

TOLEDO, PEORIA & WESTERN RAILWAY CORPORATION



TIMETABLE

No. 2

*Takes effect
Sunday, October 28, 1990
at 2:01 a. m.*

G. R. FULLER
President

T. R. MASON
Vice President-Operations

R. D. PETERSON
Superintendent

T. E. WALDON E. E. WYSS
M. A. BROWN
Trainmasters

TOLEDO, PEORIA & WESTERN RAILWAY CORPORATION

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E. Peoria, IL 61611

Telephone: 1-800-727-8927

M. A. KATRICKA
Chief Special Agent

R. M. BUNGARD
Gen. Foreman, Locomotives & Cars

B. G. SYKES
Chief Engineer

J. B. LENZ
Agent

J. T. MOHN
Terminal Manager-Hoosierlift, IN

TRAIN DISPATCHERS
R. A. Holmes
D. L. Henry
W. H. Marshall

SAFETY FIRST!

Position In Train Of Cars Containing Explosives and Other Hazardous Commodities

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type of Car																
Placard Applied on Car																
Restrictions																
Any Car (Inc. Flat Cars Carrying Trailers or Containers)				X	X	X	X	X	X	X ^③	X ^③	X	X	X		X
Explosives																
Any Car Except Tank Car																
Poison Gas				X	X	X	X	X	X	X ^③	X ^③	X	X	X		X
Tank Car																
Poison Gas				X	X	X	X	X	X	X ^③	X ^③	X	X	X		X
Any Car																
Radioactive																
Loaded Tank Car				X	X	X	X ^②	X	X	X	X	X	X	X		X
Any Placard Except Poison Gas or Combustible																
Tank Car											X					
Any Residue Placard																
Any Car																
Combustible or Combustible Residue				X												
All Other Loaded Cars																X

MUST NOT BE PLACED NEXT TO:

Engine
Loaded Flat Car
Open Top Car When Loading Beyond Car Ends or When Loading Extended Above Car Ends
Any Car, Piggyback, Container, or Other Unit Having Automatic Refrigeration or Heating Internal Combustion Engine Operating Lighted Heaters, Stoves or Lamps

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.
- *Refer to column 2 on chart and locate same placard wording.
- *Follow horizontally across chart and note which vertical columns apply.
- *The symbol "X" indicates wording at top that applies.

①

A flat car equipped with permanently attached ends of rigid construction is considered to be an open top car.

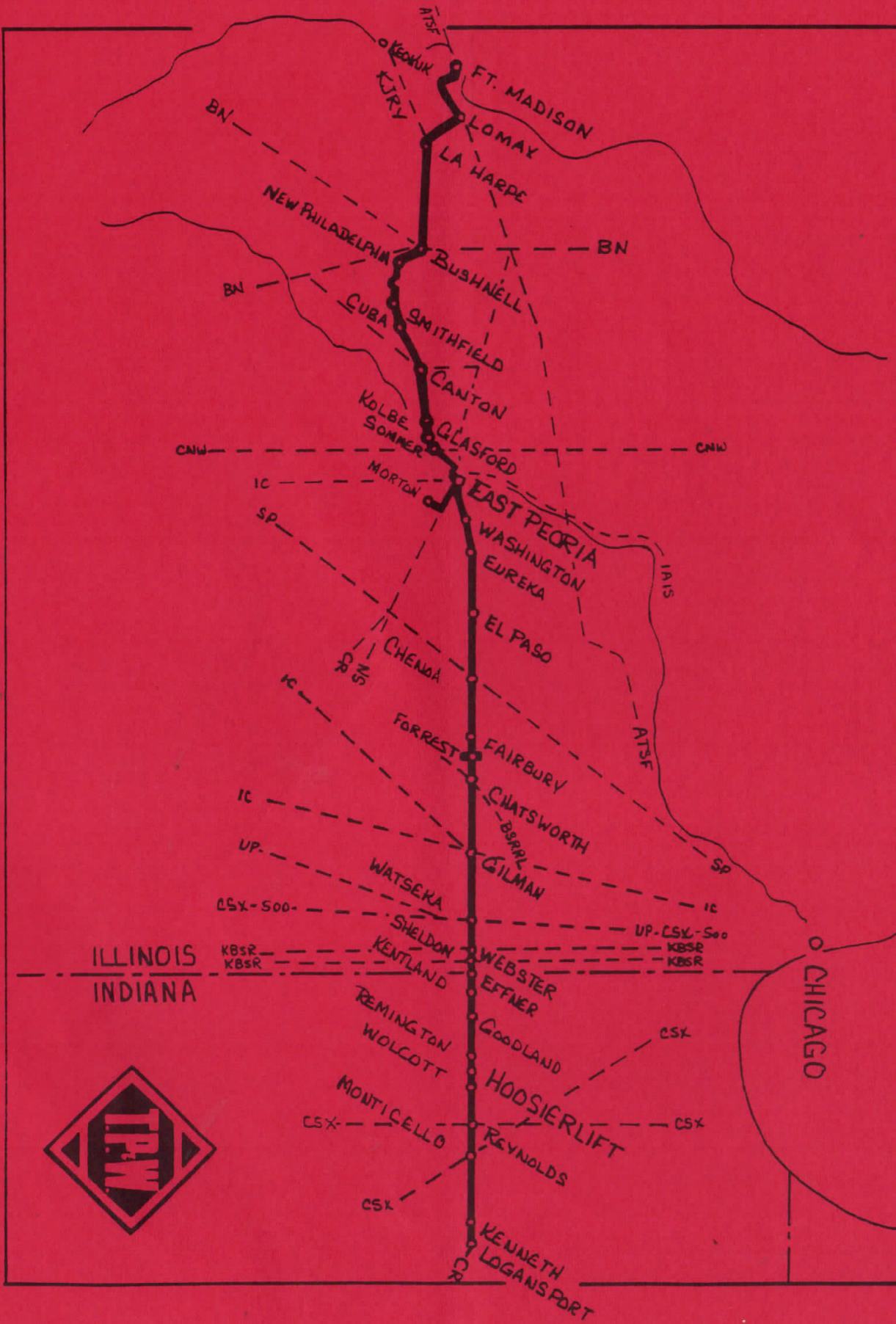
②

Other than a specially equipped car in trailer-on-flat car or container-on-flat car service or a flat car loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flat car, and of a type generally accepted for handling in interchange between railroads.

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.

See footnotes for explanation of reference marks.



Length of Sidings in Feet	Mile Post	TIME TABLE #2		Station Numbers
		STATIONS		
		LOGANSPORT		1
	6.1E	CR	KENNETH	6
	12.4E		BURNETTSVILLE	13
	17.5E		IDAVILLE	18
7627	18.9E		LUTHY	20
1900	21.2E	CSX	MONTICELLO	A 21
2174	27.2E	CSX	REYNOLDS	A 27
	36.0E		WOLCOTT	36
5018	38.5E		HOOSIERLIFT	BPRY 38
1968	41.6E		REMINGTON	42
3487	49.1E		GODLAND	49
	54.0E		PERKINS	54
	57.1E	CR	KENTLAND	A 57
6229	61.3E		EFFNER	T 61
	2.1	KBSR	SHELDON	A 1002
	4.1	KBSR	WEBSTER	A 1004
1500	11.1	CSX UP SOOL	WATSEKA	M 1011
	17.4		CRESCENT CITY	1017
	20.8		LEONARD	1021
3951	24.6	IC	GILMAN	M 1025
	29.5		LA HOGUE	1030
	35.0		PIPER CITY	1035
	40.3	BSRRL	CHATSWORTH	A 1040
2032	47.0		FORREST	M 1048
3487	51.8		FAIRBURY	1052
2288	57.9		WESTON	1058
	62.8	SP	CHENOA	M 1063
1824	67.2		MEADOWS	1067
1685	71.2		GRIDLEY	1071
2433	78.3		EL PASO	1078
	84.8		SECOR	1085
	92.0		EUREKA	1092
5402	94.0		CRUGER	1094
	99.5		WASHINGTON	1100
	108.0		EAST PEORIA	BPRTY 1108

Length of Sidings in Feet	Mile Post	TIME TABLE #2		Station Numbers
		STATIONS		
	108.0		EAST PEORIA	BPRTY 1108
	108.5		FARMDALE JUNCTION	Y
	109.4		P&PU JUNCTION	Y
	113.9		IOWA JUNCTION	Y 1114
4970	119.1	CNW	SOMMER	Y 1119
	121.5		KOLBE	1122
	122.5		MAPLETON	1123
1743	127.1		GLASFORD	1127
2703	136.8		RAWALTS	1137
	139.5	BN	CANTON	G 1140
4798	146.9		U E SIDING	1147
	149.2		CUBA	1149
2600	154.5		SMITHFIELD	1155
	157.8		SEVILLE	1158
	161.2		MARIETTA	1161
	165.5		NEW PHILADELPHIA	1166
	167.4	BN	BLAIR JUNCTION	1167
1600	170.9	BN	BUSHNELL	M 1171
	179.6		GOOD HOPE	1180
	183.4		SCIOTA	1183
	189.4		BLANDINSVILLE	1189
	195.5	KJRY	LA HARPE	T 1196
	199.7		DISCO	1200
	206.0	AT&SF	LOMAX	Y 1206
			FT. MADISON	1234

Explanation of Characters

- A: Automatic Interlocking
- B: General Orders/Bulletins
- G: Gate, normally lined against conflicting routes
- M: Manual Interlocking, controlled by operator or dispatcher
- P: Telephone
- R: Radio Communication
- T: Turning Facility
- Y: Yard Limits

Special Instructions

1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED BETWEEN:

	MPH	
	Frt	Psgr
Logansport and Van (CR RR)	10	10
Van and Kenneth (CR RR)	25	25
Kenneth and M.P. 21.2E	40	59
M.P. 21.2E and M.P. 39.3E	10	10
M.P. 39.3E and M.P. 48.7E	40	59
M.P. 48.7E and M.P. 60.8E	25	25
M.P. 60.8E and M.P. 4.1	20	20
M.P. 4.1 and M.P. 95.0	40	59
M.P. 95.0 and M.P. 101.0	25	25
M.P. 101.0 and M.P. 106.6	35	35
M.P. 106.6 and M.P. 109.4	20	20
M.P. 109.4 and Wesley Jct.(P&PU)	10	10
Wesley Jct.(P&PU) and M.P. 113.9	15	15
M.P. 113.9 and M.P. 118.6 (C&NW RR)	20	20
M.P. 118.6 and M.P. 119.4	10	10
M.P. 119.4 and M.P. 120.5	20	20
M.P. 120.5 and M.P. 138.7	40	59
M.P. 138.7 and M.P. 139.4	25	25
M.P. 139.4 and M.P. 155.2	40	59
M.P. 155.2 and M.P. 163.4	30	30
M.P. 163.4 and M.P. 204.9	40	59
Morton Industrial Spur	10	10
Maximum speed for all loaded coal, grain, or fertilizer trains (40 or more as a unit or in aggregate)	30	

(B) SPEED RESTRICTIONS-VARIOUS

RR Crossing M.P. 21.2E (Auto. Interlocking)	10	10
RR Crossing M.P. 27.2E (Auto. Interlocking)	10	10
RR Crossing M.P. 57.2E (Auto. Interlocking)	20	20
RR Crossing M.P. 2.1 (Auto. Interlocking)	20	20
RR Crossing M.P. 4.1 (Auto. Interlocking)	20	20
RR Crossing M.P. 11.1 (Interlocking)	25	25
RR Crossing M.P. 24.6 (Interlocking)	25	25
RR Crossing M.P. 40.4 (Auto. Interlocking)	25	25
RR Crossing M.P. 46.2 (Interlocking)	20	20
RR Crossing M.P. 62.8 (Interlocking)	25	25
RR Crossing M.P. 139.5, Rule 98	20	20
RR Crossing M.P. 170.8 (Interlocking)	20	20
RR Crossing M.P. 43.4M (Auto. Interlocking)	10	10
Central Illinois Light Co. Tracks-Sommer	5	

(C) SPEED RESTRICTIONS-SWITCHES

Maximum speed permitted through turnout of switches and all auxiliary tracks	10	10
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(D) SPEED RESTRICTIONS-TEMPERATURE

Maximum authorized speed when temp is 10F or below	30	30
Maximum authorized speed when temp is 95F or above	30	30

TWC IN EFFECT BETWEEN KENNETH AND LOMAX

Trains and engines will use CR track between Logansport and Kenneth. Be governed by Special Instructions 7 & 8.

Trains and engines may use NS track between East Peoria and Crandall. Be governed by Special Instruction 7.

Trains and engines will use P&PU tracks between P&PU Jct. and Iowa Jct. Be governed by Special Instructions 7 & 8.

Trains and engines will use C&NW track between Iowa Jct. and Sommer. Be governed by Special Instructions 7 & 8.

Trains and engines will use AT&SF track between Lomax and Ft. Madison. Be governed by special instruction 7.

INDUSTRIAL SPUR TRACKS:

Between Crandall and Morton- 4.9 miles
At Forrest- M.P. 92.7F to M.P. 94.4F- 1.7 miles
At Kolbe- M.P. 121.5- 1.5 miles

Trains and engines must obtain authority from TP&W dispatcher before using these tracks. Due to lack of use of industrial spur tracks, automatic crossing devices may not work or may only work intermittently. If an unsafe condition exists, movement must be stopped and crossing flagged before movement continues.

MILE POSTS:

M.P. number suffixed by "E" indicates between Logansport and Effner.
M.P. number suffixed by "M" indicates Morton Industrial Spur.
M.P. number suffixed by "F" indicates Forrest Industrial Spur.

JUNCTION SWITCHES

Location	Normal Position
Kenneth	CR RR
East Peoria (NS RR)	As Last Used
Iowa Jct.	As Last Used
Sommer	TP&W Ry.
M.P. 116.3	C&NW RR
La Harpe	TP&W Ry.

YARD LIMITS IN EFFECT: (Rule 93)

Hoosierlift- M.P. 37.0E to M.P. 40.0E
(Flag protection required at county line road crossing at west end of Hoosierlift.)

East Peoria- M.P. 106.6 to P&PU Jct.

Between P&PU Jct. and Sommer- M.P. 109.4 to M.P. 120.5

Lomax- M.P. 204.9 to AT&SF connection track

Special Instructions

2. HOT BOX & DRAGGING EQUIPMENT DETECTORS

Location	Type
M.P. 31.0E	Radio Readout (Reporter) Type
M.P. 27.5	Radio Readout (Reporter) Type
M.P. 86.5	Radio Readout (Reporter) Type
M.P. 178.5	Radio Readout (Reporter) Type

3. THE GENERAL CODE OF OPERATING RULES,

effective October 29, 1989, is supplemented, modified or amended as follows:

Rule 26(4) amended to read:

When emergency repair work is to be done on, under, or between an engine or rolling equipment coupled to an engine, and a blue signal is not available, the engineer or employee at the controls of the engine must make a 20 PSI service air brake application and reverser lever must be removed and placed in charge of employee performing such work.

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 103(A) supplemented by adding:

A flagman must authorize train or engine movement over grade crossings where automatic warning devices are damaged or inoperative, placing a fusee near the road on either side of track, if practicable.

If so authorized by the superintendent, the requirement for a flagman may be waived by a message or track bulletin that specifies location and instructs train or engine to approach crossing expecting to find vehicles approaching unaware of defect and not exceeding 10 MPH until crossing is occupied. Road crossing signal cases display power off lights. When white light is out, it must be promptly reported to dispatcher or proper authority.

Rule 103(F) supplemented by adding:

Trains required to stop must, where possible, stop to clear public grade crossings. When not possible to stop clear of crossings, crew(s) must cut crossings within 5 minutes unless no traffic is waiting or closely approaching.

Switching movements over public crossings should be avoided whenever possible. If not possible, crossings must be cleared frequently to allow vehicles to pass and must not be continuously occupied for longer than 5 minutes unless no traffic is waiting or closely approaching.

Special Instructions

Rule 104 supplemented by adding:

Trains operating without caboose must not leave siding switch lined and locked for siding unless authorized by train dispatcher.

Rule 404 first paragraph amended to read:

In track warrants and track bulletins, trains will be designated by engine number and direction.

Rule 405 supplemented by adding:

Track warrants and track bulletins may be transmitted mechanically to any location. Prescribed form for track warrant is shown on page 82 and pre-printed pads of this form will be in the format shown. The form for mechanical transmission is changed, with Items (5) and (14) omitted, (16) revised, (18) and (19) added.

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.

Rule 406 supplemented by adding:

An incorrect engine number shown on address of a track warrant must be reported by crew member and, if verbally authorized by the train dispatcher, may be changed to show the correct engine number.

Rule 450 supplemented by adding:

Form for track bulletin Form A has been revised. Form A may be used for mechanical transmission and has been expanded to include column showing time period that speed restriction is in effect.

Rule 630 supplemented by adding:

Train crew(s) having excessive dimension loads in their train must have copy(s) of necessary clearance papers in their possession before departing initial terminal.

Special Instructions

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

	Maximum Depth (in inches)	Maximum Speed (MPH)
All classes	3	5

5. DERRICKS, CRANES, PILE DRIVERS, 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 dispatcher, and trains or engines handling such equipment must not exceed 30 MPH.

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 cranes and pile drivers must be handled in trains next to engine.

All scale test cars must be handled on rear of train.

6. HOTBOX AND DRAGGING EQUIPMENT DETECTORS

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

INSTRUCTIONS APPLICABLE TO ALL TYPES:

- (1) To locate defects indicated by a detector, crew must count axles. If defect(s) indicated is for a hotbox or hot wheel, train may be rolled by crew member on ground. If defect(s) is for other than a hotbox or hot wheel, train must stop and crew member walk to location of such equipment.
- (2) If an overheated journal is found, the car or unit must be set out. If heat caused by sticking brakes and condition is corrected, train may proceed at prescribed speed. If an overheated condition on indicated journal is not found, make close inspection of 12 journals ahead of and behind the indicated journal. If nothing found wrong (or entire train has been inspected) train may proceed at prescribed speed for the next 30 miles where it must stop for an identical inspection unless train was checked by an intervening detector or is delivered to a terminal where mechanical inspection is made.

Mechanical forces at the terminal, or relieving crew at crew change point where mechanical inspection is not made, must be informed of these conditions.

If abnormal heat is detected on same car by an intervening detector or during a stop for inspection, the car or unit must then be set out.
- (3) When making inspection for hotbox, give particular attention to heat of journals and hub of wheels; observing for smoke, sluffing or melting of bearing surface, or metallic cuttings in journal box of friction type bearings.
- (4) When inspecting indicated journals, or journals ahead of and behind indicated journals or equipment, if the bare hand cannot be held on a roller bearing housing for a few seconds, the bearing should be considered as overheated.

Special Instructions

WARNING: CAUTION AND GOOD JUDGEMENT SHOULD BE EXERCISED AS DEFECTIVE COMPONENTS CAN BECOME EXTREMELY HOT AND COULD CAUSE PERSONAL INJURY.

Use yellow crayon marker to write the date and letter "X" above each journal indicated or found to be overheated, and the date and letter "W" above each wheel indicated, found to be defective, or overheated.

- (5) 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 inoperative.

- (6) 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 the ground which can be agitated by a moving train.

INSTRUCTIONS APPLICABLE TO RADIO READOUT (REPORTER) TYPE:

- (1) After train passes the detector:
 - (A) If no defects were noted, a message stating "NO DEFECTS" will be transmitted via radio and train may proceed at prescribed speed.
 - (B) If no radio message is transmitted, or if no message or audible tone (see Item 4) is received, train may proceed at prescribed speed and must be observed closely enroute.
- (2) If rotating white light is illuminated before head-end of train reaches the detector, a message stating "SYSTEM FAILURE" is transmitted via radio, crew must be alert for possible radio transmission of a message or audible tone (see Item 4) should an alarm occur during passage of the train.
 - (A) If such a message or tone is not received, train may proceed at prescribed speed.
 - (B) If such message or tone is received, train must be governed by Item 4.
- (3) If rotating white light becomes illuminated as train passes the detector but a message or audible tone IS NOT transmitted via radio, entire train must be inspected for defects.
- (4) If defects are noted as train passes the detector, a rotating white light will become illuminated, and:
 - (A) A message stating "YOU HAVE A DEFECT" will be transmitted via radio; or,
 - (B) An audible tone will be transmitted via radio.
 When these warnings are received, train must immediately reduce to 20 MPH. When rear-end is 300 feet beyond the detector, identification of defects noted, by type and location in train, will be transmitted via radio and proper inspection must be made. The radio transmission will be repeated one time. References to defect locations will be from HEAD-END of train and references to "LEFT" or "RIGHT" side are to the engineer's left or right side in the direction of travel.

Special Instructions

7. JOINT TRACK FACILITIES

LOGANSPORT-KENNETH: CR track, joint with CR. Manual block signal system in effect.

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 dispatcher at Indianapolis using wayside telephone at Kenneth, Van or Yard A and such authority must be written on ConRail Movement Permit Form then repeated correctly. Movement Permit Form D will be turned in to Trainmaster's office at East Peoria. When a train clears the main track, crew member must report clear to the dispatcher 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 1980 governing approach to automatic interlocking at NS Railroad crossing, M.P. 197.1, between Logansport and Van is located at M.P. 198. 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 NS Railroad crossing M.P. 197.1 displays other than proceed, follow instructions posted.

Train crews tying up at Logansport will retain all track bulletins, TCMs and messages for return trip and notify dispatcher of off duty time at Logansport.

Special Instructions

EAST PEORIA--CRANDALL: NS Track, joint with NS. Trains and engines may use NS main track between East Peoria and Crandall. TWC authority must be obtained from NS Dispatcher before occupying this track, and report when clear. Use west siding switch Crandall to enter NS main track at Crandall. No regular trains scheduled between East Peoria and Crandall.

EAST PEORIA--P&PU JCT.: TP&W track joint with NS, CR, and P&PU. Yard limits in effect. Trains and engines must obtain authority from TP&W dispatcher before occupying track and must report when limits clear.

P&PU JCT.--IOWA JCT.: P&PU tracks, Yard Limits in effect, be governed by TP&W Rules and P&PU Rules and instructions. 15 MPH through all P&PU main track crossovers and turnouts.

Unless otherwise instructed TP&W trains will use NS running track P&PU Washington St. to Wesley Jct. Signal indication will govern movements westbound from Wesley Jct. to BJ Tower and from Sanger St. to Wesley Jct. eastbound. TP&W trains will use 91 Pocket track at the south end of 91 yard and the eastbound main.

IOWA JCT.--SOMMER: C&NW tracks joint with C&NW, yard limits in effect. Trains and engines must obtain authority from TP&W 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 direct traffic control (DTC) Rule 480 through 487 of the General Code of Operating Rules, govern movements over C&NW main track.

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

LA HARPE: TP&W tracks joint with KJRY. KJRY operating rights extend from a point 2,000 ft. east of east wye switch to a point 2,000 ft. west of west wye switch. TP&W operating rights extend 2,000 ft. west on KJRY main track. KJRY trains and engines must obtain track warrant from TP&W dispatcher before fouling or occupying TP&W main track and must release track warrant when clear and switches have been restored to normal position.

Special Instructions

LOMAX--FT. MADISON: AT&SF Tracks. Dual control connection switch from TP&W main track to AT&SF south track, located just west of Carman Road, Lomax, AT&SF MP 218.7. Home signal governing westward TP&W to AT&SF is located between connection switch and Carman Road.

Automatic approach signal No. 2051 governing westward trains and engines is located 3,343 feet east of westward home signal.

Signals will display ASPECT and INDICATION per AT&SF Rules 230 to 243 inclusive.

Westward trains stopping east of Carman Road crossing must not foul gate circuit until home signal displays other than STOP indication.

Indications of other than STOP on westward home signals governing TP&W movements to AT&SF main track at Lomax authorizes movement of TP&W train or engine to Ft. Madison as an Extra. If home signal indicates STOP, AT&SF main track must not be fouled unless authorized by control station.

If unable to communicate, further movement is prohibited until communication is established.

TP&W-AT&SF connection track switch is dual controlled as are crossover switches between AT&SF main tracks at Lomax.

Maximum authorized speed over connection track switch is 20 MPH.

All TP&W trains operating on AT&SF main track must secure AT&SF track warrant and track bulletins before departing East Peoria or Ft. Madison.

TP&W crews operating over AT&SF will be governed by current AT&SF timetable and Operating Department Rules and must provide themselves with a copy.

Control station Telephones are located at:

Westward: Signal house just north of AT&SF main track west of Carman Road.

Eastward: On pole north of AT&SF main tracks, just east of eastward home signals.

8. BLOCK AND INTERLOCKING SIGNALS

P&PU

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. TP&W Rule 98.

Special Instructions

C&NW

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

CR

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	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 285B)
<i>NOTE: Inoperative signal does not convey track information.</i>		
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) <i>NOTE: Does not convey track information.</i>
Vertical Rectangular Fixed Sign, Black Letters ABL on Yellow Background	Approach Block Limit	Proceed not exceeding medium speed prepared to stop at next block-limit signal. Reduction to medium speed must commence before engine passes approach block-limit signal. (CR Rule 293A) <i>NOTE: Does not convey track information.</i>

Special Instructions

9. 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 1/2 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 Train Dispatcher** by the quickest means possible. If Railroad communications fail or is not available, call long distance collect: East Peoria (309) 698-2684, or 1-800-727-8927 ext. 2684. Advise him:
 - (1) Your name
 - (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 fusee(s).
 - (2) **Check** the train consist and shipping papers to determine what cars and commodities may be involved and where they are located in 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 train 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.

Special Instructions

(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, power lines, 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.

Special Instructions

10. WEIGHT, TRACTIVE EFFORT AND HORSEPOWER RATING OF LOCOMOTIVE UNITS BY MAKE AND TYPE

Make	Type	Weight	Tractive Effort	Horse Power	Dynamic Brake ***
EMD	SDFP45	399,000	68006	3600	6ET
EMD	F40PH*	259,500	38,240	3000	4BF
EMD	GP7	249,000	41,300	1500	NO
EMD	SWBLW	262,500	41,300	1500	NO
EMD	SD39	389,000	82,284	2500	6EF
EMD	GP7	249,000	41,300	1500	NO
EMD	GP9	249,000	45,200	1750	NO
EMD	GP38	262,500	55,460	2000	4ET
EMD	GP38-2	260,800	55,400	2000	NO
EMD	GP30	262,900	51,400	2500	4BT
EMD	GP35	266,000	51,400	2500	4BT
EMD	GP20	265,000	44,800	2000	4BT
EMD	GP39-2	270,000	55,400	2300	4EF
EMD	GP39-2	264,400	55,400	2300	4EF
EMD	GP40X	264,400	62,685	3500	4EF
EMD	GP50	271,663	64,200	3500	4EF
EMD	GP50	273,120	64,200	3500	4EF
EMD	GP60**	274,500	57,500	3800	4EF
EMD	SD40	391,500	82,100	3000	6ET
EMD	SD40-2	391,500	83,160	3000	6EF
EMD	SD40-2	391,500	90,475	3000	6EF
EMD	SDF-40-2	388,000	83,100	3000	6EF
EMD	SD45	391,500	72,286	3600	6ET
EMD	SD45	391,500	72,286	3600	6EF
EMD	SD45	389,500	72,286	3500	6ET
EMD	SD45B	393,920	72,286	3600	6ET
EMD	SD45B	392,860	82,100	3600	6EF
EMD	SD45-2B	395,500	83,100	3600	6EF
EMD	SD45-2	391,500	73,650	3600	6EF
EMD	SD45-2	395,500	83,100	3600	6EF
EMD	SDF45	395,000	71,290	3600	6ET
EMD	SDFP45	399,000	68,006	3600	6ET
GE	B23-7	268,000	60,400	2250	4EF
GE	B23-7	265,000	60,400	2250	4EF
GE	B23-7	264,000	61,000	2250	4EF
GE	B23-7	266,000	61,000	2250	4EF
GE	SF30-B	285,150	71,200	3000	4EF
GE	SF30-B	268,000	64,400	3000	4EF
GE	B39-8**	285,940	68,100	3900	4EF
GE	B40-8**	283,000	69,200	4000	4EF
GE	B36-7	274,500	64,600	3600	4EF
GE	C30-7	398,800	90,600	3000	6EF
GE	C30-7	392,500	90,600	3000	6EF
GE	C30-7	395,000	91,500	3000	6EF
GE	C30-7	392,500	91,500	3000	6EF
GE	U36C	391,500	90,600	3600	6EF
GE	SF30C	391,500	91,500	3000	6EF

*Amtrak passenger units.
 **For the purpose of calculating dynamic braking effort, these types must be considered as having six axles.
 ***Information relating to dynamic brake is designated as follows: 1. Number indicates number of axles; 2. Type is indicated by B-Basic, E-Extended Range; 3. System is indicated by F-Flat, T-Taper.

Special Instructions

11. PASSING SIDINGS BY STATION & TRACK NUMBER

STATION	TRACK #
LUTHY	6208
MONTICELLO	6203
REYNOLDS	6101
HOOSIERLIFT	6502
REMINGTON	5902
GOODLAND	5802
EFFNER	5501
WATSEKA	5202
GILMAN	4901
FORREST	4501
FAIRBURY	4403
WESTON	4302
MEADOWS	4102
GRIDLEY	4002
EL PASO	3801
CRUGER	3501
SOMMER	0501
GLASFORD	1001
RAWALTS	1101
U. E. SIDING	1301
SMITHFIELD	1502
BUSHNELL	1904

Speed Table

Time 1 Mile	Speed Per Hour	Time 1 Mile	Speed Per Hour
Min. Sec.	Miles	Min. Sec.	Miles
1-0	60	2-0	30
1-5	55	2-24	25
1-12	50	3-0	20
1-20	45	4-0	15
1-30	40	6-0	10
1-43	35	12-0	5

Explanation of Roadway Signs

Temporary Restriction- Red, Yellow and Green flags or discs
 Permanent Speed Sign- Square or Rectangular in shape, Yellow with numerals or Green
 Permanent Stop Sign- Rectangular in shape, Red
 Whistle Sign- Square in shape, White with letter "W"

MAKE SAFETY A HABIT!!!

TOLEDO, PEORIA & WESTERN CORPORATION

