

M. W. GIBSON, Trainmaster..... Chillicothe, Ill.
 J. A. CARRIER, Trainmaster..... Shopton, Ia.
 H. L. LEWIS, Trainmaster..... Shopton, Ia.
 W. J. JOHNSON, Asst. Trainmaster..... McCook, Ill.
 C. S. SHAFFER, Road Foreman of Engines..... Shopton, Ia.
 J. W. ELLIOTT, Road Foreman of Engines..... Shopton, Ia.
 P. J. WHITE, Chief Dispatcher..... Shopton, Ia.
 C. C. POLHANS, Asst. Chief Dispatcher..... Shopton, Ia.
 H. E. McCORMICK, Asst. Chief Dispatcher..... Shopton, Ia.
 M. A. BARBER, Asst. Chief Dispatcher..... Shopton, Ia.

TRAIN DISPATCHERS—SHOPTON, IA.

E. G. MEYER C. R. MACHEN J. D. HUNTER
 N. L. BARNES L. E. REHBEIN R. D. MATHES
 R. W. CRUZE G. M. HOBACK R. J. ALEXANDER
 J. H. HORAN R. G. BUCKINGHAM J. W. FISHER
 P. M. BUCKINGHAM A. D. ROOF

R. L. WOOD, Trainmaster..... Corwith, Ill.
 F. S. KOWALCZYK, Trainmaster..... Corwith, Ill.
 A. J. TISKEVICH, Asst. Trainmaster..... Chicago, Ill.
 G. J. HIGGINS, Asst. Trainmaster..... Corwith, Ill.
 G. E. BECKER, Asst. Superintendent..... Argentine, Kans.
 W. A. GOSSETT, Passenger Trainmaster..... Kansas City, Mo.
 V. K. WOODSIDE, Asst. Psgr. Trainmaster.... Kansas City, Mo.
 H. E. HODGINS, Trainmaster..... Argentine, Kans.
 H. E. FORD, Trainmaster..... Argentine, Kans.
 R. E. DAVIS, Asst. Trainmaster..... Argentine, Kans.
 C. M. WHITTON, Asst. Trainmaster..... Argentine, Kans.
 L. C. LOWE, Asst. Trainmaster..... Argentine, Kans.

AVOID DAMAGE — SWITCH CUSTOMERS CARS CAREFULLY

OVERSPEED Couplings are **DAMAGING** - Here's what happens:

| | |
|--|----------------------------------|
| 4 miles per hour <input type="checkbox"/> | SAFE COUPLING SPEED |
| 5 miles per hour <input type="checkbox"/> | Damage Begins |
| 6 miles per hour <input type="checkbox"/> | 2 1/4 times as damaging as 4 MPH |
| 7 miles per hour <input type="checkbox"/> | 3 times as damaging as 4 MPH |
| 8 miles per hour <input type="checkbox"/> | 4 times as damaging as 4 MPH |
| 9 miles per hour <input type="checkbox"/> | 5 times as damaging as 4 MPH |
| 10 miles per hour <input type="checkbox"/> | 6 times as damaging as 4 MPH |

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

HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS.

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

SPEED TABLE

Table of speeds (minutes and seconds per mile, in terms of miles per hour).

| Time Per Mile Min. Sec. | Miles Per Hour | Time Per Mile Min. Sec. | Miles Per Hour | Time Per Mile Min. Sec. | Miles Per Hour |
|----------------------------|----------------|----------------------------|----------------|----------------------------|----------------|
| .. 36 | 100 | .. 58 | 62.1 | 1 40 | 36.0 |
| .. 37 | 97.3 | .. 59 | 61.0 | 1 42 | 35.3 |
| .. 38 | 94.7 | 1 .. | 60.0 | 1 44 | 34.6 |
| .. 39 | 92.3 | 1 02 | 58.0 | 1 46 | 34.0 |
| .. 40 | 90.0 | 1 04 | 56.2 | 1 48 | 33.3 |
| .. 41 | 87.8 | 1 06 | 54.5 | 1 50 | 32.7 |
| .. 42 | 85.7 | 1 08 | 52.9 | 1 52 | 32.1 |
| .. 43 | 83.7 | 1 10 | 51.4 | 1 54 | 31.6 |
| .. 44 | 81.8 | 1 12 | 50.0 | 1 56 | 31.0 |
| .. 45 | 80.0 | 1 14 | 48.6 | 1 58 | 30.5 |
| .. 46 | 78.3 | 1 16 | 47.4 | 2 .. | 30.0 |
| .. 47 | 76.6 | 1 18 | 46.1 | 2 05 | 28.8 |
| .. 48 | 75.0 | 1 20 | 45.0 | 2 10 | 27.7 |
| .. 49 | 73.5 | 1 22 | 43.9 | 2 15 | 26.7 |
| .. 50 | 72.0 | 1 24 | 42.9 | 2 30 | 24.0 |
| .. 51 | 70.6 | 1 26 | 41.9 | 2 45 | 21.8 |
| .. 52 | 69.2 | 1 28 | 40.9 | 3 .. | 20.0 |
| .. 53 | 67.9 | 1 30 | 40.0 | 3 30 | 17.1 |
| .. 54 | 66.6 | 1 32 | 39.1 | 4 .. | 15.0 |
| .. 55 | 65.5 | 1 34 | 38.3 | 4 30 | 13.3 |
| .. 56 | 64.2 | 1 36 | 37.5 | 5 .. | 12.0 |
| .. 57 | 63.2 | 1 38 | 36.8 | 6 .. | 10.0 |

The Atchison, Topeka and Santa Fe Railway Co.

EASTERN LINES

Eastern District

ILLINOIS DIVISION

TIME TABLE NO.

14

IN EFFECT

April 25, 1965

At 12:01 A. M.

Central Standard Time

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

L. M. OLSON,
General Manager,
Topeka, Kansas

J. B. NOE,
Asst. General Manager,
Topeka, Kansas

J. P. SPEARS,
Superintendent,
Shopton, Iowa

F. A. BEAUCHAMP,
Superintendent,
Corwith, Illinois

E. J. BRUCE,
Superintendent,
Argentine, Kansas

SIGNAL SYSTEM ONE IN EFFECT:

Interlockings MP 3.1, Joliet U.S., Ancona and Chillicothe.

SIGNAL SYSTEM TWO IN EFFECT:

AT&SF Jct. 21st Street to Chillicothe, except interlockings MP 3.1, Joliet U.S., Ancona and Chillicothe.

RULE 251 IN EFFECT:

Eastward main track AT&SF Jct. 21st Street to Interlocking MP 3.1, and both main tracks Joliet U.S. to Pequot.

RULE 261 IN EFFECT:

Westward main track AT&SF Jct. 21st Street to Interlocking MP 3.1, and on main tracks Interlocking MP 3.1 to Joliet U.S., and Pequot to Chillicothe.

Between Chicago and AT&SF Jct. 21st Street be governed by C&WI Timetable, Rules and Regulations.

Between AT&SF Jct. 21st Street and Panhandle Crossing, the first two tracks from the south are AT&SF Eastward and Westward main tracks respectively, and the third and fourth tracks are I.C. Eastward and Westward main tracks respectively. AT&SF trains and engines may use I.C. Westward main track from AT&SF Jct. 21st Street and from Interlocking MP 3.1 with the current of traffic on signal indication. I.C. tracks are in yard limits. Protection per Rule 99 must be provided.

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

Between Kernan and MP 88.8 north track designated main track No. 2 upon which the current of traffic is westward; middle track main track No. 1 upon which the current of traffic is eastward; and south track designated main track No. 3 upon which there is no current of traffic. On main track No. 3 between MP 86.9 and MP 88.8 trains and engines must move at restricted speed, and between these points flag protection is not required.

Trains must secure numbered clearance card before leaving originating stations except westward GM&O trains at Plaines and as provided for by Rule 502.

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.

| Second Class | | WESTWARD | | | | | | | TIME TABLE No. 14 April 25, 1965 | Ruling Grade Ascending | Turn Tables and Wyes | Siding Capacity 40 ft. Per Car |
|-----------------------------|-----------------------|-------------------------|------------------------------|-----------------|---------------------------|------------------------|-----------------|---|--|---------------------------|-------------------------|-----------------------------------|
| 47 | First Class | | | | | | | | | | | |
| Way Freight | 7 | 9 | 17 | 15 | 1 | 23 | 19 | STATIONS | Feet Per Mile | | | |
| Leave Daily Ex. Sun. | Fast Mail- Express | Kansas City Chief | Super Chief-El Capitan | Texas Chief | San Francisco Chief | The Grand Canyon | The Chief | | | | | |
| | PM 11.55 AM | PM 10.00 | PM 6.30 | PM 6.00 | PM 3.00 | AM 11.00 | AM 9.00 | CHICAGO | | | | |
| | 12.01 | 10.05 | 6.35 | 6.05 | 3.05 | 11.05 | 9.05 | 1.3 A. T. & S. F. Jct. 21st. Street | | T | | |
| | | | | | | | | 0.1 PRR-C&WI Crossing | 79.2 | | | |
| | | | | | | | | 3.0 Panhandle Crossing | 26.4 | | | |
| | | | | | | | | 1.5 I.N. Crossing | 35.8 | | | |
| | | | | | | | | CORWITH YL | 0 | Y | | |
| | 12.11 | 10.16 | 6.45 | 6.15 | 3.15 | 11.15 | 9.14 | 1.4 Chicago Belt Crossing | 0 | | | |
| | | | | | | | | NERSKA YL | 0 | | | |
| | 12.16 | 10.21 | 6.51 | 6.21 | 3.20 | 11.23 | 9.19 | 5.5 McCOOK | 0 | | E 126 W 76 | |
| | | | | | | | | 4.6 B. & O. C. T. Crossing | 0 | | E 190 W 78 | |
| | 12.21 | 10.25 | 6.56 | 6.26 | 3.25 | 11.29 | 9.24 | WILLOW SPRINGS | 0 | | | |
| | | | | | | | | 5.8 ARGONNE | 0 | | | |
| | | | | | | | | 2.1 LEMONT | 0 | | | |
| | 12.34 | 10.38 | 7.09 | 6.39 | 3.38 | 11.42 | 9.36 | 4.2 ROMEO | 0 | | | |
| | | | | | | | | 3.4 LOCKPORT | 0 | | | |
| | | | | | | | | 3.5 JOLIET YARD YL | 10.6 | | | |
| | | | | | | | | 1.3 JOLIET U. S. YL | 10.6 | T | | |
| | 12.45 | 10.50 | 7.20 | 6.50 | 3.50 | 11.55 | 9.50 | 4.0 C. R. I. & P. Crossing | 0 | | | |
| | | | | | | | | 6.6 PLAINES | 15.8 | | W 98 | |
| | 12.49 | 10.55 | 7.24 | 6.54 | 3.54 | 11.59 | 9.54 | 4.6 DRUMMOND | 6.1 | | | |
| | | | | | | | | 4.4 LORENZO | 9.1 | | E 56 W 89 | |
| | | | | | | | | 1.0 PEQUOT | 8.7 | | | |
| | | | | | | | | 7.9 COAL CITY | 10.2 | | | |
| | | | | | | | | 4.7 MAZON | 15.8 | | | |
| | | | | | | | | 4.0 VERONA | 13.7 | | E 102 | |
| | | | | | | | | 5.0 KINSMAN | 15.8 | | | |
| | | | | | | | | 4.6 RANSOM | 0 | | E 25 | |
| | AM 7.30 | 11.34 | 7.57 | 7.27 | 4.27 | 12.38 | 10.27 | 5.2 KERNAN | 0 | | E 14 | |
| | | 1.30 | 8.05 | 7.35 | 4.33 | 12.50 | 10.35 | 0.2 STREATOR | 0 | T | | |
| | | | | | | | | 0.4 GM&O & NYC Crs'g | 0 | | | |
| | | | | | | | | 3.7 N. & W. Crossing | 0 | | | |
| | 7.40 | | | | | | | 1.9 MOON | 0 | | | |
| | 7.50 AM | 1.37 | 11.56 | 8.12 | 7.42 | 4.39 | 12.58 | 6.3 ANCONA | 15.8 | | | |
| | | | | | | | | 7.8 LEEDS | 26.4 | | | |
| | | 1.47 | 12.06 | 8.22 | 7.52 | 4.49 | 1.10 | 6.0 TOLUCA | 0 | | | |
| | | | | | | | | 4.9 LA ROSE | 0 | | | |
| | | | | | | | | 9.1 WILBERN | 26.4 | | | |
| | | | | | | | | CHILlicothe | | T | | |
| | | | | | | | | (129.8) | | | | |
| Arrive Daily Ex. Sun. | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | |
| 18.6 | 57.7 | 47.2 | 59.9 | 59.9 | 62.3 | 51.9 | 59.9 | Average speed per hour | | | | |

FIRST DISTRICT

| Communications | Mile Post | Rating Grade Ascending | TIME TABLE No. 14 April 25, 1965 | EASTWARD | | | | | | | |
|----------------|-----------|------------------------|--|-------------------|-------------|-------------|------------------------|---------------------|------------------|---------------|----------------------|
| | | | | First Class | | | | | | | Second Class |
| | | | | 8 | 20 | 16 | 18 | 2 | 24 | 12 | 48 |
| | | Feet Per Mile | STATIONS | Fast Mail-Express | The Chief | Texas Chief | Super Chief-El Capitan | San Francisco Chief | The Grand Canyon | The Chicagoan | Way Freight |
| | | | CHICAGO | AM 3.30 | AM 7.15 | AM 9.15 | PM 1.30 | PM 2.00 | PM 3.15 | PM 8.00 | |
| C | 1.3 | 79.2 | A.T.&S.F. Jct. 21st Street | 3.20 | 7.00 | 9.05 | 1.20 | 1.52 | 3.00 | 7.52 | |
| | 1.4 | 26.4 | PRR-C&WI Crossing | | | | | | | | |
| | 4.4 | 0 | Panhandle Crossing | | | | | | | | |
| | 5.9 | 0 | I.N. Crossing | | | | | | | | |
| C | 7.3 | 0 | CORWITH YL | | | | | | | | |
| | 7.3 | 0 | Chicago Belt Crossing | 3.04 | 6.43 | 8.53 | 1.08 | 1.40 | 2.45 | 7.40 | |
| | 12.8 | 0 | NERSKA YL | | | | | | | | |
| | 12.8 | 0 | McCOOK | 2.56 | 6.34 | 8.44 | 12.59 | 1.32 | 2.37 | 7.32 | |
| | 12.8 | 0 | B. & O. C. T. Crossing | | | | | | | | |
| | 17.4 | 0 | WILLOW SPRINGS | 2.50 | 6.29 | 8.38 | 12.54 | 1.26 | 2.30 | 7.27 | |
| B | 23.0 | 0 | ARGONNE | | | | | | | | |
| | 25.1 | 13.7 | LEMONT | | | | | | | | |
| B | 29.3 | 10.6 | ROMEO | 2.36 | 6.14 | 8.23 | 12.39 | 1.12 | 2.13 | 7.14 | |
| | 32.7 | 10.6 | LOCKPORT | | | | | | | | |
| | 36.2 | 10.6 | JOLIET YARD YL | | | | | | | | |
| | 37.5 | 15.8 | JOLIET U. S. YL | 2.25 | 6.00 | 8.10 | 12.25 | 1.00 | 2.00 | 7.05 | |
| | 41.5 | 14.5 | C.R.I.&P. Crossing | | | | | | | | |
| B | 48.2 | 9.9 | PLAINES | 2.17 | 5.52 | 8.04 | 12.19 | 12.54 | 1.49 | 6.57 | |
| | 52.8 | 0 | DRUMMOND | | | | | | | | |
| B | 57.2 | 0 | LORENZO | | | | | | | | |
| | 57.2 | 0 | PEQUOT | 2.00 | 5.36 | 7.48 | 12.03 | 12.38 | 1.36 | 6.43 | |
| | 58.2 | 0 | COAL CITY | | | 7.46 | | | 1.34 | | |
| | 66.1 | 4.7 | MAZON | | | | | | | | |
| | 70.8 | 0 | VERONA | 1.48 | 5.24 | 7.37 | 11.52 | 12.27 | 1.18 | 6.33 | |
| B | 74.8 | 0 | KINSMAN | | | | | | | | |
| B | 79.8 | 15.8 | RANSOM | | | | | | | | |
| B | 84.4 | 15.8 | KERNAN | | | | | | | | |
| C | 89.6 | 10.1 | STREATOR | 1.30 | 5.05 | 7.20 | 11.35 | 12.10 | 12.50 | 6.15 | PM 3.30 |
| | 89.8 | 0 | GM&O & NYC Crs'g | | | | | | | | |
| B | 90.2 | 0 | N. & W. Crossing | | | | | | | | |
| | 93.9 | 0 | MOON | | | | | | | | 3.10 |
| B | 95.8 | 0 | ANCONA | 1.21 | 4.55 | 7.11 | 11.25 | 12.01 | 12.39 | 6.06 | 3.00 PM |
| B | 102.1 | 21.1 | LEEDS | | | | | | | | |
| C | 109.9 | 25.2 | TOLUCA | 1.10 | 4.44 | 7.00 | 11.14 | 11.50 | 12.26 | 5.55 | |
| C | 116.0 | 26.4 | LA ROSE | | | | | | | | |
| B | 120.9 | 26.4 | WILBERN | | | | | | | | |
| C | 130.0 | | CHILLICOTHE | 12.50 AM | 4.25 AM | 6.40 AM | 10.55 AM | 11.30 AM | 12.01 PM | 5.35 PM | |
| | | | (129.8) | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sun. |
| | | | Average speed per hour | 48.7 | 45.8 | 50.2 | 50.2 | 51.9 | 40.1 | 53.7 | 12.4 |

SIGNAL SYSTEM ONE IN EFFECT:
Interlockings Chillicothe, Ancona, Joliet U.S. and MP 3.1.

SIGNAL SYSTEM TWO IN EFFECT:
Chillicothe to AT&SF Jct. 21st Street, except interlockings Chillicothe, Ancona, Joliet U.S. and MP 3.1.

RULE 251 IN EFFECT:
Both main tracks Pequot to Joliet U.S., and eastward main track Interlocking MP 3.1 to AT&SF Jct. 21st Street.

RULE 261 IN EFFECT:
On main tracks Chillicothe to Pequot and Joliet U.S. to Interlocking MP 3.1, and on westward main track MP 3.1 to AT&SF Jct. 21st Street.

Between AT&SF Jct. 21st Street and Chicago be governed by C&WI Timetable, Rules and Regulations.

Between Panhandle Crossing and AT&SF Jct. 21st Street, the first two tracks from the south are AT&SF Eastward and Westward main tracks respectively, and the third and fourth tracks are I.C. Eastward and Westward main tracks respectively. AT&SF trains and engines may use I.C. Eastward main track with the current of traffic from Panhandle Crossing on hand signal from Switchtender and on signal indication with current of traffic from Interlocking MP 3.1. I.C. tracks are in yard limits. Protection per Rule 99 must be provided.

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

Between MP 88.8 and Kernan north track designated main track No. 2 upon which the current of traffic is westward; middle track as main track No. 1 upon which the current of traffic is eastward; and south track designated main track No. 3 upon which there is no current of traffic. On main track No. 3 between MP 88.8 and MP 86.9 trains and engines must move at restricted speed, and between these points flag protection is not required.

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

Trains must secure numbered clearance card before leaving originating Stations except first class trains at Chillicothe, No. 48 at Ancona, Eastward GM&O trains at Pequot, and as provided for by Rule 502.

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

SIGNAL SYSTEM ONE IN EFFECT:

Interlockings Chillicothe, Edelstein, Ormonde and Smithshire.

SIGNAL SYSTEM TWO IN EFFECT:

Chillicothe to Shopton, except interlockings Chillicothe, Edelstein, Ormonde and Smithshire.

RULE 251 IN EFFECT:

Interlocked crossovers E. Galesburg to interlocked crossovers west end Galesburg (MP 180).

RULE 261 IN EFFECT:

On Main Tracks Chillicothe to interlocked crossovers E. Galesburg and interlocked crossovers west end Galesburg (MP 180) to Shopton.

Between interlocking east end Shopton Yard and Shopton Yard Office, trains and engines using main tracks will operate at Restricted Speed.

Other than provided in Rule 502, trains must secure numbered clearance cards before leaving originating stations, except First Class Trains at Chillicothe.

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

| WESTWARD | | | | | | | TIME TABLE No. 14 April 25, 1965 | Rolling Grade Ascending | Turn Tables and Wyes | Siding Capacity 50 ft. Per Car |
|------------------------------|-----------------|---------------------------|------------------------|-----------------|--------------------------|-------------------------|--|----------------------------|-------------------------|-----------------------------------|
| First Class | | | | | | | | | | |
| 17 | 15 | 1 | 23 | 19 | 7 | 9 | | | | |
| Super Chief-El Capitan | Texas Chief | San Francisco Chief | The Grand Canyon | The Chief | Fast Mail- Express | Kansas City Chief | | | | |
| Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | STATIONS | Feet Per Mile | | |
| PM 8.40 | PM 8.10 | PM 5.05 | PM 1.30 | AM 11.10 | AM 2.10 | AM 12.45 | CHILICOTHE 8.0 | 58.1 | T | |
| 8.49 | 8.19 | 5.14 | 1.40 | 11.19 | 2.20 | 12.55 | EDELSTEIN 6.6 | 31.7 | | W 74 |
| | | | | | | | PRINCEVILLE 3.6 | 31.7 | | |
| 8.57 | 8.27 | 5.22 | 1.48 | 11.27 | 2.28 | 1.03 | MONICA C. B. & O. Crossing 5.2 | 0 | | |
| | | | | | | | LAURA 4.9 | 13.6 | | E 78 W 110 |
| 9.05 | 8.35 | 5.30 | 1.56 | 11.35 | 2.36 | 1.11 | WILLIAMSFIELD 4.9 | 0 | | |
| | | | | | | | DAHINDA 2.7 | 8.4 | | |
| | | | | | | | APPLETON 7.8 | 31.7 | | |
| 9.18 | 8.47 | 5.42 | 2.08 | 11.47 | 2.49 | 1.23 | E. GALESBURG 3.7 | 31.7 | | E 137 W 138 |
| 9.25 | 8.55 | 5.50 | 2.20 | 11.55 | 2.55 | 1.35 | GALESBURG YL 8.5 | 21.9 | Y | |
| | | | | | | | CAMERON 4.2 | 28.2 | | |
| | | | | PM | | | NEMO 1.7 | 0 | | E 102 W 76 |
| 9.39 | 9.09 | 6.03 | 2.35 | 12.09 | 3.08 | 1.49 | ORMONDE 5.2 | 0 | | |
| | | | | | | | PONEMAH 4.4 | 23.2 | | |
| 9.47 | 9.17 | 6.10 | 2.42 | 12.17 | 3.16 | 1.56 | SMITHSHIRE 3.1 | 12.1 | | |
| | | | | | | | MEDIA 4.3 | 13.5 | | E 77 W 173 |
| 9.53 | 9.23 | 6.16 | 2.50 | 12.23 | 3.22 | 2.04 | STRONGHURST 3.6 | 26.1 | | |
| | | | | | | | DECORRA 6.4 | 0 | | |
| 10.02 | 9.31 | 6.24 | 3.00 | 12.31 | 3.30 | 2.14 | LOMAX 5.9 | 10.6 | | W 106 |
| | | | | | | | DALLAS CITY 6.1 | 0 | | |
| | | | | | | | E. FT. MADISON 1.8 | 21.1 | | E 67 |
| 10.20 | 9.50 | 6.40 | 3.30 | 12.50 | 3.55 | 2.45 | FORT MADISON 1.7 | 0 | | |
| 10.25 | 9.55 | 6.45 | 3.35 | 12.55 | 4.00 | 2.50 | SHOPTON | | TY | |
| PM | PM | PM | PM | PM | AM | AM | | | | |
| Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | (104.3) | | | |
| 59.6 | 59.6 | 62.6 | 50.1 | 59.6 | 56.9 | 50.1 | Average speed per hour | | | |

SECOND DISTRICT

| Communications | Mile Post | Rolling Grade Ascending | TIME TABLE No. 14 April 25, 1965 | EASTWARD | | | | | | |
|----------------|-----------|-------------------------|--|--------------|--------------|------------------------|------------------|---------------------|---------------|-------------------|
| | | | | First Class | | | | | | |
| | | | | 20 | 16 | 18 | 24 | 2 | 12 | 8 |
| | | | | The Chief | Texas Chief | Super Chief-El Capitan | The Grand Canyon | San Francisco Chief | The Chicagoan | Fast Mail-Express |
| | | Feet Per Mile | STATIONS | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| C | 130.0 | 31.7 | CHILlicothe 8.0 | AM 4.25 | AM 6.40 | AM 10.55 | PM 12.01 | AM 11.30 | PM 5.35 | AM 12.50 |
| C | 138.1 | 31.7 | EDELSTEIN 6.8 | 4.15 | 6.30 | 10.46 | 11.47 | 11.20 | 5.25 | 12.35 |
| C | 144.7 | 23.2 | PRINCEVILLE 3.6 | | | | f | | | |
| | 148.3 | 31.7 | MONICA C.B. & Q. Crossing 5.2 | 4.07 | 6.22 | 10.37 | 11.34 | 11.12 | 5.17 | 12.25 |
| C | 153.5 | 19.3 | LAURA 4.9 | | | | f | | | |
| C | 158.4 | 31.7 | WILLIAMSFIELD 4.9 | 3.59 | 6.14 | 10.29 | 11.21 | 11.04 | 5.09 | 12.17 |
| | 163.3 | 0 | DAHINDA 2.7 | | | | f | | | |
| B | 166.0 | 0 | APPLETON 7.8 | | | | f | | | |
| B | 173.7 | 15.3 | E. GALESBURG 3.7 | 3.45 | 6.00 | 10.15 | 11.05 | 10.50 | 4.55 | 12.02 AM |
| C | 177.5 | 7.4 | GALESBURG YL 8.5 | s 3.40 | s 5.55 | 10.10 | s 11.00 | f 10.45 | s 4.50 | s 11.55 |
| | 186.0 | 5.7 | CAMERON 4.2 | | | | f | | | |
| | 190.2 | 31.3 | NEMO 1.7 | | | | f | | | |
| C | 191.9 | 31.2 | ORMONDE 5.2 | 3.27 | 5.41 | 9.57 | 10.37 | 10.31 | 4.36 | 11.37 |
| B | 197.1 | 12.1 | PONEMAH 4.4 | | | | f | | | |
| C | 201.5 | 31.7 | SMITHSHIRE 3.1 | 3.19 | 5.33 | 9.49 | 10.26 | 10.23 | 4.28 | 11.29 |
| C | 204.6 | 31.2 | MEDIA 4.3 | | | | f | | | |
| C | 208.9 | 20.4 | STRONGHURST 3.6 | 3.13 | 5.27 | 9.43 | 10.17 | 10.17 | 4.22 | 11.23 |
| B | 212.5 | 31.7 | DECORRA 6.4 | | | | | | | |
| C | 218.9 | 18.0 | LOMAX 5.9 | 3.04 | 5.18 | 9.34 | 10.05 | 10.08 | 4.13 | 11.13 |
| C | 224.8 | 14.5 | DALLAS CITY 6.1 | | | | f | | | |
| B | 230.9 | 23.9 | E. FT. MADISON 1.8 | 2.53 | 5.08 | 9.23 | 9.53 | 9.58 | 4.03 | 11.03 |
| C | 232.9 | 0 | FORT MADISON 1.7 | s 2.50 | s 5.05 | s 9.20 | s 9.50 | s 9.55 | s 4.00 | s 11.00 |
| C | 234.6 | | SHOPTON | 2.45 AM | 5.00 AM | 9.15 AM | 9.45 AM | 9.50 AM | 3.55 PM | 10.45 PM |
| | | | (104.3) | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | | | Average speed per hour | 62.6 | 62.6 | 62.6 | 46.0 | 62.6 | 62.6 | 50.1 |

SIGNAL SYSTEM ONE IN EFFECT:

Interlockings Smithshire, Ormonde, Edelstein and Chillicothe.

SIGNAL SYSTEM TWO IN EFFECT:

Shopton to Chillicothe, except interlockings Smithshire, Ormonde, Edelstein and Chillicothe.

RULE 251 IN EFFECT:

Interlocked crossovers west end Galesburg (MP 180) to interlocked crossovers E. Galesburg.

RULE 261 IN EFFECT:

On Main Tracks Shopton to interlocked crossovers west end Galesburg (MP 180), and interlocked crossovers E. Galesburg to Chillicothe.

Between Shopton Yard Office and interlocking east end Shopton Yard, trains and engines using main tracks will operate at Restricted Speed.

Other than provided in Rule 502, trains must secure numbered clearance cards before leaving originating stations. First Class Trains must secure numbered clearance cards at Fort Madison.

**SIGNAL SYSTEM
TWO IN EFFECT:**

Shopton to Marceline.

RULE 261 IN EFFECT:

On main tracks Shopton to Marceline and sidings Medill, Baring and Ethel.

Between interlocking east end Shopton Yard and Shopton Yard Office, trains and engines using main tracks will operate at Restricted Speed.

Other than provided in Rule 502, trains must secure numbered clearance cards before leaving originating stations, except westward first class trains at Shopton receiving same at Fort Madison. Copies of clearance cards and train orders received at Fort Madison will be delivered to Engineman by Conductor at Shopton.

| WESTWARD | | | | | | | TIME TABLE No. 14 April 25, 1965 | Rolling Grade Ascending | Turn Tables and Wyes | Siding Capacity 50 Ft. Per Car |
|------------------------------|-----------------|---------------------------|------------------------|-----------------|-----------------------|-------------------------|--|----------------------------|-------------------------|-----------------------------------|
| First Class | | | | | | | | | | |
| 17 | 15 | 1 | 23 | 19 | 7 | 9 | STATIONS | Feet Per Mile | | |
| Super Chief-El Capitan | Texas Chief | San Francisco Chief | The Grand Canyon | The Chief | Fast Mail- Express | Kansas City Chief | | | | |
| Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | |
| PM 10.30 | PM 10.00 | PM 6.50 | PM 3.40 | PM 1.00 | AM 4.05 | AM 2.55 | SHOPTON 13.2 | 42.2 | TY | |
| 10.44 | 10.13 | 7.04 | 3.55 | 1.13 | 4.19 | 3.09 | ARGYLE 8.0 | 42.2 | | |
| | | | 4.09 | | | | REVERE 6.6 | 42.2 | | W 30 |
| | | | 4.17 | 1.27 | 4.34 | 3.25 | C.B. & Q. Crossing MEDILL 9.0 | 42.2 | | E 149 |
| | | | 4.29 | | | | WYACONDA 5.3 | 17.5 | | W 22 |
| 11.10 | 10.40 | 7.30 | 4.36 | 1.38 | 4.47 | 3.39 | GORIN 4.9 | 42.2 | | |
| | | | 4.43 | | | | RUTLEDGE 8.1 | 42.2 | | |
| 11.21 | 10.50 | 7.41 | 4.55 | 1.49 | 4.59 | 3.51 | BARING 9.3 | 39.3 | | E179 |
| | | | 5.07 | | | | HURDLAND 6.4 | 42.2 | | E 90 |
| | | | | | | | GIBBS 6.2 | 42.2 | | |
| 11.39 | 11.10 | 7.59 | 5.25 | 2.10 | 5.20 | 4.15 | LA PLATA 10.1 | 40.2 | | E114 |
| | | | 5.38 | | | | ELMER 6.7 | 42.2 | | |
| 11.52 | 11.25 | 8.12 | 5.47 | 2.24 | 5.37 | 4.32 | ETHEL 11.8 | 42.2 | | E151 |
| | | | 6.03 | | | | BUCKLIN 5.9 | 31.0 | | E 53 |
| AM 12.10 | 11.45 PM | 8.30 PM | 6.15 PM | 2.45 PM | 6.00 AM | 4.55 AM | MARCELINE | | Y | |
| Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | (111.5) | | | |
| 66.9 | 63.7 | 66.9 | 43.2 | 63.7 | 58.2 | 55.7 | Average speed per hour | | | |

ATCS

TWO TRACKS

THIRD DISTRICT

| Communications | Mile Post | Building Grade Ascending | TIME TABLE No. 14 April 25, 1965 | EASTWARD | | | | | | |
|----------------|-----------|--------------------------|--|--------------------------------|--------------------------------|----------------------|------------------------|----------------------|--------------------------------|-----------------------|
| | | | | First Class | | | | | | |
| | | | | 20 | 16 | 24 | 18 | 2 | 12 | 8 |
| | | | | The Chief | Texas Chief | The Grand Canyon | Super Chief-El Capitan | San Francisco Chief | The Chicagoan | Fast Mail-Express |
| | | Feet Per Mile | STATIONS | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| C | 234.6 | 36.9 | SHOPTON 13.3 | AM 2.40 ^s | AM 4.55 ^s | AM 9.40 ^s | AM 9.10 ^s | AM 9.45 ^s | PM 3.50 ^s | PM 10.40 ^s |
| B | 248.0 | 42.2 | ARGYLE 8.0 | 2.15 | 4.38 | 9.19 | 8.53 | 9.28 | 3.29 | 10.19 |
| B | 256.0 | 42.2 | REVERE 6.6 C.B. & Q. Crossing | | | | | | | |
| B | 263.1 | 42.2 | MEDILL 9.0 | 2.01 | 4.25 ^f | 9.05 | 8.40 | 9.15 | 3.16 | 10.06 |
| C | 272.8 | 42.2 | WYACONDA 5.3 | | | ^f 8.55 | | | | |
| B | 277.6 | 41.7 | GORIN 4.9 | 1.50 | 4.15 ^f | 8.48 | 8.30 | 9.05 | 3.06 | 9.55 |
| B | 282.6 | 42.2 | RUTLEDGE 8.1 | | | ^f | | | | |
| C | 290.7 | 32.4 | BARING 9.3 | 1.39 | 4.06 ^f | 8.32 | 8.21 | 8.56 | 2.57 | 9.45 |
| B | 300.1 | 42.2 | HURDLAND 6.4 | | | | | | | |
| B | 306.4 | 23.1 | GIBBS 6.2 | | | | | | | |
| C | 312.7 | 42.9 | LA PLATA 10.1 | ^s 1.21 ^s | ^s 3.49 ^s | ^s 8.10 | 8.04 | 8.39 ^s | ^s 2.40 ^s | ^s 9.25 |
| C | 322.9 | 0 | ELMER 6.7 | | | ^f 7.55 | | | | |
| C | 329.7 | 42.2 | ETHEL 11.8 | 1.05 | 3.33 ^f | 7.48 | 7.48 | 8.23 | 2.23 | 9.08 |
| C | 341.5 | 42.2 | BUCKLIN 5.9 | | | ^f 7.33 | | | | |
| C | 347.3 | | MARCELINE | 12.45 AM | 3.15 AM | 7.25 AM | 7.30 AM | 8.05 AM | 2.05 PM | 8.50 PM |
| | | | (111.5) | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | | | Average speed per hour | 58.3 | 66.9 | 49.5 | 66.9 | 66.9 | 63.7 | 60.8 |

**SIGNAL SYSTEM
TWO IN EFFECT:**

Marceline to Shopton.

RULE 261 IN EFFECT:

On main tracks Marceline to Shopton and sidings Ethel, Baring and Medill.

Between Shopton Yard Office and interlocking east end Shopton Yard, trains and engines using main tracks will operate at Restricted Speed.

Other than provided in Rule 502, trains must secure numbered clearance cards before leaving originating stations, except First Class Trains at Marceline.

SIGNAL SYSTEM TWO IN EFFECT:

Marceline to Sheffield.

RULE 251 IN EFFECT:

W.B.Jct. to C.A.Jct., except track No. 3 Hardin to C.A.Jct.

RULE 261 IN EFFECT:

Main tracks Marceline to W.B.Jct., track No. 3 Hardin to C.A.Jct., C.A.Jct. to Sheffield and westward siding Bosworth.

Other than provided in Rule 502, trains must secure numbered clearance cards before leaving originating stations, except First Class Trains at Marceline, westward N. & W. Trains at W.B.Jct. and westward Mo. Pac. Trains at Eton.

Proceed indication on westward N. & W. interlocking signal at W.B.Jct. authorizes an extra west W.B.Jct. to C.A.Jct.

Proceed indication on westward Mo.Pac. interlocking signal at Eton authorizes an extra west Eton to Congo.

Between Hardin and C.A.Jct. north track designated main track No. 2 upon which the current of traffic is westward; track immediately south thereof designated main track No. 1 upon which the current of traffic is eastward; and south track is designated main track No. 3 upon which there is no current of traffic and on which Rule 261 and TCS rules govern.

Single Track MP 424.9 to MP 426.3.

Atherton—Stock track spur must not be used by train or engine to clear another train or engine.

Between Congo and Rock Creek Jct., A.T.&S.F. trains may use Mo. Pac. two main tracks and will be governed by Rule 261. All movements must be made at restrictive speed. Speed limit 10 MPH through Mo. Pac. turnout Rock Creek Jct. interlocking.

Between Sheffield or Rock Creek Jct. and K.C.T. Tower 3 be governed by K.C.T. Ry. Co. Operating Rules.

Between K.C.T. Tower 3 and Turner, two south tracks are main tracks upon which Rule 261 and Signal System Two are in effect.

| WESTWARD | | | | | | | TIME TABLE No. 14 April 25, 1965 | Rolling Grade Ascending | Turn Tables and Wyes | Siding Capacity 50 ft. Per Car |
|--------------|---------------------|------------------|--------------|-------------------|-------------------|------------------------|--|----------------------------|-------------------------|-----------------------------------|
| First Class | | | | | | | | | | |
| 15 | 1 | 23 | 19 | 7 | 9 | 17 | | | | |
| Texas Chief | San Francisco Chief | The Grand Canyon | The Chief | Fast Mail-Express | Kansas City Chief | Super Chief-El Capitan | STATIONS | Feet Per Mile | | |
| Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | |
| PM 11.45 | PM 8.30 | PM 6.15 | PM 2.45 | AM 6.00 | AM 4.55 | AM 12.10 | MARCELINE 7.2 | 0 | Y | |
| | | f 6.22 | | | | | ROTHVILLE 6.1 | 13.7 | | |
| 11.55 | 8.40 | f 6.30 | 2.57 | 6.12 | 5.09 | 12.20 | MENDON 7.4 | 12.7 | | E 74 |
| — AM — | | f | | | | | DEAN LAKE 6.2 | 26.4 | | |
| 12.05 | 8.50 | f 6.43 | 3.07 | 6.23 | 5.18 | 12.30 | BOSWORTH 12.2 | 26.4 | | E 50 W 150 |
| | | s 7.00 | | | s 5.32 | | CARROLLTON 2.2 | 0 | | E 130 W 73 |
| 12.15 | 9.00 | 7.02 | 3.19 | 6.35 | 5.34 | 12.40 | W. B. JCT. 8.0 | 3.7 | | |
| | | f | | | | | NORBORNE 8.8 | 4.8 | | E 56 W 113 |
| 12.28 | 9.13 | f 7.24 | 3.33 | 6.50 | 5.48 | 12.53 | HARDIN 5.9 | 4.2 | | E 104 |
| 12.33 | 9.18 | s 7.33 | 3.38 | 6.55 | s 5.55 | 12.58 | HENRIETTA 5.6 | 8.4 | Y | E 235 W 138 |
| | | | | | | | CAMDEN 1.3 | 14.2 | | |
| 12.39 | 9.24 | 7.41 | 3.44 | 7.01 | 6.02 | 1.04 | C.A. JCT. 3.5 | 13.2 | | |
| | | | | | | | FLOYD 5.0 | 26.4 | | |
| 12.49 | 9.34 | f 7.53 | 3.54 | 7.12 | 6.14 | 1.14 | SIBLEY 7.2 | 6.7 | | W 67 |
| | | | | | | | ATHERTON 2.6 | 9.7 | | W 29 |
| 12.57 | 9.42 | 8.02 | 4.02 | 7.21 | 6.25 | 1.22 | ETON 2.8 | 9.4 | | |
| | | | | | | | COURTNEY 3.2 | 9.4 | | |
| | | | | | | | SUGAR CREEK 1.7 | 4.9 | | E 62 |
| 1.05 | 9.50 | 8.17 | 4.10 | 7.31 | 6.35 | 1.30 | CONGO 1.7 | 25.7 | | |
| | | | | | | | K.C.S. Crossing 0.4 | 14.8 | | |
| 1.08 | 9.53 | 8.20 | 4.13 | 7.34 | 6.38 | 1.33 | SHEFFIELD 4.8 | 43.9 | | |
| s 1.30 AM | s 10.15 PM | s 8.50 PM | s 4.36 PM | s 7.55 AM | s 7.00 AM | s 1.55 AM | KANSAS CITY Union Station | | | |
| Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | (103.8) | | | |
| 59.3 | 59.3 | 40.2 | 56.6 | 54.2 | 50.6 | 59.3 | Average speed per hour | | | |

FOURTH DISTRICT

| Communications | Mile Post | Ruling Grade Ascending | TIME TABLE No. 14 April 25, 1965 | EASTWARD | | | | | | |
|----------------|-----------|------------------------|--|----------------------|------------------|------------------------|----------------------|---------------|-------------------|--------------|
| | | | | First Class | | | | | | |
| | | | | 16 | 24 | 18 | 2 | 12 | 8 | 20 |
| | | | | Texas Chief | The Grand Canyon | Super Chief-El Capitan | San Francisco Chief | The Chicagoan | Fast Mail-Express | The Chief |
| | | Feet Per Mile | STATIONS | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| C | 347.3 | 42.2 | MARCELINE 7.2 | AM 3.15 ^s | AM 7.25 | AM 7.30 | AM 8.05 ^s | PM 2.05 | PM 8.50 | AM 12.45 |
| B | 354.6 | 8.9 | ROTHVILLE 6.1 | | f | | | | | |
| C | 360.7 | 14.2 | MENDON 7.4 | 3.02 ^f | 7.05 | 7.17 | 7.52 | 1.52 | 8.34 | 12.31 |
| B | 368.1 | 0 | DEAN LAKE 6.2 | | | | | | | |
| C | 374.3 | 26.4 | BOSWORTH 12.2 | 2.52 ^f | 6.50 | 7.07 | 7.42 | 1.42 | 8.23 | 12.20 |
| C | 386.4 | 0 | CARROLLTON 2.2 | | s 6.36 | | | | | |
| B | 388.7 | 0 | W.B. JCT. 8.0 | 2.41 | 6.30 | 6.56 | 7.31 | 1.31 | 8.09 | 12.06 AM |
| C | 396.6 | 6.3 | NORBORNE 8.3 | | f | | | | | |
| C | 405.4 | 0 | HARDIN 5.9 | 2.28 ^f | 6.12 | 6.43 | 7.18 | 1.18 | 7.54 | 11.50 |
| C | 411.3 | 6.6 | HENRIETTA 5.6 | 2.23 ^s | 6.05 | 6.38 | 7.13 | 1.13 | 7.49 | 11.45 |
| B | 416.9 | 0 | CAMDEN 1.3 | | | | | | | |
| B | 418.2 | 26.4 | C.A. JCT. 3.5 | 2.17 | 5.55 | 6.32 | 7.07 | 1.07 | 7.43 | 11.39 |
| C | 421.7 | 0 | FLOYD 5.0 | | | | | | | |
| B | 426.7 | 26.4 | SIBLEY 7.2 | 2.07 | 5.45 | 6.22 | 6.57 | 12.57 | 7.32 | 11.28 |
| C | 434.0 | 0 | ATHERTON 2.6 | | f | | | | | |
| B | 436.5 | 7.0 | ETON 2.8 | 1.58 | 5.36 | 6.13 | 6.48 | 12.48 | 7.23 | 11.19 |
| B | 439.4 | 0 | COURTNEY 3.2 | | | | | | | |
| C | 442.6 | 0 | SUGAR CREEK 1.7 | | | | | | | |
| | 444.2 | 42.2 | CONGO 1.7 | 1.49 | 5.28 | 6.04 | 6.39 | 12.39 | 7.14 | 11.10 |
| | 445.9 | 0 | K.C.S. Crossing 0.4 | | | | | | | |
| | 446.4 | 48.5 | SHEFFIELD 4.8 | 1.45 | 5.25 | 6.00 | 6.35 | 12.35 | 7.10 | 11.05 |
| C | 451.1 | | KANSAS CITY Union Station | 1.35 AM | 5.15 AM | 5.50 AM | 6.25 AM | 12.25 PM | 7.00 PM | 10.55 PM |
| | | | (103.8) | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | | | Average speed per hour | 62.3 | 47.9 | 62.3 | 62.3 | 62.3 | 56.6 | 56.5 |

SIGNAL SYSTEM TWO IN EFFECT:

Sheffield to Marceline.

RULE 251 IN EFFECT:

C.A.Jct. to W.B.Jct., except track No. 3
C.A.Jct. to Hardin.

RULE 261 IN EFFECT:

Main tracks Sheffield to C.A.Jct., track
No. 3 C.A.Jct. to Hardin, W.B.Jct. to Mar-
celine, and westward siding Bosworth.

Other than provided in Rule 502, trains
must secure numbered clearance cards be-
fore leaving originating stations except Mo.
Pac. trains at Congo and eastward N. & W.
trains at C.A.Jct.

Proceed indication, for Mo.Pac. trains, on
eastward Mo.Pac. interlocking signal at
Congo authorizes an extra east Congo to
Eton.

Proceed indication on eastward N. & W.
interlocked signal at C.A.Jct. authorizes
an extra east C.A.Jct. to W.B.Jct.

Between C.A.Jct. and Hardin north track
designated main track No. 2 upon which the
current of traffic is westward; track imme-
diately south thereof designated main track
No. 1 upon which the current of traffic is
eastward; and south track is designated
main track No. 3 upon which there is no
current of traffic and on which Rule 261
and TCS rules govern.

Single track MP 426.3 to MP 424.9.

Atherton—Stock track spur must not be
used by train or engine to clear another
train or engine.

Between Rock Creek Jct. and Congo,
A.T.&S.F. trains may use Mo. Pac. two
main tracks and will be governed by Rule
261. All movements must be made at re-
stricted speed. Speed limit 10 MPH through
Mo. Pac. turnout Rock Creek Jct. interlock-
ing.

Between K.C.T. Tower 3 and Sheffield, or
Rock Creek Jct. be governed by K.C.T. Ry.
Co. Operating Rules.

Between Turner and K.C.T. Tower 3, two
south tracks are main tracks upon which
Rule 261 and Signal System Two are in
effect.

SIGNAL SYSTEM
ONE IN EFFECT:Interlockings, Ancona and
Pekin-East Yards.SIGNAL SYSTEM
TWO IN EFFECT:Interlockings, Minonk and
Crandall.

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

Trains must secure TP&W clearance card Form "A", Westward at Eureka; Eastward at Pekin Jct.

When train order signal at Eureka indicates other than "clear", secure AT&SF and TP&W clearance cards.

No switch lights on Pekin District, except between Streator Jct. and Pekin Jct.

Authority must be obtained from TP&W Operator at Eureka before entering TP&W main track at Streator Jct.

Speed limit 6 MPH through P.&P.U. interlocking Pekin.

| WEST- WARD Second Class | Turn Tables and Wyes | Rolling Grade Ascending | TIME TABLE No. 14 April 25, 1965 | | | Rolling Grade Ascending | Mile Post | Communications | EAST- WARD Second Class | Siding Capacity 50 ft. Per Car |
|----------------------------------|-------------------------|----------------------------|---|----------|---------------------|----------------------------|-----------|-----------------------------|----------------------------------|-----------------------------------|
| | | | Way Freight | STATIONS | Foot Per Mile | | | | | |
| Leave Daily Ex. Sun. | | Feet Per Mile | | | Foot Per Mile | | | Arrive Daily Ex. Sun. | | |
| AM 7.50 | | 0 | ANCONA 2.7 | | 0 | | B | PM 3.00 | | |
| 7.55 | | 15.3 | LONG POINT 4.6 | | 0 | 2.5 | | 2.40 | | |
| 8.05 | | 31.7 | DANA 5.8 | | 0 | 7.1 | | 2.20 | 20 | |
| | | 0 | I.C. Crossing 0.1 | | 0 | 12.9 | | | | |
| 8.30 | | 23.8 | MINONK 6.0 | | 13.2 | 13.0 | | 2.01 | 19 | |
| 8.45 | | 0 | BENSON 5.5 | | 32.7 | 19.0 | C | 1.20 | 14 | |
| 9.00 | | 41.2 | ROANOKE 6.2 | | 47.5 | 24.5 | C | 1.00 | 16 | |
| 9.15 | | 0 | STREATOR JCT. 0.4 | TP&WR | 0 | 30.7 | | 12.15 | | |
| 9.20 | | 47.5 | EUREKA 5.6 | | 26.4 | 31.1 | C | 12.10 PM | 44 | |
| 9.35 | | 26.4 | PEKIN JCT. 1.3 | 0 | 36.7 | | | 11.45 | | |
| 9.40 | | 31.7 | WASHINGTON 3.0 | 31.7 | 38.0 | | | 11.40 | 17 | |
| | | 31.7 | COOPER 2.4 | 52.8 | 41.0 | | | | 7 | |
| 10.10 | | 0 | CRANDALL N.Y.C. & St.L. Crossing 2.3 | 29.0 | 43.4 | | | 11.10 | | |
| 11.00 ⁴⁸ | | 0 | MORTON 0.1 | 0 | 45.7 | C | | 11.00 ⁴⁷ | 43 | |
| | | 42.2 | P.R.R. Crossing 11.0 | 81.8 | 45.8 | | | | | |
| 11.35 | T | 0 | EAST YARDS YL G. M. & O. Crossing 0.9 | 82.9 | 56.8 | C | | 10.03 | 50 | |
| 11.45 AM | | | PEKIN YL | | 57.7 | C | | 10.00 AM | | |
| Arrive Daily Ex. Sun. | | | (37.9) | | | | | Leave Daily Ex. Sun. | | |
| 14.8 | | | Average speed per hour | | | | | 11.6 | | |

Between Streator Jct. and Pekin Jct., be governed by TP&W time table, and AT&SF Operating Department Rules, except the following TP&W Rules will govern in lieu of AT&SF Rules 10(A), 15 and 224 respectively:

TP&W Rule 161. A yellow flag placed on the engineman's side of the track indicates that the track about 6500 feet distant is in condition for speed of but 10 MPH, unless otherwise specified by train order, bulletin, or black numerals on a yellow disc displayed by the foreman at the point where slow track begins. A green flag placed on the engineman's side will indicate end of slow track.

TP&W Rule 15. The explosion of two torpedoes is a signal to proceed at restricted speed. The explosion of one torpedo will indicate the same as two, but two are required.

TP&W Rule 221. COLOR LIGHT TRAIN ORDER SIGNALS MAY DISPLAY:

| ASPECT | NAME | INDICATION |
|--------------|---------------------------------|--|
| Green | Clear train order signal | Proceed-no orders. |
| Red | Stop train order signal | Positive stop at train order signal. |
| Flashing Red | Flashing red train order signal | Advance at authorized speed to train order signal and proceed if clearance received. MUST NOT BE interpreted as "calling on" signal and cannot confer authority to occupy main line without flag protection, if such authority has not been conferred by timetable or train order. |

| Siding Capacity 60 ft. Per Car | WESTWARD Second Class | | | Turn Tables and Wyes | Ruling Grade Ascending | TIME TABLE No. 14 April 25, 1965 | Ruling Grade Ascending | Mile Post | Communications | EASTWARD Second Class | | |
|-----------------------------------|----------------------------|------------------------------------|-----------------------------|-------------------------|---------------------------|--|---------------------------|-----------|----------------|------------------------------------|------------------------------------|-----------------------------|
| | 71 | 75 | 43 | | | | | | | 76 | 72 | 44 |
| | C.G.W.Ry. Freight 42 | C.G.W.Ry. Time Freight 92 | Mixed | | | | | | | C.G.W.Ry. Time Freight 41 | C.G.W.Ry. Time Freight 43 | Mixed |
| | Leave Daily | Leave Daily | Leave Daily Ex. Sun. | | Feet Per Mile | STATIONS | Feet Per Mile | | | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sun. |
| | | | AM 7.00 | Y | 69.2 | HENRIETTA YL 4.9 | 0 | | C | | | PM 7.00 |
| 21 | | | s 8.00 | | 47.7 | RICHMOND 19.7 | 57.4 | 5.1 | C | | | f 6.48 |
| | | | f 9.05 | | 60.2 | LAWSON 10.9 | 58.6 | 24.8 | | | | f 6.08 |
| | | | f 9.40 | | 62.3 | LATHROP 8.1 | 58.1 | 35.7 | | | | f 5.24 |
| 26 | | | s 10.20 | | 61.2 | PLATTSBURG 9.1 | 61.1 | 43.8 | C | | | f 5.08 |
| | | | f 10.45 | | 52.8 | GOWER 9.1 | 60.0 | 52.9 | | | | f 4.49 |
| | | | | | 59.3 | AGENCY 3.2 | 0 | 62.0 | | | | |
| | PM 9.15 | AM 10.40 | 11.20 | | 59.5 | B. C. JCT. 6.4 | 60.5 | 65.2 | B | AM 2.30 | PM 12.30 | 4.22 |
| | | | | | 0 | C.R.I. & P. Crossing 0.5 | 66.6 | 71.6 | | | | |
| | | | | | 0 | C.B. & Q. Crossing 0.2 | 48.8 | 72.1 | | | | |
| | | | | | 0 | C.R.I. & P. Crossing C.B. & Q. Crossing M.K. JCT. 0.5 | 0 | 72.3 | | | | |
| | 8.45 PM | 11.05 AM | s 11.45 AM | | | ST JOSEPH YL TERMINAL YARD | | 72.8 | C | 1.50 AM | 11.55 AM | 4.00 PM |
| | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sun. | | | (72.6) | | | | Leave Daily | Leave Daily | Leave Daily Ex. Sun. |
| | 15.2 | 18.2 | 15.3 | | | Average speed per hour | | | | 11.4 | 13.0 | 24.2 |

SIGNAL SYSTEM TWO IN EFFECT:

B.C. Jct. to MP 71.9.

TCS RULES IN EFFECT:

Between B.C. Jct. and MP 70.8.

Trains must secure numbered clearance cards before leaving originating stations, except westward C.G.W. trains at B.C. Jct.

Maximum authorized speed 15 MPH within interlocking limits B.C. Jct.

Between Terminal Yard and MP 70.8 there is no superiority of trains. Trains and engines within these limits must move at restricted speed. Between these points main track may be used not protecting against trains and engines.

No. 43 is superior to No. 44.

Rules 19, Train Order Form W, example (2), 604 and 813 of the Rules, Operating Department, revised 1959, are amended, and new Rule 604(A) enacted as follows:

Rule 19. Unless otherwise provided, the following signals will be displayed, in places provided, to the rear of every train, as markers, to indicate the rear of train:

By day, marker lamps not lighted.

By night, marker lamps lighted, displaying red to rear and yellow to front and side.

A train not equipped to display the prescribed signals will display to the rear, a red flag by day and a light by night, in lieu of marker lamps, to indicate the rear of train.

By night, when a train is clear of main track to be passed by following train (except within ABS limits or where Rule 261 is in effect), marker lamps will be turned to display yellow to front, side and rear. Markers must be changed to display red to rear before main track is again fouled.

When markers on a train, the rear of which is clear of main track, display red to rear (except within ABS limits or where Rule 261 is in effect), a following train must proceed prepared to stop short of train, obstruction or switch not properly lined, until main track is known to be clear.

Within ABS limits or where Rule 261 is in effect, a train, when so equipped, may display a single red light of prescribed type, illuminated day and night, at rear of train in lieu of marker lamps.

Where ABS or Rule 261 is not in effect, a passenger train, when so equipped, may display a single red light of prescribed type, illuminated day and night, at rear of train in lieu of marker lamps.

Train Order Form W Providing for Establishing Absolute Block

(2) Absolute block is established in advance of _____ (state train) between D and Z.

Example (2) will be used to establish absolute block in advance of a train within ATC limits, at an open office of communication. The order will be addressed to the train in advance of which absolute block is being established, and to operators, if any, in charge of control stations at, and between, the points specified.

This order must not be delivered to a train until it is known that the track ahead of such train is clear of trains and engines to next governing controlled signal.

Form W will not be combined with other forms of train orders.

604. If ATC equipment on an engine fails and/or is cut out enroute within ATC limits, the following must be observed:

- (a) Train dispatcher must be notified as promptly as possible by use of radio or telephone.
- (b) If the failure makes it impossible to release brakes, engineman will confer with conductor, seal will be broken and pneumatic feature cut out. Seal will be delivered to an operator at first convenient open office of communication.
- (c) Train may proceed but must move at restricted speed, except if cab signal is operative may proceed in accordance with signal indication but not to exceed medium speed until absolute block is established in advance of train.
- (d) When absolute block is established in advance of train, it may proceed not to exceed 79 miles per hour for passenger train, and maximum authorized speed for freight train.
- (e) When proceeding with cab signal inoperative, train must approach interlocking signals and facing point hand throw switches at restricted speed until it can be seen that signal governing movement indicates proceed and hand throw switches are properly lined.

604(A). When absolute block is established in advance of a train at an open office of communication, Form W, example (2) train order must be used. Absolute block may be established in advance of a train between open offices of communication verbally by the train dispatcher provided that track ahead of such train is clear of trains and engines to next governing controlled signal.

A train for which absolute block in advance has been established verbally by the train dispatcher must not pass an open office of communication within ATC limits until it receives Form W, example (2) train order.

When absolute block is established in advance of a train, proceed indication must not be displayed on a controlled signal governing the movement of such train, nor permission given the train to pass a "stop" signal, until it is known that track ahead is clear of trains and engines to next governing controlled signal.

If any controlled signals governing the movement of a train for which absolute block in advance has been established, are handled by other than the train dispatcher, the train dispatcher must, by train order, instruct the operator who handles the signals as to the proper handling to be given.

Rule 813. Amended to include: When radio communication is being used in connection with a train or yard movement, in lieu of hand signals, proper identification and continuous contact must be maintained. Should contact be lost with employe directing the movement, immediate stop must be made until communication is restored or other signals are used to complete the movement.

1. Except as otherwise provided, Eastward Trains are superior to Westward Trains of the same class.

2. REGISTER STATIONS (Rule 83 (A))
STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED:

| Station | Designated Trains |
|------------------------|--|
| Corwith | Originating or terminating |
| Streator | Originating, terminating or operating via Pekin District |
| Chillicothe | All except First Class |
| Fort Madison | First Class |
| Marceline | All except First Class |
| Kansas City | Originating or terminating |

AT STATIONS LISTED BELOW TRAINS DESIGNATED WILL REGISTER BY FORM 903:

| | |
|-------------------|-------------|
| Shopton | First Class |
|-------------------|-------------|

3.

4. JUNCTION SWITCHES (Rule 98 (C))

| LOCATION | NORMAL POSITION |
|---------------------|---|
| PEKIN DISTRICT | |
| Streator Jct. | T.P.&W. R.R. |
| Pekin Jct. | T.P.&W. R.R. |
| ST. JOSEPH DISTRICT | |
| B. C. Jct. | Dual controlled; handled by operator Terminal Yard. |
| M. K. Jct. | Illinois Division. |

5. JOINT TRACK FACILITIES

CHICAGO. A.T.&S.F. trains will use C.&W.I. tracks between A.T.&S.F. Jct. 21st Street and Dearborn Station.

PLAINES-PEQUOT—A.T.&S.F. and G.M.&O. The movement of G.M.&O. trains will be governed by rules in G.M.&O. Time Table.

W.B.Jct.—C.A.Jct.—A.T.&S.F. and N.&W. The movement of N.&W. trains will be governed by rules in N.&W. Time Table.

ETON-CONGO—A.T.&S.F. and Mo. Pac. The movement of Mo. Pac. trains will be governed by rules in Mo. Pac. time table.

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

ROCK CREEK JCT., SHEFFIELD-K.C.T. Tower No. 3. A.T.&S.F. trains use tracks of K.C.T. Ry. Co.

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

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

TERMINAL YARD—M.K. JCT. Trains use St. Joseph Terminal Ry. Co. tracks.

SPECIAL RULES

6. ASPECTS AND INDICATIONS OF SIGNALS NOT CONFORMING TO SIGNAL SYSTEMS ONE OR TWO. (Rule 312).
CHICAGO—INTERLOCKING AT&SF JCT. 21st STREET

EASTWARD WITH CURRENT OF TRAFFIC

A.T.&S.F. Track—First signal west of PRR-C&WI crossing
Red over Red—Stop
Red over Lunar—Proceed to next signal

I.C. Track—First signal west of PRR-C&WI crossing
Red over Red—Stop
Yellow over Red—Proceed to next signal
Red over Yellow—Diverging route

EASTWARD AGAINST CURRENT OF TRAFFIC

A.T.&S.F.—I.C. Tracks—First signal west of PRR-C&WI crossing
Red—Stop
Lunar—Proceed to coach yard and other routes

EASTWARD WITH CURRENT OF TRAFFIC

A.T.&S.F.—I.C. Tracks—First signal east of PRR-C&WI crossing
Red over Red over Red—Stop
Yellow over Red over Red—To I.C. Track
Red over Yellow over Red—To C.& W.I. track
Red over Red over Yellow—To coach yard and other routes

CHICAGO—INTERLOCKING MP 3.1

EASTWARD—4 UNIT SIGNAL

1st. or top unit—G.M.&O.
2nd. unit—A.T.& S.F.
3rd. unit—I.C.
4th. or lower unit—Against traffic

WESTWARD—2 UNIT SIGNAL

1st. or top unit—A.T.& S.F.
Lower unit—I.C. main tracks

WESTWARD—4 UNIT SIGNAL

1st. or top unit—G.M.&O.
2nd. unit—A.T.& S.F.
3rd. unit—I.C. main tracks
4th. or lower unit—Against traffic

JOLIET U.S.—Top arms assigned to passenger or A.T.& S.F. main tracks. Lower arms the freight or the G.M.&O. main tracks.

PLAINES—EASTWARD HOME SIGNAL

Green, white light below.....Proceed per Rule 283
Yellow, white light below.....Proceed per Rule 286
RedStop per Rule 292

MP 43.2—EASTWARD AUTOMATIC SIGNAL A-8

Green, yellow light left.....Proceed per Rule 282
Yellow, white light above.....Proceed per Rule 285
RedStop per Rule 291
Other than red, no white light.....Proceed per Rule 285

PEQUOT—Westward to G.M.&O. approach signal No. 541 displays yellow over green and westward home signal displays red over yellow.

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

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

ETON—Color light switch point indicator located at Mo.Pac. connection switch displays yellow when lined for Mo.Pac. track and dark when lined for A.T.& S.F. Yellow over yellow aspect on eastward approach signal MP 439.3 indicates Eton interlocking is lined for Mo.Pac.

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

7.

8. AUTOMATIC TRAIN CONTROL

A. Maximum authorized speeds for cab signal indications are:

| | MPH | |
|-----------------------------|-----------|---------|
| | Passenger | Freight |
| High (H) Indication | 90 | 70 |
| Medium (M) Indication | 40 | 40 |
| Low (L) Indication..... | 20 | 20 |

B. Should ATC on engine cut in while approaching ATC territory, the following must be observed:

(1) Seal will be broken and pneumatic feature cut out. Report made promptly to train dispatcher. Seal must be mailed to trainmaster, identifying engine number.

(2) Immediately prior to entering ATC territory, pneumatic feature must be cut in and test made on test circuits to determine if ATC on engine is in service and functioning properly. Dispatcher must be informed result of test.

(3) If test shows ATC not functioning properly, further movement must be made in accordance with Rule 604.

If test shows ATC functioning properly, further movement must be made in accordance with Rule 604 until train reaches first open office of communication where seal must be secured and cut-in cock sealed.

C. Should ATC cut-out not be obtained in leaving ATC territory, or should ATC cut in after leaving such territory, seal will be broken and pneumatic feature cut out. Report will be made at terminal and seal mailed to trainmaster, identifying engine number.

9. On First, Second, Third and Fourth Districts, a section may pass another section without exchanging train orders, signals and numbers.

10.

11. RAILROAD CROSSINGS AT GRADE AND DRAWBRIDGES

| STATION | MILE POST LOCATION | TYPE | Maximum Speed MPH | |
|------------------------------------|--------------------|-------------------------------------|-------------------|-------------------|
| | | | Passenger | Freight and Mixed |
| FIRST DISTRICT | | | | |
| Chicago-A.T.&S.F. Jct. 21st Street | 1.4 | Interlocking | 20 | 20 |
| Chicago-Drawbridge | 3.1 | Interlocking | 20 | 15 |
| Chicago-Panhandle Crossing | 4.4 | Interlocking | 20 | 20 |
| Corwith | 5.9 | Interlocking | 79 | 70 |
| Nerska | 7.3 | Interlocking | 79 | 70 |
| McCook | 12.8 | Interlocking | 79 | 70 |
| Joliet U.S. | 37.5 | Interlocking | 25 | 25 |
| Streator | 89.8 | Interlocking | 40 | 35 |
| Streator | 90.2 | Interlocking | 40 | 35 |
| SECOND DISTRICT | | | | |
| Monica | 148.3 | Automatic Interlocking | 90 | 70 |
| Mississippi River Bridge | 231.5 to 231.8 | Interlocking | 40 | 30 |
| THIRD DISTRICT | | | | |
| Medill | 263.1 | Interlocking | 90 | 70 |
| FOURTH DISTRICT | | | | |
| Sheffield | 445.9 | Interlocking | 25 | 20 |
| PEKIN DISTRICT | | | | |
| Minonk | 12.9 | Interlocking | 20* | 20* |
| Crandall | 43.4 | Automatic Interlocking | 20* | 20* |
| Morton | 45.8 | Stop. Rules 98, 98(A), 98(B), 98(D) | 45 | 30 |
| Pekin-East Yards | 56.8 | Interlocking | Yard | Yard |

14 ILLINOIS DIVISION

SPECIAL RULES

11. RAILROAD CROSSINGS AT GRADE AND DRAWBRIDGES —(Cont'd)

| STATION | MILE POST LOCATION | TYPE | Maximum Speed MPH | |
|----------------------------|--------------------|---|-------------------|-------------------|
| | | | Passenger | Freight and Mixed |
| ST. JOSEPH DISTRICT | | | | |
| Terminal Yard | 71.6 | Gate normally across C.R.I. & P. track. Approach prepared to stop. When gate normal, proceed at restricted speed. | 20 | 20 |
| Terminal Yard | 72.1 | Stop. Rules 98, 98(A), 98(B), 98(D) | 20 | 20 |
| Terminal Yard | 72.3 | Stop. Rules 98, 98(A), 98(B), 98(D) | 20 | 20 |

*Speed shown applies only until head end of train is through interlocking limits.

12. MAXIMUM AUTHORIZED SPEED FOR TRAINS

| LOCATION | MILES PER HOUR | |
|--|----------------|-------------------|
| | Passenger | Freight and Mixed |
| FIRST DISTRICT | | |
| Chicago to Pequot | 79 | 60* |
| Pequot to Chillicothe (Except Track No. 3) | 90 | 60* |
| Track No. 3 (Kernan to MP 88.8) | 40 | 30 |
| SECOND DISTRICT | | |
| Chicago, A.T.&S.F. Jct. 21st Street to interlocking MP 3.1 | 90 | 60* |
| THIRD DISTRICT | | |
| FOURTH DISTRICT | | |
| Marceline to W.B. Jct. | 90 | 60* |
| W.B. Jct. to C.A. Jct. (Except Track No. 3) | 79 | 60* |
| Track No. 3 (Hardin to C.A. Jct.) | 40 | 40 |
| C.A. Jct. to Bridge MP 425.0 | 90 | 60* |
| Bridge MP 425.0 to Sheffield | 79 | 60* |
| Sheffield to Kansas City Union Station KCT | 50 | 25 |
| Kansas City Union Station to State Line KCT | 20 | 15 |
| State Line to KCT Tower No. 3 | 15 | 15 |
| PEKIN DISTRICT | | |
| Anaconda to M.P. 25 | 45 | 30 |
| M.P. 25 to Streator Jct. | 45 | 40 |
| Pekin Jct. to Pekin | 45 | 30 |
| ST. JOSEPH DISTRICT | | |
| Henrietta to B.C. Jct. | 30 | 30 |
| B.C. Jct. to Terminal Yard | 40 | 30 |

*Where district speed is shown 60 MPH for Freight and Mixed, with train consist and controlling engine with number of units of operative dynamic brake indicated below, maximum speed for freight trains is as follows:

| No. Units Operative Dyn. Brake | Tons | Average Weight Per Car | District Speed MPH |
|--------------------------------|--------------|------------------------|--------------------|
| 2 or more | 1750 or less | 46 to 50 tons | 65 |
| | | 45 tons or less | 70 |
| 3 or more | 3249 or less | 46 to 50 tons | 65 |
| | | 45 tons or less | 70 |
| 4 or more | 3250 or less | Number of Cars | |
| | | 50 to 54 | 65 |
| **4 or more | 3251 to 3500 | 55 or more | 70 |
| | | 58 to 69 | 65 |
| **4 or more | 3501 to 3750 | 70 or more | 70 |
| | | 68 to 89 | 65 |
| **4 or more | 3751 to 4000 | 90 or more | 70 |
| | | 73 to 109 | 65 |
| 4 or more | 4001 to 4250 | 110 or more | 70 |
| | | 80 or more | 65 |
| 4 or more | 4251 to 4500 | 90 or more | 65 |
| 4 or more | 4501 to 4750 | 100 or more | 65 |

**Exceptions: The following applies to Westward Track Between MP 355 and MP 415, Fourth District.

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

| No. Units Operative Dyn. Brake | Tons | Number of Cars | District Speed MPH |
|--------------------------------|--------------|----------------|--------------------|
| 4 or more | 3251 to 3500 | 58 to 64 | 65 |
| | | 65 or more | 70 |
| 4 or more | 3501 to 3750 | 68 to 74 | 65 |
| | | 75 or more | 70 |
| 4 or more | 3751 to 4000 | 73 to 89 | 65 |
| | | 90 or more | 70 |

| Location | MILES PER HOUR | |
|----------|----------------|-------------------|
| | Passenger | Freight and Mixed |

FIRST DISTRICT

| | | |
|---|----|----|
| Chicago, Dearborn Station to 12th Street Viaduct.. | 8 | 8 |
| Chicago, Between 12th Street and A.T.&S.F. Jct. 21st Street | 20 | 20 |
| Chicago, A.T.&S.F. Jct. 21st Street to interlocking MP 3.1 | 30 | 30 |
| 2 Curves, MP 9.0 to 9.4 | 75 | 60 |
| Curve, MP 9.7 to 9.9 | 40 | 40 |
| Bridge, MP 9.9 to 10.0 | 30 | 30 |
| Curve, MP 11.9 to 12.3 | 60 | 55 |
| Curve, MP 24.0 to 24.7 | 75 | 50 |
| Bridge, MP 24.7 to 24.8 | 40 | 30 |
| 4 Curves, MP 24.8 to 25.9 | 50 | 45 |
| 2 Curves, MP 27.4 to 28.7 | 65 | 55 |
| Curve, MP 29.1 to 29.2 | 65 | 65 |
| 4 Curves, MP 35.3 to 35.8 Eastward Track | 65 | 60 |
| Curve, MP 35.3 to 35.6 Westward Track | 75 | 70 |
| Curve, MP 36.1 to 36.3 Eastward Track | 45 | 45 |
| Curve, MP 36.3 to 36.6 Westward Track | 60 | 50 |
| (Basin Bridge) Eastward Track | 45 | 35 |
| 2 Curves, MP 36.8 to 37.1 | 35 | 25 |
| Curve, MP 37.2 to 37.4 Joliet, through turnouts | 15 | 15 |
| Curve, MP 38.3 to 38.9 | 70 | 65 |
| Curve, MP 40.6 to 41.1 Eastward Track | 65 | 55 |
| Curve, MP 43.6 to 43.9 Eastward Track | 75 | 50 |
| 3 Curves, MP 57.0 to 57.3 Eastward Track | 40 | 40 |
| 2 Curves, MP 57.0 to 57.4 Westward Track | 70 | 65 |
| Curve, MP 58.0 to 58.2 | 70 | 60 |
| Curve, MP 58.4 to 58.7 | 60 | 50 |
| 3 Curves, MP 88.2 to 89.3 Westward Track | 60 | 50 |
| Eastward Track | 55 | 50 |
| 2 Curves, MP 89.5 to 90.3 | 40 | 35 |

SECOND DISTRICT

| | | |
|-----------------------------|----|----|
| 2 Curves, MP 131.6 to 132.1 | 65 | 60 |
| 9 Curves, MP 132.6 to 136.8 | 55 | 50 |
| 5 Curves, MP 161.6 to 165.4 | 70 | 70 |
| Curve, MP 166.7 to 166.9 | 70 | 65 |
| 4 Curves, MP 167.8 to 170.3 | 70 | 70 |
| Curve, MP 175.5 to 175.7 | 75 | 65 |
| 4 Curves, MP 176.7 to 178.1 | 30 | 30 |
| Curve, MP 224.7 to 225.0 | 70 | 60 |
| Curve, MP 230.7 to 231.1 | 50 | 45 |
| 8 Curves, MP 231.8 to 234.3 | 30 | 30 |

THIRD DISTRICT

| | | |
|---|----|----|
| Curve, MP 235.9 to 236.2 Westward Track | 75 | 65 |
| 2 Curves, MP 250.3 to 250.9 | 55 | 50 |
| 2 Curves, MP 251.1 to 251.8 | 45 | 45 |
| 4 Curves, MP 252.4 to 254.1 | 65 | 55 |
| 2 Curves, MP 254.5 to 255.1 | 55 | 50 |
| 2 Curves, MP 255.3 to 256.0 | 50 | 45 |

SPECIAL RULES

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

| LOCATION | MILES PER HOUR | |
|---|------------------------------------|-------------------|
| | Passenger | Freight and Mixed |
| THIRD DISTRICT--(Cont'd) | | |
| 2 Curves, MP 331.0 to 331.9 | { Westward Track Eastward Track | 60 55 60 60 |
| 4 Curves, MP 331.9 to 334.0 | | 60 60 |
| Curve, MP 334.0 to 334.3 | { Westward Track Eastward Track | 60 55 60 50 |
| 7 Curves, MP 335.6 to 338.3 | | 55 50 |
| 2 Curves, MP 338.6 to 339.1 | | 50 50 |
| 2 Curves, MP 339.4 to 339.7 | | 65 65 |
| FOURTH DISTRICT | | |
| Curve, MP 347.5 to 347.6 | Westward Track | 60 35 |
| 2 Curves, MP 347.5 to 347.8 | Eastward Track | 55 30 |
| Curve, MP 348.7 to 348.9 | Westward Track | 60 55 |
| 3 Curves, MP 352.6 to 354.0 | | 70 65 |
| 2 Curves, MP 372.0 to 372.7 | | 75 70 |
| 2 Curves, MP 376.2 to 376.8 | | 75 70 |
| Curve, MP 382.4 to 382.6 | Eastward Track | 75 70 |
| Curve, MP 384.3 to 384.5 | Eastward Track | 70 65 |
| Curve, MP 388.6 to 388.8 | Eastward Track | 50 50 |
| First 2 Curves, west of Hardin, Track No. 3 | | 15 15 |
| 3 Curves, MP 416.7 to 417.7 | | 70 65 |
| 2 Curves, MP 418.5 to 419.1 | | 65 60 |
| 2 Curves, MP 424.9 to 426.3 and Bridge, MP 425.0 to 426.0 | | 30 30 |
| Curve, MP 426.4 to 426.7 | { Westward Track Eastward Track | 55 50 55 55 |
| Curve, MP 427.0 to 427.3 | Eastward Track | 70 65 |
| 2 Curves, MP 427.0 to 427.8 | Westward Track | 60 55 |
| 2 Curves, MP 437.5 to 437.8 | | 40 40 |
| 3 Curves, MP 437.9 to 438.5 | | 45 45 |
| Curve, MP 438.8 to 438.9 | | 65 55 |
| Curve, MP 439.9 to 440.3 | | 79 65 |
| Curve, MP 442.5 to 442.7 | { Westward Track Eastward Track | 65 65 65 60 |
| Curve, MP 443.4 to 443.6 | | 65 55 |
| 3 Curves, MP 443.7 to 444.5 | | 45 45 |
| Congo to Rock Creek Jct. via Mo. Pac. | | 30 20 |
| 4 Curves, MP 445.0 to 445.8 | | 30 30 |
| Curves, Sheffield to Kansas City (Union Station) except where otherwise restricted | | 40 20 |
| PEKIN DISTRICT | | |
| 2 Curves, MP 49.9 to 50.3 | | 35 |
| 4 Curves, MP 54.5 to 55.8 | | 35 |
| ST. JOSEPH DISTRICT | | |
| 3 Curves, MP 4.5 to 5.3 | | 20 20 |
| 3 Curves, MP 43.2 to 44.2 | | 15 15 |

14. MAXIMUM SPEED OF ENGINES.

| | MILES PER HOUR | | | |
|--|----------------|---------------|--|---------------|
| | Forward | Light Forward | Backing Or When not Controlled From Leading Unit | Dead In Train |
| Diesel and Gas-Electric | | | | |
| 11-15, 80-87 | 100 | 80 | 45 | 90 |
| 16-78, 300-314 | 100 | 90 | 45 | 90 |
| 325-344 (except those listed below) | 80 | 80 | 45 | 80 |
| 325LAB-326LAB-328A-329LAB-330LAB-331LAB-332L-333LAB-334LAB-335LAB-337LAB | 90 | 90 | 45 | 90 |
| 100-289, 407-430 | 70 | 70 | 45 | 70 |
| 99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019 | 70 | 70 | *45 | 70 |
| 450, 451 | 30 | 30 | 30 | 20 |
| 460-468 | 35 | 35 | 35 | 20 |
| 500-564, 625-653, 1500-1537, 2200-2299, 2302-2399, 2403-2441 | 45 | 45 | 45 | 45 |
| 800-849, 900-979, 1100-1174, 1200-1284, 1300-1349, 1600-1615 | 75 | 75 | *45 | 75 |
| RDC 191, 192 | 85 | 85 | 50 | 85 |
| M115, 118, 126 | 65 | 65 | 25 | 60 |
| M160, 190 | 80 | 65 | 25 | 75 |

*Note: Forward speed applies when backing handling train controlled from leading unit.

15. MOVEMENTS OVER SUBMERGED TRACKS (Rule 817)

Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

| Types of Equipment | Maximum Depth Above Top of Rail (Inches) | Maximum Speed in Tow (M.P.H.) | Maximum Speed Under Own Power (M.P.H.) |
|--|--|-------------------------------|--|
| Diesel Engines | | | |
| 450-451 | 2 | 5 | 5 |
| 11-15, 80-87, 600-611, 800-849, 1600-1615, 2099-2162 | 3 | 5 | 5 |
| 51-78, 650-653, 2302, 2310-2321, 3000-3019 | 4 | 5 | 5 |
| 460-468 | 4½ | 5 | 5 |
| 16-48, 99, 100-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1349, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893 | 5 | 5 | 5 |
| Diesel-Electric and Gas-Electric Motor Cars | 3 | 5 | 5 |
| Passenger Cars | | | |
| Roller Bearings | 8 | 5 | 0 |
| Friction Bearings | 12 | 5 | 0 |

16.

16 ILLINOIS DIVISION

SPECIAL RULES

17. DERRICKS, CRANES, ETC.

Derricks, cranes, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear must not be moved in trains except on authority of Trainmaster, and trains or engines handling such equipment must not exceed speeds indicated below:

| DISTRICT | Wrecking Derricks MPH | Pile Drivers AT-199452 AT-199453 AT-199454 AT-199455 AT-199720 MPH | Other Machines Including Derrick AT-199775 MPH |
|--|-----------------------------|--|---|
| First, Second, Third, and Fourth except Main Track No. 3 Kernan- MP 88.8, and Main Track No. 3. Hardin- C.A. Jct. | 40 | 45 | 30 |
| Main Track No. 3 Kernan-MP 88.8 Main Track No. 3 Hardin-C.A. Jct. Pekin and St. Joseph | 24 | 24 | 24 |

Pile Drivers and Derrick AT-199775 must be handled in trains next to engine.

18. SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH over main track switches except those listed herein. Trains or engines trailing through and springing points of spring switches will not exceed speed prescribed for turnout.

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

"I"—Interlocked Switch.

"S"—Spring Switch.

| STATION OR MP | TYPE | LOCATION | MPH |
|-------------------------------|------|--|-----|
| FIRST DISTRICT | | | |
| A.T.&S.F. Jct. 21st Street | I | Crossovers | 10 |
| Corwith | I | East leg of wye | 10 |
| | I | Crossovers west of I.N. crossing | 30 |
| McCook | I | Eastward head-in and head-out switches | 40 |
| MP 14.2 | I | Crossover | 40 |
| MP 14.5 | I | Switch to General Motors Plant Yard | 30 |
| MP 16.5 | I | Switch to General Motors Plant Yard | 30 |
| Willow Springs | I | Crossovers and Westward head-in switch | 40 |
| Romeo | I | Crossovers | 40 |
| Joliet Yard | I | Eastward head-in switch | 30 |
| | S | Head-out switch M.P. 86.4 | 30 |
| Plaines | I | G.M.& O. to A.T.& S.F. | 40 |
| | S | West end siding and connection G.M.& O. to A.T.& S.F. | 30 |
| Pequot | I | A.T.& S.F. to G.M.& O. | 40 |
| | I | Crossovers | 40 |
| Verona | I | Crossover and Eastward head-in switch | 40 |
| | S | Eastward head-out switch | 30 |
| Kernan | I | Crossovers | 40 |
| Streator | I | Crossovers and turnout N.& W. Crossing | 30 |
| Ancona | I | Pekin District turnout | 30 |
| | I | Crossovers | 40 |
| Toluca | I | Crossovers | 40 |
| Chillicothe | I | Crossovers and turnouts east end yard | 40 |
| SECOND DISTRICT | | | |
| Chillicothe West End Yard | I | East crossover and head-out switch | 30 |

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

"I"—Interlocked Switch.

"S"—Spring Switch.

| STATION OR MP | TYPE | LOCATION | MPH |
|---------------------------------------|------|--|-----|
| SECOND DISTRICT—(Cont'd) | | | |
| Chillicothe West End Yard | I | West crossover and head-in switch | 15 |
| Edelstein | I | Crossovers | 40 |
| Williamsfield | I | Crossovers and westward head-in switch | 40 |
| | S | Westward head-out switch | 30 |
| E. Galesburg | I | Crossovers | 40 |
| Galesburg | I | Westward head-in and head-out switches | 30 |
| | I | Crossovers and eastward head-in switch | 40 |
| Ormonde | S | Eastward head-out switch | 30 |
| | I | Crossovers and eastward head-in switch | 40 |
| Smithshire | S | Eastward head-out switch | 30 |
| | I | Crossovers | 40 |
| Stronghurst | I | Crossovers | 40 |
| | I | Head-in switches | 30 |
| Lomax | S | Westward head-out switch | 30 |
| | I | Crossovers | 40 |
| E. Ft. Madison | I | Crossovers | 40 |
| East End | I | West crossover | 25 |
| Shopton Yard | I | East and middle crossovers and head-in and head-out switches | 30 |
| THIRD DISTRICT | | | |
| West End | I | Crossovers | 40 |
| Shopton Yard | I | Head-in and head-out switches | 30 |
| M.P. 246.2 | I | Crossovers | 50 |
| Medill | I | Crossovers | 50 |
| | I | Siding switches | 40 |
| Gorin | I | Crossovers | 50 |
| Baring | I | Crossovers | 50 |
| | I | Siding switches | 40 |
| La Plata | I | Crossovers | 50 |
| Ethel | I | Crossovers | 50 |
| | I | Siding switches | 40 |
| Marceline | I | Head-in—Head-out Switch Westward Track | 40 |
| | I | Head-out—Head-in Switch Eastward Track | 15 |
| | I | Crossover | 50 |
| FOURTH DISTRICT | | | |
| Marceline | I | Head-in—Head-out Switches | 30 |
| | I | Crossover | 50 |
| Mendon | I | Crossovers | 50 |
| Bosworth | I | Crossovers | 50 |
| | I | Siding switches | 30 |
| W. B. Jct. | I | Crossover and N.& W. Connection switches | 50 |
| Hardin | I | Eastward head-in switch, crossovers, and connection to Track No. 3 | 30 |
| | S | Eastward head-out switch | 30 |
| Henrietta | I | Eastward head-in switch | 40 |
| | I | Westward head-in switch | 30 |
| | S | Eastward head-out switch | 30 |
| C.A. Jct. | S | Westward head-out switch | 30 |
| | I | Crossovers and N.& W. Connection | 40 |
| E. End Mo. River Br. (MP 424.9) | I | End of two tracks | 30 |
| W. End Mo. River Br. (MP 426.3) | I | End of two tracks | 30 |

SPECIAL RULES

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

"I"—Interlocked Switch.
"S"—Spring Switch.

| STATION OR MP | TYPE | LOCATION | MPH |
|--------------------------|------|--|-----|
| FOURTH DISTRICT—(Cont'd) | | | |
| Eton | I | Crossovers | 40 |
| | I | Mo. Pac. Connection | 30 |
| Congo | I | West Crossover | 40 |
| | I | East Crossover and Mo. Pac. connection | 30 |

19. YARD LIMITS

Corwith (Extends Nerska to A.T.&S.F. Jct. 21st Street.) All movements between Panhandle Crossing and A.T.&S.F. Jct. 21st Street must be protected as per Rule 99.

Joliet U.S. (includes Joliet Yard)
Galesburg
Henrietta (St. Joseph District only)
Argentine (includes Turner)
Pekin (includes East Yards)
Terminal Yard

20. BULLETIN BOOKS (Rule 82 (B))

Chicago Dearborn Station, Coach Yard and Roundhouse Offices
Corwith Telegraph, Roundhouse, and Yardmen's Locker Facilities
General Motors Plant. Yard Office
Joliet Yard Yard Office
Streator Telegraph and Roundhouse Offices
Chillicothe Yard Office
Galesburg Yardmen's Locker Room
Fort Madison Trainmen's Locker Room
Shopton Telegraph and Roundhouse Offices
Marceline Yard Office
Henrietta Telegraph and Roundhouse Offices
Kansas City Trainmaster's Office, Union Station
Argentine Yard and Roundhouse Offices
Pekin Station and Enginemen's Wash Room
Terminal Yard Yard and Roundhouse Offices

21. STANDARD CLOCKS

Chicago Dearborn Station, Coach Yard and Roundhouse Offices
Corwith Telegraph and Roundhouse Offices
General Motors Plant. Yard Office
Joliet Yard Yard Office
Streator Telegraph Office
Chillicothe Yard Office
Fort Madison Telegraph Office
Shopton Telegraph and Roundhouse Offices
Marceline Yard and Telegraph Offices
Kansas City Telegraph Office, Union Station
Argentine Yard and Roundhouse Offices
Terminal Yard Yard Office

22. STANDARD THERMOMETERS

| | | |
|----------------------|-------------|-----------|
| Chicago (Coach Yard) | Joliet Yard | La Plata |
| Corwith | Streator | Marceline |
| McCook | Shopton | Henrietta |

23. OVERHEAD OBSTRUCTIONS (Rule 761)

| Mile Post | Name |
|-----------------|------------------|
| FIRST DISTRICT | |
| 35.4 | Railroad Viaduct |
| 116.9 | Railroad Viaduct |
| SECOND DISTRICT | |
| 136.1 | Highway Viaduct |
| 176.1 | Highway Viaduct |
| 176.6 | Railroad Viaduct |

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23. OVERHEAD OBSTRUCTIONS (Rule 761)—(Cont'd)

| Mile Post | Name |
|---------------------|--------------------|
| THIRD DISTRICT | |
| 256.6 | Highway Viaduct |
| 270.9 | Highway Viaduct |
| 274.5 | Highway Viaduct |
| 293.3 | Highway Viaduct |
| 300.7 | Railroad Viaduct |
| 306.2 | Highway Viaduct |
| 307.6 | Highway Viaduct |
| 312.5 | Railroad Viaduct |
| 332.6 | Highway Viaduct |
| FOURTH DISTRICT | |
| 347.5 | Gracia St. Viaduct |
| 351.1 | Highway Viaduct |
| 380.7 | Highway Viaduct |
| 427.2 | Highway Viaduct |
| 427.8 | Highway Viaduct |
| ST. JOSEPH DISTRICT | |
| 24.9 | Railroad Viaduct |

24. INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

| Name | Location | Capacity |
|-------------------------------------|----------|----------|
| FIRST DISTRICT | | |
| Waterways Terminal (spur)..... | MP 9.7 | 72 cars |
| General Motors Plant..... | MP 14.5 | Yard |
| Industry Spur..... | MP 14.6 | 55 cars |
| Lemont Manufacturing Co..... | MP 26.0 | Yard |
| Lemont Refinery (spur)..... | MP 27.8 | 132 cars |
| Millsdale (spur)..... | MP 46.1 | 7 cars |
| Blodgett Ordnance Plant (spur)..... | MP 50.3 | |
| Gorman (spur)..... | MP 61.9 | 7 cars |
| Verona Spur..... | MP 72 | 10 cars |
| SECOND DISTRICT | | |
| Dahinda Stanolind (spur)..... | MP 163.9 | 12 cars |
| THIRD DISTRICT | | |
| Spur..... | MP 243.5 | 11 cars |
| Spur..... | MP 318.2 | 20 cars |
| Spur..... | MP 336.0 | 21 cars |
| Spur..... | MP 337.0 | 15 cars |
| FOURTH DISTRICT | | |
| Missouri Portland Cement Co..... | MP 440.8 | Yard |
| ST. JOSEPH DISTRICT | | |
| Rayville track..... | MP 13.6 | 25 cars |
| Everett and Clark..... | MP 41.9 | 21 cars |

SURGEONS OF

THE A.T.&S.F. HOSPITAL ASSOCIATION

DR. O. L. HANSON, Chief Surgeon..... Topeka

LOCAL SURGEONS

DR. R. D. KEARNEY, 6235 S. Kedzie..... Chicago
DR. HENRY MATTHEWS, 6252 S. Parkway..... Chicago
DR. LAWRENCE MANN, 616 Railway
Exchange Bldg. Chicago
DR. B. A. NELSON Chicago
DR. G. T. BUTTICE, 2136 S. Indiana..... Chicago
DR. E. F. ADDENBROOKE, Dermatologist..... Chicago
DRS. G. C. MARKOUTSAS & R. M. GALT..... Chicago
DR. MARVIN LERNER, 4900 S. Archer..... Chicago
DRS. J. H. BUCKELY & M. J. MCCARTHY..... Chicago
DR. M. C. GUINAN..... Chicago
DR. M. D. MOSS..... Chicago
DR. W. M. RICCI, Urologist..... Evergreen Park
DRS. E. G. WYGANT, C. D. COLLINS,
P. ASHLEY, R. JENSEN..... Chicago Heights
DR. J. V. PELECH..... Berwyn
DR. H. E. FISHER..... Harvey

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 DR. G. S. SLEZAK..... La Grange
 DR. T. J. BENTON..... Willow Springs
 DR. Z. I. KOWALICZKO..... Lemont
 DR. W. M. A. MEADOWS & E. A. ALBERS..... Lockport
 DR. C. W. HOFFMAN..... Joliet
 DR. B. PROTICH..... Joliet
 DR. S. KLEIN..... Joliet
 DR. P. G. NICHOLSON & R. P. SMYK..... Coal City
 DR. W. F. BREISCH..... Mazon
 DR. GEO. POWERS, JR., J. A. MANAGO,
 J. E. GOTTMOLLER & E. G. BARTON..... Streator
 DR. S. C. RAY..... Streator
 DR. H. T. BARRETT..... Minonk
 DR. R. J. DAVIES..... Roanoke
 DR. E. A. MONROE..... Morton
 DR. S. J. WEIMER & R. K. TAUBERT..... Pekin
 DR. MICHAEL SCHUBERT..... Toluca
 DR. I. E. DOLPH & F. Z. WHITE..... Chillicothe
 DR. H. G. JOHNSON & G. A. HART..... Chillicothe
 DR. D. D. BURROUGHS, (Surgical Consultant)..... Peoria
 DR. R. K. DEAN..... Peoria
 DR. J. B. BRONNY..... Williamsfield
 DR. S. M. HANAUER..... Galesburg
 DR. A. C. WATSON, JR..... Galesburg
 DR. S. B. CONTRO & M. A. CLAMAN..... Galesburg
 DR. J. L. HOYT & R. E. ICENOGLA..... Roseville
 DR. J. W. MARSHALL..... Monmouth
 DR. H. L. BOCK..... Stronghurst
 DR. G. C. MCGINNIS & H. L. SCHRIER..... Fort Madison
 DR. G. J. MCMILLAN..... Fort Madison
 DR. F. R. RICHMOND, SR., & JR..... Fort Madison
 DR. G. R. GUNDRUM..... Nauvoo
 DR. J. L. MCCONNELL..... Revere
 DR. B. F. HUTCHINSON (Osteopath)..... Wyaconda
 DR. FRANCIS TARVYDAS..... Edina
 DR. H. D. LEHR (Osteopath)..... La Plata
 DR. J. J. WIMP..... Kirksville
 DR. M. T. ENGLISH..... Kirksville
 DR. R. A. DIVELESS (Osteopath)..... Bucklin
 DR. R. W. SMITH, GEO. GARY & C. A. HORNER..... Marceline
 DR. B. D. HOWELL..... Brookfield
 DR. D. D. STUART..... Brunswick
 DR. E. L. BALES & E. W. ALLEN..... Carrollton
 DR. R. E. HASKELL..... Norborne
 DR. G. K. DAVAU..... Richmond
 DR. T. B. COOK..... Richmond
 DR. W. B. SPAULDING..... Plattsburg
 DR. J. H. RYAN, S. E. SENOR & R. W. KIEBER..... St. Joseph
 DR. V. E. LINK, H. W. KEAIRNES, C. F. GRABSKE..... Independence, Mo.
 DR. R. H. DUNHAM..... No. Kansas City
 DR. GRAHAM OWENS, 906 Grand..... Kansas City, Mo.
 DR. E. G. KETTNER, 1103 Grand..... Kansas City, Mo.
 DR. D. FERGUSON, 1214 Vine..... Kansas City, Mo.
 DR. W. R. PETERSON, 2462 Brooklyn..... Kansas City, Mo.
 DR. K. L. SHIRMAN, 103 N. Elmwood..... Kansas City, Mo.
 DR. W. B. ALLEN..... Kansas City, Mo.
 DR. M. V. LAING & G. R. PETERS, 907 N. 7th..... Kansas City, Kans.

LOCAL SURGEONS (Cont'd)

DR. C. G. DAVIS, 905 N. 7th..... Kansas City, Kans.
 DR. A. E. SILVERS, 1702 Southwest Blvd..... Kansas City, Kans.
 DR. K. R. KENNEDY..... Kansas City, Kans.
 DR. J. O. YULICH..... Kansas City, Kans.
 DR. W. D. FRANCISCO & J. D. HUFF, Huron Bldg..... Kansas City, Kans.
 DR. P. R. CARPENTER..... Kansas City, Kans.
 DR. W. L. GOOD & G. O. HARPSTER..... Mission, Kans.
 DR. Q. C. HUERTER & R. P. MCCARTHY..... Bethel, Kans.

EYE, EAR, NOSE AND THROAT SPECIALISTS
AT LOCAL POINTS

DR. D. J. BOLES (Eye Only), 55 E. Washington..... Chicago
 DR. H. J. KOCH (Eye Only), 2656 West 63rd..... Chicago
 DR. O. E. VAN ALYEA, 135 S. LaSalle..... Chicago
 DR. W. G. ACKERMAN (Eye Only), 104 S. Michigan..... Chicago
 DR. G. W. CARLIN..... Joliet
 DR. B. O. BENDIXEN..... Streator
 DR. P. R. MCGRATH (Eye Only), 409 W. Main..... Peoria
 DR. W. E. OWEN, 1105 North (Except Eye)..... Peoria
 DR. G. K. SMART..... Galesburg
 DR. A. C. RICHMOND..... Fort Madison
 DR. A. N. ALTRINGER, W. P. BUNTING &
 J. S. KNIGHT, 305 W. 43rd..... Kansas City, Mo.
 DR. W. R. EUBANK - Eye Specialist..... Kansas City, Mo.
 DR. A. J. BAER - Eye Specialist..... Kansas City, Mo.
 DR. R. D. WILLIAMS, E.N.T..... Kansas City, Mo.
 DR. F. N. BOSILEVAC, R. B. WILSON &
 C. H. STEELE, Brotherhood Bldg..... Kansas City, Kans.
 DR. W. J. WURSTER - E.N.T..... Kansas City, Mo.

A. J. STROBEL, General Watch Inspector..... Topeka
 R. W. GOOCH, Asst. General Watch Inspector..... Topeka

LOCAL TIME INSPECTORS

J. J. HUNT, 3142 W. 63rd..... Chicago
 J. E. HESS, 1536 W. 47th..... Chicago
 SAM LINZER, 5 So. Wabash..... Chicago
 J. W. RICE..... Joliet
 W. H. KERR..... Streator
 A. G. KEYES..... Pekin
 R. M. WALKER..... Chillicothe
 M. G. DUNLAP..... Chillicothe
 BERL NORD..... Galesburg
 L. C. HARDY..... Fort Madison
 R. H. MINER..... Fort Madison
 ALBERT ZURCHER..... Marceline
 G. C. MAXWELL..... Marceline
 J. E. POINTER..... Richmond
 W. G. HARDEN..... St. Joseph
 E. C. GORDON, 4610 Troost..... Kansas City, Mo.
 L. M. CONNOR, 3120 Strong..... Kansas City, Kans.
 ROSS LENTZ, 3221 Strong..... Kansas City, Kans.
 N. C. SCHELBAR, Union Station..... Kansas City
 R. L. METZ, 3006 W. 47th Terrace..... Shawnee Mission
 H. M. FAERBER, 821 N. 7th..... Kansas City, Kans.
 J. F. GAMBRILL, 709 Central..... Kansas City, Kans.

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS

The term "beyond" refers to regular, flag or conditional stops authorized herein

| TRAIN | STOPS AT STATIONS | TO RECEIVE PASSENGERS FOR | TO DISCHARGE PASSENGERS FROM | TRAIN | STOPS AT STATIONS | TO RECEIVE PASSENGERS FOR | TO DISCHARGE PASSENGERS FROM |
|-------|--|--|--|------------|--|--|------------------------------|
| 1 | Chillicothe | Kansas City and Beyond | Chicago and beyond | 17 cont'd | Hutchinson | Albuquerque and beyond | Kansas City and beyond |
| | Streator La Plata Marceline Carrollton | Tulsa, Woodward, Canadian, Pampa, Amarillo, Hereford, Clovis, Fort Sumner, Vaughn, Belen, Williams Jct. and beyond | | 18 | Hutchinson | Kansas City and beyond | Albuquerque and beyond |
| | | | | | Galesburg Chillicothe | Chicago and beyond | Kansas City and beyond |
| | | | | El Capitan | On days El Capitan is operated as a separate train, that train will make conditional stops shown for trains 17-18. | | |
| 2 | Carrollton Marceline La Plata | | Williams Jct. and beyond, Belen, Vaughn, Fort Sumner, Clovis, Hereford, Amarillo, Woodward | 19 | Carrollton | Tulsa | |
| | La Plata | Chicago and beyond | Kansas City | | East of Kansas City | Halstead to Dodge City incl. | |
| 3 | Between Kansas City and Wellington | Kansas City to Emporia, and Beyond Newton | Points between Kansas City and Emporia | | Lawrence | St. John, Dodge City, Garden City, Syracuse, Lamar, Albuquerque and beyond | |
| 4 | Lebo Melvern Pomona Wellsville Edgerton Gardner | Points between Emporia and Kansas City, Kansas City and beyond. | Points beyond Emporia, and Emporia to Kansas City | 20 | St. John | Emporia and beyond, South of Newton | Albuquerque and beyond |
| 9 | In Illinois | Stations in Illinois, Kansas City and beyond | Stations in Illinois | | | Marceline | |
| 12 | East of Kansas City | | Kinsley to Halstead inclusive | | Dallas City Toluca Ransom Verona Mazon | Chicago and beyond | |
| | Carrollton | Chicago and beyond | Beyond Wichita, and south of Ottawa | | In Illinois | | Beyond Kansas City |
| 15 | Coal City | Kansas City and beyond | Chicago and beyond | 23 | In Illinois | Stations in Illinois, Kansas City and beyond | Stations in Illinois |
| | Marceline | Wichita and beyond | Chicago and beyond | | | Newton to Dodge City | La Junta and beyond |
| | Ottawa | Beyond Newton | | 24 | Dodge City to Hutchinson | Newton and beyond | La Junta and beyond |
| 17 | Streator Chillicothe | Scheduled stops in California | | | Newton to Emporia | Points between Newton and Emporia, Kansas City and beyond | Points beyond Emporia |
| | Galesburg | Lamy and scheduled stops beyond | | 211 | Collinsville | | Kansas City and beyond |

Attendants accompanying live-stock or other shipments, may be carried on the train handling shipment of which they are in charge, when provided with proper transportation



SANTA FE SAFETY FIRST



Every employee should report promptly to his Foreman, some member of the Safety Committee, or other proper person, all unsafe conditions or practices.

(See General Rules E and F, Book of Rules.)

