
		6.1				
		MENDON	TWO TRACKS	360.7		
		13.6				
		BOSWORTH		374.3		
		12.2				
		CARROLLTON		386.4		
		2.2				
10.47		W. B. JCT.		388.7		8.12
		8.0				
	E 3046	NORBORNE		396.6		
		8.8				
11.00	E 5258	HARDIN	3 Tracks	406.4		7.59
		5.9				
	E 11970 W 7183	HENRIETTA		411.3	Y	
		6.9				
11.10		C.A. JCT.	2 Tracks	418.2		7.48
		3.5				
		FLOYD		421.7		
		5.0				
		SIBLEY		426.7		
		7.2				
		ATHERTON	TWO TRACKS	434.0		
		2.6				
		ETON		436.5		
		2.8				
		COURTNEY		439.4		
		3.2				
		SUGAR CREEK		442.6		
		1.7				
		CONGO		444.2		
		1.7				
		Armco Crossing K.C.S. Crossing		445.9		
		0.4				
		SHEFFIELD	K.C.T. Ry.	446.4		
		4.8				
—AM—						
6 12.05 12.20		KANSAS CITY Union Station		451.1	C	s 7.10 6.55
		1.7				
12.24 —AM—		SANTA FE JCT.	2 Tracks	1.7	Y	6.31 —AM—
		2.2				
		A.Y. TOWER		3.9	C R	
		0.9				
		ARGENTINE		4.8	T Y R	
Arrive Daily		(108.6)				Leave Daily
56.6		Average speed per hour				63.6

TCS — ATS — ABS

.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.

Hand throw switches in TCS limits:
Atherton — South Track, CLIC 34-03, Stock track spur. (See Special Rule 5)

FOURTH DISTRICT ELEVATION PROFILE ON PAGE 17

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 tracks 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 14.

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 14.

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

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH Psgr.	MPH Frt.
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 - VARIOUS

		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 KCT Tracks 1 and 4	 30 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.

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

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

4. TRACK SIDE WARNING DEVICES (Rule 105(A))
(See Special Rule 10)

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, 426.0 and 426.3
M.P. 426.3	Shifted Load	M.P. 425.2, 425.7 and 426.0
M.P. 432.0	Hot Box and Dragging Equipment	Eastward—M.P. 429.4 Westward—M.P. 433.9

WESTWARD	Length of Sidings in Feet	TIME TABLE No. 15 October 28, 1984	Mile Post	Communications Turn Tables and Wyes	EASTWARD
		STATIONS			
		TCS LOGANSPORT C.R.			
		6.1			
		KENNETH	6.1E		
		15.1			
↓	1900	MONTICELLO L&N Crossing	21.2E		↑
		6.0			
	2174	REYNOLDS L&N-SBD Crossing	27.2E		
		11.3			
	5018	HOOSIER LIFT YL	38.5E	RC	
		3.1			
	1968	REMINGTON	41.6E		
		7.5			
	3487	GOODLAND	49.1E		
		8.0			
		KENTLAND CR Crossing	57.1E		
		4.2			
	6229	EFFNER YL	61.3E	RCY	
		4.1			
		WEBSTER YL KBSR Crossing	4.1		
		7.0			
	2900	WATSEKA MP-SBD Crossing	11.1		
		13.5			
	3951	GILMAN ICG Crossing	24.6		
		10.4			
	1868	PIPER CITY	35.0		
		5.3			
		CHATSWORTH	40.3		
		6.1			
		FORREST JCT. N&W Crossing	46.4		
		0.6			
	2032	FORREST	47.0		
		4.8			
	3487	FAIRBURY	51.8		
		11.0			
		TWC CHENOA ICG Crossing	62.8		
		4.4			
	1824	MEADOWS	67.2		
		4.0			
	1685	GRIDLEY	71.2		
		7.1			
	2433	EL PASO ICG Crossing	78.3		
		15.7			
	5402	CRUGER	94.0		
		3.5			
		PEKIN JCT.	97.5		
		10.5			
		EAST PEORIA YL CNW P&PU	108.0	RCT	
		5.9			
		IOWA JCT YL	113.9		
		5.2			
	4970	SOMMER YL	119.1		
		2.4			
		KOLBE	121.5	RY	
		15.3			
	2703	RAWALTS	136.8		
		2.7			
	1599	CANTON BN Crossing	139.5		
		7.4			
	4798	U.E. SIDING	146.9		
		7.6			
	2600	SMITHFIELD	154.5		
		12.9			
		BLAIR JCT	167.4		
		3.5			
	1600	BUSHNELL BN Crossing	170.9		
		24.6			
		LA HARPE YL	195.5	Y	
		10.5			
		LOMAX YL	206.0L		
		(283.2)			

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 14 and 15.

Trains and engines may use N&W track between East Peoria and Crandall. Be governed by Special Rule 14.

Trains and engines will use P&PU tracks between East Peoria and Iowa Jct. Be governed by Special Rules 14 and 15.

Trains and engines will use C&NW track between Iowa Jct. and Sommer. Be governed by Special Rules 14 and 15.

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.

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.

MILE POSTS:
M.P. number suffixed by "E", indicates between Logansport and Effner.
M.P. number suffixed by "M", indicates between Crandall and Morton.
M.P. number suffixed by "L", indicates between LaHarpe and Lomax.

JUNCTION SWITCHES (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

YARD LIMITS IN EFFECT: (Rule 93)
Hoosier Lift -
M.P. 37.0E to M.P. 40.0E
Between Effner and Webster -
M.P. 60.8E to M.P. 4.0
East Peoria -
M.P. 106.6 to 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.

PEORIA DISTRICT ELEVATION PROFILE ON PAGE 18.

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. 95.0	40
M.P. 95.0 and M.P. 106.6	35
M.P. 106.6 and M.P. 110.6	20
M.P. 110.6 and M.P. 113.9 (P&PU RR)	15
M.P. 113.9 and M.P. 118.6 (C&NW RR)	20
M.P. 118.6 and M.P. 119.4	10
M.P. 119.4 and M.P. 155.2	40
M.P. 155.2 and M.P. 163.4	30
M.P. 163.4 and M.P. 206.0L	40
Morton Industrial spur	30
La Harpe Industrial spur Except: M.P. 196.3 and M.P. 208.5 Warsaw industry track	20 10 5
* Maximum speed for all loaded coal and grain unit trains Except, between M.P. 21.2E and M.P. 39.3E	30 10

(C) SPEED RESTRICTIONS - VARIOUS

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
Highway Crossing M.P. 109.5	5
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

(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.
"S" - Spring Switch

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

3. 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
Cresent 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. TRACK SIDE WARNING DEVICES (Rule 105 (A)) (see special rule 10)

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

5. HAND THROW SWITCHES IN TCS LIMITS:

On tracks where TCS is in effect and maximum authorized speed exceeds 20 MPH, a train or engine must not clear such tracks through a hand operated switch not electrically locked, or where movements not governed by a signal, for the purpose of meeting, passing or being passed by another train or engine. Locations of such switches are listed on district page.

6. DESIGNATED SPEED:

(A) AUXILIARY TRACKS

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

(B) STREET CROSSINGS

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

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
511-649##	50	—
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.

##May be used as trailing unit, only.

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 AT 199464 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.,	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. TRACKSIDE WARNING DEVICES (Rule 105(A)

(A) HOTBOX 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 and wide or shifted loads 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 defective 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 enroute.

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 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 enroute 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, to alert crew that system is operational the following message will be transmitted via radio:

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

As train passes the detector location, if defect(s) in the train are noted a rotating white light will be illuminated. In addition, a message stating "YOU HAVE A DEFECT" *or* an audible beeping tone will be transmitted via radio. If detector is on the North track, the audible tone will be a fast beep; if on Middle or South track, it will be a slow beep. If two trains are passing detector at same time and defect(s) are noted in *each* train, the beeping tone will revert to a continuous tone. When any of these warnings are observed, train(s) must be stopped with rear-end at least 300 feet beyond the detector then identification of defect(s) noted, by type and location in the train, will be transmitted

via radio. This transmission will be repeated once to insure information is correctly copied. All references to defect location will be from rear of train, and references to "LEFT" or "RIGHT" side are to the engineer's left or right in the direction of travel. The following are typical of transmissions that crews can expect to hear:

(1) "SANTA FE RAILROAD, (Site Identification), FIRST HOTBOX RIGHT SIDE, one seven eight."
(2) ".....SECOND HOTBOX LEFT SIDE, one four three."
(3) ".....FIRST DEFECTIVE CAR*, axle one two five."
(4) ".....FIRST DRAGGING EQUIPMENT NEAR AXLE zero six eight."
(5) ".....WIDE LOAD NEAR AXLE two ninety six."

*DEFECTIVE CAR alarm indicates there are more than two defects on a particular car. When such alarm(s) received, close inspection must be made of all journals and wheels on car indicated and 3 cars (or units) on either side of indicated equipment.

Anytime a train receives four (4) defective car alarms, three (3) or more hotbox alarms, two (2) or more dragging equipment alarms, or one (1) wide load alarm, crew must inspect the remainder of their train for additional defects.

If, *after* head-end of train passes detector, the rotating white light becomes illuminated but no message or audible tone is received, train must be stopped with rear-end at least 300 feet beyond the detector and entire train inspected for defects.

If the rotating white light is illuminated *before* head-end of train reaches detector, AND/OR the following message is transmitted via radio;
"SANTA FE RAILROAD, (Site Identification), SYSTEM FAILURE," crew must be alert for the possible transmission of a message or audible tone should an alarm occur during passage of the train. If no such message or tone is received, train may proceed at prescribed speed and must be observed closely enroute.

If, *after* entire train has passed the detector, no defects were noted the following message will be transmitted via radio:
"SANTA FE RAILROAD, (Site Identification), NO DEFECTS."

If, *as* train approaches and passes detector, the rotating white light does not illuminate, and no message or audible tone is received, train may proceed at prescribed speed and must be observed closely enroute.

Instructions Applicable to All Types:

Due to variance in number of axles on freight equipment being handled in trains, locating indicated defects must be accomplished by the crew actually counting axles. 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 rear car of train is indicated as the location of defective equipment, and no defect(s) found on that car, entire train must be thoroughly inspected. 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 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 point where mechanical inspection is not made, must be informed on existing conditions.

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

(B) SHIFTED LOAD DETECTORS

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

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

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

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

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

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

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
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
Keokuk	Station

13. 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
- (b) Proper shipping name of contents
- (c) Hazard class of material
- (d) Shipper and consignee
- (e) Standard Transportation Commodity Code (49 Series number).

(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.

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

LOGANSPORT—KENNETH: CR Track, joint with CR.

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.

15. 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
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.

16. 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

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

17. 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.

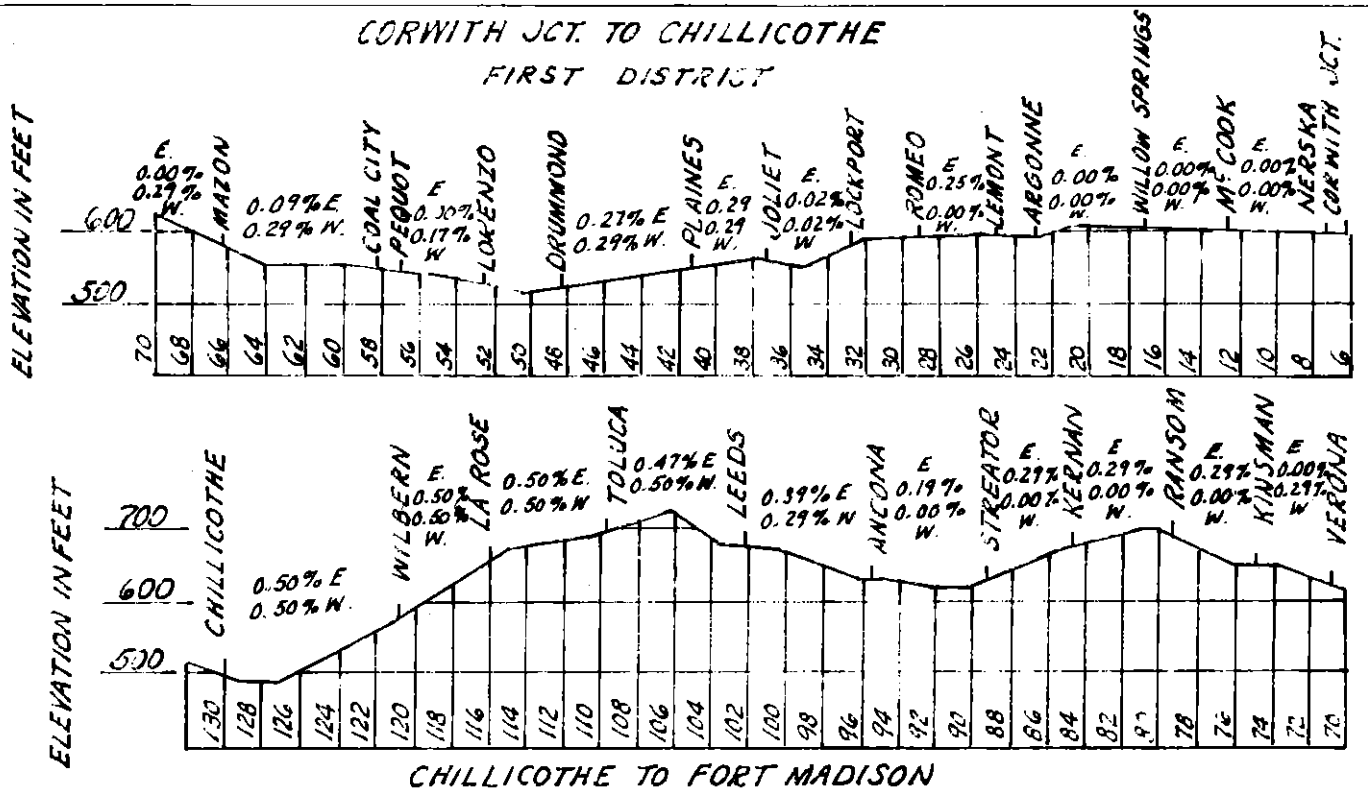
CR&I

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.

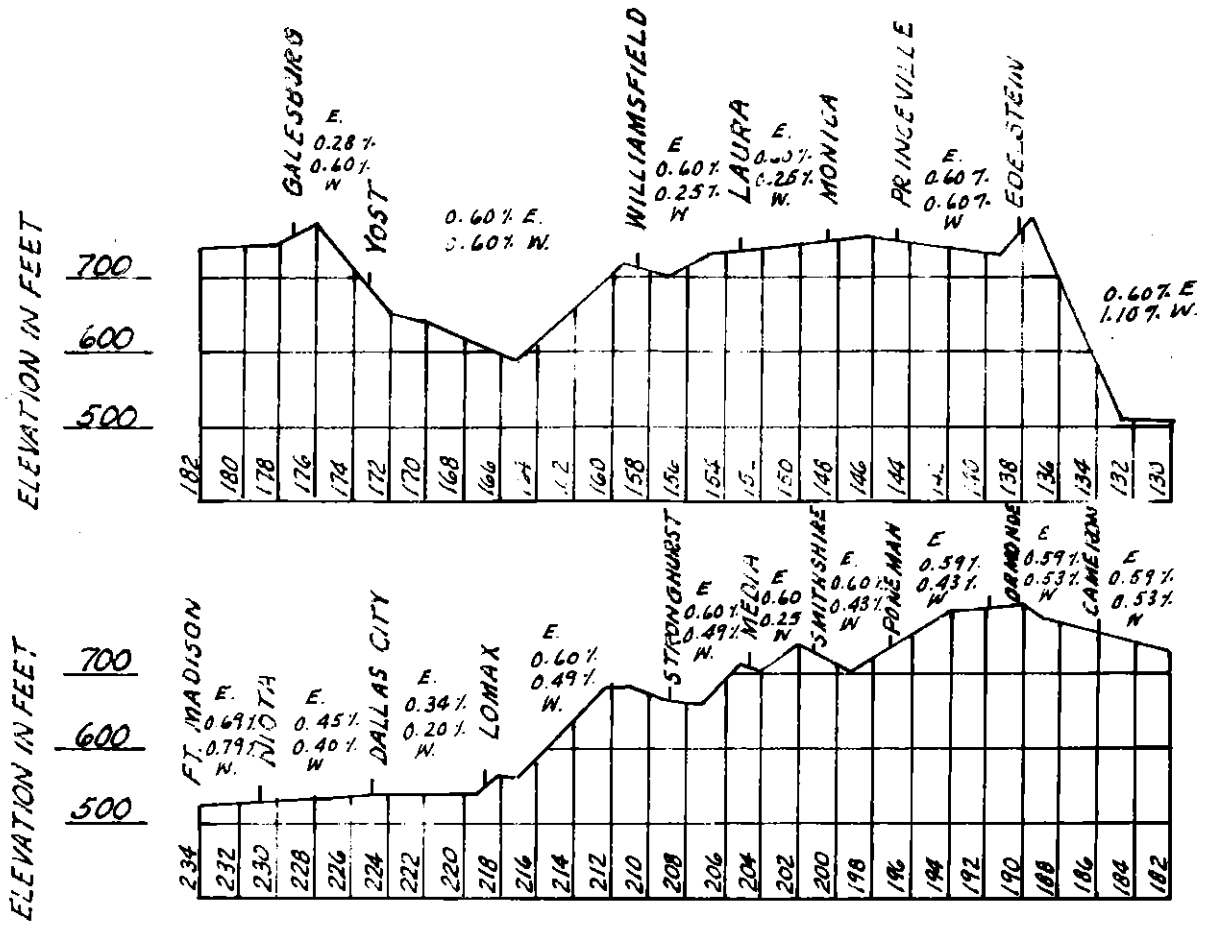
ICG GLENN YARD

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.

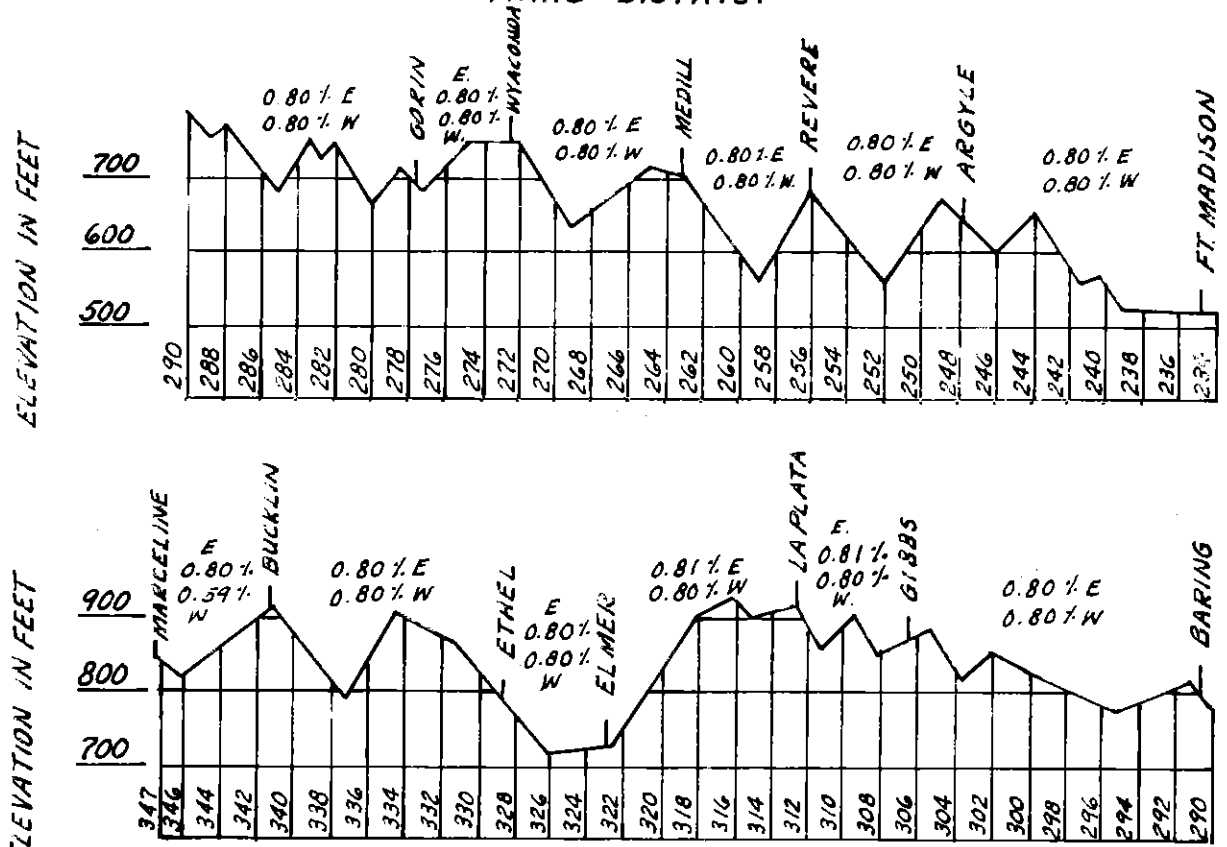
CORWITH JCT. TO CHILLICOTHE
FIRST DISTRICT



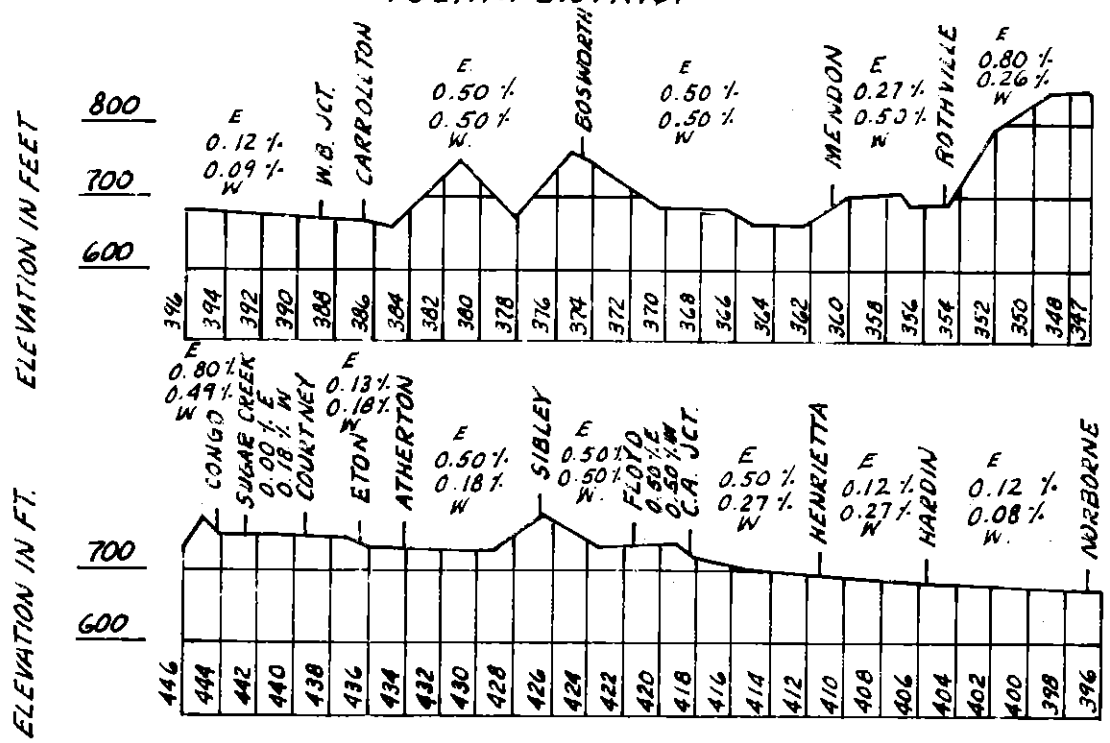
CHILLICOTHE TO FORT MADISON
SECOND DISTRICT



FORT MADISON TO MARCELINE
THIRD DISTRICT

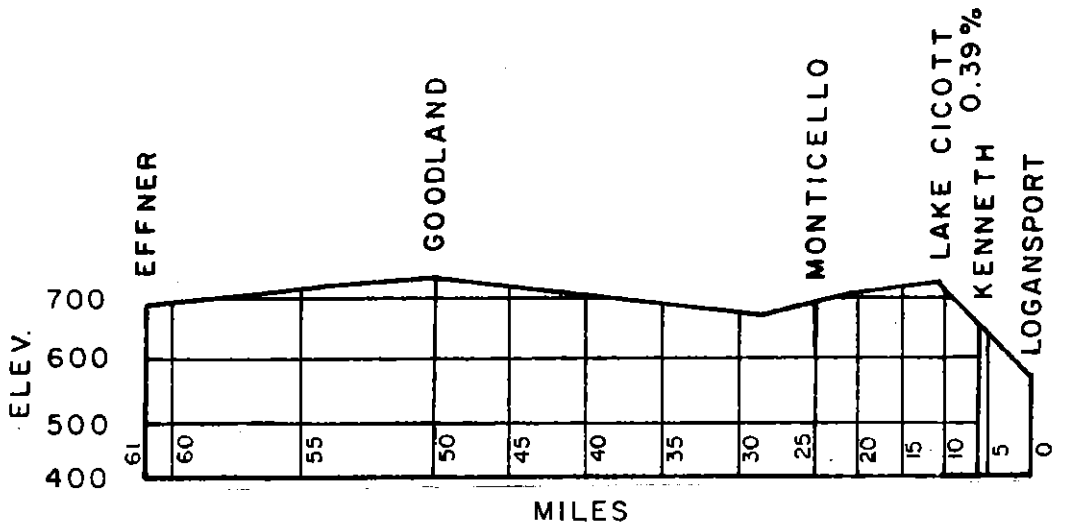


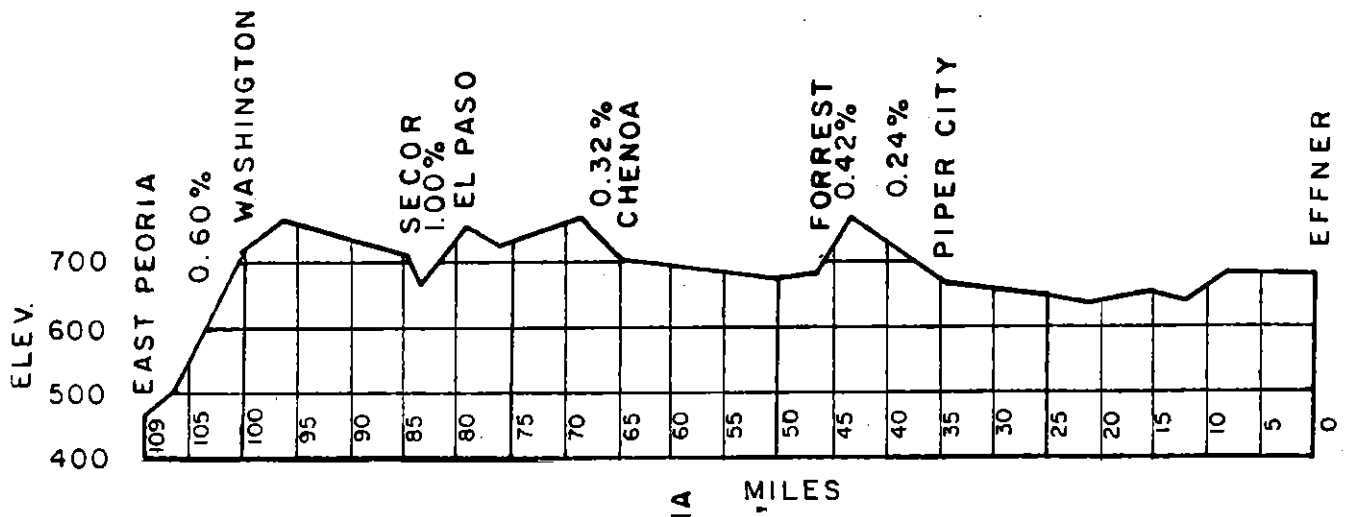
MARCELINE TO CONGO
FOURTH DISTRICT

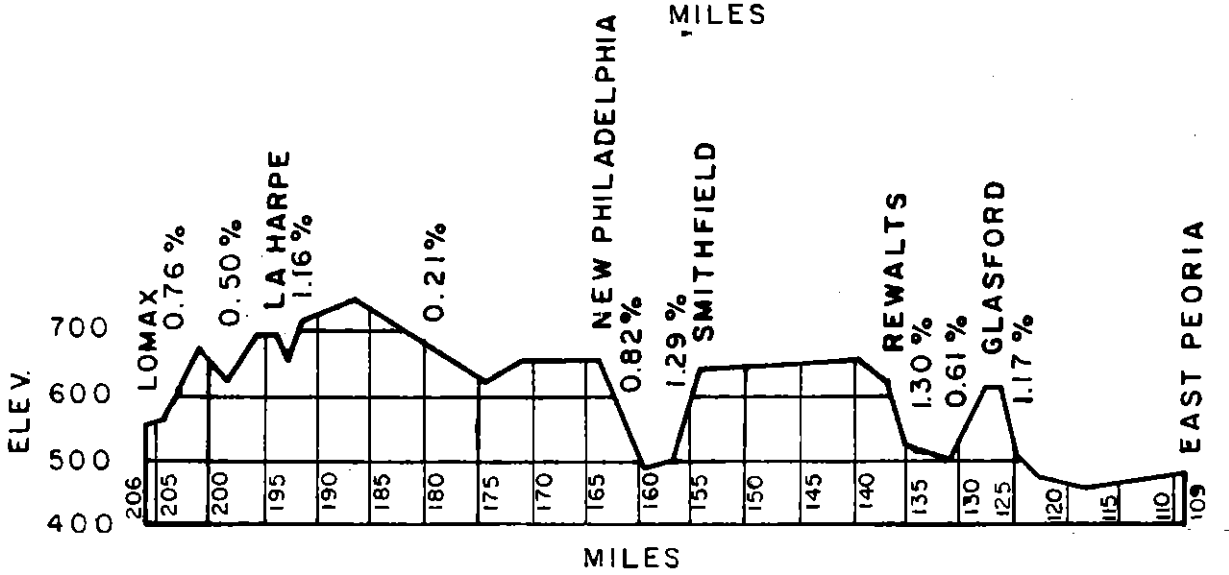


LOGANSPORT TO LOMAX

PEORIA DISTRICT







POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS

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 "√" indicates wording at the side that applies.
See footnotes for explanation.

			1 PLACARD APPLIED ON CAR	EXPLOSIVES A	POISON GAS	POISON GAS	RADIOACTIVE	ANY PLACARDED LOAD OTHER THAN COMBUSTIBLE OR POISON GAS	OTHER THAN PLACARDED EXPLOSIVES A, POISON GAS OR COMBUSTIBLE	PLACARDED EMPTY EXCEPT COMBUSTIBLE	COMBUSTIBLE
			2 TYPE OF CAR	ANY CARS (inc. flat cars carrying trailers or containers)	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 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 FLATCAR 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:

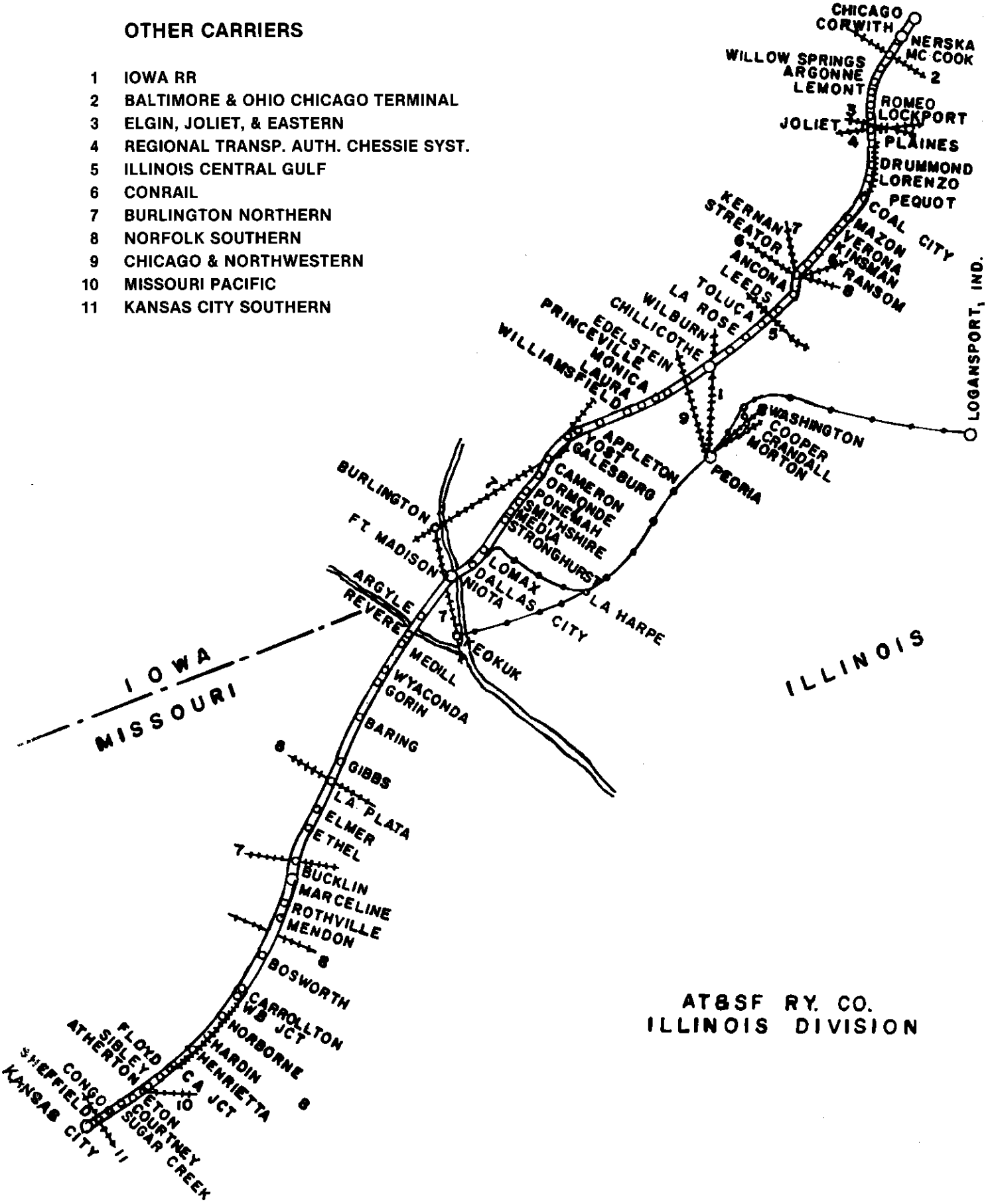
① Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.
② A specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally 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 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



AT&SF RY. CO.
ILLINOIS DIVISION