

GB Telegraph Office

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MISSOURI PACIFIC EMPLOYEES' HOSPITAL ASSOCIATION,
ST. LOUIS, MO. H. J. Mohler, President

The Names and Locations of Local and Dispensary Surgeons

R. J. Overstreet (Surgeon)	Chicago, Ill.
John H. Schneewind (Surgeon)	Chicago, Ill.
R. W. Poborsky	Chicago, Ill.
Philip Falk	Chicago, Ill.
C. H. Christoph (Oculist)	Chicago, Ill.
L. A. Nalefski	Chicago, Ill.
Samuel A. Libert	Glenn, Ill.
F. M. Dwan	Summit, Ill.
Bruce M. Brown	Lemont, Ill.
Charles Kallick	Lemont, Ill.
W. A. Meadows	Lockport, Ill.
R. R. Bates	Joliet, Ill.
T. Z. Polley	Joliet, Ill.
A. M. Brixey	Joliet, Ill.
G. H. Woodruff (Oculist)	Joliet, Ill.
Thos. J. Fitzpatrick	Joliet, Ill.
Chas. W. Hoffman	Joliet, Ill.
P. G. Nicholson	Coal City, Ill.
L. B. Jaastad	Dwight, Ill.
R. S. Moore	Streator, Ill.
Robert T. Myers	Varna, Ill.
Victor V. Jay	Washburn, Ill.
H. E. Cooper (Consultant)	Peoria, Ill.
P. A. Cusack	Peoria, Ill.
C. P. Strause	Peoria, Ill.
R. M. Sutton	Peoria, Ill.
C. V. Ward	Peoria, Ill.
J. R. Barron	Washington, Ill.
J. I. Weimer	Pekin, Ill.
R. K. Taubert	Pekin, Ill.
John P. Cox	Odell, Ill.
Carl F. Ward	Pontiac, Ill.
Walter E. Scott	Lexington, Ill.
Ray W. Doud	Normal, Ill.
A. F. Cunningham	Bloomington, Ill.
D. M. Jenkins	Bloomington, Ill.
Ray E. Baxter	Bloomington, Ill.
R. G. Price	Bloomington, Ill.
H. R. Watkins (E.N.T.)	Bloomington, Ill.
Geo. E. Hartenbower (E.E.N.T. Specialist)	Bloomington, Ill.
O. L. Abbott (E.E.N.T.)	Bloomington, Ill.
Robert E. Knight (E.N.T.)	Bloomington, Ill.
John L. Wright (Orthopedic Surgeon)	Bloomington, Ill.
Gordon Shultz (Orthopedic Surgeon)	Bloomington, Ill.
H. A. Garcia	McLean, Ill.
E. S. Hernandez	McLean, Ill.
R. L. Ijams	Atlanta, Ill.
L. N. Hamm	Lincoln, Ill.
R. B. Perry	Lincoln, Ill.
W. J. Schall	Lincoln, Ill.
Henry S. Bernet	Springfield, Ill.
F. P. Cowden	Springfield, Ill.
H. S. Dickerman, Jr.	Springfield, Ill.
D. J. Lewis	Springfield, Ill.
J. F. Deal (E.E.N.T.)	Springfield, Ill.
P. E. Duncan (E.E.N.T.)	Springfield, Ill.
Thomas D. Masters	Springfield, Ill.
Raymond Pearson	Springfield, Ill.
Walter Shriner	Springfield, Ill.
C. A. Ranker (Oculist)	Springfield, Ill.
Robert J. Patton	Springfield, Ill.
K. J. Malmberg	Auburn, Ill.
F. E. Anspaugh	Virden, Ill.
H. A. Finney	Girard, Ill.
R. H. Ball	Carlinville, Ill.
E. R. Chamness	Carlinville, Ill.
Wm. W. Lusk	Carlinville, Ill.
Milton W. Buehrig	Carlinville, Ill.
Harry M. Mantz	Alton, Ill.
R. L. Lynn	Alton, Ill.
Wm. H. Middleton (Ophthalmologist)	Alton, Ill.
G. A. Rawlins (E.N.T. Specialist)	Alton, Ill.
B. A. Donnely	Alton, Ill.
G. F. Moore	Alton, Ill.
Donald J. Wiebmer (Otolaryngologist)	Alton, Ill.
J. R. Chaffin	Venice, Ill.
James C. Byers	Madison, Ill.
E. J. Casey (Ophthalmologist)	East St. Louis, Ill.
Roy F. Culbertson	East St. Louis, Ill.
V. P. Siegel (Resid. Surg.)	East St. Louis, Ill.
J. W. Compton (Asst. Resid. Surg.)	East St. Louis, Ill.

HOSPITALS

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

1961 OCT 28 AM 4 28

Gulf, Mobile and Ohio R. R.

EASTERN DIVISION

10

TIME TABLE

No. 16

Taking Effect 12:01 A.M.
Sunday, October 29, 1961

Superseding Time Table No. 15
Dated Sunday, April 30, 1961

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

- B. V. BODIE, Vice President & General Manager**
- P. B. BRIDGES, Ass't General Manager**
- 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		Passing Sidings Cap. 45 ft. Cars	Station Numbers	FIRST CLASS											
	TIME TABLE No. 16				1	3	17	5	7							
	OCTOBER 29, 1961				Daily	Daily	Daily Ex Sat & Sun	Daily	Daily							
					AM	PM	PM	PM	PM							
DN	CHICAGO		5000	11.15	4.50	5.25	8.00	11.25								
1.8	FT. WAYNE JUNCTION			11.21	4.56	5.31	8.06	11.31								
2.6	HALSTED STREET		5003	11.22	4.57	5.33	8.08	11.32								
5.2	C.J. BRIGHTON PARK Penna. X. B.&O.		5005	11.26	5.01	5.37	8.12	11.36								
6.6	CORWITH A.T.&S.F.X.		5007													
7.9	LE MOYNE B.R.C.X.		5008													
10.3	DN GLENN W.F.T.S.		5010	11.31	5.06	5.42	8.18	11.41								
11.9	TB SUMMIT		5012			5.44	8.20									
13.1	L.H.B. ARGO B.&O.C.T.X.		5013	11.34	5.09	5.46	8.22	11.44								
17.5	TB WILLOW SPRINGS		5018			f 5.50	f 8.26									
21.6	TB LAMBERT		5022	11.41	5.16	5.54	8.30	11.51								
23.3	D LEMONT		5025	11.44	5.19	5.58	8.35	11.54								
23.5	TB ROMEO		78 5029													
32.9	D LOCKPORT		5033	11.51	5.26	6.09	8.46	12.01								
37.2	N.Y.C. JOLIET A.T.&S.F.X.		5037	11.55	5.30	6.15	8.59	12.15								
38.5	DN SOUTH JOLIET W.F.T.S.		5038	11.58	5.33	A 6.22	9.02	12.18								
45.8	D ELWOOD Y.	50	5046	12.04	5.39		9.09	12.25								
52.5	D WILMINGTON	75	5052	12.10	5.45		9.17	12.31								
54.1	TB HITT SIDING Y.		5054													
57.3	D BRAIDWOOD	50	5057	12.14	5.49		9.23	12.35								
60.5	TB MULLINS		5060													
62.8	TB MAZONIA		5063	12.19	5.54		9.29	12.40								
64.5	D GARDNER		5064				f 9.31									
72.8	TB U. K. CROSSOVER N.Y.C.X.		5073													
73.6	DN DWIGHT F.W.Y.	75	5074	12.31	6.04		9.42	12.50								
81.7	D ODELL	80	5082	12.40			9.51	12.59								
86.9	TB CAYUGA		5087	12.45	6.16		9.56									
91.9	DN Wab. PONTIAC I.C.X.	110	5092	12.52	6.21		10.08	1.10								
97.7	TB OCOYA		5098													
102.3	DN CHENOA T.P.&W.X.	79	5102	1.02	6.30		10.20	1.32								
110.3	D LEXINGTON	82	5110	1.09	6.37		f 10.29	1.41								
118.2	D TOWANDA		5118	1.16	6.44		10.37	1.48								
124.1	DN NORMAL I.C.X.		5124	1.21	6.49		10.44	1.53								
126.6	DN BLOOMINGTON W.F.S.Y.X. N.Y.C. N.K.P.		5126	A 1.27	A 6.54		A 10.50	A 1.58								
				PM	PM	PM	PM	AM								
	Time over Sub-Division			2:12	2:04	:57	2:50	2:33								
	Average speed per hour			57.1	61.2	40.0	43.9	49.6								

NORTHWARD

Distance from East St. Louis	Sub-Division No. 1 TIME TABLE No. 16 OCTOBER 29, 1961		Passing Sidings Cap. 45 ft. Cars	Station Numbers	FIRST CLASS										
					6	8	16	2	4						
					Daily	Daily	Daily Ex Sat & Sun	Daily	Daily						
					AM	AM	AM	AM	PM						
154.2	DN	BLOOMINGTON... W.F.S.Y.K. N.Y.C. 2.5 N.K.P.		5126	1.30	4.00		11.51	7.24						
156.7	DN	NORMAL... I.C.X. 5.9		5124	1.35	4.05		11.55	7.28						
162.6	D	TOWANDA... 7.9		5118	1.40	4.12		12.01	7.34						
170.5	D	LEXINGTON... 8.0		5110	1.47	4.20		12.08	7.41						
178.5	DN	CHENOA... T.P.&W.X. 4.6	79	5102	2.03	4.29		12.15	7.49						
183.1	TB	OCOYA... 5.8		5098											
188.9	DN	PONTIAC... I.C.X. 5.0		5092	2.33	4.45		12.24	7.58						
193.9	TB	CAYUGA... 5.2		5087											
199.1	D	ODELL... 8.1		5082	2.43	4.57		12.34	8.08						
207.2	DN	DWIGHT... F.W.Y. 0.8		5074	2.58	5.10		12.41	8.16						
208.0	TB	U. K. CROSSOVER... N.Y.C.X. 8.3		5073											
216.3	D	GARDNER... 1.9		5064											
218.2	TB	MAZONIA... 2.1		5063	3.08	5.24		12.51	8.26						
220.3	TB	MULLINS... 3.2		5060											
223.5	D	BRAIDWOOD... 3.2	50	5057	3.14	5.31		12.56	8.32						
226.7	TB	HITT SIDING... Y. 1.6		5054											
228.3	D	WILMINGTON... 6.7	75	5052	3.19	5.37		1.01	8.37						
235.0	D	ELWOOD... Y. 7.3	50	5046	3.26	5.45		1.07	8.43						
242.3	DN	SOUTH JOLIET... W.F.T.S. 1.3		5038	3.34	5.55	6.05	1.15	8.51						
243.6		JOLIET... C.R.I.&P.X. 4.3 A.T.&S.F.		5037	3.44	6.05	6.30	1.19	8.55						
247.9	D	LOCKPORT... 4.4		5033	3.51	6.10	6.36	1.24	9.01						
252.3	TB	ROMEO... 3.2	79	5029											
255.5	D	LEMONT... 3.7		5025	3.59	6.17	6.46	1.31	9.09						
259.2	TB	LAMBERT... 4.1		5022	4.02	6.20	6.52	1.34	9.12						
263.3	TB	WILLOW SPRINGS... 4.4		5018			6.58								
267.7		ARGO... B.&O.C.T.X. 1.2		5013	4.10	6.28	7.05	1.41	9.21						
268.9	TB	SUMMIT... 1.6		5012			7.07								
270.5	DN	GLENN... W.F.T.S. 2.4		5010	4.14	6.31	7.09	1.44	9.24						
272.9		LE MOYNE... B.R.C.X. 1.3		5008					93						
274.2		CORWITH... A.T.&S.F.X. 1.4		5007											
275.6		BRIGHTON PARK... Penna. X. E.&O. 2.6		5005	4.22	6.39	7.17	1.51	9.31						
278.2		HALSTED STREET... 0.8		5003	4.27	6.45	7.23	1.56	9.37						
279.0		FT. WAYNE JUNCTION... 1.8			4.30	6.50	7.27	1.59	9.40						
280.8	DN	CHICAGO... 1.8		5000	4.40	7.00	7.35	2.08	9.45						
					AM	AM	AM	PM	PM						
		Time over Sub-Division			3:10	3:00	1:35	2:17	2:21						
		Average speed per hour			40.0	42.0	25.4	55.5	54.3						

SOUTHWARD

Distance from Chicago	Sub-Division No. 1		Passing Sidings Cap. 45 ft. Cars	Station Numbers	SECOND CLASS				THIRD CLASS		
	TIME TABLE No. 16				97	33	93	29	63		
	OCTOBER 29, 1961				Daily	Daily	Daily	Daily	Daily Ex Sunday		
					AM	PM	PM	PM	AM		
DN	CHICAGO			5000							
1.8	1.8 FT. WAYNE JUNCTION										
2.6	0.8 HALSTED STREET			5003							
5.2	C.J. B.&O.	2.6 BRIGHTON PARK Penna.X.		5005							
6.6	1.4 CORWITH A.T.&S.F.X.			5007							
7.9	1.3 LE MOYNE B.R.C.X.			5008							
10.3	DN	2.4 GLENN W.F.T.S.		5010	9.30	7.45	9.30	11.50			
11.9	TB	1.6 SUMMIT		5012	9.45	7.55	9.45	12.05			
13.1	L.H.B.	1.2 ARGO B.&O.C.T.X.		5013	9.48	7.58	9.48	12.08			
17.5	TB	4.4 WILLOW SPRINGS		5018							
21.6	TB	4.1 LAMBERT		5022	10.05	8.11	10.05	12.25			
25.3	D	3.7 LEMONT		5025	10.13	8.17	10.13	12.33			
28.5	TB	78	3.2 ROMEO		5029						
32.9	D	4.4 LOCKPORT		5033	10.29	8.30	10.29	12.49			
37.2	N.Y.C.	4.3 JOLET C.R.I.&P. A.T.&S.F.X.		5037	10.42	8.39	10.42	1.02			
38.5	DN	1.3 SOUTH JOLET W.F.T.S.		5038	11.15	8.45	11.15	1.35	6.00		
45.8	D	50	7.3 ELWOOD Y.		5046	Via Pequot Line	Via Pequot Line	Via Pequot Line	Via Pequot Line	8.30	
52.5	D	75	6.7 WILMINGTON		5052					9.20	
54.1	TB	Y.	1.8 HITT SIDING		5054						
57.3	D	50	3.2 BRADWOOD		5057				10.15		
60.5	TB		3.2 MULLINS		5060						
62.6	TB		2.1 MAZONIA		5063	12.30	9.40	12.05	2.25	10.30	
64.5	D		1.9 GARDNER		5064	12.35	9.45	12.10	2.30	11.00	
72.8	TB		8.3 U. K. CROSSOVER N.Y.C.X.		5073						
73.6	DN	75	0.8 DWIGHT F.W.Y.		5074	12.49	10.00	12.30	2.50	11.40	
81.7	D	80	8.1 ODELL		5082	1.04	10.15	12.45	3.05		
86.9	TB		5.2 CAYUGA		5087						
91.9	DN	110	5.0 PONTIAC I.C.X.		5092	1.20	10.36	1.00 1.15	3.35		
97.7	TB		5.8 OCOYA		5098	1.30	10.48	1.27	3.48		
102.3	DN	79	4.6 CHENOA T.P.&W.X.		5102	1.38	10.58	1.36	3.57		
110.3	D	82	8.0 LEXINGTON		5110	1.52	11.14	1.53	4.14		
118.2	D		7.9 TOWANDA		5118	2.09	11.30	2.09	4.30		
124.1	DN		5.9 NORMAL I.C.X.		5124	2.23	11.40	2.23	4.44		
126.6	DN		2.5 BLOOMINGTON W.F.S.Y.X. N.Y.C. N.K.P.		5126	A 2.40	A 1.45	A 2.40	A 5.00		
						PM	PM	AM	AM	AM	
			Time over Sub-Division			5:10	4:00	5:10	5:10	5:40	
			Average speed per hour			22.5	29.1	22.5	22.5	6.2	

NORTHWARD

Distance from East St. Louis	Sub-Division No. 1 TIME TABLE No. 16 OCTOBER 29, 1961		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.	5126	L 1.35 6	L 9.15	L 8.30	L 9.30			
156.7	DN	NORMAL... I.C.X. 5.9	5124	L 1.43 7	9.25	8.40	9.40			
162.6	D	TOWANDA... 7.9	5118	L 1.55	9.37	8.52	9.52			
170.5	D	LEXINGTON... 8.0	5110	L 2.10	9.52	9.08	10.08			
178.5	DN	CHENOA... T.P.&W.X. 4.6	79 5102	L 2.24	10.07	9.24	10.24			
183.1	TB	OCOYA... 5.8	5098	L 2.33	10.16	9.33	10.33			
188.9	DN Wab.	PONTIAC... I.C.X. 5.0	90 5092	L 2.45	10.28	9.45	10.45			
193.9	TB	CAYUGA... 5.2	5087	L 2.55	10.38	9.55	10.55			
199.1	D	ODELL... 8.1	85 5082	L 3.05	10.48	10.05	11.05			
207.2	DN	DWIGHT... F.W.Y. 0.8	75 5074	L 3.21	11.04	10.21	11.21	L 12.01		
208.0	TB	U. K. CROSSOVER... N.Y.C.X. 8.3	5073							
216.3	D	GARDNER... 1.9	5064	L 3.39	11.22	10.39	11.39	L 12.20		
218.2	TB	MAZONIA... 2.1	5063	L 3.43	11.26	10.43	11.43	L 12.30		
220.3	TB	MULLINS... 3.2	5060	{	{	{	{	{		
223.5	D	BRAIDWOOD... 3.2	50 5057	Via Pequot Line	Via Pequot Line	Via Pequot Line	Via Pequot Line	Via Pequot Line		
226.7	TB	HITT SIDING... Y. 1.6	5054	{	{	{	{	{		
228.3	D	WILMINGTON... 6.7	75 5052	{	{	{	{	{		
235.0	D	ELWOOD... Y. 7.3	50 5046	{	{	{	{	{		
242.3	DN	SOUTH JOLIET... W.F.T.S. 1.3 C.R.I.&P.	5038	L 4.30	12.13	11.45	12.31	A 2.10		
243.6	...	JOLIET... A.T.&S.F.X. 4.3 N.Y.C.	5037	L 4.39	12.21	11.54	12.40			
247.9	D	LOCKPORT... 4.4	5033	L 4.50	12.31	12.04	12.50			
252.3	TB	ROMEO... 3.2	79 5029							
255.5	D	LEMONT... 3.7	5025	L 5.05	12.46	12.19	1.05			
259.2	TB	LAMBERT... 4.1	5022	L 5.13	12.54	12.27	1.13			
263.3	TB	WILLOW SPRINGS... 4.4	5018							
267.7	...	ARGO... B.&O.C.T.X. 1.2 L.H.B.	5013	L 5.35	1.15	12.44	1.30			
268.9	TB	SUMMIT... 1.6	5012	L 5.40	1.25	12.54	1.40			
270.5	DN	GLENN... W.F.T.S. 2.4	5010 A	L 6.00 A	1.35 A	1.15 A	2.00 A			
272.9	...	LE MOYNE... B.R.C.X. 1.3	5008							
274.2	...	CORWITH... A.T.&S.F.X. 1.4	5007							
275.6	...	BRIGHTON PARK... Penna. X. 2.6 B.&O.	5005							
278.2	...	HALSTED STREET... 0.8	5003							
279.0	...	FT. WAYNE JUNCTION... 1.8								
280.8	DN	CHICAGO... 1.8	5000							
				AM	PM	AM	AM	PM		
Time over Sub-Division				4:25	4:20	4:45	4:30	2:09		
Average speed per hour				26.3	27.0	24.3	25.8	16.3		

S O U T H W A R D

Distance from Chicago	Sub-Division No. 2 TIME TABLE No. 16 OCTOBER 29, 1961	Passing Stings Cap. 45 ft. Cars	Station Numbers	FIRST CLASS									
				7	1	3	5						
				Daily AM	Daily PM	Daily PM	Daily PM						
126.6	DN	BLOOMINGTON... W.F.S.Y.X. N.Y.C. 5.6 N.K.P.	5126	2.20	1.32	6.57	11.15						
132.2	D	SHIRLEY 4.1	5132	2.27	1.38	7.03	11.21						
136.3	TB	FUNK'S GROVE 4.6	5136	2.31	1.42	7.07	11.25						
140.9	D	MCLEAN 4.9	5141	2.35	1.46	7.11	11.29						
145.8	DN	ATLANTA... Penna.X. 3.9	75 5146	2.39	1.50	7.15	11.33						
149.7	TB	LAWDALE 6.0	5150		1.54	7.19	11.37						
155.7	DN	L.T.S. ATHOL... I.C.X. 0.7	5155	2.48	1.59	7.24	11.42						
156.4	D	LINCOLN... I.C.X. 7.0	5156	3.05	2.01	7.26	11.52						
163.4	D	BROADWELL 3.9	5163	3.15	2.09	7.34	12.02						
167.3	D	ELKHART 5.7	5167	3.19	2.13	7.38	12.06						
173.0	D	WILLIAMSVILLE 4.6	5173	3.24	2.18	7.43	12.11						
177.6	TB	SHERMAN 5.3	5178	3.28	2.22	7.47	12.15						
182.9	DN	C.&I.M. RIDGELY... W.F.S.Y.X. 2.2	5183										
185.1		B.&O. SPRINGFIELD... X.W. 2.2	5185	4.05	2.38	7.59	12.45						
187.3	DN	ILES... Wab.X. 7.2	81 5187	4.11	2.44	8.05	12.51						
194.5	D	CHATHAM 6.1	5194	4.17	2.50	8.11	12.57						
200.6	D	AUBURN 6.4	5201	4.22	2.55	8.16	1.02						
207.0	D	VIRDEN 3.8	5207	4.28			1.08						
210.8	DN	GIRARD... C.B.&O.X. 3.7	86 5211	4.32	3.04	8.25	1.12						
214.5		NILWOOD 9.3	5214	4.36	3.07		1.16						
223.8	D	CARLINVILLE 3.0	76 5224	5.10	3.16	8.36	1.32						
226.8	TB	RINAKE 7.4	5226	5.15	3.18	8.38	1.35						
234.2	TB	PLAINVIEW 4.1	71 5234	5.23	3.26	8.46	1.43						
238.3	D	SHIPMAN 7.7	5238				1.47						
246.0		BRIGHTON... C.B.&O.X. 6.1	5246	5.33	3.36	8.56	1.55						
252.1	TB	GODFREY... Y.W. 5.1	5252	5.39	3.42	9.02	2.01						
		COLLEGE AVE. ALTON 2.9		6.08	3.51	9.07	2.13						
262.1	DN	WANN... S. 0.8 Ill. Terminal	5259	6.18	3.56	9.12	2.18						
262.9		NORTH WOOD RIVER... X. 12.0	5260										
274.9	DN	GRANITE CITY 3.1	5272	6.38	4.11	9.30	2.46						
278.0	DN	VENICE... W.F.S.T. 2.0	5275										
280.0	DN	BRIDGE JUNCTION... X. 0.8	5278	Via Merchants' Terminal	Via Merchants' Terminal	Via Merchants' Terminal	Via Merchants' Terminal						
280.8		RELAY DEPOT... X. 3.26	646										
	DN	ST. LOUIS... Y.W.F.	649	A 7.08	A 4.43	A 10.00	A 3.15						
		Time over Sub-Division		AM	PM	PM	AM						
		Average speed per hour		4:48	3:11	3:03	4:00						
				32.8	48.6	51.6	39.7						

NORTHWARD

Distance from East St. Louis	Sub-Division No. 2		Passing Sidings Cap. 45 ft. Cars	Station Numbers	FIRST CLASS													
	TIME TABLE No.16																	
	OCTOBER 29, 1961																	
				2	4	6	8											
					Daily AM	Daily PM	Daily PM	Daily PM										
.....	DN	ST. LOUIS Y.W.F.	3.26	649	L 8.58	L 4.25	L 9.50	L 11.45										
		RELAY DEPOT X.	0.8	646														
0.8	DN	BRIDGE JUNCTION X.	2.0	5278	Via Merchants' Terminal	Via Merchants' Terminal	Via Merchants' Terminal	Via Merchants' Terminal										
2.8	DN	VENICE W.F.S.T.	3.1	5275														
5.9	DN	GRANITE CITY	12.0	5272	c 9.20	c 4.47	c 10.12	c 12.12										
17.9	...	NORTH WOOD RIVER X.	0.8	5260														
18.7	DN	WANN S.	2.9	5259	9.34	5.01	10.26	12.31										
		COLLEGE AVE. ALTON	5.1		9.38	5.05	10.31	12.38										
27.7	TB	GODFREY Y.W.	6.1	5252	9.44	5.11	10.40	12.47										
34.8	...	BRIGHTON C.B.&Q.X.	7.7	5246	9.50	5.18	10.46	12.53										
42.5	D	SHIPMAN	4.1	5238														
46.6	TB	PLAINVIEW	7.4	5234	10.00	5.28	10.56	1.03										
54.0	TB	RINAKER	3.0	5226	10.08	5.36	11.04	1.12										
57.0	D	CARLINVILLE	9.3	5224	10.10	5.39	11.10	1.20										
66.3	...	NILWOOD	3.7	5214	10.18	5.47	11.19	1.30										
70.0	DN	GIRARD C.B.&Q.X.	3.8	5211	10.21	5.50	11.22	1.33										
73.8	D	VRDEN	6.4	5207														
80.2	D	AUBURN	6.1	5201	10.30	5.59	11.31	1.43										
86.3	D	CHATHAM	7.2	5194														
93.5	DN	ILES Wab.X.	2.2	5187	10.41	6.10	11.42	1.55										
95.7	...	B.&O. SPRINGFIELD X.W.	2.2	5185	10.48	6.22	11.52	2.20										
97.9	DN	C.&I.M. RIDGELY W.F.Y.S.X.	5.3	5183														
103.2	TB	SHERMAN	4.6	5178	10.55	6.30	11.59	2.29										
107.8	D	WILLIAMSVILLE	5.7	5173	10.59	6.34	12.04	2.33										
113.5	D	ELKHART	3.9	5167	11.04	6.39	12.09	2.38										
117.4	D	BROADWELL	7.0	5163		6.43	12.13	2.42										
124.4	D	LINCOLN I.C.X.	0.7	5156	c 11.14	s 6.49	s 12.35	s 2.56										
125.1	DN	I.T.S. ATHOL I.C.X.	6.0	5155	11.16	6.50	12.38	3.00										
131.1	TB	LAWNDALE	3.9	5150														
135.0	DN	ATLANTA Penna.X.	4.9	5146	11.26	7.00	12.47	3.10										
139.9	D	McLEAN	4.6	5141	11.31	7.04	12.51	3.15										
144.5	TB	FUNK'S GROVE	4.1	5136	11.35	7.08	12.55	3.19										
148.6	D	SHIRLEY	5.6	5132	11.40	7.13	12.59	3.24										
154.2	DN	N.Y.C. BLOOMINGTON W.F.S.Y.X. N.K.P.		5126	A 11.45	A 7.18	A 1.05	A 3.29										
					AM	PM	AM	AM										
		Time over Sub-Division			2:47	2:53	3:15	3:44										
		Average speed per hour			56.6	54.3	48.4	42.2										

S O U T H W A R D

Distance from Chicago	Sub-Division No. 2 TIME TABLE No. 16 OCTOBER 29, 1961		Passing Sidings Cap. 45 ft. Cars	Station Numbers	SECOND CLASS											
					33	93	29	133	97	193						
					Daily AM	Daily AM	Daily AM	Daily AM	Daily PM	Daily PM						
126.6	DN	BLOOMINGTON... W.F.S.Y.X. N.Y.C. 5.6 N.K.P.		5126	L 12.45	L 4.00	L 8.00		L 4.00							
132.2	D	SHIRLEY..... 4.1		5132	12.56	4.15	8.15		4.15							
136.3	TB	FUNK'S GROVE..... 4.6		5136	1.04	4.22	8.24		4.22							
140.9	D	McLEAN..... 4.9		5141	1.13	4.30	8.33		4.30							
145.8	DN	ATLANTA..... Penna. X. 3.9	75	5146	1.23	4.39	8.43		4.39							
149.7	TB	LAWDALE..... 6.0		5150	1.31	4.46	8.52		4.46							
155.7	DN	LT.S. ATHOL..... I.C.X. 0.7		5155	1.42	4.56	9.05		4.56							
156.4	D	LINCOLN..... I.C.X. 7.0		5156	1.44	4.58	9.15		4.58							
163.4	D	BROADWELL..... 3.9		5163	1.59	5.11	9.30		5.11							
167.3	D	ELKHART..... 5.7		5167	2.07	5.18	9.38		5.18							
173.0	D	WILLIAMSVILLE..... 4.6		5173	2.17	5.27	9.50		5.27							
177.6	TB	SHERMAN..... 5.3		5178	2.25	5.34	9.59		5.34							
182.9	DN	C.&I.M. RIDGELY... W.F.S.Y.X. 2.2		5183	2.35	5.55	10.30		5.55							
185.1		B.&O. SPRINGFIELD... X.W. 2.2		5185												
187.3	DN	ILES..... Wab. X. 7.2	81	5187	2.56	A 6.20 ⁹⁴	10.50		A 6.20 ⁹²							
194.5	D	CHATHAM..... 6.1		5194	3.08		11.05									
200.6	D	AUBURN..... 6.4		5201	3.19		11.19									
207.0	D	VRDEN..... 3.8		5207	3.31		11.33									
210.8	DN	GIRARD..... C.B.&O.X. 3.7	86	5211	3.38		11.41									
214.5		NILWOOD..... 9.3		5214	3.44		11.49									
223.8	D	CARLINVILLE..... 3.0	76	5224	3.58		12.33									
226.8	TB	RINAKE..... 7.4		5226	4.01		12.40									
234.2	TB	PLAINVIEW..... 4.1	71	5234	4.13		12.55									
238.3	D	SHIPMAN..... 7.7		5238	4.19		1.03									
246.0		BRIGHTON..... C.B.&O.X. 6.1		5246	4.30		1.19									
252.1	TB	GODFREY..... Y.W. 5.1		5252	4.39		1.40 ²³	L 6.40		L 6.25						
		COLLEGE AVE. ALTON..... 2.9														
262.1	DN	WANN..... S. 0.8 Ill. Terminal		5259	5.00		1.55 ¹²⁸	7.00		6.40 ³²						
262.9		NORTH WOOD RIVER... X. 12.0		5260												
274.9	DN	GRANITE CITY..... 3.1		5272												
278.0	DN	VENICE..... W.F.S.T. 2.0		5275	A 5.40		A 2.30	A 8.10		A 7.40						
280.0	DN	BRIDGE JUNCTION... X. 0.8		5278												
280.8		RELAY DEPOT..... X. 3.26		646												
	DN	ST. LOUIS..... Y.W.F.		649												
		Time over Sub-Division.....			4:55	2:20	6:30	1:30	2:20	1:15						
		Average speed per hour.....			30.8	26.0	23.6	15.4	26.0	20.7						

NORTHWARD

Distance from East St. Louis	Sub-Division No. 2 TIME TABLE No. 16 OCTOBER 29, 1961	Passing Sidings Cap. 45 ft. Cars	Station Numbers	SECOND CLASS																								
				94	28	128	92	32	194																			
				Daily AM	Daily PM	Daily PM	Daily PM	Daily PM	Daily AM																			
	DN		649	VIA AIR LINE																								
	0.8	DN	5278																									
	2.8	DN	5275			12.30	1.15		6.00	2.10																		
	5.9	DN	5272																									
	17.9		5260																									
	18.7	DN	5259				1.20	1.55 29		6.45 193	2.45																	
	27.7	TB	5252					1.40 29	2.30		7.10	3.10																
	34.8		5246					1.50			7.20																	
	42.5	D	5238																									
	46.6	TB	71 5234					2.12			7.42																	
	54.0	TB	71 5226					2.30			8.00																	
	57.0	D	5224																									
	66.3		5214																									
	70.0	DN	5211					2.56			8.26																	
	73.8	D	5207																									
	80.2	D	5201					3.12			8.42																	
	86.3	D	5194																									
	93.5	DN	5187				6.23 93	3.40		6.25 97	9.10																	
	95.7	B.&O.	5185																									
	97.9	DN C.&I.M.	5183				6.35	4.35		6.35	9.55																	
	103.2	TB	5178				6.50	4.45		6.50	10.05																	
	107.8	D	5173			6.58			6.58																			
	113.5	D	5167			7.08	5.05		7.08	10.25																		
	117.4	D	87 5163			7.15			7.15																			
	124.4	D	5156			7.25			7.25																			
	125.1	DN I.T.S.	140 5155			7.26	5.28		7.26	10.48																		
	131.1	TB	102 5150																									
	135.0	DN	5146			7.46	5.48		7.46	11.08																		
	139.9	D	80 5141			7.56			7.56																			
	144.5	TB	80 5136			8.06			8.06																			
	148.6	D	5132			8.16			8.16																			
	154.2	DN	5126			A 8.30	A 6.20		A 8.30	A 11.45																		
						AM	PM	PM	PM	PM	AM																	
						2:07	5:50	1:15	2:05	5:45	1:00																	
						28.7	26.5	20.7	29.1	26.6	25.9																	

NORTHWARD

SOUTHWARD

Distance from Washington	Sub-Division No. 3 TIME TABLE No. 16 OCTOBER 29, 1961					Distance from Dwight	Sub-Division No. 3 TIME TABLE No. 16 OCTOBER 29, 1961						
	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.	5770	L	8.30	.....	DN	.....	DWIGHT... F.Y.W.	5074	L	8.30
6.05	D	.....	METAMORA	5763		8.50	6.6	.....	6.6	NEVADA	5707		8.50
10.9	.....	.....	CAZENOVIA	5759		9.05	13.9	.....	7.3	BLACKSTONE	5714		9.10
12.7	D	.....	LOW POINT	5757		9.15	19.8	.....	5.9	N. Y. C. CROSSING... X.			
16.0	D	.....	WASHBURN	5754		9.30	22.1	D	2.3	C.B.&O. STREATOR... N.Y.C.X.	38	5722	10.20
21.3	.....	.....	LA ROSE	5748		9.40	26.3	.....	4.2	MUNSTER	5726		10.30
25.3	D	.....	VARNA... Y.	5744		10.00	29.5	.....	3.2	GARFIELD	5730		10.40
31.7	.....	.....	EVANS	5738		10.15	34.9	D	5.4	WENONA... I.C.X.	5735		11.05
34.7	D	.....	WENONA... I.C.X.	5735		10.30	37.9	.....	3.0	EVANS	5738		11.15
40.1	.....	.....	GARFIELD	5730		10.50	44.3	D	6.4	VARNA... Y.	5744		11.30
43.3	.....	.....	MUNSTER	5726		11.00	48.3	.....	4.0	LA ROSE	5748		12.00
47.5	D	C.B.&O.	STREATOR... N.Y.C.X.	38	5722	11.35	53.6	D	5.3	WASHBURN	5754		12.20
49.8	.....	.....	N. Y. C. CROSSING... X.				56.9	D	3.3	LOW POINT	5757		12.30
55.7	.....	.....	BLACKSTONE	5714		12.20	58.7	.....	1.8	CAZENOVIA	5759		12.40
63.0	.....	.....	NEVADA	5707		12.45	63.1	D	4.4	METAMORA	5763		12.55
69.6	DN	.....	DWIGHT... F.Y.W.	5074	A	1.15	69.6	D	6.5	WASHINGTON... T.P.&W.X.	5770	A	1.30
						PM							PM
						4:45							5:00
						14.2							13.9

NORTHWARD

SOUTHWARD

Distance from Lacon	Sub-Division No. 3 TIME TABLE No. 16 OCTOBER 29, 1961					Distance from Varna	Sub-Division No. 3 TIME TABLE No. 16 OCTOBER 29, 1961				
	Station Numbers				Station Numbers						
.....		D	LACON		5810	D	VARNA... Y.	5744
10.0	D	.....	VARNA... Y.	5744	10.0	D	.....	LACON	5810
.....					
.....					

NORTHWARD

Distance from Mazonia	Sub-Division No. 1 TIME TABLE No. 16 OCTOBER 29, 1961		Passing Sidings Cap. 45 ft. Cars	Station Numbers	SECOND CLASS				THIRD CLASS
					28	32	94	92	62
					Daily	Daily	Daily	Daily	Daily Ex Sunday
					PM	AM	AM	PM	PM
.....	TB	Mazonia		5063	10.43	3.43	11.26	11.43	12.30
4.8	D	COAL CITY		5321					97
6.2	DN	PEQUOT	73	5320	10.55	3.55	11.38	11.55	12.40
10.6	TB	LORENZO	67	5315					
13.1	TB	BLODGETT		5313					
15.2	TB	DRUMMOND	17	5311					
17.3	TB	MILLSDALE		5309					
22.3	DN	PLAINES		5304	11.25	4.25	12.08	12.25	1.40
24.8	DN	SOUTH JOLIET . W.F.T.S.		5038	11.45 ⁹³	4.30	12.13	12.31	A 2.10
26.1	.....	JOLIET	X	5037	11.54	4.39	12.21	12.40	
					PM	AM	PM	AM	PM
		Time over Sub-Division			1:11	:56	:55	:57	1:40
		Average speed per hour			22.4	27.7	28.5	27.0	15.6

SOUTHWARD

Distance from Joliet	Sub-Division No. 1 TIME TABLE No. 16 OCTOBER 29, 1961		Passing Sidings Cap. 45 ft. Cars	Station Numbers	SECOND CLASS			
					97	33	93	29
					Daily	Daily	Daily	Daily
					AM	PM	PM	AM
.....	.....	JOLIET	X	5037	10.42	8.39	10.42	1.02
1.3	DN	SOUTH JOLIET . W.F.T.S.		5038	11.15	8.45	11.15	1.35
3.8	DN	PLAINES		5304	11.21	9.00	11.21 ²⁸	1.41
8.8	TB	MILLSDALE		5309				
10.9	TB	DRUMMOND	17	5311				
13.0	TB	BLODGETT		5313				
15.5	TB	LORENZO	67	5315				
19.9	DN	PEQUOT		5320	11.50	9.30	11.50	2.10
21.3	D	COAL CITY		5321				
26.1	TB	Mazonia		5063	12.30 ⁶²	9.40	12.05	2.25
					PM	PM	AM	AM
		Time over Sub-Division			1:48	1:01	1:23	1:23
		Average speed per hour			14.5	26.1	19.0	19.0

EASTWARD

WESTWARD

Distance from Peoria	Sub-Division No. 4 TIME TABLE No. 16 OCTOBER 29, 1961				Distance from Sherman	Sub-Division No. 4 TIME TABLE No. 16 OCTOBER 29, 1961			
	Passing Sidings Cap. 45 ft. Cars	Station Numbers	Second CLASS 232	Class		Passing Sidings Cap. 45 ft. Cars	Station Numbers	Second CLASS 233	Class
			Daily PM				Daily AM		
..... DN		PEORIA...Y.W.F.S.	5500	L 8.30	..... TB	SHERMAN.....	5178	.....
5.0		5.0 GROVE.....	5505	8.45		4.3 VAN WOOD.....	5552	.....
8.8 DN	A.T.&St.F.	PEKIN.....N.Y.C.X.	80 5509	9.00	6.9 D	FANCY PRAIRIE.....	5549	.....
20.0 TB		11.2 GREEN VALLEY...I.C.X.	5520	9.30	10.5	3.6 CROFT.....	5545	.....
27.0 TB		7.0 P. & N. JUNCTION...Y.	54	A 9.45	13.8 D	3.3 MIDDLETOWN.....	5542	.....
27.4 D		0.4 SAN JOSE.....	7163		19.9 TB	6.1 NEW HOLLAND...I.C.X.	5536	.....
31.5		4.1 HARNES.....	5532		24.2	4.3 HARNES.....	5532	.....
35.8 TB		4.3 NEW HOLLAND...I.C.X.	5536		28.3 D	4.1 SAN JOSE.....	7163	.....
41.9 D		6.1 MIDDLETOWN.....	5542		28.7 TB	0.4 P. & N. JUNCTION.....	54	L 3.50	
45.2		3.3 CROFT.....	5545		35.7 TB	7.0 GREEN VALLEY...I.C.X.	5520	4.10	
48.8 D		3.6 FANCY PRAIRIE.....	5549		46.9 DN	11.2 PEKIN.....N.Y.C.X.	80 5509	4.35	
51.4		2.6 VAN WOOD.....	5552		50.7	3.8 GROVE.....	5505	4.55	
55.7 TB		4.3 SHERMAN.....	5178		55.7 DN	5.0 PEORIA...Y.W.F.S.	5500	A 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	

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. 16 OCTOBER 29, 1961				Distance from Wann	Sub-Division No. 5 Old Main TIME TABLE No. 16 OCTOBER 29, 1961			
	Station Numbers	Class	Class	Station Numbers					
10.0 DN		WANN.....	5259	.....	10.0 TB	GODFREY...W.Y.	5252	.....
	N.Y.C.	4.6 ALTON...W.F.X.	6257	.....		5.4 ALTON...W.F.X.	6257	.....
	TB	5.4 GODFREY...W.Y.	5252	.....	DN	4.6 WANN.....	5259	.....

Yard limits extend between Godfrey and Wann.

F. E. Wall, Trainmaster.....Bloomington, Ill.
 J. R. Callans, Asst. Trainmaster.....Joliet, Ill.
 W. A. Harris, Asst. Trainmaster.....Alton, Ill.
 R. A. Stephens, Asst. Supt.....Venice, Ill.
 W. M. Rogan, Trainmaster.....Venice, Ill.
 M. H. Tucker, Asst. Trainmaster.....Venice, Ill.
 G. M. Mitchell, Trainmaster.....Chicago, Ill.
 G. D. Starr, Asst. Trainmaster.....Chicago, Ill.
 J. P. Elliott, Chf. Yd. Operation.....Okolona, Miss.
 H. R. Stockum, Chief Dispatcher.....Bloomington, Ill.
 L. L. Blakeman, Night Chief Dispatcher...Bloomington, Ill.
 J. A. Jones, Dispatcher.....Bloomington, Ill.
 W. F. Sparrow, Dispatcher.....Bloomington, Ill.

W. J. Oney, Jr., Dispatcher.....Bloomington, Ill.
 J. V. Montague, Dispatcher.....Bloomington, Ill.
 A. L. Hering, Dispatcher.....Bloomington, Ill.
 W. K. Dunbar, Relief Dispatcher.....Bloomington, Ill.
 W. F. Thilking, Relief Dispatcher.....Bloomington, Ill.
 J. W. Tennill, Rd. Foreman Engs.Roodhouse, Ill.
 Weyman E. Jobe, 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 Lines.
 G. J. Kunde, Div. Claim Agent.....Springfield, Ill.
 Williamsville to St. Louis, Air and Godfrey Lines.

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).

Regular trains may assume schedule and extra trains may leave Godfrey, Murrayville and P. & N. Jct. 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 and instructions of the Chicago Union Station Company govern operation of trains and engines using the 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 Jct., 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
Venice

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 Normal Interlocking.
- 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 Iles Interlocking.

8. ADDITIONAL REGULAR AND FLAG STOPS FOR PASSENGER TRAINS

- 1 stop at Carlinville daily to permit transfer of RPO clerk from No. 1 to No. 4.
- 1 stop at Granite City to discharge revenue passengers from Chicago, Joliet, Bloomington and Springfield.
- 2 stop at Joliet to let off revenue passengers from Springfield and points south where scheduled to stop.
- 2 stop on signal at Lincoln to discharge revenue passengers from St. Louis and receive for Chicago.
- 2 stop on signal at Granite City to receive revenue passengers for Springfield, Bloomington, Joliet and Chicago.
- 3 stop at Joliet on signal to pick up revenue passengers for points where scheduled to stop.
- 3 stop at Pontiac to discharge revenue passengers from Chicago and pick up revenue passengers for Springfield and beyond.
- 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.
- 4 stop at Granite City on flag signal to pick up revenue passengers for Chicago, Joliet, Bloomington, and Springfield.
- 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.
- 5 stop at Granite City daily to unload storage and mail.
- 6 stop at Granite City daily except Saturday and Sunday to load RPO mail.
- 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 stop at Granite City daily to unload RPO mail.
- 7 will stop at Granite City Sunday to discharge revenue passengers from Springfield and points north.
- 16 and 17 will stop at Fifth Street, Lockport, for passengers.

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.-LeMoyné, 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. Jct. 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. Jct. 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, Northward.....	60	25
I.C., Normal, Southward.....	40	30

SPECIAL INSTRUCTIONS—Continued

RAILROAD CROSSINGS AND JUNCTIONS—Continued

	MAXIMUM SPEED	
	Passenger mph	Freight mph
Interlocked:		
Penna., Atlanta	60	45
I.C., Ill. Terminal, Athol.....	75	50
I.C., Lincoln	75	50
G.M.&O. Jct. 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
Iles Interlocking, North Crossover....	30	20
Iles Interlocking, South Crossover....	15	15
Mile Post 189.5 Turn out.....	40	35
Mile Post 197.9 Turn out.....	40	35
C.B.&Q., Girard	75	50
C.B.&Q., Brighton	75	50
G.M.&O. Jct., 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	
Gates:		
N.Y.C., C.B.&Q.	Streator	
I.C.	Wenona	
T.P.&W.	Washington	
I.C.	New Holland	

When stopped by signal displaying stop indication at remote control interlocking at 45 Crossover Glenn, Mazonia, Dwight, Brighton, 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, LeMoyne, 45 Crossover Glenn, Argo, Joliet, South Joliet, Mazonia, Dwight, Pontiac, Chenoa, Normal, Atlanta, Athol, South Lincoln, Ridgely, Iles, 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	Springfield	Venice
S. Joliet	Ridgely	Alton	St. Louis
Dwight			

11. FUEL STATIONS			
Glenn	Bloomington	Alton	St. Louis
S. Joliet	Ridgely	Venice	Dwight

12. BULLETIN BOARDS	
Chicago, Union Sta., Brighton Park	Enginemen's Locker Room at Depot
Glenn, Yard Office and Round House Office	Ridgely, Yard Office and Round House
South Joliet, Yard Office and Round House	Alton, Freight Station
Dwight, Passenger Station	Venice, Yard Office and Round House
Bloomington, Crew Dispatcher's Office, Target Shanty, Enginehouse and	East Peoria, Yard Office and Round House

13. STANDARD CLOCKS	
Chicago, Union Station	Shanty, Enginehouse and Switchmen's Locker Room
Brighton Park Yard Office	Ridgely, Yard Office and Engine House
Glenn, Telegraph Office, Round House and Locker Room	
South Joliet, Tower, Round House and Yard Office	Alton, Round House
Dwight	Venice, Yard Office and Round House
Bloomington, Crew Dispatcher's Office, Target	St. Louis, Union Station
	East 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.....	60	30
Zarley's Hill, south of South Joliet, reverse curves	60	45
Wilmington: Trains through town.....	60	50
Speed of trains moving through turnout at end of double track MP 59.4 Pequot Line, must not exceed 40 mph passenger and 35 mph freight until entire train has passed through turnout.		
Mazonia: Northward to main line.....	40	35
To and from Pequot Line.....	40	35
Pontiac, curve at I.C. crossing.....	60	45
Normal: Against current of traffic, between Normal Interlocking and Beech St.....	20	20
Between Normal Interlocking and Bloomington Interlocking	40	45
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
Iles Interlocking, North Crossover.....	30	20
Iles Interlocking, South Crossover.....	15	15
Mile Post 189.5 Turn out.....	40	35
Mile Post 197.9 Turn out.....	40	35
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		25
Trains handling Jordan Spreader, 25 miles per hour, with wings properly secured and trailing.		
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, pile drivers, and similar pivoted machinery as well as pivoted machines shipped on their own wheels must run at reduced speed to not exceed 25 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
5027	Seneca Petroleum Co.	27.5	Yd.	North
5028	Globe Oil Co.	28.2	Yd.	South
5050	Prairie Creek	49.9	15	South
5051	Webster	50.3	30	South
5106	Ballard	106.6	20	South
5153	Kruger	153.3	8	North
5159	Griggs	159.0	15	South
5159	Griggs	159.0	15	North

18. AUTHORIZED DIESEL OPERATION

All classes of diesel-electric engines may be operated over all subdivisions of Eastern Division, except between Dwight and Washington, and between Grove and Van Wood, 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.
- Pequot and Mazonia, Control Station Dwight.
- Normal and Bloomington, Control Stations at Normal and Bloomington.
- Iles and Mile Post 197.9, Control Station Bloomington.
- Rinaker and Plainview, Control Station Wann.
- 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 Normal, via main line.

Plaines and Pequot, via Pequot Line
Bloomington and Iles.

Mile Post 197.9 and Rinaker.

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 STOP SYSTEM in effect between north end Glenn Yard and Joliet, South Joliet and Normal, via Main Line.

Terminal Tests

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

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

In the event engine apparatus does not respond to track magnet, engineer must report same to the Roundhouse Foreman.

Road Operation

ENGINEMEN must not operate forestalling device when passing over track magnet at block signal displaying PROCEED.

ENGINEMEN must not forestall automatic train stop application UNTIL BLOCK 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 the block, the train to take siding may forestall application and pass the stop and proceed signal indication STOP without stopping, at restricted speed.

ENGINEMEN when passing signal DISPLAYING ANY INDICATION EXCEPT PROCEED must operate the forestalling device, while passing over track magnet.

ENGINEMEN will forestall train stop application when backing up train against current of traffic and moving forward with current of traffic, pushing cars.

When a brake application occurs at a block signal, indicating PROCEED the train must stop and then proceed at a restricted speed to the next block signal.

When a brake application occurs in train service either inside or outside of train stop limits, report must be made to train dispatcher.

When the automatic train stop apparatus on engine fails, and can not be immediately repaired, it must be cut out of service, and train may proceed at a speed of 40 miles per hour to the first point of communication where report must be made to and instructions received from dispatcher.

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, between Plaines and MP 59.4 via Pequot Line and between Mazonia and Normal.

Double track is in use on Sub-Division 2 between Bloomington and Mile Post 189.5, Mile Post 197.9 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 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. AIR BRAKES, HAND BRAKES, TESTING, ETC.

(a) When a freight train stops to perform switching service, before the engine is cut off or angle cocks closed on the train, the brakes must be applied with not less than a 20-pound brake pipe reduction.

Engineers and train crews are jointly responsible for knowing that the air brakes are set before the engine is detached, and in addition, train crews must see that sufficient hand brakes are set when such additional precaution is necessary to insure safety.

(b) 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:

(c) 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.

(d) 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.

24. WORK BETWEEN VARNA AND LACON

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

25. 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."

26. 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.

27. LOCATION OF WATCH INSPECTORS

Chicago: C. H. Bern, Union Station.
A. P. Liskas, 2014 W. 35th St.
J. S. Scherer, Rm. 203 Transportation Bldg.,
608 S. Dearborn St.

Joliet: National Outfitters
Dwight: Delmar Hancock
Streator: Don T. Hoover
Bloomington: Chas. L. Miller
E. Peoria: Peterson Jewelry Co.
Springfield: Collins & Co.
Holland Jeweler
Alton: Brandenberger Jewelry Store
John A. Caperton
E. St. Louis: Zerweck Jewelry Co.
Granite City: Michel Jewelry Co.

SPECIAL INSTRUCTIONS—Continued

28. TRAIN ORDER OFFICES—IRREGULAR HOURS

Offices open less than 24 hours Daily, except Saturday and Sunday, except as noted.

Glenn	10:00 A.M. to	7:00 P.M.*
Lemont	7:00 A.M. to	4:00 P.M.
Loekport	7:00 A.M. to	4:00 P.M.
Elwood	7:00 A.M. to	4:00 P.M.
Wilmington	7:00 A.M. to	4:00 P.M.†
Braidwood	7:30 A.M. to	4:30 P.M.
Gardner	7:00 A.M. to	4:00 P.M.
Odell	7:00 A.M. to	4:00 P.M.
Pontiac	8:00 A.M. to	4:00 P.M.*
	6:45 P.M. to	2:45 A.M.†
Lexington	7:00 A.M. to	4:00 P.M.
Towanda	7:00 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	8:00 A.M. to	5:00 P.M.
Shirley	7:00 A.M. to	4:00 P.M.
McLean	7:00 A.M. to	4:00 P.M.
Lincoln	11:00 A.M. to	8:00 P.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	7:00 A.M. to	4:00 P.M.
Carlinville	8:00 A.M. to	5:00 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.

* Daily.

† Daily except Sunday.

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 15 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 fuse 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 be on the lookout for flagman, obstruction or train ahead for one mile. Speed must be reduced immediately where view is not clear ahead for one mile. The explosion of one torpedo will indicate the same as two, but the use of two is required.

Torpedoes will be placed eighty feet apart on engineman's side of track to be protected.

When a train or engine stops under circumstances in which it may be overtaken by another train or engine, the flagman must go back immediately with flagman's signals a sufficient distance to insure full protection, placing two torpedoes and, when necessary, in addition, displaying lighted fuses.

7. 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 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 the rule.

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 tralling 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 ever 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 derail affecting such movement.

After flagging over interlocking limits, trains or engines must move at restricted speed to the next governing signal.

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	Stop	Stop.
Red with Number plate	Stop and Proceed	Stop; then proceed at restricted speed.
Yellow	Approach-Restricting	Proceed prepared to enter turnout or to stop short of train or obstruction.
Yellow with number plate	Approach	Proceed preparing to stop at next signal; if exceeding medium speed, immediately reduce to medium speed.
Yellow over yellow or single flashing yellow	Approach-Medium	Proceed; approach next signal not exceeding medium speed.
Green	Clear	Proceed.

Note: Medium speed is a speed not exceeding 30 miles per hour.

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 day and night. It must be extinguished when a train turns out to meet another train but not until train 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.

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 cross-over 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 slow signals, yellow flag, disc or light, will be displayed not less than one mile (when practicable) in advance of locations where the speed of trains must be reduced, or where train orders require trains to stop. Temporary resume speed signals, green flag, disc or light, will be displayed to indicate the end of such areas.

When temporary slow signals are displayed, trains must not exceed fifteen miles per hour, unless otherwise directed by train order or special instructions, until rear of train has passed temporary resume speed signal.

Temporary stop signals, red flag, disc or light will be displayed at locations where trains must stop as required by train order. Trains must not pass temporary stop signals until notified by foreman or supervisor in charge. When so notified, trains must not exceed the speed specified by such foreman or supervisor through the restricted area.

Note: Where maximum authorized speed exceeds 59 miles per hour, temporary slow signals will be displayed not less than one and one-half miles in advance of restricted area.

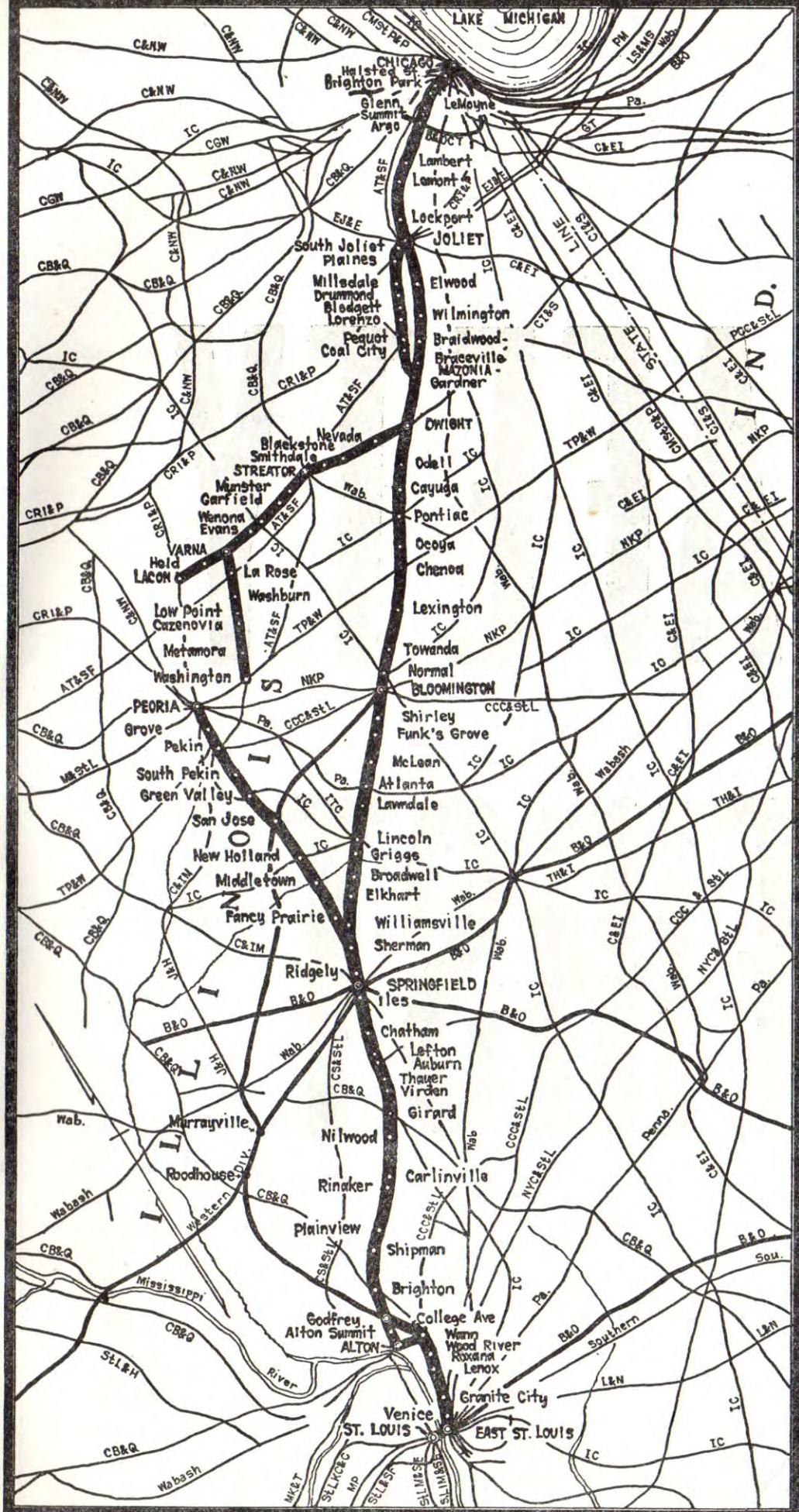
Permanent slow signs, yellow with numerals, will be located not less than 2500 feet (when practicable) in advance of locations where speed of trains must be reduced. The numerals thereon nearest the track, or those at the top of the sign, indicate the maximum speed for passenger trains, and other numbers the maximum speed of freight trains. Where only one numeral is shown it shall govern the speed of both passenger and 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 permanent slow sign in advance of a permanent resume speed sign, in which case the reduced speed shown on each permanent slow sign must be observed in succession until rear of train has passed the permanent resume speed sign.

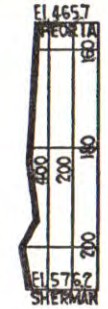
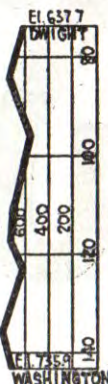
SPECIAL INSTRUCTIONS—Concluded

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 514 CHICAGO
- Brighton Pk.
- Glenn
- Argo
- Lambert
- Lockport
- JOLIET
- Elwood
- Wilmington
- Bradwood
- MAZONIA
- DWIGHT
- Odell
- Pontiac
- Chenoa
- Lexington
- Towanda
- BLOOMINGTON
- Shirley
- Funk's Grove
- McLean
- Atlanta
- Lawndale
- Lincoln
- Broadwell
- Elkhart
- Sherman
- SPRINGFIELD
- Iles
- Chatham
- Auburn
- Girard
- Carlenville
- Plainview
- Shipman
- Brighton
- Godfrey
- ALTON
- Wm
- Roxana
- 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 knuckles 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 engine-motor 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 trainmen 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.