

M. W. GIBSON, Trainmaster..... Chillicothe, Ill.
 J. E. LYNCH, Trainmaster..... Shopton, Ia.
 H. L. LEWIS, Trainmaster..... Shopton, Ia.
 C. S. SHAFFER, Road Foreman of Engines..... Shopton, Ia.
 E. E. REYNOLDS, Road Foreman of Engines..... Shopton, Ia.
 P. J. WHITE, Chief Dispatcher..... Shopton, Ia.
 C. C. POLHANS, Asst. Chief Dispatcher..... Shopton, Ia.
 H. R. BEAUMONT, Asst. Chief Dispatcher..... Shopton, Ia.
 H. E. McCORMICK, Asst. Chief Dispatcher..... Shopton, Ia.

TRAIN DISPATCHERS—SHOPTON, IA.

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

G. W. SEARS, Trainmaster..... Corwith, Ill.
 F. A. BEAUCHAMP, Trainmaster..... Corwith, Ill.
 D. E. SKINNER, Trainmaster..... Corwith, Ill.
 R. L. WOOD, Passenger Trainmaster..... Chicago, Ill.

C. R. ROSE, 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.
 R. E. JOHNSON, Trainmaster..... Argentine, Kans.
 R. E. DAVIS, Asst. Trainmaster..... Argentine, Kans.
 H. E. FORD, Asst. Trainmaster..... Argentine, Kans.

AVOID DAMAGE — SWITCH CUSTOMERS CARS CAREFULLY

OVERSPEED Couplings are DAMAGING - Here's what happens:

	SAFE COUPLING SPEED
4 miles per hour <input type="checkbox"/>	Damage Begins
5 miles per hour <input type="checkbox"/>	2½ times as damaging as 4 MPH
6 miles per hour <input type="checkbox"/>	3 times as damaging as 4 MPH
7 miles per hour <input type="checkbox"/>	4 times as damaging as 4 MPH
8 miles per hour <input type="checkbox"/>	5 times as damaging as 4 MPH
9 miles per hour <input type="checkbox"/>	6 times as damaging as 4 MPH
10 miles per hour <input type="checkbox"/>	

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.

11

IN EFFECT

Sunday, August 26, 1962

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**

**R. J. YOST,
Superintendent,
Shopton, Iowa**

**F. L. ELTERMAN,
Superintendent,
Corwith, Illinois**

**E. J. BRUCE,
Superintendent,
Argentine, Kansas**

2 ILLINOIS DIVISION

FIRST DISTRICT

Second Class	WESTWARD							TIME TABLE No. 11 August 26, 1962	Rolling Grade Ascending	Turn Tables and Wyes	Siding Capacity 50 ft. Per Car
	First Class										
	47	7	9	17	15	1	123				
Way Freight	Fast Mail-Express	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	Leave Daily				
	PM 11.55 AM	PM 10.00	PM 8.30	PM 6.00	PM 3.15	AM 11.00	AM 9.00				
	12.01	10.05	6.35	6.05	3.20	11.05	9.05	CHICAGO			
								A. T. & S. F. Jct. 21st Street			
								0.1			
								PRR-C&WI Crossing			
								3.0			
								Panhandle Crossing			
								1.5			
								I.N. Crossing			
								CORWITH YL			
								1.4			
								Chicago Belt Crossing			
								NERSKA YL			
								5.5			
								McCOOK			
								B. & O. C. T. Crossing			
								4.6			
								WILLOW SPRINGS			
								5.6			
								ARGONNE			
								2.1			
								LEMONT			
								4.2			
								ROMEO			
								3.4			
								LOCKPORT			
								3.5			
								JOLIET YARD YL			
								1.3			
								JOLIET U. S. YL			
								C. R. I. & P. Crossing			
								4.0			
								PLAINES			
								6.6			
								DRUMMOND			
								4.6			
								LORENZO			
								4.4			
								PEQUOT			
								1.0			
								COAL CITY			
								7.9			
								MAZON			
								4.7			
								VERONA			
								4.0			
								KINSMAN			
								5.0			
								RANSOM			
								4.6			
								KERNAN			
								5.2			
								STREATOR YL			
								0.2			
								GM&O & NYC Crs'g.			
								0.4			
								Wabash Crossing			
								3.7			
								MOON			
								1.9			
								ANCONA			
								6.3			
								LEEDS			
								7.8			
								TOLUCA			
								6.0			
								LA ROSE			
								4.9			
								WILBERN			
								9.1			
								CHILlicothe YL			
								(129.8)			
Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
18.6	59.9	46.8	59.9	59.9	62.3	51.9	59.9	Average speed per hour			

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

SIGNAL SYSTEM TWO IN EFFECT:
A.T.&S.F. Jct. 21st Street to Chillicothe, except interlockings MP 3.1, Joliet U.S., Verona, Ancona, Toluca and Chillicothe.

RULE 251 IN EFFECT:
A.T.&S.F. Jct. 21st Street to interlocking MP 3.1, and Joliet U.S. to Pequot.

RULE 261 IN EFFECT:
On Main Tracks interlocking MP 3.1 to Joliet U.S. and Pequot to Chillicothe.

Other than provided in Rule 502, trains must secure numbered clearance cards before leaving originating stations, except westward from Pekin District at Ancona and westward G.M.&O. trains at Plaines. Proceed indication on westward G.M.&O. interlocking signal at Plaines authorizes a G.M.&O. train as an extra, Plaines to Pequot.

Between Chicago and A.T.&S.F. Jct. 21st Street be governed by C&W.I. Timetable, Rules and Regulations.

Between A.T.&S.F. Jct. 21st Street and Panhandle Crossing, A.T.&S.F. trains and engines may use I.C. Main Tracks with the current of traffic on signal indication from A.T.&S.F. Jct. 21st Street westward; on hand signals from the Switchtender from Panhandle Crossing eastward; and on signal indication in either direction with the current of traffic from interlocking MP 3.1. These 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 yard limit sign at MP 86.9 and MP 88.8 trains and engines must move at restricted speed, and between these points flag protection is not required.

FIRST DISTRICT

Communications	Mile Post	Ruling Grade Ascending	TIME TABLE No. 11 August 26, 1962	EASTWARD							
				First Class							Second Class
				8	20	16	18	2	124	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
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.
C	0		CHICAGO	AM 3.30	AM 7.15	AM 9.00	PM 1.30	PM 2.00	PM 5.30	PM 8.00	
	1.3		A.T.&S.F. Jct. 21st. Street	3.25	7.00	8.55	1.25	1.55	5.25	7.55	
	1.4	79.2	0.1								
	4.4	28.4	PRR-C&WI Crossing								
			3.0								
			Panhandle Crossing								
			1.5								
C	5.9	0	I.N. Crossing								
			CORWITH YL								
			1.4								
C	7.3	0	Chicago Belt Crossing								
			NEBSKA YL	3.04	6.43	8.40	1.08	1.40	5.05	7.40	
			5.5								
C	12.8	0	McCOOK	2.56	6.34	8.32	12.59	1.32	4.57	7.32	
			B. & O. C. T. Crossing								
			4.6								
C	17.4	0	WILLOW SPRINGS	2.50	6.29	8.26	12.54	1.26	4.50	7.27	
			5.6								
B	23.0	0	ARGONNE								
			2.1								
C	25.1	0	LEMONT								
			4.2								
B	29.3	13.7	ROMEO	2.36	6.14	8.12	12.39	1.12	4.33	7.14	
			3.4								
C	32.7	10.6	LOCKPORT								
			3.5								
C	36.2	10.6	JOLIET YARD YL								
			1.3								
C	37.5	15.8	JOLIET U. S. YL	2.25	6.00	8.00	12.25	1.00	4.20	7.05	
			C.R.I.&P. Crossing								
			4.0								
C	41.5	14.5	PLAINES	2.17	5.52	7.52	12.19	12.54	4.09	6.57	
			6.6								
			DRUMMOND								
			4.6								
B	52.8	9.9	LORENZO								
			4.4								
C	57.2	0	PEQUOT	2.00	5.36	7.35	12.03	12.38	3.55	6.43	
			1.0				PM				
C	58.2	0	COAL CITY			7.32			3.53		
			7.9								
C	66.1	0	MAZON						3.43		
			4.7								
C	70.8	0	VERONA	1.48	5.24	7.23	11.52	12.27	3.37	6.33	
			4.0								
B	74.8	0	KINSMAN								
			5.0								
C	79.8	0	RANSOM								
			4.6								
B	84.4	15.8	KERNAN								
			5.2								
C	89.6	15.8	STREATOR YL	1.30	5.05	7.05	11.35	12.10	3.10	6.15	PM 3.30
			0.2								
			GM&O & NYC Crs'g								
			0.4								
B	90.2	10.1	Webash Crossing								
			3.7								
			MOON								3.10
			1.9								
B	95.8	0	ANCONA	1.21	4.55	6.56	11.25	12.01	2.59	6.06	3.00 PM
			6.3					PM			
B	102.1	0	LEEDS								
			7.8								
C	109.9	21.1	TOLUCA	1.10	4.44	6.45	11.14	11.50	2.46	5.55	
			6.0								
C	116.0	25.2	LA ROSE								
			4.9								
B	120.9	26.4	WILBERN	1.00	4.34	6.35	11.04	11.40	2.30	5.45	
			9.1								
C	130.0	26.4	CHILlicothe YL	12.50 AM	4.25 AM	6.25 AM	10.55 AM	11.30 AM	2.20 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	41.0	53.7	12.4

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

SIGNAL SYSTEM TWO IN EFFECT:
Chillicothe to A.T.&S.F. Jct. 21st Street, except interlockings Chillicothe, Toluca, Ancona, Verona, Joliet U.S. and MP 3.1.

RULE 251 IN EFFECT:
Pequot to Joliet U.S. and interlocking MP 3.1 to A.T.&S.F. Jct. 21st Street.

RULE 261 IN EFFECT:
On Main Tracks Chillicothe to Pequot and Joliet U.S. to interlocking MP 3.1.

Other than provided in Rule 502, trains must secure numbered clearance cards before leaving originating stations, except First Class trains at Chillicothe, eastward trains from Pekin District at Ancona, and G.M.&O. eastward trains at Pequot. Proceed indication on G.M.&O. train order signal at Pequot authorizes a G.M.&O. train as an extra Pequot to Plaines.

Proceed indication on home signal, Pekin District, at Ancona authorizes an extra east on First District.

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

Between A.T.&S.F. Jct. 21st Street and Chicago be governed by C.&W.I. Timetable, Rules and Regulations.

Between Panhandle Crossing and A.T.&S.F. Jct. 21st Street, A.T.&S.F. trains and engines may use I.C. Main Track with the current of traffic on signal indication from A.T.&S.F. Jct. 21st Street westward; on hand signal from the Switchtender from Panhandle Crossing eastward; and on signal indication in either direction with the current of traffic from interlocking MP 3.1. These 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 yard limit sign at MP 86.9 trains and engines must move at restricted speed, and between these points flag protection is not required.

SIGNAL SYSTEM ONE IN EFFECT:

Chillicothe to interlocking E. Ft. Madison except interlockings Princeville, Monica, Williamsfield, E. Galesburg and west end Galesburg (MP 180), Stronghurst and E. Ft. Madison.

SIGNAL SYSTEM TWO IN EFFECT:

Interlockings Princeville, Monica, Williamsfield, E. Galesburg, west end Galesburg (MP 180), Stronghurst and E. Ft. Madison to Shopton.

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, but protection must be provided in accordance with Rule 99.

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. 11 August 26, 1962	Ruling Grade Ascending	Turn Tables and Wyes	Siding Capacity 50 ft. Per Car
First Class										
17	15	1	123	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				
PM 8.40	PM 8.10	PM 5.20	PM 1.30	AM 11.10	AM 2.10	AM 12.45				
8.49	8.19	5.29	1.40	11.19	2.20	12.55				
8.57	8.27	5.37	1.48	11.27	2.28	1.03				
9.05	8.35	5.45	1.56	11.35	2.36	1.11				
9.18	8.47	5.57	2.08	11.47	2.49	1.23				
9.25 ^s	8.55 ^f	6.05 ^s	2.20 ^s	11.55 ^s	2.55 ^s	1.35 ^s				
9.34	9.04	6.13	2.30	12.04	3.03	1.45				
9.39	9.09	6.18	2.35	12.09	3.08	1.49				
9.47	9.17	6.25	2.42	12.17	3.16	1.56				
9.53	9.23	6.31	2.50	12.23	3.22	2.04				
10.02	9.31	6.39	3.00	12.31	3.30	2.14				
10.13	9.42	6.49	3.12	12.41	3.40	2.26				
10.20 ^s	9.50 ^s	6.55 ^s	3.30 ^s	12.50 ^s	3.55 ^s	2.45 ^s				
10.25 ^s	9.55 ^s	7.00 ^s	3.35 ^s	12.55 ^s	4.00 ^s	2.50 ^s				
PM	PM	PM	PM	PM	AM	AM				
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
59.6	59.6	62.6	50.1	59.6	59.9	50.1				
Average speed per hour							(104.3)			

STATIONS	Feet Per Mile	Turn Tables and Wyes	Siding Capacity 50 ft. Per Car
CHILICOTHE ^{YL} 8.0	68.1	T	
EDELSTEIN 6.2	31.7		W 74
C.R.I. & P. Crossing 0.4	0		
PRINCEVILLE 3.6	31.7		
MONICA C. B. & O. Crossing 5.2	0		
LAURA 4.9	18.5		E 73 W 110
WILLIAMSFIELD 4.9	0		
DAHINDA 2.7	8.4		
APPLETON 7.8	31.7		
E. GALESBURG 3.7	31.7		
GALESBURG ^{YL} 7.5	21.9	Y	E 187 W 188
CAMERON 4.2	28.2		
NEMO 1.7	0		
ORMONDE 5.2	0		E 102 W 84
PONEMAH 4.4	23.2		
SMITHSHIRE 3.1	12.1		
MEDIA 4.3	13.6		
STRONGHURST 3.6	26.1		E 77 W 173
DECORRA 6.4	0		
LOMAX 5.9	10.6		W 108
DALLAS CITY 6.1	0		
E. FT. MADISON 1.8	21.1		E 67
FORT MADISON 1.7	0		
SHOPTON		TY	

SECOND DISTRICT

Communications	Mile Post	Railing Grade Ascending	TIME TABLE No. 11 August 26, 1962	EASTWARD						
				First Class						
				20	16	18	2	124	12	8
				The Chief	Texas Chief	Super Chief-El Capitan	San Francisco Chief	The Grand Canyon	The Chicagoan	Fast Mail-Express
		Feet Per Mile	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
C	180.0	31.7	CHILlicothe YL 8.0	AM 4.25	AM 6.25	AM 10.55	AM 11.30	PM 2.20	PM 5.35	AM 12.50
C	138.1	31.7	EDELSTEIN 6.2	4.15	6.15	10.46	11.20	2.08	5.25	12.35
	144.3	21.8	C.R.I. & P. Crossing 0.4							
C	144.7	23.2	PRINCEVILLE 3.6					f		
	148.3	31.7	MONICA C.B. & Q. Crossing 5.2	4.07	6.07	10.37	11.12	f 1.55	5.17	12.25
C	153.5	19.3	LAURA 4.9					f		
C	158.4	31.7	WILLIAMSFIELD 4.9	3.59	5.59	10.29	11.04	f 1.41	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	5.45	10.15	10.50	1.25	4.55	12.02 -AM-
C	177.5	7.4	GALESBURG YL 8.5	s 3.40	s 5.40	f 10.10	f 10.45	s 1.20	s 4.50	s 11.55
	186.0	5.7	CAMERON 4.2	3.32	5.31	10.02	10.36	f 1.03	4.41	11.42
C	190.2	31.3	NEMO 1.7					f		
C	191.9	31.2	ORMONDE 5.2	3.27	5.26	9.57	10.31	f 12.58	4.36	11.37
B	197.1	12.1	PONEMAH 4.4					f		
C	201.5	31.7	SMITHSHIRE 3.1	3.19	5.18	9.49	10.23	f 12.47	4.28	11.29
C	204.6	31.2	MEDIA 4.3					f		
C	208.9	20.4	STRONGHURST 3.6	3.13	5.12	9.43	10.17	f 12.37	4.22	11.23
B	212.5	31.7	DECORRA 6.4							
C	218.9	18.0	LOMAX 5.9	3.04	5.03	9.34	10.08	f 12.25	4.13	11.13
C	224.8	14.5	DALLAS CITY 6.1					f		
C	230.9	23.9	E. FT. MADISON 1.8	2.53	4.53	9.23	9.58	f 12.10	4.03	11.03
C	232.9	0	FORT MADISON 1.7	s 2.50	s 4.50	s 9.20	s 9.55	s 12.05	s 4.00	s 11.00
C	234.6		SHOPTON	2.45 AM	4.45 AM	9.15 AM	9.50 AM	11.59 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	62.6	44.4	62.6	50.1

SIGNAL SYSTEM ONE IN EFFECT:

E. Ft. Madison to Chillicothe, except interlockings E. Ft. Madison, Stronghurst, west end Galesburg (MP 180), E. Galesburg, Williamsfield, Monica and Princeville.

SIGNAL SYSTEM TWO IN EFFECT:

Shopton to and including interlocking E. Ft. Madison and interlockings Stronghurst, west end Galesburg (MP 180), E. Galesburg, Williamsfield, Monica and Princeville.

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, but protection must be provided in accordance with Rule 99.

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, but protection must be provided in accordance with Rule 99.

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 First Class							TIME TABLE No. 11 August 26, 1962	Ruling Grade Ascending	Turn Tables and Wyes	Siding Capacity 50 Ft. Per Car
17	15	1	123	19	7	9				
Super Chief-El Capitan	Texas Chief	San Francisco Chief	The Grand Canyon	The Chief	Fast Mail-Express	Kansas City Chief	STATIONS	Feet Per Mile		
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
PM 10.30	PM 10.00	PM 7.05	PM 3.40	PM 1.00	AM 4.05	AM 2.55	SHOPTON 13.2	42.2	TY	
10.44	10.13	7.19	f 3.55	1.13	4.19	3.09	ARGYLE 8.0	42.2		
			s 4.09				REVERE 6.6	42.2		W 30
10.57	10.28	7.33	f 4.17	1.27	4.34	3.25	C.B. & O. Crossing MEDILL 9.0	42.2		E 149
			s 4.29				WYACONDA 5.3	17.5		W 121
11.10	10.40	7.45	s 4.36	1.38	4.47	3.39	GORIN 4.9	42.2		
			s 4.43				RUTLEDGE 8.1	42.2		
11.21	10.50	7.55	s 4.55	1.49	4.59	3.52	BARING 9.3	39.8		E 179
			s 5.07				HURDLAND 6.4	42.2		E 90
			f				GIBBS 6.2	42.2		
11.39	s 11.10	8.12	s 5.25	s 2.10	s 5.20	s 4.20	LA PLATA 10.1	40.2		E 114
			s 5.38				ELMER 6.7	42.2		
11.52	11.25	8.25	s 5.47	2.24	5.37	4.37	ETHEL 11.8	42.2		E 151
			s 6.03				BUCKLIN 5.9	31.0		E 53
AM 12.10	PM 11.45	PM 8.43	s 6.15	s 2.45	AM 6.00	s 5.00	MARCELINE			Y
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(111.5)			
66.9	63.7	68.1	43.2	63.7	58.2	53.5	Average speed per hour			

ATC

TWO TRACKS

THIRD DISTRICT

ILLINOIS DIVISION

Communications	Mile Post	Ruling Grade Ascending	TIME TABLE No. 11 August 26, 1962	EASTWARD						
				First Class						
				20	16	18	2	124	12	8
				The Chief	Texas Chief	Super Chief-El Capitan	San Francisco Chief	The Grand Canyon	The Chicagoan	Fast Mail-Express
		Feet Per Mile	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
C	234.8	36.9	SHOPTON 13.2	AM 2.40	AM 4.40	AM 9.10	AM 9.45	AM 11.55	PM 3.50	PM 10.40
B	248.0	42.2	ARGYLE 8.0	2.19	4.19	8.48	9.30	11.33	3.31	10.20
B	256.0	42.2	REVERE 6.6							
B	263.1	42.2	C.B. & Q. Crossing MEDILL 9.0	2.05	4.05	8.34	9.16	11.19	3.17	10.06
C	272.3	42.2	WYACONDA 5.3					11.07		
C	277.6	41.7	GORIN 4.9	1.52	3.54	8.23	9.05	10.59	3.06	9.55
B	282.6	42.2	RUTLEDGE 8.1							
C	290.7	32.4	BARING 9.3	1.40	3.44	8.13	8.56	10.42	2.57	9.45
B	300.1	42.2	HURLAND 6.4							
B	306.4	23.1	GIBBS 6.2							
C	312.7	42.9	LA PLATA 10.1	1.21	3.25	7.56	8.39	10.18	2.40	9.25
C	322.9	0	ELMER 6.7					10.05		
C	329.7	42.2	ETHEL 11.8	1.05	3.08	7.40	8.23	9.57	2.23	9.08
C	341.5	42.2	BUCKLIN 5.9					9.43		
C	347.3		MARCELINE	12.45 AM	2.50 AM	7.20 AM	8.05 AM	9.35 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	58.2	60.8	60.8	66.9	47.8	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, but protection must be provided in accordance with Rule 99.

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., and Interlocking West End Missouri River Bridge MP 426.4 to Congo.

RULE 261 IN EFFECT:

On main tracks Marceline to W.B. Jct., track No. 3 Hardin to C.A. Jct., C.A. Jct. to interlocking west end Missouri River Bridge MP 426.4, Congo 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 Wabash Trains at W.B.Jct. and westward Mo. Pac. Trains at Eton.

Proceed indication on westward Wabash 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.

Between Congo and Rock Creek Jct., Mo. Pac. tracks may be used with current of traffic on signal indication. Movements against current of traffic must be authorized by Mo. Pac. Terminal Trainmaster. All movements must be made at restricted speed and protected as per Rule 99 when using these tracks. 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. 11 August 26, 1962	Rolling Grade Ascending	Turn Tables and Wyes	Siding Capacity 50 ft. Per Car
First Class										
15	1	123	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 8.43	PM 6.15	PM 2.45	AM 6.00	AM 5.00	AM 12.10	MARCELINE 7.2	0	Y	
		s 6.22					ROTHVILLE 6.1	13.7		W 74
11.56	8.53	s 6.30	2.57	6.12	5.13	12.21	MENDON 7.4	12.7		E 74
- AM -		f					DEAN LAKE 6.2	26.4		
12.06	9.03	s 6.43	3.07	6.23	5.24	12.31	BOSWORTH 12.2	26.4		E 50 W 150
		s 7.00			s 5.37		CARROLLTON 2.2	0		E 130 W 73
12.17	9.13	7.02	3.19	6.35	5.39	12.42	W. B. JCT. 8.0	3.7		
		f					NORBORNE 8.8	4.8		E 56 W 113
12.30	9.26	s 7.24	3.33	6.50	5.53	12.55	HARDIN 5.9	4.2		E 104
12.35	9.31	s 7.33	3.38	6.55	s 6.00	1.00	HENRIETTA 5.6	8.4	Y	E 235 W 136
							CAMDEN 1.3	14.2		
12.41	9.37	7.43	3.44	7.01	6.07	1.06	C.A. JCT. 3.5	13.2		
							FLOYD 5.0	26.4		
12.51	9.47	f 7.57	3.55	7.12	6.17	1.16	SIBLEY 7.2	6.7		W 67
							ATHERTON 2.6	9.7		E 110 W 29
1.00	9.56	8.08	4.03	7.21	6.26	1.25	ETON 2.8	9.4		
							COURTNEY 3.2	9.4		W 77
							SUGAR CREEK YL 1.7	4.9		E 62
1.09	10.05	8.20	4.12	7.31	6.35	1.34	CONGO 1.7	25.7		
							K.C.S. Crossing 0.4	14.8		
1.13	10.09	8.25	4.16	7.35	6.39	1.38	SHEFFIELD 4.8	43.9		
s 1.30 AM	s 10.25 PM	s 8.50 PM	s 4.35 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	61.1	40.9	56.6	54.2	51.9	59.3	Average speed per hour			

FOURTH DISTRICT

Communications	Mile Post	Ruling Grade Ascending	TIME TABLE No. 11 August 26, 1962	EASTWARD						
				First Class						
				16	18	2	124	12	8	20
		Feet Per Mile	STATIONS	Texas Chief Arrive Daily	Super Chief-El Capitan Arrive Daily	San Francisco Chief Arrive Daily	The Grand Canyon Arrive Daily	The Chicagoan Arrive Daily	Fast Mail-Express Arrive Daily	The Chief Arrive Daily
C	347.3	42.2	MARCELINE 7.3	AM 2.50	AM 7.20	AM 8.05	AM 9.35	PM 2.05	PM 8.50	AM 12.45
B	354.6	8.9	ROTHVILLE 6.1				t			
C	360.7	14.2	MENDON 7.4	2.37	7.07	7.52	t 9.15	1.52	8.34	12.31
B	368.1	0	DEAN LAKE 6.2							
C	374.3	26.4	BOSWORTH 12.2	2.27	6.57	7.42	s 9.02	1.42	8.23	12.20
C	386.4	0	CARROLLTON 2.3				s 8.48			
B	388.7	0	W.B. JCT. 8.0	2.16	6.46	7.31	8.44	1.31	8.09	12.06 AM
C	398.6	6.3	NORBORNE 8.3				t			
C	405.4	0	HARDIN 5.9	2.03	6.33	7.18	t 8.23	1.18	7.54	11.50
C	411.3	6.6	HENRIETTA 5.6	1.58	6.28	7.13	s 8.14	1.13	7.49	11.45
B	416.9	0	CAMDEN 1.3							
B	418.2	26.4	C.A. JCT. 3.5	1.52	6.22	7.07	8.03	1.07	7.43	11.39
C	421.7	0	FLOYD 5.0							
B	426.7	26.4	SIBLEY 7.2	1.42	6.12	6.57	t 7.52	12.57	7.32	11.28
C	434.0	0	ATHERTON 2.6				t			
C	436.6	7.0	ETON 2.8	1.33	6.03	6.48	7.43	12.48	7.23	11.19
C	439.4	0	COURTNEY 3.2							
C	442.6	0	SUGAR CREEK YL 1.7				t			
	444.2	42.2	CONGO 1.7	1.24	5.54	6.39	7.34	12.39	7.14	11.10
	445.9	0	K.C.S. Crossing 0.4							
	446.4	48.5	SHEFFIELD 4.8	1.20	5.50	6.35	7.30	12.35	7.10	11.05
C	451.1		KANSAS CITY Union Station	1.10 AM	5.40 AM	6.25 AM	7.20 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	62.3	62.3	46.1	62.3	56.6	56.6

SIGNAL SYSTEM TWO IN EFFECT:

Sheffield to Marceline.

RULE 251 IN EFFECT:

Congo to Interlocking west end Missouri River Bridge MP 426.4 and C.A.Jct. to W.B.Jct., except Track No. 3 C.A.Jct. to Hardin.

RULE 261 IN EFFECT:

On main tracks Sheffield to Congo, interlocking west end Missouri River Bridge MP 426.4 to C.A. Jct., track No. 3 C.A. Jct. to Hardin, W.B. Jct. to Marceline and westward siding Bosworth.

Other than provided in Rule 502, trains must secure numbered clearance cards before leaving originating stations except Mo. Pac. Trains at Congo and eastward Wabash 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 Wabash 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 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 426.3 to MP 424.9.

Between Congo and Rock Creek Jct., Mo. Pac. tracks may be used with current of traffic on signal indication. Movements against current of traffic must be authorized by Mo. Pac. Terminal Trainmaster. All movements must be made at restricted speed and protected as per Rule 99 when using these tracks. Speed limit 10 MPH through Mo. Pac. turnout Rock Creek Jct. interlocking.

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 num-
bered clearance cards before
leaving originating stations,
except at Ancona.

Trains must secure TP&W
clearance card Form "A",
Westward at Eureka; East-
ward 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.

WEST- WARD Second Class 47	Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 11 August 26, 1962			Ruling Grade Ascending	Mile Post	Communications	EAST- WARD Second Class 48	Siding Capacity 50 ft. Per Car
			Leave Daily Ex. Sun.	STATIONS	Feet Per Mile					
AM 7.50		0	ANCONA	0		B	PM 3.00			
7.55		15.3	2.7 LONG POINT	0	2.5	C	2.40			
8.05		31.7	4.6 DANA	0	7.1		2.20	20		
		0	5.8 I.C. Crossing	0	12.9					
8.30		23.8	0.1 MINONK	13.2	13.0	C	2.01	19		
8.45		0	6.0 BENSON	32.7	19.0	C	1.20	14		
9.00		41.2	5.5 ROANOKE	47.5	24.5	C	1.00	16		
9.15		0	6.2 STREATOR JCT.	0	30.7		12.15			
9.20		47.5	0.4 EUREKA	26.4	31.1	C	12.10 PM	44		
9.35		26.4	5.6 PEKIN JCT.	0	36.7		11.45			
9.40		31.7	1.3 WASHINGTON	31.7	38.0	C	11.40	17		
		31.7	3.0 COOPER	52.8	41.0			7		
10.10		0	2.4 CRANDALL	29.0	43.4		11.10			
11.00 ⁴⁸		0	N.Y.C. & St.L. Crossing 2.3	0	45.7	C	11.00 ⁴⁷	43		
		42.2	0.1 MORTON	81.8	45.8					
		0	P.R.R. & I.T. Crossing 11.0	82.9	56.8	C	10.03	50		
11.35	T	0	EAST YARDS YL G. M. & O. Crossing 0.9		57.7	C	10.00 AM			
11.45 AM			PEKIN YL				Leave Daily Ex. Sun.			
14.8			(57.9)							
			Average speed per hour				11.6			

Between Streator Jct. and Pekin Jct., be governed by TP&W time table, TP&W General Order No. 45, Nov. 10, 1960, covering station signaling at Eureka; 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.

Sliding Capacity 50 ft. Per Car	WESTWARD Second Class			Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 11 August 26, 1962	Ruling Grade Ascending	Mile Post	Communications	EASTWARD Second Class		
	71	75	43							76	72	44
	C.G.W.Ry. Time 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	0		C			PM 8.05
21			8.00		47.7	RICHMOND	57.4	5.1	C			7.53
			9.05		60.2	LAWSON	58.6	24.8				7.11
			9.40		62.3	LATHROP C.B. & Q. Crossing	58.1	35.7				6.47
26			10.20		61.2	PLATTSBURG	61.1	43.8	C			6.28
			10.45		52.8	GOWER	60.0	52.9				6.09
					59.3	AGENCY	0	62.0				
	PM 9.15	AM 10.40	11.20		59.5	B. C. JCT.	60.5	65.2	B	AM 2.30	PM 12.30	5.42
					0	C.R.I. & P. Crossing	36.6	71.6				
					0	C.B. & Q. Crossing	48.8	72.1				
					0	C.R.I. & P. Crossing C.B. & Q. Crossing M.K. JCT.	0	72.3				
	9.45 PM	11.05 AM	11.45 AM		0	ST. JOSEPH YL TERMINAL YARD	0	72.8	C	1.50 AM	11.55 AM	5.20 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	23.6

SIGNAL SYSTEM TWO IN EFFECT:

Lathrop interlocking and 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, 321 (C) and 813 of the Rules, Operating Department, revised 1959, are amended 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.

Rule 321 (C). At a controlled signal governing movement into a block where Rule 261 is in effect; if unable to communicate with control station by any means of communication, train must not proceed until movement is authorized by control station.

At a controlled signal governing movement into a block where Rule 261 is not in effect; if unable to communicate with control station by any means of communication, place dual control switches and derails in "hand" operation, spike other interlocked switches and derails, and furnish full protection against conflicting movements over any railroad crossings within that block. If no such dual control switches or derails involved, foul the track circuit of the block in advance, but do not foul conflicting routes or tracks. After these requirements have been observed, train must wait five minutes then proceed and, after passing next opposing signal, any dual control switches and derails must be restored and locked to "motor" operation, spikes removed from other interlocked switches and derails, leaving all in position found, and report to control station at first available point of communication.

If necessary to roll switches by hand, be governed by instructions posted in phone box.

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
Eton	Eastward First Class
Kansas City	Originating or terminating
AT STATIONS LISTED BELOW TRAINS DESIGNATED WILL REGISTER BY FORM 903:	
Shopton	First Class
Eton	Eastward 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 Wabash. The movement of Wabash trains will be governed by rules in Wabash Time Table. Wabash trains use marker lamps with red and green lenses.

ETON-CONGO—A.T.&S.F. and Mo. Pac. The movement of Mo. Pac. trains will be governed by bulletin order issued by Mo. Pac. Mo. Pac. trains use marker lamps with red and green lenses.

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. C.G.W. trains use marker lamps with red and green lenses.

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

6. ASPECTS AND INDICATIONS OF SIGNALS NOT CONFORMING TO SIGNAL SYSTEMS ONE OR TWO. (Rule 312).

CHICAGO—INTERLOCKING A.T.&S.F. 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 Yellow—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

Yellow—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.

SPECIAL RULES

6. ASPECTS AND INDICATIONS OF SIGNALS NOT CONFORMING TO SIGNAL SYSTEMS ONE OR TWO. (Rule 312). (Cont'd)

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, white 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
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 Wabash 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 Wabash track, green over red, yellow over red and red over red.

ETON—Eastward 2 Unit signal. Top unit governs movement to A.T.&S.F. track. Two unit indication governs movement to 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

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

Should the control cut in while approaching train control territory from the east or the Pekin District, seal may be broken and pneumatic feature cut out, reporting by wire from first open office. A westward train may then proceed to Pequot, where seal will be delivered to Operator, train control equipment cut in and sealed, and test made before entering train control territory. Should test show train control inoperative, secure train order authority to proceed. If movement from Pekin District beyond Ancona not authorized before arrival Ancona, Conductor call Operator at Streator and be governed by verbal instructions which must be repeated. On arrival Streator, deliver seal to Operator.

Should cut out not be obtained in leaving train control territory at Pequot or Ancona, or should train control cut in after leaving such territory, seal may be broken and pneumatic feature cut out. Report will be made at terminal and seal there delivered to Operator.

9. On First, Second, Third and Fourth Districts between Chicago and West Interlocking Sibley, 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-Pan-handle Crossing	4.4	Interlocking	20	20
Corwith	5.9	Interlocking	79	70
Nerska	7.3	Interlocking	79	70
McCook	12.3	Interlocking	79	70
Joliet, U.S.	37.5	Interlocking	15	15
Streator	89.8	Interlocking	40	35
Streator	90.2	Interlocking	40	35

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

STATION	MILE POST LOCATION	TYPE	Maximum Speed MPH	
			Passenger	Freight and Mixed
SECOND DISTRICT				
Princeville	144.3	Automatic Interlocking	90	70
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	25
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
ST. JOSEPH DISTRICT				
Lathrop	35.7	Automatic Interlocking	20*	20*
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		
.....	90	60
THIRD DISTRICT		
.....	90	60
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		
.....	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, be governed by the following to permit maximum speeds:

When controlling engine has four or more units of operative dynamic brake and average weight per car does not exceed sixty tons, maximum freight train speed—

3251 to 4250 tons—65 MPH
 3250 tons or less—70 MPH

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

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
3 Curves, MP 35.3 to 35.5 Eastward Track	65	65
Curve, MP 35.3 to 35.6 Westward Track	75	70
2 Curves, MP 35.6 to 36.3 Eastward Track	45	45
Curve, MP 36.3 to 36.7 { Westward Track (Basin Bridge) } Eastward Track	60	50
	45	35
2 Curves, MP 36.9 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 } Eastward Track	60	50
	55	50
2 Curves, MP 89.5 to 90.3 (Streator)	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 176.9 to 178.1	45	20
Curve, MP 224.7 to 225.0	60	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
2 Curves, MP 331.0 to 331.9 { Westward Track } Eastward Track	60	55
	60	60

SPECIAL RULES

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

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
THIRD DISTRICT (Cont'd)		
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

13.

SPECIAL RULES

14. MAXIMUM SPEED OF ENGINES

MILES PER HOUR

	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
Diesel and Gas-Electric				
11-90, 300-314	100	80	45	90
325-344	80	80	45	80
100-289, 407-430	70	70	45	65
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	70	70	45*	65
450, 451	30	30	30	20
460-468	35	35	35	20
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2403-2441, 2602-2606	45	45	45	45
650-653	40	40	40	40
800-849, 900-979, 1100-1174, 1200-1234, 1600-1607	75	75	45	75
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115, 118, 119, 122, 126, 186	65	65	25	60
M160	70	65	25	70
M190	80	65	25	75

* Note: 70 MPH applies when backing handling train.

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, 1600-1607, 2099-2162	3	5	5
51-78, 90, 650-653, 2301-2302, 2310-2321, 2602-2606, 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, 1200-1234, 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. DEAD ENGINES

Steam engines must not be handled dead in train without special instructions.

17. DERRICKS, CRANES, ETC.

Trains handling derricks, clam shells, ditchers, spreaders, (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear, must not exceed speeds indicated:

DISTRICT	Pile Drivers AT-199452 AT-199453 AT-199454 AT-199455	Other Machines
First, Second, Third and Fourth Districts except Main Track No. 3 between Kernan and MP 88.8 and Main Track No. 3 between Hardin and C.A.Jct.	45	30
Pekin and St. Joseph Districts and Main Track No. 3 between Kernan and MP 88.8 and Main Track No. 3 between Hardin and C.A.Jct.	24	24

Such equipment must not be moved in any train except on authority of Trainmaster.

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	S	Head-out switches	30
	I	Crossovers and head-in switches	40
Romeo	I	Crossovers	40
Joliet Yard	I	Eastward head-in switch	30
	S	Head-out switch M.P. 36.4	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	Crossovers and head-in switches	40
	S	Head-out switches	30
Kernan	I	Crossovers	40
Streator	I	Crossovers and turnout Wabash Crossing	30
Ancona	I	Pekin District turnout	30
	I	Crossovers	40
Toluca	I	Trailing point crossover	40
	I	Facing point crossover	30
	S	Westward head-out switch	30
Chillicothe	I	Crossovers and turnouts east end yard	40
SECOND DISTRICT			
Chillicothe	I	Facing point crossover and head-in switch west end yard	15
		Trailing point crossover and head-out switch west end yard	30
Edelstein	I	Crossovers	40
	S	Westward head-out switch	30
Williamsfield	I	Crossovers and westward head-in switch	40
	S	Head-out switches	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)			
E. Galesburg	I	Crossovers	40
Galesburg	I	Westward head-in and head-out switches	30
	I	Crossovers and eastward head-in switch	40
	S	Eastward head-out switch	30
Ormonde	I	Crossovers and eastward head-in switch	40
	S	Head-out switches	30
Smithshire	I	Crossovers	40
Stronghurst	I	Crossovers	40
	I	Head-in switches	30
	S	Westward head-out switch	30
Lomax	I	Crossovers	40
	S	Westward head-out switch	30
E. Ft. Madison	I	Crossovers	40
East End Shopton Yard	I	West crossover	25
	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	Crossovers	50
FOURTH DISTRICT			
Marceline	I	Head-in—Head-out Switches	30
		Crossover	50
Mendon	I	Crossovers	50
Bosworth	I	Crossovers	50
	I	Siding switches	30
W. B. Jct.	I	Crossover and Wabash Connection switches	50
Norborne	S	Westward head-out switch	30
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
	S	Westward head-out switch	15
C.A.Jct.	I	Crossovers and Wabash 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
Atherton	I	Eastward head-in switch	40
	S	Eastward head-out switch	30
Eton	I	Crossover and Mo. Pac. Connection	30
Congo	I	Crossover	40
	I	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)
- Streator
- Chillicothe
- Galesburg
- Henrietta (St. Joseph District only)
- Sugar Creek
- Argentine (includes Turner)
- Pekin (includes East Yards)
- Terminal Yard

20. BULLETIN BOOKS (Rule 82(B))

- ChicagoDearborn Station, Coach Yard and Roundhouse Offices
- CorwithTelegraph, Roundhouse, and Yardmen's Locker Facilities
- General Motors Plant. Yard Office
- Joliet YardYard Office
- StreatorTelegraph and Roundhouse Offices
- ChillicotheTelegraph, Roundhouse, Yard Offices and Reading Room
- GalesburgYardmen's Locker Room
- Fort MadisonTrainmen's Locker Room
- ShoptonTelegraph and Roundhouse Offices
- MarcelineYard Office
- HenriettaTelegraph and Roundhouse Offices
- Kansas CityTrainmaster's Office, Union Station
- ArgentineYard and Roundhouse Offices
- PekinStation and Enginemen's Wash Room
- Terminal YardYard and Roundhouse Offices

21. STANDARD CLOCKS

- ChicagoDearborn Station, Coach Yard and Roundhouse Offices
- CorwithTelegraph and Roundhouse Offices
- General Motors Plant. Yard Office
- Joliet YardYard Office
- StreatorTelegraph Office
- ChillicotheTelegraph Office
- Fort MadisonTelegraph Office
- ShoptonTelegraph and Roundhouse Offices
- MarcelineYard and Telegraph Offices
- Kansas CityTelegraph Office, Union Station
- ArgentineYard and Roundhouse Offices
- Terminal YardYard Office

22. STANDARD THERMOMETERS

- | | | |
|----------------------|-------------|-----------|
| Chicago (Coach Yard) | Plaines | Shopton |
| Corwith | Streator | La Plata |
| McCook | Chillicothe | Marceline |
| Joliet Yard | Nemo | 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
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

SPECIAL RULES

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

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
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24. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE

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

SECOND DISTRICT

Dahinda Stanolind (spur)	MP 163.9	12 cars
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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
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ST. JOSEPH DISTRICT

Rayville track	MP 13.6	25 cars
Everett and Clark	MP 41.9	21 cars

25. STATUTORY REGULATIONS

IN ILLINOIS, it is lawful for the conductor to remove from the train, using no unnecessary force, any passenger who shall refuse, upon reasonable demand, to pay his lawful fare, or who shall upon the train or car use any abusive, vulgar, threatening, obscene or profane language thereon, or shall so conduct himself as to make his presence offensive or unsafe to passengers thereon; and when any passenger shall be guilty of disorderly conduct or use any obscene language to the annoyance and vexation of passengers, or play any game of cards or other games of chance for money or other valuable thing upon any railroad train, the conductor is authorized to stop his train at any place where such offense has been committed and eject such passenger from the train, using only the force which may be necessary to accomplish the removal, but before doing so shall tender to such passenger such proportion of the fare he has paid as the distance he then is from the place to which he has paid his fare bears to the whole distance for which he has paid his fare. Conductor may command the assistance of other employes of the railroad, or any of the passengers to assist in such removal.

IN MISSOURI, if any passenger shall refuse to pay his fare, or shall behave in an offensive manner, or be guilty of repeated violations of the rules of the company, it shall be lawful for the conductor of the train and the servants of the corporation, to put him and his baggage out of the cars, using no unnecessary force, at any usual stopping-place, or near any dwelling-house, as the conductor shall elect on stopping the train.

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. J. R. BERNIER, 1022 Argyle..... Chicago

LOCAL SURGEONS (Cont'd)

DR. E. F. ADDENBROOKE, Dermatologist..... Chicago
 DR. G. C. MARKOUTSAS & R. M. GALT..... Chicago
 DR. MARVIN LERNER, 4900 S. Archer..... Chicago
 DR. J. H. BUCKELY & M. J. MCCARTHY..... Chicago
 DR. M. C. GUINAN..... Chicago
 DR. CARL IRENEUS..... Chicago
 DR. STANLEY TURZYNSKI..... Chicago
 DR. W. M. RICCI, Urologist..... Evergreen Park
 DR. E. G. WYGANT..... Chicago Heights
 DR. C. D. COLLINS..... Chicago Heights
 DR. PAUL ASHLEY..... Chicago Heights
 DR. JENSEN ROBERT..... Chicago Heights
 DR. J. J. SMID & R. H. MACNERLAND..... Berwyn
 DR. H. E. FISHER..... Harvey
 DR. R. N. BILLS..... Gary, Ind.
 DR. C. E. WALLS, 505 N. Ridgeland..... Oak Park
 DR. S. J. KIMBLELOT & MARTIN PEPPER..... La Grange
 DR. T. J. BENTON..... Willow Springs
 DR. Z. I. KOWALICZKO..... Lemont
 DR. WM. A. MEADOWS & E. A. ALBERS..... Lockport
 DR. C. W. HOFFMAN & E. J. MAYER..... 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. WM. E. ERKONEN..... Streator
 DR. H. T. BARRETT..... Minonk
 DR. R. J. DAVIES..... Roanoke
 DR. E. A. MONROE..... Morton
 DR. J. I. WEIMER & R. K. TAUBERT..... Pekin
 DR. MICHAEL SCHUBERT..... Tuluca
 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 & S. I. WALD..... Galesburg
 DR. S. B. CONTRO & M. A. CLAMAN..... Galesburg
 DR. J. L. HOYT & R. E. ICENOGLE..... 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., & F. R.
 RICHMOND, JR. Fort Madison
 DR. R. L. FEIGHTNER (Surgery Consultant)..... Fort Madison
 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. R. A. DIVELESS (Osteopath)..... Bucklin
 DR. R. W. SMITH, GEO. GARY & C. A. HORNER..... Marceline
 DR. D. D. STUART..... Brunswick
 DR. E. L. BALES & E. W. ALLEN..... Carrollton
 DR. R. E. HASKELL..... Norborne
 DR. G. K. DAVAUULT..... Richmond
 DR. W. B. SPAULDING..... Plattsburg
 DR. J. H. RYAN, S. E. SENOR & R. W. KIEBER... St. Joseph
 DR. V. E. LINK..... Independence, Mo.
 DR. H. W. KEAIRNES..... Independence, Mo.
 DR. 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.
 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. W. D. FRANCISCO & J. D. HUFF, Huron Bldg. Kansas City, Kans.
 DR. P. R. CARPENTER..... Kansas City, Kans.
 DR. W. L. GOOD..... Mission, Kans.
 DR. G. O. HARPSTER..... Mission, Kans.
 DR. Q. C. HUERTER..... Bethel, Kans.
 DR. 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), 1214 Main..... Peoria
 DR. W. E. OWEN, 135 North (Except Eye)..... Peoria
 DR. G. K. SMART..... Galesburg
 DR. A. C. RICHMOND..... Fort Madison
 DRs. 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. C. E. HASSIG, Huron Bldg..... Kansas City, Kans.
 DRs. F. N. BOSILEVAC, R. B. WILSON &
 C. H. STEELE, Brotherhood Bldg..... Kansas City, Kans.

A. J. STROBEL, 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
 SEYMOUR GLOBUS, 74-76 N. Chicago..... Joliet
 W. H. KERR..... Streator
 A. G. KEYES..... Pekin
 F. E. LYNDS..... Chillicothe
 M. G. DUNLAP..... Chillicothe
 BERL NORD..... Galesburg
 L. C. HARDY..... Fort Madison
 ALBERT ZURCHER..... Marceline
 G. C. MAXWELL..... Marceline
 J. E. POINTER..... Richmond
 W. G. HARDEN..... St. Joseph
 J. H. MACE Co., (A. G. Bohling), Union Station. Kansas City, Mo.
 E. C. GORDON, 4610 Troost..... Kansas City, Mo.
 L. M. CONNOR, 3120 Strong..... Kansas City, Kans.
 ROSS LENTZ, 1506 S. 21..... Kansas City, Kans.
 R. L. METZ, 3221 Strong..... Kansas City, Kans.
 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	Streator La Plata Marceline Carrollton	Tulsa Woodward Canadian Pampa Amarillo Hereford Clovis Ft. Sumner Vaughn Belen Williams Jct. and beyond		17	Hutchinson	Albuquerque and beyond	Kansas City and beyond and south of Newton
				cont'd			
				18	Hutchinson	Kansas City and beyond	Albuquerque and beyond
				El Capitan	On days El Capitan is operated as separate train, that train will make conditional stops shown for trains 17-18.		
2	Carrollton Marceline La Plata		Williams Jct. and beyond, Belen Vaughn Ft. Sumner Clovis Hereford Amarillo Pampa Canadian Woodward	19	Carrollton	Tulsa	
					East of Kansas City	Dodge City to Halstead inclusive	
					Ottawa	Albuquerque and beyond	
					St. John	Albuquerque and beyond	Emporia, Kansas City and beyond, and south of Newton
3	Between Kansas City and Wellington	Beyond Wellington		20	Stations in Illinois		Beyond Kansas City
					Ransom Verona Mazon Toluca Dallas City	Chicago and beyond	
					Marceline		St. John Garden City Lamar La Junta and beyond
					St. John	Emporia, Kansas City and beyond, and South of Newton	Albuquerque and beyond
9	In Illinois	Stations in Illinois, Kansas City and beyond	Stations in Illinois	123	In Illinois	Stations in Illinois, Kansas City and beyond	Stations in Illinois
					Carrollton	Chicago and beyond	Beyond Wichita and South of Ottawa
12	East of Kansas City		Dodge City to Halstead inclusive	124	Newton to Dodge City	La Junta and beyond	Newton and beyond
					Dodge City to Hutchinson	Newton and beyond	La Junta and beyond
					Newton to Kansas City	Points between Newton and Kansas City and beyond	Points between Newton and Kansas City and beyond Newton
15	Coal City	Kansas City and beyond	Chicago and beyond	211	Collinsville		Kansas City and beyond
					Marceline	Wichita and beyond	Chicago and beyond
16	Marceline	La Plata and beyond	Kansas City and beyond		Ottawa		Beyond Newton
					Ottawa		Beyond Newton
17	Streator Chillicothe	Scheduled stops in California			Galesburg	Lamy and scheduled stops beyond	
					Galesburg	Lamy and scheduled stops beyond	

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.



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.)

