Division Mechanical Officer

J. F. Masterson ..... Kansas City

Trainmaster - Mechanical

B. T. Ware ..... E. St. Louis

Trainmasters

W. A. Sanders ..... E. St. Louis
C. S. Biggs ..... E. St. Louis

Road Foremen of Engines

R. D. Shaw ..... E. St. Louis
R. G. Huff ..... Jefferson City

Chief Train Dispatcher

A. L. Hering ..... Springfield

Train Dispatchers

J. L. Moore
L. L. Bird
S. G. Thomason
S. W. Epperson
D. L. Davis
W. P. Burger

IT TAKES ONE MINUTE TO WRITE A SAFETY RULE
ONE HALF HOUR TO HOLD A SAFETY MEETING
ONE WEEK TO PLAN A SAFETY PROGRAM
ONE MONTH TO PUT IN OPERATION
ONE YEAR TO WIN A SAFETY AWARD
ONE LIFETIME TO BE A SAFE WORKER

BUT ONLY ONE SECOND TO DESTROY ALL THIS WITH ONLY ONE ACCIDENT

KEEP SAFETY IN MIND AT ALL TIMES

TABLE OF TRAIN SPEEDS

This is not for authorized speed but for information only.

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
45	80	63	57.1
46	78.3	64	56.3
47	76.6	65	55.4
48	75	66	54.5
49	73.5	67	53.7
50	72	68	52.9
51	70.6	69	52.2
52	69.2	70	51.4
53	67.9	75	48
54	66.7	80	45
55	65.5	85	42.4
56	64.3	90	40
57	63.2	100	36
58	62.1	120	30
59	61	144	25
60	60	180	20
61	59	240	15
62	58.1	360	10

SOUTHERN PACIFIC LINES

ST. LOUIS DIVISION
CHICAGO-ST. LOUIS
SPCSL

TIMETABLE NO.

1

EFFECTIVE FRIDAY, JANUARY 19, 1990
AT 12:01 A.M.

K. A. MOORE
Vice President-Operations

R. D. BREDENBERG
General Manager

R. L. BATORY
A. M. HENSON
Ass't General Managers

E. L. HORD
Ass't Vice President-Transportation

A. C. FOX
Superintendent-Transportation

W. J. SLINKARD
St. Louis Division Superintendent

TELEPHONE NUMBERS

COMMERCIAL TELEPHONES:

Train Dispatcher—(WATS)	1-800-426-2195
Train Dispatcher	217-788-5086
Chief Dispatcher	217-788-5087

COMPANY TELEPHONES:

Train Dispatcher—	Access Code + 213
Chief Dispatcher—	Access Code + 214

FAX TELEPHONE:

Chief Dispatcher—	217-744-8323

309	307	21	303	311	SIDINGS Feet	Cars	Mile	TIMETABLE NO. 1 Effective January 19, 1990 STATIONS	Miles from St. Louis	300	302	22	312	304
State House	State House	Eagle	Ann Rutledge	The Loop						State House	State House	Eagle	The Loop	Ann Rutledge
Sat. & Sun. Only	Except Sat. & Sun.	Daily	Daily	Except Sunday						Except Sat. & Sun.	Sat. & Sun. Only	Daily	Except Sunday	Daily
L 6 50PM	L 5 40PM	L 4 15PM	L 10 55AM	L 8 10AM				C .....CHICAGO		A 10 00AM	A 11 30AM	A 1 17PM	A 6 20PM	A 8 50PM
								OPERATES ON ICG TRACKAGE						
Ls 7 41	Ls 6 31PM	Ls 5 10PM	Ls 11 45AM	Ls 8 57AM			37.2	XMC .....JOLIET 1.3	244.9	As 9 10AM	As 10 40AM	As 12 22PM	As 5 33PM	As 8 00PM
								VIA PEQUOT						
							38.5	.....SOUTH JOLIET 2.5	244.3					
							41.0	XR .....PLAINES 16.1	241.8					
							57.1	XR .....PEQUOT 1.4	225.7					
							58.5	.....COAL CITY 4.8	224.3					
							63.3	.....MAZONIA	219.5					
							38.5	.....SOUTH JOLIET 7.3	243.6					
							45.8	.....ELWOOD 6.7	236.3					
							52.5	.....WILMINGTON	229.6					
							62.6	.....MAZONIA 10.1	219.5					
s 8 19	s 7 09			s 9 34	12,375	225	73.6	XR .....DWIGHT 11.0	208.5	s 8 32	s 10 02		s 4 54	s† 7 17
					12,760	232	81.7	.....ODELL 8.1	200.4					
s 8 37	s 7 27	s 6 06		s 9 53	11,770	214	91.9	.....PONTIAC 10.2	190.2	s 8 14	s 9 44		s 4 36	
							102.3	XR .....CHENOA 10.4	179.8					
					11,440	208	106.6	.....BALLARD 4.3	175.5					
s† 9 09	s✓ 7 59			s 10 22			124.1	XR .....NORMAL 17.5	158.0				s 4 08	s‡ 6 33
s 9 16	s 8 06	s 6 47	s 1 11PM	s 10 28			126.6	XMC BLOOMINGTON 2.5	155.5	s 7 42	s 9 12	s 10 51	s 4 02	s 6 28
					12,430	226	140.9	.....McLEAN 14.3	141.2					
							145.8	XR .....ATLANTA 4.9	136.3					
					10,010	182	155.7	XR .....ATHOL 9.9	126.4					
s 9 48	s 8 38	s 7 20	s 1 43	s 11 00			156.4	.....LINCOLN 0.7	125.7	s 7 08	s 8 38	s 10 14	s 3 28	s 5 54
							163.4	.....BROADWELL 7.0	118.7					
					9,625	175	167.3	.....ELKHART 3.9	114.8					
							177.6	.....SHERMAN 10.3	104.5					
					10,175	185	182.9	XMC .....RIDGELY 5.3	99.2					
s 10 26	s 9 16	s 8 05	s 2 21	A 11 43AM			185.1	.....SPRINGFIELD 2.2	97.0	s 6 37	s 8 07	s 9 41	L 3 00PM	s 5 23
							187.3	XMC .....ILES 2.2	94.8					
							187.8	XR .....K.C. JCT 0.5	94.3					
							189.5	.....HAZEL DELL 1.7	92.6					
					10,505	191	200.6	.....AUBURN 11.1	81.5					
							207.0	.....VIRDEN 6.4	75.1					
					9,625	175	210.8	XR .....GIRARD 3.8	71.3					
							214.5	.....NILWOOD 3.7	67.6					
s 11 07	s 9 57	s 8 46			17,490	318	223.8	.....CARLINVILLE 9.3	58.3	s 5 45	s 7 15			
					11,165	203	238.3	.....SHIPMAN 14.5	43.8					
							246.0	.....BRIGHTON 7.7	36.1					
					13,420	244	252.1	XR .....GODFREY 6.1	30.0					
s 11 41	s 10 31	s 9 21	s 3 30				257.2	.....ALTON 5.1	24.9	s 5 14	s 6 44	s 8 18		s 4 00
							262.1	XMC .....WANN 2.9	22.0					
								Be governed by joint CONRAIL — ICG timetable						
							274.9	C .....WR TOWER 12.8	9.2					
							278.0	.....VENICE JCT 3.1	6.1					
							286.0	.....E. ST. LOUIS 6.0	.....					
								TRRA Route						
							274.9	C .....WR TOWER 12.8	9.2					
A 12 45AM	A 11 35PM	A 10 30PM	A 4 35PM				284.1	.....ST. LOUIS A.S. 9.2	0.0	L 4 30AM	L 6 00AM	L 7 30AM		L 3 15PM

✓Stops Friday only †Stops Sunday only ‡Stops Friday and Sunday only

Key: C—Continuous station operation M—Manually controlled interlocking R—Remotely controlled interlocking

2. STANDARD CLOCKS:

Bloomington	BN Target Locker room
Ridgely	Yard office
Wann	Locker room
East St. Louis	Yard office

19. TELEMETRY DEVICES:

FRA 49 CFR Part 221 (Rear End Marking Devices), as covered by Rule 19(a), is amended as follows:

Each marking device displayed in compliance with this part shall be examined at each crew change point to assure that the device (marker light) is in proper working condition. This may be accomplished by either (1) repositioning the activation switch, (2) covering the photoelectric cell, or (3) when equipped with radio telemetry capability, by observing the readout information in the cab of the controlling locomotive demonstrating that the light is functioning as required (in lieu of a visual observation).

When the examination is conducted as per item (1) or (2), it shall be made by the train crew or *some other qualified person* provided that person communicates his or her findings to the engineer of the new train crew.

SUBJECT: END-OF-TRAIN MARKERS/COMPUTER INPUT, train consists will identify the starlight device used to protect the rear end of the train. Each device has been stenciled with a number. At points where train service employes install this device, the number of the device must be relayed to the Agent and/or Operator's Office for entry into the computer.

When setting off the rear car(s) of cabooseless trains, a member of the crew must remove the rear-end marking device from the cut of cars set out and install it on the rear of their train or place in locomotive cab if light engines.

Crews of trains meeting, passing or being passed by trains having starlight or telemetry devices as rear end markers, and all employes whenever possible, must observe such passing trains and if equipped with radio must advise crew the condition of the train and of the marker. Employes must also advise the train dispatcher the condition of the marker.

Conductors must report any failures of marker or telemetry device on their delay report, and by radio to the Dispatcher or Supervisor of Operations prior to arrival at their final terminal. When the light fails enroute, the starlight device should continue to be used to the next emergency electrical repair location for cabooses.

If the rear end transmitting portion of the telemetry device fails in non-block signal territory, the crew must stop the train, inspect the device, report the failure to the train dispatcher immediately, and be governed by instructions. The crew must advise all trains met in a non-block signal territory that the telemetry device is inoperative and that the passing train crew must observe the telemetry device on the rear of train before they may proceed. During hours of darkness, train speed must be reduced if necessary to enable crews on trains being met to observe the device.

93. YARD LIMITS:

Joliet-South Joliet	Southward Track MP 36.7 and MP 39.4 via Pequot. (All movements must be made at restricted speed regardless of signal indication.)
E. St. Louis	Church and Valley Jct. on Northward track, controlled by SP dispatcher in Springfield.
E. St. Louis	Church and M & O Jct. on Southward track, controlled by Supervisor of Operations, CMW Railway, E. St. Louis.

98. RAILROAD CROSSINGS, JUNCTIONS AND DRAWBRIDGES NOT INTERLOCKED:

Unless otherwise provided, trains or engines must stop as follows:

Bloomington	N&W	Crossing

After stopping, train or engine movement will be governed by non-interlocked signal controlled by the employe at Bloomington Tower.

101. MAXIMUM SPEEDS:

	Passenger Trains	*TOFC* Trains*	*Freight Trains*
	MILES PER HOUR		
Joliet and Wann	79	60	50

* TOFC trains include TOFC, COFC, TRT and multilevel cars.

101(a). LOWER SPEEDS IN EFFECT:

	Passenger Trains	*Freight Trains Including TOFC*
	MILES PER HOUR	
Joliet—METRA interlocking	20	10
METRA—interlocking and Mile 38.5 at South Joliet	35	10
VIA PEQUOT		
South Joliet and Plaines	30	30
Plaines—trains through connection from ICG to ATSF	30	30
Pequot—trains from ATSF to CMW	20	10
Mile 58.2—curve both tracks	65	—
MP 39 and MP 40—curves	60	40
Wilmington—trains through town	60	40
Wilmington—Kankakee river bridge, cars with swivel couplers, when loaded	—	25
Pontiac—curve	60	40
MP 123.8 and MP 126.3	40	25
MP 123 and MP 126—cars with swivel couplers, when loaded	—	10
Market St. (Mile 126.3) and Bloomington	20	20
Mile 145.7 and MP 146	60	40
Athol and Mile 156.8	70	50
Mile 181.8—curve	70	50
Mile 182.1—curve	70	50
Ridgely—interlocking and Ridgely Ave. (Mile 183.4)	35	25
Springfield:		
Ridgely Ave. (Mile 183.4) and Carpenter St. (Mile 184.7)	25	25
Carpenter St. (Mile 184.7) and Capitol Ave. (Mile 185.4)	15	10
Capitol Ave. (Mile 185.4) and Laurel St. (Mile 186.5)	25	25
Laurel St. (Mile 186.5) and K.C. Jct.	50	30
K.C. Jct.—all turnouts	10	10
Rinaker (Mile 226.8) and Plainview (Mile 234.3)	70	40
Mile 252.3—curve	60	40
Godfrey—turnouts to Carrollton Dist.	10	10
Mile 252.6 and College Ave. (Mile 256.05)	70	40
No 1 Track WR to Q Tower	10	10
Southward Track, Q Tower to Valley Jct	10	10
Southward Track, Valley Jct. to Church	20	20
Northward Track, Church to Q Tower	10	10
No 2 Track, Q Tower to WR (Passenger trains not permitted)	—	10
Cars with swivel couplers, when loaded, are restricted as follows:		
Ridgely and Iles	—	10
MP 254 and Pearl St. (Mile 252.08) Godfrey	—	10
Granite City and Venice Jct.	—	10
Through CTC turnouts and sidings, unless otherwise specified	30	30

101(a). LOWER SPEEDS IN EFFECT: (Continued)

Trains handling revolving machinery on own wheels must not exceed 10 MPH at following locations:

CTC turnouts and sidings.
Springfield
Ridgely Ave. (Mile 183.4) and Carpenter St. (Mile 184.7)
Capitol Ave. (Mile 185.4) and Laurel St. (Mile 186.5)

• • •

MEASURED MILE LOCATIONS

The following measured miles are designated as the miles where engineers must check the accuracy of locomotive speed indicators and when there is a slow order within the designated mile, then the following mile will be the alternate designation but, in any event, the speed indicator's accuracy should be measured to the closest mile to the designated mile while running at a steady rate of speed:

Southward	*Northward*
MP 43 to MP 44	MP 117 to MP 116
MP 131 to MP 132	MP 249 to MP 248
MP 191 to MP 192	MP 178 to MP 177

SPEED RESTRICTIONS — LOCOMOTIVES

Restrictions must be respected when operating on any foreign railroad.

1. Locomotives (including Foreign Line)	70 MPH
EXCEPTIONS:	
SP 1010 — 1013	65 MPH
SP/SSW 2251 — 2759	65 MPH
SP 2971—2976	50 MPH
SP 3201	79 MPH
SP 3207	79 MPH
DRGW 130 — 149: When used as controlling locomotive	20 MPH
DRGW 130 — 149: When not used as controlling locomotive	40 MPH
DRGW 3029 — 3050	60 MPH
AMTRAK Locomotives	79 MPH
2. Engine operated from other than lead unit in direction of movement	20 MPH

3. Light engine having one or more operative axles of dynamic brake for each 4 axles in consist may operate at passenger train speed not to exceed maximum locomotive speed.

4. Light engine having less than one operative axle of dynamic brake for each 4 axles in consist must operate at freight train speed not to exceed 50 MPH.

SPEED RESTRICTIONS — CARS

Restrictions must be respected when operating on any foreign railroad except when their requirements are more restrictive.

1. Bulkhead Flat Cars:	
Weighing less than 50 tons	45 MPH
Loaded between 50 and 63 tons	55 MPH
Over 63 tons	65 MPH
2. Empty Cars:	
Gondola (TOPS code "GP" or "O3")	45 MPH
Anode flat car (TOPS code "FA")	45 MPH
Centerbeam flat car (TOPS code "FI")	45 MPH
SP 345000 — 345999	35 MPH
SP 513700 — 513799, SP 520541 — 520740, SP 900480 — 900579, SP 900680 — 900769, SP 901200 — 901299,	45 MPH
SOU 151000 — 151502, SOU 155000 — 155999	40 MPH
PC 598500 — 598999, CR 598500 — 598999	45 MPH
Empty except for caboose, double stack container car (TOPS code "S" series) or business car	55 MPH
3. Loaded Cars:	
Pipe on flat car (except TOPS Code FB)	55 MPH
Loaded car having idler(s)	55 MPH
Tank or box car placarded "EXPLOSIVES A", "POISON-GAS", or "RADIOACTIVE"	55 MPH
Tank cars containing a product classified as FLAMMABLE GAS or the individual commodities ANHYDROUS AMMONIA, CHLORINE, HYDROGEN CHLORIDE, HYDROGEN FLUORIDE or SULFUR DIOXIDE	55 MPH
SP 345000 — 345999	40 MPH
SOU 151000 — 151502, SOU 155000 — 155999	40 MPH
4. Miscellaneous Cars:	
Ribbon rail car	45 MPH
Scale test cars WUTX-2, SPMW 5868 and SSW 99203	30 MPH
Jordan Spreader — Moving forward	35 MPH
— Moving backward	25 MPH
Rotary snow plow	35 MPH
Flanger	40 MPH
Relief outfit — Boom forward	20 MPH
— Boom trailing	*45 MPH
Exception: SPMW 7113	*35 MPH
Locomotive Crane-pile driver:	
With Boom in place, either end forward	*25 MPH
With Boom disconnected, heavy end forward or with boom disconnected and removable counterweight properly positioned, either end forward	40 MPH
Exceptions: SSWMW 96405, SPMW 5852, SPMW 5899	30 MPH
With boom disconnected, boom end forward	*20 MPH

* On curves where authorized speed is more than 15 MPH speed must be reduced to 5 MPH less than speed permitted; on branches to 10 MPH.

SPEED RESTRICTIONS — TRAINS

Loaded unit rock, ore or coal trains	40 MPH
Exception:	
Loaded self-contained unit dump trains	50 MPH
Trains handling more than 10 OTTX cars, loaded or empty	35 MPH

109. BULLETIN BOARDS:

Chicago	Amtrak station in GB office Room 204, 14th St. Sign-up room
Bloomington	Yard office
Ridgely	Yard office
Wann	Locker room
Venice	Yard office
East St. Louis	Locker room
St. Louis	Amtrak station in Crew room

111(e). DEFECTIVE EQUIPMENT DETECTORS:

Radio Alarm type detectors are in service at the following locations:

Mazonia (MP 62.8)
Ocoya (MP 96.6)
McLean (MP 141.9)

111(e). DEFECTIVE EQUIPMENT DETECTORS: (Continued)

Broadwell (MP 163.4)
Junod (MP 191.1)
Nilwood (MP 214.6)
Shipman (MP 239.8)

All detectors except Mazonia, Ocoya and Broadwell have dragging equipment detectors.

1. Train crews must monitor radio readout on Engine Channel 78 (Preprogrammed button 4), and they must be governed by the information conveyed immediately after the train has passed.

2. As the train is passing, a tone will sound when a defective wheel passes over the detector. A post-train message will convey voice directive.

3. Examples of radio read-out messages:

   A. If an alarm has sounded:
   "Missouri Western Railway"
   "(detector location)"
   "Hot box detected (which side) from head end, axle No._____".
   "Detector out".

   B. If no alarms:
   "Missouri Western Railway"
   "(detector location)"
   "No defects".
   "Detector out".

   C. If detector is not working:
   "Missouri Western Railway"
   "(detector location)"
   "Hotbox detector is not working".
   "Detector out".

4. If defective equipment has been detected, crew of train will be governed by Rule 111(e).

5. If the detector is not working, or no message is received from the detector location the train must be stopped within five (5) miles of the detector and inspection made per Rule 111(e). EXCEPTION—Passenger trains may proceed to the next detector; if that detector does not work or indicates a defect, train must be stopped immediately. If a station stop occurs prior to the next detector, train must be visually inspected at that location.

6. When a stop is made, the train dispatcher must be promptly notified.

7. The train consist or wheel report must not be used for the purpose of identifying the car to be inspected. A member of crew must count the number of axles from head end. If no defect is found on the car or diesel unit reported to be defective, the five cars or five diesel units on each side of the suspected axle must be checked.

8. If a car or diesel unit is stopped a second time for a suspected defect, the car or diesel unit must be set out regardless of a lack of evidence, unless the initial inspection revealed brakes were sticking and corrective action had been taken.

9. After the suspected car or diesel unit has been inspected, a member of crew must report to train dispatcher the location of car in train, the car or diesel unit initial and number, journal location, type of bearing, nature of defect, if any, and disposition of car, whether defective or not. If car is not set out, the same report must also be made in writing to connecting crew and passed on to each succeeding crew or to yard forces at final terminal.

• • •

M-151. TWO MAIN TRACKS:

Between:

Pequot Mile 56.8 and Mile 59.3 (No. 1 West) (No. 2 East)
Mile 121.5 and (Mile 124.9) (No. 1 West) (No. 2 East)
Mile 126.3 and Mile 128.7 (No. 1 West) (No. 2 East)
Mile 182.8 and Mile 183.3 (No. 1 West) (No. 2 East)
Mile 187.8 and Mile 189.5 (No. 1 West) (No. 2 East)

230. T.P.C.S. in effect:

Joliet—Wann

Exceptions: Within CTC limits at the following locations, a train or engine may occupy the main track, without a Track Permit after obtaining verbal authority from train dispatcher:

Between: MP 121 and MP 129
MP 181 and MP 190
MP 251 and Mile 262.1

Valley Jct.—Q Tower on Northward track
Q Tower—WR Tower on Number One track

279. ELECTRIC LOCK SWITCHES:

Location	*Switches*	*Controlled by*
Pequot	Storage track—both ends	Approach locked
Coal City	Crossover—both ends	Approach locked
Mazonia	Storage track—both ends	Approach locked
Hitt	Storage track—both ends	Approach locked
Dwight	Transfer track—both ends	Approach locked
	East Wye	Approach locked
	Standard Oil track	Approach locked
Odell	Elevator track—north end	Approach locked
Cayuga	Elevator track—both ends	Approach locked
Bunge	Wye switches	Approach locked
Pontiac	Wye switch	Approach locked
	No 1 track	Approach locked
Ocoya	Elevator track—both ends	Approach locked
Chenoa	No 4 track—both ends	Approach locked
Lexington	Old siding—north end	Approach locked
	Elevator track—both ends	Approach locked
Towanda	Elevator track—both ends	Approach locked
Normal	Yard—both ends	Approach locked
	Kerrick connection	Train Dispatcher, Springfield
Bloomington	Freight House	Bloomington tower
	Nestle-Beich Candy	Approach locked
Funks Grove	Elevator track—both ends	Approach locked
McLean	Business track	Approach locked
	Monsanto Chem	Approach locked
Atlanta	Hopkins Chemical	Approach locked
Lawndale	Storage track, both ends	Approach locked
Athol	Storage track, both ends	Approach locked
	Crossover, main to storage	Approach locked
Lincoln	No 15 track	Approach locked
	No 9 track	Approach locked
	Havana Branch	Approach locked
Fogarty	Elevator track	Approach locked
Broadwell	Industry track	Approach locked

279. ELECTRIC LOCK SWITCHES: (Continued)

Location	*Switches*	*Controlled by*
Williamsville	Industry track	Approach locked
Sherman	Elevator track	Approach locked
Ridgely	C&IM west wye	Approach locked
Springfield	Main track switches at Mile 184.8, 184.9 and 185.0	Approach locked
Iles	West wye switch	Approach locked
Iles	East wye switch	Approach locked
K.C. Jct.	Midstate	Approach locked
Auburn	Industry track	Approach locked
Virden	Elevator track	Approach locked
Girard	House track	Approach locked
	BN connection	Approach locked
Nilwood	Industry track	Approach locked
Carlinville	Cisco Steel	Approach locked
	QC Lead	Approach locked
Wann	Crossover, main to old main	Approach locked
	Crossover, main to yard	Wann tower

290. Train entering CTC siding on restricting signal is entering unsignaled territory. After entire train clears the interlocking onto siding, train may proceed at speed specified in timetable or General Order prepared to stop at next signal.

301. The following tracks have been identified as ***Excepted Track*** under the FRA track safety standard Rule 213.4 which restricts operating speed to a maximum of 10 MPH and prohibits revenue passenger trains and trains or engines containing more than five (5) cars containing hazardous commodities placarded by hazardous material regulation.

Kerrick Branch—Normal
East industrial Lead—Pontiac
Havana District—Lincoln

505. ABS IS IN EFFECT:

Between:

Joliet and Mazonia (via Wilmington)
South Joliet and Pequot
The main tracks between METRA interlocking at Joliet and South Joliet are signaled in both directions on each track.

515. A train carrying passengers in the State of Illinois is prohibited from backing into a block after once having passed beyond its limits. If unforeseen emergency should require, such movement can only be made after receiving positive authorization from the train dispatcher.

525. CTC IS IN EFFECT:

Between:

Location	*Control Station*
Pequot and Wann	Springfield

608. MANUAL INTERLOCKINGS:

Location		*Control Station*
*Joliet	Railroad crossing	
	METRA	Joliet
Plaines	ATSF	Kansas City, MO
Pequot	ATSF	Kansas City, MO
*Dwight	CR	Springfield
*Chenoa	TP&W	Springfield
*Athol	ICG	Springfield
*Ridgely	C&IM	Ridgely tower
*Iles	N&W	Iles tower
*K.C. Jct.	ICG, CMW	Springfield
*Girard	BN	Springfield
*Godfrey	CMW	Springfield
Wann	CR	Wann
Granite City	TRRA	WR Tower
Q Tower	TRRA	TRRA dispatcher, Madison

*Control operators are authorized to use Paragraph (2) of Operating Rule 608 to permit the movement of trains or engines past the interlocking signal indicating Stop. Where it is known that route is properly lined and locked by an indication of the interlocking equipment, crew should be so informed when permission is granted. If it is not known that the route is properly lined and locked, a member of the crew must be directed to examine the route and operate switches by hand before the train proceeds through the interlocking. When authorizing movements of a foreign railroad through the interlocking, the applicable operating rules of the foreign railroad (if different than ICG Rule 608) must be complied with.

707. RIDING OF TRAINS:

Officers of the company are authorized to ride the locomotive or caboose of trains during the performance of their duties provided that a head end pass and identification are shown.

All others must have appropriate authorization from the General Manager, Asst. Gen. Mgr., or Superintendent before they are permitted to ride in the locomotive or caboose of any train.

FRA Inspectors:

Title 49 Code of Federal Regulation, Parts 217 and 218 give inspectors and supervisors of the Federal Railroad Administration authority to ride in cabs of locomotives while trains are being operated without requiring approval of the management of the railroad companies. When FRA personnel desire to ride in the cab of a locomotive, the inspector will present his credentials to the locomotive engineer or conductor. These credentials state, in part, as follows:

> "With authority to enter upon to inspect and examine lands, building, equipment, and to inspect and copy records and paper."

When an FRA inspector presents the proper credentials, identifying himself as an FRA inspector, he will be permitted to ride in a locomotive, therefore it is not necessary for an accredited FRA inspector to purchase a ticket or sign a release.

Conductors and enginemen must caution FRA inspectors of the hazard of personal injury to themselves if they are not alert in their activities in compliance with railroad rules and regulations.

Under no circumstances are FRA inspectors permitted to operate the locomotive or perform the duties of any member of the crew.

When an FRA inspector rides a train, the conductor or engineman is hereby instructed to notify his immediate supervisor as soon as possible through the train dispatchers.

1001. WHEN IT IS NECESSARY TO:

(a) Operate a train not shown on the line-up in effect, or

(b) Operate a train against the current of traffic on the line-up then in effect, or

(c) Operate a train ahead of the time shown for that train on the line-up then in effect;

The train dispatcher will issue instructions to such trains to be governed by Example (a), (b) or (c) as shown below:

1001. WHEN IT IS NECESSARY TO: (Continued)

"YOUR TRAIN IS NOT SHOWN ON TRACK CAR OPERATORS LINE-UP BETWEEN (station) AND (station) EXPIRING AT (time). BE GOVERNED BY TIMETABLE SPECIAL INSTRUCTIONS 1001 EXAMPLE (A, B OR C)."

EXAMPLE A

"PROCEED PREPARED TO STOP SHORT OF TRAIN OR OBSTRUCTION AND SOUND WHISTLE FREQUENTLY UNTIL (time line-up expires). KEEP CAREFUL LOOKOUT FOR HY-RAIL VEHICLES AND SELF PROPELLED WORK EQUIPMENT AT ALL TIMES."

EXAMPLE B

"WHILE MOVING AGAINST THE CURRENT OF TRAFFIC PROCEED PREPARED TO STOP SHORT OF TRAIN OR OBSTRUCTION AND SOUND WHISTLE FREQUENTLY UNTIL (time line-up expires). KEEP CAREFUL LOOKOUT FOR HY-RAIL VEHICLES AND SELF PROPELLED WORK EQUIPMENT AT ALL TIMES."

EXAMPLE C

"YOUR TRAIN IS AHEAD OF THE TIME SHOWN ON LINE-UP FOR TRACK CAR OPERATORS. PROCEED PREPARED TO STOP SHORT OF TRAIN OR OBSTRUCTION AND SOUND WHISTLE FREQUENTLY UNTIL (time line-up expires). KEEP CAREFUL LOOKOUT FOR HY-RAIL VEHICLES AND SELF PROPELLED WORK EQUIPMENT AT ALL TIMES."

1002. AUTOMATIC GRADE CROSSING WARNING DEVICE:

When the train dispatcher is notified that an automatic grade crossing warning device is not working properly, he will issue instructions to all trains and engines affected, as follows:

"AUTOMATIC GRADE CROSSING WARNING DEVICE AT (street name or highway number) between MP _____ and MP_____ IS NOT WORKING PROPERLY. BE GOVERNED BY EXAMPLE (1) or, EXAMPLE (2) OF TIMETABLE SPECIAL INSTRUCTIONS 1002."

EXAMPLE (1)

CROSSING IS PROTECTED BY FLAGMAN. DO NOT EXCEED A SPEED OF 25 MPH OVER THIS CROSSING UNTIL IT HAS BEEN OCCUPIED BY ENGINE OR LEAD CAR.

EXAMPLE (2)

TRAINS OR ENGINES MUST NOT PROCEED OVER THIS CROSSING UNTIL IT IS PROTECTED BY A MEMBER OF THE CREW. DO NOT EXCEED A SPEED OF 10 MPH OVER THIS CROSSING UNTIL IT HAS BEEN OCCUPIED BY ENGINE OR LEAD CAR.

1100. The following stations are equipped to furnish locomotives with fuel, sand and engine cooling water. Initials will indicate supplies available. F—Fuel, S—Sand, W—Engine cooling water, Ft—Diesel fuel delivered by tank truck prearranged by phone call. WYE—Track for turning engines and cars. TT—Turntable.

Bloomington—S, W
Springfield—F, S, W, WYE.
Godfrey—WYE.
Wann—F, S, W.
E. St. Louis—F, S, W.

TRAIN MAKEUP RESTRICTIONS

Following train makeup restrictions apply unless conductor is otherwise instructed by a division officer:

1. When the train tonnage exceeds 4,000 tons, the lead five cars must weigh 50 tons or more. This restriction will not apply:
(a) When there are less than 20 loaded cars in train.
(b) When there are not 5 loaded cars in train weighing 50 tons or more.
(NOTE) For the application of this restriction, two loaded articulated car platforms are to be considered the equivalent of one car weighing 50 tons or more.

2. Cars measuring less than 42 feet in length must not be coupled to a car longer than 73 feet in length. This restriction will not apply in the rear 4,000 tons of train.

3. Empty tank cars measuring less than 35 feet in length must be entrained in the rear 4,000 tons of train.

4. Trains consisting of mostly empty cars will have any block of 10 or more cars which have an average weight of 100 tons or more entrained near the head end.

5. Entrainment restrictions for articulated cars and for two-axle intermodal cars:

(a) Not more than 10 non-articulated cars may be entrained ahead of a loaded double stack car. Each non-articulated car entrained ahead of a loaded double stack car must weigh 50 tons or more.

(b) A loaded two-axle intermodal car or a loaded single-level articulated car must be entrained with no more than 8,000 tons trailing.

(c) Empty two-axle intermodal cars must be entrained immediately ahead of a caboose or, if cabooseless train, must be rear car of train. A maximum of 5 may be moved in a train.

6. Cars SP 345000-345999 are to be moved only in unit trains.

7. Cabooses are not to be moved other than at rear of train, unless specifically authorized, except when handling a few cars in local or road switcher service.

8. Maximum tonnage of a train must not exceed 11,000 tons, except for unit trains, Maximum length of a train must not exceed 12,000 feet excluding engines.

9. Following train makeup restrictions apply to OTTX cars:
(a) Empty cars must be entrained at rear of train.
(b) Loaded cars must be entrained as close to the rear as train makeup will permit.
(c) Trains having ten (10) or less loaded OTTX cars must not exceed 6100 feet.
(d) Trains having more than ten (10) loaded or empty OTTX cars must not exceed 4500 feet.

10. Scale Test cars and cars designated as a rear-ender (RE) must be entrained within the rear five cars of train. A Scale Test car must not be handled as the rear car in a train.

11. Loaded continuous-welded-rail (CWR) trains must be handled separately from other trains.

EXCEPTION: Short ribbon rails 700 feet or less in length loaded on cars which include one or more of the following cars: SPMW 5111, SPMW 5396, SPMW 5402, SPMW 6134, SPMW 6199, SPMW 6255, SPMW 6293, SPMW 6324, SPMW 6678 and SPMW 97003 may be moved in mixed trains providing tonnage behind loaded ribbon rail cars does not exceed 2,000 tons.

A box car or high-side gondola car must be positioned on each end of CWR train as a buffer car during all movements except preparatory to and during unloading or loading.

HAZARDOUS MATERIALS SWITCHING CHART

TYPE OF CAR	Any Car	Any Car	Tank Car	Tank Car	Tank Car	Tank Car	Loaded Tank Car	COFC TOFC
PLACARD APPLIED	Explosives A	Poison Gas	Poison Gas Empty	Flammable Gas	Chlorine 1017	+Special Commodity	Other Placard	Any Placard
Shall not be cut off in motion or struck by a free moving car	X	X	X	X	X	X		X
Shall be separated from engine by one non-placarded car	X							
Only cut off single cars and only single cut cars may strike car							X	
When hand brakes are used preceding cars must clear ladder before cut off—Try brakes first							X	
Couple to or into with no more force than necessary to make coupling	X	X	X	X	X	X	X	X
Must not be placed under bridges or highways	X							

	Name	Placarded	UN Number	Name	Placarded	UN Number
+Special Commodity	Phosphorous	Flammable Solid	1381	Ethylene Oxide	Flammable Liquid	1040
	Ethyleneimine	Flammable Liquid	1185	Propylene Oxide	Flammable Liquid	1280
	Acrylonitrile	Flammable Liquid	1093	Epichlorohydrin	Flammable Liquid	2023

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POSITION IN TRAIN OF CARS CONTAINING EXPLOSIVES AND OTHER HAZARDOUS COMMODITIES

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. See footnotes for explanation of reference marks.

1	2	3	4	5	MUST NOT BE PLACED NEXT TO:										
TYPE OF CAR	PLACARD APPLIED ON CAR	No Restrictions	When train length permits: Must Not Be Nearer Than Sixth Car From Engine or Occupied Caboose	When train length does not permit: Must Be Placed Near Middle of Train But Not Nearer Than Second Car From Engine or Occupied Caboose	Engine	Loaded Flat Car (1)	Open Top Car When Lading Protrudes Beyond Car Ends Or When Lading Extending Above Car Ends Is Liable To Shift	Any Car, Piggyback, Container, Or Other Unit Having Automatic Refrigeration Or Heating Internal Combustion Engine Operating: Lighted Heaters, Stoves Or Lanterns	Occupied Car (3)	Occupied Caboose (3)	Explosives A	Poison Gas	Radioactive	Undeveloped Film	Any Loaded Placarded Car Except Combustible
ANY CAR (INC. FLAT CARS CARRYING TRAILERS OR CONTAINERS)	EXPLOSIVES		X	X	X	X	X	X	X(3)	X(3)		X	X		X
ANY CAR EXCEPT TANK CAR	POISON GAS				X	X	X	X	X(3)	X(3)	X		X		X
TANK CAR	POISON GAS		X	X	X	X	X	X	X(3)	X(3)	X		X		X
ANY CAR	RADIOACTIVE				X					X	X	X		X	X
LOADED TANK CAR	ANY PLACARD EXCEPT POISON GAS OR COMBUSTIBLE		X	X	X	X(2)	X	X	X	X	X	X	X		
TANK CAR	ANY RESIDUE PLACARD				X					X					
ANY CAR	COMBUSTIBLE OR COMBUSTIBLE RESIDUE	X													
ALL OTHER LOADED CARS	ANY PLACARDS										X	X	X		

(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.

This exception for cars in trailer-on-flat car service does not apply to loaded flat-bed trucks, loaded flat-bed trailers, loaded open-top trailers or loaded trucks or trailers without securely closed doors.

(3) A rail car placarded "Explosives A" or "Poison Gas" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "Explosives A" placards.

—LAKE MICHIGAN—
CHICAGO CONNECTIONS
ATSF CWPS
CSX-T CRC
B&OCT GTW
BRC ICRR
BN IHB
CNW IAIS
CCLP MJ
CHTT NS
CRL SL
CSL UP
CSSSB WC
—WISCONSIN—
—INDIANA—
—ILLINOIS—
DUBUQUE
ROCKFORD
DAVENPORT
CHICAGO
GARY
JOLIET
JOLIET CONNECTIONS
ATSF EJ&E
ELWOOD
WILMINGTON
BRAIDWOOD
MAZONIA
DWIGHT
ODELL
PONTIAC
CHENOA
LEXINGTON
TOWANDA
NORMAL
KERRICK
GALESBURG
IRLINGTON
PEORIA
BLOOMINGTON
BLOOMINGTON CONNECTIONS
CRC NS
McLEAN
ATLANTA
LAWNDALE
LINCOLN
BROADWELL
CHAMPAIGN
DANVILLE
WILLIAMSVILLE
DECATUR
SPRINGFIELD
M.C. JCT.
CHATHAM
AUBURN
VIRDEN
GIRARD
NILWOOD
CARLINVILLE
SPRINGFIELD CONNECTIONS
CMW CSIM ICRR NS
TERRE HAUTE
IBAL
SHIPMAN
BRIGHTON
GODFREY
COLLEGE AVE
ALTON
WANN
N. WOOD RIVER
HARTFORD
GRANITE CITY
VENICE
ST. LOUIS
E. ST. LOUIS
TOLEDO
CENTRALIA
EVANSVILLE
WABASH RIVER
OHIO RIVER
EAST ST. LOUIS CONNECTIONS
A&S MR
CSX-T NS
BN SSW
CNW TRRA
CRC UP
ICRR

EL581.4
CHICAGO
Brighton Pk.
Glenn
Argo
Lambert
Lockport
JOLIET
Elwood
Wilmington
Braidwood
MAZONIA
DWIGHT
Odell
Pontiac
Chenoa
Lexington
Towanda
BLOOMINGTON
Shirley
Funk's Grove
McLean
Atlanta
Lawndale
Lincoln
Broadwell
Elkhart
Sherman
SPRINGFIELD
Iles
Chatham
Auburn
Girard
Carlinville
Plainview
Shipman
Brighton
Godfrey
Alton
Wann
Roxana
Lenox
Venice
EAST ST. LOUIS
EL415.5
600
400
200
4½
6
7
9
10½