

DIVISION OFFICERS

A. H. BURTON, Superintendent.....Bloomington
R. L. WARREN, Asst. Superintendent.....Bloomington
T. D. HANCOCK, Asst. Superintendent.....Mexico
P. D. FORTINO, Division Engineer.....Bloomington
R. W. PADDOCK, Master Mechanic.....Bloomington
J. E. McNEELY, Asst. to Superintendent.....Bloomington
E. R. HARRISON, JR., Trainmaster.....Bloomington
R. E. FOEHR, Trainmaster.....Springfield
J. F. CHISUM, Trainmaster.....Mexico
T. E. USNICK, Trainmaster.....Kansas City
T. R. McCLARTY, JR., Traveling Engineer.....Bloomington
J. H. DALE, Traveling Engineer.....Slater
W. A. HARRIS, Asst. Trainmaster.....Springfield
E. E. LUCAS, Asst. Trainmaster.....Roodhouse
B. W. GRIFFIN, Chief Train Dispatcher.....Kansas City
A. L. HERING, Chief Train Dispatcher.....Bloomington
W. F. THILKING, Night Chief Train Dispatcher....Bloomington



SPEED TIME

This is not for authorized speed but for information only.

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
36	100	65	55
38	95	72	50
40	90	80	45
43	85	90	40
45	80	103	35
46	79	120	30
48	75	144	25
52	70	180	20
55	65		
60	60	240	15

Illinois Central Gulf Railroad



MISSOURI DIVISION

TIMETABLE NO.

4

Effective 12:01 A.M.
Sunday, October 31, 1976

Superseding

Missouri Division Timetable

No. 3

Dated April 25, 1976

FOR the GOVERNMENT of EMPLOYES ONLY

I. B. HALL, *Chief Transportation Officer*
R. K. OSTERDOCK, *General Manager-Transportation*
J. E. MOSS, *Superintendent-Transportation*

THIRD CLASS		SECOND CLASS	Siding Length In Feet	Siding, Standing Room, Cars With Engine.	Mile Posts	TIMETABLE NO. 4 Effective October 31, 1976 STATIONS	Miles From Freight	SECOND CLASS	THIRD CLASS	
	83	73						74	84	
	Local	Dispatch WC1				C.....WALLACE..... 2.1		Dispatch CW2	Local	
	Daily Except Sunday	Daily Except Saturday				SEE IOWA DIVISION				
L 6 25AM	L 10 00AM				934.2	EAST JUNCTION..... 3.3 DUNBAR..... 8.3 FORRESTON..... 9.8 POLO..... 6.1 WOOSUNG..... 7.4	0.9	A 12 10PM	A 11 05AM	
6 36	10 11	4,730	86	930.9			4.2	12 01PM	10 55	
6 53	10 33 84	3,520	64	922.6			12.5	11 43	10 33 73	
7 26	11 11 74	7,755	141	906.7			22.3			
7 41	11 26	3,850	70	899.3		D.....DIXON..... 6.0 ELDENNA..... 5.7	35.8	10 51	9 41	
7 53	11 38			893.3		AMBOY..... 15.9	41.8	10 39	9 29	
8 05	11 50	5,610	102	887.6		C.....MENDOTA..... 7.5	47.5	10 27	9 17	
A 8 40AM	12 23PM	6,820	124	871.7		DIMMICK..... 4.3	63.4	9 55	L 8 45AM	
				864.2			70.9			
	12 47	9,625	175	859.9		MIDWAY..... 4.0	75.2	9 25		
	1 03			855.9		D.....LA SALLE..... 3.2	79.2	9 10		
	1 13			852.7		OGLESBY..... 5.9	82.4	8 52		
	1 25	9,625	175	846.8		TONICA..... 5.0	88.3	8 40		
	1 35			841.8		LOSTANT..... 6.2	93.3	8 30		
				835.6		WENONA..... 10.5	99.5			
	2 10	5,775	105	825.1		MINONK..... 1.6	110.0	7 56		
				823.5		MINONK JCT..... 9.7	111.6			
				813.8		EL PASO..... 9.0	121.3			
	2 51			804.8		HUDSON..... 6.9	130.3	7 15		
				797.9		NORMAL..... 0.6	137.2	7 01		
				797.3		NORMAL JCT..... 1.5	137.8			
	3 05					BLOOMINGTON..... 11.4	139.3	6 55		
	3 11	6,875	125	795.8		HEYWORTH..... 6.5	150.7	6 32		
	3 34			784.4		WAPELLA..... 4.6	157.2			
				777.9		CLINTON.....	161.8	L 6 05AM		
	A 4 01PM			773.3				Daily Except Sunday	Daily Except Sunday	

No. 84 wait at Mendota for No. 83.

Southward

NORMAL-PEQUOT DISTRICTS

Northward

3

FIRST CLASS				Siding Length In Feet	Standing Room, Cars With Engine.	Mile Posts	TIMETABLE NO. 4		Miles From BLOOMINGTON	FIRST CLASS			
305	303	21	STATEHOUSE				Effective October 31, 1976	STATIONS		300	308	302	22
L 5 45PM	L 4 15PM	L 8 35AM	ABRAHAM LINCOLN	.....	.....	.....	C UNION STATION (CHICAGO).....	126.6	A 9 50AM	A 12 20PM	A 12 30PM	A 9 15PM
Ls 6 28PM	Ls 4 58PM	Ls 9 18AM	INTER-AMERICAN	.....	.....	37.2	37.2.....JOLIET.....	89.4	Ls 8 52AM	Ls 11 22AM	Ls 11 24AM	Ls 8 07PM
Daily	Daily Except Saturday	Daily		.....	.....	.....	SEE CHICAGO DIVISION					
				.....	.....	.....	PEQUOT DISTRICT					
				.....	.....	38.5	1.3 C..SOUTH JOLIET.....	88.8	.....	.....	A 11 19AM	.....
				.....	.....	41.0	2.5.....PLAINES.....	86.3	.....	.....	.....	.....
				.....	.....	46.0	5.0.....MILLSDALE.....	81.3	.....	.....	.....	.....
				.....	.....	52.7	6.7.....LORENZO.....	74.6	.....	.....	.....	.....
				1,375	25	57.1	4.4.....PEQUOT.....	70.2	.....	.....	.....	.....
				.....	.....	58.5	1.4.....COAL CITY.....	68.8	.....	.....	.....	.....
				.....	.....	63.3	4.8.....MAZONIA.....	64.0	.....	L 10 58AM	.....	.....
				.....	.....	.....	NORMAL DISTRICT					
				.....	.....	38.5	1.3 C..SOUTH JOLIET.....	88.1	A 8 47AM	A 11 17AM	.....	A 8 02PM
				1,980	36	45.8	7.3.....ELWOOD.....	80.8	.....	.....	.....	.....
	6 45	5 15	9 35	.....	.....	52.5	6.7 D..WILMINGTON.....	74.1	8 36	11 06	.....	7 50
				2,750	50	54.1	1.6.....HITT SIDING.....	72.5	.....	.....	.....	.....
				2,035	37	57.3	3.2.....BRAIDWOOD.....	69.3	.....	.....	.....	.....
	6 53	5 23	9 43	.....	.....	62.6	5.3.....MAZONIA.....	64.0	8 26	10 56	A 10 58AM	7 42
				.....	.....	64.5	1.9.....GARDNER.....	62.1	.....	.....	.....	.....
	7 02	5 32	9 52	12,375	225	73.6	9.1 D.....DWIGHT.....	53.0	8 16	10 46	10 48	7 33	
				12,760	232	81.7	8.1.....ODELL.....	44.9	.....	.....	.....	.....
	s 7 19	5 47	10 07	11,770	214	91.9	10.2.....PONTIAC.....	34.7	s 8 00	s 10 30	10 33	7 19	
				.....	.....	102.3	10.4.....CHENOA.....	24.3	.....	.....	.....	.....
				11,440	208	106.6	4.3.....BALLARD.....	20.0	.....	.....	.....	.....
				.....	.....	110.3	3.7.....LEXINGTON.....	16.3	.....	.....	.....	.....
	7 45	6 13	10 33	.....	.....	124.1	13.8.....NORMAL.....	2.5	7 34	10 04	10 07	6 54
	As 7 50PM	As 6 18PM	As 10 38AM	.....	.....	126.6	C..BLOOMINGTON..	0.0	Ls 7 30AM	Ls 10 00AM	Ls 10 03AM	Ls 6 50PM
				.....	.....	.....	Daily Except Sunday	.....	Sunday Only	.....	Daily Except Sunday	.....

FIRST CLASS				Siding Length In Feet	Siding, Standing Room, Cars With Engine.	Mile Posts	TIMETABLE NO. 4 Effective October 31, 1976 STATIONS	Miles From St. Louis	FIRST CLASS			
305	303	21	STATEHOUSE						300	308	302	22
	ABRAHAM LINCOLN	INTER- AMERICAN	Daily Except Saturday						STATEHOUSE	STATEHOUSE	ABRAHAM LINCOLN	INTER- AMERICAN
			Daily									
.....	Ls 7 55PM	Ls 6 23PM	Ls 10 41AM			126.6	C. BLOOMINGTON...	155.5	As 7 25AM	As 9 55AM	As 9 58AM	As 6 47PM
				12,430	226	140.9	..... McLEAN.....	141.2				
				4,235	77	145.8	..... ATLANTA.....	136.3				
.....	s 8 22	6 50	11 08	10,010	182	156.4	..... LINCOLN.....	125.7	s 6 59	s 9 25	9 33	6 18
						163.4	..... BROADWELL....	118.7				
				9,625	175	167.3	..... ELKHART.....	114.8				
.....	8 40	7 08	11 26			177.6	..... SHERMAN.....	104.5				
						182.9	C. RIDGELY.....	99.2	6 35	9 00	9 10	5 55
.....	s 9 00	s 7 23	s 11 41			185.1	..... SPRINGFIELD....	97.0	s 6 30	s 8 55	s 9 05	s 5 50
.....	9 05	7 28	11 46			187.3	C. ILES.....	94.8	6 05	8 35	8 57	5 42
						187.8	..... K. C. JCT.....	94.3				
						189.5	..... HAZEL DELL....	92.6				
.....				10,505	191	200.6	..... AUBURN.....	81.5				
				5,830	106	207.0	..... VIRDEN.....	75.1				
				9,625	175	210.8	..... GIRARD.....	71.3				
						214.5	..... NILWOOD....	67.6				
.....	s 9 37	7 58	12 16PM	17,490	318	223.8	..... CARLINVILLE...	58.3	s 5 35	s 8 05	8 28	5 13
				11,165	203	238.3	..... SHIPMAN.....	43.8				
						246.0	..... BRIGHTON....	36.1				
.....	10 03	8 20	12 38	13,420	244	252.1	..... GODFREY.....	30.0	5 10	7 40	8 05	4 50
.....	s 10 13	s 8 28	s 12 46			257.2	..... ALTON.....	24.9	s 5 05	s 7 35	s 8 00	s 4 45
.....	A 10 17PM	A 8 32PM	A 12 50PM			262.1	C. WANN.....	22.0	L 5 00AM	L 7 30AM	L 7 55AM	L 4 40PM
							BE GOVERNED BY JOINT CON RAIL— ICG TIMETABLE		Daily Except Sunday	Sunday Only	Daily Except Sunday	Daily
						274.9	C. GRANITE CITY...	9.2				
						278.0	C. VENICE JCT....	6.1				
						280.0	..... BRIDGE JCT....	4.1				
							TRRA ROUTE					
.....	L 10 33PM	L 8 48PM	L 1 06PM			274.9	C. GRANITE CITY...	9.2	L 4 45AM	L 7 15AM	L 7 40AM	L 4 25PM
.....	A 11 20PM	A 9 35PM	A 1 55PM			284.1	..... ST. LOUIS U.S....	0.0	L 4 20AM	L 6 50AM	L 7 15AM	L 4 00PM

6 Westward AIRLINE DISTRICT Eastward

SECOND CLASS			Siding Length In Feet	Siding, Standing Room, Cars With Engine.	Mile Posts	TIMETABLE NO. 4		Miles From Roodhouse	SECOND CLASS		
	97	93				Effective October 31, 1976	STATIONS		90	94	
	Daily	Daily									
L 4 10PM	L 4 10AM		186.0	.....	.....	.....	BRICKYARD.....	46.1	.....	.....	.....
				187.8	.....	.....	1.8 K. C. JCT.....	44.3	A 9 30AM	A 10 00PM	.....
				191.7	.....	.....	3.9 COCKRELL.....	40.4	.....	.....	.....
4 43	4 43	2,695	49	203.5	.....	.....	11.8 PROUTY.....	28.6	8 57	9 27	.....
4 55	4 55	2,805	51	209.9	.....	.....	6.4 YEOMANS.....	22.2	8 45	9 15	.....
				212.7	.....	.....	2.8 REES.....	19.4	.....	.....	.....
				216.1	.....	.....	3.4 CLEMENTS.....	16.0	.....	.....	.....
5 38	5 38	2,695	49	221.7	.....	.....	5.6 MURRAYVILLE.....	10.4	8 20	8 50	.....
				232.4	.....	.....	5.6 MANCHESTER.....	4.8	.....	.....	.....
A 6 00PM	A 6 00AM		237.2	C.....	.....	.....	4.8 ROODHOUSE.....	0.0	L 8 00AM	L 8 30PM	.....
									Daily	Daily	

Southward

CARROLLTON DISTRICT

Northward

SECOND CLASS			Siding Length In Feet	Siding, Standing Room, Cars With Engine.	Mile Posts	TIMETABLE NO. 4		Miles From Roodhouse	SECOND CLASS		
	87	81				Effective October 31, 1976	STATIONS		80	88	
	Daily	Daily									
L 2 00PM	L 1 00AM		67.9	C.....	.....	.....	ROODHOUSE.....	0.0	A 9 45AM	A 7 45PM	.....
2 10	1 10	1,870	34	64.6	.....	.....	WHITE HALL.....	3.3	9 35	7 35	.....
2 35	1 35	770	14	55.2	.....	.....	9.4 CARROLLTON.....	12.7	9 10	7 10	.....
2 55	1 55	2,860	52	47.0	.....	.....	8.2 KANE.....	20.9	8 50	6 50	.....
3 10	2 10	660	12	41.9	.....	.....	5.1 JERSEYVILLE.....	26.0	8 35	6 35	.....
3 25	2 25	1,485	27	35.7	.....	.....	6.2 DELHI.....	32.2	8 20	6 20	.....
A 3 45PM	A 2 45AM		28.0	.....	.....	.....	7.7 GODFREY.....	39.9	L 8 00AM	L 6 00PM	.....
									Daily	Daily	

Southward

P & N DISTRICT

Northward

7

	Mile Posts	TIMETABLE NO. 4 Effective October 31, 1976 STATIONS	Miles From Sherman
.....	160.1	GROVE..... 3.8	50.7
.....	163.9	PEKIN..... 11.2	46.9
.....	175.1	GREEN VALLEY..... 7.0	35.7
.....	182.1	P. & N. JUNCTION.....	28.7
.....	182.5	SAN JOSE..... 0.4 8.4	28.3
.....	190.9	NEW HOLLAND..... 6.1	19.9
.....	197.0	MIDDLETOWN..... 3.3	13.8
.....	200.3	CROFT.....	10.5
.....	203.9	FANCY PRAIRIE..... 3.6	6.9
.....	206.5	VAN WOOD..... 2.6	4.3
.....	210.8	SHERMAN..... 4.3	0.0

Southward

MEXICO DISTRICT

Northward

	Mile Posts	TIMETABLE NO. 4 Effective October 31, 1976 STATIONS	Miles From Fulton
.....	0.0	SOUTH BRANCH JCT....	23.8
.....	11.1	AUXVASSE..... 11.1	12.7
.....	16.0	McCREDIE..... 4.9	7.8
.....	19.5	CALLAWAY..... 3.5	4.3
.....	23.8	FULTON..... 4.3	0.0

SECOND CLASS				Siding Length In Feet	Siding, Standing Room, Cars With Engine.	Mile Posts	TIMETABLE NO. 4 Effective October 31, 1976	Miles From Slater	SECOND CLASS			
97	95	93	91						STATIONS			
Daily	Daily	Daily	Daily						90	92	94	96
L 6 31PM	L 12 45PM	L 6 31AM	L 12 45AM	.....	.....	237.2	C.....ROODHOUSE..... 1.5.....WEST ROODHOUSE..... 4.0	156.4	A 8 00AM	A 2 17PM	A 8 00PM	A 2 17AM
6 41	12 58	6 41	12 58	.....	.....	238.7	.....DRAKE..... 3.9	154.9	.....	.....	.....	.....
6 48	1 05	6 48	1 05	4,125	75	242.7	.....HILLVIEW..... 4.6	150.9	7 50	2 07	7 50	2 07
6 56	1 13	6 56	1 13	.....	.....	246.6	.....PEARL..... 9.7	147.0	7 43	2 00	7 43	2 00
7 18 94	1 35 92	7 18 90	1 35 96	4,785	87	251.2	.....NEBO..... 4.7	142.4	7 35	1 52	7 35	1 52
7 41	1 59	7 41	1 59	2,255	41	260.9	.....PLEASANT HILL..... 8.2	132.7	7 18 93	1 35 95	7 18 97	1 35 91
7 45	2 02	7 45	2 02	3,300	60	265.6	.....QUINCY JUNCTION..... 1.3	119.8	6 52	1 04	6 52	1 04
8 05	2 24	8 05	2 24	7,755	141	275.1	C.....LOUISIANA..... 7.2	118.5	6 47	12 57	6 47	12 57
8 32	2 51	8 32	2 51	6,380	116	282.3	.....VERA..... 4.5	111.3	.....	.....	.....	.....
8 49	3 08	8 49	3 08	5,445	99	286.8	.....BOWLING GREEN..... 7.1	106.8	6 23	12 30PM	6 23	12 30AM
9 08	3 27	9 08	3 27	3,025	55	293.9	.....CURRYVILLE..... 8.4	99.7	.....	.....	.....	.....
9 11	3 30	9 11	3 30	.....	.....	302.3	D.....VANDALIA..... 5.3	91.3	5 55	11 55	5 55	11 55
9 15	3 34	9 15	3 34	.....	.....	307.6	.....FARBER..... 4.2	86.0	.....	.....	.....	.....
9 18	3 37	9 18	3 37	6,800	120	311.8	.....LADDONIA..... 4.9	81.8	5 37	11 33	5 37	11 33
9 38	3 57	9 38	3 57	2,255	41	316.7	.....RUSH HILL..... 6.1	76.9	.....	.....	.....	.....
10 05 96	4 20 94	10 05 92	4 20 90	4,950	90	322.8	.....ARTHUR..... 1.2	70.8	5 17	11 10	5 17	11 10
10 27	4 42	10 27	4 42	5,665	103	328.0	.....FRANCIS..... 1.8	69.6	5 13	11 04	5 13	11 04
10 37	4 52	10 37	4 52	5,335	97	332.0	.....MEXICO..... 1.4	67.8	5 08	11 00	5 08	11 00
10 44	4 59	10 44	4 59	5,995	109	336.2	.....WEST SIDING..... 4.2	66.4	5 03	10 43	5 03	10 43
11 00	5 10	11 00	5 10	2,695	49	340.0	.....THOMPSON..... 8.6	62.2	.....	.....	.....	.....
11 15	5 21	11 15	5 21	3,355	61	346.2	.....CENTRALIA..... 12.0	53.6	4 39	10 23	4 39	10 23
A 11 23PM	A 5 27PM	A 11 23AM	A 5 27AM	3,936	61	352.0	.....CLARK..... 9.5	41.6	4 20 91	10 05 93	4 20 95	10 05 97
						361.5	.....HIGBEE..... 4.7	32.1	.....	.....	.....	.....
						366.2	.....YATES..... 6.2	27.4	3 58	9 43	3 58	9 43
						372.4	.....ARMSTRONG..... 4.2	21.2	3 48	9 33	3 48	9 33
						376.6	.....STEINMETZ..... 4.9	17.0	3 41	9 26	3 41	9 26
						383.5	.....GLASGOW..... 2.0	12.1	.....	.....	.....	.....
						390.5	.....HARMONY..... 7.0	10.1	3 30	9 15	3 30	9 15
						393.6	.....GILLIAM..... 3.1	3.1	3 19	9 04	3 19	9 04
						C.....SLATER.....	0.0	L 3 13AM	L 8 59AM	L 3 13PM	L 8 59PM	
								Daily	Daily	Daily	Daily	Daily

Westward

KANSAS CITY DISTRICT

Eastward

9

SECOND CLASS				Siding Length In Feet	Siding, Standing Room, Cars With Engine.	Mile Posts	TIMETABLE NO. 4 Effective October 31, 1976	Miles From Kansas City	SECOND CLASS			
97	95	93	91						90	92	94	96
Daily	Daily	Daily	Daily				STATIONS					
L 11 23PM	L 5 55PM	L 11 23AM	L 5 55AM	.....	.....	393.6	C.....SLATER..... 10.9	95.2	A 3 13AM	A 8 55AM	A 3 13PM	A 8 55PM
11 39	6 10	11 39	6 10	2,640	48	404.5	.....MARSHALL..... 5.4	84.3	2 56	8 35	2 56	8 35
11 48	6 19	11 48	6 19	2,695	49	409.9	.....SHACKELFORD..... 5.5	78.9	2 47	8 26	2 47	8 26
11 58	6 28	11 58	6 28	.....	.....	415.4	.....MT. LEONARD..... 5.2	73.4	2 38	8 17	2 38	8 17
12 08AM	6 36	12 08PM	6 36	4,840	88	420.6	.....BLACKBURN.....	68.2	2 29	8 09	2 29	8 09
12 23	6 50	12 23	6 50	.....	.....	429.2	.....CORDER..... 8.6	59.6	2 15	7 56	2 15	7 56
12 31	6 58	12 31	6 58	4,235	77	433.9	.....HIGGINSVILLE..... 4.7	54.9	2 08	7 48	2 08	7 48
12 42	7 09	12 42	7 09	.....	.....	440.9	.....MAYVIEW..... 7.0	47.9	1 57	7 37	1 57	7 37
12 53	7 25 96	12 53	7 25 92	5,280	96	448.4	.....ODESSA..... 7.5	40.4	1 46	7 25 91	1 46	7 25 95
1 03	7 36	1 03	7 36	.....	.....	455.3	.....BATES CITY..... 6.9	33.5	1 35	7 14	1 35	7 14
1 10	7 41	1 10	7 41	.....	.....	458.8	.....OAK GROVE..... 3.5	30.0	1 29	7 08	1 29	7 08
1 22 90	7 48	1 22 94	7 48	5,280	96	462.9	.....GRAIN VALLEY..... 4.1	25.9	1 22 97	7 00	1 22 93	7 00
1 30	7 56	1 30	7 56	.....	.....	467.6	.....BLUE SPRINGS..... 4.7	21.2	1 12	6 51	1 12	6 51
1 48	8 20	1 48	8 20	3,080	56	478.4	....INDEPENDENCE.... 10.8	10.4	12 52	6 31	12 52	6 31
A 2 00AM	A 8 32PM	A 2 00PM	A 8 32AM	.....	.....	482.0	C.ROCK CREEK JCT.... 3.6	6.8	L 12 38AM	L 6 19AM	L 12 38PM	L 6 19PM
							KCT RR		Daily	Daily	Daily	Daily
						483.1	.....BIG BLUE..... 1.1	5.7	.....	.....	.....	.....
						486.0	....EAST LYDIA AVE.... 2.9	2.8	.....	.....	.....	.....
						487.6	....K. C. S. CROSSING.... 1.6	1.2	.....	.....	.....	.....
						488.8	.....KANSAS CITY..... 1.2	0.0	.....	.....	.....	.....

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

N. That portion of the Pequot District between South Joliet and MP 42 and that portion of the Normal District between South Joliet and MP 40.5, is under jurisdiction of Chicago Division Officers. From MP 278 to E. St. Louis is under jurisdiction of St. Louis Division Officers.

Restricted Speed: On Missouri Division for passenger trains only, the definition of restricted speed is amended to read as follows—Proceed prepared to stop short of train, obstruction, or switch not properly lined and look out for broken rail, but not exceeding 15 MPH.

2. Standard clocks:

Wallace—Engine House
Yard Office

Dixon—Telegraph Office

La Salle—Telegraph Office

Clinton—Yard Office, Telegraph Office,
Engine House

Chicago—Union Station

Glenn—Telegraph Office
Engine House and Locker Room

South Joliet—Engine House and Yard Office

Bloomington—Caller's Office
Target
Engine House
Switchmen's Locker Room

Ridgely—Yard Office and Engine House

Wann—Locker Room

Venice—Yard Office and Engine House

E. St. Louis—Yard Office and Engine House

St. Louis—Union Station

Roodhouse—Telegraph Office
North Yard Office

Mexico—Telegraph Office

Slater—Telegraph Office

Lydia Avenue—Train Dispatcher's Office

Kansas City—12th Street Locker Room

14(l). Rule 14(l) is revised to read as follows: **Approaching public crossings at grade.** Signal must begin at least twenty seconds before reaching crossing. To be prolonged or repeated until crossing is occupied. When whistle sign is displayed, signal must begin before reaching sign. Where whistle sign governs more than one crossing, numeral on sign will indicate the number of crossings governed.

This signal must also be frequently sounded to warn trackmen and other employes when view is restricted by weather, obscure curves, or other unusual conditions, and when approaching tunnels.

26. A blue signal displayed at one or both ends of an engine(s) and/or car(s) indicates that workmen are on, under or between the equipment, and the equipment must not be coupled to nor moved.

Other engine(s) and/or car(s) must not be placed on the same track so as to block or reduce the view of the blue signals.

When a blue signal is displayed at an entrance to a track, engines and/or cars must not be permitted to enter that track.

When workmen are working on, under or between an engine or car(s) coupled to an engine, a blue signal must be attached to the controlling unit of the engine at a location where it is readily visible to the engineman or operator at the controls of that engine.

Blue signals must be displayed by each class or group of workmen and may only be removed by the same class or group that placed them.

When emergency repair work is to be done on, under or between an engine or one or more cars coupled to an engine, and a blue signal is not available, the engineman or operator at the controls of the engine must be notified and appropriate measures must be taken to protect the employees making the repairs.

When workmen are working on, under or between an engine(s) and/or car(s) on a track other than a classification track of a hump yard, a blue signal must be displayed at each end of the equipment to which a coupling can be made, or at each entrance to the track.

When workmen are working on, under or between an engine and/or car(s) on a classification track of a hump yard, the following protection must be provided:

(1). Each manually-operated switch, including crossover switches, providing access to the track must be lined for movement to another track and a blue signal displayed at or near each such switch; and each remotely-controlled switch providing access to the track must be lined against movement to the track and a locking device applied to the control for the switch.

(2). The employe in charge of the workmen must ask for and receive from the operator of the remotely-controlled switches the required protection before the work is begun.

(3). The operator of the remotely-controlled switches will provide the protection before informing the employe in charge of the workmen that it is being provided. He will not remove the locking device until notified by the employe in charge of the workmen that the work is completed.

(4). The operator will record on a prescribed form and retain for 30 days information as to the date and time he received request for track protection; name and craft of employe in charge who requested the protection; the number or other designation of the track involved; the date and time he notified the employe in charge that the protection had been provided; the date and time he was informed the work had been completed and the name and craft of the employe in charge who provided this information.

NOTE: the term "workmen" as used in this rule means railroad employes assigned to inspect, test, repair or service engines, railroad cars, and one or more engines coupled to one or more cars, or their components including train brake systems. It does not include train or yard crews.

The term "blue signal" as used in this rule means a clearly distinguishable blue flag or blue light by day and a blue light at night.

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 whistle and bell and be in position to operate emergency brake valve if necessary to avoid an accident.

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

83. TRAIN REGISTERS:

Wallace—Telegraph Office
 Dixon { Telegraph Office
 La Salle { trains originating and terminating
 Clinton—Telegraph Office
 South Joliet—Trains originating and terminating
 Venice—Freight Trains
 E. St. Louis—Freight Trains
 St. Louis—Union Station (Passenger Trains)
 Roodhouse
 Slater

93. YARD LIMITS:

Amboy District
 Dixon—Mile 898.3 to MP 903
 Amboy—MP 886 to MP 889
 Mendota—Mile 869.1 to Mile 873.9
 La Salle—MP 851 to MP 865
 Minonk—MP 823 to Mile 826.8
 Bloomington—Mile 793.1 to Mile 801.1 and extend to MP 135 on Bloomington District.

Normal District
 South Joliet—Extends to Mile 40.5
 Bloomington—Extends to Mile 121.2

Pequot District
 South Joliet—Extends to MP 42

Dwight District
 Entire District

Alton District
 Bloomington—Extends to Mile 129.7
 Springfield—Mile 176.5 to Mile 188.3 including Avenue yard, Springfield District MP 190 to MP 194.
 Godfrey—Mile 250.5 to and including Wann yard

Jacksonville District
 Bloomington—Extends to Mile 127.8

Airline District
 K.C. Jct.—Extends to Mile 188.4
 Roodhouse—Extends to Mile 234.8

Carrollton District
 Roodhouse—Extends to Mile 66.7
 Godfrey—Extends to Mile 29.3

Slater District
 Roodhouse—Extends to Mile 238.4
 Louisiana—Mile 273.1 to Mile 277.6
 Mexico—Mile 321.5 to Mile 327.5
 Slater—Extends to Mile 392.9

Mexico District
 Entire District
 Kansas City District
 Slater—Extends to Mile 395.2
 Rock Creek Jct.—Extends to Mile 481.5

Bloomington District trains will not enter the Amboy District until they receive permission from the yardmaster at Bloomington yard. Yardmaster is equipped with former IC and GM&O radio channels.

Pontiac District trains may enter Amboy District at Minonk Jct. under Rule 93 for purpose of turning equipment. Such trains will keep advised of and avoid delay to Amboy District trains.

Amboy District trains will obtain permission from train dispatcher, Bloomington, before entering running track at Normal.

98. Trains and engines must stop at junctions and railroad crossings as follows:

Mendota—Southward train and engine movements over Milw Jct. switch, Mendota, will be governed by color light signal located 340 feet north of switch. Approach distant signal is located 2,060 feet north of junction switch.

Trains or engines may pass stop indication on southward Milwaukee junction signal, after stopping and ascertaining that switches are properly lined and the way is clear to southward home signal. This movement will be made at restricted speed.

Bloomington—Target (not Interlocked) N&W, CON RAIL, color position light to and from Alton District, color light to and from Jacksonville District.

Railroad Crossings Protected by Stop Signs:

Ashland ICG, B&O
 Streator ICG, BN

98(a). Railroad Crossings Protected by Gates:

Normal Position

Wenona	ICG	Against Dwight District
Washington	TP&W	Against ICG
New Holland	ICG	Against P&N District
Minier	IT	Against IT
Carrollton	ICG	For Main Track
Carlinville		
(Q.C. Lead)	ICG, IT	Against ICG

99(a). In the State of Illinois, crews of trains making an unscheduled stop or an unusual slowdown in automatic block signal territory and CTC territory must communicate with any following train entering or moving in the same block, directly or through the train dispatcher or other qualified and responsible railroad employee, advising as to presence and location of their train ahead.

When communication with such following trains is not established as outlined, a crew member shall station himself at the rear of the stopped or slowing train, maintain a vigilant lookout to flag against any following train entering or moving within the same block.

These instructions shall not apply within interlocking and yard limits.

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.

Territory or Location	MILES PER HOUR	
	Passenger Trains	Freight Trains
Between South Joliet and Wann.....	79	50
Between South Joliet and Mazonia via Pequot District.....	79	50
Between Dwight and Washington.....	25	25
Between Varna and Lacon.....	10	10
Between Sherman and Grove.....	25	25
Between Bloomington and Murrayville via Jacksonville District.....	25	25
Between Brickyard and K.C. JCT.....	10	10
Between K.C. JCT. and Roodhouse.....	35	35
Between Roodhouse and Godfrey.....	30	30
Between Roodhouse and Mexico.....	35	35
Between Mexico and Fulton.....	25	25
Between Mexico and Rock Creek JCT.....	40	40
Between East Junction and Clinton.....	30	30
Through CTC turnouts, Coal City to Godfrey.....	40	10
Through all other turnouts, crossovers, in and out of sidings unless otherwise authorized.....	10	10
Trains moving against current of traffic.....	55	40
Trains moving against current of traffic through villages.....	30	30

Piggy-Back Trains will not exceed 60 MPH between South Joliet and Ridgely and 50 MPH between Iles and Wann.

101(a). LOWER SPEEDS.

AMBOY DISTRICT		
East Junction—crossovers and turnouts.....	25	25
Amboy: BN crossing, between home signals until engine or lead car occupies crossing.....	20	20
Mendota: BN interlocking, Southward trains between Southward approach and Southward home signal.....	25	25
BN crossing, between home signals until engine or lead car occupies crossing.....	20	20
Dimmick: CNW crossing, between home signals until engine or lead car occupies crossing.....	20	20
Between MP 852 and MP 857 plus 1,800 ft.....	10	10
Wenona: ICG crossing between home signals until engine or lead car occupies crossing.....	20	20
Minonk: AT&SF crossing, between home signals until engine or lead car occupies crossing.....	20	20
El Paso: TP&W crossing, between home signals until engine or lead car occupies crossing.....	20	20
Between MP 795 and MP 799.....	20	20
NORMAL DISTRICT		
Zarley's Hill, south of Joliet, reverse curve.....	60	40
Wilmington: Trains through town.....	60	40
CWEX, IPLX or similar type cars, (swivel couplers) loaded are restricted over Kankakee River bridge as follows:.....		25
Pontiac: Curve at N&W—ICG crossings.....	60	40
Between MP 123, Normal, and MP 126, Bloomington, CWEX, IPLX or similar type cars, (swivel couplers) loaded, are restricted.....	..	10
Between Normal interlocking and Market Street, Bloomington.....	40	25
Between Market St. and Mile 127.1, Bloomington.....	20	20
PEQUOT DISTRICT		
Between South Joliet and Plaines.....	60	30
Plaines: Trains moving through connection from ICG to AT&SF North track.....	25	20
Pequot: Trains moving from AT&SF North track to ICG.....	25	10

(Continued on page 13)

101(a). LOWER SPEEDS. (Continued)

<i>Territory or Location</i>	<i>Passenger Trains</i>	<i>Freight Trains</i>
	MILES PER HOUR	
DWIGHT DISTRICT		
Streator: CON RAIL crossing north of town.....	10	10
Park & Bloomington Streets.....	5	5
AT&SF—BN crossings.....	20	10
Munster: Grade crossing at Mile 99.99.....	5	5
Varna: Between MP 118 and MP 122.....	10	10
Washburn: Between MP 127 and MP 128.....	10	10
Lowpoint: Parkside Street.....	5	5
Clark Street.....	5	5
Washington: Between MP 135 and Washington.....	10	10
Main Street.....	5	5
ALTON DISTRICT		
Lincoln: Between Railroad Crossings, Athol to South Lincoln.....	70	50
Sherman, to and from P&N District.....	10	10
MP 181 to Ridgely, Southward Main Track.....	60	40
Ridgely, south end of yard through interlocking limits.....	35	25
Springfield: Between Ridgely Avenue and Carpenter Street.....	25	20
Between Carpenter Street and Capital Avenue.....	15	10
Between Capital Avenue and Laurel Street.....	25	20
Between Ridgely Avenue and Laurel Street against current of traffic.....	10	10
Between Avenue Yard Office and South switch of St. Louis Wye.....	10	10
Iles (Interlocking):		
To and from Northward Main Track.....	30	10
N&W crossing.....	60	50
K.C. JCT.: All turnouts.....	10	10
Mile 226.8, Rinaker, to Mile 234.2, Plainview.....	70	40
Godfrey: Curve, Mile 252.3.....	60	40
Through turnout to and from Carrollton District.....	30	10
Mile 252.3 to College Avenue.....	70	40
Wood River Creek, Mile 258.3.....	25	25
CWEX, IPLX or similar type cars, (swivel couplers) loaded, are restricted on Alton District as follows:		
Between Ridgely and Iles.....	..	10
Between MP 254 and Pearl Street, Godfrey.....	..	10
Between Granite City and Venice.....	..	10
JACKSONVILLE DISTRICT		
Minier: IT crossing, between home signals until engine or lead car occupies crossing.....	20	20
Delavan: ICG crossing.....	20	20
Mason City: ICG crossing.....	20	20
Ashland: B&O crossing.....	20	20
Jacksonville: N&W crossing.....	20	20
BN crossing.....	20	20
P & N DISTRICT		
Pekin: CON RAIL crossing.....	20	20
Green Valley: ICG crossing.....	10	10
All Bridges:.....	5	5
AIRLINE DISTRICT		
Murrayville: Over switch leading to Jacksonville District.....	25	25
K.C. JCT.: All turnouts.....	10	10
K.C. JCT.: Mile 187.8 to MP 188.....	10	10

(Continued on page 14)

101(a). LOWER SPEEDS. (Continued)

<i>Territory or Location</i>		<i>Passenger Trains</i>	<i>Freight Trains</i>
MILES PER HOUR			
CARROLLTON DISTRICT			
White Hall:	BN crossing.....	20	20
Carrollton:	ICG crossing.....	25	25
Kane:	Bridge G—509—Revolving machinery on own wheels.....	.....	10
SLATER DISTRICT			
Roodhouse:	Palm Street.....	10	10
West Roodhouse:	BN crossing.....	20	20
Pearl:	Illinois River drawbridge.....	5	5
Nebo:	Bridge D—2610—Revolving machinery on own wheels.....	.....	10
Between Mile 262.5 and Mile 263.4.....	.....	20	20
Louisiana:	Mississippi River drawbridge.....	10	10
	BN crossing.....	10	10
	Curve at station platform.....	25	25
Bowling Green Hill:	Between MP 283 and Mile 286.8.....	20	20
Vandalia:	Clark St. to Maple St.	20	20
Francis:	BN interlocking.....	20	20
Mexico:	Calhoun St. to Morris St.	20	20
Centralia:	Jefferson St. to Columbia St.	25	25
Clark:	N&W crossing, between home signals until engine or lead car occupies crossing.....	20	20
Glasgow:	Missouri River Bridge.....	10	10
Slater:	Margrove St. to Broadway St.	20	20
MEXICO DISTRICT			
Trains handling cars in excess of 240,000 but not to exceed 263,000 pounds.....	.....	20	20
South Branch Jct.:	N&W crossing.....	20	20
KANSAS CITY DISTRICT			
Marshall:	Slater St. to Miami St.	10	10
Higginsville:	Shelby St. to Brand St.	25	25
Independence:	McCoy St. to Kentucky Avenue.	30	30
Rock Creek Jct.:	KCT crossing.....	25	20

(Continued on page 15)

101(a). LOWER SPEEDS. (Continued)

In automatic block system and CTC territory, on both single and multiple track, speed of trains or engines is restricted as follows:

25 MPH for: (a) one diesel unit, (b) two diesel units, (c) one diesel unit and one car, or (d) one RDC Budd unit.

45 MPH for: (a) one diesel unit and two cars, (b) two diesel units and one car, (c) three diesel units, or (d) 2-car RDC Budd train.

A speed of 10 MPH must not be exceeded on all tracks except main track and sidings.

Following are maximum authorized speeds on engines and certain specialized equipment, except that where timetable district speeds are lower, then the lower speed will govern.

Any rule, special instruction, sign or signal requiring lower speeds must be observed.

All switch, road switch, and transfer engines.....	45 MPH
All other freight engines.....	65 MPH
FPA-3 (combination passenger-freight engines).....	80 MPH
Revolving machinery on its own wheels (must have boom trailing, when practical).....	25 MPH
Fixed cab pile drivers (boom either leading or trailing).....	25 MPH
Air dump cars (must be handled in trains performing local work).....	25 MPH
Jordan spreaders (wings must be properly secured and must be handled in trains performing local work).....	25 MPH
Russell snowplow X8030.....	25 MPH
Wedge type snowplows (when plowing).....	40 MPH
Scale test cars, except scale test car ICG 100119, (must be handled on rear of train next ahead of the caboose and in trains performing local work).....	30 MPH
Scale test car, ICG 100119, can be in any freight train in any location	45 MPH
Ore cars with wheel base of 20 feet or less (measured between truck centers).....	30 MPH
Diesel engines moving through water (must not exceed three inches over top of rail).....	3 MPH
Diesel truck transfer cars.....	45 MPH
Welded rail flat cars must be handled on rear of train when moving with other cars and must not exceed:	
(when loaded)	30 MPH
(when empty)	40 MPH
Cars containing panel rail.....	30 MPH
Cars containing lead slabs of 2,000 pounds or heavier.....	40 MPH
36 inch (or larger) pipe on flat cars.....	30 MPH
Loaded unit coal trains.....	35 MPH
Empty unit coal trains.....	35 MPH

Freight trains will not be continuously operated at speeds between 13 and 20 MPH. Such speeds will be permissible only in acceleration or deceleration of movement.

Trains handling revolving machinery on its own wheels must not exceed speed of 25 MPH on straight and level track and light curves and grades and 20 MPH on heavy curves and grades. Derrick 100416, located at Bloomington, must be separated from the engine by not less than three (3) cars. It must not be operated over the Dwight, P&N and Mexico Districts.

103(d). Trains and engines will stop and crew member will flag Highway 17 grade crossing at Blackstone on Dwight District.

Trains and engines will stop and crew member will flag Highway 4 on QC lead, Carlinville.

In the State of Illinois it is unlawful for any railroad employee to willfully or intentionally permit any train, railroad car or engine to obstruct public travel at a railroad-highway grade crossing for a period in excess of ten minutes, except where such train, railroad car or engine cannot be moved by reason of circumstances over which the railroad employee has no control.

At Grove, on P&N District, main track is out of service north of Highway 29.

103(e). Every effort must be made to keep coupling speed of diesel engines to 3 MPH or less; however, when a heavy impact is made by a diesel engine and damage is indicated, it must immediately be shut down and inspected by a member of the Mechanical Department before it is restarted. Such cases must be reported by the quickest available means of communications to the Train Dispatcher, or when they occur in a yard, to the Yardmaster or other employee in charge of the yard.

103(g). Camp cars or cabooses must not be switched with, kicked into track against other cars, nor are cars to be kicked into track against camp cars or caboose.

104. Normal Position of Switches:

Normal Junction	For Amboy District
Minonk Junction	For Amboy District
Mendota, Milw Jct.....	For ICG
Sherman	For Alton District
Murrayville	For Airline District
Roodhouse Wye:	

North Switch—For Slater District.

West Switch—For Carrollton District.

South Switch—For Slater District.

109. Bulletin Boards:

Wallace—Yard Office and Engine House.

Dixon—Freight Office.

La Salle—Freight Office.

Clinton—Telegraph Office and Engine House.

Chicago—Union Station.
 Glenn—Yard Office and Engine House.
 South Joliet—Yard Office and Engine House.
 Bloomington—Crew Caller's Office, Engine House and Conductors Room at Depot.
 Ridgely—Yard Office and Engine House.
 Wann—Locker Room.
 Venice—Yard Office and Engine House.
 East St. Louis—Yard Office and Engine House.
 Roodhouse—Telegraph Office and North Yard Office.
 Mexico—Telegraph Office & Locker Room.
 Slater—Telegraph Office.
 Lydia Avenue—Train Dispatcher's Office and Yard Office.
 Kansas City—12th Street Locker Room.

111(e). Hot Box Detectors

Hot box detectors are located as follows: Mazonia, Ocoya, McLean, Broadwell, Junod, Nilwood, Shipman, Pleasant Hill, Curryville, Thompson, Yates, Corder and Oak Grove.

When a hot box, dragging equipment or loose wheel is detected, Dispatcher's Office will contact the appropriate train in the following manner: Monitor Station: This is the (*Dispatcher's Office*) calling the train passing (*City*) (*State*) detector. Stop your train; you have a (*hot box, dragging equipment or a loose wheel*). Train Engineer Response: This is the Engineer on the train (*Identity of train*) passing (*City*) (*State*) detector. I am stopping my train.

If the response is not received within ten (10) seconds, monitor station will repeat and wait another ten (10) seconds, then repeat a third time. If still no response the train dispatcher will arrange to have this train stopped.

After engineer responds, employee at monitor station will reply: I will give you location of the car after you have your train stopped. Monitor Station: This is (*Dispatcher's Office*) calling engineer on train (*identity of train*). Monitor Station: Engineer on train (*identity of train*) you have a (*hot box, dragging equipment or a loose wheel*), located (*number of*) cars from your (*engines or caboose*) on the (*North or South*) rail. It is the (*lead or trailing*) truck, (*lead or trailing*) wheel.

All rails will be identified in relation to the timetable direction, (i.e., timetable direction east or west identify rails as north or south).

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.

A member of the crew must report to the train dispatcher upon completion of the inspection of the train, the car initial, number, wheel, nature of defect, and type of bearing (roller or friction), and disposition of car so a record of stops may be maintained. If car set out, location, contents, destination and route as well as disposition of waybill must be reported. 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 chief dispatcher and dropped off at the next open telegraph office where the operator on duty will report same to the train dispatcher recording time and party notified and file same.

Train crews 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.

In non CTC territory if the crew does not hear from or is unable to contact the monitoring station by radio they will assume the detector

just passed is out of service and provided this is the second consecutive detector passed which is out of service they will make an on-the-ground visual inspection of both sides of train.

Trains having hot boxes must be stopped before moving over Illinois River Bridge at Pearl, Mississippi River Bridge at Louisiana and Missouri River Bridge at Glasgow.

M-151. Two Main Tracks:

Between Plaines and Coal City—Mile 59.3.
 Between Mile 121.5 and Main St. Bloomington.
 Between Market St. Bloomington and Mile 128.7.
 Between MP181 and Iles.
 Between K.C. JCT. and Hazel Dell.

Between Plaines and Pequot the tracks of ICG and the AT&SF are jointly used as multiple tracks and the movement of trains will be governed by special rules. (See Rule 1215 of these special instructions.)

Between Wann and Bridge Junction the tracks of the ICG and the CON RAIL are jointly used, and the movement of trains will be governed by the joint timetable of the CON RAIL-ICG Railroads.

200. Except on Amboy District, Rule 200 is modified to the extent that train orders will continue to be issued over the signature of the Chief Train Dispatcher, regardless of the title on Form 19.

215. Amboy District trains may leave East Jct. without a clearance but must obtain a clearance before leaving Wallace Yard.

Amboy District trains originating at Normal may leave without clearance but must obtain clearance from Bloomington Target Office.

Northward trains Mazonia to South Joliet via Pequot District, may leave Mazonia without clearance.

Springfield District trains may enter Airline District at Brickyard and Alton District at K.C. Jct. without clearance but must receive clearance at Starnes.

Alton District trains may enter Airline District at K.C. Jct. without clearance but westward trains must secure clearance before leaving Iles.

Airline District trains may enter Alton District at K.C. Jct. without clearance.

Regular trains may assume schedule and extras may leave Godfrey without clearance, but Northward Carrollton District trains must secure clearance before leaving Wann.

Extras may leave Murrayville and P&N Jct. without a clearance.

Westward BN trains may leave Francis without a clearance.

Extras may originate within CTC territory without a clearance.

Regular trains operated via AT&SF between Joliet and Plaines may leave Plaines without a clearance and may assume original schedule at Mazonia without train order authority or clearance.

When a regular train, scheduled via the Normal District between South Joliet and Mazonia, is run extra between these points, via Normal or Pequot Districts, such train may assume its original schedule at Mazonia without train order authority or clearance.

Trains arriving South Joliet on the Joliet District enroute the Normal-Pequot Districts, and trains arriving South Joliet on the Normal-Pequot Districts enroute the Joliet District may leave South Joliet with same identity without a clearance if train order signal conveys a proceed indication. These trains will not register at South Joliet. All other trains that originate at South Joliet must obtain clearance before leaving South Joliet.

221(a). Train order signals at some locations will have semaphore arm inclined upward instead of downward as shown in Rule 298-A, when signal indicates proceed.

221(b). At an interlocking train order office where semaphore type train order signal is used, as shown in Rule 298-B, such signal may have semaphore arm inclined upward instead of downward and display a green aspect instead of yellow aspect.

221(d). Train order signal at Dwight will have color light, but will not flash as shown in Rule 297-B and 298-C, and aspect will be displayed continuously.

279. Electric Lock Switches:

Location	Switches	Controlled by
Pequot	Siding—both ends	Trainmen
Coal City	Crossover—both ends	Trainmen
Mazonia	Storage track—both ends	Trainmen
Wilmington	Storage track—both ends	Trainmen
	Crossover—storage to Main & Celotex track	"
Hitt Siding	Both ends	Trainmen
Dwight	Transfer track—both ends	Trainmen
	Industry lead—both ends	"
	Crossover—Chippewa St.	"
	Storage to Dwight District	
	—both ends	"
	Crossover industry lead—Washington St.	"
	Crossover to Dwight District south of Washington St.	"
	South crossover to Dwight District	"
Odell	Elevator track—North end	Trainmen
	House track	"
Cayuga—MP 87	Elevator track—both ends	Trainmen
Bunge—Mile 88.7	North & South Wye switches	Trainmen
Pontiac	N&W connection	Trainmen
	Pontiac District	"
	Industry lead—both ends	"
	No. 1 track	"
	Old Northbound siding—both ends	"
Ocoya—Mile 97.8	Elevator track—both ends	Trainmen
Chenoa	No. 4 track—both ends	Trainmen
	No. 3 track	"
	No. 1 track	"
	Old siding—both ends	"
Lexington	Old siding—both ends	Trainmen
	Elevator track—both ends	"
Towanda—Mile 118.4	Elevator track—both ends	Trainmen
Normal	Yard—both ends	Trainmen
	Crossover—Normal—yard	"
	North crossover	"
	Bakery switch	"
	Amboy District connection	"
	Crossover—Main St.—both ends	"
Bloomington	Crossover—Emerson St.—both ends	Trainmen
	Freight house	Target
	Crossover—O'Hara St.	Target
	Baumgart	Target
	Stockyard	Trainmen
	Beich's Candy	"
Shirley—Mile 132.5	Stockyard track	Trainmen
	Elevator	"
Funks Grove—Mile 136.3	Elevator track—both ends	Trainmen
McLean	Business track—both ends	Trainmen
Atlanta	Monsanto	Trainmen
	Storage—both ends	"
	Crossover—Main to storage	"
	Diamond Shamrock	"
	CON RAIL connection	"

Lawndale—MP 150	Storage track—both ends	Trainmen
Krueger—Mile 153.4	Elevator track	Trainmen
Athol—Mile 155.5	Storage track—both ends	Trainmen
	Crossover—Main to storage	"
Lincoln	No. 15 track	Trainmen
	No. 9 track	"
	No. 8 track	"
	No. 3 track	"
Fogarty—Mile 161.4	Elevator track	Trainmen
Broadwell	Industry track—both ends	Trainmen
Elkhart	Industry track—both ends	Trainmen
Williamsville—Mile 173.3	Industry track	Trainmen
Sherman	P&N District	Trainmen
	Elevator track	"
Ridgely	Zinc works	Trainmen
	Crossover—both ends	"
	North yard lead	"
Iles	Crossover	Trainmen
K.C. Jct.—Mile 189.9	Midstate	Trainmen
Chatham—Mile 194.5	Industry track—both ends	Trainmen
Auburn	Industry track—both ends	Trainmen
Virden	Storage track—both ends	Trainmen
	House track	"
Girard	House track	Trainmen
Nilwood	Industry track	Trainmen
Carlinville	QC lead	Trainmen
	Crossover	"
	House track—both ends	"
Plainview—Mile 234.3	House track	Trainmen
Brighton	BN transfer	Trainmen
	Industry track	"
Wann	Crossover—Main to old main	Trainmen
	Crossover—Main to yard	Operator
Murrayville	Jacksonville District	Trainmen

291. The automatic signals between Godfrey and Roodhouse and Roodhouse and Clark are for curve and station protection.

When block signals between Rock Creek Jct. and Clark convey indication to proceed at RESTRICTED SPEED, trains must STOP and then proceed at RESTRICTED SPEED.

505. Automatic Block Signal System is in effect between:

South Joliet and Mazonia via Normal District
 Plaines and Pequot, via Pequot District
 Ridgely and Iles
 Roodhouse and Murrayville
 Rock Creek Jct. and Clark

END OF TRACK CIRCUIT SIGN. A sign reading "ETC" denotes a point beyond which a train does not cause an automatic block signal to display its most restrictive indication.

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 System is in Effect Between:

Pequot and Ridgely } Controlled by Train Dispatcher at Bloomington
Iles and Wann }

Centralized Traffic Control System in effect between K.C. Jct. and Brickyard, is controlled by Train Dispatcher at Bloomington. Brickyard Switch is controlled by Control Operator at Avenue Tower who must obtain permission from Dispatcher at Bloomington before permitting westward trains to enter Airline District.

560. Spring Switches:

LOCATION	NORMAL POSITION
Mendota: Siding South Switch.....	For main track

Mendota spring switch is protected by reflectorized sign located 5000 feet in advance of facing point switch and trains must approach prepared to stop unless signal at switch indicates proceed.

Spring switches must not be thrown by hand while cars are holding switch points open, except in emergency and then extreme care must be used in operating switch stand to avoid injury.

608. MANUAL CONTROL INTERLOCKINGS:

CONTROL STATION

Plaines, AT&SF Jct.....	Shopton, Iowa
Pequot, AT&SF Jct.....	Shopton, Iowa
Dwight, CON RAIL.....	Bloomington
Chenoa, TP&W.....	Bloomington
Normal, ICG.....	Bloomington
Mendota, BN.....	Mendota
Bloomington, Market Street.....	Target Office
Atlanta, CON RAIL.....	Bloomington
Athol, ICG, IT.....	Bloomington
South Lincoln, ICG.....	Bloomington
Ridgely, CIM.....	Ridgely Tower
Iles, N&W.....	Iles Tower
Girard, BN.....	Bloomington
Brighton, BN.....	Bloomington
Godfrey Jct.....	Bloomington

Wann, CON RAIL.....	Wann Operator
Wood River, IT.....	Wood River Tower
Lenox, CON RAIL.....	Lenox Tower
Grove, P&PU.....	Peoria
Jacksonville, N&W.....	Jacksonville Tower
Louisiana, BN.....	Louisiana Tower
Francis, BN.....	Mexico Operator
Mexico, N&W.....	Trainmen
Rock Creek Jct, KCT.....	KCT
Streator, AT&SF.....	Streator Tower
Avenue (Springfield) B&O, ICG, CIM.....	Avenue Tower

The normal position of signals at South Branch Cabin interlocking, Mexico, will display proceed indication for movement of N&W trains over crossing, when not in use by ICG trains. The interlocking is operated by ICG trainmen, as per instructions posted in the signal cabin. When the signals display "STOP" indication against the movement of N&W trains, the door to signal cabin locks automatically and cannot be opened until signals are changed to display "PROCEED" indication for movement of N&W trains over the crossing. Care must be exercised in the operation of this interlocking, the route not to be taken away from N&W trains that are approaching the crossing.

DRAWBRIDGES INTERLOCKED:

Pearl, Illinois River.
Louisiana, Mississippi River.

610. AUTOMATIC INTERLOCKINGS:

Pontiac, ICG and N&W	
Amboy, BN	
Dimmick, C&NW	
Lostant, CON RAIL	
Minonk, AT&SF	
El Paso, TP&W	
Bloomington (Amboy District) CON RAIL and N&W	
Streator Jct., CON RAIL	
Delavan, ICG	
Green Valley, ICG	
Pekin, CON RAIL	
Mason City, ICG	
Jacksonville, BN	
Murrayville, ICG	
Springfield, B&O	
West Rockhouse, BN	
Clark, N&W	
White Hall, BN	

701. Freight trains arriving at Terminals, Transfer and Yard cuts where air is used, where facilities are available and at which special instructions provide for immediate brake inspection and repairs shall be left with air brakes applied by full service brake pipe reduction so the inspectors can obtain a proper check of the piston travel. Trainmen will not close any angle cock or cut the locomotives off until a full service reduction has been made. The angle cock on the train must then be closed to avoid emergency application of train brakes. Close angle cock on train first, then close on engine.

On trains equipped with ABD brake equipment, in addition after uncoupling, slowly open angle cock on cars left standing until brake pipe air is heard exhausting at hose.

Do not make emergency application, leave angle cock open so as to deplete the brake pipe air from the standing cut of cars.

782. CONDUCTORS, TRAINMEN AND YARDMEN INSTRUCTIONS FOR SAFETY INSPECTION
FRA RULE 215.23 APPENDIX 2

Each car placed in train where personnel are not on duty for the primary purpose of inspecting freight cars may be moved after receiving safety inspection in accordance with the following standards:

1. A freight car with any defect that makes it unsafe for movements shall be corrected or set out of train.

2. No part of the freight car nor anything attached to the car may be hanging low enough to foul a road crossing or track structure.

3. Open top loads including trailers and containers on flat cars must be safely loaded.

4. Where width or height appears close to clearance lines it must be known that the movement has been cleared with the proper authority.

5. Freight cars carrying bad order tags that are safe for movement, may be taken in train to the point where repairs are to be made.

850. Springfield District trains having two channel radio sets will monitor former GM&O channel while operating on Alton District, except for making periodic checks with conductor when caboose is not equipped with GM&O channel.

1200. Engines and other equipment designated below must not be operated over following locations:

Any car with gross weight in excess of 220,000 pounds must not be operated over the Dwight District.

Unless otherwise provided, six axle locomotives must not be operated on Industry Tracks.

Not more than one (1) diesel unit may be operated over following tracks:

Dixon—Joint ICG-CNW Lead

Pike's Spur—Mile 273.7

Louisiana—Wye Track

Glasgow—River Lead west of Highway 87

Not more than two (2) diesel units may be operated in consist over following tracks:

Dwight, P&N and Mexico Districts

Kaiser Lead Off of Arthur Siding

Verta Green, Mile 343.2

LeRoy Spur, Mile 449.6

Highland Industrial Tracks, Mile 477.1

1201. Dead diesel units may be handled anywhere in the first 20 cars of a train and when practical they should be handled next to the units handling the train. Crews on engine should observe dead units closely for indications of sticking brakes and sliding wheels.

For the purpose of these instructions, a "dead diesel unit" is any diesel unit that because of mechanical failure, is incapable of producing power, either as a single unit or as a unit in a multiple unit consist.

When handling "DEAD" diesel units in a train, *the engine must be shut down, and IN FREEZING WEATHER, THE ENGINE COOLING WATER DRAINED*. The dead engine fixture must be opened, and the double heading cock closed, or placed in "DEAD" position. *OBSERVE AIR BRAKE INSTRUCTIONS IN CAB*.

The "DEAD" diesel unit may be handled next to the consist; however, *only the trainline brakepipe hose coupled and angle cocks open for proper train brake function. The trainline control cable must not be plugged in*.

At maintenance shops or points on line where mechanical forces are employed for maintenance and/or inspection of locomotives, the Mechanical Department will be responsible to prepare "DEAD" diesel units for shipment in a train, *including a proper brake test*.

At outlying points where no mechanical forces are employed, or when units are set out or picked up on line of road, Operating Department forces will be responsible to know that "DEAD" diesel units are properly set up to handle dead in train, and when picked up, that brakes apply and release.

CAUTION: When diesel units are set out on line of road for mechanical trouble, inspection by mechanical forces may be required or desirable before the unit is picked up in a train. *NOTIFY THE TRAIN DISPATCHER*.

Any diesel unit that develops trouble on line of road and it is necessary to shut the engine down or take it off the line (place the isolation switch in *START* position), that unit may remain in the consist until the train reaches the next maintenance shop *only*.

1202. Maximum depth of water, over top of rail, through which equipment may be handled is as follows, except when greater depths are authorized by special instructions:

Diesel truck transfer cars	4 inches
Streamlined passenger cars	5 inches
Office cars	5 inches
Conventional passenger cars	9 inches
Freight cars	25 inches

When trains are operated through water, a maximum speed of 3 MPH must not be exceeded. If authority is given to operate air conditioned passenger cars through a depth greater than 9 inches, proper inspection should be made to ascertain if the apparatus requires cleaning and drying.

1203. Siding capacity is based on cars with average length of 55 feet and allows for four diesel units and caboose. Trains made up of cars less than 55 feet in length may be able to get more cars in sidings than shown in station column.

The equivalent car length of a train for siding occupancy shall be determined by counting each car as one (1), and in addition, one (1) car is to be added for each car in the train having a length of 85 feet, or more. For example, a 175 car train, of which 25 are long cars, will have an equivalent car length of 200 cars.

1204. Chart below indicates proper connections between diesel units.

6BL	26L	24RL	
Brake pipe	to	Brake pipe	
MR equalizing pipe	to	MR equalizing pipe	
—	Actuating pipe	to	Actuating pipe
BC equalizing pipe	to	BC equalizing pipe	
Sanding pipe	to	Sanding pipe	

1205. Passenger equipment, handled in freight trains, must be placed next ahead of caboose unless otherwise instructed.

1206. Before making a back-up movement, shoving cars or taking slack (movement of engine consist only excluded), the leading units must be isolated such that there will be power from only three units pushing against the train.

If dead units are on the rear of the powered units, they should be considered as cars in the train insofar as this rule is concerned.

1207. Trains will use the tracks of the P&PU between Grove and Peoria, and be governed by rules and regulations of that Company.

Telephones have been provided at signal bridge on P&PU tracks in accordance with Bulletin issued by that Company to be used by trainmen in conferring with dispatcher in case of delay or trouble.

1208. Trains using tracks of other railroads west of Rock Creek Jct. will be governed by ICG operating rules except as modified by "Greater Kansas City Area Operating Rules".

1209. Highway Crossings

Rule 501 of Illinois Commerce Commission, General Order No. 138 provides:

"In addition to warnings by whistle or bell as required by statute, every railroad train shall give warning by prolonged or repeated whistling when passing or meeting or about to pass or meet a train at or in the immediate vicinity of a grade crossing, under such circumstances that the second train will obscure, in whole or in part, the view of the first mentioned train to persons who may be about to use the crossing."

1210. RULES GOVERNING OPERATION OF JOINT ICG AND B&O MULTIPLE TRACK BETWEEN AVENUE AND FOURTH STREET, SPRINGFIELD

The speed of trains or engines must not exceed 10 MPH.

Avenue to Fourth Street, Springfield: All trains and engines must move prepared to stop unless the main track is seen or known to be clear. In case of accident, the responsibility rests with the approaching train or engine.

Trains and engines occupying the main track within yard limits must be protected by flagman during fogs, storms, or other unfavorable conditions; also, where the view of an approaching train is obstructed by curvature or other conditions. Trainmen and yardmen will be held responsible for any failure to exercise reasonable precaution in protecting their trains and engines under such conditions.

Railroad Crossings:— Avenue — ICG; B&O; C&IM Tenth St.— N&W (Automatic).

The Junction switches at Avenue are controlled by control operator at Avenue Tower.

When home signal cannot be cleared after derails are closed, engineer may, after coming to a stop, accept yellow hand signal from control operator on the ground.

Automatic interlocking is in operation over N&W-ICG-B&O crossing 10th and Madison Sts., Springfield. Trains and engines reduce speed to 5 MPH approaching this crossing, this speed not to be exceeded until engine or first car passes over crossing. Color light dwarf home signals are located 75 feet from each side of crossing. Indications: Red — Stop. Yellow — Proceed. Normal indication is red. If crossing is clear, indication will change to yellow when approaching train reaches a point 270 feet from signal. When signal gives Stop-indication without apparent cause, manual cut-out switch located in box on southwest angle of crossing should be operated, and contact made by telephone with N&W dispatcher. Train or engine may then proceed on hand signal from trainman at crossing.

Following code of signals will govern movements over interlocking at Avenue:

ICG from north, from main for joint main track.....	- 0
ICG from siding for joint main track.....	0 0 0
ICG from siding for joint main track against current of traffic.....	0 0 0
ICG from south, from main for P&N yard.....	0 0 0
ICG from north for Springfield District main.....	0 0 0
ICG from siding for Springfield District main.....	- - - 0
B&O St. Louis Division to or from joint main track.....	0 0 - 0
B&O Indianapolis Division to or from joint main track.....	0 - 0
C&IM main to or from Springfield District.....	- - - 0
C&IM main to or from joint main track.....	- - - 0
C&IM main to or from St. Louis Division.....	- - 0 0
P&N yard to or from St. Louis Division.....	- - - 0
P&N yard to or from Indianapolis Division.....	- - - 0 0
P&N yard to or from joint main track.....	- - - -
Trains or engines desiring to use B&O wye from either direction.....	- - 0 0 0
Trains or engines desiring to use joint track in reverse direction will add.....	0

1211. Switch lists given to switching crew will plainly indicate all of the cars containing "EXPLOSIVES, FLAMMABLE POISONOUS GAS, POISONOUS GAS, RADIOACTIVE MATERIAL, OR FLAMMABLE COMPRESSED GAS."

Cars "INCLUDING TOFC" loaded with "EXPLOSIVES, FLAMMABLE POISONOUS GAS, POISONOUS GAS, FLAMMABLE COMPRESSED GAS, OR RADIOACTIVE MATERIAL" shall not be cut off while in motion. No car moving under its own motion shall be allowed to strike any car loaded with "EXPLOSIVES, FLAMMABLE POISONOUS GAS, POISONOUS GAS, RADIOACTIVE MATERIAL, OR FLAMMABLE COMPRESSED GAS," nor shall any such car be coupled into with more force than is necessary to complete the coupling.

Strict compliance with these instructions is essential.

1212. How to Set Up a Locomotive to be Left Unattended

1. (a) Place automatic brake valve handle in "running" position and brake pipe cutout cock in lead (open) position.

(b) If brake equipment is 26-L, see that automatic brake valve is in "running" position, MU-2-A valve in lead position, and pilot cut-off valve placed in "IN" position.

2. Independent brake valve handle in "full service" position.

3. Control and/or fuel pump switches in the "ON" position (if engine is to be left running) and note that the fuel pump is running.

4. Engine Run Switch in the "ON" position and the Isolation Switch in the "RUN" position (if engine is to be left running) in order that alarm system will be effective.

5. Generator Field Switch in the "OFF" position.

6. Throttle in "IDLE" position and reverser handle is removed from the controller.

7. Close cab doors and windows.

8. If trouble is noted with cooling, lubricating, or fuel systems, or mechanical defects, such that damage might occur while locomotive is unattended, the engine should be shut down. If shut down during freezing weather, the cooling water systems must be drained.

9. If engine is to be shut down, is or will be setup DEAD-IN-TRAIN (resulting in possible loss of air) hand brake must be applied and/or wheels blocked with chains or other means; however, as

local conditions dictate hand brakes should be applied in accordance with bulletin instructions issued by the Superintendent.

10. All trainline air hose cutout cocks at uncoupled ends "CLOSED".

NOTE: The above instructions pertain to a single unit only. If more than one unit is left unattended in a consist, the trailing unit or units should be left in Trail Position (as per instructions issued for operating units in multiple).

1213. AUTO-MANUAL INTERLOCKING IS IN EFFECT BETWEEN MILE 324.0, BN JUNCTION SWITCH, FRANCIS, AND MILE 325.3, EAST OF MEXICO AND CONTROLLED BY MEXICO OPERATOR

The dwarf signal governing westward train movements from the BN at Francis will display aspect Red over "S" marker, which will be authority for member of train crew to line the junction switch for BN track. After switch has been lined, dwarf signal will display green aspect.

Eastward BN trains will stop short of home signal governing eastward train movements over BN junction switch, Francis, line switch for BN track, after which the home signal will display aspect Red over Green, authorizing movement to BN tracks.

After BN train movement through junction switch has been completed, the switch will be lined for ICG track and locked with standard switch padlock.

When a train or engine is stopped by a stop indication and the cause is not apparent, a member of the train crew must communicate promptly with control operator, or if auto-manual interlocking station is closed, communicate with the train dispatcher for instructions. A home signal displaying stop indication must not be passed until permission is obtained from the control operator or train dispatcher. If auto-manual interlocking station is closed, or if means of communication fail, ICG train or engine only may proceed at restricted speed under flag protection through interlocking limits.

BN trains or engines will only move through the interlocking when a control operator or train dispatcher authorizes the movement.

Telephones are located near home signals for communication with control operator or train dispatcher.

Any failure of interlocking to operate properly must be reported to the control operator or to the train dispatcher.

1214. HYDROCYANIC ACID, FLAMMABLE POISONOUS GAS

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 a HCN tank car, call the following number:

CHEMTRAC
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.

1215. RULES GOVERNING OPERATION OF THE JOINT TRACKS OF AT&SF AND ICG PEQUOT DISTRICT

1. The movement of trains will be supervised by the AT&SF train dispatcher, who will issue instructions as may be required.

Train dispatcher must be notified of any known conditions that will delay train or prevent it from making usual speed, or reason for any unusual delay encountered.

Except as affected by the following rules, all block signal and train rules of the ICG remain in force.

Definitions:

Limited Speed—A speed not exceeding 60 miles per hour.

Medium Speed—A speed not exceeding 40 miles per hour.

Reduced Speed—A speed that will permit stopping short of another train, engine, obstruction or switch not properly lined.

Restricted Speed—A speed that will permit stopping short of another train, engine, obstruction or switch not properly lined, but not exceeding 20 miles per hour.

Double Track (DT)—Two main tracks, upon one of which the current of traffic is in a specified direction, and upon the other in the opposite direction.

On double track, trains must keep to the right unless otherwise provided. The track to the right as viewed from a westward or southward train is designated North Track and the track to the left is designated South Track. (Rule 151).

Except as otherwise provided, train movements against the current of traffic must be authorized by train order. (Rule 97(C))

2. Double Track (DT) with Automatic Block System (ABS) and Rule 251 in effect between Plaines and Pequot.

3. Trains must not use nor foul other main track until permission is received, after which train must be fully protected in both directions. (Rule 99(E))

4. Trains displaying classification signals will continue same over the joint track.

5. When going out to flag, flagman must take with him not less than 6 torpedoes and 6 fusees. (Rule 31(A))

Red fusees will be used in addition to other signals for protecting trains, or in any manner which any particular emergency may demand. (Rule 31(C))

A train finding a fusee burning on or near its track must stop and extinguish it or wait until it has burned out. The train may then proceed at reduced speed for one mile. (Rule 12)

The explosion of two torpedoes is a signal to be on the lookout for flagman, obstruction, or train ahead for one mile. Speed must be reduced immediately where the view is not clear ahead for one mile. The explosion of one torpedo will indicate the same as two, but the use of two is required. (Rule 13)

Torpedoes will be placed eighty feet apart on engineman's side of track to be protected. (Rule 31(B))

When a train or engine is moving on main track under circumstances in which it may be overtaken by another train or engine, the flagman must drop lighted red fusees and take such other action as may be necessary to insure full protection.

When a train or engine stops on main track under circumstances in which it may be overtaken by another train or engine, the flagman must go back immediately with flagman's signals a sufficient distance

to insure full protection, placing two torpedoes and, when necessary, in addition, displaying lighted red fuses. When stopped within a block system, with protection of at least two block signals to the rear, a sufficient distance to insure full protection is the distance necessary to insure full protection against a following train or engine approaching at restricted speed.

When recalled and safety to the train or engine will permit, the flagman will promptly return.

When conditions require, he will leave the torpedoes and, at proper intervals, a lighted red fuse.

A train or engine must be fully protected in either direction when necessary. (Rule 99)

Work equipment, such as rail detectors, cranes, ballast agitators, weed burners, and similar "on track" equipment cannot be depended upon to actuate block signals, interlocking signals, or highway crossing signals, and must not be considered as being under the protection of such signals. (Rule 99(D))

6. West end connection ICG to AT&SF at Plaines equipped with spring switch.

Trailing movement may be made through a spring switch when points are in normal position, except during snow storms, ice storms, or other conditions that may cause the spring switch to not function properly. When practicable, trainmen should ascertain that switch has returned to normal position after trailing through switch. (Rule 124 (B))

If necessary to spike a spring switch, it must be protected and train dispatcher notified. (Rule 124(E))

Manual sanding is not permitted over spring switches. (Rule 124 (F))

7. Plaines and Pequot are remotely controlled interlockings. Proceed indication on ICG interlocking signal at Pequot authorizes an ICG train to run extra with the current of traffic Pequot to Plaines. Proceed indication on westward ICG interlocking signal at Plaines authorizes an ICG train to run extra with the current of traffic Plaines to Pequot.

When a train is stopped by a "Stop" signal, it will be governed as follows:

(a) At a controlled signal, if no conflicting movement is evident, member of crew must immediately communicate with, and be governed by instructions received from control station. Permission to pass such signal may be given verbally, or where signal is in the immediate vicinity of control station, by proceed signal given with yellow flag or yellow light.

If authorized to proceed beyond a signal governing movement over interlocked switches or derails, member of crew must precede the movement, examine each interlocked switch and derail affecting the move before moving over them, and continue to observe such interlocked switches and derails until after the interlocking limits have been fouled.

(b) At a controlled signal, if unable to communicate with control station by any means of communication, train must not proceed until movement is authorized by control station, or signal displays a proceed indication. (Rule 321(B))

Before operating a dual control switch by hand, permission must be obtained from control station, after which selector lever must be placed in "hand" position and switch lever operated sufficiently to determine that lever is rigidly engaged with the switch points.

With selector lever in "hand" position, signals governing movements over the switch will display "Stop" indication and will be superseded by hand signals. When switching is to be done over dual control switches, limits and time such authority expires must be specified by control station. After placing selector lever in "hand" position, it must not again be placed in "motor" position until switching has been completed. Control station must be notified when selector lever is returned

to "motor" position. The limits must be cleared and selector lever returned to "motor" position before expiration of time specified by control station. (Rule 324)

Manual sanding is not permitted within interlocking limits. (Rule 329(B))

8. Block and Interlocking Signals:

Aspect	Name	Indication
Green	Clear	Proceed. (Rule 281)
Yellow over green or flashing green	Approach-Limited	Proceed; approach next signal not exceeding limited speed, and be prepared to enter diverging route at prescribed speed. (Rule 281(A))
Flashing yellow or yellow	Approach-over yellow	Proceed; approach next signal not exceeding medium speed, and be prepared to enter diverging route at prescribed speed. (Rule 282)
Red over green	Diverging-Clear	Proceed through diverging route; prescribed speed through turnout. (Rule 283)
Yellow over lunar	Approach-Restricted	Proceed prepared to pass next signal at restricted speed, and to enter diverging route at prescribed speed; if exceeding medium speed, immediately reduce to medium speed. (Rule 284)
Yellow	Approach	Proceed preparing to stop at next signal; if exceeding medium speed, immediately reduce to medium speed. (Rule 285)
Red over flashing yellow	Diverging-Approach	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding medium speed, immediately reduce to medium speed. (Rule 286)
Flashing red or red over yellow	Restricting	Proceed at restricted speed. (Rule 290)
Red with number plate	Stop and Proceed	Stop, then proceed at restricted speed. (Rule 291)
Red	Stop	Stop. (Rule 292)
		Trainmen and enginemen must, when practicable, observe whether signals passed by their train assume proper indication. (Rule 314)
		When a train passes a signal which fails to assume its proper indication, it will proceed at restricted speed to the end of that block with rear end protected by flagman until entire train has passed out of block. (Rule 314(B))
		9. Temporary slow signals (yellow flag, disc or light) will be displayed not less than two miles, when practicable, in advance of locations where a reduction in speed is required, or where train order Form U(2) requires trains to approach prepared to stop, and stop short of men and machines occupying or fouling track. Temporary resume speed signals (green disc) will be displayed to indicate the end of such areas.
		When temporary slow signals are displayed, trains must not exceed speed specified by train order or special instructions until rear of train has passed temporary resume speed signal or train has cleared the restricted limits.
		When temporary slow signals are displayed and train has not been restricted by train order or special instructions, two miles beyond the temporary slow signal, train will proceed prepared to stop short of a flagman, obstruction, temporary stop signals or men and machines

(Continued on page 23)

fouling track, not exceeding 10 miles per hour for a distance of two miles or until rear of train has passed a temporary resume speed signal.

When temporary slow or resume speed signals are displayed, and train has no train order or special instructions concerning reason for their display, the conductor will notify the train dispatcher as promptly as possible and make a wire report to the Trainmaster.

When a series of locations requiring reduced speeds are so closely spaced that the resume speed signal will overlap a temporary slow signal, a temporary slow signal will be placed in advance of each location. Only one resume speed signal will be placed at the leaving end of the last location. (Rule 10)

Example of Santa Fe Form U(2) Train Order:

Eight naught one 8 01 A M until five naught one 5 01 P M approach (gang No._____) between 15 poles west of M P 10 and M P 11 be-

tween D and E prepared to stop short of men and machines fouling track until proper proceed signal received or notified verbally by (title and name of employe in charge and gang number) that track is clear of men and machines.

Trains and engines, within the limits of this order, must approach gangs prepared to stop, and stop short of men and machines occupying or fouling track. If proper proceed signal, given with yellow flag or yellow light, is received; or, if notified verbally by employe named in the order that track is clear of men and machines, train or engine is released from requirement of moving prepared to stop short of men and machines.

If it is considered necessary to have a slow order passing men and machines, this will be covered in a separate order. In the slow order, if it is only needed between specific times, those times may be added to the slow order.

SAFETY

SAFETY PRECAUTIONS

Bear in mind that Eternal Vigilance is the price of SAFETY and that SAFETY must have first consideration in the operation of this property.

Rules are the result of past experiences. A wise man does not pit his judgment against them. Observe all rules and be safe.

The time to prevent an accident is before it occurs.

Conductors and engineers! be sure you understand your orders. Read them twice, and check Nos. against clearance.

Don't fail to ring bell and blow whistle at dangerous places.

Don't stand on end of a car without having a secure hold.

Don't sit on brake wheels of cars.

Don't go between cars to make a coupling.

Don't attempt to adjust couplers on moving cars.

Don't kick drawbars or open knuckles with the feet.

Don't walk on frogs, switches, guard rails or interlocking machinery or connections.

Don't cut air in too abruptly; use sufficient time and avoid sticking brakes.

Avoid coupling to or going against standing engine on or around inspection pit tracks, until assured no one is working on or about them.

When using jacks under rails, place outside if possible.

Loose ties and rails should be kept six feet back from the track to give trainmen sufficient clearance.

Remove motor cars from track when they are not in use.

Stand back at a safe distance when cars pass to avoid being struck by protruding objects.

Agents and operators should note condition of trains as they pass their stations. This denotes efficiency.

Handle telephone receivers, during lightning storm, in such a manner as not to cause contact with any metallic substance.

FIRST