

ILLINOIS DIVISION

| | |
|--|-------------|
| G. B. LUNDAY, Trainmaster | Chillicothe |
| J. M. MARTIN, Trainmaster | Ft. Madison |
| W. D. JOHNSON, Asst. Trainmaster | McCook |
| J. W. ELLIOTT, Road Foreman of Engines | Ft. Madison |
| R. L. STAUFFER, Road Foreman of Engines | Argentine |
| P. M. BUCKINGHAM, Rules Examiner | Ft. Madison |
| R. A. WEAKLEY, Safety Supervisor | Ft. Madison |
| R. D. MATHES, Chief Dispatcher | Ft. Madison |
| R. G. BUCKINGHAM, Asst. Chief Dispatcher | Ft. Madison |
| J. W. FISHER, Asst. Chief Dispatcher | Ft. Madison |
| M. D. THOMPSON, Asst. Chief Dispatcher | Ft. Madison |

CHICAGO TERMINAL DIVISION

| | |
|-------------------------------------|---------|
| F. S. KOWALCZYK, Trainmaster | Corwith |
| N. A. WELLS, Trainmaster | Corwith |
| B. R. DAVIS, Trainmaster | Corwith |
| W. F. KILPATRICK, Trainmaster | Corwith |
| A. J. TISKEVICH, Trainmaster-Amtrak | Chicago |
| G. J. HIGGINS, Asst. Trainmaster | Corwith |
| J. F. WAGNER, Safety Supervisor | Corwith |

KANSAS CITY DIVISION

| | |
|---|-----------|
| D. W. TEEL, Asst. Superintendent | Argentine |
| J. A. CARRIER, Asst. Superintendent | Argentine |
| D. E. PARSONS, Asst. Superintendent | Argentine |
| A. A. CATRON, Trainmaster | Argentine |
| R. A. KURTZ, Trainmaster | Argentine |
| W. J. McMEANS, Trainmaster-RFofE-Amtrak | Argentine |
| J. L. SULLIVAN, Asst. Trainmaster | Argentine |
| J. E. HUTCHINSON, Asst. Trainmaster | Argentine |
| W. J. EPPERSON, Asst. Trainmaster | Argentine |
| G. E. GUTHRIE, Road Foreman of Engines | Argentine |
| L. G. SALTS, Safety Supervisor | Argentine |
| R. PEDROZA, Safety Supervisor | Argentine |
| M. D. SMITH, Supervisor of Air Brakes- General Road Foreman of Engines | Argentine |

TRAIN DISPATCHERS—FT. MADISON

| | | |
|-----------------|----------------|-----------------|
| J. D. HUNTER | J. L. AUSTIN | R. J. SANFORD |
| R. J. ALEXANDER | C. M. GULLEY | C. D. McCAUSLIN |
| E. A. DENT | E. M. CHADWICK | G. D. WYLIE |
| J. T. SEVIER | C. M. MATTA | |

**AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY
OVERSPEED Couplings are DAMAGING -**

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS.

IT'S EVERYBODY'S JOB ON THE SANTA FE!

SPEED TABLE

Table of speeds (minutes and seconds per mile, in terms of miles per hour).

| Time Per Mile Min. Sec. | Miles Per Hour | Time Per Mile Min. Sec. | Miles Per Hour | Time Per Mile Min. Sec. | Miles Per Hour |
|----------------------------|----------------|----------------------------|----------------|----------------------------|----------------|
| 36 | 100 | 58 | 62.1 | 1 40 | 36.0 |
| 37 | 97.3 | 59 | 61.0 | 1 42 | 35.3 |
| 38 | 94.7 | 1 | 60.0 | 1 44 | 34.6 |
| 39 | 92.3 | 1 02 | 58.0 | 1 46 | 34.0 |
| 40 | 90.0 | 1 04 | 56.2 | 1 48 | 33.3 |
| 41 | 87.8 | 1 06 | 54.5 | 1 50 | 32.7 |
| 42 | 85.7 | 1 08 | 52.9 | 1 52 | 32.1 |
| 43 | 83.7 | 1 10 | 51.4 | 1 54 | 31.6 |
| 44 | 81.8 | 1 12 | 50.0 | 1 56 | 31.0 |
| 45 | 80.0 | 1 14 | 48.6 | 1 58 | 30.5 |
| 46 | 78.3 | 1 16 | 47.4 | 2 | 30.0 |
| 47 | 76.6 | 1 18 | 46.1 | 2 05 | 28.8 |
| 48 | 75.0 | 1 20 | 45.0 | 2 10 | 27.7 |
| 49 | 73.5 | 1 22 | 43.9 | 2 15 | 26.7 |
| 50 | 72.0 | 1 24 | 42.9 | 2 30 | 24.0 |
| 51 | 70.6 | 1 26 | 41.9 | 2 45 | 21.8 |
| 52 | 69.2 | 1 28 | 40.9 | 3 | 20.0 |
| 53 | 67.9 | 1 30 | 40.0 | 3 30 | 17.1 |
| 54 | 66.6 | 1 32 | 39.1 | 4 | 15.0 |
| 55 | 65.5 | 1 34 | 38.3 | 4 30 | 13.3 |
| 56 | 64.2 | 1 36 | 37.5 | 5 | 12.0 |
| 57 | 63.2 | 1 38 | 36.8 | 6 | 10.0 |

**The Atchison, Topeka and Santa Fe
Railway Co.**

EASTERN LINES

ILLINOIS DIVISION

TIME TABLE NO.

2

IN EFFECT

Sunday, April 27, 1975

At 12:01 A. M.

Central Standard Time

This Time Table is for the exclusive use and guidance of employes

**H. J. BRISCOE
General Manager
Topeka, Kansas**

**J. T. GROUNDWATER
C. L. HOLMAN
H. L. HAWKINS
Asst. General Managers
Topeka, Kansas**

**E. O. CHADDOCK
Ft. Madison, Iowa
W. E. BRACK
Corwith, Illinois
H. L. ROGERS
Argentine, Kansas
Superintendents**

2 FIRST DISTRICT

ILLINOIS DIVISION

| WESTWARD | | Capacity of Sidings in Feet | Ruling Grade Ascending | TIME TABLE No. 2 April 27, 1975 | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EASTWARD | |
|--------------|--------------|-----------------------------|------------------------|---|------------------------|-----------|--|--------------|---------------|
| First Class | | | | | | | | First Class | |
| 3 | 15 | | | | | | | 16 | 4 |
| Leave Daily | Leave Daily | | | STATIONS | Feet Per Mile | | | Arrive Daily | Arrive Daily |
| PM 6.30 | PM 5.00 | | | CHICAGO Union Station 1.6 | | | C | PM 12.45 | PM 2.05 |
| | | | | Ft. Wayne Jct. (ICG) 0.1 | | 1.3 | | | |
| | | | | A. T. & S. F. Jct. 0.1 | | | | | |
| | | | | PC-C&WI Cros. 0.7 | | 1.4 | | | |
| | | | | Halsted St. (ICG) 1.0 | | 2.1 | | | |
| | | | 26.4 | Bridgeport 1.3 | 26.4 | 3.1 | | | |
| | | | | Ash Street CRI-BOCT-PC Crossing 1.5 | | 4.4 | | | |
| | | | 35.8 | I.N. Crossing CORWITH 1.4 | 0 | 5.9 | Y R C | | |
| 6.45 | 5.16 | | 0 | NERSKA Chicago Belt Crossing 5.5 | 0 | 7.3 | | 12.15 | 1.36 |
| | | | | McCOOK 4.6 | 0 | 12.8 | R C | 12.08 | 1.29 |
| 6.51 | 5.22 | 6486 | 0 | B. & O. C. T. Crossing WILLOW SPRINGS 5.6 | 0 | 17.4 | | 12.03 PM | 1.24 |
| 6.56 | 5.27 | | 0 | ARGONNE 2.1 | 0 | 23.0 | | | |
| | | | 0 | LEMONT 4.2 | 13.7 | 25.1 | C | | |
| 7.07 | 5.38 | | 0 | ROMEO 3.4 | 10.6 | 29.3 | | 11.49 | 1.09 |
| | | | 0 | LOCKPORT 3.5 | 10.6 | 32.7 | C | | |
| | | | 10.6 | JOLIET YARD 1.3 | 10.6 | 36.2 | TR C | | |
| s 7.20 | s 5.53 | | 0 | JOLIET U.S. YL C. R. I. & P. Crossing 4.0 | 15.8 | 37.5 | C | s 11.35 | s 12.55 |
| 7.24 | 5.57 | | 15.8 | PLAINES 6.6 | 14.6 | 41.5 | | 11.28 | 12.48 |
| | | | 6.1 | DRUMMOND 4.6 | 9.9 | 48.2 | | | |
| | | | 9.1 | LORENZO 4.4 | 0 | 52.8 | | | |
| 7.37 | 6.10 | | 8.7 | PEQUOT 1.0 | 0 | 57.2 | | 11.13 | 12.33 |
| | | | 10.2 | COAL CITY 7.9 | 4.7 | 58.2 | | | |
| | | | 15.8 | MAZON 4.7 | 0 | 66.1 | | | |
| 7.48 | 6.21 | | 13.7 | VERONA 4.0 | 0 | 70.8 | | 11.02 | 12.22 |
| | | | 15.8 | KINSMAN 5.0 | 0 | 74.8 | | | |
| | | | 0 | RANSOM 4.6 | 15.8 | 79.8 | | | |
| f 8.05 | s 6.38 | | 0 | KERNAN 5.2 | 15.8 | 84.4 | | | |
| | | | 0 | STREATOR 0.2 | 0 | 89.6 | TR C | s 10.45 | f 12.05 PM |
| | | | 0 | ICG & PC Crs'g. 0.4 | 10.1 | 89.8 | | | |
| | | | 0 | N. & W. Crossing 5.6 | 0 | 90.2 | | | |
| 8.12 | 6.45 | | 0 | ANCONA 6.3 | 0 | 95.8 | | 10.35 | 11.55 |
| | | | 15.8 | LEEDS 7.8 | 21.1 | 102.1 | | | |
| 8.23 | 6.56 | | 26.4 | TOLUCA 6.0 | 25.2 | 109.9 | | 10.24 | 11.44 |
| | | | 0 | LA ROSE 4.9 | 26.4 | 116.0 | | | |
| | | | 26.4 | WILBERN 9.1 | 26.4 | 120.9 | | | |
| s 8.40 PM | s 7.14 PM | | | CHILlicothe | | 130.0 | TR C | 10.05 AM | 11.25 AM |
| Arrive Daily | Arrive Daily | | | (130.1) | | | | Leave Daily | Leave Daily |
| 60.0 | 58.3 | | | Average speed per hour | | | | 48.8 | 48.8 |

RULE 251 IN EFFECT:

ICG eastward and westward main tracks between AT&SF Jct. and Ash Street, ICG main tracks between Joliet U.S. and South Joliet, Main tracks between Joliet U.S. and Pequot.

TCS IN EFFECT:

Main track between AT&SF Jct. and Bridgeport, ICG northward and southward main tracks between Ft. Wayne Jct. and Bridgeport, Main tracks between Bridgeport and Joliet U.S., ICG main track between South Joliet and Plaines, Main tracks between Pequot and Chillicothe.

Between AT&SF Jct. and Bridgeport from the south, first track is AT&SF main track, second and third tracks are ICG eastward and westward main tracks and fourth and fifth tracks are ICG northward and southward main tracks. Tracks are numbered 1 through 5 from the south.

Between Bridgeport and Ash Street from the south, first and second tracks are AT&SF main tracks, third and fourth tracks are ICG eastward and westward main tracks. Tracks are numbered 1 through 4 from the south.

AT&SF psgr trains use Chicago Union Station Company tracks between Chicago Union Station and Ft. Wayne Jct. and be governed by Chicago Union Station Rules and Instructions and use ICG northward and southward main tracks between Ft. Wayne Jct. and Bridgeport and be governed by provisions Special Rule 5.

AT&SF trains or engines may use ICG main tracks between Ft. Wayne Jct.-AT&SF Jct. and Ash Street and be governed by provisions Special Rule 5.

Movement through slip switches east of Ash Street may be made only on hand signal from switchtender with yellow flag or yellow light.

AT&SF trains may use ICG main tracks between Joliet U.S. and Plaines when authorized by train order or by control station and be governed by provisions Special Rule 5.

Proceed indication on westward ICG interlocking signal at Plaines authorizes an ICG train to run extra Plaines to Pequot.

Proceed indication on eastward ICG interlocking signal at Pequot authorizes an ICG train to run extra Pequot to Plaines.

TRACK SIDE WARNING DETECTORS

HOT BOX DETECTORS

| Detector location | Locator location |
|-------------------|--|
| MP 32.5 | Eastward MP 29.4 Westward MP 34.1 |
| MP 68.3 | Eastward MP 66.5 Westward MP 70.6 |
| MP 100.2 | Eastward MP 98 Westward MP 102.2 |
| MP 125.3 | Eastward MP 123.6 Westward MP 127.6 |

When detector actuated will display locating white light on field side of Detector and Locator locations. Dragging equipment will also actuate alarms.

See Special Rule 13.

Trains originating Chicago, Corwith, Joliet Yard, Streator including trains from Penn Central RR, and Chillicothe, except first class trains at Chillicothe, must secure clearance card.

Between Pequot and Chillicothe, all block signals equipped with number plates are located on field side of track they govern.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

| BETWEEN: | MPH | |
|---|------|------|
| | Psg. | Frt. |
| Ft. Wayne Jct. and Bridgeport (ICG) | 40 | 30 |
| AT&SF Jct. and Bridgeport (AT&SF) | 30 | 30 |
| AT&SF Jct. and Ash Street (ICG) | 30 | 30 |
| Bridgeport and Chillicothe | 79 | 60* |
| Joliet U.S. and South Joliet (ICG) | 30 | 10 |
| South Joliet, interlocking limits (ICG) | 35 | 10 |
| South Joliet and Plaines (ICG) | 60 | 30 |

*Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 5,000 tons total. . . . 45 MPH
Freight trains may observe passenger train speed but not to exceed 70 MPH, provided:

- (1) Maximum authorized speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTIONS - CURVES, RR CROSSINGS, AND BRIDGES

| | MPH | |
|---|------|------|
| | Psg. | Frt. |
| RR Crossing MP 1.4 (Interlocking) | 20 | 20 |
| Curves, Halsted St. (ICG) | 25 | 25 |
| Interlocking MP 3.1 | 20 | 15 |
| RR Crossing MP 4.4 (Interlocking) | 20 | 20 |
| RR Crossing MP 5.9 (Interlocking) | 79 | 60 |
| RR Crossing MP 7.3 (Interlocking) | 79 | 60 |
| 2 Curves, MP 9.0 to 9.4 | 70 | 60 |
| 2 Curves, MP 9.7 to 10.3 | 30 | 30 |
| Bridge, MP 9.9 to 10.0 | 30 | 30 |
| 2 Curves, MP 10.7 to 12.3 | 60 | 60 |
| RR Crossing MP 12.8 (Interlocking) | 79 | 60 |
| Curve, MP 24.0 to 24.7 | 70 | 60 |
| Bridge, MP 24.7 to 24.8 | 40 | 40 |
| 4 Curves, MP 24.8 to 25.9 | 50 | 50 |
| 2 Curves, MP 27.4 to 28.7 | 55 | 55 |
| Curve, MP 29.1 to 29.2 | 65 | 60 |
| 3 Curves, MP 32.6 to 34.6 | 70 | 60 |
| 2 Curves, MP 35.1 to 35.6 (North Track) | 70 | 60 |
| 4 Curves, MP 35.3 to 35.8 (South Track) | 60 | 60 |
| 2 Curves, MP 36.1 to 36.6 (South Track) | 40 | 40 |
| Curve, MP 36.3 to 36.6 (North Track) | 40 | 40 |
| 4 Curves, MP 36.8 to 37.4 | 25 | 25 |
| RR Crossing MP 37.5 (Interlocking) | 25 | 25 |
| Curve, MP 37.8 to 37.9 | 45 | 45 |
| Curve, MP 38.3 to 38.9 | 70 | 60 |
| Curve, MP 40.6 to 41.1 (South Track) | 50 | 50 |
| Curve, MP 43.6 to 44.7 (South Track) | 70 | 60 |
| 3 Curves, MP 57.0 to 57.3 (South Track) | 40 | 40 |
| 2 Curves, MP 57.0 to 57.4 (North Track) | 70 | 60 |
| Curve, MP 58.0 to 58.2 | 70 | 60 |
| Curve, MP 58.4 to 58.7 | 55 | 55 |
| 3 Curves, MP 88.2 to 89.3 | 55 | 55 |
| 2 Curves, MP 89.5 to 90.3 | 40 | 40 |
| RR Crossing MP 89.8 (Interlocking) | 40 | 40 |
| RR Crossing MP 90.2 (Interlocking) | 40 | 40 |

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches, 10 MPH; main track switches, except those listed below, 15 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

"I"—Interlocked Switch.

"S"—Spring Switch.

| Station or MP | Type | Switches and Turnouts | MPH |
|----------------------------|------|---|----------|
| AT&SF Jct. (AT&SF) | I | Crossovers and turnouts | 10 |
| Ft. Wayne Jct. (ICG) | I | Turnouts and Bridge | 10 |
| Bridgeport | I | Crossovers, turnouts and Bridge | 20 |
| Corwith | I | East leg of wye | 10 |
| | I | Crossovers and turnouts west of IN Crossing | 30 |
| Nerska | I | Crossover | 15 |
| McCook | I | West end siding | 40 |
| MP 14.2 | I | Crossover | 40 |
| MP 14.5 | I | Switch to GM Yard | 30 |
| MP 16.5 | I | Switch to GM Yard | 30 |
| Willow Springs | I | Crossovers | 40 |
| | I | East end auxiliary track | 40 |
| Romeo | I | Crossovers | 40 |
| Joliet Yard | I | Eastward head-in switch | 30 |
| | S | Head-out switch MP 36.4 | 30 |
| Joliet U.S. | I | Crossovers MP 37.2 to 37.9 | 15 |
| Plaines | I | ICG to AT&SF | 40 |
| | S | West end connection ICG to AT&SF | 30 |
| Pequot | I | AT&SF to ICG | 40 |
| | I | Crossovers | 40 |
| Verona | I | Crossovers | 40 |
| | S | West end auxiliary track East end auxiliary track | 40 30 |
| Kernan | I | Crossovers | 40 |
| MP 87.2 | I | Turnout | 40 |
| Streator | I | Crossovers and turnout, N&W Crossing | 30 |
| | S | PC Connection MP 91.5 | 20 |
| Ancona | I | Crossovers | 40 |
| | I | Turnout Pekin District | 30 |
| Toluca | I | Crossovers | 40 |
| Chillicothe, East end yard | I | Crossover | 40 |
| | I | Turnout yard lead | 30 |
| Chillicothe, West end yard | I | Turnout yard lead | 30 |
| | I | Crossover | 40 |

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

| Mile Post | Name |
|-----------|------------------|
| 35.4 | Railroad Viaduct |
| 116.9 | Railroad Viaduct |

3. TRACKS BETWEEN STATIONS

| Name | Location | Capacity (Feet) |
|-----------------------------|----------|-----------------|
| Waterways Terminal | MP 9.7 | 3,600 |
| General Motors Yard | MP 14.5 | East Lead |
| Industry Spur | MP 14.6 | 2,750 |
| General Motors Yard | MP 16.5 | West Lead |
| Lemont Manufacturing (Ceco) | MP 26.0 | Yard |
| Union Oil Co. | MP 27.8 | Yard |
| Millsdale Spur | MP 46.1 | 350 |
| Mobil Oil | MP 47.6 | lead |
| Blodgett Ordnance | MP 50.3 | lead |
| Industry Spur | MP 51.1 | lead |
| Gorman Spur | MP 61.9 | 350 |

| WESTWARD | | Capacity of Sidings in Feet | Ruling Grade Ascending | TIME TABLE No. 2 April 27, 1975 | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EASTWARD | |
|--------------|--------------|-----------------------------|------------------------|---------------------------------------|------------------------|-----------|-------------------------------------|--------------|--------------|
| First Class | | | | | | | | First Class | |
| 3 | 15 | | | | | | | 16 | 4 |
| Leave Daily | Leave Daily | | Feet Per Mile | STATIONS | Feet Per Mile | | | Arrive Daily | Arrive Daily |
| PM 8.40 | PM 7.14 | | 58.1 | CHILlicothe 8.0 | 31.7 | 130.0 | R T C | AM 10.05 | AM 11.25 |
| 8.49 | 7.23 | | 31.7 | EDELSTEIN 6.6 | 31.7 | 138.1 | | 9.52 | 11.16 |
| | | | 31.7 | PRINCEVILLE 3.6 | 23.2 | 144.7 | | | |
| 8.57 | 7.31 | | 0 | MONICA BN Crossing 5.2 | 31.7 | 148.3 | | 9.43 | 11.07 |
| | | | 13.5 | LAURA 4.9 | 19.3 | 153.5 | | | |
| 9.05 | 7.39 | 5557 | 8.4 | WILLIAMSFIELD 7.6 | 31.7 | 158.4 | | 9.35 | 10.59 |
| | | | 31.7 | APPLETON 7.8 | 0 | 166.0 | | | |
| | | | 31.7 | YOST 3.7 | 15.3 | 173.7 | | | |
| 9.25 | 8.00 | | 21.9 | GALESBURG 2.5 | 7.4 | 177.5 | R C | 9.15 | 10.40 |
| | | 7066 | 21.9 | G. I. 6.0 | 7.4 | 180.0 | Y | | |
| | | | 28.2 | CAMERON 4.2 | 5.7 | 186.0 | | | |
| | | | 0 | NEMO 1.7 | 31.3 | 190.2 | | | |
| 9.37 | 8.12 | 5375 | 0 | ORMONDE 5.2 | 31.2 | 191.9 | | 9.02 | 10.27 |
| | | | 23.2 | PONEMAH 4.4 | 12.1 | 197.1 | | | |
| | | | 12.1 | SMITHSHIRE 3.1 | 31.7 | 201.5 | | | |
| | | | 13.5 | MEDIA 4.3 | 31.2 | 204.6 | | | |
| 9.50 | 8.25 | | 26.1 | STRONGHURST 10.0 | 31.7 | 208.9 | | 8.48 | 10.13 |
| 9.58 | 8.33 | | 10.6 | LOMAX 5.9 | 18.0 | 218.9 | | 8.39 | 10.04 |
| | | | 0 | DALLAS CITY 6.1 | 14.5 | 224.8 | | | |
| | | | 21.1 | NIOTA 3.4 | 23.9 | 230.9 | | | |
| 10.20 | 9.00 | | | FT. MADISON | | 234.3 | T Y R C | 8.20 | 9.45 |
| PM | PM | | | (104.2) | | | | AM | AM |
| Arrive Daily | Arrive Daily | | | Average speed per hour | | | | Leave Daily | Leave Daily |
| 62.5 | 59.0 | | | | | | | 59.5 | 62.5 |

TCS IN EFFECT:

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

Between Chillicothe and Niota, all block signals equipped with number plates are located on field side of track they govern.

Between interlocking east end and interlocking west end Ft. Madison, three main tracks.

Trains must secure clearance card at Chillicothe and Ft. Madison, except first class trains at Chillicothe.

Proceed indication on TP&W interlocking signal at Lomax authorizes a TP&W train to run extra Lomax to Ft. Madison.

TRACK SIDE WARNING DETECTORS

HOT BOX DETECTORS

| Detector location | Locator location |
|-------------------|--|
| MP 168.1 | Eastward, MP 165.9 Westward, MP 170.6 |
| MP 197.1 | Eastward, at Signal 1942 Westward, MP 199.8 |
| MP 226.9 | Eastward, MP 225.1 Westward, MP 229.4 |

When detector actuated will display rotating white light on field side at Detector and Locator locations. Dragging equipment will also actuate alarms.

See Special Rule 13.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

| BETWEEN: | MPH | |
|-----------------------------|------|-----|
| | Psg. | Fr. |
| Chillicothe and Ft. Madison | 79 | 60* |

*Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 5,000 tons total. 45 MPH.

Freight trains may observe passenger train speed but not to exceed 70 MPH, provided:

- (1) Maximum authorized speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTIONS - CURVES, RR CROSSINGS, AND BRIDGES

| | | MPH | |
|-------------|----------------------------------|------|-----|
| | | Psg. | Fr. |
| 2 Curves, | MP 131.6 to 132.1 | 65 | 60 |
| 9 Curves, | MP 132.6 to 136.8 | 50 | 50 |
| RR Crossing | MP 148.3 (Interlocking)** | 79 | 60 |
| 10 Curves, | MP 161.6 to 170.3 | 70 | 60 |
| Curve, | MP 175.5 to 175.7 | 70 | 60 |
| 4 Curves, | MP 176.7 to 178.1 | 30 | 30 |
| Curve, | MP 224.7 to 225.0 | 70 | 60 |
| Curve, | MP 230.7 to 231.1 | 40 | 40 |
| Bridge, | MP 231.5 to 231.8 (Interlocking) | 30 | 30 |
| 8 Curves, | MP 231.8 to 234.3 | 30 | 30 |

**If governing signal indicates "Stop", after communicating with control station, follow instructions posted in phone box.

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches, 10 MPH; main track switches, except those listed below, 15 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

"I"—Interlocked Switch.

"S"—Spring Switch.

| Station or MP | Type | Switches and Turnouts | MPH |
|----------------------------|------|--------------------------|-----|
| Chillicothe, East end yard | I | Crossover | 40 |
| | I | Turnout yard lead | 30 |
| Chillicothe, West end yard | I | Turnout yard lead | 30 |
| | I | Crossover | 40 |
| Edelstein | I | Crossovers | 40 |
| Williamsfield | I | Crossovers | 40 |
| | I | East end siding | 40 |
| | S | West end siding | 30 |
| Yost | I | Crossovers | 40 |
| G.I. | I | Both ends siding | 30 |
| | I | West end auxiliary track | 40 |
| | I | Crossovers | 40 |
| | I | Tail track | 15 |
| Ormonde | I | West end siding | 40 |
| | S | East end siding | 30 |
| | I | Crossovers | 40 |
| Stronghurst | I | Crossovers | 40 |
| Lomax | I | Crossovers | 40 |
| | I | TP&W Connection Track | 30 |
| Niota | I | Crossovers | 40 |
| | I | West end auxiliary track | 20 |
| Ft. Madison, East end yard | I | Crossovers | 30 |
| | I | Turnout yard lead | 30 |
| | I | East end north track | 30 |
| Ft. Madison, West end yard | I | Crossovers | 40 |
| | I | West end north track | 30 |
| | I | Turnout yard lead | 30 |

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

| Mile Post | Name |
|-----------|------------------|
| 136.1 | Highway Viaduct |
| 176.1 | Highway Viaduct |
| 176.6 | Railroad Viaduct |

| WESTWARD | | Capacity of Sidings in Feet | Ruling Grade Ascending | TIME TABLE No. 2 April 27, 1975 | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Ways | EASTWARD | |
|--------------|--------------|-----------------------------|------------------------|---|------------------------|-----------|-------------------------------------|--------------|--------------|
| First Class | | | | | | | | First Class | |
| 3 | 15 | | | | | | | 16 | 4 |
| Leave Daily | Leave Daily | | Feet Per Mile | STATIONS | Feet Per Mile | | | Arrive Daily | Arrive Daily |
| PM 10.30 | PM 9.10 | | 42.2 | FT. MADISON 13.5 ARGYLE 8.0 REVERE 6.6 BN Crossing MEDILL 9.0 WYACONDA 5.3 GORIN 13.0 BARING 15.7 GIBBS 6.2 LA PLATA 10.1 ELMER 6.7 ETHEL 11.8 BUCKLIN 5.9 MARCELINE | 36.9 | 234.3 | TY R C | AM 8.15 | AM 9.40 |
| 10.42 | 9.23 | | 42.2 | | 42.2 | 248.0 | | 7.58 | 9.23 |
| | | | 42.2 | | 42.2 | 256.0 | | | |
| 10.56 | 9.37 | 7694 | 42.2 | | 42.2 | 263.1 | | 7.45 | 9.10 |
| | | | 17.5 | | 42.2 | 272.3 | | | |
| 11.07 | 9.49 | | 42.2 | | 42.2 | 277.6 | | 7.35 | 9.00 |
| 11.17 | 10.00 | 9158 | 42.2 | | 42.2 | 290.7 | | 7.25 | 8.51 |
| | | | 42.2 | | 23.1 | 306.4 | | | |
| 11.35 | 10.20 | | 40.2 | | 42.9 | 312.7 | R C | 7.05 | 8.34 |
| | | | 42.2 | | 0 | 322.9 | | | |
| 11.48 | 10.32 | 7563 | 42.2 | | 42.2 | 329.7 | | 6.53 | 8.18 |
| AM 12.06 | 10.53 PM | | 31.0 | | 42.2 | 341.5 | | | |
| Arrive Daily | Arrive Daily | | | | | 347.3 | Y R C | 6.35 AM | 8.00 AM |
| 69.9 | 65.1 | | | (111.8) | | | Leave Daily | Leave Daily | |
| | | | | Average speed per hour | | | | 67.1 | 67.1 |

TCS IN EFFECT:

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

Between interlocking west end and interlocking east end Ft. Madison, three main tracks.

Trains must secure clearance card at Ft. Madison and Marceline, except first class trains at Marceline.

TRACK SIDE WARNING DETECTORS

HOT BOX DETECTORS

| Detector location | Locator location |
|-------------------|--|
| MP 257.9 | Eastward MP 256 Westward MP 259.9 |
| MP 287.3 | Eastward MP 284.7 Westward MP 289.9 |
| MP 315.8 | Eastward MP 313.3 Westward MP 318.3 |
| MP 344.5 | Eastward MP 342.5 Westward MP 346.9 |

When detector actuated will display rotating white light on field side at Detector and Locator locations.

Dragging equipment will also actuate alarms.

See Special Rule 13.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

| BETWEEN: | MPH | |
|---------------------------|-------|------|
| | Psgr. | Frt. |
| Ft. Madison and Marceline | 90 | 60* |

*Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 5,000 tons total. . . . 45 MPH.

Freight trains may observe passenger train speed but not to exceed 70 MPH, provided:

- (1) Maximum authorized speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTIONS - CURVES, RR CROSSINGS, AND BRIDGES

| | | MPH | |
|-------------|---------------------------------|-------|------|
| | | Psgr. | Frt. |
| Curve, | MP236.1 to 236.2 (North Track) | 30 | 30 |
| 12 Curves, | MP 250.3 to 256.0 | 50 | 50 |
| RR Crossing | MP 263.1 (Interlocking)** | 90 | 60 |
| 6 Curves, | MP 281.8 to 286.3 (South Track) | 85 | 60 |
| Curve, | MP 292.2 to 292.4 (South Track) | 85 | 60 |
| 3 Curves, | MP 293.8 to 296.3 | 85 | 60 |
| Curve, | MP 296.6 to 296.8 (South Track) | 85 | 60 |
| 6 Curves, | MP 298.5 to 303.1 | 85 | 60 |
| Curve, | MP 309.2 to 309.7 | 85 | 60 |
| 2 Curves, | MP 311.6 to 312.5 | 85 | 60 |
| Curve, | MP 314.4 to 314.7 | 85 | 60 |
| 2 Curves, | MP 316.5 to 317.9 | 85 | 60 |
| 3 Curves, | MP 318.9 to 322.0 (South Track) | 85 | 60 |
| 8 Curves, | MP 331.0 to 335.1 | 55 | 55 |
| 9 Curves, | MP 335.6 to 339.1 | 50 | 50 |
| 2 Curves, | MP 339.4 to 339.7 | 65 | 60 |

**If governing signal indicates "Stop", after communicating with control station, follow instructions posted in phone box.

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches, 10 MPH; main track switches, except those listed below, 15 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

"I"—Interlocked Switch.

"S"—Spring Switch.

| Station or MP | Type | Switches and Turnouts | MPH |
|----------------------------|------|------------------------|-----|
| Ft. Madison, East end yard | I | Crossovers | 30 |
| | I | Turnout yard lead | 30 |
| | I | East end (north track) | 30 |
| Ft. Madison, West end yard | I | Crossovers | 40 |
| | I | West end (north track) | 30 |
| | I | Turnout yard lead | 30 |
| MP 246.2 | I | Crossovers | 50 |
| Medill | I | Crossovers | 50 |
| | I | Siding switches | 40 |
| Gorin | I | Crossovers | 50 |
| Baring | I | Crossovers | 50 |
| | I | Siding switches | 40 |
| La Plata | I | Crossovers | 50 |
| Ethel | I | Crossovers | 50 |
| | I | Siding switches | 40 |
| Marceline, East end yard | I | Crossover (MP 346.7) | 50 |
| | I | Yard lead switches | 15 |
| Marceline, West end yard | I | Yard lead switches | 30 |
| | I | Crossover (MP 349.3) | 50 |

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

| Mile Post | Name |
|-----------|------------------|
| 256.6 | Highway Viaduct |
| 270.9 | Highway Viaduct |
| 274.5 | Highway Viaduct |
| 293.3 | Highway Viaduct |
| 300.7 | Railroad Viaduct |
| 306.2 | Highway Viaduct |
| 307.6 | Highway Viaduct |
| 312.5 | Railroad Viaduct |
| 332.6 | Highway Viaduct |

3. TRACKS BETWEEN STATIONS

| Name | Location | Capacity (Feet) |
|-------------|----------|-----------------|
| Amax | MP 239.3 | lead |
| Fruehauf | MP 239.5 | lead |
| Armour Dial | MP 240.7 | lead |
| Spur | MP 281.7 | 1,000 |
| Spur | MP 300.0 | 1,250 |
| Spur | MP 318.2 | 1,000 |

8 FOURTH DISTRICT

ILLINOIS DIVISION

| WESTWARD | | Capacity of Siding in Feet | Ruling Grade Ascending | TIME TABLE | | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EASTWARD | |
|--------------|--------------|-----------------------------|------------------------|---------------------------|---------------|------------------------|-----------|-------------------------------------|--------------|--|
| First Class | | | | No. 2 | | | | | First Class | |
| 15 | 3 | | | 16 | 4 | | | | | |
| | | | | April 27, 1975 | | | | | | |
| Leave Daily | Leave Daily | | Feet Per Mile | STATIONS | Feet Per Mile | | | Arrive Daily | Arrive Daily | |
| PM 10.53 | AM 12.06 | | 0 | MARCELINE 7.2 | 42.2 | 347.3 | Y R C s | AM 6.35 | AM 8.00 | |
| | | | 13.7 | ROTHVILLE 6.1 | 8.9 | 354.6 | | | | |
| 11.03 | 12.16 | | 26.4 | MENDON 13.6 | 14.2 | 360.7 | | 6.19 | 7.47 | |
| | | | 26.4 | BOSWORTH 12.2 | 26.4 | 374.3 | | | | |
| 11.23 | 12.36 | | 0 | CARROLLTON 2.2 | 0 | 386.4 | R C s | 6.00 | 7.28 | |
| 11.25 | 12.38 | | 3.7 | W. B. JCT. 8.0 | 0 | 388.7 | | 5.56 | 7.25 | |
| | | E 3036 W 6139 | 4.8 | NORBORNE 8.8 | 6.3 | 396.6 | | | | |
| 11.38 | 12.51 | E 5436 W 11983 W 7183 | 4.2 | HARDIN 5.9 | 0 | 405.4 | | 5.43 | 7.12 | |
| | | | 14.2 | HENRIETTA 6.9 | 6.8 | 411.3 | Y R C | | | |
| 11.49 | 1.02 | | 13.2 | C.A. JCT. 3.5 | 26.4 | 418.2 | | 5.32 | 7.02 | |
| | | | 26.4 | FLOYD 5.0 | 0 | 421.7 | | | | |
| 11.59 | 1.12 | | 6.7 | SIBLEY 7.2 | 26.4 | 426.7 | | 5.22 | 6.52 | |
| —AM— | | | 9.7 | ATHERTON 2.6 | 0 | 434.0 | | | | |
| 12.07 | 1.20 | | 9.4 | ETON 2.8 | 7.0 | 436.5 | | 5.13 | 6.43 | |
| | | | 9.4 | COURTNEY 3.2 | 0 | 439.4 | | | | |
| | | | 4.9 | SUGAR CREEK 1.7 | 0 | 442.6 | C | | | |
| 12.16 | 1.29 | | 25.7 | CONGO 1.7 | 42.2 | 444.2 | | 5.04 | 6.34 | |
| | | | 14.8 | K.C.S. Crossing 0.4 | 0 | 445.9 | | | | |
| 12.19 | 1.32 | | 43.9 | SHEFFIELD 4.8 | 48.5 | 446.4 | | 5.00 | 6.30 | |
| 12.45 AM | 2.00 AM | | | KANSAS CITY Union Station | | 451.1 | C | 4.50 AM | 6.20 AM | |
| Arrive Daily | Arrive Daily | | | (103.8) | | | | Leave Daily | Leave Daily | |
| 55.6 | 54.6 | | | Average speed per hour | | | | 59.3 | 62.3 | |

RULE 251 IN EFFECT:

Main tracks between W. B. Jct. and Hardin, north track and middle track between Hardin and C. A. Jct.

TCS IN EFFECT:

Main tracks between Marceline and W. B. Jct., south track between Hardin and C. A. Jct., main tracks between C. A. Jct. and Sheffield and on Mo. Pac. tracks between Congo and Rock Creek Jct.

Proceed indication on westward N&W interlocking signal at W.B. Jct. authorizes an N&W train to run extra W.B. Jct. to C.A. Jct.

Proceed indication on eastward N&W interlocking signal at C.A. Jct. authorizes an N&W train to run extra C.A. Jct. to W.B. Jct.

Proceed indication on westward interlocking signal at C.A. Jct. for N&W train operating via AT&SF authorizes N&W train to run extra to Argentine. At Argentine proceed indication on eastward interlocking signal at AY Tower authorizes N&W train to run extra to W.B. Jct.

Proceed indication on westward Mo.Pac. interlocking signal at Eton authorizes a Mo.Pac. train to run extra Eton to Congo.

Proceed indication on eastward Mo.Pac. interlocking signal at Congo authorizes a Mo.Pac. train to run extra Congo to Eton.

Between Hardin and C. A. Jct., three main tracks designated south track, middle track and north track. South track is N&W track, middle track and north track are AT&SF tracks. On north track, current of traffic is westward; on middle track, current of traffic is eastward; and on south track, TCS in effect.

Between Congo and Sheffield, three main tracks designated south track, middle track and north track. South track and middle track are Mo.Pac.-K.C.T. Ry. tracks, north track is AT&SF track.

Between Congo and Rock Creek Jct. AT&SF trains may use Mo.Pac. two main tracks. All movements must be made at restricted speed. Speed limit 10 MPH through Mo. Pac. turnout Rock Creek Jct. interlocking.

AT&SF trains use K.C.T. Ry. Co. tracks between Sheffield or Rock Creek Jct. and Santa Fe Jct. and be governed by provisions Special Rule 5.

Between Santa Fe Jct. and AY Tower, two south tracks are main tracks and between AY Tower and Turner south track is a main track upon which TCS in effect.

TCS in effect on running track between AY Tower interlocking and Turner interlocking. Maximum authorized speed 30 MPH. Authority to enter this track through a hand throw switch must be obtained from operator at AY Tower.

TRACK SIDE WARNING DETECTORS HOT BOX DETECTORS

| Detector location | Locator location |
|--|--|
| MP 366.5 | Eastward MP 363.9 Westward MP 368.6 |
| Two rotating white lights at detector and locators, light nearest track-shifted load detector, light to field side-hot box detector. | |
| MP 389.5 (North Track) | Dispatcher |
| MP 414.5 | Eastward, MP 412.7 Westward, MP 416.8 |
| MP 432 | Eastward, MP 429.4 Westward, MP 433.9 |

When detector MP 389.5 actuated will display rotating white light on field side at Detector location.

When detectors MP 414.5 and 432 actuated will display rotating white light on field side at Detector and Locator locations.

Dragging equipment will also actuate alarms.
See Special Rule 13.

Trains originating Marceline, Kansas City, and Argentine except first class trains at Marceline and N&W trains at Argentine, must secure clearance card.

Single track between MP 424.9 and MP 426.3.

Atherton—Stock track spur must not be used by train or engine to clear another train or engine.

Armco Steel Plant, MP 445.5—Armco track must not be used by train or engine to clear another train or engine.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

| BETWEEN: | MPH | |
|--|------|-----|
| | Psg. | Fr. |
| Marceline and W.B. Jct. | 90 | 60* |
| W.B. Jct. and C.A. Jct. (North Track) | 79 | 60* |
| Hardin and C.A. Jct. (South Track) | 40 | 40 |
| C.A. Jct. and Hardin (Middle Track), Hardin and W.B. Jct. (South Track) | 79 | 60* |
| C.A. Jct. and Bridge MP 425.0 | 90 | 60* |
| Bridge MP 425.0 and Sheffield | 79 | 60* |
| Rock Creek and Sheffield (Tracks 2 and 3) | 35 | 35 |
| Sheffield and Brooklyn Avenue (Tracks 1, 2 and 3) | 45 | 45 |
| Sheffield and Grand Avenue (Track 4) | 30 | 30 |
| Brooklyn Avenue and Frisco Crossing (Tracks 1, 2 and 3) | 30 | 30 |
| Broadway and Frisco Crossing (Track 4) | 30 | 30 |
| Frisco Crossing and Santa Fe Jct. (Tracks 3 and 4) | 15 | 15 |

*Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 5,000 tons total. . . . 45 MPH.

Freight trains may observe passenger train speed but not to exceed 70 MPH, except eastbound, MP 415 to MP 402, provided:

- (1) Maximum authorized speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTIONS - CURVES, RR CROSSINGS, AND BRIDGES

| | MPH | |
|--|------|-----|
| | Psg. | Fr. |
| 3 Curves, MP 347.5 to 348.9 (North Track) | 55 | 55 |
| 2 Curves, MP 347.5 to 347.8 (South Track) | 50 | 50 |
| 3 Curves, MP 352.6 to 354.0 | 65 | 60 |
| 2 Curves, MP 372.0 to 372.7 | 70 | 60 |
| 2 Curves, MP 376.2 to 376.8 | 70 | 60 |
| 5 Curves, MP 382.4 to 384.5 (South Track) | 70 | 60 |
| Curve, MP 388.6 to 388.8 (South Track) | 50 | 50 |
| First 2 Curves west of Hardin (South Track) | 15 | 15 |
| 5 Curves, MP 416.7 to 419.1 | 60 | 60 |
| 2 Curves, MP 424.9 to 426.3 and Bridge, MP 425.0 to 426.0 | 30 | 30 |
| 3 Curves, MP 426.4 to 427.8 | 55 | 55 |
| 2 Curves, MP 437.5 to 437.8 | 40 | 40 |
| 2 Curves, MP 437.9 to 438.4 | 45 | 45 |
| 2 Curves, MP 438.5 to 438.9 | 60 | 60 |
| 2 Curves, MP 442.5 to 443.6 | 65 | 60 |
| 3 Curves, MP 443.7 to 444.5 | 45 | 45 |
| Congo to Rock Creek Jct. via Mo. Pac. | 20 | 20 |
| 4 Curves, MP 445.0 to 445.8 | 30 | 30 |
| RR Crossing MP 445.9 (Interlocking) | 25 | 20 |

(C) SPEED RESTRICTIONS - SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches, 10 MPH; main track switches, except those listed below, 15 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

"I"—Interlocked Switch.

"S"—Spring Switch.

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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

| Mile Post | Name |
|-----------|--------------------|
| 347.5 | Gracia St. Viaduct |
| 351.1 | Highway Viaduct |
| 427.2 | Highway Viaduct |
| 427.8 | Highway Viaduct |

3. TRACKS BETWEEN STATIONS

| Name | Location | Capacity (Feet) |
|------------------------------|----------|-----------------|
| Spur | MP 417.0 | 250 |
| Missouri Portland Cement Co. | MP 440.8 | Yard |

TRACK SIDE WARNING DETECTORS

SHIFTED LOAD DETECTORS

| Detector location | Indicator location |
|--|--|
| Grand River Bridge Eastward, MP 373 Westward, MP 366.5 | MP 373 and MP 371.5 MP 363.9 and 366.5, 368.6 |

Two rotating white lights at detector MP 366.5 and locators MP 363.9 and MP 368.6. Light nearest track is for shifted load detector. Light to field side is for hot box detector.

| | |
|---|--|
| Missouri River Bridge Eastward, MP 426.3 Westward, MP 425.2 | MP 426 and MP 425.2 MP 425.7 and MP 426 |
|---|--|

Rotating white light at indicator locations.

Detectors will not clear man on side of car.

See Special Rule 13.

| WESTWARD | Capacity of Sidings in Feet | Ruling Grade Ascending | TIME TABLE | | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EASTWARD |
|----------|-----------------------------|------------------------|-------------------------|----------------|------------------------|-----------|-------------------------------------|----------|
| | | | No. 2 | April 27, 1975 | | | | |
| | | Feet Per Mile | STATIONS | | Feet Per Mile | | | |
| | | 0 | ANCONA YL | | 0 | | | |
| | | | 2.7 | | | | | |
| | | 15.3 | LONG POINT | | 0 | 2.5 | | |
| | | | 4.6 | | | | | |
| | 1273 | 31.7 | DANA | | 0 | 7.1 | | |
| | | | 5.8 | | | | | |
| | | 0 | ICG Crossing | | 0 | 12.9 | | |
| | | | 0.1 | | | | | |
| | 1817 | 23.8 | MINONK | | 13.2 | 13.0 | | |
| | | | 6.0 | | | | | |
| | 959 | 0 | BENSON | | 32.7 | 19.0 | | |
| | | | 5.5 | | | | | |
| | | 783 | ROANOKE | | 47.5 | 24.5 | | |
| | | | 6.2 | | | | | |
| | | 41.2 | STREATOR JCT. | TP&W R.R. | 0 | 30.7 | | |
| | | | 0.4 | | | | | |
| | 2105 | 47.5 | EUREKA | | 28.4 | 31.1 | C | |
| | | | 5.6 | | | | | |
| | | 26.4 | PEKIN JCT. | | 0 | 36.7 | | |
| | | | 1.3 | | | | | |
| | | 31.7 | WASHINGTON | | 31.7 | 38.0 | | |
| | | | 3.0 | | | | | |
| | 537 | 31.7 | COOPER | | 52.8 | 41.0 | | |
| | | | 2.4 | | | | | |
| | | 0 | CRANDALL N & W Crossing | | 29.0 | 43.4 | | |
| | | | 2.3 | | | | | |
| | 1207 | 0 | MORTON YL | | 0 | 45.7 | R C | |
| | | | 0.1 | | | | | |
| | | 42.2 | PC Crossing | | 81.8 | 45.8 | | |
| | | | 11.0 | | | | | |
| | 2518 | 0 | EAST YARDS YL | | 82.9 | 56.8 | T | |
| | | | ICG Crossing | | | | | |
| | | | 0.9 | | | | | |
| | | | PEKIN YL | | | 57.7 | C | |
| | | | (57.9) | | | | | |

TP&W Rule 15. The explosion of two torpedoes is a signal to proceed at restricted speed. The explosion of one torpedo will indicate the same as two, but two are required.

TP&W Rule 221. COLOR LIGHT TRAIN ORDER SIGNALS MAY DISPLAY:

| ASPECT | NAME | INDICATION |
|--------------|---------------------------------|---|
| Green | Clear train order signal | Proceed-no orders. |
| Red | Stop train order signal | Positive stop at train order signal. |
| Flashing Red | Flashing Red train order signal | Advance at authorized speed to train order signal and proceed if clearance received. MUST NOT BE interpreted as "calling on" signal and cannot confer authority to occupy main line without flag protection, if such authority has not been conferred by time table or train order. |

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

| BETWEEN: | MPH |
|---------------------------|-----|
| Ancona and MP 25 | 30 |
| MP 25 and Streator Jct. | 40 |
| Pekin Jct. and East Yards | 30 |

(B) SPEED RESTRICTIONS—CURVES, RR CROSSINGS AND BRIDGES

| | MPH |
|--|------|
| 2 Curves, Ancona to MP 0.2 | 20 |
| RR Crossing MP 12.9 (Automatic Interlocking) | 20* |
| RR Crossing MP 43.4 (Automatic Interlocking) | 20* |
| RR Crossing MP 45.8 (Stop, Rules 98(A), 98(B), 98(C), 98(E)) | 30 |
| RR Crossing MP 56.8 (Automatic Interlocking) | Yard |
| Pekin P&PU Interlocking | 6 |

*Speed shown applies only until head end of train is through interlocking limits.

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches, 10 MPH; main track switches, 15 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

3. TRACKS BETWEEN STATIONS

| Name | Location | Capacity (Feet) |
|--------------------------|----------|-----------------|
| Sinclair Oil Corporation | MP 3.0 | 350 |
| Swift | MP 20.6 | 350 |
| Cilco (spur) | MP 51.6 | 1,250 |

JUNCTION SWITCHES (RULE 98(D))

| Location | Normal Position |
|---------------|-----------------|
| Streator Jct. | TP&W R.R. |
| Pekin Jct. | TP&W R.R. |
| MP 56.8 | P&E Ry. |
| MP 57.6 | P&E Ry. |

Trains must secure TP&W clearance card Form "A" westward at Eureka and at Pekin Jct. eastward.

When train order signal at Eureka indicates other than "clear", secure AT&SF and TP&W clearance cards.

Authority must be obtained from TP&W operator at Eureka before entering TP&W main track at Streator Jct.

Between East Yards, M.P. 56.8 and Pekin, M.P. 57.6, AT&SF trains and engines will use P&E Railway main track in accordance with Rule 93. Maximum authorized speed 15 MPH.

No switch lights on Pekin District, except between Streator Jct. and Pekin Jct.

Between Streator Jct. and Pekin Jct., be governed by TP&W time table, and AT&SF Operating Rules, except TP&W Rules 161, 15 and 221 will govern in lieu of AT&SF Rules 10, 13, and 224:

TP&W Rule 161. A yellow flag placed on the engineman's side of the track indicates that the track about 6500 feet distance is in condition for speed of but 10 MPH, unless otherwise specified by train order, bulletin, or black numerals on a yellow disc displayed by the foreman at the point where slow track begins. A green flag placed on the engineman's side will indicate end of slow track.

| WESTWARD | Capacity of Sidings in Feet | Ruling Grade Ascending | TIME TABLE | | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EASTWARD |
|----------|-----------------------------|------------------------|----------------------|------|------------------------|-----------|-------------------------------------|----------|
| | | | No. 2 | | | | | |
| | | | April 27, 1975 | | | | | |
| | | Feet Per Mile | STATIONS | | Feet Per Mile | | | |
| | | | HENRIETTA YL | 4.9 | 0 | | Y | |
| | 1241 | 69.2 | RICHMOND YL | 19.7 | 57.4 | 5.1 | R | |
| | | 47.7 | LAWSON YL | 10.9 | 58.6 | 24.8 | C | |
| | | 60.2 | LATHROP YL | 8.1 | 58.1 | 35.7 | | |
| | 1453 | 62.3 | PLATTSBURG YL | 9.1 | 61.1 | 43.8 | R | C |
| | | 61.2 | GOWER YL | 12.3 | 60.0 | 52.9 | | |
| | | 59.3 | B. C. JCT. | 6.4 | 60.5 | 65.2 | | |
| | | 59.5 | C.R.I. & P. Crossing | 0.5 | 36.6 | 71.6 | | |
| | | 0 | BN Crossing | 0.2 | 48.8 | 72.1 | | |
| | | 0 | C.R.I. & P. Crossing | 0.5 | 0 | 72.3 | | |
| | | 0 | BN Crossing | | | | | |
| | | 0 | M.K. JCT. | | | | | |
| | | 0 | ST. JOSEPH YL | | | 72.8 | T | C |
| | | | TERMINAL YARD | | | | | |
| | | | (72.6) | | | | | |

TCS IN EFFECT:

Between B. C. Jct. and MP 70.8.

RULE 94 IN EFFECT:

Between MP 70.8 and Terminal Yard.

Trains must receive clearance card before leaving Henrietta and Terminal Yard.

No switch lights St. Joseph District except at Terminal Yard.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

| BETWEEN: | MPH |
|---------------------------|-----|
| Henrietta and MP 50 | 25 |
| MP 50 and B.C. Jct. | 30 |
| B.C. Jct. and MP 70.8 | 40 |
| MP 70.8 and Terminal Yard | 20 |

(B) SPEED RESTRICTIONS—CURVES, RR CROSSINGS AND BRIDGES

| | MPH |
|---|-----|
| 3 curves, MP 4.5 to 5.3 | 20 |
| 3 curves, MP 43.2 to 44.2 | 15 |
| B.C. Jct. MP 65.2 Within Interlocking Limits | 15 |
| RR Crossing MP 71.6 (Gate normally across CRI&P track. Approach prepared to stop. When gate normal, proceed at restricted speed). | 20 |
| RR Crossing MP 72.1 (Stop. Rules 98 (A), 98 (B), 98 (C), 98 (E)) | 20 |
| RR Crossing MP 72.3 (Stop. Rules 98 (A), 98 (B), 98 (C), 98 (E)) | 20 |

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches, 10 MPH; main track switches, 15 MPH.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while head end of train is passing crossings at cities and towns named below:

| STATION | BETWEEN: | MPH |
|----------|-------------------|-----|
| Richmond | MP 4.5 and MP 5.5 | 10 |

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

| Mile Post | Name |
|-----------|------------------|
| 24.9 | Railroad Viaduct |

4. REGISTER STATIONS (Rule 83 (B))
STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED:

| Station | Designated Trains |
|-------------|----------------------------|
| Corwith | Originating or terminating |
| Chillicothe | All except first class |
| Marceline | All except first class |
| Kansas City | Originating or terminating |

5. JOINT TRACK FACILITIES

CHICAGO—FT. WAYNE JCT.—AT&SF psgr. trains will use Chicago Union Station Company tracks between Chicago Union Station and Ft. Wayne Jct. and be governed by Chicago Union Station Company Rules and Instructions.

FT. WAYNE JCT.—BRIDGEPORT—AT&SF psgr. trains will use and AT&SF trains and engines may use ICG northward and southward main tracks between Ft. Wayne Jct. and Bridgeport. ICG Rule 93 in effect.

AT&SF JCT.—ASH STREET—AT&SF trains and engines may use ICG eastward and westward main tracks between AT&SF Jct. and Ash Street. Movements against the current of traffic between AT&SF Jct. and Bridgeport Interlockings may be made on proper proceed interlocking signal at AT&SF Jct. or Bridgeport.

Movements against the current of traffic between Bridgeport and Ash Street Interlockings may be made on proper proceed interlocking signal at Bridgeport and proper hand signal from switchtender at Ash Street. ICG Rule 93 in effect.

JOLIET U.S.—PLAINES—AT&SF trains may use ICG main tracks between Joliet U.S. and Plaines when authorized by train order or by control station. Eastward trains secure clearance card at South Joliet.

Movements against the current of traffic between Joliet U.S. and South Joliet Interlockings may be made on proper proceed interlocking signal at Joliet U.S. or South Joliet. ICG Rule 93 in effect.

Between Ft. Wayne Jct.—AT&SF Jct. and Ash Street and between Joliet U.S. and Plaines on ICG main tracks, AT&SF Rules apply except as affected by the following ICG Rules:

93. Within yard limits, the main track may be used without authority conferred by timetable, train order or clearance, and without flag protection against other trains or engines.

Within yard limits, all trains or engines must move at YARD SPEED, except in ABS territory movements will be governed by block signal indication.

Note: Movements against current of traffic between AT&SF Jct. and Ash Street and between Joliet U.S. and South Joliet must be made at YARD SPEED.

Definitions: Restricted Speed:—Proceed prepared to stop short of train, engine, obstruction, or switch not properly lined and to lookout for broken rail, but not exceeding 10 MPH.

Yard Speed—A speed prepared to stop within one-half the range of vision.

BLOCK AND INTERLOCKING SIGNALS

| Aspect | Name | Indication |
|--|------------------|--|
| Green, or Green over Red, or White over Green | Clear | Proceed. |
| Yellow over Green | Approach Limited | Proceed; approach next signal prepared to enter turnout at prescribed speed, but not exceeding 40 MPH. |
| Red over Green | Diverging Clear | Proceed on diverging route; not exceeding prescribed speed through turnout. |
| Yellow over Red, or White over Diagonal Yellow | Approach | Proceed; prepared to stop at next signal. Train exceeding 30 MPH must at once reduce to that speed. |

| | | |
|---------------------------|----------------------------------|---|
| Red over Yellow | Diverging Approach | Proceed on diverging route; through turnout at prescribed speed; prepared to stop at next signal, but not exceeding 30 MPH. |
| Diagonal Lunar over White | Restricting Diverging Main Route | Proceed at Restricted speed. |
| Diagonal Lunar | Restricting Indication | Proceed at Restricted speed. |
| Red (With number plate) | Restricted Proceed | Proceed at Restricted speed. |
| Red over Red, or Red | Stop | Stop. |
| Horizontal | | |

PLAINES-PEQUOT—A.T.&S.F. and ICG. The movement of ICG trains will be governed by rules in ICG Time Table.

W.B. JCT.—SHEFFIELD AND SANTA FE JCT.—ARGENTINE—A.T.&S.F. and N.&W. The movement of N.&W. trains will be governed by rules in N.&W. Time Table.

ETON-CONGO—A.T.&S.F. and Mo. Pac. The movement of Mo. Pac. trains will be governed by rules in Mo. Pac. time table.

CONGO-ROCK CREEK JCT. A.T.&S.F. trains may use Mo. Pac. tracks.

ROCK CREEK JCT., SHEFFIELD-K.C.T. Santa Fe Jct. A.T.&S.F. trains use tracks of K.C.T. Ry. Co. and be governed by K.C.T. Ry. Co. Operating Rules.

STREATOR JCT.—PEKIN JCT. Trains will use T.P. & W. track.

EAST YARDS—PEKIN. Trains will use P&E Track.

B. C. JCT.—M.K. JCT. C.N.W. trains use A.T.&S.F. tracks and will be governed by A.T.&S.F. Rules in C.N.W. Time Table.

TERMINAL YARD—M.K. JCT. Trains use St. Joseph Terminal Ry. Co. tracks.

LOMAX—FT. MADISON. TP&W trains use AT&SF tracks between Lomax and Ft. Madison and are governed by AT&SF Time Table and Rules.

6. SIGNALS NOT CONFORMING TO THE ASPECTS AND INDICATIONS SHOWN IN "FIXED SIGNALS" IN RULES. (Rule 311)

CHICAGO—INTERLOCKING AT&SF JCT. EASTWARD WITH CURRENT OF TRAFFIC

A.T.&S.F. Track—First signal west of PC-C&WI crossing
Red over Red—Stop

Red over Lunar—Proceed to next signal
ICG Track—First signal west of PC-C&WI crossing

Red over Red—Stop
Yellow over Red—Proceed to next signal
Red over Yellow—Diverging route

EASTWARD AGAINST CURRENT OF TRAFFIC

A.T.&S.F.—ICG Tracks—First signal west of PC-C&WI crossing

Red—Stop
Lunar—Proceed to coach yard and other routes

EASTWARD WITH CURRENT OF TRAFFIC

A.T.&S.F.—ICG Tracks—First signal east of PC-C&WI crossing

Red over Red over Red—Stop
Yellow over Red over Red—To ICG Track
Red over Yellow over Red—To C. & W.I. track
Red over Red over Yellow—To coach yard and other routes

BRIDGEPORT—INTERLOCKING

EASTWARD—4 UNIT SIGNAL

1st. or top unit—ICG
2nd. unit—A.T.&S.F.
3rd. unit—ICG
4th. or lower unit—Against traffic

WESTWARD—2 UNIT SIGNAL

1st. or top unit—A.T.& S.F.
Lower unit—ICG main tracks

WESTWARD—4 UNIT SIGNAL

1st. or top unit—ICG
2nd. unit—A.T.& S.F.
3rd. unit—ICG main tracks
4th. or lower unit—Against traffic

JOLIET U.S.—Top unit indicates movement to AT&SF, lower unit indicates movement to ICG.

PLAINES—EASTWARD CONTROLLED SIGNAL

Green, white light below Proceed per Rule 283
Yellow, white light below Proceed per Rule 286
Red Stop per Rule 292

MP 43.2—EASTWARD AUTOMATIC SIGNAL A-8

Green, yellow light left Proceed per Rule 282
Yellow, white light above Proceed per Rule 285
Red Stop per Rule 291
Other than red, no white light Proceed per Rule 285

PEQUOT—Westward to ICG approach signal No. 541 displays yellow over green and westward controlled signal displays red over yellow.

At interlockings Bridgeport and Joliet U.S., a fixed signal displaying single yellow aspect indicates "Proceed prepared to enter turnout or to stop short of train or obstruction."

W.B. JCT.—Eastward, 3 Unit Signal. Movement to A.T.& S.F. track governed by indication of top and middle units, per Rules 283, 286, 290 and 292. All movements to N.&W. governed by indication on all 3 units.

C.A. JCT.—South Track, westward, 2 Unit Signal. Movement to A.T.& S.F. track governed by indications of Rules 283, 286, 290 and 292; to N.&W. track, green over red, yellow over red and red over red.

ETON—Color light switch point indicator located at Mo. Pac. connection switch displays yellow when lined for Mo.Pac track and dark when lined for A.T.& S.F. Yellow over yellow aspect on eastward approach signal MP 439.3 indicates Eton interlocking is lined for Mo.Pac.

B.C. JCT.—Eastward, 2 Unit signal. Green on top unit governs movement to A.T.& S.F. track. Red over yellow governs movement to C.N.W. track.

7. MAXIMUM SPEED OF ENGINES.

| Engines | Forward or Dead In Train (MPH) | When not Controlled From Leading Unit (MPH) |
|---|--------------------------------|---|
| AMTRAK 100-539 5687-5714 5930-5948* | 90** | 45 |
| 1150, 1218, 1260, 1418-1441, 1500-1537 2322, 2393 | 45 | 45 |
| ALL OTHER CLASSES | 70 | 45 |

Forward speed applies when lead unit of train is controlling and is in backing position. EXCEPTION: When such unit is car body type, maximum authorized speed 45 MPH.

*Units 5930, 5931, 5935 and 5938 restricted to 70 MPH until gear ratio changed to 59:18.

**Engine without cars must not exceed 70 MPH.

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

| | Maximum depth (Inches) | Maximum speed (MPH) |
|-------------|------------------------|---------------------|
| All Classes | 4 | 5 |

9. DERRICKS, CRANES, SCALE TEST CARS

Derricks, cranes, pile drivers, spreaders, and similar machinery moving on their own running gear, and scale test cars, must not be moved in trains except on authority of Trainmaster, and trains or engines handling such equipment must not exceed speeds indicated below:

| District | Wrecking Derricks MPH | Pile Drivers AT 199454 AT 199455 AT 199457 AT 199458 AT 199459 Locomotive Crane AT 199720 and Jordan Spreaders MPH | Other Machines Including Pile Drivers AT 199452 AT 199453 AT 199456 MPH |
|--|-----------------------|--|---|
| First, Second, Third, and Fourth except South Track Hardin-C.A. Jct. | 40 | 45 | 30 |
| South Track Hardin-C.A. Jct., and Pekin & St. Joseph Districts | 24 | 24 | 24 |

Locomotive Crane AT 199720 and pile drivers must be handled in trains next to engine.

All foreign line scale test cars must be handled in trains immediately ahead of caboose at speed not exceeding 50 MPH.

10. YARD LIMITS

- Joliet U.S. (Between Interlocking Joliet U.S. and MP 39.3)
- Ancona (Pekin District Only)
- Morton (Includes East Yards)
- Pekin (St. Joseph District only, extends Henrietta to B.C. Jct.)
- Henrietta
- Terminal Yard

11. BULLETIN BOOKS (Rule 80)

- Chicago Union Station, Telegraph Office
- Corwith Telegraph, Roundhouse, and Yardmen's Locker Facilities
- General Motors Yard Office
- Joliet Yard Yard Office
- Streator Yard and Roundhouse Offices
- Chillicothe Station (Register Room)
- Galesburg Yardmen's Locker Room
- Ft. Madison Station (Register room), Roundhouse Office and Yardmen's Locker Room
- Marceline Station (Register Room)
- Carrollton Telegraph Office
- Sugar Creek Station
- Kansas City Room 125-L, Union Station
- Argentine YMCA and Roundhouse Office
- Morton Station
- Pekin Station

12. STANDARD CLOCKS

| | |
|---------------------|---|
| Chicago | Union Station, Telegraph Office |
| Corwith | Telegraph and Roundhouse Offices |
| General Motors Yard | Yard Office |
| Joliet Yard | Yard Office |
| Streator | Yard Office |
| Chillicothe | Station (Register Room) |
| Ft. Madison | Station (Register room) and Roundhouse Office |
| Marceline | Station (Register Room) |
| Kansas City | Room 125-L, Union Station |
| Argentine | Roundhouse Office |
| Morton | Station |
| Terminal Yard | Yard Office |

R. W. WELLS, General Watch Inspector Topeka

LOCAL TIME INSPECTORS

| | |
|-------------------------------|--------------------|
| J. J. HUNT, 3142 W. 63rd | Chicago |
| J. E. HESS, 1536 W. 47th | Chicago |
| J. W. RICE | Joliet |
| R. S. KERR | Streator |
| R. M. WALKER | Chillicothe |
| M. G. DUNLAP | Chillicothe |
| BERL NORD | Galesburg |
| R. H. MINER | Fort Madison |
| G. C. MAXWELL | Marceline |
| J. E. POINTER | Richmond |
| W. G. HARDEN | St. Joseph |
| L. M. CONNOR, 3120 Strong | Kansas City, Kans. |
| ROSS LENTZ, 3221 Strong | Kansas City, Kans. |
| N. C. SCHELBAR, Union Station | Kansas City |
| H. M. FAERBER, 821 N. 7th | Kansas City, Kans. |
| J. F. GAMBRILL, 709 Central | Kansas City, Kans. |

13. TRACK SIDE WARNING DETECTORS

SHIFTED LOAD DETECTORS

Shifted load detectors and indicators for protection of movements across Grand River Bridge at MP 369.9 located as follows:

Eastward—Detector MP 373; Indicators MP 373 and 371.5 both tracks.

Westward—Detector MP 366.5; Indicators MP 363.9 and 368.6 both tracks.

Two rotating white lights at detector MP 366.5 and locators MP 363.9 and MP 368.6. The rotating light nearest the track is for the shifted load detector and the light to the field side is for the hot box and dragging equipment detector.

Shifted load detectors and indicators for protection of movements across Missouri River Bridge, Sibley, located as follows:

Eastward—Detector MP 426.3; Indicators MP 426 and MP 425.2.

Westward—Detector MP 425.2; Indicators MP 425.7 and MP 426.

Rotating white light at indicator locations.

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

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

Detectors are 7 feet from center of track and will not clear man on side of car.

13. TRACK SIDE WARNING DETECTORS (Cont'd).

HOT BOX DETECTORS

| Detector Location | Track | Locator Location | Type of Read-out | Wayside Alarms |
|-------------------|-------|---|------------------|---------------------------------|
| MP 32.5 | Both | Eastward MP 29.4 Westward MP 34.1 | Field | MP 29.4, MP 32.5, MP 34.1 |
| MP 68.3 | Both | Eastward MP 66.5 Westward MP 70.6 | Field | MP 66.5, MP 68.3, MP 70.6 |
| MP 100.2 | Both | Eastward MP 98 Westward MP 102.2 | Field | MP 98, MP 100.2, MP 102.2 |
| MP 125.3 | Both | Eastward MP 123.6 Westward MP 127.5 | Field | MP 123.6, MP 125.3, MP 127.5 |
| MP 168.1 | Both | Eastward MP 165.9 Westward MP 170.6 | Field | MP 166, MP 168.1, MP 170.6 |
| MP 197.1 | Both | Eastward, At Signal 1942 Westward MP 199.8 | Field | MP 197.1, Signal 1942, MP 199.8 |
| MP 226.9 | Both | Eastward MP 225.1 Westward MP 229.4 | Field | MP 225.1, MP 226.9, MP 229.4 |
| MP 257.9 | Both | Eastward MP 256 Westward MP 259.9 | Field | MP 256, MP 257.9, MP 259.9 |
| MP 287.3 | Both | Eastward MP 284.7 Westward MP 289.9 | Field | MP 284.7, MP 287.3, MP 289.9 |
| MP 315.8 | Both | Eastward MP 313.3 Westward MP 318.3 | Field | MP 313.3, MP 315.8, MP 318.3 |
| MP 344.5 | Both | Eastward MP 342.5 Westward MP 346.9 | Field | MP 342.5, MP 344.5, MP 346.9 |
| MP 366.5 | Both | Eastward MP 363.9 Westward MP 368.6 | Field | MP 363.9, MP 366.5, MP 368.5 |
| MP 389.5 | North | Dispatcher Office | Dispr. | MP 389.5 |
| MP 414.5 | Both | Eastward MP 412.7 Westward MP 416.8 | Field | MP 412.7, MP 414.5, MP 416.8 |
| MP 432 | Both | Eastward MP 429.4 Westward MP 433.9 | Field | MP 429.4, MP 432, MP 433.9 |

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motor or suspension bearings, will actuate track side indicators causing rotating white light on field side of associated track to illuminate at detector (scanner) and locator locations. Dragging equipment will also actuate track side indicators.

Westward trains being stopped by detector MP 125.3 should, after stopping and securing readout, make movement over highway crossing not to exceed 5 miles per hour but stop short of Illinois River Bridge before making inspection.

Two rotating white lights at detector MP 366.5 and locators MP 363.9 and MP 368.6. The rotating light nearest the track is for the shifted load detector and the light to the field side is for the hot box and dragging equipment detector.

When track side indicator is actuated at MP 389.5, train must be stopped immediately and dispatcher contacted for information regarding location in train of overheated journal or dragging equipment.

When other track side indicators are actuated by a train, stop must be made at locator, readout observed and instructions in locator cabinet complied with. If abnormal heat or dragging equipment is not found on equipment indicated by locator, close inspection must be made on three cars (or units) on either side of indicated equipment.

If lamp or counters fail to show location of overheated equipment, the entire train must be thoroughly inspected for hot journals, wheels, bearings, or dragging equipment.

On inspections required above, give particular attention to heat of journals and hub of wheels. If nothing found wrong, train may proceed at prescribed speed, but must make two stops within next sixty miles at approximately thirty mile intervals for thorough inspection of train, unless train passes an intervening hot box detector or train is delivered to terminal where mechanical inspection is made. At crew change points where mechanical inspections are not made, inbound crew will inform relieving crew of existing condition.

When track side indicator is illuminated before train reaches scanner, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted, be governed by above instructions. If no lamps are lighted, train may proceed at prescribed speed and must be observed closely enroute.

When suspected journal on freight equipment indicated by locator is a roller bearing journal, the car must be set out unless cause found to be sticking brakes and condition corrected.

When a train is stopped by detector, Form 1572 Standard must be filed at first office of communication.

Trains must not exceed speed of 30 M. H while moving over hot box detectors (scanners) when:

- (a) it is snowing or sleeting; or,
- (b) there is snow on ground which can be agitated by a moving train.



SANTA FE SAFETY FIRST



Every employe should promptly report any unsafe condition
or practice to his supervisor.

(See General Rules E and F, Book of Rules.)

CONDENSED SCHEDULES OF THROUGH FREIGHT TRAINS

WESTWARD

| | | 102 | 173 | 123 | 198 | 119 | 118 | 114 | 188 | 193 | 128 | 113 | 129 | 263 | 273 | 233 | 213 | 223 |
|-------------|----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-----|------|
| | | AM | AM | AM | AM | AM | PM | PM | PM | PM | PM | PM | PM | AM | AM | PM | AM | PM |
| Corwith | LV | 1201 | 530 | 600 | 900 | 1000 | 130 | 330 | 1000 | 900 | 930 | 1100 | 1159 | | | | | |
| Streator | LV | 530 | | 1000 | | | | | | | | | | 1100 | 1115 | 300 | | |
| Chillicothe | LV | | 830 | 1145 | 1145 | 115 | 440 | 635 | 1255 | 1155 | 1240 | 145 | 315 | 1220 | 1235 | 420 | | |
| Ft. Madison | LV | 100 | 1110 | 215 | 130 | 335 | 710 | 900 | 310 | 215 | 310 | 405 | 535 | 300 | 315 | 700 | 145 | 700 |
| Marceline | LV | (AR) | 155 | 500 | 315 | 600 | 935 | 1120 | 520 | 430 | 535 | 630 | 800 | 545 | 600 | 945 | 530 | 945 |
| Argentine | AR | | 430 | 830 | 530 | 830 | 1215 | 200 | 745 | 700 | 815 | 1000 | 1030 | 855 | 900 | 1255 | 930 | 1255 |
| | | PM | PM | PM | PM | PM | AM | AM | AM | AM | AM | AM | AM | PM | PM | AM | AM | AM |

EASTWARD

| | | 301 | 311 | 801 | 372 | 741 | 841 | 322 | 321 | 331 | 811 | 341 | 371 | 901 | 362 | 891 | 821 | 351 |
|-------------|----|-----|------|------|------|------|------|------|------|------|------|-----|------|------|------|------|------|------|
| | | AM | AM | AM | AM | AM | AM | AM | AM | AM | PM | PM | PM | PM | PM | PM | PM | PM |
| Argentine | LV | 100 | 230 | 405 | 700 | 900 | 900 | 1000 | 1030 | 1159 | 1205 | 100 | 200 | 315 | 700 | 715 | 805 | 900 |
| Marceline | LV | | | 720 | 1025 | 100 | 1130 | 125 | | | 320 | | 525 | 625 | 1025 | 925 | 1120 | |
| Ft. Madison | LV | 730 | 1159 | 940 | 1250 | 430 | 330 | 340 | 500 | 630 | 540 | 730 | 750 | 845 | 1250 | 1110 | 140 | 330 |
| Chillicothe | LV | | | 1205 | 310 | 700 | 600 | (AR) | | | 805 | | 1010 | 1105 | 310 | 100 | 405 | |
| Streator | AR | | | | 420 | | | | | | | | | | 420 | | | |
| Corwith | AR | 200 | 800 | 330 | | 1130 | 1100 | | 1130 | 100 | 1130 | 200 | 135 | 245 | | 330 | 730 | 1000 |
| | | PM | PM | PM | PM | PM | PM | PM | PM | AM | PM | AM | AM | AM | AM | AM | AM | AM |

Note: The above schedules are shown for information only and confer no time table authority.