

G. L. KENNEDY, 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. D. ROOF.  
 A. MATHISEN. G. M. HOBACK. H. A. MILLER.  
 J. H. HORAN. J. F. BRAND. J. D. HUNTER.  
 M. A. BARBER. R. G. BUCKINGHAM. B. D. COTTER.

G. W. SEARS, Trainmaster.....Corwith, Ill.  
 N. L. MINNIX, Trainmaster.....Corwith, Ill.  
 F. M. WARD, Asst. Trainmaster.....Chicago, Ill.

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

**LOCAL TIME 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.  
 W. H. KERR.....308 E. Main St.....Streator.  
 L. A. BIRKENBUSCH.....420 Court St.....Pekin.  
 F. E. LYNDS.....203 N. 2nd St.....Chillicothe.  
 C. W. HALLSTROM.....24 South Cherry St...Galesburg.  
 L. B. HARDY.....714 Avenue G.....Ft. Madison.  
 J. H. MACE Co. (H. L. Carter)...Union Station.Kansas City, Mo.

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

DR. GEO. S. HOPKINS, Chief Surgeon.....Topeka.

**LOCAL SURGEONS**

DR. T. L. HANSEN, 6 N. Michigan Ave.....Chicago.  
 DR. J. M. L. JENSEN, 6 N. Michigan Ave.....Chicago.  
 DR. WM. D. FITZGERALD, 5158 W. Madison St.....Chicago.  
 DR. R. D. KEARNEY, 6235 So. Kedzie.....Chicago.  
 DR. ADOLPH FALLER, JR., 7954 Stony Island Ave.....Chicago.  
 DR. HENRY MATTHEWS (Colored), 6252 S. Parkway...Chicago.  
 DR. LAWRENCE MANN, 616 Railway Exchange Bldg...Chicago.  
 DR. G. T. BUTTICE, 2136 South Indiana.....Chicago.  
 DR. E. J. MIRMELLI, 3814 S. Kedzie Ave.....Chicago.  
 DR. J. R. BERNIER, 1022 Argyle.....Chicago.  
 DR. CARL ROSS, 4280 Archer Ave.....Chicago.  
 DR. E. F. ADDENBROOKE, Dermatologist  
 25th Floor Stevens Hotel, 720 S. Michigan....Chicago.  
 DR. SAMUEL A. LIBERT.....Chicago.  
 DR. C. E. WALLS, 505 N. Ridgeland.....Oak Park.  
 DR. T. J. BENTON.....Willow Springs.  
 DR. E. W. CAULDWELL.....Lemont.  
 DR. WM. A. MEADOWS & DR. E. A. ALBERS.....Lockport.  
 DR. JOSEPH DUFFY & DR. CHAS. W. HOFFMAN.....Joliet.  
 DR. P. G. NICHOLSON.....Coal City.  
 DR. WARREN F. BREISCH.....Mazon.  
 DR. G. K. WILSON & DR. GEO. POWERS, JR.....Streator.  
 DR. R. J. DAVIES.....Roanoke.  
 DR. J. I. WEIMER & DR. R. K. TAUBERT.....Pekin.  
 DR. MICHAEL SCHUBERT.....Toluca.  
 DR. IVAR E. DOLPH.....Chillicothe.  
 DR. H. G. JOHNSON & DR. F. Z. WHITE.....Chillicothe.  
 DR. J. B. BRONNY.....Williamsfield.  
 DR. S. M. HANAUER & DR. SIDNEY I. WALD.....Galesburg.  
 DR. JOHN LEE HOYT & DR. R. E. ICENOGLE.....Roseville.  
 DR. HENRY C. SCHOLER.....Monmouth.  
 DR. HAROLD L. BOCK.....Stronghurst.  
 DR. G. C. MCGINNIS & DR. H. L. SCHRIER.....Ft. Madison.  
 DR. F. L. LYMAN & DR. GEO. J. McMILLAN.....Ft. Madison.  
 DR. F. R. RICHMOND, 815 Avenue H.....Ft. Madison.  
 DR. R. L. FEIGHTNER (Surgery Consultant).....Ft. Madison.  
 DR. DONALD D. BURROUGHS, (Surgical Consultant)...Peoria.

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

DR. D. J. BOLES (Eye Only), 55 East Washington....Chicago.  
 DR. HAROLD J. KOCH, 6235 S. Kedzie (Eye Only)....Chicago.  
 DR. O. E. VAN ALYEA, 135 So. LaSalle St.....Chicago.  
 DR. W. G. ACKERMAN (Eye Only), 104 S. Michigan...Chicago.  
 DR. GEO. W. CARLIN.....Joliet.  
 DR. H. S. LESTER.....Streator.  
 DR. B. O. BENDIXEN.....Streator.  
 DR. P. R. McGRATH (Eye Only) 333 Fulton St.....Peoria.  
 DR. W. E. OWEN, 1242 Jefferson Bldg.....Peoria.  
 DR. GEO. K. SMART.....Galesburg.  
 DR. A. C. RICHMOND.....Ft. Madison.

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

**EASTERN LINES  
 Eastern District**

**ILLINOIS DIVISION**

**TIME TABLE No.**

**91**

**IN EFFECT**

**Sunday, January 30, 1955**

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

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

**J. N. LANDRETH,  
 General Manager,  
 Topeka, Kansas.**

**J. B. NOE,  
 Asst. General Manager,  
 Topeka, Kansas.**

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

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







**FIRST DISTRICT.**

**ILLINOIS DIVISION. 3**

Communications.	Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 91, January 30, 1955.	EASTWARD.										
				First Class.										
				8	10	22	6	16	20	26	2	18	124	12
			STATIONS.	Fast Mail-Express.	Kansas City Chief.	El Capitan.	Pas-senger.	Texas Chief.	The Chief.	Motor.	San Francisco Chief.	Super Chief.	The Grand Canyon.	The Chicagoan.
				Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Except Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
			<b>CHICAGO. YL</b>	AM 4.30	AM 7.30	AM 7.15	AM 7.45	AM 9.00	AM 9.45	AM 11.55	PM 12.20	PM 1.30	PM 3.00	PM 8.00
			1.3 C. & W.I. Jct.	4.25	7.25	7.10	7.40	8.55	9.40	11.50	12.15	1.25	2.55	7.55
			1.4 Stewart Ave. Crossing.											
			4.4 Panhandle Crossing.	4.10	7.14	6.53	7.29	8.44	9.29	11.41	12.03 PM	1.14	2.44	7.44
			0 I.N. Crossing.											
			5.9 CORWITH. YL							f				
			0 Chicago Belt Crossing.											
			7.3 NERSKA. YL	4.06	7.10	6.50	7.25	8.40	9.25	11.37	11.59	1.10	2.40	7.40
			0 McCOOK.											
			12.8 B. & O.C.T. Crossing.	3.57	7.02	6.41	7.17	8.32	9.17	11.28	11.52	1.02	2.32	7.32
			0 HODGKINS.											
			14.6 WILLOW SPRINGS.	3.51	6.56	6.35	7.11	8.26	9.11	11.19	11.46	12.56	2.26	7.27
			0 LEMONT.	3.43	6.48	6.29	7.03	8.18	9.03	11.07	11.38	12.48	2.18	7.19
			13.7 ROMEO.	3.37	6.42	6.23	6.57	8.12	8.57	11.00	11.32	12.42	2.12	7.14
			10.6 LOCKPORT.	3.33	6.38	6.19	6.53	8.08	8.53	10.55	11.28	12.38	2.08	7.11
			10.6 JOLIET YARD. YL											
			0 JOLIET U. S. YL	3.25	6.30	6.10	6.45	8.00	8.45	10.45	11.20	12.30	2.00	7.05
			15.8 C.R.I. & P. Crossing.											
			41.5 PLAINES.	3.17	6.19	6.04	6.33	7.52	8.37	10.37	11.12	12.24	1.52	6.57
			14.5 DRUMMOND.							10.29				
			9.9 LORENZO.	3.05	6.05	5.52	6.20	7.40	8.25	10.23	11.02	12.12	1.42	6.47
			0 PEQUOT.	3.00	6.00	5.48	6.15	7.35	8.20	10.18	10.58	12.08	1.38	6.43
			0 COAL CITY.				6.11			10.16				
			4.7 MAZON.	2.52						10.05				
			0 VERONA.	2.48	5.44	5.37	5.59	7.23	8.08	9.57	10.47	11.57	1.27	6.33
			0 KINSMAN.							9.51				
			0 RANSOM.	2.41						9.43				
			15.8 KERNAN.	2.36	5.31	5.25	5.46	7.11	7.56	9.35	10.36	11.45	1.16	6.21
			15.8 STREATOR. YL	2.30	5.20	5.20	5.35	7.05	7.50	9.25	10.30	11.40	1.10	6.15
			0 GM&O & NYC Crs'g.											
			0 Wabash Crossing.											
			0 MOON.							f 9.14				
			0 ANCONA.	2.21	5.07	5.10	5.22	6.56	7.41	9.10	10.21	11.30	1.01	6.06
			0 LEEDS.							f 9.01				
			21.1 TOLUCA.	2.10	4.56	4.59	5.11	6.45	7.30	8.51	10.10	11.19	12.50	5.55
			25.2 LA ROSE.							s 8.41				
			26.4 WILBERN.	2.00	4.45	4.49	5.00	6.35	7.20	f 8.32	10.00	11.09	12.40	5.45
			26.4 CHILlicothe. YL	1.50 AM	4.35 AM	4.40 AM	4.50 AM	6.25 AM	7.10 AM	8.20 AM	9.50 AM	11.00 AM	12.30 PM	5.35 PM
			(129.8)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily, Except Sun.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
			Average speed per hour.	48.7	44.5	50.2	44.5	50.2	50.2	36.2	51.9	51.9	51.9	53.7

**SIGNAL SYSTEM ONE IN EFFECT:**

Interlockings Chillicothe, Toluca, Ancona, Streator, Verona, Plaines, Joliet U.S. and M.P. 3.1.

**SIGNAL SYSTEM TWO IN EFFECT:**

Chillicothe to Stewart Avenue, except Interlockings Chillicothe, Toluca, Ancona, Streator, Verona, Plaines, Joliet U.S. and M.P. 3.1.

**RULE 251 IN EFFECT:**

Pequot to Joliet U.S. Interlocking M.P. 3.1 to Stewart Avenue.

**RULE 261 IN EFFECT:**

Chillicothe to Pequot, including Main Track No. 3. Joliet U.S. to Interlocking M.P. 3.1.

Trains must secure numbered clearance cards before leaving originating stations except Nos. 2, 18, 20 and 22 at Chillicothe and trains from Pekin District at Ancona.

Eastward trains leaving from Streator Yard will use main track No. 3 unless otherwise instructed.

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

Between Panhandle Crossing and Stewart Ave. Crossing, A.T. & S.F. trains may use Illinois Central Main Track with the current of traffic on signal indication from Stewart Ave. 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.

Movements through slip switches east of Panhandle Crossing may be made only on hand signals from Switchtender. Signals will be given with yellow flag or yellow light.

Main Track No. 3 between M.P. 88.8 and Kernan is first track south of eastward main track. Trains have no Time Table superiority.







**SECOND DISTRICT.**

Communications.	Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 91, January 30, 1955.	EASTWARD.											
				First Class.											
				10	6	22	16	20	26	2	18	124	12	58	8
			<b>STATIONS.</b>	Kansas City Chief.	Passenger.	El Capitan.	Texas Chief.	The Chief.	Motor.	San Francisco Chief.	Super Chief.	The Grand Canyon.	The Chicagoan.	Motor.	Fast Mail-Express.
				Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
				AM	AM	AM	AM	AM	AM	AM	AM	PM	PM		AM
C	130.0	31.7	<b>CHILlicothe.</b> YL	4.30	4.45	4.40	6.25	7.10	8.20	9.50	11.00	12.30	5.35		1.50
C	138.1	31.7	EDELSTEIN.	4.19	4.35	4.31	6.15	6.59	8.09	9.39	10.51	12.19	5.26		1.35
	144.3		C.R.I.& P. Crossing.												
C	144.7	21.8	PRINCEVILLE.						7.59						
		23.2	MONICA.												
C	148.3	31.7	C.B.& Q. Crossing.	4.08	4.24	4.22	6.06	6.49	7.51	9.29	10.41	12.09	5.18		1.25
C	153.5	19.3	LAURA.						7.45						
			WILLIAMSFIELD.	3.58	4.14	4.14	5.58	6.39	7.38	9.19	10.33	11.59	5.10		1.16
	163.3	0	DAHINDA.						7.32						
			APPLETON.	3.49	4.03	4.07	5.52	6.33	7.27	9.13	10.27	11.53	5.03		1.08
B	171.2	0	KNOX.						7.20						
	174.0	0	E. GALESBURG.						7.16						
		15.3	GALESBURG. YL	3.35	3.50	3.55	5.40	6.20	7.10	9.00	10.15	11.40	4.50		12.55
		7.4	G.I. TOWER. YL												
C	180.0	7.4	SURREY.						6.52						
	183.4	0	CAMERON.	3.23	3.38	3.47	5.31	6.11	6.48	8.51	10.08	11.31	4.43		12.42
	186.0	5.7	NEMO.						6.42						
C	190.2	31.3	ORMONDE.	3.16	3.33	3.42	5.26	6.06	6.39	8.46	10.04	11.26	4.39		12.38
B	197.1	12.1	PONEMAH.						6.32						
			SMITHSHIRE.	3.08	3.25	3.34	5.18	5.58	6.26	8.38	9.57	11.18	4.32		12.30
C	201.5	31.7	MEDIA.						6.21						
C	204.6	31.2	STRONGHURST.	3.01	3.19	3.28	5.12	5.52	6.13	8.32	9.51	11.12	4.26		12.24
	212.5	20.4	DECORRA.						6.07						
		31.7	LOMAX.	2.52	3.10	3.19	5.03	5.43	6.00	8.23	9.43	11.03	4.18		12.15
		18.0	DALLAS CITY.						5.51						
	224.8	10.7	PONTOOSUC.						5.47						
	226.6	14.5	E. FT. MADISON.	2.40	3.00	3.08	4.53	5.33	5.40	8.13	9.33	10.53	4.08		12.04
C	230.9	23.9	<b>FORT MADISON.</b> YL	2.35	2.55	3.05	4.50	5.30	5.35	8.10	9.30	10.50	4.05	11.35	11.59
		0	SHOPTON. YL	2.30	2.50	3.00	4.45	5.25		8.05	9.25	10.45	4.00	11.30	11.50
C	234.6			AM	AM	AM	AM	AM		AM	AM	AM	PM	PM	PM
			(104.3)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
			Average speed per hour.	52.2	54.4	62.6	62.6	50.6	37.3	59.6	65.9	59.6	65.9	20.4	52.2

Trains must secure numbered clearance cards before leaving originating stations. First class trains must secure numbered clearance cards at Ft. Madison.

**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.



Trains must secure numbered clearance cards before leaving originating stations, except Ancona.

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

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. Second Class. 47	Fish, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 91, January 30, 1955.				Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD. Second Class. 48	Siding Capacity 50 ft. Per Car.
Way Freight.			Leave Daily Ex. Sun.	STATIONS.	Arrive Daily Ex. Sun.	Way Freight.					
AM 6.50		0	ANCONA.	0		B		PM 1.00			
6.55		15.3	2.7 LONG POINT.	0	2.5	C		12.40			
7.10		31.7	4.6 DANA.	0	7.1	C		12.20	20		
		0	5.8 I.C. Crossing.	0	12.9						
7.40		23.8	0.1 MINONK.	13.2	13.0	C		12.01	19		
7.55		0	6.0 BENSON.	32.7	19.0	C		11.20	14		
8.30		41.2	5.5 ROANOKE.	47.5	24.5	C		11.00	16		
9.00		0	6.2 STREATOR JCT.	0	30.7			10.15			
9.15		47.5	0.4 EUREKA.	26.4	31.1	C		10.10	44		
9.30		26.4	5.6 PEKIN JCT.	0	36.7			9.45			
9.40 <sup>48</sup>		31.7	1.3 WASHINGTON.	31.7	38.0	C		9.40 <sup>47</sup>	17		
9.50		31.7	3.0 COOPER.	52.8	41.0			9.25	7		
10.20		0	2.4 CRANDALL.	29.0	43.4			9.10			
10.50		0	2.3 I.T. Crossing. MORTON.	0	45.7	C		9.00	18		
		42.2	0.1 P.R.R. Crossing.	0	45.8						
11.20		0	3.6 GROVELAND.	81.8	49.4			8.20	30		
11.45	FT	0	7.4 EAST YARDS. YL G. M. & O. Crossing.	82.9	56.8	C		8.03	73		
11.55 AM		0	0.9 PEKIN. YL		57.7	C		8.00 AM			
Arrive Daily Ex. Sun.			(57.9)					Leave Daily Ex. Sun.			
11.4			Average speed per hour.					11.6			

WESTWARD.					Freight Train Terminals, and Junctions.	EASTWARD.					
47	51	59	49	39		40	46	52	48	140	146
Way Freight.	Way Freight.	Northern California Fast Freight.	California Tex. Okla. Fast Freight.	Oklahoma Texas Fast Freight.	Perishable Express.	Texas-Chicago Fast Freight.	Way Freight.	Way Freight.	Fast Freight.	Fast Freight.	
Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	
	AM 6.45	AM 11.00	PM 9.30	PM 6.00		AM 12.45	PM 2.00	PM 3.00		AM 4.00	PM 5.00
	7.25					AM	PM	2.15 PM		AM	PM
AM 6.30	10.00 AM							9.30 AM	PM 1.20		
6.50 AM		PM 4.00	AM 2.15	9.20 AM					1.00 PM		
		8.00 PM	6.30 AM	12.15 AM		7.45	9.00			10.00	11.00
						3.30 PM	2.00 AM			4.30 PM	5.15 AM
Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	

TRAINS SHOWN IN THIS TABULATION HAVE NO TIME TABLE AUTHORITY.



# SPECIAL RULES.

Rule 16 of the Rules, Operating Department, revised 1953, is amended as follows:

- (e) : Canceled.
- (l) : \_\_\_\_\_ When standing — apply or release air brakes.
- (m) : \_\_\_\_\_ When running — brakes sticking; look back for hand signals.

NOTE:—Hand or lamp signals must be given in addition to communicating signals (a), (c) and (l).

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

2. REGISTER STATIONS (Rule 83.)

STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED:

Station	Designated Trains.
Corwith.....	Originating or terminating.
Streator.....	Originating or terminating or operating via Pekin District.
Chillicothe.....	All except first class trains.
Fort Madison.....	First class and originating.

AT STATIONS LISTED BELOW TRAINS DESIGNATED WILL REGISTER BY FORM 903:

Shopton..... First class.

3. ....

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—A.T. & S.F. track, eastward with traffic: signal just west of crossing; red over red—stop, red over yellow—proceed to signal just east of crossing. I.C. track, eastward with traffic: signal just west of crossing; red over red—stop, yellow over red—proceed to signal just east of crossing, red over yellow—to all other routes. Eastward against traffic: signal just west of crossing; red—stop, yellow—proceed to Coach Yard and other routes. Eastward with traffic: signal just east of crossing; red over red over red—stop, yellow over red over red—assigned I.C. track, red over yellow over red—C&WI track, red over red over yellow—Coach Yard and other routes.

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 Interlocking M.P. 3.1 and Joliet U.S.

7. TRAFFIC REVERSAL—(Cont'd).

Operators will not display proceed signal for movement against the current of traffic without train order authority, except operators may authorize such movements entirely within yard limits.

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 (a).

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.

Maximum authorized speeds for cab signal indications are:

	MPH	
	Passenger	Freight
High (H) Indication	90	60
Medium (M) Indication	40	40
Low (L) Indication	20	20

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, 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. If movement from Pekin District beyond Ancona not authorized before arrival Ancona, Conductor call Operator at Streator and be governed by verbal instructions which must be repeated. On arrival Streator, deliver seal to Operator.

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. ....

11. RAILROAD CROSSINGS AT GRADE.

CHICAGO—Stewart Avenue, I.C., C. & W.I. and P.R.R. Interlocking.

CHICAGO—Panhandle, P.R.R., B. & O.C.T. and C.J. Interlocking.

CORWITH—I.N. Interlocking.

NERSKA—Chicago Belt. Interlocking.

McCOOK—B. & O.C.T. Interlocking.

JOLIET—C.R.I. & P. Interlocking.

STREATOR—G.M. & O. and N.Y.C. 0.1 mile west of station. Interlocking. Maximum speed 20 MPH.

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 20 MPH. 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.



# 8 ILLINOIS DIVISION.

# SPECIAL RULES.

## 11. RAILROAD CROSSINGS AT GRADE—(Cont'd).

CRANDALL—N.Y.C.&St.L. Automatic Interlocking. Maximum speed 20 MPH.

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.

## 12. MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
<b>FIRST DISTRICT:</b>		
Chicago and Pequot.....	79	60
Pequot and Chillicothe.....	90	60
<b>SECOND DISTRICT</b> .....	90	60
<b>PEKIN DISTRICT</b> .....	45	30
Chicago, Dearborn Station to 12th Street Viaduct	8	8
Chicago, Curve, 15th to 16th Streets	15	12
Chicago, Stewart Avenue Interlocking turnouts	10	10
Chicago, Stewart Ave. to Interlocking M.P. 3.1	30	30
Chicago, Interlocking, M.P. 3.1	20	15
Chicago, Between first signal bridges East and West of Panhandle Crossing.	20	20
Curve, M.P. 9.7 to 9.9	40	35
Bridge, M.P. 9.9 to 10.0	30	25
Curve, M.P. 11.9 to 12.3, east of McCook	60	50
Curve, M.P. 24.0 to 24.7	79	50
Bridge, M.P. 24.7 to 24.8	40	30
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, (Westward Track)	79	50
(Eastward Track)	70	50
Curve, M.P. 36.3 to 36.7, (Westward Track)	60	40
(Basin Bridge) (Eastward Track)	45	30
Curve, M.P. 37.0 to 37.1	35	25
Curves, M.P. 37.2 to 37.4 Joliet, through turnouts	15	15
Curve, M.P. 43.6 to 43.9 Eastward Track	79	50
3 Curves, M.P. 57.0 to 57.2 Eastward Track	40	40
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 M.P. 83.8	40	30
2 Curves, M.P. 88.2 to 89.0, (Westward Track)	60	50
(east of Streator) (Eastward Track)	55	40
Streator, Main Street to Wabash Crossing	20	20
<b>SECOND DISTRICT.</b>		
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	75	.....
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 234.3	30	30
<b>PEKIN DISTRICT.</b>		
2 Curves, M.P. 49.9 to 50.3, (Groveland)	35	.....
4 Curves, M.P. 54.5 to 55.8	35	.....

## 13. 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.

## 14. MAXIMUM SPEED OF LOCOMOTIVES.

	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
Diesel and Gas-Electric				
11-90, 300-314	100	45	45	90
325-344	80	45	45	80
100-286, 401-430	65	45	45	60
99, 2099, 2100-2162, 2650-2893, 3000-3019	65	45	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-540, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2438, 2600-2606	45	45	45	45
650-653, 2300-2302, 2400-2402	40	40	40	30
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75
* Note: 65 MPH applies when backing handling train.				
Steam				
6 wheel & 8 wheel switch	20	20	20	
777, 856, 900-984, 1600-1698, 1902-1977, 2542-2568	35	35	25	
3113-3154	45	35	25	
1001-1133, 1801-1882, 3168-3236, 4013-4114, 5000-5035	60	40	25	
3516, 3751-3775	90	40	25	
2900-2929, 3403-3435, 3450-3465, 3776-3785	100	40	25	
2508-2522	55	40	25	
3715-3744	70	40	25	
3828-3933	50	40	25	



## SPECIAL RULES.

### 15. 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	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines, Classes			
450 - 451.....	2	5	5
1 - 11 - 50 - 80 -			
2099 - 2100.....	3	5	5
51 - 90 - 650 - 2300 -			
2301 - 2310 - 2600 - 3000.....	4	5	5
460 - 2400.....	4½	5	5
16 - 37 - 99 - 100 - 200 - 300 -			
325 - 500 - 501 - 503 - 625 -			
1500 - 2201 - 2207 - 2260 -			
2303 - 2322 - 2394 - 2403 -			
2418 - 2650.....	5	5	5
Diesel-Electric and Gas Electric Motor Cars.....	3	5	5
Steam Engines			
Roller Bearings.....	9	5	5
Passenger Cars			
Roller Bearings.....	8	5	0
Friction Bearings.....	12	5	0

### 16. DEAD ENGINES.

Trains handling steam engines dead in train must not exceed 20 MPH without special instructions.

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

### 17. DERRICKS, CRANES, ETC.

Trains handling 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 30 MPH at any point on First and Second Districts and 24 MPH at any point on Pekin District. Such equipment must not be moved in any train except on authority of trainmaster.

### 18. SWITCHES—MAXIMUM AUTHORIZED SPEED.

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH over main track switches except those listed herein. Trains or engines trailing through and springing points of spring switches will not exceed speed prescribed for turnout.

"I"—Interlocked Switch

"S"—Spring Switch

STATION	TYPE	LOCATION	MPH
FIRST DISTRICT			
Corwith	I	East leg of wye	10
	I	Crossovers west of I.N. crossing	30
McCook	I	Head out eastward siding	40
	I	Head in eastward siding	40
M.P. 14.2	I	Crossover	40
M.P. 14.5	I	Switch to Hodgkins Yard	30
M.P. 16.5	I	Switch to Hodgkins Yard	30
Willow Springs	S	Head out switches	30
	I	Crossovers and head in switches	40
Romeo	I	Crossovers	40
Joliet Yard	I	Eastward head in	30
	S	Head out switch MP 36.4	30
Plaines	I	G.M.&O. to A.T.&S.F.	40
	S	West end siding and connection G.M.&O. to A.T.&S.F.	30

## ILLINOIS DIVISION. 9

### 18. SWITCHES—MAXIMUM AUTHORIZED SPEED—(Cont'd)

"I"—Interlocked Switch.

"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
FIRST DISTRICT—(Cont'd)			
Pequot	I	A.T.&S.F. to G.M.&O.	40
	I	Crossovers	40
Verona	I	Crossovers and head in switches	40
	S	Head out switches	30
Kernan	I	Crossovers	40
Streator	I	Crossovers and turnout Wabash Crossing	30
Ancona	I	Pekin District turnout	30
	I	Crossovers	40
Toluca	I	Trailing point crossover	40
	I	Facing point crossover	30
	S	Head out westward siding	30
Chillicothe	I	Crossovers and turnouts east end yard	40
SECOND DISTRICT			
Chillicothe	I	Crossovers and turnouts west end yard	30
Edelstein	I	Crossovers	40
	S	Head out westward siding	15
Monica	I	Crossovers	40
Williamsfield	I	Crossovers	30
	S	Head out eastward siding	30
	S	Head out westward siding	15
Appleton	I	Facing point crossover	30
G.I. Tower	I	Head in westward siding	30
	I	Head out westward siding	30
	I	Crossovers	40
	I	Head in eastward siding	40
	S	Head out eastward siding	30
Ormonde	I	Crossovers and head in eastward siding	40
	S	Head out switches	30
Smithshire	I	Crossovers	40
Stronghurst	I	Crossovers	40
	I	Head in switches	30
	S	Head out switches	30
Lomax	I	Crossovers	40
	S	Head out westward siding	30
E. Ft. Madison	I	Crossovers	40
East End	I	Crossover (East)	30
Shopton Yard	I	Crossover (West)	25
	I	Westward yard head in	30
	I	Eastward yard head out	30

### 19. 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.)

### 20. BULLETIN BOOKS.

Chicago.....Dearborn Station, Coach Yard and Roundhouse Offices.  
Corwith.....Telegraph, Roundhouse, No. 6 Yard Offices and Yardmen's Locker Facility.  
Hodgkins Yard. Yard Office.  
Joliet Yard.... Yard Office.  
Streator.....Telegraph and Roundhouse Offices.  
Chillicothe.....Telegraph, Roundhouse, Yard Offices and Reading Room.  
Galesburg.....Yardmen's Locker Room.  
Fort Madison...Trainmen's Locker Room.  
Shopton.....Telegraph and Roundhouse Offices.  
Pekin.....Station and Enginemen's Wash Room.



21. STANDARD CLOCKS.

Chicago.....Dearborn Station, Coach Yard and Roundhouse Offices.  
 Corwith.....Telegraph, Roundhouse Offices, and Yardmen's Locker Facility.  
 Joliet Yard.....Yard Office.  
 Streator.....Telegraph Office.  
 Chillicothe.....Telegraph Office.  
 Fort Madison..Telegraph Office.  
 Shopton.....Telegraph and Roundhouse Offices.

22. STANDARD THERMOMETERS.

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

23. OVERHEAD OBSTRUCTIONS. (Rule 761)

Mile Post	Name
<b>FIRST DISTRICT</b>	
35.4	Railroad Viaduct.
116.9	Railroad Viaduct.
<b>SECOND DISTRICT</b>	
136.1	Highway Viaduct.
176.1	Highway Viaduct.
176.6	Railroad Viaduct.

24. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE.

Name	Location	Capacity
<b>FIRST DISTRICT</b>		
Waterways Terminal (spur).....	M.P. 9.7	72 cars
Hodgkins Yard.....	M.P. 14.5	Yard
Argonne National Laboratory Track.....	M.P. 22.8	60 cars
Lemont Refinery (spur).....	M.P. 27.8	132 cars
Millsdale (spur).....	M.P. 46.1	7 cars
Blodgett Ordnance Plant (spur).....	M.P. 50.3	
Northern Illinois Coal Co. Tipple, Wye.....	M.P. 55.0	Yard
Gorman (spur).....	M.P. 61.9	7 cars
<b>SECOND DISTRICT</b>		
Dahinda, Stanolind (spur).....	M.P. 163.9	17 cars

25. 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.

26. 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	87.3	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
1-2	Joliet Streator Chillicothe Galesburg La Plata Marceline Carrollton	Scheduled stops Ash Fork and beyond	Scheduled stops Ash Fork and beyond	17—18	Joliet	Scheduled stops in Arizona and California	Scheduled stops in Arizona and California
					Streator Chillicothe Galesburg	Scheduled stops in California	Scheduled stops in California
5	In Illinois	Kansas City and beyond		19—20	Joliet Streator Chillicothe Galesburg La Plata Marceline Carrollton Emporia	Hutchinson Stafford St. John Garden City Lamar Valmora Glorieta and Scheduled Stops in Kansas Colorado New Mexico Arizona California	Hutchinson Stafford St. John Garden City Lamar Valmora Glorieta and Scheduled Stops in Kansas Colorado New Mexico Arizona California
	Verona Dallas City		Chicago and beyond				
	Strong City Florence	Beyond Wichita	Topeka and beyond				
6	Newton to Kansas City		Wichita and beyond	21—22	Joliet Streator Chillicothe	Scheduled stops in California	Scheduled stops Albuquerque and West
	East of Kansas City		Beyond Kansas City				
	Ransom Kinsman Verona Mazon Toluca Dallas City	Chicago and beyond					
11	Carrollton	Tulsa		23—24	Galesburg	Lamy and Scheduled stops in California	Lamy and Scheduled stops Albuquerque and West
	Newkirk	Oklahoma City and beyond	Wichita and beyond				
12	Newkirk	Wichita and beyond	Oklahoma City and beyond	123	Chicago to Kansas City	Beyond Newton	
	In Illinois		La Junta to Hutchinson inclusive	124	Kansas City to Chicago		Beyond Newton
	Marceline	Tulsa, Wichita and beyond	Chicago and beyond		Carrollton Henrietta	Chicago and beyond	
16	Marceline La Plata		Wichita and beyond	211—212	Collinsville	Kansas City and beyond	Kansas City and beyond
				224	Newton to Kansas City	Kansas City and beyond	Beyond Newton

**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.)

