## SURGEONS AND PHYSICIANS

Aledo, IIIDR. L. E. ROBINSONSurgeon.
Buda, IIIDR. A. G. EVERHARTSurgeon.
Bushnell, III
Canton, III
Clinton, IaDR. J. E. O'DONNELLSurgeon.
Davenport, IaDR. W. G. BESSMERSurgeon.
Fulton, IIIDR. W. H. DURKEESurgeon.
Galesburg, IIIDR. E. T. P. ZESSINMedical Examiner.
Galesburg, IIIDR. B. V. McCLANAHANSurgeon.
Galesburg, IIIDR. S. M. HANAUERSurgeon.
Galesburg, IIIDR. G. K. SMARTEye Specialist.
Lewistown, IIIDR. R. T. EWANSurgeon.
Macomb, IIIDR. J. H. HERMETETSurgeon.
Macomb, IIIDR. W. W. HOLLANDSurgeon.
Moline, IIIDR. L. A. DONDANVILLE. Surgeon.
Moline, IIIDR. H. ARPSurgeon.
Peorla, IIIDR. H. F. DILLERSurgeon and Examiner.
Peorla, IIIDR. W. W. KINGSurgeon.
Quincy, IIIDR. J. F. MERRITTSurgeon and Examiner.
Quincy, IIIDR. W. STEVENSON, JrEye Specialist.
Rock Island, IIIDR. C. P. O'NEILLSurgeon and Examiner.
Rushville, IIIDR. C. K. CAREYSurgeon.
Savanna, IIIDR. J. B. SCHREITERSurgeon and Examiner.
Sterling, IIIDR. C. G. BEARDSurgeon and Examiner.

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 employe of highest rank present.

In case 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. 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.

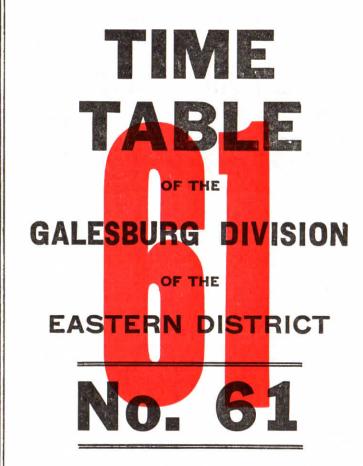
In case of <u>injury to trespassers</u>, a physician—the Company Surgeon when available—should be summoned only in case the injury renders the patient incapable of seeking medical attention himself. An injured trespasser should not, except in emergency, be removed from the county in which the injury 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.

DR. O. H. HORRALL, Chief Surgeon, Chicago, Illinois. DR. R. B. KEPNER, Chief Medical Officer, Chicago, Illinois.

- H. E. HINSHAW, General Manager, Chicago, III.
- W. R. EBLE, General Superintendent, Galesburg, III.
- C. W. DENTNER, Superintendent, Galesburg, III.
- C. H. BREMHORST, Superintendent Terminals, Galesburg, III.
- W. B. SIMMONS, General Superintendent Transportation, Chicago, III.

# Chicago, Burlington & Quincy Railroad Company

LINES EAST OF THE MISSOURI RIVER



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

SUNDAY, MARCH 2, 1952

**DESTROY ALL TIME TABLES OF PREVIOUS DATE** 

This Time Table is for the exclusive use and guidance of the employes concerned, who must carry in addition thereto the Book of Rules of the Operating Department.

# Galesburg to Quincy-Subdivision-Southward

GALESBURG DIVISION.

TIME TABLE No. 61.

EFFECTIVE MARCH 2, 1952.

FIRST	CLASS	,	1			1	Capao	ity of			SEC	OND CLA	488	
Dally Passenger	Dally Passenger	Daily Passenger		Distance from Chicago	Distance from Galesburg	STATIONS	36	r Fracks	Office Open Week Days Except Saturday	Daily Time Freight	Daily Time Freight	Daily Time Freight	Dally Time Freight	Daily Time Freigh
3	11	55	Signs	Dista	Dista		Sidings	Other		75	63	61	67	73
A.M. L 3.20	P.M. 6.40	P.M. L10-30	B.C.K.O.R. T.W.Y.Yd	162.5		GALESBURG	Yard		Continuous.					
3.22	6.42	10.32	Y. Yd.	163.0	0.5	KNOX STREET (Interlocked)			Continuous.	A M	AM	- A W	-P.M	- A M
3.28	6.46	10.37	R. Yd.	166.3	3.8	WATERMAN	Yard		Continuous.	L 4.30	L 5.00	A.M L 7.30	L 5.00	6.0
s 3.38	s 6.55	c10.45		172.3	9 8	ABINGDON		80	8:00 a.m. to 4:00 p.m. 10:00 p.m. to 6:00 a.m.					
	s 7.03	10.51	F	178.5	16.0	ST. AUGUSTINE		13	No Office.					
s 3.52	s 7.08	10.56		182.7	20.2	AVON		135	8:30 a.m. to 5:30 p.m.					
s 3.58	s 7.16	10.59		185.5	23.0	PRAIRIE CITY		33	7:30 a.m. to 4:30 p.m.					
s 4.11	s 7.26	s11.10	B.C.K. R.W.Y. Yd.	191.4	28.9	5.9  BUSHNELL  C. B. & Q. Crossing (Interl'kd)  T. P. & W. Crossing (Interl'kd)	68	Yard	Continuous.	<sup>70</sup> <b>5</b> . 15	A 5.45	8.58	5.45	A 7.
f 4.16	s 7.32	11.16	F.	196.0	33.5	BARDOLPH	82	28	No Office.	5.22		9.15	5.51	
	s 7.40		K.O.Yd.	202.3	39.8	MACOMB	68	Yard	8:45 a.m to 12:45 a.m.	<b>5.3</b> 3		9.33	6.02	
s <b>4.40</b>	s 7.51	11.35		209.3	46.8	COLCHESTER 24	N-23 8-80	102	8:00 a.m. to 4:00 p.m. 11:00 p.m. to 7:00 a.m.	5.45		9.48	6.13	
1 4.45	s 7.55		F.	211.7	49.2	TENNESSEE		17	No Office.					
4.53	s 8.03			217.4	54.9	COLMAR	35	22	8:30 a.m. to 5:30 p.m.	5.55		10.03	6.23	
s 5.03	s 8.09	11.49		221.9	59.4	PLYMOUTH	41	20	7:15 a.m. to 4:15 p.m.	6.01		10.12	6.29	
s 5.08	s 8.17	c11.54		225.9	63.4	AUGUSTA	88	22	8:00 a.m. to 12 Mid.	6.07		10.18	6.35	
f 5.23	s 8.25	12.01	F.	232.5	70.0	LA PRAIRIE	19	10	No Office.	6.16		10.30	6.44	
s 5.26	s 8.30	12.05		235.2	72.7	Wabash Crossing (Interl'kd)	79	48	Continuous.	6.22		10.38	6.50	
s 5.40	s 8.39	12-12	w.	240.9	78.4	CAMP POINT	N-114 8-81	29	5:30 a.m. to 2:00 p.m. 3:00 p.m. to 11:00 p.m	96 <b>6-33</b>		10.50	7.01	
f 5.53	f 8.46		P.	246.0	83.5	coatsburg		24	No Office.					
f 6.01	1 8.49	12.19		248 2	85.7	PALOMA	82	17	7:00 a.m. to 4:00 p.m	6.45		11.05	7.10	250
f 6.06	f 8.53	12.22		251.7	89.2	FOWLER		27	No office.					
6.13	f 9.00	12.25	F.	254.2	91.7	EWBANKS	115		No Office.	7.00		11.25	7.20	
			F.	258.8	96.3	24th St. Switch.			No Office.					
6.26	9.13	12.38	F.	261.4	98.9	CARTHAGE JUNCTION	Yard		No. Office.	7.20		11.45	7.40	
A 6.30	A 9.15 P.M.	A12.40 A.M.	B.C.K.O.R. T.W.Y.Yd.	262.3	99.8	QUINCY	Yard		Continuous.			— P.M. —		
			R. K. W. Yd.	263.5	101.0	WEST QUINCY	Yard		Continuous.	A 7.40 A.M.		A12.01 P.M.	A 7.55 P.M.	
3:10	2:35	2:10				SCHEDULE TIME				3:10 30.6	0:45 33.5	4:31 21.2	2:55 33.2	1:1

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

Centralized Traffic Control in effect between Carthage Jct., Quincy and West Quincy.

Double track between Waterman and Bushnell, Rules D-251, D-252, D-253 and D-254 in effect.

Manual Block System; Rule 318(B) in effect between Knox St. and Golden.

Automatic Block System in effect between Golden and Carthage Jct.

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

Southward trains leaving West Departing Yard, Galesburg, will not require Clearance Form A.

Train order signal located 300 feet south of overhead bridge, Waterman Tower, governs southward trains leaving West Departing Yard; normal indication, proceed.

Southward trains from West Departing Yard, Galesburg, will call Waterman Tower, Local 262, from phone at south end of yard before backing in on their train to ascertain whether there are any orders for them, if so, trainmen will go to Tower for them.

Trains departing from West Departing Yard, Galesburg, will call Yardmaster at Innisville, Local 259 or 260, from telephone located near switches at south and west ends of tracks to ascertain which track train is being made up on and whether yard engine is pulling or shoving their train out.

Trains may register by ticket at Waterman and Bushnell.

Spring switch at south end of siding, Ewbanks.

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

No. 55 stop at Abingdon to receive revenue passengers for points beyond Quincy and to discharge revenue passengers from Chicago or points Moline and north.

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

M-2-A, M-4-A and O-5-A engines must not doublehead over Mississippi River,
Upper and Lower Bay Bridges.

Saluda M.P. 167.7.

# Quincy to Galesburg—Subdivision—Northward

GALESBURG DIVISION.

TIME TABLE No. 61.

EFFECTIVE MARCH 2, 1952.

 FIRST	CLASS						Capa	city of			SECOND	CLASS
	Dally Passenger	Dally Passenger	Dally Passenger	Distance from Chicago	STATIONS	Distance from Quincy	8.	Tracks	Office Open Saturday and Sunday	Daily Time Freight	Dally Time Freight	Daily Time Freight
	56	6	4	Olsta		Dista	Sidings	Other		70	96	74
	A.M. A 4.55	P.M. A 4.05	A.M. A 1.00	162.5	GALESBURG.	99.8	Yard		Continuous.			
	4.50	4.02	12.56	163.0	.KNOX STREET (Interlocked).	99.3			Continuous.			P.V.
	4.42	3.57	12.50	166.3	3.3 WATERMAN	96.0	Yard		Continuous.	-A.M A 6.00	A 9.00	4 6.30
	c 4.34	s 3.50	s12.43	172.3	ABINGDON	90.0		80	12:01 a.m. to 6:00 a.m. 10:00 p.m. to 12 Mid.			
		s 3.40	f12.32	178.5	ST. AUGUSTINE	83.8		13	No Office.			
		s 3.35	s12.27	182.7	AVON	79.6		135	Closed.			
		s 3.29	f12.24	185.5	PRAIRÍE CITY	76.8		33	Closed.			
	c 4.11	s 3.20	s12.15	191.4	C. B. & Q. Crossing (Interl'kd) T. P. & W. Crossing (Interl'kd)	70.9	68	Yard	Continuous,	5.15	8.00	5.40
	4.05	s 3.12	f12.02	196.0	BARDOLPH	66.3	82	28	No Office.	5.08	7.50	5.25
	s 3.58	s 3.05	s11.55	202.3	MACOMB	60.0	68	Yard	8:45 a.m. to 12:45 a.m.	4.57	7.42	5.15
	3.47	s 2.49	s11.35	209.3	COLCHESTER	53.0	N-23 8-80	102	12:01 a.m. to 7:00 a.m. 11:00 p.m. to 12 Mid.	4.40	7.30	5.02
		s 2.44	С	211.7	TENNESSEE	50.6		17	No Office.			
		s 2.35	c11.21	217.4	COLMAR,	44.9	35	22	Closed.	4.17	7.13	4.48
	3.33	s 2.29	s11.16	221.9	PLYMOUTH	40.4	41	20	Closed.	4.10	7.07	4.41
	3.28	s 2.22	s11.08	225.9	AUGUSTA	36.4	88	22	4:00 p.m. to 12 Mid.	4.04	7.01	4.35
	3.21	s 2.11	110.57	232.5	LA PRAIRIE	29.8	19	10	No Office.	3.53	6.50	4.24
	3.18	s 2.07	s10.54	235.2	Wabesh Crossing (Interl'kd)	27.1	79	48	Continuous.	3.50	6.43	4.20
	3.12	s 1.56	s10.43	240.9	CAMP POINT	21.4	N-114 8-81	29	Cloued.	3.41	6.33	4.11
		s 1.47	f10.31	246.0	COATSBURG.	16.3		24	No Office.			
	3.04	s 1.42	f10.28	248.2		14.1	82	17	Closed.	3.32	6.01	4.02
		s 1.37	110.24	251.7	FOWLER	10.6		27	No office.			
	2.58	f 1.33	10.20	254.2	EWBANKS	8.1	115		No Office.	3.20	5.35	3.50
				258.8	24th St. Switch	3.5			No Office.			
	2.46	1.21	10.06	261.4	CARTHAGE JUNCTION	.09			No Office.	2.51	5.10	3.10
	L 2.45	L 1.20 P.M.	L10.05 P.M.	262.3	QUINCY		Yard		Continuous.			
				263.5	WEST QUINCY		Yard		Continuous.	L 2.30 A.M.	5.00 A.M.	3.00 P.M.
	2:10 45.6	2:45 36.3	2:55 33.8		SCHEDULE TIME					3:30 24.8	4:00 24.2	3:30 24.8

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

Centralized Traffic Control in effect between Carthage Jct., Quincy and West Quincy.

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

Automatic Block System in effect between Carthage Jct. and Golden.

Manual Block System; Rule 318(B) in effect between Golden and Knox St. Double track between Bushnell and Waterman, Rules D-251, D-252, D-253 and

D-254 in effect.

Spring switch at south end of siding, Ewbanks.

Trains may register by ticket at Bushnell and Waterman.

No northward train order signal Knox Street, northward passenger trains will not require Clearance Form A.

No. 56 stop at Bushnell to discharge revenue passengers from Quincy or beyond, and to receive revenue passengers for Galesburg or beyond. No. 56 stop at Abingdon to discharge revenue passengers from Missouri River or beyond and to receive revenue passengers for Chicago.

No. 4 stop at Coatsburg on Saturday to pick up cream.

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

M-2-A, M-4-A and O-5-A engines must not doublehead over Mississippi River, Upper and Lower Bay Bridges.

Saluda M.P. 167.7.

No. 62	Bushnell
No. 66	Bushnell 8:15 P.M. Waterman 9:00 P.M.

# Savanna and Galesburg—Subdivision

GALESBURG DIVISION.

TIME TABLE No. 61.

**EFFECTIVE MARCH 2, 1952.** 

Time   Prelight   Passenger   Freight   Passenger   Freight   Passenger   Freight   Passenger   Freight   Passenger   Freight   Passenger   Freight   Passenger   Prelight   Passenger   P																
SECOND CLASS   CLASS   Friegrat   Probable   Probable		SO	UTHW	ARD						Capa	icity of			NORTH	HWARD	)
Total   Part	Dally F:		D CLASS	3								Office Open		SEC	COND CL	
BANK   L S.	Sunday Time	Thursday Saturday	Time	Time	Daily Passenger		nee from	STATIONS	Post	sāu,	Tracks	Week Days Except Saturday		Time	Time	Dally Ex. Sunday Time Freight
BANK   L S.	72	86	82	80	48	Signs	Dista		Mile	Sidi	Other		47	97	81	71
					A.M. L 5.12	B.K.R. Yd.		SAVANNA		Yard	Yard	Continuous.	A.M. A12.15			
L AMO								0.75				No Office.				
L AMO								CMStP&P Cressing (Intrkd)				No Office.				
T-07		L 7.00	L 8.00	P.M. L 7.30	5.17	W.C.O.R. K.B.T.Yd.	1.9	S SAVANNA TOWER 5	8.	Yard	Yard	Continuous.	12.10	P.M. A 3.30	A.M. A 3.00	
A 7.32		7.07	8.10	7.42	5.23	P.	5.2	AYRES	51.7	95		No Office.	12.03			
A 7-32   8.30   7.59   A 5.38   13.9   13.9   13.9   13.9   13.9   13.9   13.0   12.0   12.0   13.1   13.0   13.		7.27	8.25	7.54	8 5.34		11.8	THOMSON	45.1	50	6	6:00 a.m. to 3:00 p.m.	111.48			
Villation   S.50   S.16			8.30	7.59	A 5.38		13.9	. C.M.St.P.&P. Cressing (Interl'kd)	43.0	120		Continuous.				
P.   0   0   0   0   0   0   0   0   0			8.50				23.5	OLIVER	33.4	97		No Office.		2.44	2.05	
A M.   9.15   9.03   8.29   71   71   72   73   74   74   75   75   75   75   75   75		L 9.10	8.58		Q.	F.	26.6	LASS,,	54.0			No Office.	AND	2.30	1.50	
2.33 9.35 9.01	- A.M	9.15	9.03	8.29	N.Y.		28.7	FENTON	51.9	99	20	8:30 a.m. to 5:30 p.m.	N N	2.25	1.40	P.14
2.33	1 4400	A 9.30	9.15	8.45	CLINTC	B.R.W.Y. Yd.	32.1		24.8	100	Yard	Continuous.	CK ISLA	2.15	s 1.30	- P.M 80 <b>A 8-45</b>
2.43 9.47 9.13	2.33		9.35	9.01	AN <sub>O</sub>		38.3	ERIE,	18.6	N-85 8-71	39	8:00 a.m. to 5:00 p.m.		1.55	f12.50	8.29
2.55 9.57 9.25 F. 48.7	2.43		9.47	9.13			43.9	HILLSDALE	13.0	95	18	8:00 a.m. to 5:00 p.m.	_	1.40	112.35	8.22
A.M.   10.55   10.30   9.18   F.   61.1     BRIAR ELUFF     238.3     Continuous.   f 7.13   12.13   11.07     11.10   10.55   f 9.26   F.   65.6	2.55		9.57	9.25		F.	48.7	JosLin	8.2	100	5	No Office.		1.28	f12.22	8.07
10.55   10.30   9.18   F.   61.1   BRIAR ELUFF   236.8   100   8   No Office.   7.11   12.13   11.07	A 3.20		10.40	10-10	L 9.10	B.C.K.R. W.Y.Yd.	56.6	2.9	241.3	100	Yard	Continuous.	P.M. 7.19	1.10	812 <u>.</u> 05	7.45 P.M.
10.55   10.30   9.18   F.   61.1					1 9.16		59.5		238.3			Continuous.	f 7.13		2	
11.10 10.55			10.55	10.30	9.18	F.	61.1	BRIAR BLUFF	236.8	100	8	No Office.	7.11	12.13	11.07	
11.40 11.35 s 9.43 74.1 LYNN 223.8 100 10 8:00 a.m. to 5:00 p.m. s 6.47 11.40 10.27			11.10	10.55	f 9.26	P.	65.6		232.1	95	11	No Office.	f 7.02	12.05 - P.M	10.55	
11.40   11.35   8 9.43   74.1   LYNN   223.8   100   10   8:00 a.m. to 5:00 p.m.   8 6.47   11.40   10.27				11.20	s 9.35		69.8	ORION,	228.0	101	20	8:30 a.m. to 5:30 p.m.	s 6.56	11.58	10.40	
12.05   12.05   8 9.57   W.Y.Yd.   81.8			11.40	11.35				3.3	223.8	100	10	8:00 a.m. to 5:00 p.m.	s 6.47	11.40	10.27	
12.05 12.05 8 9.57 W.Y.yd. 81.8			— P.M. —	- A.M		F.	77.4	4 4	220.5		10	No Office.	s 6.41			
12.40 12.35 10.18 94.1				12.05	s 9.57	W.Y.Yd.	81.8	.C. B. & Q. Crossing (Interl'kd).	216.1	N-77 S-92	65	8:30 a.m. to 12:30 a.m.	s 6.35	11.25	10.10	
12.45 12.40 10.22 F 97.1						Y.			13.0	102	13	7:00 a.m. to 4:00 p.m.	s 6.24	11.05	9.55	
12.45 12.40 10.22 F 97.1							94.1	3.0	6.2	45	18	7:30 a.m. to 4:30 p.m.	s 6.14	10.48	9.40	
1:00 2:30 5:00 5:30 1:20SCHEDULE TIME 1:14 5:00 5:45 1:00 24.5 12.6 18.1 17.8 32.2AVERAGE MILES PER HOUR						F	97.1	BOŬĤAN	3.2			No Office.		10.40	9.30	
24.5 12.6 18.1 17.8 32.2 AVERAGE MILES PER HOUR 34.8 20.0 16.8 24.5		the state of the s			- Albertania de la constitución	BCKOR TWYYd	99.8			Yard	Yard	Continuous.	L 6.05 P.M.	L10.30	L 9.15 P.M.	
	24.5	12.6	18.1	17.8	32.2			AVERAGE MILES PER HOUR					34.8			1:00 24.5

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

OFFICES OPEN SATURDAY AND SUNDAY: Savanna, Savanna Tower, Ebner, Denrock, Barstow, Colona, Galesburg con-tinuous. Alpha 9:00 a.m. to 11:00 a.m.; 4:30 p.m. to 12:30 a.m. Other offices

Spring switches at C.M.St.P.&.P. Jct. Ayers, south end of siding, Briar Bluff, north end of siding, Warner, north end of siding Orion and at end of double track Bouhan.

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

No. 80 and No. 81 will carry passengers between Denrock and Barstow.
No. 86 wll carry passengers between East Clinton and Denrock.
Local extra leaves Galesburg about 7:15 A. M. Mon., Wed. and Fri. for Savanna.
Local extra leaves Denrock about 11:00 A. M. Tues., Thur. and Sat. for Gales-

Double track between Savanna Depot and Savanna Tower; Bouhan and Gales-

Automatic Block System in effect between Savanna Depot and Savanna Tower. Rules D-251, D-252, D-253 and D-254 in effect.

Manual Block System; Rule 318(B) in effect between Savanna Tower and Gales-

burg.

No train order signal Savanna, Savanna Tower, Denrock, Barstow, and Galesburg. 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 Knox Street, Conductors and Enginemen of freight trains and light engines must have Clearance Form A.

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

## Lass and Ebner—Subdivision

## GALESBURG DIVISION.

TIME TABLE No. 61.

EFFECTIVE MARCH 2, 1952.

so	UTHWAR	D						Capa	city of		NORTHWARD
SECOND CLASS	FIRST CLA	ASS	Office Open							Office Open	FIRST CLASS
Tues. Thurs. Sat. Way Frt.		Dally Passenger	Week Days Except Saturday		ce from	STATIONS	ice from		Tracks	Saturday and Sunday	Daily Passenger
86		48		Signa	Distance		Distance	Sidings	Other		47
L 7.32		A.M. L 5.38	Continuous.			EBNER.	16.3			Continuous.	P.M. A11.43
s 8.05		s 5.49	8:00 a.m. to 5:00 p.m.		5.7	FULTON	10.6	17	52	Closed.	s11.30
8.10		5.53	No Office.	F.Y. Yd.	7.9	EAST CLINTON	8.4		15	No Office.	11-21
s 8.30		A 6.00 A.M.	Continuous	B.K.O.R. Yd.	9.2	CLINTON,,,,	9.7		Yard	Continuous.	L11.15 P.M.
8.38			No Office.		7.9	EAST CLINTON	8.4		15	No Office.	
			No Office.		8.4	.C.M.St.P.& P. Cross. (Grade) .	7.9			No Office.	
s 8.55			No Office.	F.	11.0	GARDEN PLAIN	5.3		21	No Office.	
A 9.10 A.M.			No Office.	F.R.	16.3	LASS,,				No Office.	
1:38 8.8		0:22 25.0				SCHEDULE TIME					0:28 19.7

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

Manual Block System; Rule 318(B) In effect. Rule 907 in effect.

Normal position of south wye switch East Clinton is for Clinton line. In entering the C. & N. W. tracks at Clinton and East Clinton trains will be governed by signal Indication.

Trains between Clinton Union Depot and C. & N. W. Interlocking at Clinton

have no timetable superiority; all trains and engines must move at reduced speed. C. B. & Q. and C. M. St. P. & P. trains and engines will use this track jointly.

## Rock Island and Barstow—Subdivision

## GALESBURG DIVISION.

TIME TABLE No. 61.

EFFECTIVE MARCH 2, 1952.

SOUTHWA	RD						Capac	ity of		N	ORTHWAR	D
FIRST CLAS	ss	Office Open									FIRST CLASS	
	Daily Passenger	Week Days Except Saturday		se from Island	STATIONS	se from		raeks	Office Open Saturday and Sunday	Daily Passenger		
	48		Signs	Distance		Distance from Galesburg	Sidings	Other 1		47		
	A.M. L 8.25	7:00 a.m. to 11:00 p.m.	WCKRO B.T.Yd.		ROCK ISLAND	54.6	Yard		7:00 a.m. to 9:00 a.m. 3:00 p.m. to 11:00 p.m	P.M. A 8.05		
Trains bety	ween Clin	ton and Te	rmina	ıl Jo	ct. are governed by r	ules	an	d ti	me table of	D. R. I	. & N. W. R	Ŋ.
	8.28	N- 00		0.7	TERMINAL JCT	53.9	48		No Office.	8.02		_
	0.40	No Office.		0.7	1.0	00.0	1.0000		но ошов.	0.02		
	0.20	No Office.			C. R. I. & P. Cross. (Grade)				No Office.	8.02		
	s 8.45	No Office.	W.O.K.Yd.	2.5	C. R. I. & P. Cross. (Grade)			Yard	No Office.			
	s 8.45	No Office. 8:00a.m. to 5:00 p.m.		2.5	C. R. I. & P. Cross. (Grade)	52.1 51.7	31	Yard 65	No Office. 8:00 a.m. to 10:00 a.m.			
	s 8.45	No Office. 8:00a.m. to 5:00 p.m.		2.5 2.9 7.0	C. R. I. & P. Cross. (Grade) 0.4	52.1 51.7 47.6	31	65	No Office. 8:00 a.m. to 10:00 a.m.	s 7.55		
	s 8.45 s 8.57	No Office. 8:00a.m. to 5:00 p.m. 6:30 a.m. to 3:30 p.m.	Yd.	2.5 2.9 7.0	C. R. I. & P. Cross. (Grade)	52.1 51.7 47.6 46.6	31	65	No Office. 8:00 a.m. to 10:00 a.m. Closed. No Office.	s 7.55		

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

SOUTHWARD.

Manual Block System; Rule 318(B) in effect.

No train order signal Rock Island and Barstow. Conductors and Enginemen must have Clearance Form A when operator on duty.

Extra train with No. 71's connection leaves Rock Island 6:00 P. M. to arrive Barstow 7:30 P. M. daily except Sunday.

Extra train with No. 72's connection leaves Barstow 4:20 A. M. to arrive Rock Island 6:45 A. M. daily except Sunday.

Nos. 47 and 48 will use Wall track from 29th Street to 20th Street crossover Rock Island. Rule 93 in effect on this track.

Passenger trains use passenger main track at East Moline unless otherwise instructed.

When meeting at East Moline, superior trains will use passenger main track

unless otherwise provided. Unless otherwise provided, freight trains will use C. B. & Q. main track between 7th and 13th Streets, East Moline, and must have Clearance Form A when operator on duty.

Train and engine movements over C.R.I.& P. Crossing, located between Terminal Jct. and Station No. 3 will make stop at Stop Signs, and when Pole Target at switch shanty is in horizontal position, may proceed over crossing on proper signal from switchtender with yellow flag or light.

No train order signal at Clinton.

Clearance Form A when operator on duty. train order signal at Clinton. Conductors and Enginemen must have Normal position of switch at Lass is for Oliver line.

# Peoria and Galesburg—Subdivision

## GALESBURG DIVISION.

TIME TABLE No. 61.

EFFECTIVE MARCH 2, 1952.

WESTW	/ARD						Capac	ity of			EAST	WARD
FIRST C	LASS						_	_			FIRST	CLASS
	Daily Passenger	Daily Passenger	Signs	Distance from Peorla	Distance from Galesburg	STATIONS	Sidings	Other Tracks	Office Open Week Dqys Except Saturday	Dally Passenger	Daily Passenger	
		P.M.					<u> </u>	<u> </u>				
		L 7.45	B.K.R.Yd		52.2	PEORIA	Yard	Yard	No Office.	A 7.15		
				0.3	51.9	P. & P. U. Crossing (Grade)						
		7.48	BCKOR T.W.Yd.	0.7	51.5	PEORIA YARD,,	Yard	Yard	7:00 a.m. to 3:00 p.m. 4:00 p.m. to 12 Mid.	7.10		
				2.1	50.1	C. & N. W. Crossing (Auto Interl.)			No Office.			
		7.51		2.7	49.5	P. R. T. Crossing (Interl'kd)			No Office.	7.05		
		7.59	F.	7.7	44.5	POTTŠTOWN		5	No Office.	f		
		s 8.10		13.2	39.0	EDWARDS	82	15	6:30 a.m. to 3:30 p.m.	1 6.52		
		f 8.21	F.	21.1	31.1	OAK HILL	82	14	No Office.	s 6.37		
	P.M	s 8.30		26.6		ELMWOOD.,		65	8:30 a.m. to 5:30 p.m.	8 6.27	- A.M	
	L 3.43	s 8.40	B.K.C.R. W.Y.Yd.	29.5	22.7	YATES CITY	94	Yard	Continuous.	■ 6.20	A11.43	
	s 3.49	8.46	F.	32.8	19.4	DOUGLAS		18	No Office.	6.05	s11.35	
	s 3.56	1 8.53		37.1	15.1	NAQUON	85	16	7:30 a.m. to 4:30 p.m.	5.58	s11.28	
	s 4.05	9.00	F.	42.0	10.2	GILSON	79	24	No Office.	5.50	s11.20	
	s 4.15	f 9.12		47.7	4.5	KNOXVILLE	66	14	8:00 a.m. to 5:00 p.m.	<b>5.42</b>	s11.12	
			F.	50.7	1.5	BRICK YARD			No Office.			
	4.25			52.1	0.1	CHAMBERS STREET			No Office.	5.32	11.02	
	A 4.30 P.M.	A 9.25 P.M.	BCKOR TWYYd	52 2		GALESBURG.,	Yard	Yard	Continuous.	L 5.30	L11.00 A.M.	
	0:47 28.9	1:40 31.3				SCHEDULE TIMEAVERAGE MILES PER HOUR				1:45 29.8	0:43 31.6	

TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD.

Manual Block System; Rule 318(B) in effect.

No train order signal Peoria Yard, Yates City and Galesburg. Conductors and Enginemen must have Clearance Form A when operator on duty.

Eastward freight trains leaving Galesburg yard will be cleared at Knox Street.

No eastward train order signal Knox Street, Conductors and Enginemen of freight trains and light engines must have Clearance Form A.

Knox Street, is a register station for trains on Peoria and Galesburg Sbudivision.

Rule S-83 will not apply to first class trains on Peoria and Galesburg Subdivision at Knox Street. First class trains will be registered by operator on authority of train dispatcher.

Trains may register by ticket at Yates City.

Movements between C. B. & Q. crossing north of Persimmon Street and Union Station, Peoria, will be governed by timetable and rules of P. & P. U. Railway. Olin M.P. 38.0.

Bushel M.P. 42.60.

OFFICES OPEN SATURDAY AND SUNDAY:

Peoria Yard, Saturday 7:00 a.m. to 3:00 p.m.

7:00 p.m. to 9:00 p.m. Sunday 7:00 a.m. to 9:00 a.m. 7:00 p.m. to 9:00 p.m.

Yates City and Galesburg, continuous.

Other offices closed.

Mixed train leaves Yates City 11:00 A.M. daily except Saturday and Sunday for Elmwood.

Mixed train leaves Elmwood 4:45 P.M. daily except Saturday and Sunday for Yates City.

# FREIGHT TRAINS (Information only)

WESTW	ARD		EA	STWAF	RD
Daily Freight	Daily Mdse.	STATIONS	Daily Meat	Daily Time Freight	
91	75		70	68	
L11.00	P.M. L11.45	PEORIA YARD	A.M. A 9.15	P.M. A10.45	
A 1.30	A 2.00 A.M.	GALESBURG	L 7.00	L 7.45 P.M.	

# Buda and Rushville-Subdivision.

GALESBURG DIVISION.

TIME TABLE No. 61.

EFFECTIVE MARCH 2, 1952.

SOUTHWARD  BECOND CLASS FIRST CLASS  Daily Ex. Daily Ex. Daily Ex.						Capac	ity of			NORTHW	/ARD	
Dally Ex.	CLASS	FIRST CLASS						Office Open Week Days	FIRS	ST CLASS	SECOND	CLAS
it. & Sun. Mixed	Daily Ex. Sat. & Sun. Mixed	Dally Passenge		Distance from Buda	STATIONS		Other Tracks	Week Days Except Saturday	Daily Passenger		Daily Ex. Sat. & Sun. Mixed	Daily Ex Sat. & Su Mixed
194	110	48	Signs	Distar		Sidings	Other		47		111	193
	P.M. L 2.20		B.K.R.T. W.Yd.		BUDA		Yard	Continuous.			P.M. A 2.00	
			-	2.5	C. & N.W. Crossing (Auto, Interl'kd.)			No Office.				
				2.9	BURNETT		12	No Office.				
	s 2.35			7.3	LOMBARDVILLE.,		25	No Office.			s 1.40	
	s 2.50			10.5	BRADFORD		45	8:30 a.m. to 5:30 p.m.			s 1.25	
	s 3.05			15.2	CASTLETON		25	No Office.			s12.55	
	s 3.30			20.1	WYOMING.,		39	8:30 a.m. to 5:30 p.m.			s12.40	
				20.2	.C. R. I. & P. Crossing (Grade).			No Office.				
	s 3.50			26.5	DUNCAN		24	No Office.			s12.05	
	s 4.05			31.5	.A.T.&S.F. Crossing (Interl'kd)		24	No Office.			s11.55	
	s 4.20		F.	38.0	BRIMFIELD		33	No Office.			s11.40	
	A 4.40 P.M.		R.	44.6	ELMWOOD,,		65	8:30 a.m. to 5:30 p.m.			L11.20	
		A.M. L11.45	W.C.K.R. B.Y.Yd.	47.2	2.6		Yard	Continuous.	P.M. A 3.40			
				52.6		52	25	8:00 a.m. to 5:00 p.m			-	-
		s11.54 P.M. s12.05		58.7	NORRIS	110	10	8:30 a.m. to 5:30 p.m.			-	
		\$12.20		63.2	4.5 CANTONT.P. & W. Crossing (Grade)	107	Yard	8:00 a.m. to 5:00 p.m.				
			Yd.	66.3	3.10————————————————————————————————————		145	N. Off				
			14.	00.0		- 1		NA CITICA				
			Vd.	66.7	DUNFERMLINE		110	No Office.				_
		812.29	Yd. Y.Yd.	66.7	DUNFERMLINE	100		No Office.	s 2.45			
		s12.29	Y.Yd.	66.7 68.4 71.6	DUNFERMLINE	100	50	No Office.	s 2.45 s 2.40			
		s12.29 s12.34	Y.Yd.	68.4 71.6	DUNFERMLINE 1.77 ST. DAVID 3.2 BRYANT.	100	50	No Office. 8:30 a.m. to 5:30 p.m. No Office.	s 2.45 s 2.40			
P.M.— 4.45		s12·34	Y.Yd. 4 Yd.	68.4	DUNFERMLINE	100		No Office. 8:30 a.m. to 5:30 p.m.	s 2.40			- P.M
4.45		s12.34	Y.Yd. 4 Yd. B.W.K.Y. Y.Yd.R.	68.4 71.6 72.2 77.3	DUNFERMLINE  1.77	100	50 40 Yard	No Office. 8:30 a.m. to 5:30 p.m. No Office. No Office. 7:00 a.m. to 10:00 p.m.	s 2.40 s 2.32		_	A 8
4.45 5.15		s12.34 s12.50 s 1.09	Y.Yd.  Yd.  B.W.K.Y. Y.Yd.R.	68.4 71.6 72.2 77.3	DUNFERMLINE		50 40 Yard 45	No Office. 8:30 a.m. to 5:30 p.m. No Office. No Office. 7:00 a.m. to 10:00 p.m.	s 2.40 s 2.32 s 2.13			8 8 s
4.45 5.15		s12.34	Y.Yd.  Yd.  B.W.K.Y. Y.Yd.R.	68.4 71.6 72.2 77.3	DUNFERMLINE -1.77 -3.2 -3.2 -0.8 -0.8 -0.8 -0.8 -0.8 -0.8 -0.8 -0.8	100 Yard	50 40 Yard	No Office. 8:30 a.m. to 5:30 p.m. No Office. No Office. 7:00 a.m. to 10:00 p.m.	s 2.40 s 2.32			8 8 s
4.45 5.15 6.00		s12.34 s12.50 s 1.09	Y.Yd.  Yd.  B.W.K.Y. Y.Yd.R.	68.4 71.6 72.2 77.3	DUNFERMLINE  1.77		50 40 Yard 45	No Office. 8:30 a.m. to 5:30 p.m. No Office. No Office. 7:00 a.m. to 10:00 p.m.	s 2.40 s 2.32 s 2.13			8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
P.M.— 4·45 5·15 6·00 6·20 6·45 P.M.		s12.34 s12.50 s 1.09	9 Y.Yd. 14 Yd. D B.W.K.Y. Y.Yd.R. 9 D B.R.W.Y. Yd.	68.4 71.6 72.2 77.3 87.6 94.6	DUNFERMLINE -1.77 -3.2 -3.2 -0.8 -0.8 -0.8 -0.8 -0.8 -0.8 -0.8 -0.8		50 40 Yard 45 23	No Office. 8:30 a.m. to 5:30 p.m. No Office. No Office. 7:00 a.m. to 10:00 p.m. 8:30 a.m. to 5:30 p.m Continuous.	s 2.40 s 2.32 s 2.13			P.M. 8.4 8.4 8.5 8.6 8.7 5.1 7.1 P.M.

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

Manual Block System; Rule 318(B) In effect.

Rule No. 907 in effect between Buda and Elmwood, Lewistown and Rushville.

No train order signal Buda, Yates City, Vermont, and Rushville. Conductors and Enginemen must have Clearance Form A when operator on duty.

Local extra leaves Yates City about 10:00 A. M. daily except Sunday for St. David.

Local extra leaves St. David about 2:00 P. M. daily except Sunday for Yates City.

When switching on elevator track, Vermont, with M engine, enough cars must be handled to prevent going on track with engine.

Rule 908 in effect on Mine Spur between Lewistown and South Liverpool Dock.

Office open Saturday and Sunday: Buda......Continuous.

Yates City......Continuous.

Vermont......Continuous.

Other offices closed.

# Agnew and Denrock-Subdivision

GALESBURG DIVISION.

TIME TABLE No. 61.

EFFECTIVE MARCH 2, 1952.

WESTW	ARD								E/	STWARD
SECOND C	LASS	Office Open			manus and and an area				SEC	COND CLASS
	Dally Ex. Sunday Mixed	Week Days Except Saturday		stance from Sterling	STATIONS	ice from rock	Capacity of Other Tracks	Office Open Saturday and Sunday	Dally Ex. Monday Mixed	
	92		Signs	Distar		Distance	Capaci		93	
	P.M. 10.45	8:00 a.m. to 5:00 p.m.	B.K.R.Yd.		STERLING.,	16.4	Yard	Closed.	A.M. A 5.00	

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

s	11.00	No office.	R.	5.4	AGNEW	11.0		No office.	8 4.45		
s	11.25	No Office.	F.	13.4	LYNDON,	3.0	19	No Office.	s 4.15		
A:	11.45 P.M.	Continuous.	B.R.W.Y. Yd.	16.4	DENROCK		Yard	Continuous.	L 4.00 A.M.		
	1:00 16.4				SCHEDULE TIME				1:00 16.4		

TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD.

Manual Block System; Rule 318(B) in effect.

Rule 907 in effect.

Conductors must report for orders at C. & N. W. depot at Sterling.

Rules and regulations of the C. & N. W. will govern trains of this Company between Agnew and Sterling. Conductors and Enginemen running there must provide themselves with C. & N. W. time table and book of rules.

Normal position of switch at junction of Sterling main track and Streator-Denrock Line at Denrock is for Streator-Denrock Line. No train order signal at Denrock and Sterling. Conductors and Enginemen must have Clearance Form A when operator on duty.

No. 92 and No. 93 will carry passengers between Sterling and Denrock.

Sterling and Rock Falls yard extends from the yard limit sign east of Rock Falls to the junction with C. & N. W. west of Sterling.

Trains must stop before crossing 1st Avenue, Sterling.

At C. & N. W. crossing, Sterling, no operator on duty between 5:00 P. M. and 8:00 A. M., call operator at C. & N. W. depot who will operate interlocking for C. B. & Q. movements.

# Quincy and East Hannibal—Subdivision

GALESBURG DIVISION.

TIME TABLE No. 61.

EFFECTIVE MARCH 2, 1952.

SOUTHWA SECOND CLA		Office Open									NORTHWARD SECOND CLASS
	Daily Ex. Sunday Mixed	Week Days Except Saturday	Signs	Distance from Chicago	Distance from Quincy	STATIONS	Distance from East Hannibal	Capacity of Other Tracks	Office Open Saturday and Sunday	Dally Ex. Sunday Mixed	
	A.M. 9.45	Continuous.	B.C.K.O. R.T.W. Y.Yd.	262.3		duincy	17.7	Yard	Continuous.	P.M. A 2.50	
	9.55	No office.	R.	263.7	1.4	WABASH JCT	16.3		No office.	2.40	
	s10.05	No office.		269.4	7.1	MARBLE HEAD	10.6	22	No office.	s 2.20	
	f10-15	No office.		272.3	10.0	BLUFF HALL	7.7	35	No office.	1 2.00	
	s10.30	No Office.		275.2	12.9	FALL CREEK	4.8	55	No office.	s 1.50	
		No office.		277.0	14.7	MUNGER	3.0		No office.		
		No office.		277.7	15.4		2.3		No office.		
		No office.		279.3	17.0	ALGIERS.,	0.7		No office.		
	A10.50 A.M.	Continuous.	B.R.Y.Yd.	280.0	17.7	EAST HANNIBAL			Continuous.	L 1.30 P.M.	
	1:05 16.3					SCHEDULE TIME				1:20 13.3	

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

Manual Block System; Rule 318(B) in effect.

Rule 907 in effect.

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

Train and switch movements must come to a full stop and be protected by flagman before crossing Delaware Street, Quincy.

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 9:30 A. M.

C. B. & Q. trains will use Wabash tracks between Bridge and Hulls and are governed by rules and timetable of Wabash R. R.

Track between Hulls and New Canton 7.2 miles, is operated as a spur track within yard limits; Rule 908 in effect.

Shinn, capacity 15 cars, is located 2.9 miles south of Hulls.

# Galva and New Boston-Subdivision

GALESBURG DIVISION.

TIME TABLE No. 61.

**EFFECTIVE MARCH 2, 1952.** 

WESTWARD								EASTWARD
	Office Open Week Days Except Saturday	Signe	Distance from Galva	STATIONS	Distance from New Boston	Capacity of Other Tracks	Office Open Saturday and Sunday	
	Continuous.	BKRWT C. Yd.		GALVA	50.5		Continuous.	
			0.4	.C. R. I. & P. Crossing (Grade).	50.1			
	No Office.		7.7	NEKOMA	42.8	29	No Office.	
	8:30 a.m. to 5:30 p.m.		14.2	WOODHULL	36.3	45	Closed.	
	8:30 a.m. to 12:30 a.m.	W.Y.	18.0		32.5	10	*	
	No Office.	F.	21.1	NEW WINDSOR	29.4	48	No Office.	
	8:30 a.m. to 5:30 p.m.		28.3	vioLa	22.2	34	Closed.	
	No Office.		30.6	GILCHRIST	19.9	7	No Office.	
	8:30 a.m. to 5:30 p.m.		37.1	6.5 ALEDO.,	13.4	25	Closed.	
	8:30 a.m. to 5:30 p.m.		44.1	Joy	6.4	55	Closed.	
	No Office.	w.y	47.7	ARPEE.,	2.8	4	No Office.	
	8:30 a.m. to 5:30 p.m.	R.	50.5	NEW BOSTON		75	Closed.	
				SCHEDULE TIMEAVERAGE MILES PER HOUR				

TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD.

Manual Block System; Rule 318(B) in effect.

Rule 907 in effect.

No train order signal Galva, Alpha and New Boston. Conductors and Enginemen must have Clearance Form A when operator on duty. Trains between Galva Depot and C. R. I. & P. crossing Galva have no timetable superiority, all trains and engines must move at reduced speed.

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

★Saturday—9:00 a.m. to 11:00 a.m. 4:30 p.m. to 12:30 a.m.

Sunday— 4:30 p.m. to 12:30 a.m.

# Fairview and Lewistown—Subdivision

GALESBURG DIVISION.

TIME TABLE No. 61.

EFFECTIVE MARCH 2, 1952.

SOUTHWARD								 ORTH	WARD
	Office Open Week Days Except Saturday	Signe	Distance from Fairview	STATIONS	Distance from Lewistown	Capacity of Other Tracks	Office Open Saturday and Sunday		
	8:30 a.m. to 5:30 p.m.	Yd.Y.R.		FAIRVIEW	19.2	50	Closed.		
	8:00 a.m. to 5:00 p.m.	Y.Yd.	5.2	FIATT	14.0	20	Closed.		
	8:00 a.m. to 5:00 p.m	Yd.	10.1	T.P. & W. Crossing (Grade) CUBA	9.1	18	Closed.		
	7:00 a.m. to 10:00 p.m.	K.B.R. W.Y.Yd.	19.2	,LEWISTOWN,,		Yard	Closed.	 	
				SCHEDULE TIME		-	***************************************		

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

Manual Block System; Rule 318(B) in effect.

Rule 907 in effect.

No train order signal Lewistown and Fairview. Conductors and Enginemen must have Clearance Form A when operator on duty.

Local extra leaves Lewistown about 11:45 A. M. for Fairview daily except Sunday. Local extra leaves Fairview about 1:45 P. M. for Lewistown daily except Sunday. Will carry passengers.

Trains must get permission from operator at Lewistown before using main track of Buda and Rushville Subdivision.

Crossing gate at Cuba protecting T. P. & W. crossing, normal position at stop for C. B. & Q. trains, must not be placed at 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.

## SPEED RESTRICTIONS.

1. Troop trains consisting of passenger cars only (including caboose) will be governed by speed authorized for steam trains handling standard cars, except must not exceed 65 M.P.H.

Troop trains handling freight cars will be governed by speed authorized for freight trains, except must not exceed 50 M.P.H.

Light engines may operate at maximum speed authorized for freight trains except must not exceed 35 M.P.H.

Steam switch engines not equipped with engine truck moving over the road (outside of switching limits) must run forward when practicable, and must not exceed 20 M.P.H.

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

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

Gas or diesel-electric motor cars may operate on the various subdivisions at maximum speed authorized for passenger trains, but must not exceed 50 M.P.H. On branch lines when steam is substituted for motor service speed must be reduced 10 M.P.H. below authorized speed for motor trains.

Gas or diesel-electric motor cars running backward must not exceed a speed of 10 M.P.H. above the speed authorized for engines running backward on that subdivision.

Diesel engines in 200 series must not exceed 65 M.P.H.

Diesel engines running light must not exceed speed authorized for freight trains except must not exceed 35 M.P.H. unless otherwise provided.

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

Gas or diesel-electric motor cars60	M.P.H.
Diesel-electric passenger engines	M.P.H.
Diesel-electric freight engines60	M.P.H.
Diesel-electric switch engines40	M.P.H.
Where subdivision maximum speeds are less, they will govern.	

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUBDIVISIONS		
All crossovers and turnouts, not otherwise specified	10	10
On sidings	Reduced speed	Reduced speed
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	1 100 100 1	
Scale test cars		20
Pile drivers, clamshells or similar equipemnt:		
Quincy, Savanna and Peoria Subdivisions		25
Other Subdivisions		15
Rotary snow plows: Main lines		25
Branch lines		15
Engines under steam, disconnected on one side with		
main rod down: Main lines	25	25
Branch lines	20	20
Wholly disconnected or dead steam engines		20
B, S-4, S-4-A, O-5-A and M engines on which the drivers have been blocked up		30
20 yard air dump cars in 202650-202799 series, loaded or empty, in rear of train when possible		25
Loaded 30 yard air dump cars in 202800-202884 series, in rear of train when possible		35

The following speed restrictions will govern when handling derricks:

Territory	250 ton wrecking derrick	Other Derricks
Galesburg-Quincy	30 MPH	25 MPH
Galesburg-Savanna	25 MPH	25 MPH
Lass-Ebner	25 MPH	<b>15 MPH</b>
Barstow-Rock Island	25 MPH	15 MPH
Galesburg-Peoria		25 MPH
Yates City-Lewistown	25 MPH	25 MPH
Lewistown-Fairview	15 MPH	<b>15 MPH</b>
Denrock-Agnew		15 MPH
Buda-Elmwood	Must not operate	<b>15 MPH</b>
Lewistown-Rushville	Must not operate	<b>15 MPH</b>
Galva-New Boston	Must not operate	<b>15 MPH</b>
Quincy-East Hannibal	Must not operate	15 MPH

When handling 250-ton derrick across Rock River bridge 240.76 at Barstow with O-5-A or M-4-A engine, derrick must be spaced at least three cars from engine.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
GALESBURG AND QUINCY—SUBDIVISION		
Maximum Speed	59	49
M-4-A, O-5-A and M engines with disc wheels	50	49
O-3 and O-1-A engines	45	45
M engines without disc wheels	30	30
man	40	
Northward trains between Saluda and Knox Street	40	
Colmar and M.P. 223	55	40
Ewbanks and M.P. 260	40	25
) <del></del>	30	15
M.P. 260 and Quincy S-3 or heavier engines between M.P. 260 and Quincy. Trains and light engines using crossover from track 3	15	15
to track 4 south end R Yard, Galesburg		6
Waterman through turnouts	25	15
M.P. 180 and M.P. 181.50	50	30
BUSHNELL:		
No. 11 Wells Street to Passenger Station	10	
Southward trains and engines stopped between M.P. 190.5 and M.P. 190.9 after starting until		
engine or leading car passes Wells Street	10	10
Over T. P. & W. Crossing	20	20
Over 1, F. & w. Grossing	20	20
MACOMB: Passing Macomb Pottery, south of Carroll Street	25	25
	8	8
M engines through siding Colmar	25	25
	30	
No. 3 dispatching mail Coatsburg		
Spring switch south end siding Ewbanks Trailing movement through switch	15	15
Steam engines running backwards	20	20
Steam engines running backwards	20	20
QUINCY YARD:		
M engines through turnouts each end of yard	6	6
BETWEEN QUINCY AND WEST QUINCY:		
Upper Bay Bridge	10	10
Lower Bay Bridge	6	6
Mississippi River Bridge	10	10
GALESBURG AND SAVANNA—SUBDIVISION		
Maximum Speed	50	49
M-4-A, O-3, O-1-A, and M engines with disc wheels.	45	40
M engines without disc wheels	30	30
Galesburg passenger station and Main Street	15	15
On Northward track between Galesburg and Bouhan	25	25
Spring switch, end of double track, Bouhan.		
Facing point movement Trailing movement through switch	25 15	25 15

## 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
GALESBURG AND SAVANNA—SUBDIVISION — Concluded			BUDA AND RUSHVILLE—SUBDIVISION —Concluded		
/ye switches Rio	20	20 20	Between Dunfermline and Buckheart Mines Engines using lead to Morgan Mine over fill and bridge		10
pring switch, north end of siding, Orion.	20				8
Trailing movement through switch	15	15	on curve near entrance to mine Between Lewistown and South Liverpool. Over Bridge 81.41	15	20 15
Trailing movement through switch	15	15	Over Bridge 100.10	15	15
pring switch, south end of siding, Briar Bluff.	15	15	Highway crossing M. P. 109.35 north of depot Rushville, Steam engines running backward between:	Stop	Stop
Trailing movement through switch	45	30	Buda and Elmwood	10	10
n curves between M. P. 235 and M. P. 236	20	20	Yates City and Lewistown	20 10	20 10
proach signal until clear of C. R. I. & P. crossing at Colona	20	20		,0	10
O-1-A, O-2, O-3, engines single or double head over	20	20	GALESBURG AND PEORIA—SUBDIVISION		40
Rock River bridge 240.76 1, M-2, M-4-A, S-4, S-4-A and O-5-A, single head			Maximum Speed	50 <b>35</b>	40 35
only over Rock River Bridge 240.76	20 20	20 20	M engines	30	35 30
tween wye switches Barstow 5-A and M-4-A engines through siding Barstow	10	10	Between Chambers and Pine Streets, Galesburg	10 15	10 15
verse curves between M. P. 4.40 and M. P. 5.00	20	20	On curve M. P. 17.74	45	30
between Barstow and Joslin	20	20	Through crossover and south leg of wye Yates City Spring switch at west end of siding Yates City:	15	15
a Oliver over C M. St. P. & P. crossing, Ebner	20	20 20	Trailing movement through switch	25	25
ring Switch at C. M. St. P. & P. Jot., Ayres:			On curves between M. P. 26.00 and M. P. 33.10 On curves between M. P. 33.10 and M. P. 39.60	45 45	30 35
Facing point movement	20	20 15	No 56 dienatching mail Oak Hill	20	
Trailing movement through switchtering Savanna Yard	15	6	P. R. T. crossing interlocked M. P. 49.50 C. & N. W. crossing interlocked M. P. 50.10	20 20	15 15
er C. M. St. P. & P. crossings Savanna Yard	20	20 20	Bridge Junction, Peoria  Between Persimmon Street and Burlington Elevator,	6	6
eam engines running backward	20	20	Between Persimmon Street and Burlington Elevator,	15	15
			Steam engines running backward	20	20
ROCK ISLAND AND BARSTOW—SUBDIVISION	AF.	30	GALVA AND NEW BOSTON—SUBDIVISION		cata
R-4-5 or O-1-A engines	45 40		Maximum Speed	35 25	25
rough switches east end of South track used as ingle track at Terminal Jct	10	10	K engines S-4, S-4-A and O engines, Alpha and Galva	20	20
st to Ninth Streets Moline	10	10	P-6 engines over Bridges 32.20, 46.51, 46.72 and 53.63  Diesel engines between:	15	15
h Street Moline	10	10	M. P. 16.75 and M. P. 18.15	20	15
er frogs and switches connecting with D.R.I. & N.W ach side of East Moline depot	10	10	M. P. 26.30 and M. P. 26.35	20 20	15 15
eam engines running backward	10	10	M. P. 29.12 and M. P. 29.20	20	15
			Over Bridges 49.09 and 53.63	15	15
LASS AND EBNER-SUBDIVISION			In 202800-202884 series	20	20
aximum Speed	35	30	Approach grade crossing M. P. 3.75 between Galva and Nekoma prepared to stop and sound whistle freely.	5	5
K, R-4-5, O-1-A and O-3 enginesaded tank cars and loaded 30 yard air dump cars	25		Hard Road crossing 1100 feet east of Alpha depot	Stop	Stop
n 202800-202884 series		20	Over C. B. & Q. crossing, Alpha	10	10 8
tween home signals of Interlocking, East Clinton ther leg of wye East Clinton	20 10	15 10	First and Second Street crossings, west of Aledo depot.	Stop	Stop
er C. & N. W. crossing M. P. 64.10 south of Fulton	15	15	Westward trains over Spruce Street crossing Aledo Washington Street Joy, M. P. 44.40	10 Stop	10 Stop
eam engines running backward	10	10	Washington Street Joy, M. P. 44.40 Highway Crossing M. P. 50.57 New Boston Steam engines running backward	Stop 10	Stop 10
BUDA AND RUSHVILLE—SUBDIVISION			FAIRVIEW AND LEWISTOWN—SUBDIVISION		
iximum Speed: Buda and Elmwood	25	25	Maximum Speed	20	20
Yates City and Lewistown	25 50	25 40	R-4-5, O-1-A or O-3 engines, Fairview Mine to M. P.		15
ewistown and Vermont	45	35	250 ton derrick over Bridge 43.25		5
engines	40		Over Bridges 43.66 and 45.18		10
ewistown and Vermont R-4-5 engines/ermont and Rushville	40 30	20	In 202800-202884 series. O engines over Bridge 43.25	15	15
sei engines perween:	District Co.		O engines on curves between M. P. 35.9 and M. P. 36.1	10	10 10
M.P. 0.15 and M.P. 0.25. M.P. 9.97 and M.P. 10.00	20	15 15	Steam engines running backward	10	10
M.P. 10.26 and M.P. 10.28	20	15 15	QUINCY AND EAST HANNIBAL-SUBDIVISION		
Over Bridge 100.10engines, Yates City and Lewistown	15 30	15 30		25	20
rmont and Ipava with O-1-A engines	25	25	Maximum speed		
aded tank cars and loaded 30 yard air dump cars n 202800-202884 series:	11.00		O-1 or larger engines over Bridges 269.58 and 275.09	25 10	15 10
Buda and Elmwood		20	Diesel engines between:	53.53	
Lewistown and Vermont		25	M. P. 273.95 and M. P. 274.15	20 20	15 15
Vermont and Rushvilleer C. & N. W. Interlocking M. P. 2.50	15	20 15	Loaded tank cars and loaded 30 yard air dump cars	50.00	
er Hard Road crossing M. P. 22.25er Hard Road crossing M. P. 38.25	5	5	In 202800-202884 series	15 10	15 10
er Hard Road crossing M. P. 38.25er Hard Road crossing M. P. 42.50	5 10	5 10			
tween approach signals which govern approaches			AGNEW AND DENROCK—SUBDIVISION	25	20
to A. T. & S. F. crossing, Monica	15	15	Maximum Speed	35 25	20
armington	5	5	Loaded tank cars and loaded 30 yard air dump cars		
er T. P. & W. crossing at Canton	35 10	30 10	In 202800-202884 series	20	20
tween T. P. & W. Crossing Canton and Canton Passenger Station			Falls	15	15
	15	15	Steam engines running backward	10	10

## SPECIAL INSTRUCTIONS.

Train Master Terminal Train Master Terminal Train Master Road Foreman of Eng Road Foreman of Eng Road Foreman of Eng Chief Dispatcher Night Chief Dispatche Night Chief Dispatche	hanic P. E. Dr. L. H. Pr. O. I. Ines H. A. Ines I. L. Ines W. T. H. V. R. R. V.	. Poindexter, Galesburg Harville, Galesburg Dyer, Galesburg Sandburg, Rock Island. illender, Galesburg. Carter, Galesburg Knowles, Galesburg Lonis, Galesburg Randall, Galesburg.
Train Dispatchers:		
W. Tobin	W. L. Logsdon	O. Eunice
M. S. Chapman	H. C. McMullin	J. E. Ransom
H. E. Metcalf	L. W. Robbins	J. D. Healea
G. A. Fleisher		J. A. Ketcham

#### 1. USE OF TRACK:

Trains taking siding at Erie must use left hand track unless otherwise provided.

Movement of trains or engines against the current of traffic between Savanna and Savanna Tower will be made on authority of Yardmaster.

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

One long and three short blasts of interlocking 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.

S-4, S-4-A or O-5-A engines must not move from tracks 3, 4 or 5 Galesburg Passenger Station toward Knox Street or Peoria.

Freight and passenger diesel engines may operate on any siding, yard or station track where O-1-A engines operate.

Between Galesburg and Quincy M-4-A engines setting out or picking up at stations, except Bushnell, must keep engine on main track or siding.

O-3 and M engines must not use industrial tracks at Abingdon and Avon.

#### BUSHNELL:

Engines heavier than O-1-A must not go to Martin Shultz Plant.

O-5-A and M-4-A engines must not go beyond frog on T. P. & W. transfer track.

M engines must not use Swift's track and elevator track.

Engines must not go beyond third crossing on tail track.

#### MACOMB

Steam engines must not use spur track serving Associated Dairies and Godonsky Coal Co.

Road engines must hold onto sufficient cars when using depressed track, Hemp and Company, so engine will not pass 100 feet south of south end of plant

Colchester Milling Company building, adjacent to both sides of Mill track, will not permit engines to pass or clear man on side of car.

### QUINCY:

Trains must move at reduced speed between Carthage Jct. and Lower Bay Bridge through passenger yard.

All engines may use track 2 in passenger yard.

S-4, S-4-A or smaller engines may use track 4 in passenger yard.

Track centers at each end of passenger yard are such that S-4, S-4-A, O-5-A and M-4-A engines must not use unless adjacent tracks are clear.

M-4-A engines must not operate through freight yard except on following tracks; East Hannibal Main, track 4, track 5 and north end of track 6 for a distance of 15 car lengths and on tracks leading to north end of roundhouse.

Diesel engines larger than 600 H. P. must not operate between Hulls and New Canton.

O-5-A and M-4-A engines working on stock track Henderson, Rio, or Warner must not go back of frog.

O-5-A and M Engines working south end of house track at Erie must not go back of frog.

Engines heavier than O-3 must not use south wye at Rio.

O-5-A and M-4-A engines on stock track at Orion must not go beyond elevator.

R-5 or heavier engines must not use interchange track with C. & N. W. at Fulton.

M-4-A engines must not use following tracks:

Knoxville	House track.
Maquon	House track.
	Elevator track.
Yates City	Elevator track.
Alden Mine	
Farmington	
	Elevator track.
	M. & St. L. transfer track.
Norris	
Pschirrer Mine	Beyond clearance point.
Canton	
	Industry track

Motor Car 9735 or similar cars must not use lumber track at Wyoming beyond south end of lumber shed.

Engines must not move beyond derail on track leading to Alden 5 Mine at south end.

Engines heavier than O-3 must not operate north of Lewistown.

On west load track Sternberg Mine, M. P. 41.25, south of Cuba, engines must not use track more than 500 feet from south switch.

Engines must not use run around track opposite load yard Fairview Mine.

M engines must not go beyond wash track lead switch Buckheart Mine.

O-3 engines must not use empty car track or go beyond clearance point on wash track Buckheart Mine.

O-1-A engines must not go beyond empty car track switch Buckheart Mine.

R-4 or heavier engines turning at St. David must go around wye from north and move at reduced speed. M-4-A engines must not turn on wye at St. David.

Bridge on No. 4 or Hill Track, Central States Mine, St. David not safe for engines.

On running track, M-4-A engines must not go beyond crossing north of tipple, Central States Mine, St. David.

Tipple over running track, Central States Mine, St. David will not clear man on side or top of car.

M engines must not be operated into Morgan Mine at Bryant.

Engines larger than O-3 must not operate on mine spur between Lewistown and South Liverpool.

O-3 or larger engines must not use back track Lewistown for movement north of middle and house track switch.

Inspection pit track and clinker pit track, Lewistown, must not be used except in an emergency, and then at not to exceed 5 M.P.H.

Automatic crossing gates are located at Exchange Street and Chester Street, just east and west of depot, Galva.

Approach circuits to these crossings are very short on yard tracks and on Galva-New Boston main track.

Trains and engines should pull down onto the track circuits, then stop to permit gates to lower before proceeding over crossings.

#### SPEED OF TRAINS:

Miles per	Time p	er Mile	Miles per	Time per Mile		
Hour	Minutes	Seconds	Hour	Minutes	Seconds	
5	12	0	55	1	5	
0	6	0	60	1	0	
5	4	0	65	0	55	
00	3	0	70	0	51	
5	2	24	75	0	48	
0	2	0	80	0	45	
5	1	43	85	0	45 42	
0	1	43 30	90	0	40	
5	1	20	95	0	38	
00	1	12	100	0	36	