

DIVISION OFFICERS

JAMES E. JOHNSON... Superintendent..... Carbondale
 H. C. HANEY..... Term. Superintendent. East St. Louis
 J. W. HARRELL..... Asst. Superintendent... Carbondale
 C. H. RANDALL..... Asst. Superintendent. East St. Louis
 L. I. BURCH..... Trainmaster..... Carbondale
 E. L. JONES..... Trainmaster..... Benton
 M. E. LINGLE..... Trainmaster..... Centralia
 R. J. PARKER..... Trainmaster..... East St. Louis
 A. I. REID..... Trainmaster..... Union City
 S. L. SULLIVAN..... Trainmaster..... East St. Louis
 E. E. WALTERS..... Trainmaster..... Carbondale
 H. E. WATTS..... Trainmaster..... East St. Louis
 C. R. BODELL..... Asst. Trainmaster..... Cairo
 T. DANCY, JR..... Asst. Trainmaster... East St. Louis
 L. J. GRIFFIN..... Asst. Trainmaster... East St. Louis
 R. W. LEMBCKE..... Traveling Engineer..... Carbondale
 D. E. SILL..... Traveling Engineer... East St. Louis
 D. L. WHITCHURCH... Traveling Engineer..... Union City
 C. W. RICHARDSON... Chief Dispatcher..... Murphysboro

PUT SAFETY FIRST

SPEED TABLE

This is not for authorized speed
 but for information only.

Seconds Per Mile	Miles Per Hour	Seconds Per Mile	Miles Per Hour
46	79	80	45
48	75	90	40
52	70	103	35
55	65	120	30
60	60	144	25
65	55	180	20
72	50		

Illinois Central Gulf Railroad

ST. LOUIS DIVISION

TIMETABLE No.

2

Effective 12:01 A.M.

Sunday, October 26, 1975

Superseding

ST. LOUIS DIVISION
 TIMETABLE No. 1

Dated Sunday, October 29, 1972

FOR THE GOVERNMENT OF EMPLOYEES ONLY.

H. L. WILLIAMS, Chief Transportation Officer

R. K. OSTERDOCK, General Superintendent-Terminals.

I. B. HALL General Supt.-Transportation.

J. E. MOSS, Superintendent-Transportation.

FIRST CLASS		Siding Capacity		Mile Posts	TIMETABLE No. 2 Effective OCTOBER 26, 1975 STATIONS	Miles From Cairo	Siding Capacity		FIRST CLASS	
59	391	Cars	Feet				Feet	Cars	58	392
Panama Limited	Shawnee							Panama Limited	Shawnee	
Daily	Daily									
L 10 24PM s { 10 35 10 40	L 1 14PM s { 1 25 1 31			250.0	..... BRANCH JCT..... 2.4	111.3			A 4 43AM s { 4 39 4 34	A 5 01PM s { 4 57 4 50
				252.4	O..... CENTRALIA..... 6.3	108.9				
				258.7	..... IRVINGTON..... 4.1	102.6				
				262.8	..... RIOVIEW..... 3.5	98.5				
10 51	1 43	97	5344	266.3	..... ASHLEY..... 7.5	95.0	4669	84	4 19	4 36
				273.8	..... BOIS..... 6.0	87.5	9625	175		
11 02	1 55	85	4712	279.8	..... TAMAROA..... 8.8	81.5	7350	133		
11 11	2 03			288.6	C..... DU QUOIN..... 6.9	72.7			4 01	4 18
		70	3850	295.5	..... ELKVILLE..... 6.4	65.8	4509	81		
11 22	2 15			301.9	..... DE SOTO..... 5.0	59.4				
				306.9	O..... NORTH YARD..... 1.2	54.4				
s { 11 30 11 45	As 2 30PM			308.1	..... CARBONDALE..... 8.1	53.2			s { 3 44 3 29	L 4 00PM
				316.2	..... MAKANDA..... 7.2	45.1				
				323.4	..... COBDEN..... 5.3	37.9				
12 10AM		93	5166	328.7	..... ANNA..... 9.2	32.6	5166	93	2 59	
				337.9	..... DONGOLA..... 2.9	23.4	5249	95		
				340.8	..... WETAUG..... 3.8	20.5				
12 22		104	5752	344.6	..... ULLIN..... 4.5	16.8			2 42	
		99	5496	349.1	..... PULASKI..... 4.0	12.3	5496	99		
				353.1	..... VILLA RIDGE..... 3.2	8.3				
12 32				356.3	..... MOUNDS..... 5.1	5.1				
As 12 43AM				361.4	O..... CAIRO.....	0.0			Ls 2 29AM	
									Daily	Daily

Southward

CAIRO DISTRICT

Northward

3

SECOND CLASS		FIRST CLASS		Siding Capacity		Mile Posts	TIMETABLE No. 2 Effective OCTOBER 26, 1975 STATIONS	Miles From Frogmoor	FIRST CLASS		SECOND CLASS	
75	77	59		Cars	Feet				58	Panama Limited	74	72
Dispatch	Dispatch	Panama Limited							Dispatch		Dispatch	
Daily	Daily	Daily										
			Ls 12 45AM			361.4	C CAIRO	111.7	As 2 27AM			
			12 48			363.1	1.7 ILLINOIS	110.0	2 21			
			12 53			364.5	1.5 BALLARD	108.5	2 17			
						368.5	4.0 FILLMORE	104.5				
						369.9	1.4 WICKLIFFE	103.1				
						372.5	2.6 WESTVACO	100.5				
						373.0	0.5 WINFORD JUNCTION	100.0				
							5.1					
				192	10564	378.1	BARDWELL	94.9				
						383.9	5.8 ARLINGTON	89.1				
				191	10527	392.2	8.3 OLINTON	80.8				
			1 29			402.6	10.4 BUDA	70.4	1 43			
L 7 00PM	L 5 45AM		As 1 35AM			406.0	3.4 FULTON	67.0	Ls 1 37AM	A 5 45AM	A 11 55PM	
							6.2					
						412.2	McCONNELL	60.8				
7 25	6 00			118	6528	417.6	5.3 MARTIN	55.5		5 23	11 31	
						425.5	8.0 SHARON	47.5				
7 50	6 20			64	3567	431.4	5.9 GREENFIELD	41.6		5 05	11 11	
						436.9	5.5 BRADFORD	36.1				
							7.4					
8 07	6 36			122	6745	444.3	CADES	28.7		4 42	10 47	
8 15	6 42			101	5626	448.3	4.0 MILAN	24.7		4 36	10 41	
8 23	6 50			102	5659	453.9	5.6 WEST	19.1		4 26	10 32	
						457.0	3.1 MEDINA	16.0				
8 43	7 13			109	6041	466.1	11.1 LAWRENCE	4.9		4 07	10 12	
A 8 45PM	A 7 15AM					468.7	0.6 CONALCO	4.3		L 4 05AM	L 10 10PM	
						470.4	1.7 JACKSON	2.6				
						471.3	0.9 CHESTER STREET	1.7				
						473.0	1.7 FROGMOOR	0.0				
									Daily	Daily	Daily	

Southward

SPARTA DISTRICT

Northward

5

SECOND CLASS		Siding Capacity		Mile Posts	TIMETABLE No. 2 Effective OCTOBER 26, 1975 STATIONS	Miles From Tolson	SECOND CLASS	
33	65	Cars	Feet				32	66
Dispatch	Dispatch						Dispatch	Dispatch
Daily	Daily							
					VENICE			
					via TRRA			
L 12 25PM	L 12 05AM			642.6	C.....TOLSON	0.0	A 12 20PM	A 1 10PM
12 35	12 15	69	3814	638.1	4.5 EAST CARONDELET	4.5	11 57	1 01
					4.9			
12 50 PM	12 25	128	7041	633.3	BIXBY	9.4	11 47	12 50 PM
				630.3	2.9 COLUMBIA	12.4		
1 15	12 50	91	5032	621.8	8.5 WATERLOO	20.9	11 23	12 25
1 25	A 12 59AM	163	8975	616.5	5.3 BURKSVILLE	26.2	11 13	L 12 15PM
					8.2			
		98	5442	608.3	RED BUD	34.4		
		187	10330	599.6	8.7 BALDWIN	43.1		
		77	4254	590.9	8.7 C.....SPARTA	51.8		
		120	6633	589.3	1.6 EDEN	53.4		
		67	3716	581.4	7.9 PERCY	61.3		
					2.8			
		164	9028	578.6	WILLISVILLE	64.1		
2 33				577.6	1.0 LEAHY	65.1	9 51	
2 48		71	3934	569.7	7.8 AVA	72.9	9 36	
A 3 15PM		172	9460	555.3	14.4 C.....MURPHYSBORO	87.3	L 8 50AM	
				554.1	1.2 CARBON LAKE	88.5		
		91	5208	548.8	5.3 ETHERTON	93.8		
		113	6226	539.6	9.3 ALTO PASS	103.1		
				528.0	11.6 JONESBORO	114.7		
					1.6			
		182	7271	526.4	KING	116.3		
				512.5	13.9 TAMMS	130.2		
		156	8619	497.3	15.1 DAVIS	145.3		
				496.8	0.5 C.....CAIRO	145.8		
							Daily	Daily

			Siding Capacity		Mile Posts	TIMETABLE No. 2 Effective OCTOBER 26, 1975 STATIONS	Miles From Cairo			
			Cars	Feet						
					496.0	C.....CAIRO.....	0.0			
						VIA CAIRO DISTRICT 11.8				
					485.00	.....WINFORD JUNCTION.....	11.8			
			134	7403	484.3	.....0.7.....WINFORD.....	12.5			
			151	8317	470.3	.....14.0.....COLUMBUS.....	26.5			
						.....14.2				
			110	6067	456.1	.....CAYCE.....	40.7			
			125	6880	446.6	D.....9.5.....UNION CITY.....	50.2			
			103	5895	442.2	.....4.4.....RIVES.....	54.6			
						.....11.1				
			104	5736	431.1	.....KENTON.....	65.7			
			62	3411	425.4	.....5.7.....RUTHERFORD.....	71.4			
			64	3543	421.1	.....4.3.....DYER.....	75.7			
			184	10709	414.3	.....6.9.....TRENTON.....	82.6			
						.....11.0				
			106	5830	403.2	D.....HUMBOLDT.....	93.6			
			127	7023	393.5	.....9.7.....CARROLL.....	103.3			
					387.7	.....5.8.....CONALCO.....	109.1			
					386.1	.....1.8.....JACKSON.....	110.7			
					384.3	C.....1.8.....ISELIN.....	112.5			

Southward

BLUFORD DISTRICT

Northward

7

			Siding Capacity		Mile Posts	TIMETABLE No. 2 Effective OCTOBER 26, 1975 STATIONS		Miles From Fulton			
			Cars	Feet							
					41.6	C	BLUFORD	126.9			
							2.7				
					44.3		FOSTER	124.2			
							3.9				
					48.2		BELLE RIVE	120.3			
							8.1				
			198	10917	56.3		DIANA	112.2			
							2.5				
					58.8		ODUM SPUR	109.7			
							4.1				
					62.9		AKIN JUNCTION	105.6			
							0.4				
					63.3		RUST JUNCTION	105.2			
							1.0				
					64.3		RUST	104.2			
							4.7				
			198	10937	69.0		KEGLEY	99.5			
							1.0				
					70.0		FERBER	98.5			
							5.6				
					75.6		DROIT	92.9			
							6.1				
					81.7		ALLENBY	86.8			
							2.2				
					83.9		SAHARA	84.6			
							1.5				
					85.4		DELTA	83.1			
							2.0				
			200	11053	87.4		SALINE	81.1			
							3.9				
					91.3		LEWIS SPUR	77.2			
							9.9				
					101.2		ROBBS	67.3			
			317	17477			9.3				
					110.5		REEVESVILLE	58.0			
							9.1				
			200	11033	119.6		SEDGWICK	48.9			
							3.3				
					122.9		METROPOLIS JCT.	45.6			
							via P & I RR.				
							1.9				
			115	5520			CHILES				
							1.2				
					0.0		CHILES JUNCTION	42.5			
							2.2				
					2.2		MAXON	40.3			
							12.3				
					14.5		LOWES	28.0			
							7.4				
					21.9		FANCY FARM	20.6			
							10.2				
			139	7667	32.1		WATTS	10.4			
							9.4				
					41.5		NORTH SIDING	1.0			
			125	6889			1.0				
					42.5	C	FULTON	0.0			

Southward

GOLCONDA DISTRICT

Northward

9

			Siding Capacity		Mile Posts	TIMETABLE No. 2 Effective OCTOBER 26, 1975 STATIONS	Miles From Reevesville				
			Cars	Feet							
					164.1	ROSLARE 10.2	25.4				
					153.9	GOLCONDA 4.9	15.2				
					149.0	HOMBERG 10.3	10.3				
					138.7	REEVESVILLE	0.0				

Southward

CARBONDALE DISTRICT

Northward

			Siding Capacity		Mile Posts	TIMETABLE No. 2 Effective OCTOBER 26, 1975 STATIONS	Miles From Christopher				
			Cars	Feet							
					0.0	C NORTH YARD 0.5	23.3				
					0.5	EAST WYE 5.0	22.8				
			68	3785	5.5	SEELY 1.3	17.8				
					6.8	CAMBRIA 4.5	16.5				
					11.3	HERRIN JUNCTION 4.4	12.0				
					89.1	LAKE CREEK 3.2	7.1				
					85.9	MITCHELL 3.9	3.9				
					82.0	CHRISTOPHER	0.0				

Southward

MANDE DISTRICT

Northward

			Siding Capacity		Mile Posts	TIMETABLE No. 2 Effective OCTOBER 26, 1975 STATIONS	Miles From Mande				
			Cars	Feet							
					5.5	SEELY 3.8	13.5				
					97.3	CARTERVILLE 2.2	9.7				
					99.5	ORDILL 6.5	7.5				
					108.0	MARION 1.0	1.0				
					107.0	MANDE	0.0				

M. Trainmen and enginemen are cautioned that there are structures alongside tracks at stations and elsewhere which do not provide clearance for a person to ride on side of cars and they must familiarize themselves with location of such structures.

N. St. Louis Division officers' jurisdiction extends to MP 278 on the Alton District; to Mile 276.4 on the Springfield District; to MP 469 on the Cairo District (except between MP 402 and 408) and to MP 389 on the Union City District.

2. Standard Clocks:

Centralia District

Centralia.....	"B" Yard Office Passenger Station Engine House
DuQuoin.....	Train Order Office
North Yard.....	Engine House Train Order Office
Cairo.....	Train Order Office

Cairo District

Cairo.....	Train Order Office
Fulton.....	Engine House Train Order Office
Chester Street.....	Caller's Office

St. Louis District

E. St. Louis.....	Caller's Office
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Sparta District

Venice.....	Yard Office
Tolson.....	Train Order Office
Murphysboro.....	Train Dispatchers Office
Cairo.....	Train Order Office

Union City District

Cairo.....	Train Order Office
Union City.....	Train Order Office
Iselin.....	Engine House Train Order Office

Bluford District

Bluford.....	Train Order Office
Fulton.....	Train Order Office Engine House

Eldorado District

Benton.....	Engine House Train Order Office
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4. Between Wann (Missouri Division) and Bridge Junction, the tracks of the ICG and the PC are jointly used. The movements of trains will be governed by the joint timetable of the PC-ICG Railroads.

Springfield District crews operating between E. St. Louis and Mile 376.4 will be governed by the IT, TRRA and C&NW timetables.

20. Southward trains ordered to display green signals to Branch Junction or to Centralia will display same signals to "B" Yard, Centralia.

21. In multiple track territory or within CTO limits, the display of white lights on extras will be omitted, except on passenger trains running as extras.

31. When necessary to operate multiple diesel units in reverse direction for any great distance over territory where road crossings will be encountered, arrange to operate engine from the leading cab. Where this is impractical, a member of the crew must ride leading cab to operate horn and bell and be in position to operate emergency brake valve, if necessary, to avoid accident.

S-71. Northward regular trains are superior to regular trains of the same class in the opposite direction.

83. Train Registers:

Centralia District

Centralia.....	Passenger Station—trains originating and terminating. "B" Yard—trains originating and terminating.
North Yard.....	Trains originating, terminating and first class trains. First Class Trains may register by register ticket.
Cairo.....	Train Order Office

Cairo District

Cairo.....	Train Order Office
Fulton.....	Train order office—trains may register by register ticket.

Cairo District trains, tying up at Chester Street or Frogmoor may register with the operator at Iselin by telephone.

Trains departing Frogmoor or Chester Street will notify operator at Iselin by radio their departure time.

Conductors on trains passing Conalco will inform the operator at Iselin by radio, if caboose is so equipped, when rear of train has cleared Conalco.

St. Louis District

E. St. Louis.....	Train Order Office
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Sparta District

Tolson.....	Northward trains only will be required to register, and they may register by register ticket.
Cairo.....	Trains will register by register ticket.

Union City District

Cairo.....	Trains will register by register ticket.
Iselin.....	Train Order Office

Bluford District

Bluford.....	Train Order Office
Fulton.....	Train Order Office—Trains may register by register ticket.

Murphysboro District

North Yard.....	Train Order Office
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(Continued on page 11)

93. Yard Limits:

Centralia District

Centralia.....MP 250 to MP 259
 DuQuoin.....MP 285 to MP 293
 Carbondale.....Mile 305.1 to Mile 309.2
 Cairo.....Extends to Mile 355.7

Cairo District

Cairo.....Extends to Mile 363.1
 Fulton.....Mile 402.6 to Mile 407.2
 Martin.....Mile 415.5 to Mile 419.4
 Frogmoor.....Extends to Mile 468.8

St. Louis District

E. St. Louis.....Extends to Mile 6.1
 Pickneyville.....Extends to Mile 73.8 (Vergennes)
 DuQuoin.....Extends to Mile 67.5

Sparta District

Tolson.....Extends to Mile 641.1

Union City District

Union City.....MP 452 to MP 440
 Humboldt.....Mile 404.4 to Mile 401.1
 Iselin.....Extends to Mile 388.5

Bluford District

Bluford.....Extends to Mile 44.5
 Fulton.....Extends to MP 40

Murphysboro District

North Yard.....Extends to MP 89

Eldorado District

Entire District

Golconda District

Entire District

Carbondale District

Entire District

Mande District

Entire District

At E. St. Louis, northward trains or engines must receive permission from "Q" Tower before leaving GM&O Junction or Trendley Avenue.

At Centralia, Missouri-Illinois Railroad trains or engines must not enter ICG main track at Branch Junction or Centralia until they receive permission from the operator at Centralia "B" Yard. M-I crews must report to "B" Yard operator when clear of ICG tracks.

Clinton District trains or engines must not enter Centralia District nor cross from northward main to Clinton District, Branch Junction, until they receive permission from the operator at Centralia "B" Yard.

At Metropolis, ICG trains or engines will use Burlington Northern tracks from north wye switch to a point near Ferry Street, where BN track connects with ICG tracks in Metropolis Yard. ICG trains or engines using these tracks will be governed by BN Rule 105, which reads:

"Trains and engines using a siding or any track other than a main track must move at reduced speed and be prepared to stop short of a switch not properly lined."

At Eldorado, trains or engines using Penn Central lead and interchange tracks at Eldorado may do so without receiving permission from Penn Central.

At Iselin, northward trains leaving Iselin to meet opposing train between Iselin and Jackson will not pass Madison Street until the opposing train arrives.

At Christopher, trains or engines leaving the Eldorado District must notify the operator at Benton or DuQuoin when clear of the Eldorado District.

Carbondale District trains or engines must not enter the Eldorado District main track at Christopher without permission from the operator at Benton or DuQuoin.

Between C&EI Crossing at Benton and the junction switch at Groat. All trains or engines before entering Eldorado District main track at or between these two points must obtain permission from the operator at Benton or DuQuoin and must notify one of these offices when leaving such territory.

93 and 290. Between Illinois and Cairo, northward trains or engines may move against the current of traffic when home signal at Illinois displays "Proceed at Restricted Speed" indication and the route is properly lined. Train dispatcher will authorize such movement and will issue instructions to control operator at Cairo, and before authorizing such movement, he must know that there is no opposing movement. Control operator must establish manual block between stations.

98. Unless otherwise provided, trains or engines must stop at junctions and railroad crossings as follows:

- Branch Junction—Clinton District and MI trains..... Junction
- DuQuoin—St. Louis District trains..... Junction
- Carbondale—Murphysboro District trains..... Junction
- Cairo—Sparta District trains..... Junction
- One mile south of Cairo on Old Cairo
 Main track—PCRR..... Crossing
- North Yard—Murphysboro and Carbondale
 District trains..... Junction
- Texas—Trains from Murphysboro..... Junction
- E. St. Louis: GM&O Junction..... Crossing
- Southern..... Crossing
- TRRA..... Crossing
- ICG..... Crossing
- Wiggins Ferry..... Crossing
- DuQuoin—Eldorado District trains..... Junction
- Eldorado Junction—PCRR..... Junction
- Seely—trains from Carterville..... Junction
- Reevesville—Golconda District trains..... Junction
- Christopher—Carbondale District trains..... Junction
- Groat—Trains or engine entering
 Eldorado District..... Junction
- Ferber—trains on Eldorado District..... Junction
- Groat—all trains or engines..... Crossing
- Cairo—between MP L-3 and L-4—PCRR..... Crossing

Territory or Location	Passenger Trains	Freight Trains	Trains Handling Revolving Machinery on Own Wheels
	Miles Per Hour		
101(a). Lower Speeds:			
Centralia District			
Branch Junction to Fifth Street, Centralia.....	35	35	25
BN Crossing, Mile 253.1.....	25	25	25
Orient No. 3 Mine Lead, Missouri Pacific Crossing to Bois.....		20	10
Inland Steel Mine Scale.....		5	5
DuQuoin, Park Street to Franklin Street.....	40	40	25
Against current of traffic.....	10	10	10
Carbondale, Oak to Walnut Street (See Note A).....	10	10	10
MP 318, curve and next curve north.....	45	45	25
MP 339, curve at south end Dongola siding.....	60		25
MP 342, curve south of Wetaug.....	60		25
MP 354, first curve north and first curve south of Villa Ridge.....	65		25
Cairo District			
MP 363, first curve north of Illinois.....	40	40	25
MP 371, Curve.....	40	40	25
Mile 371.3, Cut.....	40	40	25
MP 373, curve.....	60	45	25
Mile 378.5, curve.....	70		25
Mile 379.5 to Mile 381.2, curves.....	50	45	25
MP 382, first curve north.....	70		25
Mile 390.5 to Mile 398.3, curves.....	70	50	25
Mile 404.5 to MP 407.....	20	20	20
MP 405, Bluford District Crossing.....	25	25	25
Martin, L&N Crossing.....	40	40	25
Martin, all public crossings (See Note A).....	25	25	25
MP 426 and MP 428, curves.....	60	45	25
Milan, L&N Crossing.....	40	40	25
Medina, Mile 456.5 to Mile 457.5.....	30	30	25
Mile 468.5 to Mile 469.5.....	30	30	25
Mile 469.5 to MP 472.....	20	20	20
St. Louis District			
Curve between ICG main track and TRRA connection at Valley Junction.....	10	10	10
Valley Junction, between MP 2 and Mile 2.9.....	20	20	20
Mile 0.5, subway, Trendley Avenue.....	5	5	5
E. St. Louis, Curve, GM&O Junction.....	10	10	10
MP 16, Old Northbound, over State Aid Route 4.....	5	5	5
Wilderman Siding.....	10	10	10
New Athens, Street crossing.....	30	30	25
Marissa, Green Diamond Road Crossing, No. 2 Storage.....	5	5	5
Coulterville, M-I Crossing.....	30	30	25
Pinckneyville, Missouri Pacific Crossing to ICG depot.....	35	35	25
MP 70, curve at DuQuoin.....	10	10	10
MP 70 to spring switch at Centralia District Junction.....	35	35	25
Sparta District			
Between MP 641.8 and Venice, trains with AOCX and OWEX cars.....		10	
Tolson siding.....	10	10	10
Mile 641.8, A&S crossing.....		25	25
Sparta, M-I Crossing.....	25	25	25
Percy, Missouri Pacific Crossing.....	25	25	25
Mile 566.6, Rock Cut.....	10	10	10
Murphysboro Siding.....	10	10	10
Murphysboro, Between north and south siding switches.....	20	20	20
Carbon Lake, Murphysboro District Crossing.....	25	25	25
Tamms, C&EI crossing.....	20	20	20

(Continued on page 15)

Territory or Location	Passenger Trains	Freight Trains	Trains Handling Revolving Machinery on Own Wheels
	Miles Per Hour		
101(a). Lower Speeds:			
Union City District			
Rives, Fulton District Crossing.....	20	20	20
Jackson, Cairo District Crossing.....	20	20	20
Bluford District			
Bluford (yard tracks).....	5	5	5
Bluford (yard limits).....	20	20	20
Bluford northward main track, curve at south end of "B" yard.....	10	10	10
Bluford southward main track, curves at north and south ends of "B" yard.....	10	10	10
Tunnel No. 2 (Mile 95.6 to 96.9).....	25	25	25
Ohio River Bridge, Metropolis Junction.....	20	20	20
Maxon Wye Switch.....	20	20	20
Maxon, East Cairo District Crossing.....	25	25	25
Murphysboro District			
North Yard, West Wye.....	10	10	10
MP 86 and 87, reverse curve.....	20	20	20
Sparta District Crossing (See Note A).....	20	20	20
Bridge T-9-2, one mile south of Sand Ridge over drainage ditch.....	10	10	10
Missouri Pacific crossing, Gorham (See Note A).....	20	20	20
Between MP 12 and MP 15.....	10	10	10
Eldorado District			
Curve, north leg of wye, DuQuoin.....	20	20	20
Christopher, BN Crossing (See Note A).....	20	20	20
Benton, Main Street crossing (See Note A).....	10	10	10
One half mile north of Groat Junction, between first and fifth railroad bridges.....	10	10	10
Akin Junction, south leg of wye.....	10	10	10
All curves, Ferber to Eldorado Junction.....	10	10	10
Golconda District			
Bridges GR 154-2, GR 140-1, GR 139-3.....	10	10	10
One fourth mile north of MP 152 to a point 1000 ft. north.....	5	5	5
From a point three-fourths mile north of Golconda to a point 300 feet north.....	5	5	5
MP 146 to MP 148.....	10	10	10
Carbondale District			
North Yard, East Wye.....	10	10	10
Between MP 88 and MP 92.....	20	20	20
Herrin Junction Wye.....	10	10	10
Mande District			
Fairgrounds Crossing, Marion.....	10	10	10

Note A—Trains or engines will not exceed speed as indicated until engine or lead car passes over last street or road crossing; or if an interlocking, when engine or lead car passes over interlocking.

109. Bulletin Boards—Continued

Cairo District

Cairo.....	Train Order Office
Fulton.....	Engine House
Chester Street.....	Switchmans Shanty Callers Office

St. Louis District

E. St. Louis.....	Hump Office Callers Office "D" Tower
River King One.....	Trailer-locker room
DuQuoin.....	Yard Office

Sparta District

Venice.....	Yard Office Engine House
Cairo.....	Train Order Office

Union City District

Cairo.....	Train Order Office
Union City.....	Agents Office
Iselin.....	Engine House Yard Office

Bluford District

Bluford.....	Yard Office
Delta.....	Yard Office
Fulton.....	Engine House Switchmans Shanty

Murphysboro District

North Yard.....	Yard Office Engine House
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Eldorado District

DuQuoin.....	Yard Office
Benton.....	Yard Office Engine House

Carbondale District

North Yard.....	Engine House Yard Office
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111(e). Trains having hot boxes must be stopped before moving over Ohio River bridge at Cairo and proper attention should be given such boxes before proceeding. Trains must not move over bridge with car doors swinging.

Hot Box Detectors are located and monitored as follows:

<u>Location</u>	<u>Monitor Station</u>
Centralia District	
Bois, Ill. (Mile 273.6).....	Chicago Hot Box Center
Wetaug, Ill. (Mile 340.3).....	Chicago Hot Box Center
Cairo District	
Wickliffe, Ky. (Mile 370.3).....	Chicago Hot Box Center
Oakfield, Tenn. (MP 464).....	Iselin Yard Office
St. Louis District	
Freeburg, Ill. (MP 23).....	Chicago Hot Box Center
Layfield, Ill. (Mile 51.4).....	Chicago Hot Box Center

Hot Box Detectors are located and monitored as follows:

<u>Location</u>	<u>Monitor Station</u>
Sparta District	
New Hanover, Ill. (Mile 625.5).....	Murphysboro
Baldwin, Ill. (Mile 605.1).....	Murphysboro
Mt. Glen, Ill. (Mile 535.4).....	Murphysboro
Union City District	
Fruitland, Tenn. (Mile 408.1).....	Iselin Yard Office
Bluford District	
Jordan, Ill. (Mile 52.7).....	Bluford Yard Office
Droit, Ill. (Mile 75.6).....	Chicago Hot Box Center
Robbs, Ill. (Mile 101.9).....	Chicago Hot Box Center
Fancy Farm, Ky. (Mile 21.9).....	Chicago Hot Box Center

Trains passing over hot box detectors monitored by the Murphysboro Train Dispatcher and the hot box detector located at Fruitland, Tenn. monitored by Iselin Yard Office will be governed as follows:

Crews not hearing from hot box detector readout office within four minutes after passing any of the hot box detector locations, except northward trains at Mt. Glen, must stop and inspect their train at once. Northward trains passing over Mt. Glen detector not hearing from readout office upon reaching Alto Pass must stop and inspect train.

Trains passing over hot box detectors monitored by Bluford Yard Office; Chicago Hot Box Center and the hot box detector located at Oakfield, Tenn. monitored by Iselin Yard Office will be governed as follows:

When a hot box, loose wheel or dragging equipment is detected, the employe will contact the appropriate train in the following manner:

Monitor Station: This is the (use the name of monitor station) calling the northbound (or southbound) train passing (city) (state) detector. Stop your train, you have a (loose wheel, hot box or dragging equipment).

Train Engineer Response: This is the engineer on the train (identity of train) passing (city) (state) detector. I am stopping my train.

If the above response is not received within ten seconds, employe at monitor station will repeat and wait another ten seconds then repeat a third time. If still no response, the employe will immediately notify the appropriate train dispatcher to have this train stopped.

After engineer responds, employe at monitor station will reply:

Monitor Station: I will give you location of the car after you have your train stopped. (During the time that the engineer is stopping his train, the employe will notify the appropriate train dispatcher that a train is being stopped and that he should monitor the operation from this point on).

Monitor Station: This is (monitor station) calling engineer on train (identity of train).

Engineer Reply: This is engineer on train (identity of train).

(Continued on page 19)

Monitor Station: Engineer on train , you have a (hot box, loose wheel or dragging equipment), located cars from your (lead unit or caboose) on the (north or south) rail. It is the (lead or trailing) truck, (lead or trailing) wheel.

When there is more than one diesel unit or caboose in the consist, they will be counted as a car. All rails will be identified in relation to the timetable direction, (i.e. timetable direction north or south, identify rails as east or west).

An on-the-ground thermal inspection must be made by a member of the crew of the car reported to be defective and, if defect is not found, the two (2) cars in each direction from the car reported must be checked by feeling each box lid for reported hot box defect, and examining wheels and axles or brake rigging for other reported defects.

At this point in the operations, the control of this train will be turned over to the train dispatcher for appropriate action and the monitor station will withdraw from further operation, except the employee at Iselin or Bluford will relay instructions and information between the dispatcher and the engineer of the train, if requested to do so.

A member of the crew must report to the train dispatcher upon completion of inspection of the train, the car initial, number, wheel, nature of defect, if any, and disposition of the car, so that a record of stops may be maintained.

If defect is not found, report must be made to connecting crew so that car may be kept under observation, or report made to yard forces at final terminal.

If unable to talk direct to the train dispatcher via radio, a message containing the above information must be addressed to the train dispatcher and Chicago Hot Box Center and dropped off at the next open telegraph office where the operator on duty will report same to the train dispatcher and Chicago Hot Box Center recording time and party notified and file same.

Train crew will be notified when hot box detectors are out of service and will make careful running inspection of their trains. When two consecutive detectors are out of service, crews must stop their train in the vicinity of the last inoperative detector and make an on-the-ground visual inspection of both sides of train.

M-151. Two Main Tracks:

Centralia District

Branch Junction to Cairo

Cairo District

Cairo to Illinois

Fillmore to Ballard (No. 1 west) (No. 2 east)

Buda to Fulton

Bluford District

Spring Switch north end Bluford to Foster

200. Train orders issued by the train dispatcher at Murphysboro will be issued over the signature of the chief train dispatcher.

215. Centralia District

Trains may leave Branch Junction without a clearance but must obtain a clearance at "B" Yard Centralia. Conductor and engineer of each northward train must deliver clearance and train orders (if any) received at "B" Yard, Centralia, to connecting conductor and engineer at Centralia passenger station.

Trains may leave Bois without a clearance after permission is received from the train dispatcher through the operator at DuQuoin or Centralia.

Trains originating at Carbondale may leave without a clearance but must obtain a clearance at North Yard.

Cairo District

Trains entering Cairo District from Westvaco or Winford Junction may leave without a clearance.

Trains must obtain clearance before leaving Fulton. Train order office at Fulton is located at Bluford District Crossing.

Trains may leave Conalco without a clearance but must obtain clearance before leaving Frogmoor or Iselin.

St. Louis District

Trains or engines may enter St. Louis District between Belleville and Goddard without a clearance.

Sparta District

ICG Northward trains originating at Leahy or Percy may leave without a clearance but must obtain a clearance before leaving Sparta. Trains on southward trip terminating at Leahy or Percy will retain all train orders relating to track condition or any other condition affecting the movement of their train between Leahy and Sparta.

Murphysboro District trains may enter Sparta District at Carbon Lake without a clearance but must obtain Sparta District clearance at North Yard.

Union City District

Trains may leave Conalco without a clearance but must obtain clearance before leaving Frogmoor or Iselin.

Bluford District

Trains or engines may enter or leave Bluford District between Foster and North Siding without a clearance.

Murphysboro District

Trains or engines originating North Yard and Carbondale must obtain clearance at North Yard.

Trains or engines may leave Grand Tower without a clearance.

Sparta District trains may enter Murphysboro District at Carbon Lake without a clearance.

Eldorado District

Trains entering the Eldorado District at DuQuoin must obtain a clearance and be governed by instructions from the operator at DuQuoin or Benton.

Trains or engines originating at Benton destined DuQuoin and/or beyond Akin Junction and Rust Junction must obtain a clearance before leaving Benton.

Other trains between Akin Junction and DuQuoin will require clearance at Benton, unless Benton office is closed, at which time movements will be directed by operator at DuQuoin.

221(d). Color light type flashing aspect train order signal at Martin will have signal displayed continuously.

251. Between Branch Junction and Illinois and between Fulton and Buda, trains will run with reference to other trains in the same direction by block signals whose indications will supersede the superiority of trains.

Train crews must keep advised of and avoid delay to first class and piggyback trains.

279. Electric lock switches:

The following electric lock switches are controlled by trainmen. Instructions governing use are found on inside of door on electric lock or on post nearby:

Centralia District

Branch Junction... Junction of Clinton and Centralia Districts.
Junction of M-I and Centralia District.
North switch of north crossover.
South switch of south crossover.

Cairo District

Wickliffe..... House track—both ends.
Westvaco..... West Virginia Pulp and Paper Company.
Bardwell..... House track—both ends.
Arlington..... House track—both ends.

St. Louis District

Belleville..... South switch of Richland Storage.
Old Southbound Spur.
House Track Lead.
Old PSL Runaround—both switches.
Crossover—north end of Richland Storage.
Lementon..... Storage Track—both ends.
New Athens..... House Track—south switch.
Lenzburg..... Storage Track—both ends.
Marissa..... Storage Track—both ends.
Coulterville..... M-I Interchange—both north switches and south switch.
Pinckneyville..... Missouri Pacific Connection on Du-Quoin Main Route.
New Storage Track—both ends.
South switch to yard.
Denny..... Wye—both switches.

Sparta District

Burksville..... Mill Track
Red Bud..... Furnace Factory
Mill Track
Siding—both ends
Baldwin..... Power plant
Sparta..... Siding—both ends
New lead
Storage track
Nielson Lead
Old Spur
Front House Track—both ends
Back House Track
Eden..... Siding—both ends
Percy..... Siding—both ends
Field Spur
Wye—both switches
Willisville..... Siding—both ends
Carbon Lake..... Murphysboro District Connection
Mt. Glen..... House Track
Jonesboro..... House track—both ends
Elco..... Silica Plant—both ends

Bluford District

Eads..... Mine lead
Rust..... Storage track—both ends
Rust Junction..... Main to Storage crossover
Ferber..... Eldorado District Junction
Amax (MP 80)..... Mine lead
Sahara..... Wye—both switches
Delta..... Wye—both switches
Will Scarlet..... Wye—both switches

At Branch Junction, color light indicators will indicate when trains are approaching on main tracks. North indicator located on southward signal north of junction of Clinton and Centralia Districts will display:

<u>Light</u>	<u>Indication</u>
Red.....	Train approaching southward on Champaign District.
Yellow.....	No train approaching on Champaign District.
South indicator located on northward signal south of the south crossover will display:	
Red.....	Train approaching northward on Centralia District.
Yellow.....	No train approaching northward on Centralia District.

Electric switch locks may be unlocked and switches thrown when indicators display indications as follows:

<u>Train or Engine Movement</u>	<u>Indicator</u>
Southward from Clinton District.....	When north indicator displays yellow light.
Southward from M-I.....	When north and south indicators both display yellow light.
Northward from Centralia District to Clinton District.....	When north indicator displays yellow light.

290. Southward trains or engines approaching Buda finding signal conveying Proceed at Restricted Speed indication, must obtain permission from the train dispatcher through the Bluford District Crossing operator or the Fulton Yardmaster before proceeding on northward track Buda to Fulton.

292. **At Bois**, dwarf signal governing movement from mine lead to northward main track is located 385 feet south of spring switch. Instructions for clearing signal when found in Stop-Indication are posted on side of signal instrument case.

At Centralia, south end No. 1 track, "F" Yard, southward movement is governed by dwarf signal equipped with key controller. Instructions for use are attached to controller.

At DuQuoin, Dwarf signal governing movement from third rail to northward main track is located 410 feet south of spring switch. Instructions for clearing signal when found in Stop-Indication are posted on side of signal instrument case.

At St. Louis-Centralia Districts Junction at DuQuoin, when train or engine is stopped by Stop-Indication and when it is known that route is clear and that train on Centralia District southward main track has stopped north of signal 287.9 (1650 feet north of spring switch), trainman will insert switch key in release box located near the switch, turn key and then remove it from release box. In approximately two minutes the signal will display yellow or green indication. If proceed movement is not made within four minutes, the signal will again display Stop-Indication and key release operation must be repeated. If signal does not change to Proceed Indication after switch key operation, the train or engine may then enter southward Centralia District main track under flag protection in accordance with Rule 99.

505. Automatic Block Signal system is in effect between:

Centralia District

Branch Junction and Cairo

Cairo District

Cairo and Illinois
Buda and 3963 feet south of MP 405
Fulton-Cairo Districts Crossing and Frogmoor

515. Trains carrying passengers in the State of Illinois are 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. Centralized Traffic Control is in effect between:

Cairo District

Illinois and Buda (on two tracks between Ballard and Fillmore)

St. Louis District

Church and Goddard

Sparta District

Burksville and Leahy
Murphysboro and Cairo

Bluford District

Foster and North Siding

Trains or engines operating on E. Cairo District (Kentucky Division) between CR Junction and Maxon will be governed by signal indication at CR Junction and at Maxon.

Movement of Sparta District trains or engines from the northward signal at the north end of the siding at Murphysboro will be governed by the indication of that signal, if there are no train order or timetable restrictions affecting their movement. If the signal displays a stop indication, trains or engines, after being authorized by the control station to pass the signal, must move at restricted speed until entire train has passed end of track circuit (ETC) sign located approximately 14,000 feet north of the signal.

560. Spring Switches:

<u>Location</u>	<u>Switch</u>	<u>Normal Position</u>
Centralia District		
Centralia—South end No. 1 track	"F" Yard, southward main track	For southward main track
Bois—North end mine lead		For northward main track
*Orient No. 3 Mine lead—Missouri Pacific Junction		As last used
DuQuoin—north end northward siding		For northward main track
DuQuoin—Junction St. Louis District southward main track		For southward main track
Cairo District		
Cairo—Junction Sparta District Southward main track		For Cairo District
Fulton—south end track 16		For northward thoroughfare
*Martin—north end siding	} For main track	
*Greenfield—south end siding		
*Cades—both ends siding		
*Milan—North end siding		
*West—north end siding		
*Lawrence—north end siding		
*Chester Street		For thoroughfare track
*Frogmoor		For main track
St. Louis District		
E. St. Louis—south end long crossover at south end A yard		For movement through turnout
E. St. Louis—north end crossover track 29 on Hump Lead		For straight tracks
Wilderman—north wye River King mine lead		For Siding
DuQuoin—Junction Centralia District southward main track		For southward main track
Sparta District		
Cairo—Junction Cairo District southward main track		For Cairo District
Union City District		
Jackson—north end yard lead		For main track
Bluford District		
*Bluford—north switch, north end		For southward main track
*Foster		For northward main track
*Diana—north end siding	} For main track	
*Kegley—north end siding		
*Saline—north end siding		
*Reevesville—north end siding		
*Sedgwick—north end siding		
*Lowe—north end siding		
*Watts—north end siding		
*North Siding—north end		For siding
*Equipped with lunar white marker.		

1214. The following instructions will apply to tank cars loaded with Hydrocyanic Acid (HCN), or an empty HCN Tank Car:

HAZARDS: HCN is extremely hazardous by inhalation, by contact with the skin, and by ingestion. Exposure to excessive concentration of vapor may result in instantaneous loss of consciousness and death without warning. In the event of a spill or leak of the liquid material, the area should be roped off and warning signs posted until decontamination has been completed by trained personnel.

Although HCN has a characteristic sweetish odor, like bitter almond, its toxic action at hazardous concentrations is so rapid that it is of no value as a warning.

SPECIAL PRECAUTIONS: In the event of a derailment, or other suspected leakage of an HCN tank car, the wind direction should be determined before an approach to the car is made, and the car should be approached from the upwind side. All persons should be kept away from the car. Police and fire-

fighting forces should be instructed in the hazards of the lading. If the car is actually involved in a fire or if it is burning at the dome or from any other possible leak, it should be permitted to continue burning. If the car is not actually involved in a fire, **IT MUST BE LEFT ALONE PENDING THE SHIPPER'S INSTRUCTIONS.** A derailed HCN tank car shall not be rerailed, rigged for hoisting by crane, or other work done on it excepting as instructed by the shipper. It is most important that no flame cutting, welding or other hot work be performed on the car until the shipper's authorization is given by his representative at the scene.

NOTIFICATION: In the event of wreck, derailment, leakage, or other problem involving an HCN tank car, call the following number:

CHEMTREC
800-424-9300

SWITCHING: Both loaded and empty HCN cars shall not be cut off while in motion. No car moving under its own momentum shall be allowed to strike either a loaded or empty HCN car.

ADJUSTED TONNAGE RULES AND RATINGS

1. The tonnage ratings shown herein include the adjustment factor.

2. In computing tonnage of train the adjustment factor should be added to the gross weight of each car in the train, whether loaded or empty. For example, tonnage for a 75 car train might be—

Weight of cars and lading (including caboose).....	5,000 tons.
Adjustment factor (75 x 10).....	750 tons.
Adjusted tonnage of train.....	5,750 tons.

When the sum of the gross weight of all cars plus adjustment factor equals the tonnage rating for the district, the locomotive has its full rating.

3. Conductors shall show actual gross tonnage in spaces provided therefor on wheel reports.

4. When dead locomotives are hauled in trains the adjustment factor shall be added for each 35 tons weight of locomotive and tender.

5. Ratings apply over ruling grades. Additional tonnage may be handled over other portions of the rating section.

6. When necessary to reduce the train load to maintain fast schedules with perishable, livestock, etc., the train master shall designate the rating to be used.

7. When, on account of low temperature, snow, or other causes, it is not practicable to haul 100% rating, the train master will authorize such temporary reduction as may be necessary, but such reduction must not be kept in effect longer than 24 hours without authority from the superintendent.

8. The tonnage ratings shown herein must be used by districts on this division and no reduction shall be made without the approval of the Superintendent of Transportation. If tonnage ratings are increased, a prompt report of the new ratings shall be made to the Superintendent of Transportation.

100% TONNAGE RATING

Factor	3	7	8	8	3	7	13	0
Diesel Horsepower (See Note E)	Pickneyville to Belleville Northward Ruling Grade—Pickneyville to Layfield	Belleville to Pickneyville Southward Ruling Grade—Wilderman to Freeburg	DuQuoin to Pickneyville Northward	Pickneyville to DuQuoin Southward	Belleville to Church Northward	Church to Belleville Southward	Between Carbondale and McClure Ruling Grade—Sand Ridge	Reevesville to Rosiclare North and South
1200	4705	4075	4850	4850	3070	2920	6220	2500
1500	4850	4250	7635	6225	3490	3220	6455	2800
1750	4995	4550	8245	6725	3595	3445	6690	
3000	9700	8500	15270	12450	6980	6440	12910	
3250	9845	8800	15880	12950	7085	6665	13230	
3500	9990	9100	16490	13450	7190	6890	13390	
4500	14550	12750	22905	18675	10470	9660		
4750	14695	13050	23515	19175	10575	9885		
5000	14840	13350	24125	19675	10680	10110		
5250	14985	13650	24735	20175	10785	10335		

Note E—GP40 and GE U-30B diesel units develop 2100 HP for tonnage rating purposes.

100% TONNAGE RATING

Factor	6	15	6	5				
Diesel Horsepower (See Note E)	Centralia to Carbondale Southward Ruling Grade—Centralia to Irvington	Carbondale to Centralia Northward Ruling Grade—Sunfield to Tamaroa	Carbondale to Cairo Southward Ruling Grade—Makanda to Cobden	Cairo to Carbondale Northward Ruling Grade—Mounds to Villa Ridge and Dongola to Balcom				
1500	5325	9525	3820	3750				
1750	5645	10955	4050	3940				
3000	10650	19050	7640	7500				
3250	10970	20480	7870	7690				
3500	11290	21910	8100	7880				
4500	15975	28575	11460	11250				
4750	16295	30005	11690	11440				
5000	16615	31435	11920	11630				
5250	16935	32865	12150	11820				
Factor	5	5	5	5				
Diesel Horse Power	Martin to Fulton	Fulton to Martin	Martin to Frogmoor	Frogmoor to Martin				
1500	5050	5900	3100	3150				
1750	5300	6200	3400	3450				
3000	10100	11800	6200	6300				
3250	10350	12100	6500	6600				
3500	10600	12400	6800	6900				
4500	15150	17700	9300	9450				
4750	15400	18000	9600	9750				
5000	15650	18300	9900	10050				
5250	15900	18600	10200	10350				
Factor			5	5	15	8	7	15
Diesel Horsepower (See Note E)			Cairo to Fulton	Fulton to Cairo	Between Bluford and Fulton North and South	DuQuoin to Benton Southward	Benton to DuQuoin Northward	Akin Jet. to Benton Northward
1500			3800	3850	6800	3820	4950	3550
1750			4100	4150	7100	4120	5250	3750
3000			7600	7700	14630	7640	9900	7100
3250			7900	8000	14930	7940	10200	7300
3500			8200	8300	15500	8240	10500	7500
4500			11400	11500	19950	11460	14850	10600
4750			11700	11850	20615	11760	15150	10800
5000			12000	12150	22150	12060	15450	11000
5250			12300	12450	23050	12360	15750	11200

Note E—GP40 and GE U-30B diesel units develop 2100 HP for tonnage rating purposes.

Southward—PADUCAH AND ILLINOIS R.R.—Northward

		Siding Capacity		Mile Posts	TIMETABLE No. 2 Effective OCTOBER 26, 1975 STATIONS	Miles From Paducah				
		Cars	Feet							
				0.0	BURLINGTON JCT.....	14.9				
				0.6	RIVER JCT.....	14.3				
				1.0	METROPOLIS JCT.....	13.9				
		96	5520	2.9	OHILES.....	12.0				
				4.1	OHILES JCT.....	10.8				
				9.4	C. R. JCT.....	5.5				
		96	5520	9.5	C. R.....	5.4				
				12.5	SOUTH YARD JCT.....	2.4				
				14.0	P. & I. JCT.....	0.9				
				14.9	PADUCAH.....	0.0				

Illinois Central Gulf Operating Rules will govern the operation of the P&I Railroad.

In addition to the following special instructions, those appearing under Rules M, 21, 31, 99, 101(a), 103(d), 782, 1200, 1202, 1203, 1204, 1205, 1206, 1208, 1209, 1210, 1213 and 1214 in the Special Instructions of the current St. Louis Division Timetable will also apply to the P&I Railroad.

2. Standard Clocks

Paducah..... Yard Office
Engine House

83. Train Registers:

Paducah..... Train Order Office

93. Yard Limits:

Metropolis Junction..... Extends to Burlington Junction

101. Speed Restrictions:

Speeds shown are maximum authorized between points named but do not modify any rule or special instructions which may require lower speed.

Burlington Junction to Paducah..... 45 MPH

101(a). Lower Speeds:

Diverging route, crossovers, siding switches
and power operated switches..... 20 MPH
Through hand operated switches..... 10 MPH
Ohio River Bridge, Metropolis..... 20 MPH
Wye connection, River Junction..... 10 MPH
Curve north of P&I Junction..... 10 MPH

109. Bulletin Boards:

Paducah..... Train Order Office
Callers Office

111(e). Trains having hot boxes must be stopped before moving over Ohio River Bridge at Metropolis and proper attention should be given such boxes before proceeding.

215. Trains may leave Metropolis Junction, CR Junction, Ohiles Junction and Burlington Junction without obtaining a clearance.

ICG trains must obtain a clearance at Paducah before entering P&I Railroad.

279. Electric locked switch is located at south end of house track at Metropolis Junction. Instructions covering its operation are posted inside telephone cabinet at the switch.

525. Centralized Traffic Control:
CTC extends between Metropolis Junction and Paducah and is controlled by ICG train dispatcher in Chicago.

536. Where home signals are not provided to govern movements into or out of tracks, such tracks must not be used to meet or pass trains.

1200. Eight wheel locomotive cranes on their own wheels must be handled next ahead of caboose in tonnage or local freight trains, during daylight hours.

TRAIN DISPATCHERS TELEPHONE NUMBERS

Chicago Chief Train Dispatcher

(WATS) Intrastate 1-800-972-8385

Interstate 1-800-621-8248

Company Number—Access Code+2989

Chicago Train Dispatcher

Centralia District

Company Number—Access Code+2891

Cairo District (South End)

St. Louis District

Eldorado District

Bluford District

Company Number—Access Code+2893

Cairo District (North End)

Murphysboro Chief Train Dispatcher

1-618-684-2961

Company Number—Access Code+2021

Murphysboro Train Dispatcher

Sparta District

Company Number—Access Code+2021

Union City District

Murphysboro District

CHICAGO - STANDARD TIME - ACCESS CODE +3471

HOW TO USE THIS CHART

To determine where a placarded car can be placed in a freight or mixed 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.

TYPE OF CAR	PLACARD APPLIED ON CAR	RESTRICTIONS
1	2	3
ANY CARS (inc. flat cars carrying ballast or coalhulls)	"EXPLOSIVES"	
TANK CAR	"DANGEROUS"	
OTHER THAN TANK CAR	"DANGEROUS"	
TANK CAR	"POISON GAS"	
OTHER THAN TANK CAR	"POISON GAS"	
TANK CAR	"FLAMMABLE POISON GAS"	
OTHER THAN TANK CAR	"FLAMMABLE POISON GAS"	
ANY CAR	"DANGEROUS RADIO-ACTIVE MATERIAL"	
ANY CAR	"CAUTION RESIDUAL PHOSPHORUS"	
EMPTY TANK	"DANGEROUS POISON GAS EMPTY"	
EMPTY TANK	"DANG. FLAMMABLE POISON GAS EMPTY"	
EMPTY TANK	"DANGEROUS EMPTY"	

POSITION IN FREIGHT OR MIXED TRAIN OF CARS CONTAINING EXPLOSIVES AND DANGEROUS COMMODITIES

MUST NOT BE PLACED NEXT TO:

4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21					
WHEN TRAIN LENGTH PERMITS	WHEN TRAIN LENGTH DOES NOT PERMIT	WHEN TRAIN CLASSIFIED	WHEN IN PICK-UP AND/OR SET-OFF SERVICE	E	Occupied	Occupied	Occupied	CAR PLACARDED								Any Car, Container, Unit Having Automatic Refrigeration or Heating Equipment; Lighted Heater, or Lumber	Any Loaded Flat Car	Open Top Car When Loading Beyond Car Ends Or When Loading Above Car Ends Is Liable To Shift				
Must Not Be Near Than 18th From Engine Or Caboose	Must Not Be Near Than 6th From Engine, Caboose Or Passenger Car	Must Be Near Middle Or Train	Must Not Be Near Than 2nd From Engine, Caboose Or Passenger Car	Must Be Near Middle Or Black But Not Near Than 6th From Engine Or Caboose	Must Not Be Near Than 2nd Car From Engine Or Caboose	N	A	Occupied Passenger Or Combination Car	Occupied Car With Live Animals And Attendant	E	X	P	F	D	P	Flammable Poison Gas	Dangerous Radioactive Material	Any Car, Container, Unit Having Automatic Refrigeration or Heating Equipment; Lighted Heater, or Lumber	Any Loaded Flat Car	Open Top Car When Loading Beyond Car Ends Or When Loading Above Car Ends Is Liable To Shift		
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
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