

THE ALTON RAILROAD COMPANY

"Safety Above Everything"



EASTERN DIVISION

TIME TABLE No. 5

Effective 12:01 a. m., Central Standard Time

SUNDAY, APRIL 30th, 1933

C. W. BEARDEN, *Superintendent*

H. B. VOORHEES, *Vice-President*

I am anxious that
the employees of the Atton
should at all times be
cautious in their relations
with the Public and with
each other, and that they
should make every reasonable
effort to operate the trains
safely and on time.

I would like also to have
their constant and helpful
cooperation towards improv-
ing the operation of the
property in such ways
as may be possible - Not
however because they feel
obliged to do so, but just
because they want to do so,

Daniel Willard

Daniel Willard, Pres. B. & O.

MEDICAL AND SURGICAL SERVICE

COMPANY'S SURGEONS

Chicago, Ill.—	DR. G. T. JORDAN, Chief Oculist, 30 No. Michigan Blvd.
Brighton Park, Ill.—	DR. F. F. TROMBLY
Argo, Ill.—	DR. S. L. MANN
Lemont, Ill.—	DR. J. B. LUDWIG
Lockport, Ill.—	DR. W. R. PADDOCK
Joliet, Ill.—	DR. A. L. SHREFFLER
“	DR. PHILIP MCGINNIS
Dwight, Ill.—	DR. P. J. REYNOLDS
Wilmington, Ill.—	DR. HENRY A. MERKEL
Gardner, Ill.—	DR. C. D. ALLISON
Streator, Ill.—	DR. R. SEXTON
Varna, Ill.—	DR. J. P. JOHNSON
Coal City, Ill.—	DR. J. FRANK JOHNSON
Lacon, Ill.—	DR. R. L. EDDINGTON
Peoria, Ill.—	DR. JOHN F. SLOAN
“	DR. C. V. WARD, Oculist
Pekin, Ill.—	DR. L. R. CLARY
Pontiac, Ill.—	DR. J. D. SCULLER
Chenoa, Ill.—	DR. B. F. ELFRINK
Lexington, Ill.—	DR. T. C. SCOTT
Normal, Ill.—	DR. RALPH P. PEARS
Bloomington, Ill.—	DR. F. W. BRIAN
“	DR. W. W. GAILEY, Oculist
“	DR. H. R. WATKINS, Oculist
“	DR. FRANK C. FISHER, Anesthetist
“	DR. H. O. DOLLEY
Atlanta, Ill.—	DR. C. O. BURKE
Lincoln, Ill.—	DR. E. C. GAFFNEY
Springfield, Ill.—	DR. CHAS. L. PATTON
“	DR. J. F. DEAL, Oculist
“	DR. A. E. WALTERS, Oculist
Auburn, Ill.—	DR. S. P. HART
Girard, Ill.—	DR. E. E. BULLARD
Carlinville, Ill.—	DR. E. R. CHAMNESS
Alton, Ill.—	DR. HOMER W. DAVIS
“	DR. J. D. McDONALD
“	DR. F. W. JONES, Oculist
Granite City, Ill.—	DR. P. L. NOGGLE, Oculist
Venice, Ill.—	DR. T. B. EDWARDS

COMPANY'S SURGEONS—Continued

East St. Louis, Ill.—	DR. R. L. CAMPBELL
St. Louis, Mo.—	DR. C. O. C. MAX
“	DR. E. T. URBAN

HOSPITALS

Chicago, Ill.—	St. Anthony DePadua Hospital
Joliet, Ill.—	St. Joseph Hospital
Bloomington, Ill.—	Brokaw Hospital
Lincoln, Ill.—	Deaconness Hospital
Springfield, Ill.—	St. John's Hospital
Alton, Ill.—	St. Joseph Hospital
Granite City, Ill.—	St. Elizabeth's Hospital
Streator, Ill.—	St. Mary's Hospital
Peoria, Ill.—	St. Francis Hospital

When passengers or employes are injured, Station Agent, Conductor or any official present, will at once notify the nearest Company surgeon, and if deemed necessary, may call the most available surgical aid to serve until his arrival, which will be sufficient authority for visiting an injured employe or passenger.

The surgeons of this Company are so selected as to warrant confidence in their ability, and are so located as to be reasonably accessible. No other surgeons will be expected, at Company's expense, to perform more than temporary service, or until the arrival of Company surgeon, who will take charge, except in such cases where delay would be dangerous to the injured person or persons. The acceptance of the aid of a Company surgeon is entirely optional with the injured, who may, if desired, select, at their own expense, other medical or surgical attention.

When trespassers are injured, they should be sent to their homes or placed in charge of the local city or village authorities, and no expense incurred on the part of this Company through such persons being treated by Company or other surgeon.

DIVISION STAFF

SUPERINTENDENT

C. W. BEARDEN

TRAIN MASTER

R. F. JETER

CHIEF TRAIN DISPATCHER

E. E. SUTTON

ASST. CHIEF TRAIN DISPATCHER

T. J. NEVIN

TRAIN DISPATCHERS

J. E. WELLS
J. I. STALEY

E. D. MILLS
T. H. PETERS

A. J. DENMAN
A. C. POOLE

F. E. PFEIFFER
G. A. GREENE

DIVISION ENGINEER

A. F. KADOW

ASS'T DIVISION ENGINEER

L. E. THORNTON

MASTER MECHANIC

C. S. BRANCH

ROAD FOREMEN OF ENGINES

J. J. SIEGFRIED

Sub-Divisions Nos. 2, 3 and 4 and
Sub-Division 1—Argo to Bloomington

C. R. BURNS

Sub-Division No. 1
Chicago to Argo, Inclusive

SPECIAL INSTRUCTIONS

1. SUPERIORITY OF TRAINS

On single track northward trains are superior to southward trains of the same class.

2. LOCATION OF STANDARD CLOCKS

Chicago, Union Station	Ridgely, Yard Office and
Brighton Park	Round House Office
Glenn	Springfield, Telegraph Office
Joliet	Alton, Passenger Station
South Joliet	Venice, Yard Office
Dwight	St. Louis, Union Station
Washington	Peoria, Union Station
Bloomington, Target Shanty,	Peoria Round House
Round House, Yard Office	

LOCATION OF WATCH INSPECTORS

- H. C. Bern, Chicago
- J. W. Belt, Chicago
- J. A. Kass, Chicago
- B. E. Lasher, Chicago
- F. Lorenz, Chicago
- Powers Jewelry Co., Chicago
- G. A. Yahn, Joliet
- E. B. Lewis, Dwight
- W. L. Carew, Streator
- C. I. Josephson, Peoria
- Chas. Miller, Bloomington
- Collins Co., Springfield
- C. D. Danielson, Springfield
- Goulding & Son, Alton
- Zerweck Jewelry Co., East St. Louis
- R. P. Wiggins, St. Louis

3. REGISTER AND BULLETIN BOARD STATIONS

Registers

Chicago, Union Station	Sherman (P. & N. Line Trains)
Glenn (Freight trains)	Ridgely
Joliet (Passenger trains)	Peoria, Union Station
South Joliet (Freight trains)	Iles
Mazonia	Godfrey
Washington	Alton
Bloomington, Target Shanty	Venice
and Yard Office	St. Louis, Union Station

All trains not scheduled to stop will register by ticket.

Stations at which trains start and terminate are registering points for such trains.

Bulletin Boards

Chicago, Union Station	Ridgely, Yard Office and
Brighton Park, Yard Office	Round House
Glenn, Yard Office and Round	Springfield, Telegraph Office,
House	Alton, Freight Station
Joliet, Passenger Station	Venice, Yard Office and
South Joliet, Yard Office and	Round House
Round House	Peoria, Round House, Union
Dwight, Passenger Station	Station
Bloomington, Crew Dispatchers	East Peoria, Yard Office
Office, Yard Office, Target	
Shanty and Round House	
and Engineers' Rest Room	

4. FORM 205—CLEARANCE CARD

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: St. Louis (Union Station); Wann (Eastern Division northbound freight trains); Alton (All Trains); Godfrey (Western Division Trains); South Joliet (Freight Trains); Joliet (Passenger Trains); Chicago (Union Station).

Western Division westbound first class trains will require clearance card at Springfield and will not be required to secure clearance at Iles.

Southward trains from Subdiv. 4 will not be required to secure a Clearance Card at Sherman.

Northward freight trains via P. & N. will require clearance card at Sherman.

Scheduled and Extra freight trains and yard engines may move between Iles and Sherman without orders or Clearance Card, clearing superior trains as required by rules and must not move against the current except by train order or under protection of a flag.

5. SPEED RESTRICTIONS

LIMITS	CLASS OF SERVICE		
	Passenger and Express Trains	Passenger Trains Handled by Freight Engines and Fast Freight Trains	Slow Freight Local Pickup and Work Trains
Chicago and St. Louis.....	60	40	30
South Joliet and Mazonia via Pequot Line	60	40	30
Dwight and Washington.....	45	35	30
Sherman and Peoria.....	50	30	30
Varna and Lacon.....	10	10	10
(Except as noted below)			
See copy of Ordinance of City of Chicago on page 9			
Through interlocking limits Bridgeport Bridge	20	20	20
Northward trains approaching (P. & N.) Junction Switch at Sherman and through turn out	30	20	20
Atlanta and Lawndale Southward.....	50	40	40
Through Springfield between Laurel St. and North Grand Avenue.....	20	20	20
Between Rinaker and Macoupin Southward passenger trains use 5 minutes; freight trains use 10 minutes time.			
Between Plainview and Macoupin Northward passenger trains use 6 minutes; freight trains use 11 minutes time.			
Alton Cut-off (Godfrey and Wann).....	50	30	30
Between Alton Summit and Alton Round House passenger trains use 4 minutes; freight trains use 12 minutes time			
Through Interlocking at Henry St. Alton Lenox: At intersection of westward track and old line track; for eastward movements over Alton E. R. tracks; or the old line at C. C. C. & St. L. junction switch	20	20	20
Over Bridge B. 1725 Mackinaw River two miles north of Green Valley and Bridge B-1951 over Salt Creek 1.7 miles north of Middletown	35	30	30
N. Y. C. Crossing (2.3 miles North of Streator)	25	12	12
I. C. Crossing at Green Valley.....	25	25	25
Trains pulling in and out of Sidings, cross overs or using Wye tracks.....	20	20	20
Engines running backward on Main Line, with or without cars will not exceed 20 miles per hour under any circumstances, and not exceed 15 miles per hour on curves or where track is not in first class condition.	12	12	12
Over Bridge 333 Hickory Creek 800 feet North of South Joliet tower all trains reduce speed to 20 miles per hour.			
Between Wabash crossing, north of "DY" Tower, Pontiac, and the south end of curve, 1,000 feet south of "DY" Tower.	50	35	

SPECIAL INSTRUCTIONS—Continued.

SPEED RESTRICTIONS—Continued

LIMITS	CLASS OF SERVICE		
	Passenger and Express Trains	Passenger Trains Handled by Freight Engines and Fast Freight Trains	Slow Freight Local Pickup and Work Trains
Engines running backward on Branch lines with or without cars must reduce speed to 10 miles per hour, according to condition of the track, it being the object to obtain safe movement.			
Trains handling engines with main and side rods down must not exceed speed of 10 miles per hour.			
Trains handling engines with main rods down must not exceed speed of 20 miles per hour.			
Trains handling derrick cars, steam shovels and similar pivoted machinery as well as pivoted machines shipped on their own wheels must run at reduced speed to not exceed fifteen (15) 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 thirty miles per hour on straight and level track, twenty-five miles per hour on light curves and grades and twenty miles per hour on heavy curves and grades.			
Engines running light or handling caboose only will not exceed speed of fifteen (15) miles per hour through towns and cities, and will not exceed speed of twenty-five (25) miles per hour between stations.			
Six wheel switch engines running light, double heading or being towed in trains, must not exceed 15 miles per hour.			
All southward trains and engines will approach Bridge Junction, south of Venice, with train under full control expecting to find yard engines making deliveries through the cross-over 400 feet north of Bridge Junction.			
Trains moving over the Spring switch at Plainview and Rinaker.....	25	25	25
Permanent slow boards have been placed as shown below. These boards, on their face, indicate the maximum speed which will be permitted over the track named. The slow board is set approximately one-half mile from the point that the speed is to become effective. At the end of each portion of restricted track a clear board has been placed.			
One mile west of Streator state highway No. 17 all trains reduce speed to five miles per hour.			
MP LOCATION			
256 North of Alton roundhouse, Southward	20	10	10
260 Fill at North end Wood River Bridge, (on cut off) 2 miles north of Wann, Northward and Southward	25	25	25
266 On fill at Lakeview, Southward...	35	25	25
33 Lockport, Northward and Southward	35	30	30
40 Zarley's hill to South Joliet, Northward	35	20	20
123 Between La Rose and Washburn, Northward and Southward.....	35	25	25

Yard movements and all trains moving in both directions between San Jose and Peoria Line Yard at San Jose, must be under full control and can only move as the way is seen and known to be clear.

All northward P. & N. line trains must approach P. & N. Jet. at restricted speed expecting to find trains turning out on or off either Wye P. & N. line San Jose—this does not relieve trains using these Wyes from using precaution in protecting their trains in accordance with Rule 99.

Derrick will not be run without permission on Lacon Branch of Sub-Division 3.

The following definitions will be observed:

Normal Speed—The maximum speed permitted by timetable for main track movements.

Medium Speed—One-half the normal speed, not to exceed thirty (30) miles per hour.

Slow Speed—One-quarter the normal speed, not to exceed fifteen (15) miles per hour. (This definition does not supercede nor modify instructions 5 in time-table.)

Restricted Speed—Proceed not to exceed ten (10) miles per hour prepared to stop short of train, obstruction, or anything that may require the speed of a train to be reduced.

6. BRAKEMEN, FLAGMEN AND FLAGGING

Rule 93 of "Book of Rules" changed in part to read as follows:

"Yard engines and other trains have the right to work within yard limits regardless of second class, third class and extra trains, but must clear first class trains.

All second class, third class and extra trains will reduce speed in passing through yard limits and proceed only as the way is seen or known to be clear, and must approach all water and coaling stations under control so that it will not be possible for them to strike any train at those points. 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, at water and coaling stations 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.

When a train stops under circumstances in which it may be overtaken by another train 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 fuseses.

When signal 14 (d), or 14 (e), has been given to the flagman and safety to the train will permit, he may return. When the conditions require he will leave the torpedoes and lighted fusee.

When a train is moving under circumstances in which it may be overtaken by another train the flagman must take such action as may be necessary to insure full protection. By night, or by day when the view is obscured, lighted fusees must be thrown off at proper intervals.

When day signals cannot be plainly seen, owing to weather or other conditions, night signals must also be used.

Conductors and Enginemen are responsible for the protection of their trains.

Flagman's Signals:

Day signals—A red Flag.

Torpedoes and Fusees.

Night signals—A red light

A white light

Torpedoes and Fusees

Rule 11 of the Book of Rules is changed to read as follows:

"A train finding a fusee burning on or near its track must stop and extinguish the fusee, and then proceed with caution, prepared to stop short of train or obstruction."

Rule 15 of the Book of Rules is changed to read as follows:

"The explosion of two torpedoes is a signal to reduce speed and look out for a train ahead or obstruction. The explosion of one torpedo will indicate the same as two, but the use of two is required."

When a train is moving under the protection of a flag the instructions to the Flagman must be in writing.

During the night or unfavorable weather conditions, when the engine is detached from train, with or without cars, a trainman must be stationed at, or a red light conspicuously placed

SPECIAL INSTRUCTIONS—Continued.

on, the head car of the rear portion of train to mark the location of the same so engine or head end will not be backed into it.

7. EXPLOSIVES

Cars loaded with inflammable articles, acids, dynamite, powder and other explosives, and oil tanks, loaded or empty, will be handled in accordance with Bureau of Explosive Pamphlets Nos. 8 and 9, and supplements thereto.

8. 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.

9. FIXED SIGNALS

GRADE SIGNAL. A yellow disc showing the letter "G" displayed to the right of an automatic block signal mast modifies automatic block signal restrictions both night and day. A train encountering a Grade Signal with the automatic signal indicating STOP, may proceed without stopping at restricted speed not exceeding ten (10) miles per hour to the next automatic block signal in advance in the direction in which the train is moving prepared to stop short of train, obstruction or anything that may require the speed of a train to be reduced.

Rule 17 and 57 of the rules governing operation of telegraph block signal system is modified to the extent that it will not be required to leave block signal lights burning at stations that are closed at night.

Rule 229 is cancelled and Rule 227 is revised to read—"On single track when a train is stopped by an automatic block, stop and proceed signal, it may proceed when a proceed indication is displayed. If a proceed indication is not displayed and there are no train orders or time table restrictions affecting its movement it may, after waiting one minute, proceed at restricted speed not exceeding ten (10) miles per hour to the next automatic block signal in advance in the direction in which train is moving expecting to find a train in the block, broken rail, obstruction or switch not properly set."

Rule 221(a) will govern the position of train order signals on Sub-divisions 3 and 4 and Sub-division 2 between Carlinville and Plainview and between Godfrey and Wann.

Rule 221(b) will govern position of train order signals on Sub-divisions 1 and 2 except as above specified.

The normal position of northward arm train order signal at Iles will be Proceed; the southward arm Stop.

The normal position of the northward arm train order signal at Carlinville will be Proceed; southward arm Stop.

The normal position of the northward arm train order signal at Plainview will be Stop; the southward arm Proceed.

Trains may proceed to a closed block station or a non-telegraph station on their time table rights without holding special orders, but where this is done operators must not permit an opposing superior train to enter the block without special order as provided for in Rule No. 33 (telegraph block signal system). Where it can be done without delay Rules Nos. 18 and 58 (telegraph block signal system) must be complied with.

Enginemen will call aloud to each other the indication of all fixed signals.

EXPLANATION OF 3-POSITION AUTOMATIC SEMAPHORE SIGNALS

Arm horizontal or red light at night.

Indication—Stop.

Name—Stop and Proceed signal.

Arm diagonal upper quadrant or yellow light at night.

Indication—Proceed prepared to stop at next signal.

Train exceeding medium speed must at once reduce to that speed.

Name—Approach signal.

Arm vertical upper quadrant or green light at night.

Indication—Proceed.

Name—Clear Signal.

EXPLANATION OF 3-POSITION COLOR LIGHT SIGNALS

Color by day or by night—red.

Indication—Stop.

Name—Stop and Proceed signal.

Color by day or by night—yellow.

Indication—Proceed prepared to stop at next signal.

Train exceeding a medium speed must at once reduce to that speed.

Name—Approach signal.

Color by day or by night—green.

Indication—Proceed.

Name—Clear signal.

AUTOMATIC TRAIN CONTROL STOP SYSTEM

1. Automatic train control stop system is in service between Normal and the north end of Glenn Yard, as designated by signs.

2. All road engines operating between these points must have train control stop device cut in and in working order.

3. Enginemen must not, under any circumstance, forestall application until after signal indication has been observed and is being obeyed.

4. Enginemen will forestall application when passing over track magnet in making back-up moves against current of traffic and when running forward pushing cars.

5. Inbound and outbound test magnets are located at the following terminals—Glenn, Bloomington, Venice, Kansas City and B. & O. Cone roundhouse, East St. Louis.

6. Enginemen will see that they receive an acknowledging indication on one track magnet inbound, and a stop on each one of the two outbound magnets before leaving terminal.

7. In case engine does not respond to the magnets, engineer will report same to roundhouse foreman before leaving terminal.

8. In automatic train control stop territory when train control device on engine becomes inoperative, after leaving terminal, enginemen will stop at first open telegraph station and notify train dispatcher.

RAILROAD CROSSINGS

Stations	Crossings	Position of Signal Indicating clear route for Alton Trains.
Chicago	South Branch Bridge.	Interlocking
Chicago (Ft. Wayne Jct.)	Penna	Interlocking
Bridgeport Bridge..	I. C.	Interlocking
Bridgeport Bridge..	A. T. & S. F.	Interlocking
Brighton Park	C. J. Ry.	Semaphore
Brighton Park	Penna	Semaphore
Brighton Park	B. & O. C. T.	Semaphore
Corwith	A. T. & S. F.	Interlocking
LeMoyné	B. R. C.	Interlocking
Argo	B. & O. C. T.	Interlocking
Argo	I. H. B.	Interlocking
Joliet	C. R. I. & P.	Interlocking
Joliet	A. T. & S. F.	Interlocking
Joliet	M. C.	Interlocking
So. Joliet	Alton R. R. Jct.	Interlocking
Pequot	A. T. & S. F.	Interlocking
Mazonia	E. J. & E.	Interlocking
Gardner	C. C. C. & St. L.	Interlocking
Dwight	N. Y. C.	Interlocking
N. Y. C. Crossing 2.3 miles north of Streator	N. Y. C.	Automatic Interlocking
Streator	A. T. & S. F.	Semaphore
Streator	N. Y. C.	Interlocked Gates
Streator	C. B. & Q.	Interlocked Gates
Wenona	I. C.	Grade
Custer	R. T. & N.	Grade
Washington	T. P. & W.	Grade
Pontiac	I. C.	Interlocking
Pontiac	Wabash	Interlocking
Chenoa	T. P. & W.	Interlocking
Normal	I. C.	Interlocking
Bloomington	C. C. C. & St. L.	Semaphore
Bloomington	NYC & St. L.	Semaphore
Atlanta	Penna	Interlocking
Athol	I. C.	Interlocking

SPECIAL INSTRUCTIONS—Continued.

RAILROAD CROSSINGS—Continued.

Stations	Crossings	Position of Signal Indicating clear route for Alton Trains.
Athol	Ill. Terminal	Interlocking
Lincoln	I. C.	Interlocking
Sherman	Alton R. R.	Interlocking
Ridgely	C. & I. M.	Interlocking
East Springfield	Wabash	Interlocking
Springfield (E. Grand Ave.)	B. & O.	Interlocking
Springfield (E. Grand Ave.)	I. C.	Interlocking
Springfield (E. Grand Ave.)	C. & I. M.	Interlocking
Springfield	B. & O.	Semaphore
Iles	Wabash	Interlocking
Auburn	C. & I. M.	Interlocking
Girard	C. B. & Q.	Interlocking
Brighton	C. B. & Q.	Interlocking
Godfrey	Alton R. R. Jct.	Interlocking
Alton	M. & I. B. & B.	Interlocking
Wann	C. C. C. & St. L.	Interlocking
North Wood River	Ill. Terminal	Interlocking
Lenox	C. C. C. & St. L.	Interlocking
Granite City	Ill. Terminal	Interlocking
Venice Crossing	Southern Ry.	Grade
Bridge Junction	N. Y. C. & St. L.	Grade
Bridge Junction	Wabash	Grade
Bridge Junction	A. & E.	Grade
East St. Louis	C. B. & Q.	Grade
Pekin	C. C. C. & St. L.	Interlocking
Pekin	A. T. & S. F.	Interlocking
Green Valley	I. C.	Automatic Interlocking
New Holland	I. C.	Grade

10. SPACING TRAINS

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.

Telegraph Block Signal System, as per Rules effective 12:01 A.M., April 17, 1904, is in use between Carlinville and Plainview. The automatic signals located between these two points are adjunct thereto.

Manual Block System is in service between Fort Wayne Junction and Pan Handle Crossing (Western Avenue) Chicago Terminal. (See special rule governing same).

Automatic Signals are in effect between Pan Handle Crossing, Brighton Park, and Godfrey.

Automatic Signals are provided for station and curve protection between Godfrey and Wann via Alton.

Electric Staff Block System is in effect between Wann and Godfrey via cut off as per rules page 11.

11.

Following is schedule of Baltimore and Ohio passenger trains at Springfield passenger station.

No. 49, daily,	10:10 A.M.
No. 41, daily,	9:30 A.M.
No. 40, daily,	6:35 P.M.
No. 48, daily,	5:20 P.M.

These trains use our main tracks between passenger station and Third Street Wye, with right of first class trains.

12. TELEPHONES

13. AIR BRAKES, HAND BRAKES, TESTING, ETC.

(a) Each train must have the air brakes on all cars in effective operating condition, except in cases of emergency. The proportion of brakes in operation must at no time be less than 85 percent of the cars in the train.

(b) Movement of a car with brakes inoperative in passenger, mail, express or milk trains is restricted as follows:

- From leaving originating point of train.
- From being placed in train enroute.

From being handled at rear of train.

From being handled next to engine, unless tender of engine is equipped with a vent valve, or the control valve is operating on the car with the brakes cut out at the brake cylinder.

(c) In the operating of freight trains having inoperative brakes the following applies.

(d) All cars equipped with air brakes, which are associated together in train, must have their brakes in proper condition so that all such cars so associated shall have their brakes operative.

(e) Cars becoming defective in transit, although in proper condition when the train started, may be hauled to the nearest designated repair point. Such defective cars must be switched out or repaired at the next designated repair station reached after the car became defective, except a car of live stock or perishable freight, with an inoperative brake, may be permitted to leave an intermediate terminal or to pass a designated repair point, provided it is placed at the rear of all cars having their brakes operated by the engineman, and then only when 85 percent or more of the cars in the train are equipped with operative brakes, and that a serious delay would be occasioned if the car was properly repaired before it left such terminal or repair point. If defects develop or brakes are cut out enroute, AIR BRAKE DEFECT CARDS must be applied indicating the defect on the cars.

(f) Where it becomes necessary for the train crew to cut out the air brakes on a car enroute, this information must be wired to the next repair or division point, giving the location of the car in the train and the reason for cutting the brakes out, and air brake defect card must be applied.

(g) Designated Repair Points: Brighton Park, Glenn, Bloomington, Ridgely and Venice.

Terminal Test of Passenger Equipment Trains

(h) As soon as the locomotive is coupled to the train, and the required brake pipe pressure is equalized throughout the train, the engineman upon request of a trainman or inspector, shall make a 30 lb. continuous service application of the brakes, noting brake valve discharges proper amount of air, and hold them applied until the trainman or inspector shall have examined the brakes on the tender and on each car. Brake pipe leakage should not exceed 5 lbs. per minute.

(i) If the trainman or inspector finds that the brakes have applied properly, he shall signal for release of brakes from the rear of train to engineman (by communicating whistle signal) who shall release the brakes. A test of the brakes is not complete until the trainman or inspector has examined the brakes on each car, to know that they have released properly, and without the use of the release valve, after which they must report to the engineer the condition of the brakes and number of air brake cars in service in the train. Passenger equipment trains leaving terminals must have 100% air brakes operative.

(j) At division points, or division terminals, where engines or engine crews are changed, or change is made in the make-up of the train, it will be satisfactory to make the test as follows:

After the incoming engineman has made the usual stop, he will reduce brake pipe pressure 30 lbs. and hold the brakes applied until angle cock is closed.

The inspector or trainman will go over the train, and in addition to their other duties, will note the piston travel, and see that the brake shoes are against the wheels.

When outgoing engine is attached (or outbound engineman takes charge) the engineman will release the brakes, and upon request of trainman or inspector will make the usual 30 lb. brake pipe pressure reduction.

It will not be necessary for the engineman to wait until the maximum pressure is obtained before making this test. When inspector or trainman at rear of train sees brakes apply on rear car, he will signal for the release of brakes by communicating whistle signal.

If the brakes release, it will indicate that no angle cocks have been left closed in the brake pipe.

If any brakes are found to be inoperative, inspector or trainman will notify conductor and engineman.

(k) When switching is performed, engineman on road engine will hold brakes applied until all switching is com-

SPECIAL INSTRUCTIONS—Continued.

pleted. It must be known that the brakes are operative on cars added to train. If, during the test of brakes any brake fails to release properly, inspector or trainman will have the engineman repeat the test as may be required instead of bleeding the auxiliary reservoir. The inspector, or trainman, should be careful, however, to know that the brakes are not being held applied by retainer valve being in holding position or hand brakes set.

Terminal Test of Freight Trains

(1) As soon as the locomotive is coupled to the train, and the required pressure of 70 lbs. is equalized throughout the train, the engineman upon request of the trainman or inspector shall make a 15 lb. continuous brake pipe reduction, and hold the brakes applied until the trainman or inspector has examined the brakes on the tender and each car. When brake valve exhaust closes, engineer will time brake pipe leakage for one minute with his watch. The brake pipe leakage must not exceed 5 lbs. from 55 lbs. in one minute.

(m) If the trainman or inspector finds that the brakes have applied properly, they will signal for brakes to be released, and the engineman will release brakes. The test is not complete until the trainman or inspector has examined the brakes on each car to know that they have released properly, and without the use of release valves, after which they will report to the conductor and engineman the number of air brake cars in service in the train, and the condition of the brakes. All cars equipped with air brakes must be operative.

(n) The conductor (or trainman at conductor's request) will advise the engineman of the number of empties and loads, and their position in the train, as well as the tonnage.

(o) When yard-charging plants are used to make the foregoing test, it will be satisfactory to make the following test after the locomotive is attached:

After the locomotive is attached, and brake pipe pressure is equalized, on receiving signal from trainman or inspector, engineman will make 15 lb. continuous brake pipe reduction, noting that the brake valve discharges the proper amount of air.

After brake valve exhaust closes, engineman will then time brake pipe leakage for one minute, which must not exceed 5 lbs. from 55 lbs. When trainman or inspector observes rear brakes apply, he will signal to engineman to release them, who will release them when brake pipe leakage test is completed. If release of rear brakes takes place, it will indicate that no angle cocks are left closed.

(p) Terminal test will be given all trains at originating points. Terminal test will also be given to all trains at intermediate points by inspector or trainman, where the consist is changed by switching. Where engine, caboose, or crews are changed, or cars added to the head or rear end of the train, the following test will be made:

After the inbound engine has stopped, the engineman will apply the brakes, and inspector or trainman will check the tender and each car in the train, beginning at the head end to last car on rear end of train, to see that all brakes applied.

After this is assured, the inspector or trainman on rear end will signal the inspector or trainman on head end of train, who will signal engineman to release the brakes, and will remain at that point until train is pulled out of the yard for the purpose of observing each car as it passes by to see that the brakes released.

Running Test of Passenger Trains

(q) After all standing tests, a running test must be made, after having attained a speed of 20 miles per hour; while working steam the engineman will make a continuous brake pipe reduction of 10 lbs. at the same time prevent the engine brake from applying. The engineman on noting by the brake pipe exhaust and the holding efficiency of the train brakes that the brakes are working properly, he will release and proceed.

(r) While this test is being made, the conductor or brakeman must station himself on the rear car of train and he must know that the brakes on that car properly set and release.

(s) When the engineman, for any reason, applies the air brakes and they fail to work, he will immediately call for

brakes; trainman upon hearing this signal will immediately apply the brakes by the conductor's valve before attempting to stop the train by hand brakes.

(t) In all backup train movements, the engineman's brake valve will be carried in running position and where the condition will permit steam will be worked lightly. The engine adding cars to the train must leave them with brakes fully applied.

(u) Air must be coupled on all passenger equipment while being switched.

14.

WATER AND FUEL

15. OPERATING TRAINS BY SIGNAL INDICATION

Between Pekin interlocking tower and P. & P. U. Junction at Grove, trains will be operated by positive block.

All train rights conferred by time table or Book of Rules between Pekin Tower and Grove are void. The train movements will be controlled and handled by P. & P. U. Dispatchers located at River Bridge Tower, Peoria and Operator-Leverman in tower at Pekin.

A clear train order signal displayed at Pekin tower for northward train movements confers right of track Pekin tower to Grove.

A clear block signal displayed at Grove for southward train movements confers right of track Grove to Pekin tower.

Southward trains upon finding block signal at Grove displaying stop indication, the Conductor will call the dispatcher at Illinois River Bridge Tower, Peoria, on telephone for instructions.

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

A train having work to do must obtain permission from the Towerman at Pekin, for northward trains and from the Dispatcher at Peoria, for southward trains, before entering the block in which the work is to be done.

When a northbound train takes siding in the North Yard Pekin or otherwise clears main track it must not again enter the block or foul the main track without permission of the block operator, Pekin. A telephone has been provided at the north switch for that purpose.

If, for any reason, it is necessary to double a train to P. & P. U. tracks at Grove leaving any part of a train on Alton 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 Alton main track.

Telephones have been provided at signal bridges on the 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.

16. JOINT OR SPECIAL USE OF TRACKS

Trains will operate under Chicago Terminal time table between Ft. Wayne Junction and Argo.

Trains will operate under Union Station time table between Union Station, Chicago and Ft. Wayne Junction.

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 passing track at South Yard Pekin will be the meeting and passing points for all trains.

The passing track at passenger station at Alton is the meeting and passing place for first-class trains.

Between Wann and Bridge Junction the tracks of the Alton R. R. and C. C. & St. L. Ry. are jointly used as double track, and the movement of trains will be governed by the joint Book of Rules.

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

When trains routed via Merchants Bridge are detoured from Granite City via Eads Bridge, conductors and enginemen must receive written authority from Joint Track Chief Dispatcher before leaving Granite City.

Between Plaines and Pequot the tracks of Alton R. R. and the Santa Fe R. R. are jointly used as double track and the movement of trains will be governed by the joint Time Table

SPECIAL INSTRUCTIONS—Continued.

in effect. Southward freight trains use Santa Fe R. R. westward between Joliet and Plaines.

17. **MAIL.**
18. **TRAIN ORDER STATIONS—IRREGULAR HOURS**
See Bulletin covering same
19. **MAXIMUM WEIGHT LIMITS—CARS**
20. **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 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 or drawbridges protected by an interlocking system of signals, approved by the Illinois Commerce Commission.]

21. **WHISTLE SIGNALS**

Approaching Mazonia, northward trains via Pequot Line will give two short and one long blast (o o —) of the whistle. Approaching Sherman northward trains via Sub-Division 4 will give two short blasts and one long blast (o o —) of the whistle.

Approaching Iles southward trains via Western Division will give two short and one long blast (o o —) of the whistle.

All Trains displaying signals for a following section will sound whistle signal at both front and rear end of all trains affected.

22. **MARKERS**

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.

23. **TRAIN ORDERS**

Conductors must hand their orders to their brakemen; engineers hand orders to their firemen and head brakemen and see that all read them, confer and know that they understand them correctly. Conductors receiving Form 31 order must personally deliver same to engineers.

24. **SWITCHING OVER HIGHWAYS AT GRADE**

Train and Yardmen 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. Care must be taken by Train and Yardmen to open their train to allow free passage way for all persons going to and from passenger trains doing work at stations.

Cars must not be cut off and permitted to pass over public crossings except in an emergency, and then only after a member of the train crew has been stationed at the crossing to flag approaching vehicles and pedestrians.

In the movement of engines with or without cars while switching over highway grade crossings within yard limits, also commercial and station sidings, mine, industrial, or passing sidings; unless there is a crossing watchman at his post, or the gates are down, a member of the crew will protect highway traffic at crossing by preceding each movement over the crossing and see that all highway traffic has been stopped before signaling the engineman to proceed, except when work requires all members of train crew to be stationed so it would not be possible for them to flag crossings without serious delay to work then, engineers must approach and move over crossings at such speed that engine may be stopped before striking any vehicle or person that may occupy the crossing in front of engine. When making such moves proper warning must be given by engineer.

When necessary to cut a train at a highway grade crossing, the ends of the cut, where practicable, shall be not less than fifty feet from the center line of the crossing and a member of the crew will remain at the crossing to protect

highway traffic as indicated above, until the cars have again been coupled.

If necessary to cut a train at more than two highway crossings and there are not sufficient members of the crew available to protect highway traffic at each crossing, the ends of the cuts at the crossings which cannot be protected should, where practicable be left standing not less than one hundred and fifty feet from center line of the crossing. A member of the crew should station himself in position to insure that all highway traffic has been stopped before signaling the engineman to make the movement.

When a car or cars are set off or placed on any track they must be left standing not less than one hundred and fifty feet from the center line of a highway crossing when the space permits.

All switch movements over crossings protected by flasher light or wig-wag signals must be protected by a member of train crew on ground at crossing to warn traffic before movement is made.

No car or train should be permitted to stand within track circuit of flasher light or wig-wag signals for a greater length of time than absolutely necessary.

25. **INTERLOCKING**

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

A reverse movement within the limits of an interlocking plant or a forward movement after making a reverse movement, must not be made without proper interlocking signal or permission from the Leverman.

DISTANT SIGNALS at the following interlocking plants are inoperative and show caution. Approach home signals at these interlocking plants under control not to exceed thirty (30) miles per hour.

Pequot-northward, New York Central crossing north of Streator, Athol-southward, South Lincoln-northward, Godfrey-northward via Cut-off and northward via Alton Line, Wann-southward via Cut-off and southward via Alton Line, Granite City-southward, Green Valley, Pekin and Grove.

At South Joliet (main line), Pequot, "UK" Tower, Atlanta, Sherman and Girard, the home signals governing main line routes are semi-automatic and act as block signals as well as governing route over interlocking plant. Trains finding signal in stop position, after complying with Paragraph 1, may proceed at restricted speed not exceeding ten (10) miles per hour to the next signal in advance prepared to stop short of train or obstruction or anything that may require the speed of a train to be reduced. This modifies all previous instructions conflicting therewith.

At Corwith, LeMoyne, Argo, Joliet, South Joliet (northward off the Pequot line), Mazonia, Gardner, Pontiac, Chenoa, Normal, Ridgely, Iles, Auburn and Brighton home signals governing main line routes are semi-automatic and act as block signals as well as governing routes over interlocking plant. The lower arm is a call-on signal. Trains receiving this signal must understand that the route through the plant is set up but does not indicate block is clear and does not give right to automatic block territory. At these plants trains receiving call-on signal may pass the home signal without stopping at restricted speed not exceeding ten (10) miles per hour to the next signal in advance prepared to stop short of train or obstruction or anything that may require the speed of a train to be reduced.

AUTOMATIC INTERLOCKING PLANTS. The home signals at automatic interlocking plants will clear for trains approaching when there are no conflicting movements. If home signal does not clear, a trainman must go to the railroad crossing, unlock box marked "ALTON" and operate hand release in accordance with instructions contained therein.

26. **FIRST AID EMERGENCY CASES**

27. **HOURS OF SERVICE LAW**

28. **ELECTRIC HEADLIGHTS**

Headlights will be dimmed provided trains are not near public road crossing at grade when:

1. In yards where switch engines are employed.
2. Approaching stations at which stops are to be made, or where trains are receiving or discharging passengers.

SPECIAL INSTRUCTIONS—Continued.

3. On two or more tracks where trains are approaching in opposite direction, providing trains are not nearing a public road crossing at grade.

4. Standing at Terminal or Division points.

5. At any point where they are liable to make difficult the proper reading of signals.

HEADLIGHTS WILL BE TURNED OUT OR CONCEALED:

1. When a train turns out to meet another and has stopped clear of the main track, or is standing to meet a train at the end of double track or at Junction.

29. BRIDGE AND TRESTLE PROTECTION

30. TRAINS LEAVING SIDING IN AUTOMATIC SIGNAL TERRITORY

In Automatic signal territory, trains passing from side to main track will, as a protection against following trains, open the main track switch three minutes before fouling the main track. In order to expedite their own movement the switch should be opened immediately after the passage of any train they expect to follow.

Both switches of a crossover must be opened three minutes before a train or engine starts to make a crossover movement, and the movement must be completed before either switch is restored to normal position.

This will not relieve flagmen from protecting as per Rule 99.

31. INSPECTION OF PASSING TRAINS

At stops for coal and water, meeting points, passing points and other similar delays freight trains and engines must be carefully inspected by enginemen and trainmen for defective brake appliances, running gear, heated journals, etc., and conductors and enginemen must know such inspection has been made and any defects remedied before giving signal to proceed.

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. In case of failure to stop the train, operators will notify the Train Dispatcher at once.

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.

On trains having office or other cars on rear of train to which trainmen do not have access, signals will be exchanged from car first ahead of such car or cars.

Passenger flagmen at frequent intervals will look out for the purpose of detecting hot boxes.

UNCLASSIFIED

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, Chief Dispatcher, 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 triplicate by all employees 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, one copy to the Superintendent, one copy to local claim agent and one copy to the Trainmaster in whose territory accident occurs.

In case of accident to trains carrying passengers Conductors will have form 200 filled out and secure Signature from each passenger on his train and forward to superintendent.

It is the desire of the Company that all statements in reference to personal injury accidents should be as full as possible and all facts should be stated, whether favorable or unfavorable to the Company, its employees or the injured person.

Employees who witness or have any knowledge whatever of an accident must not give information of the same to attorneys,

the injured person, or any one else except this Company's officers and Claim Agents, unless legally required. Persons seeking information should be referred to the General Claim Agent.

An employee 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.

Reports of all train accidents must also be promptly made by telegraph on Form 157-C to the Superintendent, Chief Dispatcher 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 the Train Master. This report covers train accidents, derailments, engine breaking down, and breakages of all kinds. Conductor will make written report, Form 157, to Train Master of all pulled out or broken drawbars.

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.

Employees 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 trains are approaching or passing.

SPRING SWITCHES. Should a train making trailing movement through the points stop before clearing the switch, back-up movement must not be made until the switch is thrown by hand. When switch is opened by hand, it must be closed by hand after train passes over it. A running switch or drop must not be made over a spring switch. Train making facing point movement finding signal controlling approach to switch at stop will carefully examine the points before using.

Double track is in use on Sub-Division 1, between Chicago and Joliet, on Pequot Line, and between Mazonia and Bloomington.

Double track is in use on Sub-Division 2 between Bloomington and Rinaker and Plainview and Godfrey and Wann and Bridge Jet.

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

Enginemen are expressly prohibited from allowing their firemen to handle their engines while switching or elsewhere, or to take them to or from engine-house. The only exception permitted is that an engineman, while himself on the engine, may allow the fireman to handle it under his direction, it being understood that the engineman is held entirely responsible for the movement of the engine at all times.

Passengers may ride on following freight trains only: 110, 111, 108 and 109.

Work between Varna and Lacon will be performed by trains 110 and 111 upon instructions of agent at Varna.

EXPLANATION OF LETTERS

ADDITIONAL REGULAR AND FLAG STOPS

- 1 stop Granite City to discharge revenue passengers from Springfield and points north.
- 1 stop Carlinville to discharge revenue passengers from Chicago.
- 2 stop Granite City on signal to pick up revenue passengers for points where scheduled to stop, and at Carlinville on signal to pick up revenue passengers for Springfield and Chicago.
- 4 will stop at Granite City, on signal, to pick up revenue passengers for Chicago and stop on flag at Godfrey for revenue passengers from train No. 33 when passengers are reported by No. 33.
- 23 will stop at 5th Street, Lockport, to receive and discharge passengers.
- 23 stop at Elwood, Wilmington, Braidwood, Braceville, Gardner, Odell and Lexington to let off revenue passengers from Chicago.
- 70 will stop at Fifth Street, Lockport, for passengers.
- 14 will stop at Hartford (1 mile north of Roxana) and at Lovejoy for U.S. Mail.
- 73 will stop at 5th Street, Lockport, to receive and discharge passengers.

SPECIAL INSTRUCTIONS—Continued

- 77 out of Chicago Sunday night only will stop at Pontiac and Chenoa to discharge revenue passengers from Chicago.
- 77 will stop at Granite City to discharge revenue passengers from Springfield and points north.
- 79 will stop at Lemont, Lockport and Dwight Sunday night only to discharge revenue passengers from Chicago.
- 79 will stop at Pontiac and Lincoln to discharge revenue passengers from Chicago.
- 79 will stop at Lincoln on signal to pick up revenue passengers for Kansas City.
- 173 stop Fifth Street, Lockport, to discharge passengers. Scheduled trains except Nos. 78, 79 and 8 will stop at Washington Ave., St. Louis.

ELECTRIC STAFF BLOCK SYSTEM

1. An Electric Staff Block System is in use between Wann and Godfrey via Cut-Off.
2. All train rights conferred by time table or book of rules between Wann and Godfrey via Cut-Off are void.
3. A staff in actual possession of an engineman is the only authority for movement of a train in either direction.
4. No engine with or without cars will run in either direction unless the engineman has in his possession a staff, except as provided in Rule 22.
5. The possession of an absolute staff and clear staff semaphore signal at Godfrey or Wann confers right of track through the staff block only in the direction in which train was moving when it entered the block and no reverse movement will be made without flag protection. The color of container for absolute staff is green.
6. The possession of a permissive staff or tablet, and permissive staff semaphore signal at Wann permits a freight train to move from Wann to Godfrey, proceeding with caution, prepared to stop short of train ahead. The color of container for permissive staff or tablet is yellow.
7. A permissive staff or tablet may be used only to move freight trains from Wann to Godfrey and only by authority from Superintendent.
8. When necessary to transfer permissive staff and tablets from one staff machine to the other, a train may be sent through the block with the permissive staff and all the permissive tablets, which will constitute a movement under an absolute block.
9. Engineman must examine contents of container and note whether the authority given is absolute or permissive.
10. All trains, except first class, must expect to find trains switching at Wann and Godfrey.
11. Trains delayed in staff block must be protected, as per Rule 99, Book of Rules.
12. For trains that do not stop at Godfrey or Wann, operator will hang staff in staff crane near tower where it can be removed by engineman from the cab without stopping, except when permissive staff and tablets are used as an absolute staff for movement of train from Godfrey to Wann in which case it will be delivered by the operator to the engineman.
13. The operator, after hanging staff in staff crane or delivering staff to engineman, will remain in view until rear end of train has passed into the staff block, giving proceed signal

to the trainmen to indicate that staff has been properly delivered to engineman.

14. If staff is delivered to conductor, he must personally deliver it to the engineman.
15. An engineman must not accept a staff except from staff crane or his conductor or operator in charge.
16. At each end of the staff block a receptacle is provided into which staffs are to be dropped from a moving train.
17. Under no circumstances must a staff be transferred from one train to another.
18. Operators must run all staffs through staff machines before delivery to another train.
19. When two or more engines are coupled, the staff will be handled by the engineman of the leading engine. The engineman of other engines must know that he has the staff before proceeding.
20. In case a train parts, or it is necessary to double, the staff must be retained by the engineman until all of his train is in the clear.
21. A train is not clear of the block until rear end has passed tower and the operator has seen the markers.
22. In case of failure of the electric staff block system, trains will be moved by 27 Orders and clearance cards in accordance with operating rules.
23. Staff signal at Godfrey is located at entrance to staff block, 900 feet south of tower.

Arm horizontal, red light at night.

Indication—Stop and communicate with operator.

Name—Stop and Stay signal.

Arm diagonal lower quadrant, green light at night.

Indication—Proceed.

Name—Clear signal.

24. Staff signal at Wann is located at entrance to staff block, 800 feet north of tower.

Arm horizontal, red light at night.

Indication—Stop and communicate with operator.

Name—Stop and Stay signal.

Arm diagonal upper quadrant, yellow light at night.

Indication—Proceed with caution, prepared to stop short of train or obstruction.

Name—Permissive signal.

Arm, vertical, upper quadrant, green light at night.

Indication—Proceed.

Name—Clear signal.

25. Instructions are hereby given to the operator at Wann to the effect that the permissive signal must be given when northward freight trains are moved under permissive staff.
26. When an order Form 27 is used, the operators at each end of block must know that the staff block is clear, and so report to the Chief Train Dispatcher before complete is given.
27. Copies of 27 Orders that have been used by Conductors and enginemen will be delivered to the Operator at the end of staff block and he will forward them to Superintendent.
28. These rules are inserted as a guide to employes and do not supersede the electric staff system rules as contained in the operating rule book, except that Rule 245 thereof is cancelled.

SOUTHWARD

Distance from Chicago	Train Order Stations	SUB-DIVISION No. 1 TIME TABLE No. 5 April 30, 1933	Passing Sidings Cap. 45 ft. Cars	SECOND CLASS.					THIRD CLASS.				
				95	85	89	83	81	105	103	101		
				Daily	Daily	Daily	Daily	Daily	Tues. Thurs.Sat.	Daily Ex Sunday	Daily Ex Sunday		
				AM	PM	PM	PM	PM	AM	AM	AM		
DN	CHICAGO												
1.8	FT. WAYNE JUNCTION												
2.6	HALSTED STREET												
5.2	C. J. BRIGHTON PARK												
6.6	A. T. & S. F. Crossing												
7.9	LE MOYNE—B. R. C.												
10.3	DN GLENN	5:30	6:45	7:15 ⁷⁹	7:30	9:55					11:55		
11.9	D SUMMIT	5:35	6:50	7:20	7:35	10:05					12:10		
13.1	L. H. B. ARGO—E. & O. C. T.	5:42	6:53	7:25	7:40	10:10					12:20		
16.8	MOUNT FOREST										12:25		
17.5	D WILLOW SPRINGS										12:40		
21.6	LAMBERT	5:57	7:03	7:35	7:50	10:40					12:55		
25.3	D LEMONT	6:07	7:10	7:45	8:00	10:55					1:24 ¹⁷³		
28.5	ROMEO												
32.9	D LOCKPORT	6:25	7:20	8:00	8:15	11:15					1:50		
35.8	STATE PRISON												
37.2	D M. C. JOLIET C. R. I. & P.	7:00	7:30 ⁷⁹	8:15	8:30	11:30					2:20		
38.5	DN SOUTH JOLIET										7:30	2:40	
45.8	D ELWOOD										8:00		
52.5	D WILMINGTON										9:30 ²⁴		
57.3	D BRAIDWOOD										10:00		
61.2	D BRACEVILLE										10:15		
62.6	DN MAZONIA—E. J. & E.	8:10	8:45	9:30	9:45	12:58 ⁷⁷					10:35 ³		
64.5	D GARDNER—C. C. C. & St. L.	8:20	8:50	9:35	9:50	1:15					11:10		
72.8	DN U. K. TOWER—N. Y. C.												
73.6	DN DWIGHT	8:45	9:10	10:00	10:15	1:35					7:00	11:45	
81.7	D ODELL	9:05	9:40	10:15	10:30	2:10 ⁷					7:45		
86.9	D CAYUGA	9:15	10:00	10:25	10:40	2:30					8:00		
91.2	Wab. D. Y. TOWER—I. C.												
91.9	DN PONTIAC	9:30 ¹⁰⁵	10:10	10:40	10:55	3:00					9:30 ⁹⁵		
97.7	OCOYA	9:45	10:20	10:50	11:05	4:00					10:00		
102.3	DN CHENOA—T. P. & W.	9:55	10:30	11:00	11:15	4:20					11:10		
106.4	BALLARD												
110.3	D LEXINGTON	10:15	10:45	11:15	11:30	4:45					11:45		
118.2	D TOWANDA	10:35	11:00	11:30	11:45	5:10					12:06 ³		
124.1	DN NORMAL—I. C.	10:50	11:15	11:40	11:55	5:30					1:10		
126.6	DN BLOOMINGTON	11:00	11:20	11:45	12:05	5:45					1:30		
	C. C. C. & St. L., N. Y. C. & St. L.												
		AM	PM	PM	AM	AM					PM	AM	PM
	Time over Sub-Division	5:30	4:35	4:30	4:35	7:50					6:30	4:15	2:45
	Average speed per hour	21.1	25.4	25.8	25.4	14.8					7.3	8.2	10.2

Passenger trains will not exceed a speed of 60 miles per hour. Speed as shown in special rule 5, and such other restrictions as may be in effect, will not be exceeded.

NORTHWARD

Distance from E. St. Louis	Train Order Stations	SUB-DIVISION No. 1 TIME-TABLE No. 5 April 30, 1933	Passing Siding Cap. in 45 ft. Cars	FIRST CLASS								
				70	78	8	24	10	2	4		
				<i>Daily Ex Sunday</i>	<i>Daily</i>	<i>Daily</i>	<i>Daily Ex Sunday</i>	<i>Daily</i>	<i>Daily</i>	<i>Daily</i>		
				AM	AM	AM	AM	AM	PM	PM		
154.2	DN	BLOOMINGTON C.C.C. & St. L. 2.5 N.Y.C. & St. L.		3.55	4.25	d 7.30	8.55	12.55	6.20			
156.7	DN	NORMAL I. C. 5.9		4.00	4.31	s 7.37	9.00	1.00	6.25			
162.6	D	TOWANDA 7.9	74	4.07	4.38	s 7.47	9.07	1.07	6.32			
170.5	D	LEXINGTON 3.9		4.16	4.47	s 7.58	9.16	1.16	6.41			
174.4		BALLARD 4.1										
178.5	DN	CHENOA—T. P. & W. 4.6	79	4.25	4.57	s 8.09	9.25	1.25	6.50			
183.1		OCOYA 5.8		4.30	5.03	8.16	9.30	1.30	6.55			
188.9	DN	PONTIAC 0.7	90	4.37	5.12	s 8.26	s 9.37	s 1.37	s 7.03			
189.6	Wab.	D. Y. TOWER—I. C. 4.3										
193.9	D	CAYUGA 5.2		4.43	5.21	s 8.35	9.43	1.43	7.11			
199.1	D	ODELL 8.1	85	4.49	5.29	s 8.44	9.49	1.49	7.17			
207.2	DN	DWIGHT 0.8	130	4.58	5.42	s 8.56	s 10.00	s 1.58	s 7.27			
208.0	DN	U. K. TOWER—N.Y.C. 8.3										
216.3	D	GARDNER—C.C.C. & St. L. 1.9		5.08	5.55	s 9.08	10.10	2.08	7.37			
218.2	DN	MAZONIA—E. J. & E. 1.4		5.10	5.57	9.10	10.12	2.10	7.39			
219.6	D	BRACEVILLE 3.9		5.12	5.59	s 9.12	} Via Pequot Line	2.12	} Via Pequot Line			
223.5	D	BRAIDWOOD 4.8	50	5.17	6.05	s 9.20		2.17				
228.3	D	WILMINGTON 6.7	91	5.23	6.12	s 9.30	} Via Pequot Line	2.23	} Via Pequot Line			
235.0	D	ELWOOD 7.3	50	5.32	6.22	s 9.43		2.31				
242.3	DN	SOUTH JOLIET 1.3		d 5.20	5.42	6.33	9.54	10.42	2.41	8.10		
243.6	D	M.C. JOLIET—C.R.I. & P. 1.4 A.T. & S.F.		s 5.30	5.45	6.35	s 10.02	s 10.47	s 2.43	s 8.15		
245.0		STATE PRISON 2.9		s 5.32								
247.9	D	LOCKPORT 4.4		s 5.37	5.51	6.42	s 10.10	10.53	2.49	8.22		
252.3		ROMEO 3.2	79									
255.5	D	LEMONT 3.7		s 5.47	6.00	6.52	s 10.22	11.02	2.58	8.31		
259.2		LAMBERT 4.1	102	5.53	6.05	6.57	10.28	11.06	3.02	8.35		
263.3	D	WILLOW SPRINGS 0.7		s 6.00			s 10.35					
264.0		MOUNT FOREST 3.7		s 6.02								
267.7	I.H.B.	ARGO—E. & O.C.T. 1.2	76	6.07	6.15	7.10	10.41	11.15	3.11	8.44		
268.9	D	SUMMIT 1.6		s 6.10	6.17	7.12	s 10.43	11.17	3.13	8.46		
270.5	DN	GLENN 2.4		6.12	6.19	7.14	s 10.47	11.19	3.15	8.48		
272.9		LE MOYNE—B.E.C. 1.3										
274.2		A.T. & S.F. Crossing 1.4										
275.6	D	C.J. BRIGHTON PARK Penna. E. & O. 2.6		s 6.22	6.28	7.27	10.57	11.27	3.22	8.57		
278.2		HALSTED STREET 0.8		s 6.28	6.35	f 7.35	s 11.05	f 11.34	f 3.29	s 9.04		
279.0		FT. WAYNE JUNCTION 1.8		6.33	6.38	7.38	11.08	11.38	3.33	9.08		
280.8	DN	CHICAGO		A 6.40	A 6.45	A 7.45	A 11.15	A 11.45	A 3.40	A 9.15		
				AM	AM	AM	AM	AM	PM	PM		
		Time over Sub-Division....		1:20	2:50	3:20	3:45	2:50	2:45	2:55		
		Average speed per hour....		28.8	44.6	37.9	33.3	44.6	46.0	43.4		

Passenger trains will not exceed a speed of 60 miles per hour.
Speed as shown in special rule 5, and such other restrictions as may be in effect, will not be exceeded.

NORTHWARD

Distance from E. St. Louis	Train Order Stations	Sub-Division No. 1 TIME-TABLE No. 5 April 30, 1933	Passing Station Cap. in 40 ft. Cars	SECOND CLASS				THIRD CLASS		
				86	94	80	82	104	100	102
				Daily	Daily	Daily	Daily	Mon. Wed. Fri.	Daily Ex Sunday	Daily Ex Sunday
				AM	PM	PM	AM	AM	AM	PM
154.2	DN	BLOOMINGTON C.C.C. & St. L. 2.5 N.Y.C. & St. L.	.....	10.00	5.00	10.30	12.05	D 7.35 ²⁴		
156.7	DN	NORMAL — I.C. 5.9	.....	10.10	5.10	10.40	12.15	S 7.45		
162.6	D	TOWANDA 7.9	74	10.22	5.30	10.55	12.30	S 8.05		
170.5	D	LEXINGTON 3.9	.....	10.38	5.50	11.10	12.45	S 8.35		
174.4		BALLARD 4.1	.....						
178.5	DN	CHENOA — T.P. & W. 4.6	79	10.53	6.10	11.25	1.00	S 9.25 ¹⁰		
183.1		OCOYA 5.8	.....	11.03	6.20	11.35	1.10	S 10.00		
188.9	DN	PONTIAC 0.7	90	11.15 ¹⁰⁴	7.03 ⁴	11.45	1.20	S 11.15 ⁸⁶		
189.6	Wab.	D. Y. TOWER — I.C. 4.3	.....						
193.9	D	CAYUGA 5.2	.....	11.25	7.25	11.57	1.35	S 11.50		
199.1	D	ODELL 8.1	85	11.37	7.40	12.10	1.50	S 12.45		
207.2	DN	DWIGHT 0.8	130	11.50	8.05	12.25	2.05	A 1.30		D 12.30
208.0	DN	U. K. TOWER — N.Y.C. 8.3	.....						
216.3	D	GARDNER — C.C.C. & St. L. 1.9	.....	12.10	8.30	12.45	2.25			S 1.00
218.2	DN	MAZONIA — E. J. & E. 1.4	.....	12.15	8.35	12.50	2.30			1.15
219.6	D	BRACEVILLE 3.9	.....						
223.5	D	BRADWOOD 4.8	50							
228.3	D	WILMINGTON 6.7	91	Via Pequot Line	Via Pequot Line	Via Pequot Line	Via Pequot Line			
235.0	D	ELWOOD 7.3	50							
242.3	DN	SOUTH JOLIET 1.3	.....	1.00	10.45	1.45	3.40	D 7.20		A 2.55
243.6	D	M.C. JOLIET — C.R.I. & P. 1.4 A.T. & S.F.	.....	1.20	11.00	1.55	3.45			7.25
245.0		STATE PRISON 2.9	.....						
247.4	D	LOCKPORT 4.4	.....	1.35	11.35	2.10	4.00	S 8.00		
252.3		ROMEO 3.2	79							
255.5	D	LEMONT 3.7	.....	1.50	12.10	2.25	4.15	S 8.46		
259.2		LAMBERT 4.1	102	2.00	12.30	2.35	4.25	S 9.20		
263.3	D	WILLOW SPRINGS 0.7	.....					S 9.35		
264.0		MOUNT FOREST 3.7	.....						
267.7	I.H.B.	ARGO — E. & C. C. T. 1.2	76	2.30	1.00	2.55	4.45	S 9.50		
268.9	D	SUMMIT 1.6	.....	2.40	1.10	3.00	4.50	S 9.55		
270.5	DN	GLENN 2.4	.....	A 2.45	A 1.25	A 3.05	A 4.55	A 10.05		
272.9		LE MOYNE — E. E. C. 1.3	.....						
274.2		A. T. & S. F. Crossing 1.4	.....						
275.6	D	C. J. BRIGHTON PARK Penna. E. & O. 2.6	.....						
278.2		HALSTED STREET 0.8	.....						
279.0		FT. WAYNE JUNCTION 1.8	.....						
280.8	DN	CHICAGO	.....						
				PM	AM	AM	AM	PM	AM	PM
		Time over Sub-Division....		4:45	8:25	4:35	4:50	5:55	2:45	2:25
		Average speed per hour....		24.4	13.8	25.3	24.0	8.9	10.3	10.2

Passenger trains will not exceed a speed of 60 miles per hour.
Speed as shown in special rule 5, and such other restrictions as may be in effect, will not be exceeded.

SOUTHWARD

Dist. from Chicago	Train Order Stations	SUB-DIVISION 2 TIME-TABLE No. 5 April 30, 1933	Passing Sliding Cap. 40 ft. Cars	FIRST CLASS																
				77	7	3	15	1	33	55	79	9								
				Daily	Daily	Daily Ex Sunday	Sunday Only	Daily	Daily Ex Sunday	Daily Ex Sunday	Daily	Daily								
				AM	AM	PM	PM	PM	PM	PM	PM	PM	PM							
126.6	DN	BLOOMINGTON—N.Y. & St. L. 5.6 C.C.C. & St. L.	.....	2.30	3.25	12.40	12.40	2.15												
132.2	D	SHIRLEY 4.1	98	2.38	3.34	12.48	12.48	2.22												
136.3	D	FUNK'S GROVE 4.6		2.42	3.39	12.54	12.54	2.26												
140.9	D	McLEAN 4.9	89	2.47	3.45	1.01	1.01	2.31												
145.8	DN	ATLANTA—P.C.C. & St. L. 3.9	75	2.52	3.52	1.09	1.09	2.37												
149.7	D	LAWDALE 6.0	70	2.57	3.58	1.16	1.16	2.42												
155.7	DN	ATHOL—I.T.S.—I.C. 0.7	83	3.04	4.05	1.23	1.23	2.49												
156.4	DN	LINCOLN—I.C. 2.5		3.05	4.06	1.27	1.27	2.50												
159.0	.....	GRIGGS 4.4	83	3.09	4.10	1.31	1.31	2.53												
163.4	D	BROADWELL 3.9		3.14	4.16	1.37	1.37	2.58												
167.3	D	ELKHART 5.7		3.19	4.20	1.43	1.43	3.03												
173.0	D	WILLIAMSVILLE 4.6		3.26	4.27	1.52	1.52	3.10												
177.6	DN	SHERMAN 5.3	78	3.31	4.32	2.00	2.00	3.16												
182.9	DN	RIDGELY C. and I. M. 2.2		3.39	4.40			3.22												
185.1	DN	SPRINGFIELD—E. & O. 2.2		3.45	4.45	2.20	2.20	3.30												
187.3	DN	ILES—Wabash 3.8	81	4.06	4.56	2.36		3.41												
191.1	.....	JUNOD 3.4	20	4.10	5.00	2.41		3.45												
194.5	D	CHATHAM 4.6	74	4.14	5.04	2.46		3.49												
199.1	.....	LEFTON 1.5	50	4.19	5.09	2.52		3.54												
200.6	D	AUBURN—C.&I.M. 3.7		4.21	5.11	2.54		3.56												
204.3	.....	THAYER 2.7	241	4.25	5.16	2.59		4.00												
207.0	D	VERDEN 3.8	64	4.29	5.20	3.04		4.03												
210.8	DN	GIRARD—C.B. & Q. 3.7	86	4.34	5.28	3.10		4.09												
214.5	D	NILWOOD 5.2		4.39	5.33	3.16		4.13												
219.7	.....	BIERD 3.5	93	4.45	5.39	3.23		4.18												
223.2	.....	Q. C. JUNCTION—Alton 0.6		4.49	5.44	3.27		4.22												
223.8	DN	CARLINVILLE 2.1	76	4.55	5.45	3.30		4.23												
225.9	.....	RINAKEK 3.8		5.00	5.50	3.35		4.25												
229.7	.....	MACOUPIN 4.5				3.40														
234.2	DN	PLAINVIEW 4.1	71	5.11	6.03	3.48		4.36												
238.3	D	SHIPMAN 4.9		5.16	6.09	3.55		4.41												
243.3	.....	MILES 2.8		5.22	6.17	4.02		4.48												
246.0	DN	BRIGHTON—C.B. & Q. 6.1		5.25	6.20	4.07		4.51												
252.1	DN	GODFREY 2.4		5.33	6.30	4.17		5.00	3.55											
254.5	.....	ALTON SUMMIT 3.0	60			4.21			4.00											
257.5	D	ALTON—C.C.C. & St. L.		Via (CutOff) 5.45	Via (CutOff) 6.38	4.35		Via (CutOff) 5.07	4.10											
262.1	DN	COLLEGE AVE. (Alton)		5.55	6.43	4.45		5.11												
262.9	.....	WANN 0.8																		
263.9	.....	NORTH WOOD RIVER 12.5 Ill. Terminal																		
274.9	DN	GRANITE CITY 2.9	47	6.15	7.05	5.05		5.30												
278.0	DN	VENICE 2.0				5.10														
280.0	DN	BRIDGE JUNCTION 0.8				5.15														
280.8	.....	RELAY DEPOT 3.26				5.20														
.....	DN	ST. LOUIS		A 6.45	A 7.43	A 5.40		A 6.00												
				AM	AM	PM	PM	PM	PM	PM	PM	PM	AM	PM						
		Time over Sub-Division...		4:15	4:18	5:00	1:40	3:45	:15	:14	3:50	:06								
		Average speed per hour...		36.5	36.6	31.4	31.4	41.9	21.6	32.1	40.5	22.0								

Passenger trains will not exceed a speed of 60 miles per hour. Speed shown in special rule 5, and such other restrictions as may be in effect, will not be exceeded.

SOUTHWARD

Dist. from Chicago	Train Order Stations	SUB-DIVISION 2 TIME TABLE No. 5 April 30, 1933	Passing Siding Cap. 45 ft. Cars	SECOND CLASS							THIRD CLASS		
				85	89	83	91	117	93	95	97	107	109
				Daily	Daily	Daily	Daily	Daily Except Monday	Daily	Daily	Daily Except Monday	Mon. Wed. Frid.	Mon. Wed. Frid.
				AM	AM	AM	AM	AM	AM	AM	PM	AM	AM
126.6	DN	BLOOMINGTON—N.Y.C.&St.L. 5.6 C.C.&St.L.								11.45	11.45		
132.2	D	SHIRLEY 4.1	98	12.28	1.30	1.45				11.57 ¹⁰⁷	12.10 ⁹⁵		
136.3	D	FUNK'S GROVE 4.6		12.35	1.40	2.00				12.05	12.25		
140.9	D	McLEAN 4.9	89	12.45	1.50	2.15				12.20	1.01		
145.8	DN	ATLANTA—P.C.C.&St.L. 3.9	75	12.55	2.00	2.25				12.40	1.45 ³		
149.7	D	LAWDALE 6.0	70	1.03	2.08	2.34				12.50	2.00		
155.7	DN	ATHOL—I.T.S.—I.C. 0.7	83	1.15	2.20	2.46				1.10	2.20		
156.4	DN	LINCOLN—I.C. 3.6		1.17	2.25	2.50				1.15	2.50		
159.0		GRIGGS 4.4	83	1.22	2.35	3.09 ⁷⁷				1.31 ³	4.00		
163.4	D	BROADWELL 3.9		1.35	2.46	3.40				2.10	4.20		
167.3	D	ELKHART 5.7		1.44	2.54	3.47				2.20	4.50		
173.0	D	WILLIAMSVILLE 4.6		1.55	3.06	3.50				2.35	5.30		
177.6	DN	SHERMAN 5.3	78	2.05	3.15	4.08				2.45	2.20	6.00	
182.9	DN	RIDGELY C. and I. M. 2.2			3.39 ⁷⁷	4.40 ⁷		10.00		3.00 ^{3.22}	2.40 ^A	6.30 ^A	7.45 ^D
185.1	DN	SPRINGFIELD—E.&O. 2.2		2.30	4.20	4.55		10.30		3.45		8.00	
187.3	DN	ILES—Wabash 3.8	81	2.36	4.30 ^A	5.05		10.40		3.55		8.10	
191.1		JUNOD 3.4	20	2.44	4.42					4.02		8.20	
194.5	D	CHATHAM 4.6	74	2.52	5.04 ⁷					4.08		8.35	
199.1		LEFTON 1.5	61	3.00	5.15					4.16		8.50	
200.6	D	AUBURN—C. & I. M. 3.7		3.02	5.20					4.19		9.30	
204.3		THAYER 2.7	241	3.09	5.30					4.26		9.50	
207.0	D	VIRDEN 3.8	64	3.15	5.37					4.32		10.30	
210.8	DN	GIRARD—C.E.&Q. 3.7	86	3.25	5.47					4.40		11.05	
214.5	D	NILWOOD 5.2		3.35	5.55					4.46		11.30	
219.7		BIERD 3.5	93	3.45	6.05					4.55		11.50	
223.2		Q. C. JUNCTION—Alton 0.6		3.55	6.15					5.01		12.05	
223.8	DN	CARLINVILLE 2.1	76	3.56	6.20					5.02		12.40	
225.9		RINAKER 3.8		4.00	6.30					5.07		12.45	
229.7		MACOUPIN 4.5										1.00	
234.2	DN	PLAINVIEW 4.1	71	4.18	6.50					5.30 ⁸⁰		1.27	
238.3	D	SHIPMAN 4.9		4.26	7.00					5.43		1.45	
243.2		MILES 2.8		4.35	7.10					5.52		2.00	
246.0	DN	BRIGHTON—C.B.&Q. 6.1		4.40	7.15					5.57		2.20	
252.1	DN	GODFREY 2.4		4.55	7.30		3.00 ⁹²		11.30	6.25 ⁸²		2.45	
254.5		ALTON SUMMIT 3.0	60	{Via CutOff}	{Via CutOff}		{Via CutOff}		{Via CutOff}	{Via CutOff}		2.55	
257.5	D	ALTON—C.C.C.&St.L. 3.7										3.15 ^A	
		COLLEGE AVE. (Alton)											
262.1	DN	WANN 0.8		5.15	7.50		3.20		11.55	6.50			
262.9		NORTH WOOD RIVER 12.5 Ill. Terminal											
274.9	DN	GRANITE CITY 2.9	47										
278.0	DN	VENICE 2.0		A 6.15	A 9.00		A 4.30		A 1.00	A 8.00			
280.0	DN	BRIDGE JUNCTION 0.8											
280.8		RELAY DEPOT 3.26											
	DN	ST. LOUIS											
		Time over Sub-Division		6:00	7:45	3:35	1:30	40	1:30	8:15	20	6:45	7:30
		Average speed per hour		25.7	19.5	16.9	15.4	6.6	15.4	18.3	15.7	8.2	9.9

Passenger trains will not exceed a speed of 60 miles per hour.
Speed shown in special rule 5, and such other restrictions as may be in effect, will not be exceeded.

NORTHWARD

FIRST CLASS

Distance from East St. Louis	Train Order Stations	SUB-DIVISION No. 2 TIME TABLE No. 5 April 30, 1933	Passing Siding Cap. in 46 ft. Cars	FIRST CLASS											
				10	14	32	2	50	4	78	8				
				<i>Daily</i>	<i>Daily Ex Sunday</i>	<i>Daily Ex Sunday</i>	<i>Daily</i>	<i>Daily Ex Sunday</i>	<i>Daily</i>	<i>Daily</i>	<i>Daily</i>				
				AM	AM	AM	AM	AM	PM	PM	PM				
DN	ST. LOUIS	3.26		D	7.30		D	9.10	D	2.30	D	11.45	D	11.59	
	RELAY DEPOT	0.8		S	7.48										
0.8 DN	BRIDGE JUNCTION	2.0			7.52		Via Merchants' Terminal		Via Merchants' Terminal		Via Merchants' Terminal		Via Merchants' Terminal		
2.8 DN	VENICE	3.1		S	7.58										
5.9 DN	GRANITE CITY	12.0		S	8.05		9.39		2.58	f	12.14		12.28		
17.9	NORTH WOOD RIVER	0.8 Ill. Terminal		S	8.26										
18.7 DN	WANN				8.28		9.54		3.13		12.31		12.48		
	COLLEGE AVE. (Alton)	4.6		S	8.40	D	9.00		S	3.18	S	12.33			
23.3 D	ALTON—C.C.C. & St. L.	3.0			8.50		9.10		Via (Cut Off)	Via (Cut Off)	Via (Cut Off)	Via (Cut Off)	Via (Cut Off)	Via (Cut Off)	
26.3	ALTON SUMMIT	9.4	60												
28.7 DN	GODFREY	5.1	79	S	8.55	S	9.15	10.07		3.26	12.46		1.06		
34.8 DN	BRIGHTON—C.B. & Q.	2.8		S	9.05			10.15		3.34	12.54		1.16		
37.6	MILES	4.9		f	9.09			10.18		3.37	12.57		1.20		
42.5 D	SHIPMAN	4.1		S	9.16			10.24		3.43	1.02		1.27		
46.6 DN	PLAINVIEW	4.5	71	S	9.24			10.29		3.48 ¹⁵	1.07		1.35		
51.1	MACOUPIN	3.8		S	9.31										
54.9	RINAKEE	9.1	71		9.37			10.39		3.58	1.17		1.46		
57.0 DN	CARLINVILLE	0.6		S	9.42			10.43		S	4.01	S	1.22	1.50	
57.6	Q. C. JUNCTION—Alton	3.5			9.43			10.44		4.02	1.23		1.51		
61.1	BIERD	5.2	111		9.49			10.48		4.07	1.27		1.55		
66.3 D	NILWOOD	2.3		S	9.57			10.54 ¹⁰⁸		4.13	1.32		2.01		
70.0 DN	GIRARD—C.B. & Q.	3.8		S	10.06			10.58		4.17	1.36		2.06		
73.8 D	VIRIDEN	2.7		S	10.14			11.02		4.21	1.40		2.11		
76.5	THAYER	3.7	76	S	10.20			11.05		4.24	1.44		2.14		
80.2 D	AUBURN—C. & I. M.	1.5		S	10.30			11.09		4.28	1.48		2.18		
81.7	LEPTON	4.6	72		10.35			11.11		4.30	1.50		2.20		
86.3 D	CHATHAM	3.4	67	S	10.43			11.16		4.35	1.55		2.26		
89.7	JUNOD	3.8			10.48			11.20		4.39	1.59		2.31		
93.5 DN	MILES—Wabash	2.2			7.06		10.53	11.24		4.43	2.03		2.35		
95.7 DN	SPRINGFIELD—B. & O.	1.5		S	7.12		11.00	11.30	D	11.40	S	4.49	S	2.45	
					7.18			11.35 ⁵⁰		4.55	2.23		2.50		
97.9 DN	RIDGELY—C. and I. M.	5.3						11.40					2.26	2.55	
103.2 DN	SHERMAN	4.6			7.33			11.47	S	11.55 ¹⁰⁶	5.07	2.38	3.05		
107.8 D	WILLIAMSVILLE	5.7	90	f	7.40			11.52		5.12	2.43		3.11		
113.5 D	ELKHART	3.9		f	7.48			11.58		5.18	2.49		3.17		
117.4 D	BROADWELL	4.4	87	f	7.54			12.02		5.22	2.53		3.22		
121.8	GRIGGS	2.6	70		8.00			12.07		5.27	2.58		3.28		
124.4 DN	LINCOLN—I.C.	0.7		S	8.04			12.11		S	5.33	3.01	3.32		
125.1 DN	ATHOL—I.T.S., I.C.	6.0	81		8.05			12.12		5.34	3.02		3.34		
131.1 D	LAWNDALE	3.9	194		8.13			12.19		5.41	3.09		3.41		
135.0 DN	ATLANTA—P.C.C. & St. L.	4.9		S	8.20			12.24		5.48	3.16		3.48		
139.9 D	McLEAN	4.6	80	S	8.28			12.29		5.54	3.22		3.55		
144.5 D	FUNK'S GROVE	4.1	80		8.34			12.35		5.59	3.28		4.01		
148.6 D	SHIRLEY	5.6	82	f	8.40			12.41		6.05	3.33		4.08		
154.2 DN	BLOOMINGTON—C.C.C. & St. L. N. Y. C. & St. L.			S	8.50			12.50		S	6.15	S	3.40	S	4.20
					AM	AM	AM	PM	AM	PM	AM	AM	AM		
	Time over Sub-Division...				1:44	3:30	:15	3:40	:15	3:45	3:55	1:21			
	Average speed per hour...				35.0	28.2	21.6	42.9	36.0	41.9	39.6	36.3			

VIA AIR LINE

VIA GODFREY LINE

VIA PEORIA LINE

Passenger trains will not exceed a speed of 60 miles per hour.
Speed as shown in special rule 5, and such other restrictions as may be in effect, will not be exceeded.

NORTHWARD

Distance from East St. Louis	Train Order Stations	Sub-DIVISION No. 2 TIME TABLE No. 5 April 30, 1933	Passing Siding Cap. in 45 ft. Cars	SECOND CLASS							THIRD CLASS	
				90	116	80	82	92	98	94	108	106
				Daily	Daily Ex Monday	Daily	Daily	Daily	Daily Ex Monday	Daily	Tuesday Thurs'y Satur'd'y	Tues. Thurs. Sat.
				PM	AM	PM	PM	AM	AM	PM	AM	AM
DN	ST. LOUIS											
	RELAY DEPOT											
0.8 DN	BRIDGE JUNCTION											
2.8 DN	VENICE	1.00		4.00	5.30	2.00		9.00				
5.9 DN	GRANITE CITY											
17.9	NORTH WOOD RIVER											
18.7 DN	WANN	1.35		4.30	5.57	2.35		10.00				
	COLLEGE AVE. (Alton)											
23.3 D	ALTON—C.C.C. & St. L.		Via (Cut Off)							7.00		
26.3	ALTON SUMMIT	60								7.15		
28.7 DN	GODFREY	79	2.20		4.55	6.25	3.00	10.30		7.30		
34.8 DN	BRIGHTON—C. E. & Q.			5.07	6.37			10.47		8.00		
37.6	MILES			5.12	6.42			10.52		8.10		
42.5 D	SHIPMAN			5.20	6.50			11.05		8.40		
46.6 DN	PLAINVIEW	71		5.31	7.01			11.17		9.24		
51.1	MACOUPIN									9.35		
54.9	RINAKEE	71		5.48	7.18			11.37		9.45		
57.0 DN	CARLINVILLE			5.53	7.23			11.42		10.15		
57.6	Q. C. JUNCTION—Alton			5.54	7.24			11.43		10.16		
61.1	BIERD	111		6.01	7.31			11.53		10.30		
66.3 D	NILWOOD			6.10	7.40			12.05		10.54		
70.0 DN	GIBARD—C. E. & Q.			6.17	7.47			12.15		11.45		
73.8 D	VIBDEN			6.24	7.54			12.25		12.15		
76.5	THAYER	76		6.28	7.58			12.32		12.35		
80.2 D	AUBURN—C. & I. M.			6.34	8.04			12.42		1.00		
81.7	LEFTON	72		6.36	8.06			12.45		1.20		
86.3 D	CHATHAM	67		6.43	8.13			12.58		1.45		
89.7	JUNOD			6.49	8.19			1.10		1.55		
93.5 DN	ILES—Wabash			8.50	6.55	8.25		1.25		2.05		
95.7 DN	SPRINGFIELD—E. & C.			9.00	7.02	8.32		1.40		2.12		
97.9 DN	RIDGELY—C. and I. M.			9.15				2.00	6.45	2.25	11.45	2.50
103.2 DN	SHERMAN				7.40	9.10		3.00	7.00	3.20	12.01	
107.8 D	WILLIAMSVILLE	90			7.48	9.18		3.33		3.33	12.15	
113.5 D	ELKHART				7.58	9.28		3.46		3.46	12.35	
117.4 D	BROADWELL	87			8.05	9.35		3.57		3.57	12.45	
121.8	GRIGGS	70			8.13	9.43		4.07		4.07	12.55	
124.4 DN	LINCOLN—I. C.				8.18	9.48		4.12		4.12	1.00	
125.1 DN	ATHOL—I.T.S., I.C.	81			8.20	9.50		4.13		4.13	2.30	
131.1 D	LAWDALE	194			8.32	10.02		4.35		4.35	3.14	
135.0 DN	ATLANTA—P.C.C. & St. L.				8.45	10.15		5.05		5.05	4.00	
139.9 D	McLEAN	80			8.55	10.25		5.17		5.17	4.30	
144.5 D	FUNK'S GROVE	80			9.05	10.35		5.28		5.28	5.00	
148.6 D	SHIRLEY	82			9.15	10.45		5.40		5.40	5.30	
154.2 DN	BLOOMINGTON—C.C.C. & St. L. N. Y. C. & St. L.				9.30	11.00		6.00		6.00	6.00	
				PM	AM	PM	PM	AM	AM	AM	PM	PM
	Time over Sub-Division...			1:20	:35	5:30	5:30	1:00	:15	9:00	7:25	6:15
	Average speed per hour...			16.4	15.6	27.5	27.5	25.9	21.2	16.8	10.5	10.6

Passenger trains will not exceed a speed of 60 miles per hour.
Speed as shown in special rule 5, and such other restrictions as may be in effect, will not be exceeded.

NORTHWARD

SOUTHWARD

Distance from Washington	Train Order Stations	SUB-DIVISION 3 TIME-TABLE No. 5 April 30, 1933	THIRD CLASS.			Distance from Dwight	Train Order Stations	SUB-DIVISION 3 TIME-TABLE No. 5 April 30, 1933	THIRD CLASS.		
			Passing Sidings Capacity in 45 ft. Cars	110					Passing Sidings Capacity in 45 ft. Cars	111	
				Daily Except Sunday						Daily Except Sunday	
				AM					AM		
.....	D	WASHINGTON—T.P.&W. 6.5	10.00		.....	DN	DWIGHT 6.6	7.30		
6.05	D	METAMORA 4.4	10.20		6.6		NEVADA 7.3	7.50			
10 9		CAZENOVIA 1.8	10.35		13.9	D	BLACKSTONE 4.6	8.10	47		
12 7	D	LOW POINT 3.3	10.45		18.5		SMITHDALE 1.3	8.30			
16.0	D	WASHBURN 5.3	11.00		19.8		N. Y. C. Crossing 2.3				
21.3	D	LA ROSE 4.0	11.15		22.1	D	C.E.&Q. STREATOR—N.Y.C. 4.2	9.40	38		
25.3	D	VARNA 3.7	11.55	111	26.3		MUNSTER 3.2	10.00			
29 0		CUSTER—R.T.&N.R.R. 2.7	12.05		29.5		GARFIELD 5.4	10.15			
31.7		EVANS 3.0	12.20		34.9	D	WENONA—I.C. 3.0	11.00	60		
34 7	D	WENONA—I.C. 5.4	12.40	60	37.9		EVANS 2.7	11.15			
40 1		GARFIELD 3.2	1.00		40.6		CUSTER—R.T.&N.R.R. 3.7	11.30			
43.3		MUNSTER 4.2	1.15		44.3	D	VARNA 4.0	11.55	110		
47.5	D	C.E.&Q. STREATOR—N.Y.C. 2.3 A.T.&S.F.	2.15	38	48.3	D	LA ROSE 5.3	12.30			
49.8		N. Y. C. Crossing 1.3			53.6	D	WASHBURN 3.3	12.45			
51 1		SMITHDALE 4.6	2.45		56.9	D	LOW POINT 1.8	1.05			
55 7	D	BLACKSTONE 7.3	3.10	47	58.7		CAZENOVIA 4.4	1.15			
63.0		NEVADA 6.6	3.30		63.1	D	METAMORA 6.5	1.30			
69 6	DN	DWIGHT	4.00	A	69.6	D	WASHINGTON—T.P.&W.	2.00	A		
				PM					PM		
		Time over Sub-Division ..	6:00				Time over Sub-Division ..	6:30			
		Average speed per hour ..	11.6				Average speed per hour ..	10.6			

Passenger trains will not exceed a speed of 45 miles per hour.
Speed shown in special rule 5, and such other restrictions as may be in effect, will not be exceeded.

NORTHWARD

SOUTHWARD

Distance from Lacon	Train Order Stations	SUB-DIVISION 3 TIME-TABLE No. 5 April 30, 1933				Distance from Varna	Train Order Stations	SUB-DIVISION 3 TIME-TABLE No. 5 April 30, 1933			
.....	D	LACON 5.5			.....	D	VARNA 4.5			
5.5		HELD 4.5			4.5		HELD 5.5				
10 0	D	VARNA			10.0	D	LACON				

NORTHWARD

Distance from Mazonia	Train Order Stations	SUB-DIVISION No. 1 TIME-TABLE No. 5 April 30, 1933	Passing Siding Cap. in 45 ft. Cars	FIRST CLASS			SECOND CLASS				3RD CLASS		
				10	4		80	82	86	94		102	
				Daily	Daily		Daily	Daily	Daily	Daily		Daily Ex Sunday	
				AM	PM		AM	AM	PM	PM		PM	
.....	DN	Mazonia											
4.8	D	COAL CITY 1.4											
6.2	DN	PEQUOT 4.4	73	10.19	7.47	.....	1.05	2.45	12.27	9.00	.....	1.35
10.6		LORENZO 2.5	67										
13.1		BLODGETT 2.1											
15.2		DRUMMOND 2.1	17										
17.3		MILLSDALE 5.0	87										
22.3		PLAINES 2.5		10.38	8.07	.....	1.40	3.20	12.53	10.05	.....	2.35
24.8	DN	SOUTH JOLIET 1.3		10.42	8.10	.....	1.45	3.40	1.00	10.45	.....	2.55
26.1	D	JOLIET		10.47	8.15	.....	1.55	3.45	1.20	11.00	.....	
				AM	PM		AM	AM	PM	PM		PM	
		Time over Sub-Division....		:35	:36		1:05	1:15	1:05	2:25		1:40	
		Average speed per hour....		44.7	43.5		24.0	20.9	24.0	10.8		15.7	

Passenger trains will not exceed a speed of 60 miles per hour.
Speed as shown in special rule 5, and such other restrictions as may be in effect, will not be exceeded.

SOUTHWARD

Distance from Joliet	Train Order Stations	SUB-DIVISION No. 1 TIME-TABLE No. 5 April 30, 1933	Passing Siding Cap. in 45 ft. Cars	FIRST CLASS			SECOND CLASS						
							95	85	89	83	81		
							Daily	Daily	Daily	Daily	Daily		
							AM	PM	PM	PM	PM		AM
.....	D	JOLIET 1.3											
1.3	DN	SOUTH JOLIET 2.5											
3.8		PLAINES 5.0											
8.8		MILLSDALE 2.1	87										
10.9		DRUMMOND 2.1	17										
13.0		BLODGETT 2.5											
15.5		LORENZO 4.4	67										
19.9	DN	PEQUOT 1.4	77				7.50	8.12	9.05	9.20	12.30		
21.3	D	COAL CITY 4.8											
26.1	DN	Mazonia					8.10	8.45	9.30	9.45	12.58		
							AM	PM	PM	PM	AM		
		Time over Sub-Division....					1:10	1:10	1:15	1:15	1:28		
		Average speed per hour....					22.3	22.3	20.9	20.9	17.7		

Passenger trains will not exceed a speed of 60 miles per hour.
Speed shown in special rule 5, and such other restrictions as may be in effect, will not be exceeded.

NORTHWARD

SOUTHWARD

Distance from Sherman	Train Order Stations	SUB-DIVISION 4 TIME-TABLE No. 5 April 30, 1933			Distance from Peoria	Train Order Stations	SUB-DIVISION 4 TIME TABLE No. 5 April 30, 1933					
		Passing Siding Cap. 45 ft. Cars	FIRST CLASS				SECOND CLASS		Passing Siding Cap. 45 ft. Cars	FIRST CLASS		SECOND CLASS
			50	208			98	55		97	207	
			<i>Daily Ex Sunday</i>	<i>Daily</i>	<i>Daily Ex Monday</i>			<i>Daily Ex Sunday</i>	<i>Daily Ex Monday</i>	<i>Daily</i>		
			AM	AM	AM			PM	AM	PM		
.....	DN	.....	.....	.....	.....	DN	.....	.....	.....	.....
3.3		.....	f			5.0	.....	d	d	d
4.3		.....	f			8.8	DN	s	s	s	
6.0	D	.....	s			14.9	.....	f		
10.5		.....	f			20.0	.....	f	f	
13.8	D	.....	s			24.0	.....	f		
19.9	D	.....	s			27.0	.....			A
24.2		.....	f			27.4	D	s			
27.9		.....				31.5	.....	f		
28.3	D	.....	s			35.8	D	s	s		
31.7		.....	f			41.9	D	s	s		
35.7		.....	f			45.2	.....	f		
40.8		.....	f			48.8	D	s	s		
46.9	DN	.....	s			51.4	.....	f	f	
50.7		.....				52.4	.....	f		
55.7	DN	.....	A	A	A	55.7	DN	f	A		
			PM	AM	AM				PM	PM		
		Time over Sub-Division ..	1:55	1:40	3:00			Time over Sub-Division ..	2:03	3:35		
		Average speed per hour ..	29.1	16.2	18.5			Average speed per hour ..	27.1	15.5		

Passenger trains will not exceed a speed of 50 miles per hour.
Speed as shown in special rule 5, and such other restrictions as may be in effect, will not be exceeded.

DON'T GET HURT

See P. 21

RULES GOVERNING OPERATION OF THE JOINT TRACKS OF THE A. T. & S. F. RY. CO., AND ALTON R. R. CO. PEQUOT LINE

1. The A. T. & S. F. Railway Company westward main track Joliet to Plaines and main track Plaines to Pequot, (designated as track No. 2), will be used by westward or southward trains. The Alton Railroad main track Pequot to Plaines, (designated as track No. 1), will be used by northward or eastward trains.

The movement of trains will be supervised by the Train Dispatcher at Chillicothe, who will issue instructions to signalmen when required.

2. Double track between Joliet and Pequot. All trains shall keep to the right.

Trains will run with the current of traffic by automatic block signal indications.

When necessary to run trains against the current of traffic, movement must be controlled by train orders.

Trains will not use nor foul opposite main track until receive permission, and train is fully protected.

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

3. Trains must register by Form 903 at Pequot.

4. Yard limits at Joliet, designated by yard limit boards.

5. A. T. & S. F. trains use marker lamps with red and yellow lenses.

6. RESTRICTED SPEED—Proceed prepared to stop short of train obstruction or anything that may require the speed of a train to be reduced.

7. A train finding a fusee burning on or near its track must stop and wait until it has burned out before proceeding.

8. The explosion of two torpedoes is a signal to proceed at restricted speed for a distance of one mile. The explosion of one torpedo will indicate the same as two but the use of two is required.

9. East switch of westward siding at Plaines is interlocked by remote control and handled by operator.

Trains or engines finding home signal governing moves over this switch in stop position will communicate with operator and be governed by his instructions. If instructed to change position of switch by hand, tools will be found in a box located nearby. If unable to communicate, examine points, spike in position found, and then proceed.

10. West switch of westward siding at Plaines is equipped with a spring switch.

Trains or engines moving against spring switch points or springing points when trailing through, must not exceed speed of (20) miles per hour or one (1) mile in three (3) minutes.

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

11. Speed Restrictions

Passenger trains or engines will not exceed a speed of fifty (50) miles per hour or one (1) mile in one (1) minute and twelve (12) seconds; freight trains or engines forty-five (45) miles per hour or one (1) mile in one (1) minute and twenty (20) seconds on westward or Track No. 2 around curve M.P. 43 plus 4022 to M.P. 43 plus 5070 between Plaines and Millsdale.

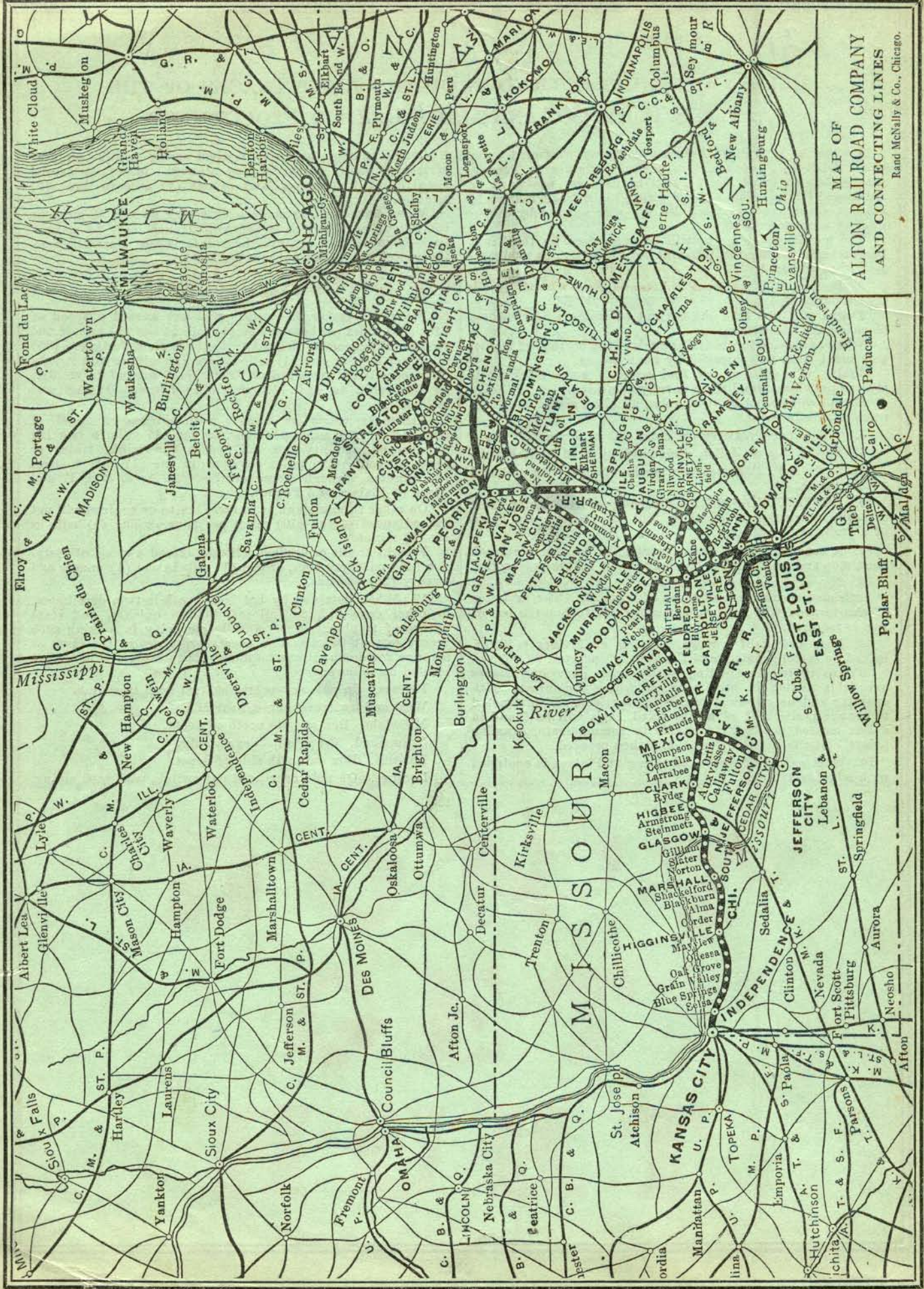
Passenger trains or engines will not exceed speed of twenty-five (25) miles per hour, or one (1) mile in two (2) minutes and twenty-four (24) seconds; freight trains or engines twenty (20) miles per hour, or one (1) mile in three (3) minutes, through crossovers between A. T. & S. F. and Alton at Plaines and Pequot.

On other turnouts and crossovers trains or engines will not exceed speed of ten (10) miles per hour, or one (1) mile in six (6) minutes.

Freight trains or engines will not exceed a speed of forty-five (45) miles per hour, or one (1) mile in one (1) minute and twenty (20) seconds.

12. When detained by hot box, break-in-two, derailment, or other cause, phone full information quickly, and state nature of trouble. There must be no delay in making such report so that in case it is necessary to get in the clear or arrange for detour it can be done without delay. Phones are located as follows:

- Plaines. On pole across tracks from head in switch.
- West end Switzers' curve, near M.P. 44.
- Millsdale. Box on pole north of depot.
- Drummond. On pole between tracks.
- Lorenzo. Box on north side of depot.
- Lorenzo. On pole near head out switch, westward siding.



MAP OF
ALTON RAILROAD COMPANY
 AND CONNECTING LINES
 Rand McNally & Co., Chicago.