

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. REHBEBN. H. A. MILLER.  
 A. MATHISEN. G. M. HOBACK. J. D. HUNTER.  
 J. H. HORAN. R. G. BUCKINGHAM. B. D. COTTER.  
 M. A. BARBER. A. D. ROOF.

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. C. 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. JOS. H. BUCKLEY, 10400 S. Western.....Chicago.  
 DR. MARTIN J. MCCARTHY, 10400 S. Western.....Chicago.  
 DR. E. F. ADDENBROOKE, Dermatologist  
 25th Floor Conrad Hilton Hotel, 720 S. Michigan... Chicago.  
 DR. T. M. BURKHOLDER, Urologist.....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. ROBERT L. DEISS.....Lockport.  
 DR. JOSEPH DUFFY & DR. CHAS. W. HOFFMAN.....Joliet.  
 DR. P. G. NICHOLSON & DR. ROMAN P. SMYK.....Coal City.  
 DR. WARREN F. BREISCH.....Mazon.  
 DR. GEO. POWERS, JR. & DR. EDWIN G. BARTON.....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. GERALD H. EVERS & DR. GEO. J. McMILLAN.....Ft. Madison.  
 DR. F. R. RICHMOND, SR. & DR. F. R. RICHMOND, JR...Ft. Madison.  
 DR. R. L. FEIGHTNER (Surgery Consultant).....Ft. Madison.  
 DR. DONALD D. BURROUGHS, (Surgical Consultant)...Peoria.  
 DR. JOHN HALEY MATHIS, (Urologist)  
 517 Jefferson Bldg.....Peoria.  
 DR. ROBT K. DEAN.....Peoria.

**EYE, EAR, NOSE AND THROAT SPECIALISTS AT LOCAL POINTS.**  
 DR. D. J. BOLES (Eye Only), 55 East Washington... Chicago.  
 DR. HAROLD J. KOCH (Eye Only), 6235 S. Kedzie.... 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. B. O. BENDIXEN.....Streator.  
 DR. E. W. KILLIAN, 115 W. Wilson.....Streator.  
 DR. P. R. McGRATH (Eye Only).....Peoria.  
 DR. W. E. OWEN.....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.

# 96

**IN EFFECT**

**Sunday, July 22, 1956**

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

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

<b>J. N. LANDRETH,</b> General Manager, Topeka, Kansas.	<b>J. B. NOE,</b> Asst. General Manager, Topeka, Kansas.
<b>R. J. YOST,</b> Superintendent, Chillicothe, Illinois.	<b>R. D. CLOUSING,</b> Superintendent, Chicago, Illinois.



2 ILLINOIS DIVISION.

FIRST DISTRICT.

SIGNAL SYSTEM ONE IN EFFECT:

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

SIGNAL SYSTEM TWO IN EFFECT:

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

RULE 251 IN EFFECT:

Stewart Avenue to Interlocking M.P. 3.1.

Joliet U.S. to Pequot.

RULE 261 IN EFFECT:

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

Pequot to Chillicothe, including Main Track No. 3.

Trains must secure numbered clearance cards before leaving originating stations, except trains from Pekin District at Ancona.

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

Between Stewart Ave. Crossing and Panhandle Crossing, A.T.&S.F. trains may use Illinois Central Main Tracks with the current of traffic on signal indication from Stewart Avenue Crossing westward; on hand signals 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 may be made only on hand signals from Switchtender. Signals will be given with yellow flag or yellow light.

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

WESTWARD.										TIME TABLE No. 96, July 22, 1956.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Siding Capacity 50ft. Per Car.
First Class.													
7	13	9	17	15	21	1	123	11	19	STATIONS.	C.M.&St. P.	FT	FY
Fast Mail-Express.	Passenger.	Kansas City Chief.	Super Chief.	Texas Chief.	El Capitan.	San Francisco Chief.	The Grand Canyon.	The Kansas Cityan.	The Chief.				
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	CHICAGO. YL	0		
PM 11.55	PM 11.10	PM 10.00	PM 7.00	PM 6.00	PM 5.45	PM 4.01	PM 12.01	AM 9.45	AM 9.00	1.3	79.2		
12.01	11.15	10.05	7.05	6.05	5.50	4.06	12.06	9.50	9.05	C. & W.I. Jct.			
										0.1			
										Stewart Ave. Crossing.	26.4		
										3.0			
										Panhandle Crossing.	35.8		
										1.5			
										I.N. Crossing.	0		
										CORWITH. YL			
										1.4			
										Chicago Belt Crossing.	0		
										NERSKA. YL	0		
										5.5			
										McCOOK.			
										B. & O.C.T. Crossing.	0		E 128 W 78
										4.6			
										WILLOW SPRINGS.	0		E 190 W 78
										7.7			
										LEMONT.	0		
										4.2			
										ROMEEO.	0		W 71
										3.4			
										LOCKPORT.	10.6		
										3.5			
										JOLIET YARD. YL	10.6		FT
										1.3			
										JOLIET U. S. YL	0		
										C.R.I. & P. Crossing.	0		
										4.0			
										PLAINES.	15.8		W 98
										6.6			
										DRUMMOND.	6.1		E 56 W 89
										4.6			
										LORENZO.	9.1		
										4.4			
										PEQUOT.	8.7		
										1.0			
										COAL CITY.	10.2		
										7.9			
										MAZON.	15.8		
										4.7			
										VERONA.	13.7		E 102 W 103
										4.0			
										KINSMAN.	15.8		
										5.0			
										RANSOM.	0		E 26
										4.6			
										KERNAN.	0		E 14
										5.2			
										STREATOR. YL	0		FT
										0.2			
										GM&O & NYC Crs'g.	10.1		
										0.4			
										Wabash Crossing.	0		
										3.7			
										MOON.	0		
										1.9			
										ANCONA.	15.8		
										6.3			
										LEEDS.	26.4		
										7.8			
										TOLUCA.	0		W 87
										6.0			
										LA ROSE.	0		
										4.9			
										WILBERN.	26.4		
										9.1			
										CHILICOTHE. YL			FT
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	(129.8)			
59.9	48.7	50.2	57.7	62.3	59.9	60.4	52.3	62.3	62.3	Average speed per hour.			



**FIRST DISTRICT.**

**ILLINOIS DIVISION. 3**

Communications.	Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 96, July 22, 1956.	EASTWARD.										
				First Class.										
				8	10	22	16	14	2	18	124	20	12	
			<b>STATIONS.</b>	Fast Mail-Express.	Kansas City Chief.	El Capitan.	Texas Chief.	Passenger.	San Francisco Chief.	Super Chief.	The Grand Canyon.	The Chief.	The Chicagoan.	
			<b>CHICAGO. YL</b>	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	
			1.3 C. & W.I. Jct.	AM 4.30	AM 7.30	AM 7.15	AM 9.00	PM 12.10	PM 12.20	PM 12.30	PM 2.30	PM 3.30	PM 8.00	
			0.1 Stewart Ave. Crossing.	4.25	7.25	7.10	8.55	12.05 PM	12.15	12.25	2.25	3.25	7.55	
			3.0 Panhandle Crossing.	4.10	7.14	6.53	8.44	11.50	12.03 PM	12.14	2.14	3.14	7.44	
			1.5 I.N. Crossing.											
			1.4 CORWITH. YL											
			5.5 Chicago Belt Crossing.	4.06	7.10	6.50	8.40	11.45	11.59	12.10	2.10	3.10	7.40	
			4.6 NERSKA. YL	3.57	7.02	6.41	8.32	11.35	11.52	12.02	2.02	3.02	7.32	
			4.6 McCOOK.											
			4.6 B. & O.C.T. Crossing.											
			7.7 WILLOW SPRINGS.	3.51	6.56	6.35	8.26	11.27	11.46	11.56	1.56	2.56	7.27	
			4.2 LEMONT.	3.43	6.48	6.29	8.18	11.14	11.38	11.48	1.48	2.48	7.19	
			3.4 ROMEO.	3.37	6.42	6.23	8.12	11.06	11.32	11.42	1.42	2.42	7.14	
			3.5 LOCKPORT.	3.33	6.38	6.19	8.08	11.00	11.28	11.38	1.38	2.38	7.11	
			1.3 JOLIET YARD. YL											
			4.0 JOLIET U. S. YL	3.25	6.30	6.10	8.00	10.50	11.20	11.30	1.30	2.30	7.05	
			4.0 C.R.I. & P. Crossing.											
			6.6 PLAINES.	3.17	6.19	6.04	7.52	10.42	11.12	11.24	1.22	2.22	6.57	
			4.6 DRUMMOND.					10.34						
			4.6 LORENZO.	3.05	6.05	5.52	7.40	10.29	11.02	11.12	1.12	2.12	6.47	
			1.0 PEQUOT.	3.00	6.00	5.48	7.35	10.24	10.58	11.08	1.08	2.08	6.43	
			7.9 COAL CITY.		5.56			10.21						
			4.7 MAZON.	2.52				10.11						
			4.0 VERONA.	2.48	5.44	5.37	7.23	10.03	10.47	10.57	12.57	1.57	6.33	
			5.0 KINSMAN.					9.56						
			5.0 RANSOM.	2.41				9.48						
			5.2 KERNAN.	2.36	5.31	5.25	7.11	9.40	10.36	10.45	12.46	1.46	6.21	
			0.2 STREATOR. YL	2.30	5.20	5.20	7.05	9.30	10.30	10.40	12.40	1.40	6.15	
			0.4 GM&O & NYC Crs'g.											
			3.7 Wabash Crossing.											
			1.9 MOON.					9.16						
			6.3 ANCONA.	2.21	5.07	5.10	6.56	9.13	10.21	10.30	12.31	1.31	6.06	
			7.8 LEEDS.					9.05						
			6.0 TOLUCA.	2.10	4.56	4.59	6.45	8.56	10.10	10.19	12.20	1.20	5.55	
			4.9 LA ROSE.					8.48						
			9.1 WILBERN.	2.00	4.45	4.49	6.35	8.40	10.00	10.09	12.10 PM	1.10	5.45	
			9.1 CHILlicothe. YL	1.50 AM	4.35 AM	4.40 AM	6.25 AM	8.30 AM	9.50 AM	10.00 AM	11.59 AM	1.00 PM	5.35 PM	
			(129.8)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	
			Average speed per hour.	48.7	44.5	50.2	60.2	35.4	51.9	51.9	51.6	51.9	53.7	

**SIGNAL SYSTEM ONE IN EFFECT:**  
Interlockings Chillicothe, Toluca, Ancona, Verona, Plaines, Joliet U.S. and M.P. 3.1.

**SIGNAL SYSTEM TWO IN EFFECT:**  
Chillicothe to Stewart Avenue, except Interlockings Chillicothe, Toluca, Ancona, 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.



**4 ILLINOIS DIVISION.**

**SECOND DISTRICT.**

**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.

Trains must secure numbered clearance cards before leaving originating stations, except Nos. 1, 17, 19 and 21 at Chillicothe.

First class trains must secure numbered clearance cards at Ft. Madison. Enginemen on westward trains are not required to secure clearance cards at Ft. Madison. Conductors securing clearance cards or train orders at Ft. Madison will deliver copy of same to Missouri Division engineman at Shopton.

WESTWARD.										TIME TABLE No. 96, July 22, 1956.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Siding Capacity 50 ft. Per Car.
First Class.													
17	15	21	1	123	11	19	7	13	9				
Super Chief.	Texas Chief.	El Capitan.	San Francisco Chief.	The Grand Canyon.	The Kansas Cityan.	The Chief.	Fast Mail-Express.	Passenger.	Kansas City Chief.				
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.				
PM 9.15	PM 8.05	PM 7.55	PM 6.10	PM 2.30	AM 11.50	AM 11.05	AM 2.10	AM 1.55	AM 12.40				
9.24	8.14	8.04	6.19	2.41	11.59 PM	11.14	2.20	2.05	12.51				
								f 2.10					
9.32	8.22	8.12	6.27	2.50	12.07	11.22	2.28	f 2.13	1.01				
								f 2.17					
9.40	8.30	8.20	6.35	2.59	12.15	11.30	2.36	f 2.22	1.10				
								f 2.26					
9.47	8.37	8.27	6.42	3.07	12.21	11.37	2.42	f 2.28	1.17				
								f 2.33					
								f 2.35					
10.00	s 8.50	8.40	6.55	s 3.25	s 12.35	11.50	2.55	s 2.45	s 1.40				
								f 2.52					
10.09	8.59	8.49	7.04	3.34	12.43	11.59	3.03	f 2.54	1.50				
								f 2.58					
10.14	9.05	8.54	7.09	3.40	12.48	12.05	3.08	f 3.00	1.56				
								f 3.04					
10.22	9.13	9.02	7.17	3.48	12.55	12.13	3.16	f 3.08	2.05				
								f 3.11					
10.28	9.19	9.08	7.23	3.55	1.01	12.19	3.22	f 3.22	2.11				
								f 3.27					
10.37	9.28	9.17	7.32	4.04	1.09	12.28	3.30	f 3.32	2.19				
								f 3.38					
								f 3.40					
10.48	9.39	9.29	7.44	4.15	1.19	12.39	3.40	f 3.45	2.30				
s 10.55	s 9.45	s 9.35	s 7.50	s 4.30	s 1.25	s 12.45	s 3.55	s 4.10	s 2.45				
s 11.00 PM	s 9.50 PM	s 9.40 PM	s 7.55 PM	s 4.35 PM	s 1.30 PM	s 12.50 PM	s 4.00 AM	s 4.15 AM	s 2.50 AM				
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.				
59.6	59.6	59.6	59.6	50.1	62.6	59.6	56.9	44.7	48.1				

STATIONS.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Siding Capacity 50 ft. Per Car.
CHILICOTHE. YL	58.1	FT	
8.0 EDELSTEIN.	31.7		W 74
6.2 C.R.I. & P. Crossing.	0		
0.4 PRINCEVILLE.	31.7		
3.6 MONICA.	0		
5.2 C.B. & Q. Crossing.	13.5		E 79 W 110
4.9 LAURA.	0		
2.7 WILLIAMSFIELD.	8.4		
4.9 DAHINDA.	25.5		
2.7 APPLETON.	31.7		
5.3 KNOX.	31.7		
2.8 E. GALESBURG.	21.9	Y	E 137 W 138
3.4 GALESBURG. YL	21.9		
2.5 G.I. TOWER. YL	17.3		
3.4 SURREY.	28.2		
2.6 CAMERON.	0		E 102 W 84
4.2 NEMO.	0		
1.7 ORMONDE.	12.1		
5.2 PONEMAH.	13.5		
4.4 SMITHSHIRE.	26.1		E 77 W 173
3.1 MEDIA.	0		
4.3 STRONGHURST.	10.6		W 106
3.6 DECORRA.	0		
6.4 LOMAX.	0		
5.9 DALLAS CITY.	0		
1.8 PONTOOSUC.	0		
4.3 E. FT. MADISON.	21.1		E 67
1.8 FORT MADISON. YL	0		
1.7 SHOPTON. YL		F TY	
(104.3)			
Average speed per hour.			

AUTOMATIC TRAIN CONTROL

TWO TRACKS

ATS-ABS



**SECOND DISTRICT.**

Communications.	Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 96, July 22, 1956.	EASTWARD.									
				First Class.									
				10	22	16	14	2	18	124	20	12	8
				Kansas City Chief.	El Capitan.	Texas Chief.	Passenger.	San Francisco Chief.	Super Chief.	The Grand Canyon.	The Chief.	The Chicagoan.	Fast Mail-Express.
				Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
C	180.0		<b>CHILlicothe.</b> YL 8.0	s AM 4.30	AM 4.40	s AM 6.25	s AM 8.30	AM 9.50	AM 10.00	s AM 11.59	PM 1.00	s PM 5.35	s AM 1.50
C	138.1	31.7	<b>EDELSTEIN.</b> 6.2	4.19	4.31	6.15	8.17	9.39	9.51	11.49	12.49	5.26	1.35
	144.3	31.7	<b>C.R.I. &amp; P. Crossing.</b> 0.4										
C	144.7	21.8	<b>PRINCEVILLE.</b> 3.6				s 8.09						
		23.2	<b>MONICA.</b> 5.2										
C	148.3	31.7	<b>C.B. &amp; Q. Crossing.</b> 5.2	4.08	4.22	6.06	8.03	9.29	9.41	11.39	12.39	5.18	1.25
C	153.5	19.3	<b>LAURA.</b> 4.9				s 7.56						
			<b>WILLIAMSFIELD.</b> 4.9	3.58	4.14	5.58	7.50	9.19	9.33	11.29	12.29	5.10	1.16
	163.3	31.7	<b>DAHINDA.</b> 2.7				f 7.44						
	166.0	0	<b>APPLETON.</b> 5.3	3.49	4.07	5.52	7.40	9.13	9.27	11.23	12.23	5.03	1.08
B	171.2	0	<b>KNOX.</b> 2.8				f 7.33						
	174.0	0	<b>E. GALESBURG.</b> 3.4				f 7.30						
		15.3	<b>GALESBURG. YL</b> 2.5	s 3.35	3.55	s 5.40	s 7.25	9.00	9.15	s 11.10	12.10	s 4.50	s 12.55
C	180.0	7.4	<b>G.I. TOWER. YL</b> 3.4										
	183.4	0	<b>SURREY.</b> 2.6				f 7.12						
	186.0	5.7	<b>CAMERON.</b> 4.2	3.23	3.47	5.31	f 7.09	8.51	9.08	11.01	12.03	4.43	12.42
C	190.2	31.3	<b>NEMO.</b> 1.7				s 7.02				PM		
			<b>ORMONDE.</b> 5.2	3.16	3.42	5.26	f 6.59	8.46	9.04	10.56	11.59	4.39	12.38
B	197.1	12.1	<b>PONEMAHA.</b> 4.4				f 6.52						
			<b>SMITHSHIRE.</b> 3.1	3.08	3.34	5.18	s 6.46	8.38	8.57	10.48	11.52	4.32	12.30
C	201.5	31.7	<b>MEDIA.</b> 4.3				s 6.41						
C	204.6	31.2	<b>STRONGHURST.</b> 3.6	3.01	3.28	5.12	s 6.34	8.32	8.51	10.42	11.46	4.26	12.24
	212.5	20.4	<b>DECORRA.</b> 6.4				f 6.27						
		31.7	<b>LOMAX.</b> 5.9	2.52	3.19	5.03	s 6.20	8.23	8.43	10.33	11.38	4.18	12.15
C	218.9	18.0	<b>DALLAS CITY.</b> 1.8				s 6.10						
	224.8	10.7	<b>PONTOOSUC.</b> 4.3				f 6.06						
	226.6	14.5	<b>E. FT. MADISON.</b> 1.8	2.40	3.08	4.53	s 6.00	8.13	8.33	10.23	11.28	4.08	12.04
C	230.9	23.9	<b>FORT MADISON.</b> YL 1.7	s 2.35	s 3.05	s 4.50	s 5.55	s 8.10	s 8.30	s 10.20	s 11.25	s 4.05	s 11.59
			<b>SHOPTON. YL</b>	2.30	3.00	4.45	5.35	8.05	8.25	10.15	11.20	4.00	11.50
C	232.9	0		AM	AM	AM	AM	AM	AM	AM	AM	PM	PM
C	234.6												
			(104.3)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
			Average speed per hour.	52.2	62.6	62.6	35.8	59.6	65.9	60.2	62.6	65.9	52.2

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. First class trains must secure numbered clearance cards at Ft. Madison.

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.

WEST-WARD. Second Class. 47	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 96, July 22, 1956.				Ruling Grade Ascending.	Mile Post.	Communications.	EAST-WARD. Second Class. 48	Sidings Capacity 50 ft. Per Car.
Way Freight.			Leave Daily Ex. Sun.	STATIONS.	Arrive Daily Ex. Sun.						
AM 6.50		0	ANCONA. 2.7	0		B	PM 1.00				
6.55		15.3	LONG POINT. 4.6	0	2.5	C	12.40				
7.05		31.7	DANA. 5.8	0	7.1	C	12.20	20			
		0	I.C. Crossing. 0.1	0	12.9						
7.30		23.8	MINONK. 6.0	13.2	13.0	C	12.01	19			
7.45		0	BENSON. 5.5	32.7	19.0	C	11.20	14			
8.00		41.2	ROANOKE. 6.2	47.5	24.5	C	11.00	16			
8.15		0	STREATOR JCT. 0.4	0	30.7		10.15				
8.20		47.5	EUREKA. 5.6	26.4	31.1	C	10.10	44			
8.40		26.4	PEKIN JCT. 1.3	0	36.7		9.45				
8.45		31.7	WASHINGTON. 3.0	31.7	38.0	C	9.40	17			
9.00		31.7	COOPER. 2.4	52.3	41.0		9.25	7			
48 9.10		0	CRANDALL. N.Y.C. & St. L. Crossing. 2.3	29.0	43.4		9.10 <sup>47</sup>				
9.40		0	I.T. Crossing. MORTON. 0.1	0	45.7	C	9.00	18			
		42.2	P.R.R. Crossing. 3.6	0	45.8						
10.10		0	GROVELAND. 7.4	81.8	49.4		8.20	30			
10.35	FT	0	EAST YARDS. YL G. M. & O. Crossing. 0.9	82.9	56.8	C	8.03	73			
10.45 AM			PEKIN. YL		57.7	C	8.00 AM				
Arrive Daily Ex. Sun.			(57.9)				Leave Daily Ex. Sun.				
14.8			Average speed per hour.				11.6				

T.P.&W. R.R.



# 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 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. MULTIPLE 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.







# 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 - 600			
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 - 281 - 300 -			
325 - 500 - 501 - 503 - 541 - 625 -			
700 - 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 General Motors Plant	30
M.P. 16.5	I	Switch to General Motors Plant	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

## 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	40
	S	Head out eastward siding	30
	S	Head out westward siding	15
	I	Head in westward siding	40
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 Shopton Yard	I	Crossover (East)	30
	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.  
 General Motors Plant . . . . . 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.



# 10 ILLINOIS DIVISION.

# SPECIAL RULES.

## 21. STANDARD CLOCKS.

Chicago . . . . . Dearborn Station, Coach Yard and Roundhouse Offices.  
 Corwith . . . . . Telegraph, Roundhouse Offices, and Yardmen's Locker Facility.  
 General Motors Plant . . . . . Yard Office  
 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
General Motors Plant . . . . .	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	
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 Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
.. 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
1-2	Streator Chillicothe Galesburg La Plata Marceline Carrollton	Woodward	Woodward	17-18	Joliet	Scheduled stops in Arizona and California	Scheduled stops in Arizona and California
		Canadian Pampa Amarillo Hereford Clovis Fort Sumner Vaughn Belen	Canadian Pampa Amarillo Hereford Clovis Fort Sumner Vaughn Belen		Streator Chillicothe Galesburg	Scheduled stops in California	Scheduled stops in California
		and Scheduled stops Williams and beyond	and Scheduled stops Williams and beyond	19-20	Streator Chillicothe Galesburg La Plata Emporia	St. John Garden City Lamar La Junta and North, and Scheduled stops beyond La Junta	St. John Garden City Lamar La Junta and North, and Scheduled stops beyond La Junta.
6	Newton to Kansas City		Wichita and beyond	21-22	Streator Chillicothe	Scheduled stops in California	Scheduled stops Albuquerque and beyond
9	In Illinois	Kansas City and beyond			Galesburg	Lamy and Scheduled stops in California	Lamy and Scheduled stops Albuquerque and beyond
10	Verona Dallas City		Chicago and beyond	23-24	Between Kan- sas City and Wellington	Beyond Wellington	Beyond Wellington
	East of Kansas City		Beyond Kansas City		123	In Illinois	Stations in Illinois and beyond Newton
	Ransom Kinsman Verona Mazon Toluca Dallas City	Chicago and beyond			Ft. Madison to Kansas City	Beyond Newton	
11	Carrollton	Tulsa		124	Newton to Kansas City		Beyond La Junta
	East of Kansas City	Dodge City to Halstead inclusive			Kansas City to Chicago		Beyond Newton
	Newkirk	Oklahoma City and beyond	Wichita and beyond		Carrollton Henrietta	Chicago and beyond	
12	Newkirk	Wichita and beyond	Oklahoma City and beyond	211	Collinsville		Kansas City and beyond
	East of Kansas City		Dodge City to Halstead inclusive		Olathe	Cherryvale and beyond	Chicago and beyond
15	Marceline	Tulsa, Wichita and beyond	Chicago and beyond	212	Olathe	Chicago and beyond	Cherryvale and beyond
	Newkirk	Oklahoma City and beyond	Wichita and beyond				
16	Marceline		Wichita 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.)

