

SAFETY FIRST



**THE ALTON & SOUTHERN
RAILWAY COMPANY**

**TIMETABLE
No. 1**

Effective 12:01 a.m. Sunday

OCTOBER 26, 1986

CENTRAL STANDARD TIME

**FOR THE GOVERNMENT OF
EMPLOYEES CONCERNED**

**The Railway Company Reserves the Right to Vary
Therefrom as Circumstances May Require.**

**K. A. MOORE, Vice President-General Manager
R. E. HEATH, Superintendent
F. E. COOPER, Assistant Superintendent
S. L. HEFLEY, Assistant Superintendent
M. E. WORS, Trainmaster**

THE ALTON & SOUTHERN RY. CO.

Miles	South ↓	North ↑	STATIONS	CONNECTIONS	Siding (Feet)
21.0			LENNOX TOWER ⓧ N&S-MP Ⓜ Ⓟ	.....	.....
			0.3		
20.7			MITCHELL YARD	MPN&S-BN	Yd.
			4.0		
16.7			AA SIDING	C&NW	5510
			1.5		
14.7			ⓧ N&S-C&NW Ⓜ	N&S-C&NW .....	.....
			0.1		
14.6			NKP SIDING .....	.....	1900
			0.5		
14.2			ⓧ N&S Ⓜ Ⓟ	.....	.....
			1.2		
13.6			DOUBLE TRACK JCT .....	.....	.....
			2.9		
10.5			LONG SIDING .....	.....	3770
			0.1		
9.8			HN CABIN ⓧ B&O-CR Ⓜ Ⓟ	B&O-CR .....	.....
			3.2		
6.8			ⓧ L&N Ⓜ	L&N .....	.....
			2.2		
4.5			ⓧ N&S Ⓜ	N&S .....	.....
			0.5		
4.0			GATEWAY YARD (North End)	MRS-ICG-TRRA-MPSSW	Yd.
			1.8 (Gateway Yard)		
2.2			ⓧ VALLEY JCT. TRRA-ICG Ⓜ Ⓟ	MPSSW .....	.....
			0.4		
1.8			ⓧ WIGGINS TRRA Ⓢ	.....	.....
			1.0		
0.8			ⓧ CONOLOGUE TRRA Ⓜ	.....	.....
			0.2		
0.0			RIVER YARD	INDUSTRY .....	.....

*Connection to St. Louis via MacArthur Bridge—MP—MRS—BN—N&S—SSW.

Two main tracks between Hwy. 3, MP 1.1 and Falling Springs Rd., MP 1.6; between Gateway Yard MP 4.0 and Double Track Jct. MP 13.6.

East track designated as east track for normal northward movement; west track designated as west track for normal southward movement; Crest Yardmaster will designate train movement on east or west track.

Explanation of characters:

- | | |
|--------------------------|--|
| Ⓜ Automatic Interlocking | ⓧ Railroad Crossing at Grade |
| Ⓟ Radio Base Station | Ⓢ Stop Sign |
| Ⓜ Manual Interlocking | Ⓤ Gate-Normal position against conflicting route |
| Ⓢ Yard Limits | |

Maximum Speed 30 MPH Except	MPH	Location Hand throw Crossovers Between Main tracks:
MP 0.0 to MP 1.1	10	MP
MP 1.1 to MP 1.6 East Track	10	Forest Blvd. 9.1
MP 1.1 to MP 1.6 West Track	5	Hillbrick 7.0
Thru Valley Jct. Interlocking Limits	10	Lake Drive 5.8
MP 2.25 to MP 10.0	20	
MP 13.6 to MP 14.7	20	
MP 14.7 to MP 14.9	10	
MP 14.9 to MP 16.1	20	
Flagging Distance	1 Mile	

Through all main track Crossovers, Turnouts and Switches 10 MPH.

Other Restrictions:

1. Ten miles per hour when pulling cuts of cars into Gateway Yard when it is known that Yard Clerks are checking cars.
2. Block indicators located at MP 7.2—MP 9.0 No. 1-2-3-4. Aspect green—proceed. Aspect red—stop and proceed at restricted speed.

SPECIAL INSTRUCTIONS

Item 1. The following switches are dual control, operated and controlled by Bowl Yardmaster.

- a. AB Crossover, 11 Crossover and 13 Crossover.
- b. West end of receiving yard tracks 133 through 006.
- c. Gateway Yard MP 3.4 west end of 119 track and Old Main Track are protected by switch indicator 119 and switch indicator OM. Switch indicator 119 governs facing point movement from 119 track to Old Main.
Switch indicator OM governs facing point movement from Old Main to 119 track.

ASPECT	INDICATION
Yellow	Proceed
Lunar	Proceed—via diverging route
Red	Stop and proceed— be governed by Rule 315(A).

Item 2. The following switches are dual control, operated and controlled by Crest Yardmaster.

- a. East end of Receiving Yard Tracks 133 through 136 and 001 through 006.
- b. Inbound.
- c. Crossovers Golden Dipt MP 4.
- d. East End of Old Main.
- e. MP 4 switches are protected by switch indicators as follows:
Switch Indicator Number 9 governs the facing point movement from Number 4 Lead to the St. Louis Connection.
Switch Indicator Number 10 governs the facing point movement from Number 4 Lead to Number 2 Lead.
Switch Indicator Number 11 governs the facing point movement from Number 4 Lead to Number 3 Lead.
Switch Indicator Number 12 governs the facing point movement from Number 2 Lead to Number 4 Lead.
- f. Norfolk & Southern Connection MP 4.5.
- g. Double Track Jct. MP 13.6.

ASPECT	INDICATION
Yellow	Proceed
Lunar	Proceed—via diverging route
Red	Stop and proceed— be governed by Rule 315(A).

Item 3. Train and engine movements between stations on main tracks north of Gateway Yard must not be made until authorized by Crest Yardmaster at Gateway Yard, who will issue instructions for the performance of work and for the safe and efficient movement of trains and engines.

Item 4. Yard Limits—MP 0.0 to MP 10.0
MP 13.6 to MP 16.4

Item 5. Absolute Blocks in effect:
Mitchell Yard MP 20.9 (absolute signal to Lennox Interlocking) and MP 16.4
Double Track Jct. MP 13.6 East Track and HN Cabin
MP 10.0 East Track (absolute signal HN Interlocking)
Double Track Jct. MP 13.6 West Track and HN Cabin
MP 10.0 West Track (absolute signal HN Interlocking)

Trains or engines must not enter these blocks without authority of Crest Yardmaster. Crews must report promptly to Crest Yardmaster when entire train has cleared any of these absolute blocks, or when in clear on siding and switches restored to normal position. Proper identification of trains is required.

Item 6. ABSOLUTE BLOCK: Absolute blocks will be designated in timetable or by General Order specifying exact limits and the employee who is authorized to grant occupancy.

Absolute block may be occupied only upon authority of the designated employee in words, "(Train, engine or employee) at (location) granted block on (track) between (limits of block, or blocks) A.B.C."

Authority must be repeated including the initials of employee who grants authority and "OK" received. Movement may then be made within the block without timetable or train order authority or flag protection.

No following or opposing movements may be permitted through the block or authorized to enter the block, except that track car or maintenance of way employee may be authorized within the block behind the train or engine when such train or engine has been notified. When so notified, train or engine must not make reverse movement without protecting against track car or maintenance of way employee.

When a block is not occupied by a train or engine, more than one track car or maintenance of way employee may be granted authority to occupy the block.

Before granting authority for movement into the block the designated employee must know that no other movement is in the block or authorized to enter the block.

In the event a train or engine which has been granted occupancy of a block becomes disabled and it is necessary to operate a relief train or engine, the relief crew may be granted permission to enter the block after they have reached an understanding with the conductor or with permission from the Crest Yardmaster of the location of the disabled train and as to the movement to be made. Movements by either crew must be made at Restricted Speed until one crew has given notice that they are clear of the block.

Item 7. Conductors of crews delayed outside Gateway Yard more than five minutes must call crest yardmaster and will show delay on time slip.

Item 8. Switching of industries must be done by switch list or switch order and list turned in with time slip.

Item 9. Conductor must show time all cars are placed on and pulled from connections.

Item 10. Trains moving over public crossings where there are two main tracks will not move over crossing as the rear of the opposite train clears crossing, but will wait until street traffic is clear. It will be permissible for the train to proceed providing the opposing train has crossing obstructed.

Item 11. Standard clock, General Order and General Notice Books are located in Locker Room, Crest, Bowl Yardmasters' Towers, and General Yardmasters office.

Item 12. When shoving 20 or more cars when 4 or more units are in engine consist, power must be used only on the three units next to the cars, and all other units must be taken off line.

Item 13. When engines are moved from mechanical facility to train or vice versa, the controls will be handled from the lead unit when practicable. This will not apply when making short backup movements.

Item 14. Sand must not be used over IL Route 3 crossing for a distance of 150 feet on either side of crossing.

Item 15. Employees must provide themselves with the following Rules and Instructions:

- a. General Code of Operating Rules.
- b. Safety, Radio and General Rules for all employees.
- c. Air Brake and Train Handling Instructions.
- d. Form 8620—Instructions for handling hazardous materials.

Item 16. GENERAL CODE OF OPERATING RULE CHANGES

1. RULE G: Changed to read:

“The use of alcoholic beverages by employees subject to duty, when on duty or on Company property is prohibited.

The illegal use of any drug, narcotic or controlled substance is prohibited at any time, either on duty or off duty. Employees are expected to know those drugs, narcotics, or controlled substances which are illegal to use.

Employees must not report for duty or be on Company property under the influence of, or use while on duty, or have in their possession while on Company property, any alcoholic beverage or illegally obtained drug, narcotic or other substance.

Employees must not report or duty or be on Company property under the influence of, or use while on duty, any over-the-counter or prescription drug or medication which will in any way adversely affect their alertness, coordination, reaction, response, or safety. If an employee is in doubt as to whether an over-the-counter or prescription drug may have an adverse effect on his alertness, coordination, reaction, response, or safety, he should make sure that the following steps are taken:

1. A physician or dentist licensed or otherwise authorized to practice by a state of the United States or a physician designated by the Railroad makes a good faith judgment, in writing, with notice of the employee's assigned duties and on the basis of the available medical history, that use of the substance by the employee at the prescribed or authorized dosage applicable is consistent with the safe performance of the employee's duties; and
2. The substance is used at the dosage prescribed or authorized; and
3. The employee notifies the Railroad, in writing, prior to use on duty (a) of his need to use the prescribed or authorized drug or medication and (b) of the medical practitioner's judgment, as set out above; and
4. The Railroad gives approval in writing to the employee for use on duty of the drug or medication.”

2. RULE 2—Add:

Officers and employees whose duties are prescribed by and who are examined on the rules must use watches that have been authorized by general notice.

(3) Rule 26 on page 33 of General Code of Operating Rules paragraph pertaining to blocking remote control switches changed to read as follows:

Add: “Where remote control switches provide direct access, the person in charge of the workmen must notify the employee in charge of such switches of the work to be performed and be informed that switches involved have been lined against movement to that track and devices controlling the switches have been secured.”

(4) Rule 7—Rear view mirrors must not be used for observing hand signals or conditions when making coupling or back-up movements.

Item 17. Safety, Radios and General Rules for all Employees Changes

1. Rule 4070—Add: (a) Adjusting couplers (drawbars): Before adjusting coupler, employee must ascertain that coupler will move easily, if not, employee must obtain assistance. When adjusting coupler, employee must face coupler and carefully follow the procedures set forth in Rule 4008 (A) and when applicable Rule 4408 (B).
2. Rule 4074—Add: as first, second, fifth and sixth paragraphs: Before attempting to align switch, employee must ascertain that switch is not damaged, locked or spiked and that points are not fouled by ballast or other material.

When operating switch lever, employee must not twist or jerk and upon moving lever one-half the distance of travel, must change position of body so as to be in a better position to complete the move.

If the switch is equipped with a foot latch, employee must keep foot on latch until lever is moved to the one-half position.

Employees must be familiar with the type of switch they are operating, keep constantly in mind that no two switches operate exactly alike and always expect switches to be difficult to operate.

Item 18. Rule 10D is in effect on the Alton & Southern Railway.

Item 19. Rule 312(3) (Automatic Interlocking). In absence of favorable signal indication and illuminated indicator light after working time release, it may be determined that signals on the conflicting route indicate stop as follows:

Crew members will go both directions on conflicting route and observe that absolute signals display stop indication and signify such by giving hand proceed signal to members of crew located at the crossing, or directly to the engineer if member of crew at signal is in view of the engineer and that crew member has received a pre-agreed proceed signal from crew member located at the other signal. Crew members will remain at the signals on conflicting route and observe that they continue to display stop indication until conflicting route is fouled by their train.

If dark signal is encountered or members of crew on conflicting route are out of view protection per Rule 99 must be afforded on conflicting route.

Item 20. Dual Control Switches governing movement into B&O Connection, CR-Exermt Yard, crossovers between main tracks both immediately north and south of HN Cabin are controlled by Operator at HN Cabin. Switch position indicator Nos. 91, 92, 94, 95, 96 and 98 govern movements and are equipped to display the following aspects:

ASPECT	INDICATION
Yellow	Proceed
Lunar	Proceed—via diverging route— be governed by Rule 290.
Red	Stop and proceed— be governed by Rule 104(c).

Item 21. Crossover at Conrail Exermt Yard from CR Main to Controlled Siding and Controlled Siding switch are power switches. The following signals govern movement to and from Conrail Exermt Yard:

Absolute signal controlling northward movement over B&O main track, located 390 feet south of crossing. Signal is of color light type equipped to display the following aspects:

ASPECT	INDICATION
Red over Red	Stop - per CR Rule 292
Red over Yellow	Proceed at restricted speed per CR Rule 290
Red over Green	Proceed, slow speed within Interlocking limits per CR Rule 287

Absolute signal controlling southward movement from Exermont Yard Tracks No. 1, 2 and 3 is of position type equipped to display the following aspects:

Aspects governing A&S Movement	Indication
Two lunar lights - horizontal	Stop - per CR Rule 292
Two lunar lights - diagonal	Proceed at restricted speed
Top left - lower right	per CR Rule 290

Aspects governing CR Movement	Indication
Two lunar lights - diagonal	Slow - approach
Top rights - lower left	
Two lunar lights - vertical	Slow - clear

Absolute signal controlling southward movement from Controlled Siding, Conrail Exermont, is of position type equipped to display the following aspects:

Aspects governing A&S Movement	Indication
Two red lights - horizontal	Stop - per CR Rule 292
Two red lights - horizontal and	Proceed at Restricted Speed -
	per CR Rule 292

Three yellow lights - diagonal	
Top left to bottom right	
Aspect governing CR Movement	Indication
Three yellow lights - diagonal	Approach
Top right - bottom left	
Three yellow lights - diagonal	Approach medium
Top right - bottom left	
and three yellow lights -	
vertical	

Three yellow lights - vertical	Clear
--------------------------------	-------

Absolute signal controlling southward movement from Conrail Eastward Main, Exermont, is of position type equipped to display the following aspects:

Aspect governing A&S Movement	Indication
Two lunar lights - horizontal	Stop - per CR Rule 292
Two lunar lights - diagonal	Proceed at Restricted Speed -
Top left - lower right	per CR Rule 290

Aspect governing CR Movement	Indication
Two lunar lights - diagonal	Slow - approach
Top right - lower left	
Two lunar lights - vertical	Slow - clear

Conrail definition of Restricted Speed:

Proceed prepared to stop short of train, obstruction or switch not properly lined, looking out for broken rail, not exceeding 15 miles per hour.

Conrail definition of Restricted Speed:

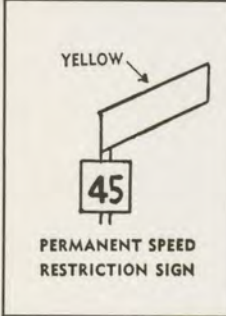
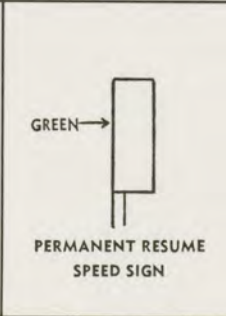
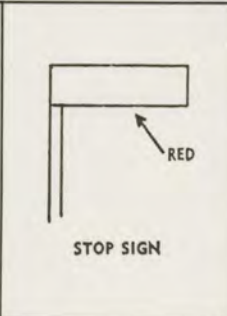
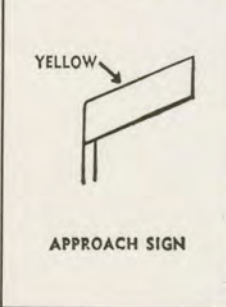
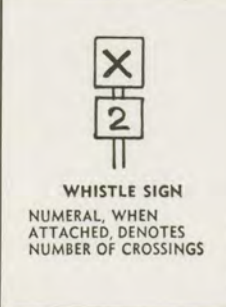

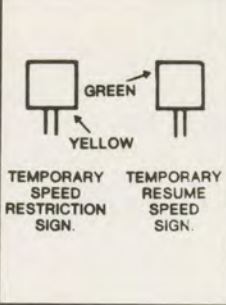
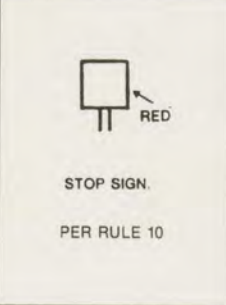

A speed which will permit stopping within one-half the range of vision, which will result in stopping short of train, obstruction or switch improperly lined, looking out for broken rail and not exceeding 15 miles per hour.

Conrail definition of Slow Speed:

Not exceeding 15 miles per hour.

Track assignments, Exermont, will be received from Operator at HN Cabin.

ROADWAY SIGNS

 <p>PERMANENT SPEED RESTRICTION SIGN</p>	 <p>PERMANENT RESUME SPEED SIGN</p>	 <p>STOP SIGN</p>
 <p>APPROACH SIGN</p>	 <p>WHISTLE SIGN NUMERAL, WHEN ATTACHED, DENOTES NUMBER OF CROSSINGS</p>	 <p>SPRING SWITCH SIGN</p>
 <p>TEMPORARY SPEED RESTRICTION SIGN.</p>	 <p>TEMPORARY RESUME SPEED SIGN.</p> <p>STOP SIGN. PER RULE 10</p>	 <p>YARD LIMIT SIGN.</p>

NOTES

Examine the Track Signal and the 1.2 and 1.3 and 1.4 and 1.5 and 1.6 and 1.7 and 1.8 and 1.9 and 2.0 and 2.1 and 2.2 and 2.3 and 2.4 and 2.5 and 2.6 and 2.7 and 2.8 and 2.9 and 3.0 and 3.1 and 3.2 and 3.3 and 3.4 and 3.5 and 3.6 and 3.7 and 3.8 and 3.9 and 4.0 and 4.1 and 4.2 and 4.3 and 4.4 and 4.5 and 4.6 and 4.7 and 4.8 and 4.9 and 5.0 and 5.1 and 5.2 and 5.3 and 5.4 and 5.5 and 5.6 and 5.7 and 5.8 and 5.9 and 6.0 and 6.1 and 6.2 and 6.3 and 6.4 and 6.5 and 6.6 and 6.7 and 6.8 and 6.9 and 7.0 and 7.1 and 7.2 and 7.3 and 7.4 and 7.5 and 7.6 and 7.7 and 7.8 and 7.9 and 8.0 and 8.1 and 8.2 and 8.3 and 8.4 and 8.5 and 8.6 and 8.7 and 8.8 and 8.9 and 9.0 and 9.1 and 9.2 and 9.3 and 9.4 and 9.5 and 9.6 and 9.7 and 9.8 and 9.9 and 10.0 and 10.1 and 10.2 and 10.3 and 10.4 and 10.5 and 10.6 and 10.7 and 10.8 and 10.9 and 11.0 and 11.1 and 11.2 and 11.3 and 11.4 and 11.5 and 11.6 and 11.7 and 11.8 and 11.9 and 12.0 and 12.1 and 12.2 and 12.3 and 12.4 and 12.5 and 12.6 and 12.7 and 12.8 and 12.9 and 13.0 and 13.1 and 13.2 and 13.3 and 13.4 and 13.5 and 13.6 and 13.7 and 13.8 and 13.9 and 14.0 and 14.1 and 14.2 and 14.3 and 14.4 and 14.5 and 14.6 and 14.7 and 14.8 and 14.9 and 15.0 and 15.1 and 15.2 and 15.3 and 15.4 and 15.5 and 15.6 and 15.7 and 15.8 and 15.9 and 16.0 and 16.1 and 16.2 and 16.3 and 16.4 and 16.5 and 16.6 and 16.7 and 16.8 and 16.9 and 17.0 and 17.1 and 17.2 and 17.3 and 17.4 and 17.5 and 17.6 and 17.7 and 17.8 and 17.9 and 18.0 and 18.1 and 18.2 and 18.3 and 18.4 and 18.5 and 18.6 and 18.7 and 18.8 and 18.9 and 19.0 and 19.1 and 19.2 and 19.3 and 19.4 and 19.5 and 19.6 and 19.7 and 19.8 and 19.9 and 20.0 and 20.1 and 20.2 and 20.3 and 20.4 and 20.5 and 20.6 and 20.7 and 20.8 and 20.9 and 21.0 and 21.1 and 21.2 and 21.3 and 21.4 and 21.5 and 21.6 and 21.7 and 21.8 and 21.9 and 22.0 and 22.1 and 22.2 and 22.3 and 22.4 and 22.5 and 22.6 and 22.7 and 22.8 and 22.9 and 23.0 and 23.1 and 23.2 and 23.3 and 23.4 and 23.5 and 23.6 and 23.7 and 23.8 and 23.9 and 24.0 and 24.1 and 24.2 and 24.3 and 24.4 and 24.5 and 24.6 and 24.7 and 24.8 and 24.9 and 25.0 and 25.1 and 25.2 and 25.3 and 25.4 and 25.5 and 25.6 and 25.7 and 25.8 and 25.9 and 26.0 and 26.1 and 26.2 and 26.3 and 26.4 and 26.5 and 26.6 and 26.7 and 26.8 and 26.9 and 27.0 and 27.1 and 27.2 and 27.3 and 27.4 and 27.5 and 27.6 and 27.7 and 27.8 and 27.9 and 28.0 and 28.1 and 28.2 and 28.3 and 28.4 and 28.5 and 28.6 and 28.7 and 28.8 and 28.9 and 29.0 and 29.1 and 29.2 and 29.3 and 29.4 and 29.5 and 29.6 and 29.7 and 29.8 and 29.9 and 30.0 and 30.1 and 30.2 and 30.3 and 30.4 and 30.5 and 30.6 and 30.7 and 30.8 and 30.9 and 31.0 and 31.1 and 31.2 and 31.3 and 31.4 and 31.5 and 31.6 and 31.7 and 31.8 and 31.9 and 32.0 and 32.1 and 32.2 and 32.3 and 32.4 and 32.5 and 32.6 and 32.7 and 32.8 and 32.9 and 33.0 and 33.1 and 33.2 and 33.3 and 33.4 and 33.5 and 33.6 and 33.7 and 33.8 and 33.9 and 34.0 and 34.1 and 34.2 and 34.3 and 34.4 and 34.5 and 34.6 and 34.7 and 34.8 and 34.9 and 35.0 and 35.1 and 35.2 and 35.3 and 35.4 and 35.5 and 35.6 and 35.7 and 35.8 and 35.9 and 36.0 and 36.1 and 36.2 and 36.3 and 36.4 and 36.5 and 36.6 and 36.7 and 36.8 and 36.9 and 37.0 and 37.1 and 37.2 and 37.3 and 37.4 and 37.5 and 37.6 and 37.7 and 37.8 and 37.9 and 38.0 and 38.1 and 38.2 and 38.3 and 38.4 and 38.5 and 38.6 and 38.7 and 38.8 and 38.9 and 39.0 and 39.1 and 39.2 and 39.3 and 39.4 and 39.5 and 39.6 and 39.7 and 39.8 and 39.9 and 40.0 and 40.1 and 40.2 and 40.3 and 40.4 and 40.5 and 40.6 and 40.7 and 40.8 and 40.9 and 41.0 and 41.1 and 41.2 and 41.3 and 41.4 and 41.5 and 41.6 and 41.7 and 41.8 and 41.9 and 42.0 and 42.1 and 42.2 and 42.3 and 42.4 and 42.5 and 42.6 and 42.7 and 42.8 and 42.9 and 43.0 and 43.1 and 43.2 and 43.3 and 43.4 and 43.5 and 43.6 and 43.7 and 43.8 and 43.9 and 44.0 and 44.1 and 44.2 and 44.3 and 44.4 and 44.5 and 44.6 and 44.7 and 44.8 and 44.9 and 45.0 and 45.1 and 45.2 and 45.3 and 45.4 and 45.5 and 45.6 and 45.7 and 45.8 and 45.9 and 46.0 and 46.1 and 46.2 and 46.3 and 46.4 and 46.5 and 46.6 and 46.7 and 46.8 and 46.9 and 47.0 and 47.1 and 47.2 and 47.3 and 47.4 and 47.5 and 47.6 and 47.7 and 47.8 and 47.9 and 48.0 and 48.1 and 48.2 and 48.3 and 48.4 and 48.5 and 48.6 and 48.7 and 48.8 and 48.9 and 49.0 and 49.1 and 49.2 and 49.3 and 49.4 and 49.5 and 49.6 and 49.7 and 49.8 and 49.9 and 50.0 and 50.1 and 50.2 and 50.3 and 50.4 and 50.5 and 50.6 and 50.7 and 50.8 and 50.9 and 51.0 and 51.1 and 51.2 and 51.3 and 51.4 and 51.5 and 51.6 and 51.7 and 51.8 and 51.9 and 52.0 and 52.1 and 52.2 and 52.3 and 52.4 and 52.5 and 52.6 and 52.7 and 52.8 and 52.9 and 53.0 and 53.1 and 53.2 and 53.3 and 53.4 and 53.5 and 53.6 and 53.7 and 53.8 and 53.9 and 54.0 and 54.1 and 54.2 and 54.3 and 54.4 and 54.5 and 54.6 and 54.7 and 54.8 and 54.9 and 55.0 and 55.1 and 55.2 and 55.3 and 55.4 and 55.5 and 55.6 and 55.7 and 55.8 and 55.9 and 56.0 and 56.1 and 56.2 and 56.3 and 56.4 and 56.5 and 56.6 and 56.7 and 56.8 and 56.9 and 57.0 and 57.1 and 57.2 and 57.3 and 57.4 and 57.5 and 57.6 and 57.7 and 57.8 and 57.9 and 58.0 and 58.1 and 58.2 and 58.3 and 58.4 and 58.5 and 58.6 and 58.7 and 58.8 and 58.9 and 59.0 and 59.1 and 59.2 and 59.3 and 59.4 and 59.5 and 59.6 and 59.7 and 59.8 and 59.9 and 60.0 and 60.1 and 60.2 and 60.3 and 60.4 and 60.5 and 60.6 and 60.7 and 60.8 and 60.9 and 61.0 and 61.1 and 61.2 and 61.3 and 61.4 and 61.5 and 61.6 and 61.7 and 61.8 and 61.9 and 62.0 and 62.1 and 62.2 and 62.3 and 62.4 and 62.5 and 62.6 and 62.7 and 62.8 and 62.9 and 63.0 and 63.1 and 63.2 and 63.3 and 63.4 and 63.5 and 63.6 and 63.7 and 63.8 and 63.9 and 64.0 and 64.1 and 64.2 and 64.3 and 64.4 and 64.5 and 64.6 and 64.7 and 64.8 and 64.9 and 65.0 and 65.1 and 65.2 and 65.3 and 65.4 and 65.5 and 65.6 and 65.7 and 65.8 and 65.9 and 66.0 and 66.1 and 66.2 and 66.3 and 66.4 and 66.5 and 66.6 and 66.7 and 66.8 and 66.9 and 67.0 and 67.1 and 67.2 and 67.3 and 67.4 and 67.5 and 67.6 and 67.7 and 67.8 and 67.9 and 68.0 and 68.1 and 68.2 and 68.3 and 68.4 and 68.5 and 68.6 and 68.7 and 68.8 and 68.9 and 69.0 and 69.1 and 69.2 and 69.3 and 69.4 and 69.5 and 69.6 and 69.7 and 69.8 and 69.9 and 70.0 and 70.1 and 70.2 and 70.3 and 70.4 and 70.5 and 70.6 and 70.7 and 70.8 and 70.9 and 71.0 and 71.1 and 71.2 and 71.3 and 71.4 and 71.5 and 71.6 and 71.7 and 71.8 and 71.9 and 72.0 and 72.1 and 72.2 and 72.3 and 72.4 and 72.5 and 72.6 and 72.7 and 72.8 and 72.9 and 73.0 and 73.1 and 73.2 and 73.3 and 73.4 and 73.5 and 73.6 and 73.7 and 73.8 and 73.9 and 74.0 and 74.1 and 74.2 and 74.3 and 74.4 and 74.5 and 74.6 and 74.7 and 74.8 and 74.9 and 75.0 and 75.1 and 75.2 and 75.3 and 75.4 and 75.5 and 75.6 and 75.7 and 75.8 and 75.9 and 76.0 and 76.1 and 76.2 and 76.3 and 76.4 and 76.5 and 76.6 and 76.7 and 76.8 and 76.9 and 77.0 and 77.1 and 77.2 and 77.3 and 77.4 and 77.5 and 77.6 and 77.7 and 77.8 and 77.9 and 78.0 and 78.1 and 78.2 and 78.3 and 78.4 and 78.5 and 78.6 and 78.7 and 78.8 and 78.9 and 79.0 and 79.1 and 79.2 and 79.3 and 79.4 and 79.5 and 79.6 and 79.7 and 79.8 and 79.9 and 80.0 and 80.1 and 80.2 and 80.3 and 80.4 and 80.5 and 80.6 and 80.7 and 80.8 and 80.9 and 81.0 and 81.1 and 81.2 and 81.3 and 81.4 and 81.5 and 81.6 and 81.7 and 81.8 and 81.9 and 82.0 and 82.1 and 82.2 and 82.3 and 82.4 and 82.5 and 82.6 and 82.7 and 82.8 and 82.9 and 83.0 and 83.1 and 83.2 and 83.3 and 83.4 and 83.5 and 83.6 and 83.7 and 83.8 and 83.9 and 84.0 and 84.1 and 84.2 and 84.3 and 84.4 and 84.5 and 84.6 and 84.7 and 84.8 and 84.9 and 85.0 and 85.1 and 85.2 and 85.3 and 85.4 and 85.5 and 85.6 and 85.7 and 85.8 and 85.9 and 86.0 and 86.1 and 86.2 and 86.3 and 86.4 and 86.5 and 86.6 and 86.7 and 86.8 and 86.9 and 87.0 and 87.1 and 87.2 and 87.3 and 87.4 and 87.5 and 87.6 and 87.7 and 87.8 and 87.9 and 88.0 and 88.1 and 88.2 and 88.3 and 88.4 and 88.5 and 88.6 and 88.7 and 88.8 and 88.9 and 89.0 and 89.1 and 89.2 and 89.3 and 89.4 and 89.5 and 89.6 and 89.7 and 89.8 and 89.9 and 90.0 and 90.1 and 90.2 and 90.3 and 90.4 and 90.5 and 90.6 and 90.7 and 90.8 and 90.9 and 91.0 and 91.1 and 91.2 and 91.3 and 91.4 and 91.5 and 91.6 and 91.7 and 91.8 and 91.9 and 92.0 and 92.1 and 92.2 and 92.3 and 92.4 and 92.5 and 92.6 and 92.7 and 92.8 and 92.9 and 93.0 and 93.1 and 93.2 and 93.3 and 93.4 and 93.5 and 93.6 and 93.7 and 93.8 and 93.9 and 94.0 and 94.1 and 94.2 and 94.3 and 94.4 and 94.5 and 94.6 and 94.7 and 94.8 and 94.9 and 95.0 and 95.1 and 95.2 and 95.3 and 95.4 and 95.5 and 95.6 and 95.7 and 95.8 and 95.9 and 96.0 and 96.1 and 96.2 and 96.3 and 96.4 and 96.5 and 96.6 and 96.7 and 96.8 and 96.9 and 97.0 and 97.1 and 97.2 and 97.3 and 97.4 and 97.5 and 97.6 and 97.7 and 97.8 and 97.9 and 98.0 and 98.1 and 98.2 and 98.3 and 98.4 and 98.5 and 98.6 and 98.7 and 98.8 and 98.9 and 99.0 and 99.1 and 99.2 and 99.3 and 99.4 and 99.5 and 99.6 and 99.7 and 99.8 and 99.9 and 100.0

<p>Aspect governing A.S.S. Movement</p> <p>Two lunar lights - horizontal</p> <p>Top - right - lower left</p>		
<p>Aspect governing CR Movement</p> <p>Two lunar lights - diagonal</p> <p>Top right - lower left</p>		
<p>Control definition of Restricted Speed</p> <p>Proceed prepared to stop short of train, obstruction or switch not properly lined, looking out for broken rail, not exceeding 15 miles per hour.</p>		
<p>Control definition of Restricted Speed</p> <p>A speed which will permit stopping within one-half the range of vision, 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.</p>		
<p>Control definition of Slow Speed</p> <p>Not exceeding 15 miles per hour.</p>		
<p>Track assignments. Equipment will be received from Operator at HVY</p>		

<p>Aspect governing A.S.S. Movement</p> <p>Two red lights - horizontal and vertical</p> <p>Top left - bottom right</p>		
<p>Three yellow lights - diagonal</p> <p>Top left - bottom right</p>		
<p>Three yellow lights - diagonal</p> <p>Top right - bottom left</p> <p>and three yellow lights - vertical</p>		
<p>Two lunar lights - horizontal</p> <p>Two lunar lights - diagonal</p> <p>Top left - lower right</p>		
<p>Control definition of Restricted Speed</p> <p>Proceed prepared to stop short of train, obstruction or switch not properly lined, looking out for broken rail, not exceeding 15 miles per hour.</p>		
<p>Control definition of Restricted Speed</p> <p>A speed which will permit stopping within one-half the range of vision, 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.</p>		
<p>Control definition of Slow Speed</p> <p>Not exceeding 15 miles per hour.</p>		
<p>Track assignments. Equipment will be received from Operator at HVY</p>		