

MEDICAL AND SURGICAL DEPARTMENTS

LOCATION OF COMPANY MEDICAL EXAMINERS, SURGEONS AND OCULISTS

Aledo, Ill.	DR. J. W. WALLACE	Local Surgeon.
Buda, Ill.	DR. A. G. EVERHART	Local Surgeon.
Bushnell, Ill.	DR. J. C. GRIFFITH	Local Surgeon.
Bushnell, Ill.	DR. BERT ROAN	Local Surgeon.
Camp Point, Ill.	DR. J. H. PITTMAN	Local Surgeon.
Canton, Ill.	DR. E. P. COLEMAN	Local Surgeon.
Clinton, Iowa	DR. L. K. FENLON	Local Surgeon.
Davenport, Iowa	DR. G. M. MIDDLETON	Local Surgeon.
Davenport, Iowa	DR. W. G. BESSMER	Local Surgeon.
Fulton, Ill.	DR. W. H. DURKEE	Local Surgeon.
Galesburg, Ill.	DR. E. T. P. ZESSIN	Medical Examiner.
Galesburg, Ill.	DR. B. V. McCLANAHAN	Local Surgeon.
Galesburg, Ill.	DR. E. B. GROGAN	Local Surgeon.
Galesburg, Ill.	DR. E. C. KLEIN	Oculist.
Galva, Ill.	DR. J. M. ALFORD	Local Surgeon.
Lewistown, Ill.	DR. R. T. EWAN	Local Surgeon.
Macomb, Ill.	DR. J. HENRY HERMETET	Local Surgeon.
Macomb, Ill.	DR. W. W. HOLLAND	Local Surgeon.
Moline, Ill.	DR. M. S. DONDANVILLE	Local Surgeon.
Peoria, Ill.	DR. WALTER W. KING	Local Surgeon.
Peoria, Ill.	DR. C. G. FARNUM	Surgeon and Examiner.
Quincy, Ill.	DR. W. H. BAKER	Surgeon and Examiner.
Quincy, Ill.	DR. JAMES F. MERRITT	Local Surgeon.
Quincy, Ill.	DR. WALTER STEVENSON	Oculist.
Rock Island, Ill.	DR. J. C. SOUDERS	Surgeon and Examiner.
Rushville, Ill.	DR. A. W. BALL	Local Surgeon.
Savanna, Ill.	DR. J. B. SCHREITER	Surgeon and Examiner.
Sterling, Ill.	DR. C. G. BEARD	Surgeon and Examiner.
Yates City, Ill.	DR. WARREN W. KEENE	Local Surgeon.

* Whenever any person other than a trespasser sustains injuries on Company property, requiring immediate medical attention, the nearest Company surgeon should be summoned by the officer or employee of highest rank present.

In cases of emergency when the attendance of the Company surgeon cannot be had at once, the most available surgical aid should be called to serve until the Company Surgeon arrives, who, upon arrival, should at once take charge of the case and relieve the called surgeon from further care or attendance, as far as the Company is concerned.

In case of injury to trespassers, a physician—the Company Surgeon, when available—should be summoned only in case the injury renders the patient incapable of seeking medical attention himself. An injured trespasser should not, except in emergency, be removed from the county in which the injury occurs, but arrangements should be made to turn the patient over to the county authorities in case he cannot provide for his own care after emergency service has been rendered.

The acceptance of the aid of a surgeon called by the Company is entirely optional with injured parties. In case they desire, they can select, at their own expense, other surgical attendance.

This Company will not recognize bills of surgeons other than those on its regular staff, except for temporary service rendered prior to the arrival of the Company Surgeon, and then only for such attendance as it appears is clearly and immediately demanded. No important surgical operation should be made previous to the arrival of the Company Surgeon, except such as may be required for the immediate safety of the patient.

R. B. KEPNER, M. D.
Medical Director of Relief Department, Chicago.

O. H. HORRALL, M. D.,
Chief Surgeon, Chicago.

J. H. AYDELOTT,
General Manager, Chicago.

S. L. FEE,
General Superintendent, Galesburg.

W. R. EBLE,
Superintendent, Galesburg.

F. E. SPERRY,
General Superintendent of Transportation, Chicago.

Chicago, Burlington & Quincy Railroad Company

LINES EAST OF THE MISSOURI RIVER

TIME TABLE

OF THE

GALESBURG DIVISION

OF THE

EASTERN DISTRICT

No. 49

EFFECTIVE AT 12:01 A. M.
CENTRAL STANDARD TIME

SUNDAY, OCTOBER 26, 1941

DESTROY ALL TIME TABLES OF PREVIOUS DATE

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.

W. R. Brumbaugh

Galesburg to Quincy—Sub-division—Southward

GALESBURG DIVISION.

TIME TABLE No. 49.

EFFECTIVE OCTOBER 26, 1941.

FIRST CLASS				Signs	Distance from Chicago	Distance from Galesburg	STATIONS	Capacity of		Office Open Week Days	SECOND CLASS					
Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger					Sidings	Other Tracks		Daily Time Freight	Daily Time Freight	Daily Time Freight	Daily Time Freight	Daily Time Freight	
3	7	11	55								75	61	67	73	71	
A.M. L 2:55	A.M. L 6:40	P.M. L 5:00	P.M. L 10:00	B.C.K.O.R. T.W.Y.Yd.	162.5		.....GALESBURG.....	Yard		Continuous.						
2:57	6:41	5:01	10:01	Y.	163.0	0.5	.....KNOX STREET.....			Continuous.						
3:05	6:50	5:08	10:08	R.	166.3	3.8	.....WATERMAN.....	Yard		Continuous.	A.M. L 5:00	A.M. L 7:00	P.M. L 6:30	A.M. L 5:00	P.M. L 4:00	
					167.7	5.2	.....SALUDA.....		6	No Office.						
s 3:17	s 7:00	s 5:18	10:17		172.3	9.8	.....ABINGDON.....	N-87	60	Continuous.						
3:23	s 7:09	s 5:27	10:24		178.5	16.0	.....ST. AUGUSTINE.....		23	7:00 a.m. to 4:00 p.m.						
f 3:31	s 7:18	s 5:35	10:29		182.7	20.2	.....AVON.....	N-100	46	6:00 a.m. to 10:00 p.m.						
3:35	s 7:23	s 5:41	10:32		185.5	23.0	.....PRAIRIE CITY.....		33	7:15 a.m. to 4:15 p.m.						
s 3:55	s 7:36	s 5:55	s 10:41	B.C.K. R.W.Y. Yd.	191.4	28.9	.....BUSHNELL..... Beardstown Div. Cross. (Inter'l'd) T. P. & W. Ry. Cross. (Inter'l'd)	N-100 S-80	Yard	Continuous.	5:45	8:15	7:15	A 6:00 A.M.	A 5:00 P.M.	
4:05	s 7:47	s 6:05	10:48	F.	196.0	33.5	.....BARDOLPH.....	90	28	No Office.	5:52	8:25	7:23			
s 4:22	s 7:56	s 6:15	s 10:55	O.Yd.	202.3	39.8	.....MACOMB.....	N-83 S-87	Yard	Continuous.	6:02	8:38	7:35			
s 4:40	s 8:15	s 6:30	11:07	W.	209.3	46.8	.....COLCHESTER.....	N-129 S-97	102	Continuous.	6:12	9:20	7:48			
4:48	s 8:20	s 6:34		F.	211.7	49.2	.....TENNESSEE.....	42	17	No Office.	6:15	9:25	7:52			
4:55	s 8:31	s 6:42			217.4	54.9	.....COLMAR.....	42	22	7:45 a.m. to 4:45 p.m.	6:23	9:36	8:01			
s 5:05	s 8:41	s 6:51	11:22		221.9	59.4	.....PLYMOUTH.....	50	20	8:00 a.m. to 5:00 p.m.	6:32	9:45	8:10			
s 5:15	s 8:50	s 7:01	11:27		225.9	63.4	.....AUGUSTA.....	75	22	Continuous.	6:37	9:52	8:16			
5:24	s 9:00	s 7:11	11:34		232.5	70.0	.....LA PRAIRIE.....	107	10	7:15 a.m. to 4:15 p.m.	6:46	10:05	8:25			
s 5:30	s 9:05	s 7:16	11:38		235.2	72.7	.....Wabash Ry. Cross. (Inter'l'd). .....GOLDEN.....	95	48	Continuous.	6:50	10:10	8:30			
s 5:40	s 9:14	s 7:28	11:46	W.	240.9	78.4	.....CAMP POINT.....	N-134 S-97	29	5:30 a.m. to 2:00 p.m. 3:00 p.m. to 11:00 p.m.	6:58	10:30	8:40			
5:47	s 9:23	f 7:38	11:52	F.	246.0	83.5	.....COATSBURG.....		24	No Office.	7:06	10:40	8:48			
5:50	s 9:27	f 7:42	11:55		248.2	85.7	.....PALOMA.....	99	17	7:00 a.m. to 4:00 p.m.	7:10	10:45	8:54			
5:54	s 9:34	f 7:48	11:59	F.	251.7	89.2	.....FOWLER.....	42	27	No office.	7:18	10:52	9:01			
6:00	f 9:39	f 7:55	12:04	F.	255.7	93.2	.....EWBANKS.....	85		No Office.	7:33	11:00	9:07			
				F.	258.8	96.3	.....24th St. Switch.....			No Office.						
A 6:15 A.M.	A 9:55 A.M.	A 8:10 P.M.	A 12:20 A.M.	B.C.K.O.R. T.W.Y.Yd.	262.3	99.8	.....QUINCY.....	Yard		Continuous.	A 8:00 A.M.	A 11:30 A.M.	A 9:30 P.M.			
Daily	Daily Ex. Sunday	Daily	Daily								Daily	Daily	Daily	Daily	Daily	Daily
3:20 29.9	3:15 30.7	3:10 31.4	2:20 42.8				.....SCHEDULE TIME.....				3:00 31.9	4:30 21.3	3:00 31.9	1:00 25.1	1:00 25.1	
							.....AVERAGE MILES AN HOUR.....									

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF SAME CLASS SOUTHWARD.

Double track between Waterman and Bushnell, Rules D-251, D-252 and D-254 in effect.

Rule 318-B in effect between Knox St. and Golden.

Automatic block system in effect between Golden and Quincy.

No train order signal for passenger trains at Galesburg, Conductors and Enginemen must have Clearance Form A.

Train Order signals at Abingdon, St. Augustine, Avon and Prairie City govern trains moving against current of traffic as well as with the current of traffic.

No. 3 on Sunday will stop at Avon.

No. 3 on Sunday will stop at any station on flag or to discharge passengers.

No. 55 will stop at Abingdon to discharge revenue passengers from Chicago.

No. 55 will stop at Augusta to discharge revenue passengers from Chicago, to receive passengers for Missouri River or beyond when notified at Macomb.

Local extra leave Galesburg about 7:30 a. m. for Quincy daily except Sunday.

If not affected by Rule S-83, trains will register by ticket at Waterman and Bushnell.

Quincy to Galesburg—Sub-division—Northward

GALESBURG DIVISION

TIME TABLE No. 49.

EFFECTIVE OCTOBER 26, 1941.

FIRST CLASS				Signs	Distance from Chicago	STATIONS	Distance from Quincy	Capacity of		Office Open Sundays	SECOND CLASS								
Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger					Sidings	Other Tracks		Daily Time Freight	Daily Time Freight	Daily Time Freight	Daily Time Freight	Daily Time Freight				
56	10	6	4								70	96	74	72	66				
A 5.17	A 9.50	A 4.15	A 1.05	B.C.K.O.R. T.W.Y.Yd.	162.5	.....GALESBURG.....	99.8	Yard		Continuous.								
5.14	9.45	4.10	1.01	Y.	163.0	.....KNOX STREET.....	99.3			Continuous.								
5.08	9.36	4.03	12.55	R.	166.3	.....WATERMAN.....	96.0	Yard		Continuous.	A 6.30	A 9.00	P.M. 6.30	P.M. 2.00	P.M. 8.30			
4.59	s 9.28	s 3.55	s 12.48		167.7	.....SALUDA.....	94.6		6	No Office.								
	s 9.18	s 3.42	f 12.38		172.8	.....ABINGDON.....	90.0	N-87	60	12:01 a.m. to 7:00 a.m. 3:00 p.m. to 12 Mid.								
4.47	s 9.12	s 3.35	s 12.32		178.5	.....ST. AUGUSTINE.....	83.8		23	Closed.								
4.44	s 9.08	s 3.30	f 12.29		182.7	.....AVON.....	79.6	N-100	46	2:00 p.m. to 10:00 p.m.								
4.36	s 8.58	s 3.20	s 12.20		185.5	.....PRAIRIE CITY.....	76.8		33	Closed.								
4.30	s 8.47	s 3.05	f 12.07	B.C.K.R. W.Y.Yd.	191.4	.....BUSHNELL.....	70.9	N-100 S-80	Yard	Continuous.	5.30	8.00	5.35	L 1.00 P.M.	L 7.45 P.M.			
s 4.22	s 8.38	s 2.56	s 11.59	F.	196.0	Beardstown Div. Cross. (Inter'd) T. P. & W. Ry. Cross. (Inter'd)	66.3	90	28	No Office.	5.15	7.47	5.26						
4.13	s 8.25	s 2.43	s 11.43	O.Yd.	202.3	.....BARDOLPH.....	60.0	N-83 S-67	Yard	Continuous.	5.05	7.32	5.15					
	s 8.20	s 2.38	11.35	W.	209.3	.....COLCHESTER.....	53.0	N-129 S-97	102	Continuous.	4.52	7.20	5.03					
	s 8.10	s 2.29	11.28	F.	211.7	.....TENNESSEE.....	50.6	42	17	No Office.	4.48	7.15	4.58					
3.57	s 8.00	s 2.23	s 11.22		217.4	.....COLMAR.....	44.9	42	22	Closed.	4.38	7.00	4.46					
3.53	s 7.53	s 2.17	s 11.12		221.9	.....PLYMOUTH.....	40.4	50	20	Closed.	4.29	6.50	4.39					
3.46	s 7.42	s 2.07	f 10.59		225.9	.....AUGUSTA.....	36.4	75	22	Continuous.	4.23	6.37	4.33					
3.43	s 7.37	s 2.03	s 10.56		232.5	.....LA PRAIRIE.....	29.8	107	10	Closed.	4.13	6.27	4.22					
3.36	s 7.25	s 1.53	s 10.45	W.	235.2	Wabash Ry. Cross. (Inter'kd). .....GOLDEN.....	27.1	95	48	Continuous.	4.09	6.20	4.16						
3.30	s 7.14	s 1.43	f 10.37	F.	240.9	.....CAMP POINT.....	21.4	N-134 S-97	29	5:15 a.m. to 7:15 a.m. 7:00 p.m. to 11:00 p.m.	4.00	6.10	4.07					
3.27	s 7.10	s 1.39	f 10.34		246.0	.....COATSBURG.....	16.3	24	24	No Office.	3.52	5.56	3.57					
3.23	s 7.02	s 1.34	f 10.30	F.	248.2	.....PALOMA.....	14.1	99	17	Closed.	3.48	5.50	3.53					
3.18	f 6.55	f 1.28	10.25	F.	251.7	.....FOWLER.....	10.6	42	27	No office.	3.42	5.45	3.46					
				F.	255.7	.....EWBANKS.....	6.6	85		No Office.	3.35	5.38	3.40					
L 3.05	L 6.40	L 1.15	L 10.10	F.	258.8	.....24th St. Switch.....	3.0			No Office.								
A.M.	A.M.	P.M.	P.M.	B.C.K.O.R. T.W.Y.Yd.	262.3	.....QUINCY.....		Yard		Continuous.	L 3.15 A.M.	L 5.15 A.M.	L 3.15 P.M.					
Daily	Daily Ex. Sunday	Daily	Daily								Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
2:12 44.6	3:10 31.4	3:00 33.3	2:55 34.4		SCHEDULE TIME.....					3:15 31.5	3:45 28.7	3:15 31.5	1:00 25.1	0:45 33.4				
					AVERAGE MILES AN HOUR.....													

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

No train order signal at Quincy. Conductors and Enginemen must have Clearance Form A.

Automatic block system in effect between Quincy and Golden.

Rule 318-B in effect between Golden and Knox St.

Train Order signals at Abingdon, St. Augustine, Avon and Prairie City govern trains moving against current of traffic as well as with the current of traffic.

Double track between Bushnell and Waterman, Rules D-251, D-252 and D-254 in effect.

No. 56 will stop at Bushnell to discharge revenue passengers from Quincy or beyond, and to receive revenue passengers for Galesburg or beyond.

No. 56 will stop at Augusta and Abingdon to discharge revenue passengers from Missouri River or beyond; at Augusta to receive revenue passengers for Chicago when notified at Quincy; at Abingdon to receive revenue passengers for Chicago, Tri-cities and North.

No. 4 will stop at Colmar and Tennessee on Sunday to receive or discharge passengers.

Southward trains taking siding at Bushnell use left hand track north of coal chute; northward trains use left hand track south of coal chute.

No Northward Train order signal at Knox Street, Northward passenger trains will not require Clearance Form A.

Short Load Extra Quincy to Galesburg will leave Quincy about 10:00 a. m. daily except Saturday.

If not affected by Rule S-83, trains will register by ticket at Bushnell and Waterman.

Savanna to Galesburg—Sub-division—Southward

GALESBURG DIVISION

TIME TABLE No. 49.

EFFECTIVE OCTOBER 26, 1941

FIRST CLASS				Signs	Distance from Savanna	STATIONS	Mile Post Location	Capacity of		Office Open Week Days	SECOND CLASS			
Daily Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Passenger					Siding	Other Tracks		Daily Ex. Monday Time Freight	Mon. Wed. Fri. Way Frt.	Daily Time Freight	Daily Time Freight
48	34	18	52							72	86	82	80	
A.M. L 5.20			P.M. L 4.24	B.K.R. Yd.		..... SAVANNA. 0.79 CMST&P Crossing (Int'l'kd) 0.20 CMST&P Crossing (Int'l'kd) 0.96				Continuous.				
				W.C.O.R. K.B.T.Yd.	1.9	... SAVANNA TOWER. ... 3.3	55.0	Yard		Continuous.	A.M. L 7.00	A.M. L 8.00	P.M. L 8.00	
5.25			4.29	F.	5.2	..... AYRES JCT. 6.6	51.7	105		No Office.	7.07	8.10	8.10	
s 5.41			s 4.45		11.8	..... THOMSON. 2.1	45.1	89 26		8:00 a.m. to 5:00 p.m.	7.27	8.25	8.23	
A 5.45 A.M.			A 4.48 P.M.		13.8	C.M.St.P.&P. Crossing (Interlock'd) EBNER. 9.6	43.0	125		Continuous.	A 7.32	8.30	8.28	
				F.	23.4	..... OLIVER. 3.1	33.4	97		No Office.	Via Clinton and Garden Plain	8.47	8.44	
	A.M. L 7.15			F.	26.5	..... LASS. 2.1	54.0			No Office.	L 9.10	8.53	8.50	
	s 7.20				25.7	..... FENTON. 3.4	51.9	99 20		8:00 a.m. to 5:00 p.m.	9.15	8.58	9.01	
	A 7.25 A.M.			B.R.W.Y. Yd.	32.1	..... DENROCK. 6.2	24.8	100	Yard	Continuous.	A.M. L 2.20	A 9.30 A.M.	9.08	9.25
					38.3	..... ERIE. 5.6	18.6	N-85 8-71 39		8:00 a.m. to 5:00 p.m.	2.33	9.20	f 9.40	
					43.9	..... HILLSDALE. 4.8	13.0	N-40 8-100 18		8:00 a.m. to 5:00 p.m.	2.43	9.31	f 9.52	
				F.	48.7	..... JOSLIN. 7.9	8.2	100 29		No Office.	2.55	9.41	f 10.05	
A.M. L 8.10			P.M. L 7.45	B.C.K.R. W.Y.Yd.	56.6	..... BARSTOW. 2.9	241.3	100	Yard	Continuous.	A 3.20 A.M.	10.30	11.00	
					59.5	C. R. I. & P. Cross. (Inter'l'kd) COLONA. 1.6	238.3			Continuous.				
f 8.17			f 7.52		61.1	..... BRIAR BLUFF. 4.5	236.8	100 10		No Office.		10.45	11.18	
8.21			7.56	F.	65.6	..... WARNER. 4.2	232.1	95 11		No Office.		10.55	11.35	
f 8.30			8.02		69.8	..... ORION. 4.3	228.0	101 20		7:45 a.m. to 4:45 p.m.		11.15	11.50	
s 8.37			s 8.09		74.1	..... LYNN. 3.3	223.8	100 10		8:00 a.m. to 5:00 p.m.		11.35	12.02	
s 8.47			f 8.20		77.4	..... OPHIEM. 4.4	220.5	10 10		No Office.				
s 8.52			8.26	F.	81.8	..... ALPHA. C.B. & Q. R. R. Cross. (Inter'l'kd) 5.6	216.1	N-77 8-100 85		Continuous.		11.50	12.20	
s 9.05			s 8.40	W.Y.Yd.	87.4	..... RIO. 6.7	13.0	102 13		8:00 a.m. to 5:00 p.m.		12.01	12.35	
					94.1	..... HENDERSON. 5.7	6.2	45 18		8:00 a.m. to 5:00 p.m.		12.15	12.47	
A 9.35 A.M.			A 9.15 P.M.	BCKOR TWYYd	99.8	..... GALESBURG.		Yard		Continuous.		A 12.30 P.M.	A 1.00 A.M.	
Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily			..... SCHEDULE TIME.					Daily Ex. Monday	Mon. Wed. Fri.	Daily	Daily
1:50 31.1	0:10 26.3	0:22 33.9	1:54 30.8			..... AVERAGE MILES AN HOUR.					1:00 24.5	2:30 12.6	4:30 22.2	5:00 20.0

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

No train order signal at Savanna Tower. Conductors and Enginemen Southward trains must have Clearance Form A.

Rule 318-B in effect between Galesburg and Savanna Tower.

Rule 221 (a) in effect at Rio for No. 18; at Denrock for No. 33, and at Barstow for No. 48 and No. 52.

Double track between Savanna Tower and Savanna Depot Rules D-251, D-252, D-254 and automatic block rules in effect.

Extra trains between Lass and Ebner must run via Oliver unless otherwise directed.

Normal position of switch at the junction of the east wye at Barstow is for Savanna Line. Wye switches south and west of Barstow for the Rock Island Line. Wye switches north and south of Denrock station for the Savanna Line.

No train order signal at Savanna. Passenger Conductors and Enginemen must have Clearance Form A.

No train order signal at Barstow. Conductors and Enginemen must have Clearance Form A.

No. 80 will carry passengers between Denrock and Barstow.

Galesburg to Savanna—Sub-division—Northward

GALESBURG DIVISION.

TIME TABLE No. 49.

EFFECTIVE OCTOBER 26, 1941.

FIRST CLASS				STATIONS										SECOND CLASS			
Daily Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Signs	Distance from Savanna	Capacity of	Office Open Sundays	Daily Time Freight	Daily Time Freight	Tues. Thurs. Sat. Way Frt.	Daily Ex. Sunday Time Freight						
51	43	33	47			Mile Post Location		97	81	85	71						
A.M. 10-15			P.M. 11-40														
				B.K.R.Yd.			Continuous.										
							No Office.										
							No Office.										
				W.C.O.R. K.B.T.Yd.	1.9	55.0	Continuous.	P.M. 2-20	A.M. 3-30	P.M. 3-50							
				F.	5.2	51.7	No Office.	2-05	3-05	3-42							
					11.8	45.1	Closed.	1-50	2-45	3-20							
					13.8	43.0	Continuous.	1-45	2-35	L 3-10							
				F.	23.4	33.4	No Office.	1-25	2-00	Via Garden Plain and Clinton							
				F.	26.5	54.0	No Office.	1-10	1-45	A 12-31							
					28.7	51.9	Closed.	1-05	1-40	12-25							
				B.R.W.Y. Yd.	32.1	24.8	Continuous.	12-55	1-25	L 12-15	P.M. 8-45						
					38.3	18.6	Closed.	12-42	12-35		8-29						
					43.9	13.0	Closed.	12-30	12-25		8-17						
				F.	48.1	8.2	No Office.	12-20	12-15		8-07						
				B.C.K.R. W.Y.Yd.	56.6	241.3	Continuous.	11-59	11-50		L 7-45 P.M.						
					59.5	238.3	Continuous.										
				F.	61.1	236.8	No Office.	11-32	11-18								
				F.	65.6	232.1	No Office.	11-22	11-05								
					69.8	228.0	Closed.	11-15	10-55								
					74.1	223.8	Closed.	11-08	10-42								
				F.	77.4	220.5	No Office.										
				W.Y.Yd.	81.8	216.1	Continuous.	10-55	10-25								
					87.4	13.0	Closed.	10-42	10-09								
					94.1	6.2	Closed.	10-30	9-55								
				BCKOR TWYYd	99.8		Continuous.	L 10-15 A.M.	L 9-35 P.M.								
Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily					Daily	Daily	Tues. Thurs. Sat.	Daily Ex. Sunday						
1:47 32.0	0:20 37.2	0:13 25.8	1:38 33.4														
SCHEDULE TIME.....												4:05	5:55	3:35	1:00		
.....AVERAGE MILES AN HOUR.....												23.9	16.6	8.7	24.5		

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

Rule 318-B in effect between Galesburg and Savanna Tower.

Double track between Savanna Tower and Savanna Depot Rules D-251, D-252, D-254 and automatic block rules in effect.

Trains taking siding at Erie must use left hand track and not use right hand track except by special permission.

Local extra will leave Galesburg about 7:15 a. m. Tuesday, Thursday and Saturday for Denrock. Local extra will leave Denrock about 11:00 a. m. Monday, Wednesday and Friday for Galesburg.

No. 51 will stop at Lynn daily except Sunday to discharge parcel post mail.

Trains using south wye at Alpha must proceed expecting to find it occupied.

Signal indication will govern all northward trains on advance track between Galesburg and M.P. 3.28. Southward trains must have train order to use this track.

No train order signal at Galesburg, Passenger Conductors and Enginemen must have Clearance Form A.

Northward freight trains leaving Galesburg Yard will be cleared at Knox Street.

No Northward Train order signal at Knox Street, Conductors and Enginemen, freight trains and light engines must have Clearance Form A.

No. 81 will carry passengers between Barstow and Denrock.

Lass and Ebner—Sub-division

GALESBURG DIVISION.

TIME TABLE No. 49.

EFFECTIVE OCTOBER 26, 1941.

SOUTHWARD				Office Open Week Days	Signs	Distance from Ebner	STATIONS	Distance from Lass	Capacity of		Office Open Sundays	NORTHWARD			
SECOND CLASS	FIRST CLASS								Daily Passenger	Daily Ex. Sunday Passenger		Daily Passenger	FIRST CLASS		SECOND CLASS
	Mon., Wed., Fri. Way Frt.	Daily Passenger	Daily Ex. Sunday Passenger										Daily Passenger	Daily Ex. Sunday Passenger		Daily Passenger	Tues., Thurs., Sat. Way Frt.
86	48	34	52									51	33	47	85
A.M. L 7.32	A.M. L 5.45		P.M. L 4.48	Continuous.			.....EBNER.....	16.3	88		Continuous.	A.M. A 9.48		P.M. A 11.11	P.M. A 3.10
8.05	s 5.55		s 4.58	8:15 a.m. to 5:15 p.m.		5.7	.....FULTON.....	10.6	25	52	Closed.	s 9.37		s 11.01	2.50
8.10	5.59		5.02	No Office.	F.Y. Yd.	7.9	.....EAST CLINTON.....	8.4		15	No Office.	9.32		10.55	2.20
8.30	A 6.05 A.M.	A.M. L 6.45	A 5.10 P.M.	Continuous	B.K.O.R. Yd.	9.2	.....CLINTON.....	9.7		Yard	12:01 a.m. to 1:00 p.m. 4:00 p.m. to 12 Mid.	L 9.27 A.M.	P.M. A 8.55	L 10.50 P.M.	2.10 1.20
8.38		6.50		No Office.		7.9	.....EAST CLINTON.....	8.4		15	No Office.		s 8.50		1.05
				No Office.		8.4	.....C.M.St.P. & P. Cross. (Grade).....	7.9			No Office.				
8.55		s 7.00		8:00 a.m. to 5:00 p.m.		11.0	.....GARDEN PLAIN.....	5.3		21	Closed.		s 8.44		12.55
A 9.10 A.M.		A 7.15 A.M.		No Office.	F.R.	16.3	.....LASS.....				No Office.		L 8.35 P.M.		L 12.31 P.M.
Mon., Wed., Fri.	Daily	Daily Ex. Sunday	Daily									Daily	Daily Ex. Sunday	Daily	Tues., Thurs., Sat.
1:38 8.8	0:20 29.1	0:30 19.3	0:22 25.9				.....SCHEDULE TIME.....					0:21 26.2	0:20 29.1	0:21 26.3	2:39 6.1

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF SAME CLASS SOUTHWARD.
 Rule 318-B in effect.
 Rule 907 in effect. Freight trains may follow freight trains, with Caretakers, with permissive Form C.
 Rule 221 (a) in effect at Clinton for No. 34, No. 51 and No. 47.
 Normal position of switch at Lass will be for the Line via Oliver.

Normal position of south wye switch East Clinton is for Clinton way.
 In entering the C. & N. W. Ry. tracks at Clinton and East Clinton trains will be governed by the signal indication.
 The track between Clinton Union Station and C. B. & Q. junction switch at C. & N. W. Railroad Crossing is used jointly by C. B. & Q. and C. M. St. P. & P. trains. All trains between these points must proceed at restricted speed.

Rock Island and Barstow—Sub-division

GALESBURG DIVISION.

TIME TABLE No. 49.

EFFECTIVE OCTOBER 26, 1941.

SOUTHWARD				Office Open Week Days	Signs	Distance from Rock Island	STATIONS	Distance from Galesburg	Capacity of		Office Open Sundays	NORTHWARD			
SECOND CLASS	FIRST CLASS								Daily Passenger	Daily Ex. Sunday Passenger		Daily Passenger	FIRST CLASS		SECOND CLASS
	Daily Ex. Sunday Time Freight	Daily Passenger	Daily Passenger										Daily Passenger	Daily Passenger		Daily Ex. Monday Time Freight
64	48	52										51	47	69	
P.M. L 6.00	A.M. L 7.35	P.M. L 7.00		6:30 a.m. to 10:30 p.m.	WCKRO B.T.Yd.		.....ROCK ISLAND.....	54.6	Yard		6:30 a.m. to 8:30 a.m. 2:30 p.m. to 10:30 p.m.	A.M. A 7.30	P.M. A 7.30	A.M. A 5.45
6.15		7.37	7.02	No Office.		0.7	.....TERMINAL JCT.....	53.9			No Office.	7.25	7.25	5.30
				No Office.		1.2	.....38th Street.....	53.4	48		No Office.			
				No Office.		2.5	.....C. R. I. & P. Cross. (Grade).....	52.1			No Office.			
6.30	s 7.50	s 7.15		6:00 a.m. to 3:00 p.m.	W.O.K.Yd.	2.9	.....MOLINE.....	51.7	31	Yard	6:30 a.m. to 8:30 a.m.	s 7.17	s 7.15	5.15
7.05		s 8.00	s 7.30	6:00 a.m. to 10:00 p.m.	Yd.	7.0	.....EAST MOLINE..... .....C.M.St.P. & P. Cross. (Grade).....	47.6		21	6:45 a.m. to 8:45 a.m.	s 7.02	s 7.05	4.45
				No Office.	F.	8.0	.....SILVIS TRANSFER.....	46.6		Yard	No Office.			
A 7.25 P.M.	A 8.08 A.M.	A 7.40 P.M.		Continuous.	W.C.Y. R.B.Yd.	11.4	.....BARSTOW.....	43.2	Yard	Yard	Continuous.	L 6.52 A.M.	L 6.55 P.M.	L 4.20 A.M.
Daily Ex. Sunday		Daily	Daily									Daily	Daily	Daily Ex. Monday	
1:25 7.4	0:33 20.7	0:40 17.9					.....SCHEDULE TIME.....					0:38 18.0	0:35 18.8	1:25 7.6

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF SAME CLASS SOUTHWARD.
 Rule 318-B in effect.
 No train order signal at Rock Island and Barstow. Conductors and Enginemen must have Clearance Form A.

Nos. 51, 48, 47 and 52 will use wall track from 29th Street to 20th Street cross-over Rock Island. Rule 93 in effect on this track.
 Passenger trains use passenger main track at East Moline unless otherwise instructed.
 At East Moline, superior trains will use passenger main track unless otherwise provided.

Buda and Rushville—Sub-division.

GALESBURG DIVISION.

TIME TABLE No. 49.

EFFECTIVE OCTOBER 26, 1941.

SOUTHWARD					STATIONS	Capacity of		Office Open Week Days	NORTHWARD					
SECOND CLASS		FIRST CLASS				Distance from Buda	Siding		Other Tracks	FIRST CLASS			SECOND CLASS	
Daily Ex. Sunday Mixed	Daily Ex. Sunday Mixed	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger						Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Ex. Sunday Mixed	Daily Ex. Sunday Mixed
194	110	48	190	52					51	191	47	111	193	
	L A.M. 7.15				ECKOR T.W.Yd.	2.5	Yard	Continuous.				P.M. A 4.45		
	f 7.20					2.9		No Office.						
	s 7.30					7.3		No Office.				f		
	s 7.55					10.5	25	No Office.				s 4.23		
	s 8.15					15.2	45	7:30 a.m. to 4:30 p.m.				s 4.15		
	s 8.35					20.1	25	8:00 a.m. to 5:00 p.m.				s 4.00		
						20.2	39	8:15 a.m. to 5:15 p.m.				s 3.50		
	s 8.50					26.5		No Office.						
	s 9.05					31.4	24	No Office.				s 3.35		
						31.5	24	8:00 a.m. to 5:00 p.m.				s 3.25		
	s 9.30					38.0		No Office.						
	A 9.50 A.M.				R.	44.6	33	8:15 a.m. to 5:15 p.m.				s 3.10		
							26	7:30 a.m. to 4:30 p.m.				L 2.55 P.M.		

Trains between Yates City and Elmwood are governed by time table of Galesburg-Peoria Sub-Division.

SOUTHWARD		STATIONS		CAPACITY		OFFICE OPEN		NORTHWARD	
Daily Ex. Sunday	Daily Ex. Sunday	Distance from Buda	Siding	Other Tracks	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday
	L A.M. 10.40	47.2	Yard	Continuous.	A 4.00			P.M. A 2.25	
	s 10.50	52.6	52	40	8:00 a.m. to 5:00 p.m.	s 3.48		s 2.17	
	s 11.00	58.7	Yd.	69	7:30 a.m. to 4:30 p.m.	f 3.38		s 2.05	
	s 11.15	63.2	W. Yd.	130	10:00 p.m. to 6:00 a.m. 8:30 a.m. to 4:30 p.m.	s 3.28		s 1.55	
		66.7	Yd.	72	No Office.				
	s 11.25	68.4	Y.Yd.	66	8:30 a.m. to 12:30 a.m.	f 3.17		s 1.40	
	s 11.30	71.6		83	No Office.	f 3.12		s 1.34	
	s 11.40	77.3	B.W.K.Y. Yd.R.	Yard	8:30 a.m. to 12:30 a.m.	s 3.00		s 1.25	- A.M. - A 10.30
		82.0	F.	12	No Office.				
s 3.35	s 11.57 P.M.	87.6		45	8:30 a.m. to 5:30 p.m.	f 2.45		s 1.06	s 9.55
s 4.05	A 12.10 P.M.	94.6	B.R.W.Y. Yd.	Yard	Continuous.	L 2.35 A.M.	A 6.55	L 12.55 P.M.	s 9.30
s 4.25	s 7.25	101.9		7	No Office.		s 6.40		s 8.30
A 4.45 P.M.	A 7.45 P.M.	109.7	B.R.T.W. Yd.	70	8:00 a.m. to 5:00 p.m.		L 6.25 A.M.		L 8.00 A.M.
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday
1:30 21.8	2:35 17.2	1:30 33.2	0:30 30.2	1:45 26.9	1:25 33.5	0:30 30.2	1:30 33.2	1:50 24.3	2:30 13.1

TRAINS SOUTHWARD ARE SUPERIOR TO TRAINS OF SAME CLASS NORTHWARD.

Rule 318-B in effect.
 Rule No. 907 is in effect between Buda and Elmwood and between Lewistown and Rushville. Freight trains may follow freight trains with caretakers, with permissive signal or permissive Form C.
 Rule 221 (a) in effect at Yates City for No. 48 and No. 52; at Vermont for No. 190, No. 51 and No. 47.
 No train order signal at Buda, Yates City or Vermont. Conductors and Engineers must have Clearance Form A.
 Local extra south leaves Yates City about 10:00 a. m. Daily except Sunday for St. David.
 Local extra north leaves St. David about 2:00 p. m. Daily except Sunday for Yates City.
 When working on elevator track, Vermont, with M engine, enough cars must be handled to prevent going in on track with engine.

Offices open Sundays:
 Buda.....Continuous.
 Yates City.....Continuous.
 Canton.....11.30 P. M. to 3.30 A. M.
 Lewistown.....10.45 A. M. to 2.15 P. M.
 Vermont.....11.15 A. M. to 1.45 P. M.
 Other offices closed.

Galesburg to Peoria—Sub-division—Eastward

GALESBURG DIVISION

TIME TABLE No. 49.

EFFECTIVE OCTOBER 26, 1941

FIRST CLASS					Signs	Distance from Peoria	STATIONS	Distance from Galesburg	Capacity of		Office Open Week Days	SECOND CLASS			
Daily Passenger	Daily Passenger	Daily Passenger	Siding	Other Tracks					Daily Ex. Sunday Mixed	Daily Ex. Sunday Mixed		Daily Ex. Monday Time Freight	Daily Time Freight		
56	48	52							10	22		66	62		
A.M. A 6:40					B.K.R.Yd.	..... PEORIA	52.2	Yard		No Office.	A.M. A 11:40			
					0.3	.. P. & P. U. Crossing (Grade) ..	51.9			6:15 a.m. to 2:15 p.m. 3:00 p.m. to 11:00 p.m.			A.M. A 5:50	A.M. A 12:30 A.M.	
6:38					BCKOR T.W.Yd.	..... PEORIA YARD	51.5	Yard		No Office.	11:36			
					0.7	.. C. & N. W. Cross. (Interl'kd) ..	50.1			No Office.					
					2.1	.. P. R. T. Crossing (Interl'kd) ..	49.5			No Office.	11:32		5:25	11:55	
6:34					2.7	..... POTTSTOWN	44.5	20		No Office.	11:23		5:10	11:35
6:27					F.	..... EDWARDS	39.0	82	15	6:00 a.m. to 3:00 p.m.	11:12		4:55	11:20
f 6:19					13.2	..... OLIN	38.0			No Office.	f			
					F.	..... OAK HILL	31.1	82	14	8:30 p.m. to 5:30 a.m.	11:00		4:40	11:00
6:09					21.1	..... ELMWOOD	25.6	44		7:30 a.m. to 4:30 p.m.	10:50	A.M. A 2:55	4:25	10:45
s 6:01					26.6	..... YATES CITY	22.7	94	Yard	Continuous.	A.M. A 10:45	P.M. L 2:45	4:15	10:40
s 5:57	A.M. A 10:35	P.M. A 10:58			B.K.C.R. W.Y.Yd.	..... DOUGLAS	19.4	40	18	No Office.			4:06	10:25
5:51	s 10:27	10:51			F.	..... MAQUON	15.1	85	16	7:15 a.m. to 4:15 p.m.			3:50	10:16
5:45	s 10:21	10:45			37.1	..... GILSON	10.2	79	24	No Office.			3:40	10:07
5:38	s 10:13	10:38			F.	..... KNOXVILLE	4.5	66	14	7:15 a.m. to 4:15 p.m.			3:30	9:58
s 5:30	s 10:05	10:28			47.7	..... BRICK YARD	1.5			No Office.				
					F.	..... CHAMBERS STREET	0.1			No Office.			3:20	9:47
5:22	9:57	10:17			52.1	..... GALESBURG		Yard		Continuous.			L 3:15 A.M.	L 9:45 P.M.
L 5:20 A.M.	L 9:55 A.M.	L 10:15 P.M.			BCKOR TWYYd								Daily Ex. Sunday	Daily Ex. Sunday	
Daily	Daily	Daily											Daily Ex. Monday	Daily	
1:20 39.2	0:40 33.1	0:43 31.9				..... SCHEDULE TIME					0:55 32.8	0:10 17.4	2:35 20.4	2:45 20.1
						..... AVERAGE MILES AN HOUR								

TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF SAME CLASS EASTWARD.

Rule 318-B In effect.

No train order signal at Galesburg. Conductors and Enginemen must have Clearance Form A.

Eastward freight trains leaving Galesburg yard will be cleared at Knox Street. No eastward train order signal at Knox Street, Conductors and Enginemen, freight trains and light engines must have Clearance Form A.

Normal position of wye switch at Chambers Street is for freight yard.

If not affected by Rule S-83, trains will register by ticket at Yates City.

Movements between C. B. & Q. Crossing north of Persimmon Street and Union Station, Peoria, will be governed by time table and rules of P. & P. U. Railway.

Peoria to Galesburg—Sub-division—Westward

GALESBURG DIVISION

TIME TABLE No. 49.

EFFECTIVE OCTOBER 26, 1941

FIRST CLASS			Signs	Distance from Peoria	Distance from Galesburg	STATIONS	Capacity of		Office Open Sundays	SECOND CLASS		
Daily Passenger	Daily Passenger	Daily Passenger					Sidings	Other Tracks		Daily Ex. Sunday Time Freight	Daily Ex. Sunday Mixed	Daily Ex. Sunday Mixed
51	47	1							75	11	21	
		P.M. L 8:00	B.K.R.Yd.	52.2	0.3	..... PEORIA	Yard		No Office.	P.M. L 1:15		
		8:03	BCKOR T.W.Yd.	0.7	51.9	..... P. & P. U. Crossing (Grade) ..			6:15 a.m. to 8:15 a.m. 7:30 p.m. to 9:30 p.m.	P.M. L 10:10	1:20	
				2.1	50.1	..... PEORIA YARD	Yard		No Office.			
		8:06		2.7	49.5	..... C. & N. W. Cross. (Interl'kd) ..			No Office.			
		8:13	F.	7.7	44.5	..... P. R. T. Crossing (Interl'kd) ..			No Office.			
		s 8:23		13.2	39.0	..... POTTSTOWN	20		No Office.	10:30	f 1:31	
			F.	14.2	38.0	..... EDWARDS	82	15	Closed.	10:40	s 1:43	
				21.1	31.1	..... OLIN			No Office.		f	
		f 8:34		26.6	25.6	..... OAK HILL	82	14	Closed.	11:00	s 1:58	
		f 8:42		29.5	22.7	..... ELMWOOD	44		Closed.	11:12	s 2:10	L 9:50
A.M. L 4:00	P.M. L 2:30	s 8:50	B.K.C.R. W.Y.Yd.	32.8	19.4	..... YATES CITY	94	Yard	Continuous.	11:45	A 2:15 P.M.	A 10:00 A.M.
		4:06	F.	37.1	15.1	..... DOUGLAS	40	18	No Office.	11:52		
		f 4:12		42.0	10.2	..... MAQUON	85	16	Closed.	12:01		
		4:19	F.	47.7	4.5	..... GILSON	79	24	No Office.	12:11		
		f 4:28		50.7	1.5	..... KNOXVILLE	66	14	Closed.	12:25		
			F.	52.1	0.1	..... BRICK YARD			No Office.			
		4:35		52.2		..... CHAMBERS STREET			No Office.	12:35		
		A 4:40 A.M.	BCKOR TWYYd			..... GALESBURG	Yard		Continuous.	A 12:40 A.M.		
		Daily								Daily Ex. Monday	Daily Ex. Sunday	Daily Ex. Sunday
0:40 35.4	0:50 27.2	1:30 34.8				..... SCHEDULE TIME				2:30 21.1	1:00 28.5	0:10 17.4
						..... AVERAGE MILES AN HOUR						

TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF SAME CLASS EASTWARD.

Rule 318-B in effect.

Rule 221 (a) in effect at Yates City for No. 51, No. 47.

No train order signal at Peoria Yard. Conductors and Enginemen must have Clearance Form A.

If not affected by Rule S-83, trains will register by ticket at Yates City.

Movements between C. B. & Q. Crossing north of Persimmon Street and Union Station, Peoria, will be governed by time table and rules of P. & P. U. Railway.

No. 51 will stop at all stations to discharge passengers from south of Yates City.

Normal position of wye switch at Chambers Street is for freight yard.

Short load extra leaves Peoria about 1:30 a. m. Daily for Galesburg.

Galva and Gladstone—Sub-division

GALESBURG DIVISION

TIME TABLE No. 49.

EFFECTIVE OCTOBER 26, 1941

WESTWARD			Office Open Week Days	Signs	Distance from Galva	STATIONS	Distance from Gladstone	Capacity of		Office Open Sundays	EASTWARD		
FIRST CLASS								Sidings	Other Tracks		FIRST CLASS		
Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger									Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger
177A	175	177								176	176A	178	
		P.M. L 3:20	Continuous.	BKRWT C. Yd.		..... GALVA.....	71.5	17		Continuous.	A.M. A 10:00		
					0.4	. C. R. I. & P. Crossing (Grade) .	71.1						
		f 3:33	No Office.		7.7	..... NEKOMMA.....	63.8		29	No Office.	f 9:47		
		s 3:45	8:00 a.m. to 5:00 p.m.		14.2	..... WOODHULL.....	57.3		45	Closed.	s 9:36		
		s 3:55	Continuous.	W.Y.	18.0	..... ALPHA..... Savanna Line Crossing (Interlocked)	53.5		10	Continuous.	s 9:30		
						..... NEW WINDSOR.....	50.4		48	Closed.	s 9:16		
		s 4:03	7:30 a.m. to 4:30 p.m.		21.1	..... VIOLA.....	43.2		34	Closed.	s 9:01		
		s 4:20	7:30 a.m. to 4:30 p.m.		28.3	..... GILCHRIST..... . R. I. S. Crossing (Grade) .	40.9	47		No Office.	s 8:55		
		s 4:25	No Office.		30.6	..... ALEDO.....	34.4	21	36	Closed.	s 8:40		
		s 4:40	8:00 a.m. to 5:00 p.m.		37.1	..... JOY.....	27.4		55	Closed.	s 8:22		
		s 4:55	8:00 a.m. to 5:00 p.m.		44.1	..... ARPEE.....	23.8		4	No Office.	L 8:11	A.M. A 8:11	P.M. A 5:16
P.M. L 5:01	A.M. L 7:55	A 5:01	No Office.	R.W.Y.	47.7	..... NEW BOSTON.....	26.6		116	Closed.		L 8:04	L 5:09
A 5:08	A 8:01		7:45 a.m. to 5:15 p.m.		50.5	..... ARPEE.....	23.8		4	No office.	A 7:55	A.M. A.M.	P.M. P.M.
P.M.	A.M.	L 5:16	No office.	R.W.Y.	47.7	..... M. & St. L. Crossing (Grade) .	19.2						
					52.3	..... KEITHSBURG.....	18.2		55	Closed.	s 7:44		
		s 5:29	7:30 a.m. to 4:30 p.m.		53.3	..... M. & St. L. Crossing (Grade) .	18.1						
					53.4	..... MILROY.....	12.1		8	No office.	f 7:28		
		f 5:44	No office.		59.4	..... OQUAWKA.....	5.4		35	Closed.	s 7:17		
		s 5:57	7:00 a.m. to 4:00 p.m.		66.1	..... GLADSTONE.....			21	Closed.	L 7:05		
		A 6:10	8:30 a.m. to 5:30 p.m.	R.	71.5						A.M.		
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday				..... SCHEDULE TIME.....					Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
0:7 24.0	0:8 27.6	2:50 24.7				..... AVERAGE MILES AN HOUR.....					2:55 24.5	0:7 24.0	0:7 24.0

TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF SAME CLASS EASTWARD.

Rule 318-B in effect.

Rule 907 in effect. Freight trains may follow freight trains with caretakers, with permissive signal or permissive Form C.

No train order signal at Galva, Alpha and Gladstone. Conductors and Engineers must have Clearance Form A.

Trains using south wye at Alpha must proceed expecting it to be occupied.

Local extra leaves Gladstone 10:00 a. m. for Galva Monday, Wednesday and Friday. Local extra leaves Galva 10:00 a. m. for Gladstone Tuesday, Thursday and Saturday will carry passengers.

Fairview and Lewistown—Sub-division

GALESBURG DIVISION.

TIME TABLE No. 49.

EFFECTIVE OCTOBER 26, 1941.

SOUTHWARD				NORTHWARD					
SECOND CLASS				SECOND CLASS					
	Daily Ex. Sunday Mixed	Office Open Week Days	Signs	Distance from Fairview	STATIONS	Distance from Lewistown	Capacity of Other Tracks	Office Open Sundays	Daily Ex. Sunday Mixed
	194								193
	P.M. L 1.45	No office.	Y.R.		.....FAIRVIEW.....	19.2	14	No office.	P.M. A 1.00
	s 2.05	8:30 a.m. to 5:30 p.m.	Yd.	5.2	.....FIATT.....	14.0	20	Closed.	s 12.35
	s 2.25	8:00 a.m. to 5:00 p.m.	Yd.	10.1	T. P. & W. Ry. Crossing (Grade)	9.1	18	Closed.	s 12.15
	A 2.55	8:30 a.m. to 12:30 a.m.	K.B.R. W.Y.Yd.	19.2	.....CUBA.....		Yard	11:30 a.m. to 2:30 p.m. 10:30 p.m. to 12:30 a.m.	P.M. L 1.45
	P.M.				.....LEWISTOWN.....				A.M.
	Daily Ex. Sunday								Daily Ex. Sunday
	1:10 16.5				.....SCHEDULE TIME.....				1:15
					.....AVERAGE MILES AN HOUR.....				15.4

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF SAME CLASS SOUTHWARD.
 Rule 318-B in effect.
 Rule 907 in effect.
 No train order signal at Lewistown. Conductors and Enginemen must have Clearance Form A.

Trains must get permission from operator at Lewistown before using main track of Buda and Rushville Sub-division.
 Crossing gate at Cuba protecting T. P. & W. R. R. Crossing, normal position at stop for C. B. & Q. R. R. trains, must not be placed as stop against T. P. & W. trains if they are in sight of the crossing. Must be restored to normal position after being used by C. B. & Q. trains.
 Loading dock over track 4, empty car yard, United Electric Coal Mine, Cuba, will not clear man on top or side of car.

Agnew and Denrock—Sub-division

GALESBURG DIVISION.

TIME TABLE No. 49.

EFFECTIVE OCTOBER 26, 1941.

WESTWARD				EASTWARD					
SECOND CLASS				SECOND CLASS					
	Daily Ex. Sunday Mixed	Office Open Week Days	Signs	Distance from Sterling	STATIONS	Distance from Denrock	Capacity of Other Tracks	Office Open Sundays	Daily Ex. Monday Mixed
	92								93
	P.M. L 6.30	8:00 a.m. to 5:00 p.m.	B.K.R.Yd.		.....STERLING.....	16.4	Yard	Closed.	A.M. A 3.00

Trains between Agnew and Sterling are governed by rules and time table of C. & N. W. R. R.

	s 6.45	No office.	R.	5.4	.....AGNEW.....	11.0	No office.	s 2.45	
	s 7.10	8:15 a.m. to 5:15 p.m.		13.4	.....LYNDON.....	3.0	19	Closed.	s 2.15
	A 7.30	Continuous.	B.R.W.Y. Yd.	16.4	.....DENROCK.....		Yard	Continuous.	L 2.00
	P.M.								A.M.
	Daily Ex. Sunday								Daily Ex. Monday
	1:00 16.4				.....SCHEDULE TIME.....				1:00
					.....AVERAGE MILES AN HOUR.....				16.4

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF SAME CLASS WESTWARD.
 Rule 318-B in effect.
 Rule 907 in effect.
 Conductors must report for orders at C. & N. W. Ry. depot at Sterling.
 Normal position of switch at junction of Sterling main track and Streater-Denrock Line at Denrock is for Streater-Denrock Line.
 Rules and regulations of the C. & N. W. Ry. Co. will govern trains of this Company between Agnew and Sterling. Conductors and Enginemen running there must provide themselves with C. & N. W. Ry. time table and book of rules.

No train order signal at Denrock or Sterling. Conductors and Enginemen must have Clearance Form A.
 Sterling and Rock Falls yard extends from the yard limit board east of Rock Falls to the junction with C. & N. W. Ry. west of Sterling.
 Trains must stop before crossing 1st Avenue, Sterling.
 At C. & N. W. crossing, Sterling; no towerman on duty between 5:00 p. m. and 8:00 a. m., call operator at C. & N. W. depot who will operate plant for C. B. & Q. movements.

Quincy, East Hannibal and Rockport—Sub-division

GALESBURG DIVISION.

TIME TABLE No. 49.

EFFECTIVE OCTOBER 26, 1941.

SOUTHWARD				NORTHWARD					
SECOND CLASS				SECOND CLASS					
Daily Ex. Sunday Mixed	Office Open Week Days	Signs	Distance from Chicago	Distance from Quincy	STATIONS	Distance from Rockport	Capacity of Other Tracks	Office Open Sundays	Daily Ex. Sunday Mixed
91									92
A.M. L 9:00	Continuous.	B.C.K.O. R.T.W. Y.Yd.	262.3		..... QUINCY	35.8	Yard	Continuous.	P.M. A 2:15
9:10	No office.	R.	263.7	1.4	..... WABASH JCT	34.4		No office.	2:05
s 9:20	No office.		269.4	7.1	..... MARBLE HEAD	28.7	37	No office.	s 1:45
f 9:30	No office.		272.3	10.0	..... BLUFF HALL	25.8	17	No office.	f 1:25
s 9:40	8:00 a.m. to 5:00 p.m.	R.	275.2	12.9	..... FALL CREEK	22.9	46	Closed.	s 1:15
	No office.		277.0	14.7	..... MUNGER	24.7		No office.	
	No office.		277.7	15.4	..... GORDAN	25.4		No office.	
	No office.		279.3	17.0	..... ALGIERS	27.0		No office.	
	Continuous.	B.R.Y.	280.0	17.7	..... EAST HANNIBAL	27.7		Continuous.	
s 9:48	No office.		277.9	15.6	..... SEEHORN	20.2	18	No office.	s 12:59
s 10:15	8:00 a.m. to 5:00 p.m.		282.5	20.2	..... HULLS	15.6	10	Closed.	s 12:45
			282.5	20.2	Wabash Crossing (Interlocked).				
s 10:23	No office.		285.4	23.1	..... SHINN	12.7	12	No office.	f 12:20
s 10:40	8:00 a.m. to 5:00 p.m.		290.1	27.8	..... NEW CANTON	8.0	20	Closed.	s 12:05
f 10:45	No office.		291.9	29.6	..... BREWSTER	6.2	8	No office.	f 11:47
s 10:55	No office.		295.2	32.9	..... HORTONS	2.9	10	No office.	s 11:38
A 11:05 A.M.	No office.	R.	298.1	35.8	..... ROCKPORT		20	No office.	L 11:30 A.M.
Daily Ex. Sunday									Daily Ex. Sunday
2:05					..... SCHEDULE TIME				2:45
17.1					..... AVERAGE MILES AN HOUR				13.0

TRAINS SOUTHWARD ARE SUPERIOR TO TRAINS OF SAME CLASS NORTHWARD.
Rule 318-B in effect.
Rule 907 in effect. Trains may follow freight and mixed trains with care-takers, with permissive Form C.
Junction switch at Fall Creek must be kept set for the East Hannibal line.
No train order signal Fall Creek; Conductors and Enginemen must have Clearance Form A when operator on duty.
No train order signal at Quincy and East Hannibal. Conductors and Enginemen must have Clearance Form A.

Road and switch movements of trains over Delaware Street, Quincy, must be flagged. Trains come to full stop before crossing street. Flagman must stand on up hill side while train is crossing the street.
Combination passenger coach for No. 91 will leave Quincy Passenger Station at 8:45 A. M.
Instructions showing method of operation manually controlled interlocking plant at Hulls are in control box.

SPEED RESTRICTIONS.

1. When a distant signal is displaying a restricting indication, trains must reduce speed at once and move at restricted speed until the indication of the next governing signal can be determined.

Clear indication of block signals does not modify the requirements of Rule 93. When running against the current of traffic, all trains and engines must move within yard limits at restricted speed.

2. Enginemen handling light engines must approach all hazardous road crossings where view is obscured prepared to stop; and when advised by train dispatcher that maintenance men have no advice of the movement, also when making movement against the current of traffic, must run at restricted speed on curves and where view is obscured and use extreme care to avoid striking motor cars.

Light engines may operate at maximum speed authorized for freight trains, except must not exceed 35 miles an hour.

Passenger trains handled by single-engine-truck freight engines must not exceed maximum speed authorized for freight trains unless otherwise provided in sub-division speed restrictions or by train order.

Passenger trains handling freight equipment must not exceed maximum speed authorized for freight trains unless otherwise provided.

Gas-electric motor cars may operate on the various sub-divisions at maximum speed authorized for passenger trains, but must not exceed 50 miles an hour. On branch lines when steam is substituted for motor service speed must be reduced 10 miles an hour below authorized speed for motor trains.

Zephyr-type trains and gas or Diesel-electric motor trains and engines must not be run over inundated tracks if the water is more than five inches above top of rail, and when operating through water speed must not exceed six miles an hour.

Diesel-electric power units running light must not exceed 60 miles an hour.

To prevent damage to tractor motors, when handling electrically operated power units dead in train, the maximum speed must not exceed:

Gas-electric motor cars 60 M. P. H.
 Diesel-electric power units 75 M. P. H.
 Diesel-electric switch engines 40 M. P. H.

Where subdivision maximum speeds are less, they will govern.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUB-DIVISIONS		
Through crossovers and other turnouts, unless otherwise specified	10	10
In the absence of slow boards or other instructions, first-class trains through the following yards: Galesburg, Bushnell, Macomb, Yates City, Canton, St. David, Lewistown, Vermont, Alpha, Denrock, Barstow, East Clinton, East Moline, Moline, Rock Island and Peoria.....	35	.....
Short scale test cars (must be handled just ahead of waycar with air hose coupled).....	.....	20
Steam derricks, pile drivers, clamshells or similar equipment: Quincy, Savanna and Peoria Subdivisions.....	.....	25
Other Subdivisions..... (See Special Instructions 10)	.....	15
Engines under steam, disconnected on one side with main rod down (Main lines..... Branch lines.....)	25 20	25 20
B, S-4, S-4-A, O-5, O-5-A and M engines on which the drivers have been blocked up.....	30	30
20 yard air dump cars in 202650-202799 series, loaded or empty, in rear of train when possible.....	.....	25

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
GALESBURG AND QUINCY—SUB-DIVISION		
Maximum Speed	60	45
M-4-A, O-5, O-5-A and M engines with disc wheels ..	..	50
M engines without disc wheels	30	30
Knox Street and Waterman	40	..
Colmar and M. P. 223.....	55	40
Ewbanks and M. P. 260.....	40	25
M. P. 260 and Quincy.....	30	15
Trains and light engines using crossover from track 3 to track 4 south end yard "R" Galesburg must not exceed 5 miles an hour.	.....	.....
Over T. P. & W. R. R. crossing Bushnell.....	20	20
At Bushnell, engines larger than O-1-A must not go to Martin Schultz plant.....	.....	.....
O-5 or M-4 engines working on T. P. & W. transfer track, Bushnell, must not go in beyond frog.....	.....	.....
M Engines working on Swift's track and Coles Elevator track at Bushnell must handle enough cars to keep engine off light rail.....	.....	.....
East Yard Bushnell, Engines must not go beyond third crossing on tall track.....	.....	.....
O-3 and M engines working on Mill Track Avon and Industrial tracks Abingdon must handle enough cars to keep engine off light rail; other engines may work without cars, but must move carefully.....	.....	.....
M-4-A engines using old siding Macomb, must not use south crossover.....	.....	.....
M-4-A engines setting out or picking up cars between Galesburg and Quincy, except at Bushnell, must handle work in a manner that will keep engine on main track or siding.....	.....	.....
Waterman, through crossover and turnouts.....	25	15
Between M. P. 180 and M. P. 181.50 between St. Augustine and Avon.....	50	30
No. 11 Wells Street to Passenger Station at Bushnell..	10	.....
Passing Macomb Pottery west of Carroll Street Crossing, Macomb.....	..	25
Account sharp curve on depressed track at Hemp & Company Plant, Macomb, all type road engines will hold on to enough cars when working on this track so engine will not pass a point 100 feet south of the south end of building.....	.....	.....
Head end trains over Wabash crossing at Golden.....	25	25
No. 3 dispatching mall at Avon and Coatsburg.....	30	.....
M Engines through turnouts each end Quincy yard..	6	6
All trains move at restricted speed between Puzzle switches and Lower Bay bridge passenger yard, Quincy.....	.....	.....
Crane at north end of Quincy depot yard is not high enough to accommodate engines 4000 or 4001 in taking water.....	.....	.....
M-4-A Engines must not move over Route "A" Quincy.	.....	.....
M-4-A engines must not be handled through yard at Quincy except on the following tracks: Rockport Main, Track 4, Track 5, and tracks leading to west side of coal chute. Look out for close clearance to overhead coaling bridge, and keep windshields closed to avoid interference at coal chute cat-walk.....	.....	.....
Track centers at each end Passenger Yard Quincy are such that S-4, S-4-A, O-5, O-5-A, and M-4-A engines cannot operate unless adjacent tracks are clear...	.....	.....
Engines running backward.....	20	20

SPEED RESTRICTIONS—Continued.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.	LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
GALESBURG—SAVANNA—SUB-DIVISION			LASS—EBNER—SUB-DIVISION		
Maximum speed.....	50	40	Maximum Speed.....	35	30
Between Barstow and Savanna.....	45	.....	K-R4-5 or O-1-A engines East Clinton and Ebner...	25	.....
O-2 or O-3 engines.....	35	35	Lass and East Clinton.....	.....	20
M engines.....	30	30	K-R4-5 or O-1-A engines Lass and East Clinton.....	20	.....
Galesburg passenger station and Main Street.....	15	15	Loaded tank cars.....	.....	20
O-5, O-5-A and M-4-A engines working on stock track, Henderson, Orion, or Warner, must not go back of frog.			Between home signals of Interlocking, East Clinton	20	15
O-5, O-5-A and M engines working south end house track Erie must not go in beyond heel of frog.			Either leg of wye East Clinton.....	10	10
Spring Switch located north end of Advance track M. P. 3.28 between Galesburg and Henderson.			Over C. & N. W. crossing M. P. 64.10 south of Fulton..	15	15
Facing point movement.....	25	25	Engines running backward.....	10	10
Trailing moves through switch.....	15	15			
Wye switches Rio.....	20	20	BUDA AND RUSHVILLE—SUB-DIVISION		
Head end of train over R. R. crossing Alpha.....	10	10	Maximum Speed:		
Between Orion and Barstow.....	45	30	Buda and Elmwood.....	25	25
On curves between M. P. 235 and M. P. 236.....	20	20	Yates City and Vermont.....	45	.....
Distant signal until clear of C. R. I. & P. crossing at Colona.....	20	20	Yates City and Lewistown, with R-4-5 or O-1-A engines.....	40	.....
B, O1A, O2, O3, engines single or double-head over Rock River bridge 240.76.....	10	10	Lewistown and Vermont R-4-5 engines.....	40	.....
M1, M-2, S-4, S-4-A, O-5 and O-5-A, single head only over Rock River bridge 240.76.....	10	10	Vermont and Rushville.....	30	20
Between wye switches Barstow.....	20	20	Vermont and Rushville with K engine.....	25	.....
Reverse curves between M.P. 4 and M. P. 4.40 between Barstow and Joslin.....	20	20	Yates City and Lewistown.....	.....	35
Between wye switches Denrock.....	20	20	M engines, Yates City and Lewistown.....	30	30
Via Oliver over C M. St. P. & P. crossing, Ebner.....	20	20	Freight and mixed trains, Lewistown and Vermont..	.....	35
Between home signals Ayres Jct.....	20	20	Between Dunfermline and Buckheart Mine.....	.....	10
Spring Switch located at C. M. St. P. & P. Jct. switch, Ayres Jct.			Loaded tank cars:		
Facing movement.....	20	20	Buda and Elmwood.....	.....	20
Trailing moves through switch.....	15	15	Lewistown and Vermont.....	.....	25
Entering Savanna Yard.....	.....	6	Vermont and Rushville.....	.....	20
Over C. M. St. P. & P. crossings Savanna Yard.....	20	20	Over C. & N. W. Interlocking M. P. 2.5.....	.....	15
Engines running backward.....	20	20	Engines must not enter building of the National Steel Tank Company, Bradford.....	.....	.....
			Over Hard Road crossing M. P. 22.25.....	10	10
			Over Hard Road crossing M. P. 38.25 Brimfield.....	10	10
			Over Hard Road crossing M. P. 42.50.....	10	10
			Over A. T. & S. F. Interlocking, Monloa.....	15	15
			Engines must not move beyond deraill on track leading to Alden 5 Mine at south end.	.....	.....
			O1A, O3, and M1 or 2 engines on M. & St. L. transfer Farmington.....	5	5
			Engines larger than O1A must not use mine lead between empty car yard and tipple and wash track Buckheart Mine.	.....	.....
			R-4 or heavier engines turning at St. David must go around wye from north and move at restricted speed.	.....	.....
			Bridge on No. 4, or Hill Track, Central States Mine, St. David is not safe for engines.	.....	.....
			M engines must not be operated into Truax-Traer Mine at St. David.	.....	.....
			Close clearance at the Central State Collieries Company mine located at St. David station, the tipple will not clear a man on the side or top of a car when making movements on the running track to the load tracks.	.....	.....
ROCK ISLAND—BARSTOW—SUB-DIVISION					
Maximum Speed.....	45	30			
R-4-5 or O-1-A engines.....	40	.....		
Through switches east end of South track used as single track at Terminal Jct.....	10	10			
First to Ninth Streets Moline.....	10	10			
14th Street Moline.....	10	10			
Over frogs and switches connecting with D.R.I. & N.W. each side of East Moline depot.....	10	10			
Engines running backward.....	10	10			

SPEED RESTRICTIONS—Concluded.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.	LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.																																																																									
BUDA AND RUSHVILLE—SUB-DIVISION —Concluded			FAIRVIEW AND LEWISTOWN—SUB-DIVISION																																																																											
S-1, S-2 and P-6 engines over bridge 81.41.....	15	15	Maximum speed.....	20	20																																																																									
P engines over bridge 100.10.....	15	15	R-4-5, O-1-A or O-3 engines, Flatt to M. P. 44.....		15																																																																									
Over bridge 105.46.....	15	15	M. P. 44 to Lewistown.....		20																																																																									
Highway crossing M.P. 109.35 north of depot Rushville	Stop	Stop	Engines larger than K-10 cannot operate north of Flatt.....																																																																											
Engines running backward between: Buda and Elmwood.....	10	10	Loaded tank cars between Flatt and Fairview.....	10	10																																																																									
Yates City and Lewistown.....	20	20	Loaded tank cars between Lewistown and Flatt.....	15	15																																																																									
Lewistown and Rushville.....	10	10	O engines over Bridges 43.25 and 37.25.....	10	10																																																																									
GALESBURG-PEORIA—SUB-DIVISION			O engines on curves between M. P. 35.9 and M. P. 36.1..	10	10																																																																									
Maximum speed.....	45	40	Engines running backward.....	10	10																																																																									
O-2 or O-3 engines.....	35	35	QUINCY, EAST HANNIBAL & ROCKPORT— SUB-DIVISION																																																																											
M engines.....	30	30	Maximum speed.....	25	20																																																																									
On North and South Wye at Knox Street.....	10	10	Quincy yard limits.....	6	6																																																																									
Between Chambers and Pine Streets.....	15	15	Wabash trains between Wabash Junction and East Hannibal.....	25	15																																																																									
Through crossover and south leg of Wye Yates City.....		15	O-1 or larger engines over bridge 269.58 and 275.09....	10	10																																																																									
Spring switch located at west end of siding Yates City.			Diesel 9139 over bridges 15.93 and 26.33.....	10	10																																																																									
Facing point movement.....	25	25	Loaded tank cars.....	15	15																																																																									
Trailing moves through switch.....	15	15	Engines running backward.....	10	10																																																																									
P. R. T. Crossing Interlocked M. P. 49.5.....	20	15	AGNEW AND DENROCK—SUB-DIVISION																																																																											
C. & N. W. Crossing Interlocked M. P. 50.1.....	20	15	Maximum speed.....	35	20																																																																									
Bridge Junction, Peoria.....	6	6	K-R4-5 engines.....	25																																																																										
Between Persimmon Street and Burlington Elevator, Peoria.....	15	15	Loaded tank cars.....	20	20																																																																									
Engines running backward.....	20	20	Over Rock River Bridge between Sterling and Rock Falls.....	15	15																																																																									
GALVA AND GLADSTONE—SUB-DIVISION			Engines running backward.....	10	10																																																																									
Maximum speed.....	35	25	SPEED OF TRAINS.																																																																											
K engines.....	25		<table border="1"> <thead> <tr> <th rowspan="2">Miles per Hour</th> <th colspan="2">Time per Mile</th> <th rowspan="2">Miles per Hour</th> <th colspan="2">Time per Mile</th> </tr> <tr> <th>Minutes</th> <th>Seconds</th> <th>Minutes</th> <th>Seconds</th> </tr> </thead> <tbody> <tr><td>5.....</td><td>12</td><td>0</td><td>55.....</td><td>1</td><td>5</td></tr> <tr><td>10.....</td><td>6</td><td>0</td><td>60.....</td><td>1</td><td>0</td></tr> <tr><td>15.....</td><td>4</td><td>0</td><td>65.....</td><td>0</td><td>55</td></tr> <tr><td>20.....</td><td>3</td><td>0</td><td>70.....</td><td>0</td><td>51</td></tr> <tr><td>25.....</td><td>2</td><td>24</td><td>75.....</td><td>0</td><td>48</td></tr> <tr><td>30.....</td><td>2</td><td>0</td><td>80.....</td><td>0</td><td>45</td></tr> <tr><td>35.....</td><td>1</td><td>43</td><td>85.....</td><td>0</td><td>42</td></tr> <tr><td>40.....</td><td>1</td><td>30</td><td>90.....</td><td>0</td><td>40</td></tr> <tr><td>45.....</td><td>1</td><td>20</td><td>95.....</td><td>0</td><td>38</td></tr> <tr><td>50.....</td><td>1</td><td>12</td><td></td><td></td><td></td></tr> </tbody> </table>						Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Minutes	Seconds	Minutes	Seconds	5.....	12	0	55.....	1	5	10.....	6	0	60.....	1	0	15.....	4	0	65.....	0	55	20.....	3	0	70.....	0	51	25.....	2	24	75.....	0	48	30.....	2	0	80.....	0	45	35.....	1	43	85.....	0	42	40.....	1	30	90.....	0	40	45.....	1	20	95.....	0	38	50.....	1	12			
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Loaded tank cars.....	20	20																																																																												
Over Hard Road crossing 1100 feet east of Alpha depot.	Stop	Stop																																																																												
Over Railroad Crossing, Alpha.....	10	10																																																																												
Trains come to full STOP at First and Second Street crossings west of Aledo depot.																																																																														
Westward trains over Spruce St. crossing Aledo.....	10	10																																																																												
Washington St. Joy, M. P. 44.40.....	Stop	Stop																																																																												
Over Street crossings at Keithsburg.....	6	6																																																																												
Highway crossing M. P. 50.57 New Boston.....	Stop	Stop																																																																												
Over Bridge 70.34.....	10	10																																																																												
Engines running backward.....	10	10																																																																												

SPECIAL INSTRUCTIONS.

Master Mechanic.....C. J. Dietrich, Galesburg.
 Assistant Master Mechanic...E. W. Fritts, Galesburg.
 Road Foreman of Engines....H. Allander, Galesburg.
 Road Foreman of Engines.....R. E. Visney, Galesburg.
 Trainmaster.....E. A. Rediske, Galesburg.
 Trainmaster.....J. C. Grisinger, Jr., Galesburg.
 Terminal Trainmaster.....H. J. Burke, Galesburg.
 Chief Dispatcher.....H. V. Lonis, Galesburg.
 Night Chief Dispatcher.....S. R. Harris, Galesburg.

Train Dispatchers:

W. Tobin,	M. S. Chapman,
W. F. Eastin,	I. G. Toland,
C. W. Kelly,	E. Madigan,
H. Abrahamson,	H. E. Metcalf,
C. E. Walker,	G. A. Fleisher.

1. Where manual or controlled manual block system rules are in effect, light engines will be handled the same as passenger trains.

Freight trains carrying passengers or caretakers will be handled the same as passenger trains, except where otherwise stated in footnotes, or on sub-divisions where Rule 907 is in effect. Conductors will advise train dispatcher when no passengers or caretakers on their train.

Under Rule 93, trains handling occupied company service cars, or carrying caretakers, must be protected as prescribed by Rule 99.

Where Rules D-251, D-252 and D-254 are in effect, freight trains stopped by train order signal at stations where sidings are located on or near schedule of first class trains will clear the main track at once unless otherwise advised by signalman. Conductors must advise promptly when clear of main track and receive permission from signalman before he can again return to main track.

Rule 374 in the Book of Rules of the Operating Department is modified to read as follows:

"When a train is passed by a passenger train at a non-communicating station, except in automatic block signal territory, the train passed must wait ten minutes and then proceed at restricted speed to the next available point of communication."

2. Train order signal must indicate "Stop" in both directions at end of reverse movement, and Clearance Form A, with copy of train order must be delivered to the train completing a reverse movement unless movement is controlled by signal indication.

A train authorized by train order to move against the current of traffic must approach all interlocking at restricted speed.

3. USE OF TRACK. Where there are two sidings for meeting or passing trains, the right-hand track must be used unless otherwise provided.

When necessary to take siding, advance track at end of double track must be used only by trains leaving double track unless otherwise provided.

When signals protecting switches at Seminary Street and Waterman interlocking plants at Galesburg are in stop position, train, yard or engine man will promptly communicate with the leverman and when so instructed may pass stop signal, first examining switches and derails in route designated, assuring themselves that they are in proper position.

One long and three short blasts of interlocking plant horn is signal for train, yard or enginemen to come to telephone.

Before entering interlocking limits at Waterman, trains or engines moving south on yard tracks 4 to 9, inclusive, and moving in either direction through limits of crossover No. 42 between tracks 3 and 4 near south end of yard "R" must stop clear of the bonded track section unless it is known that switches are properly lined for their movement.

These clearance points are indicated by yellow paint on each track located at safe clearance short of the ladder.

Switch light indication on tracks 4 to 9, inclusive, is yellow when lined for the ladder, and red when lined for the individual track.

On crossover No. 42 light indication for switches is yellow when lined for the straight track, and red when lined for the crossover.

4. Trains must be identified at meeting or waiting points.

5. When a train is to be advanced as prescribed by Rule 925, the engineman will in acknowledgment of the signal, sound two long blasts of the whistle, as provided in Rule 14 (b).

6. Under Rule 103, when cars are pushed by an engine over public crossings at grade, not protected by a watchman or gates, a member of the crew must protect the crossing, unless the move is made under Rule 1012.

Should trainmen or enginemen observe that highway crossing signals or gates are not operating properly, the fact should be reported promptly by wire to the Superintendent and Chief Dispatcher.

7. Spring Switches are designated by a round target bearing the letter S. Facing point movements over spring switches are protected by automatic home block signal. When signal indicates "Stop" trains may proceed on hand signal after switch has been examined and points found to fit properly. Trains trailing through switch may do so without opening or closing it. When sand or snow is blowing, the switch points must be cleared before trailing move is made through switch. When trailing through switch and train is stopped before movement is complete, backward movement must not be made until switch is set and secured in proper position. When switch is opened by hand, it must be closed by hand. Sand must not be used over spring switches. Drop switch will not be made over spring switches unless specifically authorized.

8. When under Rule 951, operators are instructed to handle switches for a train they must be available immediately to do so. They will maintain a position where they may be seen by the conductor and will advise him of their intention to handle switches for his train. After so advising the conductor, the operator will be responsible for the return of switches to normal position after train has passed.

9. When occupied outfit cars are set out at a station, or on track between stations; or moved from one track to another at a station the Conductor must notify the Chief Dispatcher, from the first available point of communication, giving information as to track on which occupied cars were left.

Under Rule 903, trains will be notified of occupied company service cars when such cars occupy sidings or station tracks used as sidings.

10. Derricks, steam shovels, ditchers, draglines, rail loaders and other similar equipment loaded on flat or other open-top cars with booms connected and handled in freight or mixed trains must have booms trailing and securely fastened. Cars loaded with such equipment, when picked up at intermediate stations or junctions and not properly turned, must be turned at first point where facilities are available to effect trailing position of booms.

When this equipment is moving in freight or mixed trains upon its own wheels, the boom must be disconnected and loaded so as to be entirely free of swinging features. Steam wrecking derricks and bridge derricks having specially designed idler cars, are excepted from requirements of this rule.

11. Train orders addressed to motor trains handling trailer, and two car branch line steam passenger trains handling blind end baggage cars must be delivered by Operator to Baggage man in addition to Conductor and Engineman.

12. Conductors must report by wire, storms or conditions that may render track unsafe and will tie up their trains when in their judgment it is unsafe to proceed.

13. Rule 914 of Book of Rules of Operating Department is modified to read one mile instead of 3,000 feet.

14. Grade signals changed from the aspects and instructions shown on pages 88 and 89 of Rules of the Operating Department by replacing the yellow roundels in semaphores with red roundels, the blades red and white instead of yellow and black, and in color light signals one yellow roundel changed to red. Trains may pass grade signal displaying restrictive indication at ten miles an hour instead of five, and be governed by Rule 509-A or 509-B.

15. Rule D-19 of Rules of the Operating Department reading: "A red light to the rear and a green light to the front must be displayed in cupola of cabooses while on main track", is abolished.

16. Rule 919 is modified to permit the use of a white electric lantern; the red lantern must be oil-burning.

17. High or wide loads which are moving in train with restrictions on account of limited overhead or side clearance, must be handled next to engine when practicable.

18. Enginemen must not permit ash pans or front of engines to be cleaned on the tracks and switches over which movements are governed by signal indication, except at points designated by the Superintendent. Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts of controlled switches or between the signals which govern the movements, in either direction, over these switches.

Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts or between route signals which govern the movements through an interlocking.

19. Points which will give less than 1 foot, 9 inches clearance between shipments 10 feet, 9 inches wide, and equipment on adjacent track:

Quincy—11 feet, 9 inches centers Main track and siding.

11 feet, 10 inches centers siding and adjacent track.

Alpha—12 feet, 4 inches centers siding and adjacent track.

Barstow—12 feet, 4 inches centers Main track and siding.

Moline—12 feet centers Main track and siding.

Rock Island—12 feet centers Main track.

Sterling—12 feet, 2 inches centers Main track and siding.

Buda—11 feet, 3 inches centers Main track and siding.

Canton—13 feet centers Main track and siding.

Peoria—11 feet, 4 inches centers Main track and adjacent track.