

McKernan

D. M. MILLER, Trainmaster Chillicothe
 G. B. LUNDAY, Trainmaster Ft. Madison
 B. J. HEATH, Trainmaster Ft. Madison
 W. D. JOHNSON, Asst. Trainmaster McCook
 J. W. ELLIOTT, Road Foreman of Engines Ft. Madison
 W. J. McMEANS, Road Foreman of Engines Argentine
 P. M. BUCKINGHAM, Chief Dispatcher Ft. Madison
 G. M. HOBACK, Asst. Chief Dispatcher Ft. Madison
 M. A. BARBER, Asst. Chief Dispatcher Ft. Madison
 J. W. FISHER, Asst. Chief Dispatcher Ft. Madison

TRAIN DISPATCHERS—FT. MADISON

C. R. MACHEN R. G. BUCKINGHAM E. A. DENT
 L. E. REHBEIN A. D. ROOF J. T. SEVIER
 B. H. SLAUGHTER J. D. HUNTER R. F. BIEGLER
 M. L. PLUMLEE R. J. ALEXANDER J. L. AUSTIN

R. L. WOOD, Trainmaster Corwith
 F. S. KOWALCZYK, Trainmaster Corwith
 A. J. TISKEVICH, Passenger Trainmaster Chicago
 G. J. HIGGINS, Asst. Trainmaster Corwith
 J. A. CARRIER, Asst. Superintendent Argentine
 D. W. TEEL, Asst. Superintendent Argentine
 H. L. ROGERS, Asst. Superintendent Argentine
 A. A. CATRON, Trainmaster Argentine
 D. E. PARSONS, Trainmaster Argentine
 L. C. LOWE, Asst. Trainmaster Argentine
 J. L. SULLIVAN, Asst. Trainmaster Argentine
 N. A. WELLS, Asst. Trainmaster Argentine
 J. E. HUTCHISON, Asst. Trainmaster Argentine
 R. E. KING, Road Foreman of Engines Argentine

AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY

OVERSPEED Couplings are DAMAGING -

Here's what happens:

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

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.

19

IN EFFECT

Sunday, May 16, 1971

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**

**H. D. FISH,
Asst. General Manager,
Topeka, Kansas**

**C. R. ROSE,
Superintendent,
Ft. Madison, Iowa**

**H. L. LEWIS,
Superintendent,
Corwith, Illinois**

**F. A. BEAUCHAMP,
Superintendent,
Argentine, Kansas**

Siding Capacity 50 Ft. Per Car	WESTWARD		Ruling Grade Ascending	TIME TABLE No. 19 May 16, 1971	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
	First Class							First Class	
	17	15						16	18
	Leave Daily	Leave Daily	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily
	PM 6.30	PM 5.00		CHICAGO (Union Sta.)			C	AM 10.00	PM 1.30
	6.35	5.05		1.6 Ft. Wayne Jct. (GM&O)		1.3	T	9.40	1.13
				0.1 A. T. & S. F. Jct.		1.4			
				0.7 PC-C&WI Cros. YL					
				1.0 Halsted St. (GM&O)					
			26.4	1.3 Bridgeport	26.4	3.1			
			35.8	1.5 Panhandle Crossing	0	4.4			
			0	1.4 I.N. Crossing CORWITH	0	5.9	Y RC		
	6.45	5.15	0	1.4 Chicago Belt Crossing NERSKA	0	7.3		9.32	1.06
E 128 W 78	6.51	5.21	0	5.5 McCOOK	0	12.8	R C	9.25	12.59
E 190 W 85	6.56	5.26	0	4.6 E. & O. C. T. Crossing	0				
			0	5.6 WILLOW SPRINGS	0	17.4		9.18	12.54
			0	2.1 ARGONNE	0	23.0	B		
			0	4.2 LEMONT	13.7	25.1	C		
	7.07	5.37	0	3.4 ROMEO	10.6	29.3	B	9.02	12.39
			10.6	3.5 LOCKPORT	10.6	32.7	C		
			10.6	1.3 JOLIET YARD	10.6	36.2	T R C		
	s 7.20 s 5.50		0	4.0 JOLIET U.S. YL C. R. I. & P. Crossing	15.8	37.5	C	s 8.48 s 12.25	
W 98	7.24	5.54	15.8	6.6 PLAINES	14.5	41.5	B	8.41	12.19
			6.1	4.6 DRUMMOND	9.9	48.2			
E 58 W 89			9.1	4.4 LORENZO	0	52.8	B		
	7.37	6.07	8.7	1.0 PEQUOT	0	57.2	B	8.25	12.03 PM
		6.08	10.2	7.9 COAL CITY	4.7	58.2	R C	8.24	
			15.8	4.7 MAZON	0	66.1	C		
E 102	7.48	6.18	13.7	4.0 VERONA	0	70.8		8.13	11.52
			15.8	5.0 KINSMAN	0	74.8	B		
E 25			0	4.6 RANSOM	15.8	79.8	B		
	7.59	6.29	0	5.2 KERNAN	15.8	84.4	B		
	s 8.05 s 6.35		0	0.2 STREATOR	15.8	89.6	T R C s	7.55 s 11.35	
			0	0.4 GM&O & PC Crs'g.	10.1	89.8			
			0	3.7 N. & W. Crossing	0	90.2	B		
	8.12	6.42	0	1.9 MOON	0	93.9			
			15.8	6.3 ANCONA	0	95.8	B	7.46	11.25
	8.23	6.53	26.4	7.8 LEEDS	21.1	102.1	B		
			0	6.0 TOLUCA	25.2	109.9		7.35	11.14
			0	4.9 LA ROSE	26.4	116.0	B		
			26.4	9.1 WILBERN	26.4	120.9	B		
	s 8.40 s 7.10			CHILlicothe		130.0	T R C	7.15	10.55
	PM Arrive Daily	PM Arrive Daily		(130.1)				AM Leave Daily	AM Leave Daily
	60.0	60.0		Average speed per hour				47.3	50.3

RULE 251 IN EFFECT:

Main Track 1 between AT&SF Jct. and interlocking MP 3.1, and both main tracks between Joliet U.S. and Pequot.

RULE 261 IN EFFECT:

Main Track 2 between AT&SF Jct. and interlocking MP 3.1, and main tracks between interlocking MP 3.1 and Joliet U.S. and between Pequot and Chillicothe. GM&O main tracks between Ft. Wayne Jct. and Bridgeport.

Between AT&SF Jct. and Bridgeport from the south, first two tracks are AT&SF main tracks 1 and 2; third and fourth tracks are I.C. eastward and westward main tracks; and fifth and sixth tracks are GM&O main tracks, respectively.

AT&SF passenger trains will use Chicago Union Station Company tracks between Chicago (Union Station) and Ft. Wayne Jct., and be governed by Chicago Union Station Company Rules and Instructions, and use GM&O main tracks between Ft. Wayne Jct. and Bridgeport and be governed by provisions Special Rule 5.

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

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.

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

Between MP 87.2 and MP 88.6 north track designated Main Track 2, middle track designated Main Track 1 and south track designated Main Track 3. On Main Track 3 trains and engines must move at restricted speed, and flag protection is not required.

HOT BOX DETECTORS

Detector	Locator
Pequot, MP 56.6 (Track 2 only)	Dispatcher
Leeds, MP 100.2	Eastward, MP 98.0 Westward, MP 102.2

Rotating white light on field side at Detector and Locator locations.

Trains originating Chicago, Corwith, Joliet Yard, Streator including trains from PC, and Chillicothe, except first class trains at Chillicothe, must secure numbered clearance card before leaving.

Between Pequot and Chillicothe, block signals between interlockings are located on field side of track they govern.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Fr.
Between Ft. Wayne Jct. and Bridgeport (GM&O)	40	
Between AT&SF Jct. and Bridgeport (AT&SF)	30	30
Between Bridgeport and Chillicothe (Except Track 3)	79	60*
Track 3 (between MP 87.2 and MP 88.6)	20	20

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

- (1) Maximum district speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

EXCEPTIONS

- (A) Westbound both tracks MP 27 to MP 28.
- (B) Maximum Authorized speed for freight trains when averaging:

71 to 84 tons per car	60 MPH
85 tons and over per car; or over 7,000 tons total	45 MPH

SPEED RESTRICTIONS - CURVES, RR CROSSINGS, AND DRAW BRIDGES

	MPH	
	Psg.	Fr.
RR Crossing MP 1.4 (Interlocking)	20	20
Curves, Halsted (GM&O)	25	25
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	70	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	40
4 Curves, MP 24.8 to 25.9	50	50
2 Curves, MP 27.4 to 28.7	60	60
Curve, MP 29.1 to 29.2	65	65
Curve, MP 32.6 to 32.9 (Track 1)	70	70
5 Curves, MP 32.6 to 35.6 (Track 2)	70	70
4 Curves, MP 35.3 to 35.8 (Track 1)	60	60
Curve, MP 36.1 to 36.3 (Track 1)	45	45
Curve, MP 36.3 to 36.6 (Track 1)	45	45
(Basin Bridge) (Track 2)	55	55
4 Curves, MP 36.8 to 37.4	25	25
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 1)	50	50
Curve, MP 43.6 to 44.7 (Track 1)	70	70

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

	MPH	
	Psg.	Fr.
3 Curves, MP 57.0 to 57.3 (Track 1)	40	40
2 Curves, MP 57.0 to 57.4 (Track 2)	70	70
Curve, MP 58.0 to 58.2	70	70
Curve, MP 58.4 to 58.7	55	55
3 Curves, MP 88.2 to 89.3	55	55
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. (AT&SF)	I	Crossovers and turnouts	10
Ft. Wayne Jct. (GM&O)	I	Turnouts and Dr. Bridge	10
Bridgeport	I	Crossovers, turnouts and Dr. Bridge	20-15
Corwith	I	East leg of wye	10
	I	Crossovers and turnouts west of IN Crossing	30
McCook	I	West end 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
Joliet U.S.	I	Crossovers MP 37.2 to 37.9	15
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	40
MP 87.2	I	Turnout Track 3	20
Streator	I	Crossovers and turnout N&W Crossing	30
	S	PC Connection MP 91.5	20
Ancona	I	Crossovers	40
	I	Turnout Pekin District	30
Toluca	I	Crossover	40
Chillicothe	I	Crossover	40
East end yard	I	Turnout yard lead	30

Siding Capacity 50 ft. Per Car	WESTWARD		Ruling Grade Ascending	TIME TABLE No. 19 May 16, 1971	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
	First Class							First Class	
	17	15						16	18
	Leave Daily	Leave Daily	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily
	PM 8.40	PM 7.10	58.1	CHILlicothe 8.0	31.7	130.0	R T C S	AM 7.15	AM 10.55
	8.49	7.19	31.7	EDELSTEIN 6.6	31.7	138.1		7.05	10.46
			31.7	PRINCEVILLE 3.6	23.2	144.7			
	8.57	7.27	0	MONICA BN Crossing 5.2	31.7	148.3		6.57	10.37
			13.5	LAURA 4.9	19.3	153.5			
W 110	9.05	7.35	0	WILLIAMSFIELD 4.9	31.7	158.4		6.49	10.29
			8.4	DAHINDA 2.7	0	163.3			
			31.7	APPLETON 7.8	0	166.0			
	9.18	7.47	31.7	YOST 3.7	15.3	173.7		6.35	10.15
	^s 9.25 ^s	^s 7.55 ^s	21.9	GALESBURG YL 2.5	7.4	177.5	R C S	^s 6.30 ^s	^s 10.10 ^s
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			
			0	NEMO 1.7	31.3	190.2			
E 102	9.39	8.10	0	ORMONDE 5.2	31.2	191.9		6.16	9.57
			23.2	PONEMAH 4.4	12.1	197.1			
			12.1	SMITHSHIRE 3.1	31.7	201.5			
			13.5	MEDIA 4.3	31.2	204.6			
W 173	9.53	8.25	26.1	STRONGHURST 10.0	31.7	208.9	C	6.02	9.43
	10.02	8.34	10.6	LOMAX 5.9	18.0	218.9		5.53	9.34
			0	DALLAS CITY 6.1	14.5	224.8			
E 67			21.1	NIOTA 3.4	23.9	230.9			
	^s 10.25 ^s PM	^s 9.00 ^s PM		FT. MADISON		234.3	T Y R C	5.35 AM	9.15 AM
	Arrive Daily	Arrive Daily		(104.2)				Leave Daily	Leave Daily
	59.5	56.8		Average speed per hour				62.5	62.5

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

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

Between interlocking east end and interlocking west end Ft. Madison, south track designated Main Track 1, middle track designated Main Track 2 and north track designated Main Track 3.

Between Chillicothe and Yost and between GI and Niota, block signals between interlockings are located on field side of track they govern.

RULE 251 IN EFFECT:

Between interlocked crossovers Yost and interlocked crossovers G.I.

RULE 261 IN EFFECT:

Main tracks between Chillicothe and interlocked crossovers Yost, and between interlocked crossovers G.I. and Ft. Madison.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Fr.
Between Chillicothe and Ft. Madison	79	60*

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

- (1) Maximum district speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

EXCEPTIONS

Maximum Authorized speed for freight trains when averaging:

71 to 84 tons per car	60 MPH
85 tons and over per car; or over 7,000 tons total	45 MPH

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	50	50
RR Crossing	MP 148.3 (Interlocking)*	79	70
10 Curves,	MP 161.6 to 170.3	70	70
Curve,	MP 175.5 to 175.7	70	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	40	40
D Bridge,	MP 231.5 to 231.8 (Interlocking)	40	40
8 Curves,	MP 231.8 to 234.3	30	30

*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
Chillicothe	I	Turnout yard lead	30
West end yard	I	Crossover	40
Edelstein	I	Crossovers	40
Williamsfield	I	Crossovers	40
	I	East end westward siding	40
	S	West end westward siding	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
Niota	I	Crossovers	40
	I	West end eastward siding	20
Ft. Madison	I	Crossovers	30
	I	Turnout yard lead	30
	I	East end Track 3	30

HOT BOX DETECTORS

Detector	Locator
Appleton, MP 168.9	Eastward, MP 165.9 Westward, MP 170.6

Rotating white light on field side at Detector and Locator locations.

Siding Capacity 50 ft. Per Car	WESTWARD		Ruling Grade Ascending	TIME TABLE No. 19 May 16, 1971	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
	First Class							First Class	
	17	15						16	18
	Leave Daily	Leave Daily	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily
	PM 10.30	PM 9.05	42.2	FT. MADISON 13.5	36.9	234.3	TY R C	AM 5.30 ^s	AM 9.10
	10.43	9.18	42.2	ARGYLE 8.0	42.2	248.0	B	5.10	8.53
			42.2	REVERE 6.6	42.2	256.0	B		
E 149	10.57	9.32	42.2	BN Crossing MEDILL 9.0	42.2	263.1	B	4.56	8.40
			17.5	WYACONDA 5.3	42.2	272.3	C		
	11.10	9.44	42.2	GORIN 4.9	41.7	277.6	B	4.46	8.30
			42.2	RUTLEDGE 8.1	42.2	282.6	B		
E 179	11.21	9.55	42.2	BARING 15.7	42.2	290.7	R C	4.37	8.21
			42.2	GIBBS 6.2	23.1	306.4	B		
	11.39 ^s	10.15 ^s	40.2	LA PLATA 10.1	42.9	312.7	R C ^s	4.20 ^s	8.04
			42.2	ELMER 6.7	0	322.9			
E 151	11.52	10.29	42.2	ETHEL 11.8	42.2	329.7	C	4.03	7.48
	AM 12.10	10.48 ^s PM	31.0	BUCKLIN 5.9	42.2	341.5	B		
	Arrive Daily	Arrive Daily		MARCELINE		347.3	Y R C	3.45 AM	7.30 AM
				(111.8)				Leave Daily	Leave Daily
	87.1	65.1		Average speed per hour				63.9	67.1

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

Between interlocking west end and interlocking east end Ft. Madison, south track designated Main Track 1, middle track designated Main Track 2 and north track designated Main Track 3.

RULE 261 IN EFFECT:

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

ILLINOIS DIVISION

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Fr.
Between Ft. Madison and Marceline	90	60*

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

- (1) Maximum district speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

EXCEPTIONS

Maximum Authorized speed for freight trains when averaging:

71 to 84 tons per car	60 MPH
85 tons and over per car; or over 7,000 tons total	45 MPH

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

		MPH	
		Psg.	Fr.
Curve,	MP 235.9 to 236.2 (Track 2)	70	70
Curve,	MP 236.1 to 236.2 (Track 3)	30	30
12 Curves,	MP 250.3 to 256.0	50	50
RR Crossing	MP 263.1 (Interlocking)*	90	70
8 Curves,	MP 331.0 to 335.1	55	55
9 Curves,	MP 335.6 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
Ft. Madison West end yard	I	Crossovers	40
	I	West end Track 3	30
	I	Turnout yard lead	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	Yard lead from Track 2, east end yard	40
	I	Yard lead from Track 1, east end yard	15
	I		

HOT BOX DETECTORS

Detector	Locator
Gibbs MP 306.5 (Both Tracks)	Dispatcher

Rotating white light on field side at Detector location.

Siding Capacity 50 ft. Per Car	WESTWARD		Rolling Grade Ascending	TIME TABLE No. 19 May 16, 1971	Rolling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
	First Class							First Class	
	15	17						16	18
	Leave Daily	Leave Daily	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily
	PM 10.48	AM 12.10	0	MARCELINE 7.2	42.2	347.3	Y R C s	AM 3.45 s	AM 7.30
			13.7	ROTHVILLE 6.1	8.9	354.6	B		
	10.59	12.20	12.7	MENDON 7.4	14.2	360.7	C	3.32	7.17
			26.4	DEAN LAKE 6.2	0	368.1	B		
W 150	11.09	12.30	26.4	BOSWORTH 12.2	26.4	374.3		3.22	7.07
E 130 W 73			0	CARROLLTON 2.2	0	386.4	R C		
	11.20	12.40	3.7	W. B. JCT. 8.0	0	388.7	B	3.11	6.56
E 58 W 107			4.8	NORBORNE 8.8	6.3	396.6	C		
E 104	11.33	12.53	4.2	HARDIN 5.9	0	405.4	R C	2.58	6.43
E 235 W 136	11.38	12.58	14.2	HENRIETTA 6.9	6.6	411.3	Y R C	2.53	6.38
	11.44	1.04	13.2	C.A. JCT. 3.5	26.4	418.2	B	2.47	6.32
			26.4	FLOYD 5.0	0	421.7	C		
	11.54	1.14	6.7	SIBLEY 7.2	26.4	426.7	B	2.37	6.22
	—AM—		9.7	ATHERTON 2.6	0	434.0	C		
	12.02	1.22	9.4	ETON 2.8	7.0	436.5	B	2.28	6.13
			9.4	COURTNEY 3.2	0	439.4	B		
			4.9	SUGAR CREEK 1.7	0	442.6	C		
	12.11	1.30	25.7	CONGO 1.7	42.2	444.2		2.19	6.04
			14.8	K.C.S. Crossing 0.4	0	445.9			
	12.14	1.32	43.9	SHEFFIELD 4.8	48.5	446.4		2.15	6.00
	12.40 AM	1.55 AM		KANSAS CITY Union Station		451.1	C	2.05 AM	5.50 AM
	Arrive Daily	Arrive Daily		(103.8)				Leave Daily	Leave Daily
	55.6	59.3		Average speed per hour				62.3	62.3

RULE 251 IN EFFECT:
Tracks 1 and 2 between W.B. Jct. and C.A. Jct.
RULE 261 IN EFFECT:

Main tracks between Marceline and W.B. Jct.; Track 3 between Hardin and C.A. Jct.; main tracks between C.A. Jct. and Sheffield.

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.

Between Hardin and C.A. Jct. north track designated Track 2 upon which current of traffic is westward; track immediately south thereof Track 1 upon which current of traffic is eastward; and south Track 3 upon which there is no current of traffic on which Rule 261 and TCS rules govern.

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

Single track between MP 424.9 and MP 426.3.

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

Armco Steel Plant, MP 445.5—Armco track 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 Santa Fe Jct. be governed by K.C.T. Ry. Co. Operating Rules.

Between Santa Fe Jct. and AY Tower, two south tracks are main tracks and between AY Tower and Turner south track is a main track, upon which Rule 261 is in effect.

At Argentine, running track (formerly called auxiliary main) between AY Tower interlocking and Turner interlocking is signalled in both directions and Rule 261 in effect. Maximum authorized speed 30 MPH. Authority to enter this track through a hand throw switch must be obtained from operator at AY Tower.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Frt.
Between Marceline and W.B. Jct.	90	60*
Between W.B. Jct. and C.A. Jct. (Tracks 1 and 2)	79	60*
Between Hardin and C.A. Jct. (Track 3)	40	40
Between C.A. Jct. and Bridge MP 425.0	90	60*
Between Bridge MP 425.0 and Sheffield	79	60*
Between Rock Creek and Sheffield (Tracks 2 and 3)	35	35
Between Sheffield and Brooklyn Avenue (Tracks 1, 2 and 3)	45	45
Between Sheffield and Grand Avenue (Track 4)	30	30
Between Brooklyn Avenue and Santa Fe Jct. (Tracks 1, 2 and 3)	30	30

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

- (1) Maximum district speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

EXCEPTIONS

- (A) Eastbound both tracks MP 402 to MP 415.
- (B) Maximum Authorized speed for freight trains when averaging:
 - 71 to 84 tons per car 60 MPH
 - 85 tons and over per car; or over 7,000 tons total 45 MPH

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH	
	Psg.	Frt.
2 Curves, MP 347.5 to 348.9 (Track 2)	55	55
2 Curves, MP 347.5 to 347.8 (Track 1)	50	50
3 Curves, MP 352.6 to 354.0	70	70
2 Curves, MP 372.0 to 372.7	70	70
2 Curves, MP 376.2 to 376.8	70	70
Curve, MP 382.4 to 382.6 (Track 1)	70	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
5 Curves, MP 416.7 to 419.1	60	60
2 Curves, MP 424.9 to 426.3 and Bridge MP 425.0 to 426.0	30	30
3 Curves, MP 426.4 to 427.8	55	55
2 Curves, MP 437.5 to 437.8	40	40
2 Curves, MP 437.9 to 438.4	45	45
2 Curves, MP 438.5 to 438.9	60	60
2 Curves, MP 442.5 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 MP	Type	Switches and Turnouts	MPH
Marceline	I	Crossover (MP 346.7)	50
	I	Yard lead from Track 2, east end yard	40
	I	Yard lead from Track 1, east end yard	15
Marceline	I	Yard lead switches, west end yard	30
	I	Crossover (MP 349.3)	50
Mendon	I	Crossovers	50
Bosworth	I	Crossovers	50
	I	Siding switches	20
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

HOT BOX DETECTORS

Detector	Locator
W.B. Jct. (Track 2)	Dispatcher
C.A. Jct. (Track 1)	Dispatcher

Rotating white light on field side at Detector location.

SHIFTED LOAD DETECTORS

Detector	Indicator
Grand River Bridge	
Eastward, MP 373	MP 373 and MP 371.5
Westward, MP 367	MP 367 and 368.5
Missouri River Bridge	
Eastward, MP 426.3	MP 426 and MP 425.2
Westward, MP 425.2	MP 425.7 and MP 426

Rotating white light at Indicator location.
Detectors will not clear man on side of car.

Siding Capacity 50 ft. Per Car	WESTWARD	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			No. 19 May 16, 1971					
		Feet Per Mile	STATIONS		Feet Per Mile			
		0	ANCONA	YL	0		B	
		2.7	LONG POINT		2.5			
20	↓	15.3	DANA		7.1			
		31.7	I.C. Crossing		12.9			
		0	MINONK		13.0			
19		23.8	BENSON		19.0			
14		0	ROANOKE		24.5		C	
		41.2	STREATOR JCT.	TP & W RR	30.7			
		0	EUREKA		31.1		C	
44		47.5	PEKIN JCT.		36.7			
		26.4	WASHINGTON		38.0			
17		31.7	COOPER		41.0			
7		31.7	CRANDALL N & W Crossing		43.4			
		0	MORTON	YL	45.7		RC	
43		0	PC Crossing		45.8			
		42.2	EAST YARDS	YL	56.8		TC	
50		0	PEKIN	YL	57.7		C	
			(57.9)					

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.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
Between Ancona and MP 25	30
Between MP 25 and Streator Jct.	40
Between Pekin Jct. and East Yards	30

SPEED RESTRICTION—CURVES AND RR CROSSINGS

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

Junction Switches:	Location	Normal Position
	Streator Jct.	TP&W R.R.
	Pekin Jct.	TP&W R.R.
	MP 56.8	P&E Ry.
	MP 57.6	P&E Ry.

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

Rule 99(D) in effect between Ancona and Streator Jct. and between Pekin Jct. and East Yards.

Trains 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.

Between East Yards, M.P. 56.8 and Pekin, M.P. 57.6, AT&SF trains and engines will use P&E Railway main track in accordance with Rule 93. Maximum authorized speed 15 MPH.

Before fouling P&E main track at East Yards or Pekin, verbal authority for movement must be secured from operator at P&PU Tower, Pekin. After movement completed and switch restored to normal position, operator at P&PU Tower, Pekin must be advised. Block telephone located on south side P&E main track opposite junction switch, East Yards. Bell telephone located in box on Pekin station.

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:

Siding Capacity 50 ft. Per Car	WESTWARD	Feet Per Mile	TIME TABLE No. 19 May 16, 1971	Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			STATIONS				
			HENRIETTA YL 4.9	0		Y R C	
21	↓	69.2	RICHMOND 19.7	57.4	5.1	C	
		47.7	LAWSON 10.9	58.6	24.8		
		60.2	LATHROP 8.1	58.1	35.7		
26		62.3	PLATTSBURG 9.1	61.1	43.8	R C	
		61.2	GOWER 12.3	60.0	52.9		
		59.3	B. C. JCT. 6.4	60.5	65.2	B	
		59.5	C.R.I. & P. Crossing 0.5	36.6	71.6		
		0	BN Crossing 0.2	48.8	72.1		
		0	C.R.I. & P. Crossing BN Crossing M.K. JCT. 0.5	0	72.3		
		0	ST. JOSEPH YL TERMINAL YARD		72.8	T C	
			(72.6)				

Rule 99(D) in effect between Henrietta and B.C. Jct.
TCS Rules In Effect:

Between B.C. Jct. and MP 70.8

Trains must secure numbered clearance card before leaving 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
Between Henrietta and MP 50	25
Between MP 50 and B.C. Jct.	30
Between B.C. Jct. and MP 70.8	40
Between MP 70.8 and Terminal Yard	20

SPEED RESTRICTIONS—CURVES AND RR CROSSINGS

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

JUNCTION SWITCHES (RULE 98(C))

Location	Normal Position
M.K. Jct.	Illinois Division

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
Marceline	All except first class
Kansas City	Originating or terminating (Except Train 891)

3.
4.

5. JOINT TRACK FACILITIES

Chicago—Ft. Wayne Jct.—AT&SF passenger trains will use Chicago Union Station Company tracks between Chicago (Union Station) and Ft. Wayne Jct. and be governed by Chicago Union Station Company Rules and Instructions.

Ft. Wayne Jct.—Bridgeport—AT&SF passenger trains will use GM&O main tracks between Ft. Wayne Jct. and Bridgeport, AT&SF Rules apply except as affected by the following:

Definitions: Medium Speed—A speed not exceeding 30 MPH.
Restricted Speed—Proceed, not exceeding 15 MPH, prepared to stop short of train, engine, obstruction, or switch not properly lined and to lookout for broken rail.

BLOCK AND INTERLOCKING SIGNALS

Aspect	Name	Indication
Green, or Green over Red, or White over Green	Clear	Proceed.
Yellow over Green	Limited Approach Medium	Proceed approaching next signal at medium speed. Train exceeding medium speed must reduce to that speed.
Red over Green	Diverging Clear	Proceed through turnout at prescribed speed.
Yellow over Red, or White over Diagonal Yellow	Approach	Proceed, prepared to stop at next signal, and be governed by indication displayed by that signal. Train exceeding medium speed must at once reduce to that speed. Reduction to medium speed must be made before passing signal. (Note: Where the distance the signal may first be seen is not sufficient to permit reduction to medium speed before passing signal, reduction to medium speed must commence immediately when signal comes in view).
Red over Yellow	Diverging-Approach	Proceed through turnout at prescribed speed prepared to stop at next signal. When entering and moving on siding, be governed by AT&SF Rule 105.
Diagonal Lunar White over White	Restricting-Diverging Main Route	Proceed at restricted speed until entire train passes next signal.
Diagonal Lunar	Restricting all Routes except Main Routes	Proceed at Restricted Speed.
Red (With number plate)	Stop and Proceed	Stop, then proceed at restricted speed until entire train passes next signal.
Red over Red, or Red Horizontal	Stop	Stop.

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. Santa Fe Jct. A.T.&S.F. trains use tracks of K.C.T. Ry. Co.

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

EAST YARDS—PEKIN. Trains will use P&E Track.

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

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

LOMAX—FT. MADISON. TP&W trains use AT&SF tracks between Lomax and Ft. Madison and are governed by AT&SF Time Table and Rules.

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

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

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

I.C. Track—First signal west of PC-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 PC-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 PC-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

BRIDGEPORT—INTERLOCKING

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 to freight or 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 Bridgeport and Joliet U.S., a fixed signal displaying single yellow aspect indicates "Proceed prepared to enter turnout or to stop short of train or obstruction."

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 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.

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.N.W. track.

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				
Diesels	Forward MPH	Light Forward MPH	Backing or When Not Controlled From Leading Unit MPH	Dead In Train MPH
16-48, 84, 300-314, 325-344, 5590-5614, 5900-5948, 7900-7909, 8000-8005, 8500-8524	90	90	45	90
200-289, 2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5615-5624, 6300-6348, 6600-6615, 7500-7519, 9110-9160, 9800-9849	70	70	45	70
500-564, 625-633, 650-653, 1500-1537, 2207-2298, 2303-2399, 2403-2441	45	45	45	45

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 (MPH)	Maximum Speed Under Own Power (MPH)
Diesel Engines: 84, 6300-6348, 6600-6615, 7500-7519, 7900-7909, 8000-8005, 8500-8524, 9110-9160, 9800-9849	3	5	5
650-653, 2310-2321	4	5	5
16-48, 200-344, 500-564, 625-633, 1500-1537, 2207-2298, 2303-2304, 2322-2399, 2404-2441, 2650-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5590-5624, 5900-5939, 5940-5948	5	5	5
Passenger Cars: Roller Bearings Friction Bearings	8 12	5 5	0 0

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 199454 AT 199455 AT 199457 AT 199458 Derrick AT 199720 and Jordan Spreaders MPH	Other Machines Including Derrick AT 199775 MPH
First, Second, Third, and Fourth except Main Track No. 3 MP 87.2-MP 88.6, and Main Track No. 3 Hardin-C.A. Jct.	40	45	30
Main Track No. 3 MP 87.2-88.6, 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 AT 199913, 199914 and 199915, and all foreign line scale test cars must be handled in trains immediately ahead of caboose at speed not exceeding 50 MPH.

19. YARD LIMITS

PC-C&WI CROSSING	(On Track 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	(Pekin District Only)
Ancona	
Morton	
Pekin	(Includes East Yards)
Henrietta	(St. Joseph District only)
Terminal Yard	

14 SPECIAL RULES

20. BULLETIN BOOKS (Rule 82 (B))

Chicago	Union Station, Telegraph Office
Corwith	Telegraph, Roundhouse, and Yardmen's Locker Facilities
General Motors Plant	Yard Office
Joliet Yard	Yard Office
Streator	Yard and Roundhouse Offices
Chillicothe	Station (Register Room)
Galesburg	Yardmen's Locker Room
Ft. Madison	Station (Register room), Roundhouse Office and Yardmen's Locker Room
Marceline	Station (Register Room)
Henrietta	Telegraph Office
Kansas City	Telegraph Office, Union Station
Argentine	YMCA and Roundhouse Office
Pekin	Station
Terminal Yard	Yard and Roundhouse Offices

21. STANDARD CLOCKS

Chicago	Union Station, Telegraph Office
Corwith	Telegraph and Roundhouse Offices
General Motors Plant	Yard Office
Joliet Yard	Yard Office
Streator	Yard Office
Chillicothe	Station (Register Room)
Ft. Madison	Station (Register room) and Roundhouse Office
Marceline	Station (Register Room)
Kansas City	Telegraph Office, Union Station
Argentine	Roundhouse Office
Terminal Yard	Yard Office

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

ILLINOIS DIVISION

24. INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity
FIRST DISTRICT		
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
Union Oil Co.	MP 27.8	225 cars
Millsdale (spur)	MP 46.1	7 cars
Mobil Oil	MP 47.6	lead
Blodgett Ordnance	MP 50.3	lead
Industrial Lead	MP 51.1	lead
" " (Run Around)		30 cars
Gorman (spur)	MP 61.9	7 cars
Verona Spur	MP 72.0	10 cars

THIRD DISTRICT

Fruehauf	MP 239.5	lead
Armour Dial	MP 240.7	lead
Spur	MP 300.0	94 cars
Spur	MP 318.2	20 cars
Spur	MP 336.0	21 cars

FOURTH DISTRICT

Spur	MP 417.0	5 cars
Missouri Portland Cement Co.	MP 440.8	Yard

PEKIN DISTRICT

Sinclair Oil Corporation	MP 3.0	7 cars
Swift	MP 20.6	7 cars

ST. JOSEPH DISTRICT

Rayville	MP 13.6	25 cars
Everett and Clark	MP 41.9	21 cars
Spur	MP 62.0	4 cars

A. J. STROBEL, 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
R. S. KERR	Streator
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. R. M. BROOKER, CHIEF SURGEON Topeka

LOCAL SURGEONS

LOCATION	DOCTORS
Bethel, Kans.	ALAN HANCOCK
" "	R. P. MCCARTHY
Brookfield, Ill.	V. RACKAUSKER
Brookfield, Mo.	B. D. HOWELL
" "	R. W. SMITH
" "	G. T. MALONE

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

Brunswick, Mo.	D. D. STUART
Carrollton, Mo.	E. L. BALES
" "	E. W. ALLEN
Chicago	HENRY MATTHEWS, 200 E. 75th
"	JOHN C. JONES, 224 So. Mich.
"	G. T. BUTTICE, 2136 S. Indiana
"	MARVIN LERNER, 4900 S. Archer
"	H. C. LEWANDOWSKI, 6449 So. Pulaski
"	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	B. W. COAN
"	S. B. CONTRO
"	M. A. CLAMAN
Gary, Ind.	R. N. BILLS
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
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	E. A. ALBERS
"	L. T. ZEBELL
Marceline	GEO. GARY

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

Mazon	W. F. BREISCH
Mission, Kansas	W. L. GOOD
Monmouth, Ill.	J. W. MARSHALL
Morton	T. R. TRIFONOFF
Norborne	W. A. JENSEN
Oakpark, Ill.	C. E. WALLS
"	S. A. LIBERT
Pekin	J. I. WEIMER
"	R. K. TAUBERT
"	G. J. BEST
Peoria	R. K. DEAN
"	E. L. THOMPSON
"	L. R. ESTOYE
Plattsburg	W. B. SPAULDING
Revere	J. L. MCCONNELL
Richmond, Mo.	G. K. DAVAULT
" "	T. B. COOK
Roanoke	R. J. DAVIES
Roseville, Ill.	J. L. HOYT
" "	R. E. ICENOGLU
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. BRONNY
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
Chillicothe	R. T. BLISS, 300 Pine
Ft. Madison	A. C. RICHMOND
Galesburg	G. K. SMART
Joliet	G. W. CARLIN (Eye only)
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
"	HENRY BOLDT, 3526 N. California
Streator	R. J. SIDRYS, 111 Westgate Pl.



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.)

CONDENSED SCHEDULES OF THROUGH FREIGHT TRAINS WESTWARD

		102	203	263	233	198	118	119	103	223	105	195	109
		AM	AM	AM	AM	AM	328	129	PM	PM	PM	PM	PM
			213		273		368	329			315		
							378	379					
Corwith	LV	1201				900	1000	1000	230		600	900	1100
Streator	LV			845	1115								1230
Ft. Madison	LV	100 (AR)	145	1215	245	105	325	325	815	830	1245		405
Argentine	AR	PM	930 AM	600 PM	715 PM	525 PM	830 PM	830 PM	130 AM	230 AM	730 AM	700 AM	1000 AM

EASTWARD

		301	372	841	741	801	511	901	332	591	311	331	891	362	321
		AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM
Argentine	LV	500	700	900	900	1000	1000	1100	100	130	400	600	630	700	800
Ft. Madison	LV	300	1230	330 PM	430 PM	400	430 PM	405 PM	700 PM	715 PM	345 PM	1115	1105	1240	400
Streator	AR	1201	300												
Corwith	AR	400 AM	PM	1100 PM	1130 PM	1000 PM	1245 AM	1000 PM		1245 AM	500 PM	600 AM	330 AM	300 AM	200 PM