P. J. WHITE, 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.

J. C. KRESL.
W. R. BABB.
A. MATHISEN.
J. H. HORAN.
M. A. BARBER.
L. E. REHBEIN.
G. M. HOBACK.
J. F. BRAND.

G. W. SEARS, Trainmaster.....Corwith, Ill.
G. A. ALEXANDER, Trainmaster.....Corwith, Ill.

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

LOCAL WATCH INSPECTORS—ILLINOIS DIVISION.

SVERRE MYRE..... 5155 S. Kedzie Ave... Chicago.
P. O. PEEMUELLER.....1536 W. 47th St.....Chicago.
LOUIS TROCKY.....3209 W. Madison.... Chicago.
P. W. KIENZLER.....74-76 N. Chicago St.. Joliet.
S. M. REEDER..... Streator.
HENRY BIRKENBUSCH..... Pekin.
F. E. LYNDS..... Chillicothe.
C. W. HALLSTROM..... Galesburg.
L. B. HARDY..... Fort Madison.
J. H. MACE COMPANY.....Union Station..... Kansas City, Mo.

SURGEONS OF THE
ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY
AND THE A.T.&S.F. HOSPITAL ASSOCIATION.

DR. FREDERICK L. FORD, Chief Surgeon.....Topeka.
DR. SCOTT WYSONG, Asst. Chief Surgeon.....Topeka.

FT. MADISON HOSPITAL.

DR. G. R. BLACKBURN, Surgeon in Charge.
DR. S. E. BIGELOW, Asst. Surgeon.
DR. A. C. RICHMOND, Eye, Ear, Nose and Throat Specialist.
DR. E. C. TUCKER, Consulting Dentist.

LOCAL SURGEONS.

DR. T. J. KASTER,
608 S. Dearborn and 35th and Archer..... Chicago.
DR. EDWARD PAPIK, 608 S. Dearborn St.....Chicago.
DR. R. B. CLARK, 1022 W. Argyle St.....Chicago.
DR. WM. D. FITZGERALD, 5158 W. Madison St.....Chicago.
DR. R. D. KEARNEY, 6235 So. Kedzie..... Chicago.
DR. T. JOHNSTON, 35th and Archer..... Chicago.
DR. T. J. BENTON.....Willow Springs.
DR. EDWARD G. McNAMARA.....Lemont.
DR. WM. A. MEADOWS.....Lockport.
DR. EARL R. STEEN.....Joliet.
DR. P. G. NICHOLSON.....Coal City.
DR. G. K. WILSON..... Streator.
DR. R. J. DAVIES.....Roanoke.
DR. J. I. WEIMER.....Pekin.
DR. R. K. TAUBERT.....Pekin.
DR. MICHAEL SCHUBERT..... Toluca.
DR. S. A. SMITH.....Chillicothe.
DR. S. M. HANAUER..... Galesburg.
DR. J. C. FASH..... Stronghurst.

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

DR. ELZEAR LA MOTHE, 31 N. State St..... Chicago.
DR. HAROLD J. KOCH, 6235 S. Kedzie.....Chicago.
DR. GEO. WOODRUFF.....Joliet.
DR. H. C. HILL.....Streator.

The Atchison, Topeka and Santa Fe Railway Co.

EASTERN LINES

Eastern District

ILLINOIS DIVISION

TIME TABLE No.

76

IN EFFECT

Sunday, June 8, 1947

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

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

O. L. GRAY,
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 4 47 5500 5191

Timetable 77 eff 14 Dec 1947

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

Between Stewart Avenue 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 signal from the switchtender from Panhandle Crossing eastward; and on signal indication in either direction with the current of traffic from Drawbridge.

Illinois Central Main tracks have automatic signals of the color light type which govern movements with the current of traffic. These tracks are in yard limits (see Rules 93 and D-153) and protection per Rule 99 must also be provided.

Movement through the slip switches east of Panhandle Crossing will be made only on hand signals from switchtender. Signals will be given with yellow flag by day and yellow light by night.

At Willow Springs the medium speed signal indication, Rule 703A, governs movements through crossovers.

Third Main track between Kernan and Streator Coal Chute designated as Track No. 3; trains have no time table superiority.

WESTWARD. First Class.

3	7	1	5	17	13	25	23	19	11	TIME TABLE No. 76, June 8, 1947.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Capacity of Sidings in 50 ft. Cars.	
California Limited.	Fast Mail-Express.	The Scout.	The Ranger.	Streamliner.	Motor.	Motor.	The Grand Canyon.	The Chief.	The Kansas Cityan.				East.	West.
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily.	STATIONS.				
PM 11.30	PM 10.35	PM 10.00	PM 8.15	PM 7.00	PM 1.30		PM 12.15	PM 12.01	AM 9.30	**CHICAGO.**		WFT		
11.35	10.40	10.05	8.20	7.05	1.35		12.20	12.06	9.35	1.2 — C. & W.I. JCT.	0			
										0.1 — Stewart Ave. Crossing	79.2			
										1.8 — DRAWBRIDGE.	0			
11.41	10.46	10.11	8.28	7.10	1.42		12.28	12.13	9.40	1.3 — Panhandle Crossing.	26.4			
										1.5 — I.N. Crossing.	35.8			
					f					**CORWITH.**		WFT Y		
										1.3 — Chicago Belt Crossing	0			
11.45	10.50	10.15	8.32	7.14	1.47		12.33	12.17	9.44	NERSKA.				
11.51	10.56	10.21	8.39	7.20	s 1.55		12.39	12.23	9.50	5.5 — McCOOK.	0		51	76
										0.2 — B.& O.C.T. Crossing.	0			
										4.5 — WILLOW SPRINGS.	0			
11.56	11.01	10.26	8.44	7.24	s 2.02		12.44	12.28	9.54	1.6 — SANTA FE PARK.			194	78
					f 2.05					6.1 — LEMONT.	0			
— AM —										4.2 — ROMEO.	0			
12.04	11.09	10.34	8.53	7.31	s 2.15		12.53	12.36	10.01	3.4 — LOCKPORT.	0		50	76
12.08	11.13	10.38	8.57	7.35	f 2.20		12.57	12.40	10.05	3.5 — JOLIET YARD.	0			
12.11	11.16	10.41	9.01	7.38	s 2.25		1.01	12.44	10.08	1.3 — JOLIET U. S. C.R.I.& P. Crossing.	10.6	WFT		
										3.5 — PLAINES.	10.6			
s12.20	s11.25	s10.50	s 9.10	7.43	s 2.35		s 1.10	12.52	s10.13	5.1 — MILLSDALE.	0			
12.26	11.30	10.56	9.15	7.47	2.40		1.14	12.57	10.17	2.1 — DRUMMOND.	15.8			98
					f 2.46					4.6 — LORENZO.	11.8			
					f 2.49					4.4 — PEQUOT.	6.1			35
12.39	11.41	11.07	9.28	7.56	f 2.55		1.25	1.08	10.26	1.0 — COAL CITY.	9.1		56	89
12.44	11.45	11.11	9.32	7.59	3.00		1.29	1.12	10.29	3.7 — GORMAN.	8.7			
			s 9.37		s 3.05					4.2 — MAZON.	0			
					f 3.10					4.7 — VERONA.	10.2			
12.55	11.54	11.20	9.45		s 3.18		1.39	1.21	10.36	4.0 — KINSMAN.	15.8	W	107	111
1.00	11.58	11.24	9.50	8.10	s 3.26		1.43	1.25	10.40	4.9 — RANSOM.	13.7			
	— AM —				s 3.32					4.7 — KERNAN.	15.8		25	
1.10	12.07	11.34	10.00		s 3.39					5.2 — STREATOR.	0		14	
1.15	12.12	11.38	10.05	8.20	s 3.46		1.56	1.37	10.50	0.2 — Alton & N.Y.C. Crs'g.	0			
						PM				0.4 — Wabash Crossing.				
s 1.35	s12.22	s11.50	s10.18	8.27	s 4.00	2.15	s 2.05	1.46	s10.58	3.7 — MOON.	10.1	WFT		
										1.9 — ANCONA.	0			
										6.3 — LEEDS.	0			
					f 4.07	f 2.21				7.8 — TOLUCA.	15.8			
1.45	12.31	11.59	10.28	8.34	s 4.12	s 2.24	2.15	1.55	11.06	6.1 — LA ROSE.	0			55
					— PM —	f 2.33				4.9 — WILBERN.	15.8			
		— AM —								9.2 — **CHILLICOTHE.**	26.4			
s 2.02	12.47	12.15	s10.47	8.45		s 2.42	2.31	2.09	11.17		0			87
						s 2.51					0			
2.17	12.58	12.24	10.59	8.55	Via Pekin District.	s 2.57	2.42	2.20	11.27		26.4			
s 2.30 AM	s 1.07 AM	s12.35 AM	s11.10 PM	9.03 PM		s 3.07 PM	s 2.55 PM	2.30 PM	s11.35 AM			WFT		
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.	(130.1)				
43.4	51.4	50.4	44.6	63.5	35.5	46.7	48.8	52.4	62.4	Average speed per hour.				

AUTOMATIC BLOCK SYSTEM — DOUBLE TRACK — A. B. S. — C.& W.I.Ry.

AUTOMATIC TRAIN CONTROL — DOUBLE TRACK — 3 Tracks

EASTWARD.

First Class.

Communications.	Distance from Chicago.	Ruling Grade Ascending.	TIME TABLE No. 76 June 8, 1947.	8	4	2	6	26	14	20	18	24	12
				Fast Mail Express.	California Limited.	The Scout.	The Ranger.	Motor.	Motor.	The Chief.	Streamliner.	The Grand Canyon.	The Chicagoan.
	Miles.		STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Except Sun.	Arrive Daily Except Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
C			**CHICAGO.** C.&W.I.Ry DOUBLE TRACK	AM 5.50	AM 7.30	AM 8.15	AM 8.30		PM 12.10	PM 12.30	PM 1.45	PM 3.30	PM 9.30
		0	1.2										
	1.2		C. & W.I. JCT.	5.45	7.25	8.10	8.25		12.05	12.26	1.40	3.25	9.25
		79.2	0.1						— PM —				
	1.3		Stewart Ave. Crossing										
		0	1.8										
	3.1		DRAWBRIDGE.										
		0	1.3										
	4.4		Panhandle Crossing.	5.29	7.09	7.54	8.13		11.54	12.09	1.28	3.13	9.13
		0	1.5										
			I.N. Crossing.										
C	5.9		**CORWITH.**						f				
		0	1.3										
			Chicago Belt Crossing										
C	7.2		NERSKA.	5.25	7.05	7.50	8.09		11.48	12.05	1.24	3.09	9.09
		0	5.5							— PM —			
C	12.7		McCOOK.	5.17	6.57	7.42	8.01		f11.39	11.57	1.17	3.01	9.02
		0	0.2										
C	12.9		B.& O.C.T. Crossing.										
		0	4.5										
C	17.4		WILLOW SPRINGS.	5.10	6.50	7.35	7.54		f11.30	11.52	1.11	2.55	8.56
		0	1.6										
	19.0		SANTA FE PARK.						f11.27				
		0	6.1										
C	25.1		LEMONT.	4.59	6.40	7.25	7.45		s11.18	11.43	1.03	2.48	8.49
		13.7	4.2										
C	29.3		ROMEO.	4.54	6.34	7.19	7.39		f11.11	11.38	12.59	2.43	8.45
		10.6	3.4										
C	32.7		LOCKPORT.	4.50	6.30	7.15	7.35		s11.06	11.35	12.56	2.40	8.42
		10.6	3.5										
C	36.2		JOLIET YARD.										
		10.6	1.3										
C	37.5		JOLIET U. S. C.R.I.& P. Crossing.	s 4.40	f 6.19	s 7.05	s 7.25		s10.55	11.27	12.50	2.33	s 8.36
		15.8	3.5										
C	41.0		PLAINES.	4.31	6.09	6.54	7.15		10.46	11.21	12.44	2.27	8.30
		14.5	5.1										
	46.1		MILLSDALE.						f10.40				
		0	2.1										
	48.2		DRUMMOND.						f10.37				
		9.9	4.6										
C	52.8		LORENZO.	4.19	5.56	6.40	7.03		f10.29	11.08	12.32	2.15	8.18
		0	4.4										
C	57.2		PEQUOT.	4.14	5.51	6.35	6.58		10.23	11.04	12.28	2.11	8.14
		0	1.0										
C	58.2		COAL CITY.			s 6.30			s10.21				
		4.7	3.7										
	61.9		GORMAN.						f10.15				
		0	4.2										
C	66.1		MAZON.	4.03	5.40	6.23	6.46		s10.10				
		0	4.7										
C	70.8		VERONA.	3.59	5.35	6.19	6.42		s10.01	10.50	12.18	1.59	8.02
		0	4.0										
C	74.8		KINSMAN.						s 9.53				
		0	4.9										
C	79.7		RANSOM.	3.50	5.25	6.10	6.33		s 9.46				
		15.8	4.7										
C	84.4		KERNAN.	3.45	5.20	6.05	6.29		s 9.39	10.38	12.06	1.47	7.50
		15.8	5.2										
C	89.6		**STREATOR.** 3 Tracks	s 3.35	s 5.10	s 5.55	s 6.20	AM s 9.20	9.30 s 9.15	10.30	12.01 — PM —	s 1.40	s 7.44
			0.2										
			Alton & N.Y.C. 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										
C	95.8		ANCONA.	3.20	4.53	5.42	6.09	f 9.09	9.05 — AM —	10.20	11.53	1.31	7.36
		0	6.3										
B	102.1		LEEDS.					s 8.59					
		21.1	7.8										
C	109.9		TOLUCA.	3.07	4.39	5.28	5.57	s 8.47	Via Pekin District.	10.08	11.42	1.21	7.25
		25.2	6.1										
C	116.0		LA ROSE.					s 8.37					
		26.4	4.9										
C	120.9		WILBERN.	2.55	4.26	5.15	5.46	s 8.28		9.56	11.32	1.11	7.15
		26.4	9.2										
C	130.1		**CHILLICOTHE.**	2.45 AM	4.15 AM	5.05 AM	5.35 AM	8.15 AM		9.45 AM	11.22 AM	1.00 PM	7.05 PM
			(130.1)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Lv. Daily Except Sun.	Lv. Daily Except Sun.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
			Average speed per hour	42.2	40.0	41.1	44.6	37.4	33.8	47.3	54.6	52.0	53.8

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

Between Panhandle Crossing and Stewart Avenue 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 signal from the switchtender from Panhandle Crossing eastward; and on signal indication in either direction with the current of traffic from Drawbridge.

Illinois Central Main tracks have automatic signals of the color light type which govern movements with the current of traffic. These tracks are in yard limits (see Rules 93 and D-153) and protection per Rule 99 must also be provided.

Movement through the slip switches east of Panhandle Crossing will be made only on hand signals from switchtender. Signals will be given with yellow flag by day and yellow light by night.

At Willow Springs the medium speed signal indication, Rule 703A, governs movements through crossovers.

Third Main track between Streator Coal Chute and Kernan designated as Track No. 3; trains have no time table superiority.

No. 15 has no time table superiority between Fort Madison and Tower A and will move in such limits at restricted speed.

Trains have no time table superiority between Tower A and Shopton and will move in such limits at restricted speed.

WESTWARD. First Class.

5	17	25	23	19	11	15	3	7	1	TIME TABLE No. 76, June 8, 1947.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Capacity of Sidings in 50 ft. Cars.
The Ranger.	Streamliner.	Motor.	The Grand Canyon.	The Chief.	The Kansas Cityan.	Motor.	California Limited.	Fast Mail Express.	The Scout.				
Leave Daily.	Leave Daily.	Leave Daily Except Sun.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	STATIONS.			
PM 11.15	PM 9.03	PM 3.10	PM 2.55	PM 2.30	AM 11.35		AM 2.35	AM 1.12	AM 12.40	**CHILLICOTHE.**		WFT	
										8.0	58.1		
11.30	9.12	s 3.22	3.10	2.42	11.44		2.50	1.27	12.55	EDELSTEIN.			W 74
										6.2	31.7		
										C.R.I.& P. Crossing.			
										0.4	0		
		s 3.31								PRINCEVILLE.			
										3.6	31.7		
11.43	9.20	s 3.36	3.21	2.54	11.52		3.01	1.39	1.07	MONICA. C.B.& Q. Crossing.			E 76 W 77
										5.1	0		
		s 3.44								LAURA.			
										4.9	13.5		
11.53	9.27	s 3.50	3.30	3.03	11.59		3.11	1.48	1.17	WILLIAMSFIELD.		W	E 79 W110
		s 3.58								5.0	0		
— AM —					— PM —					DAHINDA.			
12.01	9.34	s 4.02	3.37	3.11	12.05		3.19	1.55	1.25	2.6	8.4		
		f 4.09								APPLETON.			
										5.3	25.5		
		f 4.13								KNOX.			
										2.9	31.7		
										E. GALESBURG.			
										3.4	31.7		
s12.20	9.46	s 4.25	s 3.55	3.25	s12.17		s 3.40	s 2.16	s 1.45	GALESBURG.			
										2.5	21.9		
										G.I. TOWER		WFY	137 138
		f 4.33								3.3	21.9		
										SURREY			
										2.7	17.3		
12.33	9.54	s 4.38	4.07	3.37	12.26		3.52	2.27	1.57	CAMERON.			
		f 4.45								4.2	28.2		
										NEMO.			
										1.7	0		
12.39	9.59	s 4.48	4.13	3.43	12.31		3.58	2.33	2.03	ORMONDE.			112 W 84
		f 4.56								5.2	0		
										PONEMAH.			
										4.4	23.2		
12.49	10.06	s 5.02	4.22	3.52	12.38		4.09	2.42	2.13	SMITHSHIRE.			
		s 5.07								3.1	12.1		
										MEDIA.			
										4.3	13.5		
12.58	10.11	s 5.13	4.30	4.01	12.44		4.19	2.48	2.20	STRONGHURST.		W	E 78 W173
		f 5.17								3.6	26.1		
										DECORRA.			
1.10	10.20	s 5.26	4.40	4.10	12.53		4.29	2.57	2.30	6.4	0		
										LOMAX.			W106
		s 5.33								5.9	10.6		
										DALLAS CITY.			
		s 5.37								1.8	0		
										PONTOOSUC.			
1.28	10.31	s 5.44	4.52	4.22	1.05		4.44	3.08	2.44	4.4	0		
										E. FT. MADISON.			E 70
										0.8	21.1		
										Mississippi River Bridge. State Line.			
										1.1	0		
s 1.40	10.35	s 5.55	s 5.05	s 4.30	s 1.10	AM 6.00	s 5.00	s 3.20	s 2.55	**FORT MADISON.**			
										1.2	0		
										TOWER A.			
										0.5	0		
s 1.45 AM	s 10.40 PM	s 6.00 PM	s 5.10 PM	s 4.35 PM	s 1.14 PM	s 6.05 AM	s 5.05 AM	s 3.25 AM	s 3.00 AM	**SHOPTON.**		WFT Y	
Arrive Daily.	Arrive Daily.	Arrive Daily. Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	(104.5)			
41.8	64.6	36.9	46.4	50.2	63.3	20.4	41.8	47.1	44.8	Average speed per hour.			

AUTOMATIC TRAIN CONTROL — DOUBLE TRACK — A. B. S.

EASTWARD.

First Class.

Communications.	Distance from Chicago.	Ruling Grade Ascending.	TIME TABLE No. 76, June 8, 1947.	16	8	4	2	6	26	20	18	24	12
				Motor.	Fast Mail Express.	California Limited.	The Scout.	The Ranger.	Motor.	The Chief.	Streamliner.	The Grand Canyon.	The Chicagoan.
	Miles.		STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
C	130.1		**CHILLICOTHE.**		AM s 2.40	AM s 4.10	AM s 5.00	AM s 5.30	AM s 8.12	AM 9.45	AM 11.22	PM s 1.00	PM s 7.05
		31.7	8.0										
C	138.1		EDELSTEIN.		2.29	3.59	4.49	5.19	s 8.00	9.35	11.13	12.50	6.57
		31.7	6.2										
	144.3		C.R.I.& P. Crossing.										
		21.8	0.4										
C	144.7		PRINCEVILLE.						s 7.50				
		23.2	3.6										
C	148.3		MONICA. C.B.& Q. Crossing.		2.19	3.48	4.38	5.08	s 7.44	9.24	11.04	12.40	6.47
		31.7	5.1										
C	153.4		LAURA.						s 7.37				
		19.3	4.9										
C	158.3		WILLIAMSFIELD.		2.10	3.38	4.28	4.58	s 7.30	9.16	10.56	12.32	6.39
		31.7	5.0										
	163.3		DAHINDA.						s 7.21				
		0	2.6										
C	165.9		APPLETON.		2.02	3.29	4.19	4.49	s 7.17	9.08	10.50	12.25	6.33
		0	5.3										
B	171.2		KNOX.						f 7.10				
		0	2.9										
	174.1		E. GALESBURG.						f 7.07				
		15.3	3.4										
C	177.5		GALESBURG.		s 1.47	s 3.15	s 4.05	s 4.35	s 7.00	8.55	10.40	s12.15	s 6.24
		7.4	2.5										
C	180.0		G.I. TOWER.										
		7.4	3.3										
	183.3		SURREY.						f 6.46				
		0	2.7										
	186.0		CAMERON.		1.35	2.59	3.53	4.24	s 6.42	8.46	10.32	12.05	6.16
		5.7	4.2										
C	190.2		NEMO.						f 6.36				
		31.3	1.7										
C	191.9		ORMONDE.		1.31	2.54	3.49	4.20	s 6.33	8.42	10.28	12.01 PM	6.12
		31.2	5.2										
C	197.1		PONEMAH.						s 6.26				
		12.1	4.4										
C	201.5		SMITHSHIRE.		1.22	2.45	3.40	4.12	s 6.20	8.33	10.20	11.53	6.04
		31.7	3.1										
C	204.6		MEDIA.						s 6.15				
		31.2	4.3										
C	208.9		STRONGHURST.		1.15	2.38	3.33	4.05	s 6.09	8.26	10.14	11.47	5.58
		20.4	3.6										
	212.5		DECORRA.						f 6.02				
		31.7	6.4										
C	218.9		LOMAX.		1.04	2.27	3.22	3.55	s 5.54	8.15	10.06	11.39	5.50
		18.0	5.9										
C	224.8		DALLAS CITY.						s 5.45				
		10.7	1.8										
	226.6		PONTOOSUC.						s 5.41				
		14.5	4.4										
C	231.0		E. FT. MADISON.		12.52	2.14	3.09	3.44	s 5.35	8.03	9.56	11.28	5.40
		0	0.8										
	231.8		Mississippi River Bridge. State Line.										
		23.9	1.1										
C	232.9		**FORT MADISON.**	AM s 12.10	s12.47	s 2.10	s 3.05	s 3.40	s 5.30	s 8.00	9.53	s11.25	s 5.37
		0	1.2										
C	234.1		TOWER A.										
		0	0.5										
C	234.6		**SHOPTON.**	12.05 AM	12.40 AM	2.00 AM	2.55 AM	3.30 AM	4.55 AM	7.55 AM	9.50 AM	11.20 AM	5.34 PM
			(104.5)	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	52.2	48.2	50.2	52.3	31.8	54.5	68.2	62.7	68.9

AUTOMATIC TRAIN CONTROL — DOUBLE TRACK

A. B. S.

Nos. 16 and 26 have no time table superiority between Tower A and Fort Madison and will move in such limits at restricted speed.

Trains have no time table superiority between Shopton and Tower A and will move in such limits at restricted speed.

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 Through Freight. Leave Daily Ex. Sun.	WESTWARD. Second Class. 49 Way Freight. Lv. Tues., Thurs., Sat.	WESTWARD. First Class. 13 Motor. Leave Daily Ex. Sun.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 76, June 8, 1947. STATIONS.	Ruling Grade Ascending.	Distance from Ancona. Miles.	Communications	EASTWARD. First Class. 14 Motor. Arrive Daily Ex. Sun.	EASTWARD. Second Class. 50 Way Freight. Ar. Mon., Wed., Fri.	EASTWARD. Second Class. 48 Through Freight. Arrive Daily Ex. Sun.	Capacity of Sidings in 50 ft. Cars
PM 10.50	AM 7.20	PM 4.12		0	ANCONA.	0	0	C	s AM 9.05	PM 1.00	PM 9.10	
					2.5							
11.00	7.25	s 4.16		15.3	LONG POINT.	0	2.5	C	s 8.58	12.40	9.00	
					4.6							
11.15	7.35	s 4.25		31.7	DANA.	0	7.1	C	s 8.50	12.20	8.35	20
					5.8							
				0	I.C. Crossing.	0	12.9					
					0.1							
11.30	7.50	s 4.36		23.8	MINONK.	13.2	13.0	C	s 8.42	12.01 PM	8.20	19
					6.0							
11.50 AM	8.05	s 4.46		0	BENSON.	32.7	19.0	C	s 8.31	11.20	7.50	14
					5.5							
12.10	8.18 14 / 9.15	s 4.55	W	41.2	ROANOKE.	47.5	24.5	C	s 8.23 49	11.00	7.35	16
					6.2							
12.30	9.40	5.05		0	STREATOR JCT. (T.P.& W. RR.)	0	30.7		8.13	10.15	7.15	
					0.4							
12.40	10.00	5.10		47.5	EUREKA. (T.P.& W. RR.)	26.4	31.1	C	8.08	10.10	7.10	44
					5.5							
1.00	10.15	5.20		26.4	PEKIN JCT. (T.P.& W. RR.)	0	36.6		7.56	9.45	7.00	
					1.4							
1.05	10.25	s 5.25		31.7	WASHINGTON.	31.7	38.0	C	s 7.53	9.40	6.55	17
					3.0							
1.15	10.40	f 5.29		31.7	COOPER.	52.8	41.0		f 7.47	9.25	6.45	7
					2.4							
1.25	10.50	f 5.33		0	CRANDALL. N.Y.C.& St.L. Crossing.	29.0	43.4		f 7.43	9.10	6.40	
					2.3							
1.45	11.15	s 5.40		0	I.T. Crossing. MORTON.	0	45.7	C	s 7.38	9.00	6.35	18
					0.1							
				42.2	P.R.R. Crossing.	0	45.8					
					3.6							
2.00	11.35	f 5.46		0	GROVELAND.	81.8	49.4		f 7.25	8.20	6.25	30
					7.4							
2.25	11.55 PM	5.56	WFT	0	EAST YARDS. Alton Crossing.	82.9	56.8	C	7.12	8.03	6.08	73
					0.9							
2.30 AM	12.01 PM	6.00 PM			PEKIN.		57.7	C	7.00 AM	8.00 AM	6.05 PM	
Arrive Daily Ex. Mon.	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sun.			(57.7)				Leave Daily Ex. Sun.	Leave Mon., Wed., Fri.	Leave Daily Ex. Sun.	
15.7	15.5	32.1			Average speed per hour.				27.7	11.5	18.7	

WESTWARD. 49 Way Freight. Leave Tues., Thurs., Sat.	47 Through Freight. Leave Daily Ex. Sun.	43 No. California Fast Freight. Leave Daily.	41 Colo., Kans., Okla. Fast Frt. Leave Daily.	39 Oklahoma Texas Fast Freight. Leave Daily.	37 Oklahoma Texas Freight. Leave Daily.	33 California Tex., Okla. Fast Freight. Leave Daily.	51 Way Freight. Leave Daily Ex. Sun.	Freight Train Terminals, and Junctions. STATIONS.	EASTWARD. 52 Way Freight. Arrive Daily Ex. Sun.	38 Fast Freight. Arrive Daily.	46 Texas-Chicago Fast Freight. Arrive Daily.	42 Colorado Chicago Fast Freight. Arrive Daily.	44 Perishable Express. Arrive Daily.	48 Through Freight. Arrive Daily Ex. Sun.	50 Way Freight. Arrive Mon., Wed., Fri.
		AM 11.59	AM 11.00	PM 6.00	PM 10.00	PM 11.00	AM 6.45	CORWITH.	PM 3.00	AM 12.01 AM	PM 2.00 PM	AM 5.30	AM 12.45 AM		
							7.25	McCOOK.	2.15 PM						
AM 7.00	PM 10.30						10.00 AM	JOLIET YARD.	9.30 AM					PM 9.30	PM 1.30
								STREATOR.							
7.20 AM	10.50 PM	PM 5.00	PM 3.45	9.20 AM	AM 2.00	AM 4.45		ANCONA.						9.10 PM	1.00 PM
								CHILLICOTHE.		7.00	9.00	12.15 AM	7.45		
		9.30 PM	7.30 PM	12.15 AM	6.00 AM	10.00 AM		SHOPTON.		12.30 PM	2.00 AM	7.15 PM	3.30 PM		
Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.		Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Mon., Wed., Fri.

TRAINS SHOWN IN THIS TABULATION HAVE NO TIME TABLE AUTHORITY.

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

Rules Nos. 5, 10(A), 10(f), 15, 86, 95, 97, 103(A), 104(A), 204, 210, 221, 360, 384, 632, 701, 705, 706, 711 and 872 of the Rules and Regulations, Operating Department, Revised 1927, are amended, or superseded, by the following:

Rule No. 5. First paragraph is amended to read: Not more than two times are given for a train at any station; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and leaving times. The time applies at the first siding switch where an opposing train clears; where there is no such switch, it applies at the station.

Rule No. 10(A). Superseded by the following: A yellow flag, yellow disc lettered "Slow," or a yellow light will be placed at least one mile in advance of where reduced speed applies on temporary reduced speed locations, at the end of which a green flag, green disc or green light will be placed, which rear of train will pass before speed shall be increased. Reduced speed limit shall be 15 miles per hour unless otherwise specified by train order or bulletin.

A yellow board, with black numerals on the track side to indicate the speed limit for passenger trains and on the field side to indicate the speed limit for freight trains, will be placed at least 2500 feet in advance of where reduced speed applies on permanent reduced speed locations, at the end of which a green board will be placed, which rear of train will pass before speed shall be increased. There may be more than one yellow board in advance of green board, in which case the reduced speed limits shown on each yellow board shall be observed in succession until a green board is passed.

Rule No. 10(f). Red is substituted for purple as stop indication for dwarf signal.

Rule No. 15. Amended by adding: Restricted speed must be observed for a distance of one mile from point of explosion.

Rule No. 86. Amended by adding: Where automatic block signals are continuous between stations inferior trains in the same direction will only be required to clear superior trains sufficiently to give clear signal indication in the rear.

Rule No. 95. Amended by adding: On double track, the dispatcher may authorize sections of a schedule at initial stations by Clearance Card, Form 902.

Rule No. 97. Amended by adding: On double track the dispatcher may authorize the running of extra trains, except work extras, by Clearance Card, Form 902.

Rule No. 103(A). The second paragraph is cancelled.

Rule No. 104(A). First paragraph is amended to read: At meeting or passing points the employe attending the switch must not unlock derail or main track switch, nor station himself nearer to main track switch than the clearance point, and, when safe to do so, on opposite side of track, until expected train has been met or passed. When complying with Rule S-89(A), after lining and locking switch, he must take position not nearer than clearance point, and, when safe to do so, on opposite side of track, until inferior train enters siding.

Rule No. 204. Amended by adding: Additional copy of all train orders and clearance cards shall be furnished for delivery to rear brakeman.

Rule No. 210. Second paragraph is amended to read: Enginemen must show train orders and clearance cards to firemen, and when practicable, to head brakeman; conductors, when practicable, must show them to the brakemen. Brakemen and firemen are required to read orders, see that the information shown on the clearance card corresponds with the train orders received and, if necessary, must ask for them, reminding conductors and enginemen of their contents when needful.

Rule No. 221. The second paragraph is cancelled.

Rule No. 360. Amended by adding: Station announcements will be omitted between the hours of 10:00 P.M. and 6:00 A.M., when in the judgment of the conductor they are unnecessary, but should there be any passenger to detrain, a member of the crew must inform such passenger or passengers.

Rule No. 384. First paragraph is amended to read: They must not take loaded cars without the waybills or take waybills without the freight or cars, unless authorized to do so by trainmaster. A conductor's waybill (Form 1854) must be made for car loads and less car loads in accordance with instructions printed on the form or issued by the auditor.

Rule No. 632. Superseded by the following: In case of bleeding, firm pressure should be made directly upon bleeding point by holding pad of gauze or any clean cloth with the hand gripped or pressed firmly until bleeding is under control, after which, without disturbing the pad, further pressure may be continued by means of a bandage snugly wound around the limb or body at seat of injury. Only when bleeding cannot be stopped in this manner should a cord or cloth twisted around limb with stick or other lever be used, and when used, the pressure should be momentarily released every fifteen minutes.

Rule No. 701. Red is substituted for purple as stop indication for dwarf signal.

Rules Nos. 705 and 706. Amended by adding: Where switch indicators are used, employes will be governed by indicators before fouling circuit or changing main track switch. Indication displayed by switch indicators does not relieve trainmen or enginemen from protecting their train as provided for by the rules.

Rule No. 711. Superseded by the following: Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the time table or train rules, and do not dispense with the use or the observance of other signals, whenever or wherever they may be required, except that indications of interlocking signals governing the use of routes within home signal limits of interlocking plants supersede the superiority of trains within such limits.

Rule No. 872. Last two paragraphs are amended to read: When this test is made by inspectors, air brake clearance card, Form 1184, will be prepared by them and delivered to conductor and each engineman on head end of train, who must have a copy before departing.

This test must also be made when changing crews or engine handling brakes upon any train, except helper engines attached or detached subsequent to such tests, in which case test shall be made as per Rule 875. A test of the train brakes is not necessary when detaching helper engines from the rear of passenger or freight trains, except where otherwise provided.

On passenger trains arriving at terminals where engine is not detached, train switched or angle cock closed, this test will be made in the following manner: The arriving engineman will, after stopping, make a full service application and leave brakes applied on train. Employes making inspection will examine each brake to see that it is applied, then signal for engineman to release and again examine train to see that each brake is released.

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1. SPECIAL RULES AND FACILITIES.

1(A). SWITCHES, AUTOMATIC BLOCK TERRITORY.

Dwarf head out signals located at end of siding on double track at certain non-interlocked stations are track-controlled. At certain non-continuous offices signals are changed to track-controlled during periodoffices are closed. Under either such circumstances, if the indication of such signal is stop when a train is ready to leave siding and there is no apparent reason for that indication, main track switch should be opened and after waiting five minutes train may proceed, protecting as provided by Rule 99. When heading out through a spring switch the same practice will govern except that after lead wheels have fouled circuit, spring switch must be restored to normal.

1(B). RAILROAD CROSSINGS AT GRADE.

CHICAGO—Stewart Avenue, I.C., C.& W.I. and P.R.R. Interlocking plant. Eastward, stop. Secure proceed hand signal in addition to interlocked signal. Westward, secure proceed hand signal in addition to interlocked signal. Hand signal will be given with a green signal via I.C. track and with a white signal via A.T.& S.F. track.

CHICAGO—Panhandle, P.R.R., B.& O.C.T. and C.J. Stop. See Rules 98, A, B, C and D. In addition, semaphore signal must be clear.

CORWITH—I.N. Interlocking plant. Maximum speed, passenger trains, eighty-five miles per hour eastward, sixty miles per hour westward.

NERSKA—Chicago Belt. Interlocking plant. Maximum speed, passenger trains, eighty miles per hour.

McCOOK—B.&O.C.T. Interlocking plant. Maximum speed eastward, passenger trains, eighty miles per hour, freight trains, forty-five miles per hour.

JOLIET—C.R.I.& P. Interlocking plant.

STREATOR—Alton and N.Y.C. 0.1 mile west of station. Interlocking plant. Maximum speed twenty miles per hour.

STREATOR—Wabash 0.5 mile west of station. Interlocking plant.

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

MONICA—C.B.& Q. Interlocking plant.

MINONK—I.C. 0.1 mile east of station. Interlocking plant. Maximum speed twenty miles per hour. Movements over crossing are governed by signal indication. If home signal is at 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 plant. Maximum speed twenty miles per hour. If train or engine finds home signal at stop and no train or engine is seen on opposing route, one of crew will go to crossing, place switch in "Off" position, note that all signals are in stop position, then give proceed hand signal. After engine has passed home signal, move switch to "On" position, lock box and proceed.

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—Alton. Interlocking plant.

1(C). 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 Alton. The movement of Alton trains will be governed by A.T.& S.F. rules in Alton time table. Alton trains use marker lamps with red and green lenses.

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

1(D). STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED. SEE RULE 83(A).

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:
Fort Madison.....17 and 18.
Shopton.....First class.

Conductors of freight trains will make Form 903 and leave at each office of communication where train is changed, except register stations. Operators will transmit promptly to train dispatcher.

1(E). TRAINS MUST GET CLEARANCE CARDS BEFORE LEAVING ORIGINATING STATIONS, EXCEPT:

Chillicothe.....Nos. 11, 12, 17, 18, 19, 20, 23 and 24.
Ancona.
Shopton.....No. 26.

Eastward trains leaving from Streator yard tracks will secure clearance card stating which main track they are to use.

First class trains except Nos. 17, 18 and 25 will secure clearance card at Fort Madison. Enginemen on westward trains are not required to secure clearance card at Fort Madison. Conductors securing clearance card or train orders at Fort Madison will deliver copy of same to Missouri Division engineman at Shopton.

When train order signal at Eureka is at stop, secure A.T.& S.F. in addition to T.P.& W. clearance card.

1(F). CURRENT OF TRAFFIC.

On double track trains will run as prescribed by Rule D-152.

Movement of trains will be supervised by train dispatcher, who will issue instructions to signalmen when required.

When necessary to run trains against the current of traffic, movement must be controlled by train orders, except between Stewart Avenue Crossing and Chicago Belt Crossing, Nerska, movement may be made on message authority signed by the Superintendent.

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

1(G). 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:

CHICAGO, Stewart Avenue—Eastward with traffic: top indication assigned I.C. track, middle indication C.& W.I. track and lower indication 18th Street yard. Eastward against traffic: top indication assigned I.C. track and lower indication C.& W.I. track or 18th Street yard. This signal is located to left of track it governs. Westward: top indication assigned C.& W.I. track and lower indication A.T.& S.F. or I.C. track.

CHICAGO, Drawbridge—Eastward: first or top indication assigned Alton, 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 Alton, 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 Alton main tracks.

1(H). TRAFFIC REVERSAL.

Between Willow Springs and Joliet interlocking plant.

The movement of trains will be governed by block signals whose indications will supersede the superiority of trains on either main track.

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 No. ——."

If train or engine is stopped by a stop signal, it must stay until authorized to proceed by signal, or telephone advice from operator to proceed, at restricted speed.

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.

1(I). AUTOMATIC TRAIN CONTROL.

Trains will run by signal indication on either main track from stations having interlocking plants, except between GI Tower and Appleton, where Rule D-152 governs.

Engines (except second engine doubleheading) not equipped with train control, or with same inoperative, will not be used in road service without train order specifying the movement authorized.

Cab signals will indicate the maximum speed at which train may operate, except that with a low indication restricted speed will be observed. The absence of light in cab signal will be observed as a low indication. If block joint flip does not occur at speeds less than seventy miles per hour, it will be observed as a low indication. Engines backing up will operate at restricted speed, not exceeding twenty miles per hour.

A train will not use any other main track from a crossover that is not interlocked, except when authorized by train order, or clearance card indorsed "Use Track No....."

1(I). AUTOMATIC TRAIN CONTROL—(Cont'd).

Should cab signal indicate low when it should indicate high after leaving a station or siding, or there is reason to believe that circuits are not set up for the move, confer with operator and be governed by his instructions.

Operators will not display proceed signal for movement against current of traffic except on authority of train order addressed to them.

Should train control failure seriously interfere with schedule of train, ask for instructions at first office of communication. Should failure of pneumatic feature make it impossible to release brakes, conductor will confer with engineman and, if considered necessary, may break seal and cut out pneumatic feature. Train may then proceed to first office of communication, not exceeding twenty miles per hour. Seal will be delivered by conductor to operator and train order authority obtained for further movement.

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, and a train from the Pekin District may proceed to Ancona, 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.

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.

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

2. MAXIMUM SPEED FOR TRAINS.

LOCATION	MILES PER HOUR			
	Light Engines Forward	All Engines Backward	Passenger	Freight and Mixed
First District	40	25	90	60
Second District	40	25	90	60
Pekin District	30	20	45	30
FIRST DISTRICT.				
Chicago, Dearborn Station to 12th Street			8	8
Chicago, 12th Street to Stewart Ave., crossing			15	12
Chicago, Stewart Ave. crossing to Drawbridge interlocking plant			30	30
Chicago, Drawbridge interlocking plant			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			80	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. 32.5 to 32.9, (Lockport)			80	.....
Curve, M.P. 35.3 to 35.6, (west of Joliet Coal Chute)		Track No. 2	80	50
		Track No. 1	70	50
Curve, M.P. 36.3 to 36.7, (Basin Bridge 36-A)		Track No. 2	60	40
		Track No. 1	45	30
Curve, M.P. 37.0 to 37.1 (Viaduct 37-A)			35	25
Curves, M.P. 37.2 to 37.8, Joliet, through interlocked switches except direct route, Track No. 1 and No. 2 West of station			15	15
Curve, M.P. 43.6 to 43.9		Track No. 1	80	50
Curve, M.P. 57.0 to 57.3		Track No. 2	75	50
Curve, M.P. 58.4 to 58.6, (Coal City)			60	50
Track No. 3, Kernan to Streator Coal Chute			40	30
2 Curves, M.P. 88.2 to 89.0, (east of Streator)		Track No. 2	60	50
		Track No. 1	55	40
Streator, Main Street to Wabash crossing			20	20
Curve, M.P. 95.9 to 96.4, (Ancona)			60	50
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			80	.....
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 234.1			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	.....

2(A). SPEED REGULATIONS, PASSENGER TRAINS.

The speed of passenger trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as, in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

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.

2(B). MAXIMUM SPEED OF ENGINES.

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

CLASS OR ENGINE NUMBER	Diameter of Drivers Inches	Miles Per Hour	MILES PER HOUR: Light Engines Forward	MILES PER HOUR: All Engines Backward
Diesel Engines 1 to 21 and 50 to 56, Inclusive	.....	100	40	40
Diesel Engines 100 to 157 and 169 to 182, Inclusive	40	65	40	40
Diesel Engines 158 to 168 Inclusive	40	95	40	40
Motors M-105 to M-189, Inclusive	.....	60	60	25
Motor M-190	.....	80	60	25
542-1400-1452-1480-1550 Classes	73	90	40	25
1226-1270 Classes	73	90	40	25
1400-1452 Classes	79	100	40	25
1309-1337 Classes	73	90	40	25
3400 Class	74	90	40	25
3400-3450 Classes	79	100	40	25
3460 Class	84	100	40	25
3500 Class	73	90	40	25
3700 Class	69	70	40	25
2900-3776 Classes	80	90	40	25
3751-3765 Classes	80	90	40	25
900-1600 Classes	57	35	35	20
1014-1050 Classes	69	50	40	25
1800 Class	69	60	40	25
2507 Class	63	60	40	25
2535 Class, except 2535	55	40	35	20
3100 Class	57	45	35	20
3160-4000 Classes	63	60	40	25
3800-3900 Classes	63	50	40	25
Engines 4101, 4103, 4112 and 4114	63	50	40	25
Other 4101 Class	63	60	40	25
Engines 4193-4199, Inclusive	63	50	40	25
5000	69	60	40	25
5001-5011 Classes	74	60	40	25
Diesels 400-450 Classes	.....	30	30	30
Other Diesel Yard Engines	.....	35	35	35
All other engines	.....	20	20	20

2(C). MAXIMUM SPEED OVER SUBMERGED TRACK.

Diesel-electric engines and gasoline-electric cars shall not be operated, either by towing or using traction motors for power, through water having depth over rail greater than shown below:

Type of Engine or Car.	Depth of Water: New Wheels	Depth of Water: Worn Wheels
Passenger Diesels	4 in.	3 in.
Freight Diesels, including those geared for passenger service.	6 in.	5 in.
44-ton Yard Diesels	3 in.	2 in.
Other Yard Diesels	6 in.	5 in.
Gasoline-Electric Cars	4 in.	3 in.

Maximum speed of Diesel engine or gasoline-electric motor car towed or operated through water, three miles per hour.

Steam engines and passenger cars equipped with roller bearings will not be run through water nine inches or more over rail; lightweight air-conditioned passenger cars, eight inches or more over rail; and heavyweight air-conditioned passenger cars not equipped with roller bearings, one foot or more over rail. When so operated, speed shall not exceed five miles per hour. This does not modify Rule 317-A, Operating Department.

2(D). ENGINES BREAKING IN.

Must be run at a speed specified by Master Mechanic, Road Foreman of Engines or Roundhouse Foreman.

2(E). DEAD ENGINES.

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

Trains handling Diesel road engines dead in train must not exceed ninety miles per hour; Diesel yard engines, thirty miles per hour, except 400, 450 and 460 classes, which should not exceed twenty miles per hour; gas or diesel-electric motor cars, sixty miles per hour; other dead engines, twenty miles per hour.

2(F). 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 twenty-four miles per hour. Such equipment must not be moved in any train except on authority of Trainmaster.

2(G). SPRING SWITCHES, TURNOUTS AND CROSSOVERS.

In heading in or out over the following spring switches, turnouts and crossovers, trains or engines must not exceed indicated speeds. On other main track turnouts and crossovers not listed herein, trains or engines must not exceed fifteen miles per hour. On all other turnouts or crossovers trains or engines must not exceed ten miles per hour. Trailing movements through spring switches must not be reversed until switch has been properly lined.

2(G). SPRING SWITCHES, TURNOUTS AND CROSSOVERS—(Cont'd).

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

STATION	TYPE	LOCATION	MILES PER HOUR: Passenger	MILES PER HOUR: Freight and Mixed
Willow Springs	S	West end westward siding	15	15
	I	Crossovers	40	30
Romeo	I	Crossovers	30	20
Plaines	I	Alton to A.T.& S.F.	40	30
	S	West end westward siding and west end connection Alton to A.T.& S.F.	25	20
Pequot	I	A.T.& S.F. to Alton	40	30
	I	Facing point crossover	30	20
	I	Trailing point crossover	40	30
Verona	I	Crossovers	30	20
	S	West end westward siding	15	15
Kernan	I	Crossovers	40	30
Streator	I	Facing point crossover, Wabash Crossing	30	20
Ancona	I	Crossovers and Pekin District turnout	30	20
Toluca	I	Trailing point crossover	40	30
	I	Facing point crossover	30	20
Chillicothe	I	Crossovers and turnouts east end yard	40	30
	I	Crossovers and turnouts west end yard	30	20
Edelstein	I	Crossovers	40	30
	S	West end westward siding	15	15
Monica	I	Facing point crossover	30	20
Williamsfield	I	Crossovers	30	20
	S	West end westward siding	15	15
	S	East end eastward siding	25	20
Appleton	I	Facing point crossover	30	20
G.I. Tower	I	Crossovers	30	20
	I	East end westward siding	30	20
	S	East end eastward siding	25	20
Ormonde	I	Facing point crossover	30	20
	I	Trailing point crossover	40	30
Smithshire	I	Facing point crossover	30	20
Stronghurst	S	East end eastward siding	15	15
	I	Crossovers	40	30
	I	East end westward siding	30	20
	S	West end westward siding	25	20
Lomax	I	Crossovers	40	30
E. Ft. Madison	I	Crossovers	30	20

Trains or engines moving against the points of spring switches at Plaines and G.I. Tower must not exceed twenty-five miles per hour.

3. YARD LIMITS.

Chicago (extends 4950 feet west of 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.)

4. BULLETIN BOOKS.

Chicago.....Dearborn Station, 18th Street Yard and Roundhouse Offices
Corwith.....Telegraph, Roundhouse, No. 1 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.....Yard and Roundhouse Offices.
Pekin.....Station and Roundhouse Offices.

5. STANDARD CLOCKS.

Chicago.....Dearborn Station, 18th Street Yard Office and Roundhouse Office.
Corwith.....Telegraph, No. 1 Yard and Roundhouse Offices.
Joliet Yard.....Yard Office.
Streator.....Telegraph Office.
Chillicothe.....Telegraph Office.
Fort Madison.....Telegraph Office.
Shopton.....Yard and Roundhouse Offices.

6. STANDARD THERMOMETERS.

Chicago, 18th St. Yard Office.
Corwith.
McCook.
Joliet Yard.
Plaines.
Streator.
Chillicothe.
G.I. Tower.
Ormonde.
Shopton.

7. OVERHEAD OBSTRUCTIONS.

It is dangerous to stand erect upon cars, and especially those of extraordinary height, while passing over, through or under the following named structures (See Rule 310):

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.
175.3	175-C	Highway Viaduct.
176.1	176-A	Highway Viaduct.
176.6	176-D	Railroad Viaduct.

8. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE.

Name	Location	Capacity
FIRST DISTRICT.		
Sanitary District (spur)	M.P. 10.1	
Lemont Refinery (spur)	M.P. 27.8	132 cars
Blodgett Ordinance Plant (spur)	M.P. 50.3	
Northern Illinois Coal Co. Pit No. 6	M.P. 54.7	59 cars
Northern Illinois Coal Co. Tipple, Wye	M.P. 55.0	Yard
Northern Illinois Dell Abbey	M.P. 56.3	Yard
Gibbs Stock Track (spur)	M.P. 125.3	8 cars
SECOND DISTRICT.		
Dahlnda, Stanolind (spur)	M.P. 163.9	17 cars

9. FLAGGING INTERLOCKING PLANTS.

When an interlocking plant is out of order and the signals cannot be operated and the operator or towerman desires a train or engine to move through the plant, permission may be given verbally or by proceed signal with yellow flag or yellow light, but in such cases some member of crew must precede train or engine and flag over each interlocked switch, derail and railroad crossing protected by such signals.

At automatic interlocking plants when trains or engines find home signal governing movement over railroad crossings displaying stop indication, they must stop short of signal on clearing section and if no evidence of train or engine movement on opposing route a member of crew will proceed to crossing and if at expiration of five minutes from time stopped there is still no evidence of train or engine movements on opposing route he will hand signal his train or engine over the crossing.

Hand release must be operated on plants so equipped before a train or engine is hand signalled over crossing.

10. EMPLOYES RIDING FOOTBOARDS OF ENGINES.

The presence of more than two men on the footboard of an engine, one on each side of the coupler, is prohibited.

Except in lead switching, or when more than one switch or derail is to be thrown, the presence of more than one man on the front end of an engine in direction of movement is prohibited.

Except in lead switching, employes must not ride between engines and cars, and must never do so while couplings are being made between engines and cars.

11. SPEED TABLE.

Table of train 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

12. 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.

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
2	Wichita to Kansas City		Wichita and beyond
	East of Kansas City		Beyond Kansas City
	Dallas City, Stronghurst, Williamsfield, Toluca, Ransom, Kinsman, Verona, Mazon	Beyond Chicago	
5	In Illinois	Kansas City and beyond	Beyond Chicago
17-Super-Chief	Galesburg	Scheduled stops in California	
17-El Capitan	Joliet, Streator, Chillicothe, Galesburg	Scheduled stops in California	
18-Super-Chief	Galesburg		Scheduled stops in California
18-El Capitan	Galesburg, Chillicothe, Streator, Joliet		Scheduled stops in California
19	Joliet, Streator, Chillicothe, Galesburg, La Plata, Marceline	New Mexico, Arizona, California	
20	Carrollton, Marceline, La Plata, Galesburg, Chillicothe, Streator, Joliet		California, Arizona
23	Chicago to Wellington	Belen and beyond	
24	Wellington to Chicago		Arizona, California
28	Edmond	Ponca City and beyond	
50	Olathe		Beyond Chanute

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.

E. L.

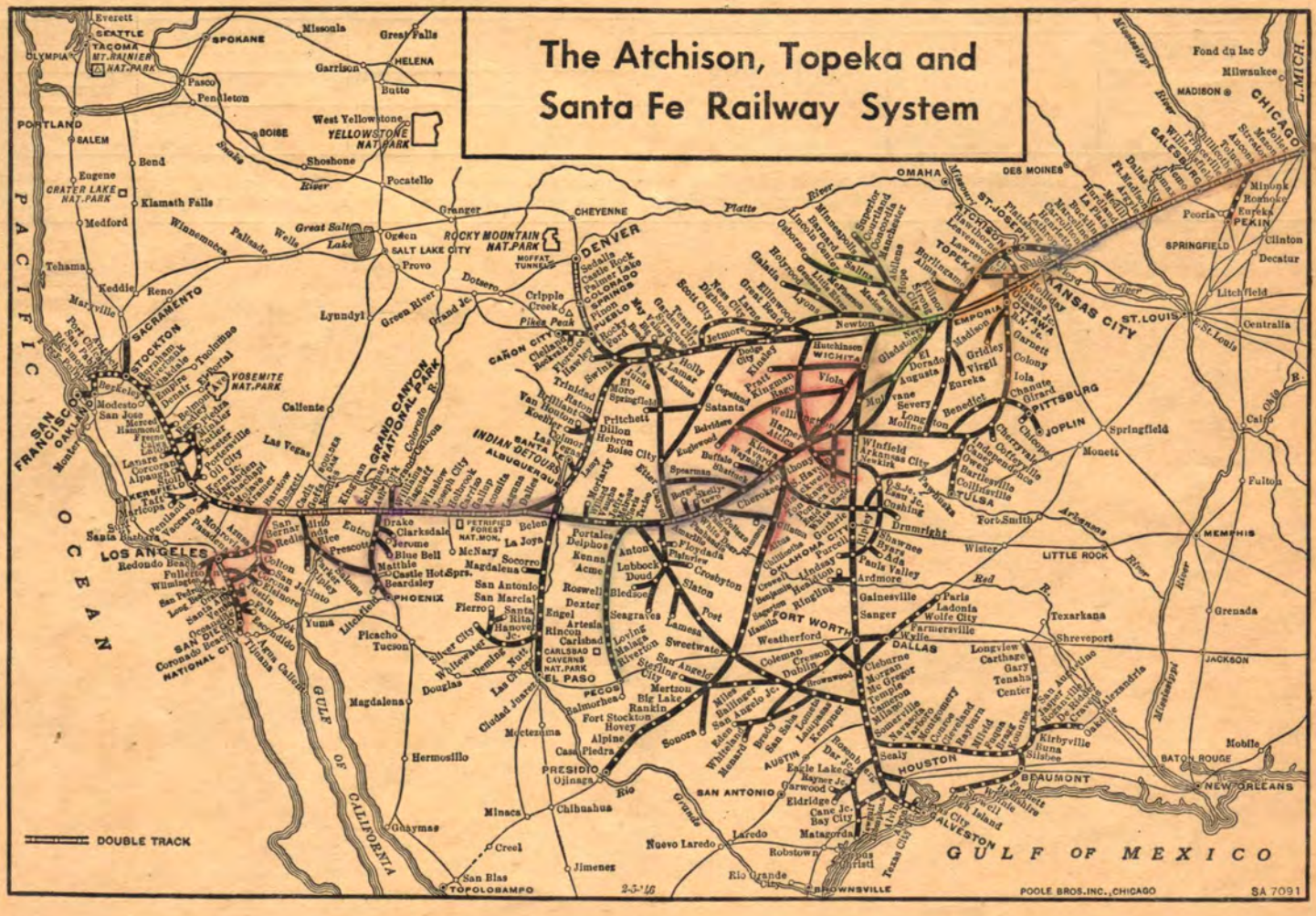
SANTA FE SAFETY FIRST

E. LINES
E. DIST
- ILLINOIS
- MISSOURI
- EASTERN

E. LINES
W. DIS
- MIDDLE

W. LINES
S. DIST
- PANHANDLE
- PLAINS
- PECOS

COAST LINES
- ALBU'QUE
- ARIZONA
- LOS ANGELES

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.)