G. L. KENNEDY, Trainmaster.....Chillicothe, Ill.
T. O'TOOLE, Chief Dispatcher.....Chillicothe, Ill.
H. R. BEAUMONT, Asst. Chief Dispatcher.....Chillicothe, Ill.
H. E. McCORMICK, Asst. Chief Dispatcher.....Chillicothe, Ill.

TRAIN DISPATCHERS—CHILLICOTHE, ILL.

W. R. BABB.	L. E. REHBEIN.	A. D. ROOF.
A. MATHISEN.	G. M. HOBACK.	H. A. MILLER.
J. H. HORAN.	J. F. BRAND.	J. D. HUNTER.
M. A. BARBER.	R. G. BUCKINGHAM.	

G. W. SEARS, Trainmaster.....Corwith, Ill.
N. L. MINNIX, Trainmaster.....Corwith, Ill.
F. M. WARD, Asst. Trainmaster.....Chicago, Ill.

A. J. STROBEL, General Watch Inspector.....Topeka.

LOCAL TIME INSPECTORS—ILLINOIS DIVISION.

JOHN E. HESS..... 1536 West 47th St.....Chicago.
SVERRE MYRE..... 5155 S. Kedzie Ave....Chicago.
P. W. KIENZLER..... 74-76 N. Chicago St....Joliet.
W. H. KERR..... 308 E. Main St.....Streator.
L. A. BIRKENBUSCH..... 420 Court St. .....Pekin.
F. E. LYNDS..... 203 N. 2nd St.....Chillicothe.
C. W. HALLSTROM..... 24 South Cherry St....Galesburg.
L. B. HARDY.....714 Avenue G .....Ft. Madison.
J. H. MACE CO. (H. L. Carter)...Union Station.Kansas City, Mo.

SURGEONS OF
THE A.T.&S.F. HOSPITAL ASSOCIATION.

DR. GEO. S. HOPKINS, Chief Surgeon.....Topeka.

LOCAL SURGEONS

DR. FREDRICK GRUNECK, 3954 Sheridan Road.....Chicago.
DR. T. L. HANSEN, 6 N. Michigan Ave.....Chicago.
DR. J. M. L. JENSEN, 6 N. Michigan Ave.....Chicago.
DR. WM. D. FITZGERALD, 5158 W. Madison St.....Chicago.
DR. R. D. KEARNEY, 6235 So. Kedzie.....Chicago.
DR. ADOLPH FALLER, JR., 7954 Stony Island Ave.....Chicago.
DR. HENRY MATTHEWS (Colored), 6252 S. Parkway...Chicago.
DR. LAWRENCE MANN, 616 Railway Exchange Bldg...Chicago.
DR. G. T. BUTTICE, 2136 South Indiana.....Chicago.
DR. E. J. MIRMELLI, 3814 S. Kedzie Ave.....Chicago.
DR. J. R. BERNIER, 1022 Argyle.....Chicago.
DR. CARL ROSS, 4280 Archer Ave.....Chicago.
DR. E. F. ADDENBROOKE, Dermatologist
25th Floor Stevens Hotel, 720 S. Michigan.....Chicago.
DR. T. J. BENTON.....Willow Springs.
DR. EDWARD G. McNAMARA.....Lemont.
DR. E. W. CAULDWELL.....Lemont.
DR. WM. A. MEADOWS.....Lockport.
DR. E. A. ALBERS.....Lockport.
DR. HAROLD E. HENKE.....Lockport.
DR. JOSEPH DUFFY.....Joliet.
DR. CHAS. W. HOFFMAN.....Joliet.
DR. P. G. NICHOLSON.....Coal City.
DR. WARREN F. BREISCH.....Mazon.
DR. G. K. WILSON.....Streator.
DR. GEO. POWERS JR.....Streator.
DR. R. J. DAVIES.....Roanoke.
DR. J. I. WEIMER.....Pekin.
DR. R. K. TAUBERT.....Pekin.
DR. MICHAEL SCHUBERT.....Toluca.
DR. HAROLD G. JOHNSON.....Chillicothe.
DR. FREDRICK Z. WHITE.....Chillicothe.
DR. S. M. HANAUER.....Galesburg.
DR. SIDNEY I. WALD.....Galesburg.
DR. LEE T. HOYT.....Roseville.
DR. RICHARD E. ICENOGLE.....Roseville.
DR. HENRY C. SCHOLER.....Monmouth.
DR. HAROLD L. BOCK.....Stronghurst.
DR. G. C. McGINNIS, 709½ Avenue G.....Ft. Madison.
DR. F. L. LYMAN, 819½ Avenue G.....Ft. Madison.
DR. F. R. RICHMOND, 815 Avenue H.....Ft. Madison.
DR. R. L. FEIGHTNER (Surgery Consultant).....Ft. Madison.
DR. GEO. J. McMILLAN.....Ft. Madison.

EYE, EAR, NOSE AND THROAT SPECIALISTS
AT LOCAL POINTS.

DR. D. J. BOLES (Eye Only), 55 East Washington....Chicago.
DR. HAROLD J. KOCH, 6235 S. Kedzie (Eye Only).....Chicago.
DR. O. E. VAN ALYEA, 135 So. LaSalle St.....Chicago.
DR. W. G. ACKERMAN (Eye Only), 104 S. Michigan...Chicago.
DR. GEO. W. CARLIN.....Joliet.
DR. H. S. LESTER.....Streator.
DR. B. O. BENDIXEN.....Streator.
DR. GEO. K. SMART.....Galesburg.
DR. A. C. RICHMOND.....Ft. Madison.

The Atchison, Topeka and Santa Fe Railway Co.

EASTERN LINES
Eastern District

ILLINOIS DIVISION

TIME TABLE No. 87

A.T.&S.F.RY.CO.
RECEIVED
JUN 29 1953
Passenger Dept.
SAN FRANCISCO
CALIF.

IN EFFECT

Sunday, July 12, 1953

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

This Time Table is for the exclusive use and guidance of Employes.

J. N. LANDRETH,
General Manager,
Topeka, Kansas.

P. O'SULLIVAN,
Asst. General Manager,
Topeka, Kansas.

R. J. YOST,
Superintendent,
Chillicothe, Illinois.

R. D. CLOUSING,
Superintendent,
Chicago, Illinois.

Hall 6 53 5500 6305

Timetable 86 eff 27 April 1952
88 10 January 1954

SIGNAL SYSTEM ONE IN EFFECT:

Stewart Avenue to Interlocking M.P. 14.2 except Panhandle Crossing Interlocking.

Joliet U.S. to Chillicothe, except Pequot and Kernan Interlockings.

SIGNAL SYSTEM TWO IN EFFECT:

Panhandle Crossing Interlocking.

Interlocking M.P. 14.2 to Joliet U.S.

Pequot and Kernan Interlockings.

RULE 251 IN EFFECT:

Stewart Avenue to Interlocking M.P. 14.2.

Joliet U.S. to Pequot.

RULE 261 IN EFFECT:

Interlocking M.P. 14.2 to Joliet U.S.

Pequot to Chillicothe, including Main Track No. 3.

Trains must secure numbered clearance cards before leaving originating stations, except trains from Pekin District at Ancona.

Be governed by C. & W. I. Time Table, Rules and Regulations between Chicago and C.&W.I. Jct.

Between Stewart Ave. Crossing and Panhandle Crossing, A.T.&S.F. trains may use Illinois Central Main Tracks with the current of traffic on signal indication from Stewart Avenue Crossing westward; on hand signals from the Switchtender from Panhandle Crossing eastward; and on signal indication in either direction with the current of traffic from Interlocking M.P. 3.1. These tracks are in Yard Limits (see Rule 93) and protection per Rule 99 must also be provided.

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

Movements against current of traffic between Stewart Avenue Crossing and Chicago Belt Crossing, Nerska, may be made on message authority signed by Superintendent.

Main Track No. 3 between Kernan and M.P. 88.8 is first track south of eastward main track. Trains have no Time Table superiority.

WESTWARD. First Class.

7	9	3	17	15	21	13	19	25	23	11	TIME TABLE No. 87, July 12, 1953.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Capacity of Sidings in 50 ft. Cars.
Fast Mail-Express.	Kansas City Chief.	California Limited.	Super Chief.	Texas Chief.	El Capitan.	Motor.	The Chief.	Motor.	The Grand Canyon.	The Kansas Cityan.				
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Except Sun.	Leave Daily.	Leave Daily Except Sun.	Leave Daily.	Leave Daily.	STATIONS.			
PM 11.25	PM 10.00	PM 8.45	PM 7.00	PM 6.00	PM 5.45	PM 1.35	PM 1.30		PM 12.30	AM 9.30	**CHICAGO.** YL C.&W.I. By.	0	FWT	
11.30	10.05	8.50	7.05	6.05	5.50	1.40	1.35		12.35	9.35	1.3 C. & W.I. Jct.			
											0.1	79.2		
											Stewart Ave. Crossing. 3.0	26.4		
11.37	10.12	8.57	7.12	6.12	5.57	1.47	1.42		12.41	9.41	Panhandle Crossing. 1.5	35.8		
						f					I.N. Crossing. **CORWITH.** YL		FW TY	
											1.4	0		
11.41	10.15	9.00	7.15	6.15	6.00	1.52	1.45		12.45	9.45	Chicago Belt Crossing. NERSKA. YL 5.6	0		
11.46	10.22	9.06	7.21	6.21	6.06	s 2.00	1.50		12.52	9.50	McCOOK. B. & O.C.T. Crossing.			E 126 W 76
											4.5	0		
11.50	10.28	9.11	7.28	6.26	6.11	s 2.08	1.57		12.59	9.55	WILLOW SPRINGS. 7.7	0		E 190 W 78
11.58	10.37	9.20	7.36	6.34	6.19	s 2.22	2.05		1.08	10.02	LEMONT. 4.2	0		
–AM– 12.03	10.42	9.24	7.41	6.39	6.24	f 2.28	2.09		1.12	10.06	ROMEO. 3.4	0		W 71
12.07	10.46	9.27	7.45	6.42	6.27	s 2.33	2.13		1.16	10.09	LOCKPORT. 3.5	10.6		
											JOLIET YARD. YL 1.3	10.6	FT	
12.15	s10.55	s 9.40	7.53	s 6.50	6.35	s 2.45	2.20		s 1.25	s10.15	JOLIET U. S. YL C.R.I. & P. Crossing. 4.0	0		
12.20	11.00	9.45	7.57	6.53	6.38	2.52	2.24		1.29	10.19	PLAINES. 6.7	15.8		W 98
						f 3.00					DRUMMOND. 4.6	6.1		
12.30	11.10	9.59	8.06	7.02	6.47	f 3.06	2.34		1.39	10.28	LORENZO. 4.4	9.1		E 56 W 89
12.34	11.14	10.04	8.10	7.06	6.51	3.12	2.38		1.43	10.32	PEQUOT. 1.0	8.7		
		s10.08				s 3.14					COAL CITY. 7.9	10.2		
						s 3.26					MAZON. 4.7	15.8		
12.45	11.27	10.22	8.21	7.17	7.02	s 3.33	2.50		1.53	10.42	VERONA. 4.0	13.7		E 102 W 103
						s 3.39					KINSMAN. 4.9	15.8		
						s 3.47					RANSOM. 4.7	0		E 25
12.56	11.38	10.35	8.31	7.27	7.12	s 3.54	3.02		2.03	10.52	KERNAN. 5.2	0		E 14
1.05	s11.50	s10.50	8.40	s 7.35	7.20	s 4.10	3.10	PM 2.15	s 2.10	s11.00	**STREATOR.** YL 0.2	0	FT	
											GM&O & NYC Crs'g. 0.4	10.1		
											Wabash Crossing. 3.7	0		
						f 4.17		f 2.20			MOON. 1.9	0		
1.13	11.59	11.00	8.46	7.42	7.27	s 4.22	3.18	s 2.25	2.17	11.07	ANCONA. 6.3	15.8		
	–AM–					–PM–		f 2.34			LEEDS. 7.8	26.4		
1.24	s12.15	s11.15	8.57	7.52	7.37		3.30	s 2.43	2.28	11.17	TOLUCA. 6.1	0		W 87
						Via Pekin District.		s 2.53			LA ROSE. 4.9	0		
1.34	12.24	11.30	9.07	8.02	7.47		3.41	s 3.00	2.37	11.26	WILBERN. 9.1	26.4		
s 1.45 AM	s12.35 AM	s11.45 PM	9.15 PM	s 8.10 PM	7.55 PM		3.50 PM	s 3.10 PM	s 2.45 PM	s11.35 AM	**CHILLICOTHE.** YL		FT	
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Except Sun.	Arrive Daily.	Arrive Daily Except Sun.	Arrive Daily.	Arrive Daily.	(130.0)			
55.7	50.3	43.3	57.8	60.0	60.0	34.4	55.7	44.0	57.8	62.4	Average speed per hour.			

AUTOMATIC BLOCK SYSTEM — TWO TRACKS

AUTOMATIC TRAIN CONTROL — 3 Tracks — TWO TRACKS

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TIME TABLE
No. 87,
July 12, 1953.

EASTWARD.
First Class.

Communications.	Mile Post.	Ruling Grade Ascending.	STATIONS.	8 Fast Mail-Express. Arrive Daily.	22 El Capitan. Arrive Daily.	10 Kansas City Chief. Arrive Daily.	4 California Limited. Arrive Daily.	16 Texas Chief. Arrive Daily.	20 The Chief. Arrive Daily.	26 Motor. Arrive Daily Except Sun.	14 Motor. Arrive Daily Except Sun.	18 Super Chief. Arrive Daily.	24 The Grand Canyon. Arrive Daily.	12 The Chicagoan. Arrive Daily.
C		0	**CHICAGO.** YL C.&W.I.Ry.	AM 5.00	AM 7.15	AM 7.30	AM 8.30	AM 9.00	AM 10.20		PM 12.01	PM 1.45	PM 3.15	PM 8.00
	1.3		1.3 C. & W.I. Jct.	4.55	7.10	7.25	8.25	8.55	10.15		PM 11.55	1.40	3.10	7.55
	1.4	79.2	0.1 Stewart Ave. Crossing.											
	4.4	26.4	3.0 Panhandle Crossing.	4.45	6.53	7.15	8.15	8.45	10.03		11.46	1.30	3.00	7.45
		0	1.5 I.N. Crossing.											
C	5.9		**CORWITH.** YL								f			
		0	1.4 Chicago Belt Crossing.											
C	7.3		NERSKA. YL	4.40	6.50	7.10	8.10	8.40	9.58		11.42	1.25	2.55	7.40
		0	5.6											
C	12.9		McCOOK. B. & O.C.T. Crossing.	4.29	6.41	7.02	8.02	8.32	9.50		s11.33	1.17	2.47	7.32
		0	4.5											
C	17.4		WILLOW SPRINGS.	4.21	6.35	6.56	7.56	8.26	9.45		f11.24	1.11	2.41	7.27
		0	7.7											
C	25.1		LEMONT.	4.12	6.29	6.48	7.48	8.18	9.37		s11.12	1.03	2.33	7.19
		13.7	4.2											
C	29.3		ROMEO.	4.05	6.23	6.42	7.42	8.12	9.31		f11.05	12.58	2.27	7.14
		10.6	3.4											
C	32.7		LOCKPORT.	3.59	6.19	6.38	7.38	8.08	9.27		s11.00	12.54	2.23	7.11
		10.6	3.5											
C	36.2		JOLIET YARD. YL											
		10.6	1.3											
C	37.5		JOLIET U. S. YL C.R.I. & P. Crossing.	3.50	6.10	s 6.30	s 7.30	s 8.00	9.20		s10.50	12.48	2.15	s 7.05
		15.8	4.0											
C	41.5		PLAINES.	3.41	6.04	6.20	7.20	7.52	9.12		10.42	12.42	2.07	6.57
		14.5	6.7											
	48.2		DRUMMOND.								f10.34			
		9.9	4.6											
B	52.8		LORENZO.	3.30	5.52	6.06	7.06	7.40	9.03		f10.28	12.30	1.55	6.47
		0	4.4											
C	57.2		PEQUOT.	3.26	5.48	6.01	7.01	7.35	8.58		10.23	12.26	1.50	6.43
		0	1.0											
C	58.2		COAL CITY.				s 6.57				s10.21			
		4.7	7.9											
C	66.1		MAZON.	3.16							s10.10			
		0	4.7											
C	70.8		VERONA.	3.12	5.37	5.46	6.46	7.23	8.47		s10.02	12.14	1.38	6.33
		0	4.0											
C	74.8		KINSMAN.								s 9.56			
		0	4.9											
C	79.7		RANSOM.	3.04							s 9.48			
		15.8	4.7											
C	84.4		KERNAN. 3 Tracks	2.59	5.25	5.34	6.34	7.11	8.36		s 9.40	12.02 PM	1.26	6.21
		15.8	5.2											
C	89.6		**STREATOR.** YL	s 2.50	5.20	s 5.25	s 6.25	s 7.05	8.30	AM s 9.20	s 9.30	11.55	s 1.20	s 6.15
	89.8		0.2 GM&O & NYC Crs'g.											
		0	0.4											
C	90.2		Wabash Crossing.											
		0	3.7											
	93.9		MOON.							f 9.14	f 9.08			
		0	1.9											
B	95.8		ANCONA.	2.37	5.10	5.13	6.13	6.56	8.21	s 9.10	9.05 AM	11.46	1.09	6.06
		0	6.3											
B	102.1		LEEDS.							f 9.01				
		21.1	7.8											
C	109.9		TOLUCA.	2.25	4.59	5.01	6.01	6.45	8.10	s 8.51	Via Pekin District.	11.35	12.56	5.55
		25.2	6.1											
C	116.0		LA ROSE.							s 8.41				
		26.4	4.9											
B	120.9		WILBERN.	2.15	4.49	4.50	5.50	6.35	8.00	s 8.32		11.25	12.46	5.45
		26.4	9.1											
C	130.0		**CHILLICOTHE.** YL	2.05 AM	10 4.40 AM	22 4.40 AM	5.40 AM	6.25 AM	7.50 AM	8.20 AM		11.15 AM	12.35 PM	5.35 PM
			(130.0)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Except Sun.	Leave Daily. Except Sun.	Leave Daily.	Leave Daily.	Leave Daily.
			Average speed per hour.	44.6	50.3	45.9	45.9	50.3	52.0	40.4	32.7	52.0	48.7	53.8

AUTOMATIC BLOCK SYSTEM — TWO TRACKS

AUTOMATIC TRAIN CONTROL — TWO TRACKS

SIGNAL SYSTEM ONE IN EFFECT:

Chillicothe to Joliet U.S. except Kernan and Pequot Interlockings.

Interlocking M.P. 14.2 to Stewart Avenue, except Panhandle Crossing Interlocking.

SIGNAL SYSTEM TWO IN EFFECT:

Kernan and Pequot Interlockings.

Joliet U.S. to Interlocking M.P. 14.2.

Panhandle Crossing Interlocking.

RULE 251 IN EFFECT:

Pequot to Joliet U.S.

Interlocking M.P. 14.2 to Stewart Avenue.

RULE 261 IN EFFECT:

Chillicothe to Pequot, including Main Track No. 3.

Joliet U.S. to Interlocking M.P. 14.2.

Trains must secure numbered clearance cards before leaving originating stations except Nos. 18, 20 and 22 at Chillicothe and trains from Pekin District at Ancona.

Eastward trains leaving from Streator Yard will use main track No. 3 unless otherwise instructed.

Be governed by C.&W.I. Time Table, Rules and Regulations between C.&W.I. Jct. and Chicago.

Between Panhandle Crossing and Stewart Ave. Crossing, A.T.&S.F. trains may use Illinois Central Main Track with the current of traffic on signal indication from Stewart Ave. Crossing westward; on hand signal from the Switchtender from Panhandle Crossing eastward; and on signal indication in either direction with the current of traffic from Interlocking M.P. 3.1. These tracks are in Yard Limits (see Rule 93) and protection per Rule 99 must also be provided.

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

Movements against current of traffic between Chicago Belt Crossing, Nerska, and Stewart Avenue Crossing, may be made on message authority signed by Superintendent.

Main Track No. 3 between M.P. 88.8 and Kernan is first track south of eastward main track. Trains have no Time Table superiority.

Trains must secure numbered clearance cards before leaving originating stations, except Nos. 17, 19 and 21 at Chillicothe.

First class trains except No. 25 must secure numbered clearance cards at Ft. Madison. Enginemen on westward trains are not required to secure clearance cards at Ft. Madison. Conductors securing clearance cards or train orders at Ft. Madison will deliver copy of same to Missouri Division engineman at Shopton.

SIGNAL SYSTEM ONE IN EFFECT:

Chillicothe to Shopton.

RULE 251 IN EFFECT:

Appleton to G.I. Tower.

E. Ft. Madison to Shopton.

RULE 261 IN EFFECT:

Chillicothe to Appleton.

G.I. Tower to E. Ft. Madison.

WESTWARD.

First Class.

3	17	15	21	19	25	23	11	57	7	9	TIME TABLE No. 87, July 12, 1953.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Capacity of Sidings in 50 ft. Cars.
California Limited.	Super Chief.	Texas Chief.	El Capitan.	The Chief.	Motor.	The Grand Canyon.	The Kansas Cityan.	Motor.	Fast Mail-Express.	Kansas City Chief.				
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Except Sun.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	STATIONS.			
PM 11.50	PM 9.15	PM 8.10	PM 7.55	PM 3.50	PM 3.10	PM 2.45	AM 11.35		AM 1.50	AM 12.40	YL **CHILLICOTHE.**		FT	
—AM— 12.05	9.24	8.19	8.04	3.59	s 3.21	2.57	11.45		1.59	12.52	8.1 EDELSTEIN.	58.1		W 74
											6.2 C.R.I.& P. Crossing.	31.7		
					s 3.30						0.4 PRINCEVILLE.	0		
12.17	9.32	8.27	8.12	4.07	s 3.35	3.05	11.53		2.07	1.03	3.6 MONICA.	31.7		
					s 3.42		—PM—				C.B.& Q. Crossing. 5.2 LAURA.	0		
12.27	9.40	8.35	8.20	4.15	s 3.48	3.13	12.01		2.15	1.13	4.8 WILLIAMSFIELD.	13.5		E 79 W110
					s 3.55						5.0 DAHINDA.	0		
12.34	9.47	8.42	8.27	4.22	s 3.59	3.20	12.07		2.22	1.20	2.6 APPLETON.	8.4		
					f 4.05						5.3 KNOX.	25.5		
					f 4.09						2.9 E. GALESBURG.	31.7		
s12.55	10.00	s 8.55	8.40	4.35	s 4.20	s 3.35	s12.20		2.35	s 1.45	3.4 GALESBURG. YL	31.7		
											2.5 G.I. TOWER. YL	21.9	Y F	E137 W138
					f 4.28						3.4 SURREY.	21.9		
1.07	10.09	9.04	8.49	4.44	s 4.33	3.44	12.28		2.44	1.59	2.6 CAMERON.	17.3		
					s 4.40						4.2 NEMO.	28.2		
1.14	10.14	9.09	8.54	4.50	s 4.44	3.50	12.33		2.50	2.06	1.7 ORMONDE.	0		E102 W 84
					f 4.52						5.2 PONEMAH.	0		
1.25	10.22	9.17	9.02	4.58 25	s 4.58 19	3.59	12.40		2.58	2.15	4.4 SMITHSHIRE.	23.2		
					s 5.03						3.1 MEDIA.	12.1		
1.35	10.28	9.23	9.08	5.04	s 5.09	4.05	12.46		3.04	2.21	4.3 STRONGHURST.	13.5		E 77 W173
					f 5.14						3.6 DECORRA.	26.1		
1.46	10.37	9.32	9.17	5.13	s 5.23	4.13	12.54		3.12	2.30	6.4 LOMAX.	0		W106
					s 5.33						5.9 DALLAS CITY.	10.6		
					s 5.38						1.8 PONTOOSUC.	0		
2.01	10.50	9.44	9.29	5.24	s 5.46	4.25	1.04	—AM—	3.23	2.41	4.3 E. FT. MADISON.	0		E 67
s 2.20	s10.55	s 9.50	s 9.35	s 5.30	s 6.00	s 4.35	s 1.10	5.50	s 3.40	s 2.55	2.0 YL **FORT MADISON.**	21.1		
											1.2 TOWER A. YL	0		
s 2.25 AM	s11.00 PM	s 9.55 PM	s 9.40 PM	s 5.35 PM	6.05 PM	s 4.40 PM	s 1.15 PM	s 5.55 AM	s 3.45 AM	s 3.00 AM	0.5 **SHOPTON.** YL	0	F TY	
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily. Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	(104.6)			
40.5	59.8	59.8	59.8	59.8	35.9	54.6	62.8	20.4	54.6	44.8	Average speed per hour.			

AUTOMATIC TRAIN CONTROL — TWO TRACKS — ATS — ABS

TIME TABLE No. 87, July 12, 1953.

EASTWARD. First Class.

Communications.	Mile Post.	Ruling Grade Ascending.	STATIONS.	58 Motor.	8 Fast Mail-Express.	10 Kansas City Chief.	22 El Capitan.	4 California Limited.	16 Texas Chief.	26 Motor.	20 The Chief.	18 Super Chief.	24 The Grand Canyon.	12 The Chicagoan.
				Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
C	130.0		CHILLICOTHE. YL		s AM 2.00	s AM 4.35	AM 4.40	s AM 5.35	s AM 6.25	s AM 8.20	AM 7.50	AM 11.15	PM s12.35	s PM 5.35
		31.7	8.1											
C	138.1		EDELSTEIN.		1.50	4.24	4.31	5.24	6.15	s 8.09	7.40	11.06	12.24	5.27
		31.7	6.2											
	144.3		C.R.I.& P. Crossing.											
		21.8	0.4											
C	144.7		PRINCEVILLE.							s 7.59				
		23.2	3.6											
			MONICA.											
C	148.3		C.B.& Q. Crossing.		1.40	4.13	4.22	5.13	6.06	s 7.51	7.30	10.56	12.13	5.20
		31.7	5.2											
C	153.5		LAURA.							s 7.45				
		19.3	4.8											
C	158.3		WILLIAMSFIELD.		1.31	4.03	4.14	5.03	5.58	s 7.38	7.20	10.48	12.02 PM	5.13
		31.7	5.0											
	163.3		DAHINDA.							s 7.32				
		0	2.6											
C	165.9		APPLETON.		1.23	3.54	4.07	4.54	5.52	s 7.27	7.11	10.42	11.54	5.07
		0	5.3											
B	171.2		KNOX.							f 7.20				
		0	2.9											
	174.1		E. GALESBURG.							s 7.16				
		15.3	3.4											
C	177.5		GALESBURG. YL		s 1.10	s 3.40	3.55	s 4.40	s 5.40	s 7.10	7.00	10.30	s11.40	s 4.55
		7.4	2.5											
C	180.0		G.I. TOWER. YL							6.57 20	6.57 26			
		7.4	3.4											
	183.4		SURREY.							f 6.50				
		0	2.6											
	186.0		CAMERON.		12.58	3.28	3.47	4.28	5.31	s 6.46	6.50	10.21	11.31	4.48
		5.7	4.2											
C	190.2		NEMO.							f 6.39				
		31.3	1.7											
C	191.9		ORMONDE.		12.54	3.21	3.42	4.21	5.26	s 6.36	6.43	10.16	11.26	4.44
		31.2	5.2											
B	197.1		PONEMAH.							f 6.29				
		12.1	4.4											
C	201.5		SMITHSHIRE.		12.45	3.13	3.34	4.13	5.18	s 6.22	6.32	10.08	11.19	4.37
		31.7	3.1											
C	204.6		MEDIA.							s 6.17				
		31.2	4.3											
C	208.9		STRONGHURST.		12.39	3.06	3.28	4.06	5.12	s 6.09	6.24	10.02	11.13	4.31
		20.4	3.6											
	212.5		DECORRA.							f 6.02				
		31.7	6.4											
C	218.9		LOMAX.		12.30	2.57	3.19	3.57	5.03	s 5.55	6.14	9.53	11.04	4.23
		18.0	5.9											
C	224.8		DALLAS CITY.							s 5.46				
		10.7	1.8											
	226.6		PONTOOSUC.							s 5.42				
		14.5	4.3											
C	230.9		E. FT. MADISON.		12.19	2.45	3.08	3.45	4.53	s 5.35	6.03	9.43	10.53	4.13
		28.9	2.0											
C	232.9		FORT MADISON. YL	PM s11.35	s12.15	s 2.40	s 3.05	s 3.40	s 4.50	5.30 AM	s 6.00	s 9.40	s10.50	s 4.10
		0	1.2											
C	234.1		TOWER A. YL											
		0	0.5											
C	234.6		SHOPTON. YL	11.30 PM	12.05 AM	2.30 AM	3.00 AM	3.35 AM	4.45 AM		5.55 AM	9.35 AM	10.45 AM	4.05 PM
			(104.6)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
			Average speed per hour.	20.4	54.6	50.2	62.8	52.3	62.8	36.3	54.6	62.8	57.1	69.7

AUTOMATIC TRAIN CONTROL — TWO TRACKS

ATS—ABS

Trains must secure numbered clearance cards before leaving originating stations. First class trains must secure numbered clearance cards at Ft. Madison.

SIGNAL SYSTEM ONE IN EFFECT:

Shopton to Chillicothe.

RULE 251 IN EFFECT:

Shopton to E. Ft. Madison.

G.I. Tower to Appleton.

RULE 261 IN EFFECT:

E. Ft. Madison to G.I. Tower.

Appleton to Chillicothe.

Trains must secure numbered clearance cards before leaving originating stations, except Ancona.

When train order signal at Eureka indicates "Stop," secure A.T.& S.F. in addition to T.P.& W. clearance cards.

Trains will be governed by T.P.& W. Time Table, Rules and Regulations between Streator Jct. and Pekin Jct.

No switch lights on Pekin District.

WESTWARD. Second Class. 47 Way Freight. Leave Daily Ex. Mon.	WESTWARD. First Class. 13 Motor. Leave Daily Ex. Sun.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 87, July 12, 1953. STATIONS.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD. First Class. 14 Motor. Arrive Daily Ex. Sun.	EASTWARD. Second Class. 48 Way Freight. Arrive Daily Ex. Sun.	Capacity of Sidings in 40 ft. Cars.
AM 1.45	PM 4.22		0	ANCONA.	0		B	s 9.05	1.00	
				2.7						
1.55	s 4.26		15.3	LONG POINT.	0	2.5	C	s 8.58	12.40	
				4.6						
2.10	s 4.35		31.7	DANA.	0	7.1	C	s 8.50	12.20	20
				5.8						
			0	I.C. Crossing.	0	12.9				
				0.1						
2.25	s 4.46		23.8	MINONK.	13.2	13.0	C	s 8.42	12.01 PM	19
				6.0						
2.45	s 4.56		0	BENSON.	32.7	19.0	C	s 8.31	11.20	14
				5.5						
3.05	s 5.06		41.2	ROANOKE.	47.5	24.5	C	s 8.23	11.00	16
				6.2						
3.25	5.18		0	STREATOR JCT.	0	30.7		8.13	10.15	
				0.4	T.P.& W. R.R.					
3.35	5.23		47.5	EUREKA.	26.4	31.1	C	8.08	10.10	44
				5.5						
3.55	5.33		26.4	PEKIN JCT.	0	36.6		7.56	9.45	
				1.4						
4.00	s 5.38		31.7	WASHINGTON.	31.7	38.0	C	s 7.53	9.40	17
				3.0						
4.05	f 5.43		31.7	COOPER.	52.8	41.0		f 7.47	9.25	7
				2.4						
4.20	f 5.48		0	CRANDALL. N.Y.C.& St.L. Crossing.	29.0	43.4		f 7.43	9.10	
				2.3						
4.40	s 5.55		0	I.T. Crossing. MORTON.	0	45.7	C	s 7.38	9.00	18
				0.1						
			42.2	P.R.R. Crossing.	0	45.8				
				3.6						
4.55	f 6.02		0	GROVELAND.	81.8	49.4		f 7.25	8.20	30
				7.4						
5.10	6.14	FT	0	EAST YARDS. YL G. M. & O. Crossing.	82.9	56.8	C	7.12	8.03	73
				0.9						
5.25 AM	6.20 PM		0	PEKIN. YL		57.7	C	7.00 AM	8.00 AM	
Arrive Daily Ex. Mon.	Arrive Daily Ex. Sun.			(57.9)				Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	
15.8	29.4			Average speed per hour.				27.8	11.6	

WESTWARD. 47 Way Freight. Leave Daily Ex. Mon.	51 Way Freight. Leave Daily Ex. Sun.	59 Northern California Fast Freight. Leave Daily.	49 California Tex., Okla. Fast Freight. Leave Daily.	39 Oklahoma Texas Fast Freight. Leave Daily.	Freight Train Terminals, and Junctions. STATIONS.	EASTWARD. 40 Perishable Express. Arrive Daily.	46 Texas-Chicago Fast Freight. Arrive Daily.	52 Way Freight. Arrive Daily Ex. Sun.	48 Way Freight. Arrive Daily Ex. Sun.	140 Fast Freight. Arrive Daily.	146 Fast Freight. Arrive Daily.
	AM 6.45	AM 11.00	PM 9.30	PM 6.00	CORWITH.	AM 12.45 AM	PM 2.00 PM	PM 3.00		AM 4.00 AM	PM 5.00 PM
	7.25				McCOOK.			2.15 PM			
	10.00 AM				JOLIET YARD.			9.30 AM	PM		
AM 1.30					STREATOR.				1.20		
1.45 AM		PM 4.00	AM 2.15	9.20 AM	ANCONA. CHILLICOTHE.	7.45	9.00		1.00 PM	10.00	11.00
		8.00 PM	6.30 AM	12.15 AM	SHOPTON.	3.30 PM	2.00 AM			4.30 PM	5.15 AM
Arrive Daily Ex. Mon.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.		Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.

TRAINS SHOWN IN THIS TABULATION HAVE NO TIME TABLE AUTHORITY.

Rules Nos. 10(A), 17, 315, 509, 511, D-514, 660, 674, 892, 1000(C) and Definitions of Medium and Restricted Speed of the Rules, Operating Department, Revised 1948, are amended as follows:

Rule 10(A). Second paragraph amended to read: Permanent signs, yellow with numerals, will be located not less than 2500 feet in advance of locations where speed of trains must be reduced. The numerals thereon nearest the track, or those at the top of the sign, indicate the maximum speed for passenger trains, and the other numerals the maximum speed for freight trains, except that where only one numeral is shown it shall govern the speed of both passenger and freight trains. Indicated speeds must not be exceeded until rear of train has passed a permanent green resume speed sign. There may be more than one yellow sign in advance of a green sign, in which case the reduced speed shown on each yellow sign must be observed in succession until rear of train has passed the green sign.

Rule 17. First paragraph is amended to read: The headlight will be displayed at the front of every train by day and night. It must be extinguished when a train turns out to meet another train and has stopped clear of main track. In case of a headlight failure enroute at night, if repairs cannot be made promptly, a white lantern must be placed on the front or leading end of train and the train should proceed at restricted speed while the head end is passing through stations and over street and highway crossings. The whistle must be sounded frequently and the bell must be rung continuously. The dispatcher should be notified at first opportunity.

Rule 315. Amended to read: A train, other than a passenger train, will not be permitted to follow a train, other than a passenger train, into a block, except when authorized by a train order or permissive signal, and when such movement is authorized the following train must proceed through the block prepared to stop short of a train or obstruction, but not exceeding twenty miles per hour.

Rule 509. Amended to read: When a train is stopped by a "Stop and Proceed" signal it may:

(a) On single track, where block can be seen to be clear of opposing movement, proceed at once at restricted speed. Where block cannot be seen to be clear of opposing movement, wait five minutes and then proceed at restricted speed, except when view of track ahead is not clear for at least 800 feet at any location within the block movement must be stopped and then protected by being preceded by a flagman. Engines so equipped must display red gyrating headlight.

(b) Where facing point switch is located immediately beyond signal and switch is lined for turnout, train may without stopping pass such signal at restricted speed to enter turnout provided main track is clear to fouling point.

(c) On two or more tracks, proceed at once at restricted speed.

Rule 511. Amended to read: A train or engine which has entered a block and is delayed in the block, must make movement beyond point of delay at restricted speed, until next governing signal can be seen to indicate other than "stop" and intervening track is seen to be clear.

Rule D-514 changed to Rule 514. Amended to read: Where separate signal governing train movements from siding or other track to main track indicate stop and train has other authority to enter main track, the main track switch may be opened and after the expiration of five minutes, train may proceed, complying with Rules 99 and 509(a) on single track, and Rules 99 and 509(c) on two or more tracks.

When heading out through a spring switch, the same practice will govern except that after lead wheels have fouled circuit, spring switch must be returned to normal. This rule will also apply where such signals are located at non-continuous interlocking station and are set for automatic operation during hours office is closed.

Rule 660. Amended to read: A train or engine which has entered a block and is delayed in the block, must make movement beyond point of delay at restricted speed, until next governing signal can be seen to indicate other than "stop" and intervening track is seen to be clear.

Rule 674. Amended to read: Should engine equipment fail in train control territory proceed at restricted speed to first office of communication and ask for instructions.

If train control is cut out, obtain train order authority for further movement, proceeding as prescribed by Rule 251. If cab signal is operative, or when manual block is established in advance of train with cab signal inoperative, do not exceed a maximum speed of 79 miles per hour for passenger and 60 miles per hour for freight trains. When operating under manual block, approach signals and facing point hand throw switches at restricted speed until it can be seen that governing signal indicates proceed and hand throw switches properly lined.

Should failure make it impossible to release brakes between offices of communication, conductor will confer with engineman and if considered necessary, seal may be broken and pneumatic feature cut out. Train may then proceed at restricted speed to first office of communication.

When train control is cut out, seal will be delivered to operator.

Rule 892. Amended to read: Engineman must not permit the fireman to operate the engine in the classes of service enumerated below unless the fireman has had the amount of experience specified:

YARD SERVICE: When the fireman has had one year's experience as such and has passed first year's examination, he may be permitted to handle the engine but will not be permitted to do so when switching passenger equipment or occupied outfit cars.

FREIGHT SERVICE: When fireman has had two year's experience as such in road service and has passed second year mechanical examination, he may be permitted to handle engine in train or switching movement, except train or switching movement involving handling of passenger equipment or occupied outfit cars.

PASSENGER SERVICE: When fireman has passed examination for promotion to position as engineman, he may be permitted to handle engine in train movement, except that he will not be permitted to handle engine moving train on heavy descending grade unless he has had at least one year's experience as an engineman.

In no event may a fireman operate an engine in the absence of the engineman unless directed to do so by the conductor or some official in authority, and only then in case of special emergency. In absence of engineman, fireman will take charge of engine and will permit only duly authorized persons on it.

Rule 1000(C). Amended to include: In the application of Operating Rule 1000(C) the Federal Communications Commission has modified their rules to permit an employee, authorized by the Railway Company to do so, to operate a mobile radio unit without having passed an examination on the rules; but an employee must pass an examination before operating a fixed or base radio station.

Definitions of Medium Speed and Restricted Speed pages 106, 111, 114 and 115. Amended to read:

MEDIUM SPEED—A speed not exceeding 40 miles per hour.

RESTRICTED SPEED—A speed that will permit stopping short of another train or obstruction, but not exceeding 20 miles per hour.

Definitions, Page 104, amended to include: AUTOMATIC TRAIN STOP SYSTEM (ATS). A system so arranged that its operation will automatically result in the application of the brakes until the train has been brought to a stop.

1. Except as otherwise provided, Eastward Trains are superior to Westward Trains of the same class.

2. STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED. (Rule 83)

Station	Designated Trains.
Corwith	Originating or terminating Corwith Yard.
Streator	Originating or terminating or operating via Pekin District.
Chillicothe	All except first class.
Fort Madison	First class and originating.
	Following trains will register by Form 903:
Shopton	First class.

3. .....

4. JUNCTION SWITCHES. (Rule 98)

LOCATION	NORMAL POSITION
PEKIN DISTRICT	
Streator Jct.	T.P.& W. R.R.
Pekin Jct.	T.P.& W. R.R.

5. JOINT TRACK FACILITIES.

CHICAGO—A.T.& S.F. trains will use C.& W.I. tracks between C.& W.I. Jct. and Dearborn Station.

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

PEKIN DISTRICT—A.T.& S.F. trains will use T.P.& W. track between Streator Jct. and Pekin Jct.

6. DOUBLE ARM HOME SIGNALS.

Where two or more arms on a home signal govern movements over an interlocked switch, top arm is assigned to the main track and lower arm the inferior route, except as follows:

6. DOUBLE ARM HOME SIGNALS—(Cont'd).

CHICAGO, Stewart Avenue—A.T.& S.F. track, eastward with traffic: signal just west of crossing; red over red—stop, red over yellow—proceed to signal just east of crossing. I.C. track, eastward with traffic: signal just west of crossing; red over red—stop, yellow over red—proceed to signal just east of crossing, red over yellow—to all other routes. Eastward against traffic: signal just west of crossing; red—stop, yellow—proceed to Coach Yard and other routes. Eastward with traffic: signal just east of crossing; red over red over red—stop, yellow over red over red—assigned I.C. track, red over yellow over red—C&WI track, red over red over yellow—Coach Yard and other routes.

CHICAGO, Interlocking, M.P. 3.1—Eastward: first or top indication assigned G.M.& O., second indication A.T.& S.F., third indication I.C. main tracks, fourth or lower indication against traffic. Westward: top indication of double indication signals assigned A.T.& S.F., lower indication I.C. main tracks. First or top indication of four indication signals assigned G.M.& O., second indication A.T.& S.F., third indication I.C. main tracks, fourth or lower indication against traffic.

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

7. TRAFFIC REVERSAL.

Between Interlocking M.P. 14.2 and Joliet U.S.

Operators will not display proceed signal for movement against current of traffic without train order authorizing.

If trains are to use the other main track without signal indication, move must be authorized by numbered clearance card endorsed. "Use .....Track."

If train or engine is stopped by a stop signal, it must stay until authorized to proceed by signal, or telephone advice from the operator. Be governed by Rule 509(c).

To avoid misunderstanding, instructions or information received by telephone must be repeated to employes from whom received, and names and occupations of employes stated.

Switch indicators are operative only with normal direction of traffic. At switches where there is no head out signal, obtain permission from operator before occupying main track regardless of position of switch indicator. If communication fails, main track may be used under flag protection with front and rear protected until next home signal is passed.

Except as affected by these rules, block signal and train rules remain in force.

8. AUTOMATIC TRAIN CONTROL.

Maximum authorized speeds for cab signal indications are:

	MPH	
	Passenger	Freight
High (H) Indication	90	60
Medium (M) Indication	40	40
Low (L) Indication	20	20

Should the control cut in while approaching train control territory from the east or the Pekin District, seal may be broken by conductor and pneumatic feature cut out, reporting by wire from first open office. A westward train may then proceed to Pequot, where seal will be delivered to Operator, train control equipment cut in and sealed, and test made before entering train control territory. Should test show train control inoperative, secure train order authority to proceed. If movement from Pekin District beyond Ancona not authorized before arrival Ancona, Conductor call Operator at Streator and be governed by verbal instructions which must be repeated. On arrival Streator, deliver seal to Operator.

Should cut out not be obtained in leaving train control territory at Pequot or Ancona, or should train control cut in after leaving such territory, seal may be broken by conductor and pneumatic feature cut out. Report will be made at terminal and seal there delivered to operator.

9. AUTOMATIC TRAIN STOP.

Rules for the operation of AUTOMATIC TRAIN STOP do not supersede or dispense with the observance of other Rules and Regulations.

9. AUTOMATIC TRAIN STOP—(Cont'd).

Except as otherwise provided, an engine in passenger service in Automatic Train Stop territory, as shown in time table, must be equipped with operative Automatic Train Stop device. The engineman must see that the Automatic Train Stop cut-out cock is cut in and sealed and check cab card, Form 1167 Standard, to assure himself the device has been tested and is operative. Engineman handling the engine where the Automatic Train Stop is not in operation must make same observation and promptly report by wire if cut-out cock is not sealed or cab card fails to indicate proper test has been made.

When an engine passes over an inductor in approach to other than a "clear" signal, an automatic brake application will occur unless prior acknowledgment has been made within 15 seconds. When such application has occurred the brake valve must be lapped immediately, and after sixty seconds an acknowledgment made. Brakes may then be released. If proper acknowledgment has been made approaching other than a "clear" signal, a bell will sound when the receiver of the engine passes over the inductor.

Engineman may also acknowledge before passing over an inductor to avoid an automatic application of the brakes when running backward at signals governing movements in the opposite direction.

Within or without Automatic Train Stop territory, an automatic brake application may occur when the Automatic Train Stop equipment becomes damaged or defective. If brakes cannot be released as prescribed above, Automatic Train Stop equipment must be cut out and promptly reported.

Seal on cut-out cock must not be broken or Automatic Train Stop cut out, unless device fails to operate properly. Automatic Train Stop failures and interruptions and removal of seals must be reported by wire from first available point of communication.

When the Automatic Train Stop device on an engine fails or is cut out enroute in Automatic Train Stop territory, train may proceed according to signal indication, not exceeding 79 miles per hour. If the Automatic Block Signal System is out of service, train may proceed at Restricted Speed, except; if Manual Block is established in advance of the train on which the device is inoperative, train may proceed not exceeding 79 miles per hour. When a train, moving in Automatic Train Stop territory with device inoperative, is stopped by a "Stop and Proceed" signal, it may proceed in accordance with Rule 509, or if in C.T.C. territory in accordance with Rule 655.

10. .....

11. RAILROAD CROSSINGS AT GRADE.

CHICAGO—Stewart Avenue, I.C., C.& W.I. and P.R.R. Interlocking.

CHICAGO—Panhandle, P.R.R., B.& O.C.T. and C.J. Interlocking.

CORWITH—I.N. Interlocking.

NERSKA—Chicago Belt. Interlocking.

McCOOK—B.& O.C.T. Interlocking.

JOLIET—C.R.I.& P. Interlocking.

STREATOR—G.M.& O. and N.Y.C. 0.1 mile west of station. Interlocking. Maximum speed 20 MPH.

STREATOR—Wabash 0.5 mile west of station. Interlocking.

PRINCEVILLE—C.R.I.& P. 0.4 mile east of station. Automatic Interlocking.

MONICA—C.B.& Q. Interlocking.

MINONK—I.C. 0.1 mile east of Station. Interlocking. Maximum speed 20 MPH. If home signal indicates "stop," authority to proceed must be obtained from Illinois Central operator. If so authorized member of crew must flag crossing until occupied by car or engine.

CRANDALL—N.Y.C.&St.L. Automatic Interlocking. Maximum speed 20 MPH.

MORTON—I.T. just east of station. Stop. See Rules 98, A, B, C and D.

MORTON—P.R.R. 0.1 mile west of station. Stop. See Rules 98, A, B, C and D.

EAST YARDS—G.M.& O. Interlocking.

12. MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
FIRST DISTRICT:		
Chicago and Pequot	79	60
Pequot and Chillicothe	90	60
SECOND DISTRICT	90	60
PEKIN DISTRICT	45	30
Chicago, Dearborn Station to 12th Street Viaduct	8	8
Chicago, Curve, 15th to 16th Streets	15	12
Chicago, Stewart Avenue Interlocking turnouts	10	10
Chicago, Stewart Ave. to Interlocking M.P. 3.1	30	30
Chicago, Interlocking, M.P. 3.1	20	15
Curve, M.P. 9.7 to 9.9, east of Bridge 9-C	40	35
Bridge 9-C, M.P. 9.9 to 10.0	30	25
Curve, M.P. 11.9 to 12.3, east of McCook	60	50
Curve, M.P. 24.0 to 24.7	79	50
Bridge 24-B, M.P. 24.7 to 24.8	40	30
4 Curves, M.P. 24.8 to 25.9, (Lemont)	50	40
2 Curves, M.P. 27.4 to 28.7	65	50
Curve, M.P. 29.0 to 29.2, (Romeo)	70	55
Curve, M.P. 35.3 to 35.6, Westward Track	79	50
Curve, M.P. 35.3 to 35.6, Eastward Track	70	50
Curve, M.P. 36.3 to 36.7, (Basin Bridge 36-A) Westward Track	60	40
Curve, M.P. 36.3 to 36.7, (Basin Bridge 36-A) Eastward Track	45	30
Curve, M.P. 37.0 to 37.1	35	25
Curves, M.P. 37.2 to 37.8, Joliet, through turnouts	15	15
Curve, M.P. 43.6 to 43.9 Eastward Track	79	50
3 Curves, M.P. 57.0 to 57.2 Eastward Track	40	40
Curve, M.P. 57.0 to 57.3 Westward Track	75	50
Curve, M.P. 58.4 to 58.6, (Coal City)	60	50
Track No. 3, Kernan to M.P. 88.8	40	30
2 Curves, M.P. 88.2 to 89.0, (east of Streator) Westward Track	60	50
2 Curves, M.P. 88.2 to 89.0, (east of Streator) Eastward Track	55	40
Streator, Main Street to Wabash Crossing	20	20
SECOND DISTRICT.		
2 Curves, M.P. 131.6 to 132.1	70	50
9 Curves, M.P. 132.6 to 136.8, (Edelstein Hill)	55	50
10 Curves, M.P. 161.6 to 170.3	75	.....
Galesburg, C.B.& Q. viaduct to Main Street	20	20
Curve, M.P. 224.7 to 225.0, (Dallas City)	60	50
Curve, M.P. 230.7 to 231.1	50	40
Mississippi River Bridge, M.P. 231.5 to 231.8	40	30
8 Curves, M.P. 231.8 to 234.3	30	30
PEKIN DISTRICT.		
2 Curves, M.P. 49.9 to 50.3, (Groveland)	35	.....
4 Curves, M.P. 54.5 to 55.8	35	.....

13. SPEED REGULATIONS, PASSENGER TRAINS.

Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops, so that train will move smoothly, without jar, and train conductors must observe that this is done.

14. MAXIMUM SPEED OF LOCOMOTIVES.

Diesel and Gas-Electric	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
11-90, 300-314	100	45	45	90
325-344	80	45	45	80
100-286, 400-430, 2611	65	45	45	60
2099, 2100-2162, 2650-2863, 3000-3019	65	45	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-540, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2433, 2600-2606	45	45	45	45
650-653, 2300-2302, 2400-2402	40	40	40	30
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75
* Note: 65 MPH applies when backing handling train.				
Steam				
6 wheel & 8 wheel switch	20	20	20	
762-768, 777, 811-816, 856, 900-984	35	35	25	
1600-1698, 1902-1981, 2542-2569, 885-898, 3102-3158	45	35	25	
1001-1148, 1801-1882, 3168-3277, 4005-4115	60	40	25	
4197, 5000-5035, 3516-3520, 3751-3775	90	40	25	
2900-2929, 3403-3439, 3450-3465, 3776-3785	100	40	25	
2507-2525	55	40	25	
3700-3746	70	40	25	
3801-3940	50	40	25	

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, Classes 450 - 451	2	5	5
1 - 11 - 50 - 80 - 2099 - 2100	3	5	5
51 - 90 - 650 - 2300 - 2301 - 2310 - 2600 - 3000	4	5	5
460 - 2400	4½	5	5
16 - 37 - 100 - 200 - 300 325 - 500 - 501 - 503 - 625 - 1500 - 2201 - 2207 - 2260 - 2303 - 2322 - 2394 - 2403 - 2418 - 2611 - 2650	5	5	5
Diesel-Electric and Gas Electric Motor Cars	3	5	5
Steam Engines Roller Bearings	9	5	5
Passenger Cars Roller Bearings	8	5	0
Friction Bearings	12	5	0

16. DEAD ENGINES.

Trains handling steam engines dead in train must not exceed 20 MPH without special instructions.

Dead engines must not be moved with side rods down or any driver suspended without special instructions.

17. STEAM WRECKING CRANES, ETC.

Trains handling wrecking outfits, derricks, steam shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened), and similar machinery moving on their own running gear must not exceed 30 MPH at any point on First and Second Districts and 24 MPH at any point on Pekin District. Such equipment must not be moved in any train except on authority of trainmaster.

18. SWITCHES—MAXIMUM AUTHORIZED SPEED.

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

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

STATION	TYPE	LOCATION	MPH
		FIRST DISTRICT	
McCook	I	Head out eastward siding	40
	I	Head in eastward siding	40
M.P. 14.2	I	Crossover	40
M.P. 14.5	I	Switch to Hodgkins Yard	30
M.P. 16.5	I	Switch to Hodgkins Yard	30
Willow Springs	S	Head out switches	30
	I	Crossovers and head in switches	40
Romeo	I	Crossovers	40
Joliet Yard	I	Eastward head in	30
	S	Head out switch MP 36.4	30
Plaines	I	G.M.&O. to A.T.&S.F.	40
	S	West end siding and connection G.M.&O. to A.T.&S.F.	30
Pequot	I	A.T.&S.F. to G.M.&O.	40
	I	Crossovers	40
Verona	I	Crossovers and head in switches	40
	S	Head out switches	30
Kernan	I	Crossovers	40

18. SWITCHES—MAXIMUM AUTHORIZED SPEED—(Cont'd)

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

STATION	TYPE	LOCATION	MPH
		FIRST DISTRICT—(Cont'd)	
Streator	I	Crossovers and turnout Wabash Crossing	30
Ancona	I	Pekin District turnout	30
	I	Crossovers	40
Toluca	I	Trailing point crossover	40
	I	Facing point crossover	30
	S	Head out westward siding	30
Chillicothe	I	Crossovers and turnouts east end yard	40
		SECOND DISTRICT	
Chillicothe	I	Crossovers and turnouts west end yard	30
Edelstein	I	Crossovers	40
	S	Head out westward siding	15
Monica	I	Crossovers	40
Williamsfield	I	Crossovers	30
	S	Head out eastward siding	30
	S	Head out westward siding	15
Appleton	I	Facing point crossover	30
G.I. Tower	I	Head in westward siding	30
	I	Head out westward siding	30
	I	Crossovers	40
	S	Head out eastward siding	30
Ormonde	I	Crossovers and head in eastward siding	40
	S	Head out switches	30
Smithshire	I	Crossovers	40
Stronghurst	I	Crossovers	40
	I	Head in switches	30
	S	Head out switches	30
Lomax	I	Crossovers	40
	S	Head out westward siding	30
E. Ft. Madison	I	Crossovers	40
Tower A	I	Crossover	30
	I	Westward yard head in	30
	I	Eastward yard head out	30

19. YARD LIMITS.

Chicago (includes Corwith and Nerska). All movements between Panhandle Crossing and Stewart Avenue Crossing must be protected as per Rule 99.

Joliet U. S. (includes Joliet yard.)
Streator.
Chillicothe.
Galesburg (includes G.I. Tower.)
Fort Madison (includes Shopton.)
Pekin (includes East Yards.)

20. BULLETIN BOOKS.

Chicago.....Dearborn Station, Coach Yard and Roundhouse Offices.
Corwith..... Telegraph, Roundhouse, and No. 6 Yard Offices.
Joliet Yard.... Yard Office.
Streator.....Telegraph and Roundhouse Offices.
Chillicothe.....Telegraph and Roundhouse Offices and Reading Room.
G.I. Tower.....Coal Chute Office.
Fort Madison..Trainmen's Locker Room.
Shopton..... Telegraph and Roundhouse Offices.
Pekin..... Station and Roundhouse Offices.

21. STANDARD CLOCKS.

Chicago.....Dearborn Station, Coach Yard and Roundhouse Offices.
Corwith..... Telegraph, Roundhouse Offices, and Yardmen's Locker Facility.
Joliet Yard.... Yard Office.
Streator.....Telegraph Office.
Chillicothe.....Telegraph Office.
Fort Madison..Telegraph Office.
Shopton..... Telegraph and Roundhouse Offices.

22. STANDARD THERMOMETERS.

Chicago, Coach Yard Office.		Streator.	Nemo.
Corwith.	Joliet Yard.	Chillicothe.	Shopton.
McCook.	Plaines.	G.I. Tower.	

23. OVERHEAD OBSTRUCTIONS. (Rule 761)

Mile Post	Bridge Number	Name
		FIRST DISTRICT
35.4	35-A	Railroad Viaduct.
116.9	116-D	Railroad Viaduct.
		SECOND DISTRICT
136.1	136-A	Highway Viaduct.
176.1	176-A	Highway Viaduct.
176.6	176-D	Railroad Viaduct.

24. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE.

Name	Location	Capacity
FIRST DISTRICT		
Waterways Terminal (spur)	M.P. 9.7	72 cars
Hodgkins Yard	M.P. 14.5	Yard
Argonne National Laboratory Track	M.P. 22.8	60 cars
Lemont Refinery (spur)	M.P. 27.8	132 cars
Millsdale (spur)	M.P. 46.1	7 cars
Blodgett Ordnance Plant (spur)	M.P. 50.3	
Northern Illinois Coal Co. Tipple, Wye	M.P. 55.0	Yard
Northern Illinois Dell Abbey	M.P. 56.3	Yard
Gorman (spur)	M.P. 61.9	7 cars
SECOND DISTRICT		
Dahinda, Stanolind (spur)	M.P. 163.9	17 cars

25. STATUTORY REGULATIONS.

IN ILLINOIS, it is lawful for the conductor to remove from the train, using no unnecessary force, any passenger who shall refuse, upon reasonable demand, to pay his lawful fare, or who shall upon the train or car use any abusive, vulgar, threatening, obscene or profane language thereon, or shall so conduct himself as to make his presence offensive or unsafe to passengers thereon; and when any passenger shall be guilty of disorderly conduct or use any obscene language to the annoyance and vexation of passengers, or play any game of cards or other games of chance for money or other valuable thing upon any railroad train, the conductor is authorized to stop his train at any place where such offense has been committed and eject such passenger from the train, using only the force which may be necessary to accomplish the removal, but before doing so shall tender to such passenger such proportion of the fare he has paid as the distance he then is from the place to which he has paid his fare bears to the whole distance for which he has paid his fare. Conductor may command the assistance of other employes of the railroad, or any of the passengers to assist in such removal.

26. 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

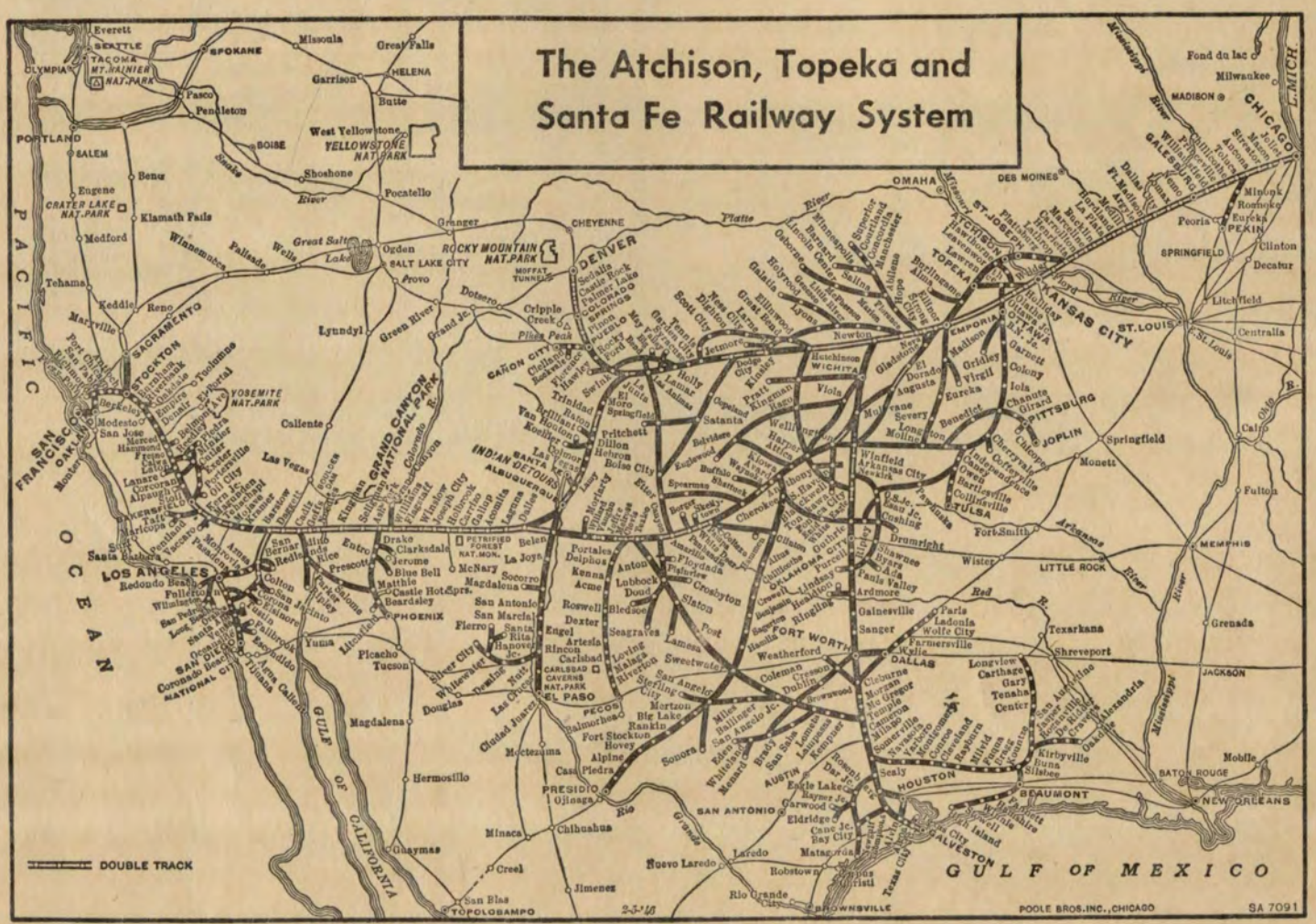
CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS.

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

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
3	In Illinois	Kansas City and beyond	
	Dallas City		Chicago
	Verona, Strong City, Florence	Beyond Newton	Chicago and beyond, Emporia and beyond
4	Newton to Kansas City		Wichita and beyond
	East of Kansas City		Beyond Kansas City
	Toluca	Chicago and beyond	
	Dallas City		
	Ransom, Kinsman, Verona, Mazon	Beyond Chicago	
5	Ottawa Jct.	South of Newton	Illinois
6	Newton to Kansas City		Wichita and beyond
8	Ottawa Jct.		Beyond Emporia
11	Carrollton	Tulsa	
	Newkirk	Oklahoma City and beyond	Wichita and beyond
12	Newkirk	Wichita and beyond	Oklahoma City and beyond
15	Marceline	Tulsa, Wichita and beyond	Chicago
16	Marceline, La Plata		Wichita and beyond
17—18	Joliet	Scheduled stops in Arizona and California	Scheduled stops in Arizona and California
	Galesburg	Scheduled stops in California	Scheduled stops in California
19—20	Joliet, Streator, Chillicothe, Galesburg, La Plata, Marceline, Carrollton, Emporia	New Mexico, Arizona, California	California, Arizona, New Mexico
21—22	Joliet, Streator, Chillicothe	Scheduled stops in California	Scheduled stops Albuquerque and West
	Galesburg	Lamy and Scheduled stops in California	Lamy and Scheduled stops Albuquerque and West
23	Chicago to Wellington	Belen and beyond Between La Junta and Denver	
24	Wellington to Chicago		California, Arizona, Between La Junta and Denver
	Carrollton	Chicago	
27	Scranton		Kansas City and beyond
123	Between Kansas City and Newton	Albuquerque and West, Between La Junta and Denver	
124	Between Kansas City and Newton		Albuquerque and West, Between La Junta and Denver
211—212	Collinsville	Kansas City and beyond	Kansas City and beyond

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

SANTA FE SAFETY FIRST

Every employe 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.)