

Wx4 note: The following appeared on TrainOrders.com on 8-20-2015.

*Chicago Union Station Files - GM&O Illinois State Fair Specials*  
Author: Englewood

The Illinois State Fair is held every August in Springfield. For many years the Gulf Mobile and Ohio R.R. operated special trains to the fair. Following are the GM&O notices outlining the operation of two, twenty-one car special trains from Chicago to Springfield and return on "Governor's Day" in 1966.

Special trains were also operated on "Republican's Day".

The titles of those addressed in the letter:  
F.E. Wall – Superintendent, Eastern Divn.  
G.M. Mitchell – Superintendent, Chicago  
A.L. Hering – Chief Dispatcher, Bloomington  
H.R. Kinney – (unkown)

"...arrive Chicago as soon as possible consistent with safety".

In the "type" of car column:  
"Rem. Coach" = Remodeled coach. Air conditioned heavyweight.  
"PC" = Parlor Car  
"LW" = Lightweight. The early streamline Abraham Lincoln equipment

"Train should be placed in station at Chicago one hour ahead of time in order to start serving breakfast"

GULF, MOBILE AND OHIO RAILROAD  
PASSENGER TRAFFIC DEPARTMENT

Chicago, Illinois  
August 5, 1966

Messrs:

F. E. Wall  
G. M. Mitchell  
A. L. Hering  
H. R. Kinney

Thursday, August 18 is Governor's Day at Illinois State Fair Springfield, Illinois and in order to handle approximately 2,000 or more democrats from Chicago and Joliet it will be necessary to operate two special trains 20 cars each.

Will require 4 dining cars, 28 coaches, 8 parlor cars and 2 lounge cars.

Our representatives will sell tickets at the Sherman Hotel August 10 and 11 and we should know not later than August 12, exact number on each train and S.T.N. will be issued.

These two trains will leave Chicago at 6:15 AM and 6:25 AM and arrive in Fairgrounds for unloading at 9:30 AM and 9:45 AM. Returning, both trains to leave from Station in Springfield 4:00 PM and 4:10 PM and arrive Chicago soon as possible consistent with safety.

Second section will stop at Joliet going and returning to pick up and discharge passengers.

B. C. Pate  
Passenger Traffic Manager

List No. 1

GULF, MOBILE AND OHIO RAILROAD  
 PASSENGER TRAFFIC DEPARTMENT  
 SPECIAL TRANSPORTATION NOTICE NO. 7441

Chicago, Illinois  
 August 12, 1966- TEG



1. Name of Party: Cook County Democrats
2. No. of People: Approximately 1,900 or more
3. Movement: From Chicago to Springfield and return  
 Thursday, August 18, 1966
4. Equipment: Two specials to be made up from head-end as follows:

<u>FIRST SECTION:</u>			
<u>Ward No.</u>	<u>No. of Cars</u>	<u>Type</u>	<u>NO OF PEOPLE</u>
29	1	Rem. Coach	60
38	1	PC 3041	40
38)			
33)	1	Dinner 2008	
33	1	PC 2108	30
33	1	PC 2107	30
46	1	Rem. Coach	45
32	1	3096 Coach	72
35	1	3097 Coach	70
44	1	PC 2106	31
44	1	PC 3040	40
30	1	Rem. Coach	35
11	1	3050 Coach	60
11	1	3050 Coach	60
11	1	3050 Coach	60
11	1	PC 2109	30
27	1	Diner 1076	
27	1	Diner 1074	
27	1	3050 Coach	68
27	1	3050 Coach	68
27	1	3099 Coach	76
27	1	LW Lounge 5803	28
Total	21 Cars		People 903

<u>SECOND SECTION</u>			
<u>Ward No.</u>	<u>No. of Cars</u>	<u>Type</u>	<u>NO OF PEOPLE</u>
12	1	3050 Coach	60
23	1	Rem. Coach	52
26	1	Rem. Coach	50
34	1	Rem. Coach	50
48	1	3050 Coach	60
Berwyn	1	Rem. Coach	45
Wheeling	1	Rem. Coach	55
Proviso	2	3050 Coaches	130
Joliet	4	Rem. Coaches	240
39	1	Rem. Coach	40

SECOND SECTION (Contd.)			NO OF
Ward No.	No. of Cars	Type	PEOPLE
45	2	LW Parlor Cars	50
36	1	LW Coach	50
36	1	LW Coach	50
25	1	LW Diner 5701	
25	1	LW Lounge 5800	50
25	1	LW Coach	50
<u>Total</u>	<u>21 Cars</u>		<u>People 1,032</u>

NOTE: One light weight car rear first train and seven on rear of second train and no heavy weight standard cars should be placed behind these cars.

5. Train Service: To be handled in two special trains on schedules below:

1st Train		2nd Train	
Lv. Chicago	6:15 AM	Lv. Chicago	6:25 AM
Ar. Fairgrounds	9:30 AM	Ar. Fairgrounds	9:50 AM
Lv. Springfield	4:00 PM	Lv. Springfield	4:15 PM
Ar. Chicago	7:15 PM	Ar. Chicago	7:30 PM

NOTE: Second train should stop at Joliet to pick up and discharge passengers in both directions.

6. Collections: Depot Ticket Agent will issue round trip rail and Parlor Car tickets at regular rates.

7. Remarks: Representatives will be assigned to accompany each train. Equipment assigned must be air-conditioned and in working order. Train should be placed in station at Chicago one hour ahead of time in order to start serving breakfast. One tub of cracked ice should be placed on vestibule of each coach to keep beverages cold and these tubs must be re-iced at Springfield. As track into Fairgrounds will only hold 15 cars, passengers in head cars will have to walk back in Fairgrounds for unloading and equipment taken out and turned in order that second train can be switched into Fairgrounds for unloading. On the return move, both trains will be loaded at station in Springfield. Dining cars will be stocked to serve \$2.50 breakfast and \$6.00 steak dinner to 240 to 250 in Ward 27. 100 to 125 in Ward 25 and 36 and 95 to 100 Wards 33 and 38 as they hold a coupon for meals. No stops except for operating reason should be made on first train and stop at Joliet on second train in both directions should be made.

Messrs. Mitchell and Hering acknowledge.

B. C. Pate  
Passenger Traffic Manager

For the operationally minded, here are the train orders the two northbound specials received at Bloomington a few years later, on August 17, 1969.

I typed them out instead of posting the originals because I have found it easier to comprehend multiple orders when they are all on one page.

ORDER NO 1

NO 1 DUE TO LEAVE CHICAGO AUG 17 AND  
NO 2 DUE TO LEAVE BLOOMINGTON AUG 17  
ARE ANNULLED BETWEEN SOUTH JOLIET AND MAZONIA  
ALH

COM 428 AM JLM

*(Most likely issued so that the local did not have to clear up for Nos 1 and 2. This means Nos. 1 and 2 will run the Pequot (pronounced Peek-oh) Line.)*

ORDER NO 10

ENG 1521 RUN EXTRA SO JOLIET TO SOUTH END HITT  
SIDING AND WORKS EXTRA 850 AM UNTIL 1130 PM  
ON MAIN LINE BETWEEN HITT SIDING AND MAZONIA  
AND ON BOTH TRACKS BETWEEN MAZONIA AND GARDNER  
NOT PROTECTING AGAINST EXTRA TRAINS BETWEEN HITT  
SIDING AND MAZONIA EXCEPT PROTECTS AGAINST  
SOUTHWARD EXTRA TRAINS AFTER 410 PM AND NORTHWARD  
EXTRA TRAINS AFTER 610 PM

ALH

COM 558 PM WKD

*(This is the work order for the local. It authorizes engine 1521 to:*

- 1. occupy the main track in the southward direction from South Joliet to the south switch to the siding at Hitt.*
- 2. occupy the main track in both directions between the south switch of the siding at Hitt and Mazonia.*
- 3. occupy both main tracks with the current of traffic between Mazonia and Gardner.*

*The words "Main Line" in this and following train orders indicate it applies to the single track line via Wilmington as opposed to the joint GM&O – ATSF "Pequot Line")*

ORDER NO 32

ENG 102 DISPLAY SIGNALS AND RUN AS FIRST 2 BLOOMINGTON  
TO MAZONIA AND RUN AS FIRST 2 SOUTH JOLIET TO CHICAGO

SECOND AND THIRD 2 WAIT AT OCOYA UNTIL 620 PM ODELL 635 PM  
ALH

COM 1127 AM JAJ

*(Normal No. 2, the Abraham Lincoln with engine 102, is instructed to display green signals and run as First 2. This will allow the dispatcher to run the State Fair Specials as Second and Third 2. Since the schedule of No. 2 has been annulled between Mazonia and South Joliet by Train Order No. 1 the order is worded for both sides of that gap. The Abraham Lincoln will operate via Pequot. The dispatcher has put out waits at Ocoya and Odell for inferior trains to use in clearing the sections.)*

ORDER NO 42

ENGS 881B AND 881A RUN AS TWO EXTRAS MAZONIA TO  
SO JOLIET VIA MAIN LINE WITH RIGHT OVER EXTRA 1516  
SOUTH AND WAIT AT MAZONIA UNTIL 655 PM  
AT 404 PM ALL OVERDUE FIRST CLASS TRAINS HAVE PASSED  
MAZONIA EXCEPT NO 1 AND NO 2  
NO 3 ENG 101 HAS NO SIGNALS NORTH OF MAZONIA

ALH

COM 439 PM WKD

*(The State Fair Specials will be using the Main Line between Mazonia and South Joliet. Since Order No. 1 annulled the schedule on No. 2 between Mazonia and South Joliet the Specials must be authorized as extra trains. Extra trains are inferior to first class trains so the dispatcher includes information on any first class trains whose schedule is still in effect, meaning less than 12 hours old.)*

ORDER NO 45

ENGS 881B AND 881A RUN AS SECOND AND THIRD 2  
BLOOMINGTON TO MAZONIA AND RUN AS SECOND AND  
THIRD 2 SOUTH JOLIET TO CHICAGO

ALH

COM 441 PM WKD

*(This order authorizes the State Fair Specials to run as sections of No. 2. The 881B will display green signals to indicate a following section, the 881A will display no signals.)*

ORDER NO 306

CARS ON SIDINGS AT ELWOOD AND WILMINGTON  
ALH

COM 347 AM WKD



## Gulf, Mobile and Ohio Railroad Company

## CLEARANCE

Birmingham STATION Aug 17 67

To C. & H. train Sound 2

I have 3 orders for your train.

NUMBERS 1-10-38-42-45-306

(If no orders FORM "19" or "31" endorse "NONE" in space provided for Order Numbers)

When authority given by manual block Rule 365(c) is used, operator will fill out the following:

ON ARRIVAL OF TRAIN \_\_\_\_\_

You may go if your right or schedule permits

To comply with manual block rule 365(b), operator will fill out the following:

BLOCK SIGNAL IS AT STOP FOR TRAIN \_\_\_\_\_ AND TRAIN

\_\_\_\_\_ TO MEET (OR PASS) AS PER ORDER NO. \_\_\_\_\_

Condition of block "clear" or "occupied":

BLOCK \_\_\_\_\_

O. K. at 558 P. M. WHD TRAIN DISPATCHER.

Issued by [Signature] Opt. at 558 [Signature]

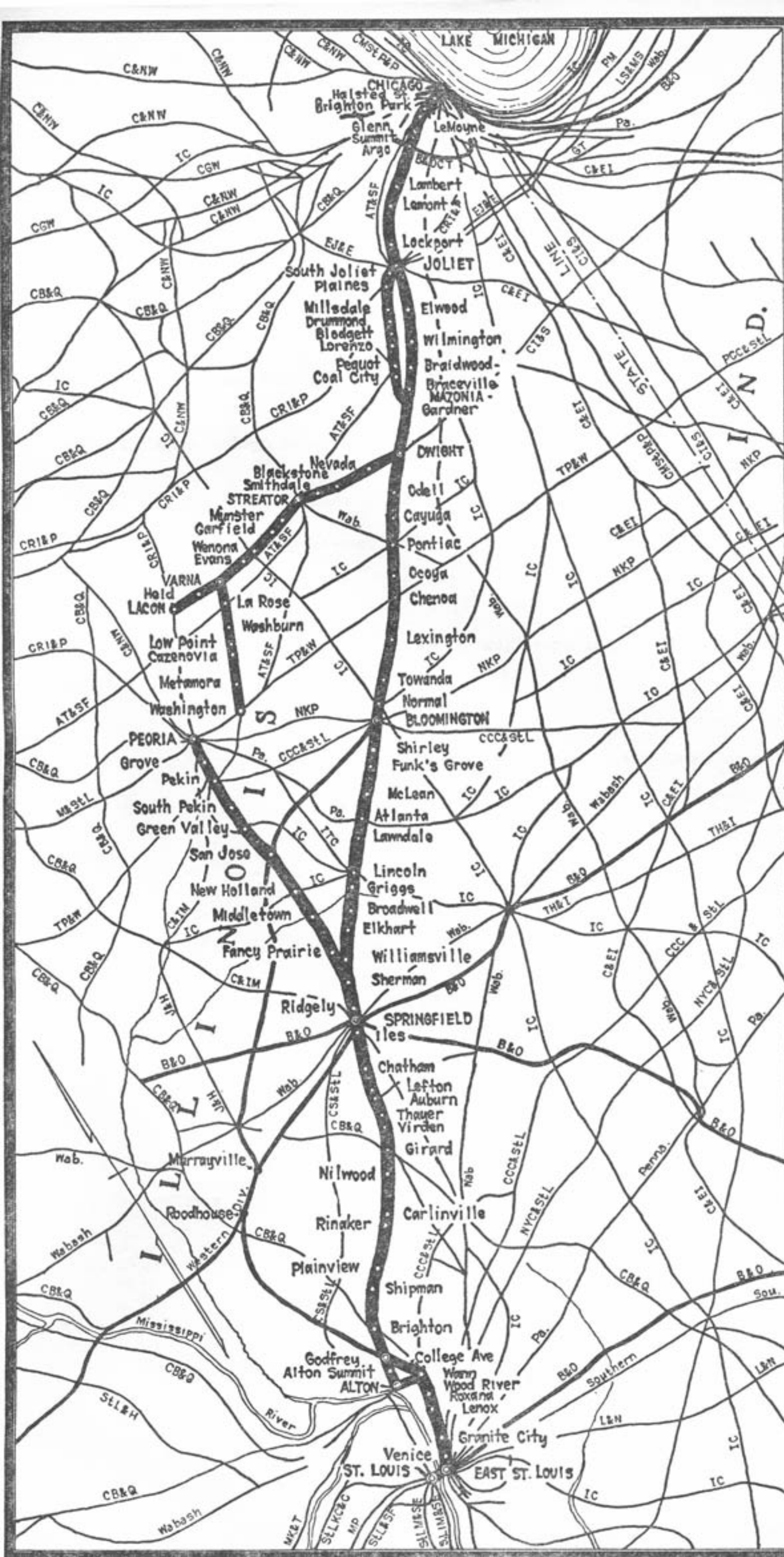
Conductor and Engineer must each have a copy, and MUST SEE that the number of HIS TRAIN is correctly designated, also that the numbers of all train orders received correspond with numbers inserted above.

Operators must retain a carbon copy.

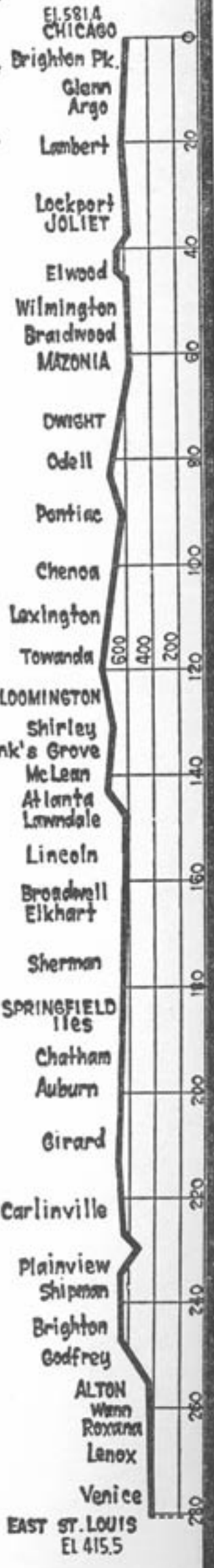
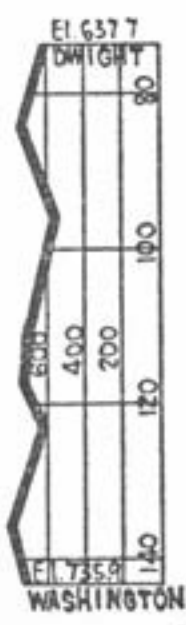
Clearance must be filled out by the Operator before repeating train order numbers to the Dispatcher.

After receiving O. K. from the Dispatcher no additions must be made, but a new clearance issued.





THE G. M. & O. RAILROAD  
**EASTERN DIVISION**



# NORTHWARD

Distance from Mazonia	Sub-Division No. 1 TIME TABLE No. 26 OCTOBER 30, 1966				SECOND CLASS				THIRD CLASS	
		Passing Sidings Cap. 45 ft. Cars	Station Numbers		28	32	94	92	62	
					<i>Daily</i>	<i>Daily</i>	<i>Daily</i>	<i>Daily</i>	<i>Daily Ex Sunday</i>	
					PM	AM	AM	PM	PM	
.....	TB		5063	10.43	3.43	11.26	11.43	12.30	.....	
4.8	D		5321					97	.....	
6.2	TB	73	5320	10.55	3.55	11.38	11.55	12.40	.....	
10.6	TB	67	5315				93		.....	
13.1	TB		5313						.....	
15.2	TB	17	5311						.....	
17.3	TB		5309						.....	
22.3	TB		5304	11.25	4.25	12.08	12.25	1.40	.....	
24.8	DN		5038	93					.....	
				11.45	4.30	12.13	12.31	2.10	.....	
26.1		X	5037	11.54	4.39	12.21	12.40		.....	
				PM	AM	PM	AM	PM		
				1:11	:56	:55	:57	1:40		
				22.1	28.0	28.5	27.5	14.9		

# SOUTHWARD

Distance from Joliet	Sub-Division No. 1 TIME TABLE No. 26 OCTOBER 30, 1966				SECOND CLASS					
		Passing Sidings Cap. 45 ft. Cars	Station Numbers		97	33	93	29		
					<i>Daily</i>	<i>Daily</i>	<i>Daily</i>	<i>Daily</i>		
					AM	PM	PM	AM		
.....		X	5037	10.42	7.55	10.42	1.02			
1.3	DN		5038	11.15	8.05	11.15	1.35			
3.8	TB		5304	11.21	8.35	11.21	1.41			
8.8	TB		5309			28				
10.9	TB	17	5311							
13.0	TB		5313							
15.5	TB	67	5315							
19.9	TB		5320	11.50	9.05	11.55	2.10			
21.3	D		5321			92				
26.1	TB		5063	12.30	9.15	12.05	2.25			
				62						
				PM	PM	AM	AM			
				1:48	1:20	1:23	1:23			
				14.5	19.6	18.9	18.9			



# SPECIAL INSTRUCTIONS

## 1. CLEARANCES — TRAIN-ORDER SIGNALS

Unless otherwise provided, a train must not leave its initial station on any subdivision without a clearance. In addition, trains must secure clearance at the following points:

- Wann (northward all except first class trains);
- Normal (northward all except first class trains);
- South Joliet (all except first class trains).

Regular trains may assume schedule and extra trains may leave Godfrey, Murrayville and P. & N. Jet. without clearance.

Trains via subdivision 4 must secure clearance before leaving Ridgely.

Northward Western Division regular trains may assume schedule and Northward Western Division extra trains may leave Iles without clearance.

## 2. SUPERIORITY OF TRAINS

On single track, Northward and Eastward trains are superior to trains of the same class in the opposite direction.

## 3. JOINT OR SPECIAL USE OF TRACKS

Rules and instructions of the Chicago Union Station Company govern operation of trains and engines using the Union Station Company tracks and tracks under its jurisdiction between 22nd Street on the south and Western Avenue on the north.

Permission must be secured from towerman at Corwith to enter southward main track at Kedzie Ave.

Trains will use the tracks of the Peoria & Pekin Union Railway between Grove and Peoria, and be governed by rules and regulations of that Company.

Unless otherwise ordered the siding at South Yard Pekin will be the meeting and passing points for all trains.

Between Wann and Bridge Junction the tracks of the G. M. & O. R. R. and the N. Y. C. are jointly used as double track, and the movement of trains will be governed by the joint Time Table of N. Y. C. and G. M. & O. Railroads.

Trains using the tracks of T.R.R.A. of St. Louis between Granite City or Bridge Junction and St. Louis will be governed by rules and regulations of that company.

Between Plaines and Pequot the tracks of G. M. & O. R. R. and the Santa Fe R. R. are jointly used as double track and the movement of trains will be governed by Special Rules. (See page 19 of Current Time Table.)

## 6. TRAIN REGISTERS

Chicago, Union Station	Ridgely (P&N line trains)
Glenn (Freight trains)	Iles (Western Division Trains)
South Joliet	Venice (Freight Trains)
Dwight	St. Louis, Union Station
Washington	
Bloomington, Target Shanty and Yard Office	

All trains will register at South Joliet and Dwight, and first class trains at Bloomington by giving operator at these points register ticket properly filled out, and the operator will personally make entry in register.

## 7. YARDS

Ft. Wayne Jet.-Glenn-Argo  
Joliet-South Joliet-Plaines  
Normal-Bloomington  
Sherman-Ridgely-Springfield-Iles  
Godfrey-Alton-Wann  
Venice

A clear block signal indication within yard limits does not modify the requirements of Rule 93, except for trains moving with the current of traffic between the following points:

- Between north yard limit sign, Joliet and South Joliet.
- Between north yard limit sign, Normal and Normal Interlocking.
- Between Laurel St., Springfield, and Iles Interlocking.

## 8. ADDITIONAL REGULAR AND FLAG STOPS FOR PASSENGER TRAINS

- 1 stop at Carlinville daily to permit transfer of RPO clerk from No. 1 to No. 4.
  - 1 stop at Granite City to discharge revenue passengers from Chicago, Joliet, Bloomington and Springfield.
  - 2 stop at Joliet to let off revenue passengers from Springfield and points south where scheduled to stop.
  - 2 stop on signal at Lincoln to discharge revenue passengers from St. Louis and receive for Chicago.
  - 2 stop on signal at Granite City to receive revenue passengers for Springfield, Bloomington, Joliet and Chicago.
  - 3 stop at Joliet on signal to pick up revenue passengers for points where scheduled to stop.
  - 3 stop at Pontiac to discharge revenue passengers from Chicago and pick up revenue passengers for Springfield and beyond.
  - 3 stop on signal at Lincoln to discharge revenue passengers from Chicago and pick up revenue passengers for St. Louis.
  - 3 stop at Granite City to discharge revenue passengers from Chicago, Joliet, Bloomington, and Springfield.
  - 4 stop at Joliet to let off revenue passengers from Springfield and points south where scheduled to stop.
  - 4 stop at Granite City on flag signal to pick up revenue passengers for Chicago, Joliet, Bloomington, and Springfield.
  - 5 will stop at Lemont and Lockport, to discharge revenue passengers from Chicago Area.
  - 6 stop at South Joliet on Monday to let off employees.
- 16 and 17 will stop at Fifth Street, Lockport, for passengers.

## 9. RAILROAD CROSSINGS AND JUNCTIONS

Interlocked:	MAXIMUM SPEED	
	Passenger mph	Freight mph
South Branch Bridge, Chicago.....	10	10
Penna. Ft. Wayne Junction, Chicago...	10	10
I.C.-A.T.S.F. Bridgeport Bridge, Chicago	20	10
A.T. & S.F.-Corwith, Chicago.....	40	40
B.R.C.-LeMoyné Chicago .....	75	45
45 Crossover Glenn .....	75	45
B.&O.C.T.-I.H.B., Argo .....	75	45
C.R.I.&P.-A.T.&S.F.-N.Y.C., Joliet ....	20	20
Southward Union Station to S. Joliet		
Pass. Main . . . . .	30	10
G.M.&O. R.R. Jet. S. Joliet.....	35	15
A.T.&S.F. Jet. Plaines Southward.....	25	15
Northward to S. Joliet	60	30
A.T.&S.F. Jet. Pequot Southward.....	25	15
Northward...	75	45
G.M.&O. R.R. Jet. Mazonia Northward	40	15
Southward from Pequot Main.....	40	15
Southward from Elwood Main.....	75	45
N.Y.C., Dwight .....	75	45
N.Y.C., Streator .....	15	15
A.T.&S.F., Streator . . . . .	20	20
I.C., Wabash, Pontiac .....	60	45
T.P.&W., Chenoa .....	75	45
I.C., Normal, Northward.....	60	25
I.C., Normal, Southward.....	40	30
Market St., Bloomington through		
Crossovers . . . . .	10	10



## SPECIAL INSTRUCTIONS—Continued

### RAILROAD CROSSINGS AND JUNCTIONS—Continued

	MAXIMUM SPEED	
	Passenger mph	Freight mph
<b>Interlocked:</b>		
Penna., Atlanta .....	75	45
I.C., Athol .....	75	45
I.C., Lincoln .....	75	45
G.M.&O. Jct. Sherman, Main Line.....	75	45
To and from Peoria Line.....	10	10
C.&I.M., Ridgely .....	35	25
B.&O., I.C., C.&I.M. Springfield, East Grand Ave. ....	15	15
B.&O., Springfield .....	15	15
Wabash, Iles, Main Line.....	75	45
To and from Air Line.....	30	15
Iles Interlocking, North Crossover....	30	15
Iles Interlocking, South Crossover....	10	10
C.B.&Q., Girard .....	75	45
C.B.&Q., Brighton .....	75	45
G.M.&O. Jct., Godfrey Northward from cut off .....	60	40
Southward to cut off.....	60	40
To and from Godfrey Line.....	30	15
N.Y.C., Wann Southward.....	75	45
Northward to cut off.....	30	15
To and from Old Main.....	10	10
Ill. Terminal, Wood River Southward..	75	45
Northward .....	40	40
N.Y.C., Lenox .....	35	25
Diverging route through puzzle switch .....	5	5
Ill. Terminal, Granite City via Joint Track .....	30	30
Via St. Louis Merchants Bridge Ter- minal .....	20	10
N.Y.C., A.T.&S.F., Pekin.....	20	20
I.C., Green Valley .....	20	20
<b>Not Interlocked:</b>		
Semaphore—C.J., Penna., B.&O. C.T.....Chicago		
Color Position Light } N.Y.C., N.K.P. ....Bloomington		
Semaphore		
<b>Grade:</b>		
Sou. Ry. (Venice) .....	E. St. Louis	
N.K.P., Wabash, A.&E., (Bridge Jct.) .....	E. St. Louis	
C.B.&Q. ....	E. St. Louis	
N.Y.C. ....	Streator	
<b>Gates:</b>		
N.Y.C., C.B.&Q. ....	Streator	
I.C. ....	Wenona	
T.P.&W. ....	Washington	
I.C. ....	New Holland	
<b>Automatic Interlocking:</b>		
Springfield, Ill. B.&O. Xing	Time Release Interval	
Green Valley, Ill. I.C.	1 Min.	
Streator Jct., Ill. N.Y.C.	3 Min.	
	2 Min.	
<b>Remote Control Interlocking</b>		
Le Moyne, Chicago, Ill. B.R.C.	Time Release Interval	
Mazonia, Ill. Jct.	None	
Dwight, Ill. N.Y.C.	None	
Pontiac, Ill. I.C.—Wabash	3 Min.	
Atlanta, Ill. Penn.	2 Min.	
Athol, Ill. I.C.—I.T.	2 Min.	
South Lincoln, Ill. I.C.	3 Min.	
Girard, Ill. C.B.&Q.	3 Min.	
Brighton, Ill. C.B.&Q.	3 1/4 Min.	
Godfrey, Ill. Jct.	2 Min.	
	None	

When stopped by signal displaying stop indication at remote control interlocking at Pontiac, communicate with Operator at Pontiac. Before proceeding, member of train crew must go to railroad crossing and operate time release and be governed by Rule 672.

When stopped by signal displaying stop indication at automatic interlocking, member of train crew must go to railroad crossing, operate time release in accordance with instructions posted in Release Box, and be governed by Rule 672.

When stopped by signal displaying stop indication at remote control interlocking at Le Moyne, 45 Crossover Glenn, Mazonia, Dwight, Market St., Bloomington, Atlanta, Athol, South Lincoln, Girard, Brighton, or Godfrey, communicate with Operator at Control Station. When authorized to operate a dual control switch by hand at Le Moyne 45 Crossover Glenn, Plaines, Pequot, Mazonia, Market St., Bloomington, Athol, Girard, or Godfrey, Rule 534 will govern.

Inoperative approach signals are in use at the following interlockings, displaying approach indication.

New York Central crossing, 2.3 miles north of Streator, Green Valley, Pekin, Grove northward. All trains must approach absolute signals prepared to stop and reduce speed to not exceed 20 miles per hour within interlocking limits.

At Bridgeport, the absolute signals governing main routes are semi-automatic and act as block signals as well as governing route over interlocking. Trains finding signal in stop position, will be governed by Rule 663.

At Corwith, LeMoyne, 45 Crossover Glenn, Argo, Joliet, South Joliet, Mazonia, Dwight, Pontiac, Chenoa, Normal, Atlanta, Athol, South Lincoln, Ridgely, Iles, Girard, Brighton, Godfrey, Wann, North Wood River, Lenox and Granite City, absolute signals governing main routes are semi-automatic and act as block signals as well as governing routes over interlocking.

The absolute signals at these interlockings, except at South Lincoln, Brighton, and Godfrey, are equipped with restricting signals as per Rule 290. Trains or engines receiving this signal must understand that the route through the interlocking is set, but does not indicate block is clear, nor provide automatic block protection. When this signal is displayed, trains or engines may, without stopping, pass the absolute signal:

(a) When moving with the current of traffic: At restricted speed, not exceeding 15 miles per hour, to the next signal in advance, prepared to stop short of train, obstruction or switch not properly lined and to look out for broken rail.

(b) When crossing over for movement against the current of traffic or when entering siding: At restricted speed, not exceeding 15 miles per hour, until entire train is through interlocking limits.

By night when the light in an interlocking signal of the semaphore type is absent, trains or engines must stop before accepting the day proceed indication of the signal as provided in Rules 27 and 294.

### 10. WATER STATIONS

Glenn	Bloomington	Springfield	Venice
S. Joliet	Ridgely	Alton	St. Louis
Dwight			

### 11. FUEL STATIONS

Glenn	Bloomington	Alton	St. Louis
S. Joliet	Ridgely	Venice	Dwight

### 12. BULLETIN BOARDS

Chicago, Union Sta., Brighton Park	Enginemen's Locker Room at Depot
Glenn, Yard Office and Round House Office	Ridgely, Yard Office and Round House
South Joliet, Yard Office and Round House	Alton, Freight Station
Dwight	Venice, Yard Office and Round House
Bloomington, Crew Dis- patcher's Office, Target Shanty, Enginehouse and	East Peoria, Yard Office and Round House

### 13. STANDARD CLOCKS

Chicago, Union Station	Shanty, Enginehouse and Switchmen's Locker Room
Brighton Park Yard Office	Ridgely, Yard Office and Engine House
Glenn, Telegraph Office, Round House and Locker Room	Alton, Round House
South Joliet, Tower, Round House and Yard Office	Venice, Yard Office and Round House
Dwight	St. Louis, Union Station
Bloomington, Crew Dis- patcher's Office, Target	East Peoria Round House



## SPECIAL INSTRUCTIONS—Continued

### 14. MAXIMUM SPEED RESTRICTIONS

	(Diesel Electric)	
Between Chicago and St. Louis.....	{ Passenger 75 mph	Freight 45 mph
	(Diesel Electric)	
Between South Joliet and Mazonia via Pequot Line .....	{ Passenger 75 mph	Freight 45 mph
Between Dwight and Washington .....	{ Passenger 30 mph	Freight 30 mph
Between Varna and Lacon.....	{ Passenger 20 mph	Freight 20 mph
Between Sherman and Peoria .....	{ Passenger 30 mph	Freight 30 mph

### EXCEPTIONS

	Passenger mph	Freight mph
Through turnouts each end TCS sidings....	40	15
Through all other turnouts, crossovers, in and out of sidings.....	10	10
Trains moving against current of traffic.....	50	35
Trains passing through village and towns against the current of traffic.....	30	30
Trains moving against the current of traffic over facing point spring switches or other facing point switches not interlocked.....	25	25
Chicago: South Branch Bridge turnouts.....	10	10
Chicago: Between 21st Street and Corwith...	40	30
Chicago: Halsted Street, around curves both tracks .....	25	25
Chicago: Bridgeport Bridge, through inter- locking .....	20	10
Chicago: Homan Ave. Crossing, running against current of traffic.....	15	15
Chicago: Corwith, through interlocking.....	40	40
Joliet: Fifth Ave., to Cass St., northward....	20	20
Cass St., to Union Station, passenger main southward .....	20	10
Cass St., to Fifth Ave., freight main.....	20	20
Union Station, through interlocking limits to South Joliet, passenger main...	30	10
South Joliet, through interlocking limits....	35	15
South Joliet to Plaines.....	60	30
Zarley's Hill, south of South Joliet, reverse curves .....	60	45
Wilmington: Trains through town.....	60	45
MP 59.4 Pequot Line through turnout at end of double track.....	40	15
Mazonia: Northward to main line.....	40	15
To and from Pequot Line.....	40	15
Pontiac, curve at I.C. crossing.....	60	45
MP 108.8 through turnout at end of double track .....	40	15
MP 121.4 through turnout at end of double track .....	40	15
Normal: Against current of traffic, between Normal Interlocking and Beech St.....	20	20
Between Normal Interlocking and Market St., Bloomington .....	40	10
Market St. Bloomington to MP 127.1.....	20	20
MP 128.8 through turnout at end of double track .....	40	15
Sherman, through Switch to and from P.&N. Line .....	10	10
Mile Post 181.0 through turnout at end of double track .....	40	15
Ridgely, south end yard, through interlock- ing limits .....	35	25
Springfield: Between Ridgely Ave. and Carpenter St. ....	25	20
Between Carpenter St. and Capitol Ave. ....	15	15
Between Capitol Ave. and Laurel St.....	25	20
Between Laurel St. and Ridgely Ave., running against current of traffic..	10	10
Iles: To and from Air Line.....	30	15
Iles Interlocking, North Crossover.....	30	15
Iles Interlocking, South Crossover.....	10	10
Mile Post 189.5 through turnout at end of double track .....	40	15

Godfrey: Northward from cut-off.....	60	40
Southward to cut-off.....	60	40
Turnout to and from Godfrey line.....	30	15
Alton: Alby to Henry St. (Old Main).....	10	10
Wann: Northward trains through interlock- ing limits .....	30	15
Wood River: Northward over Illinois Ter- minal crossing .....	40	40
Lenox, through interlocking limits.....	35	25
Lenox: Via diverging route through puzzle switch .....	5	5
Granite City: Through interlocking limits via joint tracks, under control, not to exceed	30	30
Granite City: Through interlocking limits via St. Louis Merchants Bridge Terminal....	20	10
Between Granite City and Bridge Junction..	35	25
Streator between C.B.&Q. Crossing and Park St. ....	20	20
Bridge B-1725, two miles north of Green Val- ley .....	25	10
Bridge B-1951, 1.7 miles north of Middletown	25	12
Trains handling Koppel Air dump cars.....		25
Trains handling Jordan Spreader, with wings properly secured and trailing, Scale test cars and engine tanks used in sig- nal and Maintenance of Way service, will not exceed 25 miles per hour.		
Trains handling derrick cars, steam shovels, pile drivers, and similar pivoted machinery as well as pivoted machines on their own wheels must run at reduced speed to not exceed 25 miles per hour unless given special written instructions by Chief Dispatcher to exceed this speed. This does not apply to trains handling the company's steam wrecking derricks.		
Trains handling steam wrecking derricks must not exceed speed of 30 miles per hour on straight and level track, 25 miles per hour on light curves and grades and 20 miles per hour on heavy curves and grades.		
Derrick 66409, located at Bloomington, must be separated from the engine by not less than 3 cars. It must not be operated over: Peoria Line Dwight Branches		

### 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 below, maximum engine speed prescribed in table must be observed.

Diesel, passenger .....	80 MPH
Diesel, combination passenger-freight .....	80 MPH
Diesel, freight .....	65 MPH
Diesel, utility .....	60 MPH
Diesel, switch .....	30 MPH

### MAXIMUM SPEED OVER SUBMERGED TRACKS

Diesel-electric engines and diesel-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; or at a speed greater than shown below.

Type of Engine or Car	Depth	
	Water	Speed
Electro-Motive Passenger and freight diesels .....	4 in.	5 MPH
ALCO passenger, freight and switch- ing diesels .....	4 in.	5 MPH
Motor Cars—diesel-electric .....	4 in.	5 MPH
Passenger Cars with Roller Bearings	8 in.	5 MPH
Passenger Cars Standard Friction Bearings .....	12 in.	5 MPH

### 15. WHISTLE SIGNALS

Iles, southward to Air Line, two short, one long (o o —).

### 16. RESTRICTION AT RAILROAD CROSSINGS AND DRAWBRIDGES

#### EXTRACT FROM ILLINOIS STATE LAWS

"All trains running on any railroad in this State when approaching a crossing with another railroad upon the same level, or when approaching a swing or drawbridge, in use as such, shall be brought to a full stop before reaching the same, and within eight hundred (800) feet therefrom, and the engine-man or other person in charge of the engine attached to the train shall positively ascertain that the way is clear and that



## SPECIAL INSTRUCTIONS—Continued

the train can safely resume its course before proceeding to pass the bridge or crossing." [This law does not apply to crossings or drawbridges protected by an interlocking system of signals, approved by the Illinois Commerce Commission.]

Where trolley wires are maintained a height less than 22 feet above the top of rail, trainmen and other employees are prohibited from occupying tops of freight cars while in motion. In such cases efficient means shall be provided to control adequately movements of freight cars or trains.

### HIGHWAY CROSSINGS

#### ILLINOIS COMMERCE COMMISSION GENERAL ORDER No. 138

"Rule 501. In addition to warnings by whistle or bell as required by statute, every railroad train shall give warning by prolonged or repeated whistling when passing or meeting or about to pass or meet a train, at or in the immediate vicinity of a grade crossing, under such circumstances that the second train will obscure, in whole or in part, the view of the first mentioned train to persons who may be about to use the crossing."

### 17. BUSINESS TRACKS NOT SHOWN AS STATIONS ON FACE OF TIME-TABLE

Station	Name	Mile	Capacity	Opens
5020	Publicker . . . . .	19.9	10	South
5027	Seneca Petroleum Co..	27.5	Yd.	North
5028	Pure Oil Co. . . . .	28.2	Yd.	South
5050	Prairie Creek . . . . .	49.9	15	South
5051	Webster . . . . .	50.3	30	South
5309	Stepan (Pequot Line)..	45.1	27	North
5106	Ballard . . . . .	106.6	20	South
5153	Kruger . . . . .	153.3	20	South
5161	Fogarty . . . . .	161.4	10	South

### 18. AUTHORIZED DIESEL OPERATION

All classes of diesel-electric engines may be operated over all subdivisions of Eastern Division, except between Dwight and Washington, and between Grove and Van Wood, the operation is limited to 2 units.

### 19. BLOCK AND AUTOMATIC TRAIN STOP SYSTEMS

#### DEFINITIONS:

**LIMITED SPEED.**—A speed not exceeding 60 miles per hour.

**MEDIUM SPEED.**—A speed not exceeding 30 miles per hour.

**SLOW SPEED.**—A speed not exceeding 15 miles per hour.

**RESTRICTED SPEED.**—Proceed, not exceeding 15 miles per hour, prepared to stop short of train, engine, obstruction, or switch not properly lined and to look out for broken rail.

**WITH CAUTION.**—To run at reduced speed, according to conditions, prepared to stop short of train, engine, obstruction, or before reaching a stop signal.

**TRAFFIC CONTROL SYSTEM** is in effect between:

Ft. Wayne Junction and Pan Handle Crossing Brighton Park, Control Station Bridgeport Bridge.

MP 37.91 Joliet and Plaines, Control Station South Joliet.

Pequot and Mazonia, Control Station Dwight.

MP 108.8 Ballard South and MP 121.4 Normal North, Control Station Bloomington.

Normal and Bloomington, Control Stations at Normal and Bloomington.

Bloomington and Ridgely, Control Station Bloomington. Iles and Wann via cutoff, Control Station Bloomington.

Within traffic control system limits specified, the movement of trains and engines will be governed by block signals whose indications will supersede time-table superiority of trains for both opposing and following movements on the same track.

Within traffic control system limits, Rule 93 will not apply.

Protection of train or engine as prescribed by Rule 99 is required, except as provided in Rule 532.

Trains or engines must not enter or foul the main track

within traffic control system limits, or re-enter the main track after having cleared it, except on proceed indication of absolute signal or by authority of control station.

Before trains or engines at west end of South Joliet yard enter the main track, a member of the crew must communicate with control station to clear the signal.

Telephones located adjacent to absolute signals and main track switches may be used to communicate with control station.

When a train or engine is stopped by a Stop-indication and cause is not apparent, a member of the crew must communicate promptly with control station.

An absolute signal displaying Stop-indication must not be passed until permission is obtained from control station, or if the means of communication fail train or engine may proceed at restricted speed under flag protection to the next signal displaying a proceed indication.

If it becomes necessary to make reverse movement of train or engine, such movement must be made under flag protection, except when authority to make reverse movement is granted by control station, and proceed indication of block signals is displayed for reverse movement.

When in emergency it is necessary to operate dual control switch by hand, crews of trains or engines must be governed by Rule 534.

#### **AUTOMATIC BLOCK SYSTEM** is in effect between:

Pan Handle Crossing Brighton Park and MP 37.91 Joliet.

South Joliet and MP 108.8 Ballard South via main line.

MP 121.4 Normal North and Normal

Plaines and Pequot, via Pequot Line

Ridgely and Iles

Wann and Granite City on southward main

Wann and Bridge Junction on northward main

The automatic signals between Godfrey and Henry St. at Alton, and automatic signals between Wann and Henry St. governing northward movements, are for curve and station protection. When automatic signal displays "stop" indication, trains and engines, after stopping, may proceed at once, through the block at restricted speed, not exceeding 15 miles per hour.

**END OF TRACK CIRCUIT SIGN.** A sign reading "ETC" vertically, denotes a point beyond which a train does not cause an automatic block signal to display its most restrictive indication.

#### **MANUAL BLOCK SYSTEM** is in effect between:

Granite City and Bridge Junction on G. M. & O. Southward main

Pekin and Grove (Manual Positive Block)

The following rules govern the operation of Manual Positive Block System, in effect between Pekin and Grove:

Train movements between Pekin Tower and P. & P. U. Junction, Grove, are governed by positive block, controlled by P. & P. U. Dispatcher at Illinois River Bridge, Peoria, and Towerman at Pekin Tower.

Train rights conferred by time table or book of rules between these points are void, and all train movements will be governed by signal indication.

Clear Train order signal displayed at Pekin Tower for westward trains confers right Pekin to Grove.

Clear signal displayed at Grove for eastward trains confers right to Pekin Tower.

When an eastward train is stopped by a signal indicating "stop" at Grove, the Conductor or Engineer will communicate with the Peoria & Pekin Union train dispatcher for instructions.

No reverse movements will be made without flag protection. All flagging rules for protection of trains will remain in effect.

Trains having work to do must obtain permission from Towerman at Pekin, for westward trains and from Dispatcher at Peoria, for eastward trains, before entering the block in which work is to be done.

When westward train takes siding in West Yard Pekin or otherwise clears main track it must not again enter block or foul main track without permission of block operator, Pekin. Telephone has been provided at west switch for that purpose.

If, for any reason, it is necessary to double train to P. &



## SPECIAL INSTRUCTIONS—Continued

P. U. tracks at Grove leaving any on G. M. & O. main track, Conductor must promptly call dispatcher at Illinois River Bridge Tower, Peoria, on 'phone and advise him that block is not clear and also protect against opposing trains until entire train is clear of G. M. & O. main track.

Telephones have been provided at signal bridges on P. & P. U. tracks in accordance with Bulletin issued by that Company to be used by trainmen in conferring with dispatcher in case of delay or trouble.

### 20. DOUBLE TRACK

Double track is in use on Sub-Division 1, between Chicago and South Joliet, between Plaines and MP 59.4 via Pequot Line, Mazonia and MP 108.8 Ballard South and between MP 121.4 Normal North and Normal.

Double track is in use on Sub-Division 2 between Bloomington and MP 128.8, Mile Post 181.0 and Mile Post 189.5, Wann and Bridge Junction.

### 21. SPACING TRAINS

When a regular train, scheduled via either the Old Main or Pequot Line between South Joliet and Mazonia, is run extra between those points, such train may assume its original schedule at South Joliet or Mazonia without train order authority.

Southward second class and extra trains may run ahead of Southward first class trains, Mazonia to Dwight, being governed by signal indications and Rule 86 modified to this extent.

Second class and extra trains may run ahead of first class trains between Ridgely and Iles being governed by signal indications and Rule 86 modified to this extent.

Between Sherman and Pekin and between Dwight and Washington, unless otherwise provided, an absolute block will be maintained behind all trains carrying passengers at all times and in all places, except that when a train carrying passengers passes a train at a non-train order office and there is no telephone communication from that siding to a train order office, the train so passed will wait ten minutes after the passage of the train carrying passengers and may then proceed with caution, provided its superiority permits, until the next open train order office in advance is reached. If telephone communication is had from the siding, the train which is passed will not again occupy the main track until released by verbal instructions on the phone by the train order office in the direction in which the train carrying passengers is moving.

### 22. SPRING SWITCHES

Spring switches must not be thrown by hand while cars are holding switch points open, except in emergency and then extreme care must be used in operating switch stand to avoid injury.

### 23. AIR BRAKES, HAND BRAKES, TESTING, ETC.

(a) When a locomotive is to be cut off a freight train or train is to be separated, engineman will make a twenty-pound brake pipe reduction. When the brake pipe exhaust has ceased to blow indicating completion of such a reduction, the engineman will give one short blast of the whistle to inform the trainmen they may close the angle cocks and cut off the locomotive or cars.

Furthermore, sufficient hand brakes should be applied to this cut of cars as a further precaution in the event the air supply becomes depleted.

(b) Form 1118-D-Rev. 1, Instructions governing the Operation of Air Brakes, Train Air Signal Equipment and Electric Lighting of Locomotives and Passenger Cars, in full force and effect except Articles 104 and 105 are amended in part to read as follows:

(c) At points where engine crew or train crew is changed, only, without the locomotive being detached from the train or any change in the make-up of the train, the inbound engineer on arrival at the terminal, and after making stop of his train, will make a 30 pound service reduction of the brakes, leaving the brakes set; the flagman will then move from the rear end of the train to the head end of the train to note if brakes are applied, and if found applied on arrival at the locomotive he will request the outbound engineer to release the brakes and then return to the rear of the train inspecting brakes on each car, and if all brakes are released he will give signal to the head end so indicating, which will constitute a terminal test of the brakes.

"At a point other than initial terminal where locomotive or caboose is changed, or where one or more consecutive cars are cut off from rear end or head end of train with consist otherwise remaining intact, after train brake system is charged to within 15 pounds of feed valve setting on locomotive but not less than 60 pounds as indicated at rear of freight train, and on a passenger train to at least 70 pounds, a 20-pound brake pipe reduction must be made and it must be determined that brakes on rear car apply and release properly."

(d) In making running test of air brakes on passenger trains, conductor or trainman will signal engineer that brakes apply and release properly, by one long and one short sound of the communicating signal, instead of by signal 12(c), as provided in Rule 1033.

### 24. WORK BETWEEN VARNA AND LACON

Work between Varna and Lacon will be performed by trains 60 and 61 upon instructions of agent at Varna.

### 25. SWITCHING PASSENGER EQUIPMENT

Rule 103-E, of rules for the Government of Operating Department, is modified as follows:

"UNOCCUPIED passenger equipment may be switched at Brighton Park Coach Yard and Harrison St., Yard, at Chicago, without the use of air brakes."

### 26. ACCIDENTS, ETC.

Employees who witness or have any knowledge whatever of an accident involving the public, must not give information of the same to Attorneys, the injured persons, or anyone else except this Company's Officers and Claim Agents, unless legally required. Persons seeking information as to any accident should be referred to the General Claim Agent.

An employe served with subpoena to report to any court or officer must at once notify superior official and communicate with or report in person to the Railroad Attorney or representative of the Claim Department and act under his direction.

### 27. LOCATION OF WATCH INSPECTORS

Chicago: O. H. Bern, Union Station.  
A. P. Liakas, 2014 W. 35th St.  
Joliet: Wolfson's National  
Dwight: Delmar Hancock  
Streator: Carew Jewelers  
Bloomington: Claude Hoxworth  
E. Peoria: Peterson Jewelry Co.  
Springfield: Collins & Co.  
Holland Jeweler  
Alton: John A. Caperton  
E. St. Louis: Zerweck Jewelry Co.  
Granite City: Michel Jewelry Co.

## Special Instructions for Joint Track with ATSF

Comparison of running times between today and fifty years ago:

Chicago to Springfield:

GM&O No 1 with 5 intermediate stops - 3hr 28 min.

GM&O No 3 with 4 intermediate stops - 3hr 45 min.

301 2 intermediate stops - 3hr 15 min.

303 6 intermediate stops - 3hr 25 min.

21 3 intermediate stops - 3hr 29 min.

305 6 intermediate stops - 3hr 24 min.

307 6 intermediate stops - 3hr 24 min.

Millions of dollars spent on concrete ties, 110mph, and numerous “advanced train control systems” has not done that much, has it?

I believe the hp per ton ratio on Amtrak is a little higher than it was on the GM&O



# Rules Governing Operation of the Joint Tracks of the A., T. & S. F. Ry. Co., and G. M. & O. R. R. Co. Pequot Line

1. The movement of trains will be supervised by A. T. & S. F. train dispatcher, who will issue instructions as may be required.

Train dispatcher must be notified of any known conditions that will delay train or prevent it from making usual speed, or reason for any unusual delay encountered.

Except as affected by the following rules, all block signal and train rules of the G. M. & O. Company remain in force.

2. Two Main Tracks, designated as No. 1 Eastward and No. 2 Westward, and Automatic Block System, between Plaines and Pequot.

Trains must keep to the right, unless otherwise provided, and will run with the current of traffic by block signals whose indications will supersede the superiority of trains.

Movement against the current of traffic must be controlled by train order.

Trains moving against the current of traffic must approach interlockings and facing point spring switches prepared to stop, unless track is clear, switches are properly lined and signals indicate "Proceed." Movement around curves where view is obscured must be made at restricted speed and one extra long and short blast of engine whistle sounded frequently.

Trains must not use nor foul other main track until permission is received, after which train must be fully protected.

3. Trains displaying classification signals will continue same over the joint track. The display of green signals on a train of either line will indicate that following section is of same line.

4. RESTRICTED SPEED. A speed that will permit stopping short of another train, obstruction, or switch not properly lined, but not exceeding 15 miles per hour.

TWO OR MORE TRACKS. Two or more main tracks upon any of which the current of traffic may be in either specified direction.

5. When going out to flag, flagman must take with him not less than 8 torpedoes and 6 fuses.

Fuses will be used in addition to other signals for protecting trains, or in any manner which any particular emergency may demand.

A train finding a fusee burning on or near its track must stop and extinguish it or wait until it has burned out. The train may then proceed prepared to stop short of train, obstruction or switch not properly lined, for one mile.

The explosion of two torpedoes is a signal to be on the lookout for flagman, obstruction or train ahead for one mile. Speed must be reduced immediately where view is not clear ahead for one mile. The explosion of one torpedo will indicate the same as two, but the use of two is required.

Torpedoes will be placed eighty feet apart on engineman's side of track to be protected.

When a train or engine stops under circumstances in which it may be overtaken by another train or engine, the flagman must go back immediately with flagman's signals a sufficient distance to insure full protection, placing two torpedoes and, when necessary, in addition, displaying lighted fuses.

When trains or engines are under the protection of an automatic block system, a sufficient distance to insure full protection is the distance necessary to insure full protection against following train or engine approaching at restricted speed.

6. When a train is clear of main track to be met or passed by another train, employe attending the switch will not go nearer the switch than the clearance point until the expected train has been met or passed.

When a train is on the main track, to be met or passed by another train, employe attending the switch will, after lining and locking it, immediately return to the clearance point and remain back of that point until expected train clears the main track.

When necessary to go beyond the switch in flagging, the flagman must remain at least 150 feet away from the switch while approaching train is passing over it.

The conductor or engineman must have an oral understanding with the employe attending the switch as to the required handling under the rule.

Employees using switches must observe whether switch points fit properly after switch is lined, and must grasp the leek and pull it to insure that it is securely fastened.

Crews of trains which are clear of main track must not give "proceed" signals to approaching trains.

7. Spring switches will be designated by the letter "S" painted on the switch stand.

West end westward siding and west end connection G. M. & O. to A. T. & S. F. at Plaines, equipped with spring switch.

Trains or engines moving against the points of spring switches must not exceed twenty-five miles per hour.

Passenger trains must not exceed twenty-five miles per hour and freight trains twenty miles per hour when tralling through spring switches.

Trailing movements through spring switches must not be reversed until switch has been properly lined.

If signal protecting facing point movement over a spring switch is in stop position, examine switch points to see that they are properly closed.

If necessary to spike a spring switch it must be protected and train dispatcher notified.

Sand must not be used or center blow-off cocks operated over spring switches.

8. Plaines and Pequot are remotely controlled interlockings. Proceed indication on GM&O interlocking signal at Pequot authorizes a GM&O train to run extra with current of traffic Pequot to Plaines.

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

When a train is stopped by a "stop" signal, it will be governed as follows: Where a control station is not in the immediate vicinity

of the signal, member of crew must communicate with control station. If authorized to proceed, member of crew must examine all switches and derails before moving over them and flag over railroad crossings within the limits. In complying with this rule, after permission is given to pass a signal in "stop" position, the interlocking limits will, when practicable, be fouled before a member of the crew precedes the movement.

In operating dual controlled switches by hand, when selector lever is moved from "motor" to "hand" positions, the hand-throw lever must be operated sufficiently to determine that the lever is rigidly engaged with the switch points before hand signal is given for movement over the switch points.

## 9. BLOCK SIGNALS:

Aspect	Name	Indication
Red	Stop	Stop
Red with Number plate	Stop and Proceed	Stop; then proceed at restricted speed.
Flashing Red or Red over Yellow	Restricting	Proceed at restricted speed.
Red over flashing Yellow	Diverging Approach	Proceed through diverging route prescribed speed through turnout; approach next signal preparing to stop. If exceeding medium speed, immediately reduce to medium speed.
Yellow	Approach	Proceed preparing to stop at next signal; if exceeding medium speed, immediately reduce to medium speed.
Red over Green	Diverging Clear	Proceed through diverging route prescribed speed through turnout.
Flashing Yellow or Yellow over Yellow	Approach-Medium	Proceed, approach next signal not exceeding medium speed and be prepared to enter diverging route at prescribed speed.
Yellow over Green	Limited Approach-Medium	Proceed approaching next signal at medium speed. Trains exceeding limited speed must reduce to that speed.
Green	Clear	Proceed.

Note: Medium speed is a speed not exceeding 30 miles per hour.

Trainmen and enginemen will, when practicable, observe whether signals passed by their trains or engines assume proper indication.

When a train or engine passes a signal which fails to assume its most restrictive indication, it will proceed at restricted speed to the end of that block with rear end protected by flagman until entire train has passed out of that block.

10. The headlight will be displayed to the front of every train by day and night. It must be extinguished when a train turns out to meet another train but not until train has stopped clear of main track.

It must be dimmed while standing to meet a train at a junction or at end of two or more tracks and may be dimmed when approaching a train in the opposite direction.

## 11. MAXIMUM AUTHORIZED SPEED:

Maximum speed where not otherwise restricted, passenger trains 75 MPH, freight trains 45 MPH.

Speed of light engines moving forward 40 MPH, moving backward light or with cars, 25 MPH.

Trains handling wrecking outfits, derricks, steam shovels, clam shells, ditchers, pile drivers, spreaders and similar machinery moving on their own running gear 30 MPH.

Passenger trains 25 MPH, freight trains 15 MPH through crossover from G. M. & O. to A. T. & S. F. at Plaines, and from A. T. & S. F. to G. M. & O. at Pequot.

All other main track turnouts and crossovers, 10 MPH.

Temporary slow signals, yellow flag, disc or light, will be displayed not less than one mile (when practicable) in advance of locations where the speed of trains must be reduced, or where train orders require trains to stop. Temporary resume speed signals, green flag, disc or light, will be displayed to indicate the end of such areas.

When temporary slow signals are displayed, trains must not exceed fifteen miles per hour, unless otherwise directed by train order or special instructions, until rear of train has passed temporary resume speed signal.

Temporary stop signals, red flag, disc or light will be displayed at locations where trains must stop as required by train order. Trains must not pass temporary stop signals until notified by foreman or supervisor in charge. When so notified, trains must not exceed the speed specified by such foreman or supervisor through the restricted area.

Note: Where maximum authorized speed exceeds 59 miles per hour, temporary slow signals will be displayed not less than one and one-half miles in advance of restricted area.

Permanent slow signs, yellow with numerals, will be located not less than 2500 feet (when practicable) in advance of locations where speed of trains must be reduced. The numerals thereon nearest the track, or those at the top of the sign, indicate the maximum speed for passenger trains, and other numbers the maximum speed of freight trains. Where only one numeral is shown it shall govern the speed of both passenger and freight trains. Indicated speeds must not be exceeded until rear of train has passed a permanent green resume speed sign.

There may be more than one permanent slow sign in advance of a permanent resume speed sign, in which case the reduced speed shown on each permanent slow sign must be observed in succession until rear of train has passed the permanent resume speed sign.



# S O U T H W A R D

Distance from Chicago	Sub-Division No. 1		Passing Sidings Cap. 45 ft. Cars	Station Numbers	FIRST CLASS									
	TIME TABLE No. 26				1	3	17	5						
	October 30, 1966				Daily AM	Daily PM	Daily Ex Sat & Sun PM	Daily PM						
.....	DN	CHICAGO	.....	5000	11.10	5.05	5.25	11.25						
1.8		1.8 FT. WAYNE JUNCTION	.....		11.16	5.11	5.31	11.31						
2.6		0.8 HALSTED STREET	.....	5003	11.17	5.12	5.33	11.32						
5.2		2.6 C.J. BRIGHTON PARK Penna.X. B.&O.	.....	5005	11.21	5.16	5.37	11.36						
6.6		1.4 CORWITH A.T.&S.F.X.	.....	5007										
7.9		1.3 LE MOYNE B.R.C.X.	.....	5008										
10.3	DN	2.4 GLENN W.F.T.S.	.....	5010	11.27	5.23	5.42	11.41						
11.9	TB	1.6 SUMMIT	.....	5012			5.44							
13.1		1.2 I.H.B. ARGO B.&O.C.T.X.	.....	5013	11.30	5.26	5.46	11.44						
17.5	TB	4.4 WILLOW SPRINGS	.....	5018			5.50							
21.6	TB	4.1 LAMBERT	.....	5022										
25.3	D	3.7 LEMONT	.....	5025	11.40	5.36	5.58	11.54						
28.5	TB	3.2 ROMEO	78	5029										
32.9	D	4.4 LOCKPORT	.....	5033	11.47	5.43	6.09	12.01						
37.2		4.3 N.Y.C. JOLIET A.T.&S.F.X. C.R.I.&P.	.....	5037	11.51	5.48	6.15	12.18						
38.5	DN	1.3 SOUTH JOLIET W.F.T.S.	.....	5038	11.54	5.52	6.22	12.22						
45.8	D	7.3 ELWOOD Y.	50	5046										
52.5	D	6.7 WILMINGTON	75	5052	12.06	6.04		12.34						
54.1	TB	1.6 HITT SIDING Y.	.....	5054										
57.3	D	3.2 BRAIDWOOD	50	5057	12.10	6.08		12.38						
60.5	TB	3.2 MULLINS	.....	5060										
62.6	TB	2.1 MAZONIA	.....	5063	12.15	6.13		12.43						
64.5	D	1.9 GARDNER	.....	5064										
72.8	TB	8.3 U. K. CROSSOVER N.Y.C.X.	.....	5073										
73.6	DN	0.8 DWIGHT F.W.Y.	75	5074	12.27	6.23		12.55						
81.7	D	8.1 ODELL	80	5082										
86.9	TB	5.2 CAYUGA	.....	5087										
91.9	DN N&W	5.0 PONTIAC I.C.X.	110	5092	12.48	6.41		1.32						
97.7	TB	5.8 OCOYA	.....	5098										
102.3	DN	4.6 CHENOA T.P.&W.X.	79	5102	12.58	6.50		1.50						
110.3	D	8.0 LEXINGTON	82	5110										
118.2	D	7.9 TOWANDA	.....	5118										
124.1	DN	5.9 NORMAL I.C.X.	.....	5124	1.21	7.12		2.15						
126.6	DN	2.5 BLOOMINGTON W.F.S.Y.X N.Y.C. N&W.	.....	5126	1.25	7.16		2.20						
					PM	PM	PM	AM						
		Time over Sub-Division			2:15	2:11	0:57	2:55						
		Average speed per hour			56.9	58.8	40.5	43.5						

# NORTHWARD

Distance from East St. Louis	Sub-Division No. 1 TIME TABLE No. 26 OCTOBER 30, 1966			Passing Sidings Cap. 45 ft. Cars	Station Numbers	FIRST CLASS																														
																																	6	16	2	4
																																	Daily	Daily Ex Sat & Sun	Daily	Daily
						AM	AM	PM	PM																											
154.2	DN	BLOOMINGTON... W.F.S.Y.X. N.Y.C. 2.5 N&W	5126	L	3.30			12.01	7.07																											
156.7	DN	NORMAL... L.C.X. 5.9	5124		3.34			12.05	7.11 3																											
162.6	D	TOWANDA... 7.9	5118																																	
170.6	D	LEXINGTON... 8.0	5110		3.46			12.17	7.23																											
178.5	DN	CHENOA... T.P.&W.X. 4.6	79 5102	S	4.00			12.24	7.30																											
183.1	TB	OCOYA... 5.8	5098																																	
188.9	DN	N&W... PONTIAC... L.C.X. 5.0	90 5092	S	4.41			12.35	7.42																											
193.9	TB	CAYUGA... 5.2	5087																																	
199.1	D	ODELL... 8.1	85 5082																																	
207.2	DN	DWIGHT... F.W.Y. 0.8	75 5074	S	5.08			12.51	7.59																											
208.0	TB	U. K. CROSSOVER... N.Y.C.X. 8.3	5073																																	
216.3	D	GARDNER... 1.9	5064																																	
218.2	TB	MAZONIA... 2.1	5063		5.22			1.01	8.09																											
220.3	TB	MULLINS... 3.2	5060																																	
223.5	D	BRAIDWOOD... 3.2	50 5057		5.29			1.06	8.14																											
226.7	TB	HITT SIDING... Y. 1.6	5054																																	
228.3	D	WILMINGTON... 6.7	75 5052																																	
235.0	D	ELWOOD... Y. 7.3	50 5046		5.43			1.17	8.24																											
242.3	DN	SOUTH JOLIET... W.F.T.S. 1.3	5038	C	5.53	L	6.05	1.25	8.31																											
243.6		N.Y.C. JOLIET... C.R.I.&P.X. 4.3 A.T.&S.F.	5037	S	6.03	S	6.30	C	1.29	C	8.35																									
247.9	D	LOCKPORT... 4.4	5033		6.10	S	6.36	1.34	8.42																											
252.3	TB	ROMEO... 3.2	79 5029																																	
255.5	D	LEMONT... 3.7	5025		6.17	S	6.46	1.41	8.49																											
259.2	TB	LAMBERT... 4.1	5022																																	
263.3	TB	WILLOW SPRINGS... 4.4	5018				S	6.56																												
267.7		I.H.B. ARGO... B.&O.C.T.X. 1.2	5013		6.28			7.01	1.51	8.59																										
268.9	TB	SUMMIT... 1.6	5012					S	7.05																											
270.5	DN	GLENN... W.F.T.S. 2.4	5010		6.31	S	7.09	1.54	9.01																											
272.9		LE MOYNE... B.R.C.X. 1.3	5008																																	
274.2		CORWITH... A.T.&S.F.X. 1.4	5007																																	
275.6		C.J. BRIGHTON PARK... Penna.X. 2.6 B.&O.	5005		6.39	S	7.17	2.01	9.07																											
278.2		HALSTED STREET... 0.8	5003		6.45	S	7.23	2.06	9.12																											
279.0		FT. WAYNE JUNCTION... 1.8			6.50			7.27	2.09	9.15																										
280.8	DN	CHICAGO... 1.8	5000	A	7.00	A	7.35	A	2.18	A	9.25																									
						AM	AM	PM	PM																											
		Time over Sub-Division			3:30		1:30	2:17	2:18																											
		Average speed per hour			37.5		25.2	55.5	58.2																											



# S O U T H W A R D

Distance from Chicago	Sub-Division No. 2 TIME TABLE No. 26 OCTOBER 30, 1966		Passing Sidings Cap. 45 ft. Cars	Station Numbers	FIRST CLASS										
					5	1	3								
					Daily AM	Daily PM	Daily PM								
126.6	DN	BLOOMINGTON... W.F.S.Y.X. N.Y.C. 5.6 N&W		5126	L 2.56 6	L 1.32	L 7.35								
132.2	D	SHIRLEY..... 4.1		5132	3.02	1.38	7.41								
136.3	TB	FUNK'S GROVE..... 4.6		5136											
140.9	D	McLEAN..... 4.9	285	5141	3.09	1.46	7.49 92								
145.8	D	ATLANTA..... Penna. X. 3.9	75	5146	3.13	1.50	7.53								
149.7	TB	LAWNDALE..... 6.0		5150											
155.7		ATHOL..... L.C.X. 0.7	222	5155	3.22	1.59	8.02								
156.4	D	LINCOLN..... L.C.X. 7.0		5156	s 3.30	s 2.01	c 8.04								
163.4	D	BROADWELL..... 3.9		5163											
167.3	D	ELKHART..... 5.7	225	5167	3.40	2.13	8.16								
173.0	D	WILLIAMSVILLE..... 4.6		5173											
177.6	TB	SHERMAN..... 5.3		5178	3.49	2.22	8.25								
182.9	DN	C.&I.M. RIDGELY... W.F.S.Y.X. 2.2		5183											
185.1		B.&O. SPRINGFIELD... X.W. 2.2		5185	s 4.25	s 2.38	s 8.50								
187.3	DN	ILES..... N&W X. 7.2	81	5187	4.31	2.44	8.55 32								
194.5	D	CHATHAM..... 6.1		5194											
200.6	D	AUBURN..... 6.4	230	5201	4.42	2.55	9.06								
207.0	D	VIRDEN..... 3.8		5207											
210.8	D	GIRARD..... C.B.&O. X. 3.7	200	5211	4.52	3.04 28	9.15								
214.5		NILWOOD..... 9.3		5214											
223.8	D	CARLINVILLE..... 3.0	300	5224	s 5.25	c 3.16	9.26								
226.8	TB	RINAHER..... 7.4		5226											
234.2	TB	PLAINVIEW..... 4.1		5234	5.34	3.26	9.36								
238.3	D	SHIPMAN..... 7.7	256	5238											
246.0	TB	BRIGHTON... C.B.&O. X. 6.1		5246	5.44	3.36	9.46								
252.1	TB	GODFREY..... Y.W. 5.1	286	5252	5.49	3.42	9.52								
		COLLEGE AVE. ALTON..... 2.9			s 6.15	s 3.51	s 9.57								
262.1	DN	WANN..... S. 0.8 Ill. Terminal		5259	6.20	3.56	10.02								
262.9		NORTH WOOD RIVER... X. 12.0		5260											
274.9	DN	GRANITE CITY..... 3.1		5272	s 6.50	c 4.13	c 10.20								
278.0	DN	VENICE... W.F.S.T. 2.0		5275											
280.0	DN	BRIDGE JUNCTION... X. 0.8		5278	Via Merchants' Terminal	Via Merchants' Terminal	Via Merchants' Terminal								
280.8		RELAY DEPOT... X. 3.26		646											
	DN	ST. LOUIS... Y.W.F.		649	A 7.30	A 4.43	A 10.50								
		Time over Sub-Division.....			4:34	3:11	3:15								
		Average speed per hour.....			34.4	49.5	48.4								



# NORTHWARD

Distance from East St. Louis	Sub-Division No. 2 TIME TABLE No. 26 OCTOBER 30, 1966			Passing Sidings Cap. 45 ft. Cars	Station Numbers	FIRST CLASS											
						2		4		6							
						Daily AM	Daily PM	Daily PM	Daily PM								
.....	DN	.....	ST. LOUIS.....Y.W.F.	.....	649	L 8.58	L 3.55	L 11.30	.....	.....	.....	.....	.....	.....	.....		
			3.26														
.....			RELAY DEPOT.....X.	.....	646												
			0.8														
0.8	DN	.....	BRIDGE JUNCTION.....X.	.....	5278	Via Merchants' Terminal	Via Merchants' Terminal	Via Merchants' Terminal	.....	.....	.....	.....	.....	.....	.....		
			2.0														
2.8	DN	.....	VENICE.....W.F.S.T.	.....	5275				.....	.....	.....	.....	.....	.....	.....		
			3.1														
5.9	DN	.....	GRANITE CITY.....	.....	5272	c 9.28	c 4.25	c 12.00	.....	.....	.....	.....	.....	.....	.....		
			12.0														
17.9	...	.....	NORTH WOOD RIVER.....X.	.....	5260	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
			0.8														
18.7	DN	.....	WANN.....S.	.....	5259	9.42	4.39	12.12	.....	.....	.....	.....	.....	.....	.....		
			2.9														
.....			COLLEGE AVE. ALTON.....	.....	.....	s 9.46	s 4.44	s 12.25	.....	.....	.....	.....	.....	.....	.....		
			5.1														
28.7	TB	.....	GODFREY.....Y.W.	286	5252	9.51	4.51	12.32	.....	.....	.....	.....	.....	.....	.....		
			6.1														
34.8	TB	.....	BRIGHTON.....C.B.&Q.X.	.....	5246	9.56	4.56	12.37	.....	.....	.....	.....	.....	.....	.....		
			7.7														
42.5	D	.....	SHIPMAN.....	256	5238	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
			4.1														
46.6	TB	.....	PLAINVIEW.....	.....	5234	10.06	5.06	12.47	.....	.....	.....	.....	.....	.....	.....		
			7.4														
54.0	TB	.....	RINAKE.....	.....	5226	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
			3.0														
57.0	D	.....	CARLINVILLE.....	300	5224	10.16	5.18	1.01	.....	.....	.....	.....	.....	.....	.....		
			9.3														
66.3	...	.....	NILWOOD.....	.....	5214	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
			3.7														
70.0	D	.....	GIRARD.....C.B.&Q.X.	200	5211	10.27	5.29	1.13	.....	.....	.....	.....	.....	.....	.....		
			3.8														
73.8	D	.....	VIRDEN.....	.....	5207	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
			6.4														
80.2	D	.....	AUBURN.....	230	5201	10.36	5.38	1.22	.....	.....	.....	.....	.....	.....	.....		
			6.1														
86.3	D	.....	CHATHAM.....	.....	5194	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
			7.2														
93.5	DN	.....	ILES.....N&W.X.	81	5187	10.47	5.49	1.33	.....	.....	.....	.....	.....	.....	.....		
			2.2														
95.7	...	B.&O.	SPRINGFIELD.....X.W.	.....	5185	s 10.54	s 5.59	s 1.52	.....	.....	.....	.....	.....	.....	.....		
			2.2														
97.9	DN	C.&I.M.	RIDGELY.....W.F.Y.S.X.	.....	5183	.....	6.04	1.58	.....	.....	.....	.....	.....	.....	.....		
			5.3														
103.2	TB	.....	SHERMAN.....	.....	5178	11.05	6.09	2.03	.....	.....	.....	.....	.....	.....	.....		
			4.6														
107.8	D	.....	WILLIAMSVILLE.....	.....	5173	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
			5.7														
113.5	D	.....	ELKHART.....	225	5167	11.14	6.18	2.12	.....	.....	.....	.....	.....	.....	.....		
			3.9														
117.4	D	.....	BROADWELL.....	.....	5163	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
			7.0														
124.4	D	.....	LINCOLN.....I.C.X.	.....	5156	c 11.24	s 6.27	s 2.22	.....	.....	.....	.....	.....	.....	.....		
			0.7														
125.1	...	.....	ATHOL.....I.C.X.	222	5155	11.28	6.30	2.27	.....	.....	.....	.....	.....	.....	.....		
			6.0														
131.1	TB	.....	LAWNDALE.....	.....	5150	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
			3.9														
135.0	D	.....	ATLANTA.....Penna.X.	75	5146	11.36	6.38	2.35	.....	.....	.....	.....	.....	.....	.....		
			4.9														
139.9	D	.....	McLEAN.....	285	5141	11.40	6.42	2.39	.....	.....	.....	.....	.....	.....	.....		
			4.6														
144.5	TB	.....	FUNK'S GROVE.....	.....	5136	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
			4.1														
148.6	D	.....	SHIRLEY.....	.....	5132	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
			5.6														
154.2	DN	.....	BLOOMINGTON.....W.F.S.Y.X.	.....	5126	A 11.56	A 6.58	A 2.55	.....	.....	.....	.....	.....	.....	.....		
			N.Y.C.														
			N&W														
						AM	PM	AM									
			Time over Sub-Division.....			2:58	3:03	3:25									
			Average speed per hour.....			53.0	51.5	46.0									