

The Atchison, Topeka & Santa Fe Railway Co.

EASTERN LINES

EASTERN DISTRICT



ILLINOIS DIVISION



EMPLOYEES' TIME TABLE No. 67

67

IN EFFECT

Sunday,

June 12, 1938

AT 12:01 O'CLOCK A. M.

Central Standard Time

67

Superseding Time Table No. 66, dated April 17, 1938, and any Supplements thereto.

This Time Table is for the Government and Information of Employees of this Company only.

F. A. LEHMAN,
General Manager,
Topeka, Kansas.

D. S. FARLEY,
Asst. General Manager,
Topeka, Kansas.

G. H. MINCHIN,
Superintendent,
Chillicothe, Illinois.

ILLINOIS DIVISION—FIRST DISTRICT.

WESTWARD.

First Class

Capacity of Other Tracks in 44 ft. Cars.	Capacity of Sidings in 44 ft. cars.		33	37	43	51	First Class										Fuel, Water, Surcharge and Wyes.	TIME TABLE No. 67, June 12, 1938.	Rating Grade Ascending.	Distance from Chicago.
	East	West					California, Texas, Okla. Fast Freight.	New Mexico, Colo., Kansas Fast Freight.	Arizona-California Fast Freight.	Way Freight.	Fast Mail-Express.	California Limited.	The Scout.	The Ranger.	The Super Chief.	El Capitan.				
			Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Tuesday and Saturday.	Leave Tuesday and Saturday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.		STATIONS.	Miles.
Yard							PM 10.35	PM 10.15	PM 8.45	PM 8.00	PM 7.15	PM 5.45	PM 1.10	PM 12.01	AM 10.00	AM 9.30	AM 1.45		CHICAGO.	0
																			C. & W. I. JCT.	1.2
Yard																		W F T	18TH ST. YARD.	1.2
																			0.1	0
																			Stewart Avenue Crossing.	1.3
																			1.8	0
																			DRAWBRIDGE.	26.4
																			1.3	0
																			Panhandle Crossing.	35.8
																			1.5	0
																			I. N. Crossing.	5.9
Yard			PM 8.00	PM 6.00	AM 8.30	AM 6.45												W F T	0.1	0
Yard																			CORWITH.	6.0
																			0.1	0
																			CORWITH JCT.	6.1
																			1.1	0
							6.55	10.50	10.31	9.02	8.17	7.29	5.59	1.27	12.17	10.17	9.44	2.02	Chicago Belt Crossing.	7.2
																			NERSKA.	0
339	63	93	8.30		9.00	7.25	10.56	10.37	9.09	8.24	7.35	6.04	s 1.35	12.23	10.24	9.50	2.09		5.5	0
																			McCOOK.	12.7
																			0.2	0
																			B. & O. C. T. Crossing.	12.9
84	227	93				8.10	11.01	10.42	9.14	8.29	7.39	6.08	s 1.42	12.28	10.29	9.54	2.14		4.5	0
																			WILLOW SPRINGS.	17.4
																			1.6	0
																			SANTA FE PARK.	19.0
																			6.1	0
50						8.45	11.09	10.50	9.23	8.38	7.47	6.14	s 1.55	12.36	10.38	10.02	2.23		LEMONT.	25.1
																			4.2	0
25	60	93				9.10							f 2.00						ROMEIO.	29.3
																			3.4	0
74	56					9.35	11.16	10.57	9.31	8.46	7.54	6.20	s 2.05	12.44	10.46	10.09	2.31		LOCKPORT.	32.7
																			4.8	10.6
Yard	118		9.20 PM	7.15 PM	10.05 AM	10.00 AM	s 11.25 PM	11.05 PM	s 9.40 PM	s 8.55 PM	7.58 PM	6.25 PM	s 2.15 PM	12.51 PM	s 10.55 AM	f 10.13 AM	s 2.40 AM	W F T	JOLIET U. S. C. R. I. & P. Crossing.	37.5
			Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Tuesday and Saturday.	Arrive Tuesday and Saturday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		(37.5)	

(45.0) (45.0) (40.9) (40.9) (52.3) (56.2) (34.6) (45.0) (40.9) (52.3) (40.9) Average speed per hour.

NOS. 33, 37, 43 AND 51 HAVE NO TIME TABLE AUTHORITY.

First District trains have no time table superiority between Chicago and Nerska and will be governed by C. & W. I. Time Table and Rules between Chicago and C. & W. I. Jct. and by Chicago Terminal time table between C. & W. I. Jct. and Nerska.

Unless otherwise directed, other westward first class trains must clear the schedule time of Nos. 11, 17 and 21 not less than five minutes.

All other trains and engines must clear the schedule time of these trains not less than ten minutes.

ILLINOIS DIVISION—FIRST DISTRICT.

EASTWARD.

Rating Grade Ascending.	TIME TABLE No. 67, June 12, 1938.	Telegraph and Telephone Office.	First Class.										34	40	32	42	52	36	44	
			8	10	22	4	2	6	14	20	18	24								12
	STATIONS.		Fast Mail Express.	The Navajo.	El Capitan.	California Limited.	The Scout.	The Ranger.	Motor.	The Chief.	The Super Chief.	Grand Canyon Limited.	The Chicagoan.	So. California Chicago Fast Freight.	Texas- Chicago Fast Freight.	Chicago Fast Freight.	Colo. Chgo. Fast Freight.	Way Freight.	Meat Express.	Perishable Express.
			Arrive Daily.	Arrive Daily.	Arrive Sunday and Thursday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Sunday and Thursday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.
0	CHICAGO. 1.2	C	AM 6.20	AM 6.45	AM 7.15	AM 7.50	AM 8.50	AM 9.20	PM 12.10 PM	PM 1.25	PM 1.45	PM 8.50	PM 9.30							
79.2	C. & W. I. JCT. 0.0																			
0	18TH ST. YARD. 0.1																			
0	Stewart Avenue Crossing. 1.8																			
0	DRAWBRIDGE. 1.3																			
0	Panhandle Crossing. 1.5																			
0	I. N. Crossing. 0.1																			
0	CORWITH. 0.1	C												AM 8.00	AM 8.30	AM 4.00	AM 5.30	PM 8.00	PM 8.00	AM 12.45
0	CORWITH JCT. 1.1																			
0	Chicago Belt Crossing. NERSKA. 5.5	C	5.55	6.20	6.54	7.25	8.25	8.55	11.48	1.00	1.24	8.25	9.09					2.40		
0	McCOOK. 0.2	C	5.47	6.12	6.47	7.17	8.17	8.47	11.39	12.52	1.17	8.17	9.02		3.00		5.00	2.15	1.00	12.15
0	B. & O. C. T. Crossing. 4.5																			
0	WILLOW SPRINGS. 1.6	C	5.40	6.05	6.41	7.10	8.10	8.40	11.30	12.46	1.11	8.10	8.56						1.05	
0	SANTA FE PARK. 6.1								11.27											
13.7	LEMONT. 4.2	C	5.30	5.55	6.34	7.00	8.00	8.30	11.18	12.36	1.04	8.00	8.49						12.25 PM	
10.6	ROMEIO. 3.4	C							11.11										11.30	
10.6	LOCKPORT. 4.8	C	5.20	5.45	6.27	6.50	7.50	8.20	11.06	12.28	12.57	7.50	8.42						9.45	
	JOLIET U. S. C. R. I. & P. Crossing.	C	5.10 AM	5.35 AM	6.21 AM	6.40 AM	7.40 AM	8.10 AM	10.55 AM	12.20 PM	12.51 PM	7.40 PM	8.36 PM	1.00 AM	AM	2.00 AM	3.35 AM	9.30 AM	12.30 PM	11.30 PM
	(37.5)		Leave Daily.	Leave Daily.	Leave Sunday and Thursday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Sunday and Thursday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.
Average speed per hour.....			(32.1)	(32.1)	(41.7)	(32.1)	(32.1)	(32.1)	(30.0)	(34.6)	(41.7)	(32.1)	(41.7)							

NOS. 32, 34, 36, 40, 42, 44 AND 52 HAVE NO TIME TABLE AUTHORITY.

First District trains have no time table superiority between Nerska and Chicago and will be governed by Chicago Terminal time table between Nerska and C. & W. I. Jct., and by C. & W. I. Time Table and Rules between C. & W. I. Jct. and Chicago.

Unless otherwise directed, other eastward first class trains must clear the schedule time of Nos. 12, 18 and 22 not less than five minutes.

All other trains and engines must clear the schedule time of these trains not less than ten minutes.

ILLINOIS DIVISION—FIRST DISTRICT.

WESTWARD.

Table with 24 columns: Capacity of Tracks, 12 Second Class trains (33, 37, 43, 51, 47, 49, 7, 3, 1, 5, 17, 21), 12 First Class trains (13, 19, 25, 23, 11, 9), Fuel/Water/Tables/Wyes, TIME TABLE No. 67 (June 12, 1938), and Mileage from Chicago. Rows include station names like JOLIET U.S., PLAINES, MILLSDALE, etc., and arrival/departure times.

(18.6) (18.6) (64.5) (48.3) (48.3) (44.4) (69.5) (69.5) (36.1) (56.1) (37.3) (47.1) (67.8) (45.5) Average speed per hour.

NOS. 33, 37, 43, AND 51 HAVE NO TIME TABLE AUTHORITY. Unless otherwise directed, other westward first class trains must clear the schedule time of Nos. 11, 17 and 21 not less than five minutes. All other trains and engines must clear the schedule time of these trains not less than ten minutes.

ILLINOIS DIVISION—FIRST DISTRICT.

EASTWARD.

Rating Grade Ascending.	TIME TABLE No. 67, June 12, 1938.	Telegraph and Telephone Offices.	First Class.											Second Class.								
			8	10	4	22	2	6	26	14	20	18	24	12	50	48	42	52	36	44	32	40
			Fast Mail Express.	The Navajo.	California Limited.	El Capitan.	The Scout.	The Ranger.	Motor.	Motor.	The Chief.	The Super Chief.	Grand Canyon Limited.	The Chicagoan.	Way Freight.	Through Freight.	Colo.-Chgo. Fast Freight.	Way Freight.	Meat Express.	Perishable Express.	Chicago Fast Freight.	Texas-Chgo. Fast Freight.
	STATIONS.		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Sunday and Thursday.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Sunday and Thursday.	Arrive Daily.	Arrive Daily.	Arrive Mon. Wed. Fri.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Mon. Wed. Fri.	Arrive Daily.	Arrive Daily.	Arrive Daily.	
15.8	JOLIET, U. S. C. R. L. & P. Crossing. 3.5	c	AM 5.10	AM 5.35	AM 6.40	AM 6.21	AM 7.40	AM 8.10		AM 10.55	PM 12.20	PM 12.51	PM 7.40	PM 8.36			AM 8.35	AM 9.20	PM 12.30	PM 11.30	AM 2.00	AM
14.5	PLAINES. 5.1	c	4.59	5.23	6.31	6.15	7.28	7.59		10.46	12.14	12.45	7.28	8.30				9.00				
0	MILLSDALE. 2.1									f10.40								8.50				
9.9	DRUMMOND. 2.1									f10.37								8.40				
0	BLODGETT. 2.5									f10.34												
0	LORENZO. 4.4		4.44	5.08	6.16	6.03	7.14	7.45		f10.29	12.01 PM	12.33	7.14	8.18				8.30				
0	PEQUOT. 1.0	c	4.38	5.03	6.11	5.59	7.08	7.40		10.23	11.57	12.29	7.08	8.14				8.15				
4.7	COAL CITY. 3.7	c							s 7.36				s 7.05					8.05				
0	GORMAN. 4.2									f10.15								7.50				
0	MAZON. 4.7	c	4.27	4.52	5.59			7.29		s10.10	11.46		6.53					7.40				
0	VERONA. 4.0	c	4.22	4.47	5.54	5.47	6.47	7.24		s10.01	11.42	12.17	6.47	8.02				7.30				
0	KINSMAN. 4.9	c								s 9.53								7.05				
15.8	RANSOM. 4.7	c	4.12	4.36	5.44	5.40	6.36	7.14		s 9.46	11.33	12.10	6.36	7.55				6.50				
15.8	KERNAN. 5.2	c	4.06	4.31	5.38	5.35	6.30	7.08		s 9.39	11.28	12.05 PM	6.30	7.50				6.35				
0	STREATOR. 0.2 Alton and N. Y. O. Crossing. 0.4 Wabash Crossing. 3.7	c	s 3.56	s 4.20	f 5.30 5.25 ²²	5.29 ⁴	s 6.20	s 6.58	AM 9.20	9.30 9.15	11.19	11.59	s 6.20	s 7.44	PM 1.30	PM 9.30	1.35	6.20 AM	11.00	9.45	11.00	
0	MOON. 1.9									f 9.14	f 9.08			1.10								
0	ANCONA. 6.3	c	3.40	4.04	5.13	5.22	6.06	6.44	f 9.09	9.05 AM	11.09	11.52	6.06	7.36	1.00 PM	9.10 PM						
21.1	LEEDS. 7.8									f 8.59												
25.2	TOLUCA. 6.1	c	3.25	3.48	4.57	5.10	5.50	6.29	s 8.47		10.55	11.40	s 5.50	7.25								
26.4	LA ROSE. 4.9	c								s 8.37												
26.4	WILBERN. 9.2	c	3.11	3.33	4.42	5.00	5.35	6.16	s 8.28		10.43	11.30	5.35	7.15								
	CHILLICOTHE. (92.6)	c	3.00 AM	3.22 AM	4.31 AM	4.50 AM	5.25 AM	6.05 AM	8.15 AM		10.32 AM	11.20 AM	5.25 PM	7.05 PM				12.01 AM	8.45 AM	7.45 PM	8.30 PM	10.30 PM
			Leave Daily.	Leave Daily.	Leave Daily.	Leave Sunday and Thursday.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Sunday and Thursday.	Leave Daily.	Leave Daily.	Leave Mon. Wed. Fri.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Mon. Wed. Fri.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
Average speed per hour.....			(42.7)	(41.8)	(44.8)	(61.1)	(41.2)	(44.4)	(37.3)	(36.8)	(51.4)	(61.1)	(41.2)	(61.1)	(12.4)	(18.6)						

NOS. 32, 34, 36, 40, 42, 44 AND 52 HAVE NO TIME TABLE AUTHORITY.

NO. 34 LEAVE CHILLICOTHE 6:30 P.M. DAILY, ARRIVE JOLIET 1:00 A.M. DAILY.

Unless otherwise directed, other eastward first class trains must clear the schedule time of Nos. 12, 18 and 22 not less than five minutes.

All other trains and engines must clear the schedule time of these trains not less than ten minutes.

ILLINOIS DIVISION—SECOND DISTRICT.

WESTWARD.

Capacity of other tracks in 44 ft. cars.	Capacity of Sidings in 44 ft. cars.		First Class.														Fuel, Water, Turn Tables and Wyes.	TIME TABLE No. 67, June 12, 1938.	Miles.	Distance from Chicago.		
			37	43	55	33	1	5	17	21	19	25	23	11	9	7					3	
			New Mexico, Colo., Kansas Fast Freight.	Arizona-California Fast Freight.	Way Freight.	California, Texas, Okla. Fast Freight.	The Scout.	The Ranger.	The Super Chief.	El Capitan.	The Chief.	Motor.	Grand Canyon Limited.	The Kansas Cityan	The Navajo.	Fast Mail-Express.					California Limited.	
	East	West	Leave Daily.	Leave Daily.	Leave Mon. Wed. Fri.	Leave Daily.	Leave Daily.	Leave Tuesday and Saturday.	Leave Tuesday and Saturday.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	W	F	T	STATIONS.		
Yard			PM 11.00	PM 2.00	AM 7.00	AM 1.45	PM 11.40	PM 11.05	PM 9.18	PM 7.45	PM 2.30	PM 1.40	PM 12.58	AM 11.35	AM 4.47	AM 1.12	AM 1.00			CHILlicoTHE	130.1	
47	82	96			7.25		11.58	11.20	9.26	7.53	2.43	\$ 1.52	1.14	11.44	5.02	1.27	1.16			8.0	58.1	138.1
108					7.45							\$ 2.02		11.51						6.2	31.7	144.3
15	96	95			7.55		AM 12.09	11.33	9.36	8.03	2.55	\$ 2.10	1.27	11.54	5.15	1.39	1.29			0.4	0	144.7
71					8.05							\$ 2.19								3.6	31.7	148.3
76	94	129			8.30		12.20	11.43	9.43	8.10	3.04	\$ 2.27	1.38	PM 12.01	5.25	1.48	1.39	W		5.1	0	153.4
28					8.50							\$ 2.34								4.9	13.5	158.3
59					9.00		12.29	11.52	9.49	8.16	3.12	\$ 2.40	1.47	12.07	5.32	1.56	1.49			2.8	8.4	165.9
17	96	96			9.15							\$ 2.47								5.3	26.5	171.2
64												\$ 2.52								2.9	31.7	174.1
Yard	162	162		4.00	11.00	4.00	\$ 12.48	AM 12.13	9.58	8.25	3.27	\$ 3.10	\$ 2.07	\$ 12.17	\$ 5.50	\$ 2.19	\$ 2.07	W	F	3.4	31.7	177.5
35					11.15							\$ 3.18								5.8	21.9	188.3
81					11.23							\$ 3.23								2.7	17.3	186.0
126				4.45	11.50	5.00						\$ 3.29								4.2	28.2	190.2
39	137	96			PM 12.01		1.12	12.36	10.11	8.38	3.46	\$ 3.31	2.31	12.31	6.11	2.40	2.28			1.7	0	191.9
53					12.20							\$ 3.37								5.2	0	197.1
96					12.35		1.23	12.47	10.18	8.45	3.56	\$ 3.43	2.42	12.38	6.21	2.50	2.39			4.4	28.2	201.5
70					12.50							\$ 3.48								3.1	12.1	204.6
73	93	200			1.10		1.32	12.56	10.24	8.50	4.05	\$ 3.55	2.51	12.44	6.31	2.59	2.48	W		4.3	13.5	208.9
29					1.25							\$ 4.01								4.3	13.5	208.9
114		124		5.30	1.45	6.00	1.45	1.10	10.32	8.58	4.17 ²⁵	\$ 4.10 ¹⁹ 4.18	3.04	12.53	6.42	3.09	3.03			3.6	26.1	212.5
28					2.05			1.20				\$ 4.30			6.49					6.4	0	218.9
8					2.15							\$ 4.34								5.9	10.6	224.3
78	150	150			2.35		2.00	1.30	10.43	9.08	4.32	\$ 4.41	3.19	1.05	6.59	3.24	3.20			1.8	0	226.6
Yard				4.00 AM	7.10 PM	2.45 PM	6.55 AM	2.05 AM	1.35 AM	10.47 PM	9.12 PM	4.38 PM	4.45 PM	3.25 PM	\$ 1.10 PM	7.04 AM	3.30 AM			4.4	0	231.0
				Arrive Daily.	Arrive Daily.	Arrive Mon. Wed. Fri.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Tuesday and Saturday.	Arrive Tuesday and Saturday.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	1.1	21.1	232.1
																				0.8	0	232.9
																				(102.8)		

(42.5) (41.1) (69.8) (70.9) (48.2) (34.8) (41.9) (64.8) (45.9) (44.7) (42.5) Average speed per hour.

NOS. 33, 37, 43 AND 55 HAVE NO TIME TABLE AUTHORITY.
 Unless otherwise directed, other westward first class trains must clear the schedule time of Nos. 11, 17 and 21 not less than five minutes.
 All other trains and engines must clear the schedule time of these trains not less than ten minutes.

ILLINOIS DIVISION—SECOND DISTRICT.

EASTWARD.

Railroad Ascending.	TIME TABLE No. 67, June 12, 1938.	Telephone and Telegraph Offices.	First Class.																	
			8	10	4	2	22	6	26	20	18	24	12	36	56	34	32	44	40	42
			Fast Mail Express	The Navajo.	California Limited.	The Scout.	El Capitan.	The Ranger.	Motor.	The Chief.	The Super Chief.	Grand Canyon Limited.	The Chicagoan.	Meat Express.	Way Freight.	So. Calif.- Chicago Fast Freight.	Chicago Fast Freight.	Perishable Express	Texas- Chicago Fast Freight.	Colorado- Chicago Fast Freight.
	STATIONS.		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Sunday and Thursday.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Sunday and Thursday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Tues. Thurs. Sat.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	
31.7	CHILLICOTHE. 8.0	C	AM 2.55	AM 3.17	AM 4.26	AM 5.20	AM 4.50	AM 6.00	AM 8.12	AM 10.27	AM 11.20	PM 5.20	PM 7.05	AM 8.30	PM 2.20	PM 6.00	PM 8.00	PM 7.30	PM 10.15	PM 11.45
31.7	EDELSTEIN. 6.2	C	2.45	3.05	4.16	5.08	4.42	5.50	8.00	10.16	11.12	5.08	6.57		1.35					
21.8	C. E. I. & P. Crossing. 0.4																			
23.2	PRINCETON. 3.6	C							7.50			4.58	6.50		1.10					
31.7	MONICA. C. E. & C. Crossing. 5.1	C	2.31	2.51	4.02	4.54	4.32	5.36	7.44	10.02	11.02	4.54	6.47		12.45					
19.8	LAURA. 4.9	C							7.37						12.30					
31.7	WILLIAMSFIELD. 5.0	C	2.21	2.41	3.52	4.44	4.24	5.27	7.30	9.53	10.54	4.44	6.39		12.01 PM					
0	DAHINDA. 2.6	C							7.21						11.40					
0	APPLETON. 5.3	C	2.12	3.32	3.43	4.35	4.17	5.18	7.17	9.45	10.47	4.35	6.33		11.30					
0	KNOX. 2.9	B							7.10						11.15					
15.3	EAST GALESBURG. 3.4								7.07											
7.4	GALESBURG. 5.8	C	1.57	2.17	3.27	4.20	4.06	5.04	7.00	9.32	10.36	4.20	6.24	7.00	11.00					
0	SURREY. 2.7								6.46						9.40					
5.7	CAMBRON. 4.2	C							6.42						9.30					
31.3	NEMO. 1.7	C							6.36					6.00	9.15					9.25
31.2	ORMONDE. 5.2	C	1.41	2.00	3.10	4.02	3.54	4.48	6.33	9.18	10.24	4.02	6.12		8.45					
12.1	PONEMAH. 4.4	C							6.26						8.30					
31.7	SMITHSHIRE. 3.1	C	1.32	1.50	2.59	3.52	3.46	4.39	6.20	9.09	10.16	3.52	6.04		8.20					
31.2	MEDIA. 4.3	C							6.15						8.10					
20.4	STRONGHURST. 3.6	C	1.25	1.42	2.51	3.41 3.33 ²²	3.40 ²	4.32	6.09	9.02	10.10	3.43	5.58		8.00					
31.7	DECORRA. 6.4								6.02						7.50					
18.0	LOMAX. 5.9	C	1.13	1.29	2.39	3.21	3.32	4.20	5.54	8.51	10.02	3.29	5.50	5.00	7.40					8.00
10.7	DALLAS CITY. 1.8	C							5.45			3.20			7.30					
14.5	PONTOOSUC. 4.4								5.41						7.25					
0	E. FT. MADISON. 1.1	C	1.00	1.14	2.25	3.07	3.21	4.06	5.35	8.38	9.51	3.14	5.40		7.15					
23.9	STATE LINE. 0.8																			
	FORT MADISON. (102.8)	C	12.55 AM	1.10 AM	2.20 AM	3.02 AM	3.18 AM	4.02 AM	5.30 AM	8.34 AM	9.48 AM	3.10 PM	5.37 PM	8.05 AM	7.05 AM	12.50 PM	8.20 PM	8.50 PM	6.30 PM	7.25 PM
			Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Sunday and Thursday.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Sunday and Thursday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Tues. Thurs. Sat.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
Average speed per hour.....			(51.4)	(48.5)	(48.9)	(47.4)	(67.0)	(52.3)	(38.1)	(54.6)	(67.0)	(47.4)	(70.1)							

NOS. 32, 34, 36, 40, 42, 44 AND 56 HAVE NO TIME TABLE AUTHORITY.

Unless otherwise directed, other eastward first class trains must clear the schedule time of Nos. 12, 18 and 22 not less than five minutes.

All other trains and engines must clear the schedule time of these trains not less than ten minutes.

ILLINOIS DIVISION.

PEKIN DISTRICT.

		WESTWARD.			Fuel, Water, Turf Tables and Wheat.	Railing Grade Ascending.	TIME TABLE No. 67, June 12, 1938.	Railing Grade Ascending.	Distance from Ancona.	Telegraph and Telephone Crosses.	EASTWARD.			
Capacity of Other Tracks in 44 ft. Cars.	Capacity of Sidings in 44 ft. Cars.	Second Class.		First Class.							First Class.		Second Class.	
		47	49	13							14	50	48	
		Through Freight.	Way Freight.	Motor.						Motor.	Way Freight.	Through Freight.		
		Leave Daily Ex. Sunday.	Leave Tues. Thurs. Sat.	Leave Daily Ex. Sunday.				Miles.		Arrive Daily Ex. Sunday.	Arrive Mon. Wed. Fri.	Arrive Daily Ex. Sunday.		
		PM 10.50	AM 7.20	PM 3.52						AM 9.05	PM 1.00	PM 9.10		
28		11.00	7.25	\$ 3.56		0	0	0	C	\$ 8.58	12.40	9.00		
33	31	11.15	7.35	\$ 4.05		15.3	0	2.5	C	\$ 8.50	12.20	8.35		
						31.7	0	7.1	C	\$ 8.42	12.01 PM	8.20		
57	32	11.30	7.50	\$ 4.16		0	0	12.9		\$ 8.31	11.20	7.50		
50	24	11.50	8.05	\$ 4.26		28.8	0	13.0	C	\$ 8.23 ⁴⁹	11.00	7.35		
45	69	AM 12.10	8.18 ¹⁴ 9.15	\$ 4.35	W	0	41.2	13.2		8.13	10.15	7.15		
						41.2	0	24.5	C	8.08	10.10	7.10		
		12.30	9.40	4.45		0	47.5	30.7		7.56	9.45	7.00		
20	50	12.40	10.00	4.50		47.5	0	31.1	C	\$ 7.53	9.40	6.55		
		1.00	10.15	5.00		26.4	0	36.6		f 7.47	9.25	6.45		
	26	1.05	10.25	\$ 5.05	W	31.7	0	38.0	C	f 7.43	9.10	6.40		
	14	1.15	10.40	f 5.09		31.7	0	41.0		\$ 7.38	9.00	6.35		
8		1.25	10.50	f 5.13		0	29.0	43.4		f 7.30	8.40	6.25		
32	29	1.45	11.15	\$ 5.20		0	0	45.7	C					
						42.2	0	45.8						
40		2.00	11.35	f 5.26		0	0	49.4						
						0	81.8	49.4						
						0	82.9	56.8	C					
Yard		2.30 AM	PM 12.01 PM	5.40 PM	W F T	0		57.7	C	7.00 AM	8.00 AM	6.05 PM		
		Arrive Daily Ex. Monday.	Arrive Tues. Thurs. Sat.	Arrive Daily Ex. Sunday.						Leave Daily Ex. Sunday.	Leave Mon. Wed. Fri.	Leave Daily Ex. Sunday.		

(15.7) (15.5) (32.1) Average speed per hour (27.7) (11.5) (18.7)

Pekin District trains have no time table superiority between Streator Jct. and Pekin Jct. and will be governed by T. P. & W. Time Table and Rules.

SPECIAL RULES AND REGULATIONS.

Effective on the Illinois Division and superseding all General Rules inconsistent therewith.

A book of The Atchison, Topeka and Santa Fe Railway System Rules and Regulations of the Operating Department, dated 1927, and the current Time Table, must be in the hands of all employes affected by them.

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

Rule No. 10 (f) and Rule No. 701, of the Rules and Regulations, Operating Department, Revised 1927, are hereby amended by substituting red for purple as color indication for dwarf signal.

Rules Nos. 5, 15, 86, 95, 97, 221, 360, 384, 711 and 872 of the Rules and Regulations, Operating Department, Revised 1927, are hereby cancelled and superseded by the following:

Rule No. 5. 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 the leaving times. Unless otherwise indicated, the time applies to the switch where an inferior train enters the siding. Where there is no siding, it applies to the place from which fixed signals are operated; where there is neither siding nor fixed signal, it applies to the place where traffic is received or discharged.

Schedule meeting or passing stations are indicated by figures in full-faced type.

The numbers of trains to meet or pass may be shown by small figures in close proximity.

Both the arriving and the leaving time of a train are in full-faced type when both are meeting or passing times, or when one or more trains are to meet or pass it between those times.

When trains are to be met or passed at a siding extending between two adjoining stations, the time at each end of the siding will be shown in full-faced type.

Rule No. 15. The explosion of two torpedoes is a signal to proceed at restricted speed, to be acknowledged as prescribed by Rule 14 (g). The explosion of one torpedo will indicate the same as two, but the use of two is required. Restricted speed must be observed for a distance of one mile from point of explosion.

Rule No. 86. Unless otherwise provided, an inferior train must clear the time of a superior train in the same direction not less than five minutes, but must be clear at the time a first class train in the same direction is due to leave the next station in the rear, where time is shown.

Where automatic block signals are continuous between stations inferior trains in the same direction will only be required to clear superior train sufficiently to give clear signal indication in the rear.

Rule No. 95. Two or more sections may be run on the same schedule. Each section has equal time-table authority.

A train must not display signals for a following section, except as prescribed by Rule 85, without orders from the superintendent.

On double track, the dispatcher may authorize sections of a schedule at initial stations by Clearance Card, Form 902.

Rule No. 97. Extra trains must not be run without train orders. On double track the dispatcher may authorize the running of extra trains, except work extras, by Clearance Card, Form 902.

Rule No. 221. Where a fixed signal is used at a train order office it must indicate "stop" when there is an operator on duty, except when changed to "proceed" to allow train to pass when there are no train orders for any train in that direction.

When the train order signal cannot be changed to indicate "proceed" for a train because of orders for other trains in the same direction, a clearance card must be issued to the train for which there are no orders.

Except as provided in Rule 758, a train must not pass a train order signal in stop position without first receiving Clearance Card, Form 902.

Train order signals must be fastened at "proceed" only when no operator is on duty. When so fastened at night the light must be extinguished.

Operators must have flagman's signals ready for immediate use.

Rule No. 360. Shortly before reaching a station at which a train is to stop to discharge passengers, the conductor or trainmen will pass through each passenger car, except sleeping cars, and announce twice distinctly the name of the station they are approaching, cautioning passengers to not forget their parcels, packages or baggage, and, when approaching meal stations, they will also announce the length of time train will stop for meals; if at a Harvey House, they will so state. Before departure of trains they must exercise care to prevent leaving passengers. At junction points they will announce the name of the junction and also which car, if any, is to be cut out, arranging for relocating passengers in cars which will remain in the train. Station announcements will be omitted between the hours of 10:00

P.M. and 6:00 A.M., when in the judgment of 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. They must not take loaded cars without the waybill 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.

Foreign cars must be accompanied by return slip bill (Form 1850). When a foreign car is left at a non-agency station the return slip bill must be left at the next agency station.

Rule No. 711. 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. When the engine has been coupled on and gauge shows a sufficient pressure in the brake pipe, the trainman or inspector making the test will request the engineman to apply the brakes, and will then go to each car and observe the piston to see that the brake is set. When the last car is reached, if the brakes are set properly, he will give a signal to the engineman to release the brakes, and will then examine each car to see that the brake releases, and on arriving at the engine will report to the engineman the number of brakes in good order and working, also the number of brakes cut out or inoperative.

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.

FLAGGING THROUGH 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 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 signaled over crossing.

At Crandall, 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.

TRAIN ORDERS AND CLEARANCE CARDS FOR REAR BRAKEMEN.

An additional copy of all train orders and clearance cards shall be furnished to conductors for prompt delivery to rear brakemen.

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.

LOCATION OF STANDARD CLOCKS.

Chicago.....Dearborn Station and 18th Street Yard Office.
Corwith.....Telegraph Office. Chillicothe.....Telegraph Office.
Streator.....Telegraph Office. Fort Madison.....Freight Office.

LOCATION OF BULLETIN BOOKS.

Chicago.....Dearborn Station and 18th Street Roundhouse Office.
Corwith.....Telegraph and Roundhouse Offices.
Joliet.....Yard Office.
Streator.....Telegraph and Roundhouse Offices.
Chillicothe....Telegraph, and Roundhouse Offices and Reading Room.
Galesburg....Coal Chute Office.
Fort Madison..Trainmen's Locker Room.
Pekin.....Station and Roundhouse Offices.

LOCATION OF YARD LIMITS (See Rules 93 and D-153).

Chicago (extends 4950 feet west of Nerska).
Joliet. Chillicothe. Fort Madison.
Streator. Galesburg. Pekin.

LOCATION OF STANDARD THERMOMETERS.

Chicago, 18th St. Yard Office. Chillicothe. Nemo.
Corwith. Joliet. Galesburg Tower. Ormondo.
McCook. Streator.

TRAINS MUST REGISTER AS FOLLOWS:

All except first class trains at Chillicothe.
Trains originating or terminating at Streator.
First class trains only at Fort Madison, Nos. 17, 18, 21 and 22, by Form 903.

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

TRAINS MUST GET CLEARANCE CARDS AS FOLLOWS:

All trains at Chicago or Corwith.
Trains originating at Streator or Joliet.
Eastward trains leaving Streator yard tracks, stating what main track they are to use.
Pekin District trains at Ancona and Pekin.
All trains at Chillicothe except Nos. 3, 11, 12, 17, 18, 19, 21 and 22.
Eastward first class trains at Ft. Madison except Nos. 18, 22 and 26.
When signal at Eureka is at stop, also secure an A. T. & S. F. clearance card.

DOUBLE TRACK BETWEEN:

Chicago and Chillicothe. First District.
Chillicothe and Ft. Madison. Second District.

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 signal men when required.
When necessary to run trains against the current of traffic, movements must be controlled by train orders.
Except as affected by these rules, all block signal and train rules remain in force.

ADDITIONAL MAIN TRACKS.

Third main track between Streator coal chute and Kernan, designated as Track No. 3. Trains have no time table superiority.

AUTOMATIC BLOCK BETWEEN:

Nerska and Pequot. First District.
West end Mississippi River Bridge and Fort Madison. Second District.

AUTOMATIC TRAIN CONTROL BETWEEN:

Pequot and Chillicothe. First District.
Chillicothe and west end Mississippi River Bridge. Second District.

Trains will run by signal indication on either main track from stations having interlocking plants.

If trains are to use the other main track from crossovers that are not interlocked, it must be authorized by train order, or clearance card endorsed "Use track No. ———."

Cab signals will indicate the maximum speed at which trains may

Location	Passenger			Freight		
	Miles Per Hr.	Time Per Mile Min. Sec.	Miles Per Hr.	Time Per Mile Min. Sec.	Miles Per Hr.	Time Per Mile Min. Sec.
Second District.						
2 Curves, M.P. 131.6 to 132.1	60	1	50	1	12	
8 Curves, M.P. 132.6 to 136.8 (Edelstein Hill)	55	1 05	50	1	12	
Curve, M.P. 158.6 to 159.0	85	42	50	1	12	Track No. 2
						Track No. 1
						Track No. 2
10 Curves, M.P. 161.6 to 170.3	80	45	50	1	12	Track No. 1
						Track No. 2
Galesburg, C.B. & Q. viaduct to Main Street	20	3	20	3		
Curve, M.P. 224.7 to 225.0, (Dallas City)	60	1	50	1	12	
Curve M.P. 230.7 to 231.1	50	1	40	1	30	
Mississippi River Bridge	40	1	30	2		
Curves, M.P. 231.8 to 232.5	30	2	30	2		
Pekin District.						
2 Curves, M.P. 49.9 to 50.3 (Groveland)	35	1 42	30	2		
4 Curves, M.P. 54.5 to 55.8	35	1 42	30	2		

Motor Trains.

Maximum speed of motor trains sixty (60) miles per hour or one (1) mile in one (1) minute, except passenger speed restrictions, where less, will govern. The maximum speed of sixty (60) miles per hour does not apply to trains handled by Diesel engines.

TURNOUTS.

In heading in or out over the following turnouts or crossovers, trains or engines must not exceed the speed as indicated:

Location	Passenger			Freight		
	Miles Per Hr.	Time Per Mile Min. Sec.	Miles Per Hr.	Time Per Mile Min. Sec.	Miles Per Hr.	Time Per Mile Min. Sec.
Willow Springs, crossovers	40	1 30	35	1 42		
Romeo, crossovers	30	2	20	3		
Plaines, turnout Alton to A. T. & S. F.	40	1 30	35	1 42		
Plaines, west end westward siding	25	2 24	20	3		
Pequot, turnout A. T. & S. F. to Alton	40	1 30	35	1 42		
Pequot, facing point crossover	30	2	20	3		
Pequot, trailing point crossover	40	1 30	35	1 42		
Verona, crossovers	30	2	20	3		
Kernan, turnout, tracks No. 1 and No. 3	30	2	20	3		
Kernan, facing point crossover	30	2	20	3		
Kernan, trailing point crossover	40	1 30	35	1 42		
Streator, facing point interlocked crossover	30	2	20	3		
Ancona, crossovers and Pekin District turnout	30	2	20	3		
Toluca, facing point crossover	30	2	20	3		
Chillicothe, East Junction crossovers	40	1 30	35	1 42		
Chillicothe, West Junction crossovers	30	2	20	3		
Monica, facing point crossover	30	2	20	3		
Williamsfield, crossovers	30	2	20	3		
Appleton, facing point crossover	30	2	20	3		
Galesburg, interlocked crossovers	30	2	20	3		
Galesburg, east and west end westward siding	30	2	20	3		
Galesburg, east end eastward siding	25	2 24	20	3		
Ormonde, facing point crossover	30	2	20	3		
Ormonde, trailing point crossover	40	1 30	35	1 42		
Smithshire, facing point crossover	30	2	20	3		
Stronghurst, crossovers	40	1 30	35	1 42		
Lomax, crossovers	40	1 30	35	1 42		
East Fort Madison, crossovers	30	2	20	3		
On all other main track turnouts and crossovers	15	4	15	4		
On all yard or back track turnouts and crossovers	10	6	10	6		

MEDIUM SPEED SIGNALS

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

SPRING SWITCHES.

When movement is made over a spring switch, movement must be continuous until switch is cleared. If necessary to make a back-up movement against the points of switch before clearing same, the switch must first be lined by hand.

Trains or engines springing points when trailing through spring switches must not exceed speed of twenty-five (25) miles per hour or one (1) mile in two (2) minutes and twenty-four (24) seconds.

Trains or engines moving against the following spring switch points must not exceed speed of twenty-five (25) miles per hour or one (1) mile in two (2) minutes and twenty-four (24) seconds.

Location of Spring Switches.

Plaines—West end westward siding and west end trailing point connection from Alton to A. T. & S. F.

M.P. 55.2—Inside wye switch leading to Northern Illinois Coal tipple. Normal position for east leg of wye.

Galesburg—East end eastward siding.

MAXIMUM SPEED OF ENGINES

Maximum speed covering following classes of engines where not otherwise restricted. Where slow boards 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	Maximum Speed No Tolerance	
		Miles Per Hr.	Time Per Mile Min. Sec.
Diesel Engines Nos. 1 and 10	37 inches	100	0 36
Diesel Engines Nos. 2 to 9 inclusive	36 inches	100	0 36
Atlantic Type with	73 inches	90	0 40
Atlantic Type with	79 inches	100	0 36
1309-1337 class	73 inches	90	0 40
3400-3450 class with	74 inches	90	0 40
3400-3450 class with	79 inches	100	0 36
3460 class	84 inches	100	0 36
3500 class	73 inches	90	0 40
3700 class	69 inches	72	0 50
3751 class	73 inches	90	0 40
900-1600 class	57 inches	40	1 30
1014-1050 class	69 inches	60	1 00
1800-1850 class	69 inches	60	1 00
2507 class	63 inches	50	1 12
2535 class	55 inches	40	1 30
3100 class	57 inches	45	1 20
3160-4000-4101 class	63 inches	55	1 05
3800 class	63 inches	50	1 12

SPEED OF LIGHT ENGINES.

Location	Forward				Backward			
	Day		Night		Day		Night	
	Miles Per Hr.	Time Per Mile Min. Sec.	Miles Per Hr.	Time Per Mile Min. Sec.	Miles Per Hr.	Time Per Mile Min. Sec.	Miles Per Hr.	Time Per Mile Min. Sec.
First Dist.	40	1 30	40	1 30	25	2 24	20	3
Second Dist.	40	1 30	40	1 30	25	2 24	20	3
Pekin Dist.	30	2	30	2	20	3	20	3

ADDITIONAL SPEED RESTRICTIONS.

Engines running backward handling train must not exceed speed permitted for light engines running backward.

Engines breaking in must be run at a speed specified by master mechanic, road foreman of engines or roundhouse foreman.

Trains handling wrecking outfits, derricks, steam shovels, clam shells, ditchers, pile drivers, spreaders and similar machinery moving on their own running gear must not exceed speed of twenty-four (24) miles per hour, or one mile in two (2) minutes and thirty (30) seconds. Such equipment must not be moved in any train except on authority of trainmaster.

When moving between stations, engines without pony trucks must not exceed speed of twenty (20) miles per hour or one (1) mile in three (3) minutes, switch engines with pony trucks must not exceed speed of thirty (30) miles per hour or one (1) mile in two (2) minutes.

Trains handling dead engines must not exceed speed of twenty (20) miles per hour or one (1) mile in three (3) minutes.

Dead engines must not be handled with rods down or any driver suspended without special instructions in each case.

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 offensive, 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.

C. D. NOTGRASS,
Trainmaster,
CHILLICOTHE, ILL.

A. B. ENDERLE,
Chief Dispatcher,
CHILLICOTHE, ILL.

J. C. KRESL,
Night Chief Dispatcher,
CHILLICOTHE, ILL.

Train Dispatchers:
J. MILLER,
L. C. LaPLANTE,
E. C. NEAL,
J. D. ROOT,
C. S. PRIESTLEY,
CHILLICOTHE, ILL.
W. R. BABB,
H. E. McCORMICK,
T. O'TOOLE,
A. MATHISEN,

PASSENGERS WILL BE CARRIED ON THE FOLLOWING FREIGHT TRAINS ONLY:

ILLINOIS DIVISION—Trains 47, 48, 49, 50, 55 and 56. Trains 51 and 52 between Streator and Joliet.
MISSOURI DIVISION—Trains 59 and 60. Trains 57 and 58 between Dumas and Marceline.
EASTERN DIVISION—Trains 61, 62, 63, 64, 65, 66, 71, 72, 73, 74, 75 and 76.
MIDDLE DIVISION—Trains 32, 36, 42, 59, 60, 63, 64, 69, 70, 75, 76, 87, 88, 89, 90, 97 and 98.
OKLAHOMA DIVISION—Trains 67, 68, 73, 74, 79, 80, 81, 82, 87 and 88.
SOUTHERN KANSAS DIVISION—Trains 85, 86, 95, 96, 97, 98; 89 and 90 between Cherryvale and Winfield; 91 and 92 between Pittsburg and Joplin.

WESTERN DIVISION—Trains 81 and 82.
COLORADO DIVISION—Trains 87 and 88.
NEW MEXICO DIVISION—Trains 71 and 72.
PANHANDLE DIVISION—Trains 57, 58, 59, 60, 61, 62, 69, 70, 71, 72, 83, 84, 119 and 120.
PECOS DIVISION—Trains 45 and 46.
PLAINS DIVISION—Trains 73 and 74; 85 and 86 between Waynoka and Canadian; 55 and 56 between Amarillo and Canadian.
SLATON DIVISION.

When more than one section, only the last section will carry passengers. In Kansas passengers will be carried on regular through freight trains between points where they are scheduled to stop, except exclusive live stock trains on main line. Men in charge of stock, when holding proper transportation, will be carried on any train having stock.

The following conditional stops apply only to revenue passengers from or destined to points where train is authorized by time table to make conditional, regular or flag stops. Where train is authorized to pick up passengers, agents may flag train accordingly.

(Bold-faced type in following conditional stops indicates changes from previous time tables.)

- | | |
|--|--|
| <p>No. 1. (a) At any station Chicago to Belen, for passengers for Arizona or California.
 (b) At Putnam, Sedgwick, or Valley Center, to discharge passengers from Newton or beyond.
 (c) At Derby or Belle Plaine, for passengers for Wellington or beyond.
 (d) At any station Wellington to Belen, to discharge passengers from Wichita or beyond.
 (e) At any station Kiowa to Belen, to discharge passengers from Burlington or beyond.</p> <p>No. 2. (a) At any station Belen to Chicago, to discharge passengers from Arizona or California.
 (b) At any station Belen to Kiowa, for passengers for Burlington or beyond.
 (c) At any station east of Attica, to discharge passengers from Medicine Lodge District.
 (d) At any station Wellington to Kansas City, to discharge passengers from Wellington or beyond.
 (e) At Peabody or Florence, to discharge passengers from south of Newton or for passengers for Kansas City or beyond.
 (f) At Strong City to discharge passengers from beyond Newton.
 (g) At any station east of Kansas City, to discharge passengers from beyond Kansas City.
 (h) At Dallas City, Stronghurst, Williamsfield, Toluca, Ransom, Kinsman, Verona or Mazon, for passengers for Chicago or beyond.</p> <p>No. 3. (a) At any station Chicago to Albuquerque, for passengers for Arizona or California.
 (b) At any station Hutchinson to Kinsley, to discharge passengers from Kansas City or beyond; or for passengers for south and west of La Junta.</p> <p>No. 4. (a) At any station Albuquerque to Chicago, to discharge passengers from Arizona or California.
 (b) At any station Kinsley to Hutchinson to discharge passengers from south or west of La Junta, or for passengers for Kansas City or beyond.
 (c) At Joliet, to discharge passengers from Kansas City or beyond.</p> <p>No. 5. (From Chicago)
 (a) At any station in Illinois, to discharge passengers from beyond Chicago.
 (b) At any station Chicago to Kansas City, except between Fort Madison and Marceline, for passengers for Kansas City or beyond.
 (c) At any station Chicago to Henrietta, for passengers for St. Joseph District.
 (d) At any station Coal City to Ransom, inclusive, to discharge passengers from Chicago or Joliet.
 (e) At Princeville, Williamsfield, Stronghurst, or Dallas City, to discharge passengers from Chicago.
 (f) At any station Fort Madison to Marceline, to discharge passengers from east of Fort Madison.
 (g) At any station Marceline to Henrietta, or at Sheffield, to discharge passengers from Chicago.
 (h) At Florence, to discharge passengers from Kansas City or beyond, for Eldorado or McPherson District.
 (i) At Newkirk, to discharge passengers from Newton or beyond, or for passengers for Oklahoma City or beyond.
 (j) At Edmond, to discharge passengers from Wichita or beyond, or for passengers for Ft. Worth or beyond.</p> <p>No. 5-6. (From La Junta)
 At any station La Junta to Denver, to discharge passengers from east or south of La Junta, and at Castle Rock to discharge or receive passengers.</p> <p>No. 5-6. (From Denver)
 At any station Denver to La Junta, for passengers for east or south of La Junta; and at Littleton, for passengers for Palmer Lake or beyond.</p> <p>No. 6. (From Galveston)
 (a) At Edmond, for passengers for Wichita or beyond.
 (b) At Newkirk, to discharge passengers from Oklahoma City or beyond.
 (c) At Florence, for passengers for Chicago or beyond.</p> <p>No. 8. (a) At any station La Junta to Newton, to discharge passengers from Trinidad or beyond.
 (b) At Las Animas, to discharge passengers from La Junta or beyond.
 (c) At Ottawa Jct., to discharge passengers from Emporia or beyond.
 (d) At Olathe, to discharge passengers from Newton or beyond.</p> <p>No. 9. (a) At any station Chicago to Albuquerque, for passengers for Albuquerque or beyond.
 (b) At any station Chicago to La Junta for passengers for La Junta or beyond.
 (c) At any station Fort Madison to Marceline, to discharge passengers from east of Fort Madison; or for passengers.
 (d) At any station Henrietta to Kansas City, to discharge passengers from east of Henrietta.
 (e) At any station west of Kansas City, to discharge passengers from beyond Kansas City.
 (f) At any station Kansas City to Newton, for passengers for south or west of Newton.
 (g) At Burlingame, to discharge passengers from Kansas City or beyond.
 (h) At any station Emporia to Newton, to discharge passengers.
 (i) At any station Newton to Albuquerque, to receive or discharge passengers.</p> | <p>No. 10. (a) At any station Albuquerque to Newton, to receive or discharge passengers.
 (b) At any station La Junta to Chicago, to discharge passengers from La Junta or beyond.
 (c) At any station Newton to Kansas City, for passengers for Kansas City or beyond, or to discharge passengers from beyond Newton.
 (d) At any station Florence to Kansas City, to discharge passengers from Eldorado or McPherson District.
 (e) At Halsted Street, Chicago, to discharge passengers for Stock Yards District.</p> <p>No. 11. At Marceline, to discharge passengers from Chicago or beyond; or for passengers for Kansas City or beyond.</p> <p>No. 12. At Marceline to discharge passengers from Kansas City or beyond; or for passengers for Chicago or beyond.</p> <p>No. 15. At any station Newton to La Junta, to receive or discharge passengers.</p> <p>No. 16. (From Pueblo)
 At any station Pueblo to Newton, to receive or discharge passengers.</p> <p>No. 19. At Chillicothe, to discharge passengers from Chicago or beyond; or for passengers for Kansas City or beyond.</p> <p>No. 21. (a) At Hutchinson to discharge passengers from Kansas City or beyond; or for passengers for La Junta or beyond.
 (b) At Glorieta, to discharge passengers from Trinidad or beyond; or for passengers for Gallup or beyond.</p> <p>No. 22. (a) At Glorieta, to discharge passengers from Gallup or beyond; or for passengers for Trinidad or beyond.
 (b) At Trinidad, to discharge passengers; or for passengers for Kansas City or beyond.
 (c) At Hutchinson to discharge passengers from La Junta or beyond; or for passengers for Kansas City or beyond.</p> <p>No. 23. (a) At any station Chicago to Belen, for passengers for Arizona or California.
 (b) At any station Chicago to Kansas City, for passengers for Newton or beyond; at Coal City, for passengers for west of Ancona; at Stronghurst or Dallas City, for passengers for Kansas City or beyond, or to discharge passengers from Chicago or beyond; and at East Fort Madison, to discharge passengers from Chicago or beyond.
 (c) At Medill or Baring, for passengers for Kansas City or beyond; or to discharge passengers from Chicago or beyond.
 (d) At any station Pemona to Emporia, for passengers south of Newton, or for west of Newton served by No. 15.
 (e) At Strong City, to pick up or discharge passengers.</p> <p>No. 24. (a) At any station, Belen to Chicago, to discharge passengers from Arizona or California.
 (b) At any station Emporia to Kansas City, to discharge passengers from Emporia or beyond.
 (c) At any station LeLoup to Kansas City, to discharge passengers.
 (d) At any station Kansas City to Chicago, to discharge passengers from beyond Kansas City.
 (e) At any station Kansas City to Fort Madison to discharge passengers from Kansas City or beyond; or for passengers for Fort Madison or beyond.
 (f) At East Fort Madison, Williamsfield, or Princeville, for passengers for Chicago or beyond.
 (g) At Ransom, Kinsman, Verona or Mazon, to discharge passengers from west of Fort Madison; or for passengers for Chicago or beyond.</p> <p>No. 27. (a) At Eudora, to discharge passengers from Kansas City or beyond.
 (b) At Osage City, to discharge passengers from Topeka or beyond.
 (c) At Burlingame or Osage City, for passengers for south of Newton or for west of Newton served by No. 15.
 (d) At Edmond, to discharge passengers from Ponca City or beyond.</p> <p>No. 27. At Littleton, Castle Rock, Larkspur, or Fountain for passengers for east or south of Pueblo.</p> <p>No. 28. (a) At Edmond, for passengers for Ponca City or beyond.
 (b) At Strong City, to discharge passengers from south of Wichita for Strong City District.
 (c) At any station between Emporia and Kansas City, to discharge passengers from beyond Newton.</p> <p>No. 47. (a) At Holliday, Gardner, Edgerton or Wellsville, to discharge passengers from Kansas City, Kans., or beyond; or for passengers for Ottawa or beyond; or west of Ottawa Jct. for No. 23.
 (b) At Olathe, for passengers for south of Ottawa.
 (c) At Richmond or Colony to discharge passengers from Ottawa or beyond; or for passengers for Chanute or beyond.
 (d) At any station south of Chanute, to discharge passengers from Ottawa or beyond.</p> <p>No. 48. (a) At any station Tulsa to Chanute, for passengers for Richmond or beyond.</p> |
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The following signs indicate:

s—Regular Stop; f—Stop on signal; m—Stop for meals; B—Booth telephone; C—Office of communication; W—Water station; F—Fuel station; T—Turn table; Y—Wye.

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

**Dr. J. P. KASTER, Chief Surgeon, Topeka.
Dr. M. L. BISHOFF, Assistant Chief Surgeon, Topeka.**

ILLINOIS DIVISION.

FT. MADISON HOSPITAL.

**Dr. E. L. DURRILL, Surgeon in Charge.
Dr. T. A. HELLER, Assistant Surgeon.
Dr. R. S. REIMERS, Eye, Ear, Nose and Throat
Specialist.
Dr. J. M. CASEY, Anaesthetist and Local Surgeon.
Dr. N. E. COLBY, Consulting Dentist.**

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35th and Archer, Chicago.**

**Dr. T. JOHNSTON, 35th and Archer, Chicago.
Dr. JOHN A. ANTE, Polk and State Sts., Chicago.
Dr. R. H. ALLISON, McCook and Willow Springs.
Dr. E. W. CAULDWELL, Lemont.
Dr. EARL R. STEEN, Joliet.
Dr. FRANK JOHNSON, Coal City.
Dr. A. C. PURCELL, Streator.
Dr. R. T. RODAWAY, Roanoke.
Dr. W. L. NEEDHAM, Pekin.**

**Dr. F. T. POTTS, Toluca.
Dr. S. A. SMITH, Chillicothe.
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**EYE, EAR, NOSE AND THROAT
SPECIALISTS AT LOCAL POINTS.**

**Dr. W. H. PECK, Chicago.
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R. D. MONTGOMERY, General Watch Inspector, Topeka.

J. H. MACE, Assistant General Watch Inspector, (Roadway and Station Service) Kansas City, Mo.

LOCAL WATCH INSPECTORS, ILLINOIS DIVISION.

**F. E. LYNDS, Chillicothe.
W. J. SOWERS, Streator.
RHEIN'S INC., 1536 West 47th St., Chicago.**

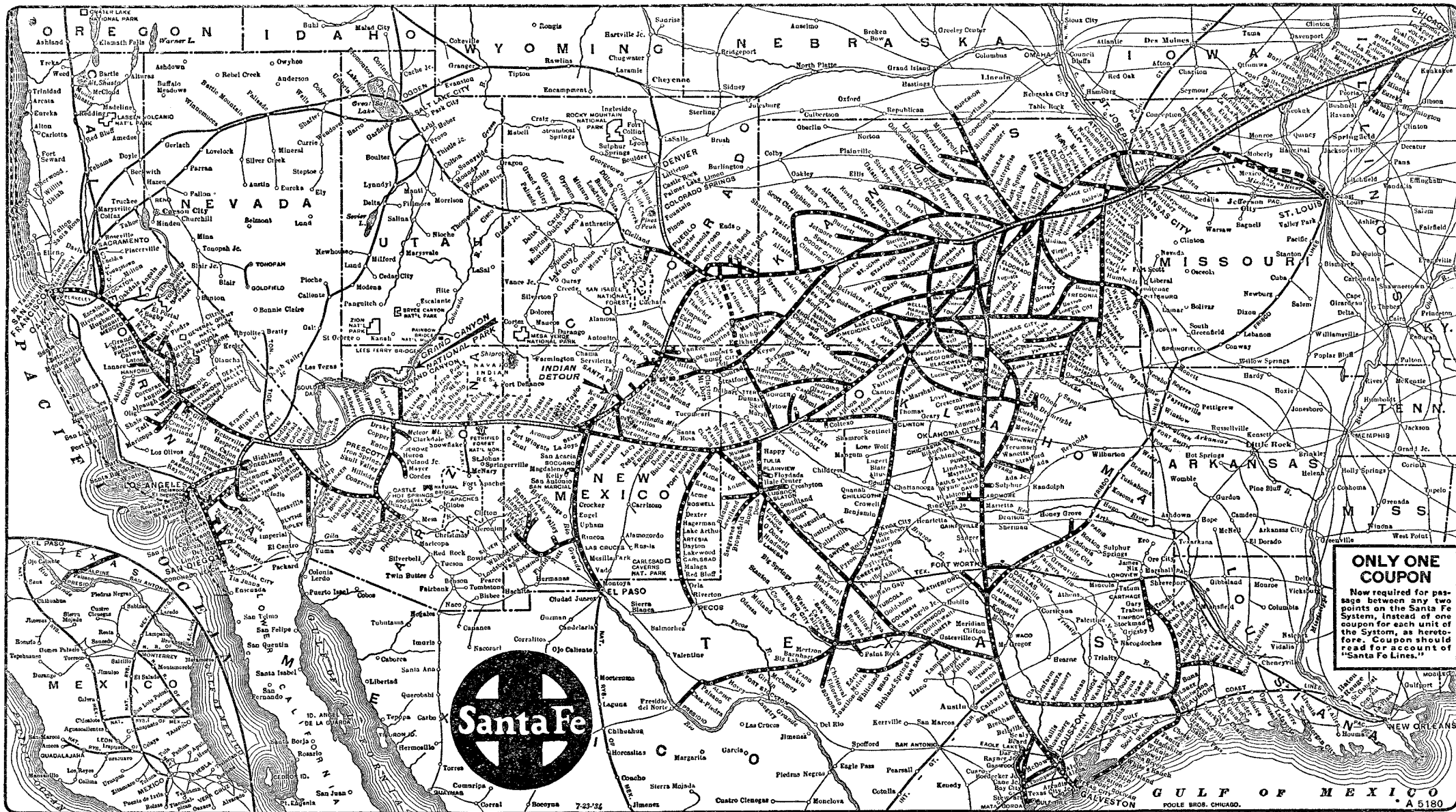
**BENNETT E. LASHER, 3805 South Kedzie Ave., Chicago.
HENRY G. YAHN, Joliet.
K. C. LERCHE, Fort Madison.**

**WILLIAM STOFFT, Galesburg.
HENRY BIRKENBUSCH, Pekin.**

SANTA FE SAFETY FIRST

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

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



Santa Fe Through Lines
 Double Track plus two main lines between Newton and Albuquerque
 Lines Under Construction
 Connecting Lines