

T. J. ANDERSON, Trainmaster.....Chillicothe, Ill.
 T. O'TOOLE, Chief Dispatcher.....Chillicothe, Ill.
 H. R. BEAUMONT, Asst. Chief Dispatcher.....Chillicothe, Ill.
 H. E. McCORMICK, Asst. Chief Dispatcher.....Chillicothe, Ill.

TRAIN DISPATCHERS—CHILLICOTHE, ILL.

W. R. BABB.	L. E. REHBEIN.
A. MATHISEN.	G. M. HOBACK.
J. H. HORAN.	J. F. BRAND.
M. A. BARBER.	R. G. BUCKINGHAM.

G. W. SEARS, Trainmaster.....Corwith, Ill.
 A. A. KENNEDY, Trainmaster.....Corwith, Ill.
 F. M. WARD, Asst. Trainmaster.....Chicago, Ill.

A. J. STROBEL, General Watch Inspector.....Topeka.

LOCAL WATCH INSPECTORS—ILLINOIS DIVISION.

JOHN E. HESS.....1536 West 47th St... Chicago.
 SVERRE MYRE..... 5155 S. Kedzie Ave... Chicago.
 P. W. KIENZLER.....74-76 N. Chicago St.. Joliet.
 L. A. BIRKENBUSCH..... Pekin.
 F. E. LYNDS..... Chillicothe.
 C. W. HALLSTROM..... Galesburg.
 L. B. HARDY..... Fort Madison.
 J. H. MACE COMPANY..... Union Station..... Kansas City, Mo.

**SURGEONS OF
 THE A.T.&S.F. HOSPITAL ASSOCIATION.**

DR. R. G. SMITH, Chief Surgeon.....Topeka.

FORT MADISON HOSPITAL.

DR. G. R. BLACKBURN, Surgeon in Charge.
 DR. A. C. RICHMOND, Eye, Ear, Nose and Throat Specialist.
 DR. E. C. TUCKER, Consulting Dentist.

LOCAL SURGEONS.

DR. T. J. KASTER, 608 S. Dearborn.....Chicago.
 DR. R. B. CLARK, 1022 W. Argyle St.....Chicago.
 DR. WM. D. FITZGERALD, 5158 W. Madison St.....Chicago.
 DR. R. D. KEARNEY, 6235 So. Kedzie.....Chicago.
 DR. ADOLPH FALLER, JR., 7449 Cottage Grove Ave...Chicago.
 DR. HENRY MATTHEWS (Colored), 6252 S. Parkway.Chicago.
 DR. LAWRENCE MANN, Rwy. Exchange Bldg.....Chicago.
 DR. G. T. BUTTICE, 120 E. Cermak Rd.....Chicago.
 DR. E. J. MIRMELLI, 3814 S. Kedzie Ave.....Chicago.
 DR. T. J. BENTON.....Willow Springs.
 DR. EDWARD G. McNAMARA.....Lemont.
 DR. WM. A. MEADOWS.....Lockport.
 DR. EARL R. STEEN.....Joliet.
 DR. P. G. NICHOLSON.....Coal City.
 DR. G. K. WILSON.....Streator.
 DR. R. J. DAVIES.....Roanoke.
 DR. J. I. WEIMER.....Pekin?
 DR. R. K. TAUBERT.....Pekin.
 DR. MICHAEL SCHUBERT.....Toluca.
 DR. S. A. SMITH.....Chillicothe.
 DR. S. M. HANAUER.....Galesburg.
 DR. HAROLD C. BOCK.....Stronghurst.

**EYE, EAR, NOSE AND THROAT SPECIALISTS
 AT LOCAL POINTS.**

DR. ELZEAR LA MOTHE, 31 N. State St..... Chicago.
 DR. HAROLD J. KOCH, 6235 S. Kedzie (Eye Only) .. Chicago.
 DR. O. E. VANALYEA, Ear, Nose and Throat
 Consultant.....Chicago.
 DR. GEO. WOODRUFF.....Joliet.
 DR. H. C. HILL.....Streator.

**The Atchison, Topeka and Santa Fe
 Railway Co.**

**EASTERN LINES
 Eastern District**

ILLINOIS DIVISION

TIME TABLE No.

81

IN EFFECT

Sunday, February 20, 1949

**At 12:01 A. M.
 Central Standard Time.**

**This Time Table is for the exclusive use and guidance
 of Employees.**

**O. L. GRAY,
 General Manager,
 Topeka, Kansas.**

**P. O'SULLIVAN,
 Asst. General Manager,
 Topeka, Kansas.**

**R. J. YOST,
 Superintendent,
 Chillicothe, Illinois.**

**R. D. CLOUSING,
 Superintendent,
 Chicago, Illinois.**

2 ILLINOIS DIVISION.

FIRST DISTRICT.

SIGNAL SYSTEM ONE IN EFFECT:
Stewart Ave. Crossing to Chillocothe, except Willow Springs Interlocking.

SIGNAL SYSTEM TWO IN EFFECT:
Willow Springs Interlocking.

RULE 251 IN EFFECT:
Stewart Ave. Crossing to Willow Springs.
Joliet U.S. to Pequot.

RULE 261 IN EFFECT:
Willow Springs to Joliet U.S.
Pequot to Chillocothe, including Main Track No. 3.
Trains will be governed by C.&W.I. Time Table, Rules and Regulations between Chicago and C.&W.I. Jct.

Between Stewart Avenue Crossing and Panhandle Crossing, A.T.&S.F. trains (with other than 3460 class engines), may use Illinois Central main tracks with the current of traffic on signal indication from Stewart Avenue Crossing westward; on hand signal from the switchtender from Panhandle Crossing eastward; and on signal indication in either direction with the current of traffic from Interlocking, M.P. 3.1. These tracks are in yard limits (see Rule 93) and protection per Rule 99 must also be provided.

Movement through slip switches east of Panhandle Crossing will be made only on hand signals from switchtender. Signals will be given with yellow flag by day and yellow light by night.

WESTWARD.											
First Class.											
3	7	5	17	15	21	25	13	19	23	11	
California Limited.	Fast Mail-Express.	The Scout.	Super Chief.	Texas Chief.	El Capitan.	Motor.	Motor.	The Chief.	The Grand Canyon.	The Kansas Cityan.	
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily.	
PM 11.30	PM 10.35	PM 9.00	PM 7.00	PM 6.00	PM 5.45		PM 1.35	PM 1.30	PM 12.01	AM 9.30	
11.35	10.40	9.05	7.05	6.05	5.50		1.40	1.35	12.06	9.35	
11.42	10.47	9.12	7.12	6.12	5.57		1.47	1.42	12.14	9.41	
11.47	10.52	9.17	7.17	6.17	6.02		1.52	1.47	12.19	9.46	
11.53	10.58	9.24	7.22	6.22	6.07		s 2.00	1.52	12.25	9.51	
11.58	11.03	9.29	7.26	6.26	6.11		s 2.07	1.57	12.30	9.55	
- AM - 12.07	11.12	9.38	7.34	6.34	6.19		f 2.10				
12.11	11.16	9.42	7.38	6.39	6.24		f 2.20	2.05	12.39	10.02	
12.14	11.19	9.46	7.42	6.42	6.27		f 2.25	2.09	12.43	10.06	
							s 2.30	2.13	12.47	10.09	
s 12.25	s 11.30	s 9.55	7.50	s 6.50	6.35		s 2.40	2.20	s 12.55	s 10.15	
12.30	11.34	10.00	7.53	6.53	6.38		2.45	2.24	12.59	10.19	
							f 2.50				
							f 2.53				
12.44	11.44	10.12	8.02	7.02	6.47		f 2.58	2.34	1.10	10.28	
12.49	11.48	10.16	8.05	7.05	6.51		3.03	2.38	1.14	10.31	
		s 10.20					s 3.07				
12.59	11.56	10.26					f 3.12				
1.06	11.59	10.31	8.16	7.16	7.02		s 3.19				
							s 3.26	2.50	1.26	10.42	
							s 3.32				
1.20	- AM - 12.10	10.45	8.26	7.26	7.12		s 3.39				
s 1.35	s 12.20	s 11.00	8.35	s 7.35	7.20		s 3.46	3.02	1.38	10.52	
							PM 1.55	s 4.00	3.10	s 11.00	
							f 2.01	f 4.07			
1.45	12.30	11.09	8.41	7.41	7.27		s 2.07	s 4.12	3.18	1.59	11.07
							f 2.16	- PM -			
s 2.00	12.45	11.25	8.52	7.52	7.37		s 2.26		3.30	2.13	11.17
							s 2.37	Via Pekin District.			
2.15	12.55	11.34	9.02	8.02	7.47		s 2.43		3.41	2.24	11.27
s 2.30	s 1.05	s 11.45	9.10	s 8.10	7.55		s 2.55		3.50	s 2.35	s 11.35
AM	AM	PM	PM	PM	PM		PM		PM	PM	AM
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.
43.4	52.0	47.3	60.0	60.0	60.0		40.5	36.6	55.8	50.7	62.4

TIME TABLE		Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Capacity of Sidings in 50 ft. Cars.	
No. 81, February 20, 1949.				East.	West.
STATIONS.					
CHICAGO. YL					
1.3 C. & W.I. JCT.		0	FWT		
0.1 Stewart Ave. Crossing		79.2			
3.0 Panhandle Crossing.		26.4			
1.5 I.N. Crossing.		35.8			
CORWITH. YL					
1.3 Chicago Belt Crossing		0	FW TY		
5.5 NERSKA. YL		0		51	76
0.2 McCOOK.		0			
4.5 B. & O.C.T. Crossing.		0			
1.6 WILLOW SPRINGS.		0		194	78
6.1 SANTA FE PARK.		0			
4.2 LEMONT.		0			
3.4 ROMEO.		0			71
3.5 LOCKPORT.		10.6			
1.3 JOLIET YARD. YL		10.6	FWT		
3.5 JOLIET U. S. YL		0			
5.1 C.R.I. & P. Crossing.		15.8			98
2.1 PLAINES.		11.8			
4.6 DRUMMOND.		6.1			35
4.4 LORENZO.		9.1		56	89
1.0 PEQUOT.		8.7			
3.7 COAL CITY.		0			
4.2 GORMAN.		10.2			
4.7 MAZON.		15.8			
4.0 VERONA.		13.7	W	107	111
4.9 KINSMAN.		15.8			
4.7 RANSOM.		0		25	
5.2 KERNAN.		0		14	
STREATOR. YL					
0.2 GM&O & NYC Crs'g.		10.1	FWT		
3.7 Wabash Crossing.		0			
1.9 MOON.		0			
6.3 ANCONA.		15.8			
7.8 LEEDS.		26.4			
6.1 TOLUCA.		0			87
4.9 LA ROSE.		0			
9.2 WILBERN.		26.4			
CHILlicothe. YL					
(130.1)					
Average speed per hour.					

Movements against current of traffic between Stewart Ave. Crossing and Chicago Belt Crossing, Nerska, may be made on message authority signed by Superintendent.

Main Track No. 3 between Kernan and Streator Coal Chute is first track south of eastward main track. Trains have no time table superiority.

FIRST DISTRICT.

ILLINOIS DIVISION. 3

Communications.	Distance from Chicago.	Ruling Grade Ascending.	TIME TABLE No. 81, February 20, 1949.	EASTWARD.										
				First Class.										
				8	4	22	6	16	26	20	14	18	24	12
	Miles.		STATIONS.	Fast Mail-Express.	California Limited.	El Capitan.	The Scout.	Texas Chief.	Motor.	The Chief.	Motor.	Super Chief.	The Grand Canyon.	The Chicagoan.
				Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Except Sun.	Arrive Daily.	Arrive Daily Except Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.
C	0	0	CHICAGO. YL	AM 6.50	AM 7.30	AM 7.15	AM 8.30	AM 9.00		AM 11.30	PM 12.10	PM 1.45	PM 3.45	PM 9.45
	1.3	79.2	1.3 C. & W.I. JCT.	5.45	7.25	7.10	8.25	8.55		11.25	12.05	1.40	3.40	9.40
	1.4	26.4	0.1 Stewart Ave. Crossing											
	4.4	0	3.0 Panhandle Crossing.	5.29	7.09	6.53	8.09	8.40		11.09	11.54	1.28	3.24	9.28
	0	0	1.5 I.N. Crossing.											
C	5.9	0	CORWITH. YL											
	0	0	1.3 Chicago Belt Crossing											
C	7.2	0	5.5 NERSKA. YL	5.25	7.05	6.49	8.05	8.36		11.05	11.48	1.24	3.20	9.24
C	12.7	0	0.2 McCOOK.	5.17	6.57	6.42	7.57	8.28		10.57	11.39	1.17	3.12	9.17
C	12.9	0	4.5 B. & O.C.T. Crossing.											
C	17.4	0	WILLOW SPRINGS.	5.10	6.50	6.37	7.50	8.23		10.52	11.30	1.11	3.05	9.11
	0	0	1.6 SANTA FE PARK.											
C	25.1	13.7	6.1 LEMONT.	4.59	6.40	6.29	7.40	8.15		10.43	11.18	1.03	2.55	9.04
C	29.3	10.6	4.2 ROMEO.	4.54	6.34	6.23	7.34	8.10		10.38	11.11	12.58	2.49	9.00
C	32.7	10.6	3.4 LOCKPORT.	4.50	6.30	6.19	7.30	8.07		10.35	11.06	12.54	2.45	8.57
C	36.2	10.6	3.5 JOLIET YARD. YL											
	0	0	1.3 JOLIET U. S. YL											
C	37.5	15.8	3.5 C.R.I. & P. Crossing.	4.40	6.20	6.10	7.20	8.00		10.27	10.55	12.48	2.35	8.50
C	41.0	14.5	5.1 PLAINES.	4.31	6.10	6.04	7.09	7.52		10.21	10.46	12.42	2.27	8.44
	0	0	2.1 MILLSDALE.											
	0	9.9	4.6 DRUMMOND.											
C	52.8	0	4.4 LORENZO.	4.19	5.57	5.52	6.55	7.40		10.08	10.29	12.30	2.15	8.32
C	57.2	0	1.0 PEQUOT.	4.14	5.51	5.48	6.50	7.35		10.04	10.23	12.26	2.11	8.28
C	58.2	4.7	3.7 COAL CITY.				6.45				10.21			
	0	0	4.2 GORMAN.								10.15			
C	66.1	0	4.7 MAZON.	4.03	5.42		6.38				10.10			
	0	0	2.2 VERONA.	3.59	5.37	5.37	6.34	7.23		9.50	10.02	12.14	1.59	8.18
C	74.8	0	4.9 KINSMAN.								9.56			
C	79.7	15.8	4.7 RANSOM.	3.50	5.27		6.25				9.48			
C	84.4	15.8	5.2 KERNAN.	3.45	5.21	5.25	6.20	7.11		9.38	9.40	12.02	1.47	8.06
C	89.6	0	0.2 STREATOR. YL	3.35	5.10	5.20	6.10	7.05	AM 9.20	9.30	9.30	11.55	1.40	8.00
	0	0	0.4 GM&O & NYC Cra'g.								9.15			
C	90.2	0	3.7 Wabash Crossing.											
	0	0	1.9 MOON.						f 9.14		f 9.08			
C	95.8	0	6.3 ANCONA.	3.20	4.54	5.10	5.57	6.56	f 9.09	9.20	9.05	11.46	1.29	7.51
B	102.1	21.1	7.8 LEEDS.						s 8.59					
C	109.9	25.2	6.1 TOLUCA.	3.07	4.39	4.59	5.43	6.45	s 8.47	9.08		11.35	1.16	7.40
C	116.0	26.4	4.9 LA ROSE.						s 8.37					
B	120.9	26.4	9.2 WILBERN.	2.55	4.26	4.49	5.30	6.35	s 8.28	8.56		11.25	1.06	7.30
C	130.1		CHILlicothe. YL	2.45	4.15	4.40	5.20	6.25	8.15	8.45		11.15	12.55	7.20
			(130.1)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Lv. Daily Except Sun.	Leave Daily.	Lv. Daily Except Sun.	Leave Daily.	Leave Daily.	Leave Daily.
			Average speed per hour	42.2	40.0	50.4	41.1	50.4	37.4	47.3	33.8	52.0	45.9	53.8

SIGNAL SYSTEM ONE IN EFFECT:
Chillicothe to Stewart Ave. Crossing, except Willow Springs Interlocking.

SIGNAL SYSTEM TWO IN EFFECT:
Willow Springs Interlocking.

RULE 251 IN EFFECT:
Pequot to Joliet U.S.

Willow Springs to Stewart Ave. Crossing.

RULE 261 IN EFFECT:

Chillicothe to Pequot, including Main Track No. 3.

Joliet U.S. to Willow Springs.

Trains will be governed by C. & W.I. Time Table, Rules and Regulations between C. & W.I. Jct. and Chicago.

Between Panhandle Crossing and Stewart Avenue Crossing, A.T. & S.F. trains (with other than 3460 class engines), may use Illinois Central main tracks with the current of traffic on signal indication from Stewart Avenue Crossing westward; on hand signal from the switchtender from Panhandle Crossing eastward; and on signal indication in either direction with the current of traffic from Interlocking, M.P. 3.1. These tracks are in yard limits (see Rule 93) and protection per Rule 99 must also be provided.

Movement through slip switches east of Panhandle Crossing will be made only on hand signals from switchtender. Signals will be given with yellow flag by day and yellow light by night.

Movements against current of traffic between Chicago Belt Crossing, Nerska, and Stewart Ave. Crossing, may be made on message authority signed by Superintendent.

Main Track No. 3 between Streator Coal Chute and Kernan is first track south of eastward main track. Trains have no time table superiority.

4 ILLINOIS DIVISION.

SECOND DISTRICT.

WESTWARD.											TIME TABLE No. 81, February 20, 1949.	Rating Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Capacity of Sidings in 50 ft. Cars.
First Class.														
5	17	15	21	19	25	23	11	57	3	7				
The Scout.	Super Chief.	Texas Chief.	El Capitan.	The Chief.	Motor.	The Grand Canyon.	The Kansas Cityan.	Motor.	California Limited.	Fast Mail Express.	STATIONS.	Ruling Grade	Fuel, Water, Turn Tables and Wyes.	Capacity of Sidings in 50 ft. Cars.
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Except Sun.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.				
PM 11.50 AM 12.05	PM 9 10	PM 8.10	PM 7.55	PM 3.50	PM 2.55	PM 2.35	AM 11.35		AM 2.35	AM 1.10	CHILLICOTHE. YL 8.0	58.1	FWT	
											EDELSTEIN. 6.2	31.7		W 74
											C.R.I. & P. Crossing. 0.4	0		
											PRINCEVILLE. 3.6	31.7		
											MONICA. 5.1	0		E 76 W 77
											C.B. & Q. Crossing. 5.1	0		
											LAURA. 4.9	18.5		E 79 W 110
											WILLIAMSFIELD. 5	0	W	
											DAHINDA. 2.6	8.4		
											APPLETON. 2.3	25.5		
											KNOX. 2.9	31.7		
											E. GALESBURG. 3.4	31.7		
											GALESBURG. YL 2.5	21.9		E 137 W 138
											G.I. TOWER. YL 3.3	21.9	FWY	
											SURREY. 2.7	17.3		
											CAMERON. 4.2	28.2		
											NEMO. 1.7	0		
											ORMONDE. 5.2	0		E 112 W 84
											PONEMAH. 4.4	28.2		
											SMITESHIRE. 3.1	12.1		
											MEDIA. 4.3	13.5		
											STRONGHURST. 3.6	26.1	W	E 78 W 173
											DECORRA. 6.4	0		
											LOMAX. 5.9	10.6		W 106
											DALLAS CITY. 1.8	0		
											PONTOOSUC. 4.4	0		
											E. FT. MADISON. 1.9	21.1		E 70
												0		
											FORT MADISON. YL 1.2	0		
											TOWER A. YL 0.5	0		
											SHOPTON. YL	0	FW TY	
											(104.5)			
44.8	59.7	59.7	59.7	57.0	34.8	50.2	62.7	20.4	41.8	46.4	Average speed per hour.			

SIGNAL SYSTEM ONE IN EFFECT: Chillicothe to Shopton.

RULE 251 IN EFFECT: Appleton to G.I. Tower. E. Ft. Madison to Shopton.

RULE 261 IN EFFECT: Chillicothe to Appleton. G.I. Tower to E. Ft. Madison.

AUTOMATIC TRAIN CONTROL

TWO TRACKS

A. E. S.

SECOND DISTRICT.

Communications.	Distance from Chicago.	Ruling Grade Ascending.	TIME TABLE No. 81, February 20, 1949.	EASTWARD.										
				First Class.										
				58	8	4	22	6	16	26	20	18	24	12
				Motor.	Fast Mail Express.	California Limited.	El Capitan.	The Scout.	Texas Chief.	Motor.	The Chief.	Super Chief.	The Grand Canyon.	The Chicagoan.
	Miles.		STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
C	130.1	31.7	CHILLICOTHE. YL 8.0		s 2.40 s AM	s 4.10 s AM	s 4.40 s AM	s 5.15 s AM	s 6.25 s AM	s 8.10 s AM	s 8.45 s AM	s 11.15 s AM	s 12.55 s PM	s 7.20 s PM
C	138.1	31.7	EDELSTEIN. 6.2		2.29	3.59	4.31	5.04	6.15	8.00	8.34	11.06	12.44	7.12
	144.3	21.8	C.R.I. & P. Crossing. 0.4											
C	144.7	23.2	PRINCEVILLE. 3.6							s 7.50				
C	148.3	31.7	MONICA. C.B. & Q. Crossing. 5.1		2.19	3.48	4.22	4.53	6.06	s 7.44	8.23	10.56	12.34	7.05
C	153.4	19.3	LAURA. 4.9							s 7.37				
C	158.3	31.7	WILLIAMSFIELD. 5.0		2.10	3.38	4.14	4.43	5.58	s 7.30	8.13	10.48	12.24	6.58
	163.3	0	DAHINDA. 2.6							s 7.21				
C	165.9	0	APPLETON. 5.3		2.02	3.29	4.07	4.34	5.52	s 7.17	8.04	10.42	12.17	6.52
B	171.2	0	KNOX. 2.9							f 7.10				
	174.1	15.3	E. GALESBURG. 3.4							f 7.07				
C	177.5	7.4	GALESBURG. YL 2.5		s 1.50 s	s 3.15	3.55	s 4.20 s	s 5.40 s	s 7.00	7.50	10.30	s 12.05 s PM	s 6.40
C	180.0	7.4	G.I. TOWER. YL 3.3											
	183.3	0	SURREY. 2.7							f 6.46				
	186.0	5.7	CAMERON. 4.2		1.36	2.59	3.47	4.09	5.32	s 6.42	7.41	10.21	11.54	6.33
C	190.2	31.3	NEMO. 1.7							f 6.36				
C	191.9	31.2	ORMONDE. 5.2		1.32	2.54	3.42	4.05	5.27	s 6.33	7.36	10.16	11.49	6.29
C	197.1	12.1	PONEMAH. 4.4							s 6.26				
C	201.5	31.7	SMITHSHIRE. 3.1		1.23	2.45	3.34	3.57	5.19	s 6.20	7.28	10.08	11.41	6.22
C	204.6	31.2	MEDIA. 4.3							s 6.15				
C	208.9	20.4	STRONGHURST. 3.5		1.16	2.38	3.28	3.50	5.13	s 6.09	7.21	10.02	11.34	6.16
	212.5	31.7	DECORRA. 6.4							f 6.02				
C	218.9	18.0	LOMAX. 5.9		1.05	2.27	3.19	3.40	5.04	s 5.54	7.10	9.53	11.24	6.08
C	224.8	10.7	DALLAS CITY. 1.8							s 5.45				
	226.6	14.5	PONTOOSUC. 4.4							s 5.41				
C	231.0	0	E. FT. MADISON. 1.9		12.54	2.14	3.08	3.29	4.53	s 5.35	6.58	9.43	11.13	5.58
	232.5	23.9												
C	232.9	0	FORT MADISON. YL 1.2		s 12.10 s AM	s 2.10 s	s 3.05 s	s 3.25 s	s 4.50 s	5.30 AM	s 6.55	9.40	s 11.10 s	s 5.55
C	234.1	0	TOWER A. YL 0.5											
C	234.6	0	SHOPTON. YL		12.05 AM	12.40 AM	2.00 AM	3.00 AM	3.15 AM	4.45 AM	6.50 AM	9.35 AM	11.05 AM	5.50 PM
			(104.5)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
			Average speed per hour.	20.4	52.3	48.2	62.7	52.3	62.7	38.6	54.5	62.7	57.0	69.6

AUTOMATIC TRAIN CONTROL

TWO TRACKS

A. B. S.

SIGNAL SYSTEM ONE IN EFFECT:
Shopton to Chillicothe.
RULE 251 IN EFFECT:
Shopton to E. Ft. Madison.
G.I. Tower to Appleton.
RULE 261 IN EFFECT:
E. Ft. Madison to G.I. Tower.
Appleton to Chillicothe.

6 ILLINOIS DIVISION.

PEKIN DISTRICT.

Trains will be governed by T.P.&W. Time Table, Rules and Regulations between Streator Jct. and Pekin Jct.

No switch lights on Pekin District.

WESTWARD.			Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 81, February 20, 1949.	Ruling Grade Ascending.	Distance from Ancona.	Communications	EASTWARD.			Capacity of Sidings in 50 ft. Cars
Second Class.		First Class.							First Class.	Second Class.		
47	53	13							14	54	48	
Way Freight.	Way Freight.	Motor.	Motor.	Way Freight.	Way Freight.							
Leave Daily Ex. Sun.	Lv. Tues., Thurs., Sat.	Leave Daily Ex. Sun.	Ar. Daily Ex. Sun.	Ar. Mon., Wed., Fri.	Ar. Daily Ex. Sun.	Miles.						
PM 10.50	AM 7.20	PM 4.12					0	C	AM 9.05	PM 1.00	PM 9.10	
11.00	7.25	4.16		0	ANCONA. 2.5	0	2.5	C	8.58	12.40	9.00	
11.15	7.35	4.25		15.3	LONG POINT. 4.6	0	7.1	C	8.50	12.20	8.35	20
				31.7	DANA. 5.8	0	12.9					
11.30	7.50	4.36		0	I.C. Crossing. 0.1	0	13.0	C	8.42	12.01	8.20	19
11.50	8.05	4.46		23.8	MINONK. 6.0	13.2	19.0	C	8.31	11.20	7.50	14
AM 12.10	8.18 ¹⁴	4.55		0	BENSON. 5.5	32.7	24.5	C	8.23 ⁵³	11.00	7.35	16
			W	41.2	ROANOKE. 6.2	47.5	30.7		8.13	10.15	7.15	
12.30	9.40	5.05		0	STREATOR JCT. 0.4	0	31.1	C	8.08	10.10	7.10	44
12.40	10.00	5.10		47.6	EUREKA. 5.5	26.4	36.6		7.56	9.45	7.00	
1.00	10.15	5.20		26.4	PEKIN JCT. 1.4	0	38.0	C	7.53	9.40	6.55	17
1.05	10.25	5.25		31.7	WASHINGTON. 3.0	31.7	41.0	f	7.47	9.25	6.45	7
1.15	10.40	5.29		31.7	COOPER. 2.4	52.8	43.4	f	7.43	9.10	6.40	
1.25	10.50	5.33		0	CRANDALL. N.Y.C. & St.L. Crossing. 2.3	29.0	45.7	C	7.38	9.00	6.35	18
1.45	11.15	5.40		0	I.T. Crossing. MORTON. 0.1	0	45.8					
				42.2	P.R.R. Crossing. 3.6	0	49.4	f	7.25	8.20	6.25	30
2.00	11.35	5.46		0	GROVELAND. 7.4	81.8	56.8	C	7.12	8.03	6.08	73
2.25	11.55	5.56	FWT	0	EAST YARDS. YL G. M. & O. Crossing. 0.9	82.9	57.7	C	7.00 AM	8.00 AM	6.05 PM	
2.30 AM	12.01 PM	6.00 PM			PEKIN. YL							
Arrive Daily Ex. Mon.	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sun.			(57.7)				Leave Daily Ex. Sun.	Leave Mon., Wed., Fri.	Leave Daily Ex. Sun.	
15.7	12.3	32.1			Average speed per hour.				27.7	11.5	18.7	

WESTWARD.								Freight Train Terminals, and Junctions.	EASTWARD.						
53	47	51	59	49	41	39	37		38	40	42	46	52	48	54
Way Freight.	Way Freight.	Way Freight.	Northern California Fast Freight.	California Tex., Okla. Fast Freight.	Colo., Kans., Okla. Fast Frt.	Oklahoma Texas Fast Freight.	Oklahoma Texas Freight.		Fast Freight.	Perishable Express.	Colorado Chicago Fast Freight.	Texas-Chicago Fast Freight.	Way Freight.	Way Freight.	Way Freight.
Leave Tues., Thurs., Sat.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Mon., Wed., Fri.	
		AM 6.45	AM 11.59	PM 11.00	AM 11.00	PM 6.00	PM 10.00	AM 12.01	AM 12.45	AM 5.30	PM 2.00	PM 3.00			
		7.25										2.15 PM			
AM 7.00	PM 10.30	10.00 AM										9.30 AM	PM 9.30	PM 1.30	
7.20 AM	10.50 PM		PM 5.00	AM 4.45	PM 3.45	9.20 AM	AM 2.00				9.00				
			9.30 PM	10.00 AM	7.30 PM	12.15 AM	6.00 AM	7.00 PM	7.45 PM	12.15 AM	7.15 PM	2.00 AM			
Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Mon., Wed., Fri.	

TRAINS SHOWN IN THIS TABULATION HAVE NO TIME TABLE AUTHORITY.

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

2. STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED. (Rule 83)

Station	Designated Trains.
Corwith.....	Originating or terminating Corwith Yard.
Streator.....	Originating or terminating or operating via Pekin District.
Chillicothe.....	All except first class.
Fort Madison.....	First class and originating.
Following trains will register by Form 903:	
Fort Madison.....	17, 18.
Shopton.....	First class.

3. TRAINS MUST SECURE NUMBERED CLEARANCE CARDS BEFORE LEAVING ORIGINATING STATIONS, EXCEPT:

Chillicothe.....	Nos. 17, 18, 19, 20, 21 and 22.
Ancona.....	All Trains.

Eastward trains leaving from Streator yard tracks will use Main Track No. 3 unless otherwise instructed by clearance card endorsed "Use.....Track."

First class trains except Nos. 17, 18 and 25 will secure clearance cards at Fort Madison. Enginemen on westward trains are not required to secure clearance cards at Fort Madison. Conductors securing clearance cards or train orders at Fort Madison will deliver copy of same to Missouri Division engineman at Shopton.

When train order signal at Eureka indicates "stop," secure A.T.& S.F. in addition to T.P.& W. clearance card.

4. JUNCTION SWITCHES. (Rule 98)

LOCATION	NORMAL POSITION
PEKIN DISTRICT	
Streator Jct.	T.P. & W. R.R.
Pekin Jct.	T.P. & W. R.R.

5. JOINT TRACK FACILITIES.

CHICAGO—A.T. & S.F. trains will use C. & W.I. tracks between C. & W.I. Jct. and Dearborn Station.

PLAINES-PEQUOT—A.T. & S.F. and G.M. & O. The movement of G.M. & O. trains will be governed by A.T. & S.F. rules in G.M. & O. time table.

PEKIN DISTRICT—A.T. & S.F. trains will use T.P. & W. track between Streator Jct. and Pekin Jct.

6. DOUBLE ARM HOME SIGNALS.

Where two or more arms on a home signal govern movements over an interlocked switch, top arm is assigned to the main track and lower arm the inferior route, except as follows:

CHICAGO, Stewart Avenue—Eastward with traffic: top indication assigned I.C. track, middle indication C. & W.I. track and lower indication 18th Street yard. Eastward against traffic: top indication assigned I.C. track and lower indication C. & W.I. track or 18th Street yard. This signal is located to left of track it governs. Westward: top indication assigned C. & W.I. track and lower indication A.T. & S.F. or I.C. track.

CHICAGO, Interlocking, M.P. 3.1—Eastward: first or top indication assigned G.M. & O., second indication A.T. & S.F., third indication I.C. main tracks, fourth or lower indication against traffic. Westward: top indication of double indication signals assigned A.T. & S.F., lower indication I.C. main tracks. First or top indication of four indication signals assigned G.M. & O., second indication A.T. & S.F., third indication I.C. main tracks, fourth or lower indication against traffic.

JOLIET U.S.—Top arms assigned the passenger or A.T. & S.F. main tracks. Lower arms the freight or the G.M. & O. main tracks.

7. TRAFFIC REVERSAL.

Between Willow Springs and Joliet U.S. Interlocking.

Operators will not display proceed signal for movement against current of traffic without train order authorizing.

If trains are to use the other main track without signal indication, move must be authorized by numbered clearance card endorsed. "Use.....Track."

If train or engine is stopped by a stop signal, it must stay until authorized to proceed by signal, or telephone advice from the operator. Be governed by Rule 509 (c).

To avoid misunderstanding, instructions or information received by telephone must be repeated to employes from whom received, and names and occupations of employes stated.

Switch indicators are operative only with normal direction of traffic. At switches where there is no head out signal, obtain permission from operator before occupying main track regardless of position of switch indicator. If communication fails, main track may be used under flag protection with front and rear protected until next home signal is passed.

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

8. AUTOMATIC TRAIN CONTROL.

Should the control cut in while approaching train control territory from the east or the Pekin District, seal may be broken by conductor and pneumatic feature cut out, reporting by wire from first open office. A westward train may then proceed to Pequot, and a train from the Pekin District may proceed to Ancona, where seal will be delivered to operator, train control equipment cut in and sealed, and test made before entering train control territory. Should test show train control inoperative, secure train order authority to proceed.

Should cut out not be obtained in leaving train control territory at Pequot or Ancona, or should train control cut in after leaving such territory, seal may be broken by conductor and pneumatic feature cut out. Report will be made at terminal and seal there delivered to operator.

9.

10. RAILROAD CROSSINGS AT GRADE.

CHICAGO—Stewart Avenue, I.C., C. & W.I. and P.R.R. Interlocking. Eastward, stop. Secure proceed hand signal in addition to interlocking signal. Westward, secure proceed hand signal in addition to interlocking signal. Hand signal will be given with a green signal via I.C. track and with a white signal via A.T. & S.F. track.

CHICAGO—Panhandle, P.R.R., B. & O.C.T. and C.J. Stop. See Rules 98, A, B, C and D. In addition, semaphore signal must be clear.

CORWITH—I.N. Interlocking. Maximum speed, passenger trains, eighty-five miles per hour eastward, sixty miles per hour westward.

NERSKA—Chicago Belt. Interlocking. Maximum speed, passenger trains, eighty miles per hour.

MCCOOK—B. & O.C.T. Interlocking. Maximum speed eastward, passenger trains, eighty miles per hour, freight trains, forty-five miles per hour.

JOLIET—C.R.I. & P. Interlocking.

STREATOR—G.M. & O. and N.Y.C. 0.1 mile west of station. Interlocking. Maximum speed twenty miles per hour.

STREATOR—Wabash 0.5 mile west of station. Interlocking.

PRINCEVILLE—C.R.I. & P. 0.4 mile east of station. Automatic Interlocking.

MONICA—C.B. & Q. Interlocking.

MINONK—I.C. 0.1 mile east of Station. Interlocking. Maximum speed twenty miles per hour. If home signal indicates "stop," authority to proceed must be obtained from Illinois Central operator. If so authorized member of crew must flag crossing until occupied by car or engine.

10. RAILROAD CROSSINGS AT GRADE (Cont'd.)

CRANDALL—N.Y.C.& St.L. Automatic Interlocking. Maximum speed twenty miles per hour. If train or engine finds home signal indicating "stop" and no train or engine is seen on opposing route, one of crew will go to crossing, place switch in "Off" position, note that all signals indicate "stop," then give proceed hand signal. After engine has passed home signal, move switch to "On" position, lock box and proceed.

MORTON—I.T. just east of station. Stop. See Rules 98, A, B, C and D.

MORTON—P.R.R. 0.1 mile west of station. Stop. See Rules 98, A, B, C and D.

EAST YARDS—G.M.& O. Interlocking.

11. MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	MILES PER HOUR			
	Light Engines Forward	All Engines Backward	Passenger	Freight and Mixed
FIRST DISTRICT:				
Chicago and Joliet	40	25	75	60
Joliet and Chillicothe	40	25	90	60
SECOND DISTRICT	40	25	90	60
PEKIN DISTRICT	30	20	45	30

FIRST DISTRICT.

Chicago, Dearborn Station to 12th Street Viaduct	8	8	
Chicago, Curve, 15th to 16th Streets	15	12	
Chicago, Stewart Ave. Crossing to Interlocking M.P. 3.1	30	30	
Chicago, Interlocking, M.P. 3.1	20	15	
Curve, M.P. 9.7 to 9.9, east of Bridge 9-C	40	35	
Bridge 9-C, M.P. 9.9 to 10.0	Other than 3460 class engines 3460 class engines	30 20	25 20
Curve, M.P. 11.9 to 12.3, east of McCook	60	50	
Curve, M.P. 24.0 to 24.7	75	50	
Bridge 24-B, M.P. 24.7 to 24.8	Other than 3460 class engines 3460 class engines	40 20	30 20
4 Curves, M.P. 24.8 to 25.9, (Lemont)	50	40	
2 Curves, M.P. 27.4 to 28.7	65	50	
Curve, M.P. 29.0 to 29.2, (Romeo)	70	55	
Curve, M.P. 35.3 to 35.6, (west of Joliet Coal Chute)	Westward Track Eastward Track	75 70	50 50
Curve, M.P. 36.3 to 36.7, (Basin Bridge 36-A)	Westward Track Eastward Track	60 45	40 30
Curve, M.P. 37.0 to 37.1	35	25	
Curves, M.P. 37.2 to 37.8, Joliet, through turnouts	15	15	
Curve, M.P. 43.6 to 43.9	Eastward Track	80	50
Curve, M.P. 57.0 to 57.3	Westward Track	75	50
Curve, M.P. 58.4 to 58.6, (Coal City)	60	50	
Track No. 3, Kernan to Streator Coal Chute	40	30	
2 Curves, M.P. 88.2 to 89.0, (east of Streator)	Westward Track Eastward Track	60 55	50 40
Streator, Main Street to Wabash Crossing	20	20	

SECOND DISTRICT.

2 Curves, M.P. 131.6 to 132.1	70	50
9 Curves, M.P. 132.6 to 136.8, (Edelstein Hill)	55	50
10 Curves, M.P. 161.6 to 170.3	70
Galesburg, C.B.& Q. viaduct to Main Street	20	20
Curve, M.P. 224.7 to 225.0, (Dallas City)	60	50
Curve, M.P. 230.7 to 231.1	50	40
Mississippi River Bridge, M.P. 231.5 to 231.8	40	30
8 Curves, M.P. 231.8 to 234.1	30	30

PEKIN DISTRICT.

2 Curves, M.P. 49.9 to 50.3, (Groveland)	35
4 Curves, M.P. 54.5 to 55.8	35

12. SPEED REGULATIONS, PASSENGER TRAINS.

Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops, so that train will move smoothly, without jar, and train conductors must observe that this is done.

13. MAXIMUM SPEED OF ENGINES.

CLASS OR ENGINE NUMBER	Diameter of Drivers Inches	Miles Per Hour	MILES PER HOUR	
			Light Engines Forward	All Engines Backward
Diesels 1 to 90, inclusive, and 159		100	40	40
Diesels 158, 162 to 164, and 166 to 168, inclusive	40	95	40	40
Diesels 100 to 157, 160, 161, 165, and 169 to 185, inclusive, and 200	40	65	40	40
Motors M-105 to M-189, inclusive		60	60	25
Motor M-190		80	60	25
542-1400-1452-1480-1550 Classes	73	90	40	25
1226-1270 Classes	73	90	40	25
1400-1452 Classes	79	100	40	25
1309-1337 Classes	73	90	40	25
3400 Class	74	90	40	25
3400-3450 Classes	79	100	40	25
3460 Class	84	100	40	25
3500 Class	73	90	40	25
3700 Class	69	70	40	25
2900-3776 Classes	80	90	40	25
3751-3765 Classes	80	90	40	25
900-1600 Classes	57	35	35	20
1014-1050 Classes	69	50	40	25
1800 Class	69	60	40	25
2507 Class	63	60	40	25
2535 Class, except 2535	55	40	35	20
3100 Class	57	45	35	20
3160-4000 Classes	63	60	40	25
3800-3900 Classes	63	50	40	25
4101 Class	63	60	40	25
4193-4199, except 4197	63	50	40	25
4197	63	60	40	25
5000	69	60	40	25
5001-5011 Classes	74	60	40	25
Diesels 400-450 Classes		30	30	30
Other Diesel Yard Engines		35	35	35
All Other Engines		20	20	20

14. MOVEMENTS OVER SUBMERGED TRACKS. (Rule 817)

Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

Types of Equipment	Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines			
—Passenger	3	5	5
—Freight	5	5	5
—44 Ton Yard	2	5	5
—Other Yard	5	5	5
Diesel-Electric and Gas-Electric Motor Cars	3	5	5
Steam Engines			
—Roller Bearing	9	5	5
Passenger Cars			
—Roller Bearing	8	5	..
—Friction Bearing	12	5	..

SPECIAL RULES.

15. DEAD ENGINES.

Dead engines must not be moved with side rods down or any driver suspended without special instructions.

Trains handling Diesel road engines dead in train must not exceed ninety miles per hour; Diesel yard engines, thirty miles per hour, except 400, 450 and 460 classes, which should not exceed twenty miles per hour; gas or diesel-electric motor cars, sixty miles per hour; other dead engines, twenty miles per hour.

16. STEAM WRECKING CRANES, ETC.

Trains handling wrecking outfits, derricks, steam shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened), and similar machinery moving on their own running gear must not exceed twenty-four miles per hour. Such equipment must not be moved in any train except on authority of Trainmaster.

17. SPRING SWITCHES, TURNOUTS AND CROSSOVERS.

In heading in or out over the following spring switches, turnouts and crossovers, trains or engines must not exceed indicated speeds. On other main track turnouts and crossovers not listed herein, trains or engines must not exceed fifteen miles per hour. On all other turnouts or crossovers trains or engines must not exceed ten miles per hour.

		MILES PER HOUR		
		Pass-enger	Freight and Mixed	
"I"—Interlocked Switch	"S"—Spring Switch			
STATION TYPE	LOCATION			
FIRST DISTRICT				
Willow Springs	S I	West end westward siding Crossovers	15 40	15 30
Romeo	I	Crossovers	30	20
Plaines	I S	G.M.& O. to A.T.& S.F. West end westward siding and west end connection G.M.& O. to A.T.& S.F.	40 25	30 20
Pequot	I I I	A.T.& S.F. to G.M.& O. Facing point crossover Trailing point crossover	40 30 40	30 20 30
Verona	I S	Crossovers West end westward siding	30 15	20 15
Kernan	I	Crossovers	40	30
Streator	I	Facing point crossover, Wabash Crossing	30	20
Ancona	I I	Crossovers Pekin District turnout	40 30	30 20
Toluca	I I	Trailing point crossover Facing point crossover	40 30	30 20
Chillicothe	I	Crossovers and turnouts east end yard	40	30
SECOND DISTRICT				
Chillicothe	I	Crossovers and turnouts west end yard	30	20
Edelstein	I S	Crossovers West end westward siding	40 15	30 15
Monica	I	Facing point crossover	30	20
Williamsfield	I S S	Crossovers West end westward siding East end eastward siding	30 15 25	20 15 20
Appleton	I	Facing point crossover	30	20
G.I. Tower	I I S	Crossovers East end westward siding East end eastward siding	30 30 25	20 20 20
Ormonde	I I	Facing point crossover Trailing point crossover	30 40	20 30
Smithshire	I	Facing point crossover	30	20
Stronghurst	S I I S	East end eastward siding Crossovers East end westward siding West end westward siding	15 40 30 25	15 30 20 20
Lomax	I	Crossovers	40	30
E. Ft. Madison	I	Crossovers	30	20
Tower A	I I I	Crossover Westward freight head in Eastward freight head out	30 30 30	20 20 20

18. YARD LIMITS.

Chicago (includes Corwith and Nerska). All movements between Panhandle Crossing and Stewart Avenue Crossing must be protected as per Rule 99.

Joliet U. S. (includes Joliet yard.) Galesburg (includes G.I. Tower.)
Streator. Fort Madison (includes Shopton.)
Chillicothe. Pekin (includes East Yards.)

19. BULLETIN BOOKS.

Chicago.....Dearborn Station, 18th Street Yard and Roundhouse Offices.
Corwith.....Telegraph, Roundhouse, No. 1 and No. 6 Yard Offices.
Joliet Yard....Yard Office.
Streator.....Telegraph and Roundhouse Offices.
Chillicothe.....Telegraph and Roundhouse Offices and Reading Room.
G.I. Tower.....Coal Chute Office.
Fort Madison..Trainmen's Locker Room.
Shopton.....Yard and Roundhouse Offices.
Pekin.....Station and Roundhouse Offices.

20. STANDARD CLOCKS.

Chicago.....Dearborn Station, 18th Street Yard Office and Roundhouse Office.
Corwith.....Telegraph, No. 1 Yard and Roundhouse Offices.
Joliet Yard....Yard Office.
Streator.....Telegraph Office.
Chillicothe....Telegraph Office.
Fort Madison..Telegraph Office.
Shopton.....Yard and Roundhouse Offices.

21. STANDARD THERMOMETERS.

Chicago, 18th St. Yard Office. Streator. Nemo.
Corwith. Joliet Yard. Chillicothe. Shopton.
McCook. Plaines. G.I. Tower.

22. OVERHEAD OBSTRUCTIONS. (Rule 761)

Mile Post	Bridge Number	Name
FIRST DISTRICT		
35.4 116.9	35-A 116-D	Railroad Viaduct. Railroad Viaduct.
SECOND DISTRICT		
136.1 175.3 176.1 176.6	136-A 175-C 176-A 176-D	Highway Viaduct. Highway Viaduct. Highway Viaduct. Railroad Viaduct.

23. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE.

Name	Location	Capacity
FIRST DISTRICT		
Waterways Terminal (spur).....	M.P. 9.7	72 cars
Sanitary District (spur).....	M.P. 10.1	
Argonne National Laboratory Track.....	M.P. 22.8	60 cars
Lemont Refinery (spur).....	M.P. 27.8	132 cars
Blodgett Ordnance Plant (spur).....	M.P. 50.3	
Northern Illinois Coal Co. Tipple, Wye....	M.P. 55.0	Yard
Northern Illinois Dell Abbey.....	M.P. 56.3	Yard
Gibbs Stock Track (spur).....	M.P. 125.3	8 cars
SECOND DISTRICT		
Dahinda, Stanolind (spur).....	M.P. 163.9	17 cars

24. STATUTORY REGULATIONS.

IN ILLINOIS, it is lawful for the conductor to remove from the train, using no unnecessary force, any passenger who shall refuse, upon reasonable demand, to pay his lawful fare, or who shall upon the train or car use any abusive, vulgar, threatening, obscene or profane language thereon, or shall so conduct himself as to make his presence offensive or unsafe to passengers thereon; and when any passenger shall be guilty of disorderly conduct or use any obscene language to the annoyance and vexation of passengers, or play any game of cards or other games of chance for money or other valuable thing upon any railroad train, the conductor is authorized to stop his train at any place where such offense has been committed and eject such passenger from the train, using only the force which may be necessary to accomplish the removal, but before doing so shall tender to such passenger such proportion of the fare he has paid as the distance he then is from the place to which he has paid his fare bears to the whole distance for which he has paid his fare. Conductor may command the assistance of other employes of the railroad, or any of the passengers to assist in such removal.

25. SPEED TABLE.

Table of speeds (minutes and seconds per mile, in terms of miles per hour).

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
..	36	100	..	58	62.1	1	40	36.0
..	37	97.3	..	59	61.0	1	42	35.3
..	38	94.7	1	..	60.0	1	44	34.6
..	39	92.3	1	02	58.0	1	46	34.0
..	40	90.0	1	04	56.2	1	48	33.3
..	41	87.8	1	06	54.5	1	50	32.7
..	42	85.7	1	08	52.9	1	52	32.1
..	43	83.7	1	10	51.4	1	54	31.6
..	44	81.8	1	12	50.0	1	56	31.0
..	45	80.0	1	14	48.6	1	58	30.5
..	46	78.3	1	16	47.4	2	..	30.0
..	47	76.6	1	18	46.1	2	05	28.8
..	48	75.0	1	20	45.0	2	10	27.7
..	49	73.5	1	22	43.9	2	15	26.7
..	50	72.0	1	24	42.9	2	30	24.0
..	51	70.6	1	26	41.9	2	45	21.8
..	52	69.2	1	28	40.9	3	..	20.0
..	53	67.9	1	30	40.0	3	30	17.1
..	54	66.6	1	32	39.1	4	..	15.0
..	55	65.5	1	34	38.3	4	30	13.3
..	56	64.2	1	36	37.5	5	..	12.0
..	57	63.2	1	38	36.8	6	..	10.0

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS.

The term "beyond" refers to regular, flag or conditional stops authorized herein.

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
1	Kansas City to Emporia	Emporia and beyond	Kansas City and beyond	20	Carrollton Marceline La Plata Galesburg Chillicothe Streator Joliet		California Arizona New Mexico
3	Verona Strong City	Beyond Newton	Chicago and beyond Emporia and beyond				
5	In Illinois Toluca Osage City	Kansas City and beyond Wichita and beyond	Beyond Chicago Chicago				
6	Newton to Kansas City		Wichita and beyond	21	Joliet Streator Chillicothe Galesburg	Scheduled stops in California	
	East of Kansas City		Beyond Kansas City	22	Galesburg Chillicothe Streator Joliet		Scheduled stops in California
	Toluca	Chicago and beyond		23	Chicago to Wellington Carrollton	Belen and beyond	
	Ransom Kinsman Verona Mazon	Beyond Chicago		24	Wellington to Chicago Carrollton	Chicago	California Arizona
8	Ottawa Jct.		Beyond Emporia	47	Colony		Kansas City and beyond
15	La Plata Marceline	Tulsa, Wichita and beyond	Chicago	48	Olathe		Beyond Chanute
16	Marceline La Plata		Wichita and beyond	123	Lebo	Newton and beyond	Kansas City and beyond
17	Galesburg	Scheduled stops in California		124	Lebo	Kansas City and beyond	Newton and beyond
18	Galesburg		Scheduled stops in California	211	Collinsville		Kansas City and beyond
19	Joliet Streator Chillicothe Galesburg La Plata Marceline Emporia	New Mexico Arizona California		212	Collinsville	Kansas City and beyond	

Attendants accompanying live-stock or other shipments, may be carried on the train handling shipment of which they are in charge, when provided with proper transportation.



SANTA FE SAFETY FIRST



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

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

