

**The Names and Locations of Local and
Dispensary Surgeons**

H. E. Mock (Consulting Surgeon).....Chicago, Ill.
H. E. Mock, Jr. (Consulting Surgeon).....Chicago, Ill.
C. J. Mock, Jr.....Chicago, Ill.
R. W. PoborskyChicago, Ill.
Philip FalkChicago, Ill.
C. H. Christoph (Oculist).....Chicago, Ill.
F. M. DwanSummitt, Ill.
E. G. McNamaraLemont, Ill.
W. A. MeadowsLockport, Ill.
R. E. BatesJoliet, Ill.
T. Z. PolleyJoliet, Ill.
A. M. BrixeyJoliet, Ill.
G. H. Woodruff (Oculist).....Joliet, Ill.
P. G. Nicholson.....Coal City, Ill.
A. J. McGeeDwight, Ill.
R. S. MooreStreator, Ill.
J. P. JohnsonVarna, Ill.
Jose J. SarmientoWashburn, Ill.
P. A. CusackPeoria, Ill.
H. E. CooperPeoria, Ill.
J. I. WeimerPekin, Ill.
R. K. TaubertPekin, Ill.
Wayne J. SchallMiddletown, Ill.
Carl F. WardPontiac, Ill.
J. D. ScoulerPontiac, Ill.
F. M. BryanChenoa, Ill.
Ray W. Doud.....Normal, Ill.
F. W. Brian (Medical Director).....Bloomington, Ill.
D. M. JenkinsBloomington, Ill.
Ray E. Baxter.....Bloomington, Ill.
R. G. PriceBloomington, Ill.
H. R. Watkins (E.N.T.).....Bloomington, Ill.
Geo E. Hartenbower (E.E.N.T. Specialist)
Bloomington, Ill.

Thomas E. SmithMcLean, Ill.
R. L. IjamsAtlanta, Ill.
L. N. HammLincoln, Ill.
D. J. LewisSpringfield, Ill.
J. F. Deal (Oculist)Springfield, Ill.
P. E. Duncan (E.N.T.)Springfield, Ill.
K. J. MalmbergAuburn, Ill.
F. E. AnspaughVirden, Ill.
H. A. FinneyGirard, Ill.
E. R. ChamnessCarlinville, Ill.
W. W. LuckCarlinville, Ill.
M. H. BuehrigCarlinville, Ill.
Harry MantzAlton, Ill.
R. L. LynnAlton, Ill.
H. E. Middleton (Oculist)Alton, Ill.
G. A. Rawlins (E.E.N.T. Specialist).....Alton, Ill.
B. A. DonnelyAlton, Ill.
G. G. MooreAlton, Ill.
L. D. ArcherEast Alton, Ill.
J. E. ChalfinVenice, Ill.
V. P. Siegel (Resid. Surg.)E. St. Louis, Ill.
J. W. Compton (Asst. Resid. Surg.).....E. St. Louis, Ill.
E. J. Casey (Ophthalmologist).....E. St. Louis, Ill.

HOSPITALS

Chicago, Ill.St. Luke's Hospital
Chicago, Ill.St. Anthony De Padua Hospital
Joliet, Ill.St. Joseph Hospital
Bloomington, Ill.Brokaw Hospital
Bloomington, Ill.St. Joseph's Hospital
Lincoln, Ill.Deaconness Hospital
Springfield, Ill.St. John's Hospital
Alton, Ill.St. Joseph Hospital
Granite City, Ill.St. Elizabeth's Hospital
Streator, Ill.St. Mary's Hospital
Peoria, Ill.St. Francis Hospital

LOCATION OF WATCH INSPECTORS

Chicago: C. H. Bern, Union Station.
J. A. Kass, 4102 S. Archer Ave.
A. P. Liakas, 2014 W. 35th St.
J. S. Scherer, Rm. 203 Transportation Bldg.,
608 S. Dearborn St.
Joliet: National Outfitters
Dwight: E. B. Lewis
Streator: Don T. Hoover
Bloomington: Chas. L. Miller
Peoria: Russel B. Tedford
Springfield: Collins & Co.
Alton:
E. H. Goulding's Sons Co.
E. St. Louis:
Zerweck Jewelry Co.
Granite City:
Michel Jewelry Co.

Gulf, Mobile and Ohio R. R.

EASTERN DIVISION

TIME TABLE No. 7

Taking Effect 12:01 A.M.

SUNDAY, JUNE 27, 1954

Superseding Time Table No. 6

Dated Sunday, April 26, 1953

**FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY**

Not intended for the information of the public,
nor as an advertisement of the time of trains.

The Railroad reserves the right to vary
therefrom as circumstances may require.

DESTROY ALL TIME TABLES OF PREVIOUS DATE

- G. P. BROCK, Exec. Vice President and Gen'l Mgr.
- P. B. BRIDGES, General Superintendent
- C. E. LANHAM, General Supt. Transportation
- J. R. CONERLY, Superintendent
- R. F. JETER, Superintendent, Chicago
- S. G. THOMASON, Superintendent, East St. Louis
- R. B. McALPIN, Rules Director

SOUTHWARD

Distance from Chicago	Sub-Division No. 1 TIME TABLE No. 7 June 27, 1954			Passing Sidings Cap. 45 ft. Cars	Station Numbers	FIRST CLASS							
	DN							19	1	17	3	5	7
								Daily	Daily	Daily Ex Sat & Sun	Daily	Daily	Daily
								AM	AM	PM	PM	PM	PM
.....	DN	.....	CHICAGO	.....	C-0	8.25	11.45	4.15	4.50	8.00	11.25
1.8	.....	.....	FT. WAYNE JUNCTION	.....	C-2	8.31	11.51	4.21	4.56	8.06	11.31
2.6	.....	.....	HALSTED STREET	.....	C-3	8.32	11.52	4.23	4.57	8.08	11.32
5.2	C.J. B.&O.	.....	BRIGHTON PARK Penna.X.	.....	C-5	8.36	11.56	4.27	5.01	8.13	11.36
6.6	.....	.....	CORWITH A.T.&S.F.X.	.....	C-7	.....	.....	.....	.....	.....	.....
7.9	.....	.....	LE MOYNE B.R.C.X.	.....	C-8	.....	.....	.....	.....	.....	.....
10.3	DN	.....	GLENN W.F.T.S.	.....	C-10	8.41	12.01	4.33	5.06	8.19	11.41
11.9	.....	.....	SUMMIT	.....	C-12	.....	.....	4.35	.....	8.21	.....	
13.1	L.H.B.	.....	ARGO B.&O.C.T.X.	.....	C-13	8.44	12.04	4.37	5.09	8.23	11.44
17.5	.....	.....	WILLOW SPRINGS	.....	C-18	.....	.....	4.41	.....	8.28	.....	
21.6	.....	.....	LAMBERT	.....	C-22	8.51	12.11	4.45	5.16	8.32	11.51
25.3	D	.....	LEMONT	.....	C-25	8.54	12.14	4.49	5.19	8.37	11.54
28.5	.....	.....	ROMEO	78	C-29	.....	.....	.....	.....	.....	.....
32.9	D	.....	LOCKPORT	.....	C-33	9.01	12.21	5.04	5.26	8.50	12.01
37.2	N.Y.C.	.....	JOLIET A.T.&S.F.X.	.....	C-37	9.05	12.25	5.15	5.30	9.03	12.15
38.5	DN	.....	SOUTH JOLIET W.F.T.S.	.....	C-38	9.08	12.28	5.22	5.33	9.06	12.18
45.8	D	.....	ELWOOD Y.	50	C-46	9.16	12.34	.....	5.39	9.14	12.25
52.5	D	.....	WILMINGTON	75	C-52	9.22 63	12.40	.....	5.45	9.23	12.31
54.1	.....	.....	HITT SIDING Y.	.....	C-54	.....	.....	.....	.....	.....	.....
57.3	D	.....	BRAIDWOOD	50	C-57	9.26	12.44	.....	5.49	9.29	12.35
60.5	.....	.....	MULLINS	.....	C-60	.....	.....	.....	.....	.....	.....
62.6	.....	.....	MAZONIA	.....	C-63	9.31	12.49 2	.....	5.54	9.35 33	12.40
64.5	D	.....	GARDNER	.....	C-64	.....	.....	.....	5.37	.....	.....
72.8	.....	.....	U. K. CROSSOVER N.Y.C.X.	.....	C-73	.....	.....	.....	.....	.....	.....
73.6	DN	.....	DWIGHT W.Y.	75	C-74	9.41	12.59	.....	6.04	9.49	12.50
81.7	D	.....	ODELL	80	C-82	9.50	.....	.....	.....	9.58	1.00
86.9	.....	.....	CAYUGA	.....	C-87	.....	1.10	.....	6.16	10.03	.....	
91.9	DN	Wab.	PONTIAC L.C.X.	110	C-92	10.02	1.15 97	.....	6.21	10.11	1.12 93	
97.9	.....	.....	OCOYA	.....	C-98	.....	.....	.....	.....	.....	.....
102.3	DN	.....	CHENOA T.P.&W.X.	79	C-102	10.13	1.24	.....	6.30	10.23	1.32
110.3	D	.....	LEXINGTON	82	C-110	10.20	1.31	.....	6.37	10.33	1.41
118.2	D	.....	TOWANDA	.....	C-118	10.27	1.38	.....	6.44	10.42	1.48
124.1	DN	.....	NORMAL L.C.X.	.....	C-124	10.33	1.43	.....	6.49	10.52	1.53
126.6	DN	.....	BLOOMINGTON W.F.S.Y.X. N.Y.C. N.K.P.	.....	C-127	10.38	1.48	.....	6.54	10.57	1.58
						AM	PM	PM	PM	PM	AM		
Time over Sub-Division						2:13	2:03	1:07	2:04	2:57	2:33		
Average speed per hour						57.1	61.7	34.5	61.2	42.9	49.6		

NORTHWARD

Distance from East St. Louis	Sub-Division No. 1		Passing Sidings Cap. 45 ft. Cars	Station Numbers	FIRST CLASS													
	TIME TABLE No. 7				6	8	16	2	4	18								
	June 27, 1954				Daily	Daily	Daily Ex Sat & Sun	Daily	Daily	Daily								
					AM	AM	AM	AM	PM	PM								
154.2	DN	BLOOMINGTON... W.F.S.Y.X. N.Y.C. 2.5 N.K.P.	C-127	L	1.20	L	4.00	.....	L	11.51	L	2.55	L	7.23				
156.7	DN	NORMAL..... I.C.X. 5.9	C-124		1.25		4.05	.....		11.55		3.00		7.27				
162.6	D	TOWANDA..... 7.9	C-118		1.30		4.12	.....		12.01		3.06		7.33				
170.5	D	LEXINGTON..... 8.0	C-110		1.37		4.20	.....		12.08		3.13		7.40				
178.5	DN	CHENOA..... T.P.&W.X. 4.6	C-102	s	1.50	s	4.29	.....		12.15		3.21		7.47				
183.1		OCOYA..... 5.8	C-98															
188.9	DN	PONTIAC..... I.C.X. 5.0	C-92	s	2.20	s	4.45	.....	f	12.24	f	3.30		7.56				
193.9		CAYUGA..... 5.2	C-87															
199.1	D	ODELL..... 8.1	C-82		2.32		4.57	.....		12.34		3.40		8.06				
207.2	DN	DWIGHT..... 0.8	C-74	s	2.48	s	5.10	.....		12.41		3.48		8.13				
208.0		U. K. CROSSOVER. N.Y.C.X. 8.3	C-73															
216.3	D	GARDNER..... 1.9	C-64															
218.2		MAZONIA..... 2.1	C-63		3.04		5.24	.....		12.51		3.58		8.23				
220.3		MULLINS..... 3.2	C-60							1								
223.5	D	BRAIDWOOD..... 3.2	C-57		3.11		5.31	.....				4.04		8.28				
226.7		HITT SIDING..... Y. 1.6	C-54							Via Pequot Line								
228.3	D	WILMINGTON..... 6.7	C-52		3.16		5.37	.....				4.09		8.32				
235.0	D	ELWOOD..... Y. 7.3	C-46		3.22		5.45	.....				4.15		8.38				
242.3	DN	SOUTH JOLIET. W.F.T.S. 1.3	C-38	c	3.30	L	5.55	L 5.00		1.15		4.23		8.46				
243.6		JOLIET..... C.R.I.&P.X. 4.3 A.T.&S.F.	C-37	s	3.40	s	6.05	s 5.30	c	1.19	c	4.27	c	8.50				
247.9	D	LOCKPORT..... 4.4	C-33		3.48		6.10	s 5.36		1.24		4.32		8.55				
252.3		ROMEO..... 3.2	C-29															
255.5	D	LEMONT..... 3.7	C-25		4.02		6.17	s 5.46		1.31		4.40		9.02				
259.2		LAMBERT..... 4.1	C-22		4.10		6.20	5.52		1.34		4.43		9.05				
263.3		WILLOW SPRINGS..... 4.4	C-18					s 5.58										
267.7		ARGO..... B.&O.C.T.X. 1.2	C-13		4.26		6.28	6.05		1.41		4.52		9.13				
268.9		SUMMIT..... 1.6	C-12					s 6.07										
270.5	DN	GLENN..... W.F.T.S. 2.4	C-10		4.32		6.31	s 6.09		1.44		4.55		9.16				
272.9		LE MOYNE..... B.R.C.X. 1.3	C-8															
274.2		CORWITH..... A.T.&S.F.X. 1.4	C-7															
275.6		BRIGHTON PARK. Penna.X. E.&O. 2.6	C-5		4.42		6.39	s 6.17		1.51		5.02		9.23				
278.2		HALSTED STREET..... 0.8	C-3		4.47		6.45	s 6.23		1.56		5.08		9.28				
279.0		FT. WAYNE JUNCTION..... 1.8	C-2		4.50		6.50	6.27		1.59		5.11		9.31				
280.8	DN	CHICAGO.....	C-0	A	5.00	A	7.00	A 6.35	A	2.08	A	5.15	A	9.40				
					AM		AM			PM		PM		PM				
		Time over Sub-Division.....			3:40		3:00			1:35		2:17		2:20				
		Average speed per hour.....			34.5		42.0			24.3		55.5		54.3				

NORTHWARD

Distance from East St. Louis	Sub-Division No. 1 TIME TABLE No. 7 June 27, 1954		Passing Sidings Cap. 45 ft. Cars	Station Numbers	SECOND CLASS				THIRD CLASS	
					32	94	28	92	62	
					Daily	Daily	Daily	Daily	Daily Ex Sunday	
					AM	AM	PM	PM	PM	
154.2	DN	BLOOMINGTON . . . W.F.S.Y.X. N.Y.C. 2.5 N.K.P.		C-127	L 1.30	L 9.15	L 8.30	L 9.30		
156.7	DN	NORMAL . . . I.C.X. 5.9		C-124	1.40	9.25	8.40	9.40		
162.6	D	TOWANDA . . . 7.9		C-118	1.52	9.37	8.52	9.52		
170.5	D	LEXINGTON . . . 8.0		C-110	2.08	9.52	9.08	10.08		
178.5	DN	CHENOA . . . T.P.&W.X. 4.6	79	C-102	2.24	10.07	9.24	10.24		
183.1		OCOYA . . . 5.8		C-98	2.33	10.16	9.33	10.33		
188.9	DN Wab.	PONTIAC . . . I.C.X. 5.0	90	C-92	2.45	10.28	9.45	10.45		
193.9		CAYUGA . . . 5.2		C-87	2.55	10.38	9.55	10.55		
199.1	D	ODELL . . . 8.1	85	C-82	3.05	10.48	10.05	11.05		
207.2	DN	DWIGHT . . . 0.8	75	C-74	3.21	11.04	10.21	11.21		L12.01
208.0	DN	U. K. CROSSOVER . . N.Y.C.X. 8.3		C-73						
216.3	D	GARDNER . . . 1.9		C-64	3.39	11.22	10.39	11.39		12.15
218.2		MAZONIA . . . 2.1		C-63	3.43	11.26	10.43	11.43		12.25
220.3		MULLINS . . . 3.2		C-60						
223.5	D	BRADWOOD . . . 3.2	50	C-57	} Via Pequot Line	} Via Pequot Line	} Via Pequot Line	} Via Pequot Line		} Via Pequot Line
226.7		HITT SIDING . . . Y. 1.6		C-54	} Via Pequot Line	} Via Pequot Line	} Via Pequot Line	} Via Pequot Line		} Via Pequot Line
228.3	D	WILMINGTON . . . 6.7	75	C-52	} Via Pequot Line	} Via Pequot Line	} Via Pequot Line	} Via Pequot Line		} Via Pequot Line
235.0	D	ELWOOD . . . Y. 7.3	50	C-46	} Via Pequot Line	} Via Pequot Line	} Via Pequot Line	} Via Pequot Line		} Via Pequot Line
242.3	DN	SOUTH JOLIET . W.F.T.S. 1.3 C.R.I.&P.		C-38	4.30	12.13	11.45	12.31		A 2.10
243.6		JOLIET . . . A.T.&S.F.X. 4.3		C-37	4.39	12.21	11.54	12.40		
247.9	D	LOCKPORT . . . 4.4		C-33	4.50	12.31	12.04	12.50		
252.3		ROMEO . . . 3.2	79	C-29						
255.5	D	LEMONT . . . 3.7		C-25	5.05	12.46	12.19	1.05		
259.2		LAMBERT . . . 4.1	83	C-22	5.13	12.54	12.27	1.13		
263.3		WILLOW SPRINGS . . . 4.4		C-18						
267.7		ARGO . . . B.&O.C.T.X. 1.2	76	C-13	5.35	1.15	12.44	1.30		
268.9		SUMMIT . . . 1.6		C-12	5.40	1.25	12.54	1.40		
270.5	DN	GLENN . . . W.F.T.S. 2.4		C-10	A 6.00	A 1.35	A 1.15	A 2.00		
272.9		LE MOYNE . . . B.R.C.X. 1.3		C-8						
274.2		CORWITH . . . A.T.&S.F.X. 1.4		C-7						
275.6		BRIGHTON PARK . Penna.X. B.&O. 2.6		C-5						
278.2		HALSTED STREET . . . 0.8		C-3						
279.0		FT. WAYNE JUNCTION . . . 1.8		C-2						
280.8	DN	CHICAGO . . .		C-0						
					AM	PM	AM	AM		PM
Time over Sub-Division					4:30	4:20	4:45	4:30		2:09
Average speed per hour					26.8	27.0	24.3	26.8		16.3

S O U T H W A R D

Distance from Chicago	Sub-Division No. 2			Passing Sidings Cap. 45 ft. Cars	Station Numbers	FIRST CLASS										
	TIME TABLE No. 7					7	19	1	3	5						
	June 27, 1954					Daily	Daily	Daily	Daily	Daily						
						AM	AM	PM	PM	PM						
126.6	DN	BLOOMINGTON... W.F.S.Y.X. N.Y.C. 5.6 N.K.P.	C-127	L 2.20	L 10.41	L 1.53	L 6.57	L 11.20								
132.2	D	SHIRLEY 4.1	98 C-132	2.27	10.47	1.59	7.03	11.27								
136.3	...	FUNK'S GROVE 4.6	C-136	2.31	10.51	2.03	7.07	11.31								
140.9	D	McLEAN 4.9	89 C-141	2.35	10.55	2.07	7.11	11.35								
145.8	DN	ATLANTA... Penna.X. 3.9	75 C-146	2.39	10.59	2.11	7.15	11.39								
149.7	...	LAWDALE 6.0	C-150	.....	11.03	2.15	7.19	11.43							
155.7	DN I.T.S.	ATHOL... I.C.X. 0.7	C-155	2.48	11.08	2.20	7.24	11.48								
156.4	DN	LINCOLN... I.C.X. 2.6	C-156	s 3.05	s 11.10	2.21	c 7.26	s 11.55								
159.0	...	GRIGGS 4.4	83 C-159	3.10	11.13	.....	7.29	11.59							
163.4	D	BROADWELL 3.9	C-163	3.15	11.18	2.28	7.34	12.05								
167.3	D	ELKHART 5.7	C-167	3.19	11.22	2.32	7.38	12.09								
173.0	D	WILLIAMSVILLE 4.6	C-173	3.24	11.27	2.37	7.43	12.15								
177.6	...	SHERMAN 5.3	C-178	3.28	11.31	2.41	7.47	12.20								
182.9	DN C.&I.M.	RIDGELY... W.F.S.Y.X. 2.2	C-183	.....	.....	.....	.....	.....			
185.1	DN B.&O.	SPRINGFIELD... X.W. 2.2	C-185	s 4.05	s 11.45	s 2.53	s 7.59	s 12.50								
187.3	DN	ILES... Wab.X. 7.2	81 C-187	4.11	11.51	2.59	8.05	12.56								
194.5	D	CHATHAM 6.1	C-194	4.17	11.57	3.05	8.11	1.03								
200.6	D	AUBURN... C.&I.M.X.Y. 6.4	C-201	4.22	12.02	3.10	8.16	1.09								
207.0	D	VIRDEN 3.8	C-207	4.28	.....	.....	.....	1.15						
210.8	DN	GIRARD... C.B.&Q.X. 3.7	86 C-211	4.32	12.11	3.19	8.25	1.19								
214.5	...	NILWOOD 9.3	C-214	4.36	.....	3.22	.....	1.23						
223.8	D	CARLINVILLE 2.1	76 C-224	s 5.10	c 12.23	3.30	8.36	s 1.32								
225.9	...	RINAKE 8.3	C-226	5.15	12.25	3.32	8.38	1.34								
234.2	...	PLAINVIEW 4.1	71 C-234	5.23	12.33	3.40	8.46	1.42								
238.3	D	SHIPMAN 7.7	C-238	.....	.....	.....	.....	1.46						
246.0	DN	BRIGHTON... C.B.&Q.X. 6.1	C-246	5.33	12.43	3.50	8.56	1.54								
252.1	...	GODFREY... Y.W. 5.1	C-252	5.39	12.49	3.56	9.02	2.02								
...	...	COLLEGE AVE. ALTON 2.9	.....	s 6.08	s 12.55	s 4.03	s 9.07	s 2.10							
262.1	DN	WANN... S. 0.8 Ill. Terminal	C-262	6.18	1.00	4.08	9.12	2.15								
262.9	...	NORTH WOOD RIVER... X. 12.0	C-263	.....	.....	.....	.....	.....			
274.9	DN	GRANITE CITY 2.9	C-275	c 6.38	1.18	4.23	c 9.30	2.40								
278.0	DN	VENICE... W.F.S.T. 2.0	C-278	.....	.....	.....	.....	.....			
280.0	DN	BRIDGE JUNCTION... X. 0.8	C-280	.....	.....	.....	.....	.....			
280.8	...	RELAY DEPOT... X. 3.26	C-281	.....	.....	.....	.....	.....			
.....	DN	ST. LOUIS... Y.W.F.	C-284	A 7.08	A 1.45	A 4.55	A 10.00	A 3.15								
				AM	PM	PM	PM	AM								
		Time over Sub-Division		4:48	3:04	3:02	3:03	3:55								
		Average speed per hour		32.8	50.3	51.9	51.6	40.3								

NORTHWARD

Distance from East St. Louis	Sub-Division No. 2		Passing Sidings Cap. 45 ft. Cars	Station Numbers	SECOND CLASS						THIRD CLASS		
	TIME TABLE No. 7				94	28	128	92	32	194	66		
	June 27, 1954				Daily	Daily	Daily	Daily	Daily	Daily	Tues. Thur. Sat.		
					AM	PM	PM	PM	PM	AM	AM		
DN	ST. LOUIS	Y.W.F.		C-284									
	3.26												
	RELAY DEPOT	X.		C-281									
	0.8												
0.8 DN	BRIDGE JUNCTION	X.		C-280									
	2.0												
2.8 DN	VENICE	W.F.S.T.		C-278		12.30	1.15		6.00	2.10			
	3.1												
5.9 DN	GRANITE CITY			C-275									
	12.0												
17.9	NORTH WOOD RIVER	X.		C-263									
	0.8	Ill. Terminal											
18.7 DN	WANN	S.		C-262		1.20	1.55		6.45	2.45			
	2.9						29		193				
	COLLEGE AVE., ALTON												
	5.1												
28.7	GODFREY	Y.W.		C-252		1.40	2.30		7.10	3.10			
	6.1						29						
34.8 DN	BRIGHTON	C.B.&Q.X.		C-246		1.50			7.20				
	7.7												
42.5 D	SHIPMAN			C-238									
	4.1												
46.6	PLAINVIEW		71	C-234		2.12			7.42				
	8.3												
54.9	RINAKEE		71	C-226		2.30			8.00				
	2.1												
57.0 D	CARLINVILLE			C-224									
	9.3												
66.3	NILWOOD			C-214									
	3.7												
70.0 DN	GIRARD	C.B.&Q.X.		C-211		2.56			8.26				
	3.8												
73.8 D	VERDEN			C-207									
	6.4												
80.2 D	AUBURN	C.&I.M.X.Y.		C-201		3.12			8.42				
	6.1												
86.3 D	CHATHAM			C-194									
	7.2												
93.5 DN	ILES	Wab.X.		C-187	L 6.23	3.40		L 6.23	9.10				
	2.2				93			18-97					
95.7 DN	B.&O. SPRINGFIELD	X.W.		C-185									
	2.2												
97.9 DN	C.&I.M. RIDGELY	W.F.Y.S.X.		C-183	6.35	4.35		6.35	9.55		L 6.00		
	5.3										93		
103.2	SHERMAN			C-178	6.50	4.45		6.50	10.05		6.15		
	4.6												
107.8 D	WILLIAMSVILLE		90	C-173	6.58			6.58			6.30		
	5.7												
113.5 D	ELKHART			C-167	7.08	5.05		7.08	10.25		6.48		
	3.9										7.00		
117.4 D	BROADWELL		87	C-163	7.15			7.15			7.15		
	4.4				66						94		
121.8	GRIGGS			C-159	7.22			7.22			7.45		
	2.6												
124.4 DN	LINCOLN	I.C.X.		C-156	7.25			7.25			9.00		
	0.7												
125.1 DN	I.T.S. ATHOL	I.C.X.	140	C-155	7.26	5.28		7.26	10.48		9.10		
	6.0												
131.1	LAWNDALE		102	C-150							9.30		
	3.9												
135.0 DN	Penna.X. ATLANTA			C-146	7.46	5.48		7.46	11.08		10.00		
	4.9												
139.9 D	McLEAN		80	C-141	7.56			7.56			10.30		
	4.6												
144.5	FUNK'S GROVE		80	C-136	8.06			8.06			11.00		
	4.1												
148.6 D	SHIRLEY			C-132	8.16			8.16			11.15		
	5.6												
154.2 DN	N.Y.C. BLOOMINGTON	W.F.S.Y.X. N.K.P.		C-127	A 8.30	A 6.20		A 8.30	A 11.45		A 11.30		
					AM	PM	PM	PM	PM	AM	AM		
					2:07	5:50	1:15	2:07	5:45	1:00	5:30		
					28.7	26.5	20.7	28.7	26.6	25.9	10.2		

NORTHWARD

SOUTHWARD

Distance from Washington	Sub-Division No. 3 TIME TABLE No. 7 June 27, 1954				Distance from Dwight	Sub-Division No. 3 TIME TABLE No. 7 June 27, 1954			
	Passing Sidings Cap. 45 ft. Cars	Station Numbers	THIRD CLASS			Passing Sidings Cap. 45 ft. Cars	Station Numbers	THIRD CLASS	
			60					61	
			Tues. Thur. Sat. AM				Mon. Wed. Fri. AM		
.....	D	WASHINGTON . . . T.P.&W.X.	CB-70	L 8.30	.....	DN	DWIGHT Y.W.	C-74	L 8.30
6.05	D	6.5 METAMORA	CB-63	S 8.50	6.6	.....	6.6 NEVADA	CB-7	S 8.50
10.9	.....	4.4 CAZENOVIA	CB-59	S 9.05	13.9	D	7.3 BLACKSTONE	CB-14	S 9.10
12.7	D	1.8 LOW POINT	CB-57	S 9.15	19.8	.....	5.9 N. Y. C. CROSSING . . . X.	CB-20	.....
16.0	D	3.3 WASHBURN	CB-54	S 9.30	22.1	D	2.3 A.T.&S.F. C.B.&Q. . . . STREATOR . . . N.Y.C.X.	38 CB-22	S 10.20
21.3	.....	5.3 LA ROSE	CB-48	S 9.40	26.3	.....	4.2 MUNSTER	CB-26	S 10.30
25.3	D	4.0 VARNA Y.	CB-44	S 10.00	29.5	.....	3.2 GARFIELD	CB-30	S 10.40
31.7	.....	6.4 EVANS	CB-38	S 10.15	34.9	D	5.4 WENONA I.C.X.	CB-35	S 11.05
3.47	D	3.0 WENONA I.C.X.	CB-35	S 10.30	37.9	.....	3.0 EVANS	CB-38	S 11.15
40.1	.....	5.4 GARFIELD	CB-30	S 10.50	44.3	D	6.4 VARNA Y.	CB-44	S 11.30
43.3	.....	3.2 MUNSTER	CB-26	S 11.00	48.3	.....	4.0 LA ROSE	CB-48	S 12.00
47.5	D	4.2 C.B.&Q. . . . STREATOR . . . N.Y.C.X.	38 CB-22	S 11.35	53.6	D	5.3 WASHBURN	CB-54	S 12.20
49.8	.....	2.3 A.T.&S.F. N. Y. C. CROSSING . . . X.	CB-20	.....	56.9	D	3.3 LOW POINT	CB-57	S 12.30
55.7	D	5.9 BLACKSTONE	CB-14	S 12.20	58.7	.....	1.8 CAZENOVIA	CB-59	S 12.40
63.0	.....	7.3 NEVADA	CB-7	S 12.45	63.1	D	4.4 METAMORA	CB-63	S 12.55
69.6	DN	6.6 DWIGHT Y.W.	C-74	A 1.15	69.6	D	6.5 WASHINGTON . . . T.P.&W.X.	CB-70	A 1.30
				PM					PM
		Time over Sub-Division		4:45			Time over Sub-Division		5:00
		Average speed per hour		14.2			Average speed per hour		13.9

NORTHWARD

SOUTHWARD

Distance from Lacon	Sub-Division No. 3 TIME TABLE No. 7 June 27, 1954				Distance from Varna	Sub-Division No. 3 TIME TABLE No. 7 June 27, 1954			
	Station Numbers			Station Numbers				Station Numbers	
.....		D	LACON		CD-10	D		VARNA Y.	CB-44	.....
10.0	D	10.0 VARNA Y.	CB-44	.....	10.0	D	10.0 LACON	CD-10	.....

NORTHWARD

Distance from Mazonia	Sub-Division No. 1 TIME TABLE No. 7 June 27, 1954		Passing Sidings Cap. 45 ft. Cars	Station Numbers	FIRST CLASS				SECOND CLASS				THIRD CLASS		
					2				28	32	94	92		62	
					Daily				Daily	Daily	Daily	Daily		Daily Ex Sunday	
					PM				PM	AM	AM	PM		PM	
		MAZONIA 4.8		CA-26	12.51 1			10.43	3.43	11.26	11.43		12.25		
4.8	D	COAL CITY 1.4		CA-21											
6.2	DN	PEQUOT 4.4		73 CA-20	12.57 62			10.55	3.55	11.38	11.55		12.40 12.57 2		
10.6		LORENZO 2.5		67 CA-15											
13.1		BLODGETT 2.1		CA-13											
15.2		DRUMMOND 2.1		17 CA-11											
17.3		MILLSDALE 5.0		CA-9											
22.3	DN	PLAINES 2.5		CA-4	1.12			11.25 93	4.25	12.08	12.25		1.40		
24.8	DN	SOUTH JOLIET . W.F.T.S. 1.3		CA-1	1.15			11.45	4.30	12.13	12.31		A 2.10		
26.1		JOLIET . X		C-37	1.19			A 11.54	A 4.39	A 12.21	A 12.40				
					PM			PM	AM	PM	AM		PM		
		Time over Sub-Division			:28			1:11	:56	:55	:57		1:45		
		Average speed per hour			56.0			22.4	27.7	28.5	27.0		14.1		

SOUTHWARD

Distance from Joliet	Sub-Division No. 1 TIME TABLE No. 7 June 27, 1954		Passing Sidings Cap. 45 ft. Cars	Station Numbers	FIRST CLASS				SECOND CLASS					
									97	33	93	29		
									Daily	Daily	Daily	Daily		
									AM	PM	PM	AM		
		JOLIET . X		C-37				10.42	8.39	10.42	1.02			
1.3	DN	SOUTH JOLIET . W.F.T.S. 2.5		CA-1				11.15	8.45	11.15	1.35			
3.8	DN	PLAINES 5.0		CA-4				11.21	9.00	11.21 28	1.41			
8.8		MILLSDALE 2.1		CA-9										
10.9		DRUMMOND 2.1		17 CA-11										
13.0		BLODGETT 2.5		CA-13										
15.5		LORENZO 4.4		67 CA-15										
19.9	DN	PEQUOT 1.4		CA-20				11.50	9.30	11.50	2.10			
21.3	D	COAL CITY 4.8		CA-21										
26.1		MAZONIA		CA-26				A 12.05	A 9.40 5	A 12.05	A 2.25			
								PM	PM	AM	AM			
		Time over Sub-Division						1:23	1:01	1:23	1:23			
		Average speed per hour						19.0	26.1	19.0	19.0			

EASTWARD

WESTWARD

Distance from Peoria	Sub-Division No. 4 TIME TABLE No. 7 June 27, 1954				Second CLASS 232	Daily PM	Distance from Sherman	Sub-Division No. 4 TIME TABLE No. 7 June 27, 1954				Second CLASS 233	Daily AM		
	DN	Station Numbers	Passing Sidings Cap. 45 ft. Cars	Station Numbers				Station Numbers	Station Numbers	DN	Station Numbers			Passing Sidings Cap. 45 ft. Cars	Station Numbers
.....	DN	PEORIA... Y.W.F.S.	CE-0	L	8.30	.....		SHERMAN	CE-58					
5.0		GROVE	CE-5		8.45			VAN WOOD	CE-52						
8.8	DN	PEKIN... N.Y.C.X.	80	CE-9	9.00	4.3		FANCY PRAIRIE	CE-49						
20.0		GREEN VALLEY... I.C.X.		CE-20	9.30	6.0	D	CROFT	CE-45						
27.0		P. & N. JUNCTION... Y.	54	A	9.45	10.5		MIDDLETOWN	CE-42						
27.4	D	SAN JOSE		CE-27		13.8	D	NEW HOLLAND... I.C.X.	CE-36						
31.5		HARNESS		CE-32		19.9		HARNESS	CE-32						
35.8		NEW HOLLAND... I.C.X.		CE-36		24.2		SAN JOSE	CE-27						
41.9	D	MIDDLETOWN		CE-42		28.3	D	P. & N. JUNCTION	54	L	3.50				
45.2		CROFT		CE-45		28.7		GREEN VALLEY... I.C.X.	CE-20		4.10				
48.8	D	FANCY PRAIRIE		CE-49		35.7		PEKIN... N.Y.C.X.	80	CE-9	4.35				
51.4		VAN WOOD		CE-52		46.9	DN	GROVE		CE-5	4.55				
55.7		SHERMAN		CE-58		50.7		PEORIA... Y.W.F.S.		CE-0	5.30				
					PM						AM				
		Time over Sub-Division			1:15			Time over Sub-Division			1:40				
		Average speed per hour			21.9			Average speed per hour			16.2				

Number 233 will assume schedule at P. & N. Junction without clearance.

Trains and Engines from Peoria Line will be governed by signal indications, Sherman to Ridgely.

NORTHWARD

SOUTHWARD

Distance from Godfrey	Sub-Division No. 5 Old Main TIME TABLE No. 7 June 27, 1954				Station Numbers	Distance from Wann	Sub-Division No. 5 Old Main TIME TABLE No. 7 June 27, 1954				Station Numbers
	DN	Station Numbers	Station Numbers	Station Numbers			DN	Station Numbers	Station Numbers	Station Numbers	
10.0	DN	WANN	C-262		10.0		GODFREY... W.Y.	C-252			
		ALTON... W.F.X.	C-257				ALTON... W.F.X.	C-257			
		GODFREY... W.Y.	C-252				WANN	C-262			

Yard limits extend between Godfrey and Wann.

C. J. Pennebaker, Trainmaster.....Bloomington, Ill.
 F. E. Wall, Assistant Trainmaster.....Bloomington, Ill.
 J. R. Callans, Assistant Trainmaster.....Joliet, Ill.
 W. R. Barr, Rules Examiner.....Tuscaloosa, Ala.
 J. P. Elliot, Asst. Chief Yard Operations.....Okolona, Miss.
 T. J. Nevin, Chief Dispatcher.....Bloomington, Ill.
 L. L. Blakeman, Night Chief Dispatcher.....Bloomington, Ill.
 E. D. Mills, Dispatcher.....Bloomington, Ill.
 J. A. Jones, Dispatcher.....Bloomington, Ill.
 E. D. Lakin, Dispatcher.....Bloomington, Ill.
 W. F. Sparrow, Dispatcher.....Bloomington, Ill.
 H. R. Stockum, Dispatcher.....Bloomington, Ill.

W. J. Oney, Jr., Dispatcher.....Bloomington, Ill.
 J. V. Montague, Dispatcher.....Bloomington, Ill.
 A. L. Hering, Relief Dispatcher.....Bloomington, Ill.
 W. K. Dunbar, Relief Dispatcher.....Bloomington, Ill.
 J. N. Sanders, General Road Foreman Engines Meridian, Miss.
 J. J. Siegfried, Road Foreman Engines.....Bloomington, Ill.
 J. W. Tennill, Road Foreman Engines.....Roodhouse, Ill.
 G. J. Kunde, Div. Claim Agent.....Chicago, Ill.
 Chicago to Braidwood and Pequot Line
 J. L. Batts, Div. Claim Agent.....Bloomington, Ill.
 Braceville to Elkhart, P&N and Jack Line
 R. P. Rogers, Div. Claim Agent.....Springfield, Ill.
 Williamsville to St. Louis, Air Line and Godfrey Line

SPECIAL INSTRUCTIONS

1. CLEARANCES — TRAIN-ORDER SIGNALS

Unless otherwise provided, a train must not leave its initial station on any subdivision without a clearance. In addition, trains must secure clearance at the following points:

- Wann (northward second class and inferior trains);
 - Normal (northward all except first class trains);
 - South Joliet (second class and inferior trains).
- Western Division trains will assume schedule at Godfrey without clearance.

Trains via subdivision 4 must secure clearance before leaving Ridgely.

Train order signal at Iles governs only trains of Eastern Division on Subdivision 2. Western Division trains must secure clearance before leaving Iles.

2. SUPERIORITY OF TRAINS

On single track, Northward and Eastward trains are superior to trains of the same class in the opposite direction.

3. JOINT OR SPECIAL USE OF TRACKS

Rules of the Union Station Company govern operation of trains and engines using the Chicago Union Station Company tracks and tracks under its jurisdiction between 22nd Street on the south and Western Avenue on the north.

In the Chicago Terminal, switch tenders at 36th St., and Alton Jet., will use a yellow flag by day and a yellow light by night to signal trains to and from B&OCT-GM&O wye connection. Signals from switch tenders convey no authority to pass over the Panhandle crossing in this wye until semaphore is properly set and route is known to be clear.

Permission must be secured from towerman at Corwith to enter southward main track at Kedzie Ave.

Trains will use the tracks of the Peoria & Pekin Union Railway between Grove and Peoria, and be governed by rules and regulations of that Company.

Unless otherwise ordered the siding at South Yard Pekin will be the meeting and passing points for all trains.

Between Wann and Bridge Junction the tracks of the G. M. & O. R. R. and the N. Y. C. are jointly used as double track, and the movement of trains will be governed by the joint Time Table of N. Y. C. and G. M. & O. Railroads.

Trains using the tracks of T.R.R.A. of St. Louis between Granite City or Bridge Junction and St. Louis will be governed by rules and regulations of that company.

Between Plaines and Pequot the tracks of G. M. & O. R. R. and the Santa Fe R. R. are jointly used as double track and the movement of trains will be governed by Special Rules. (See page 19 of Current Time Table.)

6. TRAIN REGISTERS

Chicago, Union Station	Ridgely (P&N line trains)
Glenn (Freight trains)	Iles (Western Division Trains)
South Joliet	Venice (Freight Trains)
Dwight	St. Louis, Union Station
Washington	
Bloomington, Target Shanty and Yard Office	

All trains will register at South Joliet and Dwight, and first class trains at Bloomington by giving operator at these points register ticket properly filled out, and the operator will personally make entry in register.

7. YARDS

- Ft. Wayne Jct.-Glenn-Argo
- Joliet-South Joliet-Plaines
- Normal-Bloomington
- Sherman-Ridgely-Springfield-Iles
- Godfrey-Alton-Wann

A clear block signal indication within yard limits does not modify the requirements of Rule 93, except for trains moving with the current of traffic between the following points:

- Between north yard limit sign, Joliet and South Joliet.
- Between north yard limit sign, Normal and Main Street, Bloomington.

- Between Olive St., Bloomington, and South yard limit sign, Bloomington.
- Between north yard limit sign, Sherman, and crossover north end Ridgely yard.
- Between Laurel St., Springfield, and south yard limit sign at Iles.

8. ADDITIONAL REGULAR AND FLAG STOPS FOR PASSENGER TRAINS

- 1 stop at Joliet on signal to pick up revenue passengers for Springfield and points beyond where scheduled to stop.
 - 2 stop on signal at Lincoln to pick up revenue passengers for Chicago and discharge revenue passengers from St. Louis.
 - 2 stop at Joliet to let off revenue passengers from Springfield and points south where scheduled to stop.
 - 3 stop at Joliet on signal to pick up revenue passengers for points where scheduled to stop.
 - 3 stop on signal at Lincoln to discharge revenue passengers from Chicago and pick up revenue passengers for St. Louis.
 - 3 stop at Granite City to discharge revenue passengers from Chicago, Joliet, Bloomington, and Springfield.
 - 4 stop at Joliet to let off revenue passengers from Springfield and points south where scheduled to stop.
 - 5 stop on flag at Summit, daily except Saturday. Saturdays train 5 will make regular stop at Summit.
 - 5 will stop at Fifth Street, Lockport, to receive and discharge passengers.
 - 6 stop at South Joliet on Monday to let off employees.
 - 7 will stop at Dwight to discharge revenue passengers from Chicago and pick up revenue passengers for St. Louis, daily except Saturday night. Out of Chicago Saturday night will make regular stop at Dwight.
 - 7 will stop at Granite City to discharge revenue passengers from Springfield and points north.
 - 16 and 17 will stop at Fifth Street, Lockport, for passengers.
 - 18 stop at Joliet let off revenue passengers from Springfield and points south where scheduled to stop.
 - 18 stop at Granite City on flag signal to pick up revenue passengers for Chicago, Joliet, Bloomington, and Springfield.
 - 18 will stop on flag at Lincoln to discharge passengers from St. Louis and pick up passengers for Chicago.
 - 19 stop at Carlinville on signal to let off revenue passengers from Chicago.
- Scheduled trains, except numbers 5 and 8, will stop at Washington Avenue, St. Louis.

9. RAILROAD CROSSINGS AND JUNCTIONS

Interlocked:	MAXIMUM SPEED	
	Passenger mph	Freight mph
South Branch Bridge, Chicago.....	10	10
Penna. Ft. Wayne Junction, Chicago...	10	10
I.C.-A.T.S.F. Bridgeport Bridge, Chicago	20	20
A.T. & S.F.-Corwith, Chicago	40	40
B.R.C.-LeMoyne, Chicago	75	45
45 Crossover Glenn	75	45
B.&O.C.T.-I.H.B., Argo	75	45
C.R.I.&P.-A.T.&S.F.-N.Y.C., Joliet	20	20
Southward Union Station to S. Joliet		
Pass. Main	30	20
G.M.&O. R.R. Jet. S. Joliet.....	35	35
A.T.&S.F. Jct. Plaines Southward.....	25	20
Northward to S. Joliet	75	30
A.T.&S.F. Jct. Pequot Southward.....	25	20
Northward ...	75	50
G.M.&O. R.R. Jet. Mazonia.....	40	35
Southward from Elwood Main.....	75	50
N.Y.C., Dwight	75	50
N.Y.C., Streator	20	20
A.T.&S.F., Streator	20	20
I.C., Wabash, Pontiac	60	45
T.P.&W., Chenoa	75	50
I.C., Normal	60	30

SPECIAL INSTRUCTIONS—Continued

RAILROAD CROSSINGS AND JUNCTIONS—Continued

Interlocked:	MAXIMUM SPEED	
	Passenger mph	Freight mph
Penna., Atlanta	60	45
I.C., Ill. Terminal, Athol.....	75	50
I.C., Lincoln	75	50
G.M.&O. Jet. Sherman, Main Line.....	75	50
to and from Peoria Line.....	15	15
C.&I.M., Ridgely	35	25
B.&O., I.C., C.&I.M. Springfield, East		
Grand Ave.	15	15
B.&O., Springfield	15	15
Wabash, Iles, Main Line.....	75	50
to and from Air Line.....	30	20
C.&I.M., Auburn	75	50
C.B.&Q., Girard	75	50
C.B.&Q., Brighton	75	50
G.M.&O. Jet., Godfrey Northward from		
cut off	60	30
Southward to cut off.....	40	30
To and from Godfrey Line.....	15	15
M.&I. B.&B., Alton, Henry St.....	10	10
N.Y.C., Wann Southward.....	75	50
Northward to cut off.....	30	25
To and from Old Main.....	15	15
Ill. Terminal, Wood River Southward..	75	50
Northward	40	40
N.Y.C., Lenox	35	35
Diverging route through puzzle		
switch	5	5
Ill. Terminal, Granite City via Joint		
Track	30	30
Via St. Louis Merchants Bridge Ter-		
minal	20	20
N.Y.C., A.T.&S.F., Pekin.....	20	20
I.C., Green Valley	20	20

Not Interlocked:
 Semaphore—C.J., Penna., B.&O. C.T.....Chicago
 Color Position Light } N.Y.C., N.K.P.Bloomington
 Semaphore

Grade:
 Sou. Ry. (Venice)E. St. Louis
 N.K.P., Wabash, A.&E., (Bridge Jct.)E. St. Louis
 C.B.&Q.E. St. Louis
 I.C.New Holland

Gates:
 N.Y.C., C.B.&Q.Streator
 T.P.&W.Washington

When stopped by signal displaying stop indication at remote control interlocking at 45 Crossover Glenn, Mazonia, Dwight, or Godfrey, communicate with Operator at Control Station. When authorized to operate a dual control switch by hand at 45 Crossover Glenn, Mazonia, or Godfrey, Rule 534 will govern.

When stopped by signal displaying stop indication at remote control interlocking at Pontiac, communicate with Operator at Pontiac. Before proceeding, member of train crew must go to railroad crossing and operate emergency release and be governed by Rule 672.

Inoperative approach signals are in use at the following interlockings, displaying approach indication.

New York Central crossing, 2.3 miles north of Streator, Godfrey northward from Alton, Green Valley, Pekin, Grove northward, Sherman from Peoria. All trains must approach absolute signals prepared to stop and reduce speed to not exceed 20 miles per hour within interlocking limits.

At Bridgeport and Pequot, the absolute signals governing main routes are semi-automatic and act as block signals as well as governing route over interlocking. Trains finding signal in stop position, will be governed by Rule 663.

At Corwith, LeMoyné, 45 Crossover Glenn, Argo, Joliet, South Joliet, Mazonia, Dwight, Pontiac, Chenoa, Normal, Atlanta, Athol, South Lincoln, Ridgely, B. & O. Crossing Springfield, Iles, Auburn, Girard, Brighton, Godfrey, Wann, North Wood River, Lenox, Granite City, and Henry St., Alton, absolute signals governing main routes are semi-automatic and act as block signals as well as governing routes over interlocking.

The absolute signals at these interlockings are equipped with restricting signals as per Rule 290. Trains or engines receiving this signal must understand that the route through the interlocking is set, but does not indicate block is clear, nor provide automatic block protection. When this signal is displayed, trains or engines may, without stopping, pass the absolute signal:

(a) When moving with the current of traffic: At restricted speed, not exceeding 15 miles per hour, to the next signal in advance, prepared to stop short of train, obstruction or switch not properly lined and to look out for broken rail.

(b) When crossing over for movement against the current of traffic or when entering siding: At restricted speed, not exceeding 15 miles per hour, until entire train is through interlocking limits.

When stopped by signal displaying stop indication at automatic interlocking, member of train crew must go to railroad crossing, operate emergency release in accordance with instructions posted in Release Box, and be governed by Rule 672.

By night when the light in an interlocking signal of the semaphore type is absent, trains or engines must stop before accepting the day proceed indication of the signal as provided in Rules 27 and 294.

Southward trains approaching Sherman will be governed by signal indications. When a train encounters an absolute signal displaying "STOP," a member of the train crew will communicate with the operator, Ridgely Tower, for instructions.

Northward trains from Ridgely to Sherman using southward main track from Ridgely to Sherman will be governed by a detour order and system of controlled signals. The P&N Junction switch in southward main track at Sherman is equipped with spring switch normally lined for southward main track.

Detour order, issued by yardmaster, Ridgely, and northward absolute signal displaying "PROCEED" indication will authorize northward train movement over southward main track Ridgely to Sherman where train will stop and a member of train crew will operate switch for movement to Peoria Line. If, after receiving Detour Order, the train clears the main track, a member of train crew will receive permission from Yardmaster before train again enters southward main track. After train has entered Peoria Line track and is clear of southward main track at Sherman the spring switch must be restored and locked in its normal position.

Telephones are located at Junction switch Sherman and at all absolute signals.

10. WATER STATIONS

Glenn	Bloomington	Godfrey	Venice
S. Joliet	Ridgely	Alton	St. Louis
Dwight	Springfield		

11. FUEL STATIONS

Glenn	Bloomington	Alton	St. Louis
S. Joliet	Ridgely	Venice	

12. BULLETIN BOARDS

Chicago, Union Sta., Brighton Park	Ridgely, Yard Office and Round House
Glenn, Yard Office and Round House	Springfield, Telegraph Office, Alton, Freight Station
South Joliet, Yard Office and Round House	Venice, Yard Office and Round House
Dwight, Passenger Station	Peoria, Round House
Bloomington, Crew Dispatchers Office, Target Shanty and Engineers' Rest Room	East Peoria, Yard Office

13. STANDARD CLOCKS

Chicago, Union Station	Ridgely, Yard Office and Engine House
Glenn, Telegraph Office and Round House	Springfield, Telegraph Office
South Joliet, Tower and Round House	Alton, Freight Station
Dwight	Venice, Yard Office
Bloomington, Target Shanty, Engine House, Yard Office	St. Louis, Union Station
	Peoria, Round House

SPECIAL INSTRUCTIONS—Continued

14. MAXIMUM SPEED RESTRICTIONS

	(Diesel Electric)	
Between Chicago and St. Louis.....	{ Passenger 75 mph	
	{ Freight 50 mph	
	(Diesel Electric)	
Between South Joliet and Mazonia via Pequot Line	{ Passenger 75 mph	
	{ Freight 50 mph	
Between Dwight and Washington	{ Passenger 30 mph	
	{ Freight 30 mph	
Between Varna and Lacon.....	{ Passenger 20 mph	
	{ Freight 20 mph	
Between Sherman and Peoria	{ Passenger 30 mph	
	{ Freight 30 mph	

EXCEPTIONS

	Passenger mph	Freight mph
Trains moving against current of traffic.....	50	35
Trains passing through village and towns against the current of traffic.....	30	30
Trains moving against the current of traffic over facing point spring switches or other facing point switches not interlocked.....	25	25
Chicago: South Branch Bridge turnouts.....	10	10
Chicago: Between 21st Street and Corwith...	40	30
Chicago: Halsted Street, around curves both tracks	25	25
Chicago: Bridgeport Bridge, through inter- locking	20	20
Chicago: Homan Ave. Crossing, running against current of traffic.....	15	15
Chicago: Corwith, through interlocking.....	40	40
Joliet; Fifth Ave., to Cass St., northward....	20	20
Cass St., to Union Station, passenger main southward	20	20
Cass St., to Fifth Ave., freight main.....	20	20
Union Station, through interlocking limits to South Joliet, passenger main...	30	20
South Joliet, through interlocking limits....	35	35
South Joliet to Plaines	75	30
Zarley's Hill, south of South Joliet, reverse curves	60	45
Wilmington: Trains through town.....	60	50
Mazonia: Northward to main line.....	40	35
To and from Pequot Line.....	40	35
Pontiac, curve at I.C. crossing.....	60	45
Normal: Ash St. to Main St., Southward...	60	
Normal: Against current of traffic, between Main St. and Beech St.....	20	
Bloomington, Emerson St. to Locust St.....	50	
Bloomington, Locust St. to Washington St..	20	
Atlanta, curve through Atlanta.....	60	45
Sherman, trailing through Spring Switch from P.&N. Line	15	15
Ridgely, south end yard, through interlock- ing limits	35	25
Springfield: Between Ridgely Ave. and Carpenter St.	25	20
Between Carpenter St. and Capitol Ave.	15	15
Between Capitol Ave. and Laurel St....	25	20
Between Laurel St. and Ridgely Ave., running against current of traffic..	10	10
Iles: To and from Air Line.....	30	20
Rinaker, power switch, southward.....	40	35
Plainview, power switch, northward.....	40	35
Godfrey: Northward from cut-off	60	35
Southward to cut-off	40	30
To and from Godfrey line.....	15	15
Alton: Alby to Henry St. (Old Main).....	10	10
Wann: Northward trains through interlock- ing limits	30	25
Wood River: Northward over Illinois Ter- minal crossing	40	40
Lenox, through interlocking limits.....	35	35
Lenox: Via diverging route through puzzle switch	5	5

Granite City: Through interlocking limits via joint tracks, under control, not to exceed	30	30
Granite City: Through interlocking limits via St. Louis Merchants Bridge Terminal....	20	20
Between Granite City and Bridge Junction..	35	25
Bridge B-1725, two miles north of Green Val- ley	25	12
Bridge B-1951, 1.7 miles north of Middletown	25	12
Through Turnouts, Crossovers, In and Out Sidings	15	15

Trains handling loaded Koppel Air dump cars
Trains handling scale test cars and engine tanks used in Main-
tenance of Way service will not exceed 35 miles per hour.
Trains handling derrick cars, steam shovels and similar pivoted
machinery as well as pivoted machines shipped on their
own wheels must run at reduced speed to not exceed 20
miles per hour unless given special written instructions
by Chief Dispatcher to exceed this speed. This does not
apply to trains handling the company's steam wrecking
derricks.

Trains handling steam wrecking derricks must not exceed
speed of 30 miles per hour on straight and level track, 25
miles per hour on light curves and grades and 20 miles per
hour on heavy curves and grades.

Derrick 66409, located at Bloomington, must be separated
from the engine by not less than 3 cars. It must not be
operated over:

Peoria Line
Dwight Branches

MAXIMUM SPEED OF ENGINES:

Maximum speed covering following classes of engines where
not otherwise restricted. Where other restrictions permit
train speed in excess of the maximum engine speed pre-
scribed below, maximum engine speed prescribed in table
must be observed.

Diesel, passenger	80 MPH
Diesel, combination passenger-freight	80 MPH
Diesel, freight	65 MPH
Diesel, utility	60 MPH
Diesel, switch	30 MPH

MAXIMUM SPEED OVER SUBMERGED TRACKS

Diesel-electric engines and diesel-electric cars shall not
be operated, either by towing or using traction motors for
power, through water having depth over rail greater than
shown below; or at a speed greater than shown below.

Type of Engine or Car	Depth Water	Speed
Electro-Motive Passenger and freight diesels	4 in.	5 MPH
ALCO passenger, freight and switch- ing diesels	4 in.	5 MPH
Motor Cars—diesel-electric	4 in.	5 MPH
Passenger Cars with Roller Bearings	8 in.	5 MPH
Passenger Cars Standard Friction Bearings	12 in.	5 MPH

15. WHISTLE SIGNALS

Iles, southward to Air Line, two short, one long (o o —).

16. RESTRICTION AT RAILROAD CROSSINGS AND DRAWBRIDGES

EXTRACT FROM ILLINOIS STATE LAWS

"All trains running on any railroad in this State when
approaching a crossing with another railroad upon the same
level, or when approaching a swing or drawbridge, in use as
such, shall be brought to a full stop before reaching the same,
and within eight hundred (800) feet therefrom, and the engine-
man or other person in charge of the engine attached to the
train shall positively ascertain that the way is clear and that
the train can safely resume its course before proceeding to pass
the bridge or crossing." [This law does not apply to crossings
or drawbridges protected by an interlocking system of signals,
approved by the Illinois Commerce Commission.]

SPECIAL INSTRUCTIONS—Continued

Where trolley wires are maintained a height less than 22 feet above the top of rail, trainmen and other employees are prohibited from occupying tops of freight cars while in motion. In such cases efficient means shall be provided to control adequately movements of freight cars or trains.

HIGHWAY CROSSINGS

ILLINOIS COMMERCE COMMISSION GENERAL ORDER No. 138

"Rule 501. In addition to warnings by whistle or bell as required by statute, every railroad train shall give warning by prolonged or repeated whistling when passing or meeting or about to pass or meet a train, at or in the immediate vicinity of a grade crossing, under such circumstances that the second train will obscure, in whole or in part, the view of the first mentioned train to persons who may be about to use the crossing."

17. BUSINESS TRACKS NOT SHOWN AS STATIONS ON FACE OF TIME-TABLE

Station	Name	Mile	Capacity	Opens
C- 27	Seneca Petroleum Co..	27.5	Yd.	North
C- 28	Globe Oil Co.	28.2	Yd.	South
C- 50	Prairie Creek	49.9	15	South
C- 51	Webster	50.3	30	South
C-106	Ballard	106.6	20	South
C-153	Kruger	153.3	8	North
C-191	Junod	101.1	2	South
C-199	Lefton	199.1	40	South

18. AUTHORIZED DIESEL OPERATION

All classes of diesel-electric engines may be operated over all subdivisions of Eastern Division. Between Dwight and Washington, and between Grove and Sherman, the operation is limited to 2 units.

19. BLOCK AND AUTOMATIC TRAIN STOP SYSTEMS

DEFINITIONS:

LIMITED SPEED.—A speed not exceeding 60 miles per hour.

MEDIUM SPEED.—A speed not exceeding 30 miles per hour.

SLOW SPEED.—A speed not exceeding 15 miles per hour.

RESTRICTED SPEED.—Proceed, not exceeding 15 miles per hour, prepared to stop short of train, engine, obstruction, or switch not properly lined and to look out for broken rail.

WITH CAUTION.—To run at reduced speed, according to conditions, prepared to stop short of train, engine, obstruction, or before reaching a stop signal.

TRAFFIC CONTROL SYSTEM is in effect between:

Ft. Wayne Junction and Pan Handle Crossing Brighton Park, Control Station Bridgeport Bridge
South Joliet and Plaines, Control Station South Joliet
Rinaker and Plainview, Control Station Brighton
Godfrey and Wann via Cut-Off, Control Station Wann

Within traffic control system limits specified, the movement of trains and engines will be governed by block signals whose indications will supersede time-table superiority of trains for both opposing and following movements on the same track.

Within traffic control system limits, Rule 93 will not apply.

Protection of train or engine as prescribed by Rule 99 is required, except as provided in Rule 532.

Trains or engines must not enter or foul the main track within traffic control system limits, or re-enter the main track after having cleared it, except on proceed indication of absolute signal or by authority of control station.

Before trains or engines at west end of South Joliet yard enter the main track, a member of the crew must communicate with control station to clear the signal.

Telephones located adjacent to absolute signals and main track switches may be used to communicate with control station.

When a train or engine is stopped by a Stop-indication and cause is not apparent, a member of the crew must communicate promptly with control station.

An absolute signal displaying Stop-indication must not be passed until permission is obtained from control station, or if the means of communication fail train or engine may proceed at restricted speed under flag protection to the next signal displaying a proceed indication.

If it becomes necessary to make reverse movement of train or engine, such movement must be made under flag protection, except when authority to make reverse movement is granted by control station, and proceed indication of block signals is displayed for reverse movement.

When in emergency it is necessary to operate dual control switch by hand crews of trains or engines must be governed by Rule 534.

AUTOMATIC BLOCK SYSTEM is in effect between:

Pan Handle Crossing Brighton Park and Rinaker, via main line.
Plaines and Mazonia, via Pequot Line
Plainview and Godfrey
Wann and Granite City on southward main
Wann and Bridge Junction on northward main

The automatic signals between Godfrey and Henry St. interlocking at Alton, and automatic signals between Wann and Henry St. interlocking governing northward movements, are for curve and station protection. When automatic signal displays "stop" indication, trains and engines, after stopping, may proceed at once, through the block at restricted speed, not exceeding 15 miles per hour.

END OF TRACK CIRCUIT SIGN. A sign reading "ETC" vertically, denotes a point beyond which a train does not cause an automatic block signal to display its most restrictive indication.

AUTOMATIC TRAIN CONTROL STOP SYSTEM is in effect between:

North end Glenn Yard and Joliet
South Joliet and Normal, via main line
Road engines operating between these points must have train control stop device in working order.

When automatic train control stop on locomotive fails enroute, it may be cut out and train may proceed in accordance with indications of automatic signals, but not to exceed 40 miles per hour, to the first available point of communication, where train will stop and make report to Train Dispatcher. If absolute block cannot be established, train will then proceed and be governed by indications of automatic signals, but not to exceed 75 miles per hour, keeping clear of occupied block. After waiting three minutes at an automatic stop and proceed or grade signal indicating stop, it may be regarded that there has been a failure of the signal and train may proceed at restricted speed until a more favorable signal indication is encountered.

Enginemen must not forestall application until after signal indication has been observed and is being obeyed, except on single track, when trains meet by rule or train order at a siding within the limits of a block, the train to take siding may forestall application and pass the stop and proceed signal indicating STOP without stopping, but at restricted speed.

Enginemen forestall application passing over track magnet in back-up moves against current traffic, and running forward pushing cars.

Test magnets are located at Glenn, South Joliet, Dwight, Bloomington, Ridgely, Venice, St. Louis and Roodhouse.

Enginemen must receive acknowledging indication on magnet inbound, and a stop on each of the two outbound magnets before leaving terminal.

If engine does not respond to magnets, engineer report same to roundhouse foreman.

When brake application occurs, it must be allowed to continue until train stops, enginemen will release brakes by operating release valve.

SPECIAL INSTRUCTIONS—Continued

MANUAL BLOCK SYSTEM is in effect between:

Granite City and Bridge Junction on G. M. & O. Southward main
Pekin and Grove (Manual Positive Block)

The following rules govern the operation of Manual Positive Block System, in effect between Pekin and Grove:

Train movements between Pekin Tower and P. & P. U. Junction, Grove, are governed by positive block, controlled by P. & P. U. Dispatcher at Illinois River Bridge, Peoria, and Towerman at Pekin Tower.

Train rights conferred by time table or book of rules between these points are void, and all train movements will be governed by signal indication.

Clear Train order signal displayed at Pekin Tower for westward trains confers right Pekin to Grove.

Clear signal displayed at Grove for eastward trains confers right to Pekin Tower.

When an eastward train is stopped by a signal indicating "stop" at Grove, the Conductor or Engineer will communicate with the Peoria & Pekin Union train dispatcher for instructions.

No reverse movements will be made without flag protection. All flagging rules for protection of trains will remain in effect.

Trains having work to do must obtain permission from Towerman at Pekin, for westward trains and from Dispatcher at Peoria, for eastward trains, before entering the block in which work is to be done.

When westward train takes siding in West Yard Pekin or otherwise clears main track it must not again enter block or foul main track without permission of block operator, Pekin. Telephone has been provided at west switch for that purpose.

If, for any reason, it is necessary to double train to P. & P. U. tracks at Grove leaving any on G. M. & O. main track, Conductor must promptly call dispatcher at Illinois River Bridge Tower, Peoria, on 'phone and advise him that block is not clear and also protect against opposing trains until entire train is clear of G. M. & O. main track.

Telephones have been provided at signal bridges on P. & P. U. tracks in accordance with Bulletin issued by that Company to be used by trainmen in conferring with dispatcher in case of delay or trouble.

20. DOUBLE TRACK

Double track is in use on Sub-Division 1, between Chicago and South Joliet and between Plaines and Bloomington via Pequot Line.

Double track is in use on Sub-Division 2 between Bloomington and Rinaker, Plainview and Godfrey, Wann and Bridge Junction.

21. SPACING TRAINS

When a regular train, scheduled via either the Old Main or Pequot Line between South Joliet and Mazonia, is run extra between those points, such train may assume its original schedule at South Joliet or Mazonia without train order authority.

Southward second class and extra trains may run ahead of southward first class trains, Mazonia to Dwight.

Between Sherman and Pekin and between Dwight and Washington, unless otherwise provided, an absolute block will be maintained behind all trains carrying passengers at all times and in all places, except that when a train carrying passengers passes a train at a non-train order office and there is no telephone communication from that siding to a train order office, the train so passed will wait ten minutes after the passage of the train carrying passengers and may then proceed with caution, provided its superiority permits, until the next open train order office in advance is reached. If telephone communication is had from the siding, the train which is passed will not again occupy the main track until released by verbal instructions on the phone by the train order office in the direction in which the train carrying passengers is moving.

22. SPRING SWITCHES

SPRING SWITCHES are in use at south end of southward siding Pontiac, and at north end northward siding at Athol.

A semaphore switch indicator equipped with switch key release box is located at spring switch at south end southward siding at Pontiac, and at north end northward siding at Athol.

Before train leaves siding to enter main track, a member of train crew will be required to insert switch key in release box, turning key clockwise to full right, and if semaphore indicator displays "CLEAR", and operating rules are complied with, train may proceed through spring switch.

If the indicator displays "STOP", after waiting three (3) minutes and complying with operating rules, train may proceed through spring switch.

Spring switches must not be thrown by hand while cars are holding switch points open, except in emergency and then extreme care must be used in operating switch stand to avoid injury.

23. TELEPHONES

Telephones for Emergency Use

Willow Springs—Box on pole west side of tracks at Wentworth Ave.

Lambert—Box on post west side of tracks.

Lemont—Box on north side of station.

Lemont—Globe Oil Spur, box on pole.

Romeo—Box on post west side of tracks at south end of southward siding.

Lockport—Box on post west side of tracks at north switch entrance to Texas Plant.

Lockport—Shanty at Second St., west side of tracks.

Elwood—Box on pole west side of track at north leg Stone Siding, M. P. 46.2.

Elwood—Box on pole west side of track at south leg Sanderson Siding, M. P. 46.8.

Wilmington—Box on post west side of track at north end siding.

Hitt Siding—Box on pole west side of tracks at north switch and at south switch.

Braidwood—Box on front of station.

Mullins—Box on pole west side of track.

Odell—Box on pole west side of tracks at north end northward siding.

Ocoya—Box on pole west side of tracks at main track crossover.

Lexington—Box on pole west side of tracks, south end siding.

Funks Grove—Box on north side of station.

Lawndale—Box on front of station.

Griggs—Box on pole west side of tracks.

Williamsville—Box on pole south of station.

Ridgely—In Scale House at north end yards.

Iles—Box on post just south of Signal 214.

Virden—Box on first pole south of station.

Carlenville—Box on pole first telegraph pole south of station.

Macoupin—Box on post east side of track.

Macoupin—Box on pole east side of track near M. P. 231.5.

Plainview—Box on post east side of track at south end northward siding.

New Holland—Box on post opposite tool house.

Green Valley—Box on south end tool house, east side of track.

SPECIAL INSTRUCTIONS—Continued

24. AIR BRAKES, HAND BRAKES, TESTING, ETC.

(a) Form 1118-D-Rev. 1, Instructions governing the Operation of Air Brakes, Train Air Signal Equipment and Electric Lighting of Locomotives and Passenger Cars, in full force and effect except Articles 104 and 105 are amended in part to read as follows:

(b) At points where engine crew or train crew is changed, only, without the locomotive being detached from the train or any change in the make-up of the train, the inbound engineer on arrival at the terminal, and after making stop of his train, will make a 30 pound service reduction of the brakes, leaving the brakes set; the flagman will then move from the rear end of the train to the head end of the train to note if brakes are applied, and if found applied on arrival at the locomotive he will request the outbound engineer to release the brakes and then return to the rear of the train inspecting brakes on each car, and if all brakes are released he will give signal to the head end so indicating, which will constitute a terminal test of the brakes.

When there is any change in the make-up of the train, or the locomotive has been detached for any reason, a complete terminal test will be made in accordance with the rules. Designated Repair points: Glenn, South Joliet, Bloomington, Ridgely and Venice.

(c) In making running test of air brakes on passenger trains, conductor or trainman will signal engineer that brakes apply and release properly, by one long and one short sound of the communicating signal, instead of by signal 12(c), as provided in Rule 1033.

25. WORK BETWEEN VARNA AND LACON

Work between Varna and Lacon will be performed by trains 60 and 61 upon instructions of agent at Varna.

26. SWITCHING PASSENGER EQUIPMENT

Rule 103-E, of rules for the Government of Operating Department, is modified as follows:

“UNOCCUPIED passenger equipment may be switched at Brighton Park Coach Yard and Harrison St., Yard, at Chicago, without the use of air brakes.”

27. TRAIN ORDER OFFICES—IRREGULAR HOURS

Offices open less than 24 hours

Glenn	6:00 A.M. to 2:00 P.M. 4:00 P.M. to 12:00 Midnight
Lemont	7:00 A.M. to 4:00 P.M.
Lockport	7:00 A.M. to 4:00 P.M.
Elwood	7:30 A.M. to 4:30 P.M.
Wilmington	7:00 A.M. to 5:00 P.M.
Braidwood	7:30 A.M. to 4:30 P.M.
Gardner	7:30 A.M. to 4:30 P.M.
Odell	7:30 A.M. to 4:30 P.M.
Pontiac	8:00 A.M. to 4:00 P.M. 6:45 P.M. to 2:45 A.M.
Lexington	6:45 A.M. to 3:45 P.M.
Towanda	6:45 A.M. to 3:45 P.M.
Blackstone	8:00 A.M. to 4:00 P.M.
Streator	7:00 A.M. to 4:00 P.M.
Wenona	8:00 A.M. to 5:00 P.M.
Varna	8:00 A.M. to 5:00 P.M.
Lacon	8:00 A.M. to 5:00 P.M.
Washburn	8:00 A.M. to 5:00 P.M.
Low Point	8:00 A.M. to 5:00 P.M.
Metamora	8:00 A.M. to 5:00 P.M.
Washington	7:00 A.M. to 4:00 P.M.
Shirley	7:30 A.M. to 4:30 P.M.
McLean	7:30 A.M. to 4:30 P.M.
Lincoln	8:00 A.M. to 4:00 P.M. 5:00 P.M. to 1:00 A.M.
Broadwell	7:00 A.M. to 4:00 P.M.
Elkhart	7:00 A.M. to 4:00 P.M.
Williamsville	7:00 A.M. to 4:00 P.M.
Chatham	7:00 A.M. to 4:00 P.M.
Auburn	7:00 A.M. to 4:00 P.M.
Virden	7:30 A.M. to 4:30 P.M.
Carlinville	7:40 A.M. to 4:40 P.M.
Shipman	7:00 A.M. to 4:00 P.M.
Fancy Prairie	7:00 A.M. to 4:00 P.M.
Middletown	7:00 A.M. to 4:00 P.M.

28. ACCIDENTS, ETC.

Employees who witness or have any knowledge whatever of an accident involving the public, must not give information of the same to Attorneys, the injured persons, or anyone else except this Company's Officers and Claim Agents, unless legally required. Persons seeking information as to any accident should be referred to the General Claim Agent.

An employe served with subpoena to report to any court or officer must at once notify superior official and communicate with or report in person to the Railroad Attorney or representative of the Claim Department and act under his direction.

RULES GOVERNING OPERATION OF THE JOINT TRACKS OF THE A., T. & S. F. RY. CO., AND G. M. & O. R. R. CO. PEQUOT LINE

1. The movement of trains will be supervised by A. T. & S. F. Train dispatcher, who will issue instructions as may be required.

Train dispatcher must be notified of any known conditions that will delay train or prevent it from making usual speed, or reason for any unusual delay encountered.

Except as affected by the following rules, all block signal and train rules of the G. M. & O. Company remain in force.

2. Two Main Tracks, designated as Eastward and Westward Tracks, and Automatic Block System, between Plaines and Pequot.

Trains must keep to the right, unless otherwise provided, and will run with the current of traffic by block signals whose indications will supersede the superiority of trains.

Movement against the current of traffic must be controlled by train order.

Trains moving against the current of traffic must approach interlockings and facing point spring switches prepared to stop, unless track is clear, switches are properly lined and signals indicate "Proceed." Movement around curves where view is obscured must be made at restricted speed and one extra long and short blast of engine whistle sounded frequently.

Trains must not use nor foul other main track until permission is received, after which train must be fully protected.

3. Trains will register: Westward, by leaving register ticket at Plaines; Eastward, leaving register ticket at Pequot.

4. Trains displaying classification signals will continue same over the joint track. The display of green signals on a train of either line will indicate that following section is of same line.

5. **RESTRICTED SPEED.** A speed that will permit stopping short of another train, obstruction, or switch not properly lined, but not exceeding fifteen miles per hour.

TWO OR MORE TRACKS. Two or more main tracks upon any of which the current of traffic may be in either specified direction.

6. When going out to flag, flagman must take with him not less than 8 torpedoes and 6 fuses.

Fuses will be used in addition to other signals for protecting trains, or in any manner which any particular emergency may demand.

A train finding a fusee burning on or near its track must stop and extinguish it or wait until it has burned out. The train may then proceed prepared to stop short of train, obstruction or switch not properly lined, for one mile.

The explosion of two torpedoes is a signal to proceed prepared to stop short of train, obstruction or switch not properly lined, for one mile. The explosion of one torpedo will indicate the same as two, but the use of two is required. The explosion of torpedoes must be acknowledged by two short blasts of engine whistle.

Torpedoes will be placed two rail lengths apart on engineman's side of track to be protected.

7. At meeting or passing points the employee attending the switch must not unlock deraillor or main track switch, nor station himself nearer to main track switch than the clearance point, and, when safe to do so, on opposite side of track, until expected train has been met or passed.

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

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

8. Spring switches will be designated by the letter "S" painted on the switch stand.

West end westward siding and west end connection G. M. & O. to A. T. & S. F. at Plaines, equipped with spring switch.

Trains or engines moving against the points of spring switches must not exceed twenty-five miles per hour.

Passenger trains must not exceed twenty-five miles per hour and freight trains twenty miles per hour when trailing through spring switches.

Trailing movements through spring switches must not be reversed until switch has been properly lined.

If signal protecting facing point movement over a spring switch is in stop position, examine switch points to see that they are properly closed.

If necessary to spike a spring switch it must be protected and train dispatcher notified.

Sand must not be used or center blow-off cocks operated over spring switches.

9. Plaines and Pequot are interlocking stations.

Hand signals must not be given which conflict with interlocking signals, except when signals of an interlocking at an open station cannot be operated, and a train or an engine is to be moved through an interlocking, operator may give permission verbally or by proceed signal with a yellow light or flag. In such cases, member of crew must precede train or engine and examine each interlocking switch and deraillor affecting such movement.

After flagging over interlocking within automatic signal limits, trains or engines may proceed at restricted speed and be governed by next block signal in advance.

Trains or engines stopped by the operator in making movement through an interlocking, must not move in either direction until they have received proper signal from him.

At an interlocking station, the home interlocking signal may be used as a train order signal, a red flag by day or a red light by night, so placed at interlocking station that it can be seen from approaching train, will indicate to the enginemen and trainmen that there are train orders.

The engineman will acknowledge the display of signals as above indicated, by two short blasts of the whistle.

The operator will then clear interlocking signal and train may proceed to interlocking station, but not beyond, until released by clearance card.

Sand must not be used, or water allowed to run over movable parts of an interlocking. Violations must be reported to Trainmaster.

If necessary to change any route for which the signals have been cleared for an approaching train or engine, switches must not be changed or signals cleared for any conflicting route until the train or engine for which signals were first cleared has stopped and given Signal (c).

Following whistle signals will be used at interlocking stations:

- (a) Extra long—main track
- (b) Long, short, long—siding
- (c) Short, extra long, short—notify operator cannot take signal.

10. BLOCK SIGNALS:

Aspect	Name	Indication
Red with number plate	Stop and Proceed	Stop, then proceed at once at restricted speed.
Yellow with number plate	Approach	Proceed prepared to stop at next signal; if exceeding medium speed immediately reduce to that speed.
Yellow over yellow	Advance	Proceed: approach next signal not exceeding 40 MPH for passenger or 80 MPH for freight trains.
Green	Clear	Proceed.
Red without number plate	Stop	Stop.
Yellow without number plate	Approach-restricting	Proceed prepared to enter turnout or stop short of train or obstruction.

Trains may run to, but not beyond, a signal indicating stop, except as otherwise provided. If train or engine overruns a stop signal the fact must be reported to Trainmaster.

Trainmen and enginemen will, when practicable, observe whether signals passed by their trains or engines assume proper indication.

When a train or engine passes a signal which fails to assume its most restrictive indication, it will proceed at restricted speed to the end of that block with rear end protected by flagman until entire train has passed out of that block.

11. The headlight will be displayed to the front of every train by night. It must be extinguished when a train turns out to meet another train and has stopped clear of main track.

It must be dimmed while standing to meet a train at a junction or at end of two or more tracks and may be dimmed when approaching a train in the opposite direction.

Standard headlight of diesel powered trains will be displayed dim to front by day when in motion on main track.

12. MAXIMUM AUTHORIZED SPEED:

Maximum speed where not otherwise restricted, passenger trains 75 MPH, freight trains 50 MPH.

Speed of light engines moving forward 40 MPH, moving backward light or with cars, 25 MPH.

Trains handling wrecking outfits, derricks, steam shovels, clam shells, ditchers, pile drivers, spreaders and similar machinery moving on their own running gear 30 MPH.

Passenger trains 25 MPH, freight trains 20 MPH through crossover from G. M. & O. to A. T. & S. F. at Plaines, and from A. T. & S. F. to G. M. & O. at Pequot.

All other main track turnouts and crossovers, 15 MPH.

Temporary signals, yellow flag, disc or light, will be displayed not less than one mile in advance of locations where speed of trains must be reduced. When so displayed, trains must not exceed fifteen miles per hour, unless otherwise directed by train order or special instructions, until rear of train has passed a temporary resume speed signal, green flag, disc or light, which indicates the end of the reduced speed area.

Permanent signs, yellow with numerals, will be located not less than 2500 feet in advance of locations where speed of train must be reduced. The numerals thereon nearest the track, or those at the top of the sign, indicate the maximum speed for passenger trains, and other numerals the maximum speed for freight trains. Indicated speeds must not be exceeded until rear of train has passed a permanent green resume speed sign. There may be more than one yellow sign in advance of a green sign, in which case the reduced speed shown on each yellow sign must be observed in succession until rear of train has passed the green sign.

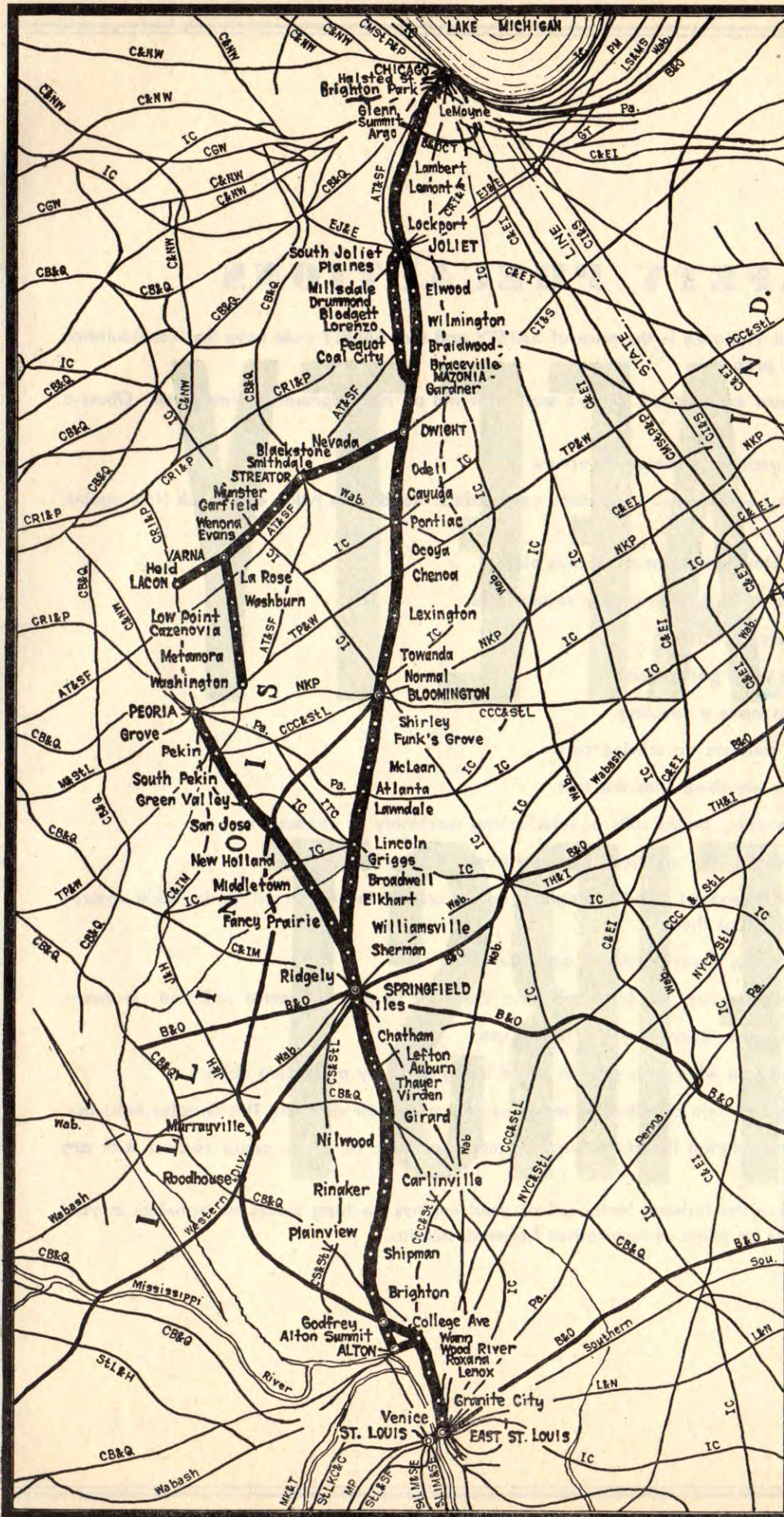
13. Phones are located as follows:

- Near MP 43, box on pole between tracks.
- West end Switzers' curve, near MP 44.
- Near MP 45, box on pole between tracks.
- Millsdale, in booth.
- Near MP 47, box on pole.
- Drummond, on pole between tracks.
- Blodgett, box on pole between tracks.
- Lorenzo, box on north side of station.
- Lorenzo, on pole near west switch, westward siding.
- Wilmington Mine Wye Switches. Box on pole.

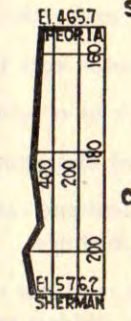
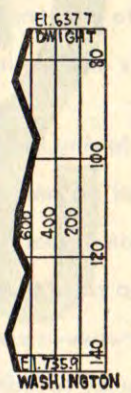
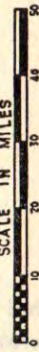
SPECIAL INSTRUCTIONS—Concluded

SPEED TABLE

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	1 min. 19 sec.	45.57
0 " 37 "	97.30	1 " 20 "	45.00
0 " 38 "	94.74	1 " 21 "	44.44
0 " 39 "	92.31	1 " 22 "	43.90
0 " 40 "	90.00	1 " 23 "	43.37
0 " 41 "	87.80	1 " 24 "	42.86
0 " 42 "	85.71	1 " 25 "	42.35
0 " 43 "	83.72	1 " 26 "	41.86
0 " 44 "	81.82	1 " 27 "	41.38
0 " 45 "	80.00	1 " 28 "	40.91
0 " 46 "	78.26	1 " 29 "	40.45
0 " 47 "	76.60	1 " 30 "	40.00
0 " 48 "	75.00	1 " 31 "	39.56
0 " 49 "	73.47	1 " 32 "	39.13
0 " 50 "	72.00	1 " 33 "	38.71
0 " 51 "	70.59	1 " 34 "	38.30
0 " 52 "	69.23	1 " 35 "	37.89
0 " 53 "	67.92	1 " 36 "	37.50
0 " 54 "	66.67	1 " 37 "	37.11
0 " 55 "	65.45	1 " 38 "	36.73
0 " 56 "	64.29	1 " 39 "	36.36
0 " 57 "	63.16	1 " 40 "	36.00
0 " 58 "	62.07	1 " 41 "	35.64
0 " 59 "	61.02	1 " 42 "	35.29
1 " 0 "	60.00	1 " 43 "	34.95
1 " 1 "	59.02	1 " 44 "	34.62
1 " 2 "	58.06	1 " 45 "	34.29
1 " 3 "	57.14	1 " 46 "	33.96
1 " 4 "	56.25	1 " 47 "	33.64
1 " 5 "	55.38	1 " 48 "	33.33
1 " 6 "	54.55	1 " 49 "	33.03
1 " 7 "	53.73	1 " 50 "	32.73
1 " 8 "	52.94	1 " 51 "	32.43
1 " 9 "	52.17	1 " 52 "	32.14
1 " 10 "	51.43	1 " 53 "	31.86
1 " 11 "	50.70	1 " 54 "	31.58
1 " 12 "	50.00	1 " 55 "	31.30
1 " 13 "	49.31	1 " 56 "	31.03
1 " 14 "	48.65	1 " 57 "	30.77
1 " 15 "	48.00	1 " 58 "	30.51
1 " 16 "	47.37	1 " 59 "	30.25
1 " 17 "	46.75	2 " 0 "	30.00
1 " 18 "	46.15	4 " 0 "	15.00



**THE G. M. & O. RAILROAD
EASTERN DIVISION**



- EL 581.4 CHICAGO
- Brighton Pk.
- Glenn Argo
- Lambert
- Lockport
- JOLIET
- Elwood
- Wilmington
- Braidwood
- MAZONIA
- DWIGHT
- Odell
- Pontiac
- Chenoa
- Lexington
- Towanda
- BLOOMINGTON
- Shirley
- Funk's Grove
- McLean
- Atlanta
- Lawdale
- Lincoln
- Broadwell
- Elkhart
- Sherman
- SPRINGFIELD
- Chatham
- Auburn
- Girard
- Carlenville
- Plainview
- Shipman
- Brighton
- Godfrey
- ALTON
- Wann
- Roxanna
- Lenox
- Venice
- EAST ST. LOUIS
- EL 415.5

SAFETY PRECAUTIONS

Bear in mind that **Eternal Vigilance** is the price of **SAFETY** and that **SAFETY** must have first consideration in the operation of this property.

Rules are the result of past experiences. A wise man does not pit his judgment against them. Observe all rules and be safe.

The time to prevent an accident is before it occurs.

Conductors and engineers! be sure you understand your orders. Read them twice, and check Nos. against clearance.

Don't fail to ring bell or blow whistle at dangerous places.

Don't stand on end of a car without having a secure hold.

Don't sit on brake wheels of cars.

Don't stand close to pole when poling cars.

Don't go between cars to make a coupling.

Don't attempt to adjust couplers on moving cars.

Don't kick drawbars or open them with the feet.

Don't walk on frogs, switches, guard rails or interlocking machinery or connections.

Don't cut air in too abruptly; use sufficient time and avoid sticking brakes.

Avoid coupling to or going against standing engines on or around inspection pit tracks, until assured no one is working on or about them.

When using jacks under rails, place outside if possible.

Loose ties and rails should be kept six feet back from the track to give brakemen sufficient clearance.

Remove motor cars from track when they are not in use.

Stand back at a safe distance when cars pass to avoid being struck by protruding objects.

Agents and operators should note condition of trains as they pass their stations. This denotes efficiency.

Handle telephone receivers, during lightning storm, in such a manner as not to cause contact with any metallic substance.

Employees must not ride on the forward footboard of yard engines on long moves or transfers in yard and are forbidden to ride on pilots of locomotives between stations.