

ILLINOIS DIVISION

G. B. LUNDAY, Trainmaster Chillicothe, Il
 R. A. HOLDAWAY, Trainmaster Ft. Madison, Ia
 P. D. MCKENNON, Trainmaster Marceline, Mo
 H. L. LOVELADY, Chief Dispatcher Ft. Madison, Ia
 L. L. BARNARD, Asst. Trainmaster McCook, Il
 W. D. JOHNSON, Asst. Trainmaster McCook, Il
 J. D. CONAWAY, Road Foreman of Engines Corwith, Il
 M. E. BROOKS, Road Foreman of Engines Marceline, Mo
 D. S. HYDER, Rules Examiner Ft. Madison, Ia
 T. L. RINKER, Safety Supervisor Ft. Madison, Ia
 M. D. THOMPSON, Asst. Chief Dispr. Ft. Madison, Ia
 R. J. SANFORD, Asst. Chief Dispr. Ft. Madison, Ia
 E. M. CHADWICK, Asst. Chief Dispr. Ft. Madison, Ia

TRAIN DISPATCHERS—FT. MADISON

R. G. BUCKINGHAM
 J. D. HUNTER C. M. MATTA S. C. SHOTTS
 R. J. ALEXANDER G. D. WYLIE J. R. HARTLEY
 E. A. DENT J. M. MUNOZ J. L. HARTWIG
 J. T. SEVIER J. C. ANDREWS S. E. ENGLEHARD
 J. L. AUSTIN B. L. SMETZER D. E. LEININGER
 C. M. GULLEY B. GREENIG A. W. HEIKKILA

EASTERN LINES

C. L. HOLMAN, Asst. Gen. Mgr.-Engineering Topeka, Ks
 H. L. HAWKINS, Asst. Gen. Mgr.-Mechanical Topeka, Ks
 B. R. TUCKER, Supvr. of Air Brakes—
 Gen. RFofE Argentine, Ks
 W. J. McMEANS, Trainmaster—RFofE—
 AMTRAK Argentine, Ks

CHICAGO TERMINAL DIVISION

F. S. KOWALCZYK, Trainmaster Corwith, Il
 G. J. HIGGINS, Trainmaster Corwith, Il
 W. J. EPPERSON, Trainmaster Corwith, Il
 B. R. HOWARD, Trainmaster Corwith, Il
 H. H. PLUMER, Trainmaster Corwith, Il
 R. PEDROZA, Asst. Trainmaster-Amtrak Chicago, Il
 L. D. KRONE, Asst. Trainmaster Corwith, Il
 J. C. POE, Asst. Trainmaster Corwith, Il
 T. R. MATROS, Safety Supervisor Corwith, Il

KANSAS CITY DIVISION

D. E. PARSONS, Asst. Superintendent Argentine, Ks
 J. L. SULLIVAN, Asst. Superintendent Argentine, Ks
 N. A. WELLS, Trainmaster Argentine, Ks
 B. D. JOHNSTON, Trainmaster Argentine, Ks
 B. R. DAVIS, Trainmaster Argentine, Ks
 W. H. PITTS, Trainmaster Argentine, Ks
 J. M. LOTZ, Road Foreman of Engines Argentine, Ks
 T. R. ADAMS, Asst. Trainmaster Argentine, Ks
 H. J. RAWLINGS, Asst. Trainmaster Argentine, Ks
 J. D. JOHNSON, Asst. Trainmaster Argentine, Ks
 R. L. GIBSON, Asst. Trainmaster Argentine, Ks
 R. L. DECANEY, Asst. Trainmaster Argentine, Ks
 G. T. HARDCASTLE, Asst. Trainmaster Argentine, Ks
 W. F. MCGINN, Asst. Trainmaster Argentine, Ks
 G. A. CHANDLER, Asst. Trainmaster Argentine, Ks
 C. E. TRESSLER, Safety Supervisor Argentine, Ks

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 01	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 00	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 00	20.0
53	67.9	1 30	40.0	3 30	17.1
54	66.6	1 32	39.1	4 00	15.0
55	65.5	1 34	38.3	4 30	13.3
56	64.2	1 36	37.5	5 00	12.0
57	63.2	1 38	36.8	6 00	10.0

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

EASTERN LINES

ILLINOIS DIVISION

TIME TABLE NO.



IN EFFECT

Sunday, October 26, 1980

**At 12:01 A. M.
 Central Time**

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

H. J. BRISCOE
 General Manager
 Topeka, Kansas

C. R. ROSE
 Asst. General Manager
 Topeka, Kansas

B. J. HEATH
 Ft. Madison, Iowa
D. D. DIDIER
 Corwith, Illinois
M. F. SMITH
 Argentine, Kansas
Superintendents

2 FIRST DISTRICT

ILLINOIS DIVISION

WEST- WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 11 October 26, 1980			Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD		
First Class									First Class		
3									4		
Leave Daily			STATIONS					Arrive Daily			
PM 4.30			CHICAGO Union Station 1.6				C	PM 4.10			
			Ft. Wayne Jct. (ICG) 0.1			1.3					
			A. T. & S. F. Jct. 0.1			1.4					
			CR-C&WI Cros. 0.7			2.1					
			Halsted St. (ICG) 1.0			3.1					
		26.4	Bridgeport 1.3		26.4	4.4					
			Ash Street CRI-BOCT CR Crossing 1.5								
		35.8	I.N. Crossing CORWITH 1.4			5.9	Y R C				
			NERSKA Chicago Belt Crossing 5.5			7.3					
	6395		McCOOK 0.1			12.8	R C				
			B. & O. C. T. Crossing 4.5			12.9					
			WILLOW SPRINGS 5.6			17.4					
			ARGONNE 2.1			23.0					
			LEMONT 4.2			25.1	C				
			ROMEO 3.4			29.3					
		10.6	LOCKPORT 3.5			32.7	C				
		10.6	JOLIET YARD 1.3			36.2	TR C				
5.20			JOLIET U.S. C. R. I. & P. Crossing 4.0			37.5	C	5.25			
5.24			PLAINES 6.6			41.5		2.41			
			DRUMMOND 4.6			48.2					
		6.1	LORENZO 4.4			52.8					
		9.1	PEQUOT 1.0			57.2		2.25			
		8.7	COAL CITY 7.9			58.2					
		10.2	MAZON 4.7			66.1					
		15.8	VERONA 4.0			70.8					
		13.7	KINSMAN 5.0			74.8					
		15.8	RANSOM 4.6			79.8					
			KERNAN 5.2			84.4					
6.05			STREATOR 0.2			89.6	TR C	1.50			
			CR Crossing 0.4			89.8					
			N. & W. Crossing 5.6			90.2					
			ANCONA 6.3			95.8					
			LEEDS 7.8			102.1					
		15.8	TOLUCA 6.0			109.9					
		26.4	LA ROSE 4.9			116.0					
			WILBERN 9.1			120.9					
		26.4	CHILLICOTHE			130.0	TR C	1.00 PM			
6.40 PM			(130.1)					Leave Daily			
60.0			Average speed per hour					41.1			

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., main tracks between Pequot and Chillicothe.

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, Permanent slow and resume speed signs are not displayed for movements against the current of traffic.

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.

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.

At Streator, ConRail Connection is an auxiliary track 1.1 miles long extending from interlocked switch from Santa Fe south track, M.P. 91.5, to Con Rail main track at switch located near ConRail station. Rule 93 in effect on ConRail main track.

TRACK SIDE WARNING DETECTORS (Rule 105(A))

Detector Location	Type	Locator/Indicator Location
MP 32.5	Hot Box and Dragging Equipment	Eastward—MP 29.4 Westward—MP 34.1
MP 68.3	Hot Box and Dragging Equipment	Eastward—MP 66.5 Westward—MP 70.6
MP 100.2	Hot Box (Servo) and Dragging Equipment	Eastward—MP 98.0 Westward—MP 102.2
MP 125.3*	Hot Box and Dragging Equipment	Eastward—MP 123.6 Westward—MP 127.5
MP 125.3*	Shifted Load	MP 125.3 and MP 127.5

*—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.

SEE SPECIAL RULE 13

Trains originating Chicago, Corwith, Joliet Yard, Streator including trains from Con-Rail, 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)	10	10
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 and Plaines (ICG)	60	30
Joliet U.S. and Pequot (Against Current of Traffic)	55	40

*Maximum authorized speed for freight trains when averaging 90 tons and over per car, or over 5,000 tons total45 MPH

Maximum authorized speed of freight trains handling one or more empty cars (10-PACK cars, cabooses and cars loaded with empty trailers or empty containers are considered loads)55 MPH

Freight trains may observe passenger train speed but not to exceed 70 MPH, except eastward between Pequot and Plains, provided:

- (1) Maximum district 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 75 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
RR Crossing M.P. 1.4 (Interlocking)	20
Curves, Halsted St. (ICG)	25
Interlocking M.P. 3.1	20
2 Curves, M.P. 3.2 to 4.0	35
RR Crossing M.P. 4.4 (Interlocking)	15
RR Crossing M.P. 5.9 (Interlocking)	60
RR Crossing M.P. 7.3 (Interlocking)	40
2 Curves, M.P. 9.0 to 9.4	50
2 Curves and Bridge, M.P. 9.7 to 10.3	30
2 Curves, M.P. 10.7 to 12.9	60
RR Crossing M.P. 12.9 (Interlocking)	60
Curve, M.P. 18.7 to 19.2	70
Curve, Bridge and 2 Curves, M.P. 23.9 to 25.4	40
2 Curves, M.P. 25.6 to 25.9	45
2 Curves, M.P. 27.4 to 28.7	55
Curve, M.P. 29.1 to 29.2	60
Curve, M.P. 32.6 to 32.9	60
2 Curves, M.P. 33.1 to 34.6	70
2 Curves, M.P. 35.1 to 35.6 (North Track)	70
4 Curves, M.P. 35.3 to 35.8 (South Track)	60
2 Curves, M.P. 36.1 to 36.6 (South Track)	40
Curve, M.P. 36.3 to 36.6 (North Track)	40
4 Curves, M.P. 36.8 to 37.4	25
RR Crossing M.P. 37.5 (Interlocking)	25
Curve, M.P. 37.8 to 37.9	45
Curve, M.P. 38.3 to 38.9	50
Curve, M.P. 39.4 to 39.6	70
Curve, M.P. 40.6 to 41.1 (South Track)	50
4 Curves, M.P. 40.6 to 43.4 (North Track)	75
1 Curve M.P. 43.5 to 44.6 (North Track)	70
3 Curves, M.P. 44.8 to 46.0 (North Track)	75
Curve, M.P. 41.7 to 41.8 (South Track)	50
Curve, M.P. 43.6 to 44.7 (South Track)	50
3 Curves, M.P. 57.0 to 57.3 (South Track)	40
3 Curves, M.P. 57.0 to 58.2 (North Track)	65
2 Curves, M.P. 58.0 to 58.7 (South Track)	50
Curves, M.P. 58.4 to 58.7 (North Track)	50
3 Curves, M.P. 88.2 to 89.3	50
2 Curves and RR Crossing M.P. 89.5 to 90.3 (Interlocking)	35

RR Crossing (N&W) M.P. 91.5 (ConRail Connection) Manually operated gate normally across N&W track. Approach prepared to stop. If gate is normal, proceed. If gate is not in normal position, stop clear of crossing.	10
Curve, M.P. 95.7 to 96.5	75
3 Curves, M.P. 117.0 to 118.7	70

(C) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches except main track switches listed below, 10 MPH.
Trains and engines using other than main track must not exceed turnout speed for that track.

Station or MP	Type	Location	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 east and west of IN Crossing	10
Nerska	I	Crossover	15
McCook	I	Both ends siding	20
MP 14.2	I	Crossover	40
MP 14.5	I	Switch to GM Yard	30
Willow Springs	I	Crossovers	40
Romeo	I	Crossovers	40
Joliet Yard	I	Eastward head-in switch	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
	I	West end auxiliary track	40
Kernan	I	Crossovers	40
MP 87.2	I	Turnout	10
Streator	I	Crossover and turnout, N&W Crossing	30
MP 91.5	I	CR Connection	20
	I	Crossover	40
Ancona	I	Crossovers	40
	I	Turnout Pekin District	30
Toluca	I	Crossovers	40
Chillicothe,	I	Crossover	40
East end yard	I	Turnout yard lead	30
Chillicothe,	I	Turnout yard lead	30
West end yard	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 (ST)	MP 9.7	3,600
General Motors Yard (NT)	MP 14.5	East Lead
Industry Spur (ST)	MP 14.6	2,750
General Motors Yard (NT)	MP 16.5	West Lead
Lemont Manufacturing (Ceco)	MP 26.0	Yard
Union Oil Co. (ST)	MP 27.8	Yard
Millsdale Spur (NT)	MP 46.1	350
Mobil Oil (NT)	MP 47.6	lead
Blodgett Ordnance (ST)	MP 50.3	lead
Industry Spur (NT)	MP 51.1	lead
Gorman Spur (NT)	MP 61.9	350

WEST-WARD	Capacity of Sidings in Feet	Rolling Grade Ascending	TIME TABLE No. 11 October 26, 1980	Rolling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
First Class							First Class
3							4
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
PM 6.40			CHILlicothe				PM 1.00
		58.1	8.0	31.7	130.0	T R C	
		31.7	EDELSTEIN 6.6	31.7	138.1		
		31.7	PRINCEVILLE 3.6	23.2	144.7		
		0	MONICA BN Crossing 5.2	31.7	148.3		
		13.5	LAURA 4.9	19.3	153.5		
	5340	31.7	WILLIAMSFIELD 15.3	31.7	158.4		
		31.7	YOST 3.7	15.3	173.7		
7.25		21.9	GALESBURG 2.5	7.4	177.5	R C	12.15 PM
	6793	21.9	G. I. 6.0	7.4	180.0	Y	
		28.2	CAMERON 5.9	31.3	186.0		
		0	ORMONDE 5.2	31.2	191.9		
		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		
		26.1	STRONGHURST 10.0	31.7	208.9		
7.58		10.6	LOMAX 5.9	18.0	218.9		11.39
		0	DALLAS CITY 6.1	14.5	224.8		
		21.1	NIOTA 3.4	28.9	230.9		
8.20	10490		FT. MADISON		234.3	T Y R C	11.20 AM
PM			(104.2)				Leave Daily
Arrive Daily							
62.5			Average speed per hour				62.5

TCS IN EFFECT:

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

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

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 (Rule 105(A))

Detector Location	Type	Locator/Indicator Location
MP 159.7	Shifted Load	MP 159.7 and MP 160.9
MP 168.1	Hot Box (Servo) and Dragging Equipment	Eastward—MP 165.9 Westward—MP 170.6
MP 168.1	Shifted Load	MP 165.9 and MP 168.1
MP 197.1	Hot Box and Dragging Equipment	Eastward at Signal 1942 Westward—MP 199.8
MP 226.9	Hot Box and Dragging Equipment	Eastward—MP 225.1 Westward—MP 229.4

SEE SPECIAL RULE 13.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Frt.
Chillicothe and Ft. Madison	79	60*

*Maximum authorized speed for freight trains when averaging 90 tons and over per car, or over 5,000 tons total 45 MPH

Maximum authorized speed of freight trains handling one or more empty cars (10-PACK cars, cabooses, and cars loaded with empty trailers or empty containers are considered loads) 55 MPH

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

- (1) Maximum district 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 75 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
2 Curves, M.P. 131.6 to 132.1	60
9 Curves, M.P. 132.6 to 136.8	50
Curve, M.P. 137.4 to 137.7	70
RR Crossing M.P. 148.3 (Interlocking)	60
If governing signal indicates "Stop", after communicating with control station, follow instructions posted in phone box.	
4 Curves, M.P. 157.9 to 160.9	70
10 Curves, M.P. 161.6 to 170.3	65
Curve, M.P. 175.5 to 175.7	65
4 Curves, M.P. 176.7 to 178.1	30
Curve, M.P. 178.6 to 178.8	75
Curve, M.P. 224.7 to 225.0	70
Curve, M.P. 226.3 to 226.5	75
Curve, M.P. 230.7 to 231.1	40
Bridge M.P. 231.5 to 231.8 (Interlocking)	30
6 Curves, M.P. 231.8 to 233.7	30
2 Curves, M.P. 234.0 to 234.3	25

(C) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

"I"—Interlocked Switch.
"S"—Spring Switch.

Station or MP	Type	Location	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	20
	S	West end siding	20
Yost	I	Crossovers	40
G.I.	I	Both ends siding	20
	I	West end auxiliary track	40
	I	Crossovers	40
	I	Tail track	15
Ormonde	I	Crossovers	40
Stronghurst	I	Crossovers	40
Lomax	I	Crossovers	40
	I	TP&W Connection Track	30
Niota	I	Crossovers	40
Ft. Madison, East end yard	I	Crossovers	25
	I	East end siding	25
	I	Turnout yard lead	25
Ft. Madison, West end yard	I	Crossovers	40
	I	West end siding	30
	I	Turnout yard lead	30

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

Mile Post	Name
176.6	Railroad Viaduct

3. TRACKS BETWEEN STATIONS

Name	Location	Capacity (Feet)
Spur (ST)	MP 165.7	790

WEST- WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 11 October 26, 1980	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways	EAST- WARD
First Class							First Class
3							4
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
PM 8.30	10490	42.2	FT. MADISON 13.5	36.9	234.3	TY RC	AM 11.10
		42.2	ARGYLE 8.0	42.2	248.0		
		42.2	REVERE 6.6	42.2	256.0		
8.56	7093	42.2	BN Crossing MEDILL 9.0	42.2	263.1		10.40
		42.2	WYACONDA 5.3	42.2	272.3		
		17.5	GORIN 13.0	42.2	277.6		
	8451	42.2	BARING 15.7	42.2	290.7		
		42.2	GIBBS 6.2	23.1	306.4		
s 9.35		40.2	LA PLATA 10.1	42.9	312.7	RC	s10.00
		42.2	ELMER 6.7	0	322.9		
	6859	42.2	ETHEL 11.8	42.2	329.7		
		31.0	BUCKLIN 5.9	42.2	341.5		
s10.10 PM			MARCELINE		347.3	Y RC	9.30 AM
Arrive Daily			(111.8)				Leave Daily
67.1			Average speed per hour				67.1

TCS IN EFFECT:

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

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

TRACK SIDE WARNING DETECTORS (Rule 105(A))

Detector Location	Type	Locator/Indicator Location
MP 257.9	Hot Box and Dragging Equipment	Eastward—MP 256.0 Westward—MP 259.9
MP 287.3	Hot Box and Dragging Equipment	Eastward—MP 284.3 Westward—MP 289.9
MP 315.8	Hot Box and Dragging Equipment	Eastward—MP 313.3 Westward—MP 318.3
MP 344.5	Hot Box and Dragging Equipment	Eastward—MP 342.5 Westward—MP 346.9

SEE SPECIAL RULE 13.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Frt.
Ft. Madison and Marceline	90	60*

*Maximum authorized speed for freight trains when averaging 90 tons and over per car, or over 5,000 tons total 45 MPH

Maximum authorized speed for freight trains handling one or more empty cars (10-PACK cars, cabooses, and cars loaded with empty trailers or empty containers are considered loads) 55 MPH

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

- (1) Maximum district 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 75 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
Curve, M.P. 235.8 to 236.2	80
9 Curves, M.P. 242.1 to 250.2	80
12 Curves, M.P. 250.3 to 256.0	45
Curve, M.P. 256.4 to 256.6	75
5 Curves, M.P. 257.1 to 262.1	80
RR Crossing M.P. 263.1 (Interlocking)	60
If governing signal indicates "Stop", after communicating with control station, follow instructions posted in phone box.	
4 Curves, M.P. 266.0 to 270.6	80
16 Curves, M.P. 275.5 to 288.7	80
14 Curves, M.P. 291.6 to 304.9	80
14 Curves, M.P. 307.9 to 321.9	80
3 Curves, M.P. 327.9 to 330.4	80
6 Curves, M.P. 331.0 to 333.9	55
11 Curves, M.P. 334.0 to 339.1	45
2 Curves, M.P. 339.4 to 339.7	65

(C) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

"I"—Interlocked Switch.
 "S"—Spring Switch.

Station or MP	Type	Location	MPH
Ft. Madison, East end yard	I	Crossovers	25
	I	East end siding	25
	I	Turnout yard lead	25
Ft. Madison, West end yard	I	Crossovers	40
	I	West end siding	30
	I	Turnout yard lead	30
MP 246.2	I	Crossovers	50
Medill	I	Crossovers	50
	I	Siding switches	10
Gorin	I	Crossovers	50
Baring	I	Crossovers	50
	I	Siding switches	20
La Plata	I	Crossovers	50
Ethel	I	Crossovers	50
	I	Siding switches	20
Marceline, East end yard	I	Crossover (MP 346.7)	50
	I	Yard lead switches	15
Marceline, West end yard	I	Yard lead switches	20
	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
307.6	Highway Viaduct
312.5	Railroad Viaduct
332.6	Highway Viaduct

3. TRACKS BETWEEN STATIONS

Name	Location	Capacity (Feet)
Amax (ST)	MP 239.3	lead
Fruehauf (ST)	MP 239.5	lead
Armour Dial (ST)	MP 240.7	lead
Spur (NT)	MP 282.4	460
Spur (ST)	MP 282.4	460
Spur (ST)	MP 300.0	1,250
Spur (ST)	MP 318.1	213
Spur (NT)	MP 318.2	1,000

8 FOURTH DISTRICT

ILLINOIS DIVISION

WEST-WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 11	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
First Class			October 26, 1980				First Class
3							4
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
PM 10.10		0	MARCELINE 7.2	42.2	347.3	Y R C S	AM 9.30
		13.7	ROTHVILLE 6.1	8.9	354.6		
		26.4	MENDON 13.6	14.2	360.7		
		26.4	BOSWORTH 12.2	26.4	374.3		
10.41		0	CARROLLTON 2.2	0	386.4	R C	8.56
10.43		3.7	W. B. JCT. 8.0	0	388.7		8.53
	E 2303	4.8	NORBORNE 8.8	6.3	396.6		
10.56	E 5258	4.2	HARDIN 5.9	0	405.4		8.39
	E 11970 W 7183	14.2	HENRIETTA 6.9	6.6	411.3	Y R C	
11.07		13.2	C.A. JCT. 3.5	26.4	418.2		8.28
		26.4	FLOYD 5.0	0	421.7		
11.17		6.7	SIBLEY 7.2	26.4	426.7		8.17
		9.7	ATHERTON 2.6	0	434.0		
		9.4	ETON 2.8	7.0	436.5		
		9.4	COURTNEY 3.2	0	439.4		
		4.9	SUGAR CREEK 1.7	0	442.6	C	
		25.7	CONGO 1.7	42.2	444.2		8.02
		14.8	K.C.S. Crossing 0.4	0	445.9		
AM 12.05		43.9	SHEFFIELD 4.8	48.5	446.4		7.40
AM			KANSAS CITY Union Station		451.1	C	AM
Arrive Daily			(103.8)				Leave Daily
54.2			Average speed per hour				56.6

TCS IN EFFECT:

Main tracks between Marceline and W. B. Jct., north track between W. B. Jct. and Hardin, 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.

RULE 251 IN EFFECT:

South track, with current of traffic eastward between W.B. Jct. and Hardin, north track and middle track between Hardin and C. A. Jct. Permanent slow and resume speed signs are not displayed for movements against the current of traffic.

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. Authority to enter this track through a hand throw switch must be obtained from operator at AY Tower.

Single track between MP 424.9 and MP 426.3.

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

Within TCS limits, where maximum speed exceeds 20 MPH, a train or engine must not clear the main track through a hand throw switch, not electrically locked, for the purpose of meeting, passing, or being passed by another train or engine. Tracks where such switches are located are:

Atherton—Stock track spur.

On North Track, eastward controlled signal at Hardin interlocking and all eastward block signals equipped with number plates between Hardin and W. B. Jct. are located on field side of track.

TRACK SIDE WARNING DETECTORS (Rule 105(A))

Detector Location	Type	Locator/Indicator Location
MP 366.5	Hot Box (Servo) and Dragging Equipment	Eastward—MP 363.9 Westward—MP 368.6
MP 366.5	Shifted Load	MP 363.9, 366.5 and 368.6
MP 373.0	Shifted Load	MP 373.0 and 371.5
MP 382.8	Hot Box and Dragging Equipment	Eastward—MP 381.3 Westward—MP 384.9
MP 414.5	Hot Box (Servo) and Dragging Equipment	Eastward—MP 412.7 Westward—MP 416.8
MP 425.2	Shifted Load	MP 425.7 and 426.0
MP 426.3	Shifted Load	MP 425.2 and 426.0
MP 432.0	Hot Box and Dragging Equipment	Eastward—MP 429.4 Westward—MP 433.9

See Special Rule 13.

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 Holmes Street (Tracks 1, 2 and 3)	30	30
Holmes Street and Frisco Crossing (Tracks 1, 2, 3 and 4)	20	20
Frisco Crossing and Santa Fe Jct. (Tracks 3 and 4)	15	15
Running track between AY Tower Interlocking and Turner Interlocking	20	20

*Maximum authorized speed for freight trains when averaging 90 tons and over per car, or over 5,000 tons total 45 MPH
Maximum authorized speed for freight trains handling one or more empty cars (10-PACK cars, cabooses, and cars loaded with empty trailers or empty containers are considered loads) 55 MPH

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

- (1) Maximum district 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 75 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
3 Curves, M.P. 347.5 to 348.9 (North Track)	55
2 Curves, M.P. 347.5 to 347.8 (South Track)	45
Curve, M.P. 348.3 to 348.8 (South Track)	80
Curve, M.P. 349.9 to 350.2	80
3 Curves, M.P. 352.6 to 354.0	65
Curve, M.P. 368.5 to 368.8	85
2 Curves, M.P. 372.0 to 372.7	70
2 Curves, M.P. 376.2 to 376.8	70
6 Curves, M.P. 377.1 to 381.8 (South Track)	80
9 Curves, M.P. 377.1 to 384.5 (North Track)	80
5 Curves, M.P. 382.4 to 384.5 (South Track)	70
Curve, M.P. 388.5 to 388.8 (South Track)	50
Curve, M.P. 404.3 to 404.9 (South Track)	70
First 2 Curves West of Hardin (South Track)	15
Curve, M.P. 415.5 to 415.7	70
5 Curves, M.P. 416.7 to 419.1	55
2 Curves and Bridge, M.P. 424.9 to 426.3	30
3 Curves, M.P. 426.4 to 427.8	50
6 Curves, M.P. 428.0 to 431.2	70
3 Curves, M.P. 434.9 to 436.9	70
2 Curves, M.P. 437.5 to 437.8	35
2 Curves, M.P. 437.9 to 438.4	45
2 Curves, M.P. 438.5 to 438.9	60
2 Curves, M.P. 439.8 to 441.1	70
2 Curves, M.P. 442.5 to 443.6	65
3 Curves, M.P. 443.7 to 444.5	40
Congo to Rock Creek Jct. via Mo. Pac	Restricted Speed
4 Curves, M.P. 445.0 to 445.8	30
RR Crossing M.P. 445.9 (Interlocking)	20
2 Curves, M.P. 447.0 to 447.5 (Tracks 1-2-3 KCT)	50

(C) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track, unless provided otherwise in Time Table Special Rule 1(A).

"I"—Interlocked Switch.
"S"—Spring Switch.

Station or MP	Type	Location	MPH
Marceline,	I	Crossover (MP 346.7)	50
East end yard	I	Yard lead switches	15
Marceline,	I	Yard lead switches	20
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	Crossovers and connection to South Track	20
Henrietta	I	West end eastward siding	20
	S	East end eastward siding	20
	I	East end westward siding	20
	S	West end westward siding	20
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 (NT)	MP 417.0	250
Missouri Portland Cement Co.	MP 440.8	Yard

WESTWARD]	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			No. 11					
			October 26, 1980					
		Feet Per Mile	STATIONS		Feet Per Mile			
		0	ANCONA	YL	0			
			2.7					
			LONG POINT		0	2.5		
	1273	15.3	4.6		0			
			DANA		0	7.1		
		31.7	5.8		0			
			ICG Crossing		0	12.9		
	1317	0	0.1		0			
			MINONK		0	13.0		
		23.8	6.0		13.2			
	959	0	BENSON		32.7	19.0		
			5.5					
	783		ROANOKE		47.5	24.5		
		41.2	6.2					
			STREATOR JCT		0	30.7		
		0	0.4		0			
			EUREKA		26.4	31.1	C	
	5402	47.5	2.0		0			
			CRUGER		0	33.1		
		0	3.5		0			
			PEKIN JCT.		0	36.6		
		26.4	1.4		0			
			WASHINGTON		31.7	38.0		
	537	31.7	3.0		52.8	41.0		
			COOPER					
		31.7	2.4					
			CRANDALL		29.0	43.4		
		0	N & W Crossing	YL				
			2.3					
	1207		MORTON	YL	0	45.7	R C	
		0	0.1		0			
			IT Crossing		81.8	45.8		
	2518	42.2	11.0		82.9	56.8	T	
		0	EAST YARDS	YL				
			0.9					
			PEKIN	YL		57.7	C	
			(57.9)					

Between Streator Jct. and Pekin Jct., be governed by TP&W time table, and AT&SF Operating Rules, except TP&W Rules 15, 72, 73, 83(d), 85(a), 161, 221 and Form R Train Order will govern in lieu of AT&SF Rules 10, 13, 83(C), 224 and Form T Train Order:

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 72. Trains of the first class are superior to those of the second; trains of the second class are superior to those of the third; and so on. Trains in the direction specified by time table are superior to trains of the same class in the opposite direction.

TP&W Rule 73. Extra trains are inferior to regular trains.

TP&W Rule 83(d). Train register will not be accepted as evidence that an extra train has arrived at a meeting or waiting point unless instructed to check register for extra train by Form (R) Train Order (Example 3).

TP&W Rule 85(a). Trains of one schedule may pass trains of another schedule of the same class and extra trains may pass and run ahead of second and third class trains and extra trains. Third class trains may pass and run ahead of second class trains.

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.

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.

TP&W Form (R) Train Order, Check of Trains.

- (1) At 10:01 A.M. overdue trains have arrived (or left or passed) D.
- (2) No. 121 Engine 900 has arrived at C.
- (3) No. 25 (or Extra 700 West) may check train register at R against Extra 600 East on Order No. 12.
- (4) Extra 600 East register at R on Order No. 12.

When example No. (4) is used, number and date of the order specified will be written in column of train register showing "Signals".

On P&PU tracks at Pekin, all trains and engines must move prepared to stop and expecting to find tracks occupied. In addition to other rules for protection of trains or engines, it is required of men in charge of trains or engines occupying main tracks that they protect their trains or engines during fogs, storms and other bad conditions as well as where curvature is sharp or view obstructed.

YARD LIMITS IN EFFECT:

Ancona (Pekin Dist. only)
 Crandall to Morton
 East Yards
 Pekin

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

Authority must be obtained from TP&W operator at Eureka before entering TP&W main track at Streator Jct. TP&W telephone in booth. If operator at Eureka is not on duty, contact operator at El Paso. If operator at El Paso not available, contact TP&W dispatcher direct.

Between East Yards, M.P. 56.8 and Pekin, M.P. 57.6, AT&SF trains and engines may use ConRail main track in accordance with Rule 93. Maximum authorized speed 15 MPH. Before fouling or opening switch to ConRail main track at Pekin or East Yards, authority must be obtained from operator at P&PU Tower. Trains or engines, after using ConRail track, must report clear promptly after actually in the clear. City phone in box on pole, south side, and about 150 feet east of junction switch at M.P. 56.8 and in phone box at depot. P&PU Tower phone number posted in boxes.

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

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Ancona and MP 25	30
MP 25 and Streator Jct.	40
Streator Jct. and Pekin Jct. (TP&W)	35
Pekin Jct. and East Yards	30
Pekin, P&PU Ry.	10

(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
Pekin P & PU Interlocking MP 57.9	10

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

(C) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

3. TRACKS BETWEEN STATIONS

Name	Location	Capacity (Feet)
Sinclair Oil Corporation	MP 3.0	350
Swift	MP 20.6	350
Cilco (spur)	MP 51.7	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	ConRail
MP 57.6	ConRail

WESTWARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			No. 11					
			October 26, 1980					
		Feet Per Mile	STATIONS		Feet Per Mile			
		69.2	HENRIETTA YL	YL	0		Y R C	
	1241		4.9	RICHMOND YL			5.1	
			(4.9)					

YARD LIMITS IN EFFECT:
Henrietta to Richmond.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Henrietta and MP 5.7	10

(C) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

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
Ft. Madison	Originating or terminating
Marceline	All except first class
Kansas City	Originating or terminating

5. JOINT TRACK FACILITIES

CHICAGO—FT. WAYNE JCT.—Passenger 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—Passenger 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.—BRIDGEPORT—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 and between Bridgeport and Ash Street interlockings must not be made unless authorized by ICG Train Director, who may relay permission through the operator-leverman, who will make provision for protection of the movement. Verbal authority must be obtained by contacting operator-leverman via telephone(s) located in close proximity of interlocking signals located at Bridgeport, AT&SF Jct. and Ash Street. ICG Rule 93 in effect.

Movement between bridge signals located at MP 4 plus 714 feet and MP 4 plus 3046 feet must be made at restricted speed. Switches within these limits must not be operated without authority of control station. 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.

Automatic block signal system (ABS) extends between Joliet U.S. and South Joliet on double track (DT) and between South Joliet and Plaines on single track. ICG Rule 93 in effect. Block signal indications supersede superiority of trains.

Movements against current of traffic between Joliet U.S. and South Joliet must not be made unless given verbal authority by Yardmaster at South Joliet who will make provision for protection of the movement. This verbal authority may be relayed through AT&SF operator at Joliet Yard, ICG operator at South Joliet or operator at Joliet U.S.

Colorlight type train order signal installed at South Joliet displays either flashing red or flashing green aspect. Flashing red indicates—Stop; unless clearance received. Flashing green indicates—Proceed.

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 Time Table schedule, train order or clearance.

Within yard limits, trains or engines must not be moved against the current of traffic unless authorized by person in charge of yard who will make provision for protection of the movement, and such movement will be made at YARD SPEED, not exceeding 20 MPH. Within yard limits established by train order, trains or engines must have copy of such train order with a clearance.

Within yard limits, flag protection is not required against other trains or engines, but all trains or engines must move at YARD SPEED, not exceeding 20 MPH, unless the main track is known to be clear by block signal indication in ABS territory. When a main track is not known to be clear by block signal indication, trains or engines must be prepared to stop within one-half the range of vision, in addition to observing speed restrictions of such block signal indication.

Within yard limits, trains or engines will keep informed of expected time of arrival of first class trains to avoid delaying them.

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. (Passenger trains not to exceed 15 MPH).

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

Home Signal—A block or interlocking signal, designated by the absence of either a number plate or a marker light, at the entrance of a route or block to govern trains or engines entering and using that route or block.

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), or White over Red	Restricted Proceed	Proceed at Restricted speed.
Red over Red, or Red Horizontal	Stop	Stop.

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

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.

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 A.T.&S.F. 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 A.T.&S.F. Rules in Mo. Pac. Time Table.

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

ROCK CREEK JCT., SHEFFIELD-SANTA FE JCT. A.T.&S.F. trains use tracks of K.C.T. Ry. Co. and be governed by A.T.&S.F. rules and greater Kansas City area Operating Rules.

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

EAST YARDS—PEKIN. Trains will use ConRail Track.

PEKIN—Trains may use P&PU tracks, rules applicable within TCS limits are in effect.

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 CR-C&WI crossing
 Red over Red—Stop
 Red over Lunar—Proceed to next signal

ICG Track—First signal west of CR-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 CR-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 CR-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 current of traffic (ICG Rule 93 governs)

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 current of traffic (ICG Rule 93 governs)

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

Route signal located near base of mast indicates route.
 Red—Normal
 Yellow—Diverging route

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."

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.

W.B. JCT.—Eastward, 3 Unit Signal on South Track. Movement to A.T.&S.F. governed by indication of top and middle units, per Rules 283, 286, 290, and 292. Movement to N.&W. governed by indication on all 3 units. Eastward 2 Unit Signal on North Track at W.B. Jct. will display indications in accordance with A.T.&S.F. Rules 281, 282, 283, 285, 286, 290 and 292; to N.&W., red over green aspect is authority to use crossover at prescribed speed; red over yellow aspect is authority to enter N.&W. siding or approach next signal on main track prepared to stop.

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

North Track, westward, 3 Unit Signal. Movement to A.T.&S.F. governed by indication of top and middle units, per Rules 283, 286, 290 and 292. Movement to N&W governed by indication on all 3 units.

ETON—Color light switch point indicator located at Mo. Pac. connection switch displays yellow when lined for Mo.Pac 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.

Pekin, P&PU Ry.—All signals are equipped with number plates and are controlled signals

Top or Left Unit Green—Proceed per Rule 281
 Yellow to Right or Middle—Proceed per Rule 290
 Yellow over Red over Red—Proceed per Rule 290
 Red over Red over Yellow —Proceed per Rule 290
 Red on Bottom or All Red—Stop
 2 Unit Signal: Top Unit, Yellow—Proceed per Rule 290
 Bottom Unit Red—Stop

7. MAXIMUM SPEED OF ENGINES.

Engines	Forward or Dead In Train (MPH)	When not Controlled From Leading Unit (MPH)
AMTRAK 100-799; 5940-5948	90*	45
1153, 1160, 1215-1260, 1416-1441, 1500-1536, 2326-2390	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.

*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 except Amtrak	4	5
Amtrak	2	2

9. DERRICKS, CRANES, SCALE TEST CARS

Derricks, cranes, pile drivers, spreaders, and similar machinery moving on their own running gear, must not be moved in trains except on authority of 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 AT 199460 AT 199461 AT 199462 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

Trains or engines handling wrecking derricks, cranes, pile drivers, Jordan Spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

Locomotive 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. Trains or engines must not foul nor enter main tracks through hand throw switches where Rule 251 is in effect, until authority to do so has been obtained from the train dispatcher. Movement must be made as prescribed by Rules 99(E) and 319(A).

11. BULLETIN BOOKS (Rule 80)

Chicago	Union Station, Telegraph Office
Corwith	Telegraph, Roundhouse, and Yardmen's Locker Facilities
General Motors Yard	Yard Office
Joliet Yard	Yard Office
Streator	Yard Office
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)
Sugar Creek	Station
Kansas City	Room 125-L, Union Station
Argentine	YMCA and Roundhouse Office
Morton	Station
Pekin	Station

12. STANDARD CLOCKS (Rule 1)

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

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

R. N. CROW, General Watch Inspector Topeka

LOCAL TIME INSPECTORS

J. J. HUNT, 3153 W. 63rd	Chicago
P. J. SKURATOWICZ, 7639 W. 63rd St.	Argo, Ill.
R. S. KERR	Streator
R. M. WALKER	Chillicothe
M. G. DUNLAP	Chillicothe
R. J. ALLISON	Fort Madison
A. L. YOCUM	Marceline
J. E. POINTER	Richmond
L. M. CONNOR, 3120 Strong	Kansas City, Kans.
ROSS LENTZ, 3221 Strong	Kansas City, Kans.
H. M. FAERBER, 821 N. 7th	Kansas City, Kans.
J. F. GAMBRILL, 709 Central	Kansas City, Kans.

13. TRACK SIDE WARNING DETECTORS (Rule 105(A))

HOT BOX AND DRAGGING EQUIPMENT DETECTORS

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.

When track side indicators are actuated by a train, stop must be made with head end at locator, if possible, 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 MPH while moving over hot box detectors (scanners) when:

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

SHIFTED LOAD DETECTORS

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.

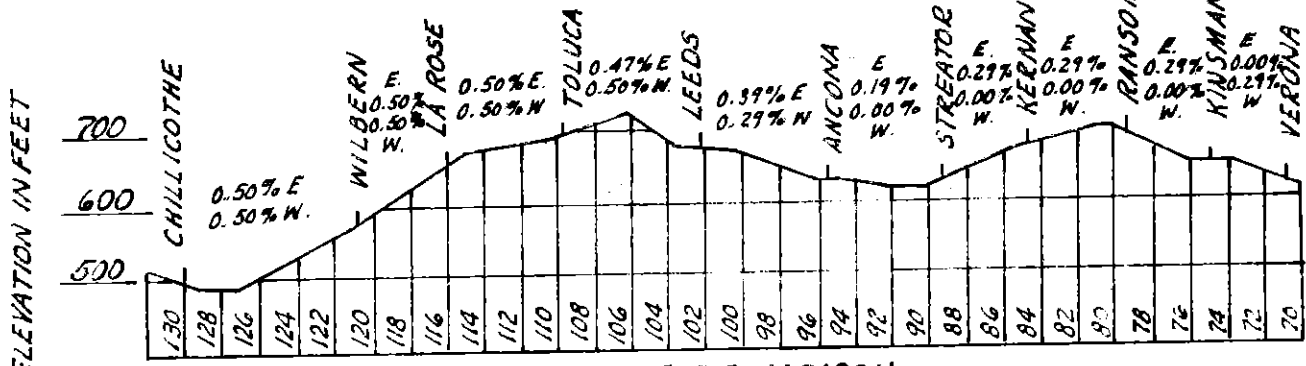
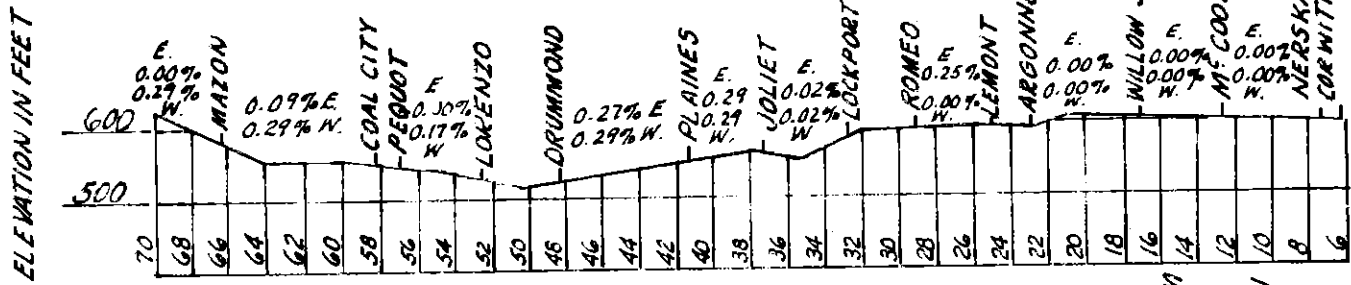
Two rotating white lights are located at the following detector and indicator locations:

Detector MP 125.3	Indicators MP 127.5
Detector MP 168.1	Indicators MP 165.9
Detector MP 366.5	Indicators MP 363.9 and 368.6

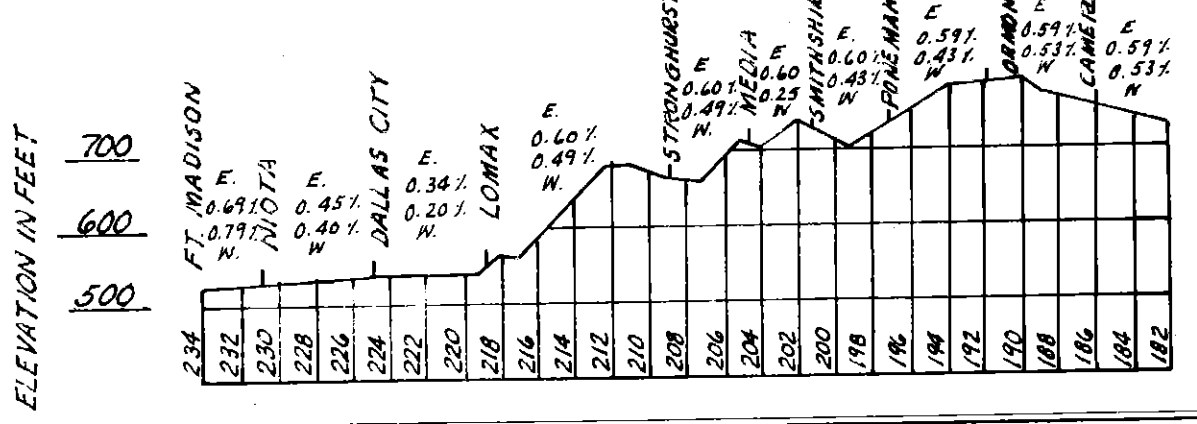
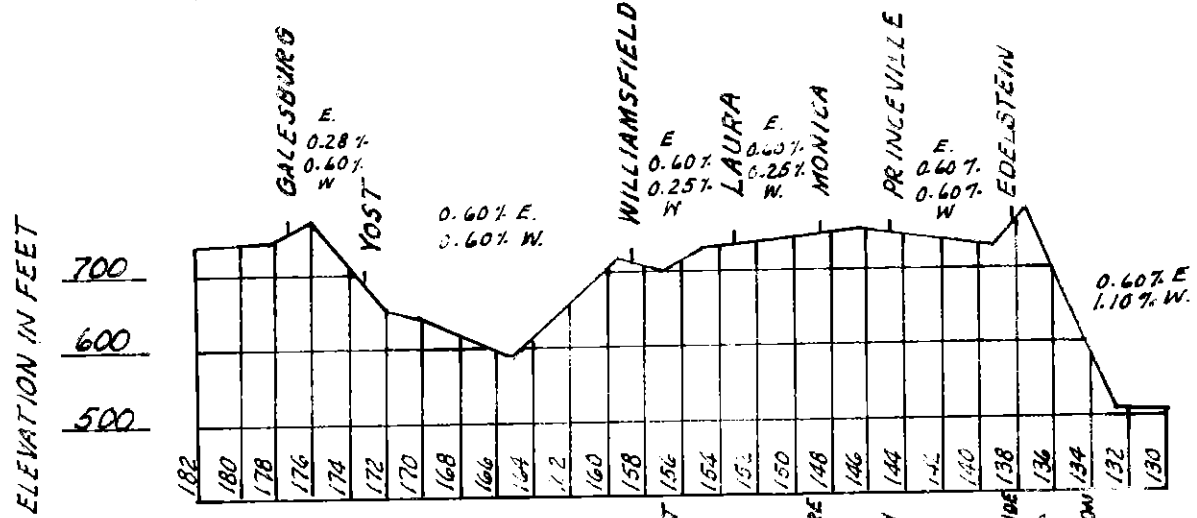
The rotating light nearest the track is for the shifted load detector and the light to the field side is for the hot box and dragging equipment detector.

Shifted load detectors will not clear man on side of car.

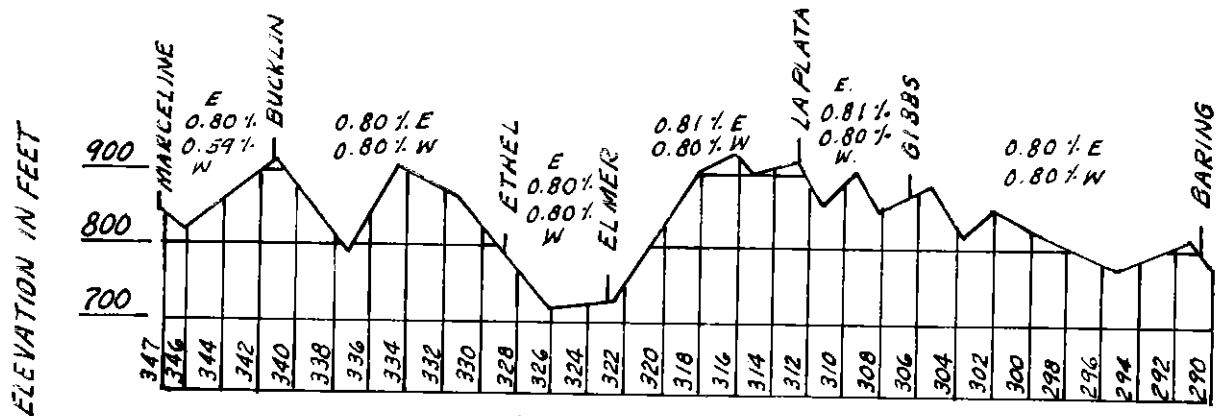
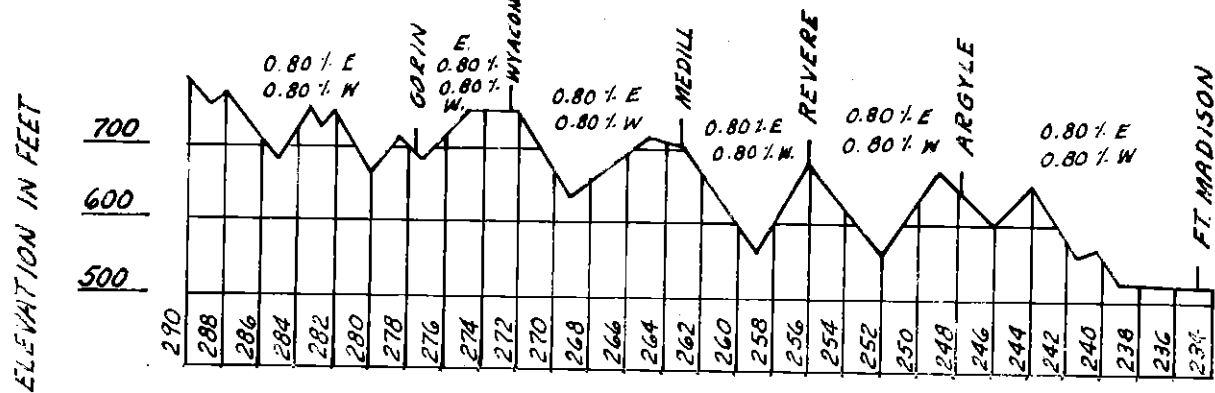
CORWITH JCT. TO CHILLICOTHE
FIRST DISTRICT



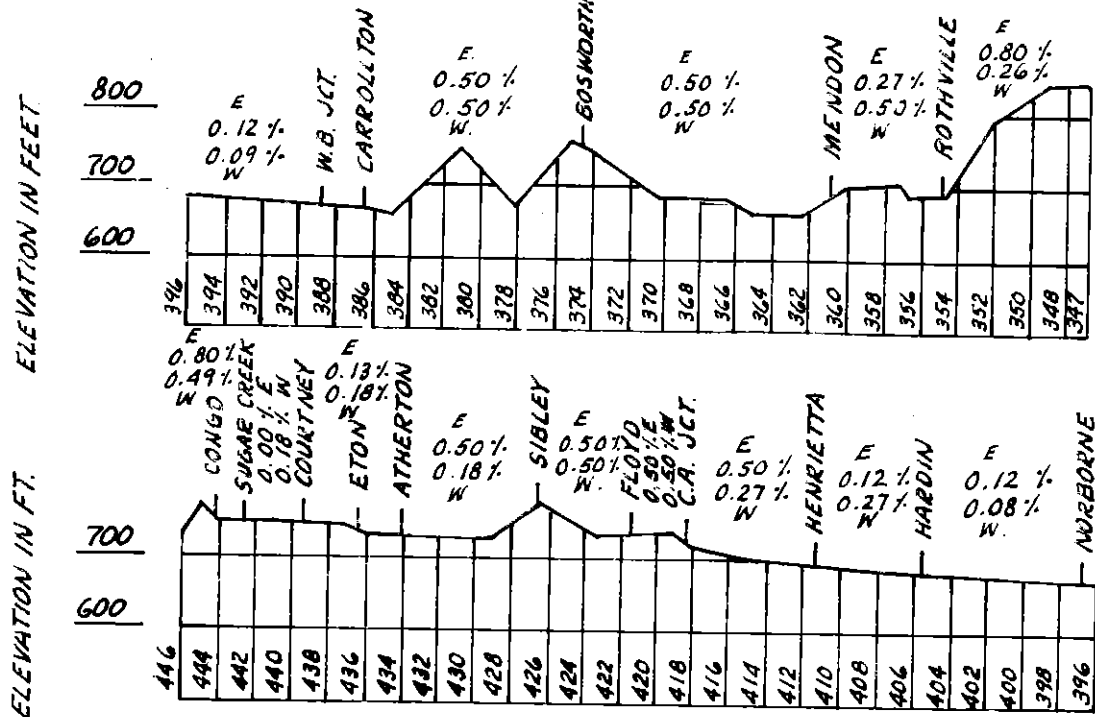
CHILLICOTHE TO FORT MADISON
SECOND DISTRICT



FORT MADISON TO MARCELINE
THIRD DISTRICT



MARCELINE TO CONGO
FOURTH DISTRICT



HOW TO USE THIS CHART:

To determine where a placarded car can be placed in a train follow these steps:
 - Determine the type of placard that is applied to the car. From Line 1.
 - Determine the type of car to which the placard is applied from. Line 2.
 - Follow vertically down the chart, and note which lines apply.
 - The symbol "✓" indicates wording at the side that applies.
 See footnotes for explanation.

POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS

1 PLACARD APPLIED ON CAR		EXPLOSIVES-A POISON GAS POISON GAS RADIOACTIVE ANY PLACARDED LOAD OTHER THAN COMBUSTIBLE OR POISON GAS OTHER THAN PLACARDED EXPLOSIVES-A, POISON GAS OR COMBUSTIBLE PLACARDED EMPTY EXCEPT COMBUSTIBLE COMBUSTIBLE																			
												2 TYPE OF CAR		ANY CARS (except tank, tank car, trailer or flatcar)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR
3 RESTRICTIONS																					
4	WHEN TRAIN LENGTH PERMITS	MUST NOT BE NEARER THAN 6th FROM ENGINE, OCCUPIED CABOOSE OR PASSENGER CAR	✓	✓					✓												
5	WHEN TRAIN LENGTH DOES NOT PERMIT	MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2nd FROM ENGINE, OCCUPIED CABOOSE.	✓	✓					✓												
6	7	LOADED FLAT CAR, A FLATCAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN-TOP CAR.	✓ ^①	✓	✓				✓ ^②												
		AN OPEN-TOP CAR WHEN ANY OF THE LADING PROTRUDES BEYOND THE CAR ENDS OR WHEN ANY OF THE LADING EXTENDING ABOVE THE CAR ENDS IS LIABLE TO SHIFT SO AS TO PROTRUDE BEYOND THE CAR ENDS.	✓	✓	✓					✓											
8		ENGINE	✓	✓	✓	✓	✓	✓	✓										✓		
9		EXCEPT AS PROVIDED IN LINES 10 AND 11, A CAR OCCUPIED BY ANY PERSON OR A PASSENGER CAR OR COMBINATION CAR THAT MAY BE OCCUPIED.	✓ ^③	✓ ^③	✓ ^③	✓	✓	✓	✓ ^④	✓											
10		OCCUPIED CABOOSE	✓ ^③	✓ ^③	✓ ^③	✓	✓	✓	✓										✓		
11		OCCUPIED GUARD CAR	✓ ^③	✓ ^③	✓ ^③				✓												
12		UNDEVELOPED FILM						✓													
13		A CAR WITH AUTOMATIC REFRIGERATION OR HEATING APPARATUS IN OPERATION, OR A CAR WITH OPEN-FLAME APPARATUS IN SERVICE, OR WITH AN INTERNAL COMBUSTION ENGINE IN OPERATION.	✓	✓	✓				✓												
14		A CAR CONTAINING LIGHTED HEATERS, STOVES, OR LANTERNS.	✓	✓	✓																
15	15 16 17 18 CAR PLACARDED	EXPLOSIVES A		✓	✓	✓	✓	✓	✓												
		POISON GAS	✓					✓	✓	✓											
		LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD.	✓	✓	✓	✓	✓														
		RADIOACTIVE	✓	✓	✓					✓	✓										

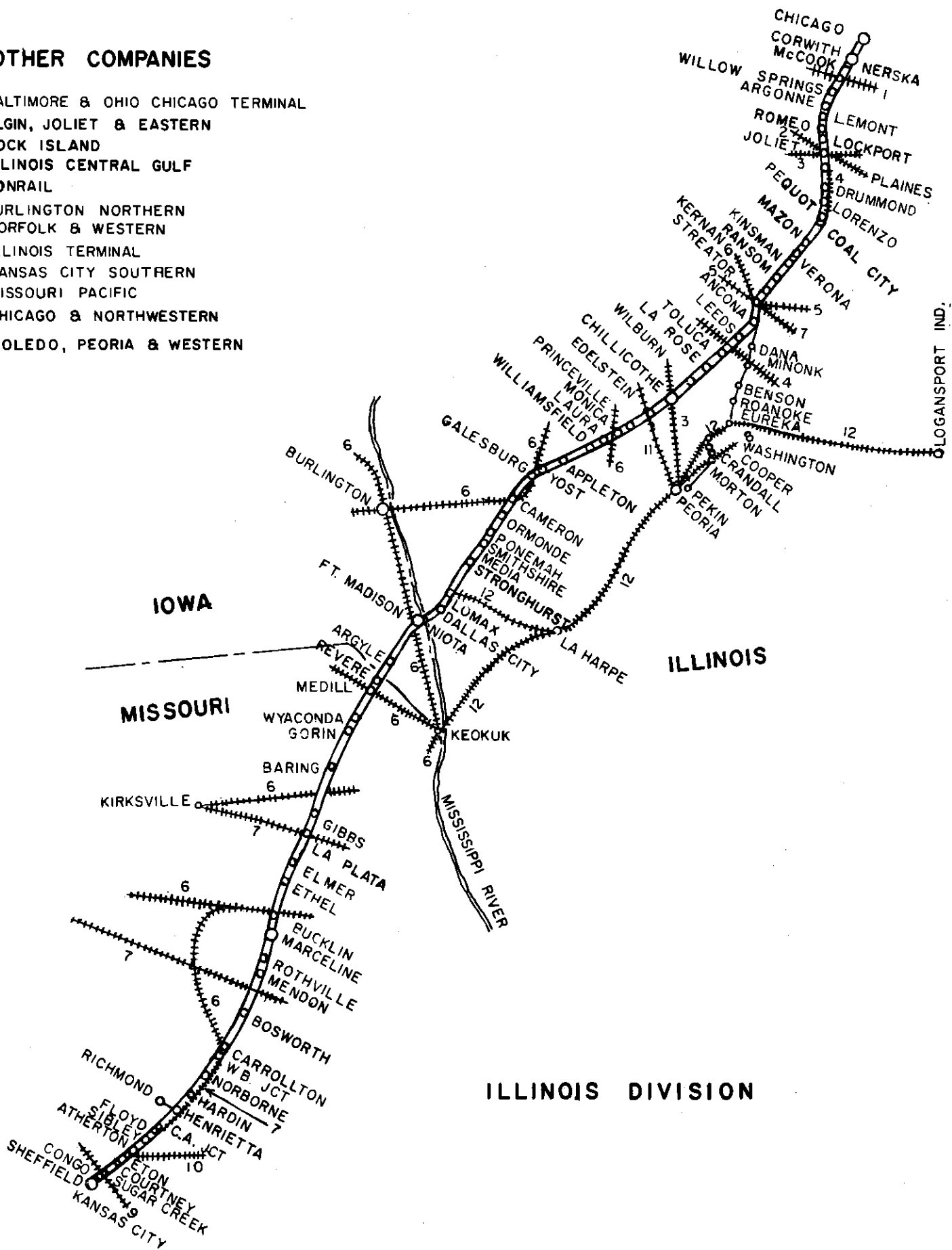
FOOTNOTES:

- ① Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.
- ② A specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads may be placed next to these placarded loaded tank cars subject to the following: this exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors.
- ③ A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.
- ④ Applies only in mixed train service, see section 174.87

MUST NOT BE PLACED NEXT TO

OTHER COMPANIES

- 1 BALTIMORE & OHIO CHICAGO TERMINAL
- 2 ELGIN, JOLIET & EASTERN
- 3 ROCK ISLAND
- 4 ILLINOIS CENTRAL GULF
- 5 CONRAIL
- 6 BURLINGTON NORTHERN
- 7 NORFOLK & WESTERN
- 8 ILLINOIS TERMINAL
- 9 KANSAS CITY SOUTHERN
- 10 MISSOURI PACIFIC
- 11 CHICAGO & NORTHWESTERN
- 12 TOLEDO, PEORIA & WESTERN



ILLINOIS DIVISION