

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

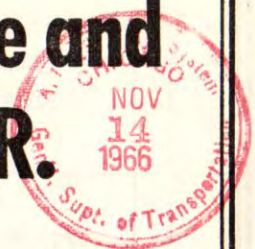
The Names and Locations of Local and Dispensary Surgeons

S. A. Libert (Surgeon)	Chicago, Ill.
R. J. Overstreet (Consulting Surgeon)	Chicago, Ill.
John H. Schneewind (Surgeon)	Chicago, Ill.
Vernon L. Guynn (Surgeon)	Chicago, Ill.
Robert Felix	Chicago, Ill.
B. W. Poborsky	Chicago, Ill.
Phillip Falk	Chicago, Ill.
C. H. Christoph (Oculist)	Chicago, Ill.
L. A. Nalefski (Internist)	Chicago, Ill.
S. Turzynski (Local Surgeon)	Glenn, Ill.
F. M. Dwan	Summit, Ill.
Bruce M. Brown	Lemont, Ill.
Charles Kallick	Lemont, Ill.
W. A. Meadows	Lockport, Ill.
E. E. Bates	Joliet, Ill.
T. Z. Polley	Joliet, Ill.
A. M. Brixey	Joliet, Ill.
G. H. Woodruff (E.E.N.T. Specialist)	Joliet, Ill.
Thos. J. Fitzpatrick	Joliet, Ill.
Chas. W. Hoffman	Joliet, Ill.
Robert E. Lamberson (Ophthalmologist)	Joliet, Ill.
P. G. Nicholson	Coal City, Ill.
A. Steiniche	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.
G. L. Cohen (Local Surgeon)	Washington, Ill.
J. I. Weimer	Pekin, Ill.
E. K. Taubert	Pekin, Ill.
John P. Cox	Odell, Ill.
Carl F. Ward	Pontiac, Ill.
Arthur Samuel	Chenoa, Ill.
Joseph Vidziunas	Lexington, Ill.
David L. Doud	Normal, Ill.
John R. Doud	Normal, Ill.
A. F. Cunningham	Bloomington, Ill.
D. M. Jenkins	Bloomington, Ill.
Ray E. Baxter	Bloomington, Ill.
R. G. Price	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 Shults (Orthopedic Surgeon)	Bloomington, Ill.
H. A. Garcia	McLean, Ill.
R. L. Ijams	Atlanta, Ill.
L. N. Hamm	Lincoln, Ill.
R. E. Perry	Lincoln, Ill.
W. J. Schall	Lincoln, Ill.
Henry S. Bernet	Springfield, Ill.
F. P. Cowdin	Springfield, Ill.
H. S. Dickerman, Jr.	Springfield, Ill.
Charles M. Kenney (Internist)	Springfield, Ill.
D. J. Lewis	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. Anapaugh	Virden, Ill.
H. A. Finney	Girard, Ill.
R. H. Bell	Carlinville, Ill.
E. R. Chamness	Carlinville, Ill.
Wm. W. Lusk	Carlinville, Ill.
Milton W. Buehrig	Carlinville, Ill.
R. G. England	Carlinville, Ill.
D. P. Largey	Carlinville, Ill.
R. D. Quinn	Carlinville, Ill.
R. H. Rutherford	Carlinville, Ill.
L. F. Todd, Jr.	Carlinville, Ill.
Harry M. Mants	Alton, Ill.
R. L. Lynn	Alton, Ill.
Wm. H. Middleton (Orththalmologist)	Alton, Ill.
G. A. Rawlins (E.E.N.T. Specialist)	Alton, Ill.
B. A. Donnelly	Alton, Ill.
G. F. Moore	Alton, Ill.
Donald J. Wiebmer (E.N.T. Specialist)	Alton, Ill.
P. M. Fischer (Dental Surgeon)	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.
D. C. Schnellman (Ophthalmologist)	East St. Louis, Ill.
H. V. Lippe (Dental Surgeon)	East St. Louis, Ill.

HOSPITALS

Chicago, Ill.	Presbyterian-St. Luke Hospital
Chicago, Ill.	St. Anthony De Padua Hospital
Joliet, Ill.	St. Joseph Hospital
Normal, 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

Gulf, Mobile and Ohio R. R.



EASTERN DIVISION

TIME TABLE

No. 26

Taking Effect 12:01 A.M.

Sunday, October 30, 1966

Superseding Time Table No. 25

Dated Sunday, April 24, 1966

**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, Exec. Vice President & Gen. Manager

W. G. HARRISON, Supt. Transportation

F. E. WALL, Superintendent

G. M. MITCHELL, Superintendent, Chicago

S. G. THOMASON, Superintendent, East St. Louis

J. L. WILLETT, Rules Examiner

SOUTHWARD

Distance from Chicago	Sub-Division No. 1 TIME TABLE No. 26 October 30, 1966			Station Numbers	FIRST CLASS								
	Passing Sidings Cap. 45 ft. Cars	Station Numbers	1		3		17		5				
			Daily		Daily		Daily Ex Sat & Sun		Daily				
			AM		PM		PM		PM				
DN	CHICAGO	5000	11.10	5.05	5.25	11.25							
1.8	FT. WAYNE JUNCTION		11.16	5.11	5.31	11.31							
2.6	HALSTED STREET	5003	11.17	5.12	5.33	11.32							
5.2	C.J. BRIGHTON PARK Penna. X. B.&O.	5005	11.21	5.16	5.37	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	11.27	5.23	5.42	11.41							
11.9	TB SUMMIT	5012			5.44	29							
13.1	I.E.B. ARGO B.&O.C.T.X.	5013	11.30	5.26	5.46	11.44							
17.5	TB WILLOW SPRINGS	5018			5.50								
21.6	TB LAMBERT	5022											
25.3	D LEMONT	5025	11.40	5.36	5.58	11.54							
28.5	TB ROMEO	78 5029											
32.9	D LOCKPORT	5033	11.47	5.43	6.09	12.01							
37.2	N.Y.C. JOLIET A.T.&S.F.X.	5037	11.51	5.48	6.15	12.18							
38.5	DN SOUTH JOLIET W.F.T.S.	5038	11.54	5.52	6.22	12.22							
45.8	D ELWOOD Y.	50 5046											
52.5	D WILMINGTON	75 5052	12.06	6.04		12.34							
54.1	TB HITT SIDING Y.	5054											
57.3	D BRAIDWOOD	50 5057	12.10	6.08		12.38							
60.5	TB MULLINS	5060											
62.8	TB MAZONIA	5063	12.15	6.13		12.43							
64.5	D GARDNER	5064											
72.8	TB U. K. CROSSOVER N.Y.C.X.	5073											
73.6	DN DWIGHT F.W.Y.	75 5074	12.27	6.23		12.55							
81.7	D ODELL	80 5082											
86.9	TB CAYUGA	5087											
91.9	DN N&W PONTIAC I.C.X.	110 5092	12.48	6.41		1.32							
97.7	TB OCOYA	5098											
102.3	DN CHENOA T.P.&W.X.	79 5102	12.58	6.50		1.50							
110.3	D LEXINGTON	82 5110											
118.2	D TOWANDA	5118											
124.1	DN NORMAL I.C.X.	5124	1.21	7.12		2.15							
126.6	DN BLOOMINGTON W.F.S.Y.X N.Y.C. N&W.	5126	A 1.25	A 7.16		A 2.20							
			PM	PM	PM	AM							
	Time over Sub-Division		2:15	2:11	0:57	2:55							
	Average speed per hour		56.9	58.8	40.5	43.5							

NORTHWARD

Distance from East St. Louis		Sub-Division No. 1 TIME TABLE No. 26 OCTOBER 30, 1966		Passing Sidings Cap. 45 ft. Cars		Station Numbers		FIRST CLASS						
								6	16	2	4			
								Daily	Daily Ex Sat & Sun	Daily	Daily			
								AM	AM	PM	PM			
154.2	DN	BLOOMINGTON . . . W.F.S.Y.X. N.Y.C. 2.5 N&W	5126	L	3.30		L	12.01	L	7.07				
156.7	DN	NORMAL L.C.X. 5.9	5124		3.34			12.05		7.11 3				
162.6	D	TOWANDA 7.9	5118											
170.5	D	LEXINGTON 8.0	5110		3.46			12.17		7.23				
178.5	DN	CHENOA T.P.&W.X. 4.6	79 5102	s	4.00			12.24		7.30				
183.1	TB	OCOYA 5.8	5098											
188.9	DN	PONTIAC L.C.X. 5.0 N&W	90 5092	s	4.41			12.35	s	7.42				
193.9	TB	CAYUGA 5.2	5087											
199.1	D	ODELL 8.1	85 5082											
207.2	DN	DWIGHT F.W.Y. 0.8	75 5074	s	5.08			12.51		7.59				
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		5.22			1.01		8.09				
220.3	TB	MULLINS 3.2	5060											
223.5	D	BRAIDWOOD 3.2	50 5057		5.29			1.06		8.14				
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		5.43			1.17		8.24				
242.3	DN	SOUTH JOLIET . . . W.F.T.S. 1.3	5038	c	5.53 63	L	6.05 63	1.25		8.31				
243.6		N.Y.C. JOLIET C.R.L.&P.X. 4.3 A.T.&S.F.	5037	s	6.03	s	6.30	e	1.29	e	8.35			
247.9	D	LOCKPORT 4.4	5033		6.10	s	6.36	1.34		8.42				
252.3	TB	ROMEO 3.2	79 5029											
255.5	D	LEMONT 3.7	5025		6.17	s	6.46	1.41		8.49				
259.2	TB	LAMBERT 4.1	5022											
263.3	TB	WILLOW SPRINGS 4.4	5018				s	6.56						
267.7		I.H.B. ARGO B.&O.C.T.X. 1.2	5013		6.28			7.01		1.51		8.59		
268.9	TB	SUMMIT 1.6	5012				s	7.05						
270.5	DN	GLENN W.F.T.S. 2.4	5010		6.31	s	7.09	1.54		9.01				
272.9		LE MOYNE B.R.C.X. 1.3	5008											
274.2		CORWITH A.T.&S.F.X. 1.4	5007											
275.6		C.J. BRIGHTON PARK . . . Penna.X. 2.6 B.&O.	5005		6.39	s	7.17	2.01		9.07				
278.2		HALSTED STREET 0.8	5003		6.45	s	7.23	2.06		9.12				
279.0		FT. WAYNE JUNCTION 1.8			6.50			7.27		2.09		9.15		
280.8	DN	CHICAGO	5000	A	7.00	A	7.35	A	2.18	A	9.25			
					AM		AM		PM		PM			
		Time over Sub-Division			3:30		1:30		2:17		2:18			
		Average speed per hour			37.5		25.2		55.5		58.2			

SOUTHWARD

Distance from Chicago	Sub-Division No. 1		Passing Sidings Cap. 45 ft. Cars	Station Numbers	SECOND CLASS				THIRD CLASS	
	TIME TABLE No. 26				97	33	93	29	63	
	OCTOBER 30, 1966				Daily	Daily	Daily	Daily	Daily Ex Sunday	
					AM	PM	PM	PM	AM	
DN	CHICAGO			5000						
1.8	FT. WAYNE JUNCTION									
2.6	HALSTED STREET			5003						
5.2	C.J. B.&O.	BRIGHTON PARK Penna. X.		5005						
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	9.30	7.05	9.30	11.50		
11.9	TB	SUMMIT		5012	9.45		9.45	12.05		
13.1	L.H.B.	ARGO B.&O.C.T.X.		5013	9.48	7.16	9.48	12.08		
17.5	TB	WILLOW SPRINGS		5018						
21.6	TB	LAMBERT		5022						
25.3	D	LEMONT		5025	10.13	7.35	10.13	12.33		
28.5	TB	ROMEIO	78	5029						
32.9	D	LOCKPORT		5033	10.29	7.45	10.29	12.49		
37.2	N.Y.C.	JOLIET A.T.&S.F.X.		5037	10.42	7.55	10.42	1.02		
38.5	DN	SOUTH JOLIET W.F.T.S.		5038	11.15	8.05	11.15	1.35		
45.8	D	ELWOOD Y.	50	5046	Via Pequot Line	Via Pequot Line	Via Pequot Line	Via Pequot Line	6.00	
52.5	D	WILMINGTON	75	5052					6.16	
54.1	TB	HITT SIDING Y.		5054					6.30	
57.3	D	BRADWOOD	50	5057					9.20	
60.5	TB	MULLINS		5060					10.15	
62.6	TB	MAZONIA		5063	12.30	9.15	12.05	2.25	10.30	
64.5	D	GARDNER		5064	62				11.00	
72.8	TB	U. K. CROSSOVER N.Y.C.X.		5073						
73.6	DN	DWIGHT F.W.Y.	75	5074	12.49	9.35	12.25	2.50	11.40	
81.7	D	ODELL	80	5082	1.04	9.50	12.40	3.05		
86.9	TB	CAYUGA		5087						
91.9	DN N&W	PONTIAC L.C.X.	110	5092						
97.7	TB	OCOYA		5098						
102.3	DN	CHENOA T.P.&W.X.	79	5102	1.38	10.30	1.15	3.57		
110.3	D	LEXINGTON	82	5110						
118.2	D	TOWANDA		5118	2.09	11.00	1.40	4.30		
124.1	DN	NORMAL L.C.X.		5124	2.23	11.10	1.50	4.44		
126.6	DN N.Y.C.	BLOOMINGTON W.F.S.Y.X.		5126	2.40	11.15	2.00	5.00		
					PM	PM	AM	AM	AM	
		Time over Sub-Division			5:10	4:10	4:30	5:10	5:40	
		Average speed per hour			22.6	30.4	28.2	22.6	6.2	

NORTHWARD

Distance from East St. Louis	Sub-Division No. 1 TIME TABLE No. 26 OCTOBER 30, 1966		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&W	5126	L 2.00	L 9.15	L 8.30	L 9.30		
156.7	DN	..... NORMAL..... I.C.X. 5.9	5124	2.05 5	9.25	8.40	9.40		
162.6	D	..... TOWANDA.....	5118						
170.5	D	..... LEXINGTON.....	5110	2.25	9.52	9.08	10.08		
178.5	DN	..... CHENOA..... T.P.&W.X. 4.6	79 5102	2.38	10.07	9.24	10.24		
183.1	TB	..... OCOYA.....	5098						
188.9	DN	N&W..... PONTIAC..... I.C.X. 5.0	90 5092	2.55	10.28	9.45	10.45			
193.9	TB	..... CAYUGA.....	5087						
199.1	D	..... ODELL.....	85 5082	3.15	10.48	10.05	11.05		
207.2	DN	..... DWIGHT..... F.W.Y. 0.8	75 5074	3.23	11.04	10.21	11.21		12.01
208.0	TB	..... U. K. CROSSOVER..... N.Y.C.X. 3.3	5073						
216.3	D	..... GARDNER.....	5064						12.20
218.2	TB	..... MAZONIA.....	5063	3.43	11.26	10.43	11.43		12.30
220.3	TB	..... MULLINS.....	5060						97
223.5	D	..... BRAIDWOOD.....	5057						Via Pequot Line
226.7	TB	..... HITT SIDING..... Y. 1.6	5054	Via Pequot Line	Via Pequot Line	Via Pequot Line	Via Pequot Line		
228.3	D	..... WILMINGTON.....	75 5052						
235.0	D	..... ELWOOD..... Y. 7.3	5046						
242.3	DN	..... SOUTH JOLIET..... W.F.T.S. 1.3 C.R.I.&P.	5038	4.30	12.13	11.45	12.31		A 2.10
243.6	.....	N.Y.C. JOLIET..... A.T.&S.F.X. 4.3	5037	4.39	12.21	11.54	12.40		
247.9	D	..... LOCKPORT.....	5033	4.50	12.31	12.04	12.50		
252.3	TB	..... ROMEO.....	79 5029						
255.5	D	..... LEMONT.....	5025	5.05	12.46	12.19	1.05		
259.2	TB	..... LAMBERT.....	5022						
263.3	TB	..... WILLOW SPRINGS.....	5018						
267.7	.....	I.H.B. ARGO..... B.&O.C.T.X. 1.2	5013	5.35	1.15	12.44	1.30		
268.9	TB	..... SUMMIT.....	5012	5.40	1.25	12.54	1.40		
270.5	DN	..... GLENN..... W.F.T.S. 2.4	5010	A 6.00	A 1.35	A 1.15	A 2.00		
272.9	.....	..... LE MOYNE..... B.R.C.X. 1.3	5008						
274.2	.....	..... CORWITH..... A.T.&S.F.X. 1.4	5007						
275.6	.....	C.J. BRIGHTON PARK..... Penna. X. B.&O. 2.6	5005						
278.2	.....	..... HALSTED STREET.....	5003						
279.0	.....	..... FT. WAYNE JUNCTION..... 1.8							
280.8	DN	..... CHICAGO.....	5000						
				AM	PM	AM	AM		PM	
		Time over Sub-Division.....		4:00	4:20	4:45	4:30		2:09	
		Average speed per hour.....		30.0	27.0	24.6	26.0		16.7	

S O U T H W A R D

Distance from Chicago	Sub-Division No. 2		Passing Sidings Cap. 40 ft. Cars	Station Numbers	FIRST CLASS							
	TIME TABLE No. 26											
	OCTOBER 30, 1966											
					5	1	3					
		Daily	Daily	Daily								
		AM	PM	PM								
126.6	DN	BLOOMINGTON... W.F.S.Y.X. N.Y.C. 5.6 N&W	5126	L 2:56	L 1:32	L 7:35						
132.2	D	SHIRLEY 4.1	5132	3:02	1:38	7:41						
136.3	TB	FUNK'S GROVE 4.6	5136									
140.9	D	McLEAN 4.9	285 5141	3:09	1:46	7:49						
145.8	D	ATLANTA... Penna.X. 3.9	75 5146	3:13	1:50	7:53						
149.7	TB	LAWNDALE 6.0	5150									
155.7	D	ATHOL... I.C.X. 0.7	222 5155	3:22	1:59	8:02						
156.4	D	LINCOLN... I.C.X. 7.0	5156	s 3:30	c 2:01	c 8:04						
163.4	D	BROADWELL 3.9	5163									
167.3	D	ELKHART 5.7	225 5167	3:40	2:13	8:16						
173.0	D	WILLIAMSVILLE 4.6	5173									
177.6	TB	SHERMAN 5.3	5178	3:49	2:22	8:25						
182.9	DN	C.&I.M. RIDGELY... W.F.S.Y.X. 2.2	5183									
185.1	D	E.&O. SPRINGFIELD... X.W. 2.2	5185	s 4:25	s 2:38	s 8:50						
187.3	DN	ILES... N&W.X. 7.2	81 5187	4:31	2:44	8:55						
194.5	D	CHATHAM 6.1	5194									
200.6	D	AUBURN 6.4	230 5201	4:42	2:55	9:06						
207.0	D	VIRDEN 3.8	5207									
210.8	D	GIRARD... C.B.&O.X. 3.7	200 5211	4:52	3:04	9:15						
214.5	D	NILWOOD 9.3	5214									
223.8	D	CARLINVILLE 3.0	300 5224	s 5:25	c 3:16	9:26						
226.8	TB	RINAKE 7.4	5226									
234.2	TB	PLAINVIEW 4.1	5234	5:34	3:26	9:36						
238.3	D	SHIPMAN 7.7	256 5238									
246.0	TB	BRIGHTON... C.B.&O.X. 6.1	5246	5:44	3:36	9:46						
252.1	TB	GODFREY... Y.W. 5.1	286 5252	5:49	3:42	9:52						
262.1	DN	COLLEGE AVE. ALTON 2.9	5259	s 6:15	s 3:51	s 9:57						
262.9	D	WANN... S. 0.8 Ill. Terminal	5260	6:20	3:56	10:02						
274.9	DN	NORTH WOOD RIVER... X. 12.0	5260									
274.9	DN	GRANITE CITY 3.1	5272	s 6:50	c 4:13	c 10:20						
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						
280.8	D	RELAY DEPOT... X. 3.26	646									
280.8	DN	ST. LOUIS... Y.W.F.	649	A 7:30	A 4:43	A 10:50						
				AM	PM	PM						
		Time over Sub-Division		4:34	3:11	3:15						
		Average speed per hour		34.4	49.5	48.4						

SOUTHWARD

Distance from Chicago		Sub-Division No. 2 TIME TABLE No. 26 OCTOBER 30, 1966		Passing Sidings Cap. 45 ft. Cars	Station Numbers	SECOND CLASS					
						33	93	29	133	97	193
						Daily	Daily	Daily	Daily	Daily	Daily
						AM	AM	AM	AM	PM	PM
126.6	DN	BLOOMINGTON... W.F.S.Y.X.	5126	12.15	L 4.00	L 8.30 ₉₄		L 4.00			
132.2	D	N.Y.C. SHIRLEY... N&W	5132								
136.3	TB	FUNK'S GROVE... 4.6	5136								
140.9	D	McLEAN... 4.9	285 5141	12.45	4.30	8.58		4.30			
145.8	D	ATLANTA... Penna.X. 3.9	75 5146								
149.7	TB	LAWNSDALE... 6.0	5150								
155.7		ATHOL... I.C.X. 0.7	222 5155	1.05	4.56	9.30		4.51			
156.4	D	LINCOLN... I.C.X. 7.0	5156								
163.4	D	BROADWELL... 3.9	5163								
167.3	D	ELKHART... 5.7	225 5167	1.25	5.18	9.55		5.13 ₂₈			
173.0	D	WILLIAMSVILLE... 4.6	5173								
177.6	TB	SHERMAN... 5.3	5178	1.42	5.34	10.12		5.30			
182.9	DN	C.&M. RIDGELY... W.F.S.Y.X. 2.2	5183	1.51 ₆	5.55	10.30		5.40 ₄			
185.1		E.&O. SPRINGFIELD... X.W. 2.2	5185								
187.3	DN	ILES... N&W.X. 7.2	81 5187	2.20	A 6.20 ₉₄	10.50 ₂		A 6.20 ₉₂			
194.5	D	CHATHAM... 6.1	5194			11.05					
200.6	D	AUBURN... 6.4	230 5201	2.40		11.19					
207.0	D	VIRGEN... 3.8	5207			11.33					
210.8	D	GIRARD... C.B.&O.X. 3.7	200 5211	2.58		11.41					
214.5		NILWOOD... 9.3	5214			11.49					
223.8	D	CARLINVILLE... 3.0	300 5224	3.18		12.33					
226.8	TB	ENAKER... 7.4	5226			12.40					
234.2	TB	PLAINVIEW... 4.1	5234	3.35		12.55					
238.3	D	SHIPMAN... 7.7	256 5238			1.03					
246.0	TB	BRIGHTON... C.B.&O.X. 6.1	5246	4.01		1.19					
252.1	TB	GODFREY... Y.W. 5.1	286 5252	4.15		1.40 ₂₈	L 6.40		L 6.25		
		COLLEGE AVE. ALTON... 2.9									
262.1	DN	WANN... S. 0.8 Ill. Terminal	5259	4.30		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 5.10		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								
				AM	AM	PM	AM	PM	PM		
Time over Sub-Division				4:55	2:20	6:00	1:30	2:20	1:15		
Average speed per hour				30.0	28.0	25.2	15.9	26.0	19.1		

VIA AIR LINE

VIA GODFREY LINE

VIA GODFREY LINE

VIA AIR LINE

NORTHWARD

SOUTHWARD

Distance from Washington	Sub-Division No. 3 TIME TABLE No. 26 OCTOBER 30, 1966				THIRD CLASS		Distance from Dwight	Sub-Division No. 3 TIME TABLE No. 26 OCTOBER 30, 1966				THIRD CLASS			
	D	Passing Sidings Cap. 45 ft. Cars	Station Numbers	60	AM	DN		Passing Sidings Cap. 45 ft. Cars	Station Numbers	61	AM	D	Passing Sidings Cap. 45 ft. Cars	Station Numbers	
															Tues. Thur. Sat.	Mon. Wed. Fri.
.....	D	.....	WASHINGTON I.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	.....	.....	NEVADA	5707	8.50	.....	.....	.....
10.9	.....	.....	CAZENOVIA	5759	9.05	13.9	.....	.....	BLACKSTONE	5714	9.10	.....	.....	.....
12.7	.....	.....	LOW POINT	5757	9.15	19.8	.....	.....	N. Y. C. CROSSING X.	.....	.....	.....	.....	.....
16.0	.....	.....	WASHBURN	5754	9.30	22.1	D	C.B.&Q.	STREATOR N.Y.C.X.	38	5722	10.20	.....	.....
21.8	.....	.....	LA ROSE	5748	9.40	26.3	.....	.....	MUNSTER	5726	10.30	.....	.....	.....
25.3	D	.....	VARNA Y.	5744	10.00	29.5	.....	.....	GARFIELD	5730	10.40	.....	.....	.....
31.7	.....	.....	EVANS	5738	10.15	34.9	D	.....	WENONA I.C.X.	5735	11.05	.....	.....	.....
34.7	D	.....	WENONA I.C.X.	5735	10.30	37.9	.....	.....	EVANS	5738	11.15	.....	.....	.....
40.1	.....	.....	GARFIELD	5730	10.50	44.3	D	.....	VARNA Y.	5744	11.30	.....	.....	.....
43.3	.....	.....	MUNSTER	5726	11.00	48.3	.....	.....	LA ROSE	5748	12.00	.....	.....	.....
47.5	D	C.B.&Q.	STREATOR N.Y.C.X.	38	5722	11.35	53.6	.....	WASHBURN	5754	12.20	.....	.....	.....
49.8	.....	.....	N. Y. C. CROSSING X.	.....	.....	56.9	.....	.....	LOW POINT	5757	12.30	.....	.....	.....
55.7	.....	.....	BLACKSTONE	5714	12.20	58.7	.....	.....	CAZENOVIA	5759	12.40	.....	.....	.....
63.0	.....	.....	NEVADA	5707	12.45	63.1	D	.....	METAMORA	5768	12.55	.....	.....	.....
69.6	DN	.....	DWIGHT F.Y.W.	5074	A 1.15	69.6	D	.....	WASHINGTON I.P.&W.X.	5770	A 1.30	.....	.....	.....
					PM						PM				
					4:45						5:00				
					14.7						13.9				

NORTHWARD

SOUTHWARD

Distance from Lacon	Sub-Division No. 3 TIME TABLE No. 26 OCTOBER 30, 1966				Distance from Varna	Sub-Division No. 3 TIME TABLE No. 26 OCTOBER 30, 1966			
	D	Station Numbers	D	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. 26 OCTOBER 30, 1966	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	TB	..... PEQUOT	73	5320	10.55	3.55	11.38	11.55	.....	12.40
10.6	TB	..... LORENZO	67	5315				93		
13.1	TB	..... BLODGETT		5313						
15.2	TB	..... DRUMMOND	17	5311						
17.3	TB	..... MILLSDALE		5309						
22.3	TB	..... PLAINES		5304	11.25	4.25	12.08	12.25	.....	1.40
24.8	DN	..... SOUTH JOLIET . W.F.T.S.		5038	11.45	4.30	12.13	12.31	.....	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			22.1	28.0	28.5	27.5		14.9

SOUTHWARD

Distance from Joliet		Sub-Division No. 1 TIME TABLE No. 26 OCTOBER 30, 1966	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	7.55	10.42	1.02	.....
1.3	DN	..... SOUTH JOLIET . W.F.T.S.		5038	11.15	8.05	11.15	1.35	.....
3.8	TB	..... PLAINES		5304	11.21	8.35	11.21	1.41	.....
8.8	TB	..... MILLSDALE		5309			28		.....
10.9	TB	..... DRUMMOND	17	5311					.....
13.0	TB	..... BLODGETT		5313					.....
15.5	TB	..... LORENZO	67	5315					.....
19.9	TB	..... PEQUOT		5320	11.50	9.05	11.55	2.10	.....
21.3	D	..... COAL CITY		5321			92		.....
26.1	TB	..... Mazonia		5063	12.30	9.15	12.05	2.25	.....
					PM	PM	AM	AM		
		Time over Sub-Division			1:48	1:20	1:23	1:23		
		Average speed per hour			14.5	19.6	18.9	18.9		

EASTWARD

WESTWARD

Distance from Peoria	Sub-Division No. 4 TIME TABLE No. 26 OCTOBER 30, 1966				Second CLASS 232	Distance from Sherman	Sub-Division No. 4 TIME TABLE No. 23 OCTOBER 30, 1966				Second CLASS 233
	Passing Sidings Cap. 45 ft. Cars	Station Numbers	Daily				Passing Sidings Cap. 45 ft. Cars	Station Numbers	Daily		
			PM	AM					PM	AM	
.....	DN		PEORIA . . . Y.W.F.S.	5500	L 8.30	.....	TB	SHERMAN	5178		
5.0			5.0 GROVE	5505	8.45			4.3			
8.8	DN	A.T.&S.F.	PEKIN . . . N.Y.C.X.	80 5509	9.00	4.3	D	VAN WOOD	5552		
20.0	TB		11.2 GREEN VALLEY . . . I.C.X.	5520	9.30	6.9		2.6 FANCY PRAIRIE	5549		
27.0	TB		7.0 P. & N. JUNCTION . . . Y.	54	A 9.45	10.5		3.6 CROFT	5545		VIA
27.4	D		0.4 SAN JOSE	7163		13.8	TB	3.3 MIDDLETOWN	5542		JACKSONVILLE LINE
31.5			4.1 HARNES	5532		19.9	TB	6.1 NEW HOLLAND . . . I.C.X.	5536		
35.8	TB		4.3 NEW HOLLAND . . . I.C.X.	5536		24.2		4.3 HARNES	5532		
41.9	TB		6.1 MIDDLETOWN	5542		28.3	D	4.1 SAN JOSE	7163		
45.2			3.3 CROFT	5545		28.7	TB	0.4 P. & N. JUNCTION	54	L 3.50	
48.8	D		3.6 FANCY PRAIRIE	5549		35.7	TB	7.0 GREEN VALLEY . . . I.C.X.	5520	4.10	
51.4			2.6 VAN WOOD	5552		46.9	DN	11.2 PEKIN . . . N.Y.C.X.	80 5509	4.35	
55.7	TB		4.3 SHERMAN	5178		50.7		3.8 GROVE	5505	4.55	
						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		21.6			Average speed per hour		16.2	

NORTHWARD

SOUTHWARD

Distance from Godfrey	Sub-Division No. 5 Old Main TIME TABLE No. 26 OCTOBER 30, 1966				Station Numbers	Distance from Wann	Sub-Division No. 5 Old Main TIME TABLE No. 26 OCTOBER 30, 1966				Station Numbers
10.0	DN		WANN	5259		10.0	TB	GODFREY . . . W.Y.	5252		
			4.6 ALTON . . . W.F.	6257				5.4 ALTON . . . W.F.	6257		
	TB		5.4 GODFREY . . . W.Y.	5252			DN	4.6 WANN	5259		

Yard limits extend between Godfrey and Wann.

H. R. Stockum, Trainmaster.....Bloomington, Ill.
 J. E. 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.
 R. E. Foehr, Rd. Foreman Engines.....Bloomington, Ill.
 I. M. McKelvain, Asst. Trainmaster.....Chicago, Ill.
 J. P. Elliott, Chf. Yd. Operation.....Okolona, Miss.
 A. L. Hering, Chief Dispatcher.....Bloomington, Ill.
 L. L. Blakeman, Night Chief Dispatcher...Bloomington, Ill.
 J. A. Jones, Dispatcher.....Bloomington, Ill.
 W. J. Oney, Jr., Dispatcher.....Bloomington, Ill.
 J. V. Montague, Dispatcher.....Bloomington, Ill.

W. K. Dunbar, Dispatcher.....Bloomington, Ill.
 W. F. Thilking, Dispatcher.....Bloomington, Ill.
 R. E. Hebb, Dispatcher.....Bloomington, Ill.
 J. L. Moore, Dispatcher.....Bloomington, Ill.
 E. G. Smith, Rd. Foreman Engs.Roodhouse, Ill.
 G. J. Kunde, Regional Claim Agent.....Chicago, Ill.
 Chicago to Godley and Pequot Line to Coal City.
 J. L. Batts, Div. Claim Agent.....Bloomington, Ill.
 Godley to Virden; Dwight Branch; P. & N. Line; Jack
 Line Bloomington to San Jose.
 Weyman E. Jobe, Div. Claim Agent.....E. St. Louis, Ill.
 Virden to St. Louis, inc.; Godfrey Line Godfrey to Kane.
 R. L. Ehrhardt, Div. Claim Agent.....Slater, Mo.
 Godfrey Line Kane to Roodhouse; Jack Line San Jose to
 Roodhouse; Air Line Iles to Murrayville.

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 all except first class trains);
- Normal (northward all except first class trains);
- South Joliet (all except first class trains).

Regular trains may assume schedule and extra trains may leave Godfrey, Murrayville and P. & N. Jet. without clearance.

Trains via subdivision 4 must secure clearance before leaving Ridgely.

Northward Western Division regular trains may assume schedule and Northward Western Division extra trains may leave Iles without clearance.

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.

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 Jet.-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 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 will stop at Lemont and Lockport, to discharge revenue passengers from Chicago Area.
 - 6 stop at South Joliet on Monday to let off employees.
- 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	10
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	10
G.M.&O. R.R. Jet. S. Joliet.....	35	15
A.T.&S.F. Jet. Plaines Southward....	25	15
Northward to S. Joliet	60	30
A.T.&S.F. Jet. Pequot Southward....	25	15
Northward...	75	45
G.M.&O. R.R. Jet. Mazonia Northward	40	15
Southward from Pequot Main....	40	15
Southward from Elwood Main....	75	45
N.Y.C., Dwight	75	45
N.Y.C., Streator	15	15
A.T.&S.F., Streator	20	20
I.C., Wabash, Pontiac	60	45
T.P.&W., Chenoa	75	45
I.C., Normal, Northward.....	60	25
I.C., Normal, Southward.....	40	30
Market St., Bloomington through		
Crossovers	10	10

SPECIAL INSTRUCTIONS—Continued

RAILROAD CROSSINGS AND JUNCTIONS—Continued

	MAXIMUM SPEED	
	Passenger mph	Freight mph
Interlocked:		
Penna., Atlanta	75	45
I.C., Athol	75	45
I.C., Lincoln	75	45
G.M.&O. Jet. Sherman, Main Line.....	75	45
To and from Peoria Line.....	10	10
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	45
To and from Air Line.....	30	15
Iles Interlocking, North Crossover....	30	15
Iles Interlocking, South Crossover....	10	10
C.B.&Q., Girard	75	45
C.B.&Q., Brighton	75	45
G.M.&O. Jet., Godfrey Northward from cut off	60	40
Southward to cut off.....	60	40
To and from Godfrey Line.....	30	15
N.Y.C., Wann Southward.....	75	45
Northward to cut off.....	30	15
To and from Old Main.....	10	10
Ill. Terminal, Wood River Southward..	75	45
Northward	40	40
N.Y.C., Lenox	35	25
Diverging route through puzzle switch	5	5
Ill. Terminal, Granite City via Joint Track	30	30
Via St. Louis Merchants Bridge Ter- minal	20	10
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	
N.Y.C.	Streator	
Gates:		
N.Y.C., C.B.&Q.	Streator	
I.C.	Wenona	
T.P.&W.	Washington	
I.C.	New Holland	
Automatic Interlocking:		
Springfield, Ill. B.&O. Xing	Time Release Interval	
Green Valley, Ill. I.C.	1 Min.	
Streator Jet., Ill. N.Y.C.	3 Min.	
	2 Min.	
Remote Control Interlocking		
Le Moyne, Chicago, Ill. B.R.C.	Time Release Interval	
Mazonia, Ill. Jnet.	None	
Dwight, Ill. N.Y.C.	None	
Pontiac, Ill. N.Y.C.	3 Min.	
Atlanta, Ill. I.C.—Wabash	2 Min.	
Athol, Ill. Penn.	2 Min.	
Athol, Ill. I.C.—I.T.	3 Min.	
South Lincoln, Ill. I.C.	3 Min.	
Girard, Ill. C.B.&Q.	3 ¼ Min.	
Brighton, Ill. C.B.&Q.	2 Min.	
Godfrey, Ill. Jnet.	None	

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 time release and be governed by Rule 672.

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

When stopped by signal displaying stop indication at remote control interlocking at Le Moyne, 45 Crossover Glenn, Mazonia, Dwight, Market St., Bloomington, Atlanta, Athol, South Lincoln, Girard, Brighton, or Godfrey, communicate with Operator at Control Station. When authorized to operate a dual control switch by hand at Le Moyne 45 Crossover Glenn, Plaines, Pequot, Mazonia, Market St., Bloomington, Athol, Girard, or Godfrey, Rule 534 will govern.

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

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

At Bridgeport, 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 and Granite City, 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, except at South Lincoln, Brighton, and Godfrey, 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.

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.

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	Venice, Yard Office and Round House
Bloomington, Crew Dis- patcher's Office, Target	East Peoria, Yard Office and Round House
Shanty, Enginehouse and	

13. STANDARD CLOCKS

Chicago, Union Station	Shanty, Enginehouse and
Brighton Park Yard Office	Switchmen's Locker Room
Glenn, Telegraph Office, Round House and Locker Room	Ridgely, Yard Office and Engine House
South Joliet, Tower, Round House and Yard Office	Alton, Round House
Dwight	Venice, Yard Office and Round House
Bloomington, Crew Dis- patcher'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 45 mph
	(Diesel Electric)	
Between South Joliet and Mazonia via Pequot Line	{ Passenger 75 mph	{ Freight 45 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
Through turnouts each end TCS sidings....	40	15
Through all other turnouts, crossovers, in and out of sidings.....	10	10
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	10
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	10
Cass St., to Fifth Ave., freight main....	20	20
Union Station, through interlocking limits to South Joliet, passenger main...	30	10
South Joliet, through interlocking limits....	35	15
South Joliet to Plaines.....	60	30
Zarley's Hill, south of South Joliet, reverse curves	60	45
Wilmington: Trains through town.....	60	45
MP 59.4 Pequot Line through turnout at end of double track.....	40	15
Mazonia: Northward to main line.....	40	15
To and from Pequot Line.....	40	15
Pontiac, curve at L.C. crossing.....	60	45
MP 108.8 through turnout at end of double track	40	15
MP 121.4 through turnout at end of double track	40	15
Normal: Against current of traffic, between Normal Interlocking and Beech St.....	20	20
Between Normal Interlocking and Market St., Bloomington	40	10
Market St. Bloomington to MP 127.1.....	20	20
MP 128.8 through turnout at end of double track	40	15
Sherman, through Switch to and from P.&N. Line	10	10
Mile Post 181.0 through turnout at end of double track	40	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	15
Iles Interlocking, North Crossover.....	30	15
Iles Interlocking, South Crossover.....	10	10
Mile Post 189.5 through turnout at end of double track	40	15

Godfrey: Northward from cut-off.....	60	40
Southward to cut-off.....	60	40
Turnout to and from Godfrey line.....	30	15
Alton: Alby to Henry St. (Old Main).....	10	10
Wann: Northward trains through interlock- ing limits	30	15
Wood River: Northward over Illinois Ter- minal crossing	40	40
Lenox, through interlocking limits.....	35	25
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	10
Between Granite City and Bridge Junction..	35	25
Streator between C.B.&Q. Crossing and Park St.	20	20
Bridge B-1725, two miles north of Green Val- ley	25	10
Bridge B-1951, 1.7 miles north of Middletown	25	12
Trains handling Koppel Air dump cars.....		25
Trains handling Jordan Spreader, with wings properly secured and trailing, Scale test cars and engine tanks used in sig- nal and Maintenance of Way service, will not exceed 25 miles per hour.		
Trains handling derrick cars, steam shovels, pile drivers, and similar pivoted machinery as well as pivoted machines 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

SPECIAL INSTRUCTIONS—Continued

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.]

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
5020	Publicker	19.9	10	South
5027	Seneca Petroleum Co..	27.5	Yd.	North
5028	Pure Oil Co.	28.2	Yd.	South
5050	Prairie Creek	49.9	15	South
5051	Webster	50.3	30	South
5309	Stepan (Pequot Line)..	45.1	27	North
5106	Ballard	106.6	20	South
5153	Kruger	153.3	20	South
5161	Fogarty	161.4	10	South

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.
- MP 37.91 Joliet and Plaines, Control Station South Joliet.
- Pequot and Mazonia, Control Station Dwight.
- MP 108.8 Ballard South and MP 121.4 Normal North, Control Station Bloomington.
- Normal and Bloomington, Control Stations at Normal and Bloomington.
- Bloomington and Ridgely, Control Station Bloomington.
- Iles and Wann via cutoff, Control Station Bloomington.

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 MP 37.91 Joliet.
- South Joliet and MP 108.8 Ballard South via main line.
- MP 121.4 Normal North and Normal Plaines and Pequot, via Pequot Line
- Ridgely and Iles
- Wann and Granite City on southward main
- Wann and Bridge Junction on northward main

The automatic signals between Godfrey and Henry St. at Alton, and automatic signals between Wann and Henry St. 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.

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. &

SPECIAL INSTRUCTIONS—Continued

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, Mazonia and MP 108.8 Ballard South and between MP 121.4 Normal North and Normal.

Double track is in use on Sub-Division 2 between Bloomington and MP 128.8, Mile Post 181.0 and Mile Post 189.5, 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, being governed by signal indications and Rule 86 modified to this extent.

Second class and extra trains may run ahead of first class trains between Ridgely and Iles being governed by signal indications and Rule 86 modified to this extent.

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 locomotive is to be cut off a freight train or train is to be separated, engineman will make a twenty-pound brake pipe reduction. When the brake pipe exhaust has ceased to blow indicating completion of such a reduction, the engineman will give one short blast of the whistle to inform the trainmen they may close the angle cocks and cut off the locomotive or cars.

Furthermore, sufficient hand brakes should be applied to this cut of cars as a further precaution in the event the air supply becomes depleted.

(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.

"At a point other than initial terminal where locomotive or caboose is changed, or where one or more consecutive cars are cut off from rear end or head end of train with consist otherwise remaining intact, after train brake system is charged to within 15 pounds of feed valve setting on locomotive but not less than 60 pounds as indicated at rear of freight train, and on a passenger train to at least 70 pounds, a 20-pound brake pipe reduction must be made and it must be determined that brakes on rear car apply and release properly."

(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. Liakas, 2014 W. 35th St.
Joliet: Wolfson's National Alton:
Dwight: Delmar Hancock John A. Caperton
Streator: Carew Jewelers E. St. Louis:
Bloomington: Claude Hoxworth Zerweck Jewelry Co.
E. Peoria: Granite City:
Peterson Jewelry Co. Michel Jewelry Co.
Springfield: Collins & Co.
Holland Jeweler

SPECIAL INSTRUCTIONS—Continued

28. TRAIN ORDER OFFICES—IRREGULAR HOURS

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

Glenn	11:00 A.M. to	8:00 P.M.*
Lemont	7:00 A.M. to	4:00 P.M.
Lockport	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.*
	11:00 P.M. to	7:00 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.
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.
Atlanta	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.
Girard	8:00 A.M. to	5:00 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.

* Daily.

† Daily except Sunday.

‡ Daily except Saturday.

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 No. 1 Eastward and No. 2 Westward, 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 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.

4. 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.

5. 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 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.

When trains or engines are under the protection of an automatic block system, a sufficient distance to insure full protection is the distance necessary to insure full protection against following train or engine approaching at restricted speed.

6. 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 leek 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.

7. 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.

8. Plaines and Pequot are remotely controlled interlockings. Proceed indication on GM&O interlocking signal at Pequot authorizes a GM&O train to run extra with current of traffic Pequot to Plaines.

Proceed indication on westward GM&O interlocking signal at Plaines authorizes a GM&O train to run extra with the current of traffic Plaines to Pequot.

When a train is stopped by a "stop" signal, it will be governed as follows: Where a control station is not in the immediate vicinity

of the signal, member of crew must communicate with control station. If authorized to proceed, member of crew must examine all switches and derails before moving over them and flag over railroad crossings within the limits. In complying with this rule, after permission is given to pass a signal in "stop" position, the interlocking limits will, when practicable, be fouled before a member of the crew precedes the movement.

In operating dual controlled switches by hand, when selector lever is moved from "motor" to "hand" positions, the hand-throw lever must be operated sufficiently to determine that the lever is rigidly engaged with the switch points before hand signal is given for movement over the switch points.

9. BLOCK SIGNALS:

Aspect	Name	Indication
Red	Stop	Stop
Red with Number plate	Stop and Proceed	Stop; then proceed at restricted speed.
Flashing Red or Red over Yellow	Restricting	Proceed at restricted speed.
Red over flashing Yellow	Diverging Approach	Proceed through diverging route prescribed speed through turnout; approach next signal preparing to stop. If exceeding medium speed, immediately reduce to medium speed.
Yellow	Approach	Proceed preparing to stop at next signal; if exceeding medium speed, immediately reduce to medium speed.
Red over Green	Diverging Clear	Proceed through diverging route prescribed speed through turnout.
Flashing Yellow or Yellow over Yellow	Approach-Medium	Proceed, approach next signal not exceeding medium speed and be prepared to enter diverging route at prescribed speed.
Yellow over Green	Limited Approach-Medium	Proceed approaching next signal at medium speed. Trains exceeding limited speed must reduce to that speed.
Green	Clear	Proceed.

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

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.

10. 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.

11. MAXIMUM AUTHORIZED SPEED:

Maximum speed where not otherwise restricted, passenger trains 75 MPH, freight trains 45 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 15 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, 10 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.

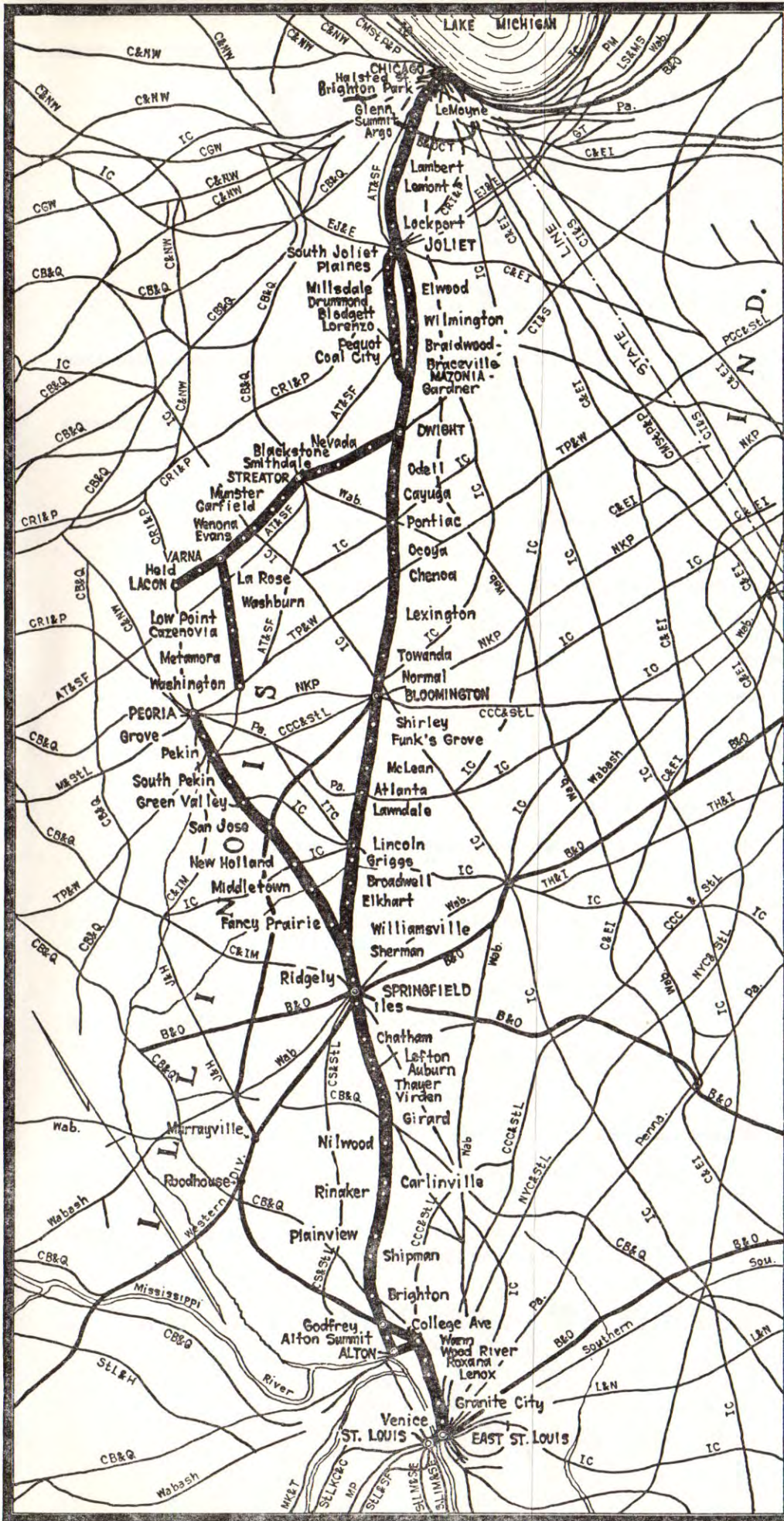
Permanent slow signs, yellow with numerals, will be located not less than 2500 feet (when practicable) in advance of locations where speed of trains must be reduced. The numerals thereon nearest the track, or those at the top of the sign, indicate the maximum speed for passenger trains, and other numbers 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.

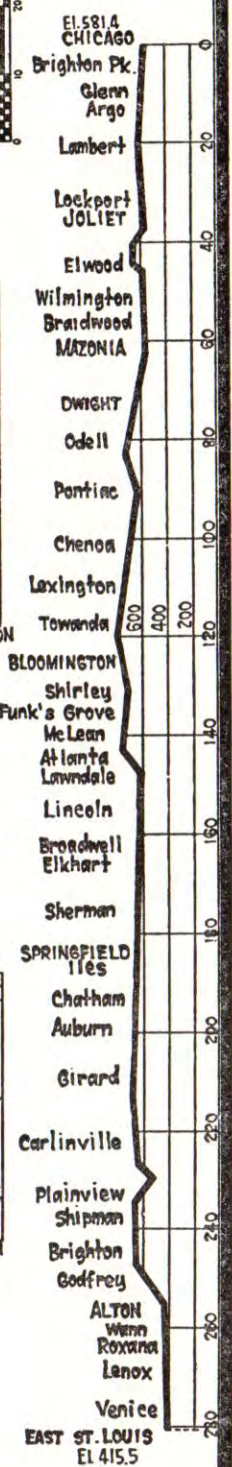
SPECIAL INSTRUCTIONS—Concluded

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**



SAFETY

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.

FIRST