



UNITED STATES RAILROAD ADMINISTRATION  
WALKER D. HINES, DIRECTOR GENERAL OF RAILROADS



# CHICAGO & ALTON RAILROAD

W. G. BIERD, FEDERAL MANAGER

## NORTHERN DIVISION.

# 3

# TIME TABLE

# 3

EFFECTIVE SUNDAY, JANUARY 25, 1920.

AT 12.01 O'CLOCK A. M.

CENTRAL TIME.

THIS TIME TABLE IS FOR THE EXCLUSIVE USE AND GUIDANCE OF THE EMPLOYEES CONCERNED, WHO MUST CARRY IN ADDITION THERETO THE BOOK OF RULES OF THE OPERATING DEPARTMENT.

READ THE RULES AND STUDY THE TABLE CAREFULLY.

A. P. TITUS,

GENERAL MANAGER,

CHICAGO, ILL.

W. C. HURST,

GENERAL SUPERINTENDENT,

BLOOMINGTON, ILL.

S. P. HENDERSON,

SUPERINTENDENT,

BLOOMINGTON, ILL.

SOUTHWARD

CHICAGO AND BLOOMINGTON.

TIME TABLE NO. 3, SUNDAY, JAN. 25, 1920

THIRD CLASS.				SECOND CLASS.					Dist. from Chicago	Sub-Division 1. STATIONS.	Telegraph Stations	Passing Siding	Car Capacity	Car Capacity of Trains other than Passenger Siding	FIRST CLASS.									
89	101	105	103	181	81	83	85	95							11	3	1	71	73	77	75	9	5	7
Daily	Daily Ex Sunday	Daily Ex Sunday	Daily Ex Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex Sunday	Daily	Daily	Daily						
						PM 6.10	PM 6.00		L.....CHICAGO.....L	DN	370	1.00	AM 8.30	AM 10.15	PM 12.01	PM 1.15	PM 5.05	PM 5.35	PM 6.00	PM 9.00	PM 11.30			
						6.20	6.10		1.8 FT. WAYNE JUNCTION			1.08	8.38	10.23	12.09	1.23	5.13	5.43	6.08	9.08	11.38			
						6.30	6.15		2.6 HALSTED STREET		529	1.10	8.41	10.25	12.11	1.25	5.15	5.45	6.10	9.10	11.44			
						6.50	6.30		5.2 BRIGHTON PARK P. C. C. & St. L.		1349	1.17	8.47	10.30	12.17	1.35	5.23	5.50	6.15	9.15	11.52			
									6.6 A. T. & S. F. Crossing															
									7.9 C. & W. I. Crossing															
AM 12.05	AM 11.00			PM 8.15		7.05	6.45	AM 10.45	10.3 GLENN	DN	1902	1.27	8.57	10.38	12.26	1.45	5.33	6.02	6.24	9.25	12.02			
12.15	11.05			8.25		8.10	7.50	10.55	11.9 SUMMIT	D	20	1.29	8.59	10.40	12.28	1.48	5.35	6.05	6.26	9.27	12.04			
12.20	11.23			8.30		8.15	7.55	11.00	13.1 ARGO-B. & O. C.T.T., I.H.	D	50	1.31	9.01	10.42	12.30	1.52	5.37	6.07	6.27	9.29	12.06			
	11.50								16.8 MOUNT FOREST						f 1.56	f 6.12								
	12.00								17.5 WILLOW SPRINGS	D	16				s 1.58	5.42	6.14							
12.50	12.30			8.50		8.35	8.15	11.25	21.6 LAMBERT	D	95	30	1.41	9.12	10.53	12.40	2.06	5.48	6.20	6.37	9.40	12.16		
1.10	12.45			9.00		8.50	8.30	11.40	25.3 LEMONT	D	45	s 1.47	s 9.20	10.58	12.45	s 2.15	s 5.53	s 6.27	6.42	9.48	12.21			
1.55									28.5 ROMEO		80	25	1.55											
2.15	1.45			9.15		9.10	8.50	12.05	32.9 LOCKPORT	D	86	s 2.05	s 9.35	11.07	12.56	s 2.30	s 6.05	s 6.39	6.51	10.00	12.30			
									35.8 STATE PRISON				f 9.40		f 2.36	f 6.44								
3.25	2.20			9.45	PM 10.00	9.40	9.15	12.30	37.2 JOLIET-C.R.I. & P. I.3 A.T. & S.F., M.C.	DN	132	s 2.15	s 9.50	s 11.15	s 1.05	s 2.40	s 6.15	s 6.50	7.00	10.15	12.37			
	2.50 PM		AM 8.00	9.55					38.5 SOUTH JOLIET	DN	590	2.22	9.55	11.18	1.08	2.50 PM	6.18	7.00 PM	7.02	10.18	12.40			
			8.30	10.15					45.8 ELWOOD	D	45	30	2.37	10.12	11.30	s 1.22	s 6.31		7.11	10.30	12.51			
			9.15	10.30					52.5 WILMINGTON	D	102	37	f 2.50	10.22	11.37	s 1.35	s 6.44		7.19	10.41	12.59			
			9.50	10.40					57.3 BRAIDWOOD	D	55	32	f 3.00	10.34	11.43	s 1.45	s 6.54		7.25	10.51	1.06			
			10.44	10.50					61.2 BRACEVILLE	D	18	f 3.06	10.44	11.48	s 1.53	s 7.02			7.30	11.00	1.12			
4.45			11.50	11.03	11.20	11.03	10.20	2.10	62.6 MAZONIA-E.J. & E.	DN	20	3.08	10.47	11.50	1.55	7.04			7.32	11.03	1.13			
5.15			11.59	11.25	11.30	11.15	10.25	2.20	64.5 GARDNER-C.C.C. & St. L.	D	65	f 3.10	10.52	11.52	s 1.57	s 7.07			7.35	11.08	1.15			
									72.8 U. K. TOWER-N.Y.C.	DN														
6.30		AM 7.30	12.15 PM	11.45 PM	12.01	11.35	10.45	2.45	73.6 DWIGHT	DN	86	335	s 3.35	11.10	12.07	s 2.18	s 7.25			7.50	11.25	1.29		
7.15		8.30		12.30	11.55	11.05	3.15	3.15	81.7 ODELL	D	90	66	s 3.50	11.26	12.20	s 2.33	s 7.39			8.02	11.40	1.42		
7.35		8.50		12.45	12.07	11.15	3.35	3.35	86.9 CAYUGA	D	19	4.00	11.36	12.27	2.42	7.47			8.08	11.48	1.49			
									91.2 D. Y. TOWER-I. C. & Wab.															
8.15		10.15		1.15	12.22	11.30	4.00	4.00	91.9 PONTIAC	DN	88	123	s 4.15	11.48	12.36	s 2.55	s 7.57			8.15	12.00	1.57		
8.35		10.45		1.35	12.40	11.45	4.20	4.20	97.7 OCOYA	D	28	4.25	11.58	12.44	3.03	8.06			8.22	12.09	2.05			
9.15		11.00	12.55	2.05	12.50	11.55	4.45	4.45	102.3 CHENOA-T.P. & W.	DN	85	60	s 4.45	12.10	12.51	s 3.10	s 8.15			8.35	12.20	2.12		
									106.4 BALLARD		31		f 12.17											
9.45		1.30		2.50	1.10	12.15	5.15	5.15	110.3 LEXINGTON	D	89	55	f 5.05	12.24	1.03	s 3.24	8.27			8.46	12.35	2.24		
10.15		2.26		3.20	1.30	12.35	5.45	5.45	118.2 TOWANDA	D	45	5.20	12.38	1.13	s 3.38	8.38			8.56	12.48	2.35			
10.30		3.00		3.45	1.50	12.48	6.00	6.00	124.1 NORMAL-I. C.	DN	925	s 5.35	12.50	1.22	s 3.50	8.47			9.03	1.00	2.45			
10.40		3.15		4.00	2.00	1.00	6.30	6.30	126.6 A. BLOOMINGTON	DN	665	s 5.45	1.00	1.30	4.00	s 8.55			9.10	1.10	2.55			
AM	PM			AM	AM	AM	PM																	
Daily	Daily Ex Sunday	Daily Ex Sunday	Daily Ex Sunday	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily Ex Sunday	Daily	Daily	Daily					
(10:35) 10.9	(3:50) 7.3	(7:45) 6.8	(4:15) 8.2	(3:30) 18.0	(6:00) 14.9	(7:50) 16.1	(7:00) 18.0	(7:45) 15.6				(4:45) 26.6	(4:30) 28.1	(3:15) 38.9	(3:59) 31.7	(1:35) 24.3	(3:50) 33.2	(1:25) 24.8	(3:10) 39.9	(4:10) 30.3	(3:25) 37.5			

No. 73 and No. 75 will stop at 5th Street, Lockport, to receive and discharge passengers.

No. 9 will stop at Chenoa to deliver Peoria Cars to T. P. & W. but will not make station stop.

Trains will use joint track time table between Ft. Wayne Junction and Union Station, Chicago.

NORTHWARD

BLOOMINGTON AND CHICAGO.

TIME TABLE NO. 3, SUNDAY, JAN. 25, 1920

FIRST CLASS										Passing Siding Car Capacity	Telegraph Stations	Sub-Division 1. STATIONS.	Dist. from E. St. Louis	Water, Coal, Register, Stations, Etc.	SECOND CLASS						THIRD CLASS		
14	2	4	70	76	74	10	8	72	6						80	96	94	86	82	88	180	104	100
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex Sunday	Daily Ex Sunday	Daily Ex Sunday				
PM 10.00	PM 8.00	PM 4.55	PM 2.15	AM 11.40	AM 10.20	AM 8.30	AM 7.45	AM 7.35	AM 7.00	DN	A.....CHICAGO.....A	280.8	R.S.										
9.52	7.52	4.47	2.07	11.32	10.12	8.22	7.38	7.27	6.52		.....FT. WAYNE JUNCTION.....	279.0											
9.49	7.49	4.44	2.05	11.29	10.10	8.17	7.34	7.25	6.45		.....HALSTED STREET.....	278.2	W.										
9.40	7.40	4.35	1.55	11.20	9.48	8.07	7.24	7.17	6.35		.....BRIGHTON PARK P.C.C. & St. L.	275.6	W.C.R. T.Y.	AM 10.30	AM 4.00	AM 5.30	AM 7.00	AM 8.00					
											.....A. T. & S. F. Crossing.....	274.2											
											.....C. & W. I. Crossing.....	272.9											
9.28	7.28	4.23	1.45	11.08	9.38	7.55	7.12	7.07	6.21	DN	.....GLENN.....	270.5	R.C.T. S.W.	9.45	PM 7.20	PM 11.00	2.30	4.45	6.21	7.12 6.35	AM 10.10		
9.26	7.26	4.21	1.43	11.06	9.35	7.53	7.10	7.05	6.20	D	.....SUMMIT.....	268.9		9.40	7.00	10.45	2.20	4.40	6.10	6.30	10.00		
9.24	7.24	4.19	1.40	11.04	9.29	7.51	7.08	7.03	6.18	83 D	.....ARGO B.&O., C.T.T. I.H.	267.7		9.35	6.30	10.30	2.00	4.30	6.00	6.25	9.54		
					9.23				6.58		.....MOUNT FOREST.....	264.0											
					9.20				6.56	D	.....WILLOW SPRINGS.....	263.3									9.30		
9.14	7.14	4.09	1.30	10.54	9.10	7.42	6.57	6.51	6.05	88 D	.....LAMBERT.....	259.2	W.	9.15	6.00	10.00	1.25	4.05	5.25	6.05	9.20		
9.08	7.08	4.03	1.24	10.48	8.50	7.37	6.52	6.47	5.57	D	.....LEMONT.....	255.5		9.05	5.45	9.45	1.10	3.50	5.05	5.30	9.05		
										83	.....ROMEO.....	252.3											
8.57	6.57	3.52	1.09	10.37	8.20	7.27	6.42	6.37	5.45	D	.....LOCKPORT.....	247.9		8.50	5.20	9.20	12.40	3.30	4.35	5.05	8.20 7.20		
			1.03		8.15				6.32		.....STATE PRISON.....	245.0											
8.50	6.50	3.45	1.00	10.30	8.10	7.20	6.35	6.30	5.35	DN	.....JOLIET—C.R.I. & P. A.T. & S.F. M.O.	243.6	R.	8.30	5.00	9.00	12.15	3.10	4.15	4.50	7.05		
8.41	6.43	3.39	12.52	10.24	8.00 AM	7.15	6.30	6.20 AM	5.28	DN	.....SOUTH JOLIET.....	242.3	R.,W. C.,T.,S.	8.20	4.45	8.41	11.55	3.00	4.00	4.15	7.00 AM	PM 4.00	
8.30	Via Pequot Line	3.29	12.43	10.12		7.02	6.17		5.14	56 D	.....ELWOOD.....	235.0		Via Pequot Line	Via Pequot Line	Via Pequot Line	Via Pequot Line	Via Pequot Line	Via Pequot Line	Via Pequot Line	Via Pequot Line		
8.19	Via Pequot Line	3.20	12.30	10.00		6.52	6.07		5.00	102 D	.....WILMINGTON.....	228.3		Via Pequot Line	Via Pequot Line	Via Pequot Line	Via Pequot Line	Via Pequot Line	Via Pequot Line	Via Pequot Line	Via Pequot Line		
8.09	Via Pequot Line	3.13	12.19	9.50		6.45	6.01		4.50	55 D	.....BRAIDWOOD.....	223.5	W.	Via Pequot Line	Via Pequot Line	Via Pequot Line	Via Pequot Line	Via Pequot Line	Via Pequot Line	Via Pequot Line	Via Pequot Line		
8.01	Via Pequot Line	3.08	12.09	9.43		6.39	5.56		4.42	D	.....BRACEVILLE.....	219.6		Via Pequot Line	Via Pequot Line	Via Pequot Line	Via Pequot Line	Via Pequot Line	Via Pequot Line	Via Pequot Line	Via Pequot Line		
7.58	6.10	3.06	12.06	9.40		6.37	5.54		4.39	DN	.....MAZONIA—E.J.&E. 1.9	218.2	W.C.R.	7.00	3.04	6.45	10.20	1.45	2.35	3.05	1.45		
7.55	6.07	3.04	12.03	9.38		6.35	5.52		4.36	D	.....GARDNER—C.C.C. & St.L. 8.3	216.3		6.55	2.55	6.35	10.10	1.35	2.30	2.50	1.15		
										DN	.....U. K. TOWER—N.Y.C. 0.8	208.0											
7.40	5.55	2.52	11.45	9.25		6.22	5.40		4.20	87 DN	.....DWIGHT.....	207.2	W.R. T., Y.	6.30	2.35	6.10	9.45	1.15	2.00	2.20 AM	PM 2.30	12.30 PM	
7.23	5.40	2.39	11.28	9.15		6.10	5.29		4.04	90 D	.....ODELL.....	199.1		6.10	2.05	5.40	9.10	12.55	1.35		1.45		
7.13	5.33	2.32	11.16	9.07		6.03	5.22		3.53	D	.....CAYUGA.....	193.9		5.50	1.35	5.05	8.50	12.35	1.15		12.15		
											.....D.Y. TOWER—I.C. & Wab.	189.6	Y.										
7.05	5.25	2.23	11.07	8.58		5.55	5.12		3.42	97 DN	.....PONTIAC.....	188.9	W.	5.30	1.00	4.30	8.30	12.15	12.50		11.07		
6.54	5.16	2.13	10.54	8.48		5.46	5.01		3.30	D	.....OCOYA.....	183.1		5.15	12.30	4.00	8.05	12.00	12.25		10.00		
6.46	5.10	2.05	10.46	8.40		5.40	4.55		3.20	86 DN	.....CHENOA—T.F.&W. 4.1	178.5		5.05	12.15	3.45	7.50	11.50	12.10		9.25		
6.38											.....BALLARD.....	174.4											
6.32	4.57	1.42	10.30	8.25		5.28	4.43		3.00	D	.....LEXINGTON.....	170.5	W.	4.43	11.50	3.20	7.20	11.30	11.45		8.25		
6.19	4.47	1.32	10.14	8.15		5.18	4.34		2.45	78 D	.....TOWANDA.....	162.6		4.10	11.30	3.00	7.00	11.10	11.25		7.35		
6.08	4.40	1.25	10.03	8.06		5.11	4.26		2.33	DN	.....NORMAL.....—I.C. 2.5	156.7		3.55	11.10	2.40	6.40	10.55	11.10		7.15		
6.00 PM	4.35 PM	1.20 PM	9.55 AM	8.00 AM		5.05 AM	4.20 AM		2.25 AM	DN	L.....BLOOMINGTON.....L C.C.C. & St.L. L.E. & W.	154.2	W.C.R. T.S.	3.45 AM	11.00 AM	2.30 PM	6.30 PM	10.45 PM	11.00 PM		7.00 AM		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex Sunday	Daily					Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex Sunday	Daily Ex Sunday	Daily Ex Sunday	
(4:00) 31.6	(3:25) 37.5	(3:35) 35.5	(4:20) 29.2	(3:40) 34.5	(2:20) 31.6	(3:25) 37.5	(3:25) 37.5	(1:15) 30.0	(4:35) 27.5		(Scheduled time) (Average miles per hour)			(6:45) 14.2	(8:20) 14.0	(8:30) 13.6	(9:30) 12.7	(6:45) 14.2	(8:00) 15.3	(5:40) 15.0	(7:30) 7.0	(3:10) 8.9	(3:30) 7.5

No. 6 will stop on signal at Argo to let off passengers from St. Louis and Granite City.

No. 74 will stop at milk platforms at Romeo and Dailey's farm (between Lockport and Lemont), at Koch's farm (between Lambert and Willow Springs), and at 31st Street platform, Chicago to load and unload milk cans.

Approaching Mazonia, northward trains via Pequot Line will give two short and one long blast (oo—) of the whistle.

No. 72 and No. 74 will stop at 5th street, Lockport, to receive and discharge passengers.

No. 74 will make milk station platform stop just south of depot at Lemont in addition to regular station stop.

No. 70 will stop at 31st Street platform Chicago to unload Milk.

No. 10 stop at Dwight and Joliet to discharge passengers from Kansas City and Independence.

Trains will use joint track time table between Ft. Wayne Junction and Union Station Chicago.

# BLOOMINGTON AND ROODHOUSE.

TIME TABLE NO. 3, SUNDAY, JAN. 25, 1920

WESTWARD												EASTWARD																
THIRD CLASS.			SECOND CLASS			FIRST CLASS.						Sub-Division 2. STATIONS.	Telegraph Station.	Water, Coal, Register Stations, Etc.	FIRST CLASS.					SECOND CLASS			THIRD CLASS					
115	117	113	81	83	35	71	33	15	31	9	10				70	32	14	30	116	86	88	114	112					
Daily Ex Sunday	Daily	Daily Ex Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex Sunday	Daily Ex Sunday								
		AM 7.15		AM 2.45		PM 4.15		AM 6.55			665		L. BLOOMINGTON—L.E. & W. C.C. & St.L. 6.2	DN	W, C, R, T, S	AM 5.00	AM 9.35		PM 5.45			PM 5.00		PM 3.30				
		7.45		3.10		4.25		7.05			67	102	6.2	COVEL 6.0	D		4.50	9.22		5.35			4.25		3.00			
		9.10		3.35		4.35		7.16			66	29	12.2	STANFORD 5.0	D		4.41	9.10		5.24			4.05		2.30			
		9.45		3.55		4.47		7.27			62	22	17.2	MINIER—T.E. & P. 5.3	DN		4.33	8.58		5.12			3.50		1.45			
		10.15		4.25		5.00		7.38			60	26	22.5	HOPEDALE 3.8	D	W.	4.25	8.47		5.00			3.35		1.00			
		10.45		4.50		5.15		7.47			42	71	30.7	BROWNWOOD 4.4			4.11	8.30		4.43					12.30			
								7.57					35.7	P. & N. JUNCTION 0.7														
	VIA AIR LINE	11.45		5.15		5.30		8.15			40	57	36.4	SAN JOSE 2.7	D		4.01	8.15		4.30			2.50		11.45			
		12.00		5.30		5.36		8.25			66	22	39.1	NATRONA 5.8			3.57	8.00		4.20			2.40		11.15			
		12.55		6.00		5.51		8.40			60	22	44.9	MASON CITY 0.3	D	W.	3.47	7.45		4.10			2.20		10.45			
		1.48		6.30		6.07		8.57			52	70	53.3	D. K. TOWER—L.G. 8.1	N										10.00			
		2.00		6.40		6.13		9.05			28	7	56.5	CURTIS 4.6			3.27	7.19		3.45			1.38		9.05			
		2.45		7.10		6.21		9.14			30	103	61.1	PETERSBURG—C.P. and St.L. 2.9	D		3.20	7.10		3.35			1.25		8.15			
		AM 7.00		7.35		6.35		9.29			62	7	64.0	HILLTOP 4.3											PM 1.30	7.35 AM		
		7.45		8.05		6.45		9.40			62	24	73.7	ASHLAND—B. & O.S.W. 2.7	DN		3.02	6.42		3.07			12.43		12.43			
		8.15		8.15		6.50		9.47			59	43	76.4	PRENTICE 5.8	D		2.58	6.35		3.00			12.37		11.30			
		8.45		8.30		7.01		9.58			66	14	82.2	SINCLAIR 4.2	D		2.50	6.25		2.47			12.20		11.00			
		9.15		8.45		7.10		10.07			66		86.4	BROWNTON 2.8			2.42	6.15		2.37			12.05		10.35			
		9.30 15-114		9.00		7.20	12.40 PM 114-115	10.22	6.35 AM		25	161	89.2	JACKSONVILLE—C.B. & Q. C.P. & St.L. 3.2	DN	R.	2.37	6.10	12.20 PM	2.30	9.00 PM		11.50	15-115-83 10.22 8.25	10.22			
		11.40		9.15		7.30	12.46	10.32	6.42		61		92.4	DAVIS 4.4		W.	2.30	5.58	12.14	2.20	8.50		11.40		8.15			
		12.06		9.35		7.38	12.54	10.41	6.50		60	40	96.8	WOODSON 3.4	D		2.24	5.48	12.06	2.12	8.43		11.30		8.00			
		12.30	AM 11.59		PM 12.50	9.45	8.35	7.45	1.05 PM	10.51	6.58	11.50	7	19	100.2	MURRAYVILLE 5.6	DN	R.	2.18	5.40	11.59	2.05	8.35	5.20	AM 11.20	PM 3.10	7.35	
		1.00	12.20		1.10	10.00	8.45	7.57	11.03	7.08	12.00		62	15	105.8	MANCHESTER 4.8	DN		2.10	5.30	11.50	1.55	8.25	5.05	11.03	2.55	7.08	
		1.20	12.45		1.30	10.25	9.00	8.10	11.15	7.25	12.10		1164	110.6	A	R.OODHOUSE	L.	DN	W, C, R, T, Y	2.00	5.20	11.40	1.45	8.10	4.45	10.25	2.30	6.45
		PM Daily Ex Sunday		PM Daily		PM Daily		PM Daily		PM Daily																		
		( :6:20 ) 6.6		( :7:40 ) 15.5		( :8:25 ) 14.4		( :9:55 ) 28.2		( :10:25 ) 26.4																		
		( :13:5 ) 13.5		( :14:4 ) 14.4		( :14:25 ) 24.9		( :15:55 ) 25.5		( :16:50 ) 25.6																		
		( :18:00 ) 8.5		( :17:40 ) 15.5		( :18:25 ) 24.9		( :19:55 ) 28.2		( :20:25 ) 26.4																		
		( :23:00 ) 6.6		( :22:40 ) 15.5		( :23:25 ) 24.9		( :24:55 ) 28.2		( :25:50 ) 25.6																		
		( :30:00 ) 6.6		( :29:40 ) 15.5		( :30:25 ) 24.9		( :31:55 ) 28.2		( :32:50 ) 25.6																		
		( :36:20 ) 6.6		( :35:40 ) 15.5		( :36:25 ) 24.9		( :37:55 ) 28.2		( :38:50 ) 25.6																		
		( :42:20 ) 6.6		( :41:40 ) 15.5		( :42:25 ) 24.9		( :43:55 ) 28.2		( :44:50 ) 25.6																		
		( :48:20 ) 6.6		( :47:40 ) 15.5		( :48:25 ) 24.9		( :49:55 ) 28.2		( :50:50 ) 25.6																		
		( :54:20 ) 6.6		( :53:40 ) 15.5		( :54:25 ) 24.9		( :55:55 ) 28.2		( :56:50 ) 25.6																		
		( :60:20 ) 6.6		( :59:40 ) 15.5		( :60:25 ) 24.9		( :61:55 ) 28.2		( :62:50 ) 25.6																		
		( :66:20 ) 6.6		( :65:40 ) 15.5		( :66:25 ) 24.9		( :67:55 ) 28.2		( :68:50 ) 25.6																		
		( :72:20 ) 6.6		( :71:40 ) 15.5		( :72:25 ) 24.9		( :73:55 ) 28.2		( :74:50 ) 25.6																		
		( :78:20 ) 6.6		( :77:40 ) 15.5		( :78:25 ) 24.9		( :79:55 ) 28.2		( :80:50 ) 25.6																		
		( :84:20 ) 6.6		( :83:40 ) 15.5		( :84:25 ) 24.9		( :85:55 ) 28.2		( :86:50 ) 25.6																		
		( :90:20 ) 6.6		( :89:40 ) 15.5		( :90:25 ) 24.9		( :91:55 ) 28.2		( :92:50 ) 25.6																		
		( :96:20 ) 6.6		( :95:40 ) 15.5		( :96:25 ) 24.9		( :97:55 ) 28.2		( :98:50 ) 25.6																		
		( :102:20 ) 6.6		( :101:40 ) 15.5		( :102:25 ) 24.9		( :103:55 ) 28.2		( :104:50 ) 25.6																		
		( :108:20 ) 6.6		( :107:40 ) 15.5		( :108:25 ) 24.9		( :109:55 ) 28.2		( :110:50 ) 25.6																		
		( :114:20 ) 6.6		( :113:40 ) 15.5		( :114:25 ) 24.9		( :115:55 ) 28.2		( :116:50 ) 25.6																		
		( :120:20 ) 6.6		( :119:40 ) 15.5																								

## DWIGHT AND PEORIA.

TIME TABLE NO. 3, SUNDAY, JAN. 25, 1920

WESTWARD.										EASTWARD.															
THIRD CLASS				SECOND CLASS.				FIRST CLASS.				Sub-Division 3. STATIONS.	Water, Coal, Register, Stations, etc.	FIRST CLASS.				SECOND CLASS.				THIRD CLASS			
111		163		161		181		63		61				60		62		180		160		162		110	
Daily Ex Sunday		Daily Ex Sunday		Daily Ex Sunday		Daily		Daily		Daily				Daily		Daily		Daily		Daily Ex Sunday		Daily Ex Sunday		Daily Ex Sunday	
AM 8.45						AM 1.15						AM 11.35		PM 5.50		AM 1.15						PM 3.00			
\$ 9.10						1.40						\$ 11.22		f 5.35		12.55						\$ 2.43			
\$ 9.35						2.10						\$ 11.10		\$ 5.20		12.40						\$ 2.00			
\$ 9.50						2.25						f 10.57		f 5.10		12.25						\$ 1.45			
\$ 10.00						3.00						\$ 10.50		\$ 5.02		12.15						\$ 1.30			
\$ 11.00						3.15						f 10.40		f 4.50		11.40						\$ 12.25			
\$ 11.15						3.10						\$ 10.33		\$ 4.44		11.30						\$ 12.15			
\$ 11.30						3.20						\$ 10.23		\$ 4.34		11.15						\$ 11.55			
\$ 11.55						3.50						f 10.17		f 4.25		11.05						\$ 10.55			
\$ 12.05						4.00						\$ 10.12		\$ 4.20		10.55		PM 12.05		PM 4.30		\$ 10.45			
\$ 12.25		PM 2.20		AM 8.37		4.20						C, R, Y.		\$ 10.02		\$ 4.10		10.40		11.55 AM		4.20 PM		\$ 10.02	
\$ 12.50		\$ 2.30 PM		\$ 8.47 AM		4.40						\$ 9.53		\$ 4.00		10.20						\$ 9.20			
\$ 1.10						4.55						\$ 9.42		\$ 3.50		10.00						\$ 8.58			
\$ 1.50						5.20						\$ 9.34		\$ 3.43		9.50						\$ 8.00			
\$ 2.10						5.30						\$ 9.29		\$ 3.40		9.45						\$ 7.45			
\$ 2.25						5.35						\$ 9.20		\$ 3.32		9.30						\$ 7.25			
\$ 3.32						6.10						\$ 9.05		\$ 3.20		9.10						7.00 AM			
4.00 PM						7.00						8.35		2.55		8.00						7.00 AM			
8.00 AM						5.30 PM		10.05 AM				Daily		Daily		Daily		Daily Ex Sunday		Daily Ex Sunday		Daily Ex Sunday			
( 7:15 ) 9.6		( :10 ) 22.2		( :10 ) 22.2		( 6:45 ) 12.0						( 3:00 ) 27.1		( 2:55 ) 27.9		( 5:15 ) 15.5		( :10 ) 22.2		( :10 ) 22.2		( 8:00 ) 8.7			
										(Scheduled time) (Average miles per hour)															

Passengers may ride on the following freight trains ONLY: Nos. 110-160-162 and 111-161-163 which will stop caboose at station platform to receive and discharge passengers.  
Trains will use the tracks of the Toledo, Peoria & Western Railway, between Washington and Peoria, and be governed by rules and regulations of that company.

## VARNA AND LACON.

WESTWARD.										EASTWARD.									
SECOND CLASS										THIRD CLASS									
163		161		160		162		160		162		160		162		160		162	
Daily Ex Sunday		Daily Ex Sunday		Daily Ex Sunday		Daily Ex Sunday		Daily Ex Sunday		Daily Ex Sunday		Daily Ex Sunday		Daily Ex Sunday		Daily Ex Sunday		Daily Ex Sunday	
PM 2.40		AM 10.05		AM 11.45		PM 4.05		AM 11.30		f 3.50		AM 11.10		3.30		AM 11.10		PM 3.30	
f 2.55		f 10.20		f 11.30		f 3.50		f 11.30		f 3.50		f 11.30		f 3.50		f 11.30		f 3.50	
3.15		10.40		11.10		3.30		11.10		3.30		11.10		3.30		11.10		3.30	
PM		AM		AM		PM		AM		PM		AM		PM		AM		PM	
Daily Except Sunday		Daily Except Sunday		Daily Except Sunday		Daily Except Sunday		Daily Except Sunday		Daily Except Sunday		Daily Except Sunday		Daily Except Sunday		Daily Except Sunday		Daily Except Sunday	
( :35 ) 17.1		( :35 ) 17.1		( :35 ) 17.1		( :35 ) 17.1		( :35 ) 17.1		( :35 ) 17.1		( :35 ) 17.1		( :35 ) 17.1		( :35 ) 17.1		( :35 ) 17.1	
										(Scheduled time) (Average miles per hour)									

# RUTLAND AND GRANVILLE.

TIME TABLE NO. 3, SUNDAY, JAN. 25, 1920

SOUTHWARD					Sub-Division 3. STATIONS.	Distance from Rutland	Water, Coal, Regis- ter Stations, Etc.	NORTHWARD				
SECOND CLASS								SECOND CLASS				
229	227	225	223	221				222	224	226	228	230
Daily Except Sunday	Daily Except Sunday	Mon. Wed. Fri.	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Mon. Wed. Fri.	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		
PM 6.30				AM 6.40	L..... GRANVILLE ..... A	27.1	W Y R		PM 1.50	PM 6.10		
					5.1 C. M. & St. F. Ry.	22.0						
					N. Y. C. CROSSING.....	0.7						
					MC NABB.....	21.3			\$ 1.35	\$ 5.52		
					3.4	2.9						
					PRICE VALLEY.....	17.9			f 1.20	f 5.40		
					MAGNOLIA.....	15.0			\$ 1.10	\$ 5.30		
					2.6	12.4						
					PORTERFIELD.....	9.1			f 12.55	f 5.20		
					3.3	9.1						
					CUSTER.....	6.0	R W	AM 8.20	PM 2.10	\$ 12.45	\$ 5.10	
					3.1 C. & A. R. R.	6.0	Y W C.R.	8.10 AM	PM 1.55	\$ 2.00	12.35 PM	5.00 PM
					TOLUCA.....	6.0						
					6.0 A. T. & S. F. Ry.	10						
					1.25 PM	27.1						
					A..... RUTLAND..... L							
Daily Except Sunday	Daily Except Sunday	Mon. Wed. Fri.	Daily Except Sunday	Daily Except Sunday				Daily Except Sunday	Mon. Wed. Fri.	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
(1:10) 18.0	( :10) 18.6	( :25) 14.4	( :10) 18.6	( 1:20) 15.8				( :10) 18.6	( :25) 14.4	( :10) 18.6	(1:15) 16.8	(1:10) 18.0
					(Schedule time) (Average miles per hour)							

No. 225 has right over No. 224 Toluca to Rutland.  
No. 221 has right over No. 222 Custer to Toluca.  
No. 223 has right over No. 228 Custer to Toluca.

# JOLIET AND MAZONIA VIA PEQUOT LINE.

SOUTHWARD.					Sub-Division 1. STATIONS.	Distance from Mazonia	Water, Coal, Regis- ter Stations, Etc.	NORTHWARD.									
THIRD CLASS		SECOND CLASS						FIRST CLASS		FIRST CLASS		SECOND CLASS					3RD CLASS
89	81	83	85	95				2	82	88	180	80	96	94	86	102	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex Sunday			
AM 3.25	PM 10.00	PM 9.40	PM 9.15	PM 12.30	L..... JOLIET ..... A	26.1	R C	PM 6.50	AM 3.10	AM 4.15	AM 4.50	AM 8.30	PM 5.00	PM 9.00	AM 12.15		
					1.3	24.8	TC, W, RS	6.43	3.00	4.00	4.15	8.20	4.45	8.40	11.55		
					SOUTH JOLIET.....	2.5			6.38	2.48	3.45	4.03	8.10	4.30	8.25		
					PLAINES.....	22.3			6.32	2.35	3.30	3.54	8.00	4.15	8.10		
					5.0	17.3			6.29	2.30	3.25	3.49	7.55	4.05	8.00		
					MILLSDALE.....	15.2											
					2.1	13.1											
					DRUMMOND.....	13.0											
					1.4	11.7											
					BLODGETT.....	14.4											
					1.1	10.6	W	6.23	2.18	3.13	3.38	7.40	3.50	7.45	11.10		
					MATHER.....	6.2	R	6.17	2.05	3.00	3.30	7.25	3.35	7.30	10.50		
					LORENZO.....	4.8											
					4.4	26.1	DN	6.10 PM	1.45 AM	2.35 AM	3.05 AM	7.00 AM	3.04 PM	6.45 PM	10.20 PM		
					PEQUOT.....	4.8											
					1.4												
					COAL CITY.....												
					4.8												
					A..... MAZONIA..... L												
Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex Sunday			
( 1:20) 19.6	( 1:20) 19.5	( 1:23) 18.9	( 1:05) 24.2	(1:40) 15.6				( :40) 39.1	(1:25) 18.4	( 1:40) 15.6	( 1:45) 14.8	(1:30) 17.4	(1:50) 14.2	(2:15) 11.5	( 1:55) 13.6	( 2:15) 11.6	
					(Scheduled time) (Average miles per hour)												

Between Pequot and Plaines the tracks of the A. T. & S. F. Ry. and C. & A. R. R. are jointly used as double track and the movement of trains will be governed by the joint time-table and rules.



# SPECIAL RULES

**Indication for Trains Running 10 or Less Minutes Apart.** In addition to showing scheduled meeting or passing stations in full faced type, the time of trains running in same direction will appear in full faced type at first station where such schedules are 10 or less minutes apart.

**Superiority of Trains.** On single track Northward and Eastward trains are superior to Southward and Westward trains of the same class.

**Position of Train Order Signals.** Rule No. 221 (a) of the Book of Rules will be effective on Pequot Line of Sub-division 1; Sub-Division 3; Sub-Division 2, between Bloomington and Roodhouse. Rule No. 221(b) will be effective on Sub-Division 1, except Pequot Line.

**Extra Trains.** Extra trains may run ahead or between sections of third class trains. Extra trains will not require running orders on double track, but must not leave initial point until furnished clearance card.

**Double Track.** Double track is in use on Sub-Division 1, between Chicago and Joliet, on Pequot Line, and between Mazonia and Bloomington. When trains are moving against current on double track or backover to allow a train to pass, the inside marker must be changed to show green to the rear.

**Flagging.** "Under General Rule 99, a flagman will, unless recalled by whistle of his own engine, continue to go back until he has reached a point twenty-five telegraph poles from the rear of train where he will place one torpedo on the rail, on the engineer's side. He will then go back ten telegraph poles farther, where he will place two torpedoes not closer than sixty feet, when he will return to the one torpedo and remain until recalled, when if no approaching train is seen or heard, he will take up the one torpedo and return. If on down grade he will go back ten telegraph poles farther than above stated. Should a flagman be recalled before reaching the required distance, he will always fasten two torpedoes on top of the rail, not less than 60 feet apart, returning immediately to his train if no approaching train is seen or heard."

When a flagman is left to protect the movement of his train, instructions will be given him in writing by the Conductor.

**Supplement to General Rule 14K** All Trains displaying signals for a following section will sound whistle signal at both front and rear end of all trains affected.

At passing or approaching and leaving important stations at the end of double tracks, at meeting points, at water stations and at other places where extra precaution is necessary, the proper position to communicate signals promptly and intelligently is on top of trains, and trainmen must so place themselves. Conductors will be held responsible for proper compliance with these instructions.

**Clearances** All employees are hereby notified that there are coal chutes, platforms and other structures, located on the main line and on sidings; also structures and platforms belonging to private corporations and persons, located on industrial sidings and spurs, that WILL NOT CLEAR a man riding on the side or top of a car; and all employees must PROTECT themselves from injury in passing such structures.

## STANDARD CLOCKS

<b>Main Line.</b>	Chicago (Union Station). Brighton Park. Glenn. Joliet. South Joliet. Dwight. Bloomington (Train Dispatcher's Office). Bloomington Yard Office.
<b>Dwight Line.</b>	Dwight. Custer.
<b>Roodhouse Line.</b>	Tallula. Jacksonville. Roodhouse.

## BULLETIN BOARDS

<b>Main Line.</b>	Chicago, (Train Master's Office). Brighton Park, (Round House). Joliet, (Passenger Station). South Joliet, (Yard Office). Dwight, (Passenger Station). Bloomington: Train Dispatcher's Office, Yard Office and Round House. Glenn, (Yard Office).
<b>Roodhouse Line.</b>	Jacksonville, (Passenger Station). Roodhouse, (Passenger Station and Round House)
<b>Dwight Line.</b>	Dwight, (Passenger Station). Washington, (Passenger Station).
<b>R. T. &amp; N. Line.</b>	Toluca, (Passenger Station).

## REGISTERING STATION

<b>Main Line All Trains.</b>	Chicago, (Union Station). Glenn. Mazonia. Bloomington.
<b>Passenger Trains Only.</b>	Joliet.
<b>Freight Trains.</b>	South Joliet.
<b>Dwight Line.</b>	Dwight. Custer. Varna. Washington.
<b>R. T. &amp; N. Line.</b>	Toluca. Custer. Granville.
<b>Roodhouse Line.</b>	Jacksonville. Murrayville. Roodhouse.
<b>Register by Ticket.</b>	All trains not scheduled to stop will register by ticket.
<b>Other Registering Points.</b>	Stations at which trains start and terminate are registering points for such trains.

## CLEARANCE CARD.

**Main Line** When a train is stopped by Train Order Signal as prescribed by Rule 221 (a) or Rule 221 (b) it will require a Clearance Card in addition to any orders received. In addition to above and Rule 83 (a) clearance cards are required at the following points: Joliet (Passenger Trains). South Joliet (Freight Trains). The station which the time table shows to be the end of a run is the terminal station for that run.

## SPEED RESTRICTIONS.

**Chicago to Bloomington.** Passenger trains will not run to exceed 60 miles per hour; manifest freight trains 40 miles per hour, and dead-freight trains 30 miles per hour, except

**South-bound.** On curve north of Wilmington Station—passenger trains 45 miles per hour, and freight trains 25 miles per hour.

**North-bound.** Cayuga Hill—Passenger trains 50 miles per hour and freight trains 30 miles per hour. Zarley's Hill to So. Joliet—passenger trains 35 miles per hour; freight trains 20 miles per hour.

**Dwight Branch.** Through interlocking limits, Bridgeport bridge—20 miles per hour for all trains. Passenger trains between Varna and Washington 50 miles per hour; freight trains 35 miles per hour.

Passenger trains between Varna and Dwight 40 miles per hour; freight trains 30 miles per hour.

**Except—** Curve one mile east of Evans—all trains 25 miles per hour.

**Except—** Over Crow Creek bridge B-1236 between Washington and La Rose—passenger trains 35 miles per hour; freight trains 25 miles per hour.

**R. T. & N. Line.** Between Granville and Toluca—20 miles per hour for all trains.

Between Toluca and Rutland—10 miles per hour for all trains.

**Lacon Line.** All trains 20 miles per hour, except Lacon Hill, 15 miles per hour.

**Roodhouse Line.** Bloomington to Roodhouse—passenger trains 50 miles per hour; manifest freight trains 35 miles per hour; and dead-freight trains 25 miles per hour, except

On grade and curves between Curtis and Petersburg—passenger trains 40 miles per hour; freight trains 25 miles per hour.

Between points one and one-half miles north to one and one-half miles south of Petersburg, all trains 20 miles per hour.

Between points one and one-half to two and one-half miles west of Hopedale—passenger trains 35 miles per hour; freight trains 25 miles per hour.

**General.** Through interlocking limits, passenger trains 35 miles per hour; freight trains 25 miles per hour.

Trains pulling in and out of sidings, cross-overs or using wye tracks, will not exceed 12 miles per hour.

Engines running backward on main line, will not exceed speed of 20 miles per hour under any circumstances, and not to exceed 15 miles per hour on curves or where track is not in first class condition.

Engines running backward on branch lines must reduce speed to 10 miles or less per hour, according to the condition of the track, it being the object to obtain absolute safe movement.

Trains handling disabled engines with side rods down must not exceed speed of 10 miles per hour.

Trains handling disabled engines with main rods down must not exceed speed of 20 miles per hour.

## TRAINS HANDLING STEAM DERRICK.

**Main Line.** Trains handling Steam Derrick must not exceed speed of 30 miles per hour on straight and level track, and 20 miles per hour on curves and down hills.

**Dwight & Roodhouse Lines.** Speed must not exceed 20 miles per hour and this must be further reduced down hills and around curves.

**Lacon Line.** Derrick will not be run without permission.

## YARD LIMITS.

(Designated by Yard Limit Signs.)

**Main Line.** Brighton Park. Joliet. Dwight. Argo. Bloomington.

**Dwight Line.** Dwight. Varna. Granville.

**Roodhouse Line.** P. & N. Junction Jacksonville San Jose Murrayville Roodhouse Tallula

Bloomington yard includes all the tracks from the yard-limit boards south and west of Bloomington passenger station to the yard-limit board north of Normal new yard.

Trains of all classes except regular passenger trains and their sections, must approach all stations and all water or coaling stations under control, so that it shall not be possible for them to strike any train that may be inside the yard limits. **The entire responsibility in such cases rests with the approaching train.**

In addition to other rules for the protection of trains it is required of men in charge of trains occupying main tracks within yard limits that they protect their trains during fogs, storms and other bad conditions, as well as where the curvature is sharp and view thereby obstructed, and they will be held responsible for failure to exercise reasonable precaution in thus protecting their trains.

Enginemen must not permit any one to ride on the pilot of their engine between stations.



# SPECIAL RULES—CONTINUED

## AIR BRAKES.

### Testing.

Enginemen of passenger trains, after leaving terminal stations or after switching in or out cars, will, while working steam, apply their air brakes sufficiently to ascertain whether the air brakes are in working order. When the air brake is tested, the conductor or brakeman must station himself at the rear car of the train; and the conductor must know that the brakes on that car (as well as all others) work properly. When the engineman for any reason applies his air brakes, and they refuse to work, he shall immediately call for brakes; trainmen upon hearing this signal shall immediately apply the brakes by means of the conductor's valve before attempting to stop the train by means of hand brakes. In testing brakes, leaving terminal stations, enginemen will be requested by the conductor or brakeman to make a 20 lbs. reduction, hold the brake until the brakeman can go the entire length of the train, and see that the brakes are all on, then give the signal to the engineman, from the rear of the train, to release the air, in case of passenger trains signal to be transmitted to engineer by means of air signal whistle, the brakeman then to go back and examine the cars to see that they are all released. In all back up train movements, engineers valve will be carried in running position, engineer immediately upon noting an application of brakes, will place valve on lap position. Air must be coupled up on all passenger equipment while being switched.

## INSPECTION OF TRAINS.

### Responsibility.

All freight trains must be stopped at points named below and engine and train be carefully inspected by engine and trainmen for defective brake appliances, running gear, heated journals, etc., and conductors and engineers must know such inspection has been made and any defects remedied before giving signal to proceed.

These instructions in no way relieve train crew from keeping a close watch of their train and making proper inspection of trains at other than regular inspection points.

### Main Line.

SOUTHWARD—	NORTHWARD—
Joliet    Mazonia    Pontiac	Pontiac    Mazonia    So. Joliet

### Dwight Line.

Streator    Washburn

### Roodhouse Line.

Hopedale    Mason City    Tullula    Davis

Tool boxes with jacks, jack blocks, dope, water buckets, brake beam keys, etc., are located at Mazonia and Pontiac.

Train crews into clear on sidings or on opposite track, operators or agents, switchmen, crossing flagmen and others whose duties are along the main track, must watch passing trains for these defects, and when possible call attention to crew by giving stop signal.

Trainmen in charge of trains on siding or on opposing track, where no defects are noticed, will give proceed signal to trainmen on rear of passing train. Operators or agents, where possible to do so, will be on station platform to better observe train, and will also give proceed signal to rear of train where no defects are noticed. Conductors or rear brakemen will be in a position to see such signals and communicate same to head end.

## RELATIVE TO HANDLING SWITCHES.

### Examining switch points and position.

Employes handling switches must examine the switch points and see that they are properly thrown regardless of the position of the switch target.

At all passing points the trainman handling the main track switch must stand at least fifty (50) feet from the switch while the trains are approaching or passing.

## REPORTS OF ACCIDENTS.

### To Whom Made.

Casualties, involving personal injuries, or damages to vehicles occupied by persons must be reported by telegraph as soon as possible upon Form 157 C to the Superintendent, Train Master, General Claim Agent, Chicago, and Local Claim Agent in whose territory accident occurs, by the Conductor of the train or Foreman, or other Agent of the Company in charge. As soon as possible after the accident, written reports upon Form 157 A must be filled out in duplicate by all employes on the train or present at the place of accident, and the Conductor and Agent at the station nearest the place of accident will also, if possible, induce passengers and resident witnesses, not in the service of the Company, to make statements in writing and forward one copy to General Claim Agent, Chicago, and copy to local claim agent in whose territory accident occurs.

Reports of all train accidents must also be promptly made by telegraph on Form 157 C to the Superintendent and the Train Master, by the Conductor of the train or Foreman to be followed by written report by Conductor and Engineer, on Form 157 to trainmaster. This covers derailments, broken drawbars, engine breaking down, and breakages of all kinds.

## RAILROAD CROSSINGS, DRAWBRIDGES AND INTERLOCKING PLANTS.

### 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 engineer or other person in charge of the engine attached to the train shall positively ascertain that the way is clear and that the train can safely resume its course before proceeding to pass the bridge or crossing." [This law does not apply to crossings protected by an interlocking system of signals and derails.]

### Crossings not Provided with Interlocking Signals.

The following railroad crossings are not provided with Interlocking Signals, but Semaphore—Permanent stop, or hand Signals are used:

Chicago—C. & N. W. 16th Street; C. T. T. 16th Street; C. B. & Q. 16th Street.

Brighton Park—P. C. C. & St. L. Ry.; C. J. Ry. & B. & O. C. T. T.

Streator—C. B. & Q. R. R.; A. T. & S. F. Ry.; C. I. & S. Ry. and C. I. & S. Ry. one and one-half miles north of Streator.

Wenona—Illinois Central R. R.

Washington—T. P. & W. Ry.

Bloomington—C. C. C. & St. L. and L. E. & W. Rys.

Delavan—Illinois Central R. R.

Granville—C. M. & St. P. Ry.

### Accepting Hand Signals.

Trains must not accept hand signals to proceed at interlocking plants without sending a man ahead to see that switches and derails are right.

The home signals of interlocking plants at Corwith, LeMoyné, Argo, and Pontiac are semi-automatic, if in stop position and trains have complied with preceding rule, these signals must be observed as per Rule 230 in Book of Rules.

Semi-automatic home signals at Corwith and Pontiac are equipped with call-on arms. Trains accepting these signals must proceed through the block as per Rule 230 in the Book of Rules.

### Stops.

All trains must come to a full stop before crossing the draw-bridge at Ft. Wayne Junction, Chicago, and must not cross until the signal man has indicated to them to do so. A red ball or red light displayed indicates that the bridge is passable for trains.

## PUBLIC CROSSINGS.

### Keep Open.

Conductors and switchmen must open their trains to clear all public crossings while standing at stations, and must in no case block a public crossing longer than five (5) minutes. When passenger trains are passed, care must be taken by freight Conductors and Switchmen to open their train to allow free passage way for all persons going to and from the train.

## AUTOMATIC BLOCKS.

Between South Joliet and Mazonia passenger trains finding an automatic signal at stop will wait one minute and proceed through block at speed not exceeding ten miles per hour where view is clear for a distance of at least one mile, and at curves where view is obscured will reduce speed to five miles per hour.

All other trains finding an automatic signal at stop will wait one minute and proceed through block at speed not exceeding five miles per hour.

## TELEGRAPH BLOCK SIGNAL SYSTEM.

### Location.

Telegraph Block Signal System, as per rule effective at 12:01 a. m., April 17, 1904, is in use between Bloomington and Murrayville.

## ORDINANCE OF THE CITY OF CHICAGO.

### Speed of Trains.

"No railroad corporation shall by itself, agents or employes, run any passenger train upon or along any railroad track within the corporate limits of the city of Chicago at a greater rate of speed than ten miles an hour; nor shall any such corporation by itself, agent or employes, run any freight train or cars upon or along any railroad track within said city at a greater rate of speed than six miles per hour. (This speed applies only to tracks at grade.)

### Relative to Public Crossings.

"No railway company, railroad engineer, train conductor or other person, shall cause or allow any locomotive engine, car or cars, or train of cars, to stop in or remain upon any street and railroad crossing within said city at which, by the provisions of this article, a flagman is ordered to be stationed and kept, for a longer period than five minutes at any one time, nor upon any other street and railroad crossing in said city for a longer period than five minutes: *Provided, however,* that in case a collision should take place at any or either of the crossings aforesaid, reasonable time shall be allowed to remove any obstruction that may be caused thereby.

## SPECIAL RULES—CONTINUED

"Should any street and railroad crossing in said city be and remain occupied and obstructed, in whole or in part, by any train or railroad cars for and during the period of five minutes, it shall be the duty of each and every railroad company upon whose line of road such obstructions may occur, their agents or employes, on or before the expiration of said five minutes, when from any cause the entire train cannot be propelled or removed to any one side of any street occupied and obstructed as aforesaid, to cause such cars as may be on or near said crossing to be uncoupled, and some one division of the train as thus made removed from off the aforesaid street and railroad crossing in such manner as to leave said street entirely free and unobstructed, and said train when again coupled shall be removed forthwith from off any such crossing as aforesaid.

**Displaying  
Lights.**

"Every locomotive engine, railroad car, or train of cars running in the night-time on any railroad track in said city, shall have and keep while so running a brilliant and conspicuous light on the forward end of such locomotive engine, car, or train of cars. If such engine or train be backing, it shall have a conspicuous light in the rear car or engine, so as to show in the direction said car is moving.

**Permission to  
Deposit Material  
or Erect  
Buildings.**

"No company, corporation, or person shall be allowed to deposit or place in the street, any lumber or any other material, nor shall they load or unload any car from the street, nor erect or maintain any switch-house or other building upon any street, highway or alley within the city limits, except by the written permission of the commissioner of public works.

**Use of Whistle.**

"No railroad company shall cause or allow the whistle of any locomotive engine to be sounded within the city, except necessary brake signals, and such as may be absolutely necessary to prevent injury to life and property.

**Use of Bell.**

"Each locomotive engine shall be equipped with bell-ringing device which shall at all times be maintained in repair, and which shall cause the bell of the engine to be rung continuously while such locomotive is running within the city, excepting bells on locomotives running upon railroad tracks enclosed by walls or fences, or enclosed by wall or fence on one side and public water on the other side, and excepting bells on

locomotives running upon these portions of the railroad tracks which have been elevated; in case of these exceptions, no bell shall be rung or whistle blown except as signals of danger.

**Possession of  
Copy of  
Ordinance.**

"Each superintendent of any railroad shall furnish each engineer and train conductor of any railroad running within the city, a certified or printed copy of this article, and shall, moreover, furnish to any officer of said city applying therefor, the name of any person in the employment of said railroad company who shall have been charged with having violated any of the provisions of this article.

**Regulating  
Cylinder Cocks.**

"No railroad company shall cause or allow the cylinder cock or cocks of any or either of their several locomotive engines to be opened, so as to permit steam to escape therefrom at any time while running upon or along any railroad track laid in any street, or when the engine is in immediate proximity to any street or railroad crossing in said city: *Provided, however,* that when such engine shall be standing at such point in said city, and for three revolutions of the driving wheel after being put in motion, the said cocks may be opened for the purpose of allowing condensed steam to escape.

**Penalty for  
Violation.**

"Any railroad company or railroad corporation who shall by themselves, their agents or employes, or any agent or employe of any railroad company or railroad corporation who shall cause or allow any empty railroad car or cars to be detached from any locomotive engine and left to remain upon any street or sidewalk and railroad crossing within said city, for a longer period than five minutes, shall be fined in the sum of ten dollars for every and each consecutive five minutes any such railroad car or cars detached as aforesaid shall be so permitted to remain on such street, sidewalk or railroad crossing.

"Any person or corporation operating any steam railroad within the city, who shall by himself or itself or by or through any of his or its agents, servants or employes, or any other person, violate, fail or neglect to observe any of the foregoing provisions of this article, shall for each violation, failure or neglect to observe the same, be fined not less than \$25.00 nor more than \$200.00, excepting in such cases where some other penalty has been specifically provided in this article."

### TRAIN DISPATCHERS

BLOOMINGTON

J. E. WELLS

J. F. NORVILLE

E. D. MILLS

J. I. STALEY

ROODHOUSE

J. R. STEPHENSON

F. E. PFEIFFER

J. R. POSTLETHWAITE

# COMPANY SURGEONS.

NORTHERN DIVISION

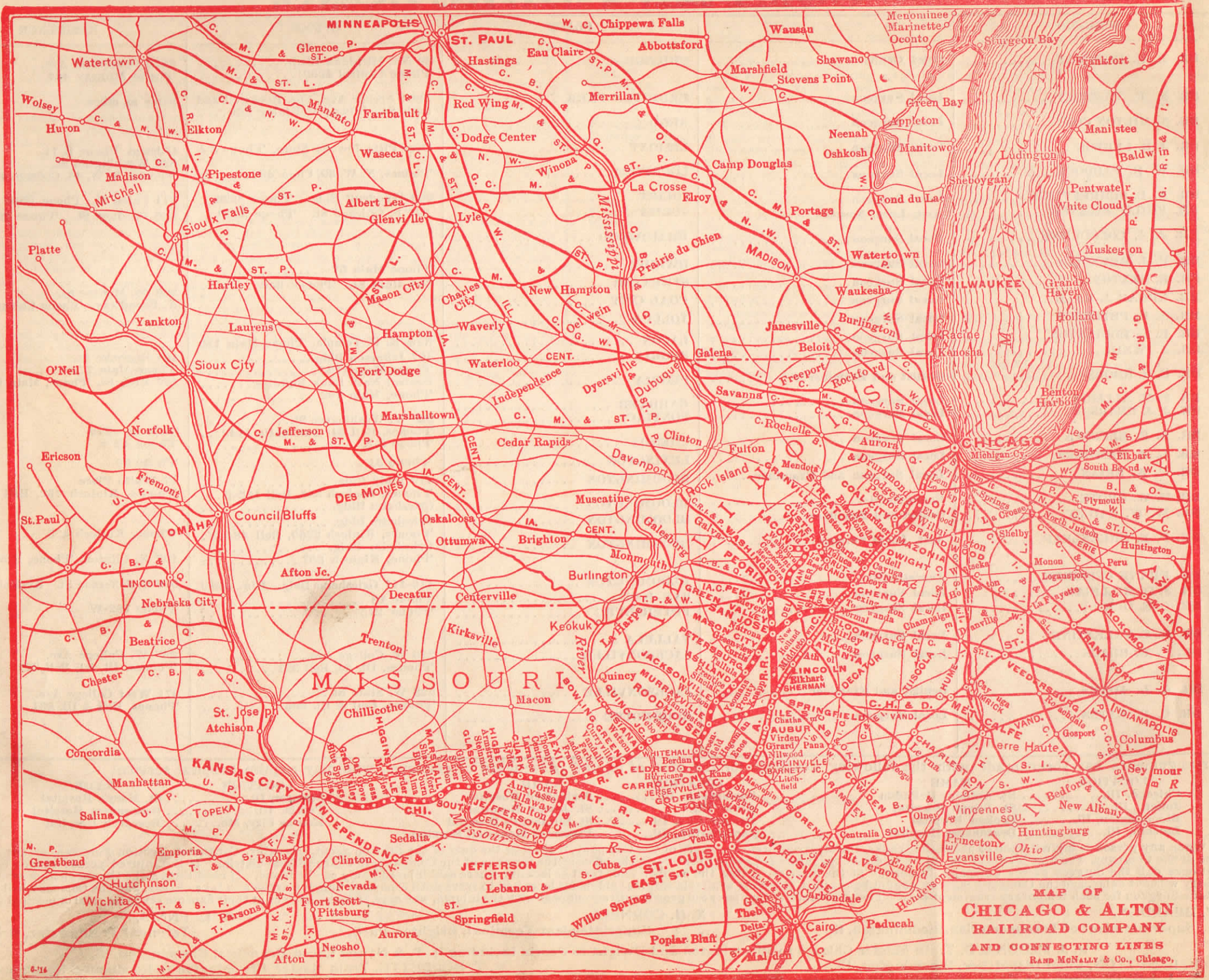
SURGEON	PLACE	OFFICE	RESIDENCE
DR. L. G. HOFFMAN.....	Chief Oculist.....	CHICAGO .....	5212 Dorchester Ave. 'Phone Midway 467
DR. F. F. TROMBLY.....	Local Surgeon.....	BRIGHTON PARK.....	Same as office
DR. A. MILTON COX.....	Local Surgeon.....	ARGO .....	
DR. J. B. LUDWIG.....	Local Surgeon.....	LEMONT .....	Chicago 'Phone R 71 828 Washington St. 'Phones, N. W. 44, Chicago 42
DR. W. R. PADDOCK.....	Local Surgeon.....	LOCKPORT .....	
DR. A. L. SCHREFFLER.....	Local Surgeon.....	JOLIET .....	211 Union St. 'Phone, 2886
DR. PHILIP McGINNIS.....	Asst. Local Surgeon.....	JOLIET .....	226 Gardner St. 'Phone 4043
DR. J. A. COLBOURNE.....	Local Surgeon.....	BRAIDWOOD .....	
DR. P. J. REYNOLDS.....	Local Surgeon.....	DWIGHT .....	
DR. R. SEXTON.....	Local Surgeon.....	STREATOR .....	'Phone Main 57 .....
DR. EDGAR A. HALL.....	Local Surgeon.....	COAL CITY .....	305 Main St. 'Phone 356.....
DR. A. E. PETERSON.....	Local Surgeon.....	TOLUCA .....	
DR. R. L. EDDINGTON.....	Local Surgeon.....	LACON .....	New K. P. Temple. 'Phone Main 180
DR. A. WEIL.....	Local Surgeon.....	PEORIA .....	407 Jefferson Bldg.....
DR. C. H. BROBST.....	Oculist and Examiner.....	PEORIA .....	'Phone Main 1765.....
DR. F. M. ALLISON.....	Local Surgeon.....	GARDNER .....	Central Natl. Bank Building.....
DR. J. J. PEARSON.....	Local Surgeon.....	PONTIAC .....	'Phone, Main 702.....
DR. B. F. ELFRINK.....	Local Surgeon.....	CHENOA .....	220 W. Washington St.....
DR. L. J. HAMMERS.....	Local Surgeon.....	LEXINGTON .....	'Phones, Bell 64, Automatic 1149...
DR. F. W. BRIAN.....	Local Surgeon and Examiner.....	BLOOMINGTON .....	'Phone 8-K .....
DR. H. W. GROTE.....	Roentgenolist .....	BLOOMINGTON .....	'Phone 31 .....
DR. W. W. GAILEY.....	Oculist and Examiner.....	BLOOMINGTON .....	416 Eddy Bldg. ....
DR. P. E. GREENLEAF.....	Asst. Local Surgeon.....	BLOOMINGTON .....	'Phones, Kinloch 586, Bell 152-R...
DR. FRANK C. FISHER.....	Anaesthetist .....	BLOOMINGTON .....	Griesheim Bldg. ....
DR. J. D. MILLIGAN.....	Local Surgeon.....	SAN JOSE.....	'Phones, Kinloch 2269, Bell 484-W.
DR. L. E. ORR.....	Local Surgeon.....	PETERSBURG .....	Griesheim Bldg. ....
DR. R. E. VALENTINE .....	Local Surgeon.....	TALLULA .....	'Phone, Kinloch 387 .....
DR. C. E. BLACK.....	Local Surgeon.....	JACKSONVILLE .....	410-411 Griesheim Bldg. Kin. 843-J
DR. A. L. ADAMS.....	Oculist and Examiner.....	JACKSONVILLE .....	'Phone 18 .....
DR. C. R. BATES.....	Local Surgeon.....	ROODHOUSE .....	'Phone 215 .....

Arrangements have been made with the following hospitals for the care of injured passengers or employes who may require hospital service:

LOCATION	NAME	LOCATION	NAME
Chicago, Ill.....	St. Anthony DePadua	Springfield, Ill.....	Springfield Hospital
Joliet, Ill.....	St. Joseph Hospital	Alton, Ill.....	St. Joseph Hospital
Bloomington, Ill.....	Brokaw Hospital	Granite City, Ill.....	St. Elizabeth's Hospital
Lincoln, Ill.....	Deaconness Hospital	Jacksonville, Ill.....	Passavant Memorial Hospital
		Streator, Ill.....	St. Mary's Hospital
		Peoria, Ill.....	Deaconness Hospital
		Kansas City, Mo.....	Research Hospital

When any person is injured upon or about the tracks, trains, structures or grounds of the Company, it shall be the duty of the Station agent, Operator, Conductor, Section Foreman, or any person in the service of the Company, who first learns of the injury to direct the injured—if able to move—to the office of the Surgeon of the Company, in charge of the district. If the injured person cannot be moved, they will at once call the Surgeon of the Company, in charge of the district, giving the number and street or locality where said injured party can be found. If conditions make the surgical or medical attention necessary without delay, and the Company Surgeon cannot be reached, the most available surgical aid should be called to serve until Company Surgeon arrives to take charge, and the Company will be responsible to outside Surgeon for such temporary treatment only. The attendance of Company Surgeon is entirely optional with the injured, who may, if desired, select at their expense other surgical or medical attention.

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| C. W. BEARDEN,<br>Superintendent of Transportation, Bloomington, Ill.   | X. H. CORNELL,<br>Superintendent Terminal, Brighton Park.                | B. L. ENNIS,<br>Terminal Trainmaster, Brighton Park. |
| R. J. McDONALD, Train Master Chicago to Bloomington and Dwight to Peoria including R. T. & N. and Lacon Branches, Bloomington, Ill. |  |  |
| E. E. SUTTON, Chief Dispatcher, Bloomington, Ill.   | R. T. BURDETTE, Train Master Bloomington to Roodhouse, Roodhouse, Ill.   |  |
| T. J. NEVIN, Assistant Chief Dispatcher, Bloomington, Ill.  | W. B. HUITT, Chief Dispatcher, Bloomington to Roodhouse, Roodhouse, Ill. |  |
| S. R. BUNCH, Night Chief Dispatcher, Bloomington, Ill.  |  |  |



MAP OF  
**CHICAGO & ALTON**  
RAILROAD COMPANY  
AND CONNECTING LINES  
RAND McNALLY & Co., Chicago,