

M. W. GIBSON, Trainmaster	Chillicothe
J. A. CARRIER, Trainmaster	Shopton
G. B. LUNDAY, Trainmaster	Shopton
W. D. JOHNSON, Asst. Trainmaster	McCook
C. S. SHAFFER, Road Foreman of Engines	Shopton
J. W. ELLIOTT, Road Foreman of Engines	Shopton
P. J. WHITE, Chief Dispatcher	Shopton
C. C. POLHANS, Asst. Chief Dispatcher	Shopton
P. M. BUCKINGHAM, Asst. Chief Dispatcher	Shopton
M. A. BARBER, Asst. Chief Dispatcher	Shopton

TRAIN DISPATCHERS—SHOPTON

J. H. HORAN	R. G. BUCKINGHAM	R. D. MATHES
C. R. MACHEN	A. D. ROOF	R. J. ALEXANDER
L. E. REHBEIN	J. D. HUNTER	J. W. FISHER
G. M. HOBACK	E. A. DENT	J. T. SEVIER

R. L. WOOD, Trainmaster	Corwith
F. S. KOWALCZYK, Trainmaster	Corwith
A. J. TISKEVICH, Passenger Trainmaster	Chicago
D. E. SKINNER, Asst. Trainmaster	Corwith
G. E. BECKER, Asst. Superintendent	Argentine
D. W. TEEL, Asst. Superintendent	Argentine
W. A. GOSSETT, Passenger Trainmaster	Kansas City
R. E. CALDWELL, Trainmaster	Argentine
H. L. ROGERS, Trainmaster	Argentine
R. E. DAVIS, Asst. Trainmaster	Argentine
L. C. LOWE, Asst. Trainmaster	Argentine
A. A. CATRON, Asst. Trainmaster	Argentine
R. B. GAINES, Road Foreman of Engines	Argentine

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.

15

IN EFFECT

December 31, 1967

At 12:01 A. M.

Central Standard Time

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

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

F. L. ELTERMAN,
Asst. General Manager,
Topeka, Kansas

C. R. ROSE,
Superintendent,
Shopton, Iowa

F. A. BEAUCHAMP,
Superintendent,
Corwith, Illinois

E. J. BRUCE,
Superintendent,
Argentine, Kansas

WESTWARD

Siding Capacity 50 ft. Per Car	WESTWARD							TIME TABLE No. 15 December 31, 1967	Mile Post	Communications Turn Tables and Wyes	Ruling Grade Ascending
	Second Class	First Class									
	47	9	17	15	1	23	19				
	Way Freight	Kansas City Chief	Super Chief-El Capitan	Texas Chief	San Francisco Chief	The Grand Canyon	The Chief				
	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS			Feet Per Mile
		PM 10.00	PM 6.30	PM 6.00	PM 3.00	AM 11.00	AM 9.00	CHICAGO 1.3		C	0
		10.05	6.35	6.05	3.05	11.05	9.05	A. T. & S. F. Jct. 21st Street 0.1	1.3	T	79.2
								PRR-C&WI Cros. YL 3.0	1.4		26.4
								Panhandle Crossing 1.5	4.4		35.8
								I.N. Crossing CORWITH 1.4	5.9	Y RC	0
		10.16	6.45	6.15	3.15	11.15	9.14	Chicago Belt Crossing NERSKA 5.5	7.3		0
EW 126 78		10.21	6.51	6.21	3.20	11.23	9.19	McCOOK B. & O. C. T. Crossing 4.6	12.8	RC	0
EW 190 35		10.25	6.56	6.26	3.24	11.29	9.24	WILLOW SPRINGS 5.6	17.4		0
								ARGONNE 2.1	23.0	B	0
								LEMONT 4.2	25.1	C	0
		10.38	7.07	6.37	3.36	11.42	9.36	ROMEOW 3.4	29.3	B	0
								LOCKPORT 3.5	32.7	C	10.6
								JOLIET YARD 1.3	36.2	TRC	10.6
								JOLIET U.S. YL C. R. I. & P. Crossing 4.0	37.5	C	0
W 98		10.55	7.24	6.54	3.54	11.59	9.54	PLAINES 6.6	41.5	B	15.8
								DRUMMOND 4.6	48.2		6.1
EW 56 89								LORENZO 4.4	52.8	B	9.1
		11.09	7.37	7.07	4.07	PM 12.15	10.07	PEQUOT 1.0	57.2	B	8.7
		11.12						COAL CITY 7.9	58.2	RC	10.2
								MAZON 4.7	66.1	C	15.8
E 102		11.24	7.47	7.17	4.17	12.26	10.17	VERONA 4.0	70.8		13.7
								KINSMAN 5.0	74.8	B	15.8
E 25								RANSOM 4.6	79.8	B	0
E 14		11.34	7.57	7.27	4.27	12.38	10.27	KERNAN 5.2	84.4	B	0
	AM 7.30	11.50	8.05	7.35	4.33	12.50	10.35	STREATOR 0.2	89.6	TRC	0
								GM&O & NYC Cros'g. 0.4	89.8		0
								N. & W. Crossing 3.7	90.2	B	0
	7.40							MOON 1.9	93.9		0
	7.50 AM	11.56	8.12	7.42	4.39	12.58	10.42	ANCONA 6.3	95.8	B	15.8
								LEEDS 7.8	102.1	B	26.4
		AM 12.06	8.22	7.52	4.49	1.10	10.52	TOLUCA 6.0	109.9	RC	0
	Via Pekin District							LA ROSE 4.9	116.0	B	0
								WILBERN 9.1	120.9	B	26.4
		12.45 AM	8.40 PM	8.10 PM	5.05 PM	1.30 PM	11.10 AM	CHILLICOTHE	130.0	TRC	
	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(129.8)			
	18.6	47.2	59.9	59.9	62.3	51.9	59.9	Average speed per hour			

Between Chicago and AT&SF Jct. 21st Street be governed by C&WI timetable and bulletins, see Special Rule 5.

RULE 251 IN EFFECT:

Main track No. 1 AT&SF Jct. 21st Street to interlocking MP 3.1, and both main tracks Joliet U.S. to Pequot.

RULE 261 IN EFFECT:

Main track No. 2 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 AT&SF Jct. 21st Street and Panhandle Crossing, the first two tracks from the south are AT&SF main tracks No. 1 and No. 2 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.

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 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 originating Chicago, Corwith, Joliet Yard, and No. 47 at Streator must secure numbered clearance card before leaving.

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.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psgr.	Frt.
Chicago, over 14th Street Grade Crossing	5	5
Chicago, 14th Street to AT&SF Jct. 21st Street	20	20
AT&SF Jct. 21st Street to Interlocking MP 3.1	30	30
Interlocking MP 3.1 to Pequot	79	60*
Pequot to Chillicothe (Except track 3)	90	60*
Track 3 (Kernan to MP 88.8)	40	30

*Where district speed is shown 60 MPH for Freight, 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	50 to 54	65
		55 or more	70
4 or more	3251 to 3500	58 to 69	65
		70 or more	70
4 or more	3501 to 3750	68 to 89	65
		90 or more	70
4 or more	3751 to 4000	73 to 109	65
		110 or more	70
4 or more	4001 to 4250	80 or more	65
4 or more	4251 to 4500	90 or more	65
4 or more	4501 to 4750	100 or more	65

SPEED RESTRICTIONS - CURVES, RR CROSSINGS, AND DRAW BRIDGES

	MPH	
	Psgr.	Frt.
RR Crossing MP 1.4 (Interlocking)	20	20
D. Bridge MP 3.1 (Interlocking)	20	15
RR Crossing MP 4.4 (Interlocking)	20	20
RR Crossing MP 5.9 (Interlocking)	79	70
RR Crossing MP 7.3 (Interlocking)	79	70
2 Curves, MP 9.0 to 9.4	75	70
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	60
RR Crossing MP 12.8 (Interlocking)	79	70
Curve, MP 24.0 to 24.7	70	70
Bridge, MP 24.7 to 24.8	40	30
4 Curves, MP 24.8 to 25.9	50	50
2 Curves, MP 27.4 to 28.7	65	65
Curve, MP 29.1 to 29.2	65	65
Curve, MP 32.6 to 32.9 (Track No. 1)	75	70
5 Curves, MP 32.6 to 35.6 (Track No. 2)	75	70
4 Curves, MP 35.3 to 35.8 (Track No. 1)	60	60
Curve, MP 36.1 to 36.3 (Track No. 1)	45	45
Curve, MP 36.3 to 36.6 (Track No. 1)	45	45
(Basin Bridge) (Track No. 2)	60	60
2 Curves, MP 36.8 to 37.1	35	35
Curve, MP 37.2 to 37.4 Joliet, through turnouts	15	15

SPEED RESTRICTIONS - CURVES, RR CROSSINGS, AND DRAW BRIDGES (Cont'd)

	MPH	
	Psgr.	Frt.
RR Crossing MP 37.5 (Interlocking)	25	25
Curve, MP 38.3 to 38.9	70	70
Curve, MP 40.6 to 41.1 (Track No. 1)	65	65
Curve, MP 43.6 to 43.9 (Track No. 1)	75	70
3 Curves, MP 57.0 to 57.3 (Track No. 1)	40	40
2 Curves, MP 57.0 to 57.4 (Track No. 2)	70	70
Curve, MP 58.0 to 58.2	70	70
Curve, MP 58.4 to 58.7	60	60
3 Curves, MP 88.2 to 89.3 (Track No. 1)	55	55
" " " (Track No. 2)	60	60
2 Curves, MP 89.5 to 90.3	40	40
RR Crossing MP 89.8 (Interlocking)	40	40
RR Crossing MP 90.2 (Interlocking)	40	40

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

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

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

"I"—Interlocked Switch.

"S"—Spring Switch.

Station or MP	Type	Switches and Turnouts	MPH
AT&SF Jct. 21st. Street	I	Crossovers and turnouts	10
Corwith	I	East leg of wye	10
	I	Crossovers and turnouts west of IN Crossing	30
McCook	I	Both ends eastward siding	40
MP 14.2	I	Crossover	40
MP 14.5	I	Switch to GM Plant Yard	30
MP 16.5	I	Switch to GM Plant Yard	30
Willow Springs	I	Crossovers	40
	I	West end eastward siding	40
Romeo	I	Crossovers	40
Joliet Yard	I	Eastward head-in switch	30
	S	Head-out switch MP 36.4	30
Plaines	I	GM&O to AT&SF	40
	S	West end siding and connection GM&O to AT&SF	30
Pequot	I	AT&SF to GM&O	40
	I	Crossovers	40
Verona	I	Crossovers	40
	I	West end siding	40
	S	East end siding	30
Kernan	I	Crossovers and turnout Track No. 3	40
Streator	I	Crossovers and turnout N&W Crossing	30
Ancona	I	Crossovers	40
	I	Turnout Pekin Dist.	30
Toluca	I	Crossovers	40
Chillicothe	I	Crossovers and turnouts east end yard	40

4 FIRST DISTRICT

EASTWARD

ILLINOIS DIVISION

Siding Capacity 50 ft. Per Car	EASTWARD							TIME TABLE No. 15 December 31, 1967	Mile Post	Communications Tug Tables and Wyes	Ruling Grade Ascending
	Second Class	First Class									
	48	12	24	2	18	16	20				
	Way Freight	The Chicagoan	The Grand Canyon	San Francisco Chief	Super Chief-El Capitan	Texas Chief	The Chief				
	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	STATIONS			Feet Per Mile
		PM 8.00	PM 3.15	PM 2.00	PM 1.30	AM 9.15	AM 7.15	CHICAGO 1.3			0
		7.48	2.53	1.48	1.16	9.01	6.51	A. T. & S. F. Jct. 21st. Street 0.1	1.3	T	79.2
								PRR-C&WI Cros. YL 3.0	1.4		26.4
								Panhandle Crossing 1.5	4.4		0
								I.N. Crossing CORWITH 1.4	5.9	RYC	0
		7.38	2.43	1.38	1.06	8.51	6.41	Chicago Belt Crossing NERSKA 5.5	7.3		0
W 126 W 76		7.32	2.37	1.32	12.59	8.44	6.34	McCOOK B. & O. C. T. Crossing 4.6	12.8	RC	0
		7.27	2.30	1.26	12.54	8.38	6.29	WILLOW SPRINGS 5.6	17.4		0
								ARGONNE 2.1	23.0	B	0
								LEMONT 4.2	25.1	C	13.7
		7.14	2.13	1.12	12.39	8.23	6.14	ROMEO 3.4	29.3	B	10.6
								LOCKPORT 3.5	32.7	C	10.6
								JOLIET YARD 1.3	36.2	TRC	10.6
		s 7.05	s 2.00	s 1.00	s 12.25	s 8.10	s 6.00	JOLIET U.S. YL C. R. I. & P. Crossing 4.0	37.5	C	15.8
W 98		6.57	1.49	12.54	12.19	8.04	5.52	PLAINES 6.6	41.5	B	14.5
								DRUMMOND 4.6	48.2		9.9
E 56 W 89								LORENZO 4.4	52.8	B	0
		6.43	1.36	12.38	12.03 PM	7.48	5.36	PEQUOT 1.0	57.2	B	0
			s 1.34			s 7.46		COAL CITY 7.9	58.2	RC	4.7
			f					MAZON 4.7	66.1	C	0
E 102		6.33	f 1.18	12.27	11.52	7.37	5.24	VERONA 4.0	70.8		0
			f					KINSMAN 5.0	74.8	B	0
E 25			f					RANSOM 4.6	79.8	B	15.8
E 14			f					KERNAN 5.2	84.4	B	15.8
	PM 3.30	s 6.15	s 12.50	f 12.10	f 11.35	s 7.20	s 5.05	STREATOR 0.2	89.6	TRC	0
								GM&O & NYC Cra's. 0.4	89.8		10.1
								N. & W. Crossing 3.7	90.2	B	0
	3.10							MOON 1.9	93.9		0
	3.00 PM	f 6.06	f 12.39	12.01 PM	11.25	7.11	4.55	ANCONA 6.3	95.8	B	0
		5.55	s 12.26	11.50	11.14	7.00	4.44	LEEDS 7.8	102.1	B	21.1
			f					TOLUCA 6.0	109.9	RC	25.2
			f					LA ROSE 4.9	116.0	B	26.4
		5.35 PM	12.01 PM	11.30 AM	10.55 AM	6.40 AM	4.25 AM	WILBERN 9.1	120.9	B	26.4
								CHILLICOTHE	130.0	RTC	
	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	(129.8)			
	12.4	53.7	40.1	51.9	50.2	50.2	45.8	Average speed per hour			

RULE 251 IN EFFECT:

Pequot to Joliet U.S., and on Track No. 1 interlocking MP 3.1 to AT&SF Jct. 21st Street.

RULE 261 IN EFFECT:

Main tracks Chillicothe to Pequot, Joliet U.S. to interlocking MP 3.1, and on track No. 2 MP 3.1 to AT&SF Jct. 21st Street.

Between MP 88.8 and Kernan north track designated main track No. 2 upon which the current of traffic is westward; middle track No. 1 upon which the current of traffic is eastward; and south track 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 extras leaving from yard track at Streator, will use main track No. 3 unless otherwise instructed.

Between Panhandle Crossing and AT&SF Jct. 21st Street, the first two tracks from the south are AT&SF main tracks No. 1 and No. 2 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.

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

Between AT&SF Jct. 21st Street and Chicago be governed by C&WI time table and bulletins. See Special Rule 5.

Trains originating Chillicothe and Joliet Yard, except First Class trains at Chillicothe, must secure numbered clearance card before leaving.

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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Frt.
Chillicothe to Pequot (Except track 3)	90	60*
Pequot to Interlocking MP 3.1	79	60*
Track No. 3 (MP 88.8 to Kernan)	40	30
Interlocking MP 3.1 to AT&SF Jct. 21st Street	30	30
AT&SF Jct. 21st Street to 14th Street (Chicago)	20	20
Chicago over 14th Street Grade Crossing	5	5

*Where district speed is shown 60 MPH for Freight, 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

SPEED RESTRICTIONS - CURVES, RR CROSSINGS, AND DRAW BRIDGES

	MPH	
	Psg.	Frt.
RR Crossing MP 1.4 (Interlocking)	20	20
D. Bridge MP 3.1 (Interlocking)	20	15
RR Crossing MP 4.4 (Interlocking)	20	20
RR Crossing MP 5.9 (Interlocking)	79	70
RR Crossing MP 7.3 (Interlocking)	79	70
2 Curves, MP 9.0 to 9.4	75	70
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	60
RR Crossing MP 12.8 (Interlocking)	79	70
Curve, MP 24.0 to 24.7	70	70
Bridge, MP 24.7 to 24.8	40	30
4 Curves, MP 24.8 to 25.9	50	50
2 Curves, MP 27.4 to 28.7	65	65
Curve, MP 29.1 to 29.2	65	65
Curve, MP 32.6 to 32.9 (Track No. 1)	75	70
5 Curves, MP 32.6 to 35.6 (Track No. 2)	75	70
4 Curves, MP 35.3 to 35.8 (Track No. 1)	60	60
Curve, MP 36.1 to 36.3 (Track No. 1)	45	45
Curve, MP 36.3 to 36.6 (Track No. 1)	45	45
Curve, (Basin Bridge) (Track No. 2)	60	60
2 Curves, MP 36.8 to 37.1	35	35
Curve, MP 37.2 to 37.4 Joliet, through turnouts	15	15

SPEED RESTRICTIONS - CURVES, RR CROSSINGS, AND DRAW BRIDGES (Cont'd)

	MPH	
	Psg.	Frt.
RR Crossing MP 37.5 (Interlocking)	25	25
Curve, MP 38.3 to 38.9	70	70
Curve, MP 40.6 to 41.1 (Track No. 1)	65	65
Curve, MP 43.6 to 43.9 (Track No. 1)	75	70
3 Curves, MP 57.0 to 57.3 (Track No. 1)	40	40
2 Curves, MP 57.0 to 57.4 (Track No. 2)	70	70
Curve, MP 58.0 to 58.2	70	70
Curve, MP 58.4 to 58.7	60	60
3 Curves, MP 88.2 to 89.3 (Track No. 1)	55	55
" " " (Track No. 2)	60	60
2 Curves, MP 89.5 to 90.3	40	40
RR Crossing MP 89.8 (Interlocking)	40	40
RR Crossing MP 90.2 (Interlocking)	40	40

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

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

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

"I"—Interlocked Switch.

"S"—Spring Switch.

Station or MP	Type	Switches and Turnouts	MPH
AT&SF Jct. 21st Street	I	Crossovers and turnouts	10
Corwith	I	East leg of wye	10
	I	Crossovers and turnouts west of IN Crossing	30
McCook	I	Both ends eastward siding	40
MP 14.2	I	Crossover	40
MP 14.5	I	Switch to GM Plant Yard	30
MP 16.5	I	Switch to GM Plant Yard	30
Willow Springs	I	Crossovers	40
	I	West end eastward siding	40
Romeo	I	Crossovers	40
Joliet Yard	I	Eastward head-in switch	30
	S	Head-out switch MP 36.4	30
Plaines	I	GM&O to AT&SF	40
	S	West end siding and connection GM&O to AT&SF	30
Pequot	I	AT&SF to GM&O	40
	I	Crossovers	40
Verona	I	Crossovers	40
	I	West end siding	40
	S	East end siding	30
Kernan	I	Crossovers and turnout Track No. 3	40
Streator	I	Crossovers and turnout N&W Crossing	30
Ancona	I	Crossovers	40
	I	Turnout Pekin Dist.	30
Toluca	I	Crossovers	40
Chillicothe	I	Crossovers and turnouts east end yard	40

Siding Capacity 50 ft. Per Car	WESTWARD						TIME TABLE No. 15 December 31, 1967	Mile Post	Communications Turn Tables and Wyes	Ruling Grade Ascending
	First Class									
	17	15	1	23	19	9				
	Super Chief-El Capitan	Texas Chief	San Francisco Chief	The Grand Canyon	The Chief	Kansas City Chief				
	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 12.45	CHILLICOTHE 8.0	130.0	RTC	58.1
W 74	8.49	8.19	5.14	1.40	11.19	12.55	EDELSTEIN 6.6	138.1	C	31.7
							PRINCEVILLE 3.6	144.7	C	31.7
	8.57	8.27	5.22	1.48	11.27	1.08	MONICA C. B. & Q. Crossing 5.2	148.3		0
W 110	9.05	8.35	5.30	1.56	11.35	1.11	LAURA 4.9	153.5	C	13.5
							WILLIAMSFIELD 4.9	158.4	C	0
							DAHINDA 2.7	163.3		8.4
	9.18	8.47	5.42	2.08	11.47	1.23	APPLETON 7.8	166.0	B	31.7
	9.25 ^s	8.55 ^f	5.50 ^s	2.20 ^s	11.55 ^s	1.35 ^s	E. GALESBURG 3.7	173.7	B	31.7
E 137 W 138							GALESBURG YL 2.5	177.5	R C	21.9
							G. I. YL 6.0	180.0	Y	21.9
					PM		CAMERON 4.2	186.0		28.2
E 102 W 75	9.39	9.09	6.03	2.35	12.09	1.49	NEMO 1.7	190.2		0
							ORMONDE 5.2	191.9		0
	9.47	9.17	6.10	2.42	12.17	1.56	PONEMAH 4.4	197.1		23.2
							SMITHSHIRE 3.1	201.5		12.1
							MEDIA 4.3	204.6	C	13.5
W 173	9.53	9.23	6.16	2.50	12.23	2.04	STRONGHURST 10.0	208.9	C	26.1
E 106	10.02	9.31	6.24	3.00	12.31	2.14	LOMAX 5.9	218.9	C	10.6
							DALLAS CITY 6.1	224.8	C	0
E 67							E. FT. MADISON 1.8	230.9		21.1
	^s 10.20 ^s	^s 9.50 ^s	^s 6.40 ^s	^s 3.30 ^s	^s 12.50 ^s	^s 2.45 ^s	FORT MADISON 1.7	232.9	C	0
	^s 10.25 ^s PM	^s 9.55 ^s PM	^s 6.45 ^s PM	^s 3.35 ^s PM	^s 12.55 ^s PM	^s 2.50 ^s AM	SHOPTON	234.6	TY R C	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(104.3)			
	59.6	59.6	62.6	50.1	59.6	50.1	Average speed per hour			

Trains, except First class, must secure numbered clearance card at Chillicothe.

Proceed indication on TP&W interlocking signal at Lomax authorizes a TP&W train to run extra Lomax to Shopton.

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

RULE 251 IN EFFECT:

Interlocked crossovers E. Galesburg to interlocked crossovers G.I.

RULE 261 IN EFFECT:

On main tracks Chillicothe to interlocked crossovers E. Galesburg, and interlocked crossovers G.I. to Shopton.

Between interlocking east end Shopton yard and Shopton Yard Office, trains and engines using main tracks must move at restricted speed.

Dallas City—Lumber track spur from Track No. 2, MP 224.7, must not be used by train or engine to clear another train or engine.

TWO TRACKS

ATC-TCS

ABS-ATS

ATC-TCS

TCS-ATS

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg'r.	Frt.
Chillicothe to Shopton	90	60*

*Where district speed is shown 60 MPH for Freight, 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

SPEED RESTRICTIONS - CURVES, RR CROSSINGS, AND DRAW BRIDGES

	MPH	
	Psg'r.	Frt.
2 Curves, MP 131.6 to 132.1	65	65
9 Curves, MP 132.6 to 136.8	55	55
RR Crossing MP 148.3 (Auto. Interlocking)	90	70
5 Curves, MP 161.6 to 165.4	70	70
Curve, MP 166.7 to 166.9	70	70
4 Curves, MP 167.8 to 170.3	70	70
Curve, MP 175.5 to 175.7	75	70
4 Curves, MP 176.7 to 178.1	30	30
Curve, MP 224.7 to 225.0	70	70
Curve, MP 230.7 to 231.1	50	50
D Bridge, MP 231.5 to 231.8 (Interlocking)	40	30
8 Curves, MP 231.8 to 234.3	30	30

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

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

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

"I"—Interlocked Switch.

"S"—Spring Switch.

Station or MP	Type	Switches and Turnouts	MPH
Chillicothe West end yard	I	East crossover and out-bound lead track switch	30
	I	West crossover and in-bound lead track switch	
Edelstein	I	Crossovers	40
Williamsfield	I	Crossovers	40
	I	East end westward siding	40
	S	West end westward siding	30
E. Galesburg	I	Crossovers	40
G.I.	I	Both ends westward siding	30
	I	West end eastward siding	40
	S	East end eastward siding	30
	I	Crossovers	40
Ormonde	I	West end eastward siding	40
	S	East end eastward siding	30
	I	Crossovers	40
Smithshire	I	Crossovers	40
Stronghurst	I	Crossovers	40
	I	East end westward siding	30
	S	West end westward siding	30
	I	Crossovers	40
Lomax	I	Crossovers	40
	I	TP&W Connection Track	30
E. Ft. Madison	I	Crossovers	40
	I	West end eastward siding	20
Shopton East end yard	I	East crossover	30
	I	Middle crossover	30
	I	West crossover	25
	I	Inbound and outbound lead track switches	30

Siding Capacity 50 ft. Per Car	EASTWARD						TIME TABLE No. 15 December 31, 1967	Mile Post	Communications Turn Tables and Wyes	Ruling Grade Ascending	
	First Class										
	12	2	24	18	16	20					
	The Chicagoan	San Francisco Chief	The Grand Canyon	Super Chief-El Capitan	Texas Chief	The Chief					
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	STATIONS			Feet Per Mile	
	PM 5.35	AM 11.30	PM 12.01	AM 10.55	AM 6.40	AM 4.25	CHILLICOTHE 8.0	130.0	RT C	31.7	
W 74	5.25	11.20	f 11.47	10.46	6.30	4.15	EDELSTEIN 6.5	138.1	C	31.7	
			f				PRINCEVILLE 3.6	144.7	C	23.2	
	5.17	11.12	f 11.34	10.37	6.22	4.07	MONICA 5.2	148.3		31.7	
			f				C. B. & Q. Crossing 5.2	153.5	C	19.8	
W 110	5.09	11.04	f 11.21	10.29	6.14	3.59	LAURA 4.9	158.4	C	31.7	
			f				WILLIAMSFIELD 4.9	163.3		0	
			f				DAHINDA 2.7	166.0	B	0	
	4.55	10.50	11.05	10.15	6.00	3.45	APPLETON 7.8	173.7	B	15.3	
	s 4.50	f 10.45	s 11.00	10.10	s 5.55	s 3.40	E. GALESBURG 3.7	177.5	RC	7.4	
E W 137							GALESBURG YL 2.5	180.0	Y	7.4	
W 138			f				G. I. YL 6.0	186.0		5.7	
			f				CAMERON 4.2	190.2		31.3	
E W 102	4.36	10.31	f 10.37	9.57	5.41	3.27	NEMO 1.7	191.9		31.2	
W 75			f				ORMONDE 5.2	197.1		12.1	
	4.28	10.23	f 10.26	9.49	5.33	3.19	PONEMAH 4.4	201.5		31.7	
			f				SMITHSHIRE 3.1	204.6	C	31.2	
W 173	4.22	10.17	f 10.17	9.43	5.27	3.13	MEDIA 4.3	208.9	C	31.7	
E 106	4.13	10.08	f 10.05	9.34	5.18	3.04	STRONGHURST 10.0	218.9	C	18.0	
			f				LOMAX 5.9	224.8	C	14.5	
E 67							DALLAS CITY 6.1	230.9		23.9	
	s 4.00	s 9.55	s 9.50	s 9.20	s 5.05	s 2.50	E. FT. MADISON 1.8	232.9	C	0	
	3.55 PM	9.50 AM	9.45 AM	9.15 AM	5.00 AM	2.45 AM	FORT MADISON 1.7	234.6	TY RC		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	SHOPTON				
	82.6	62.6	46.0	62.6	62.6	62.6	(104.3)				
	Average speed per hour										

Trains must secure numbered clearance card before leaving Shopton. First class trains must secure numbered clearance card at Fort Madison.

RULE 251 IN EFFECT:

Interlocked crossovers G.I. to interlocked crossovers E. Galesburg.

RULE 261 IN EFFECT:

On main tracks Shopton to interlocked crossovers G.I.; and interlocked crossovers E. Galesburg to Chillicothe.

Between Shopton Yard Office and interlocking east end Shopton yard, trains and engines using main tracks must move at restricted speed.

Dallas City—Lumber track spur from Track No. 2, MP 224.7 must not be used by train or engine to clear another train or engine.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH		
		Psgr.	Frt.
Shopton to Chillicothe		90	60*
*Where district speed is shown 60 MPH for Freight, 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

SPEED RESTRICTIONS - CURVES, RR CROSSINGS, AND DRAW BRIDGES

	MPH		
		Psgr.	Frt.
2 Curves, MP 131.6 to 132.1		65	65
9 Curves, MP 132.6 to 136.8		55	55
RR Crossing MP 148.3 (Auto. Interlocking)		90	70
5 Curves, MP 161.6 to 165.4		70	70
Curve, MP 166.7 to 166.9		70	70
4 Curves, MP 167.8 to 170.3		70	70
Curve, MP 175.5 to 175.7		75	70
4 Curves, MP 176.7 to 178.1		30	30
Curve, MP 224.7 to 225.0		70	70
Curve, MP 230.7 to 231.1		50	50
D Bridge, MP 231.5 to 231.8 (Interlocking)		40	30
8 Curves, MP 231.8 to 234.3		30	30

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

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

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

"I"—Interlocked Switch.

"S"—Spring Switch.

Station or MP	Type	Switches and Turnouts	MPH
Chillicothe West end yard	I	East crossover and out-bound lead track switch	30
	I	West crossover and in-bound lead track switch	
Edelstein	I	Crossovers	40
Williamsfield	I	Crossovers	40
	I	East end westward siding	40
	S	West end westward siding	30
E. Galesburg	I	Crossovers	40
G.I.	I	Both ends westward siding	30
	I	West end eastward siding	40
	S	East end eastward siding	30
	I	Crossovers	40
Ormonde	I	West end eastward siding	40
	S	East end eastward siding	30
	I	Crossovers	40
Smithshire	I	Crossovers	40
Stronghurst	I	Crossovers	40
	I	East end westward siding	30
	S	West end westward siding	30
Lomax	I	Crossovers	40
	I	TP&W Connection Track	30
E. Ft. Madison	I	Crossovers	40
	I	West end eastward siding	20
Shopton East end yard	I	East crossover	30
	I	Middle crossover	30
	I	West crossover	25
	I	Inbound and outbound lead track switches	30

Siding Capacity 50 ft. Per Car	WESTWARD						TIME TABLE No. 15 December 31, 1967	Mile Post	Communications Turn Tables and Wyes	Ruling Grade Ascending	Feet Per Mile
	First Class										
	17	15	1	23	19	9					
	Super Chief-El Capitan	Texas Chief	San Francisco Chief	The Grand Canyon	The Chief	Kansas City Chief					
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS				
	PM 10.30	PM 10.00	PM 6.50	PM 3.40	PM 1.00	AM 2.55	SHOPTON 13.2	234.6	T Y R C		42.2
	10.44	10.13	7.02	3.55	1.13	3.09	ARGYLE 8.0	248.0	B		42.2
							REVERE 6.6	256.0	B		42.2
E 149	10.57	10.27	7.15	f 4.17	1.27	3.25	C. B. & Q. Crossing MEDILL 9.0	263.1	B		42.2
				f 4.29			WYACONDA 5.3	272.3	C		17.5
	11.10	10.40	7.27	f 4.36	1.38	3.39	GORIN 4.9	277.6	B		42.2
				f 4.43			RUTLEDGE 8.1	282.6	B		42.2
E 179	11.21	10.50	7.38	f 4.55	1.49	3.51	BARING 15.7	290.7	R C		42.2
							GIBBS 6.2	306.4	B		42.2
	11.39	11.10	7.56	s 5.25	s 2.10	s 4.15	LA PLATA 10.1	312.7	R C		40.2
				f 5.38			ELMER 6.7	322.9	C		42.2
E 151	11.52	11.25	8.09	f 5.47	2.24	4.32	ETHEL 11.8	329.7	C		42.2
				f 6.03			BUCKLIN 5.9	341.5	C		31.0
	AM 12.10 AM	11.45 PM	8.27 PM	s 6.15 PM	s 2.45 PM	s 4.55 AM	MARCELINE	347.3	Y R C		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(111.5)				
	66.9	63.7	66.9	43.2	63.7	55.7	Average speed per hour				

ATC

TWO TRACKS

Trains, except first class trains, must secure numbered clearance card before leaving Shopton. Copies of clearance card and train orders received by westward first class trains at Fort Madison will be delivered to enginemen by conductor at Shopton.

Between Interlocking east end Shopton yard and Shopton yard office, trains and engines using main tracks must move at restricted speed.

RULE 261 IN EFFECT:
On main tracks Shopton to Marceline; and on sidings Medill, Baring and Ethel.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Frt.
Shopton to Marceline	90	60*

*Where district speed is shown 60 MPH for Freight, 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

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH	
	Psg.	Frt.
Curve, MP 235.9 to 236.2 (Track 2)	75	70
2 Curves, MP 250.3 to 250.9	55	55
2 Curves, MP 251.1 to 251.8	45	45
4 Curves, MP 252.4 to 254.1	65	65
2 Curves, MP 254.5 to 255.1	55	55
2 Curves, MP 255.3 to 256.0	50	50
RR Crossing MP 263.1 (Interlocking)	90	70
MP 272.7 to 278.9 (Track 1)	60	50
MP 287.0 to 293.7 (Track 1)	60	50
MP 300.0 to 306.0 (Track 1)	60	50
7 Curves, MP 331.0 to 334.3	60	60
7 Curves, MP 335.6 to 338.3	55	55
2 Curves, MP 338.6 to 339.1	50	50
2 Curves, MP 339.4 to 339.7	65	65

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

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

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

"I"—Interlocked Switch.

"S"—Spring Switch.

Station or MP	Type	Switches and Turnouts	MPH
Shopton, west end of yard	I	Crossovers	40
	I	Inbound and outbound lead tracks	30
MP 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	Crossover (MP 346.7)	50
	I	Head-in - Head-out switch track 2, east end yard	40
	I	Head-in - Head-out switch track 1, east end yard	15

Siding Capacity 80 Lt. Per Car	EASTWARD						TIME TABLE No. 15 December 31, 1967	Mile Post	Communications Turn Tables and Ways	Ruling Grade Ascending
	First Class									
	20	16	24	18	2	12				
	The Chief	Texas Chief	The Grand Canyon	Super Chief-El Capitan	San Francisco Chief	The Chicagoan				
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	STATIONS			Feet Per Mile
	AM 2.40	AM 4.55	AM 9.40	AM 9.10	AM 9.45	PM 3.50	SHOPTON 13.2	234.6	T Y R C	36.9
	2.15	4.38	9.19	8.53	9.28	3.29	ARGYLE 8.0	248.0	B	42.2
							REVERE 6.6	256.0	B	42.2
E 149	1.59	4.25	f 9.05	8.40	9.15	3.16	C. B. & Q. Crossing MEDILL 9.0	263.1	B	42.2
			f 8.55				WYACONDA 5.3	272.3	C	42.2
	1.49	4.15	f 8.48	8.30	9.05	3.06	GORIN 4.9	277.6	B	41.7
			f				RUTLEDGE 8.1	282.6	B	42.2
E 179	1.38	4.06	f 8.32	8.21	8.56	2.57	BARING 15.7	290.7	R C	42.2
							GIBBS 6.2	306.4	B	23.1
	s 1.20	s 3.49	s 8.10	8.04	s 8.39	s 2.40	LA PLATA 10.1	312.7	R C	42.9
			f 7.55				ELMER 6.7	322.9	C	0
E 151	1.04	3.33	f 7.48	7.48	8.23	2.23	ETHEL 11.8	329.7	C	42.2
			f 7.33				BUCKLIN 5.9	341.5	C	42.2
	12.45 AM	3.15 AM	7.25 AM	7.30 AM	8.05 AM	2.05 PM	MARCELINE	347.3	Y R C	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	(111.5)			
	58.2	66.9	49.5	66.9	66.9	63.7	Average speed per hour			

Trains, except first class trains, must secure numbered clearance card before leaving Marceline.

Between Shopton yard office and interlocking east end Shopton yard, trains and engines using main tracks must move at restricted speed.

RULE 261 IN EFFECT:

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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psgr.	Frts.
Marceline to Shopton	90	60*

*Where district speed is shown 60 MPH for Freight, 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

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH	
	Psgr.	Frts.
Curve, MP 235.9 to 236.2 (Track 2)	75	70
2 Curves, MP 250.3 to 250.9	55	55
2 Curves, MP 251.1 to 251.8	45	45
4 Curves, MP 252.4 to 254.1	65	65
2 Curves, MP 254.5 to 255.1	55	55
2 Curves, MP 255.3 to 256.0	50	50
RR Crossing MP 263.1 (Interlocking)	90	70
MP 272.7 to 278.9 (Track 1)	60	50
MP 287.0 to 293.7 (Track 1)	60	50
MP 300.0 to 306.0 (Track 1)	60	50
7 Curves, MP 331.0 to 334.3	60	60
7 Curves, MP 335.6 to 338.3	55	55
2 Curves, MP 338.6 to 339.1	50	50
2 Curves, MP 339.4 to 339.7	65	65

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

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

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

"I"—Interlocked Switch.

"S"—Spring Switch.

Station or MP	Type	Switches and Turnouts	MPH
Shopton, west end of yard	I	Crossovers	40
	I	Inbound and outbound lead tracks	30
MP 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	Crossover (MP 346.7)	50
	I	Head-in - Head-out switch track 2, east end yard	40
	I	Head-in - Head-out switch track 1, east end yard	15

Siding Capacity 50 ft. Per Car	WESTWARD						TIME TABLE No. 15 December 31, 1967	Mile Post	Communications Turn Tables and Wyes	Ruling Grade Ascending	Feet Per Mile
	First Class										
	15	1	23	19	9	17					
	Texas Chief	San Francisco Chief	The Grand Canyon	The Chief	Kansas City Chief	Super Chief-El Capitan					
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS				
	PM 11.45	PM 8.27	PM 6.15	PM 2.45	AM 4.55	AM 12.10	MARCELINE 7.2	347.3	Y R C	0	
							ROTHVILLE 6.1	354.6	B	13.7	
	11.55	8.37	6.30	2.57	5.08	12.20	MENDON 7.4	360.7	C	12.7	
	AM						DEAN LAKE 6.2	368.1	B	26.4	
W 150	12.05	8.47	6.43	3.07	5.17	12.30	BOSWORTH 12.2	374.3	R C	26.4	
E 130 W 73			s 7.00		s 5.32		CARROLLTON 2.2	386.4	C	0	
	12.15	8.57	7.02	3.19	5.34	12.40	W. B. JCT. 8.0	388.7	B	3.7	
E 56 W 107			f				NORBORNE 8.8	396.6	C	4.8	
E 104	12.28	9.11	f 7.24	3.33	5.48	12.53	HARDIN 5.9	405.4	R C	4.2	
E 235 W 136	12.33	9.16	s 7.33	3.38	s 5.55	12.58	HENRIETTA 6.9	411.3	Y R C	14.2	
	12.39	9.22	7.41	3.44	6.02	1.04	C. A. JCT. 3.5	418.2	B	13.2	
							FLOYD 5.0	421.7	C	26.4	
	12.49	9.32	f 7.53	3.54	6.14	1.14	SIBLEY 7.2	426.7	B	6.7	
							ATHERTON 2.5	434.0	C	9.7	
	12.57	9.40	8.02	4.02	6.25	1.22	ETON 2.8	436.5	B	9.4	
							COURTNEY 3.2	439.4	B	9.4	
							SUGAR CREEK 1.7	442.6	C	4.9	
	1.05	9.50	8.17	4.10	6.35	1.30	CONGO 1.7	444.2		25.7	
							K.C.S. Crossing 0.4	445.9		14.8	
	1.07	9.52	8.19	4.12	6.37	1.32	SHEFFIELD 4.8	446.4		43.9	
	s 1.30 AM	s 10.15 PM	s 8.50 PM	s 4.35 PM	s 7.00 AM	s 1.55 AM	KANSAS CITY Union Station	451.1	C		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(103.8)				
	59.3	57.7	40.2	56.6	50.6	59.3	Average speed per hour				

RULE 251 IN EFFECT:
Tracks 1 and 2 between W.B. Jct. and C.A. Jct.

RULE 261 IN EFFECT:
On main tracks Marceline to W.B. Jct.; track 3 Hardin to C.A. Jct.; main tracks C.A. Jct. to Sheffield; and on siding Bosworth.

Between Hardin and C.A. Jct. north track designated track No. 2 upon which the current of traffic is westward; track immediately south thereof main track No. 1 upon which the current of traffic is eastward; and south 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. AT&SF trains may use Mo.Pac. two main tracks and will be governed by Rule 261. All movements must be made at restricted speed. Speed limit 10 MPH through Mo.Pac. turnout Rock Creek Jct. interlocking.

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

Between KCT Tower 3 and Turner, two south tracks are main tracks upon which Rule 261 is in effect.

Trains, except first class trains, must secure numbered clearance card before leaving Marceline.

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

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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psgr.	Frt.
Marceline to W.B. Jct.	90	60*
W.B. Jct. to C.A. Jct. (Tracks 1 and 2)	79	60*
Hardin to C.A. Jct. (Track 3)	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 K.C.T. Tower 3	15	15

*Where district speed is shown 60 MPH for Freight, 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.

4 or more	3251 to 3500	58 to 64	65
4 or more	3501 to 3750	65 or more	70
		68 to 74	65
4 or more	3751 to 4000	75 or more	70
		73 to 89	65
		90 or more	70

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH	
	Psgr.	Frt.
Curve, MP 347.5 to 347.6 (Track 2)	60	60
2 Curves, MP 347.5 to 347.8 (Track 1)	55	55
Curve, MP 348.7 to 348.9 (Track 2)	60	60
3 Curves, MP 352.6 to 354.0	70	70
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 (Track 1)	75	70
Curve, MP 384.3 to 384.5 (Track 1)	70	70
Curve, MP 388.6 to 388.8 (Track 1)	50	50
First 2 Curves west of Hardin (Track 3)	15	15
3 Curves, MP 416.7 to 417.7 (Tracks 1 and 2)	70	70
2 Curves, MP 418.5 to 419.1	65	65

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS (Cont'd)

	MPH	
	Psgr.	Frt.
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	55	55
Curve, MP 427.0 to 427.3 (Track 1)	70	70
2 Curves, MP 427.0 to 427.8 (Track 2)	60	60
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	65
Curve, MP 439.9 to 440.3	79	70
Curve, MP 442.5 to 442.7	65	65
Curve, MP 443.4 to 443.6	65	65
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
RR Crossing MP 445.9 (Interlocking)	25	20
Curves, Sheffield to Kansas City (Union Station) except where otherwise restricted	40	20

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

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

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

"I"—Interlocked Switch.

"S"—Spring Switch.

Station or MPH	Type	Switches and Turnouts	MPH
Marceline	I	Head-in - Head-out switches west end yard	30
	I	Crossover (MP 349.3)	50
Mendon	I	Crossovers	50
Bosworth	I	Crossovers	50
	I	Siding switches	30
W.B. Jct.	I	Crossovers	50
Hardin	I	West end siding, crossovers, and connection to track 3	30
	S	East end siding	30
Henrietta	I	West end eastward siding	40
	S	East end eastward siding	30
	I	East end westward siding	30
	S	West end westward siding	30
C.A. Jct.	I	Crossovers	40
MP 424.9	I	End of two tracks	30
MP 426.3	I	End of two tracks	30
Eton	I	Crossovers	40
	I	Mo. Pac. connection	30
Congo	I	West crossover	40
	I	East crossover and Mo. Pac. conn.	30

Siding Capacity 50 ft. Per Car	EASTWARD						TIME TABLE No. 15 December 31, 1967	Mile Post	Communications Turn Tables and Wyes	Ruling Grade Ascending
	First Class									
	16	24	18	2	12	20				
	Texas Chief	The Grand Canyon	Super Chief-El Capitan	San Francisco Chief	The Chicagoan	The Chief				
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	STATIONS			Feet Per Mile
	AM 3.15 ^s	AM 7.25 ^s	AM 7.30	AM 8.05 ^s	PM 2.05	AM 12.45	MARCELINE 7.2	347.3	Y RC	42.2
							ROTHVILLE 6.1	354.6	B	8.9
	3.02 ^f	7.05	7.17	7.52	1.52	12.31	MENDON 7.4	360.7	C	14.2
							DEAN LAKE 6.2	368.1	B	0
W 150	2.52 ^f	6.50	7.07	7.42	1.42	12.20	BOSWORTH 12.2	374.3	RC	26.4
E 130 W 73		6.36 ^s					CARROLLTON 2.2	386.4	C	0
	2.41	6.30	6.56	7.31	1.31	12.06 AM	W. B. JCT. 8.0	388.7	B	0
E 56 W 107							NORBORNE 8.8	396.6	C	6.3
E 104	2.28 ^f	6.12	6.43	7.18	1.18	11.50	HARDIN 5.9	405.4	RC	0
E 235 W 136	2.23 ^s	6.05	6.38	7.13	1.13	11.45	HENRIETTA 6.9	411.3	Y RC	6.6
	2.17	5.55	6.32	7.07	1.07	11.39	C.A. JCT. 3.5	418.2	B	26.4
							FLOYD 5.0	421.7	C	0
	2.07	5.45	6.22	6.57	12.57	11.28	SIBLEY 7.2	426.7	B	26.4
							ATHERTON 2.6	434.0	C	0
	1.58	5.36	6.13	6.48	12.48	11.19	ETON 2.8	436.5	B	7.0
							COURTNEY 3.2	439.4	B	0
							SUGAR CREEK 1.7	442.6	C	0
	1.49	5.28	6.04	6.39	12.39	11.10	CONGO 1.7	444.2		42.2
							K.C.S. Crossing 0.4	445.9		0
	1.45	5.25	6.00	6.35	12.35	11.05	SHEFFIELD 4.8	446.4		48.5
	1.35 AM	5.15 AM	5.50 AM	6.25 AM	12.25 PM	10.55 PM	KANSAS CITY Union Station	451.1	C	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	(103.8)			
	62.3	47.9	62.3	62.3	62.3	56.6	Average speed per hour			

RULE 251 IN EFFECT:
Tracks 1 and 2 C.A. Jct. to W.B. Jct.
RULE 261 IN EFFECT:

Main tracks Sheffield to C.A. Jct.; track No. 3 C.A. Jct. to Hardin; main tracks W.B. Jct. to Marceline and on siding Bosworth.

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

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

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

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

Single track MP 426.3 to MP 424.9.

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

Trains originating Argentine and Kansas City must secure numbered clearance card before leaving.

Proceed indication on eastward Mo.Pac. interlocking signal at Congo authorizes a Mo.Pac. extra east Congo to Eton.

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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Frt.
KCT Tower 3 to State Line (KCT)	15	15
State Line to Kansas City Union Station (KCT)	20	15
Kansas City Union Station to Sheffield (KCT)	50	25
Sheffield to Bridge MP 425.0	79	60*
Bridge MP 425.0 to C.A. Jct.	90	60*
C.A. Jct. to Hardin (Track 3)	40	40
C.A. Jct. to W.B. Jct. (Tracks 1 and 2)	79	60*
W.B. Jct. to Marceline	90	60*

*Where district speed is shown 60 MPH for Freight, 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.

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

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH	
	Psg.	Frt.
Curve, MP 347.5 to 347.6 (Track 2)	60	60
2 Curves, MP 347.5 to 347.8 (Track 1)	55	55
Curve, MP 348.7 to 348.9 (Track 2)	60	60
3 Curves, MP 352.6 to 354.0	70	70
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 (Track 1)	75	70
Curve, MP 384.3 to 384.5 (Track 1)	70	70
Curve, MP 388.6 to 388.8 (Track 1)	50	50
First 2 Curves west of Hardin (Track 3)	15	15
3 Curves, MP 416.7 to 417.7 (Tracks 1 and 2)	70	70

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS (Cont'd)

	MPH	
	Psg.	Frt.
2 Curves, MP 418.5 to 419.1	65	65
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	55	55
Curve, MP 427.0 to 427.3 (Track 1)	70	70
2 Curves, MP 427.0 to 427.8 (Track 2)	60	60
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	65
Curve, MP 439.9 to 440.3	79	70
Curve, MP 442.5 to 442.7	65	65
Curve, MP 443.4 to 443.6	65	65
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
RR Crossing MP 445.9 (Interlocking)	25	20
Curves, Sheffield to Kansas City (Union Station) except where otherwise restricted	40	20

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

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

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

"I" - Interlocked Switch.

"S" - Spring Switch.

Station or MPH	Type	Switches and Turnouts	MPH
Marceline	I	Head-in - Head-out switches west end yard	30
	I	Crossover (MP 349.3)	50
Mendon	I	Crossovers	50
Bosworth	I	Crossovers	50
	I	Siding switches	30
W.B. Jct.	I	Crossovers	50
Hardin	I	West end siding, crossovers, and connection to track 3	30
	S	East end siding	30
Henrietta	I	West end eastward siding	40
	S	East end eastward siding	30
	I	East end westward siding	30
	S	West end westward siding	30
C.A. Jct.	I	Crossovers	40
MP 424.9	I	End of two tracks	30
MP 426.3	I	End of two tracks	30
Eton	I	Crossovers	40
	I	Mo. Pac. connection	30
Congo	I	West crossover	40
	I	East crossover and Mo. Pac. conn.	30

Siding Capacity 50 Ft. Per Car	WEST- WARD	Ruling Grade Ascending	TIME TABLE		Mile Post	Communications Turn Tables and Wyes	EAST- WARD	Ruling Grade Ascending
	Second Class		No. 15	Second Class				
	47		December 31, 1967				48	
	Way Freight						Way Freight	
	Leave Daily Ex. Sun.	Feet Per Mile	STATIONS				Arrive Daily Ex. Sun.	Feet Per Mile
	AM 7.50	0	ANCONA			B	PM 3.00	0
	7.55	15.3	LONG POINT		2.5		2.40	0
20	8.05	31.7	DANA		7.1		2.20	0
		0	I.C. Crossing		12.9			0
19	8.30	23.8	MINONK		13.0		2.01	13.2
14	8.45	0	BENSON		19.0		1.20	32.7
		41.2	ROANOKE		24.5	C	1.00	47.5
	9.15	0	STREATOR JCT.		30.7		12.15	0
		47.5	EUREKA		31.1	C	12.10 PM	26.4
44	9.20	26.4	PEKIN JCT.		36.7		11.45	0
		31.7	WASHINGTON		38.0		11.40	31.7
7		31.7	COOPER		41.0			52.8
	10.10	0	CRANDALL N.Y.C. & St. L. Crossing		43.4		11.10	29.0
43	11.00	0	MORTON		45.7	RC	11.00	0
		42.2	P.R.R. Crossing		45.8			81.8
50	11.35	0	EAST YARDS YL G. M. & O. Crossing		56.8	TC	10.03	82.9
	11.45 AM		PEKIN YL		57.7	C	10.00 AM	
	Arrive Daily Ex. Sun.		(57.9)				Leave Daily Ex. Sun.	
	14.8		Average speed per hour				11.6	

Trains must secure numbered clearance card before leaving Pekin, and must secure TP&W clearance card Form "A" westward at Eureka and at Pekin Jct. eastward.

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

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

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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	PSGR.	FRT.
Between Ancona and MP 25	30	30
Between MP 25 and Streator Jct.	40	40
Between Pekin Jct. and Pekin	30	30

Speed Restriction - Curves and RR Crossings

	MPH	
	PSGR.	FRT.
RR Crossing MP 12.9 (Automatic Interlocking)	20*	20*
RR Crossing MP 43.4 (Automatic Interlocking)	20*	20*
RR Crossing MP 45.8 (Stop. Rules 98, 98 (A), 98 (B), 98 (D))	30	30
RR Crossing MP 56.8 (Interlocking)	Yard	Yard
Pekin P&PU Interlocking	6	6

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

Switches and Sidings - Maximum Authorized Speed

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

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

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 time table or train order.

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 distance 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.

Siding Capacity 50 ft. Per Car	WESTWARD		Ruling Grade Ascending	TIME TABLE No. 15 December 31, 1967	Mile Post	Communications Turn Tables and Wyes	Ruling Grade Ascending	EASTWARD	
	Second Class							Second Class	
	77	43						76	44
	C.G.W.Ry. Freight 42	Mixed						C.G.W.Ry. Time Freight 41	Mixed
	Leave Daily	Leave Daily Ex. Sun.	Feet Per Mile	STATIONS			Feet Per Mile	Arrive Daily	Arrive Daily Ex. Sun.
		AM 7.00		HENRIETTA YL		Y R C			PM 7.00
21		s 8.00	69.2	4.9 RICHMOND	5.1	C	0		s 6.48
		f 9.05	47.7	19.7 LAWSON	24.8		57.4		f 6.08
		f 9.40	60.2	10.9 LATHROP	35.7		58.6		f 5.24
26		s 10.20	62.3	8.1 PLATTSBURG	43.8	R C	58.1		f 5.08
		f 10.45	61.2	9.1 GOWER	52.9		61.1		f 4.49
		PM 9.15	59.3	12.3 B. C. JCT.	65.2	B	60.0		AM 4.00
		11.20	59.5	6.4 C.R.I. & P. Crossing	71.6		60.5		4.22
			0	0.5 C.B. & Q. Crossing	72.1		36.6		
			0	0.2 C.R.I. & P. Crossing	72.3		48.8		
			0	C.B. & Q. Crossing M.K. JCT.					
			0	0.5 ST. JOSEPH YL	72.8	T C			
	9.45 PM	s 11.45 AM		TERMINAL YARD				3.25 AM	4.00 PM
	Arrive Daily	Arrive Daily Ex. Sun.		(72.5)				Leave Daily	Leave Daily Ex. Sun.
	15.2	15.3		Average speed per hour				13.0	24.2

TCS Rules In Effect:

Between B.C. Jct. and MP 70.8

No. 43 is superior to No. 44.

Trains must secure numbered clearance card before leaving Henrietta and Terminal Yard.

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.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

MPH

PSGR. FRT.

Between Henrietta and MP 50	25	25
Between MP 50 and B.C. Jct.	30	30
Between B.C. Jct. and MP 70.8	40	30
Between MP 70.8 and Terminal Yard	20	20

Speed Restrictions - Curves and RR Crossings

MPH

PSGR. FRT.

3 curves, MP 4.5 to 5.3	20	20
3 curves, MP 43.2 to 44.2	15	15
B.C. Jct. MP 65.2 Within Interlocking Limits	15	15
RR Crossing MP 71.6 (Gate normally across CRI&P track. Approach prepared to stop. When gate normal, proceed at restricted speed).	20	20
RR Crossing MP 72.1 (Stop. Rules 98, 98 (A), 98 (B), 98 (D))	20	20
RR Crossing MP 72.3 (Stop. Rules 98, 98 (A), 98 (B), 98 (D))	20	20

Switches and Sidings - Maximum Authorized Speed

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

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

No switch lights St. Joseph district except at Terminal Yard.

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
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	
M. K. Jct.	Illinois Division.

5. JOINT TRACK FACILITIES

CHICAGO. AT&SF trains and engines will use C&WI tracks between AT&SF Jct. 21st Street and Dearborn Station and will be governed by C&WI time table and bulletins. Except as affected by C&WI time table, bulletins and the following C&WI rules, all AT&SF rules remain in force.

506. Block signals and interlocking signals to the extent practicable are located to the right of and adjacent to or directly above the track which they govern.

When necessary because of clearance limitations to locate a signal to the left of the track governed, a marker with the letter "L" and an arrow pointing to the right will be placed on the signal to designate it as a left handed signal.

619. Trains or engines must not pass an interlocking signal indicating Stop until member of train or engine crew has secured full information relative to the situation. Movement may then be made on hand signal or permission of the leverman, and at restricted speed.

626. A reverse movement within the limits of an interlocking, or a forward movement after making a reverse movement, must not be made without proper interlocking signal indication or permission from the leverman.

PLAINES-PEQUOT—A.T.&S.F. and G.M.&O. The movement of N.&W. 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.

LOMAX—SHOPTON. TP&W trains use AT&SF tracks between Lomax and Shopton and are governed by AT&SF Time Table and Rules.

6. SIGNALS NOT CONFORMING TO THE ASPECTS AND INDICATIONS SHOWN IN "FIXED SIGNALS" IN RULES. (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
Red Stop 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
Red Stop 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.

At interlockings MP 3.1, Joliet U.S., Ancona, Chillicothe, Edelstein, Ormonde, Smithshire, and Pekin-East Yards, a fixed signal displaying single yellow aspect indicates "Proceed prepared to enter turnout or to stop short of train or obstruction."

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.

6. SIGNALS NOT CONFORMING TO THE ASPECTS AND INDICATIONS SHOWN IN "FIXED SIGNALS" IN RULES. (Rule 312) Cont'd.

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.

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.

14. MAXIMUM SPEED OF ENGINES.

MILES PER HOUR

Diesel and Gas-Electric	Backing or When not Controlled			
	Forward	Light Forward	From Leading Unit	Dead In Train
11-15, 80-87	100	80	45	90
16-78, 300-314	100	90	45	90
325-344	90	90	45	90
350-359	90	90	*45	90
200-289	70	70	45	70
99, 600-611, 700-751, 1700-1719, 1800-1889, 2099, 2100-2162, 2650-2893, 3000-3019	70	70	*45	70
460-468	35	35	35	20
500-564, 625-653, 1500-1537, 2200-2299, 2303-2399, 2403-2441	45	45	45	45
800-849, 900-979, 1100-1174, 1200-1284, 1300-1460, 1600-1615	70	70	*45	70
RDC 191, 192	85	85	50	85
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			
11-15, 80-87, 350-359, 600-611, 800-849, 1600-1615, 2099-2162	3	5	5
51-78, 650-653, 2310-2321, 3000-3019	4	5	5
460-468	4½	5	5
16-48, 99, 200-344, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1460, 1500-1537, 1700-1719, 1800-1889, 2200-2299, 2303-2304, 2322-2399, 2403-2411, 2650-2893	5	5	5
Motor Cars	3	5	5
Passenger Cars			
Roller Bearings	8	5	
Friction Bearings	12	5	

17. DERRICKS, CRANES, ETC.

Derricks, cranes, pile drivers, spreaders, 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 Including Derrick AT 199452 AT 199453 AT 199454 AT 199455 Derrick AT 199720 and Jordan Spreaders 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., and Pekin & St. Joseph Dists.	24	24	24

Derricks 199720 and 199775, and Pile Drivers must be handled in trains next to engine.

19. YARD LIMITS

PRR-C&WI CROSSING	(On track No. 1 only between AT&SF Jct. 21st Street and Interlocking MP 3.1)
Joliet U.S.	(Between Interlocking Joliet U.S. and MP 39.3)
Galesburg	
Henrietta	(St. Joseph District only)
Pekin	(Includes East Yards)
Terminal Yard	

22 SPECIAL RULES

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	Yard Office and Roundhouse Offices
Chillicothe	Yard Office
Galesburg	Yardmen's Locker Room
Fort Madison	Trainmen's Locker Room
Shopton	Telegraph and Roundhouse Offices
Marceline	Station (Baggage Room)
Henrietta	Telegraph Office
Kansas City	Trainmaster's Office, Union Station
Argentine	Yard and Roundhouse Offices
Pekin	Station
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	Yard Office
Chillicothe	Yard Office
Fort Madison	Telegraph Office
Shopton	Telegraph and Roundhouse Offices
Marceline	Station (Baggage Room)
Kansas City	Telegraph Office, Union Station
Argentine	Yard and Roundhouse Offices
Terminal Yard	Yard Office

22. STANDARD THERMOMETERS

Chicago (Coach Yard)	Joliet Yard	Marceline
Corwith	Shopton	Henrietta
McCook		

23. OVERHEAD OBSTRUCTIONS (Rule 761)

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

ILLINOIS DIVISION

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	
Industrial Lead	MP 51.1	328 cars
" " (Run Around)	MP	30 cars
Gorman (spur)	MP 61.9	7 cars
Verona Spur	MP 72.0	10 cars
SECOND DISTRICT		
Dahinda Stanolind (spur)	MP 163.9	12 cars
THIRD DISTRICT		
Spur	MP 300.0	94 cars
Spur	MP 318.2	20 cars
Spur	MP 336.0	21 cars
Spur	MP 337.0	15 cars
FOURTH DISTRICT		
Spur	MP 417.0	5 cars
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
Spur	MP 62.0	4 cars
<p>A. J. STROBEL, General Watch Inspector Topeka R. W. GOOCH, Asst. General Watch Inspector Topeka</p>		
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	
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	
H. M. FAERBER, 821 N. 7th	Kansas City, Kans.	
J. F. GAMBRILL, 709 Central	Kansas City, Kans.	

SURGEONS OF THE A.T.&S.F. EMPLOYES' BENEFIT ASSOCIATION

DR. O. L. HANSON, CHIEF SURGEONTopeka

LOCAL SURGEONS

LOCATION	DOCTORS
Bethel, Kans.	Q. C. HUERTER
"	R. P. MCCARTHY
Brookfield, Mo.	B. D. HOWELL
Brunswick, Mo.	D. D. STUART
Carrollton, Mo.	E. L. BALES
"	E. W. ALLEN
Chicago	R. D. KEARNEY 6235 S. Kedzie
"	HENRY MATTHEWS, 6252 S. Parkway
"	LAWRENCE MANN, 616 Ry. Exchange
"	B. A. NELSON
"	G. T. BUTTICE, 2136 S. Indiana
"	MARVIN LERNER, 4900 S. Archer
"	G. C. MARKOUTSAS
"	R. M. GALT
"	J. H. BUCKELY
"	M. J. MCCARTHY
"	M. C. GUINAN
"	M. D. MOSS
"	E. F. ADDENBROOKE, Dermatologist
Chicago, Heights	E. G. WYGANT
"	C. D. COLLINS
"	P. ASHLEY
"	R. JENSEN
"	LEOPOLD SEME
Chillicothe	I. E. DOLPH
"	F. Z. WHITE
"	H. G. JOHNSON
"	G. A. HART
Coal City	J. D. WALTER
"	R. P. SMYK
Edina, Mo.	FRANCIS TARVYDAS
Evergreen Park, Ill.	W. M. RICCI, Urologist
Fort Madison	G. C. MCGINNIS
"	H. L. SCHRIER
"	G. J. McMILLAN
"	F. R. RICHMOND, SR.
"	F. R. RICHMOND, JR.
Galesburg	S. M. HANAUER
"	S. B. CONTRO
"	M. A. CLAMAN
Gary, Ind	R. N. BILLS
Harvey	H. E. FISHER
Independence, Mo.	V. E. LINK
"	H. W. KEARNES
"	C. F. GRABSKE
Joliet	C. W. HOFFMAN
"	B. PROTICH
"	S. KLEIN
Kansas City, Kans.	M. V. LAING, 907 N. 7th
"	G. R. PETERS, 907 N. 7th
"	C. G. DAVIS, 905 N. 7th
"	A. E. SILVERS, 1702 SW Blvd.
"	K. R. KENNEDY
"	J. O. YULICH
"	W. D. FRANCISCO, Huron Bldg.
"	J. D. HUFF, " "
"	P. R. CARPENTER
Kansas City, Mo.	GRAHAM OWENS, 906 Grand
"	E. G. KETTNER, 1103 Grand
"	D. FERGUSON, 1214 Vine
"	W. R. PETERSON, 2462 Brooklyn
"	K. L. SHIRMAN, 103 N. Elmwood
"	W. B. ALLEN
N. Kansas City, Mo.	R. H. DUNHAM
Kirksville, Mo.	J. J. WIMP
"	M. T. ENGLISH

SURGEONS OF THE A.T.&S.F. EMPLOYES' BENEFIT ASSOCIATION (Continued)

La Grange, Ill.	S. J. KIMELBLOT
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La Plata, Mo.	H. D. LEHR, Osteopath
Lemont	Z. I. KOWALICZKO
Lockport	WM. A. MEADOWS
"	E. A. ALBERS
"	L. T. ZEBELL
Marceline	R. W. SMITH
"	GEO. GARY
"	P. C. TODD
Mazon	W. F. BREISCH
Minonk	H. T. BARRETT
Mission, Kansas	G. O. HARPSTER
"	W. L. GOOD
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Morton	E. A. MONROE
Norborne	R. E. HASKELL
Oakpark, Ill.	C. E. WALLS
Pekin	J. I. WEIMER
"	R. K. TAUBERT
Peoria	R. K. DEAN
"	E. L. THOMPSON
"	L. R. ESTOYE
"	D. D. BURROUGHS (Consultant)
Plattsburg	W. B. SPAULDING
Revere	J. L. MCCONNELL
Richmond, Mo.	G. K. DAVALT
"	T. B. COOK
Roanoke	R. J. DAVIES
Roseville, Ill.	J. L. HOYT
"	R. E. ICENOGLIE
St. Joseph	J. H. RYAN
"	S. E. SENOR
"	R. W. KIEBER
Streator	GEO. POWERS, JR.
"	J. A. MANAGO
"	J. E. GOTTMOLLER
"	E. G. BARTON
"	M. H. SCHRAUDENBACH
Stronghurst	H. L. BOCK
Toluca	MICHAEL SCHUBERT
Williamsfield	J. B. BRONNY
Willow Springs	T. J. BENTON
Wyaconda	B. F. HUTCHINSON (Osteopath)

EYE, EAR, NOSE AND THROAT SPECIALISTS

Chicago	D. J. BOLES, (Eye Only)
"	55 E. Washington
"	O. E. VAN ALYEN, 135 S. La Salle
"	W. G. ACKERMAN (Eye Only)
"	104 S. Michigan
"	S. D. SWIONTKOWSKI
Fort Madison	A. C. RICHMOND
Galesburg	G. K. SMART
Joliet	G. W. CARLIN
Kansas City, Kans.	F. N. BOSILEVAC, Brotherhood Bldg.
"	R. B. WILSON
"	C. H. STEELE
Kansas City, Mo.	A. N. ALTRINGER, 305 W. 43rd
"	W. P. BUNTING, " "
"	J. S. KNIGHT, " "
"	W. R. EUBANK (Eye)
"	A. J. BAER (Eye)
"	R. D. WILLIAMS, (ENT)
"	W. J. WURSTER (ENT)
Peoria	P. R. McGRATH, (Eye Only)
"	409 W. Main
"	W. E. OWEN (Except Eye)
"	1105 North



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.)

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS

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

TRAIN	STOP AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOP AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
1	Streator La Plata Marceline Carrollton	Tulsa, Woodward, Canadian, Pampa, Amarillo, Hereford, Clovis, Fort Sumner, Vaughn, Belen, Williams Jct. and beyond		17	Streator	Scheduled stops in California	
					Galesburg	Lamy and scheduled stops beyond	
				18	Galesburg	Chicago and beyond	Kansas City and beyond
2	Carrollton Marceline		Williams Jct. and beyond, Belen, Vaughn, Fort Sumner, Clovis, Hereford, Pampa, Canadian, Woodward	El Capitan	On days El Capitan is operated as a separate train, that train will make conditional stops shown for trains 17-18.		
				19	Carrollton	Tulsa	
					Henrietta	Albuquerque and beyond	Chicago and beyond
9	In Illinois	Stations in Illinois, Kansas City and beyond	Stations in Illinois	20	Marceline		La Junta and beyond, Lamar, Garden City, St. John
12	Carrollton	Chicago and beyond	Beyond Wichita and south of Ottawa		Toluca Mazon	Chicago and beyond	
15	Coal City	Kansas City and beyond	Chicago and beyond		In Illinois Except Dallas City, Ransom and Verona		Beyond Kansas City
	Marceline	Wichita and beyond	Chicago and beyond				
16	Marceline	La Plata and beyond	Kansas City and beyond	23	In Illinois	Stations in Illinois, Kansas City and beyond	Stations in Illinois

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