

G. L. KENNEDY, Trainmaster.....Chillicothe, Ill.
 J. E. LYNCH, Trainmaster.....Shopton, Ia.
 C. R. ROSE, Trainmaster.....Shopton, Ia.
 P. J. WHITE, Chief Dispatcher.....Shopton, Ia.
 T. O'TOOLE, Asst. Chief Dispatcher.....Shopton, Ia.
 H. R. BEAUMONT, Asst. Chief Dispatcher.....Shopton, Ia.
 C. C. POLHANS, Asst. Chief Dispatcher.....Shopton, Ia.

TRAIN DISPATCHERS—SHOPTON, IA.

E. G. MEYER J. H. HORAN R. G. BUCKINGHAM
 H. D. FOSTER P. M. BUCKINGHAM A. D. ROOF
 N. L. BARNES C. R. MACHEN H. A. MILLER
 W. R. BABB M. A. BARBER J. D. HUNTER
 H. E. McCORMICK D. W. TEEL B. D. COTTER
 R. W. CRUZE L. E. REHBEIN M. J. MERDIAN
 A. MATHISEN G. M. HOBACK

G. W. SEARS, Trainmaster.....Corwith, Ill.
 N. L. MINNIX, Trainmaster.....Corwith, Ill.
 F. A. BEAUCHAMP, Trainmaster.....Corwith, Ill.
 D. E. SKINNER, Trainmaster.....Corwith, Ill.
 R. L. WOOD, Asst. Trainmaster.....Chicago, Ill.

H. C. WHITTAKER, Asst. Superintendent..... Argentine, Kans.
 W. A. GOSSETT, Passenger Trainmaster..... Kansas City, Mo.
 V. K. WOODSIDE, Asst. Psgr. Trainmaster... Kansas City, Mo.
 H. E. HODGINS, Trainmaster..... Argentine, Kans.
 W. C. PARKS, Trainmaster..... Argentine, Kans.
 A. P. CAUDLE, Asst. Trainmaster..... Argentine, Kans.
 J. V. NEELY, Asst. Trainmaster..... Argentine, Kans.

AVOID DAMAGE — SWITCH CUSTOMERS CARS CAREFULLY

OVERSPEED Couplings are DAMAGING - Here's what happens:

	SAFE COUPLING SPEED
4 miles per hour <input type="checkbox"/>	Damage Begins
5 miles per hour <input type="checkbox"/>	2½ times as damaging as 4 MPH
6 miles per hour <input type="checkbox"/>	3 times as damaging as 4 MPH
7 miles per hour <input type="checkbox"/>	4 times as damaging as 4 MPH
8 miles per hour <input type="checkbox"/>	5 times as damaging as 4 MPH
9 miles per hour <input type="checkbox"/>	6 times as damaging as 4 MPH
10 miles per hour <input type="checkbox"/>	

Damage to freight or car can be avoided by always keeping coupling speed within the safe range — NOT OVER 4 MILES PER HOUR—A BRISK WALK.

HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS.

IT'S EVERYBODY'S JOB ON THE SANTA FE!

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

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

**EASTERN LINES
Eastern District**

ILLINOIS DIVISION

TIME TABLE NO.

6

IN EFFECT

Sunday, April 27, 1958

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,
Shopton, Iowa**

**R. H. ADAMS,
Superintendent,
Chicago, Illinois**

**E. R. ROBERTSON,
Superintendent,
Argentine, Kansas**

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

RULE 251 IN EFFECT:

Stewart Ave. to Interlocking M.P. 3.1, and Joliet U.S. to Pequot.

RULE 261 IN EFFECT:

On Main Tracks Interlocking M.P. 3.1 to Joliet U.S. and Pequot to Chillicothe.

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

Between Chicago and C. & W.I. Jct. be governed by C. & W.I. Timetable, Rules and Regulations.

Between Stewart Ave. Crossing and Panhandle Crossing, A.T. & S.F. trains may use I.C. Main Tracks with the current of traffic on signal indication from Stewart Ave. 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 be provided.

Movement through slip switches east of Panhandle Crossing may be made only on hand signal from Switchtender with yellow flag or yellow light.

Between Kernan and M.P. 88.8 north track designated main track No. 2 upon which the current of traffic is westward; middle track main track No. 1 upon which the current of traffic is eastward; and south track designated main track No. 3 upon which trains have no timetable superiority. Trains using this track will retain their identity but must observe Rule 93.

WESTWARD First Class							TIME TABLE No. 6 April 27, 1958	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Siding Capacity 50 ft. Per Car
7	9	17	15	1	123	19				
Fast Mail- Express	Kansas City Chief	Super Chief-El Capitan	Texas Chief	San Francisco Chief	The Grand Canyon	The Chief				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS			
PM 11.55	PM 10.00	PM 6.30	PM 6.00	PM 3.15	AM 11.00	AM 9.10	CHICAGO YL			
AM 12.01	10.05	6.35	6.05	3.20	11.05	9.15	1.3 C. & W. I. Jct.	0		FT
							0.1 Stewart Ave. Crossing	79.2		
							3.0 Panhandle Crossing	26.4		
12.08	10.12	6.42	6.12	3.27	11.12	9.21	1.5 I.N. Crossing	35.8		
							1.4 CORWITH YL	0		FY
							1.4 Chicago Belt Crossing	0		
12.11	10.16	6.45	6.15	3.30	11.15	9.25	5.5 NERSKA YL	0		
							4.6 McCOOK	0		E 126 W 76
12.16	10.21	6.51	6.21	3.36	11.23	9.30	4.6 B. & O. C. T. Crossing	0		E 190 W 78
							WILLOW SPRINGS	0		
12.21	10.25	6.58	6.26	3.41	11.29	9.35	7.7 LEMONT	0		
12.29	10.33	7.06	6.34	3.49	11.38	9.42	4.2 ROMEO	0		W 71
12.34	10.38	7.11	6.39	3.54	11.42	9.46	3.4 LOCKPORT	0		
12.37	10.42	7.15	6.42	3.57	11.46	9.49	3.5 JOLIET YARD YL	10.6		FT
							1.3 JOLIET U. S. YL	10.6		
12.45	10.50	7.23	6.50	4.05	11.55	9.55	4.0 C. R. I. & P. Crossing	0		
12.49	10.55	7.27	6.54	4.09	12.01	9.59	6.6 PLAINES	15.8		W 98
							4.6 DRUMMOND	6.1		E 56 W 89
12.58	11.05	7.36	7.03	4.18	12.11	10.08	4.4 LORENZO	9.1		
1.02	11.09	7.40	7.07	4.22	12.15	10.12	1.0 PEQUOT	8.7		
	11.12						7.9 COAL CITY	10.2		
							4.7 MAZON	15.8		E 102 W 103
1.12	11.24	7.51	7.17	4.32	12.26	10.22	4.0 VERONA	13.7		
							5.0 KINSMAN	15.8		
							4.6 RANSOM	0		E 25
1.22	11.34	8.01	7.27	4.42	12.38	10.32	5.2 KERNAN	0		E 14
1.30	11.50	8.10	7.35	4.50	12.50	10.40	0.2 STREATOR YL	0		FT
							0.4 GM&O & NYC Crs'g.	0		
							3.7 Wabash Crossing	0		
1.37	11.59	8.16	7.42	4.57	12.58	10.47	1.9 MOON	0		
							6.3 ANCONA	15.8		
1.47	12.15	8.27	7.52	5.07	1.10	10.57	7.8 LEEDS	26.4		W 87
							6.0 TOLUCA	0		
1.55	12.25	8.36	8.01	5.16	1.20	11.06	4.9 LA ROSE	0		
							9.1 WILBERN	26.4		
							CHILlicothe YL			FT
AM 2.05	AM 12.40	PM 8.45	PM 8.10	PM 5.25	PM 1.30	AM 11.15	(129.8)			
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
59.9	48.7	57.7	59.9	59.9	51.9	62.3	Average speed per hour			

AUTOMATIC BLOCK SYSTEM
AUTOMATIC TRAIN CONTROL

TWO TRACKS

3 TRKS

TWO TRACKS

FIRST DISTRICT

Communications	Mile Post	Ruling Grade Ascending	TIME TABLE No. 6 April 27, 1958	EASTWARD						
				First Class						
				8	20	16	18	2	124	12
			STATIONS	Fast Mail-Express	The Chief	Texas Chief	Super Chief-El Capitan	San Francisco Chief	The Grand Canyon	The Chicagoan
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
C	0		CHICAGO YL	AM 4.00	AM 7.15	AM 9.00	PM 1.30	PM 2.00	PM 5.30	PM 8.00
	1.3	79.2	C. & W. I. Jct.	3.55	7.10	8.55	1.25	1.55	5.25	7.55
	1.4	26.4	Stewart Ave. Crossing							
	4.4	0	Panhandle Crossing	3.38	6.57	8.44	1.14	1.44	5.12	7.44
C	5.9	0	I.N. Crossing							
	7.3	0	CORWITH YL							
	12.8	0	Chicago Belt Crossing							
	17.4	0	NERSKA YL	3.34	6.53	8.40	1.10	1.40	5.08	7.40
	25.1	0	McCOOK							
	29.3	13.7	B. & O. C. T. Crossing	3.26	6.44	8.32	1.02	1.32	4.58	7.32
	32.7	10.6	WILLOW SPRINGS	3.20	6.39	8.26	12.56	1.27	4.51	7.27
	36.2	10.6	LEMONT	3.12	6.30	8.18	12.48	1.19	4.42	7.19
	37.5	15.8	ROMEIO	3.06	6.24	8.12	12.42	1.14	4.33	7.14
	41.5	14.5	LOCKPORT	3.02	6.19	8.08	12.38	1.11	4.29	7.11
	48.2	9.9	JOLIET YARD YL							
B	52.8	0	JOLIET U. S. YL	2.55	6.10	8.00	12.30	1.05	4.20	7.05
C	57.2	0	C.R.I.&P. Crossing							
	58.2	0	PLAINES	2.47	6.04	7.52	12.24	12.57	4.07	6.57
	66.1	4.7	DRUMMOND							
	70.8	0	LORENZO	2.35	5.52	7.40	12.12	12.47	3.56	6.47
	74.8	0	PEQUOT	2.30	5.48	7.35	12.08	12.43	3.52	6.43
	79.8	15.8	COAL CITY			s 7.32			s 3.49	
	84.4	15.8	MAZON	2.22					s 3.37	
	89.6	10.1	VERONA	2.18	5.37	7.23	11.57	12.33	s 3.30	6.33
	89.8	0	KINSMAN						s 3.23	
	90.2	0	RANSOM	2.11					s 3.15	
	93.9	0	KERNAN	2.06	5.25	7.11	11.45	12.21	s 3.08	6.21
	95.8	0	STREATOR YL	s 2.00	s 5.20	s 7.05	11.40	12.15	s 3.00	s 6.15
	102.1	21.1	GM&O & NYC Crs'g.							
	109.9	25.2	Wabash Crossing							
	116.0	26.4	MOON							
	120.9	26.4	ANCONA	1.51	5.10	6.56	11.30	12.06	s 2.44	6.06
	130.0		LEEDS							
			TOLUCA	1.40	4.59	6.45	11.19	11.55	s 2.28	5.55
			LA ROSE						s 2.18	
			WILBERN	1.30	4.49	6.35	11.09	11.45	f 2.10	5.45
			CHILlicothe YL	1.20	4.40	6.25	11.00	11.35	2.00	5.35
			(129.8)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			Average speed per hour	48.7	50.2	50.2	51.9	53.7	37.0	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 Ave., except Interlockings Chillicothe, Toluca, Ancona, Verona, Plaines, Joliet U.S. and M.P. 3.1.

RULE 251 IN EFFECT:

Pequot to Joliet U.S. and Interlocking M.P. 3.1 to Stewart Ave.

RULE 261 IN EFFECT:

On Main Tracks Chillicothe to Pequot and Joliet U.S. to Interlocking M.P. 3.1.

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

Eastward extra trains leaving from yard track Streator, will use main track No. 3 unless otherwise instructed.

Between C.&W.I. Jct. and Chicago be governed by C.&W.I. Timetable, Rules and Regulations.

Between Panhandle Crossing and Stewart Ave. Crossing, A.T.&S.F. trains may use I.C. 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 be provided.

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

Between M.P. 88.8 and Kernan north track designated main track No. 2 upon which the current of traffic is westward; middle track main track No. 1 upon which the current of traffic is eastward; and south track designated main track No. 3 upon which trains have no timetable superiority. Trains using this track will retain their identity but must observe Rule 93.

4 ILLINOIS DIVISION

SECOND DISTRICT

SIGNAL SYSTEM ONE IN EFFECT:

Chillicothe to Shopton except Interlockings East Galesburg and East End Shopton Yard.

SIGNAL SYSTEM TWO IN EFFECT:

Interlockings East Galesburg and East End Shopton Yard.

RULE 251 IN EFFECT:

East Galesburg to G.I. Tower and East Ft. Madison to Interlocking East End Shopton Yard.

RULE 261 IN EFFECT:

On Main Tracks Chillicothe to East Galesburg, G.I. Tower to East Ft. Madison and between Interlockings East and West End Shopton Yard.

Between Interlocking East End Shopton Yard and Shopton Yard Office, trains and engines using main tracks will operate at Restricted Speed, but protection must be provided in accordance with Rule 99.

Trains must secure numbered clearance cards before leaving originating stations, except First Class Trains at Chillicothe.

First Class Trains must secure numbered clearance cards at Fort Madison. Enginemen on westward trains are not required to secure. Conductors securing clearance cards or train orders at Fort Madison will deliver copy to Third District Engineman at Shopton.

WESTWARD							TIME TABLE No. 6 April 27, 1958	Ruling Grade Ascending	Fuel, Water, Turbo, Tables and Wyes	Siding Capacity 50 ft. Per Car
First Class										
17	15	1	123	19	7	9				
Super Chief-El Capitan	Texas Chief	San Francisco Chief	The Grand Canyon	The Chief	Fast Mail-Express	Kansas City Chief				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS			
PM 8.45	PM 8.10	PM 5.25	PM 1.30	AM 11.15	AM 2.10	AM 12.45	CHILLICOTHE YL	58.1	FT	
8.54	8.19	5.34	1.40	11.24	2.20	12.55	8.0 EDELSTEIN	31.7		W 74
							6.2 C.R.I. & P. Crossing	0		
							0.4 PRINCEVILLE	31.7		
							3.6 MONICA			
9.02	8.27	5.42	1.48	11.32	2.28	1.03	5.2 C. B. & O. Crossing	0		
							4.9 LAURA	13.5		
							2.7 WILLIAMSFIELD	0		E 73 W 110
							2.7 DAHINDA	8.4		
							5.3 APPLETON	25.5		
							2.5 KNOX	31.7		
9.23	8.47	6.02	2.08	11.52	2.49	1.23	3.7 E. GALESBURG	31.7		
9.30 s	8.55	6.10 s	2.20 s	11.59 s	2.55 s	1.35 s	2.5 GALESBURG YL	21.9	Y	
							6.0 G.I. TOWER YL	21.9		E 137 W 138
9.39	9.04	6.18	2.30	12.07	3.03	1.45	4.2 CAMERON	23.2		
							1.7 NEMO	0		E 102 W 84
9.44	9.09	6.23	2.35	12.12	3.08	1.49	5.2 ORMONDE	0		
							4.4 PONEMAH	23.2		
9.52	9.17	6.30	2.42	12.19	3.16	1.56	3.1 SMITHSHIRE	12.1		
							4.3 MEDIA	13.5		
9.58	9.23	6.36	2.50	12.25	3.22	2.04	3.6 STRONGHURST	26.1		E 77 W 173
							6.4 DECORRA	0		
10.07	9.31	6.44	3.00	12.33	3.30	2.14	5.9 LOMAX	10.6		W 106
							1.8 DALLAS CITY	0		
							4.3 PONTOOSUC	0		
10.18	9.42	6.54	3.12	12.43	3.40	2.26	1.8 E. FT. MADISON	21.1		E 67
s 10.25 s	s 9.50 s	s 7.00 s	s 3.30 s	s 12.50 s	s 3.55 s	s 2.45 s	1.7 FORT MADISON YL	0		
s 10.30 s	s 9.55 s	s 7.05 s	s 3.35 s	s 12.55 s	s 4.00 s	s 2.50 s	SHOPTON YL		F TY	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(104.3)			
59.6	59.6	62.6	50.1	62.6	56.9	50.1	Average speed per hour			

AUTOMATIC TRAIN CONTROL

TWO TRACKS

ATS-ABS

SECOND DISTRICT

Communications	Mile Post	Ruling Grade Ascending	TIME TABLE No. 6 April 27, 1958	EASTWARD							
				First Class							
				20	16	18	2	124	12	8	
				The Chief	Texas Chief	Super Chief-El Capitan	San Francisco Chief	The Grand Canyon	The Chicagoan	Fast Mail-Express	
			STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
				AM	AM	AM	AM	PM	PM	AM	
C	130.0		CHILlicothe YL 8.0	s 4.40	s 6.25	11.00	11.35	s 2.00	s 5.35	s 1.20	
C	138.1	31.7	EDELSTEIN 6.2	4.31	6.15	10.51	11.25	s 1.45	5.25	1.05	
	144.3	31.7	C.R.I.&P. Crossing 0.4								
C	144.7	21.8	PRINCEVILLE 3.6					s 1.35			
		23.2	MONICA C.B.&Q. Crossing 5.2								
C	148.3	31.7	LAURA 4.9	4.22	6.07	10.42	11.17	s 1.29	5.17	12.55	
C	153.5	19.3	WILLIAMSFIELD 4.9	4.14	5.59	10.34	11.09	s 1.13	5.09	12.46	
	163.3	31.7	DAHINDA 2.7					f			
		0	APPLETON 5.3					f			
B	166.0	0	KNOX 2.5								
B	171.2	0	E. GALESBURG 3.7	4.00	5.45	10.20	10.55	12.56	4.55	12.31	
	173.7	15.3	GALESBURG YL 2.5	s 3.55	s 5.40	10.15	10.50	s 12.50	s 4.50	s 12.25	
		7.4	G. I. TOWER YL 6.0								
C	180.0	7.4	CAMERON 4.2	3.47	5.31	10.07	10.41	f 12.32	4.41	12.13	
	186.0	5.7	NEMO 1.7					f			
C	190.2	31.3	ORMONDE 5.2	3.42	5.26	10.02	10.36	f 12.25	4.36	12.09	
	191.9	31.2	PONEMAH 4.4					f			
B	197.1	12.1	SMITHSHIRE 3.1	3.34	5.18	9.54	10.28	s 12.12	4.28	12.01	
	201.5	31.7	MEDIA 4.3					s 12.07		AM	
C	204.6	31.2	STRONGHURST 3.6	3.28	5.12	9.48	10.22	s 12.01	4.22	11.54	
	208.9	20.4	DECORRA 6.4					PM			
B	212.5	31.7	LOMAX 5.9	3.19	5.03	9.39	10.13	s 11.47	4.13	11.45	
	218.9	18.0	DALLAS CITY 1.8					s 11.39			
C	224.8	10.7	PONTOOSUC 4.3								
	226.6	14.5	E. FT. MADISON 1.8	3.08	4.53	9.28	10.03	s 11.30	4.03	11.34	
C	230.9	23.9	FORT MADISON YL 1.7	s 3.05	s 4.50	s 9.25	s 10.00	s 11.25	s 4.00	s 11.30	
	232.9	0	SHOPTON YL	3.00 AM	4.45 AM	9.20 AM	9.55 AM	11.20 AM	3.55 PM	11.20 PM	
C	234.6										
			(104.3)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
			Average speed per hour	62.6	62.6	62.6	62.6	39.1	62.6	52.1	

SIGNAL SYSTEM ONE IN EFFECT:

Shopton to Chillicothe except Interlockings East End Shopton Yard and East Galesburg.

SIGNAL SYSTEM TWO IN EFFECT:

Interlockings East End Shopton Yard and East Galesburg.

RULE 251 IN EFFECT:

Interlocking East End Shopton Yard to East Ft. Madison and G.I. Tower to East Galesburg.

RULE 261 IN EFFECT:

On Main Tracks between Interlockings West and East End Shopton Yard, East Ft. Madison to G.I. Tower and East Galesburg to Chillicothe.

Between Shopton Yard Office and Interlocking East End Shopton Yard, trains and engines using main tracks will operate at Restricted Speed, but protection must be provided in accordance with Rule 99.

Trains must secure numbered clearance cards before leaving originating stations. First Class Trains must secure numbered clearance cards at Fort Madison.

**SIGNAL SYSTEM
TWO IN EFFECT:**

Shopton to Marceline.

RULE 251 IN EFFECT:

Interlocking West End Shopton Yard to Marceline.

RULE 261 IN EFFECT:

On Main Tracks between Interlockings East and West End Shopton Yard.

Between Interlocking East End Shopton Yard and Shopton Yard Office, trains and engines using main tracks will operate at Restricted Speed, but protection must be provided in accordance with Rule 99.

Trains must secure numbered clearance cards before leaving originating stations, except westward first class trains at Shopton receiving same at Fort Madison. Copies of clearance cards and train orders received at Fort Madison will be delivered Engineman by Conductor at Shopton.

WESTWARD First Class							TIME TABLE No. 6 April 27, 1958	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Siding Capacity 80 Ft. Per Car
17	15	1	123	19	7	9				
Super Chief-El Capitan	Texas Chief	San Francisco Chief	The Grand Canyon	The Chief	Fast Mail-Express	Kansas City Chief	STATIONS			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
PM 10.35	PM 10.00	PM 7.10	PM 3.40	PM 1.00	AM 4.05	AM 2.55	SHOPTON YL 8.8	40.3	F TY	
							NEW BOSTON 4.4	42.2		W 152
10.49	10.13	7.24	f 3.55	1.13	4.19	3.09	ARGYLE 8.0	42.2		E 39
			s 4.09				REVERE 6.6	42.2		W 30
11.02	10.28	7.38	f 4.17	1.28	4.34	3.25	C.B. & Q. Crossing MEDILL 9.0	42.2		E 149 W 133
			s 4.29				WYACONDA 5.3	17.5		W 121
11.15	10.40	7.50	s 4.36	1.40	4.47	3.39	GORIN 4.9	42.2		W 75
			s 4.43				RUTLEDGE 8.1	42.2		E 62
11.26	10.50	8.00	s 4.55	1.51	4.59	3.52	BARING 9.3	39.3		E 179 W 155
11.33	10.57	8.07	s 5.07	1.58	5.06	4.01	HURLAND 6.4	42.2		E 90
			f				GIBBS 6.2	42.2		
11.44	s 11.10	8.17	s 5.25	s 2.10	s 5.20	s 4.20	LA PLATA 5.5	27.3		E 114 W 162
							CARDY 4.6	0		E 71
			s 5.38				ELMER 6.7	42.2		E 48
11.57	11.25	8.30	s 5.47	2.25	5.37	4.37	ETHEL 6.6	42.2		E 151
							HART 5.2	42.2		E 53
AM 12.10	11.38	8.43	s 6.03	2.38	5.52	4.51	BUCKLIN 5.9	31.0		E 73 W 54
12.15 AM	11.45 PM	8.48 PM	s 6.15 PM	s 2.45 PM	6.00 AM	s 5.00 AM	MARCELINE YL			
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(111.5)			
66.9	63.7	68.3	43.2	63.7	58.2	53.5	Average speed per hour			

AUTOMATIC BLOCK SYSTEM
AUTOMATIC TRAIN STOP

TWO TRACKS

THIRD DISTRICT

Communications	Mile Post	Ruling Grade Ascending	TIME TABLE No. 6 April 27, 1958	EASTWARD						
				First Class						
				20	16	18	2	124	12	8
				The Chief	Texas Chief	Super Chief-El Capitan	San Francisco Chief	The Grand Canyon	The Chicagoan	Fast Mail-Express
			STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
C	234.6	15.4	SHOPTON YL 8.8	s 2.55	s 4.40	s 9.15	s 9.50	s 11.15	s 3.50	s 11.10
B	243.4	36.9	NEW BOSTON 4.4	2.40	4.25	9.00	9.38	10.56	3.35	10.55
B	248.0	42.2	ARGYLE 8.0							
C	256.0	42.2	REVERE 6.6	2.26	4.11	8.47	9.26	10.42	3.23	10.42
B	263.1	42.2	C.B.&Q. Crossing MEDILL 9.0	2.20	4.05	8.41	9.21	10.34	3.17	10.36
C	272.3	42.2	WYACONDA 5.3					s 10.22		
C	277.6	41.7	GORIN 4.9	2.07	3.54	8.30	9.10	s 10.14	3.06	10.25
C	282.6	42.2	RUTLEDGE 8.1					s 10.06		
C	290.7	32.4	BARING 9.3	1.55	3.44	8.21	9.01	s 9.57	2.57	10.15
B	300.1	42.2	HURDLAND 6.4	1.47	3.36	8.14	8.54	9.45	2.50	10.07
B	306.4	23.1	GIBBS 6.2							
C	312.7	25.4	LA PLATA 5.5	1.36	s 3.25	8.04	8.44	s 9.33	s 2.40	s 9.55
B	318.2	42.2	CARDY 4.6							
C	322.9	0	ELMER 6.7					s 9.20		
C	329.7	42.2	ETHEL 6.6	1.20	3.08	7.48	8.28	s 9.12	2.23	9.38
B	336.3	42.2	HART 5.2							
C	341.5	42.2	BUCKLIN 5.9					s 8.58		
C	347.3		MARCELINE YL	1.00 AM	2.50 AM	7.30 AM	8.10 AM	8.50 AM	2.05 PM	9.20 PM
			(111.5)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			Average speed per hour	58.2	60.8	63.7	66.9	46.1	63.7	60.8

**SIGNAL SYSTEM
TWO IN EFFECT:**

Marceline to Shopton.

RULE 251 IN EFFECT:

Marceline to Interlocking West End Shopton Yard.

RULE 261 IN EFFECT:

On Main Tracks between Interlockings West and East End Shopton Yard.

Between Shopton Yard Office and Interlocking East End Shopton Yard, trains and engines using main tracks will operate at Restricted Speed, but protection must be provided in accordance with Rule 99.

Trains must secure numbered clearance cards before leaving originating stations, except First Class Trains at Marceline.

**SIGNAL SYSTEM
TWO IN EFFECT:**

Marceline to Sheffield.

RULE 251 IN EFFECT:

Marceline to Congo, except track No. 3 and on gantlet track, Bridge, M.P. 425.0—426.0.

RULE 261 IN EFFECT:

Gantlet track, Bridge, M.P. 425.0—426.0 and Congo to Sheffield.

Trains must secure numbered clearance cards before leaving originating stations, except First Class Trains at Marceline.

Between Hardin and C.A. Jct. north track designated main track No. 2 upon which the current of traffic is westward; track immediately south thereof designated main track No. 1 upon which the current of traffic is eastward; and the south track is designated main track No. 3 upon which trains have no time table superiority and operation thereon must be authorized by train order with numbered clearance card, manual block rules govern.

Between Congo and Rock Creek Jct., Mo. Pac. tracks may be used with current of traffic on signal indication.

Movements against current of traffic must be authorized by Mo. Pac. Terminal Trainmaster.

All movements must be made at restricted speed and protected as per Rule 99 when using these tracks.

Speed limit 10 MPH through Mo. Pac. turnout Rock Creek Jct. interlocking.

Between Sheffield or Rock Creek Jct. and Kansas City Union Station be governed by Kansas City Terminal Ry. Co. Operating Rules.

WESTWARD							TIME TABLE No. 6 April 27, 1958	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Siding Capacity 50 ft. Per Car
First Class										
15	1	123	19	7	9	17				
Texas Chief	San Francisco Chief	The Grand Canyon	The Chief	Fast Mail-Express	Kansas City Chief	Super Chief-El Capitan	STATIONS			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
PM 11.45	PM 8.48	PM 6.15	PM 2.45	AM 6.00	AM 5.00	AM 12.15	MARCELINE YL 7.2	0	FY	
		s 6.22					ROTHVILLE 6.1	13.7		E 69 W 74
11.56	8.58	s 6.30	2.57	6.12	5.13	12.26	MENDON 7.4	12.7		E 74 W 78
- AM -		f					DEAN LAKE 6.2	26.4		
12.06	9.08	s 6.43	3.07	6.23	5.24	12.36	BOSWORTH 7.8	26.4		E 131 W 150
		s 7.00			s 5.37		STANDISH 4.4	0		E 32
12.17	9.18	7.02	3.19	6.35	5.39	12.46	CARROLLTON 2.2	0		E 130 W 73
12.23	9.24	s 7.13	3.26	6.43	5.46	12.52	W. B. JCT. 8.0	3.7		E 56 W 113
12.30	9.31	s 7.24	3.33	6.50	5.53	12.59	NORBORNE 8.8	4.8		E 104
12.35	9.36	s 7.33	3.38	6.55	s 6.00	1.04	HARDIN 5.9	4.2		E 104
		f					HENRIETTA 5.6	8.4	Y	E 235 W 136
12.41	9.42	7.43	3.44	7.01	6.07	1.11	CAMDEN 1.3	14.2		
		f					C.A. JCT. 3.5	13.2		
12.51	9.52	f 7.57	3.55	7.12	6.17	1.21	FLOYD 5.0	26.4		E 91
		f					SIBLEY 7.2	6.7		E 119 W 132
1.00	10.01	8.08	4.04	7.21	6.26	1.30	ATHERTON 2.6	9.7		
		f					ETON 2.8	9.4		
		f					COURTNEY 3.2	9.4		W 77
1.09	10.10	8.20	4.13	7.31	6.35	1.39	SUGAR CREEK YL 1.7	4.9		E 62
		f					CONGO 1.7	25.7		
1.13	10.14	8.25	4.17	7.35	6.39	1.43	K.C.S. Crossing 0.4	14.8		
s 1.30 AM	s 10.30 PM	s 8.50 PM	s 4.35 PM	s 7.55 AM	s 7.00 AM	s 2.05 AM	SHEFFIELD YL 4.8	43.9		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	KANSAS CITY Union Station			
							(103.8)			
59.3	61.1	40.9	56.6	54.2	51.9	56.6	Average speed per hour			

FOURTH DISTRICT

Communications	Mile Post	Ruling Grade Ascending	TIME TABLE No. 6 April 27, 1958	EASTWARD						
				First Class						
				16	18	2	124	12	8	20
				Texas Chief	Super Chief-El Capitan	San Francisco Chief	The Grand Canyon	The Chicagoan	Fast Mail-Express	The Chief
			STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
C	347.3	42.2	MARCELINE YL 7.2	AM 2.50	AM 7.30	AM 8.10	s AM 8.50	PM 2.05	PM 9.20	AM 1.00
C	354.6	8.9	ROTHVILLE 6.1	2.42	7.23	8.02	f 8.36	1.57	9.10	12.52
C	360.7	14.2	MENDON 7.4	2.37	7.18	7.57	f 8.30	1.52	9.05	12.47
B	368.1	0	DEAN LAKE 6.2							
C	374.3	26.4	BOSWORTH 7.8	2.27	7.08	7.47	s 8.17	1.42	8.54	12.37
B	382.1	26.4	STANDISH 4.4							
C	386.4	0	CARROLLTON 2.2				s 8.03			
C	388.7	0	W.B. JCT. 8.0	2.16	6.56	7.36	7.59	1.31	8.40	12.26
C	396.6	6.3	NORBORNE 8.8	2.10	6.50	7.30	s 7.50	1.25	8.32	12.20
C	405.4	0	HARDIN 5.9	2.03	6.43	7.23	s 7.38	1.18	8.25	12.13
C	411.3	6.6	HENRIETTA 5.6	1.58	6.38	7.18	s 7.29	1.13	8.20	12.08
B	416.9	0	CAMDEN 1.3				f			
C	418.2	26.4	C.A. JCT. 3.5	1.52	6.32	7.12	7.18	1.07	8.14	12.02 AM
C	421.7	0	FLOYD 5.0				f			
B	426.7	26.4	SIBLEY 7.2	1.42	6.21	7.02	f 7.07	12.57	8.03	11.52
C	434.0	0	ATHERTON 2.6				f			
C	436.5	7.0	ETON 2.8	1.33	6.12	6.53	6.58	12.48	7.54	11.43
C	439.4	0	COURTNEY 3.2							
C	442.6	0	SUGAR CREEK YL 1.7				f			
	444.2	42.2	CONGO 1.7	1.24	6.04	6.44	6.49	12.39	7.45	11.34
	445.9	0	K.C.S. Crossing 0.4							
	446.4	48.5	SHEFFIELD YL 4.8	1.20	6.00	6.40	6.45	12.35	7.40	11.30
C	451.1		KANSAS CITY Union Station	1.10 AM	5.50 AM	6.30 AM	6.35 AM	12.25 PM	7.30 PM	11.20 PM
			(103.8)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			Average speed per hour	62.3	62.3	62.3	46.1	62.3	56.6	62.3

**SIGNAL SYSTEM
TWO IN EFFECT:**
Sheffield to Marceline.

RULE 251 IN EFFECT:
Congo to Marceline, except track No. 3 and on gantlet track, Bridge, M.P. 426.0—425.0.

RULE 261 IN EFFECT:

Sheffield to Congo and Gantlet track, Bridge, M.P. 426.0—425.0.

Trains must secure numbered clearance cards before leaving originating stations.

Between C.A. Jct. and Hardin north track designated main track No. 2 upon which the current of traffic is westward; track immediately south thereof designated main track No. 1 upon which the current of traffic is eastward; and the south track is designated main track No. 3 upon which trains have no time table superiority and operation thereon must be authorized by train order with numbered clearance card, manual block rules govern.

Between Congo and Rock Creek Jct., Mo. Pac. tracks may be used with current of traffic on signal indication.

Movements against current of traffic must be authorized by Mo. Pac. Terminal Trainmaster.

All movements must be made at restricted speed and protected as per Rule 99 when using these tracks.

Speed limit 10 MPH through Mo. Pac. turnout Rock Creek Jct. interlocking.

Between Kansas City Union Station and Sheffield, or Rock Creek Jct. be governed by Kansas City Terminal Ry. Co. Operating Rules.

WEST-WARD			TIME TABLE				EAST-WARD	
Second Class	Fuel, Water, Turb. Tables and Wyes	Ruling Grade Ascending	No. 6	Ruling Grade Ascending	Mile Post	Communications	Second Class	Siding Capacity 50 ft. Per Car
47			April 27, 1958				48	
Way Freight							Way Freight	
Leave Daily Ex. Sun.			STATIONS				Arrive Daily Ex. Sun.	
AM 6.50		0	ANCONA	0		B	PM 1.00	
6.55		15.3	2.7 LONG POINT	0	2.5	C	12.40	
7.05		31.7	4.6 DANA	0	7.1	C	12.20	20
		0	5.8 I.C. Crossing	0	12.9			
7.30		0	0.1 MINONK	0	13.0	C	12.01	19
7.45		23.8	6.0 BENSON	13.2	19.0	C	PM 11.20	14
		0	5.5 ROANOKE	32.7	24.5	C	11.00	16
8.00		41.2	6.2 STREATOR JCT.	47.5	24.5	C	11.00	16
8.15		0	0.4 EUREKA	0	30.7		10.15	
8.20		47.5	5.6 PEKIN JCT.	26.4	31.1	C	10.10	44
8.40		26.4	1.3 WASHINGTON	0	36.7		9.45	
8.45		31.7	3.0 COOPER	31.7	38.0	C	9.40	17
9.00		31.7	2.4 CRANDALL	52.8	41.0		9.25	7
9.10 ⁴⁸		0	N.Y.C. & St.L. Crossing	29.0	43.4		9.10 ⁴⁷	
9.40		0	2.3 MORTON	0	45.7	C	9.00	18
		0	0.1 P.R.R. and I.T. Crossing	0	45.8			
10.10		42.2	3.6 GROVELAND	0	49.4		8.20	30
		0	7.4 EAST YARDS YL	81.8				
10.35	FT	0	G.M. & O. Crossing	82.9	56.8	C	8.03	73
10.45 AM		0	0.9 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	

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

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

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

No switch lights on Pekin District.

Sliding Capacity 50 ft. Per Car	WESTWARD				Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 6 April 27, 1958	Ruling Grade Ascending	Mile Post	Communications	EASTWARD			
	Second Class			First Class							First Class	Second Class		
	71	75	43	5							6	76	72	44
	C.G.W.Ry. Freight 42	C.G.W.Ry. Time Freight 92	Mixed	C.G.W.Ry. Passenger 6							C.G.W.Ry. Passenger 5	C.G.W.Ry. Time Freight 41	C.G.W.Ry. Freight 43	Mixed
	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.							Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.
			AM 7.00		Y	69.2				C				PM 8.05
21			s 8.00			47.7		5.1		C				f 7.53
25			f 8.30			48.8		13.6						
			f 9.05			60.2		24.8						f 7.11
			s 9.40			62.3		35.7		C				f 6.47
28			s 10.20			61.2		43.8		C				f 6.28
			s 10.45			52.8		52.9		C				f 6.09
						59.3		62.0						
	PM 9.15	AM 10.40	11.20	AM 12.51		59.5		65.2		B	PM 12.05	AM 2.30	PM 12.30	5.42
						0		71.6						
						0		72.1						
						0		72.3						
	9.45 PM	11.05 AM	11.45	1.08 AM	F	0		72.4						
			s 11.55 AM		Y	0		72.8		C	11.47 AM	1.50 AM	11.55 AM	5.20
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.		0		73.1		C				5.00 PM
											Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily Ex. Sun.
	15.2	18.2	14.8	20.8			Average speed per hour				25.3	11.4	13.0	23.6

SIGNAL SYSTEM TWO IN EFFECT:

Lathrop Interlocking and B.C. Jct. to M.P. 71.9.

RULE 261 IN EFFECT:

Between B.C. Jct. and M.P. 70.8.

Trains must secure numbered clearance cards before leaving originating stations, except westward C.G.W. trains at B.C. Jct. and eastward trains at St. Joseph U.S.; eastward trains secure at Terminal Yard.

At B.C. Jct. authorized speed within home signal limits 15 MPH.

Signals at B.C. Jct. and M.P. 70.8 are controlled from Terminal Yard. If signal indicates "Stop", train will not proceed until aspect changes or permission is obtained by telephone from Terminal Yard Operator except, at B.C. Jct. eastward trains, if unable to communicate may, after placing dual control switch on hand operation, proceed on authority held for movement beyond B.C. Jct. Switch must be restored to motor position after movement is completed.

Trains and engines authorized to pass "Stop" signal to enter block between B.C. Jct. and M.P. 70.8 must proceed at restricted speed throughout block. Before making movement at B.C. Jct. with signal in "Stop" position, switch must be inspected and flag protection must be provided against conflicting route.

Between St. Joseph U.S. and M.P. 70.8 there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined, but not exceeding 20 MPH. Between these points main track may be used not protecting against trains and engines.

Between St. Joseph U.S. and Monterey Street be governed by St. Joseph Union Depot Co. Time Table, Rules and Regulations.

No switch lights between Henrietta and B.C. Jct.

No. 43 is superior to No. 44.

Rule 104(A). When a train is clear of main track, to be met or passed by another train, employe attending the switch will not go nearer the switch than the clearance point until the expected train has been met or has passed.

When a train is on the main track, to be met or passed by another train, employe attending the switch will, after lining and locking it, immediately return to the clearance point and remain back of that point until expected train clears the main track.

When necessary to go beyond the switch in flagging, the flagman must remain at least 150 feet away from the switch while approaching train is passing over it.

The conductor or engineman must have an oral understanding with the employe attending the switch as to the required handling under this rule.

Employees using switches must observe whether switch points fit properly after switch is lined, and must grasp the lock chain and pull it to insure that the lock is securely fastened.

Employees, in alighting from trains to change switches, must get off on opposite side of train from switch stand when to do so will not endanger their safety.

Crews of trains which are clear of main track must not give "proceed" signals to approaching trains.

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, terminating or operating via Pekin District
Chillicothe	All except First Class
Port Madison	First Class
Marceline	All except First Class
Eton	Eastward First Class
Kansas City	Originating or terminating
AT STATIONS LISTED BELOW TRAINS DESIGNATED WILL REGISTER BY FORM 903:	
Shopton	First Class
Eton	Eastward First Class
Terminal Yard	All Trains

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.
ST. JOSEPH DISTRICT	
B. C. Jct.	Dual controlled; handled by operator Terminal Yard.
M. K. Jct.	Illinois Division.

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 rules in G.M.&O. Time Table.

W.B. JCT.-C.A. Jct.—A.T.&S.F. and Wabash. The movement of Wabash trains will be governed by rules in Wabash Time Table. Wabash trains use marker lamps with red and green lenses.

ETON-CONGO—A.T.&S.F. and Mo. Pac. The movement of Mo. Pac. trains will be governed by bulletin order issued by Mo. Pac. Mo. Pac. trains use marker lamps with red and green lenses.

CONGO-ROCK CREEK JCT. A.T.&S.F. trains may use Mo. Pac. tracks.

ROCK CREEK JCT., SHEFFIELD-A.T.&S.F. JCT. A.T.&S.F. trains use tracks of K.C.T. Ry. Co.

STREATOR JCT.—PEKIN JCT. Trains will use T.P. & W. track.

5. JOINT TRACK FACILITIES—(Cont'd)

B. C. JCT.—M.K. JCT. C.G.W. trains use A.T.&S.F. tracks and will be governed by A.T.&S.F. Time Table and Rules in C.G.W. Time Table. C.G.W. trains use marker lamps with red and green lenses.

ST. JOSEPH. Trains will use St. Joseph Union Depot Company tracks between St. Joseph U.S. and Monterey Street, 0.2 mile east of Union Station, and St. Joseph Terminal Ry. Co. tracks between Monterey Street and M.K. Jct.

6. MULTIPLE ARM OR UNIT HOME SIGNALS

Movement over interlocked switches shown below governed by signal indications as follows: (Rule 605)

CHICAGO—STEWART AVE. INTERLOCKING

EASTWARD WITH CURRENT OF TRAFFIC

A.T.&S.F. Track—First signal west of crossing

Red over Red—Stop

Red over Yellow—Proceed to next signal

I.C. Track—First signal west of crossing

Red over Red—Stop

Yellow over Red—Proceed to next signal

Red over Yellow—Diverging route

EASTWARD AGAINST CURRENT OF TRAFFIC

A.T.&S.F.—I.C. Tracks—First signal west of crossing

Red—Stop

Yellow—Proceed to coach yard and other routes

EASTWARD WITH CURRENT OF TRAFFIC

A.T.&S.F.—I.C. Tracks—First signal east of crossing

Red over Red over Red—Stop

Yellow over Red over Red—To I.C. Track

Red over Yellow over Red—To C.&W.I. track

Red over Red over Yellow—To coach yard and other routes

CHICAGO—INTERLOCKING M.P. 3.1

EASTWARD—4 UNIT SIGNAL

1st. or top unit—G.M.&O.

2nd. unit—A.T.&S.F.

3rd. unit—I.C.

4th. or lower unit—Against traffic

WESTWARD—2 UNIT SIGNAL

1st. or top unit—A.T.&S.F.

Lower unit—I.C. main tracks

WESTWARD—4 UNIT SIGNAL

1st. or top unit—G.M.&O.

2nd. unit—A.T.&S.F.

3rd. unit—I.C. main tracks

4th. or lower unit—Against traffic

JOLIET U.S.—Top arms assigned to passenger or A.T.&S.F. main tracks. Lower arms the freight or the G.M.&O. main tracks, except signal, east end station platform westward main track, lower arm assigned freight and passenger.

W.B. JCT.—Eastward, 3 Unit Signal. Movement to A.T.&S.F. track governed by indication of top and middle units, per Rules 283, 286, 290 and 292. All movements to Wabash governed by indication on all 3 units.

C.A. JCT.—Track No. 3, westward, 2 Unit signal. Movement to A.T.&S.F. track governed by indications of Rules 283, 286, 290 and 292; to Wabash track, green over red, yellow over red and red over red.

B.C. JCT.—Eastward, 2 Unit signal. Green on top unit governs movement to A.T.&S.F. track. Red over yellow governs movement to C.G.W. track.

7. TRAFFIC REVERSAL

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

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".

7. TRAFFIC REVERSAL—(Cont'd)

If a train or engine is stopped by a stop signal (Rule 292) it must not proceed without permission from interlocking station. If authorized to proceed be governed by Rule 606. If unable to communicate, after complying with Rule 606 (b), 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 Ave., 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 U.S.—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.
- MEDILL—C.B. & Q. Interlocking.
- SHEFFIELD—K.C.S. Interlocking. Maximum speed 25 MPH.
- 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 I.C. Operator. If so authorized member of crew must flag crossing until occupied by car or engine.
- CRANDALL—N.Y.C. & St.L. Automatic Interlocking. Maximum speed 20 MPH.
- MORTON—P.R.R. and I.T. 0.1 mile west of station. Stop. See Rules 98, A, B, C and D.
- EAST YARDS—G.M. & O. Interlocking.
- LATHROP—C.B. & Q. Automatic Interlocking. Maximum speed 20 MPH.
- TERMINAL YARD—C.R.I. & P. 1.2 miles east of station is protected by gate set normally across C.R.I. & P. track. Approach pre-

11. RAILROAD CROSSING AT GRADE—(Cont'd)

pared to stop short of train, obstruction or gate not properly lined. When gate is normal may proceed at restricted speed.

C.B. & Q. 0.7 mile east of station. Stop. See Rules 98, A, B, C and D.

C.B. & Q. and C.R.I. & P. 0.5 mile east of station. Stop. See Rules 98, A, B, C and D.

12. MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
FIRST DISTRICT		
Chicago to Pequot.....	79	60
Pequot to Chillicothe (Except Track No. 3).....	90	60
Track No. 3 (Kernan to M.P. 88.8).....	40	30
SECOND DISTRICT	90	60
THIRD DISTRICT	90	60
FOURTH DISTRICT		
Marceline to W. B. Jct.....	90	60
W. B. Jct. to C. A. Jct. (Except Track No. 3).....	79	60
Track No. 3 (Hardin to C. A. Jct.).....	40	40
C. A. Jct. to Bridge M.P. 425.0.....	90	60
Bridge M.P. 425.0 to Sheffield.....	79	60
Sheffield to Kansas City Union Station.....	50	25
PEKIN DISTRICT	45	30
ST. JOSEPH DISTRICT		
Henrietta to B. C. Jct.....	30	30
B. C. Jct. to St. Joseph.....	40	30
FIRST DISTRICT		
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 Avenue 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	60	50
Curve, M.P. 24.0 to 24.7	75	50
Bridge, M.P. 24.7 to 24.8	40	30
4 Curves, M.P. 24.8 to 25.9	50	40
2 Curves, M.P. 27.4 to 28.7	65	50
Curve, M.P. 29.0 to 29.2	65	55
Curve, M.P. 35.3 to 35.6	{ Westward Track } Eastward Track	75 65
Curve, M.P. 36.3 to 36.7 (Basin Bridge)	{ Westward Track } Eastward Track	60 45
Curve, M.P. 37.0 to 37.1		35
Curves, M.P. 37.2 to 37.4 Joliet, through turnouts		15
Curve, M.P. 38.3 to 38.9	Eastward Track	70
Curve, M.P. 43.6 to 43.9	Eastward Track	75
3 Curves, M.P. 57.0 to 57.2	Eastward Track	40
Curve, M.P. 57.0 to 57.3	Westward Track	70
Curve, M.P. 58.4 to 58.6		60
2 Curves, M.P. 88.2 to 89.0	{ Westward Track } Eastward Track	60 55
Streator, Main Street to Wabash Crossing		20
SECOND DISTRICT		
2 Curves, M.P. 131.6 to 132.1		65
9 Curves, M.P. 132.6 to 136.8		55
10 Curves, M.P. 161.6 to 170.3		70
Galesburg, C.B. & Q. Viaduct to Main Street		20
Curve, M.P. 224.7 to 225.0		60
Curve, M.P. 230.7 to 231.1		50
Mississippi River Bridge, M.P. 231.5 to 231.8		40
8 Curves, M.P. 231.8 to 234.3		30

14 ILLINOIS DIVISION

SPECIAL RULES

12. MAXIMUM AUTHORIZED SPEED FOR TRAINS—(Cont'd)

LOCATION			MILES PER HOUR	
			Passenger	Freight and Mixed
THIRD DISTRICT				
Curve,	M.P. 235.9 to 236.2	Westward Track	75	50
2 Curves,	M.P. 250.3 to 250.9		55	45
2 Curves,	M.P. 251.1 to 251.8		45	45
4 Curves,	M.P. 252.4 to 254.1		65	50
2 Curves,	M.P. 254.5 to 255.1		55	45
2 Curves,	M.P. 255.3 to 256.0		50	40
7 Curves,	M.P. 331.0 to 334.3		60	50
7 Curves,	M.P. 335.6 to 338.3		55	50
2 Curves,	M.P. 338.6 to 339.1		50	45
2 Curves,	M.P. 339.4 to 339.7		65
FOURTH DISTRICT				
Curve,	M.P. 347.5 to 347.6	{ Westward Track Eastward Track	60 55	35 30
Curve,	M.P. 348.7 to 348.9	Westward Track	60	45
3 Curves,	M.P. 352.6 to 354.0		70
2 Curves,	M.P. 372.0 to 372.7		75
2 Curves,	M.P. 376.2 to 376.8		75
Curve,	M.P. 382.4 to 382.5	Eastward Track	75
Curve,	M.P. 384.3 to 384.5	Eastward Track	70	50
Curve,	M.P. 388.7 to 388.8	Eastward Track	40	40
First 2 curves,	west of Hardin, Track No. 3		15	15
5 Curves,	M.P. 416.7 to 419.1		65	55
2 Curves,	M.P. 425.0 to 426.3 and Bridge M.P. 425.0-426.0		25	15
Curve,	M.P. 426.4 to 426.7		55	45
Curve,	M.P. 427.0 to 427.3	Eastward Track	70
2 Curves,	M.P. 427.0 to 427.8	Westward Track	60	40
2 Curves,	M.P. 437.5 to 437.8		40	40
3 Curves,	M.P. 437.9 to 438.5		45	45
Curve,	M.P. 438.8 to 438.9		65	55
Curve,	M.P. 442.5 to 442.7		65	55
3 Curves,	M.P. 443.7 to 444.5		40	40
Congo to Rock Creek Jct. via Mo. Pac.			30	20
4 Curves,	M.P. 445.0 to 445.8		30	30
Curves,	Sheffield to Kansas City (Union Station), except where otherwise restricted		40	20
PEKIN DISTRICT				
2 Curves,	M.P. 49.9 to 50.3		35
4 Curves,	M.P. 54.5 to 55.8		35
ST. JOSEPH DISTRICT				
3 Curves,	M.P. 4.5 to 5.3		20	20
3 Curves,	M.P. 43.2 to 44.2		15	15

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 ENGINES

	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	80	45	90
325-344	80	80	45	80

14. MAXIMUM SPEED OF ENGINES—(Cont'd)

	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
Diesel and Gas-Electric—(Cont'd).				
100-289, 401-430	65	65	45	60
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	65	65	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2400-2438, 2600-2606	45	45	45	45
650-653, 2300	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				
1010, 5001-5035	60	40	25	
3752-3775	90	40	25	
2900-2929, 3776-3784	100	40	25	

15. MOVEMENTS OVER SUBMERGED TRACK (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 (MPH)	Maximum Speed Under Own Power (MPH)
Diesel Engines			
450-451	2	5	5
11-15, 50, 80-87, 600-611, 2099-2162	3	5	5
51-78, 90, 650-653, 2300-2302, 2310-2321, 2600-2606, 3000-3019	4	5	5
460-468, 2400-2402	4 1/2	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2438, 2650-2893	5	5	5
Diesel-Electric and Gas Electric Motor Cars	3	5	5
Passenger Cars			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

16. DEAD ENGINES

Steam engines must not be handled dead in train without special instructions.

SPECIAL RULES

17. DERRICKS, CRANES, ETC.

Trains handling derricks, clam shells, ditchers, spreaders, (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear, must not exceed speeds indicated:

DISTRICT	All Except	
	Pile Drivers AT 199452 AT 199453 MPH	Pile Drivers AT 199452 AT 199453 MPH
First, Second, Third and Fourth Districts....	30	45
Pekin and St. Joseph Districts.....	24	24

Such equipment must not be moved in any train except on authority of Trainmaster.

18. SWITCHES AND SIDINGS—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.

Trains or engines using siding will not exceed maximum turnout speed for that siding.

"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	Eastward head-in and head-out switches	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 switch	30
	S	Head-out switch M.P. 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
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	Westward head-out switch	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
Monica	I	Crossovers	40
Williamsfield	I	Crossovers and westward head-in switch	40
	S	Head-out switches	30
E. Galesburg	I	Crossovers	40
G.I. Tower	I	Westward head-in and head-out switches	30
	I	Crossovers and eastward head-in switch	40
	S	Eastward head-out switch	30
Ormonde	I	Crossovers and eastward head-in switch	40
	S	Head-out switches	30
Smithshire	I	Crossovers	40
Stronghurst	I	Crossovers	40
	I	Head-in switches	30
	S	Head-out switches	30

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

"I"—Interlocked Switch.

"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
SECOND DISTRICT—(Cont'd)			
Lomax	I	Crossovers	40
	S	Westward head-out switch	30
E. Ft. Madison	I	Crossovers	40
East End	I	West crossover	25
	I	East crossover and head-in and head-out switches	30

THIRD DISTRICT

West End	I	Crossovers	40
	I	Head-in and head-out switches	30
New Boston	I	Head-in switch	40
	S	Head-out switch	30
Medill	I	Head-in switches	40
	S	Head-out switches	30
Wyaconda	S	Head-out switch	30
Baring	I	Head-in switches	40
	S	Head-out switches	30
La Plata	I	Westward head-in switch	30
	S	Head-out switches	30
Ethel	I	Head-in switch	40
	S	Head-out switch	30
Marceline	I	Westward head-in switch	40

FOURTH DISTRICT

Marceline	I	Eastward head-in switch	30
	S	Westward head-out switch	30
Rothville	S	Eastward head-out switch	30
Bosworth	I	Head-in switches	30
	S	Head-out switches	30
Carrollton	S	Eastward head-out switch	30
W. B. Jct.	I	Crossover and Wabash Connection	40
Norborne	S	Westward head-out switch	30
Hardin	I	Eastward head-in switch, crossovers, and connection to Track No. 3	30
	S	Eastward head-out switch	30
	I	Eastward head-in switch	40
Henrietta	I	Westward head-in switch	30
	S	Eastward head-out switch	30
C. A. Jct.	I	Crossovers and Wabash Connection	40
Atherton	I	Eastward head-in switch	40
	S	Head-out switches	30
Eton	I	Crossover and Mo. Pac. Connection	30
	I	Crossover	40
Congo	I	Mo. Pac. Connection	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)
- Streator
- Chillicothe
- Galesburg (includes G.I. Tower)
- Shopton (includes Fort Madison)
- Marceline
- Hardin (Track No. 3 only)
- Henrietta (St. Joseph District and Track No. 3 only)
- Sugar Creek
- Sheffield (A.T. & S.F. Main Track)
- Argentine (includes Turner)
- Pekin (includes East Yards)
- St. Joseph U.S. (includes Terminal Yard)

20. BULLETIN BOOKS

Chicago	Dearborn Station, Coach Yard and Roundhouse Offices
Corwith	Telegraph, Roundhouse, No. 6 Yard Offices and Yardmen's Locker Facilities
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
Marceline	Yard and Roundhouse Offices
Henrietta	Telegraph and Roundhouse Offices
Kansas City	Trainmaster's Office, Union Station
Argentine	Yard, Bowl and Roundhouse Offices
Pekin	Station and Enginemen's Wash Room
St. Joseph	Yard and Roundhouse Offices

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
Marceline	Yard and Roundhouse Offices
Kansas City	Telegraph Office, Union Station
Argentine	Yard, Bowl and Roundhouse Offices
St. Joseph	Union Station and Terminal Yard Office

22. STANDARD THERMOMETERS

Chicago (Coach Yard)	Streator	La Plata
Corwith	Chillicothe	Marceline
McCook	G.I. Tower	W.B. Jct.
Joliet Yard	Nemo	Henrietta
Plaines	Shopton	C.A. Jct.

23. OVERHEAD OBSTRUCTIONS (Rule 761)

Mile Post	Name
FIRST DISTRICT	
35.4	Railroad Viaduct
116.9	Railroad Viaduct
SECOND DISTRICT	
136.1	Highway Viaduct
176.1	Highway Viaduct
176.6	Railroad Viaduct
THIRD DISTRICT	
256.6	Highway Viaduct
270.9	Highway Viaduct
274.5	Highway Viaduct
293.3	Highway Viaduct
300.7	Railroad Viaduct
306.2	Highway Viaduct
307.6	Highway Viaduct
312.5	Railroad Viaduct
332.6	Highway Viaduct
FOURTH DISTRICT	
347.5	Gracia St. Viaduct
351.1	Highway Viaduct
380.7	Highway Viaduct
427.2	Highway Viaduct
427.8	Highway Viaduct
ST. JOSEPH DISTRICT	
24.9	Railroad Viaduct

24. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE
PAGE

Name	Location	Capacity
FIRST DISTRICT		
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
SECOND DISTRICT		
Dahinda, Stanolind (spur)	M.P. 163.9	12 cars
FOURTH DISTRICT		
Missouri Portland Cement Co.	M.P. 440.8	Yard
ST. JOSEPH DISTRICT		
Everett and Clark	M.P. 41.9	21 cars
Newby Spur	M.P. 43.9	6 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.

IN MISSOURI, if any passenger shall refuse to pay his fare, or shall behave in an offensive manner, or be guilty of repeated violations of the rules of the company, it shall be lawful for the conductor of the train and the servants of the corporation, to put him and his baggage out of the cars, using no unnecessary force, at any usual stopping-place, or near any dwelling-house, as the conductor shall elect on stopping the train.

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. R. D. KEARNEY, 6235 S. 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 S. Indiana.....Chicago
 DR. J. R. BERNIER, 1022 Argyle.....Chicago
 DR. E. F. ADDENBROOKE, Dermatologist.....Chicago
 DR. T. M. BURKHOLDER, Urologist.....Chicago
 DR. S. A. LIBERT.....Chicago
 DR. R. S. ROWLETTE.....Chicago
 DR. R. S. ROWLETTE.....Chicago
 DR. S. J. SMID & R. H. MACNERLAND.....Berwyn
 DR. C. E. WALLS, 505 N. Ridgeland.....Oak Park
 DR. MARTIN PEPPER.....Brookfield
 DR. T. J. BENTON.....Willow Springs
 DR. Z. I. KOWALICZKO.....Lemont
 DR. WM. A. MEADOWS & E. A. ALBERS.....Lockport
 DR. C. W. HOFFMAN & E. J. MAYER.....Joliet
 DR. P. G. NICHOLSON & R. P. SMYK.....Coal City
 DR. W. F. BREISCH.....Mazon
 DR. GEO. POWERS, JR.....Streator
 DR. E. G. BARTON.....Streator
 DR. J. E. GOTTEMOLLER.....Streator
 DR. R. J. DAVIES.....Roanoke
 DR. J. I. WEIMER & R. K. TAUBERT.....Pekin
 DR. MICHAEL SCHUBERT.....Toluca
 DR. I. E. DOLPH.....Chillicothe
 DR. H. G. JOHNSON & F. Z. WHITE.....Chillicothe
 DR. D. D. BURROUGHS, (Surgical Consultant).....Peoria
 DR. R. K. DEAN.....Peoria
 DR. J. B. BRONNY.....Williamsfield
 DR. S. M. HANAUER & S. I. WALD.....Galesburg
 DR. J. L. HOYT & R. E. ICENOGLE.....Roseville
 DR. J. W. MARSHALL.....Monmouth
 DR. H. L. BOCK.....Stronghurst
 DR. G. C. MCGINNIS & H. L. SCHRIER.....Fort Madison
 DR. G. J. MCMILLAN.....Fort Madison
 DR. F. R. RICHMOND, SR. & F. R. RICHMOND, JR.....Fort Madison
 DR. R. L. FEIGHTNER (Surgery Consultant).....Fort Madison
 DR. J. L. MCCONNELL.....Revere
 DR. B. F. HUTCHINSON - Osteopath.....Wyaconda
 DR. FRANCIS TARVYDAS.....Edina
 DR. H. D. LEHR - Osteopath.....La Plata
 DR. J. J. WIMP.....Kirksville
 DR. R. A. DIVELBESS - Osteopath.....Bucklin
 DR. R. W. SMITH & GEO. GARY.....Marceline
 DR. D. D. STUART.....Brunswick
 DR. E. L. BALES & E. W. ALLEN.....Carrollton
 DR. R. E. HASKELL.....Norborne
 DR. E. E. GAY.....Richmond
 DR. W. B. SPAULDING.....Plattsburg
 DR. J. R. GREEN, SR. & J. R. GREEN, JR.....Independence
 DR. J. H. RYAN & S. E. SENOR.....St. Joseph
 DR. R. W. KIEBER.....St. Joseph
 DR. R. H. DUNHAM.....No. Kansas City
 DR. GRAHAM OWENS, 908 Grand.....Kansas City, Mo.
 DR. R. D. IRLAND, Union Station.....Kansas City, Mo.
 DR. E. G. KETTNER, 1103 Grand Ave.....Kansas City, Mo.
 DR. D. FERGUSON (Colored), 1214 Vine.....Kansas City, Mo.
 DR. W. R. PETERSON (Colored), 2462 Brooklyn..Kansas City, Mo.
 DR. K. L. SHIRMAN, 103 N. Elmwood.....Kansas City, Mo.
 DR. M. V. LAING & G. R. PETERS, 907 N. 7th...Kansas City, Kans.
 DR. C. G. DAVIS, 905 N. 7th.....Kansas City, Kans.
 DR. A. E. SILVERS, 1702 Southwest Blvd.....Kansas City, Kans.
 DR. E. S. MILLER, 731 Ann.....Kansas City, Kans.
 DR. W. D. FRANCISCO, Huron Bldg.....Kansas City, Kans.
 DR. J. D. HUFF, Huron Bldg.....Kansas City, Kans.
 DR. H. L. LLOYD, 3200 Strong Ave.....Kansas City, Kans.
 DR. P. R. CARPENTER.....Kansas City, Kans.

EYE, EAR, NOSE AND THROAT SPECIALISTS
AT LOCAL POINTS

DR. D. J. BOLES (Eye Only), 55 E. Washington....Chicago
 DR. H. J. KOCH (Eye Only), 6235 S. Kedzie.....Chicago
 DR. O. E. VAN ALYEA, 135 S. LaSalle St.....Chicago
 DR. W. G. ACKERMAN (Eye Only), 104 S. Michigan..Chicago
 DR. G. W. CARLIN.....Joliet
 DR. B. O. BENDIXEN.....Streator
 DR. E. W. KILLIAN.....Streator
 DR. P. R. MCGRATH (Eye Only), 1214 Main St.....Peoria
 DR. W. E. OWEN, 135 North St (Except Eye).....Peoria
 DR. G. K. SMART.....Galesburg
 DR. A. C. RICHMOND.....Fort Madison
 DR. A. N. ALTRINGER, W. P. BUNTING &
 J. S. KNIGHT, 305 W. 43rd.....Kansas City, Mo.
 DR. W. R. EUBANK - Eye Specialist.....Kansas City, Mo.
 DR. A. J. BAER - Eye Specialist.....Kansas City, Mo.
 DR. C. E. HASSIG, Huron Bldg.....Kansas City, Kans.
 DR. F. N. BOSILEVAC, R. B. WILSON &
 C. H. STEELE, Brotherhood Bldg.....Kansas City, Kans.

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

LOCAL TIME INSPECTORS

J. E. HESS, 1536 W. 47th St.....Chicago
 SVERRER MYRE, 5155 S. Kedzie Ave.....Chicago
 P. W. KIENZLER, 74-76 N. Chicago St.....Joliet
 W. H. KERR.....Streator
 A. G. KEYES.....Pekin
 F. E. LYNDS.....Chillicothe
 C. W. HALLSTROM.....Galesburg
 L. C. HARDY.....Fort Madison
 ALBERT ZURCHER.....Marceline
 J. E. POINTER.....Richmond
 W. G. HARDEN.....St. Joseph
 J. H. MACE Co., (A. G. Bohling), Union Station. Kansas City, Mo.
 E. C. GORDON, 4610 Troost.....Kansas City, Mo.
 L. J. WITMER, 841 Minnesota Ave.....Kansas City, Kans.
 L. M. CONNOR, 3120 Strong Ave.....Kansas City, Kans.
 ROSS LENTZ, 1506 S. 21st.....Kansas City, Kans.
 R. L. METZ, 3221 Strong Ave.....Kansas City, Kans.

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 Canadian Pampa Amarillo Hereford Clovis Fort Sumner Vaughn Belen and Scheduled stops Williams and beyond	Woodward Canadian Pampa Amarillo Hereford Clovis Fort Sumner Vaughn Belen and Scheduled stops Williams and beyond	17-18	Streator Chillicothe	Scheduled stops in California	Scheduled stops Albuquerque and beyond
					Galesburg		
				El Capitan	On days El Capitan is operated as a separate train, that train will make conditional stops shown for trains 17-18.		
2	La Plata	Chicago and beyond		19	Carrollton	Tulsa	
					East of Kansas City	Dodge City to Halstead inclusive	
					Emporia	St. John Garden City Lamar La Junta and Scheduled stops beyond	
3	Between Kansas City and Wellington	Beyond Wellington					
6	Newton to Kansas City		Wichita and beyond				
9	In Illinois	Stations in Illinois Kansas City and beyond	Stations in Illinois	20	Stations in Illinois		Beyond Kansas City
	Verona Dallas City		Chicago and beyond		Ransom Verona Mazon Toluca Dallas City	Chicago and beyond	
11	Newkirk	Oklahoma City and beyond	Wichita and beyond		La Plata Marceline Emporia		St. John Garden City Lamar La Junta and Scheduled stops beyond
12	Newkirk	Wichita and beyond	Oklahoma City and beyond				
	East of Kansas City		Dodge City to Halstead inclusive	123	In Illinois	Stations in Illinois Kansas City and beyond	Stations in Illinois
15	Marceline	Tulsa, Wichita and beyond	Chicago and beyond	124	Newton to Kansas City	Points between Newton and Kansas City and beyond	Points between Newton and Kansas City and beyond Newton
	Ottawa Jct.	Scheduled stops beyond Newton					
16	Newkirk	Oklahoma City and beyond	Wichita and beyond	211	Collinsville		Kansas City and beyond
	Marceline		Wichita and beyond		Olathe	Cherryvale and beyond	Chicago and beyond
	Ottawa Jct.		Scheduled stops beyond Newton	212	Olathe	Chicago and beyond	Cherryvale 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.)

