SURGEONS AND PHYSICIANS

Aledo, Ill.	DR. L. E. ROBINSON	Surgeon.
Astoria, Ill.	DR. H. T. BAXTER	Surgeon.
Beardstown, Ill.	DR. B. A. DeSULIS	Surgeon and Examiner.
Beardstown, Ill.	DR. T. G. CHARLES	Surgeon.
Beardstown, Ill.	DR. R. D. BURLEY	Surgeon.
Buda, Ill.	DR. A. G. EVERHART	Surgeon.
Bushnell, Ill.	DR. B. ROAN	Surgeon.
Canton, Ill.	DR. E. P. COLEMAN	Surgeon.
Clinton, Ia.	DR. J. E. O'DONNELL	Surgeon.
Centralia, Ill.	DR. H. D. GILLETTE	Surgeon and Examiner.
Centralia, Ill.	DR. J. C. HALL	Surgeon.
Centralia, Ill.	DR. M. K. HIRSHFELDER	Eye Specialist.
Centralia, Ill.	DR. E. F. STEPHENS	Surgeon and Examiner.
Centralia, Ill.	DR. K. VENTERS	Surgeon and Examiner.
Christopher, Ill.	DR. W. W. SHEERER	Surgeon.
Christopher, Ill.	DR. L. L. LOVE	Surgeon.
Davenport, Ia.	DR. W. G. BESSEMER	Surgeon.
East Alton, Ill.	DR. L. D. ARCHER	Surgeon.
E. St. Louis, Ill.	DR. O. J. CULBERTSON	Surgeon.
Fulton, Ill.	DR. M. J. VRUNO	Surgeon.
Galesburg, Ill.	DR. E. T. P. ZESSIN	Medical Examiner.
Galesburg, Ill.	DR. B. W. COAN	Surgeon.
Galesburg, Ill.	DR. R. L. CANNON	Eye Specialist.
Galesburg, Ill.	DR. S. M. HANAUER	Surgeon.
Galesburg, Ill.	DR. G. K. SMART	Eye Specialist.
Girard, Ill.	DR. H. A. FINNEY	Surgeon.
Herrin, Ill.	DR. F. C. MURRAH	Surgeon and Examiner.
Jacksonville, Ill.	DR. F. A. NORRIS	Surgeon.
Jacksonville, Ill.	DR. A. G. SCHULTZ	Eye Specialist.
Lewistown, Ill.	DR. R. T. EWAN	Surgeon.
Litchfield, Ill.	DR. C. H. SIHLER	Surgeon.
Macomb, Ill.	DR. J. H. HERMETET	Surgeon.
Macomb, Ill.	DR. W. W. HOLLAND	Surgeon.
Moline, Ill.	DR. L. A. DONDANVILLE	Surgeon.
Moline, Ill.	DR. H. ARP	Surgeon.
Metropolis, Ill.	DR. G. F. CUMMINS	Surgeon.
Monmouth, Ill.	DR. H. G. EBERSOLE	Surgeon.
Monmouth, Ill.	DR. J. L. SHERRICK	Surgeon.
Paducah, Ky.	DR. W. P. SIGHTS	Surgeon and Examiner.
Peoria, Ill.	DR. H. F. DILLER	Surgeon and Examiner.
Peoria, Ill.	DR. W. W. KING	Surgeon.
Quincy, Ill.	DR. J. F. MERRITT	Surgeon and Examiner.
Quincy, Ill.	DR. W. STEVENSON, Jr.	Eye Specialist.
Rock Island, Ill.	DR. C. P. O'NEILL	Surgeon and Examiner.
Rushville, Ill.	DR. C. K. CAREY	Surgeon.
Savanna, Ill.	DR. J. B. SCHREITER	Surgeon and Examiner.
Savanna, Ill.	DR. L. B. HUSSEY	Surgeon and Examiner.
Sterling, Ill.	DR. C. G. BEARD	Surgeon and Examiner.
St. Louis, Mo.	DR. R. A. SUTTER	Surgeon and Examiner.
St. Louis, Mo.	DR. P. HEINBECKER	Surgeon.
St. Louis, Mo.	DR. C. F. ALDERSON	Surgeon.
St. Louis, Mo.	DR. R. C. McELVAIN	Surgeon.
St. Louis, Mo.	DR. R. E. MASON	Eye Specialist.
Valier, Ill.	DR. L. L. LOVE	Surgeon.
Virden, Ill.	DR. F. E. ANSPAUGH	Surgeon.
West Frankfort, Ill.	DR. C. H. WILLIAMS	Surgeon.
Whitehall, Ill.	DR. F. McLAREN	Surgeon.

Whenever any person other than a trespasser sustains injuries on Company property, requiring immediate medical attention, the nearest Company Surgeon should be summoned by the officer or employe of highest rank present.

In case of emergency when the attendance of the Company Surgeon cannot be had at once, the most available surgical aid should be called to serve until the Company Surgeon arrives. No important surgical operation should be made previous to the arrival of the Company Surgeon, except such as may be required for the immediate safety of the patient.

In case of injury to trespassers, a physician—the Company Surgeon when available—should be summoned only in case the injury renders the patient incapable of seeking medical attention himself. An injured trespasser should not, except in emergency, be removed from the county in which the injury occurs, but arrangements should be made to turn the patient over to the county authorities in case he cannot provide for his own care after emergency service has been rendered.

DR. O. H. HORRALL,
Chief Surgeon,
Chicago, Illinois.

DR. R. B. KEPNER,
Chief Medical Officer,
Chicago, Illinois.

Chicago, Burlington & Quincy Railroad Company

LINES EAST OF THE MISSOURI RIVER

TIME TABLE

OF THE

GALESBURG AND BEARDSTOWN DIVISIONS

OF THE

EASTERN DISTRICT

No. 1

EFFECTIVE AT 12:01 A. M.
CENTRAL STANDARD TIME

SUNDAY, APRIL 25, 1954

DESTROY ALL TIME TABLES OF PREVIOUS DATE

This Time Table is for the exclusive use and guidance of the employes concerned, who must carry in addition thereto the Book of Rules of the Operating Department.

THE GUNTHORP-WARREN PRINTING COMPANY, CHICAGO

Galesburg to West Quincy—Subdivision—Southward

GALESBURG AND BEARDSTOWN DIVISIONS. TIME TABLE No. 1. EFFECTIVE APRIL 25, 1954

FIRST CLASS							Capacity of			SECOND CLASS				
	Daily Passenger	Daily Passenger	Daily Passenger	Signs	Mile Post Location	STATIONS	Sidings	Other Tracks	Office Open Week Days Except Saturday	Daily Time Freight	Daily Time Freight	Daily Time Freight	Daily Time Freight	
	55	33	35							75	61	67	77	
	A. M. L 12.40	56-A. M. L 4.55	P. M. L 3.00	B.C.K.O.R. T.W.Y.Yd.	162.5	GALESBURG		Yard	Continuous.					
				Y. Yd.	163.0	0.5 KNOX STREET (Interlocked).			Continuous.					
	12.47	5.02	3.07	R. Yd.	166.3	3.3 WATERMAN		Yard	Continuous.	— A.M. — L 5.15	— A.M. — L 7.30	— P. M. — L 5.45	— P.M. — L10.45	
	c12.55	s 5.10	3.13		172.3	6.0 ABINGDON		80	8:00 a.m. to 4:00 p.m. 11:00 p.m. to 7:00a.m.					
		s 5.17		F	178.5	6.2 ST. AUGUSTINE		13	No Office.					
		s 5.22	3.24		182.7	4.2 AVON		79	8:00 a.m. to 5:00 p.m.					
		s 5.27			185.5	2.8 PRAIRIE CITY		33	7:30 a.m. to 4:30 p.m.					
	s 1.20	s 5.40	3.33	B.C.K. R.W.Y. Yd.	191.4	5.9 BUSHNELL C. B. & Q. Crossing (Interl'kd). T. P. & W. Crossing (Interl'kd).	68	Yard	Continuous.	6.10	8.58	6.25	11.25	
	1.26	s 5.45		F.	196.0	4.6 BARDOLPH	82	28	No Office.		9.15			
	s 1.32	s 5.52	s 3.44	K.O.Yd.	202.3	6.3 MACOMB	140	Yard	9:15 a.m. to 5:15 p.m. 7:00 p.m. to 3:00 a.m.	96 6.25	9.33	6.45	11.40	
	1.46	96 s 6.14	3.53		209.3	7.0 COLCHESTER	140	102	8:00 a.m. to 4:00 p.m. 12:01 a.m. to 8:00 a.m.	6.36	9.48	6.55	11.50	
		s 6.18		F.	211.7	2.4 TENNESSEE		17	No Office.					
		s 6.26			217.4	5.7 COLMAR	35	22	6:00 p.m. to 3:00 a.m.	6.51	10.03	7.10		
	1.59	s 6.35			221.9	4.5 PLYMOUTH	41	20	6:00 a.m. to 3:00 p.m.	6.58	10.12	7.20		
	c 2.04	s 6.42	36 4.20		225.9	4.0 AUGUSTA	140	22	6:00 a.m. to 10:00 p.m.	7.04	10.18	34 7.30	— A.M. — 12.10	
	2.11	s 6.55	74 4.27	F.	232.5	6.6 LA PRAIRIE	19	10	No Office.	7.14	10.30	7.40	12.18	
	2.15	s 6.59	4.30		235.2	2.7 Wabash Crossing (Interl'kd) GOLDEN	130	48	Continuous.	7.20	10.38	7.44	12.23	
	2.21	s 7.15	4.35	W.	240.9	5.7 CAMP POINT	140	29	7:00 a.m. to 11:00 p.m.	7.30	10.50	7.54		
		s 7.21		F.	246.0	5.1 COATSBURG		24	No Office.					
	2.28	s 7.29	4.41		248.2	2.2 PALOMA	82	17	8:00 a.m. to 5:00 p.m.	7.43	11.05	8.04		
		s 7.34			251.7	3.5 FOWLER		27	No Office.					
	56 2.44	f 7.40	4.47	F.	254.2	2.5 EWBANKS	140		No Office.	7.55	11.25	8.14	12.48	
				F.	258.8	4.6 24th Street Switch			No Office.					
	2.54	7.50	4.57	F.	261.4	2.6 CARTHAGE JUNCTION			No Office.	8.15	11.45	8.30	1.10	
				C.K.. T.W.Y.Yd.	262.3	0.9 QUINCY		Yard	No Office.					
	A 3.03 A. M.	A 8.00 A. M.	A 5.10 P. M.	R. K. W. B.Y.O.Yd.	136.9	1.2 WEST QUINCY		Yard	Continuous.	A 8.30 A.M.	— P.M. — A 12.01 P.M.	A 8.45 P. M.	A 1.25 A. M.	
	2:23 42.4	3:05 32.8	2:10 46.5			SCHEDULE TIME AVERAGE MILES PER HOUR				3:15 31.1	4:31 21.2	3:00 32.4	2:40 36.5	

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN CARTHAGE JCT. AND WEST QUINCY.

Double track between Waterman and Bushnell, Rules D-251, D-252, D-253 and D-254 in effect.

Manual Block System; Rule 318(B) in effect between Knox St. and Golden.

Automatic Block System in effect between Golden and Carthage Jct.

No train order signal Galesburg, Conductors and Enginemen of passenger trains must have Clearance Form A.

Southward trains leaving West Departing Yard, Galesburg, will not require Clearance Form A.

Train order signal located 300 feet south of overhead bridge, Waterman Tower, governs southward trains leaving West Departing Yard; normal indication, proceed.

No train order signal West Quincy. Conductors and Enginemen must have Clearance Form A.

Southward trains from West Departing Yard, Galesburg, will call Waterman Tower, Local 262, from phone at south end of yard before backing in on their train to ascertain whether there are any orders for them; if so, trainmen will go to Tower for them.

Trains departing from West Departing Yard, Galesburg, will call Yardmaster at Innisville, Local 259 or 260, from telephone located near switches at south and west ends of tracks to ascertain which track train is being made up on and whether yard engine is pulling or shoving their train out.

No northward train order signal Knox Street, northward passenger trains will not require Clearance Form A.

Trains may register by ticket at Waterman and Bushnell.

Spring switch at south end of siding, Ewbanks.

Saluda M.P. 167.7, capacity 5 cars.

Power Spur, M.P. 257.24, capacity 4 cars.

(Concluded on Page 3)

West Quincy to Galesburg—Subdivision—Northward

GALESBURG AND BEARDSTOWN DIVISIONS. TIME TABLE No. 1. EFFECTIVE APRIL 25, 1954

FIRST CLASS					Mile Post Location	STATIONS	Capacity of		Office Open Saturday and Sunday	SECOND CLASS		
			Daily Passenger	Daily Passenger	Daily Passenger			Sidings	Other Tracks		Daily Time Freight	Daily Time Freight	Daily Time Freight
			56	36	34						70	96	74
			33-A.M. A 4.55	P.M. A 5.32	P.M. A 9.35	162.5	GALESBURG		Yard	Continuous.			
						163.0	0.5 KNOX STREET (Interlocked).			Continuous.			
			4.43	5.24	9.25	166.3	3.3 WATERMAN		Yard	Continuous.	—A.M.— A 6.00	—A.M.— A 7.30	—P.M.— A 6.00
			c 4.34	5.18	s 9.15	172.3	6.0 ABINGDON		80	11:00 p.m. to 7:00 a.m.			
					s 9.01	178.5	6.2 ST. AUGUSTINE		13	No Office.			
				5.07	s 8.55	182.7	4.2 AVON		79	Closed.			
					s 8.50	185.5	2.8 PRAIRIE CITY		33	Closed.			
			c 4.10	4.58	s 8.40	191.4	5.9 BUSHNELL C. B. & Q. Crossing (Interl'kd) T. P. & W. Crossing (Interl'kd)	68	Yard	Continuous.	5.20	6.43	5.22
			4.02		s 8.28	196.0	4.6 BARDOLPH	82	28	No Office.	5.10	6.36	5.16
			s 3.55	s 4.46	s 8.20	202.3	6.3 MACOMB	140	Yard	9:15 a.m. to 5:15 p.m. 7:00 p.m. to 3:00 a.m.	5.00	75 6.25	5.09
			3.40	4.37	s 8.00	209.3	7.0 COLCHESTER	140	102	12:01 a.m. to 8:00 a.m.	4.50	33 6.14	4.59
					s 7.50	211.7	2.4 TENNESSEE		17	No Office.			
					s 7.43	217.4	5.7 COLMAR	35	22	★Closed.	4.37	5.45	4.49
			3.25		s 7.37	221.9	4.5 PLYMOUTH	41	20	Closed.	4.30	5.30	4.43
			3.20	35 4.20	67 s 7.30	225.9	4.0 AUGUSTA	140	22	2:00 p.m. to 10:00 p.m.	4.25	5.18	4.37
			3.10		s 7.22	232.5	6.6 LA PRAIRIE	19	10	No Office.	4.14	5.07	35 4.27
			3.06	74 4.10	s 7.18	235.2	2.7 Wabash Crossing (Interl'kd). 5.7 GOLDEN	130	48	Continuous.	4.10	5.01	36 4.10
			2.59	4.05	s 7.10	240.9	5.1 CAMP POINT	140	29	Closed.	4.02	4.50	3.50
					s 7.02	246.0	2.2 COATSBURG		24	No Office.			
			2.51	3.59	s 6.58	248.2	3.5 PALOMA	82	17	Closed.	3.53	4.38	3.40
					s 6.54	251.7	2.5 FOWLER		27	No Office.			
			55 2.44	3.53	f 6.50	254.2	4.6 EWBANKS	140		No Office.	3.45	4.25	3.30
						258.8	2.6 24th Street Switch			No Office.			
			2.34	3.43	6.39	261.4	0.9 CARTHAGE JUNCTION			No Office.	3.22	4.01	3.10
						262.3	QUINCY		Yard	No Office.			
			L 2.25 A.M.	L 3.35 P.M.	L 6.30 P.M.	136.9	1.2 WEST QUINCY		Yard	Continuous.	L 3.05 A.M.	L 3.45 A.M.	L 2.55 P.M.
			2:30 40.4	1:57 51.7	3:05 32.8		SCHEDULE TIME AVERAGE MILES PER HOUR				2:55 33.3	3:45 24.7	3:05 32.2

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

★Colmar office open 12:01 a.m. to 3:00 a.m. Saturday; closed 12:01 a.m. to 3:00 a.m. Monday.

No. 55 stop at Abingdon to receive revenue passengers for points beyond Quincy and to discharge revenue passengers from Chicago or points Moline and north, and stop at Augusta to discharge revenue passengers from Chicago, or to receive revenue passengers for Missouri River or beyond when notified at Macomb.

No. 56 stop at Bushnell to discharge revenue passengers from Quincy or beyond, and to receive revenue passengers for Galesburg or beyond, and stop at Abingdon to discharge revenue passengers from Missouri River or beyond and to receive revenue passengers for Chicago.

No. 66	No. 64		No. 63	No. 73
9:00 P.M.	7:45 P.M.	Ar.....Waterman.....Lv.	5:00 A.M.	6:00 A.M.
8:15 P.M.	7:00 P.M.	Lv.....Bushnell.....Ar.	5:45 A.M.	6:45 A.M.

Savanna and Galesburg—Subdivision

GALESBURG AND BEARDSTOWN DIVISIONS. TIME TABLE No. 1. EFFECTIVE APRIL 25, 1954

SOUTHWARD													NORTHWARD			
SECOND CLASS				FIRST CLASS						Capacity of			FIRST CLASS	SECOND CLASS		
Daily Ex. Sunday Time Freight	Tuesday Friday Way Freight	Daily Time Freight	Daily Time Freight	Daily Passenger	Signs	Distance from Savanna		STATIONS	Mile Post Location	Sidings	Other Tracks	Office Open Week Days Except Saturdays	Daily Passenger	Daily Time Freight	Daily Time Freight	Daily Ex. Sunday Time Freight
72	86	82	80	48									47	97	81	71
				A.M. L 5.22	B.K.R. Yd.		LA CROSSE DIV.	SAVANNA			Yard	Continuous	A.M. A12.15			
								0.79								
								CMStP&P Crossing (Intl'kd)				No. Office.				
								0.20								
								CMStP&P Crossing (Intl'kd)				No Office.				
								0.96								
	A.M. L 7.00	A.M. L 8.00	P.M. L 7.30	5.27	W.C.O.R. K.B.T.Yd.	1.9		SAVANNA TOWER	55.0		Yard	Continuous	12.10	P.M. A 2.00	A.M. A 3.00	
								3.3								
	7.07	8.10	7.42	5.33	F.	5.2		AYRES	51.7	90		No Office.	12.03	1.50	2.50	
								6.6					A.M.			
	7.27	8.25	7.54	s 5.44		11.8		THOMSON	45.1	38	6	7:00 a.m. to 4:00 p.m.	f11.48	1.40	2.36	
								2.1								
	A 7.32	8.30	7.59	A 5.48 A.M.		13.9		C.M.St.P.&P. Crossing (Interl'kd). EBNER	43.0	110		Continuous.	L11.43 P.M.	1.35	2.28	
								9.6								
	Via East Clinton	8.50	8.16		F.	23.5		OLIVER	33.4	84		No Office.		1.20	2.05	
								3.1								
	L 9.10	8.58	8.25		F.	26.6		LASS	54.0			No Office.		1.05	1.50	
								2.1								
	9.15	9.03	8.29			28.7		FENTON	51.9	87	20	8:00 a.m. to 5:00 p.m		1.01	1.40	
								3.4								
— A.M. —																— P.M. —
L 2.20	A 9.30 A.M.	9.15	71 8.45		B.R.W.Y. Yd.	32.1		DENROCK	24.8	87	Yard	Continuous.		12.55	s 1.30	80 A 8.45
								6.2								
2.33		9.35	9.01			38.3		ERIE	18.6	N-80 S-61	39	8:00 a.m. to 5:00 p.m.		12.40	f12.50	8.29
								5.6								
2.43		9.47	9.13			43.9		HILLSDALE	13.0	83	18	8:00 a.m. to 5:00 p.m.		12.30	f12.35	8.22
								4.8								
2.55		9.57	9.25		F.	48.7		JOSLIN	8.2	87	5	No Office.		12.20	f12.22	8.07
								7.9								
A 3.20 — A.M. —		11.00	10.10	A.M. L 9.10	B.C.K.R. W.Y.Yd.	56.6		BARSTOW	241.3	93	Yard	Continuous.	P.M. A 7.24	12.05 — P.M. —	s12.05 — A.M. —	L 7.45 P.M.
								2.9								
				f 9.16		59.5		C. R. I. & P. Cross. (Interl'kd) COLONA	238.3			Continuous.	f 7.18			
								1.6								
		11.12	10.30	9.18	F.	61.1		BRIAR BLUFF	236.8	91	8	No Office.	7.16	11.52	11.07	
								4.5								
		11.25	81 10.55	f 9.26	F.	65.6		WARNER	232.1	80	11	No Office.	f 7.07	11.44	80 10.55	
								4.2								
		97 11.37	11.20	s 9.35		69.8		ORION	228.0	91	20	8:00 a.m. to 5:00 p.m.	s 7.01	82 11.37	10.40	
								4.3								
		11.50	11.35	s 9.43		74.1		LYNN	223.8	88	10	8:00 a.m. to 5:00 p.m.	s 6.52	11.25	10.27	
								3.3								
				s 9.48	F.	77.4		OPHIEM	220.5		10	No Office.	s 6.46			
								4.4								
		— P.M. — 12.05	— A.M. — 12.05	s 9.57	W.Y.Yd.	81.8		ALPHA	216.1	N-66 S-84	65	8:00 a.m. to 12 Mid.	s 6.40	11.12	10.10	
								C. B. & Q. Crossing (Interl'kd)								
								5.6								
		12.25	12.20	s10.08	Y.	87.4		RIO	13.0	91	13	7:00 a.m. to 4:00 p.m.	s 6.29	11.01	9.55	
								6.7								
		12.40	12.35	s10.18		94.1		HENDERSON	6.2	36	18	7:30 a.m. to 4:30 p.m.	s 6.19	10.48	9.40	
								3.0								
		12.45	12.40	10.22	F.	97.1		BOUHAN	3.2			No Office.		10.40	9.30	
				97				3.2						48		
		A 1.00 P.M.	A 1.00 A.M.	A10.30 A.M.	BCKOR TWYYd	100.3		GALESBURG			Yard	Continuous.	L 6.10 P.M.	L10.30 A.M.	L 9.15 P.M.	
1:00 24.5	2:30 12.6	5:00 18.1	5:30 17.8	1:20 32.2				SCHEDULE TIME AVERAGE MILES PER HOUR					1:14 34.8	3:30 27.9	5:45 16.8	1:00 24.5

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

Double track between Savanna Depot and Savanna Tower; Bouhan and Galesburg.

Automatic Block System in effect between Savanna Depot and Savanna Tower. Rules D-251, D-252, D-253 and D-254 in effect.

Manual Block System; Rule 318(B) in effect between Savanna Tower and Galesburg.

No train order signal Savanna, Savanna Tower, Denrock, Barstow, and Galesburg. Conductors and Enginemen must have Clearance Form A.

Northward freight trains leaving Galesburg Yard will be cleared at Knox Street.

No northward train order signal Knox Street, Conductors and Enginemen of freight trains and light engines must have Clearance Form A.

Extra trains between Lass and Ebner must run via Oliver unless otherwise directed.

Trains may register Denrock and Barstow by register ticket.

OFFICES OPEN SATURDAY AND SUNDAY:

Savanna, Savanna Tower, Ebner, Denrock, Barstow, Colona, Galesburg continous. Alpha 9:00 a.m. to 11:00 a.m.; 4:00 p.m. to 12 Mid. Other offices closed.

Spring switches at C.M.St.P.&.P. Jct. Ayers, south end of siding Briar Bluff, north end of siding Warner, north end of siding Orion and at end of double track Bouhan.

Normal position of switch at junction of east wye, Barstow, is for Savanna Line; wye switch south of Barstow for Savanna Line; wye switch west of Barstow for Rock Island Line; wye switches north and south of Denrock for Savanna Line.

No. 80 and No. 81 will carry passengers between Denrock and Barstow.

No. 86 wil carry passengers between East Clinton and Denrock.

Local extra leaves Galesburg about 7:15 a.m. Monday and Thursday for Savanna.

Local extra leaves Galesburg about 7:15 a.m. Wednesday for Barstow.

Local extra leaves Denrock about 11:00 a.m. Tuesday, and Friday for Galesburg.

Local extra leaves Barstow about 12:30 p.m. Wednesday for Galesburg.

Lass and Ebner—Subdivision

SOUTHWARD SECOND CLASS Tuesday Friday Way Frt. 86	SOUTHWARD FIRST CLASS Daily Passenger 48	Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity of Sidings	Capacity of Other Tracks	Office Open Saturday and Sunday	NORTHWARD FIRST CLASS Daily Passenger 47
A.M. L 7.32	A.M. L 5.48	Continuous.		70.31	EBNER			Continuous.	P.M. A11.43
					5.94				
s 8.05	s 5.59	8:00 a.m. to 5:00 p.m.		64.37	FULTON	14	52	Closed.	s11.30
					1.76				
8.10	6.03	No Office.	F.Y. Yd.	62.61	EAST CLINTON		15	No Office.	11.21
					1.3				
s 8.30	A 6.10 A.M.	Continuous	B.K.O.R. Yd.		CLINTON		Yard	Continuous.	L11.15 P.M.
					1.3				
8.38		No Office.		62.61	EAST CLINTON		15	No Office.	
					0.18				
		No Office.		62.43	C.M.St.P.& P. Cross. (Grade)			No Office.	
					3.08				
s 8.55		No Office.	F.	59.35	GARDEN PLAIN		21	No Office.	
					5.3				
A 9.10 A.M.		No Office.	F.R.	54.05	LASS			No Office.	
1:38 8.8	0:22 25.0				SCHEDULE TIME AVERAGE MILES PER HOUR				0:28 19.7

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.
Manual Block System; Rule 318(B) in effect.
Rule 907 in effect.
No train order signal at Clinton. Conductors and Enginemen must have Clearance Form A when operator on duty.
Normal position of switch at Lass is for Oliver line.
Normal position of south wye switch East Clinton is for Clinton line.
In entering the C. & N. W. tracks at Clinton and East Clinton trains will be governed by signal indication.
Trains between Clinton Union Depot and C. & N. W. Interlocking at Clinton have no timetable superiority; all trains and engines must move at reduced speed. C. B. & Q. and C. M. St. P. & P. trains and engines will use this track jointly.
MARKMAN, M.P. 55.39, capacity 7 cars.

Rock Island and Barstow—Subdivision

SOUTHWARD FIRST CLASS Daily Passenger 48	Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity of Sidings	Capacity of Other Tracks	Office Open Saturday and Sunday	NORTHWARD FIRST CLASS Daily Passenger 47
A.M. L 8.25	7:00 a.m. to 11:00 p.m.	WCKRO B.T.Yd.	252.80	ROCK ISLAND 0.62		Yard	7:00 a.m. to 9:00 a.m. 3:00 p.m. to 11:00 p.m	P. M. A 8.10

Trains between Clinton and Terminal Jct. are governed by rules and time table of D. R. I. & N. W. Ry.

8.28	No Office.		252.18	TERMINAL JCT	48		No Office.	8.07
				0.02				
	No Office.		252.16	C. R. I. & P. Cross. (Grade)			No Office.	
				2.57				
s 8.45	8:00 a.m. to 5:00 p.m.	W.O.K.Yd.	249.59	MOLINE	25	Yard	Closed.	s 8.00
				3.79				
s 8.57	6:30 a.m. to 3:30 p.m.	Yd.	245.80	EAST MOLINE C.M.St.P.& P. Cross. (Grade)		65	Closed.	s 7.39
				1.08				
	No Office.	F.	244.72	SILVIS TRANSFER		Yard	No Office.	
				3.33				
A 9.08 A.M.	Continuous.	W.C.Y. R.B.Yd.	241.39	BARSTOW		Yard	Continuous.	L 7.25 P.M.
0:43 15.6				SCHEDULE TIME AVERAGE MILES PER HOUR				0:45 15.2

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.
Manual Block System; Rule 318(B) in effect.
No train order signal Rock Island and Barstow. Conductors and Enginemen must have Clearance Form A when operator on duty.
Extra train with No. 71's connection leaves Rock Island 6:00 P. M. to arrive Barstow 7:30 P. M. daily except Sunday.
Extra train with No. 72's connection leaves Barstow 4:20 A. M. to arrive Rock Island 5:45 A. M. daily except Sunday.
No. 47 and No. 48 will use Wall track 29th Street to 20th Street crossover Rock Island, Rule 93 in effect.
Passenger trains use passenger main track at East Moline unless otherwise instructed.
When meeting at East Moline, superior trains will use passenger main track unless otherwise provided.
Unless otherwise provided, freight trains will use C. B. & Q. main track between 7th and 13th Streets, East Moline, and must have Clearance Form A when operator on duty. Normal position of switches for C. B. & Q. main track.
Train and engine movements over C.R.I.& P. Crossing, located between Terminal Jct. and Station No. 3 will make stop at Stop Signs, and when Pole Target at switch shanty is in horizontal position, may proceed over crossing on proper signal from switchtender with yellow flag or light.

Peoria and Galesburg—Subdivision

GALESBURG AND BEARDSTOWN DIVISIONS. **TIME TABLE No. 1.** **EFFECTIVE APRIL 25, 1954**

WESTWARD FIRST CLASS				EASTWARD FIRST CLASS							
			Daily Passenger	Daily Passenger	Signs	Mile Post Location	STATIONS	Capacity of Sidings	Capacity of Other Tracks	Office Open Week Days Except Saturday	Daily Passenger	Daily Passenger
			47	1							56	48
				P.M.	BCKOR							A.M.
				L 8.00	T.W.Yd.	51.5	PEORIA		Yard	6:15 a.m. to 2:15 p.m. 4:00 p.m. to 12 Mid.		A 7.00
							1.4					
						50.1	C. & N. W. Crossing (Auto Interl.)			No Office.		
							0.6					
						49.5	P. R. T. Crossing (Interl'kd)			No Office.	6.54	
							5.0					
				8.13	F.	44.5	POTTSTOWN		5	No Office.	f	
							5.5					
				s 8.22		39.0	EDWARDS	74	15	6:30 a.m. to 3:30 p.m.	f 6.39	
							7.9					
				f 8.32	F.	31.1	OAK HILL	69	14	No Office.	s 6.27	
							5.5					
				s 8.42		25.6	ELMWOOD		65	8:00 a.m. to 5:00 p.m.	s 6.17	
			P.M.				2.9					A.M.
			L 2.58	s 8.51	B.K.C.R. W.Y.Yd.	22.7	YATES CITY	91	Yard	Continuous.	s 6.10	A11.43
							3.3					
			s 3.03	8.56	F.	19.4	DOUGLAS		18	No Office.	5.55	s11.35
							4.3					
			s 3.09	f 9.02		15.1	MAQUON	74	16	7:30 a.m. to 4:30 p.m.	5.48	s11.28
							4.9					
			s 3.16	9.08	F.	10.2	GILSON	69	24	No Office.	5.39	s11.20
							5.7					
			s 3.23	s 9.17		4.5	KNOXVILLE	59	14	8:00 a.m. to 5:00 p.m.	s 5.32	s11.12
							3.0					
					F.	1.5	BRICK YARD			No Office.		
							1.4					
			3.31	9.25		0.1	CHAMBERS STREET			No Office.	5.22	11.02
							0.1					
			A 3.35 P.M.	A 9.30 P.M.	BCKOR TWYYd		GALESBURG		Yard	Continuous.	L 5.20 A.M.	L11.00 A.M.
			0.37 36.8	1:30 34.3			SCHEDULE TIME AVERAGE MILES PER HOUR				1:40 30.9	0:43 31.6

TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD.

Manual Block System; Rule 318(B) in effect.

No train order signal Peoria, Yates City and Galesburg. Conductors and Enginemen must have Clearance Form A when operator on duty.

Eastward freight trains leaving Galesburg yard will be cleared at Knox Street. No eastward train order signal Knox Street, Conductors and Enginemen of freight trains and light engines must have Clearance Form A.

Knox Street is a register station for trains on Peoria and Galesburg Subdivision.

Rule S-83 will not apply to first class trains on Peoria and Galesburg Subdivision at Knox Street. First class trains will be registered by operator on authority of train dispatcher.

Trains may register by ticket at Yates City.

Olin M.P. 38.0, capacity 23 cars.

Bushel M.P. 45.54, capacity 7 cars.

Gateway Milling Co. M.P. 45.83, capacity 6 cars.

OFFICES OPEN SATURDAY AND SUNDAY:

Peoria, 6:15 a.m. to 8:15 a.m.
7:00 p.m. to 9:00 p.m.

Yates City and Galesburg, continuous.

Other offices closed.

Mixed train leaves Yates City 11:00 A.M. daily except Saturday and Sunday for Elmwood.

Mixed train leaves Elmwood 4:45 P.M. daily except Saturday and Sunday for Yates City.

FREIGHT TRAINS (Information only)

WESTWARD		STATIONS	EASTWARD	
Daily Freight	Daily Mdse.		Daily Meat	Daily Time Freight
91	75		70	68
A.M. L11.00	P.M. L11.45	PEORIA	A.M. A 9.15	P.M. A10.45
A 1.30 P.M.	A 2.00 A.M.	GALESBURG	L 7.00 A.M.	L 7.45 P.M.

Buda and Vermont—Subdivision

GALESBURG AND BEARDSTOWN DIVISIONS. TIME TABLE No. 1. EFFECTIVE APRIL 25, 1954

SOUTHWARD				NORTHWARD									
SECOND CLASS	FIRST CLASS									FIRST CLASS			SECOND CLASS
Daily Ex. Sat. & Sun. Mixed			Daily Passenger	Signs	Mile Post Location	STATIONS	Capacity of Sidings	Capacity of Other Tracks	Office Open Week Days Except Saturday	Daily Passenger			Daily Ex. Sat. & Sun. Mixed
194			48							47			193
				B.K.R.T. W.Yd.		BUDA		Yard	Continuous.				
					2.5								
					2.5	C. & N.W. Crossing (Asts. Interl'kd.)			No Office.				
					0.4								
					2.9	BURNETT		12	No Office.				
					4.4								
					7.3	LOMBARDVILLE		26	No Office.				
					3.2								
					10.5	BRADFORD		45	8:00 a.m. to 5:00 p.m.				
					4.7								
					15.2	CASTLETON		25	No Office.				
					4.9								
					20.1	WYOMING		39	8:00 a.m. to 5:00 p.m.				
					0.1								
					20.2	C. R. I. & P. Crossing (Grade)			No Office.				
					6.3								
					26.5	DUNCAN		24	No Office.				
					5.9								
					31.5	MONICA A.T.&S.F. Crossing (Interl'kd)		24	No Office.				
					6.5								
				F.	38.0	BRIMFIELD		33	No Office.				
					6.6								
				R.	44.6	ELMWOOD		65	8:00 a.m. to 5:00 p.m.				

Trains between Yates City and Elmwood are governed by time table of Galesburg and Peoria Subdivision

			A.M. L11.45	W.C.K.R. B.Y.Yd.	47.2	2.6 YATES CITY		Yard	Continuous.	P.M. A 2.55			
			s11.54		52.6	5.4 FARMINGTON	43	25	8:00 a.m. to 5:00 p.m	s 2.44			
			P.M. s12.05		58.7	6.1 NORRIS	103	10	8:00 a.m. to 5:00 p.m.	s 2.33			
			s12.20	W. K. Yd.	63.2	4.5 CANTON T. P. & W. Crossing (Grade)	115	Yard	8:00 a.m. to 5:00 p.m.	s 2.15			
				Yd.	66.3	3.10 GORMAN		145	No Office.				
				Yd.	66.7	0.13 DUNFERMLINE			No Office.				
			s12.29	Y.Yd.	68.4	1.77 ST. DAVID	95	50	8:00 a.m. to 5:00 p.m.	s 2.06			
			s12.34		71.6	3.2 BRYANT			No Office.	s 2.01			
				Yd.	72.2	0.8 MORGAN		40	No Office.				
	P.M. L 4.45		s12.50	B.W.K. Y.Yd.R.	77.3	4.9 LEWISTOWN		Yard	7:30 a.m. to 4:30 p.m.	s 1.53			P.M. A 8.45
	s 5.15		s 1.09		87.6	10.3 IPAVA		45	8:00 a.m. to 5:00 p.m.	s 1.35			s 8.20
	A 6.00 P.M.		47 A 1.20 P.M.	B.R.W.Y. Yd.	94.6	7.0 VERMONT		23	8:00 a.m. to 11:59 p.m.	48 L 1.25 P.M.			L 8.00 P.M.
	1:15 13.8		1:35 29.9			SCHEDULE TIME AVERAGE MILES PER HOUR				1.30 31.5			0:45 18.8

TRAINS SOUTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS NORTHWARD.

Manual Block System; Rule 318(B) in effect.

Rule 907 in effect between Buda and Elmwood, Lewistown and Vermont.

Motor Car 9735 or similar cars must not use lumber track at Wyoming beyond south end of lumber shed.

No train order signal Buda, Yates City and Vermont, Conductors and Enginemen must have Clearance Form A when operator on duty.

Local extra leaves Yates City about 10:00 A. M. daily except Sunday for Lewistown.

Local extra leaves Lewistown about 2:00 P. M. daily except Sunday for Yates City.

Mine spur between Lewistown and South Liverpool Dock, Rule 908 in effect; engines heavier than 0-3 must not operate on this track.

Mixed train leaves Elmwood 11:20 A.M. daily, except Saturday and Sunday for Buda.

Mixed train leaves Buda 2:20 P.M. daily, except Saturday and Sunday, for Elmwood.

Office open Saturday and Sunday:

Buda.....Continuous.

Yates City.....Continuous.

Vermont.....8:00 a.m. to 4:00 p.m.

Other offices closed.

Agnew and Denrock—Subdivision

WESTWARD SECOND CLASS	Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Distance from Denrock	Capacity of Other Tracks	Office Open Saturday and Sunday	EASTWARD SECOND CLASS
Daily Ex. Sunday Mixed								Daily Ex. Monday Mixed
92								93
P.M. L 10.45	8:00 a.m. to 5:00 p.m.	B.K.R.Yd.	47.63	STERLING	16.47	Yard	Closed.	A.M. A 5.00

Trains between Agnew and Sterling are governed by rules and time table of C. & N. W. R. R.

s 11.00	No Office.	R.	35.86	5.4 AGNEW	11.07		No Office.	s 4.45
s 11.25	No Office.	F.	27.87	7.99 LYNDON	3.08	19	No Office.	s 4.15
A 11.45 P.M.	Continuous.	B.R.W.Y. Yd.	24.79	3.08 DENROCK		Yard	Continuous.	L 4.00 A.M.
1:00 16.4				SCHEDULE TIME AVERAGE MILES PER HOUR				1:00 16.4

TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD.

Manual Block System; Rule 318(B) in effect.

Rule 907 in effect.

Conductors must report for orders at C. & N. W. depot at Sterling.

Rules and regulations of the C. & N. W. will govern trains of this Company between Agnew and Sterling. Trainmen and Enginemen running there must provide themselves with C. & N. W. time table and book of rules.

Normal position of Sterling branch junction switch at Denrock is for Mendota and Denrock Subdivision.

No train order signal at Denrock and Sterling. Conductors and Enginemen must have Clearance Form A when operator on duty.

No. 92 and No. 93 will carry passengers between Sterling and Denrock.

Sterling and Rock Falls yard extends from the yard limit sign east of Rock Falls to the junction with C. & N. W. west of Sterling.

Trains must stop before crossing 1st Avenue, Sterling.

At C. & N. W. crossing, Sterling, no operator on duty between 5:00 P. M. and 8:00 A. M., call operator at C. & N. W. depot who will operate interlocking for C. B. & Q. movements.

Quincy and East Hannibal—Subdivision

SOUTHWARD SECOND CLASS	Office Open Week Days Except Saturday	Signs	Mile Post location	STATIONS	Capacity of Other Tracks	Office Open Saturday and Sunday	NORTHWARD SECOND CLASS
Daily Ex. Sunday Mixed							Daily Ex. Sunday Mixed
91							92
A.M. L 8.45	No Office.	C.K.T.W. Y.Yd.	262.3	QUINCY	Yard	No Office.	P.M. A 1.50
8.55	No Office.	R.	263.7	1.4 WABASH JCT		No Office.	1.40
s 9.05	No Office.		269.4	5.7 MARBLE HEAD	12	No Office.	s 1.20
s 9.15	No Office.		272.3	2.9 BLUFF HALL		No Office.	f 1.00
s 9.30	No Office.		275.2	2.9 FALL CREEK	15	No Office.	s12.50
	No Office.		277.0	1.8 MUNGER		No Office.	
	No Office.		277.7	0.7 GORDAN		No Office.	
	No Office.		279.3	1.6 ALGIERS		No Office.	
A 9.50 A.M.	Continuous	B.R.Y.Yd.	280.0	0.7 EAST HANNIBAL		Continuous.	L 12.30 P.M.
1:05 16.3				SCHEDULE TIME AVERAGE MILES PER HOUR			1:20 13.3

TRAINS SOUTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS NORTHWARD.

Manual Block System; Rule 318(B) in effect.

Rule 907 in effect.

Conductors and Enginemen of Southward Trains must have Clearance Form A at West Quincy.

No train order signal at East Hannibal. Conductors and Enginemen must have Clearance Form A.

Train and switch movements must come to a full stop and be protected by flagman before crossing Delaware Street, Quincy.

Flagman must stand on up hill side while train is crossing the street.

C. B. & Q. trains will use Wabash tracks between Bridge and Hulls and are governed by rules and timetable of Wabash R. R.

Black—White Limestone Company tracks, M.P. 265.7, engines must not operate over 30 degree curve at north end of track.

Galva and New Boston—Subdivision

WESTWARD	Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity of Other Tracks	Office Open Saturday and Sunday	EASTWARD
	Continuous	BKRT C. Yd.	0.45	GALVA		Continuous.	
			0.82	0.37 C. R. I. & P. Crossing (Grade)			
	No Office.		8.12	7.30 NEKOMA	29	No Office.	
	8:00 a.m. to 5:00 p.m.		14.62	6.50 WOODHULL	45	Closed.	
	8:00 a.m. to 12 Mid.	W.Y	18.42	3.80 ALPHA. C.B.&Q. Crossing (Interl'kd)	10	★	
	No Office.	F	21.59	3.17 NEW WINDSOR	48	No Office.	
	8:00 a.m. to 5:00 p.m.		28.83	7.24 VIOLA	34	Closed.	
	No Office		31.00	2.17 GILCHRIST	7	No Office.	
	8:00 a.m. to 5:00 p.m.		37.55	6.55 ALEDO	25	Closed.	
	No Office.		44.54	6.99 JOY	55	No Office.	
	No Office.	Y.	48.16	3.62 ARPEE	4	No Office.	
	No Office.	R.	50.98	2.82 NEW BOSTON	75	No Office.	
				SCHEDULE TIME AVERAGE MILES PER HOUR			

TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD.

Manual Block System; Rule 318(B) in effect.

Rule 907 in effect.

No train order signal Galva and Alpha. Conductors and Enginemen must have Clearance Form A when operator on duty.

Trains between Galva Depot and C. R. I. & P. crossing Galva have no time-table superiority, all trains and engines must move at reduced speed.

Trains using south wye at Alpha must proceed expecting it to be occupied.

★Saturday and Sunday—9:00 a.m. to 11:00 a.m.
4:00 p.m. to 12 Mid.

Fairview and Lewistown—Subdivision

SOUTHWARD	Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity of Other Tracks	Office Open Saturday and Sunday	NORTHWARD
	8:00 a.m. to 5:00 p.m.	Yd.Y.R.	30.09	FAIRVIEW	50	Closed.	
	No Office.	Y.Yd.	35.20	5.11 FIATT	20	No Office.	
	8:00 a.m. to 5:00 p.m	Yd.	40.19	4.99 T. P. & W. Crossing (Grade) CUBA	18	Closed.	
	7:30 a.m. to 4:30 p.m.	K.B.R. W.Y.Yd.	49.32	9.13 LEWISTOWN	Yard	Closed.	
				SCHEDULE TIME AVERAGE MILES PER HOUR			

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

Manual Block System; Rule 318(B) in effect.

Rule 907 in effect.

No train order signal Lewistown and Fairview. Conductors and Enginemen must have Clearance Form A when operator on duty.

Local extra leaves Lewistown about 11:45 A. M. daily except Sunday for Fairview. Local extra leaves Fairview about 1:45 P. M. daily except Sunday for Lewistown. Will carry passengers.

Trains must get permission from operator at Lewistown before using main track of Buda and Vermont Subdivision.

Crossing gate at Cuba protecting T. P. & W. crossing, normal position at stop for C. B. & Q. trains, must not be placed at stop against T. P. & W. trains if they are in sight of the crossing. Must be restored to normal position after being used by C. B. & Q. trains.

Engines heavier than 0-3 must not operate between Lewistown and Fairview.

Monmouth and Beardstown—Subdivision

GALESBURG AND BEARDSTOWN DIVISIONS. TIME TABLE No. 1. EFFECTIVE APRIL 25, 1954

SOUTHWARD				Office Open Week Days Except Saturday	Signs	STATIONS	M. P. Location	Capacity of Sidings	Capacity of Other Tracks	Office Open Saturday and Sunday	NORTHWARD			
SECOND CLASS		FIRST CLASS									FIRST CLASS		SECOND CLASS	
	Tuesday Friday Mixed		Daily Passenger								Daily Passenger		Monday Thursday Mixed	
	96		48								47		97	
	A.M. L 8.30			Continuous	O.W.Y. Yd.	.....MONMOUTH.....	189.06		Yd.	Continuous.			P.M. A 1.15	
						6.10								
	s 8.45			No Office		.....LARCHLAND.....	182.96			No Office			s12.30	
						6.11								
	s 9.05			No Office.		.....ROSEVILLE.....	176.85		59	No Office			s12.15	
						4.76							P.M.	
	s 9.20			No Office.		.....SWAN CREEK.....	172.09		40	No Office			s11.45	
						2.01								
	s 9.30			No Office		.....YOUNGSTOWN.....	170.07			No Office			s11.30	
						4.22								
	s 9.45			No Office		.....WALNUT GROVE.....	165.87			No Office			s11.15	
						5.42								
	s10.00			Continuous	C.K. R.W.Y. Yd.	Galesburg Div. Crossing (Interl.)							11.00	
	10.30					.....BUSHNELL.....	160.37		Yd.	Continuous			s10.30	
						.T. P. & W. Crossing (Interl.).								
						9.37								
	s11.00			8:00 a.m. to 5:00 p.m.		.....ADAIR.....	151.32		43	Closed.			s10.00	
						5.44								
	s11.30			8:00 a.m. to 5:00 p.m.		.....TABLE GROVE.....	145.87		53	Closed.			s 9.30	
	P.M.					5.28								
	A12.01 P.M.		P.M. L 1.25 47	8:00 a.m. to 11:59 p.m.	B.W.Y. R. Yd.	.....VERMONT.....	140.60		Yd.	8:00 a.m. to 4:00 p.m.	P.M. A 1.20 48		L 9.00 A.M.	
						6.67								
			s 1.35	8:00 a.m. to 5:00 p.m.		.....ASTORIA.....	133.60	35	56	Closed.	s 1.08			
						4.39								
			s 1.41	No Office	F	.....BADER.....	129.38	25		No Office	s 1.00			
						3.41								
			s 1.46	No Office		.....BROWNING.....	125.96	40	18	No Office	s12.53			
						5.14								
			s 1.58	No Office	F	.....FREDERICK.....	120.78	27		No Office	s12.44			
						3.89								
			A 2.05 P.M.	Continuous	B.C.K. R.T. W.Yd.	.....BEARDSTOWN.....	116.94		Yd.	Continuous	L12.37 P.M.			
						1.00								
				No Office	B.K. O.R. Yd.	....BEARDSTOWN YARD. .	115.89		Yd.	No Office				
	3:31 13.7		0:40 36.8			.....SCHEDULED TIME..... ...AVERAGE MILES PER HOUR...					0:43 30.7		4:15 11.4	

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

DRAW BRIDGE 117.35 OVER ILLINOIS RIVER, BEARDSTOWN, INTERLOCKED AND MOVEMENT OF TRAINS WILL BE GOVERNED IN EITHER DIRECTION BY SIGNAL INDICATION, REGARDLESS OF SUPERIORITY.

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN INTERLOCKING HOME SIGNAL AT SOUTH END OF ILLINOIS RIVER BRIDGE AND M. P. 116.25, BEARDSTOWN.

Automatic Block System in effect between Bader and Browning.

Manual Block System; Rule 318 (B) in effect between Monmouth and Bader; between Browning and Illinois River Bridge and on West Track between Vermont and Illinois River Bridge.

Double Track: Between Bushnell and crossover at Vermont Depot; and between M. P. 116.25 and Beardstown Yard.

Rules D-251, D-252, D-253 and D-254 in effect between Bushnell and Vermont.

Two Main Tracks between Vermont and Illinois River Bridge and will be used as follows:

EAST TRACK—used by No. 47, No. 48; all southward freight trains and northward local extras. Southward trains will cross over to East Track north of depot Vermont.

WEST TRACK—used by northward freight trains, on authority of Clearance Form A. Southward trains will use this track only on train order authority.

Stewart Siding on West track at M. P. 129.00, capacity 77 cars.

Rule 907 in effect between Monmouth and Bushnell and for northward freight trains, on EAST track, from north yard limit sign Beardstown to south yard limit sign Vermont.

Normal position of spring switch at end of double track, south of 15th Street, Beardstown, is for southward trains.

Trains may register at Bushnell and Vermont by register ticket.

Beardstown, passenger trains register at depot, other trains at yard.

No train order signal at Monmouth, Bushnell, Vermont and Beardstown. Conductors and Enginemen must have Clearance Form A Monmouth (Costello Tower); Bushnell; Beardstown; and Vermont when operator is on duty.

Local extra leaves Beardstown Monday, Wednesday and Thursday for Vermont, and leaves Vermont Tuesday, Wednesday and Friday for Beardstown.

No. 61 leaves Beardstown Yard 5:15 P.M. daily via West track.
Arrives Bushnell 7:00 P. M.

No. 73 leaves Beardstown Yard 6:45 P. M. daily via West track.
Arrives Bushnell 8:15 P. M.

No. 62 leaves Bushnell 5:45 A. M. daily via East track from Vermont.
Arrives Beardstown Yard 7:45 A. M.

No. 70 leaves Bushnell 6:45 A. M. daily via East track from Vermont.
Arrives Beardstown Yard 8:15 A. M.

Beardstown and St. Louis—Subdivision

GALESBURG AND BEARDSTOWN DIVISIONS. TIME TABLE No. 1. EFFECTIVE APRIL 25, 1954

SOUTHWARD											NORTHWARD			
SECOND CLASS		FIRST CLASS		Office Open Week Days Except Saturday	Signs	STATIONS	M. P. Location	Capacity of		Office Open Saturday and Sunday	FIRST CLASS		SECOND CLASS	
	Daily Mdse.	Daily Passenger	Daily Ex. Sunday Passenger					Sidings	Other Tracks		Daily Passenger	Daily Ex. Sunday Passenger	Daily Mdse.	
	62	48	12								47	11	61	
		P.M. L 2.08	A.M. L 6.45	Continuous	B.C.K. R.T. W.Yd.	BEARDSTOWN	116.94		Yd.	Continuous	P.M. A12.30	P.M. A 6.45		
						1.00								
	A.M. L 8.30			No Office	B.K.O. R.Yd.	BEARDSTOWN YARD	115.94		Yd.	No Office			P.M. A 5.50	
		f 2.18	f 6.56	No Office	F.	HAGENER	110.23		12	No Office	f12.18	6.30		
				No Office		FRAZIER	108.18			No Office				
		s 2.22	s 7.04	No Office		ARENZVILLE	106.62		41	No Office	s12.12	s 6.25		
				No Office		GIBBS	104.99			No Office				
	9.05	s 2.32	A 7.13 A.M.	★	B.R. W.Y.Yd.	CONCORD	102.10	34	Yd.	★	s12.01 P.M.	L 6.17 P.M.	5.05	
	9.14	s 2.40		8:00 a.m. to 5:00 p.m.	Y.	CHAPIN	97.97	31	48	8:00 a.m. to 5:00 p.m.	s11.53		4.40	
		f 2.46		No Office	F.	MERRITT	94.23		14	No Office	f11.46			
	9.24	s 2.50		8:00 a.m. to 5:00 p.m.		RIGGSTON	92.77	18	22	Closed	s11.42		4.28	
	9.34	s 2.59		7:30 a.m. to 4:30 p.m.		WINCHESTER	87.73	24	45	See Footnote	s11.32		4.18	
	9.46	s 3.08		8:00 a.m. to 5:00 p.m.		ALSEY	81.76	26	28	Closed	s11.23		4.02	
		s 3.20		No Office		WEST ROODHOUSE	75.90			No Office	s11.12			
						GM&O Crossing (Auto. Interl.)	75.27							
						GM&O Crossing (Auto. Interl.)	73.33							
	10.00	61 s 3.35		8:00 a.m. to 5:00 p.m.	W.	WHITEHALL	72.70	31	52	8:00 a.m. to 5:00 p.m.	s11.05		48 3.35	
	10.10	s 3.44		No Office	F	WRIGHTS	65.45	19	15	No Office	s10.54		3.18	
	10.20	s 3.52		8:00 a.m. to 5:00 p.m.		GREENFIELD	60.64	29	55	Closed	s10.46		3.08	
	47 10.38	s 3.59		8:00 a.m. to 5:00 p.m.	C.	ROCKBRIDGE	55.53	26	30	Closed	s 62 10.38		2.58	
	10.50	s 4.10		8:00 a.m. to 5:00 p.m.		MEDORA	47.95	25	29	Closed	s10.28		2.42	
		f 4.16		No Office		PIASA	43.74		4	No Office	f10.20			
				Continuous		GM&O Crossing (Interlocked)	38.61			Continuous				
	11.10	s 4.23		No Office		BRIGHTON	38.49	25	27	No Office	s10.13		2.25	
	11.30	f 4.38		No Office	F.W.Y. Yd.	ALTON HOSPITAL	28.28	28	Yd.	No Office	f 9.58		1.59	
						N. Y. C. Crossing (Grade)	26.73							
	11.35	s 4.45		★★	B.R. Y.Yd.	EAST ALTON	26.63		Yd.	★★	s 9.55		1.50	

Trains between East Alton and Bridge Jct. are governed by joint time table of N. Y. C. R. R. and G. M. & O. R. R.

	P.M. A12.30 P.M.	s 5.25		No Office	B.C. K.O.R. T.W.Yd.	EAST ST. LOUIS			Yd.	No Office	s 9.20		L 1.00 P.M.	

Trains between Bridge Jct. and Union Station, St. Louis, are governed by Rules of The Terminal Railroad Association.

		A 5.45 P.M.		Continuous	B.K.R. Yd.	ST. LOUIS				Continuous	L 9.04 A.M.			
	4:00 27.2	3:37 31.3	0:28 31.7			SCHEDULED TIME AVERAGE MILES PER HOUR					3:26 33.3	0:28 31.7	4:50 24.2	

FOOTNOTES ON PAGE 14.

★Concord continuous except closed 10:30 P.M. Saturday to 6:30 A.M. Sunday and 2:30 P.M. Sunday to 6:30 A.M. Monday

★★East Alton continuous except closed Sunday.

Winchester open 7:30 a.m. to 4:30 p.m. Saturday and closed Sunday.

Concord and Centralia—Subdivision

GALESBURG AND BEARDSTOWN DIVISIONS. TIME TABLE No. 1. EFFECTIVE APRIL 25, 1954

SOUTHWARD										NORTHWARD			
SECOND CLASS			FIRST CLASS	Office Open Week Days Except Saturday	Signs	STATIONS	M. P. Location	Capacity of Sidings	Capacity of Other Tracks	Office Open Saturday and Sunday	FIRST CLASS		SECOND CLASS	
	Sun. Wed. & Fri. Mdse.	Daily Mdse.	Daily Ex. Sunday Passenger								Daily Ex. Sunday Passenger		Daily Mdse.	Tuesday Thursday & Saturday Mdse.
	70-A	70	12								11		73	73-A
		A.M. L 9.30	A.M. L 7.14	★	B.R.W. Y.Yd.	.....CONCORD.....			Yard	★	P.M. A 6.16		P.M. A 5.15	
						10.29								
						Wabash Crossing (Interlocked)	10.15							
						0.20								
		9.50	s 7.32	No Office	Yd.	.....JACKSONVILLE.....	10.25	140	Yard	No Office	s 6.01		4.55	
						0.10								
				Continuous		GM&O Crossing (Interlocked)	10.36			Continuous				
						6.81								
			f 7.42	No Office		.....PISGAH.....	17.32		19	No Office	f 5.47			
						5.19								
		10.10	s 7.50	7:30 a.m. to 4:30 p.m.	W.	.....FRANKLIN.....	22.53	135	45	Closed	s 5.39		4.30	
						5.87								
		10.20	s 7.59	7:00 a.m. to 4:00 p.m.		.....WAVERLY.....	28.76		44	Closed	s 5.30		4.20	
						6.42								
		10.30	s 8.07	8:00 a.m. to 5:00 p.m.		.....LOWDER.....	35.38		27	Closed	s 5.18		4.10	
						4.91								
		10.38	s 8.15	No Office	C.W. Yd.	.....VIRDEN.....	40.19		Yard	No Office	s 5.10		3.59	
						2.29								
						I. T. Crossing (Auto. Interl.)	42.48		15					
						1.40								
				Continuous		GM&O Crossing (Interlocked)	44.47			Continuous				
						0.20								
		10.46	s 8.25	No Office		.....GIRARD.....	44.67		65	No Office	s 5.01		3.50	
						8.40								
		10.59	s 8.38	No Office	F.	.....ATWATER.....	53.08	149		No Office	s 4.47		3.37	
						4.90								
			f 8.48	No Office	F.	.....BARNETT.....	57.96		9	No Office	f 4.40			
						6.29								
		11.16	s 9.00	8:00 a.m. to 5:00 p.m	B.K. T.W.Yd.	.....LITCHFIELD.....	64.25	150	Yard	Closed	s 4.30		3.20	
						0.20								
						N. Y. C. Crossing (Interl.)	65.25							
						1.00								
						Wab. and I. C. Crossing (Interl.)	65.35							
						6.71								
		11.30	s 9.12	No Office	F.	.....WALSHVILLE.....	72.06	140	15	No Office	s 4.17		3.01	
						5.80								
		11.40	s 9.22	Continuous		N.Y.C. & St.L. Crossing (Interl.) .....SORENTO.....	77.96	160	50	Continuous	s 4.10		2.50	
						3.75								
			s 9.28	No Office	F.	.....RENO.....	81.80		14	No Office	s 4.01			
		11.52 P.M.	f 9.34	No Office	C.F.W.	.....AYERS.....	85.13	133	8	No Office	f 3.56		2.35	
						7.92								
		12.05	s 9.45	Continuous		P. R. R. Crossing (Interlocked) .....SMITHBORO.....	93.19	156	31	Continuous	s 3.45		2.22	
						5.11								
			s 9.54	No Office	F.	.....HOOKDALE.....	98.29		19	No Office	s 3.35			
						4.01								
			s10.01	No Office	F.	.....TAMALCO.....	102.81		8	No Office	s 3.30			
						2.22								
		12.23	s10.05	8:00 a.m. to 5:00 p.m.	W.	.....KEYESPORT.....	104.54	146	22	Closed	s 3.26		2.02	
						4.24								
			s10.12	No Office	F.	.....BOULDER.....	108.78		11	No Office	s 3.19			
						6.15								
	A.M. L11.35	12.43	s10.21	Continuous		.....SHATTUC.....	114.92		26	Continuous	s 3.10		1.45	P.M. A 2.55
						B. & O. Crossing (Interlocked)								
						6.10								
	A11.55 A.M.	A 1.00 P.M.	s10.30	Continuous	B.C.K. R.O.T. W.Yd	.....CENTRALIA YARD..... Southern Ry. Jct.....	120.96		Yard	Continuous			L 1.30 P.M.	L 2.30 P.M.
						0.40								
			A10.35 A.M.	No Office	B.K. Yd.	.....CENTRALIA.....	121.42		Yard	No Office	L 2.55 P.M.			
	0:20 18.3	3:30 34.2	3:21 35.8			SCHEDULED TIME..... AVERAGE MILES PER HOUR...					3:21 35.9		3:45 32.0	0:25 15.8

FOOTNOTES ON PAGE 14.

★Concord continuous except closed 10:30 P. M. Saturday to 6:30 A. M. Sunday and 2:30 P. M. Sunday to 6:30 A. M. Monday.

Centralia and Paducah—Subdivision.

GALESBURG AND BEARDSTOWN DIVISIONS. TIME TABLE No. 1. EFFECTIVE APRIL 25, 1954

SOUTHWARD FIRST CLASS Daily Mdse. 14	SOUTHWARD FIRST CLASS Daily Ex. Sunday Passenger 12	Office Open Week Days Except Saturday	Signs	STATIONS	M. P. Location	Capacity of Sidings	Capacity of Other Tracks	Office Open Saturday and Sunday	NORTHWARD FIRST CLASS Daily Ex. Sunday Passenger 11	NORTHWARD FIRST CLASS Daily Mdse. 15
		Continuous	B.C.K.O R.T.W. Yd.	CENTRALIA YARD Southern Ry. Jct.	120.96		Yard	Continuous		
				0.40						
P.M. L 1.45	A.M. L10.50	No Office	B.K. Yd.	CENTRALIA	121.42		Yard	No Office	P.M. A 2.50	P.M. A12.30
				0.88						
				Mo.-Ill. Crossing (Interlocked)	122.30					
				0.30						
				Ill. Cent. Crossing (Interlocked)	122.60					
				0.10						
				Southern Ry. Jct. (Interlocked)	122.70					
				6.59						
2.06	f11.00	No Office	F.	CRAVAT	129.30		18	No Office	f 2.36	12.01 P.M.
				7.29						
				L. & N. Crossing (Interlocked)						
2.15	s11.12	Continuous		WOODLAWN	136.62		37	Continuous	s 2.27	11.45
				8.09						
				Mo. Pac. Crossing (Auto. Interl)						
2.26	s11.23	8:00 a.m. to 5:00 p.m.	Yd.W.	WALTONVILLE	144.64		14	Closed	s 2.15	11.28
				8.60						
2.38	s11.36	8:00 a.m. to 5:00 p.m.	C.W.Y. Yd.	SESSER	153.23		Yard	Closed	s 2.03	11.15
				4.44						
	f11.42	No Office	F.Yd.	VALIER MINE	157.42		Yard	No Office	f 1.53	
				1.00						
	s11.45	No Office		VALIER	158.71		6	No Office	s 1.51	11.01
				2.86						
			B.K. W.Y. Yd.	Ill. Cent. Crossing (Interlocked)						
2.50	s11.52	Continuous		CHRISTOPHER	161.57		Yard	Continuous	s 1.45	10.55
				3.28						
2.55	11.59 P.M. 12.20	No Office	Yd.	ZEIGLER JCT	164.65		Yard	No Office	1.35	10.47
				0.10						
				Mo. Pac. Crossing (Auto. Interl)	165.00					
				2.30						
3.00	f12.24	No Office	F.	CAMBON	166.05	131	14	No Office	f 1.31	10.42
				1.70						
3.03	12.28 12.55	No Office	F. Yd.	HORTON	168.73		Yard	No Office	1.28	10.38
				1.50						
	s12.58	No Office	F. Yd.	FREEMAN	170.71		Yard	No Office	s 1.25	
				2.27						
3.10	S A 1.04 P.M.	7:30 a.m. to 4:30 p.m. ★	B.C.K R.W.Y. Yd.	HERRIN JCT.	173.01		Yard	★	L s 1.20 P.M.	10.30
				8.19						
3.22		No Office		ORDILL	180.75		45	No Office		10.05
				6.46						
3.35		8:15 a.m. to 5:15 p.m.		NEILSON	187.39	50		8:15 a.m. to 5:15 p.m.		9.55
				15.73						
Trains between Neilson and W. V. Tower are governed by rules and time table of C. & E. I. R. R.										
4.15		8:15 a.m. to 5:15 p.m.		W. V. TOWER	202.82			8:15 a.m. to 5:15 p.m.		9.15
				7.23						
4.28		No Office	F.	N. Y. C. Crossing (Auto. Interl) FORMAN	210.52		46	No Office		9.05
				6.23						
4.40		No Office	F.	MERMET	216.05	31	9	No Office		8.50
				9.76						
5.00		No Office	F.Yd.	C. B. & Q. JCT.	225.79	36	Yard	No Office		8.33
				0.99						
Trains between C. B. & Q. Jct. and Paducah are governed by Rules and Special Instructions of P. & I. R. R.										
5.05		Continuous	B.O. R.W.Y. Yd.	METROPOLIS	226.87		Yard	Continuous		8.30
				13.88						
A 7.30 P.M.		Continuous	B.K. R.T. Yd.	PADUCAH			Yard	Continuous		L 8.00 A.M.
5:45	2:14			SCHEDULED TIME					1:30	4:30
20.8	23.1			AVERAGE MILES PER HOUR					34.4	26.6

FOOTNOTES ON PAGE 14.

BEARDSTOWN AND ST. LOUIS—SUBDIVISION FOOTNOTES

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

Centralized Traffic Control in effect between home signal south end Illinois River Bridge interlocking and M. P. 116.25; Frazier and Gibbs.

Single track: Between Concord and East Alton.

Double track: Between M. P. 116.25, Beardstown and Frazier; Gibbs and Concord.

Rules D-251, D-252, D-253 and D-254 in effect between M. P. 116.25 and Frazier; Gibbs and Concord.

Manual Block System; Rule 318 (B) in effect between M. P. 116.25 and Frazier; Gibbs and East Alton.

No train order signal East Alton. Conductors and Enginemen of northward trains must have Clearance Form A. When operator at East Alton not on duty, Clearance Form A must be obtained at Wann.

No train order signal Beardstown. Conductors and Enginemen must have Clearance Form A.

Register station: Beardstown Depot for passenger trains; Beardstown Yard for other trains.

Trains may register by ticket at Concord when office is open, will not register when office is closed unless so instructed by train dispatcher.

Register station: East St. Louis Yard for other than passenger trains.

Trains may register by ticket at East Alton.

Spring switches located Beardstown Yard; south end empty yard lead M. P. 114.2; north end load yard lead, M. P. 116.10.

Normal position of spring switch at end of double track south of 15th Street, Beardstown, is for southward trains.

Normal position of junction switch at Concord is for Concord-Centralia Subdivision.

Barrow—M. P. 77.29. Flag stop for No. 47 and No. 48.

Kemper—M. P. 51.08. Flag stop for No. 47 and No. 48 for mail.

Local extra leaves Beardstown Yard about 5:00 A. M. Monday, Wednesday and Friday for East St. Louis.

Local extra leaves East St. Louis about 5:00 A. M. Tuesday, Thursday and Saturday for Beardstown Yard.

No. 70 leaves Beardstown Yard 9:00 A. M. daily.
Arrives Concord 9:30 A. M.

No. 73 leaves Concord 5:15 P. M. Daily.
Arrives Beardstown Yard 6:00 P. M.

CONCORD AND CENTRALIA—SUBDIVISION FOOTNOTES

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

Single track: Between M. P. 1.44 and Waverly; Girard and Shattuc; south crossover, Crooked Creek Bridge, M. P. 119.27 and south end Centralia Yard, M. P. 121.33.

Double track: Between Concord and M. P. 1.44; Waverly and Girard; Shattuc and south crossover, Crooked Creek Bridge, M. P. 119.27.

Rules D-251, D-252, D-253 and D-254 in effect between Concord and M. P. 1.44; Waverly and Girard; Shattuc and south crossover, Crooked Creek Bridge, M. P. 119.27.

Rule 318 (B) in effect between Concord and Centralia.

Conductors and Enginemen of trains to and from Concord and Centralia Subdivision will not require Clearance Form A at Concord when office is closed, also when office is open and train order signal displays a clear indication.

Trains may register by ticket at Concord when office is open, will not register when office is closed unless so instructed by train dispatcher.

Trains may register by ticket at Centralia Yard.

No train order signal Centralia Yard. Conductors and Enginemen must have Clearance Form A.

Spring switch located at end of double track M. P. 1.44. Normal position is for northward trains.

Spring switch at end of double track Waverly. Normal position is for southward trains.

Spring switches at south end of sidings: Jacksonville, Franklin, Atwater, Litchfield, Walshville, Sorento, Ayers, Smithboro and Keyesport.

Local extra leaves Beardstown Yard about 8:00 A. M. daily, except Sunday, for Jacksonville. Carries passengers Concord to Jacksonville.

Local extra leaves Jacksonville about 2:00 P. M. daily, except Sunday, for Beardstown Yard. Carries passengers Jacksonville to Concord.

Joy Prairie—M. P. 3.64. Flag stop for No. 12 and No. 11.

No. 70-A leaves North St. Louis 6:00 A. M. Sunday, Wednesday, Friday for Shattuc.

No. 73-A arrives North St. Louis 10:00 P. M. Tuesday, Thursday, Saturday from Shattuc.

CENTRALIA AND PADUCAH—SUBDIVISION FOOTNOTES

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD, EXCEPT No. 12 IS SUPERIOR TO No. 11, ZEIGLER JCT. TO HERRIN JCT.

Double track: Between south end Centralia Yard, M. P. 121.33 and Zeigler Jct.

Rules D-251, D-252, D-253 and D-254 in effect between Centralia and Zeigler Jct.

Single track: Between Zeigler Jct. and Neilson; W. V. Tower and C. B. & Q. Jct.

Manual Block System; Rule 318 (B) in effect.

No train order signal Centralia Yard and Herrin Jct. Conductors and Enginemen must have Clearance Form A when operator on duty.

Trains may register by ticket at Herrin Jct. and Metropolis.

No train order signal Neilson governing northward trains. Conductors and Enginemen must have Clearance Form A when operator on duty.

No train order signal W. V. Tower governing southward trains. Conductors and Enginemen must have Clerance Form A when operator on duty.

No train order signal P. & I. depot, Metropolis, governing northward trains. Conductors and Enginemen must have Clearance Form A. Local may receive Clearance Form A at C. B. & Q. freight house.

Rule 907 in effect between Herrin Jct. and Neilson; W. V. Tower and C. B. & Q. Jct.

All tracks between C. B. & Q. Jct. and the lower yard at Metropolis are yard tracks. Rule 908 in effect.

★Herrin Jct. Office closed Sunday,
Open Saturday 7:30 A. M. to 4:30 P. M.

Choat—M. P. 220.99. Spur track 3 cars.

Spring switch at end of double track, Zeigler Jct. Normal position is for northward trains.

Spring switch at north end of siding, Cambon.

Spur track Zeigler Jct. to Zeigler 2.65 miles. Rule 908 in effect.

Spur track Cambon to West Frankfort 6.70 miles. Rule 908 in effect.

Spur track Horton to West Frankfort 5.71 miles. Rule 908 in effect.

Spur track Herrin Jct. to Herrin 1.60 miles. Rule 908 in effect.

No. 12 will operate on Spur tracks as follows:
Leave Zeigler 12:10 P. M.
Leave West Frankfort 12:41 P. M.
Leave Herrin Jct. 1:04 P. M.

No. 11 will operate on Spur track as follows:
Leave Herrin 1:15 P. M.

Local extra leaves Herrin Jct. about 7:30 A. M. daily except Sunday for Metropolis.

Local extra leaves Metropolis about 2:00 P. M. daily except Sunday for Herrin Jct.

Local extras will carry passengers between Herrin Jct. and Metropolis, except locally between Neilson and W. V. Tower.

SPEED RESTRICTIONS

1. Troop trains consisting of passenger cars only will be governed by speed authorized for Class B trains, except on subdivisions where speeds are not classified A, B and C, will be governed by speed authorized for passenger trains.

Troop trains consisting of passenger cars only (including caboose) will be governed by speed authorized for steam trains handling standard cars, except must not exceed 65 M.P.H.

Troop trains handling freight cars will be governed by speed authorized for freight trains, except must not exceed 50 M.P.H.

Steam or Diesel engines running light must not exceed speed authorized for freight trains, except must not exceed 35 M.P.H. unless otherwise provided.

Steam switch engines not equipped with engine truck moving over the road (outside of switching limits) must run forward when practicable, and must not exceed 20 M.P.H.

Passenger trains handled by single-engine-truck freight engines must not exceed maximum speed authorized for freight trains unless otherwise provided in subdivision speed restrictions or by train order.

Passenger trains handling freight equipment must not exceed maximum speed authorized for freight trains unless otherwise provided.

Gas or gas-diesel-electric motor cars may operate on the various subdivisions at maximum speed authorized for passenger trains, but must not exceed 50 M.P.H. On branch lines when steam is substituted for motor service speed must be reduced 10 M.P.H. below authorized speed for motor trains.

Gas or gas-diesel-electric motor cars running backward must not exceed a speed of 10 M.P.H. above the speed authorized for steam engines running backward on that subdivision.

Diesel engines in 200, 300 and 400 series must not exceed 65 M.P.H.

Diesel engines 9103, 9104, 9105, 9106 and 9107 must not exceed a maximum speed of 30 M.P.H. either in service or when being handled dead in train.

To prevent damage to traction motors, when handling electrically operated power units dead in train, the maximum speed must not exceed:

Gas or diesel-electric motor cars ..... 60 M.P.H.

Diesel-electric passenger engines ..... 75 M.P.H.

Diesel-electric freight engines ..... 60 M.P.H.

Diesel-electric switch engines ..... 40 M.P.H

Where subdivision maximum speeds are less, they will govern.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUBDIVISIONS		
On sidings	Reduced Speed	Reduced Speed
All crossovers and turnouts, not otherwise specified	10	10
Trailing movement through spring switches not otherwise specified	15	15
Clamshells, pile drivers, steam shovels or similar equipment:		
Main Lines	.....	25
Branch Lines	.....	15
Rotary Snow Plows:		
Main Lines	.....	25
Branch Lines	.....	15
Scale test cars:		
Main Lines	.....	25
Branch Lines	.....	15
Engines under steam disconnected on one side with main rod down:		
Main Lines	25	25
Branch Lines	20	20
Wholly disconnected or dead steam engines	.....	20
B, S-4, S-4-A, S-4-B, O-5-A and M engines with drivers blocked up	30	30
20 yard air dump cars in 202650-202799 series, loaded or empty, (in rear of train when possible)	.....	25
Loaded 30 yard air dump cars in 202800-202884 series (in rear of train when possible):		
Main Lines	.....	35
Loaded D. M. & I. R. ore cars	.....	25
Empty D. M. & I. R. ore cars	.....	30

The following speed restrictions will govern when handling derricks:

Territory	250 ton wrecking derrick	Other Derricks
Galesburg-Quincy	30 MPH	25 MPH
Galesburg-Savanna	25 MPH	25 MPH
Lass-Ebner	25 MPH	15 MPH
Barstow-Rock Island	25 MPH	15 MPH
Galesburg-Peoria	25 MPH	25 MPH
Yates City-Lewistown	25 MPH	25 MPH
Lewistown-Fairview	15 MPH	15 MPH
Denrock-Agnew	20 MPH	15 MPH
Buda-Elmwood	Must not operate	15 MPH
Lewistown-Rushville	Must not operate	15 MPH
Galva-New Boston	Must not operate	15 MPH
Quincy-East Hannibal	Must not operate	15 MPH
Rio-Bushnell	Must not operate	15 MPH
Bushnell-Beardstown	25 MPH	25 MPH
Beardstown-East Alton	25 MPH	25 MPH
Concord-Centralia	25 MPH	25 MPH
Centralia-Herrin Jct.	25 MPH	25 MPH
Herrin Jct.-Paducah	15 MPH	20 MPH
Zeigler Jct.-Zeigler	Must not operate	10 MPH
Horton-Cambon-W. Frankfort	Must not operate	10 MPH
Herrin Jct.-Herrin	Must not operate	10 MPH

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
GALESBURG—WEST QUINCY—SUBDIVISION		
Maximum Speed:		
Through yards Galesburg, Bushnell, Macomb	35	.....
Between Galesburg and Waterman	40	Yd.
Between Waterman and Colmar	59	49
Between Colmar and M.P. 223.00	55	40
Between M.P. 223.00 and M.P. 235.20	59	49
Between M.P. 235.20 and M.P. 248.50	75	49
Between M.P. 248.50 and Ewbanks	59	49
Between Ewbanks and M.P. 260.00	40	25
Between M.P. 260.00 and Carthage Jct.	30	15
Between Carthage Jct. and West end Upper Bay Bridge	15	15
Between West end Upper Bay Bridge and East end Mississippi River Bridge	20	10
Entire train over Mississippi River Bridge 138.02	8	8
Between West end Mississippi River Bridge 138.02 and M.P. 136.9 West Quincy	30	20
Through Turnout East Wye switch West Quincy	15	15
Trains and light engines using crossover from track 3 to track 4 south end R yard Galesburg	.....	6
Waterman through turnouts	25	15
M.P. 180 and M.P. 181.50	55	45
Southward trains and engines stopped between M.P. 190.5 and M.P. 190.9 after starting until engine or leading car passes Wells Street, Bushnell	10	10
Over T. P. & W. Crossing Bushnell	20	20
Passing Macomb Pottery, south of Carroll Street Macomb	25	25
M engines through siding Colmar	8	8
M-4-A, O-5-A and M engines with disc wheels	50	49
M engines without disc wheels	30	30
O-1-A and O-3 engines	45	45
Steam engines running backward	20	20
O-1-A or heavier engines between M.P. 260.00 and Quincy	15	15
M engines through turnouts each end Quincy Yard	6	6
GALESBURG AND SAVANNA—SUBDIVISION		
Maximum Speed	50	49
Through yards Denrock, Barstow, Alpha	35	.....
M-4-A, O-3, O-1-A, and M engines with disc wheels	45	40
M engines without disc wheels	30	30
Galesburg passenger station and Main Street	15	15
On Northward track between Galesburg and Bouhan	25	25
Spring switch, end of double track, Bouhan: Facing point movement	25	25

SPEED RESTRICTIONS—Continued

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
GALESBURG AND SAVANNA—SUBDIVISION —Concluded		
Wye switches Rio	20	20
Head end of train over C. B. & Q. crossing Alpha	20	20
Between Orion and Barstow	45	30
On curves between M. P. 235 and M. P. 236	20	20
Approach signal until clear of C. R. I. & P. crossing at Colona	20	20
B, O-1-A, O-3, engines single or double head over Rock River bridge 240.76	20	20
M-2, M-4-A, S-4, S-4-A and O-5-A, single head only over Rock River Bridge 240.76	20	20
Between wye switches Barstow	20	20
O-5-A and M-4-A engines through siding Barstow	10	10
Reverse curves between M. P. 4.40 and M. P. 5.00 between Barstow and Joslin	20	20
Between wye switches Denrock	20	20
Via Oliver over C M. St. P. & P. crossing, Ebner	20	20
Between home signals Ayres	20	20
Spring Switch at C. M. St. P. & P. Jct., Ayres: Facing point movement	.....	6
Entering Savanna Yard	20	20
Over C. M. St. P. & P. crossings Savanna Yard	20	20
Steam engines running backward		
ROCK ISLAND AND BARSTOW—SUBDIVISION		
Maximum Speed	45	30
Through yards Rock Island, Moline, East Moline	35	.....
O-1-A engines	40	.....
Through switches east end of South track used as single track at Terminal Jct	10	10
First to Ninth Streets Moline	10	10
14th Street Moline	10	10
Over frogs and switches connecting with D.R.I. & N.W each side of East Moline depot	10	10
Steam engines running backward	10	10
LASS AND EBNER—SUBDIVISION		
Maximum Speed	35	30
O-1-A and O-3 engines	25	.....
Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series	.....	20
Between home signals of interlocking, East Clinton	20	15
Either leg of wye East Clinton	10	10
Over C. & N. W. crossing M. P. 64.10 south of Fulton	15	15
Steam engines running backward	10	10
BUDA AND VERMONT—SUBDIVISION		
Maximum Speed:		
Buda and Elmwood	25	25
Yates City and Lewistown	50	40
Lewistown and Vermont	45	35
Through yards Yates City, Canton, St. David, Lewistown, Vermont	35	.....
Yates City and Lewistown, with O-1-A engine	40	.....
Diesel engines between:		
M.P. 0.15 and M.P. 0.25	15	15
M.P. 9.97 and M.P. 10.00	15	15
M.P. 10.26 and M.P. 10.28	15	15
M engines, Yates City and Lewistown	30	30
Vermont and Ipava with O-1-A engines	25	25
Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series:		
Buda and Elmwood	.....	20
Lewistown and Vermont	.....	25
Over C. & N. W. Interlocking M. P. 2.50	15	15
Over Hard Road crossing M. P. 22.25	5	5
Over Hard Road crossing M. P. 38.25	5	5
Over Hard Road crossing M. P. 42.50	10	10
Between approach signals which govern approaches to A. T. & S. F. crossing, Monica	15	15
O-1-A and O-3 engines on M. & St. L. transfer Farmington	5	5
On curve M. P. 52.80	35	30
Over T. P. & W. crossing at Canton	10	10
Between T. P. & W. crossing Canton and Canton passenger station	15	15

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
BUDA AND VERMONT—SUBDIVISION —Concluded		
Between Dunfermline and Buckheart Mines	.....	10
Engines using lead to Morgan Mine over fill and bridge on curve near entrance to mine	.....	8
Between Lewistown and South Liverpool	.....	20
Over Bridge 81.41	15	15
Steam engines running backward between:		
Buda and Elmwood	10	10
Yates City and Lewistown	20	20
Lewistown and Vermont	10	10
PEORIA AND GALESBURG—SUBDIVISION		
Maximum Speed	50	40
Through yards Peoria and Yates City	35	.....
O-3 engines	35	35
M engines	30	30
On North and South Wye at Knox Street	10	10
Between Chambers and Pine Streets, Galesburg	15	15
On curve M. P. 17.74	45	30
Through crossover and south leg of wye Yates City	15	15
Spring switch at west end of siding Yates City: Trailing movement through switch	25	25
On curves between M. P. 26.00 and M. P. 33.10	45	30
On curves between M. P. 33.10 and M. P. 39.60	45	35
P. R. T. crossing interlocked M. P. 49.50	20	15
Between Home Signals C&NW Interlocking MP 50.10, Peoria	15	15
Bridge Junction, Peoria	6	6
Between Persimmon Street and Burlington Elevator, Peoria	15	15
Steam engines running backward	20	20
GALVA AND NEW BOSTON—SUBDIVISION		
Maximum Speed	25	25
S-4, S-4-A and O engines, Alpha and Galva	20	20
Diesel engines between:		
M. P. 16.75 and M. P. 18.15	15	15
M. P. 26.30 and M. P. 26.35	15	15
M. P. 28.65 and M. P. 28.70	15	15
M. P. 29.12 and M. P. 29.20	15	15
Over Bridge 49.09	15	15
Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series	.....	20
Approach grade crossing M. P. 3.75 between Galva and Nekoma prepared to stop and sound whistle freely.	5	5
Hard Road crossing 1100 feet east of Alpha depot	Stop	Stop
Over C. B. & Q. crossing, Alpha	10	10
Over highway crossing west of Viola depot	8	8
First and Second Street crossings, west of Aledo depot	Stop	Stop
Westward trains over Spruce Street crossing Aledo	10	10
Washington Street Joy, M. P. 44.40	Stop	Stop
Highway Crossing M. P. 50.67 New Boston	Stop	Stop
Steam engines running backward	10	10
FAIRVIEW AND LEWISTOWN—SUBDIVISION		
Maximum Speed	20	20
O-1-A or O-3 engines, Fairview Mine to M. P. 44	15	15
250 ton derrick over Bridge 43.25	.....	5
Over Bridges 43.66 and 45.18	10	10
Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series	.....	15
O engines over Bridge 43.25	10	10
O engines on curves between M. P. 35.9 and M. P. 36.1	10	10
Steam engines running backward	10	10
QUINCY AND EAST HANNIBAL—SUBDIVISION		
Maximum speed	20	20
Wabash trains between Wabash Jct. and East Hannibal:		
Diesel engines	20	20
Steam engines	15	15
O-1-A engines over Bridges 269.58 and 275.09	10	10
Diesel engines between:		
M. P. 273.95 and M. P. 274.15	15	15
M. P. 275.45 and M. P. 275.60	15	15
Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series	.....	15
Steam engines running backward	10	10
AGNEW AND DENROCK—SUBDIVISION		
Maximum Speed	35	20
Over Rock River Bridge between Sterling and Rock Falls	15	15
Steam engines running backward	10	10

SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
MONMOUTH AND BEARDSTOWN SUBDIVISION		
Maximum speed:		
Monmouth-Bushnell	20	20
Bushnell-Beardstown	45	40
M-2 engines	.....	30
M-2-A engines	.....	35
Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series	.....	20
Over all street crossings at Monmouth	8	8
Bushnell: At approach signal governing northward trains approaching T. P. & W. Crossing	.....	25
Over street crossings at Vermont	.....	15
Through crossovers at Vermont	.....	20
Mine Spur Astoria	.....	15
Over street crossings at Browning	.....	8
Southward Bader to Browning	30	20
Over Illinois River Bridge, Beardstown	15	15
M-4-A engines doubleheaded over Illinois River Bridge, Beardstown	10	10
M-4-A engines followed by derrick over Illinois River Bridge, Beardstown	.....	10
Between Illinois River Bridge and Beardstown Yard	15	15
On West track between Beardstown and Vermont	35	30
Steam engines running backward:		
Monmouth-Bushnell	10	10
Bushnell-Beardstown	20	20
BEARDSTOWN AND ST. LOUIS SUBDIVISION		
Maximum speed:		
Beardstown-MP 70.50	45	40
MP 70.50-MP 40.00	55	45
MP 40.00-East Alton	45	40
Beardstown-Concord, M-2 engines	.....	30
Beardstown-Concord, M-2-A engines	.....	35
Between Depot and south end of yard, Beardstown	30	.....
Over switches Beardstown yard office	20	.....
Through turnouts, end of double track Frazier and Gibbs	25	25
Northward Gibbs to Arenzville	30	15
Through turnout from East Alton line at Concord	25	.....
Chapin: At approach signal governing southward trains approaching Wabash Crossing	.....	35
Engine or leading car of train between home signals at Wabash crossing, Chapin	20	20
Between MP 95.25 and MP 96.25	30	30
Southward on reverse curves between MP 84.20 and MP 83.35	30	30
Northward on reverse curves between MP 83.35 and MP 84.20	30	15
West Roadhouse: At approach signals governing trains approaching G. M. & O. Crossing	.....	20
Engine or leading car of train between home signals at G.M.&O. crossings, M.P. 73.33 and M.P. 75.27	20	20
Through White Hall	20	20
Around curve Piasa station	25	25
Whitehall: At approach signals governing trains approaching G. M. & O. Crossing	.....	15
Over G. M. & O. crossing, MP 38.61	20	20
Over Shamrock Street, East Alton	5	5
Steam engines running backward	20	20

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
CONCORD AND CENTRALIA SUBDIVISION		
Maximum speed	45	40
M-2 engines	.....	30
M-2-A engines	.....	35
Trailing movements through spring switch, M. P. 1.44	25	25
G. M. & O. and Wabash crossings, Jacksonville	20	20
Engines must be moved carefully on Jacksonville house and industry tracks	.....	4
Over spring switch, end of double track, Waverly, in both directions	25	25
Over public street crossings just south of Waverly Depot	20	15
Engine or leading car of train between home signals at I. T. crossing, M. P. 42.48	20	20
N.Y.C. crossing, Litchfield	25	25
Wabash and Illinois Central crossings, Litchfield	40	30
M engines using Wabash Connection at Litchfield and stock track Virden and C. & N. W. lead Virden	.....	4
Northward trains using siding at Ayers; head end of train between north switch of siding and highway crossing, 165 ft. north	5	5
Over three street crossings at Keyesport	20	20
Steam engines running backward	20	20
CENTRALIA AND PADUCAH SUBDIVISION		
Maximum Speed:		
Centralia-Herrin Jct.	45	40
Herrin Jct.-C. B. & Q. Jct.	45	45
M-2 engines	.....	30
M-2-A engines	.....	35
Centralia:		
Over McCord and Second Streets	10	10
Over Broadway and Fifth Streets	30	30
I. C. Crossing	30	30
Waltonville: C. W. & F. mine lead	10	10
Christopher: At approach signals governing trains approaching I. C. Crossing	.....	35
O-1 or heavier engines on mine spurs and in mine yards	.....	10
Zeigler Jct.: At approach signals governing trains approaching Mo. Pac. Crossing	.....	25
Engine or leading car of train between home signals at Mo. Pac. Crossing, M. P. 165	20	20
Cambon: Trailing movements through spring switch at north end of siding	10	10
Horton: Northward trains and engines through east wye switch	10	10
Herrin Jct., over Jct. switch	10	10
Between 7:00 A. M. and 4:00 P. M., daily except Sunday, over mine hauling crossing, M. P. 177.45, between Herrin Jct. and Ordill	15	15
Between M. P. 214.13 and M. P. 215.75	35	35
Forman: At approach signal governing southward trains approaching N. Y. C. Crossing	25	25
Forman: Engine or leading car of train between home signals at N. Y. C. Crossing	20	20
Around curve at wye connection with P. & I. R. R.	8	8
Steam engines running backward	20	20
ZEIGLER JCT. AND ZEIGLER SPUR HORTON AND WEST FRANKFORT SPUR HERRIN JCT. AND HERRIN SPUR		
Maximum speed	Reduced Speed	Reduced Speed
O-1 or larger engines on mine spurs and in mine yards	.....	10
Trains and engines in either direction over State Highway crossings at M. P. 1.79 and M. P. 1.43, West Frankfort Yard:		
Main track	10	10
From yard or lead tracks	5	5

Rushville Spur

Mile Post Location	STATIONS	Capacity of Other Tracks
94.34	VERMONT	23
	7.27	
101.61	RAY	1
	7.86	
109.47	RUSHVILLE	70

SPUR TRACK BETWEEN VERMONT AND RUSHVILLE WITHIN YARD LIMITS. RULE 908 IN EFFECT.

Maximum speed ..... 20 M.P.H.

Over Bridge 100.10 ..... 15 M.P.H.

Highway crossing MP 109.35 north of depot Rushville ..... Stop

Steam Engines running backward ..... 10 M.P.H.

New Canton Spur

Mile Post Location	STATIONS	Capacity of Other Tracks
7.25	HULLS Wabash Crossing (Interlocked)	32
	3.15	
10.40	SHINN	15
	4.75	
15.15	NEW CANTON	15

SPUR TRACK BETWEEN HULLS AND NEW CANTON WITHIN YARD LIMITS. RULE 908 IN EFFECT.

Maximum speed ..... 20 M.P.H.

M.P. 12.90 to M.P. 13.10 ..... 5 M.P.H.

M.P. 15.05 to M.P. 15.15 ..... 5 M.P.H.

Diesel switch engines larger than 600 H.P. cannot operate between Hulls and New Canton.

Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series ..... 15 M.P.H.

Steam engines running backward ..... 10 M.P.H.

Monmouth Spur

Mile Post Location	STATIONS	Capacity of Other Tracks
210.54	RIO	15
	4.36	
206.22	NORTH HENDERSON	30
	4.70	
201.54	ALEXIS	28
	5.95	
195.53	GERLAW	22
	6.37	
189.16	M. & St. L. Crossing (Grade)	
	0.10	
189.06	MONMOUTH	

SPUR TRACK BETWEEN RIO AND MONMOUTH WITHIN YARD LIMITS RULE 908 IN EFFECT.

Maximum speed ..... 20 M.P.H.

Over all street crossings at Monmouth ..... 8 M.P.H.

Steam engines running backward ..... 10 M.P.H.

SPEED OF TRAINS:

Miles per Hour	Time per Mile		Miles per Hour	Time per Mile	
	Minutes	Seconds		Minutes	Seconds
5	12	0	55	1	5
10	6	0	60	1	0
15	4	0	65	0	55
20	3	0	70	0	51
25	2	24	75	0	48
30	2	0	80	0	45
35	1	43	85	0	42
40	1	30	90	0	40
45	1	20	95	0	38
50	1	12	100	0	36

SPECIAL INSTRUCTIONS

Master Mechanic	J. R. Van Nortwick, Galesburg.
Master Mechanic	H. H. Niemeyer, Beardstown.
Assistant Master Mechanic	P. E. Poindexter, Galesburg.
Trainmaster	I. C. Ethington, Galesburg.
Trainmaster	G. K. Boyd, Beardstown.
Trainmaster	J. E. Carey, Centralia.
Terminal Trainmaster	L. H. Dyer, Galesburg.
Terminal Trainmaster	O. I. Sandberg, Rock Island.
Road Foreman	H. Allender, Galesburg.
Road Foreman	I. L. Carter, Galesburg.
Road Foreman	W. T. Knowles, Galesburg.
Road Foreman	L. G. Standley, Beardstown.
Road Foreman	P. J. Rhoades, Beardstown.
Chief Dispatcher	W. L. Logsdon, Galesburg.
Chief Dispatcher	A. D. Haist, Beardstown.
Night Chief Dispatcher	R. V. Randall, Galesburg.
Night Chief Dispatcher	J. R. Brown, Galesburg.
Relief Chief Dispatcher	O. Eunice, Galesburg.

Train Dispatchers—Galesburg.

M. S. Chapman	H. E. Metcalf	G. A. Fleisher	H. C. McMullin
L. W. Robbins	J. E. Ransom	J. D. Healea	J. A. Ketcham
T. E. O'Brien	C. L. Likes		

Train Dispatchers—Beardstown

E. C. Garnier	J. H. Phillips	P. B. Holland	S. C. Ortman
C. Faletti	K. N. Johnson	C. R. Johnessee	L. J. Phillips

1. USE OF TRACK:

Freight and passenger diesel engines may operate on any siding, yard or station track where O-1-A engines operate.

Rule 908 applies to all mine spurs and mine tracks regardless of whether or not they are in yard limits as crews are liable to find cars on these spurs or tracks and they must proceed only as the way is seen and known to be clear.

Trains taking siding at Erie must use left hand track unless otherwise provided.

Movement of trains or engines against the current of traffic between Savanna and Savanna Tower will be made on authority of Yardmaster.

When handling 250-ton derrick across Rock River bridge 240.76 at Barstow with O-5-A or M-4-A engine, derrick must be spaced at least three cars from engine.

One long and three short blasts of Interlocking horn at Seminary Street and Waterman Interlocking is signal for train, yard or enginemen to come to telephone.

Before entering interlocking limits at Waterman, trains or engines moving south on yard tracks 4 to 9, inclusive, and moving in either direction through limits of crossover No. 42 between tracks 3 and 4 near south end of Yard R must stop clear of the bonded track section unless it is known that switches are properly lined for their movement.

These clearance points are indicated by yellow paint on each track located at safe clearance short of the ladder.

Switch light indication on tracks 4 to 9, inclusive, is yellow when lined for the ladder, and red when lined for the individual track.

On crossover No. 42 light indication for switches is yellow when lined for the straight track, and red when lined for the crossover.

Automatic crossing gates are located at Exchange Street and Chester Street' just east and west of depot, Galva.

Approach circuits to these crossing are very short on yard tracks and on Galva-New Boston main track.

Trains and engines should pull down onto the track circuits, then stop to permit gates to lower before proceeding over crossings.

Trains between Shattuc and East St. Louis and North St. Louis are governed by rules and timetables of B. & O. R. R.; T. R. R. Assn.; N. Y. C. R. R. and G. M. & O. R. R.; Illinois Terminal R. R., and Hannibal Division.

At Shattuc, train and enginemen must have permission from operator at Tower before handling switches leading to or from either main track to B. & O. R. R. connection.

Southern Railway trains and engines will use C. B. & Q. tracks between Southern Ry. Jct. at Centralia Yard and Southern Ry. Jct. at MP 122.70. There is no superiority of trains between these points and all trains and engines must move at reduced speed.

Normal position of Southern Railway Junction switch, Centralia Yard, is for Southern Railway main track. C. B. & Q. southward trains and Southern Railway eastward trains must stop before passing this switch.

Normal position of switch at end of double track at MP 121.33, Centralia Yard, is for freight yard lead.

Mo. Pac. R. R.; I. C. R. R. and Mine Co. engines will use C. B. & Q. tracks between south end of lead and Zeigler station. All movements must be made at reduced speed.

Track between I. C. R. R. yards and C. B. & Q. Jct., Metropolis, is used by I. C. R. R. trains and engines as prescribed by Rule 93.

C. B. & Q. trains and engines using I. C. R. R. tracks at Metropolis, and at Campbell Yard West Frankfort, are governed by I. C. R. R. Rule 93, which reads as follows:

"Within yard limits the main track may be used clearing the time of first class trains.

Second and third class, extra trains and engines must move within yard limits prepared to stop unless the main track is seen or known to be clear. In case of accident the responsibility rests with the approaching train or engine.

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

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2. If due to accident, on an engine other than steam, operating without cars, causing complete failure of the air brake, proceed as follows:

(a) Close throttle to idle.

(b) Move the reversing handle to reverse position.

(c) Open throttle to No. 1 position.

3. Rule 16 (k) is modified to one long sound of communicating signal to shut off train heat.

4. Where extra trains display classification signals, the display of white flags, as prescribed by Rule 21, will be discontinued, and white lights will be used as classification signals for both day and night operation.

5. Except as provided for in Rule 512, before train or engine movement is made from siding equipped with a spring switch, not governed by a dwarf signal, spring switch must be opened by hand.

When a train or engine, on siding equipped with a spring switch and dwarf signal, is stopped by a Stop indication and no conflicting train or engine movement is evident, and movement to main track is authorized as prescribed by Rule 509, spring switch must be opended by hand.

In either case, after waiting three minutes and leading truck has passed fouling point while switch is open, switch must then be closed by hand. Leading truck must not pass fouling point until after expiration of the three minute period.

6. Rule 916 is modified to permit deadheading of diesel engines directly behind road diesel engines between:

Galesburg and West Quincy	Galva and Alpha
Galesburg and Savanna	Denrock and Sterling
Galesburg and Peoria	Bushnell and Beardstown
Yates City and Lewistown	Beardstown and East St. Louis
Barstow and Rock Island	Concord and Metropolis

7. Modifying Rule 918, bridge derricks 205204, 205252 and 204620 must be handled in trains with boom connected and trailing.

8. Under Rule 1304, before starting brake test on a freight train, the brake system must be charged to not less than 10 lbs. below the standard pressure for that train, instead of 5 lbs.

9. Rule 1345 is modified as follows:—The emergency air brake valve located in all passenger, baggage and express cars and in cabooses of freight trains must not be used unless absolutely necessary. If an emergency arises where the train must be stopped as quickly as possible to avoid danger to life and property, open the emergency air brake valve wide and leave it open until the train stops.

If it is neccessary to stop a train due to inability to transmit signal to the engineman, open the valve carefully and after the brakes begin to apply, gradually increase the exhaust until it is sufficient to keep brakes applied to the stop.

Conductors and trainmen must familiarize themselves with the location of emergency valves in their train.

TRACK RESTRICTIONS FOR ENGINES

GALESBURG DIVISION

Galesburg—S-4, S-4-A, or O-5-A must not move from passenger station tracks 3, 4 or 5 toward Knox Street or Peoria.

Between Galesburg and Quincy—M-4-A setting out or picking up, must keep engine on main track or siding, except at Bushnell.

Abingdon and Avon—O-3 or larger must not use industrial or storage tracks.

Bushnell—O-1-A or heavier must not go to Martin Shultz Plant.
O-5-A and M-4-A must not go beyond frog on T. P. & W. transfer track.
M engines must not use Swift's and elevator tracks.
Engines must not go beyond third crossing on tail track.

Macomb—Steam engine must not use spur track serving Associated Dairies and Godonsky Coal Co.
Road engines using Depressed track, Hemp & Company, must not pass a point 100 feet south of south end of plant.

Colchester—Milling Company building, adjacent to both sides of Mill track, will not clear for engines to pass, nor clear man on side of car.

Camp Point—O-5-A or larger must not use stock or house tracks.

Quincy—Mississippi River bridge 138.02—M-2, M-2-A, M-3, M-4-A, O-5-A, S-4 and S-4-A must not operate over bridge, and B-1-A, and O-3, mut not doublehead over bridge.
M-2-A, M-4-A and O-5-A must not doublehead over Upper Bay bridge.
M-4-A must not operate through freight yard except on following tracks: East Hannibal main, tracks 4 and 5 and north end of track 6 for a distance of 15 car lengths, and on tracks leading to north end of roundhouse.

Erie—O-5-A and M must not move back of frog south end of house track.

Rio—Engines heavier than O-3 must not use south wye.

Orion—O-5-A and M-4-A on stock track must not move beyond elevator.

Warner—Rio—Henderson—O-5-A and M-4-A on stock track must not move back of frog.

Fulton—R-5 or heavier must not use interchange track with C. & N. W.

Farmington—Engine must not move beyond derail on track leading to Alden 5 Mine at South end.

Dunfermline: Buckheart Mine—M engines must not move beyond wash track lead switch.
O-3 must not use empty car track or move beyond clearance point on wash track.
O-1-A must not move beyond empty car track switch.

St. David—M-4-A must not turn on wye and R-4 or heavier turning must move around wye from north.

Central States Mine—Engine must not use bridge on No. 4 (Hill track); M-4-A on running track must not move beyond crossing north of tipple and tipple will not clear man on side or top of car.

Bryant—Engines larger than O-3 must not operate into Morgan Mine.

Lewistown—O-3 or heavier must not use back track for movement north beyond the south switch of middle track.
Inspection and clinker pit track must not be used except in emergency and then at not to exceed 5 M.P.H.

Cuba—Engine must not use Sternberg Mine tracks, M. P. 41.25, more than 500 feet from either north or south main track switches.

Fairview—Engines must not use run around track opposite load yard Fairview Mine.

GALESBURG DIVISION—Continued

M engines must not use following tracks:

Knoxville	House track.
Maquon	House track. Elevator track.
Yates City	Elevator track.
Alden Mine	Beyond clearance point.
Farmington	House track. Elevator track. M. & St. L. transfer track.
Norris	House track.
Pschirrer Mine	Beyond clearance point.
Canton	House track. Industry track.

BEARDSTOWN DIVISION

Monmouth—O-1 or heavier engines must not use southwest wye or Pattee track.

Vermont—Wye track, must not be used by engines heavier than S-2-A.

Sugar Creek Siding—West track, M. P. 122.75 must not be used by engines heavier than O-3.

Chapin—O-3 engines must not head in on elevator track.

Alsey—Engines must not operate on Spur No. 1 to exceed 2 car lengths beyond derail. On Spur No. 2 engines may operate to coal dock and be sure coal unloader is clear before moving cars.

Litchfield—O-1 or heavier engines must not use turntable track.

Waltonville—Engines heavier than O-1-A must not use double turnout from runaround track to tail track at C. W. & F. Mine No. 3.

M engines must not use:

Vermont	Bader elevator track.
Beardstown	Crossover south of 8th Street from depot pocket track to running track.
Virden	North leg of C. & N. W. wye.
Litchfield	Wabash connection when engines are headed south.
Sorento	NKP interchange track beyond white post.
Valier	House track.

M-4-A engines must not use:

Bushnell	Swift track beyond frog.
Adair	Elevator spur. House track beyond white post.
Table Grove	House and industry tracks except stock track.
Arenzville	South elevator track.
Jacksonville	House tracks 1 and 2 and Tuckers Plant tracks. Wabash connection beyond frog.
Litchfield	Wabash transfer track and N. Y. C. beyond point of switch.
Smithboro	P. R. R. interchange track beyond white post.
Shattuc	B. & O. interchange track beyond derail.
Sesser	Lumber tracks. Coal chute track beyond pit.
Valier Mine	Tipple track.
Christopher	South empty yard tracks No. 3 and No. 4. Repair track and south house track.
Herrin Jct.	Account sharp curvature off main track M engines entering Herrin Jct. yard from south must use the Herrin Spur track.

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