

MISSOURI PACIFIC EMPLOYEES' HOSPITAL ASSOCIATION,
ST. LOUIS, MO. Carl A. Reis, President

The Names and Locations of Local and Dispensary Surgeons

R. J. Overstreet.....	Chicago, Ill.
Robert Felix.....	Chicago, Ill.
Harry M. Peterson (D.D.S.).....	Chicago, Ill.
Philip Falk.....	Chicago, Ill.
S. Turzynski (Local Surgeon).....	Glenn, Ill.
F. M. Dwan.....	Summit, Ill.
Bruce M. Brown.....	Lemont, Ill.
Charles Kallick.....	Lemont, Ill.
W. A. Meadows.....	Lockport, Ill.
R. R. Bates.....	Joliet, Ill.
T. Z. Polley.....	Joliet, Ill.
A. M. Brixey.....	Joliet, Ill.
Thos. J. Fitzpatrick.....	Joliet, Ill.
Chas. W. Hoffman.....	Joliet, Ill.
Robert E. Lamberson (Ophthalmologist).....	Joliet, Ill.
Joseph T. Arida (E.N.T.).....	Joliet, Ill.
James M. Kane (D.D.S.).....	Joliet, Ill.
Thos. R. Kane (D.D.S.).....	Joliet, Ill.
Robert M. Kane (D.D.S.).....	Joliet, Ill.
A. Steiniche.....	Dwight, Ill.
R. S. Moore.....	Streator, Ill.
Victor V. Jay.....	Washburn, Ill.
H. E. Cooper (Consultant).....	Peoria, Ill.
P. A. Cusack.....	Peoria, Ill.
C. P. Strause.....	Peoria, Ill.
R. M. Sutton.....	Peoria, Ill.
C. V. Ward.....	Peoria, Ill.
J. R. Barron.....	Washington, Ill.
J. I. Weimer.....	Pekin, Ill.
R. K. Taubert.....	Pekin, Ill.
Carl F. Ward.....	Pontiac, Ill.
Joseph Vidziunas.....	Lexington, Ill.
David L. Doud.....	Normal, Ill.
John E. Doud.....	Normal, Ill.
Galley Eye Clinic.....	Bloomington, Ill.
A. F. Cunningham.....	Bloomington, Ill.
Lowell M. Thompson (D.D.S.).....	Bloomington, Ill.
R. G. Price.....	Bloomington, Ill.
Robert E. Knight (E.N.T.).....	Bloomington, Ill.
Gordon Shultz (Orthopedic Surgeon).....	Bloomington, Ill.
Philip B. Holwick (Dermatologist).....	Bloomington, Ill.
R. L. Ijams.....	Atlanta, Ill.
L. N. Hamm.....	Lincoln, Ill.
R. B. Perry.....	Lincoln, Ill.
W. J. Schall.....	Lincoln, Ill.
Henry S. Bernet.....	Springfield, Ill.
F. P. Cowdin.....	Springfield, Ill.
H. S. Dickerman, Jr.....	Springfield, Ill.
Charles M. Kenney (Internist).....	Springfield, Ill.
Thomas D. Masters.....	Springfield, Ill.
Raymond Pearson.....	Springfield, Ill.
Walter Shriner.....	Springfield, Ill.
C. A. Ranker (Oculist).....	Springfield, Ill.
Robert J. Patton.....	Springfield, Ill.
John G. Meyer.....	Springfield, Ill.
K. J. Malmberg.....	Auburn, Ill.
F. E. Anspaugh.....	Virden, Ill.
H. A. Finney.....	Girard, Ill.
Wm. W. Lusk.....	Carlinville, Ill.
R. G. England.....	Carlinville, Ill.
R. H. Rutherford.....	Carlinville, Ill.
Wm. B. Leeds.....	Godfrey, Ill.
Harry M. Mantz.....	Godfrey, Ill.
R. L. Lynn.....	Alton, Ill.
Wm. H. Middleton (Ophthalmologist).....	Alton, Ill.
G. A. Rawlins (E.E.N.T. Specialist).....	Alton, Ill.
B. A. Donnelly.....	Alton, Ill.
G. F. Moore.....	Alton, Ill.
Donald J. Wiebmer (E.N.T. Specialist).....	Alton, Ill.
P. M. Fischer (Dental Surgeon).....	Alton, Ill.
P. A. Spaskos.....	Madison, Ill.
G. F. Dietz.....	Granite City, Ill.
A. D. Inreiere.....	Granite City, Ill.
J. R. Chaffin.....	Venice, Ill.
Roy F. Culbertson.....	East St. Louis, Ill.
V. P. Siegal (Resid. Surg.).....	East St. Louis, Ill.
J. W. Compton (Asst. Resid. Surg.).....	East St. Louis, Ill.
D. C. Schnellman (Ophthalmologist).....	East St. Louis, Ill.
H. V. Lipe (Dental Surgeon).....	East St. Louis, Ill.

HOSPITALS

Chicago, Ill.....	Presbyterian-St. Luke Hospital
Chicago, Ill.....	St. Anthony De Padua Hospital
Joliet, Ill.....	St. Joseph Hospital
Normal, Ill.....	Brokaw Hospital
Bloomington, Ill.....	St. Joseph Hospital
Lincoln, Ill.....	Abraham Lincoln Memorial Hospital
Springfield, Ill.....	St. John Hospital
Alton, Ill.....	St. Joseph Hospital
Granite City, Ill.....	St. Elizabeth Hospital
Streator, Ill.....	St. Mary Hospital
Peoria, Ill.....	St. Francis Hospital

Gulf, Mobile and Ohio R. R.

EASTERN DIVISION

TIME TABLE

No. 30

Taking Effect 12:01 A.M.

Saturday, May 1, 1971

Superseding Time Table No. 29

Dated Sunday, October 26, 1969

**FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY**

**Not intended for the information of the public,
nor as an advertisement of the time of trains.**

**The Railroad reserves the right to vary
therefrom as circumstances may require.**

DESTROY ALL TIME TABLES OF PREVIOUS DATE

- B. V. BODIE, Exec. Vice President & Gen. Manager**
- W. S. PIPAS, General Superintendent**
- D. A. CURRIE, General Supt. Transportation**
- H. R. STOCKUM, Superintendent**
- G. M. MITCHELL, Terminal Superintendent, Chicago**
- R. A. STEPHENS, Terminal Superintendent,
St. Louis-East St. Louis**
- J. L. WILLET, Rules Examiner**

SOUTHWARD

Distance from Chicago	Sub-Division No. 1 TIME TABLE No. 30 May 1, 1971			FIRST CLASS			SECONDCLASS		THIRD CLASS	
	Passing Sidings Cap. 45 ft. Cars	Station Numbers		NRPC	NRPC	17	97	33	63	
				1	3	Daily Ex Sat & Sun	Daily	Daily	Daily Ex Sunday	
				Daily AM	Daily PM	PM	Daily AM	Daily PM	Daily AM	
.....	DN	.....	CHICAGO	.....	5000	.....	.....	.....	.....
1.8	.....	.....	FT. WAYNE JUNCTION	.....	.....	.....	.....	.....	.....
2.6	.....	.....	HALSTED STREET	.....	5003	.....	.....	.....	.....
5.2	C.J. B.S.O.	.....	BRIGHTON PARK P.C.X.	.....	5005	.....	.....	.....	.....
6.6	.....	.....	CORWITH A.T.&S.F.X.	.....	5007	.....	.....	.....	.....
7.9	.....	.....	LE MOYNE B.R.C.X.	.....	5008	.....	.....	.....	.....
10.8	D	.....	GLENN W.F.T.S.	.....	5010	.....	.....	.....	.....
11.9	TB	.....	SUMMIT	.....	5012	.....	.....	.....	.....
18.1	L.B.	.....	ARGO B.S.O.C.T.X.	.....	5013	.....	.....	.....	.....
17.5	TB	.....	WILLOW SPRINGS	.....	5018	.....	.....	.....	.....
21.0	TB	.....	LAMBERT	105	5022	.....	.....	.....	.....
25.3	D	.....	LEMONT	.....	5025	.....	.....	.....	.....
28.5	TB	.....	ROMEO	.....	5029	.....	.....	.....	.....
32.9	D	.....	LOCKPORT	.....	5033	.....	.....	.....	.....
37.2	P.C.	.....	JOLIET A.T.&S.F.X.	.....	5037	.....	.....	.....	.....
38.5	DN	.....	SOUTH JOLIET W.F.T.S.	.....	5038	.....	.....	.....	.....
45.8	D	.....	ELWOOD Y.	50	5046	.....	.....	.....	.....
52.5	D	.....	WILMINGTON	75	5052	.....	.....	.....	.....
54.1	TB	.....	HITT SIDING Y.	67	5054	.....	.....	.....	.....
57.3	D	.....	BRAIDWOOD	50	5057	.....	.....	.....	.....
60.5	TB	.....	MULLINS	.....	5060	.....	.....	.....	.....
62.6	TB	.....	MAZONIA	.....	5063	.....	.....	.....	.....
64.5	TB	.....	GARDNER	.....	5064	.....	.....	.....	.....
72.8	TB	.....	U. K. CROSSOVER P.C.X.	.....	5073	.....	.....	.....	.....
73.6	D	.....	DWIGHT F.W.Y.	232	5074	.....	.....	.....	.....
81.7	D	.....	ODELL	288	5082	.....	.....	.....	.....
86.9	TB	.....	CAYUGA	.....	5087	.....	.....	.....	.....
91.9	D N&W	.....	PONTIAC I.C.X.	264	5092	.....	.....	.....	.....
102.3	TB	.....	CHENOA T.P.&W.X.	.....	5102	.....	.....	.....	.....
106.6	TB	.....	BALLARD	245	5106	.....	.....	.....	.....
110.3	D	.....	LEXINGTON	.....	5110	.....	.....	.....	.....
118.2	D	.....	TOWANDA	.....	5118	.....	.....	.....	.....
124.1	D	.....	NORMAL I.C.X.	.....	5124	.....	.....	.....	.....
126.0	DN P.C.	.....	BLOOMINGTON W.F.S.Y.X. N&W	.....	5126	.....	.....	.....	.....
				AM	PM	PM	PM	PM	AM	
Time over Sub-Division				2:15	2:05	0:57	5:10	4:10	5:00	
Average speed per hour				56.7	60.5	40.5	22.6	30.4	7.0	

NORTHWARD

Distance from East St. Louis		Sub-Division No. 1 TIME TABLE No. 30 MAY 1, 1971	Passing Sidings (Cap. 45 ft. Cars)	Station Numbers	FIRST CLASS			SECOND CLASS		THIRD CLASS	
					16	NRPC 2	NRPC 4	94	28	62	
											Daily Ex Sat & Sun	Daily	Daily	Daily Ex Sunday
					AM	AM	PM	AM	PM	AM	
154.2	DN	BLOOMINGTON... W.F.S.Y.X		5126		10:58	7:51	9:15	8:30		
156.7	D	NORMAL... I.C.X.		5124		11:02	7:55	9:25	8:40		
162.6	D	TOWANDA		5118							
170.5	D	LEXINGTON		5110					9:08		
174.2	TB	BALLARD	245	5106				9:51			
178.5	TB	CENOA... T.P.&W.X.		5102		11:19	8:12				
188.9	D	PONTIAC... I.C.X.	264	5092		11:29	8:22	10:28	9:40		
193.9	TB	CAYUGA		5087							
199.1	D	ODELL	288	5082				10:48	10:00		
207.2	D	DWIGHT... F.W.Y.	282	5074		11:45	8:38	11:04	10:21	11:55	
208.0	TB	U. K. CROSSOVER... P.C.X.		5073							
216.3	TB	GARDNER		5064							
218.2	TB	MAZONIA		5063		11:55	8:48	11:26	10:43	12:15	
220.3	TB	MULLINS		5060							
223.5	D	BRAIDWOOD	50	5057		12:01	8:58				
226.7	TB	HITT SIDING... Y.	67	5054				Via Pequot Line	Via Pequot Line		
228.8	D	WILMINGTON	75	5062							
235.0	D	ELWOOD... Y.	50	5046		12:12	9:03				
242.3	DN	SOUTH JOLIET W.F.T.S.		5038		6:05	12:19	9:09	12:29	11:45	
249.6	P.C.	JOLIET... C.R.I.&P.X.		5037		6:30	12:26	9:16	12:36	11:54	
247.9	D	LOCKPORT		5033		6:36	12:31	9:21	12:42	12:04	
252.3	TB	ROMEO		5029							
255.5	D	LEMONT		5025		6:46	12:37	9:27	12:54	12:19	
259.2	TB	LAMBERT	105	5022							
263.3	TB	WILLOW SPRINGS		5018		6:56					
267.7	L.R.B.	ARGO... S.O.C.T.X.		5018		7:01	12:47	9:37	1:15	12:44	
268.9	TB	SUMMIT		5012		7:05			1:25	12:54	
270.5	D	GLENN... W.F.T.S.		5010		7:09	12:50	9:40	1:35	1:15	
272.9		LE MOYNE... B.R.C.X.		5008							
274.2		CORWITH... A.T.&S.F.X.		5007							
275.6	C.J. B.&O.	BRIGHTON PARK... P.C.X.		5005		7:17	12:58	9:48			
278.2		HALSTED STREET		5003		7:23					
279.0		FT. WAYNE JUNCTION				7:27	1:07	9:57			
280.8	DN	CHICAGO		5000		7:35	1:15	10:05			
						AM	PM	PM	AM	PM	
		Time over Sub-Division.....				1:30	2:17	2:14	4:20	4:45	2:15
		Average speed per hour.....				25.2	55.5	56.8	37.0	24.6	15.8

SOUTHWARD

Distance from Chicago	Sub-Division No. 2		Passing Stages Cap. 40 ft. Cars	Station Numbers	FIRST CLASS		SECOND CLASS						
	TIME TABLE No. 30				NRPC	NRPC	33	93	29	133	97	193	
	MAY 1, 1971				1	3	Daily	Daily	Daily	Daily	Daily	Daily	
					AM	PM	AM	AM	AM	AM	PM	PM	
126.6	DN	BLOOMINGTON... W.F.S.Y.K.		5126	10.22	7.22	12.15	4.00	8.30		4.00		
		P.C. 5.6 N&W						94					
132.2	TB	SHIRLEY		5132									
		4.1											
136.3	TB	FUNK'S GROVE		5136									
		4.6											
140.9	TB	MCLEAN	285	5141	10.35	7.34	12.45	4.30	8.58		4.30		
		4.9			2	4							
145.8	D	ATLANTA... P.C.X.	65	5146									
		3.9											
149.7	TB	LAWDALE		5150									
		6.0											
155.7	TB	ATHOL... L.C.X.	222	5155			1.26	4.56	9.30		4.51		
		0.7											
156.4	D	LINCOLN... L.C.X.		5156	10.53	7.49							
		7.0											
163.4	D	BROADWELL		5163									
		3.9											
167.3	D	ELKHART	225	5167		7.58	1.45	5.18	10.11		5.13		
		5.7				92			2		28		
173.0	D	WILLIAMSVILLE		5173									
		4.6											
177.6	TB	SHERMAN		5178	11.12	8.06	2.02	5.34	10.27		5.30		
		5.3											
182.9	DN	RIDGELEY... W.F.S.Y.K.		5183			2.12	5.55	10.35		5.40		
		2.2											
185.1	...	SPRINGFIELD... X.W.		5185	11.30	8.21							
		2.2											
187.3	DN	ILES... N&W	81	5187	11.35	8.26	2.27	6.20	10.55		6.20		
		7.2						94			92		
194.5	D	CHATHAM		5194									
		6.1											
200.6	D	AUBURN	230	5201	11.46	8.37	2.49		11.19				
		6.4				32							
207.0	D	VIRGEN		5207									
		3.8											
210.8	D	GIRARD... B.N.X.	200	5211	11.55	8.46	3.08		11.41				
		2.7											
214.5	TB	NILWOOD		5214									
		9.3											
223.8	D	CARLINVILLE	300	5224	12.06	8.57	3.28		12.33				
		3.0											
226.8	TB	RINAKER		5226									
		7.4											
234.2	TB	PLAINVIEW		5234									
		4.1											
238.8	D	SHIPMAN	258	5238					1.08				
		7.7											
246.0	TB	BRIGHTON... B.N.X.		5246									
		6.1											
252.1	TB	GODFREY... Y.	286	5252	12.32	9.26	4.15		1.40	6.40		6.25	
		5.1							28				
		COLLEGE AVE. ALTON			12.43	9.36							
		2.9											
262.1	DN	WANN... W.F.S.		5259	12.47	9.40	4.30		1.55	7.00		6.40	
		0.8 Ill Terminal							128			32	
262.9	...	NORTH WOOD RIVER... X.		5260									
		12.0											
274.9	DN	GRANITE CITY		5272	1.04	9.57							
		3.1											
278.0	DN	VENICE... W.F.S.T.		5275			A 5.10		A 2.30	A 8.10		A 7.40	
		2.0											
280.0	DN	BRIDGE JUNCTION... X.		5278									
		0.8											
280.8	...	RELAY DEPOT... X.		646									
		3.26											
	DN	ST. LOUIS... Y.W.F.		649	A 1.38	A 10.35							
					PM	PM							
		Time over Sub-Division			3:16	3:13	4:55	2:20	6:00	1:30	2:20	1:15	
		Average speed per hour			47.8	48.5	30.0	26.0	25.2	16.9	26.5	19.5	

VIA GODFREY LINE

VIA AIR LINE

VIA AIR LINE

VIA GODFREY LINE

NORTHWARD

Distance from East St. Louis	Sub-Division No. 2 TIME TABLE No. 30 MAY 1, 1971		Passing Sidings Cap. 45 ft. Cars	Station Numbers	FIRST CLASS		SECOND CLASS										
					NRPC	NRPC	194	94	28	128	32	92					
					2	4	Daily	Daily	Daily	Daily	Daily	Daily					
					AM	PM	AM	AM	PM	PM	PM	PM					
DN	ST. LOUIS	Y.W.F.	649	8.00	4.40												
	RELAY DEPOT	X	6:6														
0.8 DN	BRIDGE JUNCTION	X	5278	Via Merchants' Terminal	Via Merchants' Terminal												
2.8 DN	VENICE	W.F.S.T.	5275			2.10		12.30	1.15	6.00							
5.9 DN	GRANITE CITY		5272	8.30	5.10												
17.9	NORTH WOOD RIVER	X	5260														
18.7 DN	WANN	W.F.S.	5259	8.44	5.28	2.45		1.20	1.55 ₂₉	6.40 ₁₉₃							
	COLLEGE AVE. ALTON			8.48	5.34												
28.7 TB	GODFREY	Y	286 5252	8.53	5.41	3.10		1.40 ₂₉	2.30	6.55							
34.8 TB	BRIGHTON	B.N.X.	5246					1.52		7.05							
42.5 D	SHIPMAN		256 5238														
46.6 TB	PLAINVIEW		5234							7.20							
54.0 TB	RINAKEE		5226							7.41							
57.0 D	CARLINVILLE		300 5224	9.17	6.06												
66.3 TB	NILWOOD		5214														
70.0 D	GIRARD	B.N.X.	200 5211	9.28	6.17			3.01		8.10							
73.8 D	VIRDEN		5207														
80.2 D	AUBURN		230 5201	9.37	6.26			3.19		8.37 ₃							
86.3 D	CHATHAM		5194														
93.5 DN	ILES	N&W	81 5187	9.46	6.37			6.20 ₉₃	3.46	9.00	6.20 ₉₇						
95.7	SPRINGFIELD	X.W.	5185	9.52	6.47												
97.9 DN	RIDGELEY	W.F.Y.S.X.	5183		6.52			6.35	4.35	9.35	7.02						
103.2 TB	SHERMAN		5178	10.02	6.57												
107.8 D	WILLIAMSVILLE		5173														
113.5 D	ELKHART		225 5167	10.11 ₂₉				7.08	5.13 ₉₇	10.15	7.58 ₃						
117.4 D	BROADWELL		5163														
124.4 D	LINCOLN	L.C.X.	5156	10.20	7.16												
125.1 TB	ATHOL	L.C.X.	222 5155					7.26	5.32	10.43	8.16						
131.1 TB	LAWNDALE		5150														
135.0 D	ATLANTA	P.C.X.	65 5146					7.46	5.48	11.08							
139.9 TB	McLEAN		285 5141	10.35 ₁	7.34 ₃			7.56	5.56	11.16	8.38						
144.5 TB	FUNK'S GROVE		5136														
148.6 TB	SHIRLEY		5132					8.16	6.10	11.30	8.51						
154.2 DN	BLOOMINGTON	W.F.S.Y.X.	5126	10.52	7.48			8.30 ₂₉	6.20	11.45	9.00						
		F.C.															
				AM	PM			AM	AM	PM	PM						
	Time over Sub-Division			2:52	3:08			1:00	2:10	5:50	1:15	5:45	2:40				
	Average speed per hour			54.7	49.1			23.9	29.1	25.6	19.1	26.0	22.7				

NORTHWARD

SOUTHWARD

Distance from Washington	Sub-Division No. 3 TIME TABLE No. 30 MAY 1, 1971				Distance from Dwight	Sub-Division No. 3 TIME TABLE No. 30 MAY 1, 1971			
	Passing Sidings Cap. 45 ft. Cars	Station Numbers	THIRD CLASS			Passing Sidings Cap. 45 ft. Cars	Station Numbers	THIRD CLASS	
			60					61	
			Tues. Thurs. Sat. AM				Mon. Wed. Fri. AM		
.....	D	WASHINGTON.....T.P.&W.X.	5770	8.30	.....	D	DWIGHT.....F.Y.W.	5074	8.30
6.05	D	6.5 METAMORA.....	5768	8.50	6.6	.....	6.6 NEVADA.....	5707	8.50
10.9	.....	4.4 CAZENOVIA.....	5759	9.05	13.9	.....	7.3 BLACKSTONE.....	5714	9.10
12.7	.....	1.8 LOW POINT.....	5757	9.15	19.8	.....	5.9 P. C. CROSSING.....X.		
18.0	.....	3.3 WASHBURN.....	5754	9.30	22.1	D B.N.	2.3 A.T.&S.F. STREATOR.....P.C.X.	88 5722	10.20
21.3	.....	5.8 LA ROSE.....	5748	9.40	26.3	.....	4.2 MUNSTER.....	5736	10.30
25.3	.....	4.0 VARNA.....Y.	5744	10.00	29.5	.....	3.2 GARFIELD.....	5780	10.40
31.7	.....	6.4 EVANS.....	5738	10.15	34.9	.....	5.4 WENONA.....I.C.X.	5785	11.05
34.7	.....	3.0 WENONA.....I.C.X.	5735	10.30	37.9	.....	3.0 EVANS.....	5782	11.15
40.1	.....	5.4 GARFIELD.....	5780	10.50	44.3	.....	6.4 VARNA.....Y.	5744	11.30
43.8	.....	3.2 MUNSTER.....	5726	11.00	48.3	.....	4.0 LA ROSE.....	5748	12.00
47.5	D B.N.	4.2 STREATOR.....P.C.X.	88 5722	11.35	53.6	.....	5.3 WASHBURN.....	5754	12.20
49.8	.....	2.3 A.T.&S.F. P. C. CROSSING.....X.			56.9	.....	3.3 LOW POINT.....	5757	12.30
55.7	.....	5.9 BLACKSTONE.....	5714	12.20	58.7	.....	1.8 CAZENOVIA.....	5759	12.40
63.0	.....	7.3 NEVADA.....	5707	12.45	63.1	D	4.4 METAMORA.....	5768	12.55
69.6	D	8.6 DWIGHT.....F.Y.W.	5074	1.15	69.6	D	6.5 WASHINGTON.....T.P.&W.X.	5770	1.30
				PM					PM
		Time over Sub-Division.....		4:45			Time over Sub-Division.....		5:00
		Average speed per hour.....		14.7			Average speed per hour.....		13.9

NORTHWARD

SOUTHWARD

Distance from Lacon	Sub-Division No. 3 TIME TABLE No. 30 MAY 1, 1971				Distance from Varna	Sub-Division No. 3 TIME TABLE No. 30 MAY 1, 1971			
	Station Numbers			Station Numbers					
.....		D	LACON.....		5810	.....	.....	VARNA.....Y.	5744
10.0	10.0 VARNA.....Y.	5744	10.0	D	10.0 LACON.....	5810		

NORTHWARD

Distance from Mazonia	Sub-Division No. 1 TIME TABLE No. 30 MAY 1, 1971			SECOND CLASS				THIRD CLASS	
	Passing Stages Cap. 45 ft. Cars	Station Numbers		28	94			62	
				Daily	Daily			Daily Ex Sunday	
				PM	AM			PM	
.....	TB	.....	Mazonia	.....	5063	.....	.....	.....	12.15
4.8	D	.....	4.8 COAL CITY	.....	5321	.....	.....	.....	.....
6.2	TB	.....	1.4 PEQUOT	.....	5320	.....	.....	.....	12.29
10.6	TB	.....	4.4 LORENZO	.....	5315	.....	.....	.....	.....
18.1	TB	.....	2.5 BLODGETT	.....	5313	.....	.....	.....	.....
15.2	TB	.....	2.1 DRUMMOND	.....	5311	.....	.....	.....	.....
17.8	TB	.....	2.1 MILLSDALE	.....	5309	.....	.....	.....	.....
22.3	TB	.....	5.0 PLAINES	.....	5304	.....	.....	.....	1.40
24.8	DN	.....	2.5 SOUTH JOLIET . W.F.T.S.	.....	5038	.....	.....	.....	2.10
26.1	.....	.....	1.3 JOLIET	.....	5037	.....	.....	.....	.....
				PM	PM				
Time over Sub-Division				1:11	1:10				
Average speed per hour				22.1	22.4				

SOUTHWARD

Distance from Joliet	Sub-Division No. 1 TIME TABLE No. 30 MAY 1, 1971			SECOND CLASS					
	Passing Stages Cap. 45 ft. Cars	Station Numbers		97	33				
				Daily	Daily				
				AM	PM				
.....	.....	.....	Joliet	.....	5037	.....	.....	.....	.....
1.3	DN	.....	1.3 SOUTH JOLIET . W.F.T.S.	.....	5038	.....	.....	.....	.....
3.8	TB	.....	2.5 PLAINES	.....	5304	.....	.....	.....	.....
8.8	TB	.....	5.0 MILLSDALE	.....	5309	.....	.....	.....	.....
10.9	TB	.....	2.1 DRUMMOND	.....	5311	.....	.....	.....	.....
18.0	TB	.....	2.1 BLODGETT	.....	5313	.....	.....	.....	.....
15.5	TB	.....	2.5 LORENZO	.....	5315	.....	.....	.....	.....
19.9	TB	.....	4.4 PEQUOT	.....	5320	.....	.....	.....	.....
21.3	D	.....	1.4 COAL CITY	.....	5321	.....	.....	.....	.....
26.1	TB	.....	4.8 MAZONIA	.....	5063	.....	.....	.....	.....
				PM	PM				
Time over Sub-Division				1:53	1:30				
Average speed per hour				12.3	17.4				

EASTWARD

WESTWARD

Distance from Peoria	Sub-Division No. 4 TIME TABLE No. 30 MAY 1, 1971				Second CLASS 232	Daily PM	Distance from Sherman	Sub-Division No. 4 TIME TABLE No. 30 MAY 1, 1971				Second CLASS 233	Daily AM
	Passing Sidings Cap. 45 ft. Cars	Station Numbers	Time	Station Numbers				Passing Sidings Cap. 45 ft. Cars	Station Numbers	Time	Station Numbers		
.....	DN	.....	PEORIA... Y.W.F.S.	5500	L	8.30	.....	TB	.....	SHERMAN	5178	.....
5.0	.....	.....	GROVE 3.8	5505	.....	8.45	4.3	.....	.....	VAN WOOD	5552	.....
8.8	DN	.....	PEKIN... P.C.X.	80 5509	.....	9.00	6.9	D	.....	FANCY PRAIRIE	5549	.....
20.0	TB	.....	GREEN VALLEY... I.C.X.	5520	.....	9.30	10.5	.....	.....	CROFT	5545	.....
27.0	TB	.....	P. & N. JUNCTION... Y.	54	A	9.45	13.8	TB	.....	MIDDLETOWN	5542	.....
27.4	D	.....	SAN JOSE 4.1	7168	.....	.....	19.9	TB	.....	NEW HOLLAND... I.C.X.	5536	.....
31.8	.....	.....	HARNESS 4.3	5532	.....	.....	24.2	.....	.....	HARNESS	5532	.....
35.8	TB	.....	NEW HOLLAND... I.C.X.	5536	.....	.....	28.3	D	.....	SAN JOSE	7168	.....
41.9	TB	.....	MIDDLETOWN 3.3	5542	.....	.....	28.7	TB	.....	P. & N. JUNCTION	54	L 3.50
45.2	.....	.....	CROFT 3.6	5545	VIA	.....	35.7	TB	.....	GREEN VALLEY... I.C.X.	5520	4.10
48.8	D	.....	FANCY PRAIRIE 2.6	5549	JACKSONVILLE LINE	.....	46.9	DN	.....	PEKIN... P.C.X.	80 5509	4.35
51.4	.....	.....	VAN WOOD 4.3	5552	.....	.....	50.7	.....	.....	GROVE	5505	4.55
55.7	TB	.....	SHERMAN	5178	.....	.....	55.7	DN	.....	PEORIA... Y.W.F.S.	5500	A 5.30
						PM						AM	
Time over Sub-Division.....						1:15	Time over Sub-Division.....					1:40	
Average speed per hour.....						21.6	Average speed per hour.....					16.2	

NORTHWARD

SOUTHWARD

Distance from Godfrey	Sub-Division No. 5 Old Main TIME TABLE No. 30 MAY 1, 1971				Station Numbers	Distance from Wann	Sub-Division No. 5 Old Main TIME TABLE No. 30 MAY 1, 1971				Station Numbers
	Station Numbers	Time	Station Numbers	Time			Station Numbers	Time	Station Numbers		
10.0	DN	.....	WANN... W.F.S.	5259	.....	10.0	TB	.....	GODFREY... Y.	5252	.....
.....	.....	.....	ALTON 5.4	6257	.....	.....	.....	.....	ALTON 4.6	6257	.....
.....	TB	.....	GODFREY... Y.	5252	.....	.....	DN	.....	WANN... W.F.S.	5259	.....

Yard limits extend between Godfrey and Wann.

K. P. Bonner, Trainmaster.....Chicago, Ill.
 J. R. Callans, Asst. Trainmaster.....Joliet, Ill.
 R. E. McMahon, Asst. Trainmaster.....Joliet, Ill.
 W. A. Harria, Asst. Trainmaster.....Alton, Ill.
 W. M. Bogan, Trainmaster.....Venice, Ill.
 M. H. Tucker, Asst. Trainmaster.....Venice, Ill.
 R. E. Foehr, Gen. Rd. Foreman Engines, N. Region
 Bloomington, Ill.
 J. P. Elliott, Chf. Yd. Operation.....Okolona, Miss.
 A. L. Hering, Chief Dispatcher.....Bloomington, Ill.
 L. L. Blakeman, Night Chief Dispatcher...Bloomington, Ill.
 J. A. Jones, Dispatcher.....Bloomington, Ill.
 W. J. Oney, Jr., Dispatcher.....Bloomington, Ill.
 J. V. Montague, Dispatcher.....Bloomington, Ill.
 W. K. Dunbar, Dispatcher.....Bloomington, Ill.

W. F. Thilking, Dispatcher.....Bloomington, Ill.
 J. L. Moore, Dispatcher.....Bloomington, Ill.
 W. A. Sanders, Dispatcher.....Bloomington, Ill.
 J. M. Gabb, Road Foreman Engines.....Slater, Mo.
 G. J. Kunde, General Claim Agent.....Chicago, Ill.
 R. W. Zimmerman, Claim Agent.....Chicago, Ill.
 Chicago to Dwight inc.; Pequot Line, Dwight Branch.
 J. L. Batts, Claim Agent.....Bloomington, Ill.
 Dwight to Auburn inc.; P. & N. Line; Jack
 Line Bloomington to San Jose.
 J. W. Snyder, Claim Agent.....E. St. Louis, Ill.
 Virden to St. Louis, inc.; Godfrey Line Godfrey to Kane.
 R. L. Ehrhardt, Claim Agent.....Slater, Mo.
 Godfrey Line Kane to Roodhouse; Jack Line San Jose to
 Roodhouse; Air Line Iles to Murrayville.

SPECIAL INSTRUCTIONS

1. CLEARANCES — TRAIN-ORDER SIGNALS

Unless otherwise provided, a train must not leave its initial station on any subdivision without a clearance. In addition, trains must secure clearance at the following points:

- Wann (northward all except first class trains);
- South Joliet (all except first class trains);
- Bloomington (all trains).

Regular trains may assume schedule and extra trains may leave Godfrey, Murrayville and P. & N. Jct. without clearance.

Trains via subdivision 4 must secure clearance before leaving Ridgely.

Northward Western Division regular trains may assume schedule and Northward Western Division extra trains may leave Iles without clearance.

2. SUPERIORITY OF TRAINS

On single track, Northward and Eastward trains are superior to trains of the same class in the opposite direction.

3. JOINT OR SPECIAL USE OF TRACKS

Rules and instructions of the Chicago Union Station Company govern operation of trains and engines using the Union Station Company tracks and tracks under its jurisdiction between 22nd Street on the south and Western Avenue on the north.

Permission must be secured from towerman at Corwith to enter southward main track at Kedzie Ave.

Trains will use the tracks of the Peoria & Pekin Union Railway between Grove and Peoria, and be governed by rules and regulations of that Company.

Unless otherwise ordered the siding at South Yard Pekin will be the meeting and passing points for all trains.

Between Wann and Bridge Junction the tracks of the G. M. & O. R. R. and the P. C. are jointly used as double track, and the movement of trains will be governed by the joint Time Table of P. C. and G. M. & O. Railroads.

Trains using the tracks of T.E.R.A. of St. Louis between Granite City or Bridge Junction and St. Louis will be governed by rules and regulations of that company.

Between Plaines and Pequot the tracks of G. M. & O. R. R. and the Santa Fe R. R. are jointly used as double track and the movement of trains will be governed by Special Rules. (See page 14 of Current Time Table.)

6. TRAIN REGISTERS

Chicago, Union Station	Ridgely (P&N line trains)
Glenn (Freight trains)	Iles (Western Division Trains)
South Joliet	Venice (Freight Trains)
Dwight (Sub-division 3)	St. Louis, Union Station
Washington	
Bloomington, Target Shanty and Yard Office	

All trains will register at South Joliet, and first class trains at Bloomington by giving operator at these points register ticket properly filled out, and the operator will personally make entry in register.

7. YARDS

- Ft. Wayne Jct.-Glenn-Argo
- Joliet-South Joliet-Plaines
- Normal-Bloomington
- Sherman-Ridgely-Springfield-Iles
- Godfrey-Alton-Wann
- Venice

A clear block signal indication within yard limits does not modify the requirements of Rule 93, except for trains moving with the current of traffic between the following points:

- North yard limit sign, Joliet and South limits C.B.I.&P. interlocking Joliet.
- Laurel St., Springfield, and Iles Interlocking.

8. PASSENGER TRAINS

The intercity passenger trains designated as NRPC will be operated by the G.M.&O. Railroad under contract with The National Railroad Passenger Corporation.

9. RAILROAD CROSSINGS AND JUNCTIONS

Interlocked:	MAXIMUM SPEED	
	Passenger mph	Freight mph
South Branch Bridge, Chicago.....	10	10
P.C. Ft. Wayne Junction, Chicago.....	10	10
I.C.-A.T.S.F. Bridgeport Bridge, Chicago	20	10
A.T. & S.F.-Corwith, Chicago	40	40
B.R.C.-LeMoyne Chicago	60	40
45 Crossover Glenn	75	40
B.&O.C.T.-I.H.B., Argo	75	40
C.B.I.&P.-A.T.&S.F.-P.C., Joliet	20	20
Southward Union Station to S. Joliet		
Pass. Main	30	10
G.M.&O. R.R. Jct. S. Joliet.....	35	15
A.T.&S.F. Jct. Plaines Southward.....	25	15
Northward to S. Joliet	60	30
A.T.&S.F. Jct. Pequot Southward.....	25	15
Northward... ..	75	40
G.M.&O. R.R. Jct. Mazonia		
To and from Pequot Main.....	40	15
To and from Elwood Main.....	75	40
P.C., Dwight	75	40
P.C., Streator	15	15
A.T.&S.F., Streator	20	20
I.C., N. & W., Pontiac.....	60	40
T.P.&W., Chenoa	75	40
I.C., Normal, Northward.....	60	25
I.C., Normal, Southward.....	40	30
Market St., Bloomington through		
Crossovers	10	10
P.C., Atlanta	75	40
I.C., Athol	75	40
I.C., Lincoln	75	40
C.&I.M., Ridgely	35	25
B.&O., I.C., C.&I.M. Springfield, East		
Grand Ave.	15	15
B.&O., Springfield	15	15
N.&W., Iles, Main Line.....	75	40
To and from Air Line.....	30	15
Iles Interlocking, North Crossover....	30	15
Iles Interlocking, South Crossover....	10	10
B.N., Girard	75	40
B.N., Brighton	75	40
G.M.&O. Jct., Godfrey to and from cut		
off	60	40
To and from Godfrey Line.....	30	15
P.C., Wann Southward.....	75	40
Northward to cut off.....	30	15
To and from Old Main.....	10	10
Ill. Terminal, Wood River.....	40	40
P.C., Lenox	35	25
Diverging route through puzzle		
switch	5	5
TRRA, WR tower, Granite City via		
Joint Track	30	30
Via St. Louis Merchants Bridge Ter-		
minal	20	10
P.C., Pekin	20	20
I.C., Green Valley	20	20

Not Interlocked:
 Semaphore—C.J., P.C., B.&O. C.T.....Chicago
 Color Position Light } P.C., N.&W.Bloomington
 Semaphore }
 G.M.&O. Jct. Sherman

SPECIAL INSTRUCTIONS—Continued

RAILROAD CROSSINGS AND JUNCTIONS—Continued

Grade:

Sou. By. (Venice)	E. St. Louis
N.&W., A.&E., (Bridge Jct.).....	E. St. Louis
B.N.	E. St. Louis
P.C.	Streator

Gates:

P.C., B.N.	Streator
I.C.	Wenona
T.P.&W.	Washington
I.C.	New Holland

Automatic Interlocking:

		Manual Time Release Interval
Springfield, Ill.	B.&O. Xing	1 Min.
Green Valley, Ill.	I.C.	3 Min.
Streator Jct., Ill.	P.C.	2 Min.

Remote Control Interlocking

		Manual Time Release Interval
Le Moyne, Chicago, Ill.	B.R.C.	None
Glenn, Ill.	45 Crossover	None
Plaines, Ill.	A.T.&S.F. Jct.	None
Pequot, Ill.	A.T.&S.F. Jct.	None
Mazonia, Ill.	Jct.	None
Dwight, Ill.	P.C.	3 Min.
Pontiac, Ill.	I.C.—N.&W.	2 Min.
Chenoa, Ill.	T.P.&W.	5 Min.
Normal, Ill.	I.C.	2¾ Min.
Bloomington, Ill.	Market Street	None
Atlanta, Ill.	P.C.	2 Min.
Athol, Ill.	I.C.—I.T.	3 Min.
South Lincoln, Ill.	I.C.	3 Min.
Girard, Ill.	B.N.	3¼ Min.
Brighton, Ill.	B.N.	2 Min.
Godfrey, Ill.	Jct.	None

When stopped by signal displaying stop indication at remote control interlocking at Pontiac, communicate with Operator at Pontiac. Before proceeding, member of train crew must go to railroad crossing and operate time release and be governed by Rule 672.

When stopped by signal displaying stop indication at automatic interlocking, member of train crew must go to railroad crossing, operate time release in accordance with instructions posted in Release Box, and be governed by Rule 672.

When stopped by signal displaying stop indication at remote control interlocking at Le Moyne, 45 Crossover Glenn, Plains, Pequot, Mazonia, Dwight, Chenoa, Normal, Market St., Bloomington, Atlanta, Athol, South Lincoln, Girard, Brighton, or Godfrey, communicate with Operator at Control Station. When authorized to operate a dual control switch by hand at Le Moyne, 45 Crossover Glenn, Plains, Pequot, Mazonia, Dwight, Normal, Market St., Bloomington, Athol, Girard, or Godfrey, Rule 534 will govern.

Inoperative approach signals are in use at the following interlockings, displaying approach indication,

Penn-Central crossing, 2.3 miles north of Streator, Green Valley, Pekin, Grove northward. All trains must approach absolute signals prepared to stop and reduce speed to not exceed 20 miles per hour within interlocking limits.

At Bridgeport, the absolute signals governing main routes are semi-automatic and act as block signals as well as governing route over interlocking. Trains finding signal in stop position, will be governed by Rule 663.

At Corwith, Le Moyne, 45 Crossover Glenn, Argo, Joliet, South Joliet, Plains, Pequot, Mazonia, Dwight, Pontiac, Chenoa, Normal, Market St. Bloomington, Atlanta, Athol, South Lincoln, Ridgely, Iles, Girard, Brighton, Godfrey, Wann, North Wood River, Lenox and Granite City, absolute signals governing main routes are semi-automatic and act as block signals as well as governing routes over interlocking.

The absolute signals at these interlockings, except at South Lincoln, Brighton, and Godfrey, are equipped with restricting signals as per Rule 290. Trains or engines receiving this signal must understand that the route through the interlocking is set, but does not indicate block is clear, nor provide automatic block protection. When this signal is displayed, trains or engines may, without stopping, pass the absolute signal:

(a) When moving with the current of traffic: At restricted speed, not exceeding 15 miles per hour, to the next signal in advance, prepared to stop short of train, obstruction or switch not properly lined and to look out for broken rail.

(b) When crossing over for movement against the current of traffic or when entering siding: At restricted speed, not exceeding 15 miles per hour, until entire train is through interlocking limits.

By night when the light in an interlocking signal of the semaphore type is absent, trains or engines must stop before accepting the day proceed indication of the signal as provided in Rules 27 and 294.

10. WATER STATIONS

Glenn	Bloomington	Springfield	Venice
S. Joliet	Ridgely	Wann	St. Louis
Dwight			

11. FUEL STATIONS

Glenn	Bloomington	Wann	St. Louis
S. Joliet	Ridgely	Venice	Dwight

12. BULLETIN BOARDS

Chicago, Union Sta., Brighton Park	Enginemen's Locker Room at Depot
Glenn, Yard Office and Round House Office	Ridgely, Yard Office and Round House
South Joliet, Yard Office and Round House	Wann Locker Room
Dwight	Venice, Yard Office and Round House
Bloomington, Crew Dispatcher's Office, Target	East Peoria, Yard Office and Round House
Shanty, Enginehouse and	Round House

13. STANDARD CLOCKS

Chicago, Union Station	Shanty, Enginehouse and Switchmen's Locker Room
Brighton Park Yard Office	Ridgely, Yard Office and Engine House
Glenn, Telegraph Office, Round House and Locker Room	
South Joliet, Tower, Round House and Yard Office	Wann Locker Room
Dwight	Venice, Yard Office and Round House
Bloomington, Crew Dispatcher's Office, Target	St. Louis, Union Station
	East Peoria Round House

14. MAXIMUM SPEED RESTRICTIONS

Between Chicago and St. Louis.....	Passenger 75 mph	Freight 40 mph
Between South Joliet and Mazonia via Pequot Line	Passenger 75 mph	Freight 40 mph
Between Dwight and Washington	Passenger 30 mph	Freight 30 mph
Between Varna and Lacon.....	Passenger 20 mph	Freight 20 mph
Between Sherman and Peoria	Passenger 30 mph	Freight 30 mph
Between Godfrey and Wann (Old Main)	Passenger 15 mph	Freight 15 mph

EXCEPTIONS

	Passenger mph	Freight mph
Through turnouts each end TCS sidings....	40	15
Through all other turnouts, crossovers, in and out of sidings.....	10	10
Trains moving against current of traffic.....	50	35
Trains passing through village and towns against the current of traffic.....	30	30
Trains moving against the current of traffic over facing point spring switches or other facing point switches not interlocked.....	25	25
Chicago: South Branch Bridge turnouts.....	10	10
Chicago: Between 21st Street and Corwith...	40	30
Chicago: Halsted Street, around curves both tracks	25	25
Chicago: Bridgeport Bridge, through interlocking	20	10
Chicago: Panhandle Crossing (C.J.-P.C.-B.&O.C.T.)	10	10

SPECIAL INSTRUCTIONS—Continued

EXCEPTIONS—Continued

	Passenger mph	Freight mph
Chicago: Homan Ave. Crossing, running against current of traffic.....	15	15
Chicago: Corwith, through interlocking.....	40	40
Joliet: Fifth Ave., to Cass St., northward....	20	20
Cass St. to Jackson St., northward.....	15	15
Cass St., to Union Station, passenger main southward	20	10
Cass St., to Fifth Ave., freight main.....	20	20
Union Station, through interlocking limits to South Joliet, passenger main....	30	10
South Joliet, through interlocking limits....	35	15
South Joliet to Plaines.....	60	30
Zarley's Hill, south of South Joliet, reverse curves	60	40
Wilmington: Trains through town.....	60	40
MP 59.4 Pequot Line through turnout at end of double track.....	40	15
Mazonia:		
To and from Pequot Line.....	40	15
Pontiac, curve at I.C. crossing.....	60	40
MP 121.4 through turnout at end of double track	40	15
Between Normal Interlocking and Market St., Bloomington	40	10
Market St. Bloomington to MP 127.1.....	20	20
MP 128.8 through turnout at end of double track	40	15
G.M.&O. Jet. Sherman, Main Line.....	75	40
To and from Peoria Line.....	10	10
Mile Post 181.0 through turnout at end of double track	40	15
Ridgely, south end yard, through interlocking limits	35	25
Springfield: Between Ridgely Ave. and Carpenter St.	25	20
Between Carpenter St. and Capitol Ave.	15	15
Between Capitol Ave. and Laurel St.....	25	20
Between Laurel St. and Ridgely Ave., running against current of traffic..	10	10
Iles: To and from Air Line.....	30	15
Iles Interlocking, North Crossover.....	30	15
Iles Interlocking, South Crossover.....	10	10
Mile Post 189.5 through turnout at end of double track	40	15
MP 226.8 Rinaker to MP 234.2 Plainview....	70	40
Godfrey: Northward from cut-off.....	60	40
Southward to cut-off.....	60	40
Turnout to and from Godfrey line.....	30	15
Godfrey to College Ave.....	70	40
Alton: Alby to Illinois St. (Old Main).....	10	10
Wann: Northward trains through interlocking limits	30	15
Wood River: over Illinois Terminal crossing..	40	40
Lenox, through interlocking limits.....	35	25
Lenox: Via diverging route through puzzle switch	5	5
Granite City: Through interlocking limits via joint tracks, under control, not to exceed	30	30
Granite City: Through interlocking limits via St. Louis Merchants Bridge Terminal....	20	10
Between Granite City and Bridge Junction..	35	25
Highway 17 Crossing west of Blackstone....	10	10
Streator between B.N. Crossing and Park St.	15	15
Munster: Road Crossing MP 99.99.....	5	5
Bridge B-1725, two miles north of Green Valley	25	10
Bridge B-1951, 1.7 miles north of Middletown	25	12
Trains handling Koppel Air dump cars.....		25
Trains handling CWEX-IPLX-AOCX Cars		
Loaded.....35 mph		
Empty.....40 mph		
Trains handling Jordan Spreader, with wings properly secured and trailing, Scale test cars and engine tanks used in signal and Maintenance of Way service, will not exceed 25 miles per hour.		

Trains handling derrick cars, steam shovels, pile drivers, and similar pivoted machinery as well as pivoted machines on their own wheels must run at reduced speed to not exceed 25 miles per hour unless given special written instructions by Chief Dispatcher to exceed this speed. This does not apply to trains handling the company's steam wrecking derricks.

Trains handling steam wrecking derricks must not exceed speed of 30 miles per hour on straight and level track, 25 miles per hour on light curves and grades and 20 miles per hour on heavy curves and grades.

Derrick 66409, located at Bloomington, must be separated from the engine by not less than 3 cars. It must not be operated over:

Peoria Line
Dwight Branches

MAXIMUM SPEED OF ENGINES:

Maximum speed covering following classes of engines where not otherwise restricted. Where other restrictions permit train speed in excess of the maximum engine speed prescribed below, maximum engine speed prescribed in table must be observed.

Diesel, passenger	80 MPH
Diesel, combination passenger-freight	80 MPH
Diesel, freight	65 MPH
Diesel, utility	60 MPH
Diesel, switch	30 MPH

MAXIMUM SPEED OVER SUBMERGED TRACKS

Diesel-electric engines and diesel-electric cars shall not be operated, either by towing or using traction motors for power, through water having depth over rail greater than shown below; or at a speed greater than shown below.

Type of Engine or Car	Depth Water	Speed
Electro-Motive Passenger and freight diesels	4 in.	5 MPH
ALCO freight and switching diesels..	4 in.	5 MPH
Passenger Cars with Roller Bearings	8 in.	5 MPH
Passenger Cars Standard Friction Bearings	12 in.	5 MPH

15. WHISTLE SIGNALS

Iles, southward to Air Line, two short, one long (o o —).

16. RESTRICTION AT RAILROAD CROSSINGS AND DRAWBRIDGES

EXTRACT FROM ILLINOIS STATE LAWS

"All trains running on any railroad in this State when approaching a crossing with another railroad upon the same level, or when approaching a swing or drawbridge, in use as such, shall be brought to a full stop before reaching the same, and within eight hundred (800) feet therefrom, and the engine-man or other person in charge of the engine attached to the train shall positively ascertain that the way is clear and that the train can safely resume its course before proceeding to pass the bridge or crossing." [This law does not apply to crossings or drawbridges protected by an interlocking system of signals, approved by the Illinois Commerce Commission.]

Where trolley wires are maintained a height less than 22 feet above the top of rail, trainmen and other employees are prohibited from occupying tops of freight cars while in motion. In such cases efficient means shall be provided to control adequately movements of freight cars or trains.

HIGHWAY CROSSINGS

ILLINOIS COMMERCE COMMISSION GENERAL ORDER No. 138

"Rule 501. 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."

SPECIAL INSTRUCTIONS—Continued

17. BUSINESS TRACKS NOT SHOWN AS STATIONS ON FACE OF TIME-TABLE

Station	Name	Mile	Capacity	Opens
5020	Publicker	19.9	10	South
5027	Union Oil Co.	27.3	Yd.	North
5027	Seneca Petroleum Co.	27.5	Yd.	North
5028	Union Oil Co.	28.4	Yd.	South
5050	Prairie Creek	49.9	15	South
5051	Webster	50.3	30	South
5309	Stepan (Pequot Line).	45.1	Yd.	North
5098	Ocoya	97.7	34	Double
5153	Kruger	153.3	12	South
5161	Fogarty	161.4	46	South

18. AUTHORIZED DIESEL OPERATION

All classes of diesel-electric engines may be operated over all subdivisions of Eastern Division, except between Dwight and Washington, and between Grove and Van Wood, the operation is limited to 2 units.

19. BLOCK SYSTEMS

DEFINITIONS:

LIMITED SPEED.—A speed not exceeding 60 miles per hour.

MEDIUM SPEED.—A speed not exceeding 30 miles per hour.

SLOW SPEED.—A speed not exceeding 15 miles per hour.

RESTRICTED SPEED.—Proceed, not exceeding 15 miles per hour, prepared to stop short of train, engine, obstruction, or switch not properly lined and to look out for broken rail.

WITH CAUTION.—To run at reduced speed, according to conditions, prepared to stop short of train, engine, obstruction, or before reaching a stop signal.

TRAFFIC CONTROL SYSTEM is in effect between:

- Ft. Wayne Junction and Pan Handle Crossing Brighton Park, Control Station Bridgeport Bridge.
- MP 37.91 Joliet and Plaines, Control Station South Joliet.
- Pequot and Bloomington, Control Station Bloomington.
- Bloomington and Ridgely, Control Station Bloomington.
- Iles and Wann via cutoff, Control Station Bloomington.

Within traffic control system limits specified, the movement of trains and engines will be governed by block signals whose indications will supersede time-table superiority of trains for both opposing and following movements on the same track.

Within traffic control system limits, Rule 93 will not apply.

Protection of train or engine as prescribed by Rule 99 is required, except as provided in Rule 532.

Trains or engines must not enter or foul the main track within traffic control system limits, or re-enter the main track after having cleared it, except on proceed indication of absolute signal or by authority of control station.

Before trains or engines at west end of South Joliet yard enter the main track, a member of the crew must communicate with control station to clear the signal.

Telephones located adjacent to absolute signals and main track switches may be used to communicate with control station.

When a train or engine is stopped by a Stop-indication and cause is not apparent, a member of the crew must communicate promptly with control station.

An absolute signal displaying Stop-indication must not be passed until permission is obtained from control station, or if the means of communication fail train or engine may proceed at restricted speed under flag protection to the next signal displaying a proceed indication.

If it becomes necessary to make reverse movement of train or engine, such movement must be made under flag protection, except when authority to make reverse movement is granted by control station, and proceed indication of block signals is displayed for reverse movement.

When in emergency it is necessary to operate dual control switch by hand, crews of trains or engines must be governed by Rule 534.

AUTOMATIC BLOCK SYSTEM is in effect between:

- Pan Handle Crossing Brighton Park and MP 37.91 Joliet.
- South Joliet and Mazonia via main line.
- Plaines and Pequot, via Pequot Line
- Ridgely and Iles
- Wann and Granite City on southward main
- Wann and Bridge Junction on northward main

The automatic signals between Godfrey and Henry St. at Alton, and automatic signals between Wann and Henry St. governing northward movements, are for curve and station protection. When automatic signal displays "stop" indication, trains and engines, after stopping, may proceed at once, through the block at restricted speed, not exceeding 15 miles per hour.

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

MANUAL BLOCK SYSTEM is in effect between:

- Granite City and Bridge Junction on G. M. & O. Southward main
- Pekin and Grove (Manual Positive Block)

The following rules govern the operation of Manual Positive Block System, in effect between Pekin and Grove:

Train movements between Pekin Tower and P. & P. U. Junction, Grove, are governed by positive block, controlled by P. & P. U. Dispatcher at Illinois River Bridge, Peoria, and Towerman at Pekin Tower.

Train rights conferred by time table or book of rules between these points are void, and all train movements will be governed by signal indication.

Clear Train order signal displayed at Pekin Tower for westward trains confers right Pekin to Grove.

Clear signal displayed at Grove for eastward trains confers right to Pekin Tower.

When an eastward train is stopped by a signal indicating "stop" at Grove, the Conductor or Engineer will communicate with the Peoria & Pekin Union train dispatcher for instructions.

No reverse movements will be made without flag protection. All flagging rules for protection of trains will remain in effect.

Trains having work to do must obtain permission from Towerman at Pekin, for westward trains and from Dispatcher at Peoria, for eastward trains, before entering the block in which work is to be done.

When westward train takes siding in West Yard Pekin or otherwise clears main track it must not again enter block or foul main track without permission of block operator, Pekin. Telephone has been provided at west switch for that purpose.

If, for any reason, it is necessary to double train to P. & P. U. tracks at Grove leaving any on G. M. & O. main track, Conductor must promptly call dispatcher at Illinois River Bridge Tower, Peoria, on 'phone and advise him that block is not clear and also protect against opposing trains until entire train is clear of G. M. & O. main track.

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

20. DOUBLE TRACK

Double track is in use on Sub-Division 1, between Chicago and South Joliet, between Plaines and MP 59.4 via Pequot Line, and between MP 121.4 Normal North and Normal.

Double track is in use on Sub-Division 2 between Bloomington and MP 128.8, Mile Post 181.0 and Mile Post 189.5, Wann and Bridge Junction.

21. SPACING TRAINS

When a regular train, scheduled via either the Old Main or Pequot Line between South Joliet and Mazonia, is run extra between those points, such train may assume its original schedule at South Joliet or Mazonia without train order authority.

Second class and extra trains may run ahead of first class

SPECIAL INSTRUCTIONS—Continued

trains between Ridgely and Iles being governed by signal indications and Rule 86 modified to this extent.

Between Sherman and Pekin and between Dwight and Washington, unless otherwise provided, an absolute block will be maintained behind all trains carrying passengers at all times and in all places, except that when a train carrying passengers passes a train at a non-train order office and there is no telephone communication from that siding to a train order office, the train so passed will wait ten minutes after the passage of the train carrying passengers and may then proceed with caution, provided its superiority permits, until the next open train order office in advance is reached. If telephone communication is had from the siding, the train which is passed will not again occupy the main track until released by verbal instructions on the phone by the train order office in the direction in which the train carrying passengers is moving.

22. SPRING SWITCHES

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.

23. AIR BRAKES, HAND BRAKES, TESTING, ETC.

(a) When a locomotive is to be cut off a freight train or train is to be separated, engineman will make a twenty-pound brake pipe reduction. When the brake pipe exhaust has ceased to blow indicating completion of such a reduction, the engineman will give one short blast of the whistle to inform the trainmen they may close the angle cocks and cut off the locomotive or cars.

Furthermore, sufficient hand brakes should be applied to this cut of cars as a further precaution in the event the air supply becomes depleted.

(b) Form 1118-D-Rev. 1, Instructions governing the Operation of Air Brakes, Train Air Signal Equipment and Electric Lighting of Locomotives and Passenger Cars, in full force and effect except Articles 104 and 105 are amended in part to read as follows:

(c) At points where engine crew or train crew is changed, only, without the locomotive being detached from the train or any change in the make-up of the train, the inbound engineer on arrival at the terminal, and after making stop of his train, will make a 30 pound service reduction of the brakes, leaving the brakes set; the flagman will then move from the rear end of the train to the head end of the train to note if brakes are applied, and if found applied on arrival at the locomotive he will request the outbound engineer to release the brakes and then return to the rear of the train inspecting brakes on each

car, and if all brakes are released he will give signal to the head end so indicating, which will constitute a terminal test of the brakes.

"At a point other than initial terminal where locomotive or caboose is changed, or where one or more consecutive cars are cut off from rear end or head end of train with consist otherwise remaining intact, after train brake system is charged to within 15 pounds of feed valve setting on locomotive but not less than 60 pounds as indicated at rear of freight train, and on a passenger train to at least 70 pounds, a 20-pound brake pipe reduction must be made and it must be determined that brakes on rear car apply and release properly."

(d) In making running test of air brakes on passenger trains, conductor or trainman will signal engineer that brakes apply and release properly, by one long and one short sound of the communicating signal, instead of by signal 12(c), as provided in Rule 1033.

24. WORK BETWEEN VARNA AND LACON

Work between Varna and Lacon will be performed by trains 60 and 61 upon instructions of agent at Lacon.

25. SWITCHING PASSENGER EQUIPMENT

Rule 103-E, of rules for the Government of Operating Department, is modified as follows:

"UNOCCUPIED passenger equipment may be switched at Brighton Park Coach Yard and Harrison St., Yard, at Chicago, without the use of air brakes."

26. ACCIDENTS, ETC.

Employee who witness or have any knowledge whatever of an accident involving the public, must not give information of the same to Attorneys, the injured persons, or anyone else except this Company's Officers and Claim Agents, unless legally required. Persons seeking information as to any accident should be referred to the General Claim Agent.

An employe served with subpoena to report to any court or officer must at once notify superior official and communicate with or report in person to the Railroad Attorney or representative of the Claim Department and act under his direction.

27. LOCATION OF WATCH INSPECTORS

Chicago: C. H. Bern, Union Station.

A. P. Liakas, 2014 W. 35th St.

Joliet: Wolfson's National

Dwight: Delmar Hancock

Bloomington: Sorg's Jewelers

E. Peoria:

Peterson Jewelry Co.

Springfield: Collins & Co.

Holland Jeweler

Alton:

John A. Caperton

E. St. Louis:

Zerweck Jewelry Co.

Granite City:

Michel Jewelry Co.

Rules Governing Operation of the Joint Tracks of the A., T. & S. F. Ry. Co., and G. M. & O. R. R. Co. Pequot Line

1. The movement of trains will be supervised by A. T. & S. F. 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 G. M. & O. Company remain in force.

2. Two Main Tracks, designated as No. 1 Eastward and No. 2 Westward, and Automatic Block System, between Plaines and Pequot. Trains must keep to the right, unless otherwise provided, and will run with the current of traffic by block signals whose indications will supersede the superiority of trains.

Movement against the current of traffic must be controlled by train order.

Trains moving against the current of traffic must approach interlockings and facing point spring switches prepared to stop, unless track is clear, switches are properly lined and signals indicate "Proceed." Movement around curves where view is obscured must be made at restricted speed and one extra long and short blast of engine whistle sounded frequently.

Trains must not use nor foul other main track until permission is received, after which train must be fully protected.

3. Trains displaying classification signals will continue same over the joint track. The display of green signals on a train of either line will indicate that following section is of same line.

4. RESTRICTED SPEED. A speed that will permit stopping short of another train, obstruction, or switch not properly lined, but not exceeding 15 miles per hour.

TWO OR MORE TRACKS. Two or more main tracks upon any of which the current of traffic may be in either specified direction.

5. When going out to flag, flagman must take with him not less than 8 torpedoes and 6 fuses.

Fuses will be used in addition to other signals for protecting trains, or in any manner which any particular emergency may demand.

A train finding a fuse burning on or near its track must stop and extinguish it or wait until it has burned out. The train may then proceed prepared to stop short of train, obstruction or switch not properly lined, for one mile.

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 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.

Torpedoes will be placed eighty feet apart on engineman's side of track to be protected.

When a train or engine stops 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 fuses.

When trains or engines are under the protection of an automatic block system, a sufficient distance to insure full protection is the distance necessary to insure full protection against following train or engine approaching at restricted speed.

6. When a train is clear of main track to be met or passed by another train, employe attending the switch will not go nearer the switch than the clearance point until the expected train has been met or passed.

When a train is on the main track, to be met or passed by another train, employe attending the switch will, after lining and locking it, immediately return to the clearance point and remain back of that point until expected train clears the main track.

When necessary to go beyond the switch in flagging, the flagman must remain at least 150 feet away from the switch while approaching train is passing over it.

The conductor or engineman must have an oral understanding with the employe attending the switch as to the required handling under the rule.

Employees using switches must observe whether switch points fit properly after switch is lined, and must grasp the lock and pull it to insure that it is securely fastened.

Crews of trains which are clear of main track must not give "proceed" signals to approaching trains.

7. Spring switches will be designated by the letter "S" painted on the switch stand.

West end westward siding and west end connection G. M. & O. to A. T. & S. F. at Plaines, equipped with spring switch.

Trains or engines moving against the points of spring switches must not exceed twenty-five miles per hour.

Passenger trains must not exceed twenty-five miles per hour and freight trains twenty miles per hour when tralling through spring switches.

Tralling movements through spring switches must not be reversed until switch has been properly lined.

If signal protecting facing point movement over a spring switch is in stop position, examine switch points to see that they are properly closed.

If necessary to spike a spring switch it must be protected and train dispatcher notified.

Sand must not be used or center blow-off coaks operated over spring switches.

8. Plaines and Pequot are remotely controlled interlockings. Proceed indication on GM&O interlocking signal at Pequot authorizes a GM&O train to run extra with current of traffic Pequot to Plaines.

Proceed indication on westward GM&O interlocking signal at Plaines authorizes a GM&O 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: Where a control station is not in the immediate vicinity

of the signal, member of crew must communicate with control station. If authorized to proceed, member of crew must examine all switches and details before moving over them and flag over railroad crossings within the limits. In complying with this rule, after permission is given to pass a signal in "stop" position, the interlocking limits will, when practicable, be fouled before a member of the crew precedes the movement.

In operating dual controlled switches by hand, when selector lever is moved from "motor" to "hand" positions, the hand-throw lever must be operated sufficiently to determine that the lever is rigidly engaged with the switch points before hand signal is given for movement over the switch points.

9. BLOCK SIGNALS:

Aspect	Name	Indication
Red	Stop	Stop
Red with Number plate	Stop and Proceed	Stop; then proceed at restricted speed.
Flashing Red or Red over Yellow	Restricting	Proceed at restricted speed.
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.
Yellow	Approach	Proceed preparing to stop at next signal; if exceeding medium speed, immediately reduce to medium speed.
Red over Green	Diverging Clear	Proceed through diverging route prescribed speed through turnout.
Flashing Yellow or Yellow over Yellow	Approach-Medium	Proceed, approach next signal not exceeding medium speed and be prepared to enter diverging route at prescribed speed.
Yellow over Green	Limited Approach-Medium	Proceed approaching next signal at medium speed. Trains exceeding limited speed must reduce to that speed.
Green	Clear	Proceed.

Note: Medium speed is a speed not exceeding 30 miles per hour.

Trainmen and enginemen will, when practicable, observe whether signals passed by their trains or engines assume proper indication.

When a train or engine passes a signal which fails to assume its most restrictive 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 that block.

10. The headlight will be displayed to the front of every train by day and night. It must be extinguished when a train turns out to meet another train but not until train has stopped clear of main track.

It must be dimmed while standing to meet a train at a junction or at end of two or more tracks and may be dimmed when approaching a train in the opposite direction.

11. MAXIMUM AUTHORIZED SPEED:

Maximum speed where not otherwise restricted, passenger trains 75 MPH, freight trains 40 MPH.

Speed of light engines moving forward 40 MPH, moving backward light or with cars, 25 MPH.

Trains handling wrecking outfits, derricks, steam shovels, clam shells, ditchers, pile drivers, spreaders and similar machinery moving on their own running gear 30 MPH.

Passenger trains 25 MPH, freight trains 15 MPH through crossover from G. M. & O. to A. T. & S. F. at Plaines, and from A. T. & S. F. to G. M. & O. at Pequot.

All other main track turnouts and crossovers, 10 MPH.

Temporary slow signals, yellow flag, disc or light, will be displayed not less than one mile (when practicable) in advance of locations where the speed of trains must be reduced, or where train orders require trains to stop. Temporary resume speed signals, green flag, disc or light, will be displayed to indicate the end of such areas.

When temporary slow signals are displayed, trains must not exceed fifteen miles per hour, unless otherwise directed by train order or special instructions, until rear of train has passed temporary resume speed signal.

Temporary stop signals, red flag, disc or light will be displayed at locations where trains must stop as required by train order. Trains must not pass temporary stop signals until notified by foreman or supervisor in charge. When so notified, trains must not exceed the speed specified by such foreman or supervisor through the restricted area.

Note: Where maximum authorized speed exceeds 59 miles per hour, temporary slow signals will be displayed not less than one and one-half miles in advance of restricted area.

Permanent slow signs, yellow with numerals, will be located not less than 2500 feet (when practicable) in advance of locations where speed of trains must be reduced. The numerals thereon nearest the track, or those at the top of the sign, indicate the maximum speed for passenger trains, and other numbers the maximum speed of freight trains. Where only one numeral is shown it shall govern the speed of both passenger and freight trains. Indicated speeds must not be exceeded until rear of train has passed a permanent green resume speed sign.

There may be more than one permanent slow sign in advance of a permanent resume speed sign, in which case the reduced speed shown on each permanent slow sign must be observed in succession until rear of train has passed the permanent resume speed sign.

SPECIAL INSTRUCTIONS—Concluded

28. TRAIN ORDER OFFICES—IRREGULAR HOURS

Offices open less than 24 hours Daily, except Saturday and Sunday, except as noted.

Glenn	6:00 A.M. to 3:00 P.M.*
Lemont	7:00 A.M. to 4:00 P.M.
Lockport	7:00 A.M. to 4:00 P.M.
Elwood	8:00 A.M. to 5:00 P.M.
Wilmington	7:00 A.M. to 4:00 P.M.
Braidwood	7:30 A.M. to 4:30 P.M.
Dwight	7:00 A.M. to 4:00 P.M.
Odell	7:00 A.M. to 4:00 P.M.
Pontiac	7:00 A.M. to 4:00 P.M.
Lexington	7:00 A.M. to 4:00 P.M.
Towanda	7:00 A.M. to 4:00 P.M.
Normal	8:00 A.M. to 5:00 P.M.
Streator	7:00 A.M. to 4:00 P.M.
Lacon	8:00 A.M. to 5:00 P.M.
Metamora	8:00 A.M. to 5:00 P.M.
Washington	8:00 A.M. to 5:00 P.M.
Atlanta	7:00 A.M. to 4:00 P.M.
Lincoln	8:00 A.M. to 5:00 P.M.
Broadwell	7:00 A.M. to 4:00 P.M.
Elkhart	7:00 A.M. to 4:00 P.M.
Williamsville	7:00 A.M. to 4:00 P.M.
Chatham	7:00 A.M. to 4:00 P.M.
Auburn	7:00 A.M. to 4:00 P.M.
Virden	7:00 A.M. to 4:00 P.M.
Girard	8:00 A.M. to 5:00 P.M.
Carlinville	8:00 A.M. to 5:00 P.M.
Shipman	7:00 A.M. to 4:00 P.M.
Fancy Prairie	7:00 A.M. to 4:00 P.M.

* Daily.

SPEED TABLE

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per mile	Miles per Hour
0 min. 36 sec.	100.00	1 min. 5 sec.	55.38	1 min. 34 sec.	38.30
0 " 37 "	97.30	1 " 6 "	54.55	1 " 35 "	37.89
0 " 38 "	94.74	1 " 7 "	53.73	1 " 36 "	37.50
0 " 39 "	92.31	1 " 8 "	52.94	1 " 37 "	37.11
0 " 40 "	90.00	1 " 9 "	52.17	1 " 38 "	36.73
0 " 41 "	87.80	1 " 10 "	51.43	1 " 39 "	36.36
0 " 42 "	85.71	1 " 11 "	50.70	1 " 40 "	36.00
0 " 43 "	83.72	1 " 12 "	50.00	1 " 41 "	35.64
0 " 44 "	81.82	1 " 13 "	49.31	1 " 42 "	35.29
0 " 45 "	80.00	1 " 14 "	48.65	1 " 43 "	34.95
0 " 46 "	78.26	1 " 15 "	48.00	1 " 44 "	34.62
0 " 47 "	76.60	1 " 16 "	47.37	1 " 45 "	34.29
0 " 48 "	75.00	1 " 17 "	46.75	1 " 46 "	33.96
0 " 49 "	73.47	1 " 18 "	46.15	1 " 47 "	33.64
0 " 50 "	72.00	1 " 19 "	45.57	1 " 48 "	33.33
0 " 51 "	70.59	1 " 20 "	45.00	1 " 49 "	33.03
0 " 52 "	69.23	1 " 21 "	44.44	1 " 50 "	32.73
0 " 53 "	67.92	1 " 22 "	43.90	1 " 51 "	32.43
0 " 54 "	66.67	1 " 23 "	43.37	1 " 52 "	32.14
0 " 55 "	65.45	1 " 24 "	42.86	1 " 53 "	31.86
0 " 56 "	64.29	1 " 25 "	42.35	1 " 54 "	31.58
0 " 57 "	63.16	1 " 26 "	41.86	1 " 55 "	31.30
0 " 58 "	62.07	1 " 27 "	41.38	1 " 56 "	31.03
0 " 59 "	61.02	1 " 28 "	40.91	1 " 57 "	30.77
1 " 0 "	60.00	1 " 29 "	40.45	1 " 58 "	30.51
1 " 1 "	59.02	1 " 30 "	40.00	1 " 59 "	30.25
1 " 2 "	58.06	1 " 31 "	39.56	2 " 0 "	30.00
1 " 3 "	57.14	1 " 32 "	39.13	4 " 0 "	15.00
1 " 4 "	56.25	1 " 33 "	38.71		

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 or 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 stand close to pole when poling 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-motor 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.

Employees must not ride on the forward footboard of yard engines on long moves or transfers in yard and are forbidden to ride on pilots of locomotives between stations.

FIRST