

M. W. GIBSON, Trainmaster Chillicothe
 J. A. CARRIER, Trainmaster Shopton
 G. B. LUNDAY, Trainmaster Shopton
 W. D. JOHNSON, Asst. Trainmaster McCook
 J. W. ELLIOTT, Road Foreman of Engines Shopton
 L. R. STEPHENSON, Road Foreman of Engines Argentine
 P. J. WHITE, Chief Dispatcher Shopton
 C. C. POLHANS, Asst. Chief Dispatcher Shopton
 P. M. BUCKINGHAM, Asst. Chief Dispatcher Shopton
 M. A. BARBER, Asst. Chief Dispatcher Shopton

TRAIN DISPATCHERS—SHOPTON

J. H. HORAN R. G. BUCKINGHAM R. J. ALEXANDER
 C. R. MACHEN A. D. ROOF J. W. FISHER
 L. E. REHBEIN J. D. HUNTER E. A. DENT
 G. M. HOBACK R. D. MATHES J. T. SEVIER
 R. F. BIEGLER

R. L. WOOD, Trainmaster Corwith
 F. S. KOWALCZYK, Trainmaster Corwith
 A. J. TISKEVICH, Passenger Trainmaster Chicago
 D. E. SKINNER, Asst. Trainmaster Corwith
 G. E. BECKER, Asst. Superintendent Argentine
 D. W. TEEL, Asst. Superintendent Argentine
 W. A. GOSSETT, Passenger Trainmaster Kansas City
 R. E. CALDWELL, Trainmaster Argentine
 H. L. ROGERS, Trainmaster Argentine
 R. E. DAVIS, Asst. Trainmaster Argentine
 L. C. LOWE, Asst. Trainmaster Argentine
 A. A. CATRON, Asst. Trainmaster Argentine
 R. B. GAINES, Road Foreman of Engines Argentine

AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY

OVERSPEED Couplings are **DAMAGING** -

Here's what happens:

| | |
|--|----------------------------------|
| 4 miles per hour <input type="checkbox"/> | SAFE COUPLING SPEED |
| 5 miles per hour <input type="checkbox"/> | Damage Begins |
| 6 miles per hour <input type="checkbox"/> | 2 1/4 times as damaging as 4 MPH |
| 7 miles per hour <input type="checkbox"/> | 3 times as damaging as 4 MPH |
| 8 miles per hour <input type="checkbox"/> | 4 times as damaging as 4 MPH |
| 9 miles per hour <input type="checkbox"/> | 5 times as damaging as 4 MPH |
| 10 miles per hour <input type="checkbox"/> | 6 times as damaging as 4 MPH |

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

HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS.

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

SPEED TABLE

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

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

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

**EASTERN LINES
 Eastern District**

ILLINOIS DIVISION

TIME TABLE NO.

16

IN EFFECT

June 15, 1968

At 12:01 A. M.

Central Standard Time

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

**L. M. OLSON,
 General Manager,
 Topeka, Kansas**

**F. L. ELTERMAN, Asst. General Manager,
 Topeka, Kansas** **C. R. ROSE,
 Superintendent,
 Shopton, Iowa**

**F. A. BEAUCHAMP, Superintendent,
 Corwith, Illinois** **E. J. BRUCE,
 Superintendent,
 Argentine, Kansas**

2 FIRST DISTRICT

WESTWARD

ILLINOIS DIVISION

| Siding Capacity 50 ft. Per Car | WESTWARD | | | | | TIME TABLE No. 16 June 15, 1968 | Mile Post | Communications Turn Tables and Wyes | Ruling Grade Ascending |
|-----------------------------------|--------------------------|--------------|--------------|--------------|--------------|---------------------------------------|-----------|--|---------------------------|
| | Second Class | First Class | | | | | | | |
| | 47 | 17 | 15 | 1 | 23 | | | | |
| | Freight | | | | | | | | |
| | Leave Daily Ex. Sun. | Leave Daily | Leave Daily | Leave Daily | Leave Daily | STATIONS | | Feet Per Mile | |
| | | PM 6.30 | PM 5.20 | AM 10.00 | AM 9.00 | CHICAGO | | | |
| | | 6.35 | 5.25 | 10.05 | 9.05 | A. T. & S. F. Jct. 21st Street | 1.3 | T | 0 |
| | | | | | | PRR-C&WI Cros. YL | 1.4 | | 79.2 |
| | | | | | | Panhandle Crossing | 4.4 | | 26.4 |
| | | | | | | I.N. Crossing | | | 35.8 |
| | | | | | | CORWITH | 5.9 | RC | 0 |
| | | | | | | Chicago Belt Crossing | | | 0 |
| | | 6.45 | 5.35 | 10.14 | 9.15 | NERSKA | 7.3 | | 0 |
| | | | | | | McCOOK | | | 0 |
| E 128 W 78 | | 6.51 | 5.41 | 10.19 | 9.21 | B. & O. C. T. Crossing | 12.8 | RC | 0 |
| E 190 W 35 | | 6.56 | 5.46 | 10.24 | 9.26 | WILLOW SPRINGS | 17.4 | | 0 |
| | | | | | | ARGONNE | 23.0 | B | 0 |
| | | | | | | LEMONT | 25.1 | C | 0 |
| | | 7.07 | 5.57 | 10.36 | 9.39 | ROMEO | 29.3 | B | 0 |
| | | | | | | LOCKPORT | 32.7 | C | 0 |
| | | | | | | JOLIET YARD | 36.2 | TRC | 10.6 |
| | | | | | | JOLIET U.S. YL | | | 10.6 |
| | | s 7.20 | s 6.10 | s 10.50 | s 9.55 | C. R. I. & P. Crossing | 37.5 | C | 0 |
| W 98 | | 7.24 | 6.14 | 10.54 | 9.59 | PLAINES | 41.5 | B | 15.8 |
| | | | | | | DRUMMOND | 48.2 | | 6.1 |
| E 58 W 89 | | | | | | LORENZO | 52.8 | B | 9.1 |
| | | 7.37 | 6.27 | 11.07 | 10.12 | PEQUOT | 57.2 | B | 8.7 |
| | | | | | | COAL CITY | 58.2 | RC | 10.2 |
| | | | | | | MAZON | 66.1 | C | 15.8 |
| E 102 | | 7.47 | 6.37 | 11.17 | 10.24 | VERONA | 70.8 | | 13.7 |
| | | | | | | KINSMAN | 74.8 | B | 15.8 |
| E 26 | | | | | | RANSOM | 79.8 | B | 0 |
| E 14 | | AM 7.57 | 6.47 | 11.27 | 10.35 | KERNAN | 84.4 | B | 0 |
| | | 7.30 | 8.05 | 11.35 | 10.45 | * STREATOR | 89.6 | TRC | 0 |
| | | | | | | GM&O & NYC Crs'g | 89.8 | | 0 |
| | | | | | | N. & W. Crossing | 90.2 | B | 0 |
| | | 7.40 | | | | MOON | 93.9 | | 0 |
| | | 7.50 AM | 8.12 | 7.02 | 11.42 | ANCONA | 95.8 | B | 15.8 |
| | | | | | | LEEDS | 102.1 | B | 26.4 |
| | | | | | | TOLUCA | 109.9 | RC | 0 |
| | | | | | | LA ROSE | 116.0 | B | 0 |
| | | | | | | WILBERN | 120.9 | B | 26.4 |
| | | s 8.40 PM | s 7.30 PM | s 12.10 PM | s 11.25 AM | CHILlicothe | 130.0 | TRC | |
| | Arrive Daily Ex. Sun. | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | (129.8) | | | |
| | 18.6 | 59.9 | 59.9 | 59.9 | 53.0 | Average speed per hour | | | |

Between Chicago and AT&SF Jct. 21st Street be governed by C&WI timetable and bulletins, see Special Rule 5.

RULE 251 IN EFFECT:

Main track No. 1 AT&SF Jct. 21st Street to interlocking MP 3.1, and both main tracks Joliet U.S. to Pequot.

RULE 261 IN EFFECT:

Main track No. 2 AT&SF Jct. 21st Street to interlocking MP 3.1, and on main tracks interlocking MP 3.1 to Joliet U.S., and Pequot to Chillicothe.

Between AT&SF Jct. 21st Street and Panhandle Crossing, the first two tracks from the south are AT&SF main tracks No. 1 and No. 2 respectively, and the third and fourth tracks are I.C. Eastward and Westward main tracks respectively. AT&SF trains and engines may use I.C. westward main track from AT&SF Jct. 21st Street and from interlocking MP 3.1 with current of traffic on signal indication.

Movement through slip switches east of Panhandle Crossing may be made only on hand signal from Switchtender with yellow flag or yellow light.

Between Kernan and MP 88.8 north track designated main track No. 2 upon which the current of traffic is westward; middle track main track No. 1 upon which the current of traffic is eastward; and south track main track No. 3 upon which there is no current of traffic. On main track No. 3 between MP 86.9 and MP 88.8 trains and engines must move at restricted speed, and between these points flag protection is not required.

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

| Name | Location | Capacity |
|----------------------|----------|----------|
| Waterways Terminal | MP 9.7 | 72 cars |
| General Motors Plant | MP 14.5 | Yard |
| Industry Spur | MP 14.6 | 55 cars |
| Lemont Manufacturing | MP 26.0 | Yard |
| Lemont Refinery | MP 27.8 | 225 cars |
| Millsdale (spur) | MP 46.1 | 7 cars |
| Blodgett Ordinance | MP 50.3 | |
| Industrial Lead | MP 51.1 | 328 cars |
| " " (Run Around) | | 30 cars |
| Gorman (spur) | MP 61.9 | 7 cars |
| Verona Spur | MP 72.0 | 10 cars |

Trains originating Chicago, Corwith, Joliet Yard, and No. 47 at Streator must secure numbered clearance card before leaving.

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.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

| | MPH | |
|--|------|-----|
| | Psg. | Fr. |
| Chicago, over 14th Street Grade Crossing | 5 | 5 |
| Chicago, 14th Street to AT&SF Jct. 21st Street | 20 | 20 |
| AT&SF Jct. 21st Street to Interlocking MP 3.1 | 30 | 30 |
| Interlocking MP 3.1 to Pequot | 79 | 60* |
| Pequot to Chillicothe (Except track 3) | 90 | 60* |
| Track 3 (Kernan to MP 88.8) | 40 | 30 |

*Where district speed is shown 60 MPH for Freight, with train consist and controlling engine with number of units of operative dynamic brake indicated below, maximum speed for freight trains is as follows:

| No. Units Operative Dyn. Brake | Tons | Average Weight Per Car | District Speed MPH |
|--------------------------------|--------------|------------------------|--------------------|
| 2 or more | 1750 or less | 46 to 50 tons | 65 |
| | | 45 tons or less | 70 |
| 3 or more | 3249 or less | 46 to 50 tons | 65 |
| | | 45 tons or less | 70 |
| 4 or more | 3250 or less | Number of Cars | |
| | | 50 to 54 | 65 |
| 4 or more | 3251 to 3500 | 55 or more | 70 |
| | | 58 to 69 | 65 |
| 4 or more | 3501 to 3750 | 70 or more | 70 |
| | | 68 to 89 | 65 |
| 4 or more | 3751 to 4000 | 90 or more | 70 |
| | | 73 to 109 | 65 |
| 4 or more | 4001 to 4250 | 110 or more | 70 |
| | | 80 or more | 65 |
| 4 or more | 4251 to 4500 | 90 or more | 65 |
| 4 or more | 4501 to 4750 | 100 or more | 65 |

SPEED RESTRICTIONS - CURVES, RR CROSSINGS, AND DRAW BRIDGES

| | MPH | |
|---|------|-----|
| | Psg. | Fr. |
| RR Crossing MP 1.4 (Interlocking) | 20 | 20 |
| D. Bridge MP 3.1 (Interlocking) | 20 | 15 |
| RR Crossing MP 4.4 (Interlocking) | 20 | 20 |
| RR Crossing MP 5.9 (Interlocking) | 79 | 70 |
| RR Crossing MP 7.3 (Interlocking) | 79 | 70 |
| 2 Curves, MP 9.0 to 9.4 | 75 | 70 |
| Curve, MP 9.7 to 9.9 | 40 | 40 |
| Bridge, MP 9.9 to 10.0 | 30 | 30 |
| Curve, MP 11.9 to 12.3 | 60 | 60 |
| RR Crossing MP 12.8 (Interlocking) | 79 | 70 |
| Curve, MP 24.0 to 24.7 | 70 | 70 |
| Bridge, MP 24.7 to 24.8 | 40 | 30 |
| 4 Curves, MP 24.8 to 25.9 | 50 | 50 |
| 2 Curves, MP 27.4 to 28.7 | 65 | 65 |
| Curve, MP 29.1 to 29.2 | 65 | 65 |
| Curve, MP 32.6 to 32.9 (Track No. 1) | 75 | 70 |
| 5 Curves, MP 32.6 to 35.6 (Track No. 2) | 75 | 70 |
| 4 Curves, MP 35.3 to 35.8 (Track No. 1) | 60 | 60 |
| Curve, MP 36.1 to 36.3 (Track No. 1) | 45 | 45 |
| Curve, MP 36.3 to 36.6 (Track No. 1) | 45 | 45 |
| (Basin Bridge) (Track No. 2) | 60 | 60 |
| 2 Curves, MP 36.8 to 37.1 | 35 | 35 |
| Curve, MP 37.2 to 37.4 Joliet, through turnouts | 15 | 15 |

SPEED RESTRICTIONS - CURVES, RR CROSSINGS, AND DRAW BRIDGES (Cont'd)

| | MPH | |
|---|------|-----|
| | Psg. | Fr. |
| RR Crossing MP 37.5 (Interlocking) | 25 | 25 |
| Curve, MP 38.3 to 38.9 | 70 | 70 |
| Curve, MP 40.6 to 41.1 (Track No. 1) | 65 | 65 |
| Curve, MP 43.6 to 43.9 (Track No. 1) | 75 | 70 |
| 3 Curves, MP 57.0 to 57.3 (Track No. 1) | 40 | 40 |
| 2 Curves, MP 57.0 to 57.4 (Track No. 2) | 70 | 70 |
| Curve, MP 58.0 to 58.2 | 70 | 70 |
| Curve, MP 58.4 to 58.7 | 60 | 60 |
| 3 Curves, MP 88.2 to 89.3 (Track No. 1) | 55 | 55 |
| " " " (Track No. 2) | 60 | 60 |
| 2 Curves, MP 89.5 to 90.3 | 40 | 40 |
| RR Crossing MP 89.8 (Interlocking) | 40 | 40 |
| RR Crossing MP 90.2 (Interlocking) | 40 | 40 |

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches except those listed herein. Trains or engines trailing through and springing points of spring switches must not exceed speed prescribed for turnout.

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

"I"—Interlocked Switch.

"S"—Spring Switch.

| Station or MP | Type | Switches and Turnouts | MPH |
|-------------------------|------|--|-----|
| AT&SF Jct. 21st. Street | I | Crossovers and turnouts | 10 |
| Corwith | I | East leg of wye | 10 |
| | I | Crossovers and turnouts west of IN Crossing | 30 |
| McCook | I | Both ends eastward siding | 40 |
| MP 14.2 | I | Crossover | 40 |
| MP 14.5 | I | Switch to GM Plant Yard | 30 |
| MP 16.5 | I | Switch to GM Plant Yard | 30 |
| Willow Springs | I | Crossovers | 40 |
| | I | East end westward siding | 40 |
| Romeo | I | Crossovers | 40 |
| Joliet Yard | I | Eastward head-in switch | 30 |
| | S | Head-out switch MP 36.4 | 30 |
| Plaines | I | GM&O to AT&SF | 40 |
| | S | West end siding and connection GM&O to AT&SF | 30 |
| Pequot | I | AT&SF to GM&O | 40 |
| | I | Crossovers | 40 |
| Verona | I | Crossovers | 40 |
| | I | West end siding | 40 |
| | S | East end siding | 30 |
| Kernan | I | Crossovers and turnout Track No. 3 | 40 |
| Streator | I | Crossovers and turnout N&W Crossing | 30 |
| | S | Track No. 1 MP 91.5 | 20 |
| Ancona | I | Crossovers | 40 |
| | I | Turnout Pekin Dist. | 30 |
| Toluca | I | Crossovers | 40 |
| Chillicothe | I | Crossovers and turnouts east end yard | 40 |

4 FIRST DISTRICT

EASTWARD

ILLINOIS DIVISION

MAXIMUM AUTHORIZED SPEED FOR TRAINS

| | MPH | |
|---|------|-----|
| | Psg. | Fr. |
| Chillicothe to Pequot (Except track 3) | 90 | 60* |
| Pequot to Interlocking MP 3.1 | 79 | 60* |
| Track No. 3 (MP 88.8 to Kernan) | 40 | 30 |
| Interlocking MP 3.1 to AT&SF Jct. 21st Street | 30 | 30 |
| AT&SF Jct. 21st Street to 14th Street (Chicago) | 20 | 20 |
| Chicago over 14th Street Grade Crossing | 5 | 5 |

*Where district speed is shown 60 MPH for Freight, with train consist and controlling engine with number of units of operative dynamic brake indicated below, maximum speed for freight trains is as follows:

| No. Units Operative Dyn. Brake | Tons | Average Weight Per Car | District Speed MPH |
|--------------------------------|--------------|------------------------|--------------------|
| 2 or more | 1750 or less | 46 to 50 tons | 65 |
| | | 45 tons or less | 70 |
| 3 or more | 3249 or less | 46 to 50 tons | 65 |
| | | 45 tons or less | 70 |
| 4 or more | 3250 or less | Number of Cars | |
| | | 50 to 54 | 65 |
| | | 55 or more | 70 |
| 4 or more | 3251 to 3500 | 58 to 69 | 65 |
| | | 70 or more | 70 |
| 4 or more | 3501 to 3750 | 68 to 89 | 65 |
| | | 90 or more | 70 |
| 4 or more | 3751 to 4000 | 73 to 109 | 65 |
| | | 110 or more | 70 |
| 4 or more | 4001 to 4250 | 80 or more | 65 |
| 4 or more | 4251 to 4500 | 90 or more | 65 |
| 4 or more | 4501 to 4750 | 100 or more | 65 |

SPEED RESTRICTIONS - CURVES, RR CROSSINGS, AND DRAW BRIDGES

| | MPH | |
|---|------|-----|
| | Psg. | Fr. |
| RR Crossing MP 1.4 (Interlocking) | 20 | 20 |
| D. Bridge MP 3.1 (Interlocking) | 20 | 15 |
| RR Crossing MP 4.4 (Interlocking) | 20 | 20 |
| RR Crossing MP 5.9 (Interlocking) | 79 | 70 |
| RR Crossing MP 7.3 (Interlocking) | 79 | 70 |
| 2 Curves, MP 9.0 to 9.4 | 75 | 70 |
| Curve, MP 9.7 to 9.9 | 40 | 40 |
| Bridge, MP 9.9 to 10.0 | 30 | 30 |
| Curve, MP 11.9 to 12.3 | 60 | 60 |
| RR Crossing MP 12.8 (Interlocking) | 79 | 70 |
| Curve, MP 24.0 to 24.7 | 70 | 70 |
| Bridge, MP 24.7 to 24.8 | 40 | 30 |
| 4 Curves, MP 24.8 to 25.9 | 50 | 50 |
| 2 Curves, MP 27.4 to 28.7 | 65 | 65 |
| Curve, MP 29.1 to 29.2 | 65 | 65 |
| Curve, MP 32.6 to 32.9 (Track No. 1) | 75 | 70 |
| 5 Curves, MP 32.6 to 35.6 (Track No. 2) | 75 | 70 |
| 4 Curves, MP 35.3 to 35.8 (Track No. 1) | 60 | 60 |
| Curve, MP 36.1 to 36.3 (Track No. 1) | 45 | 45 |
| Curve, MP 36.3 to 36.6 (Track No. 1) | 45 | 45 |
| (Basin Bridge) (Track No. 2) | 60 | 60 |
| 2 Curves, MP 36.8 to 37.1 | 35 | 35 |
| Curve, MP 37.2 to 37.4 Joliet, through turnouts | 15 | 15 |

SPEED RESTRICTIONS - CURVES, RR CROSSINGS, AND DRAW BRIDGES (Cont'd)

| | MPH | |
|---|------|-----|
| | Psg. | Fr. |
| RR Crossing MP 37.5 (Interlocking) | 25 | 25 |
| Curve, MP 38.3 to 38.9 | 70 | 70 |
| Curve, MP 40.6 to 41.1 (Track No. 1) | 65 | 65 |
| Curve, MP 43.6 to 43.9 (Track No. 1) | 75 | 70 |
| 3 Curves, MP 57.0 to 57.3 (Track No. 1) | 40 | 40 |
| 2 Curves, MP 57.0 to 57.4 (Track No. 2) | 70 | 70 |
| Curve, MP 58.0 to 58.2 | 70 | 70 |
| Curve, MP 58.4 to 58.7 | 60 | 60 |
| 3 Curves, MP 88.2 to 89.3 (Track No. 1) | 55 | 55 |
| " " " (Track No. 2) | 60 | 60 |
| 2 Curves, MP 89.5 to 90.3 | 40 | 40 |
| RR Crossing MP 89.8 (Interlocking) | 40 | 40 |
| RR Crossing MP 90.2 (Interlocking) | 40 | 40 |

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches except those listed herein. Trains or engines trailing through and springing points of spring switches must not exceed speed prescribed for turnout.

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

"I"—Interlocked Switch.

"S"—Spring Switch.

| Station or MP | Type | Switches and Turnouts | MPH |
|-------------------------|------|--|-----|
| AT&SF Jct. 21st. Street | I | Crossovers and turnouts | 10 |
| Corwith | I | East leg of wye | 10 |
| | I | Crossovers and turnouts west of IN Crossing | 30 |
| McCook | I | Both ends eastward siding | 40 |
| MP 14.2 | I | Crossover | 40 |
| MP 14.5 | I | Switch to GM Plant Yard | 30 |
| MP 16.5 | I | Switch to GM Plant Yard | 30 |
| Willow Springs | I | Crossovers | 40 |
| | I | East end westward siding | 40 |
| Romeo | I | Crossovers | 40 |
| Joliet Yard | I | Eastward head-in switch | 30 |
| | S | Head-out switch MP 36.4 | 30 |
| Plaines | I | GM&O to AT&SF | 40 |
| | S | West end siding and connection GM&O to AT&SF | 30 |
| Pequot | I | AT&SF to GM&O | 40 |
| | I | Crossovers | 40 |
| Verona | I | Crossovers | 40 |
| | I | West end siding | 40 |
| | S | East end siding | 30 |
| Kernan | I | Crossovers and turnout Track No. 3 | 40 |
| Streator | I | Crossovers and turnout N&W Crossing | 30 |
| | S | Track No. 1 MP 91.5 | 20 |
| Ancona | I | Crossovers | 40 |
| | I | Turnout Pekin Dist. | 30 |
| Toluca | I | Crossovers | 40 |
| Chillicothe | I | Crossovers and turnouts east end yard | 40 |

ILLINOIS DIVISION

EASTWARD

FIRST DISTRICT

5

RULE 251 IN EFFECT:

Pequot to Joliet U.S., and on Track No. 1 interlocking MP 3.1 to AT&SF Jct. 21st Street.

RULE 261 IN EFFECT:

Main tracks in Chillicothe to Pequot, Joliet U.S. to interlocking MP 3.1, and on track No. 2 MP 3.1 to AT&SF Jct. 21st Street.

Between MP 88.8 and Kernan north track designated main track No. 2 upon which the current of traffic is westward; middle track No. 1 upon which the current of traffic is eastward; and south track main track No. 3 upon which there is no current of traffic. On main track No. 3 between MP 88.8 and MP 86.9 trains and engines must move at restricted speed, and between these points flag protection is not required.

Eastward extras leaving from yard track at Streator, will use main track No. 3 unless otherwise instructed.

Between Panhandle Crossing and AT&SF Jct. 21st Street, the first two tracks from the south are AT&SF main tracks No. 1 and No. 2 respectively, and the third and fourth tracks are I.C. Eastward and Westward main tracks respectively. AT&SF trains and engines may use I.C. eastward main track with the current of traffic from Panhandle Crossing on hand signal from Switchtender and on signal indication with current of traffic from interlocking MP 3.1.

Movements through slip switches east of Panhandle Crossing may be made only on hand signal from Switchtender with yellow flag or yellow light.

Between AT&SF Jct. 21st Street and Chicago be governed by C&WI time table and bulletins. See Special Rule 5.

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

| Name | Location | Capacity |
|----------------------|----------|----------|
| Waterways Terminal | MP 9.7 | 72 cars |
| General Motors Plant | MP 14.5 | Yard |
| Industry Spur | MP 14.6 | 55 cars |
| Lemont Manufacturing | MP 26.0 | Yard |
| Lemont Refinery | MP 27.8 | 225 cars |
| Millsdale (spur) | MP 46.1 | 7 cars |
| Bloodgett Ordnance | MP 50.3 | |
| Industrial Lead | MP 51.1 | 328 cars |
| " " (Run Around) | | 30 cars |
| Gorman (spur) | MP 61.9 | 7 cars |
| Verona Spur | MP 72.0 | 10 cars |

| Mile Post | Communications Turn Tables and Wyes | Ruling Grade Ascending | Feet Per Mile | EASTWARD | | | | | Siding Capacity 50 Lt. Per Car |
|--------------------------|-------------------------------------|------------------------|---|--------------|--------------|--------------|--------------|-----------------------|--------------------------------|
| | | | | First Class | | | | Second Class | |
| | | | | 16 | 18 | 2 | 24 | 48 | |
| TIME TABLE No. 16 | | | | | | | | | |
| June 15, 1968 | | | | | | | | | |
| STATIONS | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sun. | Freight |
| | | | | AM 9.15 | PM 1.30 | PM 8.00 | PM 10.00 | | |
| 1.3 | T | 0 | CHICAGO 1.3 A. T. & S. F. Jct. 21st Street | 9.01 | 1.16 | 7.48 | 9.48 | | |
| 1.4 | | 79.2 | PRR-C&WI Cros. YL 3.0 | | | | | | |
| 4.4 | | 26.4 | Panhandle Crossing 1.5 | | | | | | |
| 5.9 | R Y C | 0 | I.N. Crossing CORWITH 1.5 | | | | | | |
| 7.3 | | 0 | Chicago Belt Crossing NERSKA 5.5 | 8.51 | 1.06 | 7.38 | 9.38 | | |
| 12.8 | RC | 0 | McCOOK B. & O. C. T. Crossing 4.6 | 8.44 | 12.59 | 7.32 | 9.32 | | E 126 W 76 |
| 17.4 | | 0 | WILLOW SPRINGS 5.6 | 8.38 | 12.54 | 7.27 | 9.24 | | E 190 W 35 |
| 23.0 | B | 0 | ARGONNE 2.1 | | | | | | |
| 25.1 | C | 0 | LEMONT 4.2 | | | | | | |
| 29.3 | B | 13.7 | ROMEO 3.4 | 8.23 | 12.39 | 7.14 | 9.13 | | |
| 32.7 | C | 10.6 | LOCKPORT 3.5 | | | | | | |
| 36.2 | TR C | 10.6 | JOLIET YARD 1.3 | | | | | | |
| 37.5 | C | 15.8 | JOLIET U.S. YL C. R. I. & P. Crossing 4.0 | 8.10 | 12.25 | 7.05 | 9.04 | | |
| 41.5 | B | 14.5 | PLAINES 6.6 | 8.04 | 12.19 | 6.57 | 8.56 | | W 98 |
| 48.2 | | 9.9 | DRUMMOND 4.6 | | | | | | |
| 52.8 | B | 0 | LORENZO 4.4 | | | | | | E 56 W 89 |
| 57.2 | B | 0 | PEQUOT 1.0 | 7.48 | 12.03 PM | 6.43 | 8.42 | | |
| 58.2 | RC | 0 | COAL CITY 7.9 | 7.46 | | | 8.40 | | |
| 66.1 | C | 4.7 | MAZON 4.7 | | | | | | |
| 70.8 | | 0 | VERONA 4.0 | 7.37 | 11.52 | 6.33 | 8.26 | | E 102 |
| 74.8 | B | 0 | KINSMAN 5.0 | | | | | | |
| 79.8 | B | 0 | RANSOM 4.6 | | | | | | E 25 |
| 84.4 | B | 15.8 | KERNAN 5.2 | | | | | | E 14 |
| 89.6 | TR C | 15.8 | STREATOR 0.2 | 7.20 | 11.35 | 6.15 | 8.08 | | PM 3.30 |
| 89.8 | | 10.1 | GM&O & NYC Crs'g. 0.4 | | | | | | |
| 90.2 | B | 0 | N. & W. Crossing 3.7 | | | | | | 3.10 |
| 93.9 | | 0 | MOON 1.9 | | | | | | 3.00 PM |
| 95.8 | B | 0 | ANCONA 6.3 | 7.11 | 11.25 | 6.06 | 7.58 | | |
| 102.1 | B | 21.1 | LEEDS 7.8 | | | | | | |
| 109.9 | RC | 25.2 | TOLUCA 6.0 | 7.00 | 11.14 | 5.55 | 7.45 | | Via Pekin District |
| 116.0 | B | 26.4 | LA ROSE 4.9 | | | | | | |
| 120.9 | B | 26.4 | WILBERN 9.1 | | | | | | |
| 130.0 | R T C | | CHILICOTHE | 6.40 AM | 10.55 AM | 5.35 PM | 7.20 PM | | |
| | | | (129.8) | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sun. | |
| Average speed per hour | | | | 50.2 | 50.2 | 53.7 | 48.7 | 12.4 | |

Trains originating Chillicothe and Joliet Yard, except First Class trains at Chillicothe, must secure numbered clearance card before leaving.

Proceed indication on GM&O interlocking signal at Pequot authorizes a GM&O train to run extra with the current of traffic Pequot to Plaines.

| Siding Capacity 50 ft. Per Car | WESTWARD | | | | Ruling Grade Ascending | TIME TABLE No. 16 June 15, 1968 | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EASTWARD | | | |
|-----------------------------------|--------------|--------------|--------------|--------------|---------------------------|---------------------------------------|---------------------------|-----------|--|--------------|--------------|--------------|--------------|
| | First Class | | | | | | | | | First Class | | | |
| | 17 | 15 | 1 | 23 | | | | | | 16 | 18 | 2 | 24 |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Feet Per Mile | STATIONS | Feet Per Mile | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| | PM 8.40 | PM 7.30 | PM 12.10 | AM 11.25 | | CHILLICOTHE 8.0 | 31.7 | 130.0 | R T C s | AM 6.40 | AM 10.55 | PM 5.35 | PM 7.20 |
| W 74 | 8.49 | 7.39 | 12.19 | 11.35 | 31.7 | EDELSTEIN 6.6 | 31.7 | 138.1 | C | 6.30 | 10.46 | 5.25 | f 7.05 |
| | | | | | 31.7 | PRINCEVILLE 3.6 | 23.2 | 144.7 | C | | | | f |
| | 8.57 | 7.47 | 12.27 | 11.43 | 0 | MONICA C. B. & O. Crossing 5.2 | 31.7 | 148.3 | | 6.22 | 10.37 | 5.17 | f 6.49 |
| W 110 | 9.05 | 7.55 | 12.35 | 11.51 | 13.5 | LAURA 4.9 | 19.3 | 153.5 | C | | | | f |
| | | | | | 0 | WILLIAMSFIELD 4.9 | 31.7 | 158.4 | C | 6.14 | 10.29 | 5.09 | f 6.40 |
| | | | | | 8.4 | DAHINDA 2.7 | 0 | 163.3 | | | | | f |
| | | | | | 31.7 | APPLETON 7.8 | 0 | 166.0 | B | | | | f |
| | 9.18 | 8.07 | 12.47 | PM 12.04 | 31.7 | YOST 3.7 | 15.3 | 173.7 | B | 6.00 | 10.15 | 4.55 | 6.26 |
| | 9.25 | 8.15 | 12.55 | 12.15 | 21.9 | GALESBURG YL 2.5 | 7.4 | 177.6 | R C s | 5.55 | 10.10 | 4.50 | 6.21 |
| E 137 W 138 | | | | | 21.9 | G. I. YL 6.0 | 7.4 | 180.0 | Y | | | | |
| | | | | | 28.2 | CAMERON 4.2 | 5.7 | 186.0 | | | | | f |
| E 102 W 75 | 9.39 | 8.29 | 1.09 | 12.29 | 0 | NEMO 1.7 | 31.3 | 190.2 | | | | | f |
| | | | | | 0 | ORMONDE 5.2 | 31.2 | 191.9 | | 5.41 | 9.57 | 4.36 | f 6.03 |
| | | | | | 23.2 | PONEMAH 4.4 | 12.1 | 197.1 | | | | | f |
| | | | | | 12.1 | SMITHSHIRE 3.1 | 31.7 | 201.5 | | | | | f 5.55 |
| | | | | | 13.5 | MEDIA 4.3 | 31.2 | 204.6 | C | | | | f |
| W 173 | 9.53 | 8.43 | 1.23 | 12.46 | 26.1 | STRONGHURST 10.0 | 31.7 | 208.9 | C | 5.27 | 9.43 | 4.22 | f 5.48 |
| E 106 | 10.02 | 8.51 | 1.31 | 12.54 | 10.6 | LOMAX 5.9 | 18.0 | 218.9 | | 5.18 | 9.34 | 4.13 | f 5.39 |
| | | | | | 0 | DALLAS CITY 6.1 | 14.5 | 224.8 | C | | | | f |
| E 67 | | | | | 21.1 | E. FT. MADISON 1.8 | 23.9 | 230.9 | | | | | |
| | s10.20 | s 9.10 | s 1.50 | s 1.15 | 0 | FORT MADISON 1.7 | 0 | 232.9 | C | s 5.05 | s 9.20 | s 4.00 | s 5.25 |
| | s10.25 PM | s 9.15 PM | s 1.55 PM | s 1.20 PM | | SHOPTON | | 234.6 | T Y R C | 5.00 AM | 9.15 AM | 3.55 PM | 5.20 PM |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (104.3) | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | 59.6 | 59.6 | 59.6 | 54.4 | | Average speed per hour | | | | 62.6 | 62.6 | 62.6 | 52.1 |

Trains must secure numbered clearance card at Chillicothe and Shopton, except First Class trains at Chillicothe.

First class trains must secure numbered clearance card at Fort Madison. Enginemen on westward trains are not required to secure. Conductors securing clearance card or train orders at Fort Madison will deliver copy to Third District engineman at Shopton.

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

RULE 251 IN EFFECT:

Interlocked crossovers Yost to interlocked crossovers G.I.

RULE 261 IN EFFECT:

On main tracks Chillicothe to interlocked crossovers Yost, and interlocked crossovers G.I. to Shopton.

Between interlocking east end Shopton yard and Shopton Yard Office, trains and engines using main tracks must move at restricted speed.

Dallas City—Lumber track spur from Track No. 2, MP 224.7, must not be used by train or engine to clear another train or engine.

ILLINOIS DIVISION

SECOND DISTRICT

7

MAXIMUM AUTHORIZED SPEED FOR TRAINS

| | MPH | |
|---------------------------------|------|-----|
| | Psg. | Fr. |
| Between Chillicothe and Shopton | 90 | 60* |

*Where district speed is shown 60 MPH for Freight, with train consist and controlling engine with number of units of operative dynamic brake indicated below, maximum speed for freight trains is as follows:

| No. Units Operative Dyn. Brake | Tons | Average Weight Per Car | District Speed MPH |
|--------------------------------|--------------|------------------------|--------------------|
| 2 or more | 1750 or less | 46 to 50 tons | 65 |
| | | 45 tons or less | 70 |
| 3 or more | 3249 or less | 46 to 50 tons | 65 |
| | | 45 tons or less | 70 |
| 4 or more | 3250 or less | Number of Cars | |
| | | 50 to 54 | 65 |
| 4 or more | 3251 to 3500 | 55 or more | 70 |
| | | 58 to 69 | 65 |
| 4 or more | 3501 to 3750 | 70 or more | 70 |
| | | 68 to 89 | 65 |
| 4 or more | 3751 to 4000 | 90 or more | 70 |
| | | 73 to 109 | 65 |
| 4 or more | 4001 to 4250 | 110 or more | 70 |
| | | 80 or more | 65 |
| 4 or more | 4251 to 4500 | 90 or more | 65 |
| 4 or more | 4501 to 4750 | 100 or more | 65 |

SPEED RESTRICTIONS - CURVES, RR CROSSINGS, AND DRAW BRIDGES

| | | MPH | |
|-------------|----------------------------------|------|-----|
| | | Psg. | Fr. |
| 2 Curves, | MP 131.6 to 132.1 | 65 | 65 |
| 9 Curves, | MP 132.6 to 136.8 | 55 | 55 |
| RR Crossing | MP 148.3 (Auto. Interlocking) | 90 | 70 |
| 5 Curves, | MP 161.6 to 165.4 | 70 | 70 |
| Curve, | MP 166.7 to 166.9 | 70 | 70 |
| 4 Curves, | MP 167.8 to 170.3 | 70 | 70 |
| Curve, | MP 175.5 to 175.7 | 75 | 70 |
| 4 Curves, | MP 176.7 to 178.1 | 30 | 30 |
| Curve, | MP 224.7 to 225.0 | 70 | 70 |
| Curve, | MP 230.7 to 231.1 | 50 | 50 |
| D Bridge, | MP 231.5 to 231.8 (Interlocking) | 40 | 30 |
| 8 Curves, | MP 231.8 to 234.3 | 30 | 30 |

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches except those listed herein. Trains or engines trailing through and springing points of spring switches must not exceed speed prescribed for turnout.

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

"I"—Interlocked Switch.

"S"—Spring Switch.

| Station or MP | Type | Switches and Turnouts | MPH |
|---------------------------|------|---|----------|
| Chillicothe West end yard | I | East crossover and out-bound lead track switch | 30 |
| | I | West crossover and in-bound lead track switch | 15 |
| Edelstein | I | Crossovers | 40 |
| Williamsfield | I | Crossovers | 40 |
| | S | East end westward siding West end westward siding | 40 30 |
| Yost | I | Crossovers | 40 |
| G.I. | I | Both ends westward siding | 30 |
| | I | West end eastward siding | 40 |
| | S | East end eastward siding | 30 |
| | I | Crossovers | 40 |
| Ormonde | I | West end eastward siding | 40 |
| | S | East end eastward siding | 30 |
| | I | Crossovers | 40 |
| Stronghurst | I | Crossovers | 40 |
| | I | East end westward siding | 30 |
| | S | West end westward siding | 30 |
| Lomax | I | Crossovers | 40 |
| | I | TP&W Connection Track | 30 |
| E. Ft. Madison | I | Crossovers | 40 |
| | I | West end eastward siding | 20 |
| Shopton East end yard | I | East crossover | 30 |
| | I | Middle crossover | 30 |
| | I | West crossover | 25 |
| | I | Inbound and outbound lead track switches | 30 |

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

| Name | Location | Capacity |
|--------------------------|----------|----------|
| Dahinda Stanolind (spur) | MP 163.9 | 12 cars |

| Siding Capacity 50 Ft. Per Car | WESTWARD | | | | Ruling Grade Ascending | TIME TABLE No. 16 June 15, 1968 | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EASTWARD | | | |
|-----------------------------------|--------------|--------------|--------------|--------------|---------------------------|---------------------------------------|---------------------------|-----------|--|--------------|--------------|--------------|--------------|
| | First Class | | | | | | | | | First Class | | | |
| | 17 | 15 | 1 | 23 | | | | | | 16 | 18 | 2 | 24 |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Feet Per Mile | STATIONS | Feet Per Mile | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| | PM 10.30 | PM 9.20 | PM 2.00 | PM 1.25 | 42.2 | SHOPTON 13.2 | 36.9 | 234.6 | T Y R C s | AM 4.55 s | AM 9.10 s | PM 3.50 s | PM 5.15 |
| | 10.43 | 9.33 | 2.13 | 1.40 | 42.2 | ARGYLE 8.0 | 42.2 | 248.0 | B | 4.38 | 8.53 | 3.29 | 4.55 |
| | | | | f | 42.2 | REVERE 6.5 | 42.2 | 256.0 | B | | | | |
| E 149 | 10.57 | 9.47 | 2.27 | f 1.55 | 42.2 | C. B. & O. Crossing MEDILL 9.0 | 42.2 | 263.1 | B | 4.25 | 8.40 | 3.16 | f 4.42 |
| | | | | f 2.05 | 42.2 | WYACONDA 5.3 | 42.2 | 272.3 | C | | | | f 4.32 |
| | 11.10 | 10.00 | 2.38 | f 2.12 | 17.5 | GORIN 4.9 | 42.2 | 277.6 | B | 4.15 | 8.30 | 3.06 | f 4.27 |
| | | | | f 2.16 | 42.2 | RUTLEDGE 8.1 | 42.2 | 282.6 | B | | | | f |
| E 179 | 11.21 | 10.10 | 2.49 | f 2.32 | 42.2 | BARING 15.7 | 42.2 | 290.7 | R C | 4.06 | 8.21 | 2.57 | f 4.12 |
| | | | | | 42.2 | GIBBS 6.2 | 23.1 | 306.4 | B | | | | |
| | 11.39 | 10.30 | 3.12 | s 2.58 | 40.2 | LA PLATA 10.1 | 42.9 | 312.7 | R C s | 3.49 | 8.04 | s 2.40 | s 3.50 |
| | | | | f 3.07 | 42.2 | ELMER 6.7 | 0 | 322.9 | C | | | | f 3.37 |
| E 151 | 11.52 | 10.45 | 3.26 | f 3.13 | 42.2 | ETHEL 11.8 | 42.2 | 329.7 | C | 3.33 | 7.48 | 2.23 | f 3.30 |
| | | | | f 3.27 | 42.2 | BUCKLIN 5.9 | 42.2 | 341.5 | C | | | | f 3.17 |
| | AM 12.10 | 11.05 | 3.50 | s 3.35 | 31.0 | MARCELINE | | 347.3 | Y R C | 3.15 AM | 7.30 AM | 2.05 PM | 3.10 PM |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (111.5) | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | 66.9 | 63.7 | 60.8 | 51.5 | | Average speed per hour | | | | 66.9 | 66.9 | 63.7 | 53.5 |

Trains, except first class trains, must secure numbered clearance card before leaving Shopton and Marceline. Copies of clearance card and train orders received by westward first class trains at Fort Madison will be delivered to enginemen by conductor at Shopton.

Between Interlocking east end Shopton yard and Shopton yard office, trains and engines using main tracks must move at restricted speed.

RULE 261 IN EFFECT:

On main tracks Shopton to Marceline; and on sidings Medill, Baring and Ethel.

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

| Name | Location | Capacity |
|------------|----------|----------|
| Spur | MP 300.0 | 94 cars |
| Spur | MP 318.2 | 20 cars |
| Spur | MP 336.0 | 21 cars |

MAXIMUM AUTHORIZED SPEED FOR TRAINS

| | MPH | |
|-------------------------------|------|-----|
| | Psg. | Fr. |
| Between Shopton and Marceline | 90 | 60* |

*Where district speed is shown 60 MPH for Freight, with train consist and controlling engine with number of units of operative dynamic brake indicated below, maximum speed for freight trains is as follows:

| No. Units Operative Dyn. Brake | Tons | Average Weight Per Car | District Speed MPH |
|--------------------------------|--------------|------------------------|--------------------|
| 2 or more | 1750 or less | 46 to 50 tons | 65 |
| | | 45 tons or less | 70 |
| 3 or more | 3249 or less | 46 to 50 tons | 65 |
| | | 45 tons or less | 70 |
| 4 or more | 3250 or less | Number of Cars | |
| | | 50 to 54 | 65 |
| 4 or more | 3251 to 3500 | 55 or more | 70 |
| | | 58 to 69 | 65 |
| 4 or more | 3501 to 3750 | 70 or more | 70 |
| | | 68 to 89 | 65 |
| 4 or more | 3501 to 3750 | 90 or more | 70 |
| | | 73 to 109 | 65 |
| 4 or more | 3751 to 4000 | 110 or more | 70 |
| | | 80 or more | 65 |
| 4 or more | 4001 to 4250 | 90 or more | 65 |
| 4 or more | 4251 to 4500 | 100 or more | 65 |
| 4 or more | 4501 to 4750 | | 65 |

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

| | | MPH | |
|-------------|-----------------------------|------|-----|
| | | Psg. | Fr. |
| Curve, | MP 235.9 to 236.2 (Track 2) | 75 | 70 |
| 2 Curves, | MP 250.3 to 250.9 | 55 | 55 |
| 2 Curves, | MP 251.1 to 251.8 | 45 | 45 |
| 4 Curves, | MP 252.4 to 254.1 | 65 | 65 |
| 2 Curves, | MP 254.5 to 255.1 | 55 | 55 |
| 2 Curves, | MP 255.3 to 256.0 | 50 | 50 |
| RR Crossing | MP 263.1 (Interlocking)* | 90 | 70 |
| | MP 272.7 to 278.9 (Track 1) | 60 | 50 |
| | MP 287.0 to 293.7 (Track 1) | 60 | 50 |
| | MP 300.0 to 306.0 (Track 1) | 60 | 50 |
| 7 Curves, | MP 331.0 to 334.3 | 60 | 60 |
| 7 Curves, | MP 335.6 to 338.3 | 55 | 55 |
| 2 Curves, | MP 338.6 to 339.1 | 50 | 50 |
| 2 Curves, | MP 339.4 to 339.7 | 65 | 65 |

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

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches except those listed herein. Trains or engines trailing through and springing points of spring switches must not exceed speed prescribed for turnout.

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

"I"—Interlocked Switch.

"S"—Spring Switch.

| Station or MP | Type | Switches and Turnouts | MPH |
|---------------------------|------|--|-----|
| Shopton, west end of yard | I | Crossovers | 40 |
| | I | Inbound and outbound lead tracks | 30 |
| MP 246.2 | I | Crossovers | 50 |
| Medill | I | Crossovers | 50 |
| | I | Siding switches | 40 |
| Gorin | I | Crossovers | 50 |
| Baring | I | Crossovers | 50 |
| | I | Siding switches | 40 |
| La Plata | I | Crossovers | 50 |
| Ethel | I | Crossovers | 50 |
| | I | Siding switches | 40 |
| Marceline | I | Crossover (MP 346.7) | 50 |
| | I | Head-in - Head-out switch track 2, east end yard | 40 |
| | I | Head-in - Head-out switch track 1, east end yard | 15 |

| Siding Capacity 50 Lc. Per Car | WESTWARD | | | | Rolling Grade Ascending | TIME TABLE No. 16 June 15, 1968 | Rolling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EASTWARD | | | |
|-----------------------------------|---------------|--------------|--------------|--------------|----------------------------|---------------------------------------|----------------------------|-----------|--|--------------|--------------|--------------|--------------|
| | First Class | | | | | | | | | First Class | | | |
| | 15 | 1 | 23 | 17 | | | | | | 16 | 18 | 2 | 24 |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Feet Per Mile | STATIONS | Feet Per Mile | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| | PM 11.05 | PM 3.50 | PM 3.35 | AM 12.10 | 0 | MARCELINE 7.2 | 42.2 | 347.8 | Y R C | AM 3.15 | AM 7.30 | PM 2.05 | PM 3.10 |
| | | | | | 13.7 | ROTHVILLE 6.1 | 8.9 | 354.6 | B | | | | |
| | 11.15 | 4.01 f | 3.49 | 12.20 | 12.7 | MENDON 7.4 | 14.2 | 360.7 | C | 3.02 | 7.17 | 1.52 f | 2.55 |
| | | | | | 26.4 | DEAN LAKE 6.2 | 0 | 368.1 | B | | | | |
| W 150 | 11.25 | 4.13 f | 4.02 | 12.30 | 26.4 | BOSWORTH 12.2 | 26.4 | 374.3 | R C | 2.52 | 7.07 | 1.42 f | 2.45 |
| E 130 W 73 | | 4.25 s | 4.17 | | 0 | CARROLLTON 2.2 | 0 | 386.4 | C | | | | s 2.31 |
| | 11.35 | 4.27 | 4.19 | 12.40 | 3.7 | W. B. JCT. 8.0 | 0 | 388.7 | B | 2.41 | 6.56 | 1.31 | 2.25 |
| E 56 W 107 | | | f | | 4.8 | NORBORNE 8.8 | 6.3 | 396.6 | C | | | | f |
| E 104 | 11.48 | 4.43 f | 4.34 | 12.53 | 4.2 | HARDIN 5.9 | 0 | 405.4 | R C | 2.28 | 6.43 | 1.18 f | 2.12 |
| E 235 W 136 | 11.53 | 4.48 s | 4.42 | 12.58 | 14.2 | HENRIETTA 6.9 | 6.6 | 411.3 | Y R C | 2.23 | 6.38 | 1.13 s | 2.05 |
| | 11.59 | 4.54 | 4.49 | 1.04 | 13.2 | C.A. JCT. 3.5 | 26.4 | 418.2 | B | 2.17 | 6.32 | 1.07 | 1.56 |
| | -AM | | | | 26.4 | FLOYD 5.0 | 0 | 421.7 | C | | | | |
| | 12.09 | 5.04 f | 4.59 | 1.14 | 6.7 | SIBLEY 7.2 | 26.4 | 426.7 | B | 2.07 | 6.22 | 12.57 | 1.46 |
| | | | | | 9.7 | ATHERTON 2.6 | 0 | 434.0 | C | | | | |
| | 12.17 | 5.12 | 5.08 | 1.22 | 9.4 | ETON 2.8 | 7.0 | 436.5 | B | 1.58 | 6.13 | 12.48 | 1.37 |
| | | | | | 9.4 | COURTNEY 3.2 | 0 | 439.4 | B | | | | |
| | | | | | 4.9 | SUGAR CREEK 1.7 | 0 | 442.6 | C | | | | |
| | 12.25 | 5.23 | 5.18 | 1.30 | 25.7 | CONGO 1.7 | 42.2 | 444.2 | | 1.49 | 6.04 | 12.39 | 1.28 |
| | | | | | 14.8 | K.C.S. Crossing 0.4 | 0 | 445.9 | | | | | |
| | 12.27 | 5.25 | 5.20 | 1.32 | 43.9 | SHEFFIELD 4.8 | 48.5 | 446.4 | | 1.45 | 6.00 | 12.35 | 1.25 |
| | s 12.50 AM | s 5.50 PM | s 5.40 PM | s 1.55 AM | | KANSAS CITY Union Station | | 451.1 | C | 1.35 AM | 5.50 AM | 12.25 PM | 1.15 PM |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (103.8) | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | 59.3 | 51.9 | 49.8 | 59.3 | | Average speed per hour | | | | 62.3 | 62.3 | 62.3 | 54.2 |

Trains originating Marceline, Kansas City, and Argentine, except First Class trains at Marceline, must secure numbered clearance card before leaving.

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

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

Proceed indication on westward Mo.Pac. interlocking signal at Eton authorizes an extra west Eton to Congo.

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

RULE 251 IN EFFECT:

Tracks 1 and 2 between W.B. Jct. and C.A. Jct.

RULE 261 IN EFFECT:

On main tracks Marceline to W.B. Jct.; track 3 Hardin to C.A. Jct.; main tracks C.A. Jct. to Sheffield; and on siding Bosworth.

Between Hardin and C.A. Jct. north track designated track No. 2 upon which the current of traffic is west-

ward; track immediately south thereof main track No. 1 upon which the current of traffic is eastward; and south track No. 3 upon which there is no current of traffic and on which Rule 261 and TCS rules govern.

Single track MP 424.9 to MP 426.3.

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

Between Congo and Rock Creek Jct.

AT&SF trains may use Mo.Pac. two main tracks and will be governed by Rule 261. All movements must be made at restricted speed. Speed limit 10 MPH through Mo.Pac. turnout Rock Creek Jct. interlocking.

Between Sheffield or Rock Creek Jct. and KCT Tower 3 be governed by K.C.T. Ry. Co. Operating rules.

Between KCT Tower 3 and Turner, two south tracks are main tracks upon which Rule 261 is in effect.

ILLINOIS DIVISION

FOURTH DISTRICT 11

MAXIMUM AUTHORIZED SPEED FOR TRAINS

| | MPH | |
|---|------|------|
| | Psg. | Frt. |
| Marceline to W.B. Jct. | 90 | 60* |
| W.B. Jct. to C.A. Jct. (Tracks 1 and 2) | 79 | 60* |
| Hardin to C.A. Jct. (Track 3) | 40 | 40 |
| C.A. Jct. to Bridge MP 425.0 | 90 | 60* |
| Bridge MP 425.0 to Sheffield | 79 | 60* |
| Sheffield to Kansas City Union Station (KCT) | 50 | 25 |
| Kansas City Union Station to State Line (KCT) | 20 | 15 |
| State Line to K.C.T. Tower 3 | 15 | 15 |

*Where district speed is shown 60 MPH for Freight, with train consist and controlling engine with number of units of operative dynamic brake indicated below, maximum speed for freight trains is as follows:

| No. Units Operative Dyn. Brake | Tons | Average Weight Per Car | District Speed MPH |
|--------------------------------|--------------|------------------------|--------------------|
| 2 or more | 1750 or less | 46 to 50 tons | 65 |
| | | 45 tons or less | 70 |
| 3 or more | 3249 or less | 46 to 50 tons | 65 |
| | | 45 tons or less | 70 |
| 4 or more | 3250 or less | Number of Cars | |
| | | 50 to 54 | 65 |
| **4 or more | 3251 to 3500 | 55 or more | 70 |
| | | 58 to 69 | 65 |
| **4 or more | 3501 to 3750 | 70 or more | 70 |
| | | 68 to 89 | 65 |
| **4 or more | 3751 to 4000 | 90 or more | 70 |
| | | 73 to 109 | 65 |
| 4 or more | 4001 to 4250 | 110 or more | 70 |
| | | 80 or more | 65 |
| 4 or more | 4251 to 4500 | 90 or more | 65 |
| 4 or more | 4501 to 4750 | 100 or more | 65 |

**Exceptions: The following applies to Westward Track Between MP 355 and MP 415, Fourth District.

| | | | |
|-----------|--------------|------------|----|
| 4 or more | 3251 to 3500 | 58 to 64 | 65 |
| | | 65 or more | 70 |
| 4 or more | 3501 to 3750 | 68 to 74 | 65 |
| | | 75 or more | 70 |
| 4 or more | 3751 to 4000 | 73 to 89 | 65 |
| | | 90 or more | 70 |

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

| | MPH | |
|--|------|------|
| | Psg. | Frt. |
| Curve, MP 347.5 to 347.6 (Track 2) | 60 | 60 |
| 2 Curves, MP 347.5 to 347.8 (Track 1) | 55 | 55 |
| Curve, MP 348.7 to 348.9 (Track 2) | 60 | 60 |
| 3 Curves, MP 352.6 to 354.0 | 70 | 70 |
| 2 Curves, MP 372.0 to 372.7 | 75 | 70 |
| 2 Curves, MP 376.2 to 376.8 | 75 | 70 |
| Curve, MP 382.4 to 382.6 (Track 1) | 75 | 70 |
| Curve, MP 384.3 to 384.5 (Track 1) | 70 | 70 |
| Curve, MP 388.6 to 388.8 (Track 1) | 50 | 50 |
| First 2 Curves west of Hardin (Track 3) | 15 | 15 |
| 3 Curves, MP 416.7 to 417.7 (Tracks 1 and 2) | 70 | 70 |
| 2 Curves, MP 418.5 to 419.1 | 65 | 65 |
| 2 Curves, MP 424.9 to 426.3 and Bridge MP 425.0 to 426.0 | 30 | 30 |
| Curve, MP 426.4 to 426.7 | 55 | 55 |
| Curve, MP 427.0 to 427.3 (Track 1) | 70 | 70 |

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS (Cont'd)

| | MPH | |
|--|------|------|
| | Psg. | Frt. |
| 2 Curves, MP 427.0 to 427.8 (Track 2) | 60 | 60 |
| 2 Curves, MP 437.5 to 437.8 | 40 | 40 |
| 3 Curves, MP 437.9 to 438.5 | 45 | 45 |
| Curve, MP 438.8 to 438.9 | 65 | 65 |
| Curve, MP 439.9 to 440.3 | 79 | 70 |
| Curve, MP 442.5 to 442.7 | 65 | 65 |
| Curve, MP 443.4 to 443.6 | 65 | 65 |
| 3 Curves, MP 443.7 to 444.5 | 45 | 45 |
| Congo to Rock Creek Jct. via Mo. Pac. | 30 | 20 |
| 4 Curves, MP 445.0 to 445.8 | 30 | 30 |
| RR Crossing MP 445.9 (Interlocking) | 25 | 20 |
| Curves, Sheffield to Kansas City (Union Station) except where otherwise restricted | 40 | 20 |

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches except those listed herein. Trains or engines trailing through and springing points of spring switches must not exceed speed prescribed for turnout.

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

"I"—Interlocked Switch.

"S"—Spring Switch.

| Station or MPH | Type | Switches and Turnouts | MPH |
|----------------|------|--|-----|
| Marceline | I | Crossover (MP 346.7) | 50 |
| | I | Head-in - Head-out switch track 2, east end yard | 40 |
| | I | Head-in - Head-out switch track 1, east end yard | 15 |
| Marceline | I | Head-in - Head-out switches west end yard | 30 |
| | I | Crossover (MP 349.3) | 50 |
| Mendon | I | Crossovers | 50 |
| Bosworth | I | Crossovers | 50 |
| | I | Siding switches | 30 |
| W.B. Jct. | I | Crossovers | 50 |
| Hardin | I | West end siding, crossovers, and connection to track 3 | 30 |
| | S | East end siding | 30 |
| Henrietta | I | West end eastward siding | 40 |
| | S | East end eastward siding | 30 |
| | I | East end westward siding | 30 |
| | S | West end westward siding | 30 |
| C.A. Jct. | I | Crossovers | 40 |
| MP 424.9 | I | End of two tracks | 30 |
| MP 426.3 | I | End of two tracks | 30 |
| Eton | I | Crossovers | 40 |
| | I | Mo. Pac. connection | 30 |
| Congo | I | West crossover | 40 |
| | I | East crossover and Mo. Pac. conn. | 30 |

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

| Name | Location | Capacity |
|------------------------------|----------|----------|
| Spur | MP 417.0 | 5 cars |
| Missouri Portland Cement Co. | MP 440.8 | Yard |

| Siding Capacity 50 ft. Per Car | WEST- WARD Second Class | Ruling Grade Ascending | TIME TABLE No. 16 | | Mile Post | Communications Turn Tables and Wyes | EAST- WARD Second Class | Ruling Grade Ascending |
|-----------------------------------|----------------------------------|---------------------------|--------------------------|------|-----------|--|----------------------------------|---------------------------|
| | 47 | | June 15, 1968 | | | | 48 | |
| | Freight | | | | | | Freight | |
| | Leave Daily Ex. Sun. | Feet Per Mile | STATIONS | | | | Arrive Daily Ex. Sun. | Feet Per Mile |
| | AM 7.50 | 0 | ANCONA | | | B | PM 3.00 | 0 |
| | 7.55 | 15.3 | 2.7 LONG POINT | 2.5 | | | 2.40 | 0 |
| 20 | 8.05 | 31.7 | 4.6 DANA | 7.1 | | | 2.20 | 0 |
| | | 0 | 5.8 I.C. Crossing | 12.9 | | | | 0 |
| 19 | 8.30 | 23.8 | 0.1 MINONK | 13.0 | | | 2.01 | 0 |
| 14 | 8.45 | 0 | 6.0 BENSON | 19.0 | | | 1.20 | 13.2 |
| | | 0 | 5.5 | | | | | 32.7 |
| 16 | 9.00 | 41.2 | ROANOKE | 24.5 | | C | 1.00 | 47.5 |
| | 9.15 | 0 | 6.2 | | | | | 0 |
| | | | STREATOR JCT. | 30.7 | | | 12.15 | 0 |
| | | | 0.4 | | | | | |
| 44 | 9.20 | 47.5 | EUREKA | 31.1 | | C | 12.10 PM | 26.4 |
| | | | 5.6 | | | | | |
| | 9.35 | 26.4 | PEKIN JCT. | 36.7 | | | 11.45 | 0 |
| | | | 1.3 | | | | | |
| 17 | 9.40 | 31.7 | WASHINGTON | 38.0 | | | 11.40 | 31.7 |
| | | | 3.0 | | | | | |
| 7 | | 31.7 | COOPER | 41.0 | | | | 52.8 |
| | | | 2.4 | | | | | |
| | 10.10 | 0 | CRANDALL | 43.4 | | | 11.10 | 29.0 |
| | | | N.Y.C. & St. L. Crossing | | | | | |
| | | | 2.3 | | | | | |
| 43 | 11.00 | 0 | MORTON | 45.7 | | R C | 11.00 | 0 |
| | | | 0.1 | | | | | |
| | | 42.2 | P.R.R. Crossing | 45.8 | | | | 81.8 |
| | | | 11.0 | | | | | |
| 50 | 11.35 | 0 | EAST YARDS YL | 56.8 | | T C | 10.03 | 82.9 |
| | | | G. M. & O. Crossing | | | | | |
| | | | 0.9 | | | | | |
| | 11.45 AM | | PEKIN YL | 57.7 | | C | 10.00 AM | |
| | Arrive Daily Ex. Sun. | | (57.9) | | | | Leave Daily Ex. Sun. | |
| | 14.8 | | Average speed per hour | | | | 11.6 | |

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

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

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

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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

| | MPH | |
|---------------------------------|-------|------|
| | PSGR. | FRT. |
| Between Ancona and MP 25 | 30 | 30 |
| Between MP 25 and Streator Jct. | 40 | 40 |
| Between Pekin Jct. and Pekin | 30 | 30 |

Speed Restriction - Curves and RR Crossings

| | MPH | |
|--|-------|------|
| | PSGR. | FRT. |
| RR Crossing MP 12.9 (Automatic Interlocking) | 20* | 20* |
| RR Crossing MP 43.4 (Automatic Interlocking) | 20* | 20* |
| RR Crossing MP 45.8 (Stop. Rules 98, 98 (A), 98 (B), 98 (D)) | 30 | 30 |
| RR Crossing MP 56.8 (Interlocking) | Yard | Yard |
| Pekin P&PU Interlocking | 6 | 6 |

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

Switches and Sidings - Maximum Authorized Speed

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

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

Between Streator Jct. and Pekin Jct., be governed by TP&W time table, and AT&SF Operating Department Rules, except the following TP&W Rules will govern in lieu of AT&SF Rules 10 (A), 15 and 224 respectively:

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

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

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

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

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

| Name | Location | Capacity |
|-------|----------|----------|
| Swift | MP 20.6 | 7 cars |

| Siding Capacity 50 ft. Per Car | WESTWARD | | Ruling Grade Ascending | TIME TABLE No. 16 June 15, 1968 | Mile Post | Communications Turn Tables and Wyes | Ruling Grade Ascending | EASTWARD | |
|-----------------------------------|----------------------------|-----------------------------|---------------------------|---|-----------|--|---------------------------|------------------------------------|-----------------------------|
| | Second Class | | | | | | | Second Class | |
| | 77 | 43 | | | | | | 76 | 44 |
| | C.G.W.Ry. Freight 42 | Mixed | | | | | | C.G.W.Ry. Time Freight 41 | Mixed |
| | Leave Daily | Leave Daily Ex. Sun. | Feet Per Mile | STATIONS | | | Feet Per Mile | Arrive Daily | Arrive Daily Ex. Sun. |
| | | AM 7.00 | 69.2 | HENRIETTA YL | | Y R C | 0 | | PM 7.00 |
| 21 | | s 8.00 | 47.7 | ^{4.9} RICHMOND | 5.1 | C | 57.4 | | f 6.48 |
| | | f 9.05 | 60.2 | ^{19.7} LAWSON | 24.8 | | 58.6 | | f 6.08 |
| | | f 9.40 | 62.3 | LATHROP | 35.7 | | 58.1 | | f 5.24 |
| 28 | | s10.20 | 61.2 | ^{8.1} PLATTSBURG | 43.8 | R C | 61.1 | | f 5.08 |
| | | f10.45 | 59.3 | ^{9.1} GOWER | 52.9 | | 60.0 | | f 4.49 |
| | PM 9.15 | 11.20 | 59.5 | B. C. JCT. | 65.2 | B | 60.5 | AM 4.00 | 4.22 |
| | | | 0 | ^{6.4} C.R.I. & P. Crossing | 71.6 | | 36.6 | | |
| | | | 0 | ^{0.5} C.B. & Q. Crossing | 72.1 | | 48.8 | | |
| | | | 0 | ^{0.2} C.R.I. & P. Crossing C.B. & Q. Crossing M.K. JCT. | 72.3 | | 0 | | |
| | 9.45 PM | s11.45 AM | 0 | ^{0.5} ST. JOSEPH YL TERMINAL YARD | 72.8 | T C | | 3.25 AM | 4.00 PM |
| | Arrive Daily | Arrive Daily Ex. Sun. | | (72.6) | | | | Leave Daily | Leave Daily Ex. Sun. |
| | 15.2 | 15.3 | | Average speed per hour | | | | 13.0 | 24.2 |

TCS Rules In Effect:

Between B.C. Jct. and MP 70.8

No. 43 is superior to No. 44.

Trains must secure numbered clearance card before leaving Henrietta and Terminal Yard.

Between Terminal Yard and MP 70.8 there is no superiority of trains. Trains and engines within these limits must move at restricted speed. Between these points main track may be used not protecting against trains and engines.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

| | MPH | |
|-----------------------------------|-------|------|
| | PSGR. | FRT. |
| Between Henrietta and MP 50 | 25 | 25 |
| Between MP 50 and B.C. Jct. | 30 | 30 |
| Between B.C. Jct. and MP 70.8 | 40 | 30 |
| Between MP 70.8 and Terminal Yard | 20 | 20 |

Speed Restrictions - Curves and RR Crossings

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

Switches and Sidings - Maximum Authorized Speed

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

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

No switch lights St. Joseph district except at Terminal Yard, east end siding Plattsburg, and east end Everett and Clark track, MP 41.9.

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

| Name | Location | Capacity |
|-------------------|----------|----------|
| Rayville | MP 13.6 | 25 cars |
| Everett and Clark | MP 41.9 | 21 cars |
| Spur | MP 62.0 | 4 cars |

1. Except as otherwise provided, Eastward Trains are superior to Westward Trains of the same class.
2. REGISTER STATIONS (Rule 83 (A))
STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED:

| Station | Designated Trains |
|--------------|----------------------------|
| Corwith | Originating or terminating |
| Chillicothe | All except First Class |
| Fort Madison | First Class |
| Marceline | All except First Class |
| Kansas City | Originating or terminating |

AT STATIONS LISTED BELOW TRAINS DESIGNATED WILL REGISTER BY FORM 903:

- Shopton..... First Class
3.

4. JUNCTION SWITCHES (Rule 98 (C))

| LOCATION | NORMAL POSITION |
|----------------------------|--------------------|
| PEKIN DISTRICT. | |
| Streator Jct. | T.P.&W. R.R. |
| Pekin Jct. | T.P.&W. R.R. |
| ST. JOSEPH DISTRICT | |
| M. K. Jct. | Illinois Division. |

5. JOINT TRACK FACILITIES
CHICAGO. AT&SF trains and engines will use C&WI tracks between AT&SF Jct. 21st Street and Dearborn Station and will be governed by C&WI time table and bulletins. Except as affected by C&WI time table, bulletins and the following C&WI rules, all AT&SF rules remain in force.

506. Block signals and interlocking signals to the extent practicable are located to the right of and adjacent to or directly above the track which they govern.

When necessary because of clearance limitations to locate a signal to the left of the track governed, a marker with the letter "L" and an arrow pointing to the right will be placed on the signal to designate it as a left handed signal.

619. Trains or engines must not pass an interlocking signal indicating Stop until member of train or engine crew has secured full information relative to the situation. Movement may then be made on hand signal or permission of the leverman, and at restricted speed.

626. A reverse movement within the limits of an interlocking, or a forward movement after making a reverse movement, must not be made without proper interlocking signal indication or permission from the leverman.

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

W.B.Jct.—C.A.Jct.—A.T. & S.F. and N. & W. The movement of N. & W. trains will be governed by rules in N. & W. Time Table.

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

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

ROCK CREEK JCT., SHEFFIELD-K.C.T. Tower No. 3. A.T. & S.F. trains use tracks of K.C.T. Ry. Co.

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

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

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

LOMAX—SHOPTON. TP&W trains use AT&SF tracks between Lomax and Shopton and are governed by AT&SF Time Table and Rules.

6. SIGNALS NOT CONFORMING TO THE ASPECTS AND INDICATIONS SHOWN IN "FIXED SIGNALS" IN RULES. (Rule 312)

CHICAGO—INTERLOCKING AT&SF JCT. 21st STREET
EASTWARD WITH CURRENT OF TRAFFIC

A.T. & S.F. Track—First signal west of PRR-C&WI crossing
Red over Red—Stop
Red over Lunar—Proceed to next signal

I.C. Track—First signal west of PRR-C&WI crossing
Red over Red—Stop
Yellow over Red—Proceed to next signal
Red over Yellow—Diverging route

EASTWARD AGAINST CURRENT OF TRAFFIC

A.T. & S.F.—I.C. Tracks—First signal west of PRR-C&WI crossing
Red—Stop
Lunar—Proceed to coach yard and other routes

EASTWARD WITH CURRENT OF TRAFFIC

A.T. & S.F.—I.C. Tracks—First signal east of PRR-C&WI crossing
Red over Red over Red—Stop
Yellow over Red over Red—To I.C. Track
Red over Yellow over Red—To C. & W.I. track
Red over Red over Yellow—To coach yard and other routes

CHICAGO—INTERLOCKING MP 3.1

EASTWARD—4 UNIT SIGNAL

1st. or top unit—G.M. & O.
2nd. unit—A.T. & S.F.
3rd. unit—I.C.
4th. or lower unit—Against traffic

WESTWARD—2 UNIT SIGNAL

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

WESTWARD—4 UNIT SIGNAL

1st. or top unit—G.M. & O.
2nd. unit—A.T. & S.F.
3rd. unit—I.C. main tracks
4th. or lower unit—Against traffic

JOLIET U.S.—Top arms assigned to passenger or A.T. & S.F. main tracks. Lower arms the freight or the G.M. & O. main tracks.

PLAINES—EASTWARD HOME SIGNAL

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

MP 43.2—EASTWARD AUTOMATIC SIGNAL A-8

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

PEQUOT—Westward to G.M. & O. approach signal No. 541 displays yellow over green and westward home signal displays red over yellow.

At interlockings MP 3.1, Joliet U.S., Ancona, Chillicothe, Edelstein, Ormonde, and Pekin-East Yards, a fixed signal displaying single yellow aspect indicates "Proceed prepared to enter turnout or to stop short of train or obstruction."

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

C.A. JCT.—Track No. 3, westward, 2 Unit Signal. Movement to A.T. & S.F. track governed by indications of Rules 283, 286, 290 and 292; to N. & W. track, green over red, yellow over red and red over red.

6. SIGNALS NOT CONFORMING TO THE ASPECTS AND INDICATIONS SHOWN IN "FIXED SIGNALS" IN RULES. (Rule 312) Cont'd.

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

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

8. AUTOMATIC TRAIN CONTROL

A. Maximum authorized speeds for cab signal indications are:

| | MPH | |
|-----------------------------|-----------|---------|
| | Passenger | Freight |
| High (H) Indication | 90 | 70 |
| Medium (M) Indication | 40 | 40 |
| Low (L) Indication | 20 | 20 |

B. Should ATC on engine cut in while approaching ATC territory, the following must be observed:

(1) Seal will be broken and pneumatic feature cut out. Report made promptly to train dispatcher. Seal must be mailed to trainmaster, identifying engine number.

(2) Immediately prior to entering ATC territory, pneumatic feature must be cut in and test made on test circuits to determine if ATC on engine is in service and functioning properly. Dispatcher must be informed result of test.

(3) If test shows ATC not functioning properly, further movement must be made in accordance with Rule 604.

If test shows ATC functioning properly, further movement must be made in accordance with Rule 604 until train reaches first open office of communication where seal must be secured and cut-in cock sealed.

C. Should ATC cut-out not be obtained in leaving ATC territory, or should ATC cut in after leaving such territory, seal will be broken and pneumatic feature cut out. Report will be made at terminal and seal mailed to Trainmaster, identifying engine number.

9. On First, Second, Third and Fourth Districts, a section may pass another section without exchanging train orders, signals and numbers.

14. MAXIMUM SPEED OF ENGINES.

| | MILES PER HOUR | | | |
|---|----------------|---------------|--|---------------|
| | Forward | Light Forward | Backing or When not Controlled From Leading Unit | Dead In Train |
| Diesel and Gas-Electric | | | | |
| 16-48, 55-78, 80-87, 100-108, 300-314 | 100 | 90 | 45 | 90 |
| 325-344, 400-405, 1900-1939 | 90 | 90 | 45 | 90 |
| 350-359 | 90 | 90 | 45* | 90 |
| 1100-1174, 1800-1889 | 80 | 80 | 45* | 80 |
| 200-289 | 70 | 70 | 45 | 70 |
| 99, 602-611, 700-751, 800-849, 900-979, 1200-1284, 1300-1460, 1600-1615, 1700-1719, 2099, 2101-2161, 2650-2893, 3001-3019 | 70 | 70 | 45* | 70 |
| 500-564, 625-633, 650-653, 1500-1537, 2200-2299, 2303-2399, 2403-2441 | 45 | 45 | 45 | 45 |
| RDC 191, 192 | 85 | 85 | 50 | 85 |
| M-160, M-190 | 80 | 65 | 25 | 75 |

*Note: Forward speed applies when backing handling train controlled from leading unit.

15. MOVEMENTS OVER SUBMERGED TRACKS (Rule 817)

Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

| Types of Equipment | Maximum Depth Above Top of Rail (Inches) | Maximum Speed in Tow (M.P.H.) | Maximum Speed Under Own Power (M.P.H.) |
|---|--|-------------------------------|--|
| Diesel Engines | | | |
| 80-87, 350-359, 400-405, 602-611, 800-849, 1600-1615, 2099-2161 | 3 | 5 | 5 |
| 55-78, 650-653, 2310-2321, 3001-3019 | 4 | 5 | 5 |
| 16-48, 99, 100-108, 200-344, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1460, 1500-1537, 1700-1719, 1800-1889, 1900-1939, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893 | 5 | 5 | 5 |
| Motor Cars | 3 | 5 | 5 |
| Passenger Cars | | | |
| Roller Bearings | 8 | 5 | |
| Friction Bearings | 12 | 5 | |

17. DERRICKS, CRANES, SCALE TEST CARS

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

| District | Wrecking Derricks MPH | Pile Drivers AT 199452 AT 199453 AT 199454 AT 199455 Derrick AT 199720 and Jordan Spreaders MPH | Other Machines Including Derrick AT 199775 MPH |
|--|-----------------------|---|--|
| First, Second, Third, and Fourth except Main track No. 3 Kernan-MP 88.8, and Main Track No. 3 Hardin-C.A. Jct. | 40 | 45 | 30 |
| Main Track No. 3 Kernan-MP 88.8, Main Track No. 3 Hardin - C.A. Jct., and Pekin & St. Joseph Dists. | 24 | 24 | 24 |

Derricks 199720 and 199775, and Pile Drivers must be handled in trains next to engine.

Scale Test Cars must be handled on rear end of train ahead of caboose, and speed of train not to exceed 50 MPH.

19. YARD LIMITS

| | |
|-------------------|--|
| PRR-C&WI CROSSING | (On track No. 1 only between AT&SF Jct. 21st Street and Interlocking MP 3.1) |
| Joliet U.S. | (Between Interlocking Joliet U.S. and MP 39.3) |
| Galesburg | |
| Henrietta | (St. Joseph District only) |
| Pekin | (Includes East Yards) |
| Terminal Yard | |

16 SPECIAL RULES

ILLINOIS DIVISION

20. BULLETIN BOOKS (Rule 82 (B))

| | |
|----------------------|--|
| Chicago | Dearborn Station, Coach Yard and Roundhouse Offices |
| Corwith | Telegraph, Roundhouse, and Yardmen's Locker Facilities |
| General Motors Plant | Yard Office |
| Joliet Yard | Yard Office |
| Streator | Yard Office and Roundhouse Offices |
| Chillicothe | Yard Office |
| Galesburg | Yardmen's Locker Room |
| Fort Madison | Trainmen's Locker Room |
| Shopton | Telegraph and Roundhouse Offices |
| Marceline | Station (Baggage Room) |
| Henrietta | Telegraph Office |
| Kansas City | Trainmaster's Office, Union Station |
| Argentine | Yard and Roundhouse Offices |
| Pekin | Station |
| Terminal Yard | Yard and Roundhouse Offices |

21. STANDARD CLOCKS

| | | |
|----------------------|---|--|
| Chicago | Dearborn Station, Coach Yard and Roundhouse Offices | |
| Corwith | Telegraph and Roundhouse Offices | |
| General Motors Plant | Yard Office | |
| Joliet Yard | Yard Office | |
| Streator | Yard Office | |
| Chillicothe | Yard Office | |
| Fort Madison | Telegraph Office | |
| Shopton | Telegraph and Roundhouse Offices | |
| Marceline | Station (Baggage Room) | |
| Kansas City | Telegraph Office, Union Station | |
| Argentine | Yard and Roundhouse Offices | |
| Terminal Yard | Yard Office | |

22. STANDARD THERMOMETERS

| | | |
|----------------------|-------------|-----------|
| Chicago (Coach Yard) | Joliet Yard | Marceline |
| Corwith | Shopton | Henrietta |
| McCook | | |

23. OVERHEAD OBSTRUCTIONS (Rule 761)

| Mile Post | Name |
|----------------------------|--------------------|
| FIRST DISTRICT | |
| 35.4 | Railroad Viaduct |
| 116.9 | Railroad Viaduct |
| SECOND DISTRICT | |
| 136.1 | Highway Viaduct |
| 176.1 | Highway Viaduct |
| 176.6 | Railroad Viaduct |
| THIRD DISTRICT | |
| 256.6 | Highway Viaduct |
| 270.9 | Highway Viaduct |
| 274.5 | Highway Viaduct |
| 293.3 | Highway Viaduct |
| 300.7 | Railroad Viaduct |
| 306.2 | Highway Viaduct |
| 307.6 | Highway Viaduct |
| 312.5 | Railroad Viaduct |
| 332.6 | Highway Viaduct |
| FOURTH DISTRICT | |
| 347.5 | Gracia St. Viaduct |
| 351.1 | Highway Viaduct |
| 380.7 | Highway Viaduct |
| 427.2 | Highway Viaduct |
| 427.8 | Highway Viaduct |
| ST. JOSEPH DISTRICT | |
| 24.9 | Railroad Viaduct |

| | |
|--|--------|
| A. J. STROBEL, General Watch Inspector | Topeka |
| R. W. GOOCH, Asst. General Watch Inspector | Topeka |

LOCAL TIME INSPECTORS

| | |
|-------------------------------|--------------------|
| J. J. HUNT, 3142 W. 63rd | Chicago |
| J. E. HESS, 1536 W. 47th | Chicago |
| SAM LINZER, 5 So. Wabash | Chicago |
| J. W. RICE | Joliet |
| W. H. KERR | Streator |
| A. G. KEYES | Pekin |
| R. M. WALKER | Chillicothe |
| M. G. DUNLAP | Chillicothe |
| BERL NORD | Galesburg |
| R. H. MINER | Fort Madison |
| ALBERT ZURCHER | Marceline |
| G. C. MAXWELL | Marceline |
| J. E. POINTER | Richmond |
| W. G. HARDEN | St. Joseph |
| L. M. CONNOR, 3120 Strong | Kansas City, Kans. |
| ROSS LENTZ, 3221 Strong | Kansas City, Kans. |
| N. C. SCHELBAR, Union Station | Kansas City |
| H. M. FAERBER, 821 N. 7th | Kansas City, Kans. |
| J. F. GAMBRILL, 709 Central | Kansas City, Kans. |

SURGEONS OF THE A.T.&S.F. EMPLOYEES' BENEFIT ASSOCIATION

| | |
|---------------------------------|--------|
| DR. O. L. HANSON, CHIEF SURGEON | Topeka |
|---------------------------------|--------|

LOCAL SURGEONS

| LOCATION | DOCTORS |
|------------------|--------------------------------|
| Bethel, Kans. | ALAN HANCOCK |
| " " | R. P. MCCARTHY |
| Brookfield, Ill. | V. RACKAUSKER |
| Brookfield, Mo. | B. D. HOWELL |
| Brunswick, Mo. | D. D. STUART |
| Carrollton, Mo. | E. L. BALES |
| " " | E. W. ALLEN |
| Chicago | R. D. KEARNEY, 6235 S. Kedzie |
| " | HENRY MATTHEWS, 200 E. 75th |
| " | JOHN C. JONES, 224 So. Mich. |
| " | G. T. BUTTICE, 2136 S. Indiana |
| " | MARVIN LERNER, 4900 S. Archer |
| " | R. M. GALT, 224 So. Mich. |
| " | J. H. BUCKLEY, 2400 W. 95th |
| " | M. J. MCCARTHY, 2400 W. 95th |
| " | M. C. GUINAN, 2024 W. 79th |
| " | M. D. MOSS, 195 E. Ohio |
| " | A. M. COHN, 1614 W. Winnemac |
| Chicago, Heights | E. G. WYGANT |
| " " | C. D. COLLINS |
| " " | P. ASHLEY |
| " " | R. JENSEN |
| " " | LEOPOLD SEME |
| Chillicothe | I. E. DOLPH |
| " | F. Z. WHITE |
| " | H. G. JOHNSON |
| " | G. A. HART |
| Coal City | J. D. WALTER |
| " " | R. P. SMYK |
| Edina, Mo. | FRANCIS TARVYDAS |
| Fort Madison | G. C. MCGINNIS |
| " " | H. L. SCHRIER |
| " " | G. J. MCMILLAN |
| " " | F. R. RICHMOND, SR. |
| " " | F. R. RICHMOND, JR. |
| Galesburg | S. M. HANAUER |
| " | S. B. CONTRO |
| " | M. A. CLAMAN |
| Gary, Ind. | R. N. BILLS |

SURGEONS OF THE A.T.&S.F. EMPLOYES' BENEFIT ASSOCIATION (Continued)

| | |
|---------------------|---------------------------------|
| Gorin, Mo. | C. M. SIMLER, D.O. |
| Harvey, Ill. | H. E. FISHER |
| Independence, Mo. | V. E. LINK |
| " | C. F. GRABSKE |
| " | D. W. CHAPMAN |
| " | D. A. POTTS |
| Joliet | C. W. HOFFMAN |
| " | B. PROTICH |
| " | S. KLEIN |
| " | R. A. TARIZZO |
| Kansas City, Kans. | J. E. INGRAM, 1428 So. 32nd |
| " | G. R. PETERS, 155 So. 18th |
| " | C. G. DAVIS, 905 N. 7th |
| " | A. E. SILVERS, 1702 SW Blvd. |
| " | J. O. YULICH |
| " | W. D. FRANCISCO, Huron Bldg. |
| " | J. D. HUFF |
| " | P. R. CARPENTER |
| " | F. G. BICALMEIER, 155 So. 18th |
| " | L. A. ALVAREZ, 3418 Strong |
| Kansas City, Mo. | GRAHAM OWENS, 4417 Bdway. |
| " | E. G. KETTNER, 1103 Grand |
| " | D. FERGUSON, 2012 E. 24th |
| " | W. R. PETERSON, 2701 E. 31st |
| " | K. L. SHIRMAN, 4606 St. John |
| " | W. B. ALLEN, 4620 Nichols Pkway |
| N. Kansas City, Mo. | R. H. DUNHAM, 2025 Swift |
| Kirksville, Mo. | M. T. ENGLISH |
| Leawood, Mo. | G. O. HARPSTER |
| La Grange, Ill. | S. J. KIMELBLOT |
| La Plata, Mo. | H. D. LEHR, Osteopath |
| Lemont | Z. I. KOWALICZKO |
| Lockport | WM. A. MEADOWS |
| " | E. A. ALBERS |
| " | L. T. ZEBELL |
| Marceline | R. W. SMITH |
| " | GEO. GARY |
| " | P. C. TODD |
| Mazon | W. F. BREISCH |
| Minonk | H. T. BARRETT |
| Mission, Kansas | W. L. GOOD |
| Monmouth, Ill. | J. W. MARSHALL |
| Morton | T. R. TRIFONOFF |
| Norborne | R. E. HASKELL |
| Oakpark, Ill. | C. E. WALLS |
| " | S. A. LIBERT |
| Pekin | J. I. WEIMER |
| " | R. K. TAUBERT |
| Peoria | R. K. DEAN |
| " | E. L. THOMPSON |
| " | L. R. ESTOYE |
| " | D. D. BURROUGHS (Consultant) |

SURGEONS OF THE A.T.&S.F. EMPLOYES' BENEFIT ASSOCIATION (Continued)

| | |
|-----------------|---------------------|
| Plattsburg | W. B. SPAULDING |
| Revere | J. L. MCCONNELL |
| Richmond, Mo. | G. K. DAVAUT |
| " | T. B. COOK |
| Roanoke | R. J. DAVIES |
| Roseville, Ill. | J. L. HOYT |
| " | R. E. ICENOGLE |
| Skokie, Ill. | LAURENCE MANN |
| " | SEYMOUR FISHKIN |
| St. Joseph | J. H. RYAN |
| " | S. E. SENOR |
| " | R. W. KIEBER |
| Streator | GEO. POWERS, JR. |
| " | J. E. GOTTMOLLER |
| " | E. G. BARTON |
| " | M. H. SCHRAUDENBACH |
| Stronghurst | H. L. BOCK |
| Toluca | MICHAEL SCHUBERT |
| Williamsfield | J. B. PRONNY |
| Willow Springs | T. J. BENTON |

EYE, EAR, NOSE AND THROAT SPECIALISTS

| | |
|--------------------|--|
| Chicago | D. J. BOLES, (Eye Only) 55 E. Washington |
| " | O. E. VAN ALYEN, 135 S. La Salle |
| " | W. G. ACKERMAN, (Eye Only) 55 E. Washington |
| " | S. D. SWIONTKOWSKI, 6132 So. Kedzie |
| Fort Madison | A. C. RICHMOND |
| Galesburg | G. K. SMART |
| Joliet | G. W. CARLIN |
| Kansas City, Kans. | F. N. BOSILEVAC, 155 So. 18th |
| " | C. H. STEELE, Brotherhood Bldg. |
| Kansas City, Mo. | A. N. ALTRINGER, 305 W. 43rd |
| " | W. P. BUNTING, " " |
| " | J. S. KNIGHT, " " |
| " | W. R. EUBANK (Eye), 6700 Troost Ave. |
| " | A. J. BAER (Eye), 751 E. 63rd |
| " | R. D. WILLIAMS (ENT), 305 W. 43rd |
| " | W. J. WURSTER (ENT), 305 W. 43rd |
| " | B. A. NELSON, 305 W. 43rd |
| Mission, Kans. | R. N. BARR, 6100 Martway |
| Peoria | P. R. McGRATH, (Eye Only) 409 W. Main |
| " | W. E. OWEN (Except Eye) 1105 North |
| Streator | R. J. SIDRYS, 111 Westgate Pl. |

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS

The term "beyond" refers to regular, flag or conditional stops authorized herein

| TRAIN | STOP AT STATIONS | TO RECEIVE PASSENGERS FOR | TO DISCHARGE PASSENGERS FROM | TRAIN | STOP AT STATIONS | TO RECEIVE PASSENGERS FOR | TO DISCHARGE PASSENGERS FROM |
|-------|------------------------|-------------------------------|------------------------------|-------|------------------|--|------------------------------|
| 1 | Streator Carrollton | Tulsa, Woodward and beyond | | 17 | Streator | Scheduled stops in California | |
| 2 | Carrollton | | Woodward and beyond | | Galesburg | Lamy and sched- uled stops beyond | |
| 15 | Coal City | Kansas City and beyond | Chicago and beyond | 18 | Galesburg | Chicago and beyond | Kansas City and beyond |
| | Marceline | Wichita and beyond | Chicago and beyond | 23 | In Illinois | Stations in Illi- nois, Kansas City and beyond | Stations in Illinois |
| 16 | Marceline | La Plata and beyond | Kansas City and beyond | | | | |

Attendants accompanying live-stock or other shipments, may be carried on the train handling shipments of which they are in charge, when provided with proper transportation



SANTA FE SAFETY FIRST



Every employee should report promptly to his Foreman, some member of the Safety Committee, or other proper person, all unsafe conditions or practices.

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

