When using train order Form Y or track bulletin Form B, the following words will be used in granting verbal authority and acknowledging such authority.

"Foreman___(name)___(of Gang No._____) using train order (or track bulletin) No. _____ line No. _____ between MP _____ and MP _____ on _____ Subdivision".

(a) To authorize train or engine to pass a red flag, or enter limits, without stopping, the following will be added:

"___(train)___may pass red flag located at MP_____ (or enter limits) without stopping".

Train or engine may pass red flag, or enter limits, without stopping, continuing to move at restricted speed and must stop short of men or equipment fouling track.

(b) To authorize a train or engine to proceed at a speed greater than restricted speed, the following will be added:

"___(train)___may proceed through the limits at _____ MPH (or at "maximum authorized speed.")

Train may proceed through the limits at the prescribed speed unless otherwise restricted.

(c) To require train or engine to move at a speed less than restricted speed, the following will be added:

"___(train)___proceed at restricted speed but not exceeding _____ MPH (adding if necessary "until reaching MP_____".)

Train must not exceed the prescribed speed and must be prepared to stop short of men or equipment fouling the track or a red flag to the right of the track.

These instructions must be repeated by the engineer and "OK" received from employee giving them before they are acted upon.

When the word **STOP** is written in the Stop column, train or engine must not enter the limits until verbal authority is received from employee in charge as prescribed by example (a) above.

GET THE Santa Fe SAFETY HABIT

SANTA FE SAFETY FIRST

GET THE Santa Fe SAFETY HABIT

The Atchison, Topeka and Santa Fe Railway Co.

EASTERN LINES

ILLINOIS AND CHICAGO TERMINAL DIVISIONS

TIME TABLE No. 1

IN EFFECT

Sunday, October 27, 1985

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

P. D. McKENNON, Trainmaster ..... Chillicothe, Il
R. A. HOLDAWAY, Trainmaster ..... Ft. Madison, Ia
B. R. HOWARD, Trainmaster ..... Marceline, Mo
S. L. FRUIN, Trainmaster/RF of E ..... E. Peoria, 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
E. M. CHADWICK, Asst. Chief Dispr. ..... Ft. Madison, Ia
B. GREENIG, Asst. Chief Dispr. ..... Ft. Madison, Ia

TRAIN DISPATCHERS—FT. MADISON

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

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
L. L. BARNARD, Asst. Trainmaster ..... McCook, Il
J. R. BROWN, Asst. Trainmaster ..... McCook, 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
J. M. TAYLOR, Trainmaster ..... Argentine, Ks
W. H. PITTS, 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
J. E. HOUGHTON, 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

TABLE OF CONTENTS

EXPLANATION OF CHARACTERS

A — Automatic Interlocking
B — General Orders — Bulletins
C — Office of Communication
g — Gate — Normal Position Against Conflicting Route
G — Gate — Normal Position Against this Subdivision
$\dot{G}$ — Gate — Left in Position last used
M — Manual Interlocking
P — Telephone
Q — Radio Communication
R — Register Station
S — Crossing Protected by Stop Signs
T — Turning Facility
X — Crossover (DT)
Y — Yard Limits
MT — Main Track

EXPLANATION OF ROADWAY SIGNS

Temporary Restrictions — Red, Yellow and Green flags or Discs
Permanent Speed Signs — Square or Rectangular in shape, Yellow with numerals, or Green
Permanent Stop Signs — Rectangular in shape, Red
Whistle Sign — Square in Shape, White with Letter "W"

WEST-WARD ↓	FIRST SUBDIVISION					↑ EAST-WARD
First Class 3						First Class 4
Leave Daily	Station Numbers	Siding Feet	STATIONS		Mile Post	Arrive Daily
PM 4.40	0		CHICAGO Union Station C.U.S.C. BCP			PM 3.10
			0.7 ROOSEVELT ROAD			
			0.9 Ft. Wayne Jct. (IGC) Amtrak	SEE SPECIAL INSTRUCTIONS	1.3	
			0.8 HALSTED ST. (IGC) ICG		2.1	
			1.0 BRIDGEPORT		3.1	
			1.3 ASH STREET CRI-BOCT-CR Crossing	CTC - 2MT	4.4	
	6		1.5 A.T.&S.F. Crossing CORWITH BCPQT		5.9	
	8		1.4 NERSKA Chicago Belt Crossing		7.3	
	13	6395	5.5 McCOOK BP		12.8	
			0.1 B. & O. C. T. Crossing		12.9	
	18		4.5 WILLOW SPRINGS		17.4	
	23		5.6 ARGONNE		23.0	
	25		2.1 LEMONT		25.1	
	29		4.2 ROMEO		29.3	
	33		3.4 LOCKPORT		32.7	
	37		3.5 JOLIET YARD BPT		36.2	
$5.30			1.3 JOLIET U.S. R. T. A. Crossing		37.5	$1.50
5.34	41		4.0 PLAINES	ABS - DT	41.5	1.35
	48		6.6 DRUMMOND X		48.2	
	53		4.6 LORENZO X		52.8	
5.47	58		4.4 PEQUOT		57.2	1.21
	59		1.0 COAL CITY		58.2	
	66		7.9 MAZON		66.1	
	71		4.7 VERONA		70.8	
	75		4.0 KINSMAN		74.8	
	80		5.0 RANSOM		79.8	
	85		4.6 KERNAN		84.4	
$6.15	90		5.2 STREATOR BP	CTC - 2MT	89.6	$12.56
			0.2 CR Crossing		89.8	
	96		6.0 ANCONA		95.8	
	102		6.3 LEEDS		102.1	
	110		7.8 TOLUCA		109.9	
	116		6.0 LA ROSE		116.0	
	121		4.9 WILBERN		120.9	
$6.50 PM	130		9.1 CHILLICOTHE BP		130.0	12.19 PM
Arrive Daily			(130.1)			Leave Daily

FIRST SUBDIVISION

Train and engine crews will leave clearance, track bulletins, and messages on engine and caboose of through trains at Chillicothe.

Rule 82(A). Clearances are not required on First Subdivision except trains originating Corwith and Chicago U.S.

Rule 97. A proceed indication on controlled signal at Joliet U.S., Plaines or Pequot authorizes train movements with the current of traffic.

Rule 209(B) is authorized at Chicago U.S. and Corwith.

Rule 252. Track Permits are authorized between Joliet U.S. and Pequot.

Rule 450. Track Bulletins are authorized on the First Subdivision.

CTC 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 speed signs are not displayed for movements against the current of traffic. Trains operating against the current of traffic must not exceed speed of 59 MPH for passenger trains, 49 MPH for freight trains.

RULE 153:

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 Instructions 10 and 51.

CONRAIL CONNECTION STREATOR--Manual block in effect on ConRail main track, flag protection not required. Use of ConRail running track (track extending from AT&SF connecting track to west end of ConRail siding) may be authorized verbally by ConRail operator or ConRail dispatcher. Use of main track must be authorized by block authority, and such authority must be written on ConRail Form CT-401 then repeated correctly. When radio communication not available use block telephone located in box near westend switch. Crews must notify operator when clear of ConRail main or running 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.

Rule 350(B) Hand operated switches in CTC limits:
Joliet — M.P. 37.1, North Track, CLIC 3723.

SPECIAL INSTRUCTIONS

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)	79	55*
Joliet U.S. and South Joliet (ICG)	35	10
South Joliet and Plaines (ICG)	60	30
Plaines and Pequot (South Track)	60	55

1. SPEED REGULATIONS—CONTINUED

*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 8500 feet.
(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
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)	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 and RR Crossing	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.
"D"—Dual Control Switch "S"—Spring Switch.

Station or MP	Type	Location	MPH
Ft. Wayne Jct. (ICG)	D	Crossovers, turnouts and Bridge	10
Bridgeport	D	Crossovers, turnouts and Bridge	15
Corwith	D	East leg of wye	10
	D	Crossovers and turnouts east and west of AT&SF Crossing	10
Nerska	D	Crossover	15
McCook	D	Both ends siding	20
MP 14.2	D	Crossover	40
	D	East Switch to GM Yard	30
Willow Springs	D	Crossovers	40
	D	West Switch to GM Yard	30
Romeo	D	Crossovers	40
Joliet Yard	D	Eastward head-in switch	30
Joliet U.S.	D	Crossovers M.P. 37.2 to 37.9	15
Plaines	D	Turnout and Connection to ICG	30
	D	East end Crossover	30
	S	West end Crossover	30
Pequot	D	ICG Connection (North Track)	30
	D	ICG Connection (South Track)	40
	D	Crossovers	40
Verona	D	Crossovers	40
Kernan	D	Crossovers	40
MP 87.2	D	Turnout	10
Streator	D	Crossover and turnout	30
MP 91.5	D	CR Connection	10
	D	Crossover	40
Ancona	D	Crossovers	40
Toluca	D	Crossovers	40
Chillicothe, East end yard	D	Crossover	40
	D	Turnout yard lead	30
Chillicothe, West end yard	D	Turnout yard lead	30
	D	Crossover	40

2. 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
Thomas Steel (NT)	MP 26.0	Yard
Union Oil Co. (ST)	MP 27.8	Yard
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

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Detector Location	Type	Locator/Indicator Location
MP 32.5	Hot Box and Dragging Equipment	Radio Readout (Reporter) Type
MP 68.3	Hot Box and Dragging Equipment	Radio Readout (Reporter) Type
MP 100.2	Hot Box and Dragging Equipment	Radio Readout (Reporter) Type
MP 125.3	Hot Box, Shifted Load and Dragging Equipment	Radio Readout (Reporter) Type

WEST-WARD ↓	SECOND SUBDIVISION					↑ EAST-WARD
First Class 3						First Class 4
Leave Daily	Station Numbers	Siding Feet	STATIONS		Mile Post	Arrive Daily
PM						PM
6.50	130		CHILLICOTHE BP		130.0	s12.19 PM
			8.0			
	138		EDELSTEIN		138.1	
			6.6			
	145		PRINCEVILLE		144.7	
			3.6			
	148		MONICA		148.3	
			5.2			
	154		LAURA		153.5	
			4.9			
	159	5340	WILLIAMSFIELD		158.4	
			15.3			
	174		YOST		173.7	
			3.7			
s7.35	178		GALESBURG BP	CTC - 2MT	177.5	s11.33
			2.5			
	180	6793	G. I. T		180.0	
			6.0			
	187		CAMERON		186.0	
			5.9			
	192		ORMONDE		191.9	
			5.2			
	198		PONEMAH		197.1	
			4.4			
	202		SMITHSHIRE		201.5	
			3.1			
	205		MEDIA		204.6	
			4.3			
	209		STRONGHURST		208.9	
			10.0			
	219		LOMAX		218.9	
			5.9			
	225		DALLAS CITY		224.8	
			6.1			
	231		NIOTA		230.9	
			3.4			
s8.30 PM	235	10490	FT. MADISON BPQT		234.3	10.38 AM
Arrive Daily			(104.2)			Leave Daily

CTC IN EFFECT:

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

Train and engine crews will leave clearance, track bulletins and messages on engine and caboose of through trains at Chillicothe and Ft. Madison.

Rule 82(A).Clearances are not required on Second Subdivision.

Rule 450. Track Bulletins are authorized on the Second Subdivision.

Rule 350(B) Hand operated switches in CTC limits:
Princeville — M.P. 144.5 and M.P. 144.8, North Track, CLIC 4403.

SPECIAL INSTRUCTIONS

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 8500 feet.
(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.

"D"—Dual Control Switch. "S"—Spring Switch.

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

2. TRACKS BETWEEN STATIONS

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

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Detector Location	Type	Locator/Indicator Location
M.P. 146.7	Hot Box and Dragging Equipment	Radio Readout (Reporter) Type
MP 159.7	Shifted Load	M.P. 159.7 and 160.9
MP 168.1	Hot Box, Shifted Load and Dragging Equipment	Radio Readout (Reporter) Type
MP 197.1	Hot Box and Dragging Equipment	Radio Readout (Reporter) Type
MP 226.9	Hot Box and Dragging Equipment	Radio Readout (Reporter) Type

WEST-WARD ↓	THIRD SUBDIVISION					↑ EAST-WARD
First Class						First Class
3						4
Leave Daily	Station Numbers	Siding Feet	STATIONS		Mile Post	Arrive Daily
PM						AM
8.33	235	10490	FT. MADISON BPQT	CTC - ATS - 2MT	234.3	s10.35
			13.5			
	248		ARGYLE		248.0	
			8.0			
	256		REVERE		256.0	
			6.6			
	264	7093	MEDILL		263.1	
			9.0			
	273		WYACONDA		272.3	
			5.3			
	278		GORIN		277.6	
			13.0			
	291	8451	BARING		290.7	
			15.7			
	307		GIBBS		306.4	
			6.2			
s9.38	313		LA PLATA		312.7	s9.23
			10.1			
	323		ELMER		322.9	
			6.7			
	330	6859	ETHEL		329.7	
			11.8			
	342		BUCKLIN		341.5	
			5.9			
s10.15 PM	348		MARCELINE BPT		347.3	8.48 AM
Arrive Daily			(111.8)			Leave Daily

CTC IN EFFECT:

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

Train and engine crews will leave clearance, track bulletins and messages on engine and caboose of through trains at Ft. Madison and Marceline.

Rule 82(A). Clearances are not required on Third Subdivision.

Rule 450. Track Bulletins are authorized on the Third Subdivision.

SPECIAL INSTRUCTIONS

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 8500 feet.
(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.

"D"—Dual Control Switch. "S"—Spring Switch.

Station or MP	Type	Location	MPH
Ft. Madison, East end yard	D	Crossovers	25
	D	East end siding	25
	D	Turnout yard lead	25
Ft. Madison, West end yard	D	Crossovers	40
	D	West end siding	30
	D	Turnout yard lead	30
MP 246.2	D	Crossovers	50
Medill	D	Crossovers	50
	D	Both ends siding	20
Gorin	D	Crossovers	50
Baring	D	Crossovers	50
	D	Both ends siding	10
La Plata	D	Crossovers	50
Ethel	D	Crossovers	50
	D	Both ends siding	20
Marceline, East end yard	D	Crossover (MP 346.7)	50
	D	Yard lead switches	15
Marceline, West end yard	D	Yard lead switches	20
	D	Crossover (MP 349.3)	50

2. 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

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Detector Location	Type	Locator/Indicator Location
MP 257.9	Hot Box and Dragging Equipment	Radio Readout (Reporter) Type
MP 287.3	Hot Box and Dragging Equipment	Radio Readout (Reporter) Type
MP 315.8	Hot Box and Dragging Equipment	Radio Readout (Reporter) Type
MP 344.5	Hot Box and Dragging Equipment	Radio Readout (Reporter) Type

WEST-WARD ↓	FOURTH SUBDIVISION							↑ EAST-WARD
First Class 3								First Class 4
Leave Daily	Station Numbers	Siding Feet	STATIONS				Mile Post	Arrive Daily
PM 10.15	348		MARCELINE	BPT		CTC - ATS	347.3	AM s8:48
	355		7.2 ROTHVILLE				354.6	
	361		6.1 MENDON				360.7	
	375		13.6 BOSWORTH		2MT		374.3	
	387		12.2 CARROLLTON				386.4	
10.47	389		2.2 W. B. JCT.			CTC - NT ABS - ST	388.7	8.12
	397	E3046	8.0 NORBORNE				396.6	
11.00	406	E5258	8.8 HARDIN				405.4	7.59
	412	E11970 W7183	5.9 HENRIETTA	T	3MT	ABS - DT CTC - ST	411.3	
11.10	418		6.9 C.A. JCT.				418.2	7.48
	422		3.5 FLOYD		2MT	CTC ATS	421.7	
	427		5.0 SIBLEY				426.7	
	435		7.2 ATHERTON			CTC	434.0	
	436		2.6 ETON				436.5	
	440		2.8 COURTNEY		2MT		439.4	
	443		3.2 SUGAR CREEK				442.6	
	445		1.7 CONGO				444.2	
			1.7 Armco Crossing K.C.S. Crossing		3MT	CTC - NT ABS - DT	445.9	
	446		0.4 SHEFFIELD				446.4	
AM s12.05 12.20	451		4.8 KANSAS CITY Union Station	BPR		KCT Ry. Co.	451.1	7.10 s6.55
12.24 AM			1.7 SANTA FE JCT.	T			1.7	6.31 AM
			2.2 A.Y. TOWER	BCPQ	2MT	CTC	3.9	
	456		0.9 ARGENTINE	BPQT			4.8	
Arrive Daily			(108.6)					Leave Daily

Train and engine crews will leave clearance, track bulletins and messages on engine and caboose of through trains at Marceline.

Train No. 4 must register at Kansas City Union Station.

Rule 82(A). Clearances are not required on Fourth Subdivision except trains originating Kansas City Union Station and Argentine.

Rule 97. A proceed indication on a controlled signal at W.B. Jct., Hardin and C.A. Jct. authorizes train movements with the current of traffic.

Rule 209(B) is authorized at Kansas City Union Station and A.Y. Tower.

Rule 252. Track Permits are authorized between W.B. Jct. and C.A. Jct.

Rule 450. Track Bulletins are authorized on the Fourth Subdivision.

Rule 350(B). Hand operated switches in CTC limits:
Atherton — M.P. 433.7, South Track, CLIC 3403.

FOURTH SUBDIVISION

CTC 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; track 57 between running track connection switch and 42nd St. viaduct; and, track 58 between running track connection switch and West Bowl Yard Office. Authority to enter running track, track 57 or track 58 through hand throw switch must be obtained from Control Operator A.Y. Tower, EXCEPT authority to enter tracks 57 or 58 between spring switch and West Bowl yard office must be obtained from Supervisor of Operations West Bowl.

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 speed signs are not displayed for movements against the current of traffic.

Trains operating against the current of traffic must not exceed speed of 59 MPH for passenger trains, 49 MPH for freight trains.

RULE 153:

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, CTC 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 Instruction 10.

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 Instruction 10.

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

SPECIAL INSTRUCTIONS

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, 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 8500 feet.
(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.

"D"—Dual Control Switch "S"—Spring Switch

Station or MP	Type	Location	MPH
Marceline, East end yard	D D	Crossover (MP 346.7) Yard lead switches	50 15
Marceline, West end yard	D D	Yard lead switches Crossover (MP 349.3)	20 50
Mendon	D	Crossovers	50
Bosworth	D	Crossovers	50
W.B. Jct.	D D	Crossovers N&W connection	50 50
Hardin	D	Crossovers and connection to South Track	30
Henrietta	D S D S	West end eastward siding East end eastward siding East end westward siding West end westward siding	20 20 20 20
C.A. Jct.	D D	Crossovers N&W connection	40 30
MP 424.9	D	End of two tracks	30
MP 426.3	D	End of two tracks	30
Eton	D D	Crossovers Mo. Pac. connection	40 30
Congo	D D	West crossover East crossover and Mo. Pac. conn.	40 30

(D) SPEED RESTRICTIONS—VARIOUS (Con't.)

Rock Creek Jct.	D	MoPac-KCT connection	10
Santa Fe Jct.	D	Second crossover west of Santa Fe Jct.	30
	D	Crossover east of 12th St.	15
AY Tower	D	Crossover east of Tower	40
	D	Turnout end of Two Tracks	40

2. TRACKS BETWEEN STATIONS

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

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Detector Location	Type	Locator/Indicator Location
M.P. 366.5	Hot Box, Shifted Load and Dragging Equipment	Radio Readout (Reporter) Type
M.P. 373.0	Shifted Load	M.P. 373.0 and 371.5
M.P. 382.8	Hot Box and Dragging Equipment	Radio Readout (Reporter) Type
M.P. 414.4	Hot Box and Dragging Equipment	Radio Readout (Reporter) Type
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	Radio Readout (Reporter) Type

WEST-WARD ↓	PEORIA SUBDIVISION				EAST-WARD ↑
Station Numbers	Siding Feet	STATIONS			Mile Post
25271		LOGANSPORT	I.C.R.		
		6.1			
25265		KENNETH			6.1E
		15.1			
25250	1900	MONTICELLO SBD Crossing	A		21.2E
		6.0			
25244	2174	REYNOLDS SBD Crossing	A		27.2E
		11.3			
25233	5018	HOOSIER LIFT	BPY		38.5E
		3.1			
25230	1968	REMINGTON			41.6E
		7.5			
25222	3487	GOODLAND			49.1E
		8.0			
25214		KENTLAND CR Crossing	A		57.1E
		4.2			
25210	6229	EFFNER	TY		61.3E
		4.1			
25205		WEBSTER KBSR Crossing	Y A		4.1
		7.0			
25198	2900	WATSEKA MP-SBD Crossing			11.1
		13.5			
25185	3951	GILMAN ICG Crossing			24.6
		10.4			
25174	1868	PIPER CITY			35.0
		5.3			
25169		CHATSWORTH	g		40.3
		6.1			
		FORREST JCT. N&W Crossing			46.4
		0.6			
25163	2032	FORREST			47.0
		4.8			
25157	3487	FAIRBURY			51.8
		11.0			
25146		CHENOA ICG Crossing			62.8
		4.4			
25142	1824	MEADOWS			67.2
		4.0			
25138	1685	GRIDLEY			71.2
		7.1			
25131	2433	EL PASO ICG Crossing	A		78.3
		15.7			
25115	5402	CRUGER			94.0
		3.5			
		PEKIN JCT.			97.5
		10.5			
25100		EAST PEORIA	CNW P&PU	BTPY	108.0
		5.9			
25091		IOWA JCT		Y	113.9
		5.2			
25086	4970	SOMMER		Y	119.1
		2.4			
25085		KOLBE		PT	121.5
		15.3			
25069	2703	RAWALTS			136.8
		2.7			
25066	1599	CANTON BN Crossing		g	139.5
		7.4			
25059	4798	U.E. SIDING			146.9
		7.6			
25051	2600	SMITHFIELD			154.5
		12.9			
25038		BLAIR JCT			167.4
		3.5			
25035	1600	BUSHNELL BN Crossing			170.9
		24.6			
25010		LA HARPE		TY	195.5
		10.5			
219		LOMAX		Y	206.0L
		(267.3)			

TWC

Rule 405 is authorized at Hoosier Lift, East Peoria and Ft. Madison.

PEORIA SUBDIVISION

MANUAL BLOCK SIGNAL SYSTEM IN EFFECT:
Between Logansport and Kenneth.

TWC IN EFFECT:
Between Kenneth and Lomax.

RULE 153:
Trains and engines will use CR track between Logansport and Kenneth. Be governed by Special Instructions 10 and 11.

Trains and engines may use N&W track between East Peoria and Crandall. Be governed by Special Instruction 10.

Trains and engines will use P&PU tracks between East Peoria and Iowa Jct. Be governed by Special Instructions 10 and 11.

Trains and engines will use C&NW track between Iowa Jct. and Sommer. Be governed by Special Instructions 10 and 11.

Train and engine crews will leave track bulletins and messages on engine and caboose of through trains at East Peoria.

Train crews tying up at Logansport will retain all track bulletins, 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 Train Dispatcher 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

Location	Normal Position
Kenneth	CR RR
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 Subdivision connection track.

PEORIA SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH Frt.*
Logansport and Van (CR RR)	10
Van and Kenneth (CR RR)	25
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	20
Except: M.P. 196.3 and M.P. 208.5	10
Warsaw industry track	5
* Maximum speed for all loaded coal and grain unit trains	30
Except, between M.P. 21.2E and M.P. 39.3E	10

(C) SPEED RESTRICTIONS - VARIOUS

	MPH
RR Crossing M.P. 21.2E	20
RR Crossing M.P. 27.2E	20
RR Crossing M.P. 57.2E	20
RR Crossing M.P. 4.1	20
RR Crossing M.P. 24.2 (Interlocking)	30
RR Crossing M.P. 46.2 (Interlocking)	25
Highway Crossing, Bridge and 2 curves, M.P. 109.5 (ATSF) to Silver Street (P&PU RR)	10
RR Crossing M.P. 115.4, Rule 98. 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, Rule 98. 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 Automatic Interlocking (Rule 312(3))	20
RR Crossing M.P. 45.8M, Stop Rule 98	20
1 Bridge M.P. 223.5 (Keokuk)	5

(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

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
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

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Detector Location	Type	Locator/Indicator Location
M.P. 31.0E	HotBox & Dragging Equipment	Radio Readout (Reporter) Type
M.P. 27.5	HotBox & Dragging Equipment	Radio Readout (Reporter) Type
M.P. 86.5	HotBox & Dragging Equipment	Radio Readout (Reporter) Type
M.P. 178.5	HotBox & Dragging Equipment	Radio Readout (Reporter) Type

ALL SUBDIVISIONS
Special Instructions

4. The **General Code of Operating Rules**, effective October 27, 1985, is supplemented, modified or amended as follows:

Rule 1 supplemented by adding: When electric clocks are incorrect, they must be set to correct time. Any variation from correct time, up to nine seconds fast or slow, will be indicated by placard on mercury pendulum standard clocks.

Rule 2 supplemented by adding: While on duty, employes governed by the General Code of Operating Rules, except those employed in an office where a standard clock is located, must have and use a reliable watch capable of indicating time in hours, minutes and seconds.

Rule 3 supplemented by adding: Time may be compared by dialing Extention 600, Topeka.

Rule 15 supplemented by adding: Radio may be used in lieu of whistle signals to convey information, EXCEPT when using Signals 15(a), 15(l) and 15(n).

Rule 24 amended to read:
"Trains will be identified as follows:
1. Regular trains — by schedule number and engine number;
2. Extras — by engine number and direction; and,
3. Work Extras — by engine number.

The engine number must be illuminated on engines equipped with number lights. When an engine consists of more than one unit, or when two or more engines are coupled, the number of one unit only will be illuminated and will be the identifying number. When practicable, the number of the leading unit must be used."

Rule S-71 supplemented by adding: Eastward regular trains are superior to Westward regular trains of the same class.

Rule 97(4) amended to read: Verbal authority from the train dispatcher within APB limits; or to run with the current of traffic within TWC limits or where Rule 251 is in effect.

Rule 99 supplemented by adding: When necessary to provide protection against following trains, a crew member must go back at least the distance prescribed below:

Where Maximum Authorized Timetable Speed is	Distance
35 MPH or less	1 mile
36 MPH to 49 MPH	1 1/2 miles
50 MPH or over	2 miles

Rule 102(2) amended to read: The train involved must not proceed until it has been determined that it is safe to do so either by visual inspection of train or knowledge that the train brake pipe pressure has been restored by observing caboose gauge, end of train device (ETD) or by making a brake pipe leakage test. Train must not proceed, nor flagman be recalled, until engineer knows that visual inspection is completed or brake pipe pressure has been restored.

Rule 103(A) supplemented by adding: When movement is made on an auxiliary track included in the circuit of crossing warning devices, the circuit should be fouled and movement delayed, or stopped if "STOP" sign is displayed for train, until warning devices known to have been operating for 20 seconds.

Rule 104(M) first paragraph amended to read: Spring switches are identified by letters "S" or "SS", special targets, signs and/or lights. Facing point movements over spring switches will be protected by signals or indicators where required. Spring switch must not be trailed through unless switch is in normal position, or has been lined for the movement.

Rule 104(Q) new rule added to read: VARIABLE SWITCHES: Trailing movement may be made over switch from either track regardless of position of switch points.

When making a trailing movement and switch points are not lined for such movement, all wheels of a car or unit must clear switch points before reverse movement is commenced.

During snow storms, ice storms or other conditions that may prevent a variable switch from functioning properly, a trailing movement must not be made through variable switch until it has been lined by hand for the movement.

Rule 104(R) new rule added to read: SWITCH POINT INDICATOR:

Aspect	Indication
Green	Switch points fit properly for normal movement.
Yellow	Switch points fit properly for reverse movement.
Red or Dark	Stop and inspect switch.

SPECIAL INSTRUCTIONS 4 (Con't.)

Rule 153 supplemented by adding: Where two or more main tracks are in service, they will be designated as follows:

1. If two tracks, the track to the right as viewed from a Westward or Southward train is the **North** track, and the track to the left is the **South** track.
2. If three tracks, the farthest track to the right as viewed from a Westward of Southward train is the **North** track, the farthest track to the left is the **South** track and the track between the North and South tracks is the **Middle** track.
3. If four or more tracks, the farthest track to the left as viewed from a Westward or Southward train is **No. 1** track and the tracks to the right thereof are **No. 2, No. 3, No. 4**, etc., respectively.

Rules 230 through 242 modified as shown pages 42 and 43.

Rule 317(2) does not apply.

Rule 404 first paragraph amended to read: In track warrants and track bulletins, regular trains will be designated by number, as No. 10 adding engine number when necessary; extras by engine number and direction.

Rule 405 supplemented by adding: Prescribed form for track warrant is shown on page 168. Pre-printed pads of this form will be in the same format as shown. The form for mechanical transmission is revised as depicted below, with items (5) and (14) omitted intentionally.

Mechanically transmitted track warrants must indicate total number of track bulletins (item 16), track condition messages (item 18) and items checked (item 19). In items 16 and 18, if none show "No". Employees receiving copies must assure that the correct number of track bulletins and track condition messages are received, and that "items marked" correspond with those indicated in item 19.

TRACK WARRANT

NO. _____ _____ 19 __

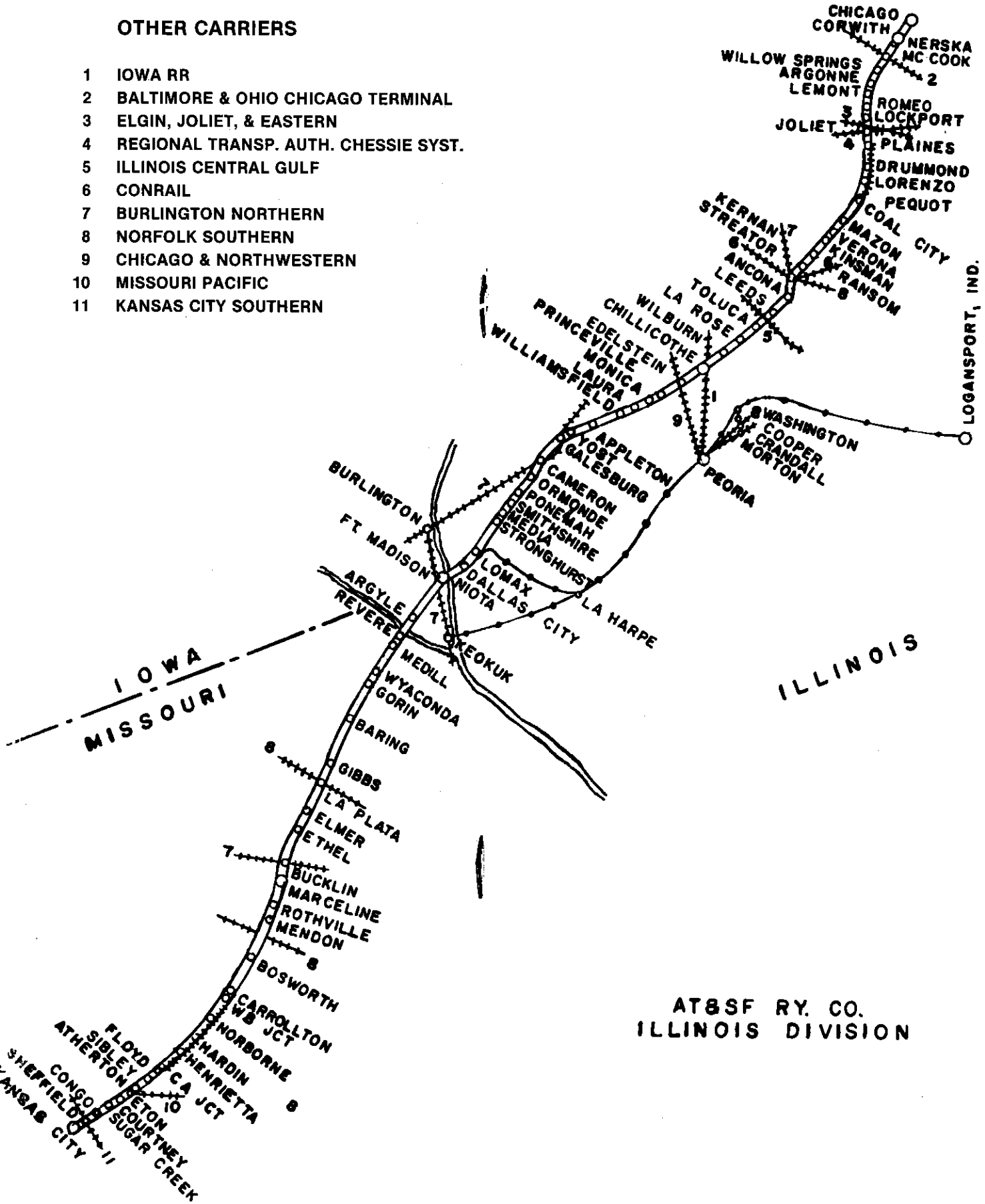
TO _____ AT _____

1. __ TRACK WARRANT NO. _____ IS VOID.
2. __ PROCEED FROM _____
TO _____ ON _____ TRACK
3. __ PROCEED FROM _____
TO _____ ON _____ TRACK
4. __ WORK BETWEEN _____
AND _____ ON _____ TRACK
6. __ THIS AUTHORITY EXPIRES AT _____ M.
7. __ NOT IN EFFECT UNTIL AFTER ARRIVAL OF _____ AT _____
8. __ HOLD MAIN TRACK AT LAST NAMED POINT.
9. __ DO NOT FOUL LIMITS AHEAD OF _____.
10. __ CLEAR MAIN TRACK AT LAST NAMED POINT.
11. __ BETWEEN _____ AND _____ MAKE ALL MOVEMENTS AT RESTRICTED SPEED. LIMITS OCCUPIED BY TRAIN OR ENGINE.
12. __ BETWEEN _____ AND _____ MAKE ALL MOVEMENTS AT RESTRICTED SPEED AND STOP SHORT OF MEN OR MACHINES FOULING TRACK.
13. __ DO NOT EXCEED _____ MPH BETWEEN _____ AND _____
15. __ PROTECTION AS PRESCRIBED BY RULE 99 NOT REQUIRED.
16. __ ____ TRACK BULLETINS IN EFFECT ____,____,____,____,____,____,____,
____,____,____,____,____,____,____,
17. __ OTHER SPECIFIC INSTRUCTIONS _____
_____
_____
18. __ ____ TRACK CONDITION MESSAGES IN EFFECT _____,_____,
_____,_____,_____.
19. __ ITEMS CHECKED __,__,__,__,__,__,__,__,__,__,__,__,__,__,__,__,__,__,__,__.
OK _____ M DISPATCHER _____

Special Instructions 4 continued on page 24.

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

SPECIAL INSTRUCTIONS 4 (Con't.)

Rule 450 second paragraph amended to read: Where track bulletins are authorized, trains must receive a track warrant or clearance at their initial station unless otherwise instructed by the train dispatcher. All track bulletins which affect their movement must be listed on the track warrant or clearance. The conductor and engineer must have copies of all track bulletins listed.

Rule 450 is also supplemented by adding: Prescribed form for track bulletins, Forms A and B, are shown on pages 174 and 175. Preprinted pads of these forms will be, and the forms for mechanical transmissions are, revised as depicted below.

Mechanically transmitted track bulletins must indicate, in space provided, the total number of lines used. Employes receiving copies must assure that the lines used correspond with number indicated.

TRACK BULLETIN FORM A

NO. _____ ON _____ SUBDIV. _____ 19 __

TO _____ AT _____

BETWEEN POINTS SHOWN IN LINES 1 THROUGH 10 BELOW DO NOT EXCEED SPEED GIVEN:
USE LAST COLUMN WHEN FLAGS DISPLAYED LESS THAN DISTANCE PRESCRIBED BY RULE 10.

LINE VOID	LINE NO	LIMITS MP TO MP	SPEED MPH	TRACK(S)	FLAGS AT M. P.
	1				
	2				
	3				
	4				
	5				
	6				
	7				
	8				
	9				
	10				
	11	OTHER CONDITIONS:			

TOTAL LINES USED _____

OK _____ M COPIED BY _____ DISPATCHER _____

RELAYED TO _____

TRACK BULLETIN FORM B

NO. _____ ON _____ SUBDIV. _____ 19 _____

TO _____ AT _____

ON _____ (DATE) _____ BE GOVERNED BY RULE 455 WITHIN FOLLOWING LIMITS:

USE COLUMN WITH ASTERISK(*) WHEN FLAGS DISPLAYED LESS THAN DISTANCE PRESCRIBED BY RULE 10.

LINE VOID	LINE NO	LIMITS MP TO MP	FROM	UNTIL	TRACK (S)	(*) FLAGS AT M.P.	FOREMAN AND GANG NO.	STOP
	1		M.	M.				
	2		M.	M.				
	3		M.	M.				
	4		M.	M.				
	5		M.	M.				
	6		M.	M.				
	7		M.	M.				
	8		M.	M.				
	9		M.	M.				
	10		M.	M.				

TOTAL LINES USED _____

OK _____ M COPIED BY _____ DISPATCHER _____

RELAYED TO _____

SPECIAL INSTRUCTIONS 4 (Con't.)

Train Order Form Y. Prescribed form for Train Order Form Y, example (1), is shown on page 118. Pre-printed pads of this form will be, and the form for mechanical transmission is, revised as depicted below.

LINE NO	LIMITS MP TO MP	FROM	UNTIL	TRACK (S)	FOREMAN AND GANG NO.	STOP
1		M.	M.			
2		M.	M.			
3		M.	M.			
4		M.	M.			
5		M.	M.			

WHEN YELLOW FLAGS ARE NOT DISPLAYED AS PRESCRIBED BY RULE 10, SHOW LOCATION OF FLAGS BELOW:

LINE NO	FLAGS AT MP	DIRECTION	FOREMAN AND GANG NO.

Rule 607 supplemented by adding: Any act of hostility, misconduct or willful disregard or negligence affecting the interests of the Company is sufficient cause for dismissal and must be reported.

Indifference to duty, or to the performance of duty, will not be condoned.

Courteous deportment is required of all employes in their dealings with the public, their subordinates and each other.

Boisterous, profane or vulgar language is forbidden.

Rule 623 amended to read: Employes whose duties are in any way affected by them, must have and comply with Air Brake Rules 901 through 925. Engineers, firemen and hostlers must have and comply with Air Brake and Train Handling Rules, Form 2501 Standard.

5. DESIGNATED SPEED:

(A) AUXILIARY TRACKS

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

(B) STREET CROSSINGS

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

6. 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.

7. 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	3	5
Amtrak	2	2

8. 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:

Subdivision	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 AT 199465 and Jordon Spreaders (MPH)	Locomotive Crane AT 199600 AT 199720 and Other Machines Including Pile Driver AT 199453 (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 Subdivision	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 199600, 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.

9. TRACKSIDE WARNING DEVICES

(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. Counters will indicate accumulated axle count between defective axle and rear of train.

If counters fail to show location of defective equipment, or if rear car of train is indicated as location of defective equipment and no defect(s) found on that car, 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. If rear car of train is indicated as location of defective equipment and no defect(s) found on that car, the entire train must be thoroughly inspected for hot journals, wheels, bearings or dragging equipment.

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 may 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 head end 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 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 during 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 a detector information required by Revised Form 1571 Standard must be transmitted verbally to train dispatcher's office.

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.

10. 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.

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.

CONRAIL 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 improperly 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.

Manual Block Signal System—A block system in which the use of each block is governed by verbal block authority.

Block-Limit Station—A place where a block-limit signal is displayed.

A train must not foul the main track, enter a block, pass a block-limit station or make a movement in reverse direction without verbal authority of the train dispatcher. Such authority may be obtained by contacting ConRail operator at Indianapolis using radio through repeator station at Van; and such authority must be written on ConRail Form CT-401 then repeated correctly. Forms CT-401 will be turned in to trainmaster at East Peoria where they will be retained for 30 days. When a train clears the main track, crew member must report clear to the operator; at which time authority previously obtained is annulled. Flag protection to the rear is not required.

Normal position for switch at west leg of Frankfort secondary track wye at Van is lined for Logansport secondary. Normal position for switch at east leg of this wye is lined for Frankfort secondary.

Signal 1990 governing approach to automatic interlocking at N&W Railroad crossing, M.P. 197.1, between Logansport and Van has been relocated to a point at M.P. 198 and renumbered signal 1980. Unless signal 1980 displays an aspect more favorable than stop and proceed, do not pass the signal without specific instructions from train dispatcher. If signal governing the automatic interlocking at N&W Railroad crossing M.P. 197.1 displays other than proceed, follow instructions posted.

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 siding Fairbury, and will use siding 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 siding, 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 AT&SF Dispatcher 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 and middle tracks 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.

11. SIGNALS NOT CONFORMING TO ASPECTS AND INDICATIONS SHOWN IN RULES AS "FIXED SIGNALS".

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 (Amtk Rule 281)
Yellow over Yellow over Red, or Yellow over Yellow	Approach Diverging	Proceed; Approaching next signal prepared to enter turnout at prescribed speed (Amtk Rule 282)
Red over Green over Red, or Red over Green	Diverging Clear	Proceed on diverging route; not exceeding prescribed speed through turnout (Amtk Rule 283)
Yellow over Red over Red, or Yellow over Red, or Yellow	Approach	Proceed prepared to stop before passing next signal (Amtk Rule 285)
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 (Amtk Rule 286)
Red over Red over Yellow, or Red over Yellow	Restricting	Proceed at restricted speed (Amtk Rule 290)
Red over Red over Red, or Red over Red, or Red	Stop	Stop signal (Amtk Rule 292)

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. (ICG Rule 281)
Yellow over Green	Approach Limited	Proceed; approach next signal prepared to enter turnout at prescribed speed, but not exceeding 40 MPH. (ICG 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. (ICG 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.* (ICG 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. (ICG Rule 287)
Diagonal Lunar over White	Restricting Diverging Main Route	Proceed at restricted speed. (ICG Rule 290(B))

Red over Yellow, or Diagonal Lunar	Restricting	Proceed at restricted speed. (ICG Rule 290)
Red (With number plate), or White over Red	Restricted Proceed	Proceed at restricted speed. (ICG Rule 291)
Red over Red, or Horizontal Red	Stop	Stop. (ICG 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 ICG 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 ICG 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 ICG 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 ICG 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 ICG 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 ICG 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 ICG Rule 286
Yellow, white light below ..... Proceed per ICG Rule 287
Red ..... Stop per ICG Rule 292

M.P. 43.2—EASTWARD AUTOMATIC SIGNAL A-8
Green, yellow light left ..... Proceed per ICG Rule 283
Yellow, white light above ..... Proceed per ICG Rule 285
Red ..... Stop per ICG Rule 291
Other than red, no white light ..... Proceed per ICG Rule 285

PEQUOT—
Westward ICG approach signal No. 541
Yellow over green ..... Proceed per ICG Rule 283
Westward controlled signal
Red over yellow ..... Proceed per ICG Rule 290

CR BLOCK AND INTERLOCKING SIGNALS
Logansport-Kenneth

Aspect	Name	Indication
Vertical Yellow	Clear	Proceed (CR Rule 281)
Diagonal Yellow	Approach	Proceed not exceeding medium speed prepared to stop at next signal. Reduction to medium speed must commence before engine passes approach signal. (CR Rule 285)

Yellow Light over Letter A on Mast NOTE: Inoperative signal does not convey track information.	Approach Restricting	Proceed not exceeding medium speed to stop at next signal. Reduction to medium speed must commence before engine passes approach restricting signal. (CR Rule 285(B))
Vertical Lunar	Slow Clear	Proceed; slow speed within interlocking limits and through turnouts. (CR Rule 287)
Horizontal Red W/Number Plate or Horizontal Red Over Yellow	Stop and proceed	Stop; then proceed at restricted speed. (CR Rule 291)
Horizontal Red	Stop Signal	Stop. (CR Rule 292)
Horizontal Rectangular fixed Sign Yellow to Left, Red to Right Over Vertical Fixed Sign Displaying Station Name.	Block-Limit	Limit of the block. (CR Rule 293) NOTE: Does not convey track information.
Vertical Rectangular Fixed Sign, Black Letters ABL on Yellow Background.	Approach Block-Limit	Proceed not exceeding medium speed prepared to stop at next next block-limit signal. Reduction to medium speed must commence before engine passes approach block-limit signal. (CR Rule 293(A)) NOTE: Does not convey track information.

P&PU BLOCK AND INTERLOCKING SIGNALS:
All controlled signals are equipped with number plates.
Top or left unit green - Proceed.
Yellow to right or middle - Proceed at Restricted speed.
Red on bottom or all red - Stop.

Two unit signals:
Top unit yellow - Proceed at Restricted speed.
Bottom unit, red - Stop.

Permanent stop signs on P&PU at Iowa Jct. to protect ADM Industry track. AT&SF Rule 98.

C&NW INTERLOCKING SIGNALS
Sommer

Aspect	Name	Indication
Red	Stop & Proceed	Stop and Proceed
Lunar	Restricting	Proceed at Restricted speed

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 237, 238, 240 and 242. 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 230, 234, 236, 237, 238, 240 and 242; 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 237, 238, 240 and 242; 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 237, 238, 240 and 242; to N&W governed by indications 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.

12. FOLLOWING INSTRUCTIONS GOVERN TRANSFERS AND INTERCHANGES TO AND 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	35 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.

Maximum authorized speeds from AT&SF R. R. Corwith Yard to the Belt Railway Company Clearing Yard via Elsdon Branch:

AT&SF R. R. Corwith Yard to 55th Street interlocking	10 MPH
55th Street interlocking to end of ABS Signal 500 feet south of 65th Street	30 MPH
Within the limits of the 55th Street interlocking	25 MPH
Diverging movement through switches interlocked	15 MPH
Non-interlocked	10 MPH
West end Clearing Yard NON ABS	Restricted Speed

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.

HAZARDOUS MATERIAL

IN CASE OF ACCIDENT, your safety is the first consideration. If you suspect hazardous material may be involved in a derailment, do the following IF IT IS SAFE TO DO SO:

A. DETERMINE STATUS OF ALL CREW MEMBERS.

B. RESCUE INJURED, remove them to a safe area, and call for assistance.

C. IF FIRE OR VAPOR CLOUDS are visible, evacuate to ½ mile upwind of vapor cloud or fire. Before evacuating take all paperwork such as waybills, consist and emergency response information with you.

D. NOTIFY the Chief Dispatcher by the quickest means possible. If Railroad communications fail or is not available, call long distance collect — (319) 376-4211. Tell him:
   (1) Your name and title.
   (2) Train identification symbol.
   (3) Specific location of the incident (station, milepost location, nearest street or highway crossing).
   (4) If you need fire or medical response.

E. IF NO FIRE OR VAPOR CLOUDS are apparent,
   (1) EXTINGUISH smoking materials and caboose stove. Do not smoke in the vicinity of a hazardous material incident. Do not ignite fuses.
   (2) CHECK the train consist and shipping papers to determine what cars and commodities may be involved and where they are located on the train.
   (3) INSPECT the train to determine the condition of cars involved. Use a buddy system if possible. Tell crew members what products may be involved and what risk they may pose. Approach from upwind (wind at your back) or uphill side. Go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any fire, vapor or gas clouds, smoke, leak or unusual smells or noises. If you detect these conditions, DO NOT GO NEAR THE CARS, evacuate all crew members to a safe distance.

F. PROVIDE the Chief Dispatcher with as much of the following information as possible after you have inspected the train.
   (1) Initial and number of cars involved.
   (2) Location of hazardous material in derailment.
   (3) Description of hazardous materials from shipping papers.
   (4) Condition of each car. Upright or turned over, intact; punctured or leaking; on fire or near fire; producing a vapor or gas cloud; unusual odor or unusual noise.
   (5) Location of people, property, or public systems (roads, powernlines, hospitals, etc.) which could be subject to damage.
   (6) Location of nearby stream, river, pond, lake or other body of water.
   (7) Location of access roads.
   (8) Any other information that will help the dispatcher understand the situation.

G. WARN people to stay away from the emergency area.

H. IDENTIFY yourselves to responding police or fire personnel. GIVE them your train consist and hazardous materials emergency response printout. HELP them determine which cars and products are derailed or damaged. The conductor may provide waybill data, but should retain the waybills for delivery to a responding operating officer.

I. REMAIN at the scene at a safe distance until relieved by a railroad Operating Officer.

Position in train of placarded cars containing hazardous materials

NOTE: Cars with same placards may be placed next to each other.

Shippers may use either words or numbers on placards. Numbers shown are samples. Other numbers may appear on placards.

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 applied to the car.
- — Determine the type of car.
- — Follow vertically down the chart and note which lines apply.
- — The symbol X indicates the wording at the side that applies.

See footnotes for explanation.

RESTRICTIONS

	Loaded cars placarded: POISON GAS	Loaded cars placarded:	Loaded cars placarded: RADIOACTIVE	Loaded tank cars placarded:	Empty tank cars placarded:	Loaded cars other than tank cars placarded:	Loaded cars placarded:
Must not be nearer than the sixth car from the engine, occupied caboose or passenger car. If total number of cars in train does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car.	X	X		X			
MUST NOT BE NEXT TO: Engine, occupied caboose or passenger car	X	X	X	X	X		
Car occupied by guard or escort	X	X		X			
Loaded plain flat car	X	X		X			
Loaded bulkhead flat car	X	X		X			
Loaded TOFC/COFC flat car	X	X		X			
Flat Car loaded with vehicles	X	X		X			
Open top car with shiftable load	X	X		X			
Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern	X	X		X			
Car placarded EXPLOSIVES A		X	X	X		X	
Car placarded POISON GAS	X		X	X		X	
Car placarded RADIOACTIVE	X	X		X		X	
Any loaded placarded car (other than COMBUSTIBLE or same placard)	X	X	X				**NO RESTRICTIONS**

(1) A placarded rail car 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 placarded EXPLOSIVES A.

(2) Restriction applies only 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.

(3) Cars placarded EXPLOSIVES A may be placed next to each other.

(4) Restriction applies only to loaded flatbed or opentop trucks and trailers and to loaded trucks and trailers without securely closed doors.

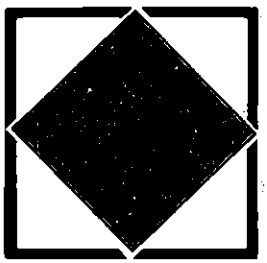
(5) Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.

SWITCHING RESTRICTIONS

THE FOLLOWING CARS MUST NOT BE:
CUT OFF IN MOTION, NOR BE
IMPACTED BY CARS ROLLING UNDER
THEIR OWN MOMENTUM

ANY CAR PLACARDED

EXPLOSIVES A OR POISON GAS



OR

A TOFC OR COFC VEHICLE
DISPLAYING ANY PLACARD

OR

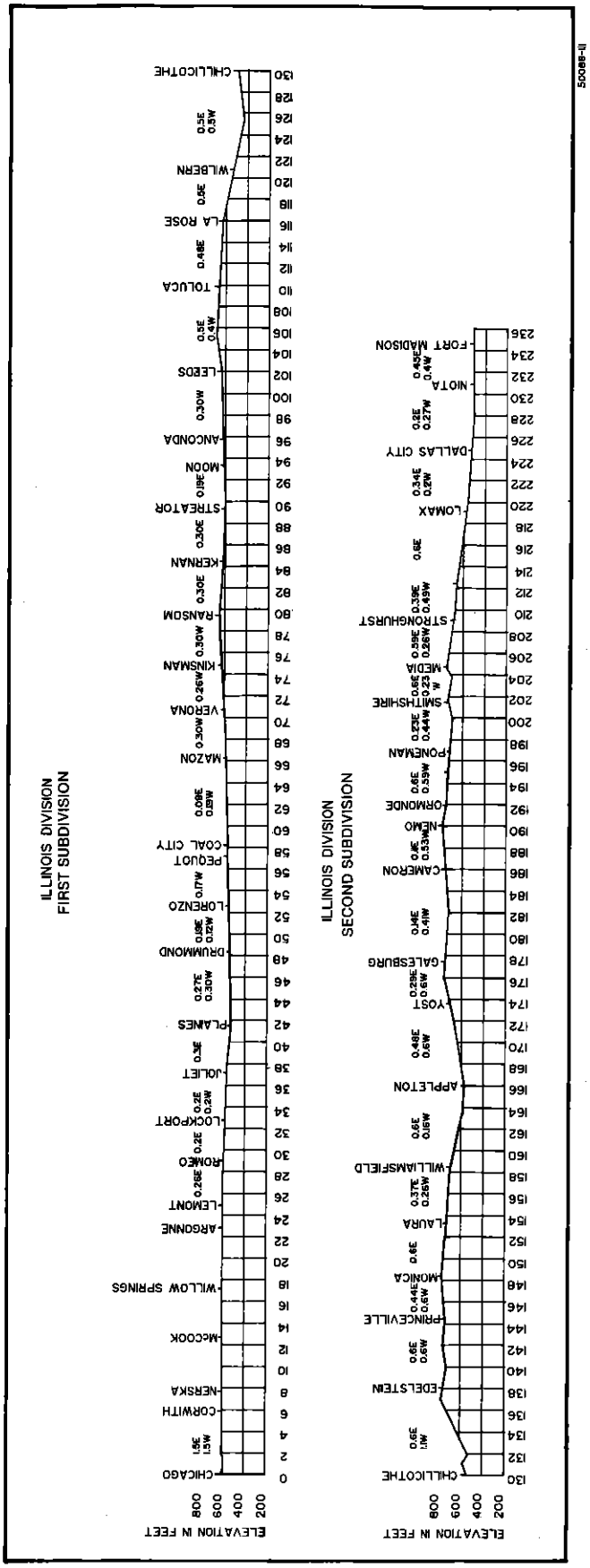
DOT CLASS 113
TANK CAR LOAD OF FLAMMABLE GAS

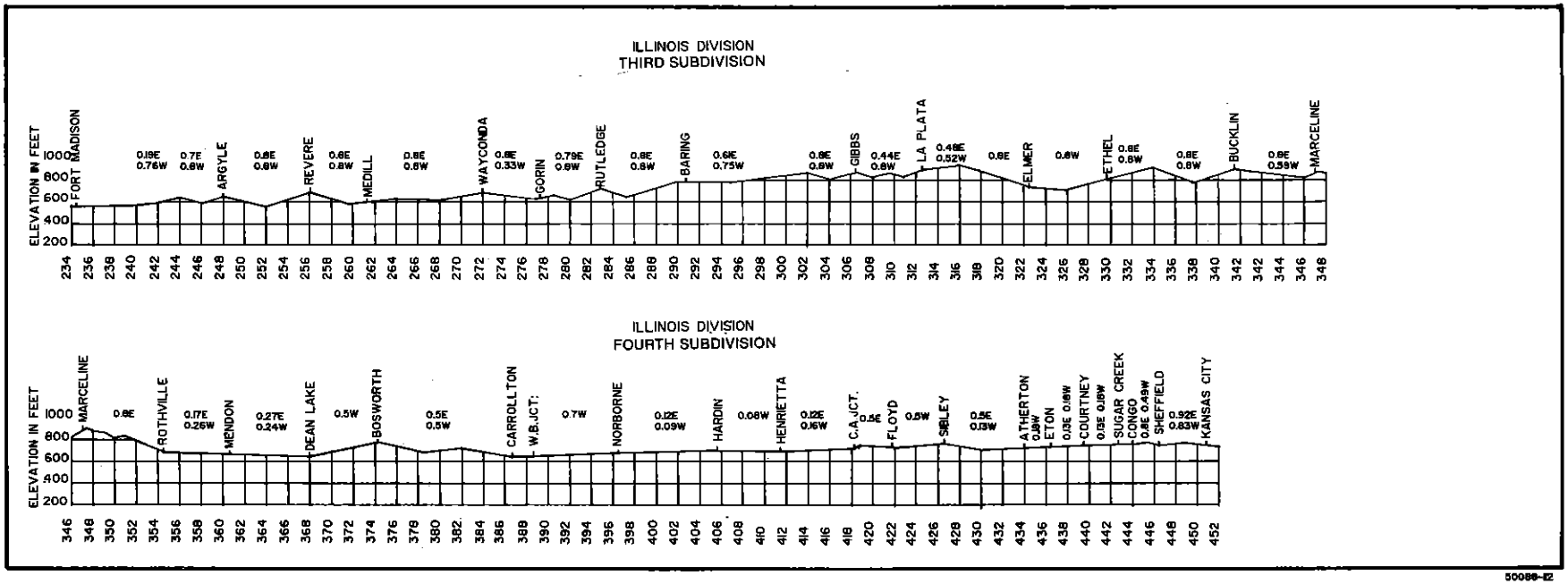
USE THE NUMBERED
PLACARDS TO DISTINGUISH TANK
CARS PLACARDED FLAMMABLE GAS
FROM FLAMMABLE FROM COMBUSTIBLE

NUMBER 2
FLAMMABLE GAS

NUMBER 3
FLAMMABLE LIQUID

USE BOTTOM WHITE TRIANGLE
TO IDENTIFY COMBUSTIBLE PLACARDS
NO SWITCHING RESTRICTIONS APPLY





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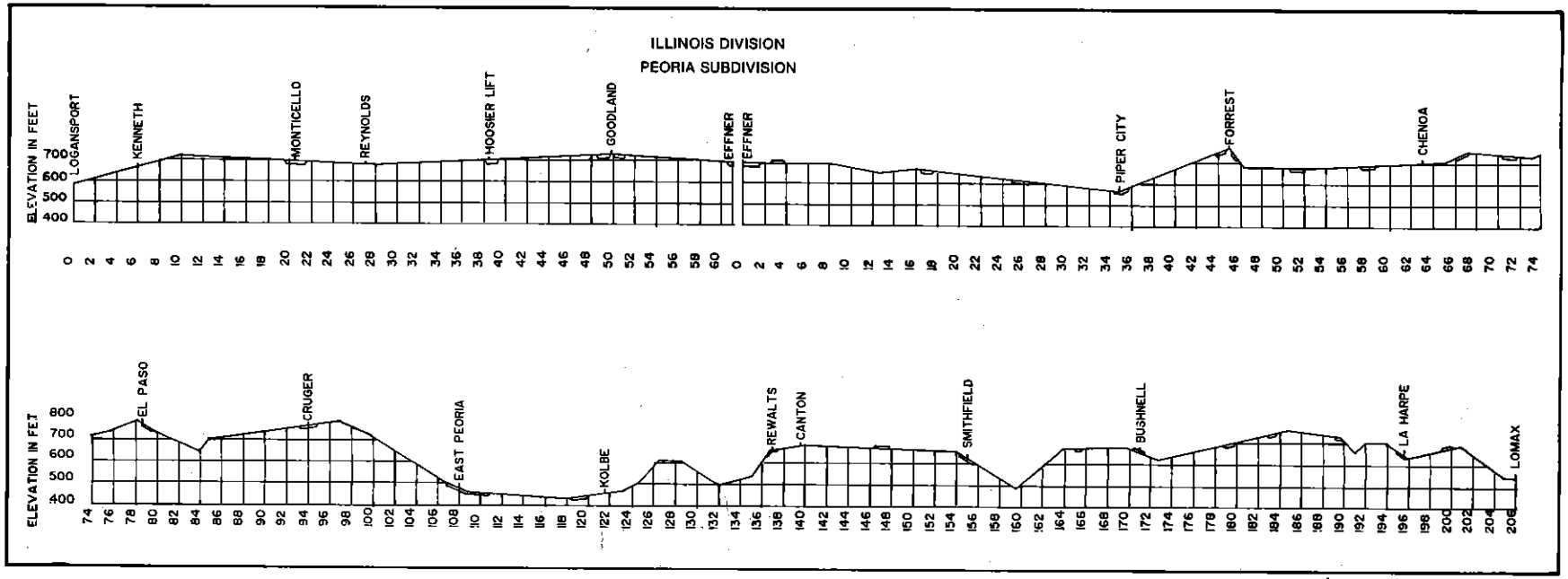

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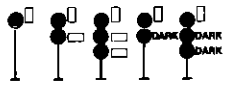
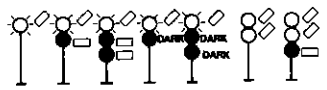
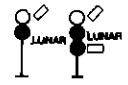
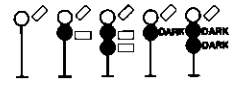
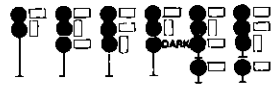
ASPECTS OF COLOR LIGHT AND SEMAPHORE SIGNALS

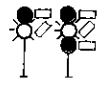


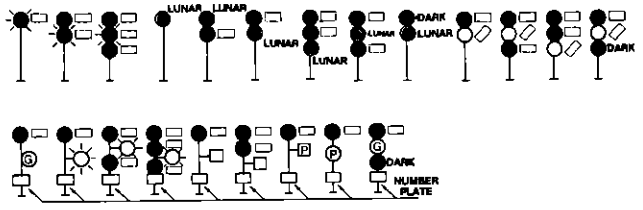


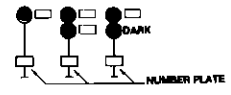


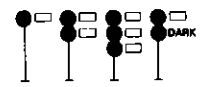












RULE	NAME	INDICATION
230	CLEAR	Proceed
231	APPROACH LIMITED	Proceed prepared to pass next signal not exceeding 60 MPH and to advance on diverging route.
232	ADVANCE APPROACH	Proceed prepared to pass next signal not exceeding 50 MPH and to advance on diverging route.
233		
234	APPROACH MEDIUM	Proceed; approach next signal not exceeding 40 MPH and be prepared to enter diverging route at prescribed speed.
235	APPROACH RESTRICTING	Proceed prepared to pass next signal at restricted speed.
236	APPROACH	Proceed prepared to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed.
237	DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout.
238	DIVERGING APPROACH	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.
239		
240	RESTRICTING	Proceed at restricted speed.
241	STOP AND PROCEED	Stop, then proceed at restricted speed.
242	STOP	Stop